
Rhinelanders Safe Routes to School Plan



ACKNOWLEDGEMENTS

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Rhinelander Safe Routes to School Task Force

Robert Thom, Director of Business Services, School District of Rhinelander

Kyle Raleigh, Principal, James Williams Middle School

Amanda Olson, Principal, Central Elementary

(Former Principal Paul Johnson)

Alex Bontz, Principal, Crescent Elementary

Kyle Barber, Principal, Northwoods Community Elementary

(Former Principal Gayle Daniel)

Kari Strebig, Principal, Pelican Elementary

(Former Principal Candice Cook)

Lloyd J. Gauthier, Jr., Chief, Rhinelander Police Department

Patrick Reagan, Rhinelander City Administrator

Tom Roeser, Rhinelander Director of Public Works

Austyn Zarda, Rhinelander City Clerk

Staff for this Plan

Fred Heider, AICP, NCWRPC Planner

Cover photos: NCWRPC

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This plan was developed by NCWRPC in conjunction with the School District of Rhinelander, City of Rhinelander, and the Rhinelander SRTS Task Force as part of the North Central Wisconsin Regional Safe Routes to School Program. This Regional program was made possible in part by a Transportation Alternatives Program grant from the Wisconsin Department of Transportation. Additional funding provided by the NCWRPC.

For more information contact:



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



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- A. Adoption Documentation
- B. Student Tally & Parent Survey with Parent comments
- C. Bike Parking Guidelines
- D. School Success Story – Omro, WI
- E. Neighborhood Traffic Circle

PLAN SUMMARY

The Rhinelander Safe Routes to School (SRTS) Plan was developed by the North Central Wisconsin Regional Planning Commission (NCWRPC) in conjunction with the City of Rhinelander, School District of Rhinelander, and the Rhinelander SRTS Task Force 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 City also have their own recommendations section.

PREFACE

About the North Central Wisconsin Regional Planning Commission

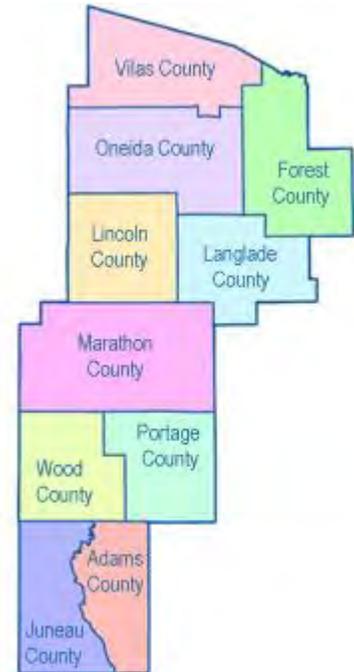


The North Central Wisconsin Regional Planning Commission (NCWRPC) is a voluntary association of governments created in 1973 under Wisconsin State Statute 66.945, now 66.0309. NCWRPC provides assistance throughout its 10-county region in the areas of:

- 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

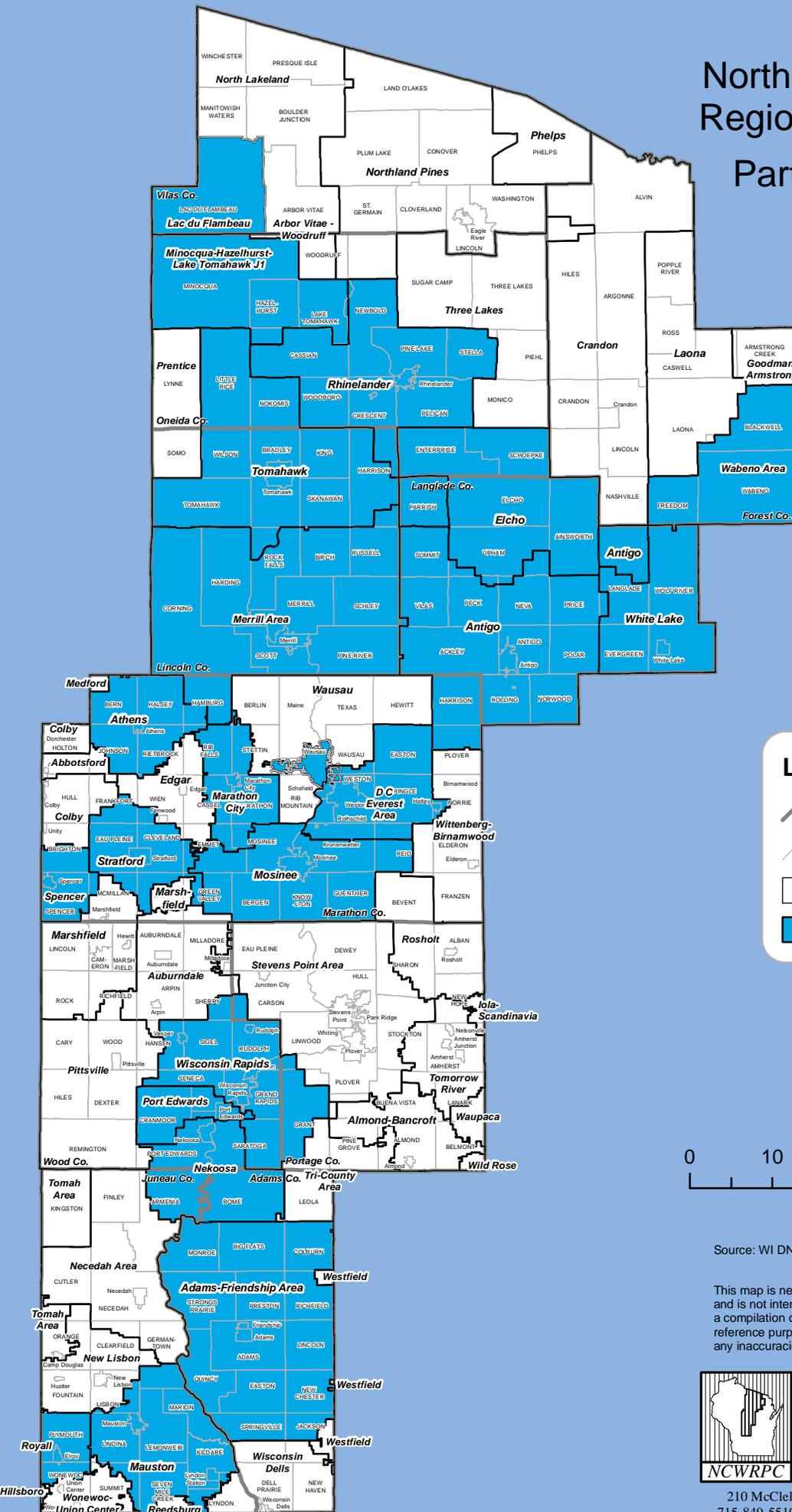
As part of NCWRPC’s on-going commitment to implement the Regional Livability Plan, the North Central Wisconsin Regional Planning Commission (NCWRPC) has created the Regional Safe Routes To School (SRTS) program. Implementing Safe Routes to School advances livability principles by making it safer and 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.

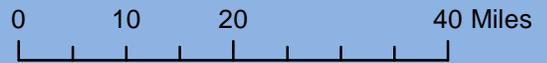


North Central Wisconsin Regional SRTS Program Participating School Districts



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:
**North Central
 Wisconsin Regional
 Planning Commission**

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

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.

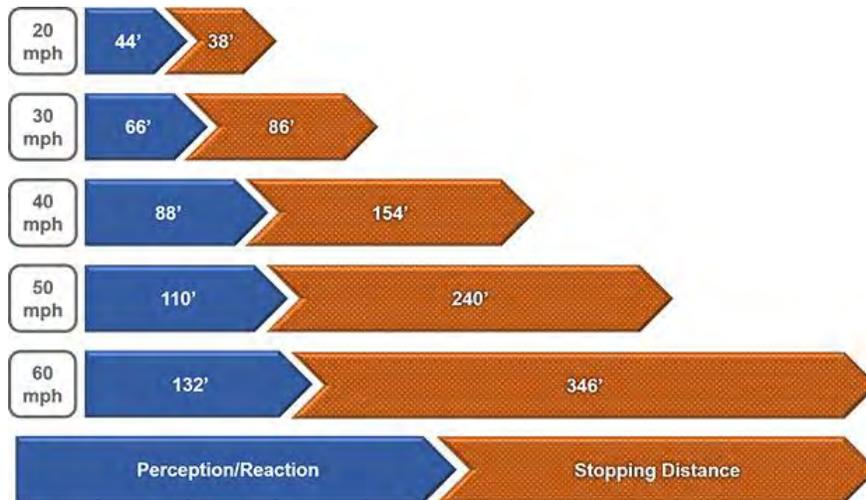
Sources continued on the bottom of page 8.

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.

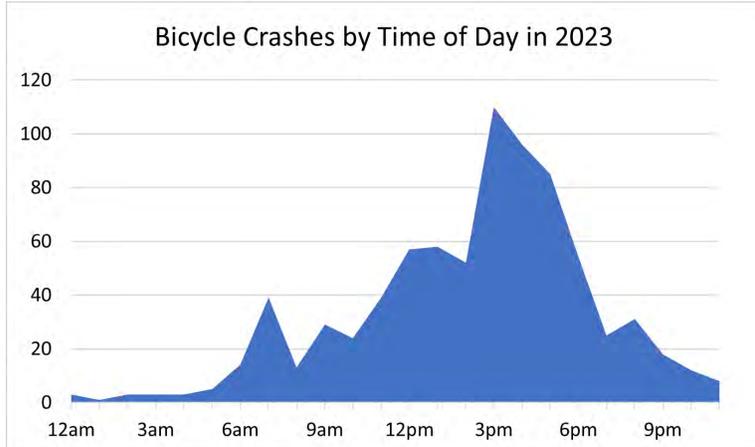
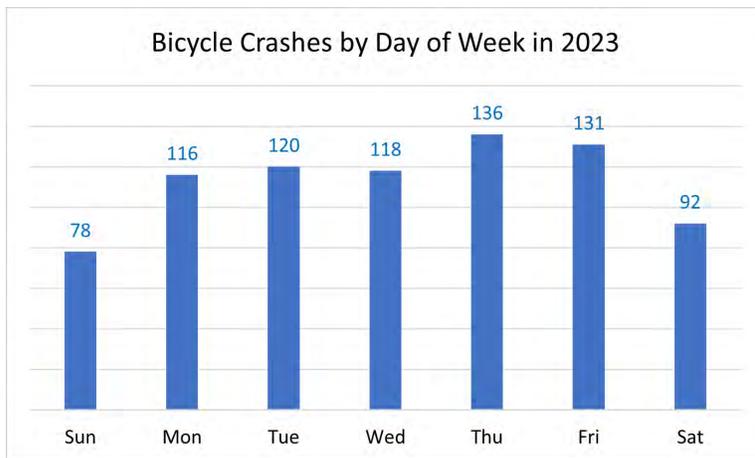
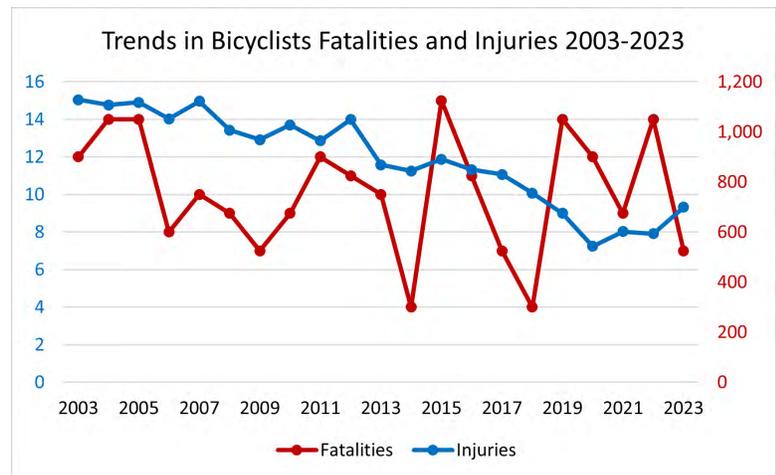


Scope of the Problem

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

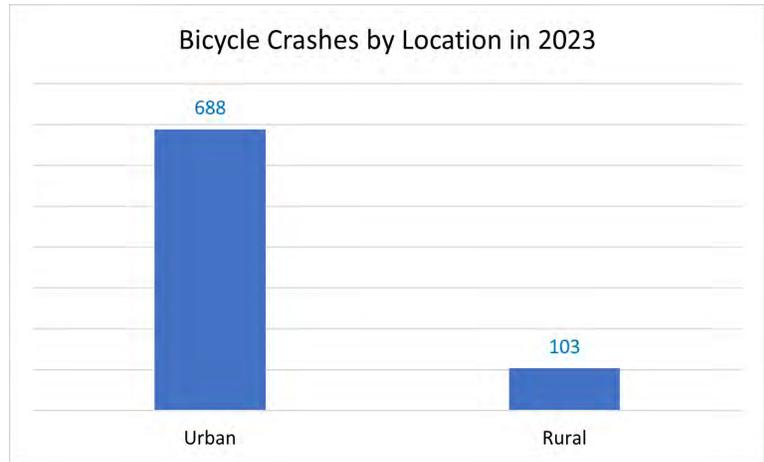
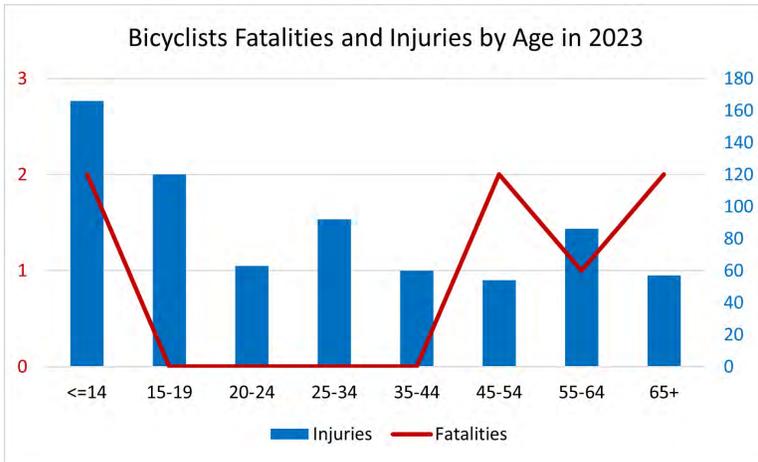
The most common types of bicycle crashes involve:

- 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...

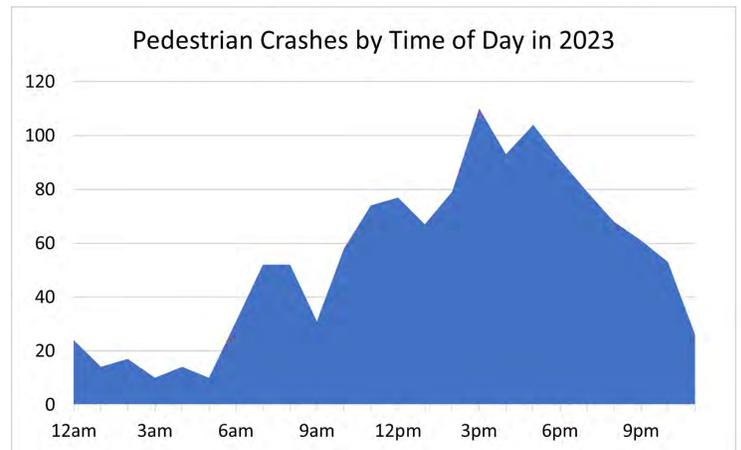
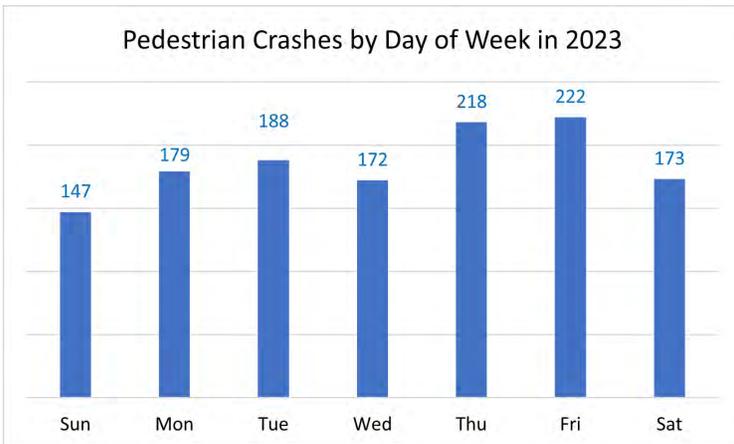
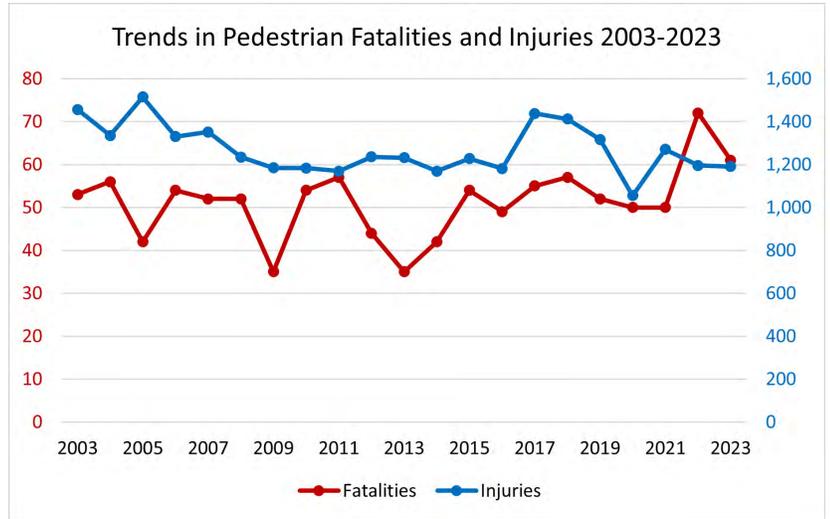
In Wisconsin, one pedestrian was killed or injured every 7 hours in 2023.

- 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.

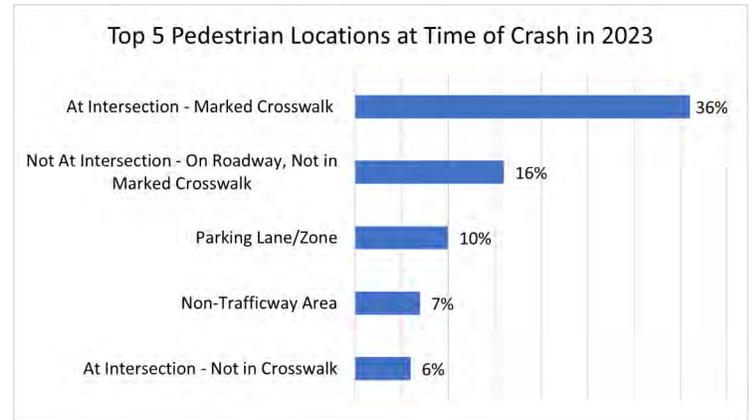
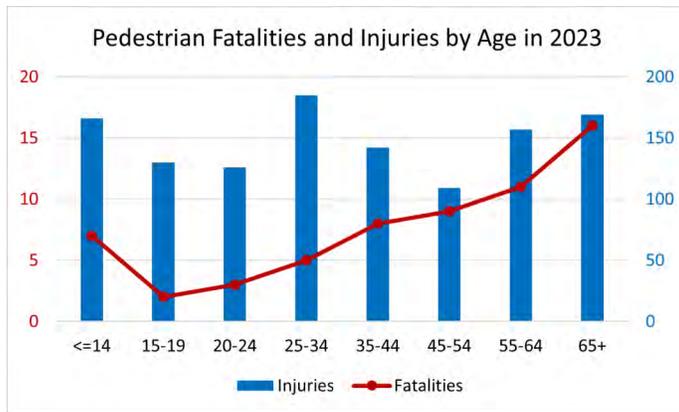


When do Pedestrian Crashes Occur?

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

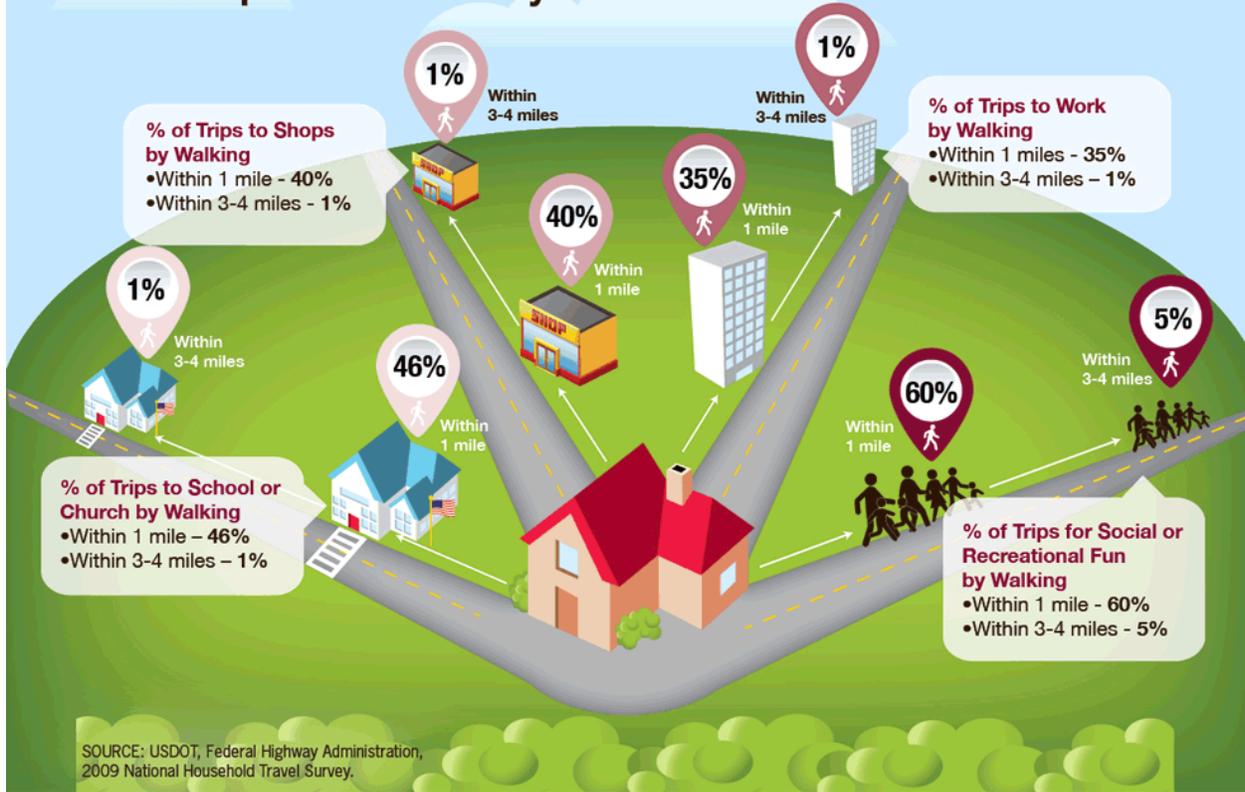
Pedestrian laws are defined in Wis Stats. 346.23 (1)(2) and 348.24(1):

- 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?

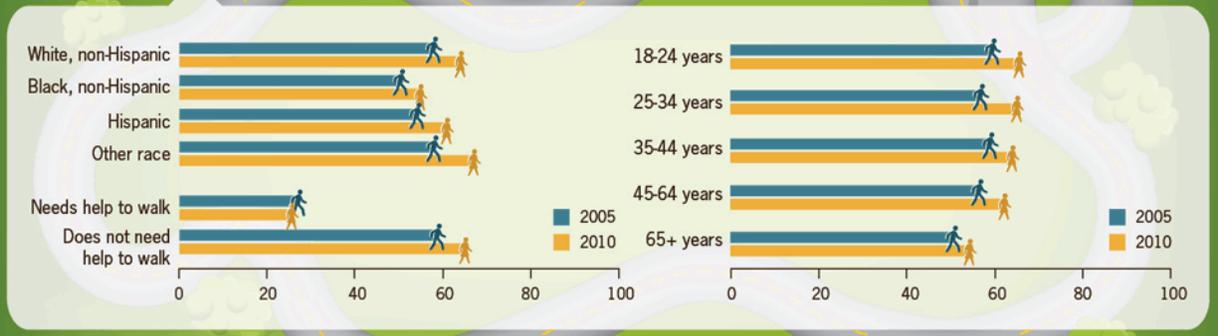
- As a motorist, look for pedestrians when turning left or right.
- Reduce travel speeds in school zones and neighborhoods.
- Yield to pedestrians already attempting to cross the roadway.
- As a pedestrian, always look left, right, and left again for traffic before stepping into the street. Establish 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.

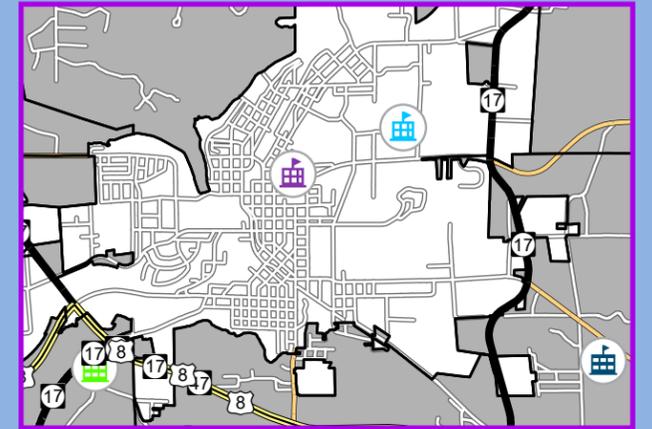


Evaluation – *Assessing which approaches are more or less successful, and if they are benefitting everyone. This also applies to reviewing policies.*

- 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.

Map 2 Rhineland School District

Rhineland Safe Routes To School



Legend

- Rhineland School District Boundary
- School Boundaries
- James Williams Middle School
- Central Elementary School
- Crescent Elementary School
- Northwoods Community Elementary School
- Pelican Elementary School

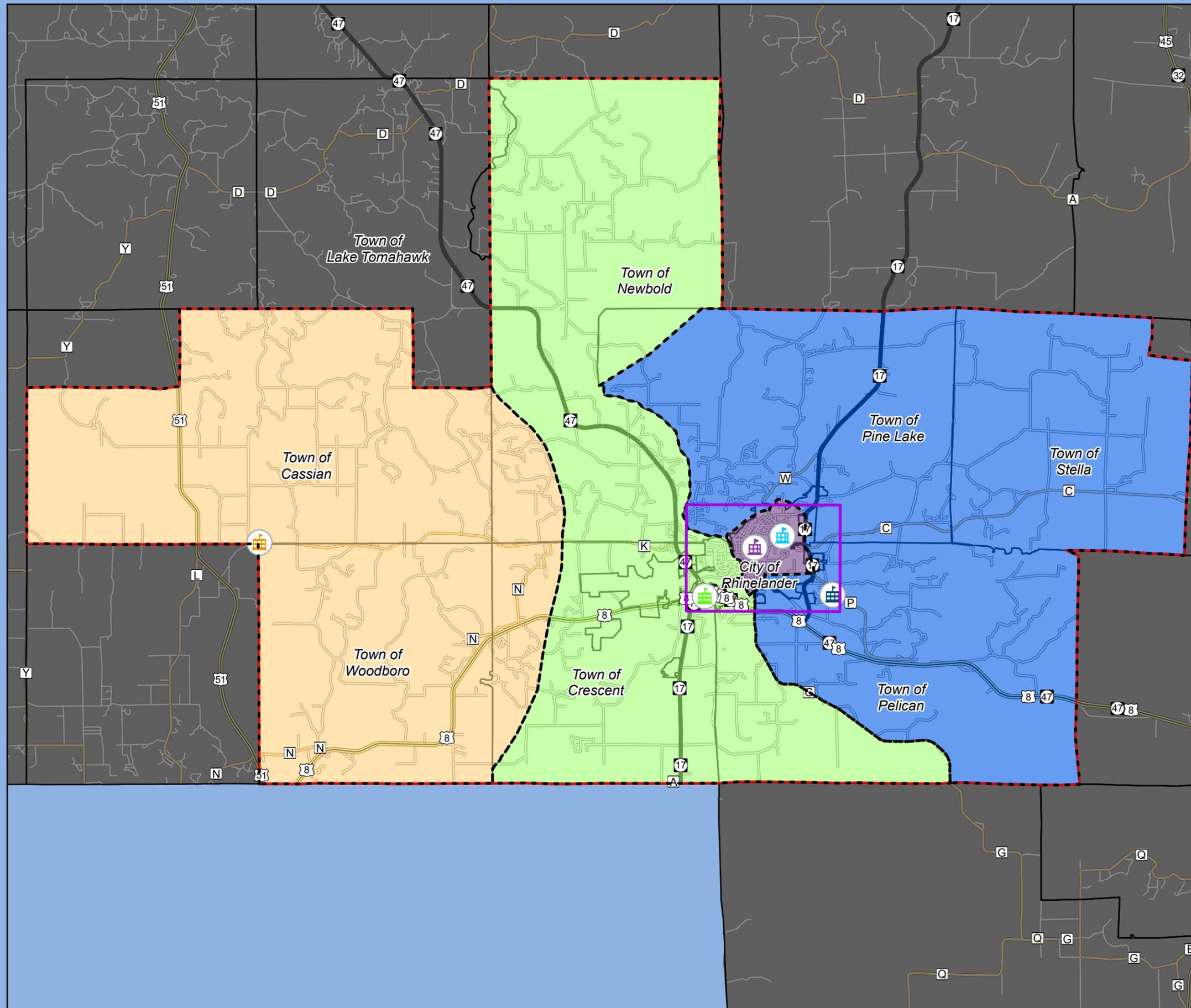


Source: WI DNR, WisDOT, NCWRPC, Oneida County
 This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCWRPC is not responsible for any inaccuracies herein contained.



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

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



RHINELANDER 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 City of Rhinelander (City) and the School District of Rhinelander (SDR) 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).

To make sure SRTS Plan development matches a community's and school district's needs, a SRTS Task Force is created to provide plan oversight. A SRTS Task Force is comprised of school administration, principals, planners, law enforcement, engineers, and other City and School District staff that also will pass an SRTS Plan through all the committees necessary to fully review and adopt the SRTS Plan for implementation.

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

See **Map 2** to see the schools that are part of this Rhinelander SRTS Plan.

Rhinelander SRTS Planning Timeline

January 2022 – SDR & City applied with NCWRPC for SRTS Planning Grant.

July 2022 – WisDOT awards SRTS Planning grant.

Fall 2022 & 2023 – Parent Survey & Student Tally administered in schools.

Spring 2024 & Fall 2024 – SRTS Task Force Mtg #1, Parent Survey & Student Tally data presented.

Summer & Fall 2024 – Walk Audits performed around each school.

Summer & Fall 2025 – Additional data collection, maps showing existing conditions revised.

Winter 2025-2026 – Draft plan reviewed and revised by SRTS Task Force members.

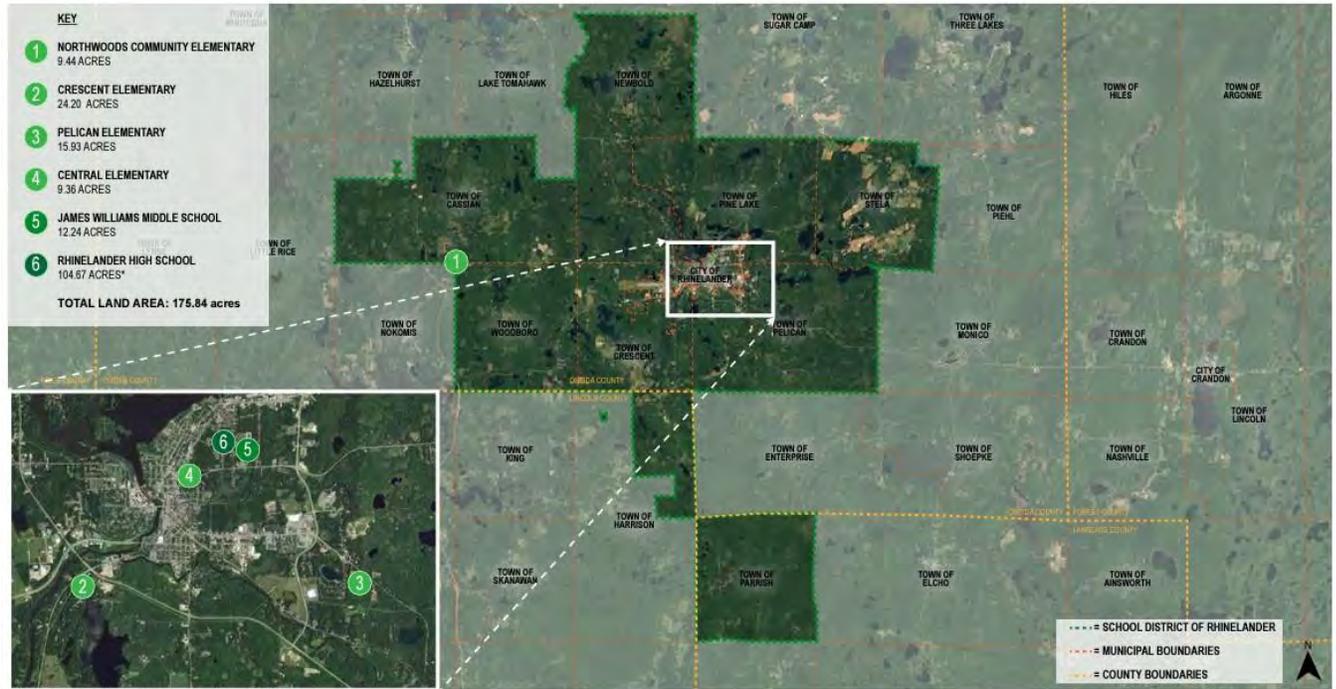
Spring 2026 – Rhinelander SRTS Plan proceeded through various efforts to adoption.

SCHOOL DISTRICT OF RHINELANDER

The Rhinelander School District encompasses the City of Rhinelander, and all or parts of the towns of Cassian, Crescent, Harrison, Newbold, Parrish, Pelican, Pine Lake, Stella, and Woodboro. See **Figure 1** for the whole District, and **Map 2** for the schools in this SRTS Plan.

Figure 1: Rhinelander School District’s Elementary Schools

RHINELANDER, WISCONSIN: SCHOOL LOCATION & DISTRICT BOUNDARY



**Note: Information provided by GIS data and the Wisconsin Education Boundaries Map provided by the WI Department of Public Instruction and University of Wisconsin-Madison State Cartographer's Office.
*Note: Shared parcels of land are accounted for within the high school acreage.

SITE PLAN
not to scale

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

- James Williams Middle School**
- Central Elementary**
- Crescent Elementary**
- Northwoods Community Elementary**
- Pelican Elementary**

See **Figure 1** and **Map 2** for each school’s location.

DEMOGRAPHICS COVERING RHINELANDER SRTS SCHOOLS

Table 1 identifies the school enrollment at any school (either public or private) in Rhinelander School District. This data is from the Census' American Community Survey's 5-year estimates that end on the year in the table (2012, 2017, 2022).

Among City of Rhinelander residents enrolled in public schools, overall enrollment 3 years and over decreased slightly over the past decade (see **Table 2**). Kindergarten and elementary school grades have increased over the past decade. Nursery School/Preschool and high school enrollment are each down.

Table 1: School Enrollment in Rhinelander School District			
	2012	2017	2022
Total 3 year olds and over enrolled in any public or private school within the District area.	4,220	4,196	3,876
Total 3 year olds and over enrolled in public school (mostly in Rhinelander School District)	3,587	3,402	3,587
Nursery School/Preschool – public school	189	119	165
Kindergarten – public school	133	73	211
Elementary School (Grades 1-8) – public school	1,428	1,461	1,421
High School (Grades 9-12) – public school	1,033	1,139	967

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

Table 2: School Enrollment in City of Rhinelander			
	2012	2017	2022
Total 3 years and over enrolled	1,614	1,878	1,618
Total 3 year olds and over enrolled in public school	1,452	1,624	1,409
Nursery School/Preschool	81	29	54
Kindergarten	90	8	93
Elementary School (Grades 1-8)	562	837	628
High School (Grades 9-12)	421	483	407

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

Table 3 shows enrollment in each Rhinelander SRTS school over the last decade. Most schools, except James Williams Middle School, have lost enrollment over the last decade.

Table 3: Enrollment by Rhinelander SRTS School			
	2011-12	2016-17	2021-22
James Williams Middle School	455	483	493
Central Elementary	257	192	228
Crescent Elementary	442	384	409
Northwoods Community Elementary School	89	114	89
Pelican Elementary	306	333	292

Source: Department of Public Instruction

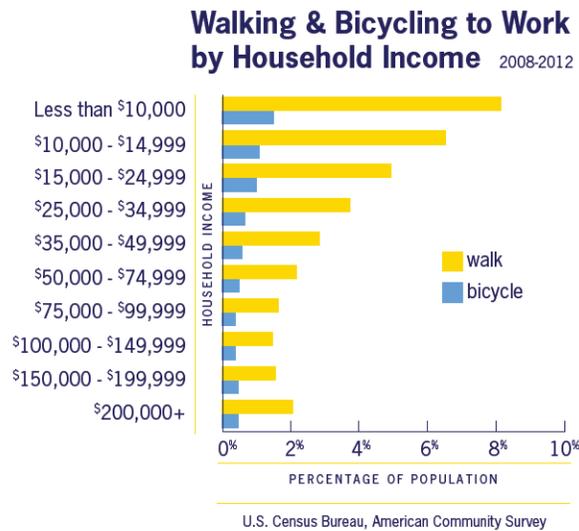
INCOME ANALYSIS

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.

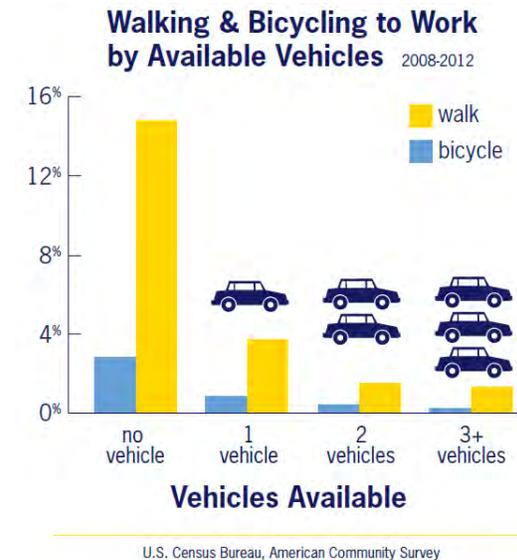
In Rhinelander, mobile home parks are identified on **Map 6A-2** with their names and approximate number of units.

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)

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

STUDENT TALLY OVERVIEW

In October 2022, student tallies were administered by most homeroom teachers (Oct. 2023 for the remainder) in Rhinelander's SRTS Plan schools. The **student tally** (3-day Students Arrival and Departure Tally Sheet) from the National Safe Routes to School Center was used (See **Attachment B**). In the student tally, homeroom teachers documented how students traveled to and from school and had the opportunity to note other relevant comments. School District of Rhinelander collected student tallies from all Rhinelander SRTS Plan schools.

Student tallies occurred over a two-day period, so one student could equal four trips if they attended school both days. However, it is possible that some students attended only one day due to illness or absence.

Student tally results for Rhinelander's SRTS Plan schools are shown in **Figures 4B-4E**, which are organized by school on the following pages.

PARENT SURVEY OVERVIEW

While student tallies were being coordinated at school, parent surveys were sent to be completed by parents. The **parent survey** from the National Center for Safe Routes to School was used (See **Attachment B**). On the form, parents identified how 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.

Parents were instructed to fill out only one survey per school. If multiple children attended the same school, they were asked to fill out one survey for the child with the next birthday from that day's date.

Parent survey results for Rhinelander's SRTS Plan schools are shown in **Figures 5A-7A through 5E-7E**, which are organized by school on the following pages.

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 each of the 5 Rhinelander schools in this Plan. NCWRPC staff and the principal of the local school walked or viewed a map of the area around a school, discussed how students arrive and leave school, and identified any concerns about current walking and biking conditions near the school. Audit results are shown on **Map 3** (3A-3E – Site Assessment) for each school.

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 4 (4A-4E – 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 MAPS

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 **Map 5** (5A-5E – School Routes) for each school.

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 **school boundary** on the map identifies a geographic zone within which a student is eligible to attend that designated school.

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.

Within the School District of Rhinelander, all elementary schools are designated as Unusually Hazardous Transportation (UHT) zones. James Williams Middle School and Rhinelander High School do not have UHT zones.

School District of Rhinelander has a dozen school bus pickup points in the City that students can use. Pickup points were determined by School Board approved walking distances to these pickup points by a student’s grade – see *approved distances on next page*.

The School District of Rhinelander Board of Education (school board) passed a resolution identifying the following student walking distances to school or a bus pickup point:

Walking distances in the City of Rhinelander to school are:

1. Secondary (6-12) students - up to two (2) miles
2. Elementary (4-5) students - up to two (2) miles
3. Elementary (1-3) students - up to one (1) mile
4. Kindergarten and Four-Year-Old Kindergarten students - up to 3/4 of a mile

Walking distance outside the City of Rhinelander to a safe bus stop will be:

1. Secondary (6 - 12) students - up to three quarters (3/4) of a mile
2. Elementary (4-5) students – up to three quarters (3/4) of a mile
3. Elementary (4K-3) students - up to one-half (1/2) of a mile

Kindergarten and Four-Year-Old Kindergarten students must have their parent(s) or another responsible adult or a child supervisor who is 12 years old or older, or a child who has a babysitting certificate, present to send and/or receive them to and from the bus stop.

Rhineland Public Transit

Running, Inc. is the official transit provider for the City of Rhinelander. Running, Inc. is a "shared-ride taxi service" that provides door-to-door service within the Rhinelander city limits and up to 20 miles out of the city limits. Taxis pick up passengers based on advance reservation and deliver them to their destination using the most appropriate route. More than one passenger may be picked up during any trip to be delivered to their destination of choice. Service hours are 24 hours a day, 7 days a week (including Holidays). This system is subsidized with state and federal transit operating funds, but is independently managed.



Bike Racks

There are bike racks at some of the schools in this SRTS Plan, and most 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 3A-3E**).

Crossing Guards / Adult Monitors

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 School District of Rhinelander has adults that manage traffic on various school grounds (they are called Adult Monitors on Maps 3A-3E). The City of Rhinelander does not sponsor any crossing guards. Any crossing guards shown on the maps are sponsored by the School District.

Safety Patrols

Safety Patrol provides an opportunity for many young people to demonstrate their public service and leadership potential. The program promotes safety awareness and provides protection for children as they travel to and from school. A student in the Safety Patrol program at their school

is assigned to one corner of an intersection, and is taught how to keep other children on the sidewalk safe from traffic. **** *No Rhinelander SRTS schools have Safety Patrol.*

Walking and Bicycling **Education**

Education is an important component of improving the safety of bicyclists, pedestrians, and motorists alike through skills development. **E**ducation 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 **E**ngineering, **E**ncouragement, **E**nforcement, and **E**valuation.

Current City of Rhinelander walking and bicycling **education** includes:

- Recreation Rodeo at YMCA is provided to all third-graders in public and parochial schools in May. About an hour of bicycle maintenance, helmets, and bike course riding are provided annually.

Current bicycle education in Rhinelander SRTS Plan schools is identified on the following pages for each school.

Walking and Bicycling **Encouragement**

Encouraging people of all ages and abilities to walk and bicycle requires varying degrees of information, support, and persuasion. **E**ncouragement 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 **E**ngineering, **E**ducation, **E**nforcement, and **E**valuation.

Current City of Rhinelander walking and bicycling **encouragement** includes:

- Bike racks are prominently located in downtown Rhinelander, which shows that bicycles are for transportation.
- Print and online bicycle maps.
- Multiple independent and big box stores that supply walking and bicycling gear.
- Rhinelander has a Bike/Pedestrian Advisory Committee to provide advice and recommendations related to bicycle and pedestrian transportation to City Staff & Council.
- Explore Rhinelander (visitors bureau) has web pages dedicated to hiking and biking trails in the Rhinelander area, along with links to organizations that promote walking and biking.
- Multiple parades, concerts, festivals, and other gatherings are held year round to build community and inadvertently promote walking to and among the events.
- Cycling Without Age is a fleet of tricycle rickshaws that are driven by volunteers to provide senior living residents with casual bike rides in Rhinelander.
- Some Rhinelander schools have participated in Walk or Bike To School days.

Current bicycle encouragement in Rhinelander SRTS Plan schools is identified on the following pages for each school.

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/>

Chapter 3 School Data & Recommendations

This chapter 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.

The SRTS Task Force 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.

RECOMMENDATION IMPLEMENTATION

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**.

- City = City of Rhinelander Administration or Engineering
- Town = Either the Town of Crescent or the Town of Pelican
- Police = City of Rhinelander Police
- Sheriff = Oneida 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
- PIE = Rhinelander Partners in Education
- YMCA = YMCA of the Northwoods

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.



SCHOOL SECTIONS (DATA & RECOMMENDATIONS)

All the data for each school is identified in this chapter under each respective school.

Chapter 2 provides overview information for:

- Student Tally
- Parent Survey
- Walking and Bicycling Education
- Bike Racks, Crossing Guards, Safety Patrol
- Site Assessment maps (Maps 3A to 3E)
- Transportation maps (Maps 4A to 4E)
- School Routes maps (Maps 5A-1 to 5E)
- Recommendations maps (Maps 6A-1 to 6E)

SRTS Schools in Rhineland

A – James Williams Middle School -----	29
B – Central Elementary -----	52
C – Crescent Elementary -----	64
D – Northwoods Community Elementary School (NCES) -----	77
E – Pelican Elementary -----	88
School District of Rhineland Recommendations -----	101
City of Rhineland Recommendations -----	107

James Williams Middle School served 437 (2023) students in 6th through 8th grades.

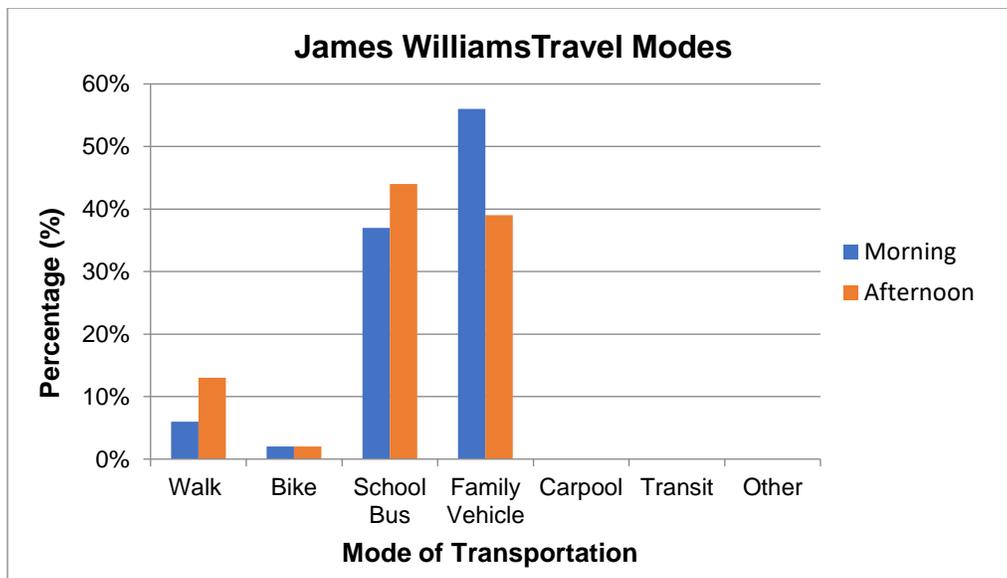
- **Main modes of travel by James Williams Middle School students:**
 1. Family Vehicle (56% morning & 39% afternoon)
 2. School Bus (37% morning & 44% afternoon)

The discrepancy between morning and afternoon travel in **Table 4A & Figure 4A** shows that 17% more parents are driving their kids to school in the morning vs. afternoon. About half of those students walk home and roughly the other half take the school bus home. Percentages don't total 100% due to incomplete data on the completed forms.

Table 4A James Williams Middle School Morning & Afternoon Travel Comparison							
	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	6%	2%	37%	56%	0%	0%	0%
Afternoon	13%	2%	44%	39%	0%	0%	0%

Source: Parent Survey, October 2023

Figure 4A: James Williams Parent Survey Results Morning and Afternoon Travel Comparison



Source: Parent Survey, October 2023

James Williams Middle School's Parent Survey Results

54 surveys received.

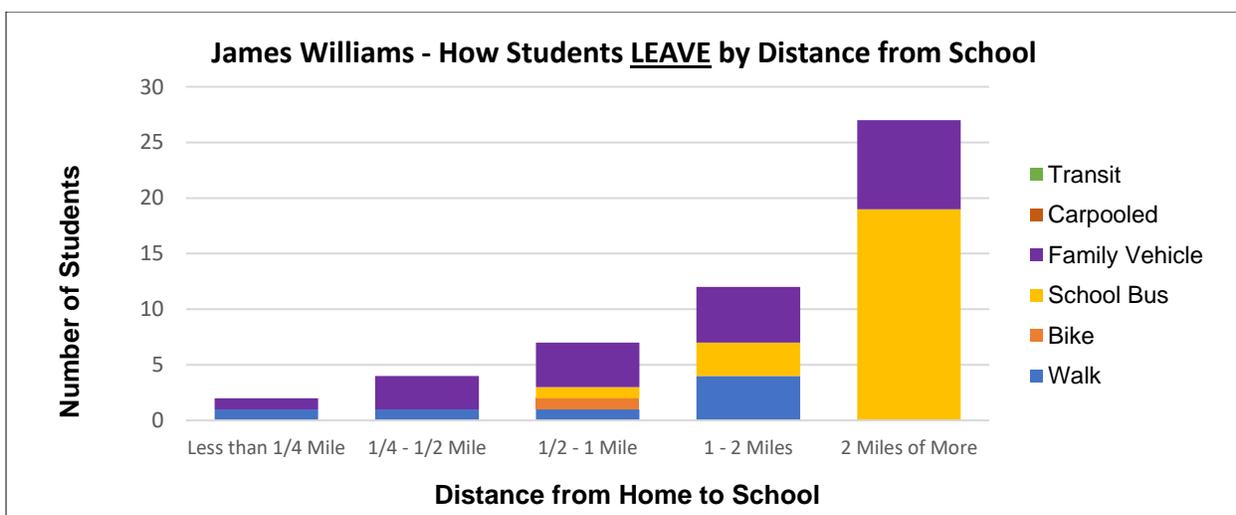
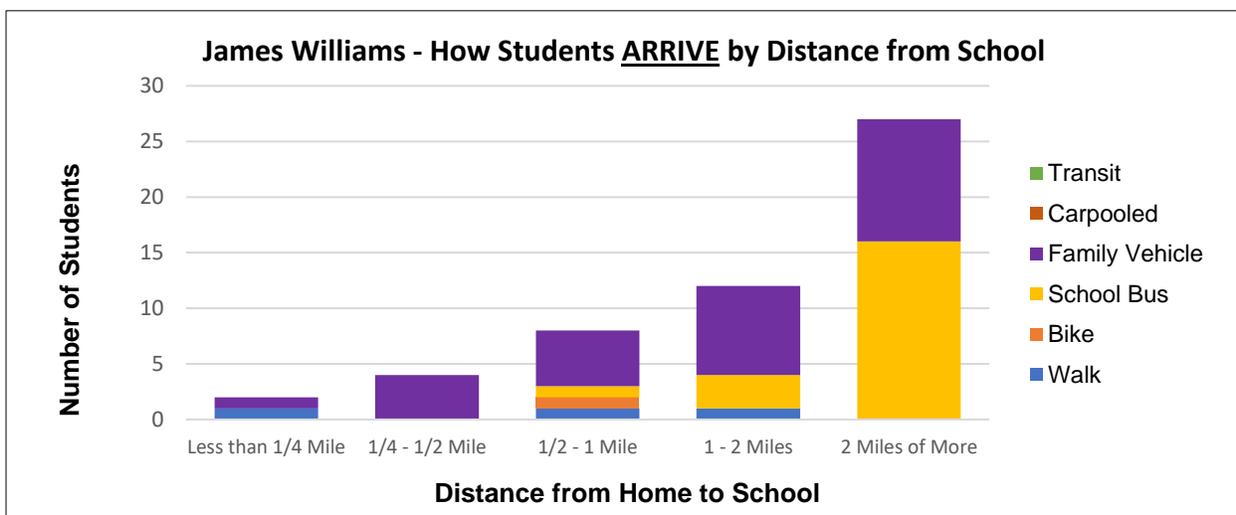
Parents were instructed to fill out only one survey per school. If multiple children attended the same school, they were asked to fill out one survey for the child with the next birthday from that day's date.

Among parents who answered the survey, 14 of 54 students live within 1-mile of school. With only 2 students within 1-mile of school walking or biking to school, this shows some potential to increase walking and biking to school.

These are not statistical results but should be used to assess the general mood of parents from James Williams Middle School.

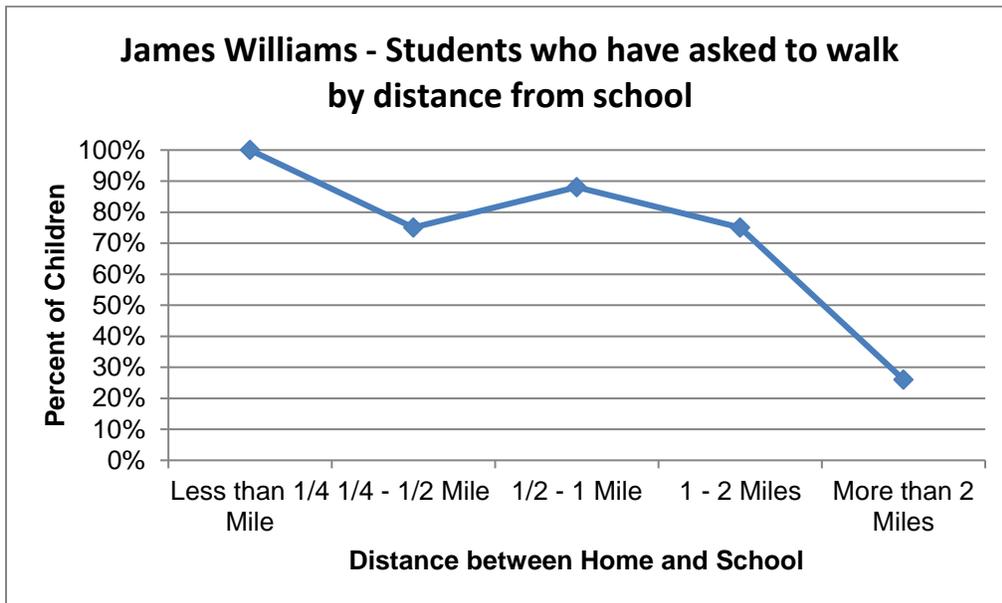
See comments from JWMS Parent Surveys in **Attachment B**.

FIGURE 5A: How does your child arrive and depart from school?



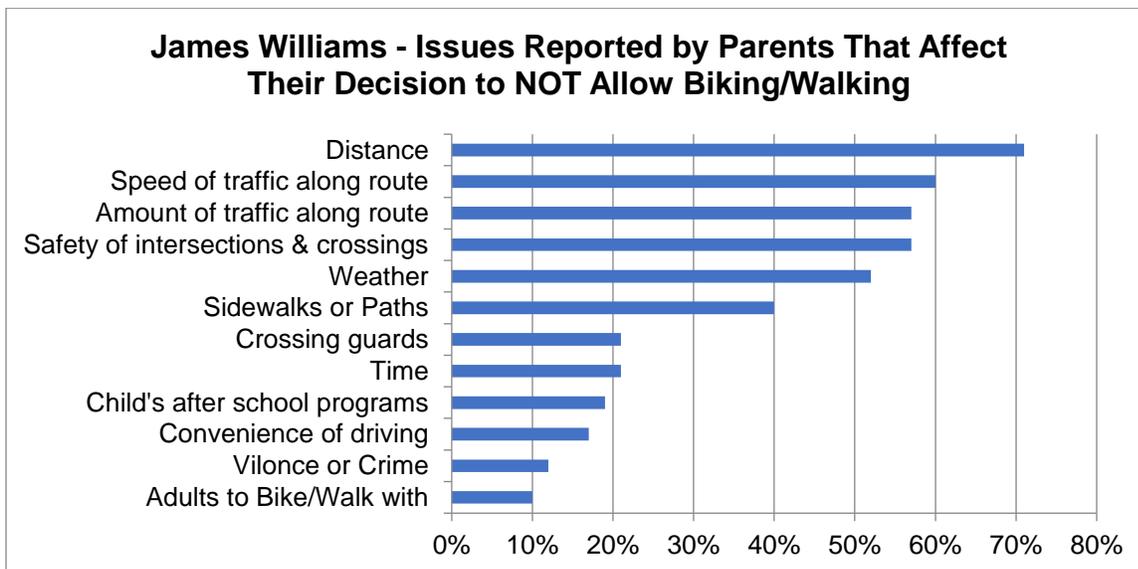
Source: Parent Surveys, October 2023

FIGURE 6A: Has your child asked to walk?



Source: Parent Surveys, October 2023

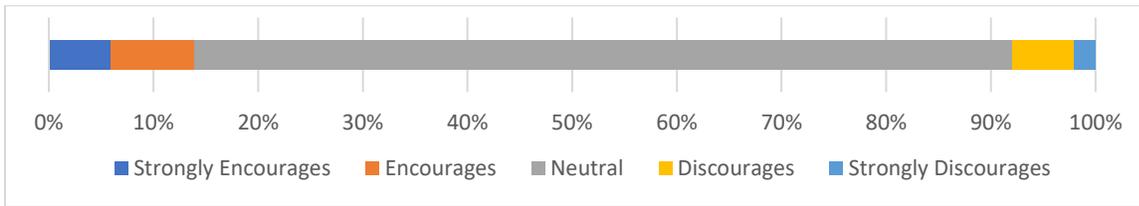
FIGURE 7A: Which of the following issues affect your decision to NOT allow walking or biking?



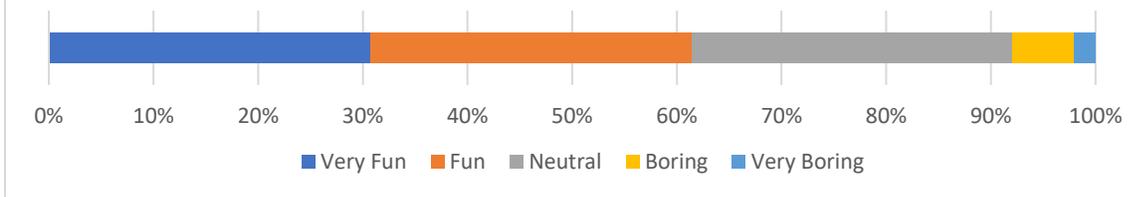
Source: Parent Surveys, October 2023

From James Williams' October 2023 Parent Survey

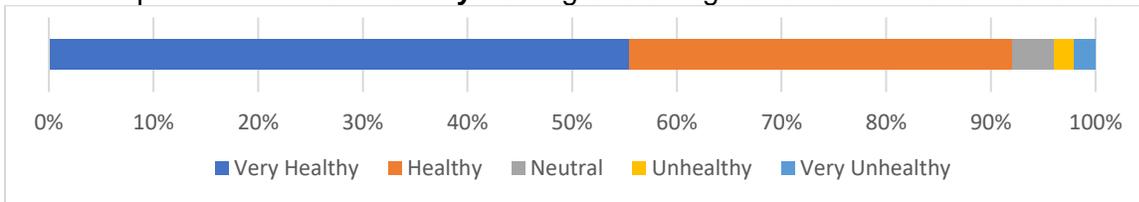
Parent's opinion about how much their **child's school encourages/discourages** walking/biking to/from school:



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



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



Existing Policies and Services for James Williams Students

Current walking and biking policies and programming at James Williams include:

- 6th, 7th, & 8th grade bike units with bike education, bikes, and helmets.
- Walk & Roll to School Day encouragement event (see table below).
- Bike & Roll to School Day encouragement event (see table below).

School	WALK & ROLL TO SCHOOL DAY (Fall)	BIKE & ROLL TO SCHOOL DAY (Spring)
James Williams Middle School	2016, 2017	2017

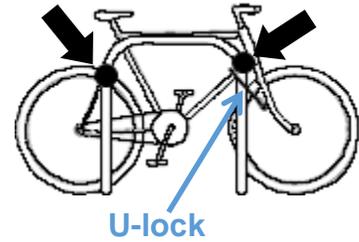
Crossing Guards/Adult Monitors

No City sponsored adult crossing guards exist in Rhinelander. In communities where crossing guards exist, they are usually assigned by the Police Department to intersections that need more guidance for students than others. The School District of Rhinelander has adults that manage traffic on various school grounds, but none exist at James Williams Middle School.

Bike Racks

There are conveniently located bike racks at James Williams. Site Assessment **Map 3A** 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



Bike racks by main entrance

James Williams – 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 the school. Walk and bike audit results are shown on **Map 3A**.

Transportation Map

Map 4A shows the most current traffic volume counts within about a half mile radius of the school. It also details pedestrian and bicycle crashes that have occurred between 2010 and 2023 within about a half mile radius of the school.

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 **Map 5A**.

Recommendations for James Williams

NOTE – There may be additional recommendations that apply to this school that are listed in the School District of Rhinelander Recommendations section or the City of Rhinelander 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 *Enforcement & Education*

The City does not have a crossing guard program. 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.

Short-term Responsible parties: School District, City.

Recommendations: If an intersection is identified in the future as needing additional traffic control, then consider outfitting a staff member as a crossing guard at that intersection.

The busiest intersections will have Engineering recommendations to make them as safe as possible for middle school pedestrians & bicyclists.

2 of 3 – Bike Racks and **Map 6A – “School Grounds” box** *Engineering*

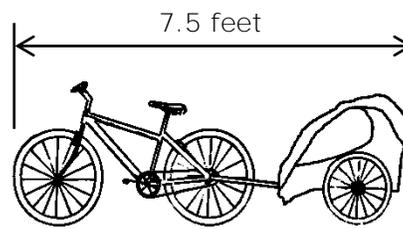
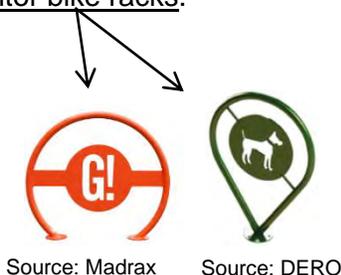
Short-term Responsible parties: School Dist., NCWRPC.

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**. Ask bicycling students if the current bike rack locations are appropriate or if other locations may be needed. Contact NCWRPC for more guidance on bike rack design.

2) Ask bicycling students if a bike repair station would be useful to them. If yes, then consider where to install a wall mounted or freestanding bike repair station.

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

James Williams already has some safe routes to school; and has biking educational units in each grade (6th, 7th, & 8th) These recommendations are designed to improve the active transportation culture at James Williams Middle School.

Getting students involved with planning and implementing some of the following recommendations will ensure more buy-in and probably create better results. Resources that James Williams students create could be designed for use at other School District of Rhinelander schools.

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.**, NCWRPC

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, NCWRPC

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.

Short-term

Responsible party: School Dist.

Recommendation C: Consider linking to WisDOT’s Pedestrian safety and Bicycling safety websites on the JWMS website. See “Resources” above for links.

Short-term

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

Recommendation D: Consider annually hosting a Walk, Bike, & Roll Event. See next page under this heading:





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.**, City, NCWRPC

Recommendation 1: Consider annually participating in Walk and Roll to School (fall) or Bike and Roll to School (spring). School and City 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. Use **Map 5A–School Routes** when planning these events.

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

Keep Going after a Walk, Bike, & Roll to School Event

Education & Encouragement

This multipart recommendation recognizes that James Williams already has bikes and helmets for their bicycling education classes.

Short-term

Responsible party: School Dist.

Recommendation 1: Continue each grade's bike units (6th, 7th, & 8th) at JWMS.

Medium-term

Responsible party: School Dist.

Recommendation 2: Consider establishing a school bicycle mechanics program at James Williams to maintain that fleet of bikes (See **Attachment D**).

Recommendation 3: Consider constructing and outfitting a lockable room for a bicycle mechanics program at James Williams. Contact Omro WI School District for room and contents specifications (see "*Young Mechanics Program*" in **Attachment D**).

Recommendation 4: Consider establishing an annual bicycle field trip (see "*Annual Bicycle Field Trip*" in **Attachment D**).

Recommendation 5: As students and staff expand James Williams’ bike culture, don’t limit yourselves to the recommendations in this plan. New ideas for encouraging more students to bike to school will continue to be created. Consult the Wisconsin Bike Fed, NCWRPC, and the National Safe Routes Partnership whenever you are looking for ideas.

Engineering Recommendations from Map 6A-1

Map 6A-1 – “School Grounds” box *Engineering*

Various terms Responsible parties: Various parties.

See “**2 of 3 – Bike Racks**” recommendation in this section.

Short-term Responsible party: School Dist..

Recommendation: Consider adding a bike repair station near bike racks by Hodag Dome. See Panel 2 for details.

Medium-term Responsible party: School Dist..

Recommendation: JWMS to Hodag Dome improvements. See Panel 2 for details.

Medium-term Responsible party: School Dist..

Recommendation: See Panel 3 for High School Area improvements.

Map 6A-1 – “Neighborhood” box *Engineering*

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

Recommendation: Acacia Lane driveway improvements. See Panel 1 for details. **Note:** *As of 2025 the driveway has been moved, but installing a bike path or wide sidewalk is still a recommendation.*

Medium-term Responsible parties: School Dist., City.

Recommendation: See High School Area improvements (Panel 3) for additional Coolidge Ave and Acacia Ln recommendations.

Medium-term Responsible party: City.

Recommendation: Install walk/bike path on Shepard St/Coolidge Ave. See Panel 4 for details.

Short-term Responsible party: City.

Recommendation: Paint white lines 7-feet from curb face on both sides of all of Woodland Dr.

Medium-term Responsible party: City.

Recommendation: Install walk/bike path on at least one side of Woodland Dr to connect Timber Drive walk/bike path to Acacia Lane’s new walk/bike path. Coordinate with Panel 1 path.

Short-term Responsible party: City.

Recommendation: Paint all Timber Dr walk/bike path crosswalks in a high visibility pattern, and paint Stop lines 10-feet in advance of crosswalks.

Medium-term Responsible party: City.

Recommendation: Consider if a Neighborhood Traffic Circle (see **Attachment E**) on Timber Dr at Woodland Dr would be useful for managing this major intersection for JWMS parental drop-off and pick-up traffic.

Engineering Recommendations from Map 6A-2

Medium-term Responsible party: City.

Recommendation: See Panel 5 for improvements to Philip St.

Medium-term Responsible party: City.

Recommendation: See Panel 6 for improvements to Davenport St.

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., City.

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: “Update Community & School Parents About A Recommendation Installation.”

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: City.

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., City, 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 City operate.

Short-term

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

Recommendation: Annually review this Rhinelander SRTS Plan's recommendations when preparing annual budgets and annual operations procedures.

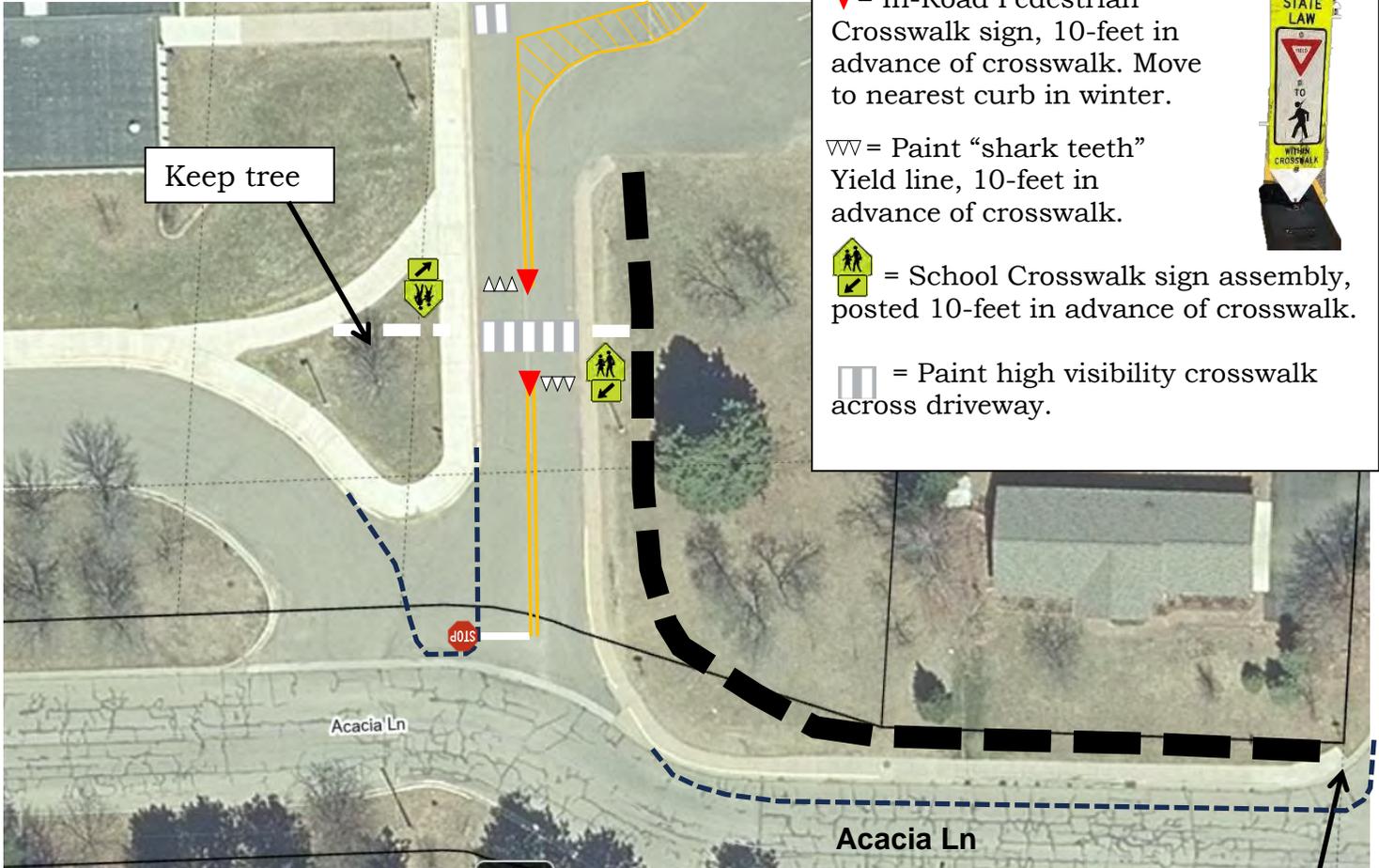
If costs are too high to budget for a particular recommendation in a given year, then consider how low-cost projects may be accomplished instead. Hosting annual Walk & Roll or Bike & Roll to School day/weeks keeps the momentum going for changes that take time – and encourages new families.

Medium-term Responsible parties: **School Dist., & City**

Note: This panel was provided to District architect in November 2024.

Recommendations for Acacia Lane Driveways:

- Move JWMS’s and City sidewalk at least 5-feet away from the curb for snow storage and traffic buffer.
- Separate JWMS’s east side driveways on Acacia Lane to provide safer crosswalk and defined vehicle space – see general graphic below.



Source: Oneida County GIS Mapping

Reduce road curve radii.

- = Property lines.
- ▭ = 7-foot or wider sidewalk.
- ▬ = 10-foot or wider asphalt path, at least 5-feet off curb for snow storage and traffic buffer. North curb on Acacia Lan may need to be moved south to provide more right-of-way.
- - - = Potential new curb.

Note: Painting a double yellow centerline on the driveway, along with all the other markings and signs provide the following benefits:

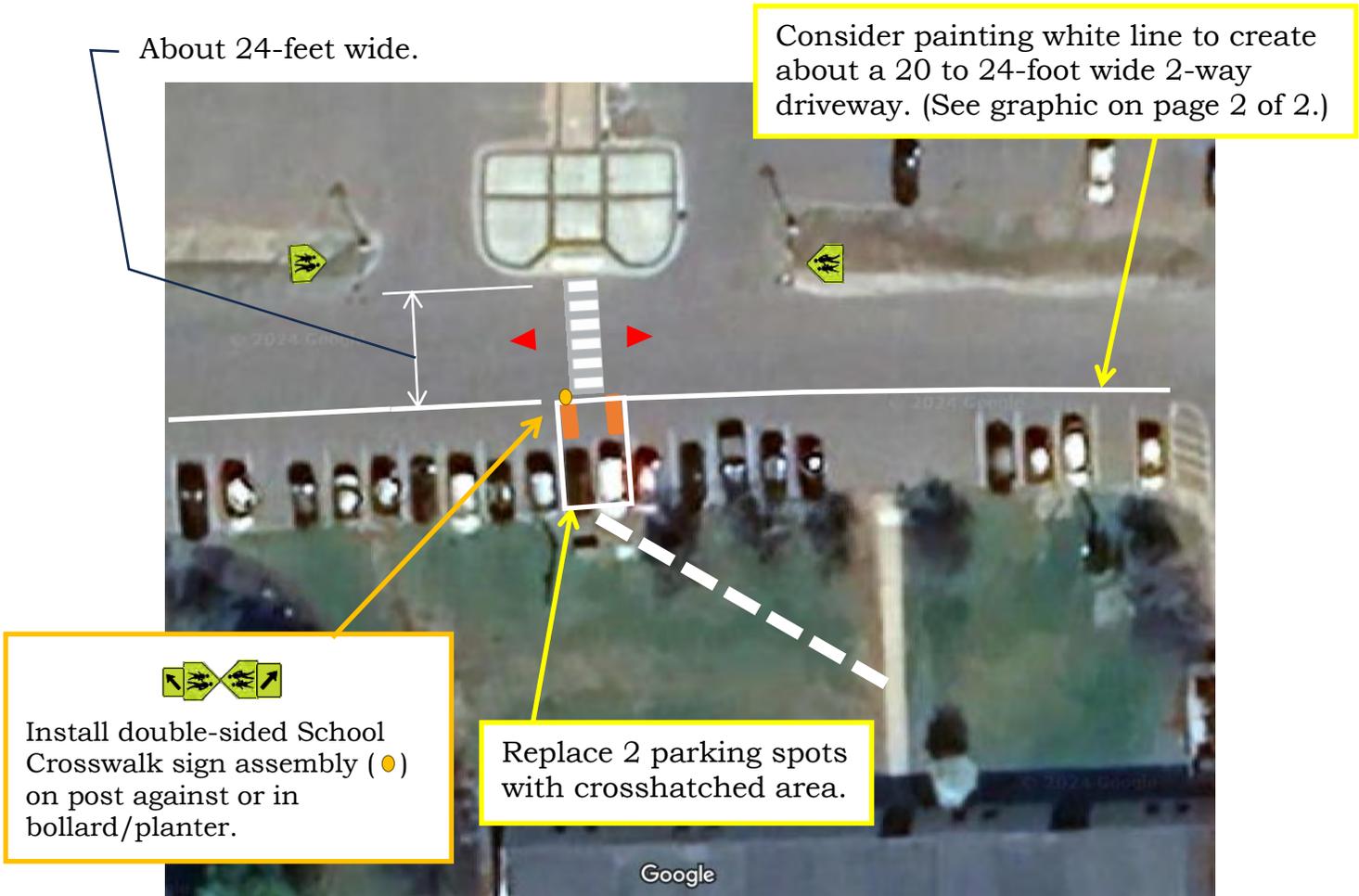
1. Clearly defines where traffic is desired; and
2. Appears to narrow the travel lane, which reduces traffic speed.

Note: This panel was provided to District architect in November 2024.

Medium-term Responsible party: School Dist.

Recommendations for North side of JWMS:

- Provide a defined crosswalk from the Hodag Dome to JWMS per the graphic below.
- Consider changing the driveway speed limit from “5” to “15.” See page 2 of 2.



= Sidewalk.

= Concrete bollard or planter, installed within crosshatched area per graphic above.

= Install double-sided School Crosswalk sign assembly (●) on post against or in bollard/planter.

= In-Road School Pedestrian Crosswalk sign, 10-feet in advance of crosswalk. Move to Hodag Dome curb in winter.



Sample bollard wall

Source: Wausau Tile

JWMS to Dome Improvements

Diagram of potential white line painted to narrow driveway.



Source: Google

Consider changing the driveway speed limit from “5” to “15.” Actual speed limit change, not a School speed limit. Add additional signs per above to reinforce message.

Medium-term Responsible parties: School Dist., & City.

Note: This panel's pages 1 through 3 were provided to District architect in November 2024.

Recommendations for High School Area:

1. Better connect sidewalks to connect neighborhoods to each other, to James Williams Middle School, and to Rhinelander High School.
2. Buffer sidewalks from roads and driveways to provide a more comfortable walking experience to encourage more walking and provide a snow storage area.
3. Reduce driveway curb radii to deter high speed driving.
4. Make Coolidge Ave & Acacia Ln intersection a 3-way Stop, and re-align sidewalk ramps to exist at the intersection. Paint Stop lines 10-feet from crosswalk.
5. **Short term:** Paint 9-foot off curb face white lines (urban shoulders) on Acacia Ln. **Long term:** Move north side of road curb at least 5-feet away from existing sidewalk. Sidewalk may be expanded to 10-foot wide walk/bike path.



Source Oneida County GIS Mapping

- = Potential new concrete curb
- - - = Potential new painted line curb
- █ = 10-foot wide walk/bike path at least 5-feet off curb for snow storage and traffic buffer.
- ▨ = Paint high visibility crosswalks per graphic above.
- ▬ = 3-foot buffer of plants and concrete curb on the parking lot side (see page 6).

High School Area Improvements

...continued.



Source Oneida County GIS Mapping

— = Potential new concrete curb

- - - = Potential new painted line curb

— — — = 5-foot or wider sidewalk

||||| = Paint high visibility crosswalks per graphic above. Paint Stop lines 10-feet from crosswalks. Place Stop sign even with newly painted Stop line.

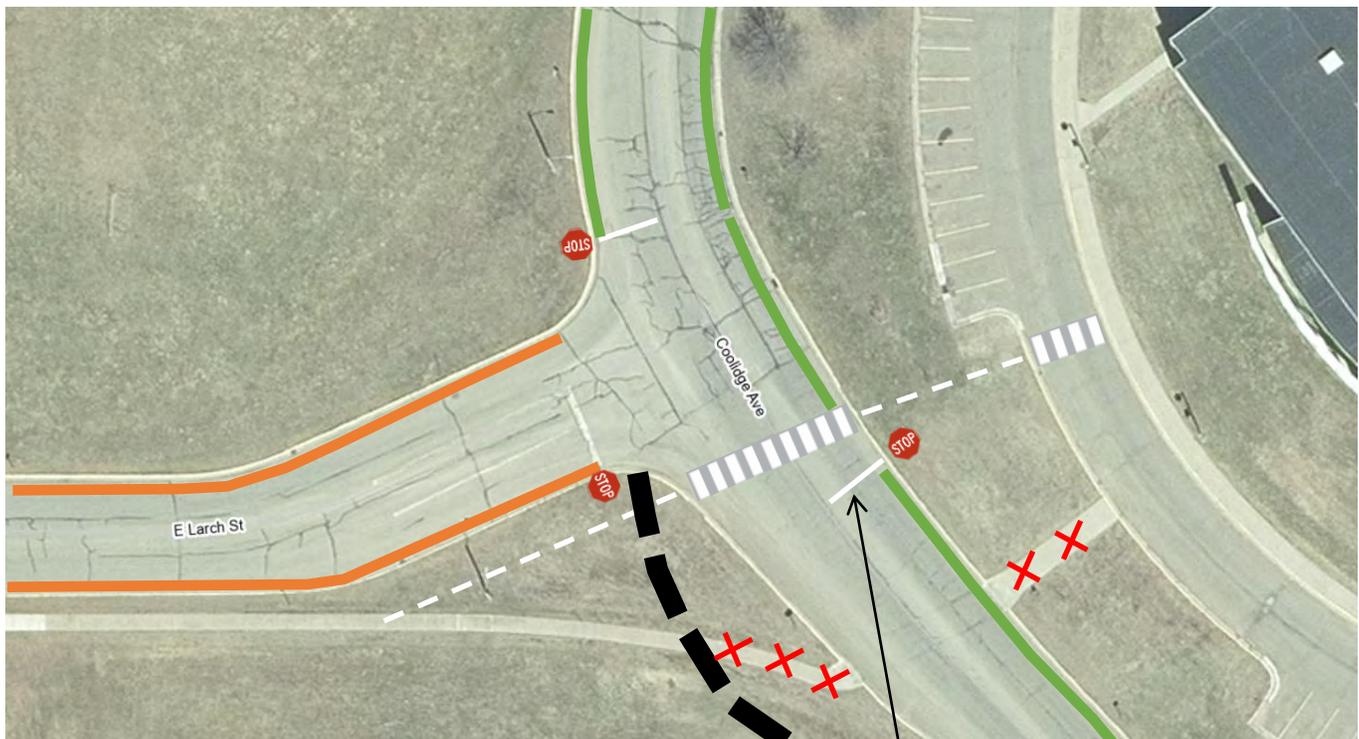
■ = Possible bio-retention area for snow pile infiltration.

High School Area Improvements

Medium-term Responsible parties: School Dist., & City.

Recommendations for Rhinelander High School Area sidewalks and driveways:

6. Make Coolidge Ave & E. Larch St intersection a 3-way Stop, and re-align sidewalks per graphic below.
7. Paint bike lanes and urban shoulders per graphic below.



Source Oneida County GIS Mapping

 = 5-foot wide sidewalk

 = 10-foot wide walk/bike path

 = Paint high visibility crosswalks per graphic above.

 = Bike lane

 = White line, painted 7-feet off curb face (urban shoulder)

 = Remove sidewalk segments

Paint Stop line 10-feet in advance of crosswalk, and perpendicular to approaching traffic.

High School Area Improvements

Short-term

Responsible party: School Dist.

Recommendations for Rhinelander High School Area sidewalks and driveways:

8. Change high school/middle school driveway speed limit...

...from: 5 MPH To: 15 MPH.



Source: Oneida County GIS Mapping



Existing speed limit.



School Speed
Limit Assembly

High School Area Improvements

Recommendation for Coolidge Ave & Acacia Ln:

Short-term Responsible party: City.

1. Make Coolidge Ave & Acacia Ln intersection a 3-way Stop, and re-align sidewalk ramps to exist at the intersection. Paint Stop lines 10-feet from crosswalk.

Long-term Responsible party: City.

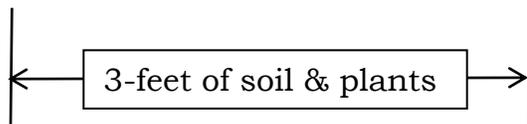
2. Consider installing a neighborhood traffic circle to replace the 3-way Stop at Coolidge Ave & Acacia Ln intersection.
3. Traffic circle crosswalks should be painted as high visibility crosswalks.
4. If traffic circle is installed, then consider posting a permanent (not advisory) 15 MPH speed limit approaching each leg of intersection, and then also posting a new speed limit sign beyond each leg of traffic circle to allow motorists to resume their travel speed.



Neighborhood Traffic Circle in Steves Point WI (Maria Dr & 2nd Street)

High School Area Improvements

Sample 3-foot buffer between parking lot and sidewalk



Woodchips cover soil between plants.

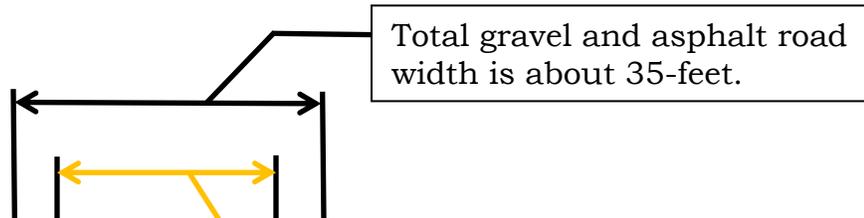
Raised concrete curb, but only on parking lot side of buffer.

Medium-term Responsible party: City.

Recommendations for Shepard St/Coolidge Ave from Lincoln St to Timber Dr:

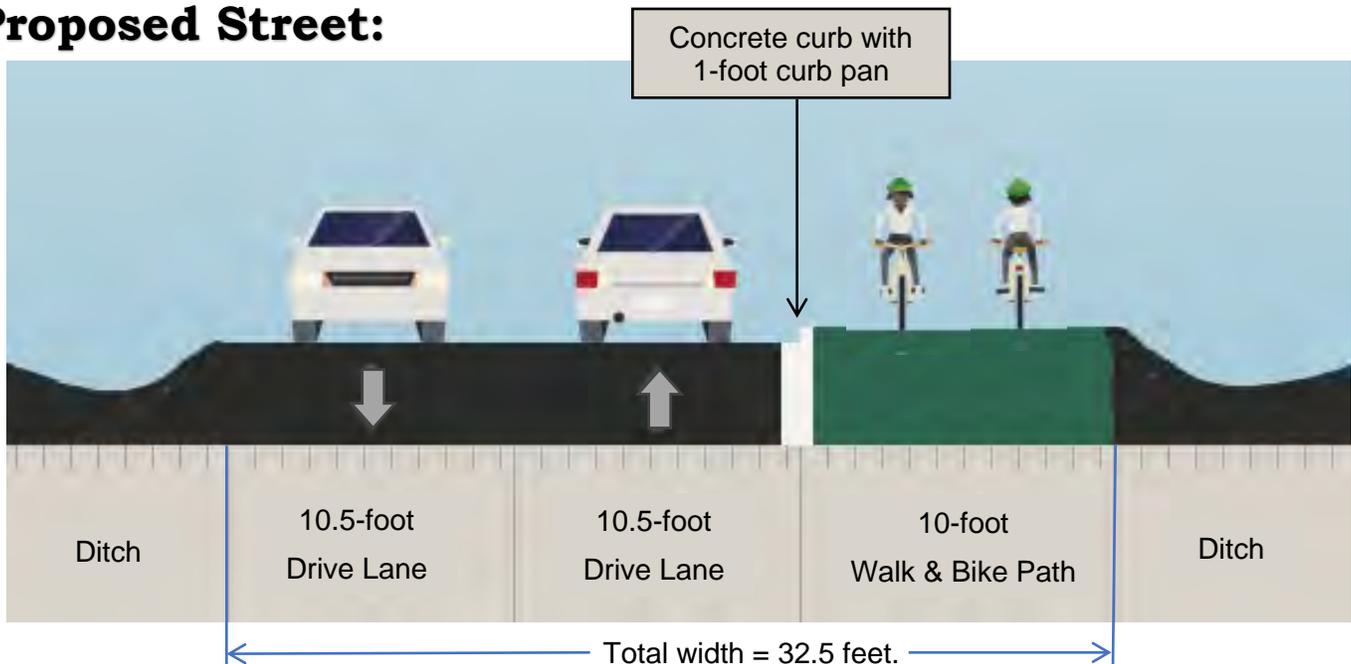
Asphalt pave a 10-foot wide path to a concrete curb with 1-foot gutter pan, and then asphalt pave two 10.5-foot wide travel lanes, and paint a center line.

Existing Street:



Source Oneida County GIS Mapping

Proposed Street:



None of the 4 sidewalk railroad crossings between Maple St and the Wisconsin River are ADA accessible.

Medium-term Responsible parties: **City**, & Railroad.

Recommendations for Phillip Street sidewalk railroad crossings:

- Improve all 4 sidewalk rail crossings between Maple St and the Wisconsin River to be ADA accessible; which includes adding concrete sidewalk or asphalt paved sidewalks, adding truncated dome panels to the sidewalk on both sides of each railroad crossing, adding a street light to illuminate the rail crossing closest to Maple St, and either using flangeway gap fillers or making the sidewalk perpendicular to the rail crossing so that pedestrians who use wheelchairs will cross at a 90-degree angle.

Walking on the sidewalk on north side of Phillip Street bridge over the Wisconsin River feels unsafe with no buffer between the sidewalk edge and the traffic lane. Each morning and afternoon during student travel, it is a common occurrence for approaching vehicles from both directions to pass on the bridge, so a motorist cannot just move over to provide an automatic buffer to those walking on the sidewalk.

Recommendations for Phillip Street bridge:

Short-term Responsible party: **City**.

- Paint a white line 4-feet away from sidewalk on bridge. This will provide a buffer to the sidewalk and the remaining pavement on the bridge will provide two 10-foot wide travel lanes.

Long-term Responsible party: **City**.

- Install a sidewalk cantilevered on the north side of the Phillip St bridge, or when the bridge is replaced create at least a 7-foot wide sidewalk on the north side of the bridge with at least 6-foot wide bike lanes on both sides of the bridge.

It is common throughout Wisconsin for motorists to “hug the curb” while driving, and drivers in Rhinelander are no different. Phillip Street west and east of the Wisconsin River bridge is wide enough for 2 travel lanes and 2 bike lanes. Providing bike lanes moves the motorists to the center of their travel lane and gives bicyclists the space they need.

Recommendations for Phillip Street:

Short-term Responsible party: **City**.

- Paint a 6-foot off curb-face bike lane on both sides of Phillip Street from Maple St east to the 3rd railroad crossing, and then to the east of this crossing paint bike sharrows to a point east of the bridge where the road widens to full width again, then paint a white line 7-feet off curb face where parking is allowed all the way to Stevens Street.

Walking on either Davenport Street bridge sidewalk over the Wisconsin River feels unsafe with no buffer between the sidewalk edge and the traffic lane. Three lanes of traffic are painted on the bridge, therefore travel lanes are next to both bridge sidewalks.

Recommendations for Davenport Street Bridge over Wisconsin River:

Short-term

Responsible party: City.

- Re-paint the double yellow centerline on Davenport St so that it is centered on the road, outside of the turn lanes, between Sutliff Ave and Courtney St.
- Paint a 7-foot wide bike lane outside of the turn lanes, between Sutliff Ave and Courtney St.

Walking on Davenport Street sidewalks across diagonal intersections and under railroad bridge feels unsafe because of the distance to cross both intersections. Motor vehicle sight lines are restricted due to the narrow opening under the railroad bridge. If the railroad bridge were ever replaced, then a new longer bridge with new abutments farther away from the travel lanes and sidewalks could be created.

Recommendations for Davenport Street Railroad bridge area:

Short-term

Responsible party: City.

- At the intersections of Davenport St & Pelican St and Davenport St & Sutliff Ave, continue painting Stop lines at their current locations that are at least 10-feet in advance of crosswalks (and perpendicular to each travel lane as occurs now), and paint crosswalks in a high visibility pattern.

Long-term

Responsible party: **City**, Paper Plant, Railroad.

- When consideration to replace the railroad bridge over Davenport St begins, then consider moving the new bridge abutments for a longer bridge back from the road and sidewalks to provide better sight lines for both pedestrians and motor vehicles.
- Consider perpendicularly aligning the intersections of Davenport St & Pelican St and Davenport St & Sutliff Ave, and continue painting Stop lines at least 10-feet in advance of crosswalks, and continue painting crosswalks in a high visibility pattern.

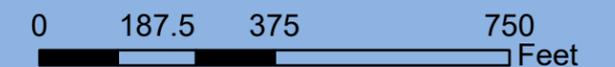
Map 3A Site Assessment

James Williams Middle School

Rhineland Safe Routes To School

Legend

-  James Williams Middle School
-  School Entrance
-  Bike Rack
-  Parked Family Vehicle
-  School Crossing
-  Stop Sign
-  No Sidewalk Ramp
-  Sidewalks
-  10' Paved Multiuse Path
-  15 MPH School Speed Limit
-  Major School Parent Traffic



Source: WI DNR, WisDOT, NCWRPC, Oneida 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**

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

Areawide Assessment

- * School Zone signs are well maintained.
- * Only one sidewalk exists (along Acacia Ln) to connect the Middle School to the High School. Most roads in surrounding neighborhood do not have sidewalks or paths.
- * School Crossing at east Middle School driveway onto Acacia Ln is misaligned, crosswalk not painted, and very difficult for students to use.
- * No convenient pedestrian crossing between north side of Middle School and Hodag Dome.
- * No clearly marked walking & biking area through parking lot behind High School to connect Hodag Dome sidewalk, northwest to Coolidge Ave.
- * Crossing Stevens St at Monico St is still treacherous, even with pedestrian activated blinking LED edge-lit signs.
- * Most school drop-off & pick-up traffic comes from and goes back onto Woodland Dr & Timber Dr. Timber & Woodland is a congested intersection.

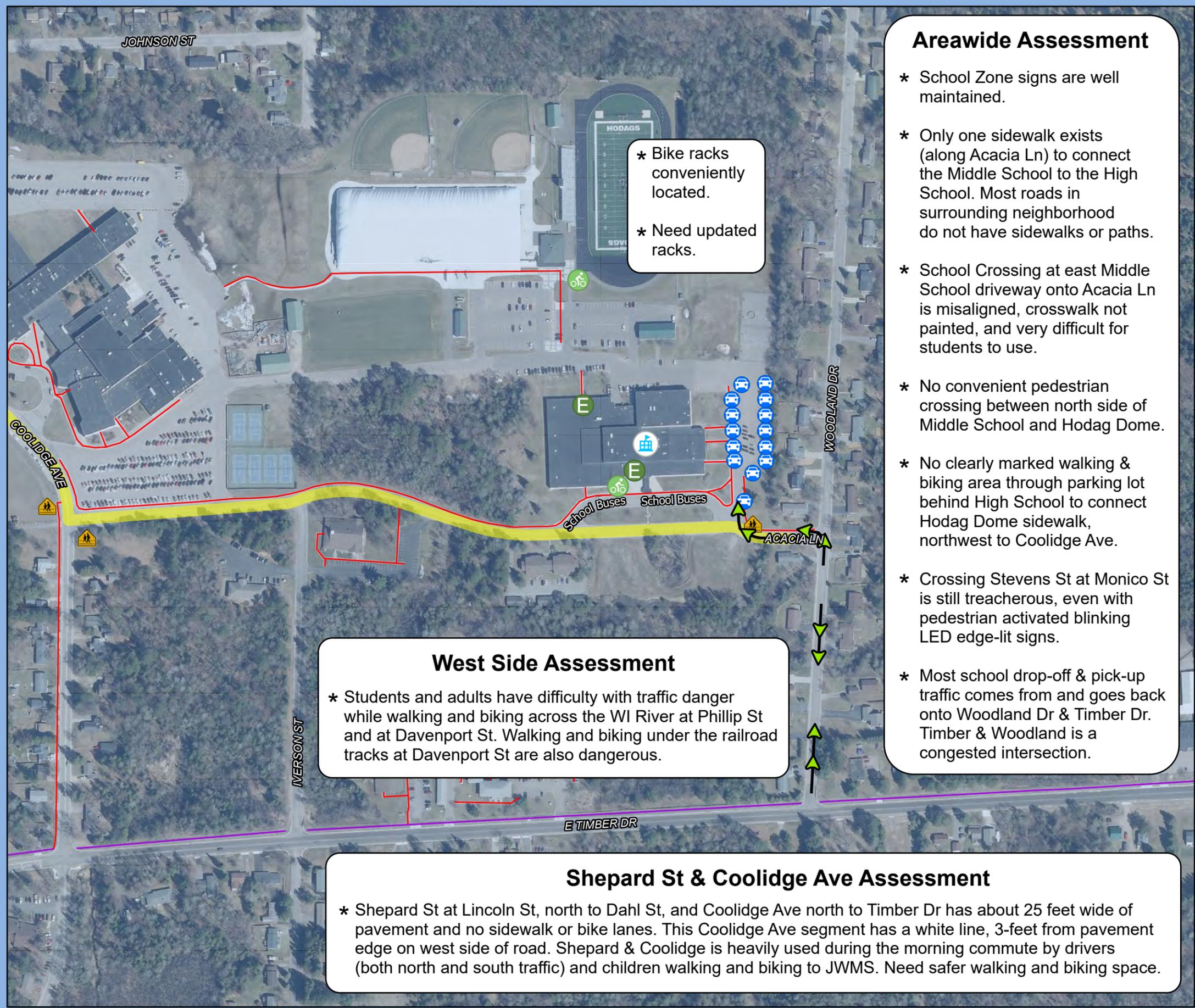
* Bike racks conveniently located.
* Need updated racks.

West Side Assessment

* Students and adults have difficulty with traffic danger while walking and biking across the WI River at Phillip St and at Davenport St. Walking and biking under the railroad tracks at Davenport St are also dangerous.

Shepard St & Coolidge Ave Assessment

* Shepard St at Lincoln St, north to Dahl St, and Coolidge Ave north to Timber Dr has about 25 feet wide of pavement and no sidewalk or bike lanes. This Coolidge Ave segment has a white line, 3-feet from pavement edge on west side of road. Shepard & Coolidge is heavily used during the morning commute by drivers (both north and south traffic) and children walking and biking to JWMS. Need safer walking and biking space.

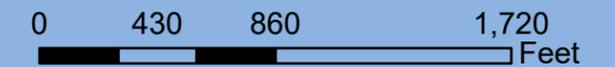


Map 4A Transportation

James Williams
Middle School
Rhineland Safe Routes To School

Legend

-  James Williams Middle School
-  State Highway
-  Main Roads
-  Local Roads
-  Sidewalks
-  10' Paved Multiuse Path
-  15 MPH School Speed Limit
-  Crossing Guard
-  Traffic Light
-  Speed Limit 35
-  Traffic Counts
- Crash Type (2010-2023)**
-  Bicycle
-  Pedestrian

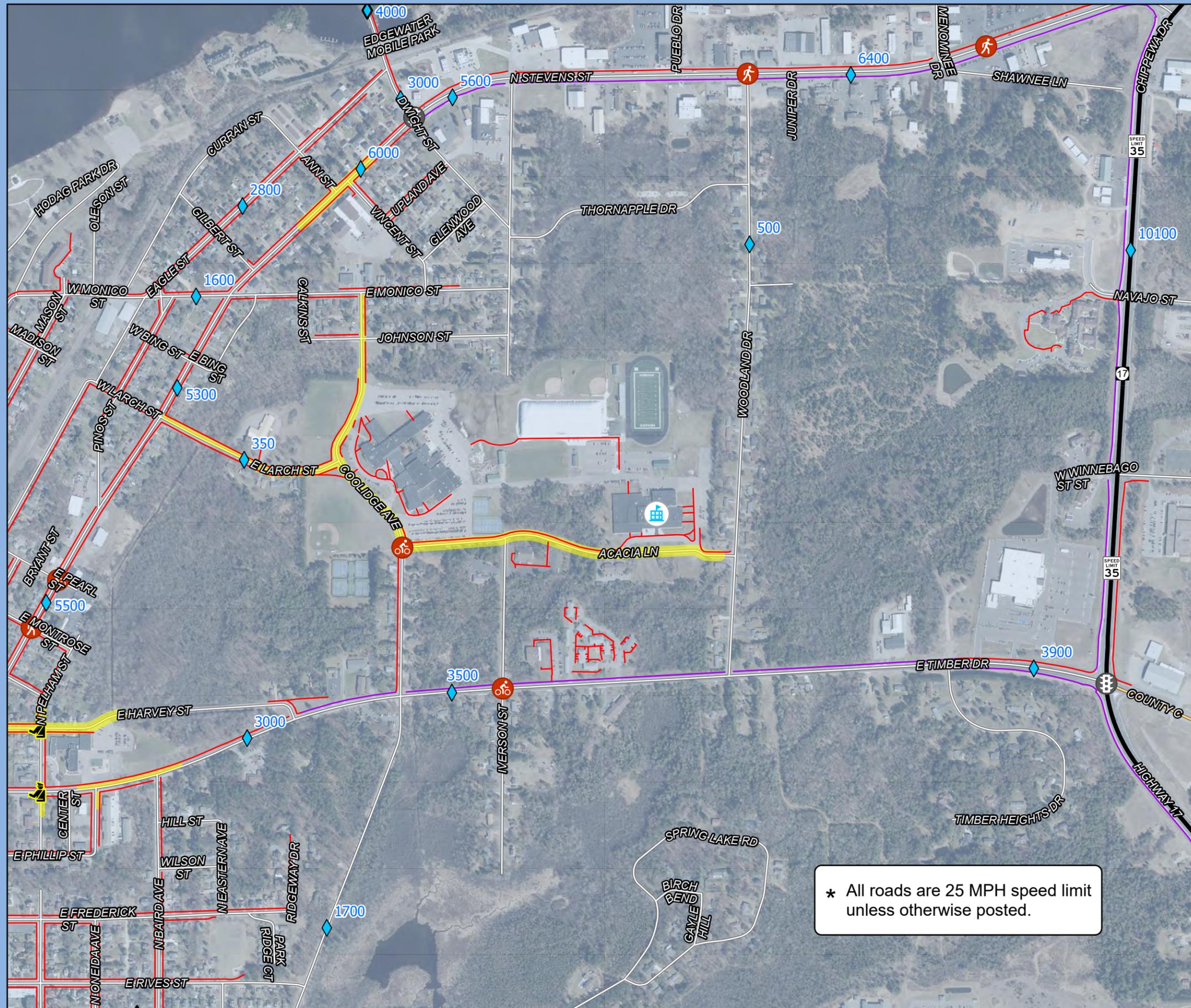


Source: WI DNR, WisDOT, NCWRPC, Oneida County
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Wisconsin Regional
Planning Commission

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



* All roads are 25 MPH speed limit unless otherwise posted.

Map 5A-1 School Routes

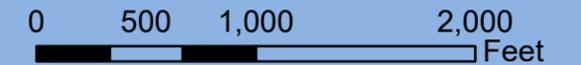
James Williams Middle School

Rhineland Safe Routes To School

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

Legend

-  James Williams Middle School
-  Feeder Route
-  Main Route
-  1-Mile Walk Distance
-  State Highway
-  Main Roads
-  Local Roads
-  Sidewalks

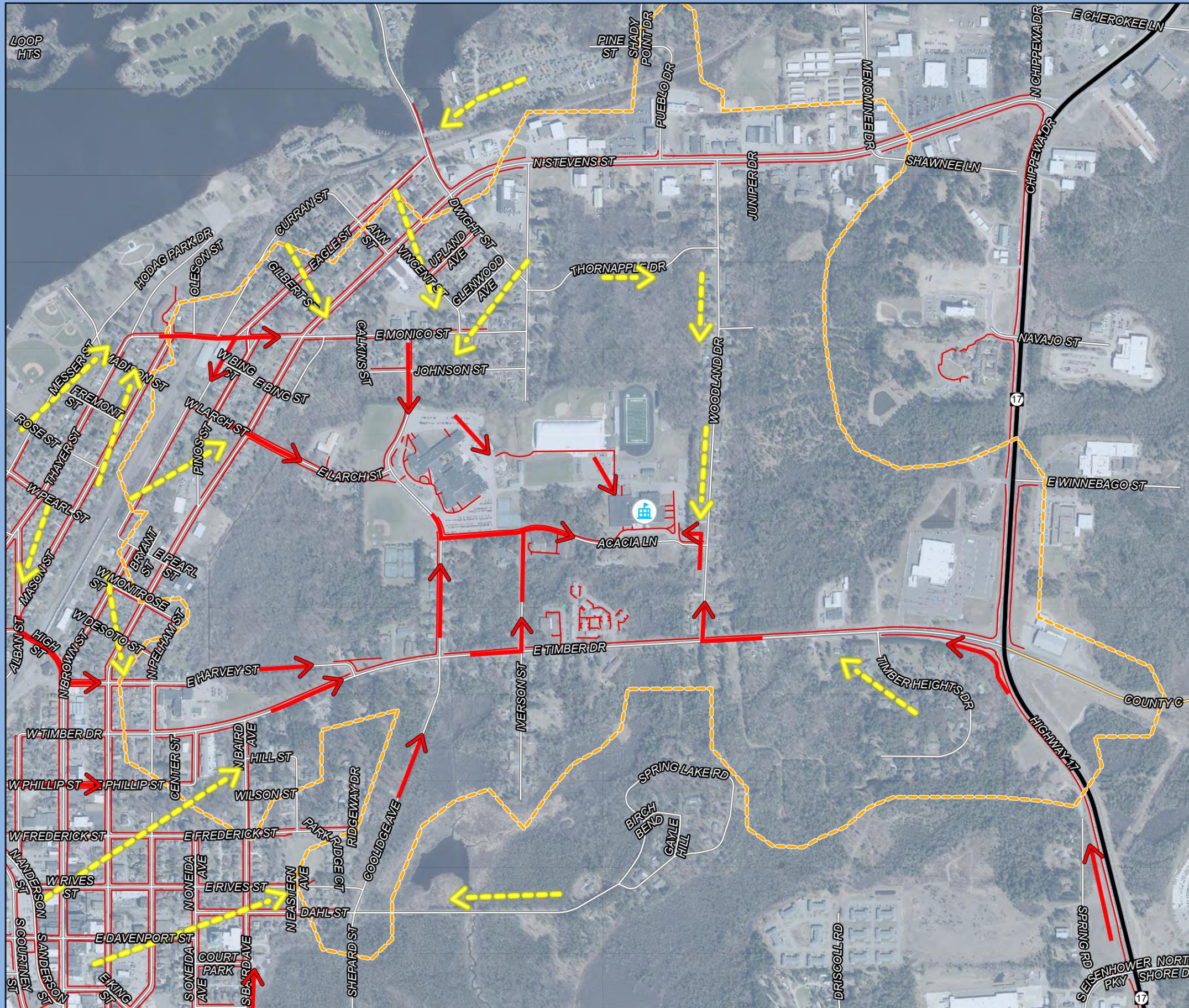


Source: WI DNR, WisDOT, NCWRPC, Oneida County
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Map 5A-2 School Routes

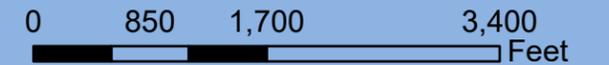
James Williams Middle School

Rhineland Safe Routes To School

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

Legend

-  James Williams Middle School
-  Feeder Route
-  Main Route
-  1-Mile Walk Distance
-  U.S. Highway
-  State Highway
-  Main Roads
-  Local Roads
-  Sidewalks

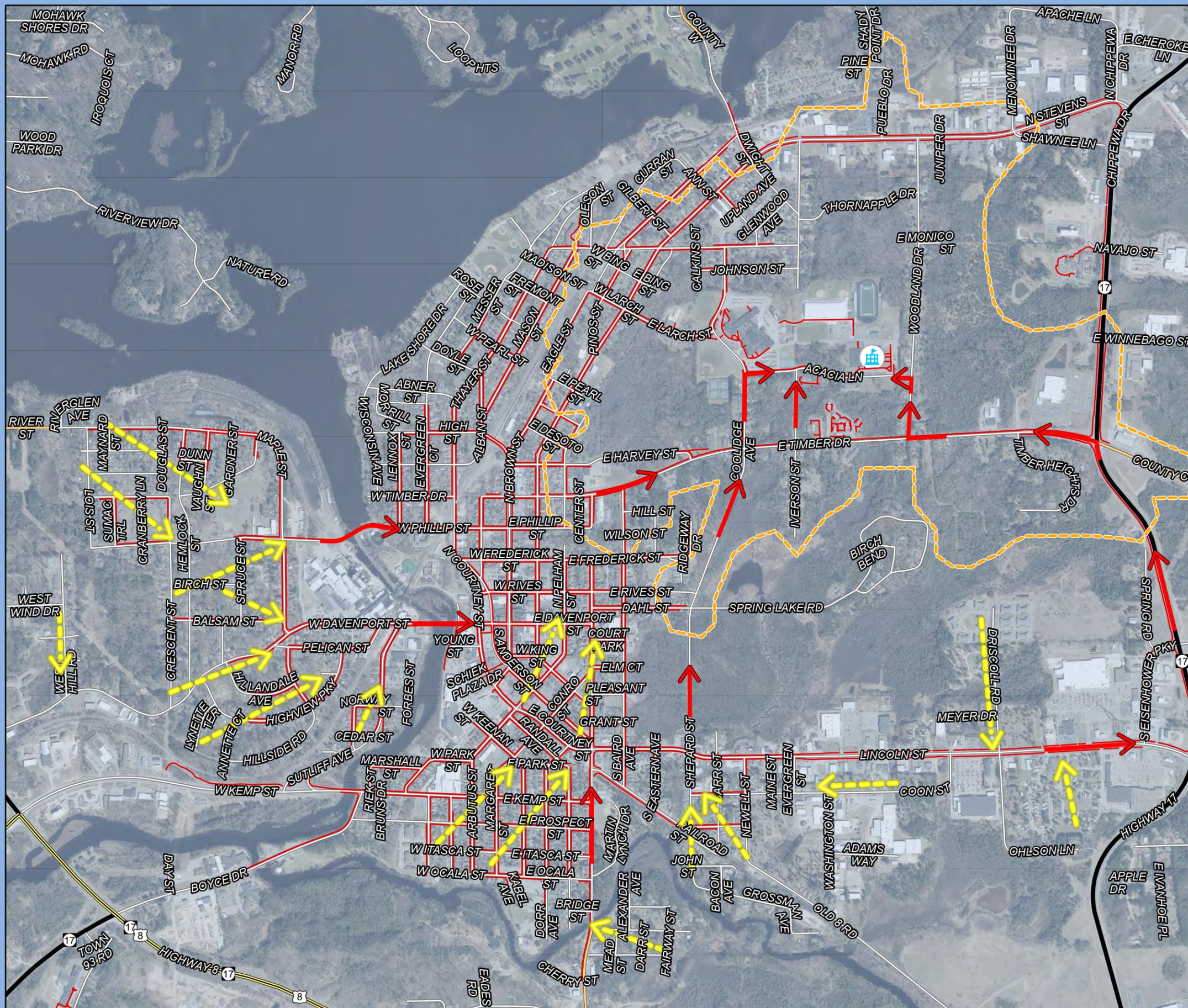


Source: WI DNR, WisDOT, NCWRPC, Oneida County
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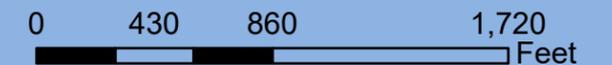


Map 6A-1 Recommendations

James Williams
Middle School
Rhineland Safe Routes To School

Legend

-  James Williams Middle School
 -  State Highway
 -  Main Roads
 -  Local Roads
 -  Sidewalks
 -  10' Paved Multiuse Path
 -  15 MPH School Speed Limit
 -  Higher Fine School Zone
- ### Recommendations
-  Proposed 10' Paved Multi-use Path
 -  Proposed Sidewalk
 -  Paint Urban Shoulder
 -  Proposed Neighborhood Traffic Circle

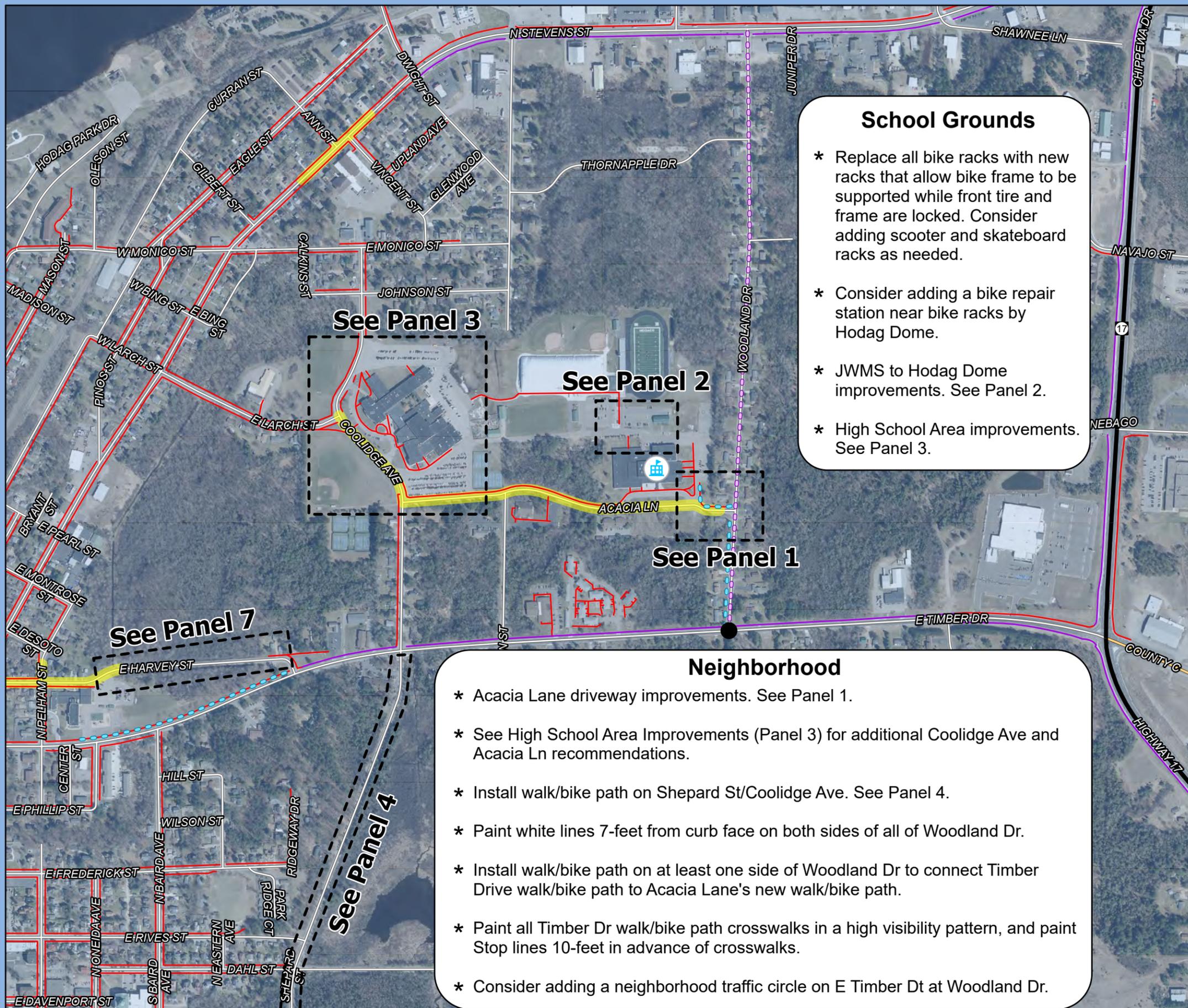


Source: WI DNR, WisDOT, NCWRPC, Oneida County
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School Grounds

- * Replace all bike racks with new racks that allow bike frame to be supported while front tire and frame are locked. Consider adding scooter and skateboard racks as needed.
- * Consider adding a bike repair station near bike racks by Hodag Dome.
- * JWMS to Hodag Dome improvements. See Panel 2.
- * High School Area improvements. See Panel 3.

Neighborhood

- * Acacia Lane driveway improvements. See Panel 1.
- * See High School Area Improvements (Panel 3) for additional Coolidge Ave and Acacia Ln recommendations.
- * Install walk/bike path on Shepard St/Coolidge Ave. See Panel 4.
- * Paint white lines 7-feet from curb face on both sides of all of Woodland Dr.
- * Install walk/bike path on at least one side of Woodland Dr to connect Timber Drive walk/bike path to Acacia Lane's new walk/bike path.
- * Paint all Timber Dr walk/bike path crosswalks in a high visibility pattern, and paint Stop lines 10-feet in advance of crosswalks.
- * Consider adding a neighborhood traffic circle on E Timber Dt at Woodland Dr.

Map 6A-2 Recommendations

James Williams Middle School

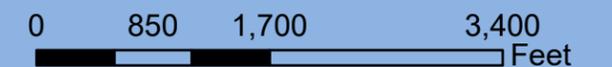
Rhineland Safe Routes To School

Legend

-  James Williams Middle School
-  U.S. Highway
-  State Highway
-  Main Roads
-  Local Roads
-  Railroad
-  15 MPH School Speed Limit
-  Higher Fine School Zone
-  Sidewalks
-  10' Paved Multiuse Path
-  Mobile Home Park

Recommendations

-  Proposed 10' Paved Multi-use Path
-  Proposed Sidewalk
-  Paint Urban Shoulder

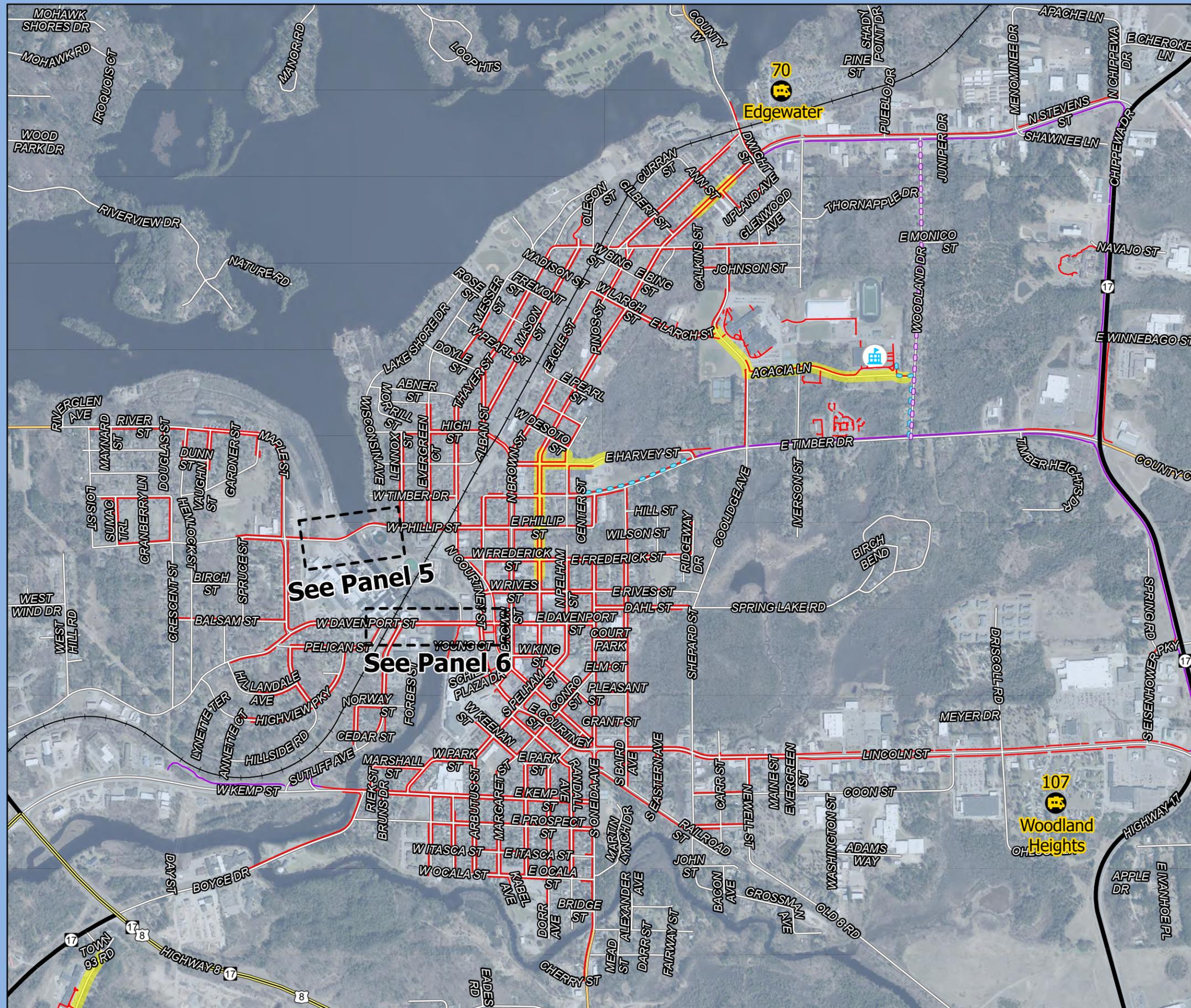


Source: WI DNR, WisDOT, NCWRPC, Oneida County
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See Panel 5
 See Panel 6

Central Elementary served 251 (2022) students in pre-kindergarten through 5th grades.

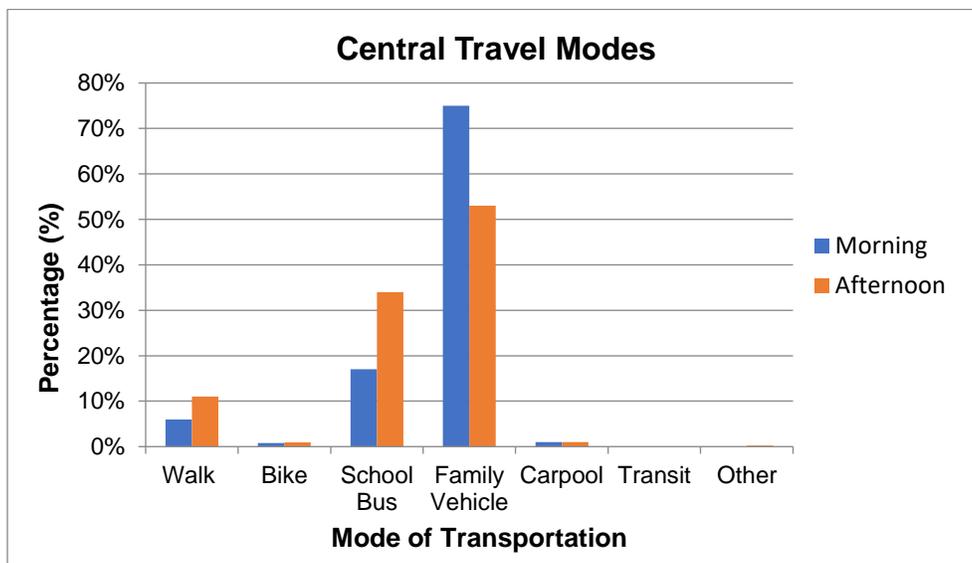
- **Main modes of travel by Central Elementary students:**
 - Family Vehicle (75% morning & 53% afternoon)
 - School Bus (17% morning & 34% afternoon)
 - Walk (6% morning & 11% afternoon)

The discrepancy between morning and afternoon travel in **Table 4B** & **Figure 4B** shows that 22% more parents are driving their kids to school in the morning; with 77% of these kids taking the bus to get home and about 23% walking home.

Table 4B Central Elementary Morning & Afternoon Travel Comparison							
	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	6%	0.8%	17%	75%	1%	0%	0%
Afternoon	11%	0.9%	34%	53%	1%	0%	0.2%

Source: Student Tallies, October 2022

Figure 4B: Central Elementary Parent Tally Results Morning and Afternoon Travel Comparison



Source: Student Tallies, October 2022

Central Elementary’s Parent Survey Results

65 surveys received.

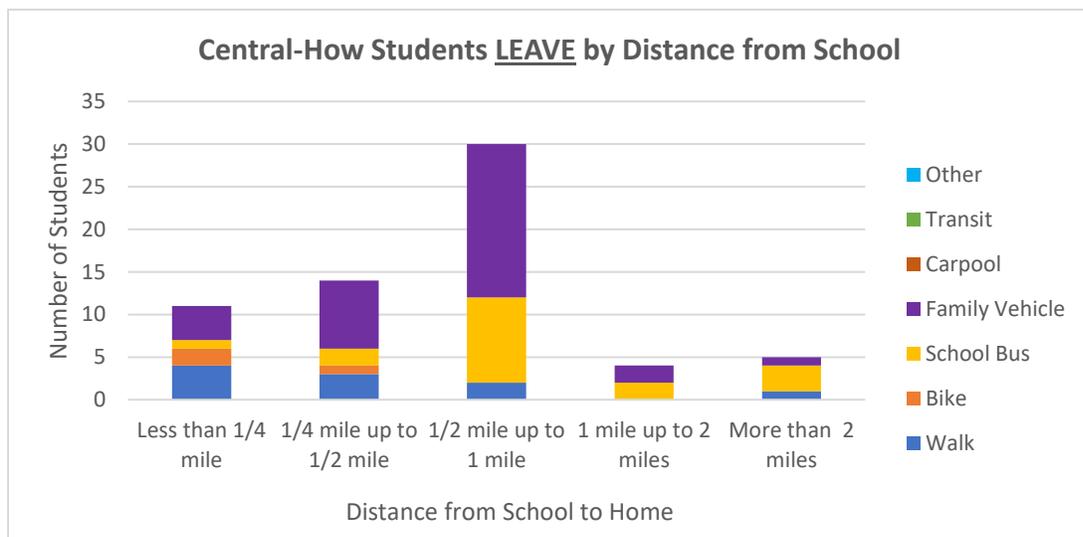
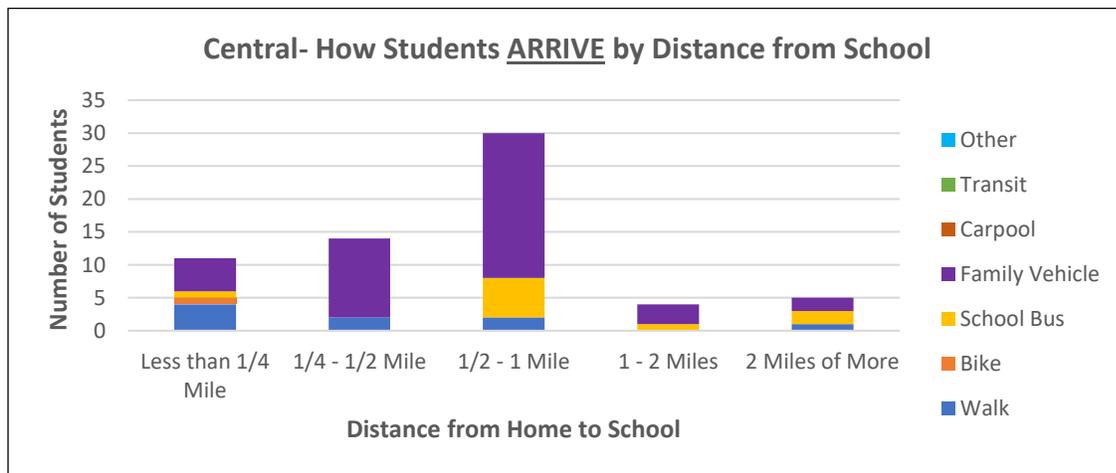
Parents were instructed to fill out only one survey per school. If multiple children attended the same school, they were asked to fill out one survey for the child with the next birthday from that day’s date.

Among parents who answered the survey, 55 of 62 students live within 1-mile of school. With 8 student within 1-mile of school walking and one biking to school, this shows some potential to increase walking and biking to school.

These are not statistical results but should be used to assess the general mood of parents from Central Elementary.

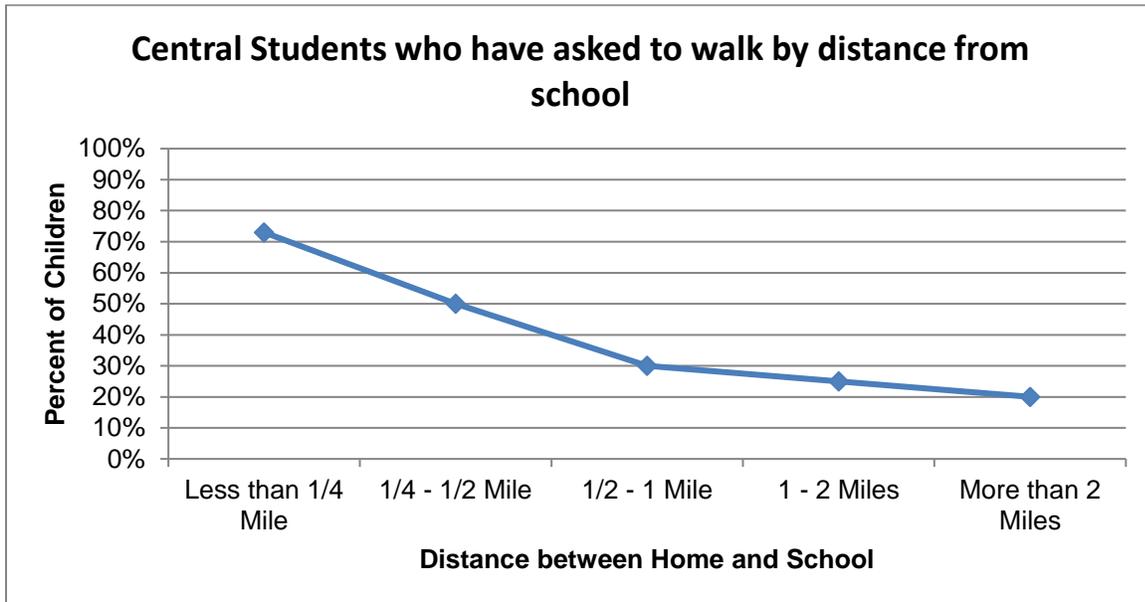
See comments from Central Elementary Parent Surveys in **Attachment B**.

FIGURE 5B: How does your child arrive and depart from school?



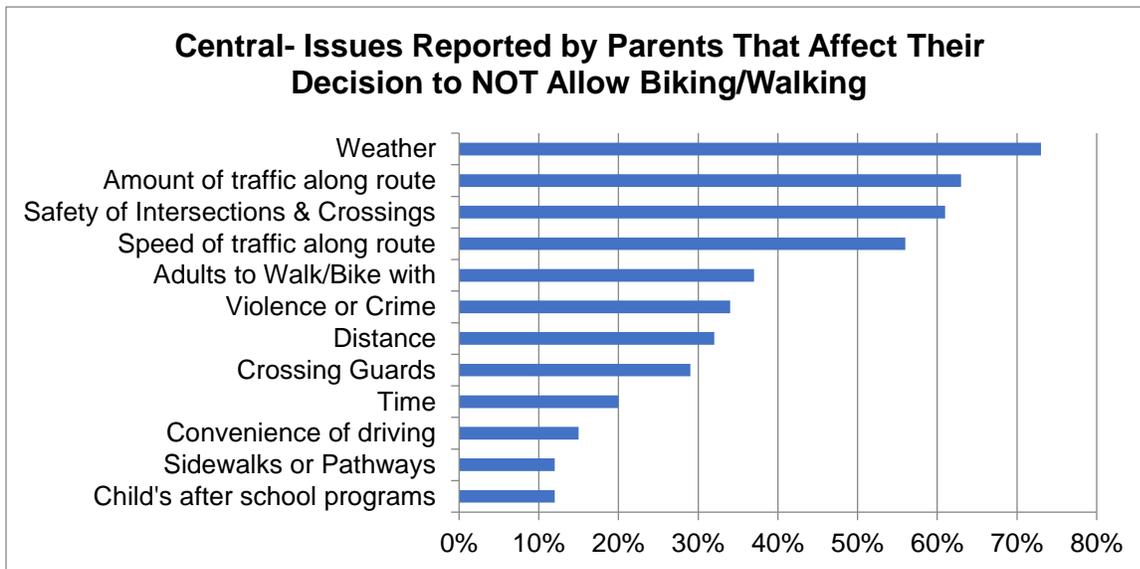
Source: Parent Surveys, October 2022

FIGURE 6B: Has your child asked to walk?



Source: Parent Surveys, October 2022

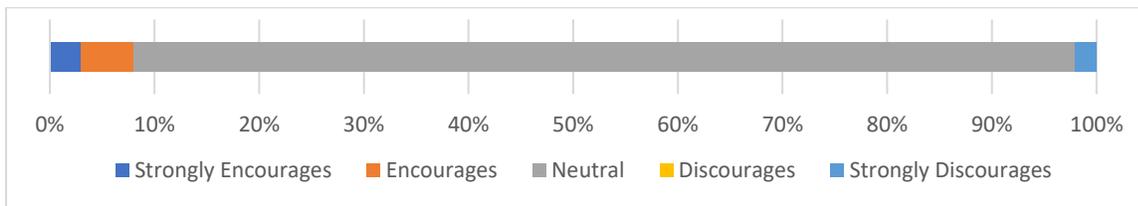
FIGURE 7B: Which of the following issues affect your decision to NOT allow walking or biking?



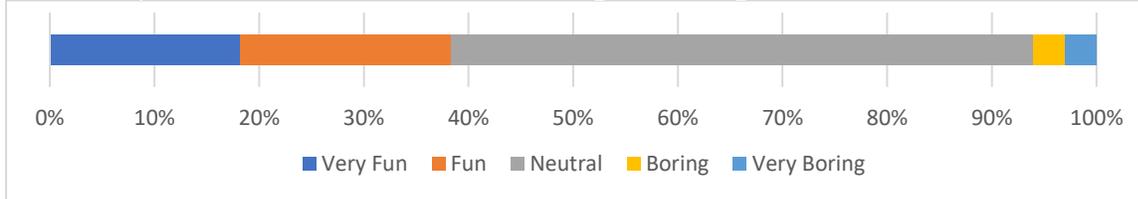
Source: Parent Surveys, October 2022

From Central's October 2022 Parent Survey

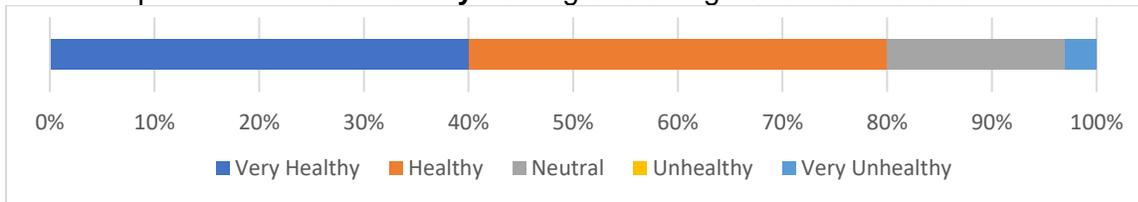
Parent's opinion about how much their **child's school encourages/discourages** walking/biking to/from school:



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



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



Existing Policies and Services for Central Students

Current walking and biking policies and programming at Central include:

- All third graders attend the annual Recreation Rodeo at YMCA. About an hour of bicycle maintenance, helmets, and bike course riding are provided annually.

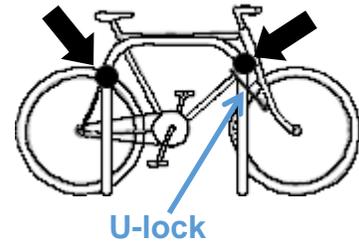
Crossing Guards/Adult Monitors

No City sponsored adult crossing guards exist in Rhinelander. In communities where crossing guards exist, they are usually assigned by the Police Department to intersections that need more guidance for students than others. The School District of Rhinelander has adults that manage traffic on various school grounds. See Site Assessment **Map 3B** for locations of all school staff that act as crossing guards.

Bike Racks

There are conveniently located bike racks at Central. Site Assessment **Map 3B** 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



South side of building



North side of building

Central Elementary – 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 the school. Walk and bike audit results are shown on **Map 3B**.

Transportation Map

Map 4B shows the most current traffic volume counts within about a half mile radius of the school. It also details pedestrian and bicycle crashes that have occurred between 2010 and 2023 within about a half mile radius of the school.

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 **Map 5B**.

Recommendations for Central

NOTE – There may be additional recommendations that apply to this school that are listed in the School District of Rhinelander Recommendations section or the City of Rhinelander 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 *Enforcement & Education*

The City does not have an adult crossing guard program, but Central has 2 teacher assistants that provide crossing guard services. See Map 3B for locations.

Short-term Responsible party: School Dist.

Recommendation: Continue assigning teacher assistants to be crossing guards at school intersections that need extra attention for Central students.

2 of 3 – Bike Racks and **Map 6B – “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**. School District may decide to design custom bike racks with a middle school and/or high school design & engineering team. NCWRPC is available for more guidance on bike rack design.

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

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

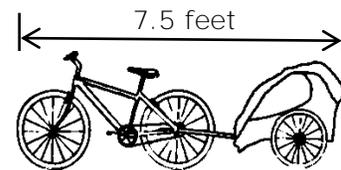
5) Consider installing visitor bike racks near the main entrance. The school logo could be built into the visitor bike racks.



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.

Short-term Responsible party: School Dist.

Recommendation C: Consider linking to WisDOT’s *Pedestrian safety* and *Bicycling safety* websites on the Central website. See “Resources” above for links.



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.**, City, WI Bike Fed., NCWRPC

Recommendation D1: Consider annually participating in Walk and Roll to School (fall) or Bike and Roll to School (spring). School and City 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. Use **Map 5B–School Routes** when planning these events.

Recommendation D2: 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 provide skills classes to train local staff to teach these skills at events.

Recommendation D3: After each event, document how successful it was, and determine if changes are needed next time.

Engineering Recommendations from Map 6B

Map 6B – “Neighborhood” box

Engineering

Short-term Responsible party: City

Recommendation: Extend School Speed Limit west to cover Pelham St & Timber Dr intersection, and to cover Pelham St in front of school.

Medium-term Responsible party: City

Recommendation: Improve Frederick St crosswalks on Stevens St either through a Pedestrian Hybrid Beacon, or Rectangular Rapid Flash Beacons at crosswalk.

Short-term Responsible party: City

Recommendation: Convert all painted Stevens St crosswalks to high visibility crosswalks (4 per intersection).

Medium-term Responsible party: City

Recommendation: Convert Stevens St & Harvey St intersection from flashing School Crossing sign to rapid flash beacons, and install 2 remote actuator buttons on corners that do not have buttons.

Short-term Responsible party: City

Recommendation: Make the Timber Dr & Stevens St intersection No Turn On Red; move Stop lines 10 feet in advance of crosswalks; and paint all 4 crosswalks as high visibility.

Short-term Responsible party: City

Recommendation: Paint high visibility crosswalks at the following intersections: at Timber Dr & Oneida Ave, Baird Ave, Harvey St, and Coolidge Ave; and at Pelham St & Harvey St.

Short-term Responsible party: City

Recommendation: Install School Crossing & down arrow sign assemblies on Timber Dr at Pelham; and paint both crosswalks in a high visibility pattern.

Short-term Responsible party: City

Recommendation: Paint a set of Advisory Bike Lanes on Harvey St between school driveway east to the sidewalk (see Panel 5).

Map 6B – “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.

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., City**, 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.

Continue Bicycling Education in School *Education*

Students should begin to learn about bicycling traffic safety at a very young age so that by middle school they will be able to apply this knowledge to operating a bicycle, skateboard, scooter, roller-blades, or any other vehicle as they approach adulthood.

Short-term Responsible parties: **School Dist., PIE**, YMCA, WI Bike Fed.

Recommendation 1: Continue providing bicycling education at the annual Recreation Rodeo in May at the YMCA.

Short-term Responsible party: School Dist.

Recommendation 2: Promote parental guides for teaching their kids to walk and bike safely before school each year. See the 3 of 3 – Walking & Biking Promotional Materials recommendation for parental guides.

Recommendation 3: Consider adding WisDOT's **Bicycle safety** webpage as a link in the transportation area of the School or District website.



Go to: <https://www.ncwrpc.org> and search for: "Safe Routes Resources" for WisDOT link.

Improve Pedestrian Education in School *Education*

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 party: School Dist.

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



Go to: <https://www.ncwrpc.org> and search for: "Safe Routes Resources" for WisDOT link.

Recommendation 2: Consider how to get walking guides to parents. See the 3 of 3 – Walking & Biking Promotional Materials recommendation for parental guides.

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., City.

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.

Medium-term Responsible party: City.

Recommendation: Consider conducting traffic studies as necessary on the roads surrounding the school to determine if additional safety countermeasures are needed to slow down traffic or improve intersections for pedestrian safety.

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., City, NCWRPC**

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

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

Recommendation: Annually review this Rhinelander SRTS Plan’s recommendations for Central 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.

Medium-term Responsible parties: City & School Dist.

Recommendations for creating Advisory Bike Lanes on Harvey St:

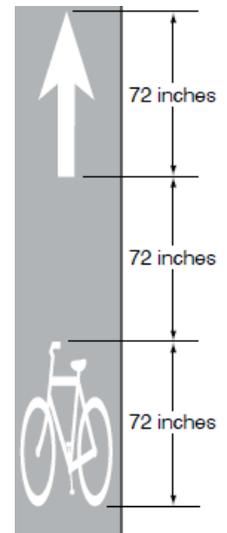
1. Add two 6-foot advisory bike lanes on Harvey St from where the concrete curbs end (east of Central Elementary driveway) to where concrete curbs begin (west of Harvey St & Timber Dr intersection).

NOTE: Advisory Bike Lanes are not part of the Manual for Uniform Traffic Control Devices (MUTCD) and therefore are considered **experimental** by the Federal Highway Administration. **Therefore, installation of them requires FHWA approval.**

2. Add bike lane symbols and arrows to the pavement at periodic intervals in the advisory bike lanes.

NOTE: Select pavement marking materials that will minimize loss of traction for bicycles under wet conditions.

3. Install advisory bike lane signs (see page 2) at periodic intervals along the advisory bike bike lanes.
4. Create an information video on how to use the advisory bike lanes and post it on the City's website.
5. Create an informational article teaching the public how to use advisory bike lanes and insert article into City newsletter and School newsletter.



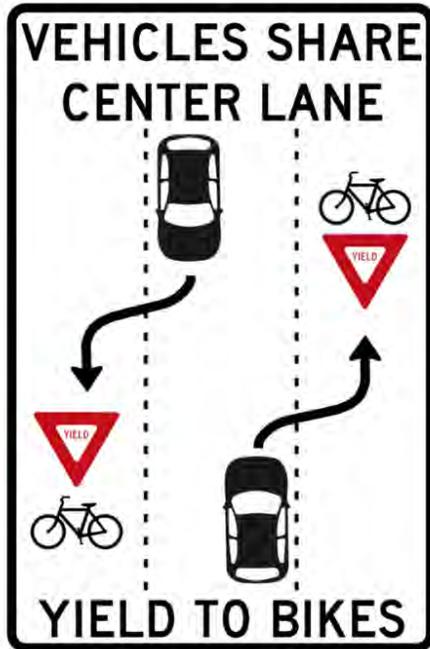
Bike & arrow symbol
MUTCD Fig. 9E-1

 = Dotted white line markings consisting of 3-foot line segments and 8-foot gaps.

 = Bike & arrow symbol

Harvey St Improvements

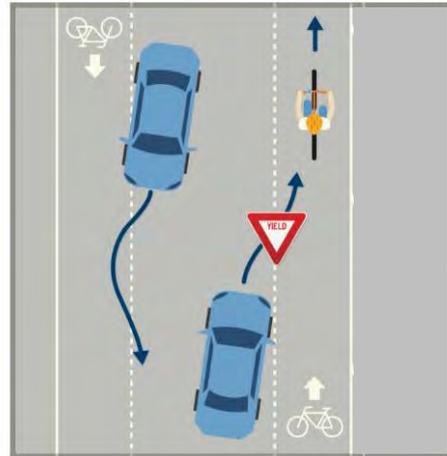
Advisory Bike Lane sign



Advisory Bike Lane sample graphic to be modified for School and City newsletter articles

USE BIKE LANE TO PASS ON-COMING TRAFFIC

YIELD TO BIKES



Source: City of Fort Collins

<https://bikefortcollins.org/fort-collins-getting-first-advisory-bike-lane-september-2022/>

Map 3B Site Assessment

Central Elementary School Rhineland Safe Routes To School

- ### Areawide Assessment
- * Students walk all year long.
 - * School Zone signs and pedestrian flags are well maintained.
 - * No "End School Speed Limit" or "End School Zone" signs exist.
 - * School Speed Limit is not covering the school intersection of Timber Dr & Pelham St.
 - * Harvey St east of the school driveways is 21-feet wide. No sidewalks or paved shoulders.
 - * Crossing Stevens St at Monico St is still treacherous, even with pedestrian activated blinking LED edge-lit signs.

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

- ### Areawide Assessment
- * Students uneasy walking on Harvey St due to school traffic and narrow road without shoulders.
 - * Most parent drop-off & pick-up traffic uses Harvey St, both east and west of the school, to access parking lot off of Harvey St.
 - * Limited parent traffic exists on Pelham St in front of the school.

Legend

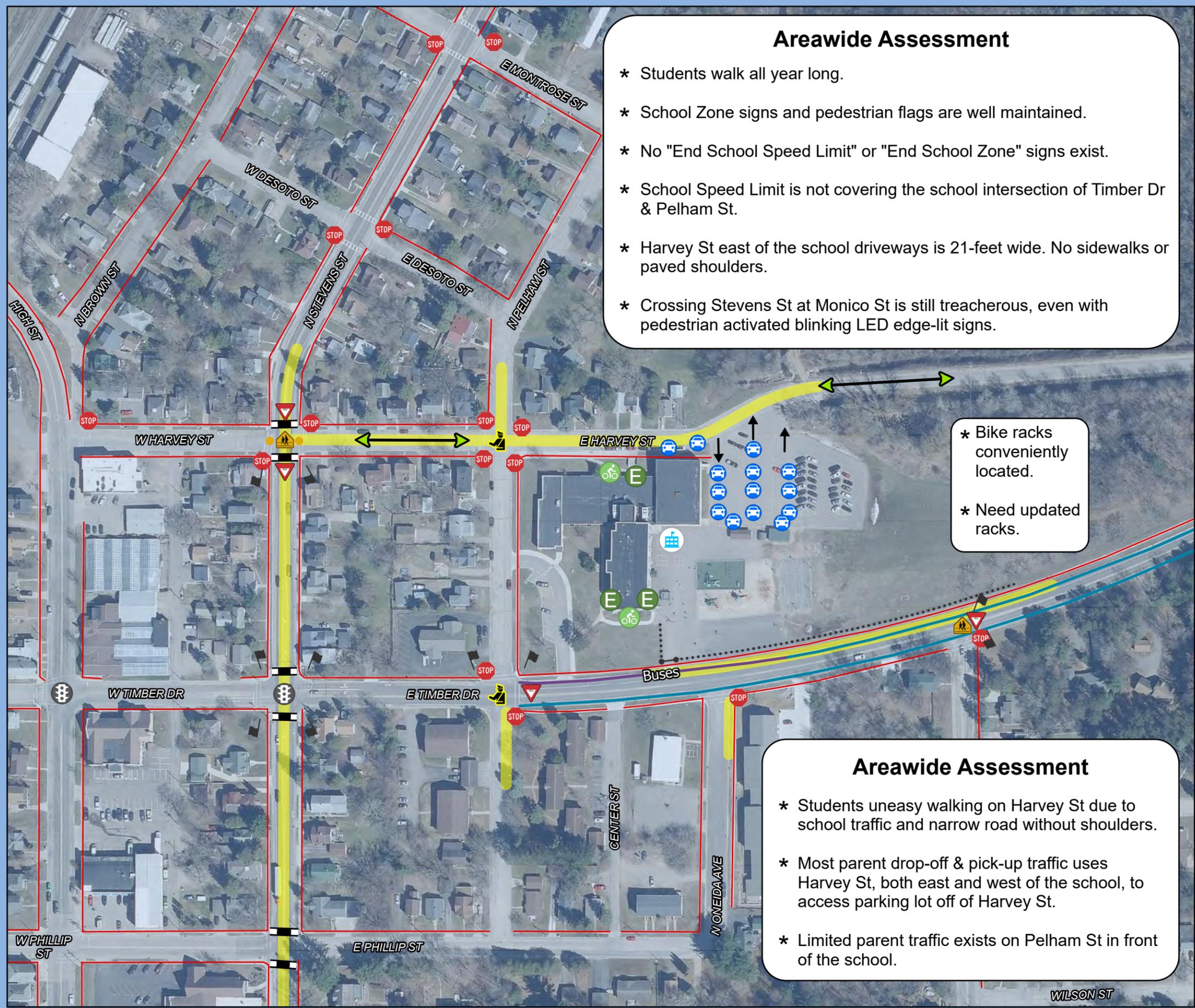
- Central Elementary School
- School Entrance
- Bike Rack
- Parked Family Vehicle
- Traffic Light
- Teacher Assist. as Crossing Guard
- School Crossing
- School Crossing with LED Flashing Signs
- Stop Sign
- Pedestrian Flags
- In-Street School Yield to Pedestrians Sign
- Sidewalks
- 15 MPH School Speed Limit
- High Visibility Crosswalk
- Major School Parent Traffic
- Bike Lane
- Urban Shoulder (Bike & Bus Lane)
- Fence
- Gate



Source: WI DNR, WisDOT, NCWRPC, Oneida County
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210 McClellan St., Suite 210, Wausau, WI 54403
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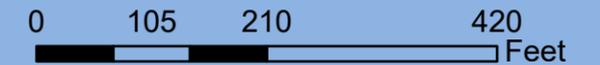
Recommendations

Central Elementary School

Rhineland Safe Routes To School

Legend

-  Central Elementary School
-  Traffic Light
-  School Crossing
-  School Crossing with Rapid Flash Beacons
-  Stop Sign
-  Pedestrian Flags
-  In-Street School Yield to Pedestrians Sign
-  Sidewalks
-  15 MPH School Speed Limit
-  High Visibility Crosswalk
-  Fence
-  Gate
- Recommendations**
-  Proposed Walk/Bike Path
-  Proposed 15 mph School Speed Limit
-  Proposed School Crossing
-  Proposed Stop Sign



Source: WI DNR, WisDOT, NCWRPC, Oneida County
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210 McClellan St., Suite 210, Wausau, WI 54403
 715-849-5510 - staff@ncwrpc.org - www.ncwrpc.org

Neighborhood

- * Extend School Speed Limit west to cover Pelham St & Timber Dr intersection, and to cover Pelham St in front of school.
- * Improve Frederick St crosswalks on Stevens St either through a Pedestrian Hybrid Beacon, or Rectangular Rapid Flash Beacons at crosswalk.
- * Convert all painted Stevens St crosswalks to high visibility crosswalks (4 per intersection).
- * Convert Stevens St & Harvey St intersection from flashing School Crossing sign to rapid flash beacons, and install 2 remote actuator buttons on corners that do not have buttons.
- * Make the Timber Dr & Stevens St intersection No Turn on Red; move Stop Lines 10 feet in advance of crosswalks; and paint all 4 crosswalks as high visibility.
- * Paint high visibility crosswalks at the following intersections: on Timber Dr at: Pelham St, Oneida Ave, Baird Ave, Harvey St, and Coolidge Ave; and at Pelham St & Harvey St.

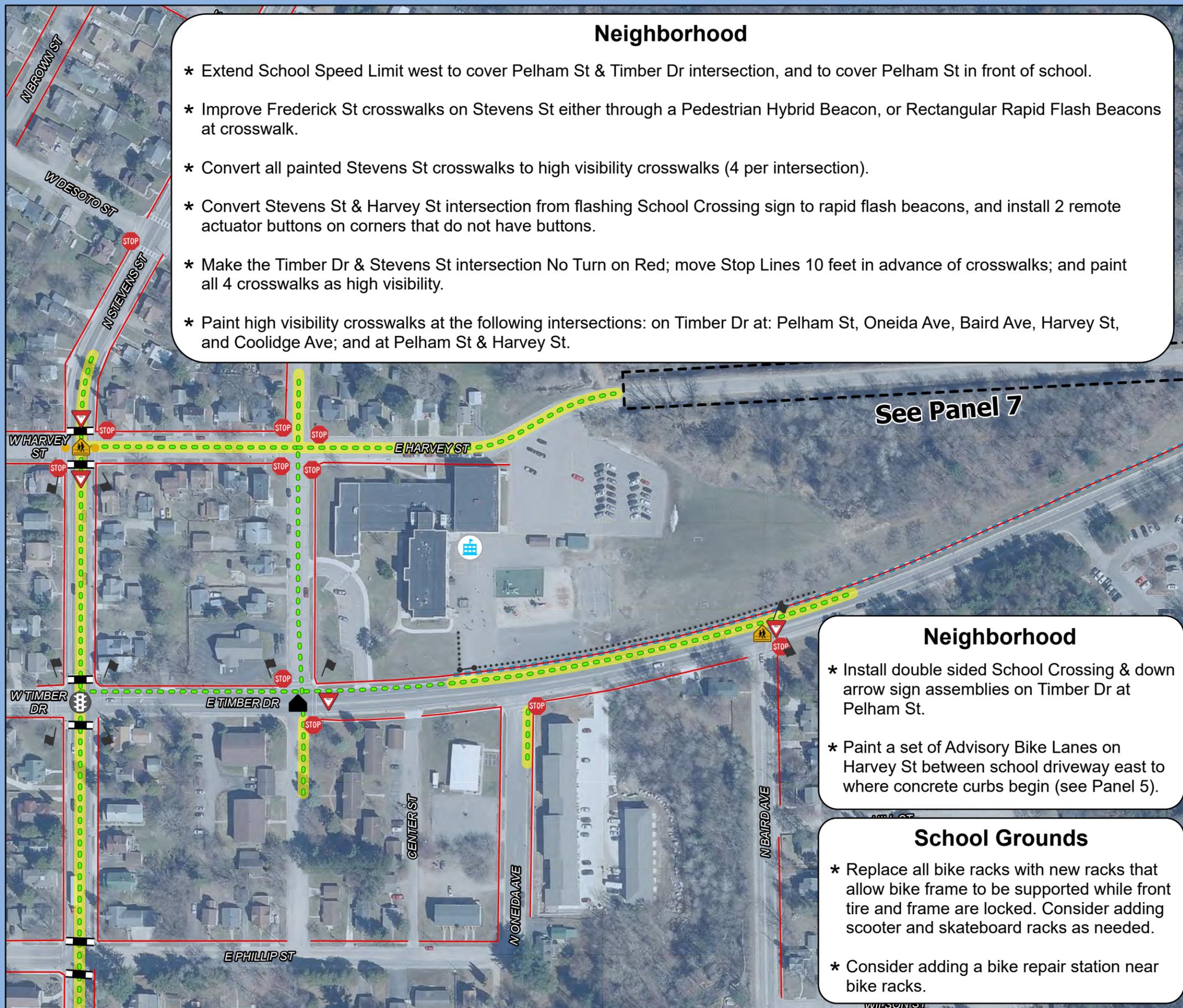
See Panel 7

Neighborhood

- * Install double sided School Crossing & down arrow sign assemblies on Timber Dr at Pelham St.
- * Paint a set of Advisory Bike Lanes on Harvey St between school driveway east to where concrete curbs begin (see Panel 5).

School Grounds

- * Replace all bike racks with new racks that allow bike frame to be supported while front tire and frame are locked. Consider adding scooter and skateboard racks as needed.
- * Consider adding a bike repair station near bike racks.



Crescent Elementary served 376 (2022) students in pre-kindergarten through 5th grades.

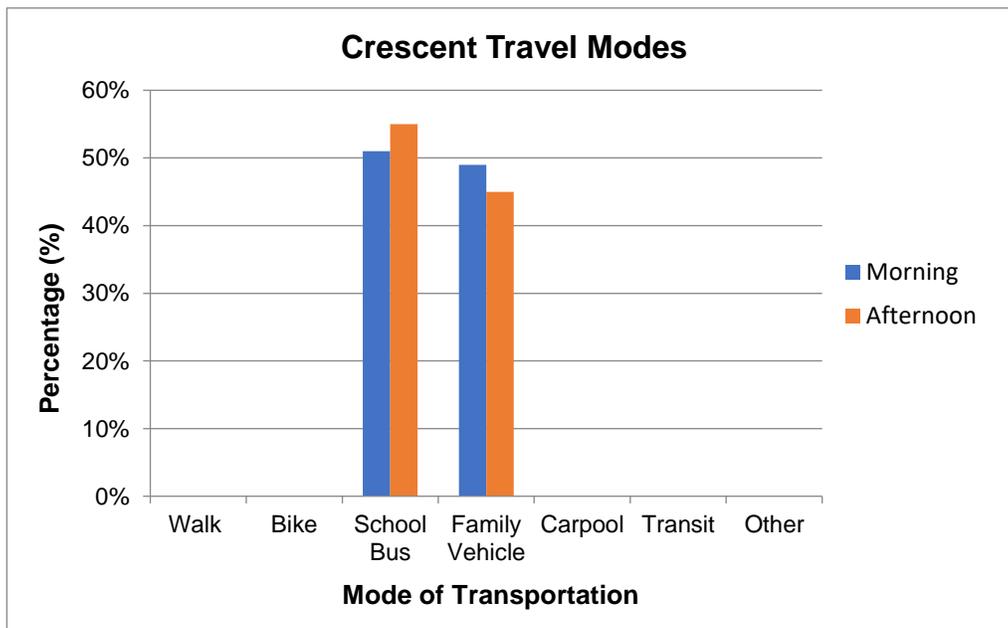
- **Main modes of travel by Crescent Elementary students:**
 - Family Vehicle (49% morning & 45% afternoon)
 - School Bus (51% morning & 55% afternoon)

The discrepancy between morning and afternoon travel in **Table 4C** & **Figure 4C** shows that 10% more parents are driving their kids to school in the morning. All of these kids are taking the school bus home.

Table 4C Crescent Elementary Morning & Afternoon Travel Comparison							
	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	0%	0%	51%	49%	0%	0%	0%
Afternoon	0%	0%	55%	45%	0%	0%	0%

Source: Student Tallies, October 2022

Figure 4C: Crescent Elementary Student Tally Results Morning and Afternoon Travel Comparison



Source: Student Tallies, October 2022

Crescent Elementary’s Parent Survey Results

77 surveys received.

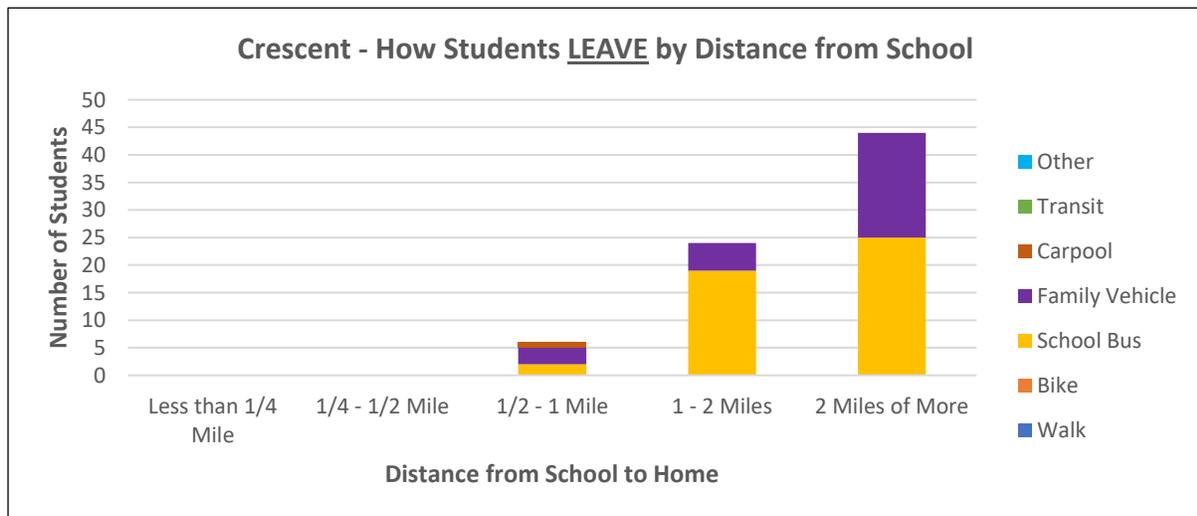
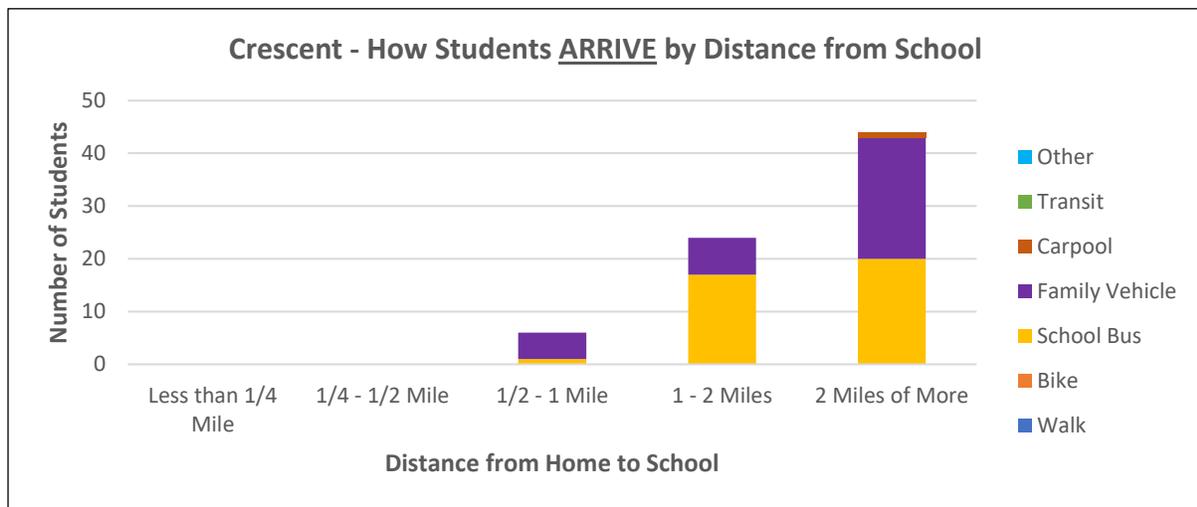
Parents were instructed to fill out only one survey per school. If multiple children attended the same school, they were asked to fill out one survey for the child with the next birthday from that day’s date.

Among parents who answered the survey, 6 of 77 students live within 1-mile of school. With none of those who live within 1-mile of school walking or biking to school.

These are not statistical results but should be used to assess the general mood of parents from Crescent Elementary.

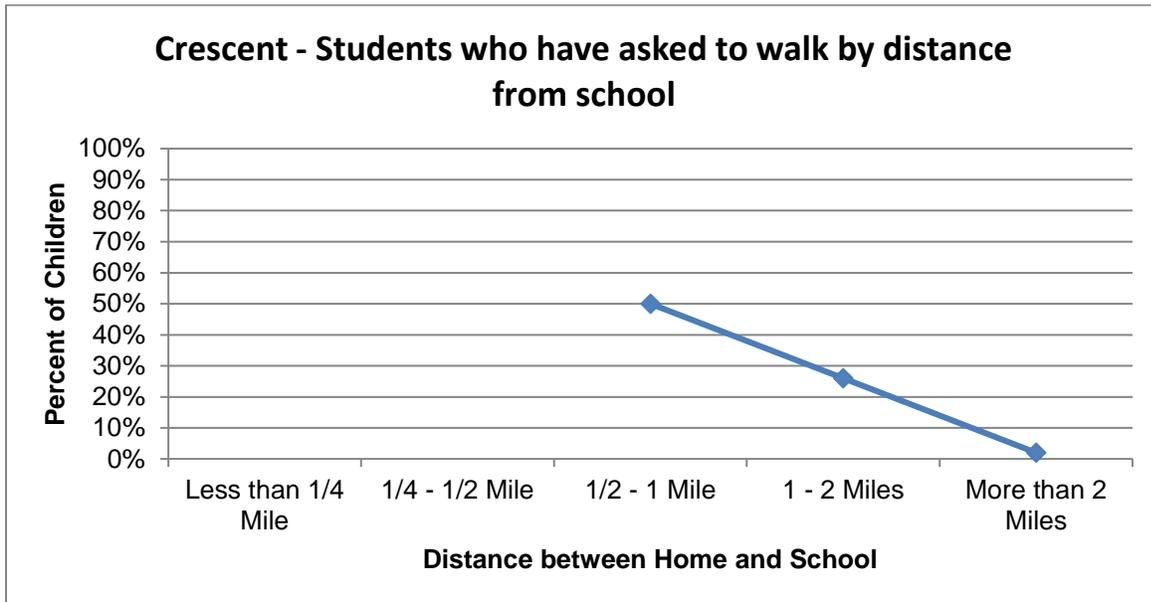
See comments from Crescent Elementary Parent Surveys in **Attachment B**.

FIGURE 5C: How does your child arrive and depart from school?



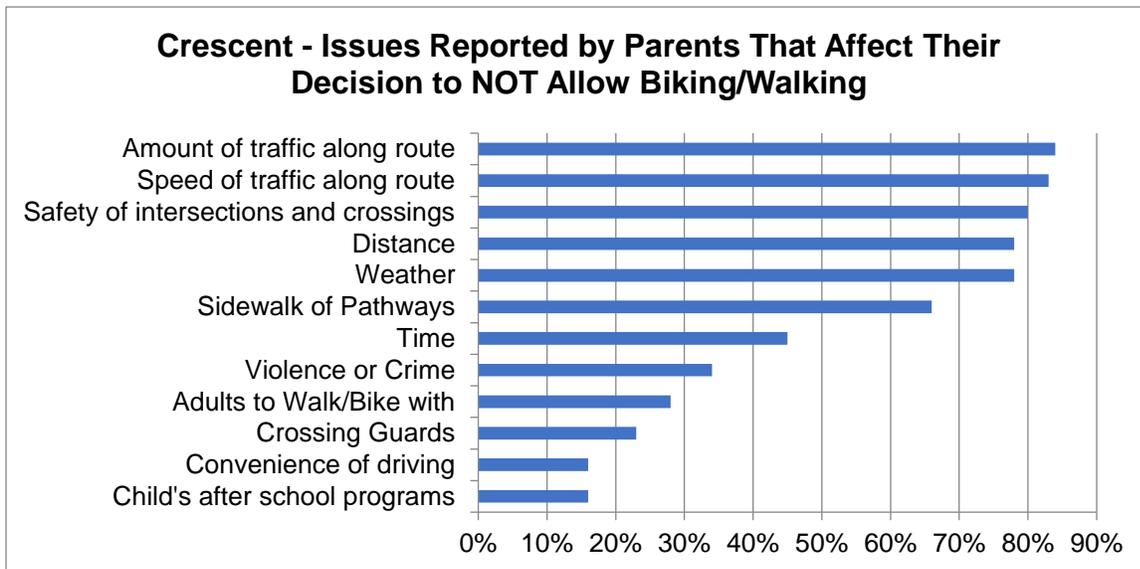
Source: Parent Surveys, October 2022

FIGURE 6C: Has your child asked to walk?



Source: Parent Surveys, October 2022

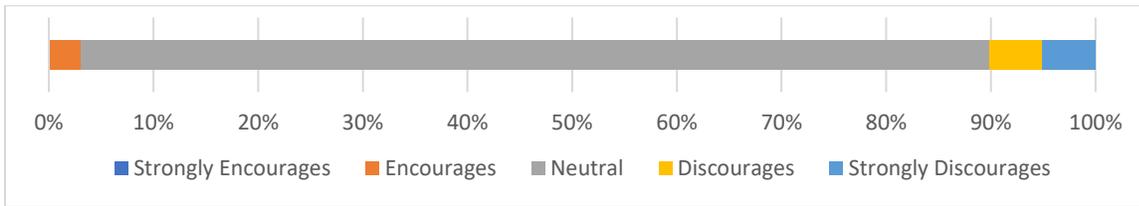
FIGURE 7C: Which of the following issues affect your decision to NOT allow walking or biking?



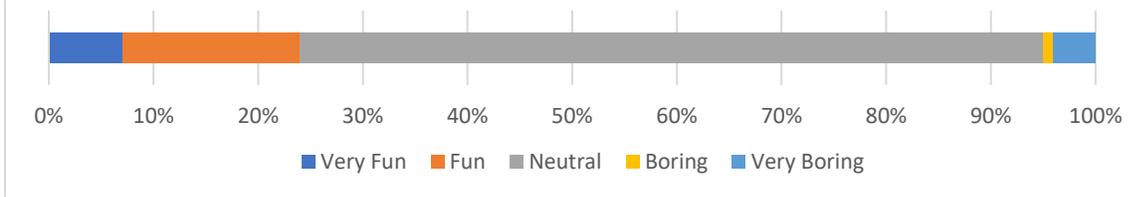
Source: Parent Surveys, October 2022

From Crescent's October 2022 Parent Survey

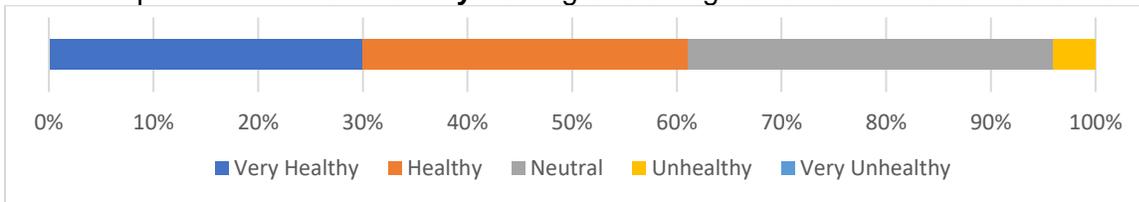
Parent's opinion about how much their **child's school encourages/discourages** walking/biking to/from school:



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



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



Existing Policies and Services for Crescent Students

Current walking and biking policies and programming at Crescent include:

- All third graders attend the annual Recreation Rodeo at YMCA. About an hour of bicycle maintenance, helmets, and bike course riding are provided annually.

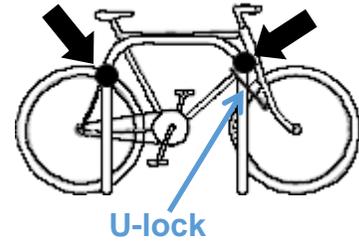
Crossing Guards/Adult Monitors

No Town or County sponsored adult crossing guards exist near Crescent. In communities where crossing guards exist, they are usually assigned by the Police Department to intersections that need more guidance for students than others. The School District of Rhinelander has adults that manage traffic on various school grounds, but none exist at Crescent.

Bike Racks

No bike racks exist at Crescent. A bike rack could be located under the overhang next to the front door (see image below).

All bike racks need to allow a bike frame to be supported at **two points** to hold the bike 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



Main entrance

Crescent Elementary – 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 the school. Walk and bike audit results are shown on **Map 3C**.

Transportation Map

Map 4C shows the most current traffic volume counts within about a half mile radius of the school. It also details pedestrian and bicycle crashes that have occurred between 2010 and 2023 within about a half mile radius of the school.

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 **Map 5C**.

Recommendations for Crescent

NOTE – There may be additional recommendations that apply to this school that are listed in the School District of Rhinelander 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 *Enforcement & Education*

No Town or County sponsored adult crossing guards exist near Crescent. In communities where crossing guards exist, they are usually assigned by the Police Department to intersections that need more guidance for students than others. The School District of Rhinelander has adults that manage traffic on various school grounds, but none exist at Crescent.

Short-term Responsible parties: School District, Sheriff.

Recommendations: If an intersection is identified in the future as needing additional traffic control, then consider if a staff or deputy acting as a crossing guard is needed at that intersection.

2 of 3 – Bike Racks *Engineering*

Short-term Responsible party: School Dist.

Recommendation: No bike racks exist at Crescent. A bike rack could be located under the overhang next to the front door if a need becomes apparent after a Walk, Bike, & Roll Event occurs.

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 parties: **School Dist.**, NCWRPC

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 throughout the community. See “Resources” above for this document.

Short-term

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

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.

Short-term

Responsible party: School Dist.

Recommendation C: Consider linking to WisDOT’s *Pedestrian safety* and *Bicycling safety* websites on the Central website. See “Resources” above for links.



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.**, City, WI Bike Fed., NCWRPC

Recommendation 1: Consider annually participating in Walk and Roll to School (fall) or Bike and Roll to School (spring). School and City may need to cooperate if 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.

Possible Crescent Elementary Walk, Bike, & Roll to School Event ideas:

The City of Rhinelander, west of the Wisconsin River, is walkable and bikeable. Students in these neighborhoods could walk or bike to specified school bus pick up points to get them the rest of the way to school.

Students who get dropped off by parents could be dropped off at one of the above neighborhoods to walk to a pick-up point. Maybe the Rhinelander Chamber could be a drop-off site and students could walk to school buses in the Pelican Rapids boat launch lot.

Bused students could be dropped off in the southern most point of the Crescent Elementary parking lot, that is south of Lake Julia Road, and walk north to the school bus entrance of the school. Delineate sidewalk and crosswalk with cones, temporary paint, and signage in parking lot.

Recommendation 2: 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 provide skills classes to train local staff to teach these skills at events.

Recommendation 3: After each event, document how successful it was, and determine if changes are needed next time.

Engineering Recommendations from Map 6C

Map 6C – “Neighborhood” box *Engineering*

Short-term Responsible party: Town.

Recommendation: Install School Zone Ahead & Fines Higher sign assembly in advance of both School Speed Limit signs (one on Lake Julia Rd too).

Short-term Responsible party: City.

Recommendation: Install School Speed Limit Ahead sign on Boyce Dr south of Lake Julia Rd in advance of School Speed Limit sign.

Short-term Responsible party: City.

Recommendation: Install End School Zone signs under speed limit signs at end of School Zone.

Continue Bicycling Education in School *Education*

Students should begin to learn about bicycling traffic safety at a very young age so that by middle school they will be able to apply this knowledge to operating a bicycle, skateboard, scooter, roller-blades, or any other vehicle as they approach adulthood.

Short-term Responsible parties: **School Dist., PIE, YMCA, WI Bike Fed.**

Recommendation 1: Continue providing bicycling education at the annual Recreation Rodeo in May at the YMCA.

Short-term Responsible party: School Dist.

Recommendation 2: Promote parental guides for teaching their kids to walk and bike safely before school each year. See the 3 of 3 – Walking & Biking Promotional Materials recommendation for parental guides.

Recommendation 3: Consider adding WisDOT's **Bicycle safety** webpage as a link in the transportation area of the School or District website.

Go to: <https://www.ncwrpc.org> and search for: "Safe Routes Resources" for WisDOT link.



Improve Pedestrian Education in School *Education*

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 party: School Dist.

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

Go to: <https://www.ncwrpc.org> and search for: "Safe Routes Resources" for WisDOT link.



Recommendation 2: Consider how to get walking guides to parents. See the 3 of 3 – Walking & Biking Promotional Materials recommendation for parental guides.

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., Town, NCWRPC**

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

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

Recommendation: Annually review this Rhinelander SRTS Plan's recommendations for Crescent 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.

Map 3C Site Assessment

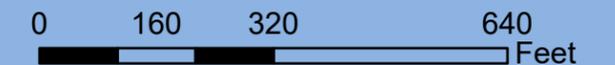
Crescent Elementary School Rhineland Safe Routes To School

Areawide Assessment

- * School Speed Limit signs are well maintained.
- * Missing School Zone signs.
- * Reduced School Speed Ahead signs do not exist in either direction.
- * No "End School Speed Limit" or "End School Zone" signs exist.

Legend

-  Crescent Elementary School
-  School Entrance
-  Parked Family Vehicle
-  Traffic Light
-  School Zone
-  Stop Sign
-  Sidewalks
-  15 MPH School Speed Limit
-  Major School Parent Traffic



Source: WI DNR, WisDOT, NCWRPC, Oneida County
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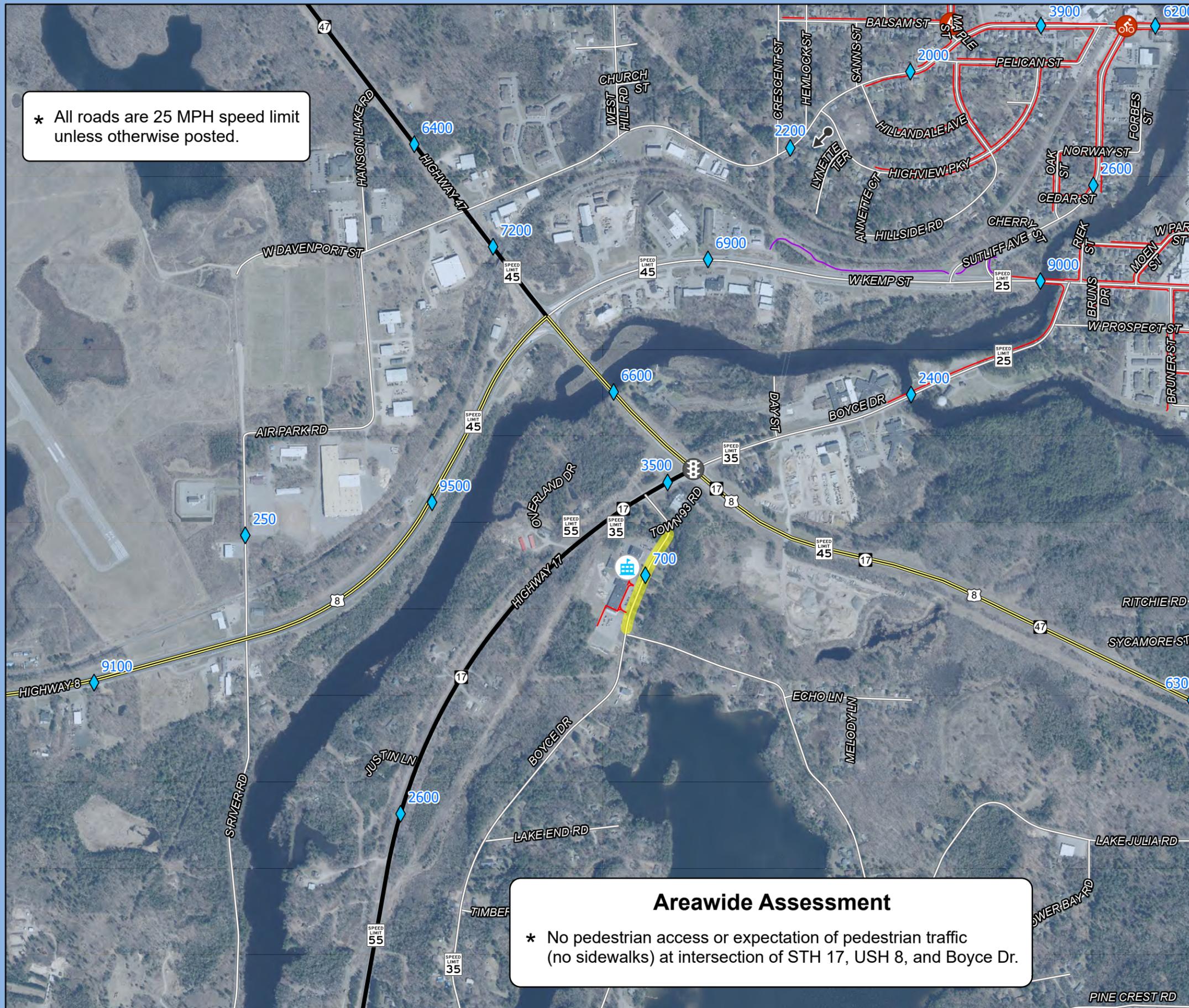
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Map 4C Transportation

Crescent Elementary School Rhineland Safe Routes To School

* All roads are 25 MPH speed limit unless otherwise posted.



Legend

- Crescent Elementary School
- U.S. Highway
- State Highway
- Local Roads
- Type**
- Sidewalks
- 10' Paved Multiuse Path
- 15 MPH School Speed Limit
- Traffic Counts
- Speed Limit
- Speed Feedback Sign
- Traffic Light
- Crash Type (2010-2023)**
- Bicycle
- Pedestrian
- Both

0 550 1,100 2,200 Feet



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

* No pedestrian access or expectation of pedestrian traffic (no sidewalks) at intersection of STH 17, USH 8, and Boyce Dr.

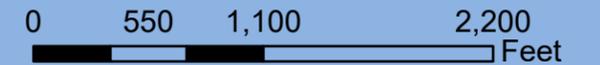
Map 5C School Routes

Crescent Elementary School Rhineland Safe Routes To School

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

Legend

-  Crescent Elementary School
-  Crescent Elementary Boundary
-  Feeder Route
-  Main Route
-  1-Mile Walk Distance
-  U.S. Highway
-  State Highway
-  Local Roads
-  Sidewalks

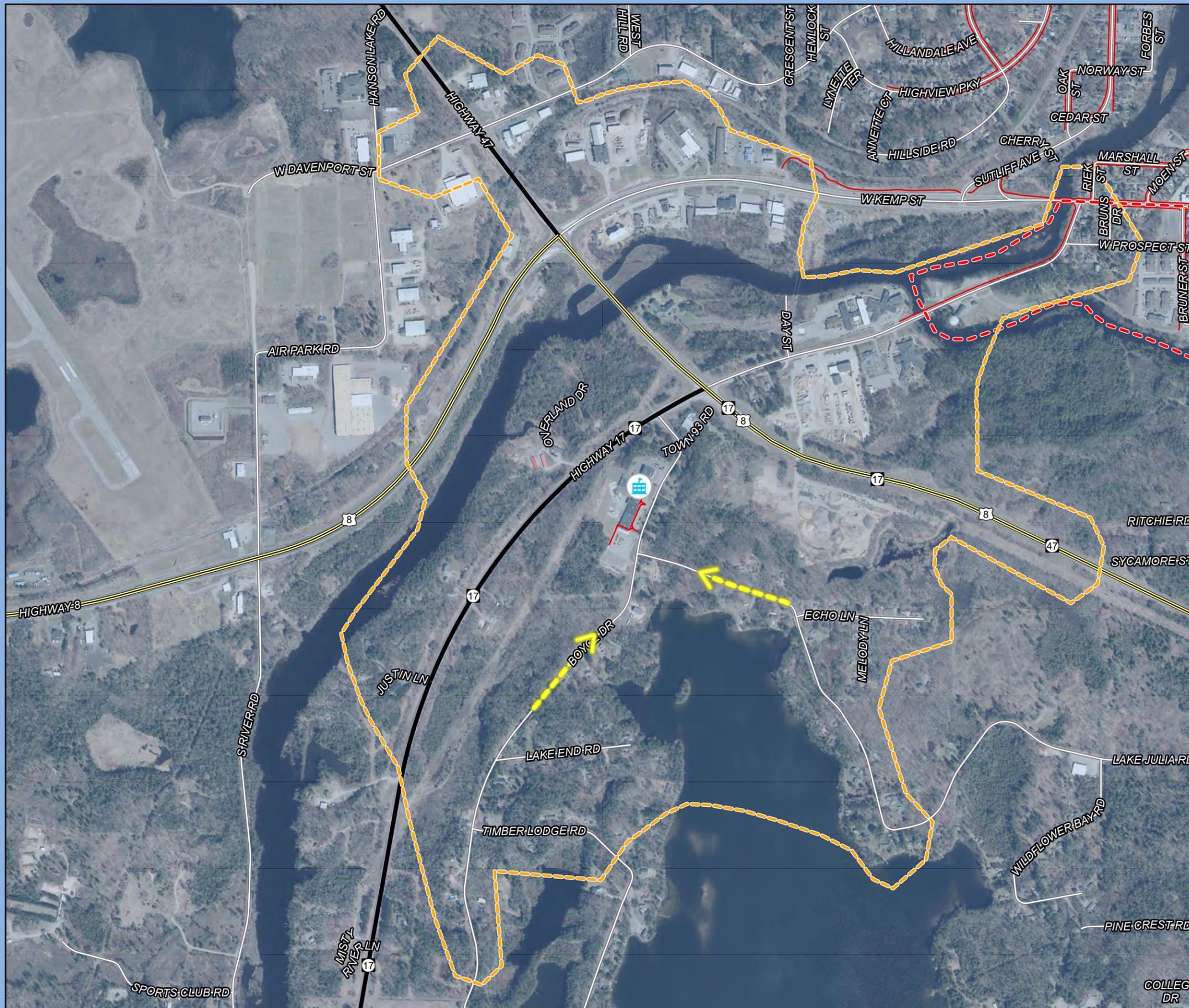


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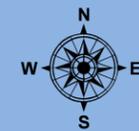
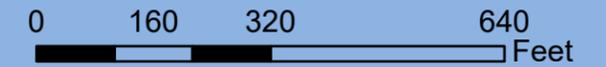


Map 6C Recommendations

Crescent Elementary School Rhineland Safe Routes To School

Legend

-  Crescent Elementary School
 -  Traffic Light
 -  Stop Sign
 -  Sidewalks
 -  15 MPH School Speed Limit
- Recommendations**
-  Proposed 15 mph School Speed Limit & Fines Higher Zone



Source: WI DNR, WisDOT, NCWRPC, Oneida County
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Neighborhood

- * Install School Zone Ahead & Fines Higher sign assembly in advance of both School Speed Limit signs (one on Lake Julia Rd too).
- * Install School Speed Limit Ahead sign on Boyce Dr south of Lake Julia Rd in advance of School Speed Limit sign.
- * Install End School Zone signs under speed limit signs at end of School Zone.



Northwoods Community Elementary School (NCES)

9086 County Highway K

Data & Recommendations

Northwoods Community Elementary served 97 (2022) students in pre-kindergarten through 5th grades.

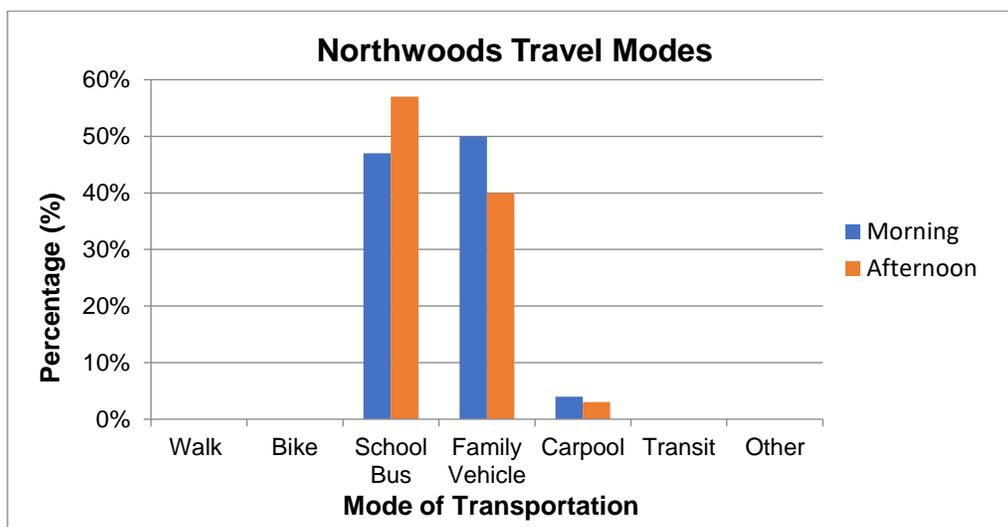
- **Main modes of travel by Northwoods Community Elementary students:**
 - Family Vehicle (50% morning & 40% afternoon)
 - School Bus (47% morning & 57% afternoon)

The discrepancy between morning and afternoon travel in **Table 4D** & **Figure 4D** shows that 10% more parents are driving their kids to school in the morning. School bus takes home about 11% of those that drove alone or carpooled in the morning.

Table 4D Northwoods Community Elementary Morning & Afternoon Travel Comparison							
	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	0%	0%	47%	50%	4%	0	0%
Afternoon	0%	0%	57%	40%	3%	0	0%

Source: Student Tallies, October 2022

Figure 4D: Northwoods Community Elementary Student Tally Results Morning and Afternoon Travel Comparison



Source: Student Tallies, October 2022

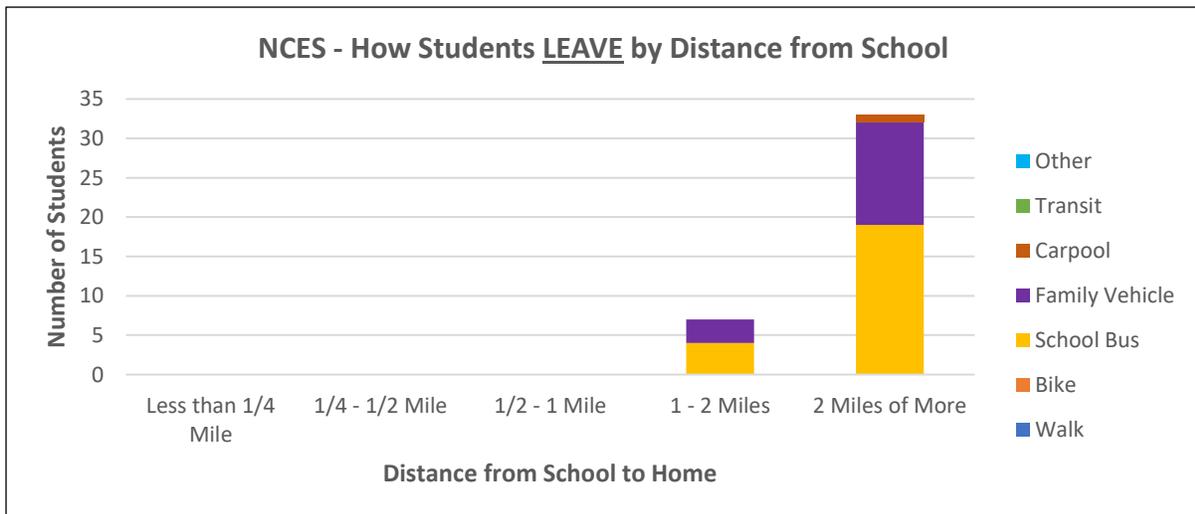
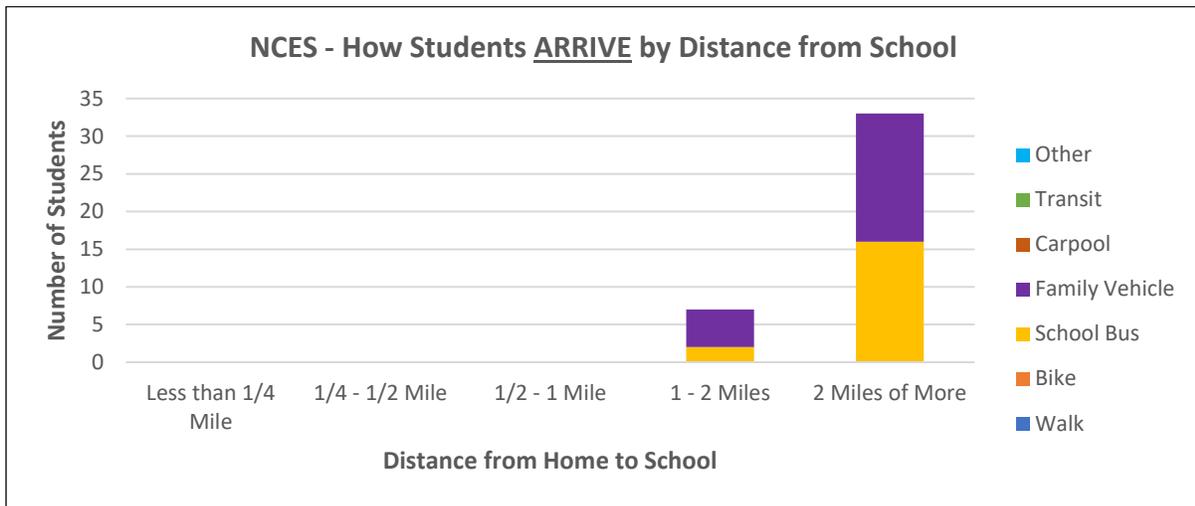
Parents were instructed to fill out only one survey per school. If multiple children attended the same school, they were asked to fill out one survey for the child with the next birthday from that day's date.

Among parents who answered the survey, 0 of 40 students live within 1-mile of school.

These are not statistical results but should be used to assess the general mood of parents from Northwoods Community Elementary (NCES).

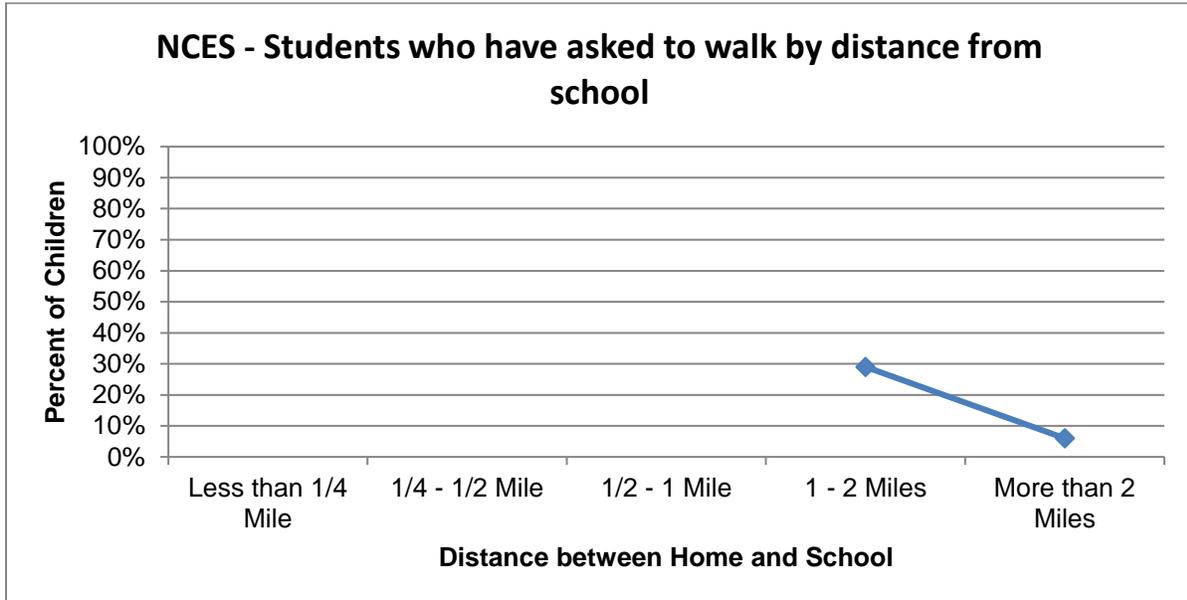
See comments from NCES Parent Surveys in **Attachment B**.

FIGURE 5D: How does your child arrive and depart from school?



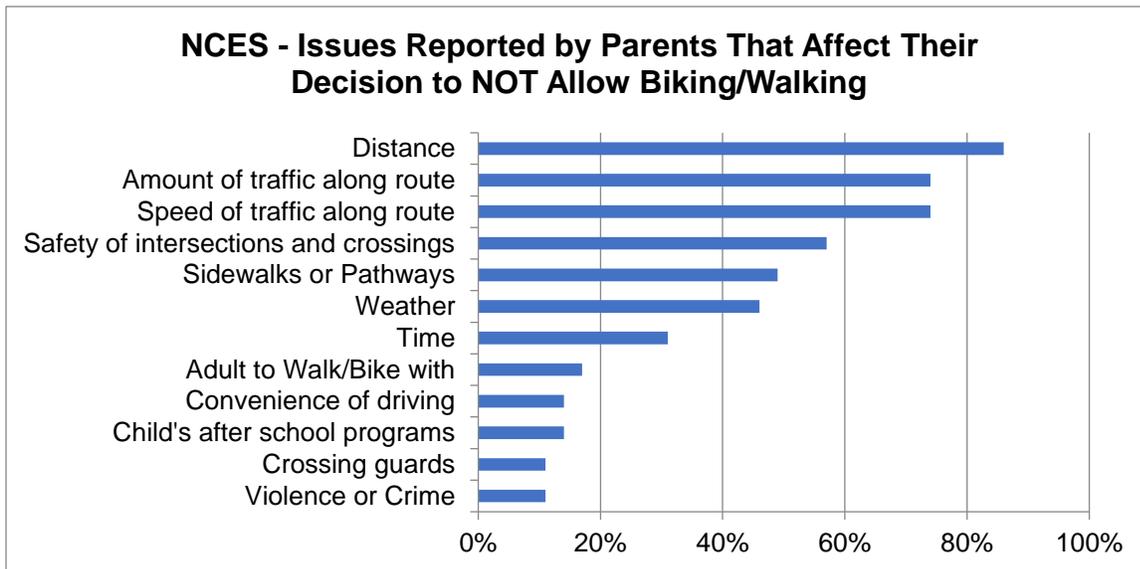
Source: Parent Surveys, October 2022

FIGURE 6D: Has your child asked to walk?



Source: Parent Surveys, October 2022

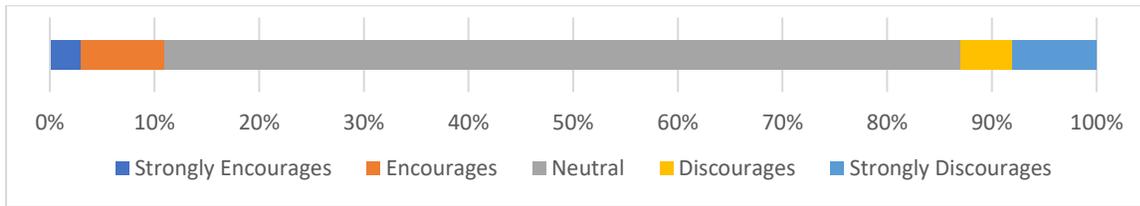
FIGURE 7D: Which of the following issues affect your decision to NOT allow walking or biking?



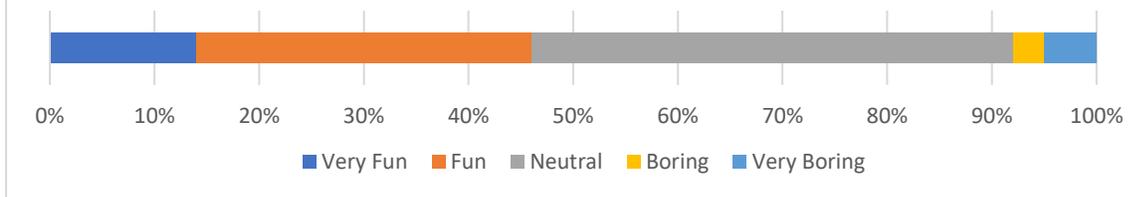
Source: Parent Surveys, October 2022

From NCES's October 2022 Parent Survey

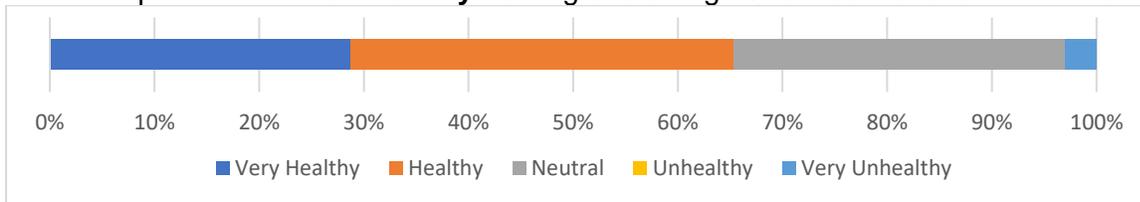
Parent's opinion about how much their **child's school encourages/discourages** walking/biking to/from school:



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



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



Existing Policies and Services for Northwoods Community Students

Current walking and biking policies and programming at NCES include:

- All third graders attend the annual Recreation Rodeo at YMCA. About an hour of bicycle maintenance, helmets, and bike course riding are provided annually.

Crossing Guards/Adult Monitors

No Town or County sponsored adult crossing guards exist near NCES. In communities where crossing guards exist, they are usually assigned by the Police Department to intersections that need more guidance for students than others. The School District of Rhinelander has adults that manage traffic on various school grounds, but none exist at NCES.

Bike Racks

No bike racks exist at NCES.

NCES – 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 the school. Walk and bike audit results are shown on **Map 3D**.

Transportation Map

Map 4D shows the most current traffic volume counts within about a half mile radius of the school. No pedestrian or bicycle crashes occurred between 2010 and 2023 within about a half mile radius of the school.

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 **Map 5D**.

Recommendations for NCES

NOTE – There may be additional recommendations that apply to this school that are listed in the School District of Rhinelander 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 *Enforcement & Education*

No Town or County sponsored adult crossing guards exist near NCES. In communities where crossing guards exist, they are usually assigned by the Police Department to intersections that need more guidance for students than others. The School District of Rhinelander has adults that manage traffic on various school grounds, but none exist at NCES.

Short-term Responsible parties: School District, Sheriff.

Recommendations: If an intersection is identified in the future as needing additional traffic control, then consider if a staff or deputy acting as a crossing guard is needed at that intersection.

2 of 3 – Bike Racks *Engineering*

Short-term Responsible party: School Dist.

Recommendation: No bike racks exist at NCES, and none are recommended.

3 of 3 – Walking & Biking Promotional Materials *Education & Encouragement*

Very few houses exist within 1.5 miles of NCES. Walking and biking educational materials are still useful to rural parents to help them teach their kids how to walk and bike safely.

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.**, NCWRPC

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 throughout the community. See “Resources” above for this document.

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

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.

Short-term Responsible party: School Dist.

Recommendation C: Consider linking to WisDOT’s Pedestrian safety and Bicycling safety websites on the NCES website. See “Resources” above for links.

Engineering Recommendations from Map 6D

Map 6D – “County Highway K” box *Engineering*

Short-term Responsible party: Hwy.

Recommendation: Sign & paint a two direction no-passing zone (solid double yellow centerline) within the full School Zone area to re-enforce that a School Zone with turning vehicles exists, or that parked vehicles are expected on CTH K during school events.

Short-term Responsible party: Hwy.

Recommendation: Install School Speed Ahead signs in advance of School Zone signs.

Short-term Responsible party: Hwy.

Recommendation: Paint “SCHOOL” on road at School Zone signs.

Short-term Responsible party: Hwy.

Recommendation: Install Fines Higher sign under School Zone sign.

Short-term Responsible party: Hwy.

Recommendation: Install End School Zone signs on back of School Zone sign.

Short-term Responsible party: Hwy.

Recommendation: Consider installing a speed feedback sign on same post as School Speed Limit. This sign only operates when lights are activated, and is set to flash when registering 5 over or more.

Medium-term Responsible parties: Hwy., School Dist.

Recommendation: Revise the School Speed Limit from 15 to 30 MPH, and revise from: “When Children Are Present” to: “When Flashing.” Add 2 flashing yellow lights (one pointed in each direction [east & west]) to each sign that only flashes during arrival and dismissal with a school office override switch.

Long-term Responsible parties: Hwy.

Recommendation: Consider adding turn lanes on CTH K in front of NCES.

Continue Bicycling Education in School *Education*

Students should begin to learn about bicycling traffic safety at a very young age so that by middle school they will be able to apply this knowledge to operating a bicycle, skateboard, scooter, roller-blades, or any other vehicle as they approach adulthood.

Short-term Responsible parties: **School Dist., PIE, YMCA, WI Bike Fed.**

Recommendation 1: Continue providing bicycling education at the annual Recreation Rodeo in May at the YMCA.

Short-term Responsible party: School Dist.

Recommendation 2: Promote parental guides for teaching their kids to walk and bike safely before school each year. See the 3 of 3 – Walking & Biking Promotional Materials recommendation for parental guides.

Improve Pedestrian Education in School *Education*

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 party: School Dist.

Recommendation: Consider how to get walking guides to parents. See the 3 of 3 – Walking & Biking Promotional Materials recommendation for parental guides.

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., NCWRPC**

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

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

Recommendation: Annually review this Rhinelander SRTS Plan’s recommendations for Crescent when preparing annual budgets and annual operations procedures.

Map 3D Site Assessment

Northwoods Community
Elementary School
Rhineland Safe Routes To School



Legend

-  Northwoods Community Elementary School (NCES)
-  School Entrance
-  Parked Family Vehicle
-  School Zone
-  Sidewalks
-  15 MPH School Speed Limit
-  Fence
-  Gate

Areawide Assessment

- * School Zone signs are well maintained.
- * School Speed Limit of 15 MPH is unrealistic because Reduced School Speed Ahead signs do not exist in either direction.
- * No "End School Speed Limit" or "End School Zone" signs exist.
- * Limited No Passing Zones exist in each CTH K lane as it approaches NCES in both directions, due to the hill, but passing is allowed in front of NCES.
- * For special events like Grandparents Day, parking on CTH K often occurs because the lot is full.

0 130 260 520 Feet



Source: WI DNR, WisDOT, NCWRPC, Oneida County
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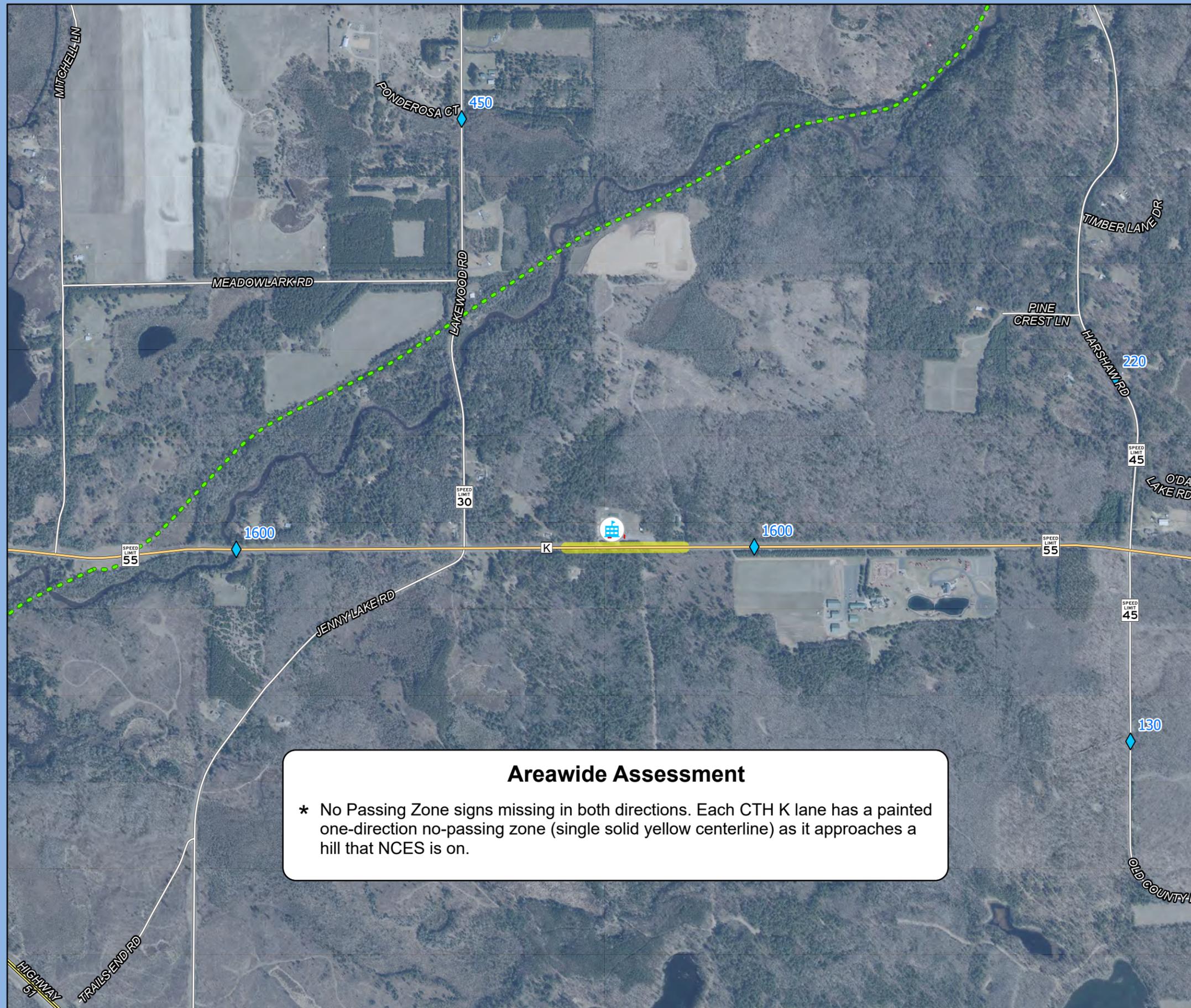


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North Central
Wisconsin Regional
Planning Commission

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

Map 4D Transportation

Northwoods Community
Elementary School
Rhineland Safe Routes To School

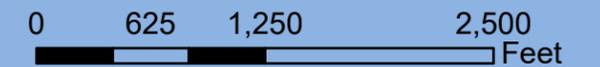


Legend

- Northwoods Community Elementary School (NCES)
- U.S. Highway
- Main Roads
- Local Roads
- Sidewalks
- Bearskin State Trail
- 15 MPH School Speed Limit
- Traffic Counts
- Speed Limit

Areawide Assessment

* No Passing Zone signs missing in both directions. Each CTH K lane has a painted one-direction no-passing zone (single solid yellow centerline) as it approaches a hill that NCES is on.



Source: WI DNR, WisDOT, NCWRPC, Oneida County
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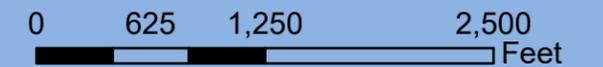
Map 5D School Routes

Northwoods Community Elementary School Rhinelander Safe Routes To School

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

Legend

-  Northwoods Community Elementary School
-  Northwoods Community Elementary Boundary
-  Feeder Route
-  Main Route
-  1-Mile Walk Distance
-  U.S. Highway
-  Main Roads
-  Local Roads
-  Sidewalks

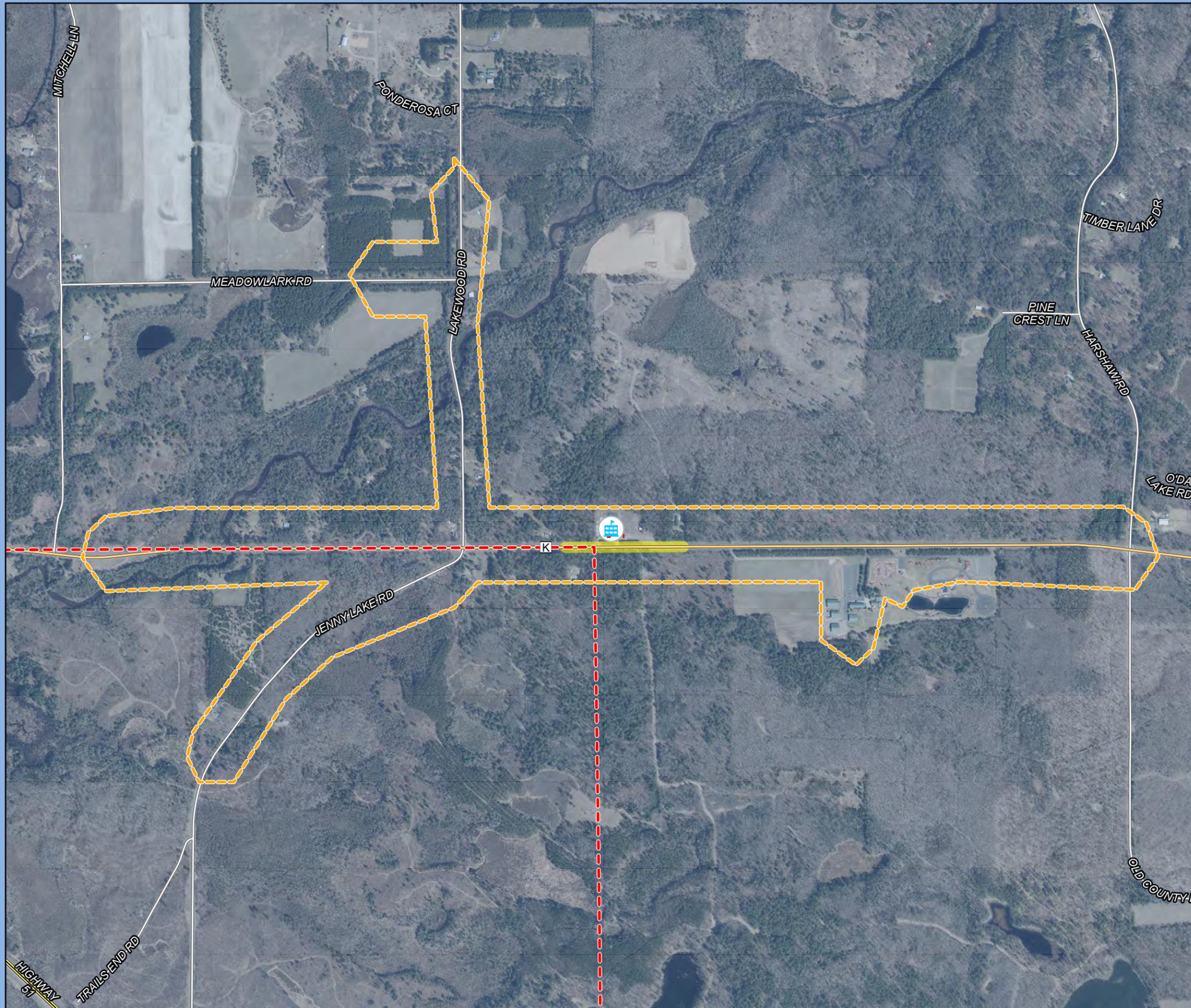


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Pelican Elementary served 282 (2022) students in pre-kindergarten through 5th grades.

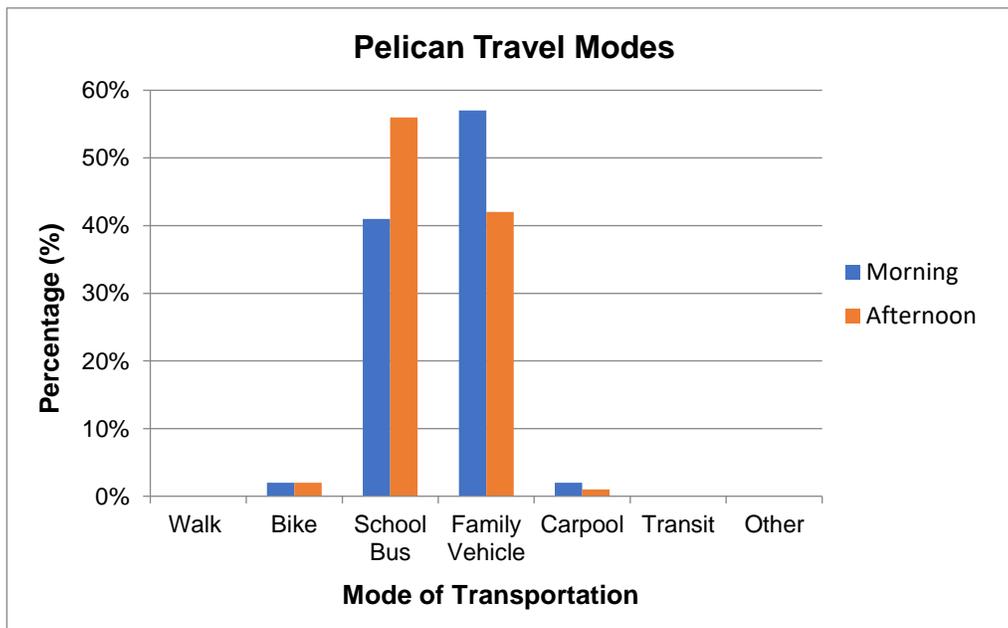
- **Main modes of travel by Pelican Elementary students:**
 - Family Vehicle (57% morning & 42% afternoon)
 - School Bus (41% morning & 56% afternoon)

The discrepancy between morning and afternoon travel in **Table 4E** & **Figure 4E** shows that 16% more parents are driving their kids to school in the morning. School bus accounts for 15% more in the afternoon, with 1% less carpooling in the afternoon.

Table 4E Pelican Elementary School Morning & Afternoon Travel Comparison							
	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	0%	0.2%	41%	57%	2%	0%	0%
Afternoon	0%	0.2%	56%	42%	1%	0%	0%

Source: Student Tally, October 2022

Figure 4E: Pelican Elementary Student Tally Results Morning and Afternoon Travel Comparison



Source: Student Tallies, October 2022

Pelican Elementary’s Parent Survey Results

116 surveys received.

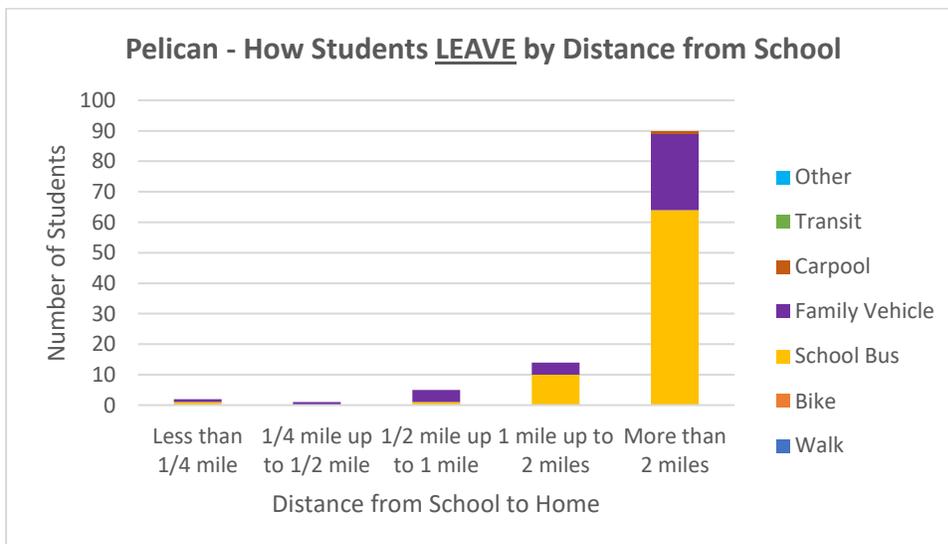
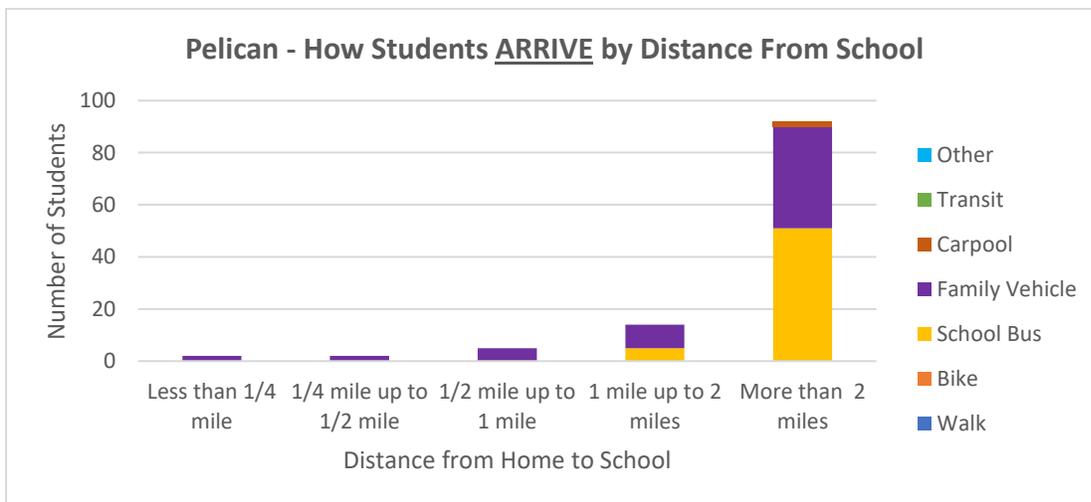
Parents were instructed to fill out only one survey per school. If multiple children attended the same school, they were asked to fill out one survey for the child with the next birthday from that day’s date.

Among parents who answered the survey, 8 of 116 students live within 1-mile of school. With no students within 1-mile of school walking or biking to school.

These are not statistical results but should be used to assess the general mood of parents from Pelican Elementary.

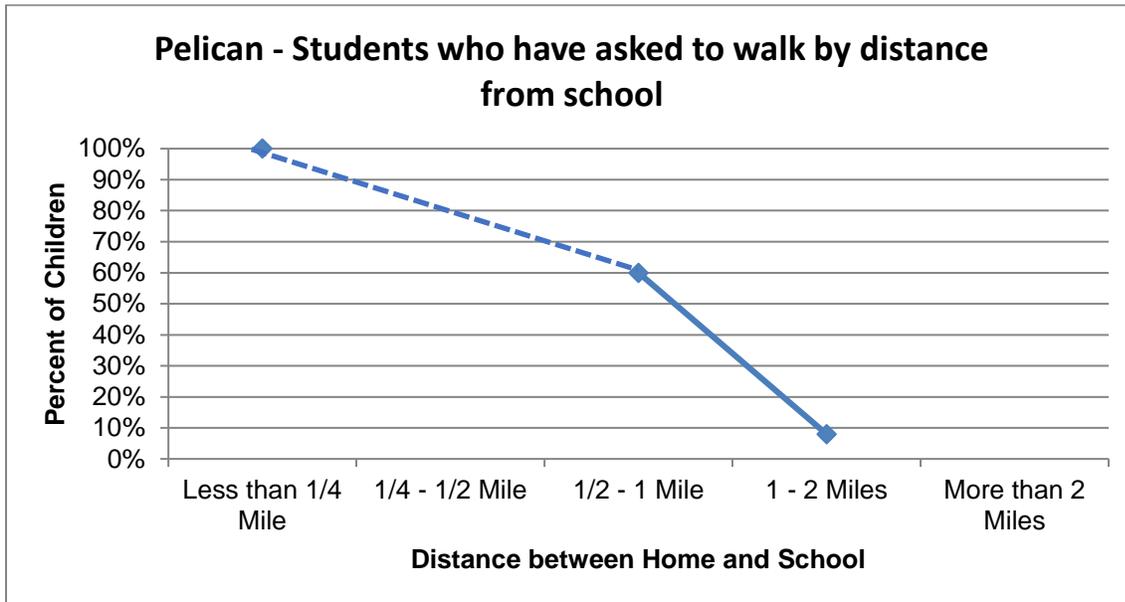
See comments from Pelican Elementary Parent Surveys in **Attachment B**.

FIGURE 5E: How does your child arrive and depart from school?



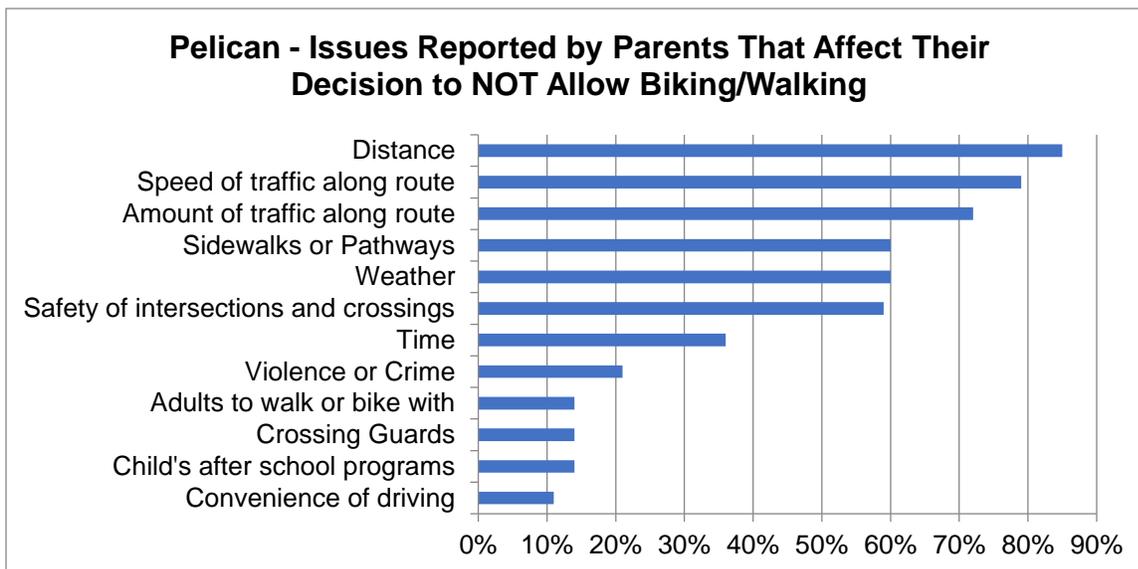
Source: Parent Surveys, October 2022

FIGURE 6E: Has your child asked to walk?



Source: Parent Surveys, October 2022

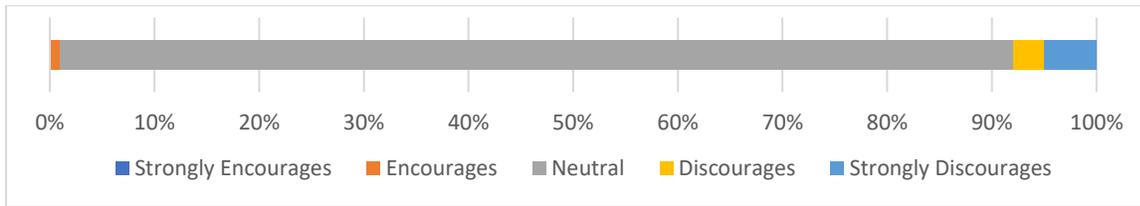
FIGURE 7E: Which of the following issues affect your decision to NOT allow walking or biking?



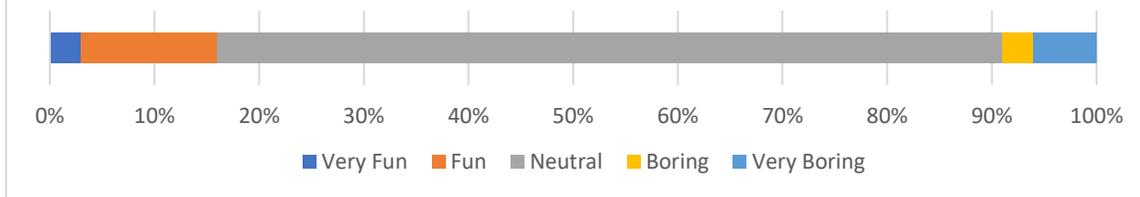
Source: Parent Surveys, October 2022

From Pelican's October 2022 Parent Survey

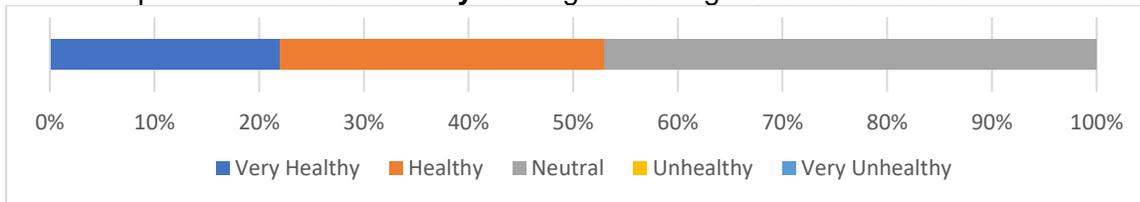
Parent's opinion about how much their **child's school encourages/discourages** walking/biking to/from school:



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



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



Existing Policies and Services for Pelican Students

Current walking and biking policies and programming at Pelican include:

- All third graders attend the annual Recreation Rodeo at YMCA. About an hour of bicycle maintenance, helmets, and bike course riding are provided annually.

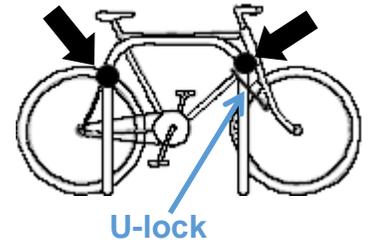
Crossing Guards/Adult Monitors

No Town or County sponsored adult crossing guards exist near Pelican. In communities where crossing guards exist, they are usually assigned by the Police Department to intersections that need more guidance for students than others. The School District of Rhinelander has adults that manage traffic on various school grounds, but none exist at Pelican.

Bike Racks

There has been a bike rack under the overhang next to the front door (see image below for overhang), and that location is still a great location for a bike rack in the future, because conveniently located bike racks are the ones that encourage use.

All bike racks need to allow a bike frame to be supported at **two points** to hold the bike 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



Main entrance overhang



Plenty of room for a bike rack

Pelican – 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 the school. Walk and bike audit results are shown on **Map 3E**.

Transportation Map

Map 4E shows the most current traffic volume counts within about a half mile radius of the school. It also details pedestrian and bicycle crashes that have occurred between 2010 and 2023 within about a half mile radius of the school.

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 **Map 5E**.

Recommendations for Pelican

NOTE – There may be additional recommendations that apply to this school that are listed in the School District of Rhinelander 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 *Enforcement & Education*

No Town or County sponsored adult crossing guards exist near Pelican. In communities where crossing guards exist, they are usually assigned by the Police Department to intersections that need more guidance for students than others. The School District of Rhinelander has adults that manage traffic on various school grounds, but none exist at Pelican.

Short-term Responsible parties: School District, Sheriff.

Recommendations: If an intersection is identified in the future as needing additional traffic control, then consider if a staff or deputy acting as a crossing guard is needed at that intersection.

2 of 3 – Bike Racks and **Map 6B – “School Grounds” box** *Engineering*

Short-term Responsible parties: School Dist., NCWRPC

Recommendations: 1) A bike rack was located under the overhand next to the front door. Replace that bike rack with new rack that allows 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**. School District may decide to design custom bike racks with a middle school and/or high school design & engineering team. NCWRPC is available for more guidance on bike rack design.

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

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

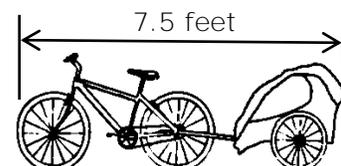
5) Consider installing visitor bike racks near the main entrance. The school logo could be built into the visitor bike racks.



Source: Madrax



Source: DERO



Bike and child trailer

3 of 3 – Walking & Biking Promotional Materials

Education & Encouragement

A suburban residential neighborhood exists just west of Pelican, and it was noted during the Walk Audit that at least one student bikes from north of CTH P.

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: **School Dist.**, NCWRPC

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 throughout the community. See “Resources” above for this document.

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

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.

Short-term Responsible party: School Dist.

Recommendation C: Consider linking to WisDOT’s [Pedestrian safety](#) and [Bicycling safety](#) websites on the Pelican website. See “Resources” above for links.

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.**, Sheriff, Hwy., WI Bike Fed., NCWRPC

Recommendation D1: Consider annually participating in Walk and Roll to School (fall) or Bike and Roll to School (spring). School, Sheriff, and Highway 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. Use **Map 5E–School Routes** when planning these events.

Recommendation D2: After each event, document how successful it was, and determine if changes are needed next time.

Engineering Recommendations from Map 6E

Map 6E – “School Grounds” box *Engineering*

Short-term Responsible party: School Dist.

See “**2 of 3 – Bike Racks**” recommendation in this section.

Medium-term Responsible party: School Dist.

Recommendation: Build a walk/bike path parallel to V Hickey Rd (school driveway) to connect Faust Lake Rd to Pelican Elementary.

Map 6E – “Neighborhood” box *Engineering*

Short-term Responsible party: Town.

Recommendation: Install School Zone Ahead & Fines Higher sign assembly in advance of both School Speed Limit signs.

Short-term Responsible party: Town.

Recommendation: Install School Speed Limit Ahead sign in advance of both School Speed Limit signs.

Short-term Responsible party: Town.

Recommendation: Install End School Zone signs under speed limit signs at end of School Zone.

Short-term Responsible party: Town.

Recommendation: Make Rosecrans St & 14th Ave a 3-way Stop, and make Rosecrans St & 12th Ave a 4-way Stop.

Short-term Responsible party: Town.

Recommendation: Consider installing walk & bike path parallel to S Faust Lake Road from Joyce St to CTH P.

Short-term Responsible parties: Hwy & Sheriff.

Recommendation: Consider installing Pedestrian Crosswalk with rapid flash beacons and high visibility crosswalk on the east side of CTH P at Faust Lake Rd. Also consider if this intersection needs to be staffed with an officer to assist as a crossing guard on a regular basis or on occasion like at the start of a school year and Fridays when tourists are expected.

Continue Bicycling Education in School *Education*

Students should begin to learn about bicycling traffic safety at a very young age so that by middle school they will be able to apply this knowledge to operating a bicycle, skateboard, scooter, roller-blades, or any other vehicle as they approach adulthood.

Short-term Responsible parties: **School Dist., PIE, YMCA, WI Bike Fed.**

Recommendation 1: Continue providing bicycling education at the annual Recreation Rodeo in May at the YMCA.

Short-term Responsible party: School Dist.

Recommendation 2: Promote parental guides for teaching their kids to walk and bike safely before school each year. See the 3 of 3 – Walking & Biking Promotional Materials recommendation for parental guides.

Recommendation 3: Consider adding WisDOT's **Bicycle safety** webpage as a link in the transportation area of the School or District website.

Go to: <https://www.ncwrpc.org> and search for: "Safe Routes Resources" for WisDOT link.



Improve Pedestrian Education in School *Education*

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 party: School Dist.

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

Go to: <https://www.ncwrpc.org> and search for: "Safe Routes Resources" for WisDOT link.



Recommendation 2: Consider how to get walking guides to parents. See the 3 of 3 – Walking & Biking Promotional Materials recommendation for parental guides.

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., Town, NCWRPC**

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

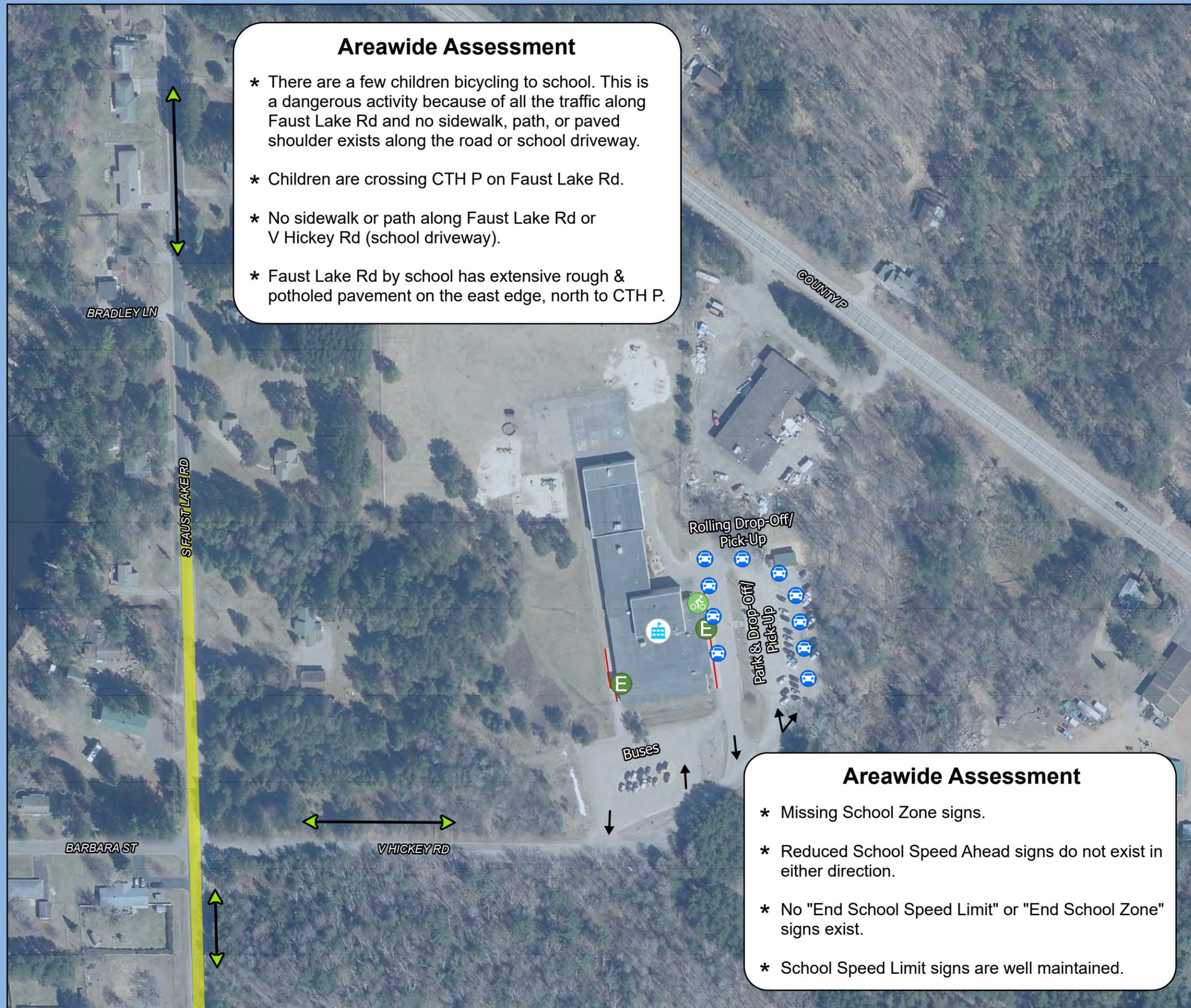
Short-term Responsible parties: **School Dist., Town, NCWRPC.**

Recommendation: Annually review this Rhinelander SRTS Plan's recommendations for Crescent 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.

Map 3E Site Assessment

Pelican Elementary School Rhineland Safe Routes To School



Areawide Assessment

- * There are a few children bicycling to school. This is a dangerous activity because of all the traffic along Faust Lake Rd and no sidewalk, path, or paved shoulder exists along the road or school driveway.
- * Children are crossing CTH P on Faust Lake Rd.
- * No sidewalk or path along Faust Lake Rd or V Hickey Rd (school driveway).
- * Faust Lake Rd by school has extensive rough & potholed pavement on the east edge, north to CTH P.

Areawide Assessment

- * Missing School Zone signs.
- * Reduced School Speed Ahead signs do not exist in either direction.
- * No "End School Speed Limit" or "End School Zone" signs exist.
- * School Speed Limit signs are well maintained.

Legend

- Pelican Elementary School
- School Entrance
- Bike Rack
- Parked Family Vehicle
- School Zone
- Stop Sign
- Sidewalks
- 15 MPH School Speed Limit
- Major School Parent Traffic



Source: WI DNR, WisDOT, NCWRPC, Oneida County
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210 McClellan St., Suite 210, Wausau, WI 54403
715-849-5510 - staff@ncwrpc.org - www.ncwrpc.org

Map 4E Transportation

Pelican Elementary School Rhineland Safe Routes To School

Areawide Assessment

- * No pedestrian crosswalk on CTH P at Faust Lake Rd.
- * No pedestrian access at newly reconstructed STH 17 & Lincoln St intersection.

* All roads are 25 MPH speed limit unless otherwise posted.

Legend

- Pelican Elementary School
- U.S. Highway
- State Highway
- Main Roads
- Local Roads
- Sidewalks
- 10' Paved Multiuse Path
- 15 MPH School Speed Limit
- Traffic Counts
- Speed Limit 35
- Traffic Light
- Crash Type (2010-2023)**
- Pedestrian

0 550 1,100 2,200 Feet

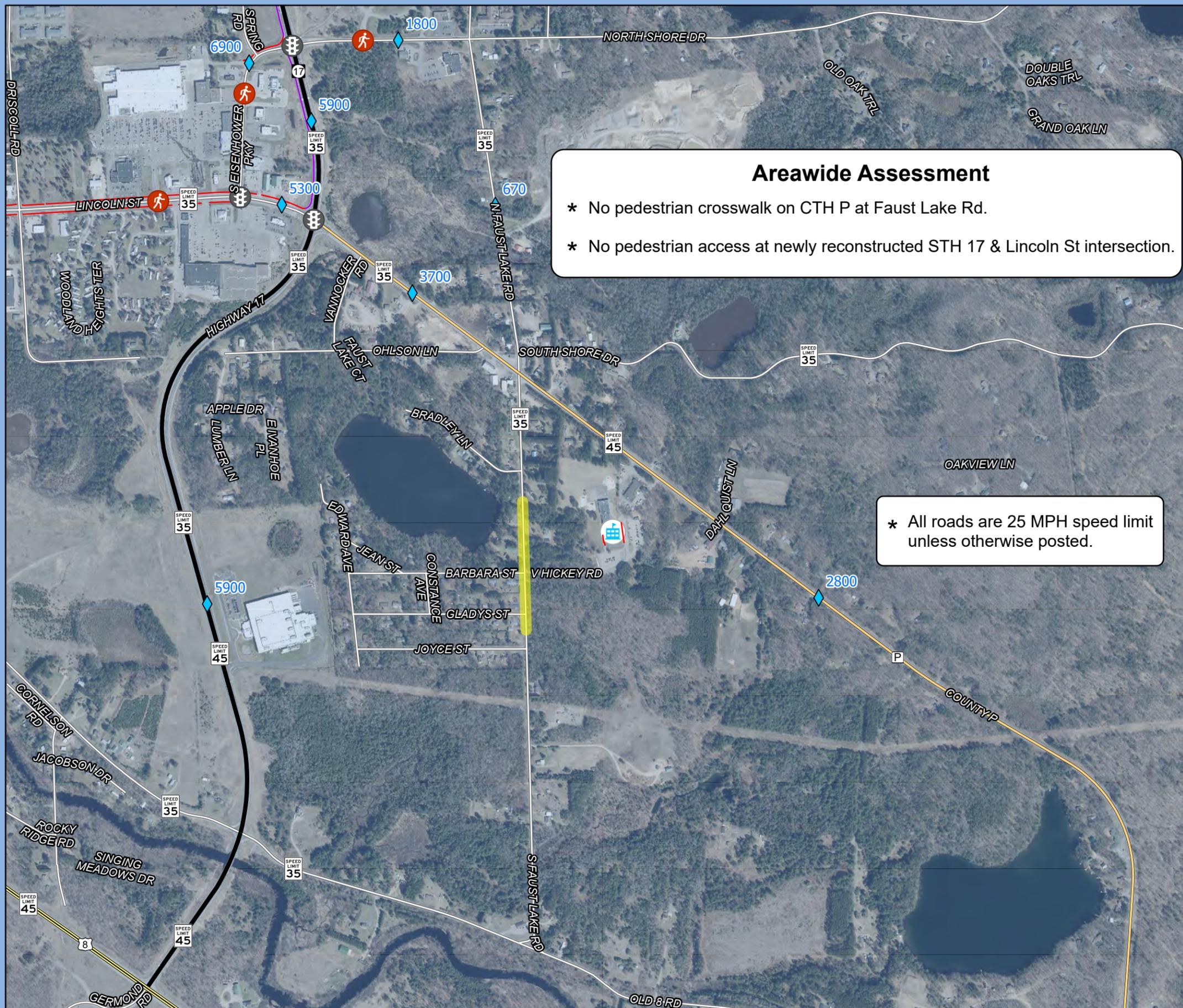


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Map 5E School Routes

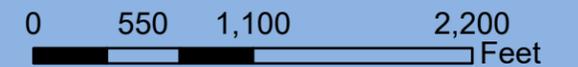
Pelican Elementary School

Rhineland Safe Routes To School

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

Legend

-  Pelican Elementary School
-  Pelican Elementary Boundary
-  Feeder Route
-  Main Route
-  1-Mile Walk Distance
-  U.S. Highway
-  State Highway
-  Main Roads
-  Local Roads
-  Sidewalks

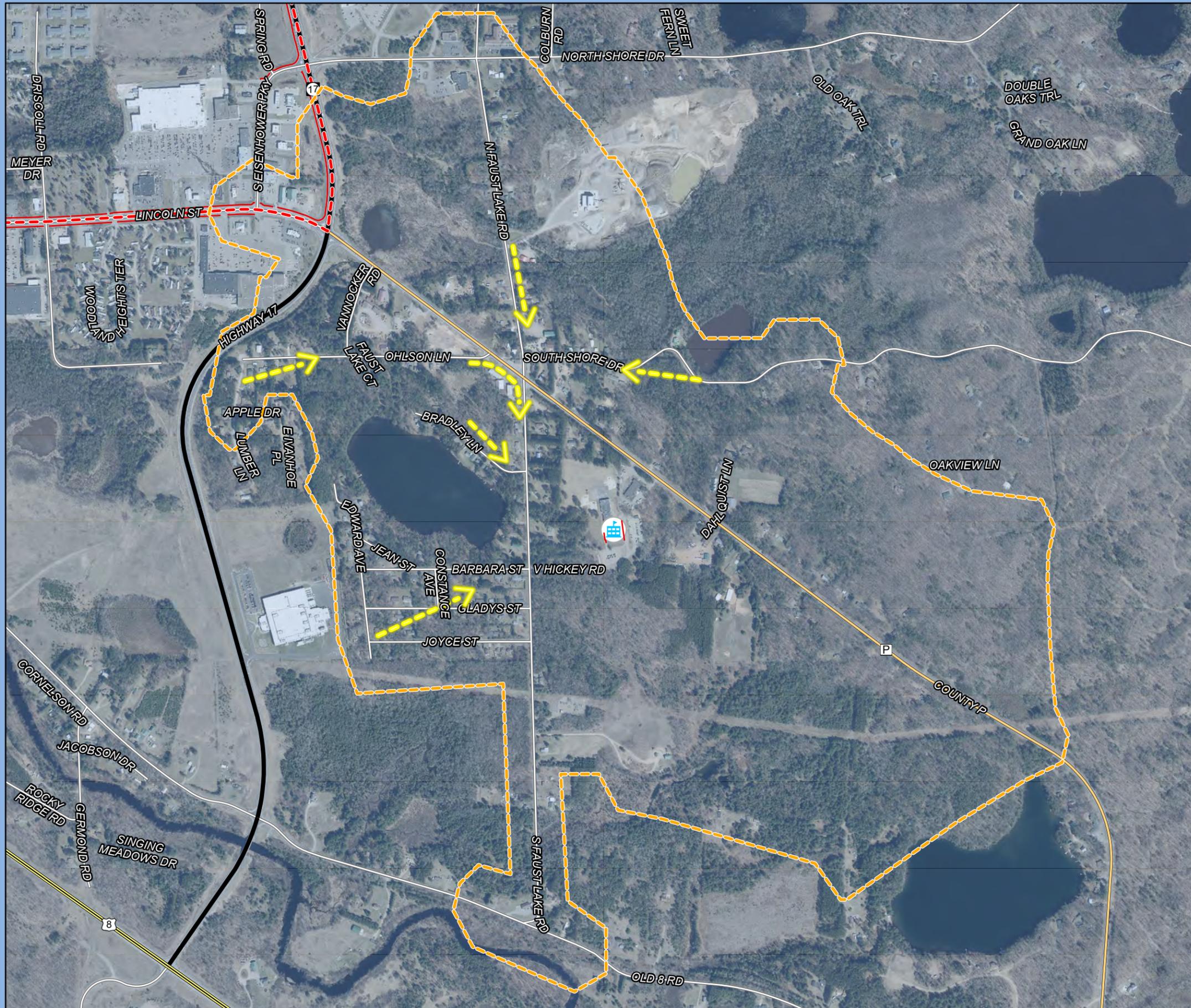


Source: WI DNR, WisDOT, NCWRPC, Oneida County
 This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCWRPC is not responsible for any inaccuracies herein contained.



Prepared By:
 North Central
 Wisconsin Regional
 Planning Commission

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



Map 6E Recommendations

Pelican Elementary School Rhineland Safe Routes To School

Legend

-  Pelican Elementary School
 -  U.S. Highway
 -  State Highway
 -  Main Roads
 -  Local Roads
 -  Sidewalks
 -  10' Paved Multiuse Path
 -  15 MPH School Speed Limit
- ### Recommendations
-  Proposed 10' Paved Multi-use Path
 -  Proposed High Visibility Crosswalk
 -  Proposed Pedestrian Crossing & Rapid Flash Beacons

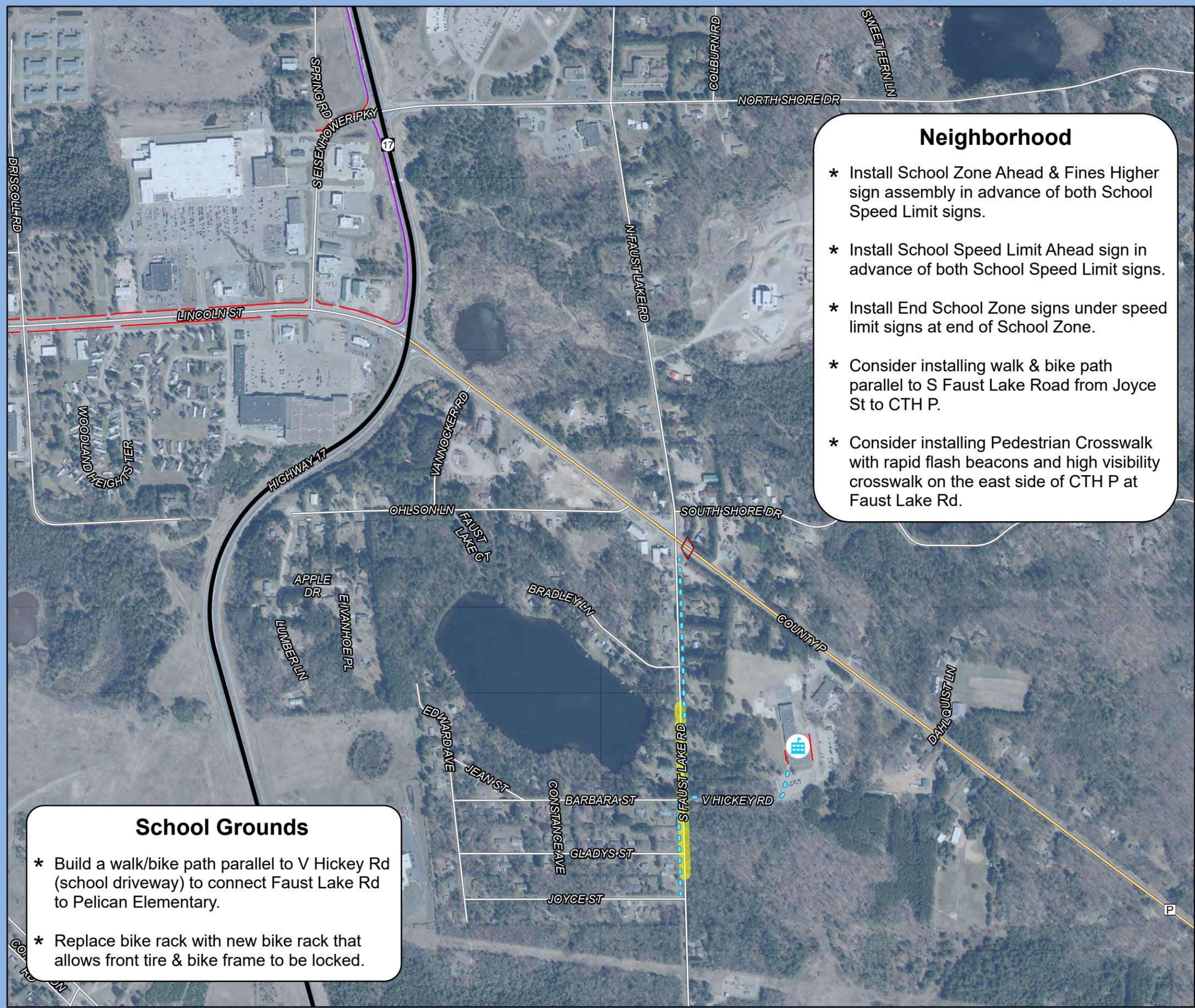


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Neighborhood

- * Install School Zone Ahead & Fines Higher sign assembly in advance of both School Speed Limit signs.
- * Install School Speed Limit Ahead sign in advance of both School Speed Limit signs.
- * Install End School Zone signs under speed limit signs at end of School Zone.
- * Consider installing walk & bike path parallel to S Faust Lake Road from Joyce St to CTH P.
- * Consider installing Pedestrian Crosswalk with rapid flash beacons and high visibility crosswalk on the east side of CTH P at Faust Lake Rd.

School Grounds

- * Build a walk/bike path parallel to V Hickey Rd (school driveway) to connect Faust Lake Rd to Pelican Elementary.
- * Replace bike rack with new bike rack that allows front tire & bike frame to be locked.

School District of Rhinelander 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 City of Rhinelander Recommendations section after this section.

Each school in this Rhinelander 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**.

City = City of Rhinelander Administration or Engineering

Town = Either the Town of Crescent or the Town of Pelican

Police = City of Rhinelander Police

Sheriff = Oneida 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

PIE = Rhinelander Partners in Education

YMCA = YMCA of the Northwoods

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.

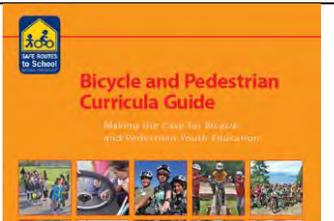
Recommendation 1: Consider adding WisDOT's **Pedestrian safety for children** webpage as a link in the transportation area of the District website. See link below.



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>

Continue 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 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: **School Dist., PIE, YMCA, Police, WI Bike Fed.**

Recommendation 1: Continue providing bicycling education at the annual Recreation Rodeo in May to area third-graders at the YMCA, and consider if WI Bike Fed is needed for training instructors or for additional instruction.

Short-term

Responsible party: **School Dist.**

Recommendation 2: Continue the bicycle units at James Williams Middle School.

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

Recommendation 4: Consider adding WisDOT's **Bicycle safety** webpage as a link in the transportation area of the District website. See link on previous page.



Medium to Long-term

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

Recommendation 5: See what is possible in **Attachment D – School Success Story: Omro WI.**

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.



WISCONSIN BIKE FED

TEACHING SAFE BICYCLING VIDEO SERIES

Welcome to the Teaching Safe Bicycling Video Series!

<https://wisconsinbikefed.org/what-we-do/programs/teaching-safe-bicycling/>

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 City’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.**, City, NCWRPC

Recommendation 1: Consider annually participating in Walk and Roll to School (fall) or Bike and Roll to School (spring). School District and City 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., City.

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: City.

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., City, 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 City operate.

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

Recommendation: Annually review this Rhinelander 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.

City of Rhinelander Recommendations

All of the following recommendations are within the City of Rhinelander limits, but various parties may be responsible for implementation.

NOTES – 1) There are additional recommendations that apply to the City of Rhinelander that are listed in each of the previous school sections that are in Rhinelander. 2) Use the WMUTCD for all signage recommendations. 3) Consult the Oneida 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*.

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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

PIE = Rhinelander Partners in Education

YMCA = YMCA of the Northwoods

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.



Install Sidewalks *Engineering*

Sidewalks exist on at least one side of most major roads in Rhinelander. The Rhinelander SRTS Task Force and NCWRPC identified additional locations for some sidewalks. See Maps 6A-6E for where these sidewalk segments are recommended.

Medium-term Responsible party: City.

Recommendation: Add sidewalks per Maps 6A-6B.

Increase Stop Line distance from Crosswalks *Engineering*

The minimum distance from a crosswalk to paint a Stop line is 4 feet. When a motor vehicle stops their front tires on the Stop line, then the vehicle bumper is in the crosswalk.

Medium-term Responsible party: City.

Recommendation: Citywide: Paint all Stop lines at least 10 feet in advance of the crosswalk to keep vehicles out of crosswalks when stopped.

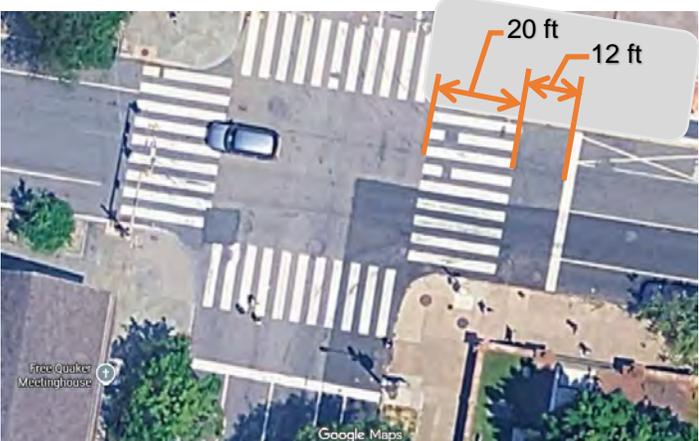
CITY OF MINNEAPOLIS
Street Design Guide

Advanced Stop Line
An advanced stop line is a solid white line striped in advance of crosswalks that encourage drivers to stop further back from crosswalks at intersections or at midblock crossings.

When to Use
Advanced stop lines are typically installed in advance of:
Marked crosswalks at signalized intersections.

Considerations

- Advanced stop lines are typically striped 10' in advance of crosswalks.
- On unsignalized marked crosswalks on multi-lane roadways, consider placing stop bar 20'-30' in advance of the crosswalk to improve visibility.
- In some locations, a wider crosswalk may be an effective alternative (see below).



Google Maps in Philadelphia

A wider crosswalk is shown (20 feet.), in addition to an advanced stop line (12 feet).

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 painted on Stevens St should be more obvious to motorists than other crosswalks. Crosswalks on neighborhood streets next to schools should be more obvious to motorists.

Short-term

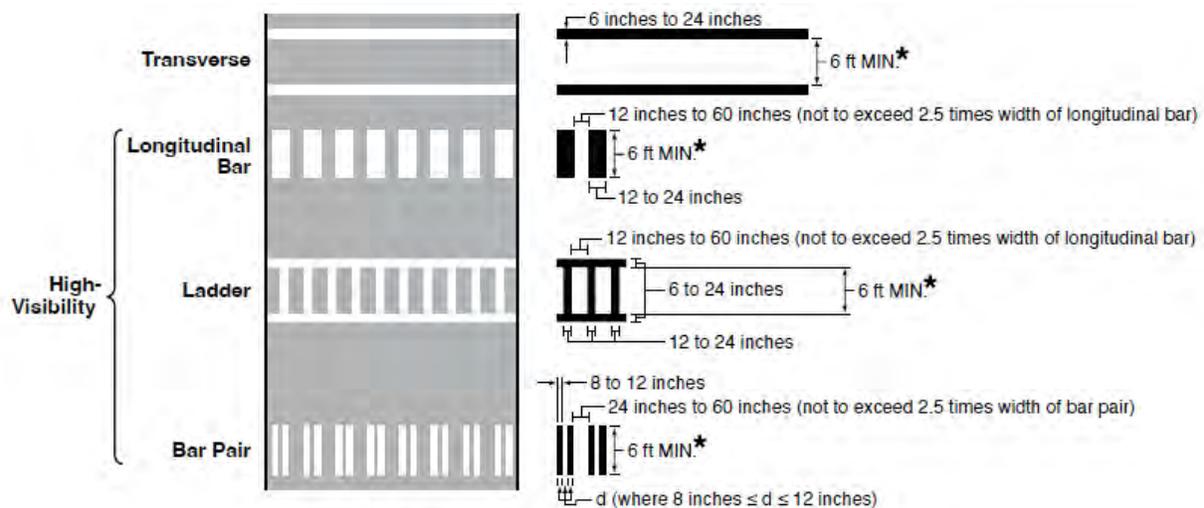
Responsible party: City.

Recommendation 1: Paint all crosswalks on Stevens St (4 per intersection) as high visibility crosswalks.

Recommendation 2: Paint all intersections citywide that have at least one set of Pedestrian Crosswalk Flags as high visibility crosswalks.

Recommendation 3: Paint other crosswalks as high visibility crosswalks as noted on Maps 6A-6B.

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

Pedestrian Crosswalk Flags



All four corners of this intersection have pedestrian crosswalk flags.

Source: NCWRPC

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: **School Dist., PIE, YMCA, Police, WI Bike Fed.**

Recommendation: Continue providing bicycling education at the annual Recreation Rodeo in May at the YMCA, and consider if WI Bike Fed is needed for training instructors or for additional instruction.

Short-term Responsible parties: **City, 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 City’s website. See “Resources” above to find WisDOT links. WI Bike Fed could create articles for a nominal fee.

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

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



Citizen Monitoring of Infrastructure *Evaluation*

During preparation of this plan, various people noticed things on school property and throughout Rhinelander that needed fixing. Brush growing in front of signs, broken bike racks, snow not being removed from sidewalks were all observed. Partnering with a phone app to allow citizens and staff alike to take a picture and describe the problem will allow the appropriate maintenance action to occur.



Sample phone app

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

Recommendation: Consider partnering with an existing phone app to allow citizens to directly notify Rhinelander DPW or School Dist. of Rhinelander Buildings & Grounds of potential maintenance issues like lights that are not working or sidewalks that are not cleared of snow in a timely manner.

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*

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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., City.

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: City.

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*

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

Short-term Responsible parties: **School Dist., City, 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 City operate.

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

Recommendation: Annually review this Rhinelander 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: Various governing bodies

Placeholder – Municipal resolution

Placeholder – School District resolution

ATTACHMENT B

Student Tally and Parent Survey Forms And parent comments

From: National Center for Safe Routes to School

- First attachment is the Student Tally.
- Second attachment is the Parent Survey in English
- Third attachment is the Parent Survey in Spanish
- Fourth attachment is the Parent Survey in Hmong
- Fifth attachment is parent comments

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

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

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

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

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

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

- My child already walks or bikes to/from school (Skip to #12)
- Distance..... Yes No Not Sure
- Convenience of driving..... Yes No Not Sure
- Time..... Yes No Not Sure
- Child's before or after-school activities..... Yes No Not Sure
- Speed of traffic along route..... Yes No Not Sure
- Amount of traffic along route..... Yes No Not Sure
- Adults to walk or bike with..... Yes No Not Sure
- Sidewalks or pathways..... Yes No Not Sure
- Safety of intersections and crossings..... Yes No Not Sure
- Crossing guards..... Yes No Not Sure
- Violence or crime..... Yes No Not Sure
- Weather or climate..... Yes No Not Sure

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

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

- Strongly Encourages Encourages Neither Discourages Strongly Discourages

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

- Very Fun Fun Neutral Boring Very Boring

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

- Very Healthy Healthy Neutral Unhealthy Very Unhealthy

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

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

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

16. Please provide any additional comments below.

8. ¿En el último año, le ha pedido permiso su hijo para caminar o andar en bicicleta hacia o desde la escuela? Sí No

9. ¿En qué grado permitiría que su hijo camine o ande en bicicleta solo a/o de la escuela? (seleccione un grado entre PK,K,1,2,3...) grado o No me sentiría cómodo/a en ningún grado

¿Cómo llenar este formulario?: Escriba en letras MAYUSCULAS. Marque las cajas con "X"

10. ¿Cuáles de las siguientes situaciones afectaron su decisión de permitir, o no permitir, que su niño camine o ande en bicicleta hacia o desde la escuela? (marque todas las que correspondan)

11. ¿Probablemente dejaría que su hijo caminara o usara la bicicleta para ir a /regresar de la escuela si este problema cambiara o mejorara? (elija una respuesta por línea)

- Distance, Convenience, Time, Activities, Velocity, Quantity, Adults, Sidewalks, Safety, Guards, Violence, Weather. Response options: Sí, No, No estoy seguro/a.

+ ¿Cómo llenar este formulario?: Escriba en letras MAYUSCULAS. Marque las cajas con "X"

12. En su opinión, ¿cuánto apoyo provee la escuela de su hijo a caminar y usar la bicicleta para ir o regresar de la escuela?

- Anima Fuertemente, Anima, Ni uno ni otro, Desalienta, Desalienta Fuertemente

13. ¿Qué tan DIVERTIDO es caminar o andar en bicicleta hacia o desde la escuela para su niño?

- Muy Divertido, Divertido, Neutral, Aburrido, Muy Aburrido

14. ¿Qué tan SANO es caminar o andar en bicicleta hacia o desde la escuela para su niño?

- Muy Sano, Sano, Neutral, Malsano, Muy Malsano

+ ¿Cómo llenar este formulario?: Escriba en letras MAYUSCULAS. Marque las cajas con "X"

15. ¿Cuál es el grado o el año más alto de educación que usted terminó?

- Grados 1 a 8, Grados 9 a 11, Grado 12 o GED, Universidad 1 a 3 años, Universidad 4 años o más, Prefiero no contestar

16. Por favor proporcione comentarios adicionales:

Empty text box for additional comments.

7. Koj tus menyuam siv sijhawm ntev npaum li cas kom nws mus txog rau lossis los txog tom tsev kawm ntawv? (Xaiv ib qho ntawm txhua kab, khij lub npov nrog tus X)

Sijhawm siv mus los rau tom tsev kawm ntawv

- Tsawg tshaj 5 feeb
- 5 – 10 feeb
- 11 – 20 feeb
- Ntau tshaj 20 feeb
- Tsis paub / Tsis paub tseeb

Sijhawm siv mus los rau tom tsev kawm ntawv

- Tsawg tshaj 5 feeb
- 5 – 10 feeb
- 11 – 20 feeb
- Ntau tshaj 20 feeb
- Tsis paub / Tsis paub tseeb

8. Koj tus menyuam puas tau nug kom koj pub nws taug kev lossis caij luv thij mus/los rau tom tsev kawm ntawv xyoo tag los txog tamsim no?

Tau Tsis tau

9. Koj tus menyuam yuav tau nyob qib dabtsi koj thiaj li pub nws taug kev lossis caij luv thij mus/los rau tom tsev kawm ntawv uas tsis muaj ib tug neeg laus nrog?

(Xaiv ib qib uas nyob nruab nrab ntawm PK,K,1,2,3...)

qib **(lossis)** Txawm nws yuav nyob qib twg los kuv yuav tsis pom zoo

10. Vim cov teeb meem twg uas lawv qab ntawm no thiaj li ua rau koj txiav txim tias koj yuav pub, lossis yuav tsis pub, koj tus menyuam taug kev lossis caij luv thij mus/los rau tom tsev kawm ntawv? (Xaiv TAGNRHO cov haum)

11. Yog tias qhov teeb meem no tau hloov lossis raug muab kho kom zoo dua koj puas pub koj tus menyuam taug kev lossis caij luv thij mus/los rau tom tsev kawm ntawv? (Xaiv ib qho rau txhua kab, khij lub npov nrog tus X)

<input type="checkbox"/> Deb.....	<input type="checkbox"/> Pub	<input type="checkbox"/> Tsis pub	<input type="checkbox"/> Tsis Paub
<input type="checkbox"/> Yooj yim tsav tsheb dua.....	<input type="checkbox"/> Pub	<input type="checkbox"/> Tsis pub	<input type="checkbox"/> Tsis Paub
<input type="checkbox"/> Sijhawm.....	<input type="checkbox"/> Pub	<input type="checkbox"/> Tsis pub	<input type="checkbox"/> Tsis Paub
<input type="checkbox"/> Tej yam kev ua si los yog ncaws kis las uas tus menyuam muaj ua ntej thiab tom qab tsev kawm ntawv	<input type="checkbox"/> Pub	<input type="checkbox"/> Tsis pub	<input type="checkbox"/> Tsis Paub
<input type="checkbox"/> Txoj kev taug mus muaj tsheb khiav nrawm	<input type="checkbox"/> Pub	<input type="checkbox"/> Tsis pub	<input type="checkbox"/> Tsis Paub
<input type="checkbox"/> Txoj kev taug mus muaj tsheb khiav ntau	<input type="checkbox"/> Pub	<input type="checkbox"/> Tsis pub	<input type="checkbox"/> Tsis Paub
<input type="checkbox"/> Cov neeg laus los taug kev lossis caij tsheb nrog	<input type="checkbox"/> Pub	<input type="checkbox"/> Tsis pub	<input type="checkbox"/> Tsis Paub
<input type="checkbox"/> Cov kev taug ko taw lossis cov kab taug.....	<input type="checkbox"/> Pub	<input type="checkbox"/> Tsis pub	<input type="checkbox"/> Tsis Paub
<input type="checkbox"/> Kev nyab xeeb ntawm ob txoj kev sib tshuam thiab qhov chaw hla	<input type="checkbox"/> Pub	<input type="checkbox"/> Tsis pub	<input type="checkbox"/> Tsis Paub
<input type="checkbox"/> Cov neeg pab hla kev	<input type="checkbox"/> Pub	<input type="checkbox"/> Tsis pub	<input type="checkbox"/> Tsis Paub
<input type="checkbox"/> Kev sib ntaus sib tua lossis kev txob plaub	<input type="checkbox"/> Pub	<input type="checkbox"/> Tsis pub	<input type="checkbox"/> Tsis Paub
<input type="checkbox"/> Huab cua lossis huab cua kub txias	<input type="checkbox"/> Pub	<input type="checkbox"/> Tsis pub	<input type="checkbox"/> Tsis Paub

Kuv tus menyuam yeej taug kev lossis caij luv thij mus/los rau tom tsev kawm ntawv

+	Sau tus 'X' kom pom tseeb rau hauv lub npov. Yog tias koj yuam kev, khij tag nrho lub npov, ces khij lub npov uas thwj	
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12. Raws li koj xav, koj tus menyuam lub tsev kawm ntawv txhawb lossis txhawb kom tsis txhob taug kev thiab caij luv thij mus los rau tom tsev kawm ntawv heev npaum li cas?

- | | | | | |
|---|---------------------------------|--|---|---|
| <input type="checkbox"/> Sib Zog Txhawb | <input type="checkbox"/> Txhawb | <input type="checkbox"/> Tsis Ua Ib Qho Li | <input type="checkbox"/> Txhawb Kom Tsis Txhob Ua | <input type="checkbox"/> Sib Zog Txhawb Kom Tsis Txhob Ua |
|---|---------------------------------|--|---|---|

13. Taug kev lossis caij luv thij mus/los rau tom tsev kawm ntawv lom zem npaum li cas rau koj menyuam?

- | | | | | |
|---------------------------------------|----------------------------------|--|---------------------------------------|--|
| <input type="checkbox"/> Lom Zem Heev | <input type="checkbox"/> Lom Zem | <input type="checkbox"/> Tsis Xav Li Cas | <input type="checkbox"/> Tsis Lom Zem | <input type="checkbox"/> Tsis Lom Zem Kiang Li |
|---------------------------------------|----------------------------------|--|---------------------------------------|--|

14. Thaum koj tus menyuam taug kev lossis caij luv thij mus/los rau tom tsev kawm ntawv nws yuav noj qab haus huv npaum li cas?

- | | | | | |
|--|---|--|--|---|
| <input type="checkbox"/> Noj Qab Haus Huv Heev | <input type="checkbox"/> Noj Qab Haus Huv | <input type="checkbox"/> Tsis Xav Li Cas | <input type="checkbox"/> Tsis Noj Qab Haus Huv | <input type="checkbox"/> Tsis Noj Qab Haus Huv Kiang Li |
|--|---|--|--|---|

+	Sau tus 'X' kom pom tseeb rau hauv lub npov. Yog tias koj yuam kev, khij tag nrho lub npov, ces khij lub npov uas thwj	+
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15. Koj tau kawm tiav qib lossis mus txog xyoo kawm ntawv siab tshaj li cas?

- | | |
|---|--|
| <input type="checkbox"/> Qib 1 mus txog 8 (Qib qis elementary) | <input type="checkbox"/> Qib siab college 1 mus rau 3 xyoos (Kawm tiav ib co hoob qib siab lossis tom lub tsev kawm ntawv qhia ua haujlwm) |
| <input type="checkbox"/> Qib 9 mus txog 11 (Kawm tiav ib co hoob high school) | <input type="checkbox"/> Qib siab college 4 xyoos lossis siab dua (Kawm tiav qib siab college) |
| <input type="checkbox"/> Qib 12 lossis GED (Kawm tiav high school) | <input type="checkbox"/> Tsis xav teb |

16. Thov sau tej yam koj xav hais ntxiv rau hauv qab.

James Williams Middle School

Comments Section on Parent Survey

SurveyID	Comment
1733606	Though we do not live within walking distance. There are many occasions where we allow our child to walk/bike to different locations in town after school
1733607	We live too far from the school for my child to walk or bike. He would have to leave really early and ride along County roads so this would not be a choice for us.
1733608	Why do you not feel comfortable allowing your child to walk or bike at any grade? Distance and not a safe way to get from home to school. If there was a designated bike trail then it could be a possibility
1733626	The worst part is to many vehicles along the way to school parked so close to the stop signs that when kids cross it is so hard to see them on the other side of the vehicle
1733577	We live too far away and there is not a safe route
1733581	If there were a crossing guard or an appropriately marked cross walk on Stevens St with flashing lights to alert motorists of someone crossing I would happily let my child walk or bike to and from school. A crossing guard would also be acceptable. We lived about the same distance from my child's grade school with a busy intersection along the route but there were blinking lights, a crosswalk and a crossing guard. That was Merrill though. I allowed my child in third grade to walk and bike to and from school everyday
1733589	Why do you not feel comfortable allowing your child to walk or bike at any grade? We live too far away
1733592	SRO from Onieda County Sheriff Dept are IN our buildings so couldn't the RHI CITY police officers at least be parked for a half before AND after school for extra safety?? I think the sheriff depth does great but why can't the city officers be present during busy children drop off/pick up times too? Besides I think it's good for all kids to see BOTH the heroes in brown and black suits!
1733593	I grew up with crossing guards, I feel our community could definitely benefit with them especially busy streets.
1733598	Biking, walking, e-scootering! All of these things must be encouraged. Timber Drive is still a mess. The pathway on road between the High and Middle School is full of speeding cars. We need bike paths, less busses, and the parent pick up line is a DISASTER at James Williams. Just an absolute disaster. That's no one's fault but the administration at JWMS. Quit worrying about dress codes and cell phone policies and CRITICALLY THINK about how the parent pickup line can be better and safer. You have a "no left turn" sign and there has never been a police offer, principal, assistant principal or any staff member monitoring those who turn left and hold up traffic. I support walking to school. But think about ways to improve all modes of transportation.
1733599	Why do you not feel comfortable allowing your child to walk or bike at any grade? Live 5 miles from school on major hwy
1733600	Why do you not feel comfortable allowing your child to walk or bike at any grade? Not safe
1733601	Why do you not feel comfortable allowing your child to walk or bike at any grade? We're way out in Pine Lake
1733605	The high school drivers are reckless around the parking lots. The police patrol but there is a lack of follow through for speeding. It's also hard enough for cars to get through some of these intersections much less a person, never know who is going to let a pedestrian have the right away. My son has asked to walk to the library after school and with all the cars between 2 schools it's just not safe.

1733615	The rack has been near the road & never shoveled out during winter. Children have to trudge thru the snow to get to the rack. So hopefully the rack can stay by the front doors during winter on a shoveled path
1733624	Why do you not feel comfortable allowing your child to walk or bike at any grade? We live too far from the school and the only direct route involves using a highway for travel. Aside from people living in the City of Rhinelander, walking/biking to school is not a viable option
1733573	Crosswalks are a major problem, both on Stevens Street for young kids and around the high school and middle school. Lack of crosswalks, lack of people knowing that they need to stop at them and kids not looking, especially on bikes.
1733578	When my child walks to the High School soccer fields from JWMS, there is no safe route. Either he crosses through the high-school parking lot or crosses by the tennis courts. Either way he must cross traffic multiple times without designated sidewalks and cross walks. The intersection of east larch and Coolidge must be addressed if you want kids to walk to soccer practice through high traffic times.
1733588	Why do you not feel comfortable allowing your child to walk or bike at any grade? We live too far from school
1733596	Why do you not feel comfortable allowing your child to walk or bike at any grade? Bad drivers
1733613	Some parents and high school students drive excessively fast and recklessly within the school area and the approaching roads. I would like to see every effort made to slow the flow of traffic in the high school/middle school area, including greater law enforcement and strategic speed bumps. No reason to speed in this area, ever.
1733597	Why do you not feel comfortable allowing your child to walk or bike at any grade? People don't pay attention
1733604	Walking is fine when it's warm out but I have concerns when it gets cold. Wish we had an option for bus
1733582	I have voiced my opinion many times that it is not safe for these kids to walk to and from school. The traffic really speeds 10+ mph over the limit and people do not watch for kids. It is obvious this city does not care about the children.

Central, Crescent, NCES, & Pelican Elementary Comments Section on Parent Survey

School	SurveyID	Comment
Central Elementary School	1723955	As long as my children had a buddy system
Central Elementary School	1723976	She's to little to walk or ride bike to school yet.
Central Elementary School	1723979	#10 These answers are for riding a bike. My house is too far for walking. My children don't keep their helmets on! #1 thing stopping bike riding is a huge hill & having a working bike
Central Elementary School	1723982	I'm comfortable with them walking now, but they are walking in a group. If they were alone I would feel differently. We need crossing guards on Stevens.
Central Elementary School	1723990	My oldest was told their was no bus available for her to ride so has to get dropped off at school. As its too far to walk with too much traffic.
Central Elementary School	1723991	Our family loves to walk and bike but we just moved here so kids are still learning directions. We have a young one that has to be picked up is just to young to walk out adult but we can walk them.
Central Elementary School	1723993	I think it's wrong that my kids don't/won't have a bus route due to living to close to school line as we live in the 1 mile circle.
Central Elementary School	1723995	As long as she has a buddy system with her siblings to all stay together while walking I'd have no problem letting her walk
Central Elementary School	1723998	My kids have both been allowed to walk home together. If one of them has after school activities, we pick them both up. Having crossing guards would be beneficial in that situation.
Central Elementary School	1724002	I frequently walk to get my child from school. The biggest issue I see is there is a lot of traffic on Stevens St (by central school) and a lot of walking children but no crossing guards.
Central Elementary School	1724004	My child is not old enough to walk/bike to school.
Central Elementary School	1724008	The speed of traffic around our neighborhood including during school times is way too fast for the kids walking. It's a concern.
Central Elementary School	1724009	The speed of traffic around our neighborhood, including during school times is way too fast. Huge problem with speed on Coolridge.
Crescent Elementary School	1723949	Sidewalks would improve safety of all people walking!
Crescent Elementary School	1724055	I would allow my child to ride bike to school if they did not have to cross and travel on the highway
Crescent Elementary School	1724057	There aren't any safe routes and major safety concerns crossing a highway.
Crescent Elementary School	1724059	I'd love a safe path for my kids!
Crescent Elementary School	1724063	There are no sidewalks or pathways on our route to school. There are too many blind curves/hills for me to feel safe allowing our kids to ride that route.
Crescent Elementary School	1724065	We live too far outside city limits for child to walk or ride bike to school
Crescent Elementary School	1724067	The rest of the questions are irrelevant because we live 8.1 miles from school and my other answer was that I would never let her. We live 12 minutes from school. this amount of time is excessive.

Crescent Elementary School	1724069	I live to far for my son to think of biking or walking to school.
Crescent Elementary School	1724071	My family lives too far from the school to make walking/biking there a reasonable option. It is not an option for families who do live close as there are no sidewalks or paths leading there and there are multiple highways that often need to be crossed.
Crescent Elementary School	1724075	I like the idea of having kids walk/bike to school. We just live too far away to partake.
Crescent Elementary School	1724078	With the distance they want kids to walk. We have too many people that operate vehicles under the influence in our town there are to any roads for elementary kids to cross it's unsafe it is just safer to transport your children
Crescent Elementary School	1724079	This world is to unsafe for an adult to walk/bike alone, let alone a child!
Crescent Elementary School	1724082	I wish the bus would go down our road at least half way as there is a large parking lot for the bus to turn around. This way my kids could get dropped off at home.
Crescent Elementary School	1724086	We live close to the TLP house so we would never be comfortable with it.
Crescent Elementary School	1724087	We live too far out for it to be possible to walk or bike to school.
Crescent Elementary School	1724092	I support this but we live too far away.
Crescent Elementary School	1724099	We live too far for this to be applicable for our family, but I think it is an excellent thing for kids to bike or walk to school!
Crescent Elementary School	1724101	We live too far to make this possible.
Crescent Elementary School	1724105	We live to far away to make this possible.
Crescent Elementary School	1724107	We would love a bike path to Crescent Elementary School. As of now there is not a safe and feasible route.
Crescent Elementary School	1724116	We live too far from the school to bike or walk.
Crescent Elementary School	1724129	Yes its ideal - but not safe in many ways. Not worth the risk, unfortunately.
Northwoods Community Elementary School	1724016	Hwy K is a no go, also people drive way to fast down our road for me to be comfortable with my child walking or biking.
Northwoods Community Elementary School	1724018	NCES sits directly on a 55mph county hwy. It is in no way a safe place for kdis 4k-5 (school pop.) to walk or ride bikes. This is a small country school - not a neighborhood school.
Northwoods Community Elementary School	1724022	We walked/biked to school in Milwaukee. Up here is too far we drive on K which is 55mph. no crosswalks and we cross 2 highways. Just wouldn't be possible to walk or bike up here.
Northwoods Community Elementary School	1724023	NCES sits directly on a 55mph county hwy. It is not at all safe to have these kids 4K-5 (school population) walk or ride a bike. this is a small country school - not a neighborhood school.
Northwoods Community Elementary School	1724032	My child attends school too far away. Walking/riding bike would never be an option & honestly this survey is a waste of time.

Northwoods Community Elementary School	1724036	For #12 - Due to schools location (on a Hwy) is why we stated "strongly discourages"
Northwoods Community Elementary School	1724037	We live too far to walk or bike. If we lived closer we would do it all the time if there was a safe route.
Northwoods Community Elementary School	1724038	I'm not wasting my time doing this. No child should be riding bike or walking on Highway K.
Northwoods Community Elementary School	1724041	We are a rural school. Very few would benefit from a bike path. Funds would be better allocated for an additional bus for before and after school care. To school 1.25 hours/to YMCA 1.5 hours.
Northwoods Community Elementary School	1724047	It would be amazing if the Berskin connected to NCES!!!
Northwoods Community Elementary School	1724051	Safety is a big concern. We recently moved to Rhinelander and live off K - has been unsafe X2 first month of school for my boys to just cross K to get on bus (car raced through twice when bus lights were on. I'd need a route not on K to bike.
Northwoods Community Elementary School	1724052	We are an open enrollment form outside the district so this couldn't apply to us with the distance.
Northwoods Community Elementary School	1724053	We live 12-15 mile away from NCES
Pelican Elementary School	1724130	We live 11 miles from the school.
Pelican Elementary School	1724135	I don't feel it would be safe with the dump trucks on N. Faust Lake Rd from County Concrete Corp. or crossing Hwy P
Pelican Elementary School	1724137	We chose to drive due unsafe bus stops
Pelican Elementary School	1724139	My child is to young for the distance we live.
Pelican Elementary School	1724141	Violence or crime: don't trust anyone I don't know with my kids.
Pelican Elementary School	1724142	We live to far from school for any type of biking or walking
Pelican Elementary School	1724143	Answers to 13 & 14 would be N/A if was an option.
Pelican Elementary School	1724150	Weird survey for people not close to school - if we lived by school, yes the kids might walk or bike
Pelican Elementary School	1724151	A bike route for our children would include crossing a highway & bypass with busy traffic.
Pelican Elementary School	1724157	We live 6 miles away from the school & the main road to get the (County Rd C) is a 55mph road w/two lanes & no sidewalks or bike lanes. I don't think it is ever likely our child would walk or bike to school.
Pelican Elementary School	1724160	We live too far away
Pelican Elementary School	1724166	We are too far away to bike or walk to school. Plus it would be along Hwy

Pelican Elementary School	1724167	We live too far away for child to walk/ride bike. If we were closer, with less traffic from school would be allowed.
Pelican Elementary School	1724168	My child lives to far away school is off a country road
Pelican Elementary School	1724171	Depends on child. Some are more responsible than others. Traffic is another concern. Are parents home? are parents responsible?
Pelican Elementary School	1724176	We live out of town. Walking or biking is not feasible.
Pelican Elementary School	1724180	We are too far away to bike or walk to school. Plus it would be along hwy 17
Pelican Elementary School	1724183	We live over 7 miles from the school. Too far to walk/bike.
Pelican Elementary School	1724189	We live too far from school for me to ever let my child walk or ride a bike.
Pelican Elementary School	1724192	Walking or biking is not an option because of shear distance.
Pelican Elementary School	1724200	We live too far from school for any type of biking or walking.
Pelican Elementary School	1724212	I'm very disappointed the school bus won't pick up/drop off at our home - even though we are a mile away from the nearest bus stop (which is on a highway).
Pelican Elementary School	1724217	I have seen the way a lot of motorists are using cell phones while driving and I do not trust that people will pay attention
Pelican Elementary School	1724219	Walking or biking on Hwy C would be too dangerous.
Pelican Elementary School	1724232	I'm very disappointed the school bus won't drop off at our home. Even though we are a mile away from the nearest bus stop (which is on a highway)
Pelican Elementary School	1724234	Survey is not designed well. Many people in our district commute because of the geological size of it.
Pelican Elementary School	1724236	We are too far away to bike or walk to school. Plus it would be along Hwy 17
Pelican Elementary School	1724237	Hwy P is very busy, It's ashame that it prevents my child from walking to school.
Pelican Elementary School	1724238	My child isn't walking or biking to school. We live 15 miles away. We live out in sticks
Pelican Elementary School	1724240	Question 12 - not sure Question 13 - it would depend on weather Question 14 - obviously walking/biking is healthier than riding bus/getting ride.
Pelican Elementary School	1724243	I feel that the bus drop/pickup and parent drop pick up should be switched so there is no pedestrian cross walk especially when trying to drop off in am.
Pelican Elementary School	1724244	The road isn't wide enough for foot/bike traffic. There aren't any lights to cross at safely. I would not feel comfortable sending my kids alone.

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

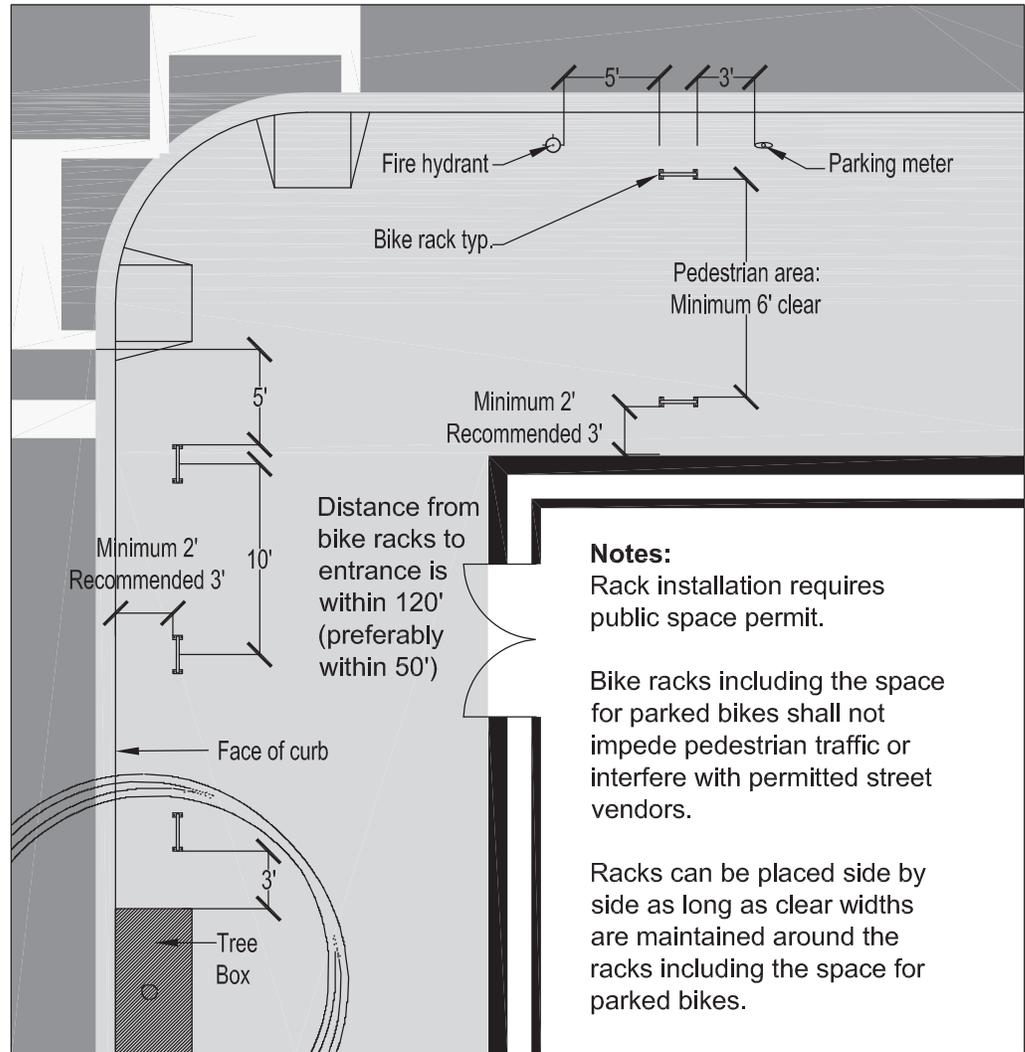
3' from:

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

WALL SETBACKS

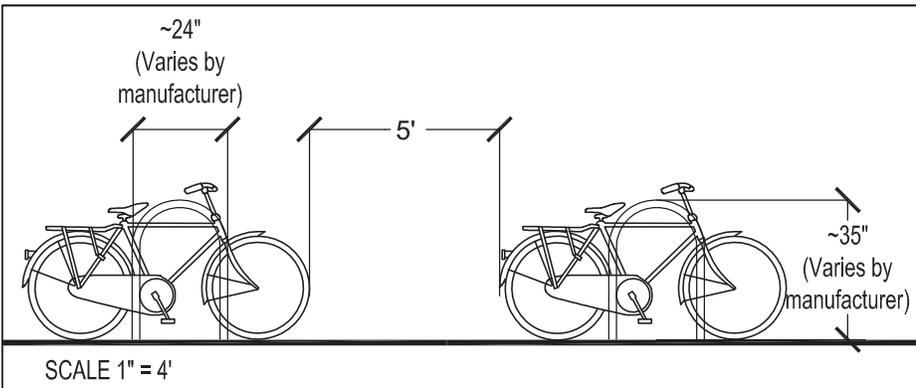
For racks set parallel to a wall:
Min. 24", Rec. 36"

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

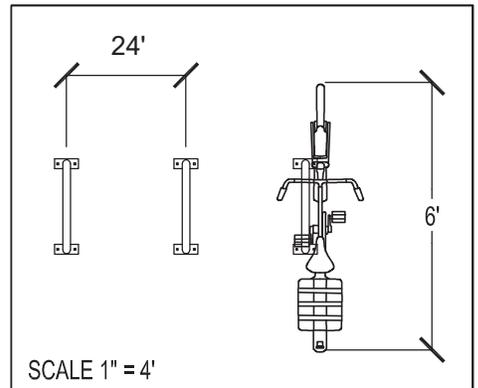


SCALE 1" = 10'

SIDE VIEW



SIDE BY SIDE RACKS:



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

Neighborhood Traffic Circle

From: North Central Wisconsin Regional Planning Commission

Neighborhood Traffic Circle

1. See reference to a Neighborhood Traffic Circle in Panel 3 on page 5 of 6 for Coolidge Ave and Acacia Ave.
2. See reference to a Neighborhood Traffic Circle on Map 6A-1 under the “Neighborhood” box for the intersection of Timber Dr and Woodland Dr.



Neighborhood Traffic Circle in Steves Point WI (Maria Dr & 2nd Street)