Wausau
Safe Routes to School Plan

DRAFT – Feb. 2024

Prepared by: North Central Wisconsin Regional Planning Commission

ACKNOWLEDGEMENTS

The Wausau Safe Routes to School Plan was developed with the following residents and staff. Special thanks are extended to the following. WSD = Wausau School District.

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DRAFT – February 2024

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PLAN SUMMARY

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

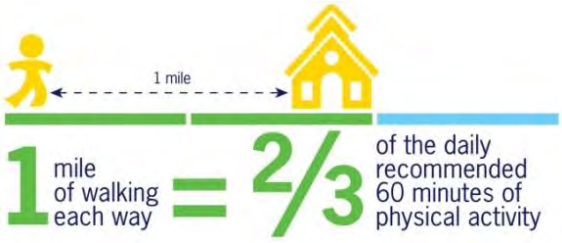
The Wausau Safe Routes to School (SRTS) Plan was developed by the North Central Wisconsin Regional Planning Commission (NCWRPC) in conjunction with the City of Wausau, Wausau School District, and the Wausau SRTS Task Force as part of the North Central Wisconsin Regional Safe Routes to School Program. 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 City of Wausau.

<u>This planning effort began with:</u>

1. Creation of the SRTS Task Force, which was comprised of school administrators, principals, planners, law enforcement, engineers, and other City and School District staff.
2. A parent survey, and student tally were administered and summarized to determine how students got to school, planned to return home, and their parents' sentiments about allowing their kids to walk or bike to school.
3. Light demographic analysis occurred to prioritize schools and neighborhoods with the highest need for improvements. Usually, these families are already walking or biking and would benefit quickly from any improvements.
4. Walk audits occurred around each school with the principal or staff, and via airphoto interpretation by NCWRPC staff.

<u>Plan Results</u>

The 6 E's framework (education, encouragement, engineering, enforcement, equity, 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.

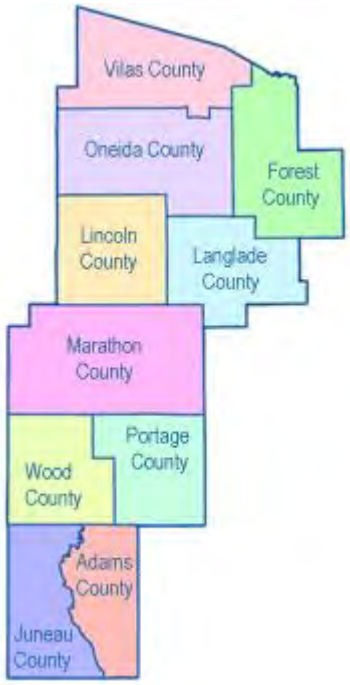
Both the School District and City also have their own recommendations section.

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 is the Regional Livability Plan

The Regional Livability Plan (RLP) of 2015 identifies ways to address the Region's opportunities and weaknesses to become more livable for all residents. The RLP addresses four specific areas: Housing, Economic Development, Transportation, and Land Use. The RLP introduces 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 RLP 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

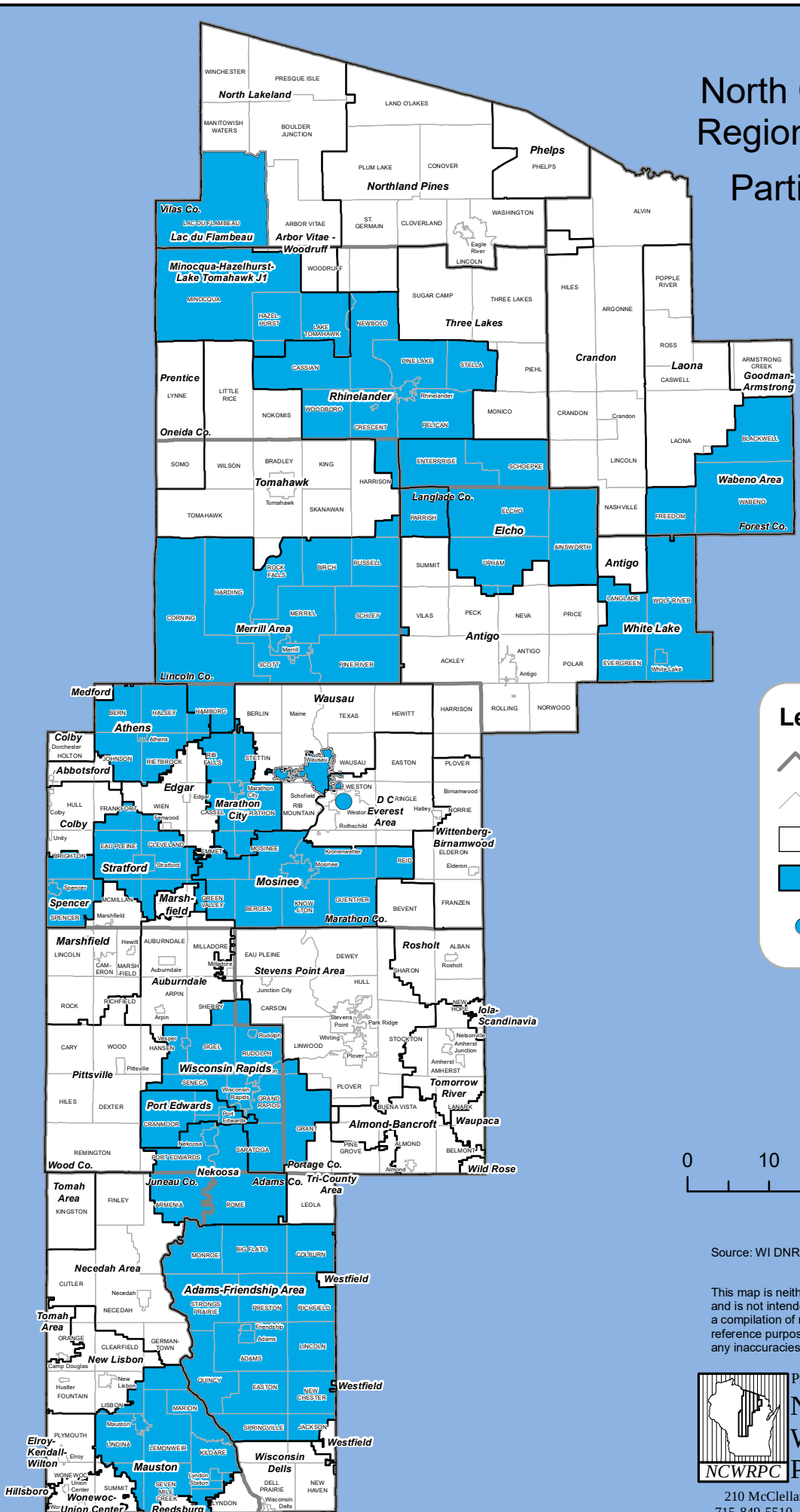
As part of NCWRPC's on-going commitment to implement the Regional Livability Plan, the North Central Wisconsin Regional Planning Commission (NCWRPC) has created the Regional Safe Routes To School (SRTS) program. Implementing Safe Routes to School advances livability principles by making it safer and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

Map 1

North Central Wisconsin Regional SRTS Program

Participating School Districts



Legend

- County Borders
- Minor Civil Divisions
- School District Boundaries
- Participating Districts
- Participating School (Weston Elementary)

N
W E
S

0 10 20 40 Miles

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.

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CHAPTER 1: INTRODUCTION

Purpose and Overview

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.

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.

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.

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.

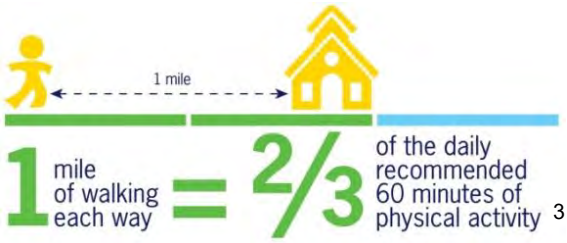
Safe Routes to School is one of those programs that are cost-effective and show significant population health impacts within five years.

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. ([1]NIH)
- 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. ([2]NIH)



- Less than one-quarter of children (24%) get 60 minutes of physical activity every day. ([4]CDC)

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. ([5]NIH)
- 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. ([6]NIH)
- 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. ([7]NIH)
- 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. ([8]NIH)

Safety

- People walking are more than twice as likely to be struck by a vehicle in locations without sidewalks. ([9]FHA)
- 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. ([10]NHTSA)
- 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. ([11]FHA)

Traffic Congestion

- By boosting the number of children walking and bicycling, Safe Routes to School projects reduce traffic congestion around schools. ([12]Nat'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. ([13]NIH & 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. ([14]FHA)

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[1]NIH = 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.

[2]NIH = 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.

[4]CDC = 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

[5]NIH = 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.

[6]NIH = 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.

[7]NIH = 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.

[8]NIH = 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.

[9]FHA = 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

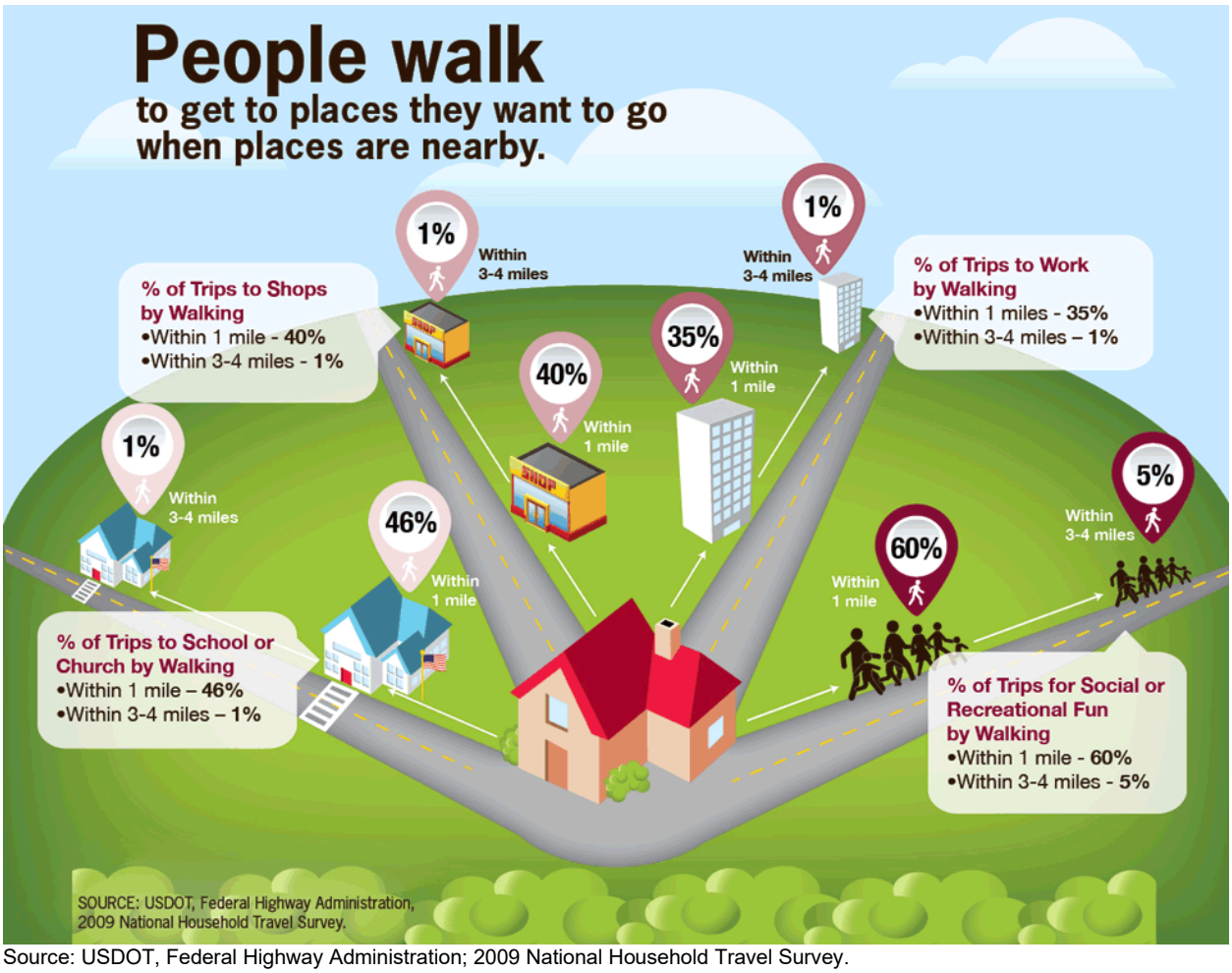
[10]NHTSA = National Center for Statistics and Analysis. (2022, October). Traffic safety facts 2020: A compilation of motor vehicle crash data (Report No. DOT HS 813 375). National Highway Traffic Safety Administration.

[11]FHA = 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.

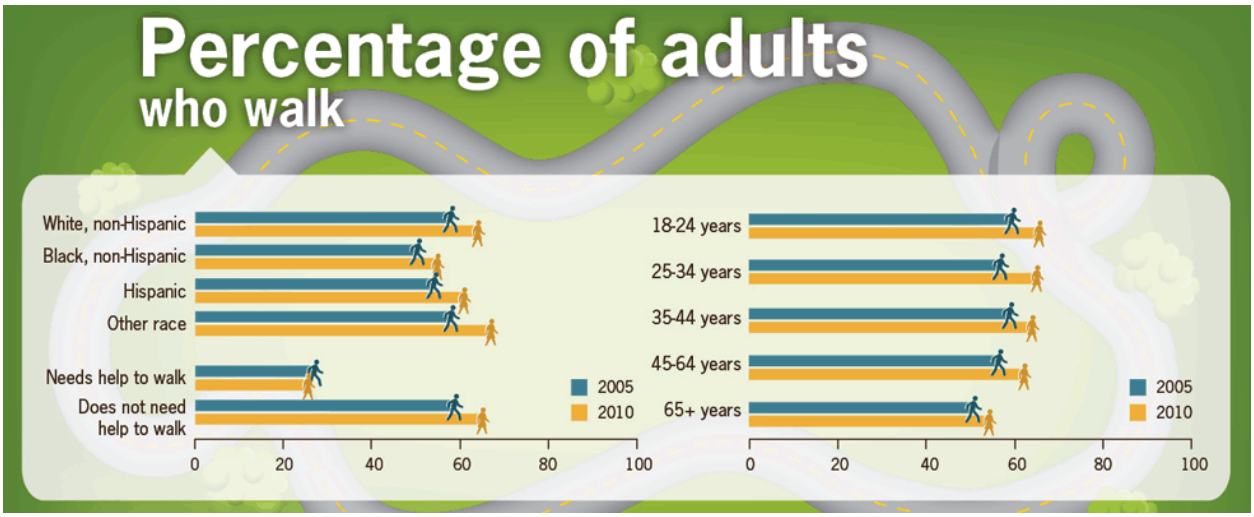
[12]Nat'l SRTS = Safe Routes Partnership, https://www.saferoutespartnership.org/safe-routes-school/101/benefits.

[13]NIH & 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.

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



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



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

Safe Routes PARTNERSHIP

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

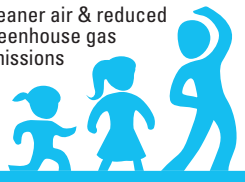
- Household savings from reduced gas & car use
- Education budget savings through reduced student busing costs

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

CLIMATE BENEFITS AND CLEANER AIR

- Fewer student asthma attacks due to less driving & reduced air pollution results
- Cleaner air & reduced greenhouse gas 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

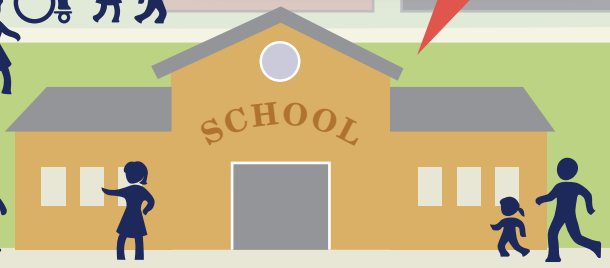
- Better health & stronger bones, muscles & joints through more walking & biking
- Reduced risk of chronic disease, diabetes, & obesity

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



THE 6 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 6 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. **E**ducational 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.

Equity – *Ensuring that initiatives are benefiting all demographic groups and neighborhoods.*

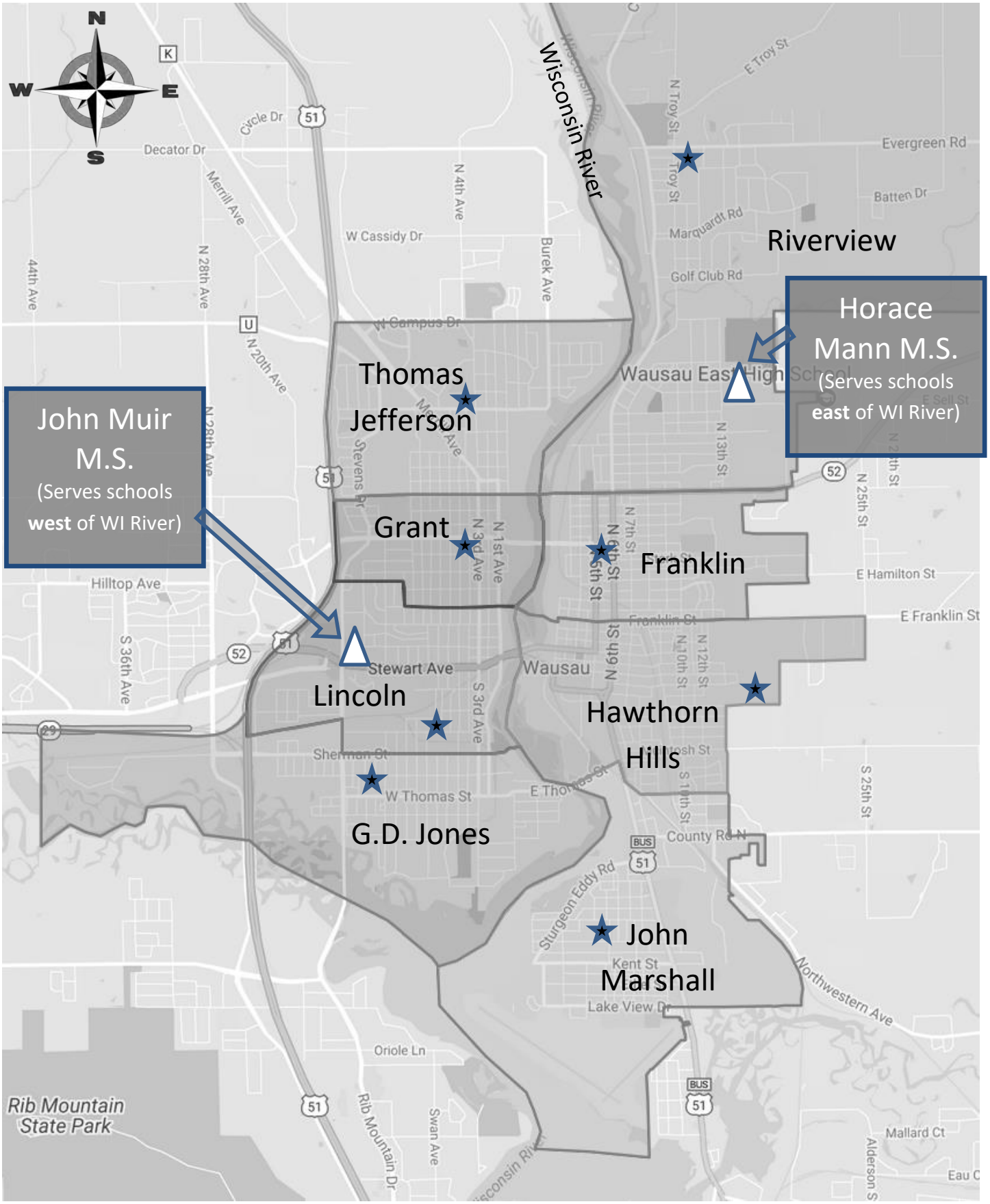
- By prioritizing schools and neighborhoods with the highest need for safe walking and biking conditions (**E**ngineering), **E**ducation & **E**ncouragement programs, and **E**nforcement solutions, a higher bang-for-the-buck usually results because walking and biking are already occurring here for many trips.

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

- **E**valuating 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 benefiting everyone (**E**quity). This also relates to reviewing policies.

Map 2 **Schools in Wausau SRTS Plan**

★ = Location of elementary schools. △ = Location of middle schools.



WAUSAU 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 City of Wausau (City). The City and Wausau School District (WSD) were one of 7 community & school district groups to join with the NCWRPC for TAP applications submitted in January of 2018 to 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 administrators, 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 Wausau 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 which Wausau schools are part of this Wausau SRTS Plan.

Wausau SRTS Planning Timeline

January 2018 – WSD & City applied with NCWRPC for SRTS Planning Grant.

August 2018 – WisDOT awards SRTS Planning grant, but start date not set for efforts to begin.

Spring 2022 – WisDOT allows planning to start. Parent Survey & Student Tally administered in schools.

Fall 2022 – SRTS Task Force Mtg #1, Parent Survey & Student Tally data presented.

Fall 2022 – Walk Audits performed around each participating school (see Map 2).

Fall 2022 – Walk Audits performed around each participating school (see Map 2).

Winter 2023 – Updated Wausau's Bike and Ped Advisory Committee on SRTS Plan development.

Spring 2023 – WSD decides to close several schools that are part of SRTS Plan. Potentially closed schools may still be used by WSD or community partners, so planning continues for all existing schools.

Summer 2023 – SRTS Task Force was notified that all 3 maps for each school (Site Assessment, Transportation, & School Routes) were ready for their detailed review.

Summer 2023 – Updated Wausau's Bike and Ped Advisory Committee on SRTS Plan development.

October 2023 – Received feedback on SRTS items by Wausau's Bike and Ped Advisory Committee.

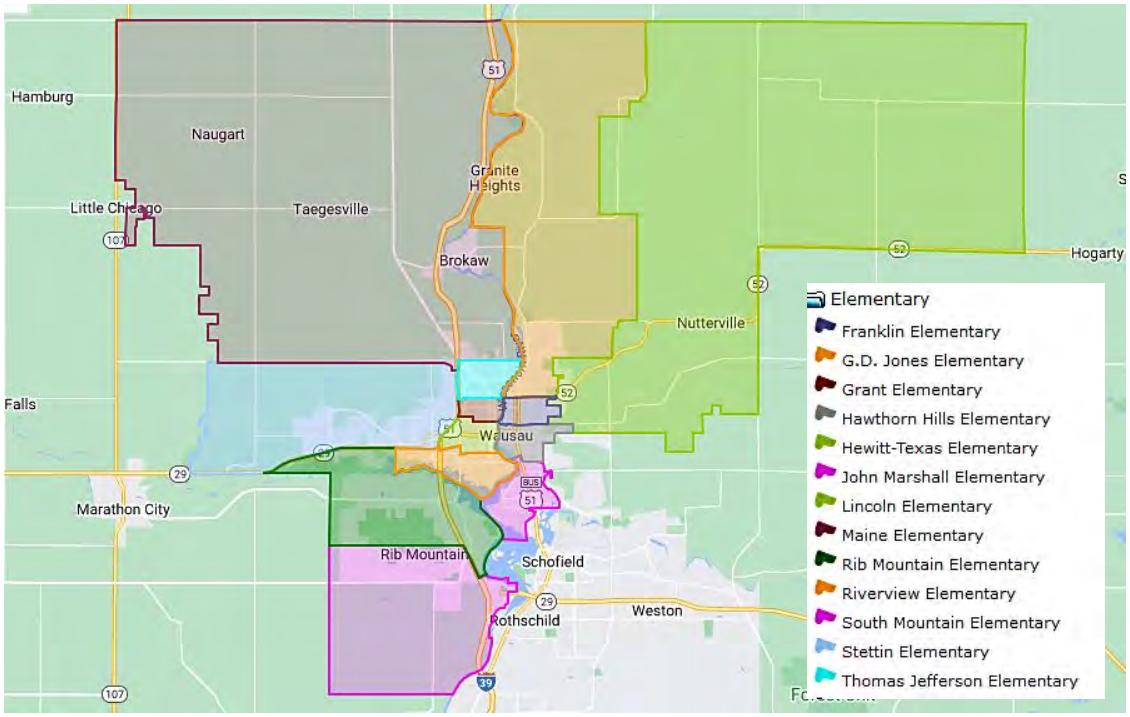
Winter 2023-2024 – SRTS Task Force Mtg #3, draft plan reviewed for public release.

Spring/Summer 2024 – Wausau SRTS Plan proceeded through various efforts to adoption.

WAUSAU SCHOOL DISTRICT

The Wausau School District encompasses the City of Wausau, the Village of Maine, the towns of Rib Mountain, Texas, Hewitt, and parts of the towns of Harrison, Plover, Easton, Wausau, Berlin, and Stettin. See **Figure 1** for the whole District, and **Map 2** for the schools in this SRTS Plan.

Figure 1: Wausau School District's Elementary Schools



Notice: In early 2023, the School Board voted to eliminate a high school and some elementary schools. In fall 2023, both high schools are to remain.

As of the 2022-23 school year, the following schools were part of the Wausau School District:

Highlighted schools below are part of this Wausau Safe Routes to School (SRTS) Plan. The City of Wausau provided the local planning match, so schools covering grades K-8 in Wausau were chosen. See **Map 3**. The Wisconsin River currently divides the east and west sides of the District.

Wausau SRTS Plan schools are highlighted:

West side of School District
West High School and John Muir Middle School
G.D. Jones Elementary
Grant Elementary
Lincoln Elementary
Maine Elementary

Rib Mountain Elementary – *has its own SRTS Plan*
South Mountain Elementary
Stettin Elementary – *has its own SRTS Plan*
Thomas Jefferson Elementary

East side of School District
East High School and Horace Mann Middle School
Franklin Elementary
Hawthorn Hills Elementary
Hewitt-Texas Elementary
John Marshall Elementary
Riverview Elementary

DEMOGRAPHICS COVERING WAUSAU SRTS SCHOOLS

Table 1 identifies the number of residents who live within the City of Wausau that attend any school (either public or private). This data is from the Census' American Community Survey's 5-year estimates that end on the year in the table (2010, 2015, 2020).

Among City of Wausau residents, overall enrollment 3 years and over declined by more than 1,000 over the past decade (see **Table 1**), while elementary & middle school grades have increased over the past decade. Nursery School/Preschool enrollment is up over 100 kids, while Kindergarten enrollment is down about 100 kids.

Table 1: School Enrollment in City of Wausau

	2010	2015	2020
Total 3 years and over enrolled	9,900	8,900	8,650
Nursery School/Preschool	689	672	803
Kindergarten	462	407	322
Elementary School (Grades 1-8)	3,529	3,726	3,885
High School (Grades 9-12)	2,486	2,004	1,741

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

Table 2 shows enrollment in each Wausau SRTS school over the last decade. In 2016, every elementary school boundary changed. G.D. Jones' enrollment is much higher in the 2020-21 school year over past years because of this boundary change. Most schools lost enrollment over the last decade.

Table 2: Enrollment by Wausau SRTS School			
	2010-11	2015-16	2020-21
John Muir Middle School	945	948	1,019
G.D. Jones Elementary	301	315	536
Grant Elementary	132	225	179
Lincoln Elementary	259	275	193
Thomas Jefferson Elementary	312	392	351
Horace Mann Middle School	792	721	683
Franklin Elementary	333	310	213
Hawthorn Hills Elementary	257	247	245
John Marshall Elementary	350	367	213
Riverview Elementary	493	440	479

Source: Department of Public Instruction

Table 3 shows Wausau's population by Census Tract in 2021 using the Census' American Community Survey. **Figure 2** shows where these Census Tracts are located in relation to each school in this Plan. Population under 5 years identifies how many children will join their local elementary school within the next 5 years. The population of 5 to 9 year olds shows what Tract has high elementary school enrollment now, and this should roughly correlate to the 2020-21 enrollments in Table 2. A relatively high median age in **Table 3** shows which Tracts may have reduced elementary school children in the future, but this may not hold true if condos are developed, which could free up houses for young families.

Figure 2: Wausau Census Tracts & School Boundaries

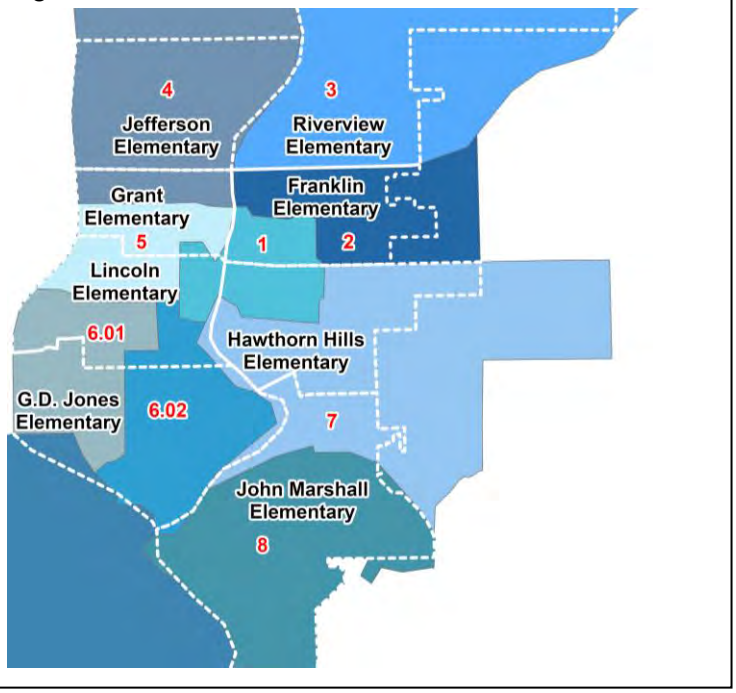


Table 3: Population by Census Tract, 2021				
	Total Population	Under 5 years	5 to 9 years	Median Age
Census Tract 1	3,354	193 (5.8%)	198 (5.9%)	34.8
Census Tract 2	3,432	403 (11.7%)	242 (7%)	32.6
Census Tract 3	5,465	287 (5.3%)	472 (8.6%)	45.1
Census Tract 4	5,615	425 (7.6%)	301 (5.4%)	36.9
Census Tract 5	3,323	124 (3.7%)	213 (6.4%)	36.4
Census Tract 6.01	2,332	168 (7.2%)	161 (6.9%)	35.5
Census Tract 6.02	3,697	267 (7.2%)	197 (5.3%)	34.6
Census Tract 7	5,128	229 (4.5%)	241 (4.7%)	41.0
Census Tract 8	3,280	198 (6%)	181 (5.5%)	43.2

Source: US Census Data/American Community Survey

EQUITY IN SAFE ROUTES TO SCHOOL

Equity is defined as:

"just and fair inclusion into a society in which all can participate, prosper, and reach their full potential" (various)

"freedom from bias or favoritism" (Merriam-Webster)

"the quality of being fair and impartial" (Oxford Language)

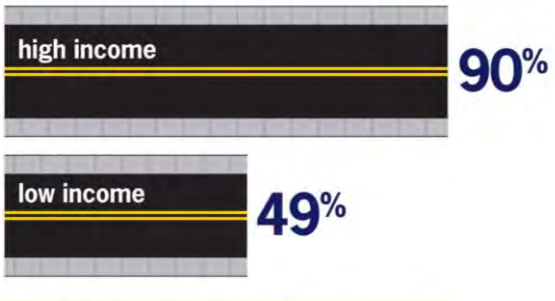
An Equity in Safe Routes to School approach challenges practices and actions that disproportionately impact and stymie the progress of certain segments of the population. These impacts can manifest in many forms, including negative health outcomes, concentrated poverty, and displacement.

For example, children in low-income communities nationwide bear the burden of the most dangerous conditions for walking and biking (Figures 3 & 4) – which discourages active transportation and leads to disproportionately high rates of walking and biking injuries.

Key Point 1:
If a local government has such a neighborhood that lacks safe walking and biking areas, then that local government should set a higher priority to fix things that would improve walking and biking conditions in that neighborhood to current standards. The local school district should make sure that the school serving that same neighborhood is a high priority for getting walking and biking education to parents.

Figure 3:

Communities with Sidewalks



Bridging the Gap, *Income Disparities in Street Features that Encourage Walking*, 2012

Figure 4:

Children Killed While Walking

Dangerous by Design, 2011

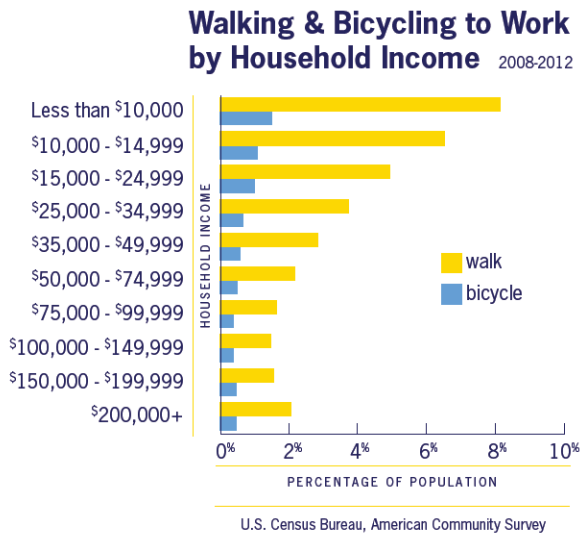
Vehicle Availability and Commuting

"More than half of the households with no vehicle are also households with no workers [figure not included]. Workers in households with no vehicle either work at home, walk, or use an employer's vehicle, transit, or other means to reach the place of work." (U.S. DOT, 2022)

"Data challenges are even greater for understanding the special mobility needs of disabled residents within the neighborhood and the attributes of transportation facilities and services required to meet those needs." (U.S. DOT, 2022)

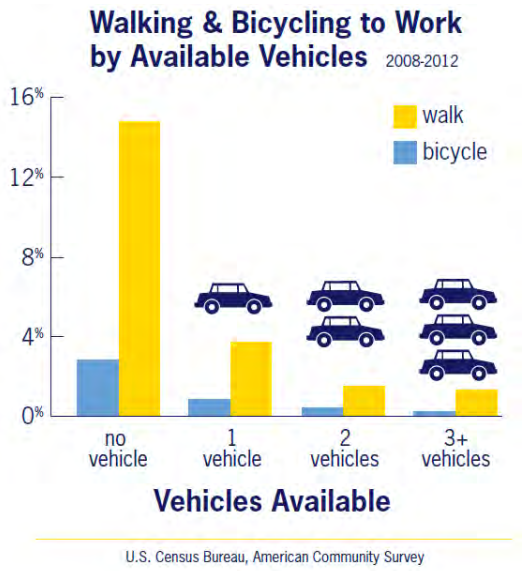
For many residents in low-income communities, walking and biking is a main way of travel for basic needs such as food, employment, and education, as opposed to walking and biking for recreation (Figures 5 & 6). Safe places to walk and bike are a huge contributor to the vibrant fabric of any community. 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.

Figure 5:



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 6:



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)

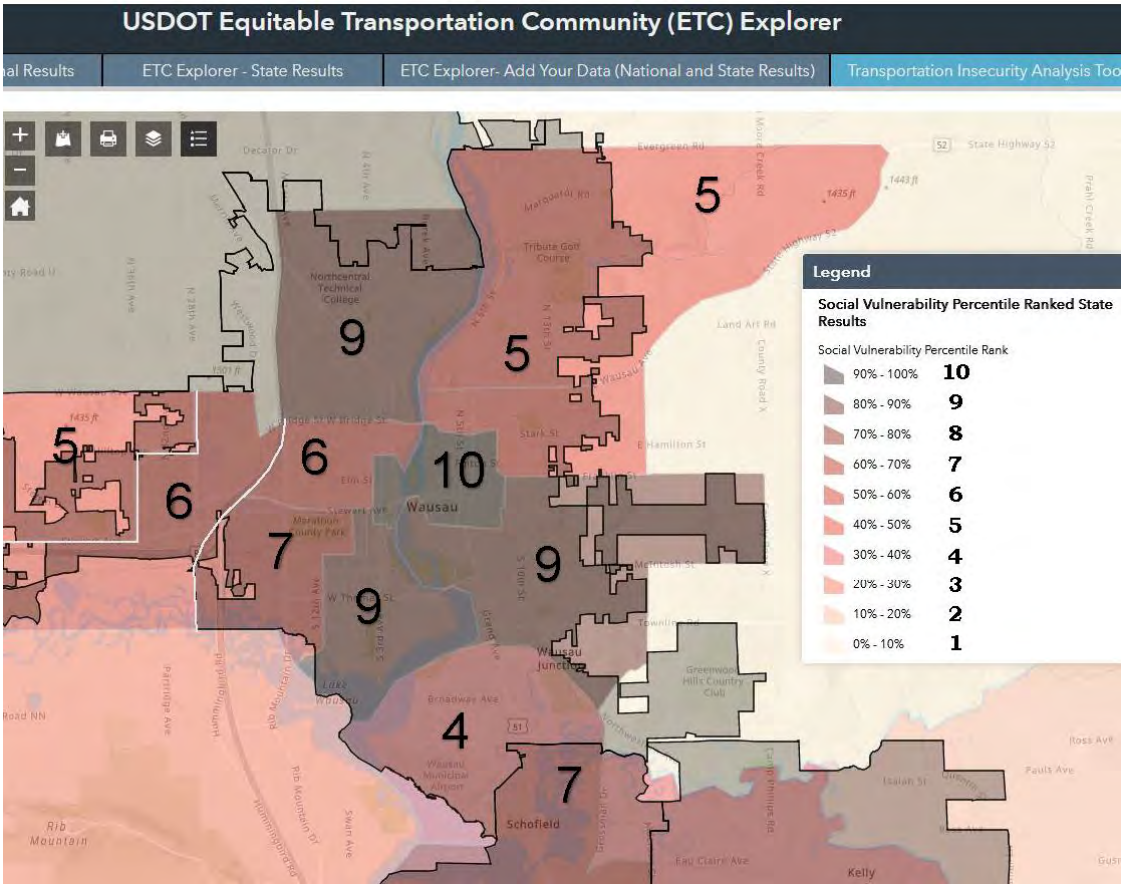
Key Point 2:
By prioritizing schools and neighborhoods with the highest need (low income, few or no vehicles available) for safe walking and biking conditions, and education programs, then equitable Safe Routes to School programs and infrastructure can assist with reducing inequities that may have occurred from investment decisions that funneled funds to other neighborhoods or schools within the same local government or school district.

WAUSAU SRTS EQUITY ANALYSIS

The Wausau Safe Routes to School Equity Analysis identifies schools that would receive a higher benefit from similar resources that provide safe walking and bicycling areas and education than other schools. The analysis includes many factors, including housing cost burden, household incomes below 200% of poverty level, and the percent of households with no access to a vehicle, among other factors. These data sets were evaluated because people walking and bicycling in low-income communities suffer from higher injury and fatality rates than the general population due to their primary mode of travel being walking and biking for most trips. By identifying these schools at the highest risk, we can work to make walking and bicycling to school safe for all students.

See both Figure 7a and Figure 7b for Equity Analysis.

Figure 7a: U.S. DOT Equitable Transportation Community (ETC) Explorer



Source: U.S. Dept. of Transportation's Equitable Transportation Community (ETC) Explorer. Accessed: August 2023.

Figure 7a shows which Census Tracts have higher need (i.e. #9 & #10) than others (i.e. any number less than 9 in the Legend). The Census Tract with a #10 on it is 2/3rds in the Franklin Elementary boundary, 2/3rds in Hawthorn Hills, and 1/3rd in Grant. Franklin is about 33% or more #10, with about 66% #5; Grant is about half #9 and half #6; Thomas Jefferson is #9; Riverview is #5; Hawthorn Hills is generally 1/3rd #10 and 2/3rds #9; John Marshall is mainly a #4 with about 20% #9; G.D. Jones is about half #9 and half #7; Lincoln is about 40% #6, 40% #7, 10% #9, and 10% #10. Also see **Figure 7b** on next page.

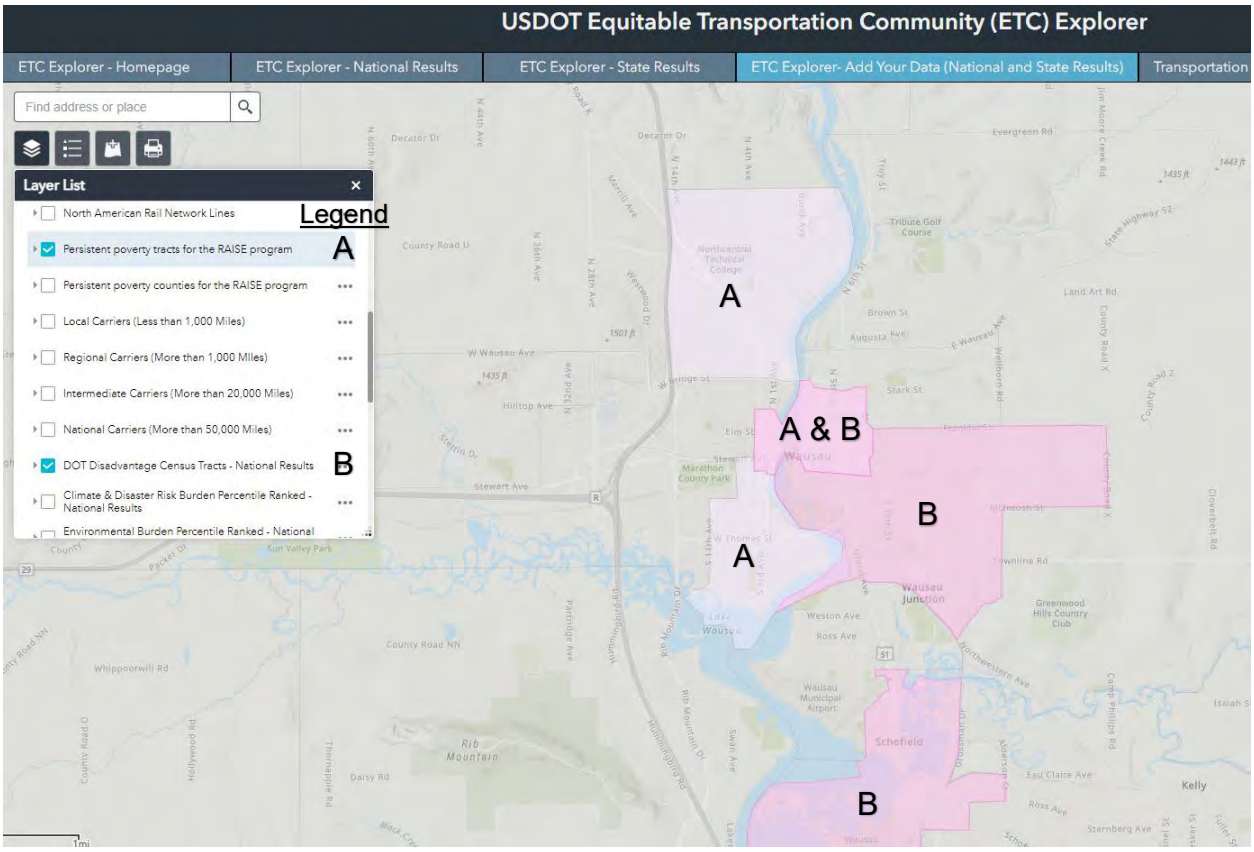
Figure 7b shows a binary way of identifying which Census Tracts are disadvantaged. Both map layers in Figure 7b overlap in one Census Tract (i.e., "A & B"), which shows even higher need in that one Census Tract.

Both map layers in Figure 7b use similar categories to identify this higher level of need…

Layer A identifies need using percent of population at or below 200% of federal poverty level, a low median household income, number of households without any motor vehicles, and other transportation and housing cost burden measures

Layer B identifies Areas of Persistent Poverty; i.e., a Census Tract with a poverty rate of at least 20% as measured by the Census' 2014-2018 5-year American Community Survey.

Figure 7b: U.S. DOT Equitable Transportation Community (ETC) Explorer



Source: U.S. Dept. of Transportation's Equitable Transportation Community (ETC) Explorer. Accessed: November 2023.

Key Point – If a local government has a neighborhood identified as "A" or "B" in Figure 7b, and if that neighborhood lacks safe walking and biking areas, then that local government should set a higher priority to fix things that would improve walking and biking conditions in that neighborhood to current standards. The local school district should make sure that the school serving that same neighborhood is a high priority for getting walking and biking education to parents and SRTS improvements made to that school. See that school's Recommendations section in this plan.

CHAPTER 2: EXISTING CONDITIONS

This chapter analyzes a range of background material and information used to help develop the recommended safe routes to school strategies, including: a 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 May 2022, student tallies were administered by most homeroom teachers in Wausau'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 A). In the student tally, homeroom teachers documented how students traveled to and from school and had the opportunity to note other relevant comments. Wausau School District collected student tallies from all Wausau 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 Wausau's SRTS Plan schools are shown in **Figures 8A-8E**, which are organized by school on the following pages.

PARENT SURVEY OVERVIEW

While student tallies were being coordinated at school, parent surveys were sent home to be completed by parents. The **Parent Survey** from the National Center for Safe Routes to School was used (See Attachment A). 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 Wausau's SRTS Plan schools are shown in **Figures 9A-9E through 11A-11E**, which are organized by school on the following pages.

Site Assessment Maps

> **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.

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 10 Wausau schools in this Plan. NCWRPC staff and the principal of the local school walked 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-3K – Site Assessment) for each school.

Transportation Maps

Map 4 (4A-4K – 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 2020 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 <u>not</u> 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 cashes 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

WISCONSIN BIKE AND PEDESTRIAN CRASH ANALYSIS

A bicycle crash analysis that was performed for Wisconsin in 2006 (**Attachment B**) has some major findings that directly affect pedestrian and bicycle planning in Wausau:

- "Four out of the top five crash types indicate that the motorist made the critical error. This may indicate that motorists are not fully aware of bicyclists on the roadway and that increased education is necessary."
- "Many bicycle–vehicle crashes had similar characteristics. A large concentration of crashes occurred within one of, or a combination of, the following environments: in an urban city, at an intersection, or on an urban city street or arterial roadway. Eighty-three percent of crashes occurred in a city (MV4000 Report), 93.6% of crashes occurred in an urban area (MV4000 Report), 65.7% of crashes occurred at an intersection (PBCAT), 71.7% of crashes occurred on a city street (MV4000 Report), and 56.1% of crashes occurred on an arterial street."
- The city of Madison has a low average crash rate based on bicycle miles traveled. A scattering of other cities – Appleton, Green Bay, and Wausau also have relatively low average crash rates based on bicycle miles traveled, but none of these communities come close to the total bicycle miles traveled as demonstrated by Madison.
- Bicycle–vehicle crashes are almost twice as common during workweek days than on the weekend days. The majority of workweek crashes occur during the a.m. and p.m. peak travel hours. The lower number of crashes occurring on weekends may indicate that recreational bike trips occur more frequently on recreational trails or low volume roadways where exposure is less.

In 2015, WisDOT commissioned a pedestrian and bicycle crash analysis (**Attachment C**) which also have some major findings that directly affect walking and bicycle planning in Wausau:

Overall Trends in Wisconsin Pedestrian and Bicycle Safety

- "Higher levels of walking and bicycling were associated with greater pedestrian and bicyclist safety: between 2006 and 2013, the number of people walking and bicycling to work increased and the risk of pedestrian and bicyclist fatalities and injuries (per commuter) decreased."
- Of fatal traffic crashes reported between 2011 and 2013, approximately 10% involved pedestrians and 2% involved bicyclists. Approximately 9% of total trips were made by pedestrians and 1% were made by bicyclists, so these travel modes were overrepresented in fatal crashes.
- The highest concentrations ("hot spots") of fatal and severe-injury pedestrian and bicycle crashes tend to be along signalized, multilane, arterial roadway corridors in urban and suburban areas with moderate to high levels of pedestrian or bicycle activity. Without controlling for pedestrian and bicycle volumes (or other measures of exposure), it is not possible to determine if these locations experienced more crashes simply because they had more activity or because their conditions were inherently more dangerous. Regardless, these types of locations warrant attention due to high numbers of crashes.

Strategies to Improve Pedestrian and Bicycle Safety (Attachment C)

Engineering Strategies

- "Reduce roadway design speeds (e.g., reduce the number of lanes, narrow roadway lanes)."
- "Reduce roadway crossing distances."
- "Provide pedestrian and bicycle facilities (e.g., sidewalks, paved shoulders, and bicycle lanes)."
- "Improve roadway lighting."

See "Why Speed Matters" on page 8.

See **Attachment C** for additional strategies in Education, Enforcement, & Evaluation.

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-5K – 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.

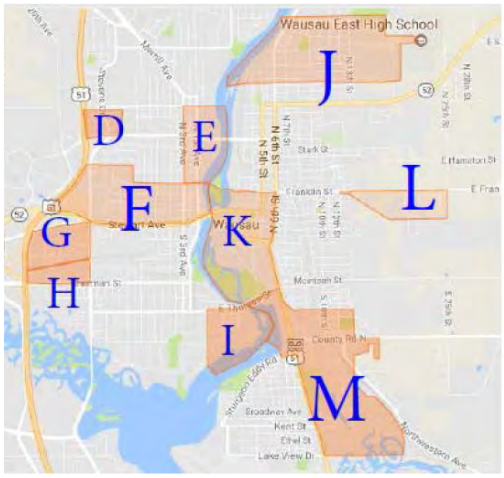
Note: *Routes are for planning purposes and may not be safe to use now.*

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

UHT Elementary Zones in Wausau



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.

Wausau School District has an active Elementary School Unusually Hazardous Transportation Plan (August 28, 2017), **UHT Elementary Zones** are shown in **Attachment E**,

Metro Ride

The City of Wausau has provided public transportation, dating back to the first street cars in 1906. Today, Metro Ride provides fixed route accessible city bus service for the general public, as well as paratransit service for people with disabilities. Metro Ride operates 7 **regular bus routes** in the City of Wausau. Each runs at 30 minute intervals, which means that the bus will arrive at the same point along the route every 30 minutes. Passengers can transfer between routes at the Metro Ride Transit Center, located at 555 Jefferson Street in downtown Wausau.

Bike racks are on the front of every Metro Ride bus, with a capacity to carry two bikes.

Express routes run on days when Wausau District Schools are in session. Routes X1, X2, X3, X5 and X6 only make one trip in each direction, at the times shown on the map. Route X7 makes two AM trips outbound from the Transit Center, and one PM trip inbound from Horace Mann Middle School. Routes X4 and X9 have multiple trips to and from the Transit Center – see schedules for trip times. Students (age 5 through senior high school) have reduced passenger fares.

See each school's Site Assessment map (Maps 3A-3K) for bus stops near a school, and see the Transportation map (Maps 4A-4K) for where the routes travel.

Bike Racks

There are bike racks at all 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 F). Site Assessment maps for each school show where bike racks are located (See Maps 3A-3K).

Crossing Guards

Adult crossing guards are usually assigned at heavily traveled intersections. The presence of crossing guards can significantly increase safety for youth by ensuring that they are learning and obeying pedestrian safety rules as they cross the street under their watch. The Wausau School District has adults that manage traffic on various school grounds (they are called crossing guards on Maps 3A-3E). The City of Wausau Police Department has hired crossing guards at various intersections around the City. See Maps 3A-3K and Maps 4A-4K for their locations.

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. Safety Patrol students are only placed at intersections with an adult present. See Maps 3A-3K for their locations.

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 6 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**quity, **E**nforcement, and **E**valuation.

Various types of bike rodeos and safety clinics exist, which are aimed at teaching children under 15 years old the basics of riding a bike in a neighborhood. Clinics usually include bike safety inspections, a safety lecture about the rules of the road, followed by a ride on a miniature street course set up in a parking lot where young cyclists are shown where and how to apply the rules. Other activities include helmet fittings and prizes.

Current Wausau walking and bicycle education includes:

- SAFE KIDS Marathon County, led by Aspirus Health, hosts bike helmet fittings, free helmet distributions, and bike safety skills demonstrations at various community events every year.
- www.BicycleWausau.org – Wausau MPO website with bike routes, trails, and education on it.
- "Give 3-feet" yard signs by Wisconsin Bike Fed are placed in resident yards in summer.
- Community Service Officers (CSOs) patrol by bicycle, interacting with the public and informing users of bicycle and pedestrian safety. Wausau Police Department employs these CSOs.
- Safety City is a police officer lead 2-week safety camps for 4th – 5th graders. Camp includes bicycle and pedestrian safety.

Current bicycle education in Wausau 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 6 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**quity, **E**nforcement, and **E**valuation.

Current Wausau walking and bicycle encouragement includes:

- Multiple bicycle repair stations available to the public within the Wausau area.
- Print and online bicycle maps.
- Metro Ride transit extends walking trips to cover most of the City.
- Multiple independent and big box stores that supply walking and bicycling gear.
- Bike to Work with the Mayor annual event in May/June.
- Some employers provide Bike to Work day encouragement stations for their employees.
- Visit Wausau (visitors bureau) has web pages dedicated to hiking and biking trails in the Wausau 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.
- Wheels Again, a Neighbor's Place program that repairs donated bikes for adults who have no transportation to get to work.
- Wausau area high schools designed bike racks for downtown Wausau.
- Cycling Without Age is a fleet of tricycle rickshaws that are driven by volunteers to provide senior living residents with casual bike rides in the community.

- Various Wausau schools have participated in Walk or Bike To School days.

  Current bicycle encouragement in Wausau 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."

[1]

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 six E's principals of Safe Routes to School programs (further defined on page 11):

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**.

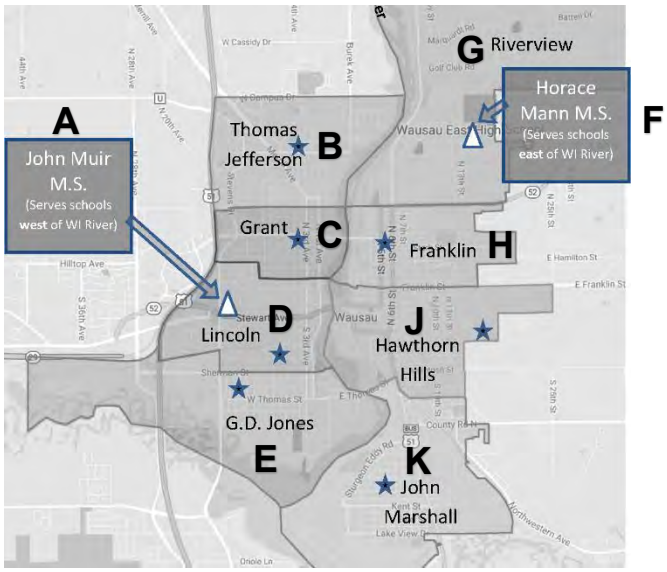
City = Possibly several City of Wausau departments.
City Eng. = City of Wausau Engineering
local press = any organization that gets news out
Parks Dept = Wausau and Marathon County Parks, Recreation, and Forestry
Police = City of Wausau Police
School Dist. = Usually local school staff, or possibly School District staff or School Board
WI Bike Fed = Wisconsin Bike Fed
WPS = Wisconsin Public Service
NCWRPC = North Central Wisconsin Regional Planning Commission

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

SCHOOL SECTIONS (DATA & RECOMMENDATIONS)

All the data for each school is identified in this chapter. Chapter 2 provides overview information for:

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



Schools West of Wisconsin River

A – John Muir Middle School---------- 31
B – Thomas Jefferson Elementary ---------- 47
C – Grant Elementary ---------- 66
D – Lincoln Elementary ---------- 88
E – G.D. Jones Elementary---------- 104

Schools East of Wisconsin River

F – Horace Mann Middle School ---------- 124
G – Riverview Elementary ---------- 140
H – Franklin Elementary---------- 158
J* – Hawthorn Hills Elementary ---------- 175
K – John Marshall Elementary----------191

Wausau School District Recommendations ---------- 211

City of Wausau Recommendations---------- 215

*"I" was not used, because it looks similar to a "1" on maps that have both a number and letter.

John Muir Middle School — Data & Recommendations

1400 Stewart Ave

John Muir Middle School served 1,011 (2022) students in 6th through 8th grades.

- **Main modes of travel by John Muir Middle School students:**
  1. Family Vehicle (56% morning & 46% afternoon)
  2. School Bus (26% morning & 29% afternoon)

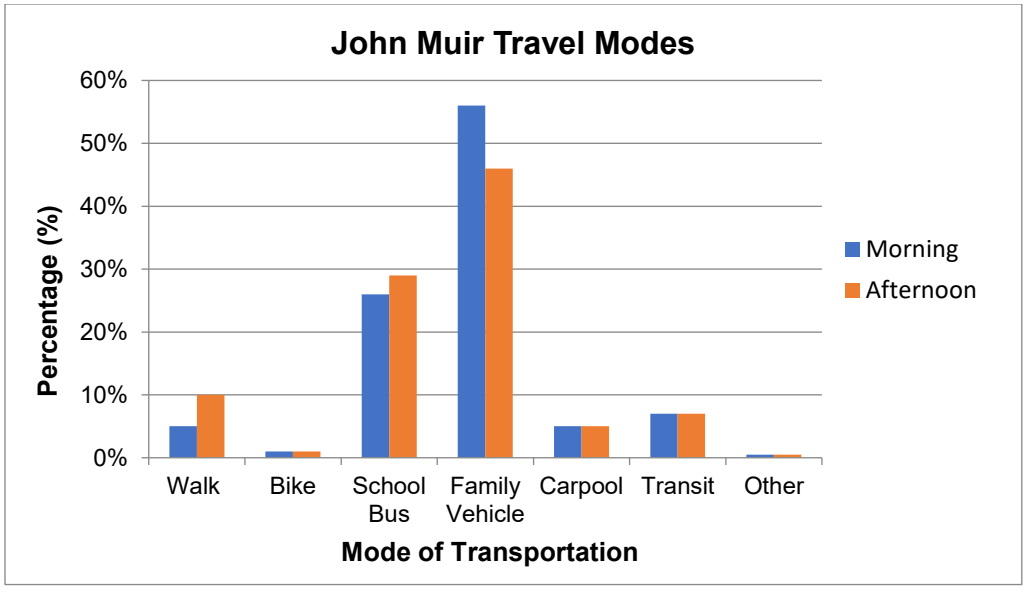
The discrepancy between morning and afternoon travel in Table 8A & Figure 8A shows that 10% more parents are driving their kids to school in the morning vs. afternoon. Half of those students walk home and roughly the other half take the school bus home. Percentages don't total 100% due to rounding.

Table 8A — John Muir Middle School Morning & Afternoon Travel Comparison

	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	5%	1%	26%	56%	5%	7%	0.5%
Afternoon	10%	1%	29%	46%	5%	7%	0.5%

Source: Student Tally, May 2022

Figure 8A: John Muir Student Tally Results Morning and Afternoon Travel Comparison



Source: Student Tallies, May 2022

John Muir Middle School's Parent Survey Results — 241 surveys received.

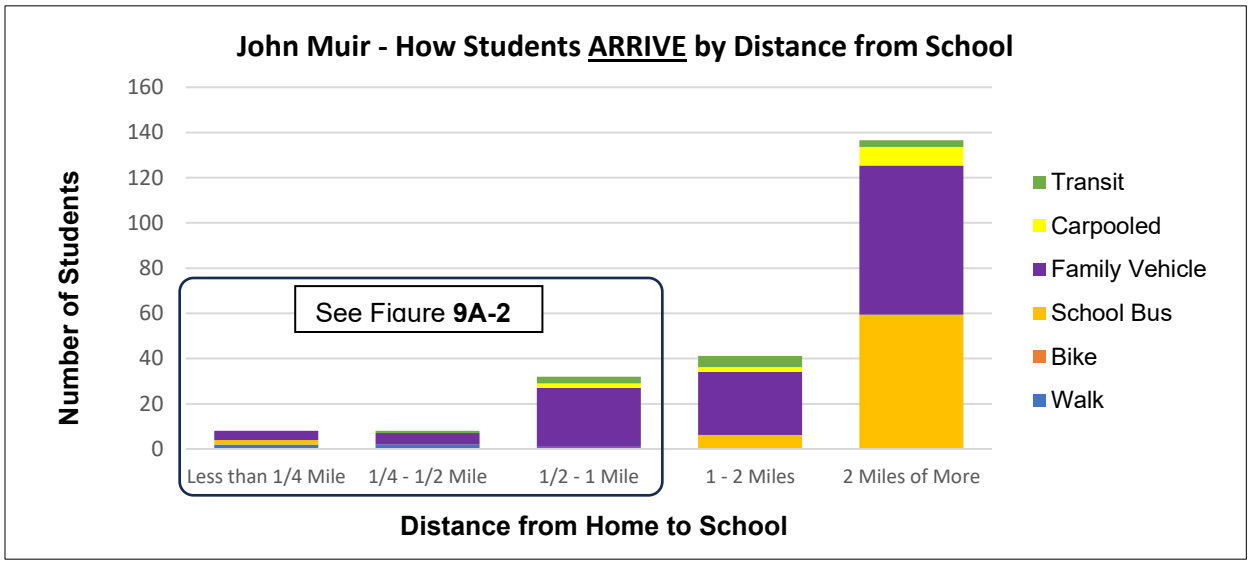
Parents were instructed to fill out only one survey per school. If multiple children attended the same school, they were asked to fill out one survey for the child with the next birthday from that day's date.

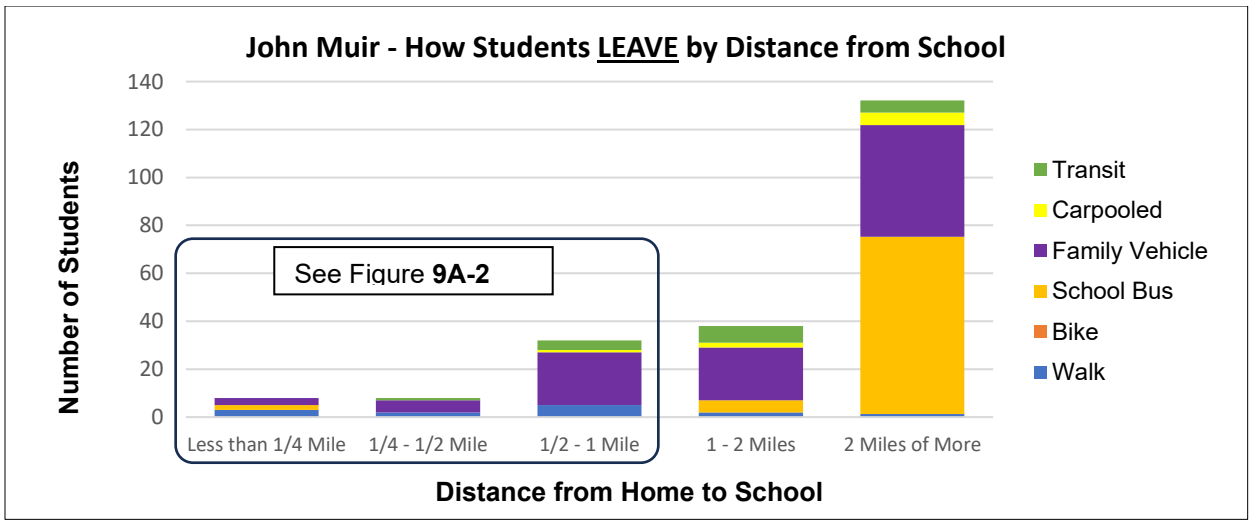
Among parents who answered the survey, 49 of 241 students live within 1-mile of school. With only 5 students within 1-mile of school walking and none biking to school, this shows some potential to increase walking and biking to school.

About 29% of students represented in this parent survey took the school bus to school, which is slightly more than the student tally (26%). By comparing student arrival in the parent survey vs. the student tally, it appears that parent survey results show a similar representation as the student tally.

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

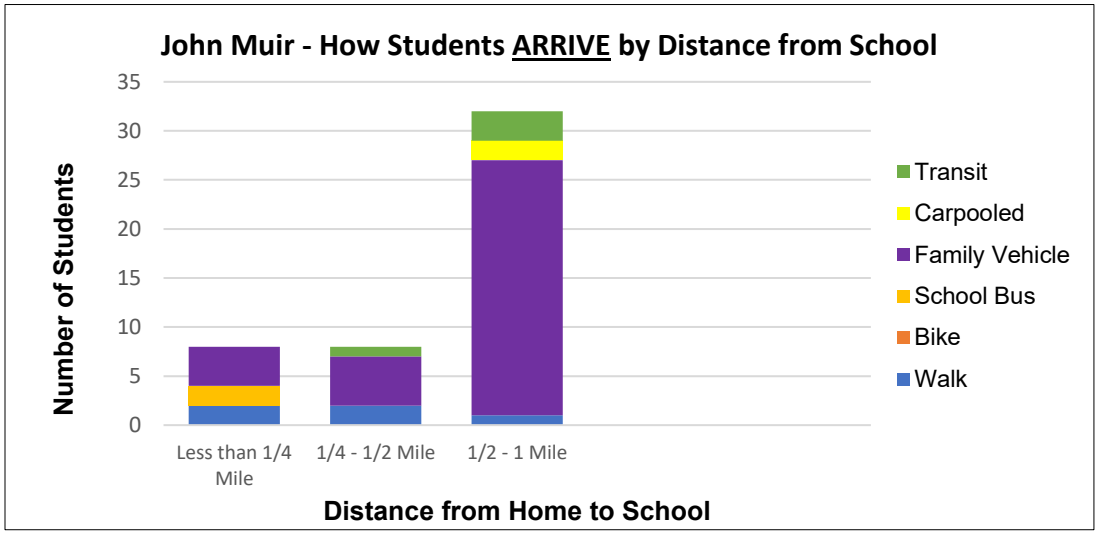
FIGURE 9A-1: How does your child arrive and depart from school?

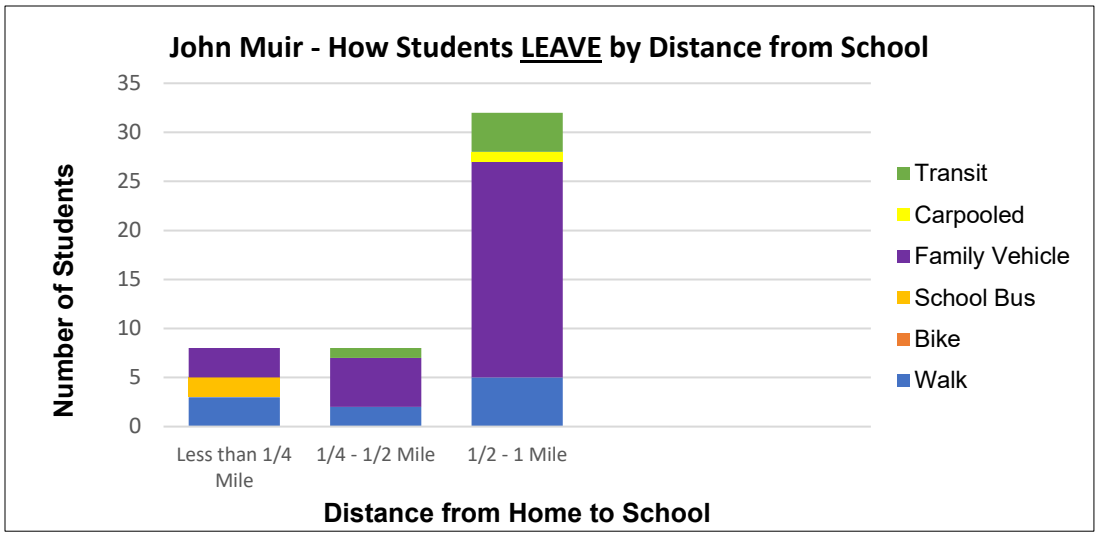




Source: Parent Surveys, May 2022

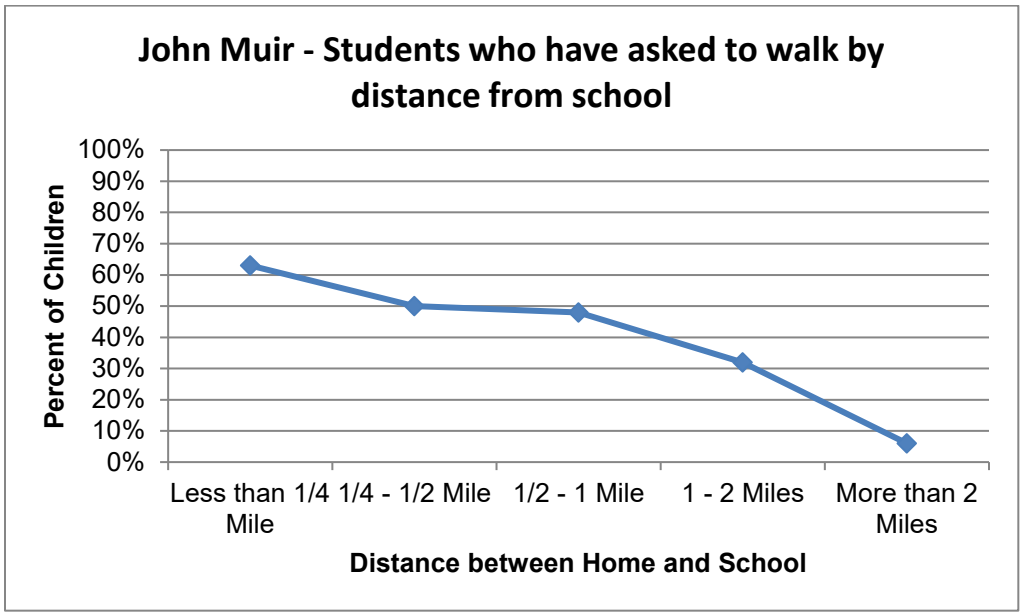
FIGURE 9A-2: How does your child arrive and depart from school?





Source: Parent Surveys, May 2022

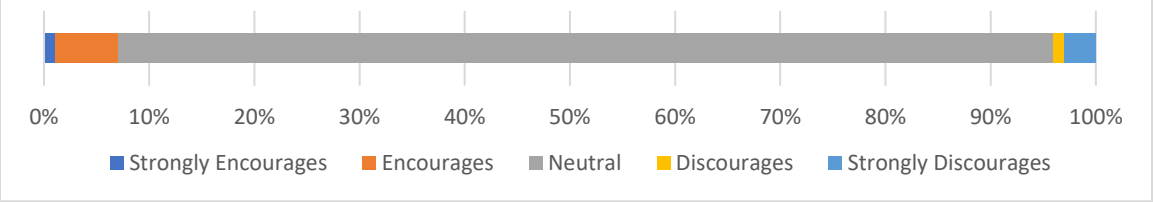
FIGURE 10A: Has your child asked to walk?



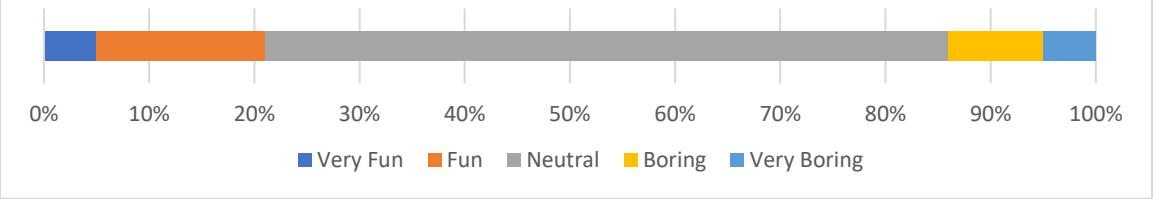
Source: Parent Surveys, May 2022

From John Muir' May 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:

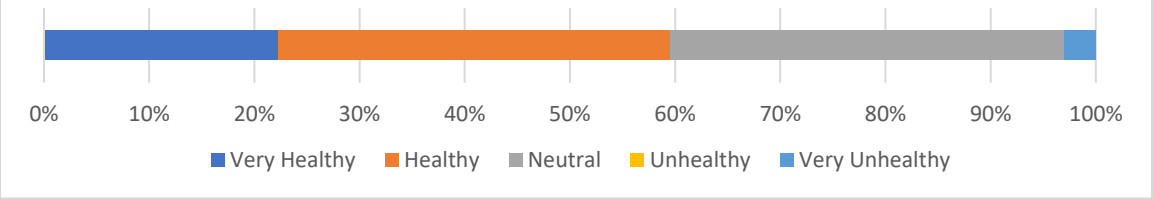
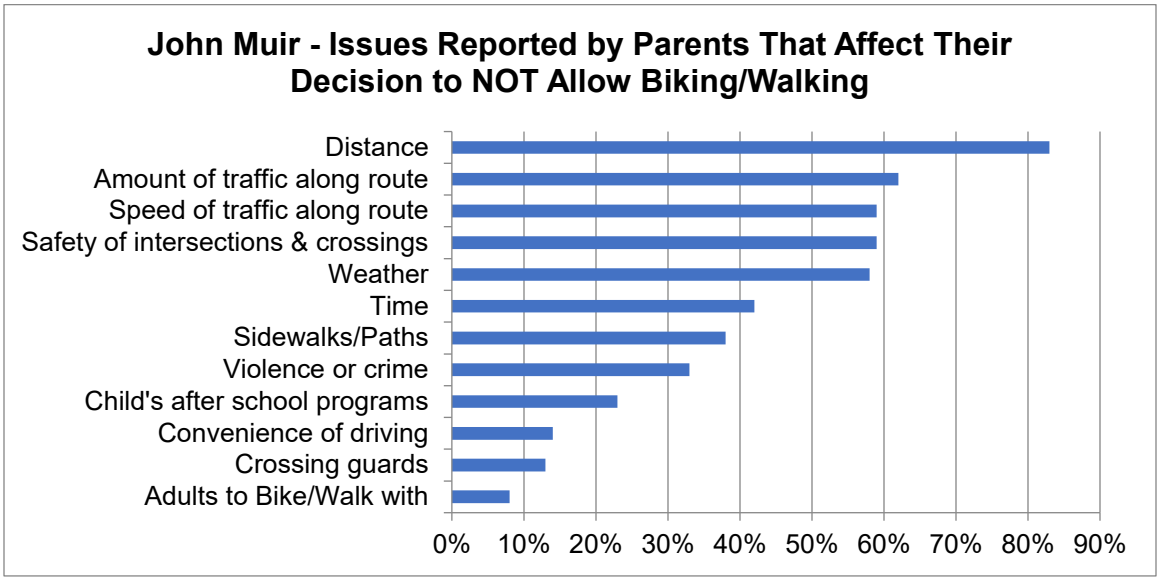


FIGURE 11A: Which of the following issues affect your decision to NOT allow walking or biking?



Source: Parent Surveys, May 2022

Existing Policies and Services for John Muir Students

Current walking and biking policies and programming at John Muir include:

- Bike & rollerblade units exist in PE classes.
- 6th & 7th grade bike units with bike education.
- Bikes and helmets exist through a PEP grant.

Crossing Guards

Adult crossing guards are assigned by the Police Department to intersections that need more guidance for students than others. The Wausau School District has adults that manage traffic on various school grounds (they are called crossing guards on Maps 3A-3E). See Site Assessment **Map 3A** for locations of all crossing guards.

Metro Ride & Express routes

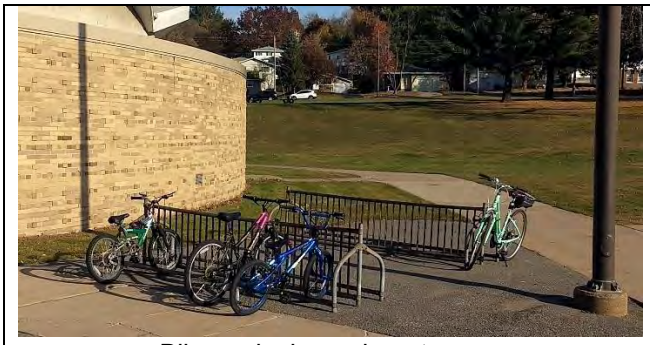
See the school's Site Assessment **Map 3A** for bus stops near a school and see Transportation **Map 4A** for where the routes travel.

Bike Racks

There are conveniently located bike racks at John Muir.
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 F).

NOTE: Bike racks blew away and were damaged when a recent down blast weather event occurred, but were replaced with other racks. Racks should be securely mounted to an all-weather surface.



Bike racks by main entrance

Bike rack used in winter

John Muir – 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 2020 within about a half mile radius of the school. A *Wisconsin Bike and Pedestrian Crash Analysis* exists along with strategies to improve pedestrian and bicycle safety on pages 23-24.

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 John Muir

NOTE – There are additional recommendations that apply to the school that are listed in the City of Wausau Recommendations section following all the school sections and maps.

Equity – Both Wausau middle schools serve half of Wausau's elementary schools in this plan, so an Equity Needs Score was not created for either middle school.

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 has an adult crossing guard program, which is run by the Police Department. 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 party: Police.

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

2 of 3 – Bike Racks *Engineering*

Short-term Responsible party: School Dist.

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 F. Ask bicycling students if the current bike rack locations are appropriate or if other locations may be needed. Contact NCWRPC for more guidance if considering having middle and high school students design and build custom bike racks.

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

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

4) Consider covering the bike racks to protect them from the weather. Bike racks, covered or not, can be a key element in encouraging students and families to bike to school more often. See Attachment G for some sample bike rack shelters.

5) Consider installing visitor bike racks near the entrance.

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

See the extensive recommendation titled: Encourage Walking and Biking in this school's recommendations for additional suggestions.

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, NCWRPC

Recommendation: 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. To find this guide, go to: https://www.ncwrpc.org and search for: "Safe Routes Resources."

Short-term Responsible party: School Dist.

Recommendation: Consider annually hosting a Walk, Bike, & Roll Event. See the Encourage Walking and Biking recommendation in this section for more details.

****

Map 6A – "School Grounds" box *Engineering*

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

Map 6A – "Neighborhoods" box *Engineering*

Medium-term Responsible party: City Eng.

Recommendation: Add sidewalks to west side of 12th Ave from Stewart Ave, north to Callon St.

Medium-term Responsible parties: City Eng, Apartment Owner.

Recommendation: Add sidewalks to 14th Ave as shown on map.

Medium-term Responsible party: City Eng.

Recommendation: Add 7-foot wide white line urban shoulders to 14th Ave and yellow centerline as shown on map.

Map 6A – "Stewart Ave" box *Engineering*

Short-term Responsible party: City Eng.

Recommendation: Restore Steward Ave School Speed Limit amber beacons to be activated with a switch to be on for the full 30+ minute arrival and departure crossing times, and keep RRFB crosswalk lights on via pedestrian button and by crossing guard switch. A possibility is to replace all crossing lights with Pedestrian Hybrid Beacons (formerly HAWK).

Short-term Responsible parties: City Eng. & Parks Dept.

Recommendation: At Stewart Ave & 17th Ave improve pedestrian crossings. See Panel 1.

Develop School Zone Photo Enforcement *Enforcement*

Major roads in Wausau have 15 mph school speed zones on them with yellow flashing lights and crossing guards. There are still drivers who ignore the reduced speed limits enacted to provide safe space to stop when required of drivers. Automatic photo enforcement is not allowed in Wisconsin. Potential cameras would be used to document school crossings on major roads, and then if an incident occurs, the footage can be reviewed and appropriate police enforcement can be initiated based upon the circumstance.

Medium-term Responsible parties: City Eng. & City Police.

Recommendation: Consider establishing traffic cameras at the following intersections: 12th Avenue & Stewart Ave, and 6th Avenue & Bridge St. Neither of those intersections are at traffic light controlled (stop light) intersections. If other intersections are identified in the future, then this recommendation applies to those intersections too.

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 could provide the critical mass that would then through their actions teach the rest of the traveling public how to react.

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.

Measure if Engineering and Education Efforts are Working *Evaluation*

A variety of recommendations have been made to work toward creating Safe Routes to School for John Muir. However, it is imperative that Student Tallies and other measurement tools are utilized **as needed** to determine if the implemented recommendations have been effective. In this way, the Task Force or other group can continue to make new observations and recommendations to help work toward the goal of creating safe routes for the students in the community.

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 change as needed.

Medium-term Responsible party: City.

Recommendation: Consider conducting traffic studies as necessary on the roads surrounding John Muir to determine if additional countermeasures are needed to slow down traffic.

Encourage Walking and Biking *Education & Encouragement*

John Muir already has many safe routes to school; and has a variety of bicycling and rolling education that occurs on-site. These recommendations are designed to improve the active transportation culture at John Muir.

Getting students involved with planning and implementing the following recommendations will ensure more buy-in and probably create better results. Resources that John Muir students create could be designed for use at all Wausau School District 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."

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 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.

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 be able to assist with training local staff to provide these skills classes.

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 party: School Dist.

Recommendation: Consider linking to WisDOT's *Pedestrian safety* and *Bicycling safety* websites on the School website.

Short-term Responsible party: School Dist.

Recommendation: Continue the bike and rollerblade units in PE classes at John Muir.

Short-term Responsible party: School Dist.

Recommendation: Continue 6th & 7th grade bike units with bike education at John Muir.

Keep Going… *Education & Encouragement*

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

Medium-term Responsible party: School Dist.

Recommendation A: Consider establishing a school bicycle mechanics program at John Muir to maintain that fleet of bikes and possibly expand bicycle education (See Attachment H).

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

Recommendation C: Consider expanding bicycling education to neighborhoods adjacent to John Muir and into Marathon Park (see *"Bicycle Education and Cyclecross"* in Attachment H).

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

Recommendation E: As students and staff expand John Muir's 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 Wausau Bicycle and Pedestrian Advisory Committee, Wisconsin Bike Fed, NCWRPC, and the National Safe Routes Partnership whenever you are looking for ideas.

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 Wausau 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.

John Muir Middle School

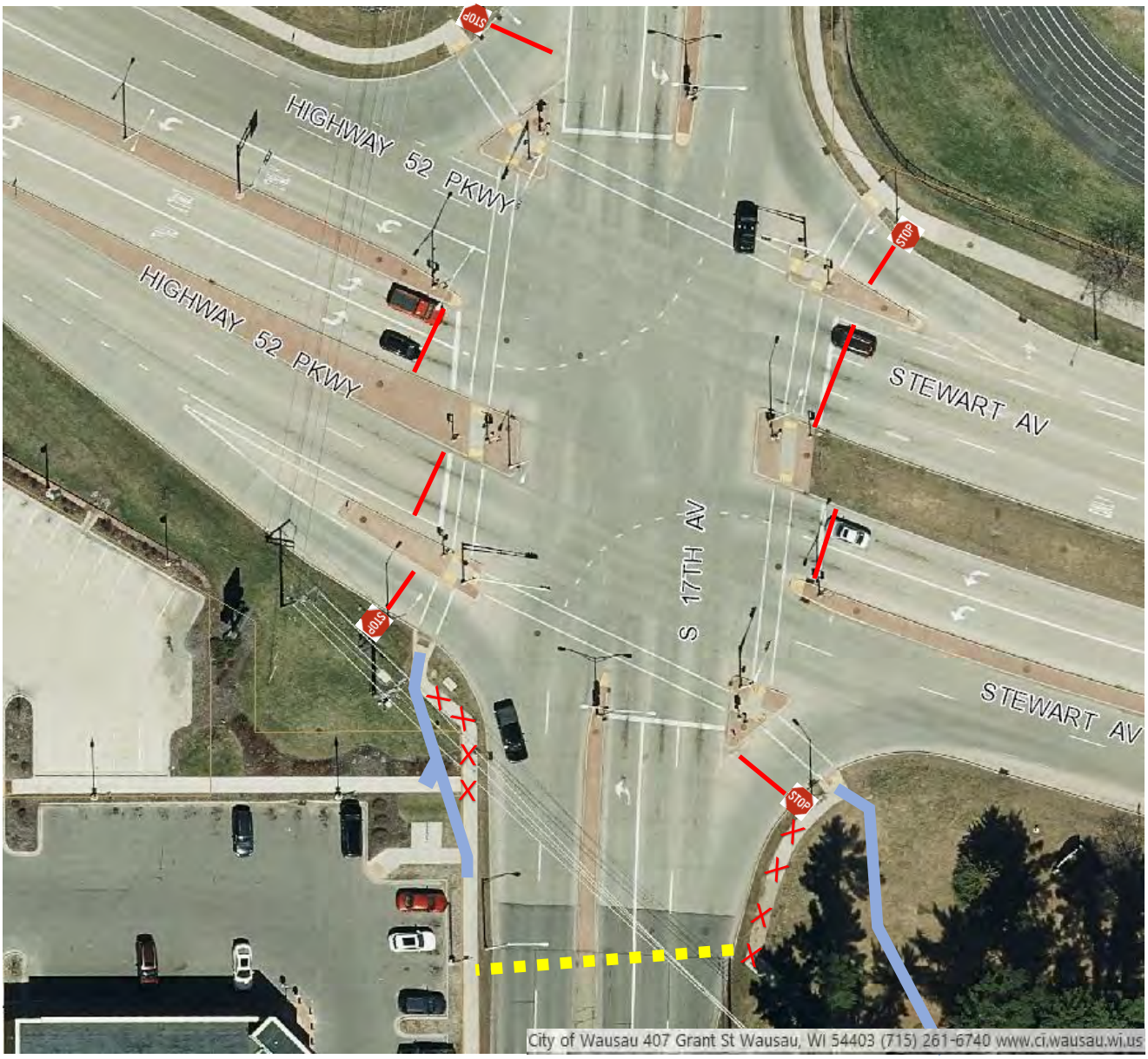
17th Ave & Stewart Ave Improvements

Panel 1

Medium-term Responsible parties: City Eng & Parks Dept.

Recommendations: Improve pedestrian safety through the following improvements.

1. Program traffic light to have concurrent pedestrian signal phasing (*automatic walk signals*), and split phasing when button is pushed (*green turn arrow is postponed and converted to flashing yellow after protected pedestrian walk time ends*).
2. East leg of this intersection does not allow enough time for a pedestrian to cross both westbound and eastbound lanes. Either extend the walk signal or split the signal and add 2 buttons on the median.
3. On all 4 right-turn slip lanes, change Yield to Stop, and mark crosswalks as high visibility.
4. Move various **Stop lines** per diagram below. Stop lines that are painted perpendicular to traffic increases crosswalk visibility when crosswalks are not perpendicular to traffic.
5. To stop walkers from cutting across 17th Ave at this location ( ), promote use of crosswalks by relocating sidewalks ( ) and Marathon Park pedestrian access through fence per diagram below and on next page.



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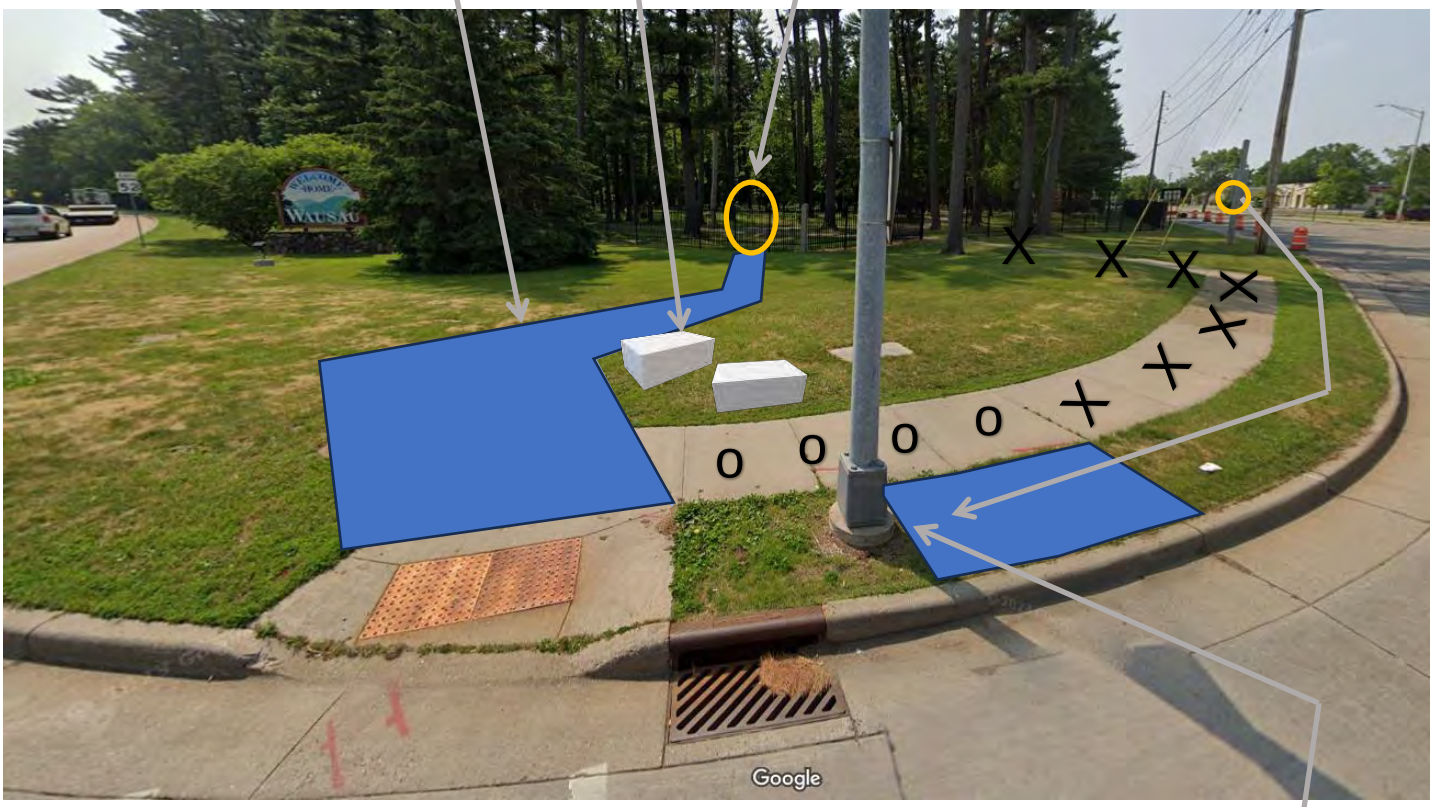
Granite or limestone boulders that you can sit on. These boulders block bicyclists from riding directly into the road without looking in the direction of traffic; thus the 90-degree bend in the sidewalk.

New entrance in fence. Use fence panel to close existing opening.

New 10-foot wide path alignment to replace sidewalk.

Remove this sidewalk (**X**).



Southeast corner of 17th Ave & Stewart Ave, looking toward Marathon Park

Either move bus stop from this location on northbound 17th Ave that is next to the park fence to this location in the slip lane, **or** move the bus stop south to a point next to the gated driveway into Marathon Park and provide a Pedestrian Hybrid Beacon (or possibly other beacons) to cross 17th Ave between bus stops. If the bus stop is not moved to this location, then remove the additional sidewalk squares (**O**).

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John Muir Middle School

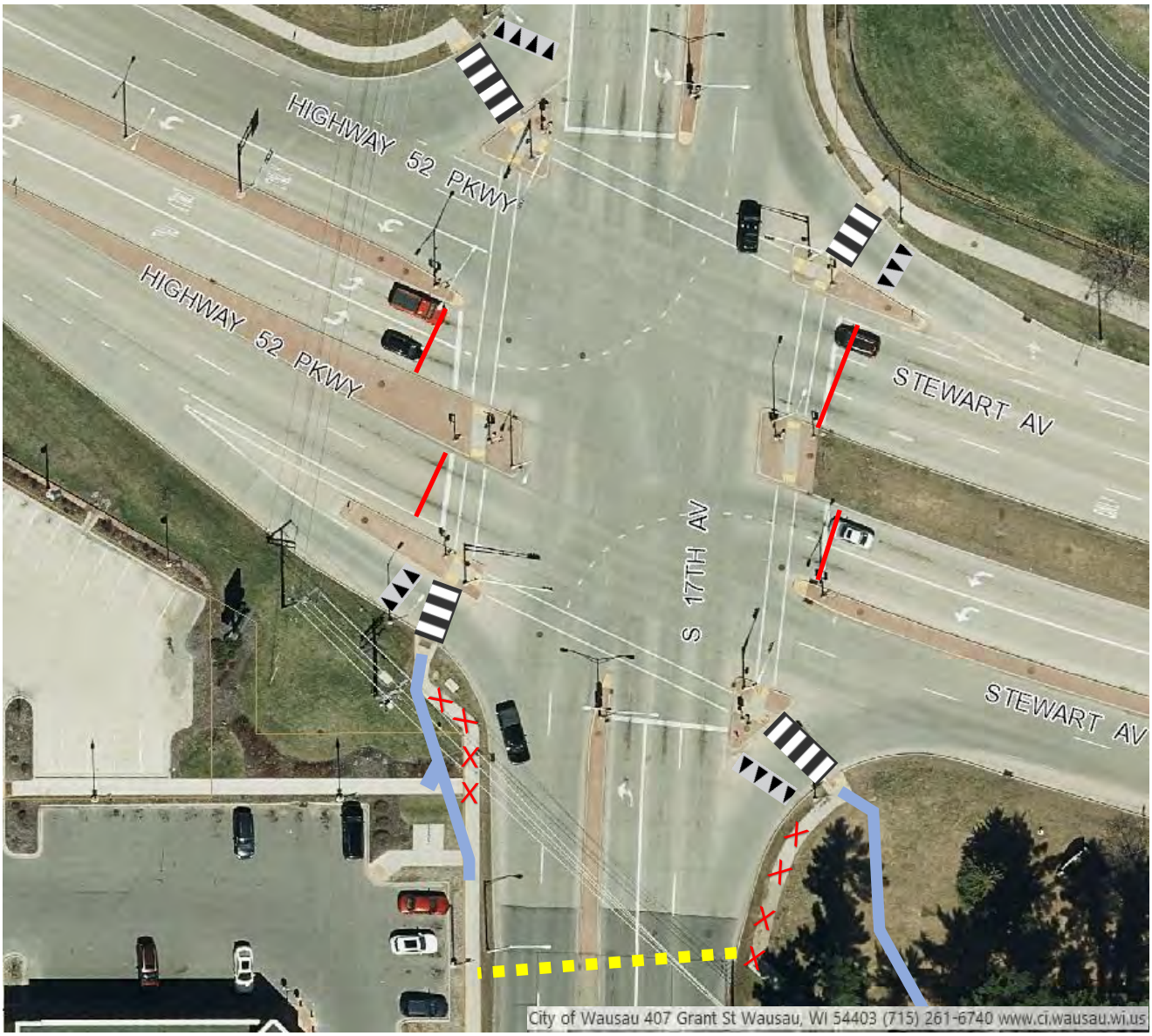
17th Ave & Stewart Ave Improvements

Panel 1

Medium-term Responsible parties: City Eng., MetroRide, & Parks Dept.

Recommendations: Improve pedestrian safety through the following improvements for middle schoolers.

1. Program traffic light to have concurrent pedestrian signal phasing (*automatic walk signals*), and split phasing when button is pushed (*green turn arrow is postponed and converted to flashing yellow after protected pedestrian walk time ends*).
2. East leg of this intersection does not allow enough time for a pedestrian to cross both westbound and eastbound lanes. Either extend the walk signal or split the signal and add 2 buttons on the median.
3. On all 4 right-turn slip lanes, paint 10-foot wide crosswalks in the Continental pattern (as shown) and paint "shark teeth" yield triangles (as shown).
4. Move various **Stop lines** per diagram below. Stop lines that are painted perpendicular to traffic increases crosswalk visibility when crosswalks are not perpendicular to traffic.
5. To stop walkers from cutting across 17th Ave at this location ( ), promote use of crosswalks by relocating sidewalks ( ) and Marathon Park pedestrian access through fence per diagram below and on next page.



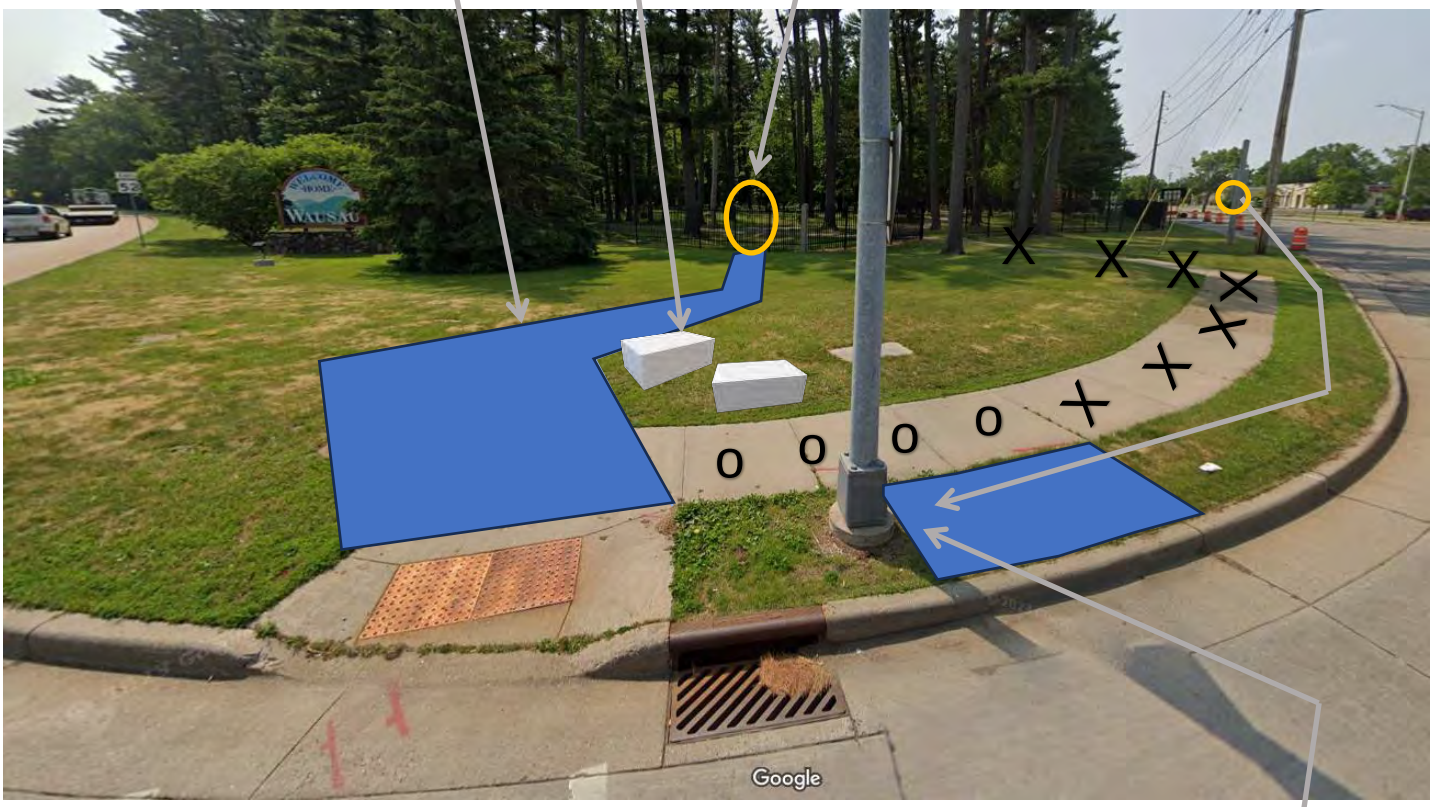
DRAFT – Feb. 2024

Granite or limestone boulders that you can sit on. These boulders block bicyclists from riding directly into the road without looking in the direction of traffic; thus the 90-degree bend in the sidewalk.

New entrance in fence. Use fence panel to close existing opening.

New 10-foot wide path alignment to replace sidewalk.

Remove this sidewalk (**X**).



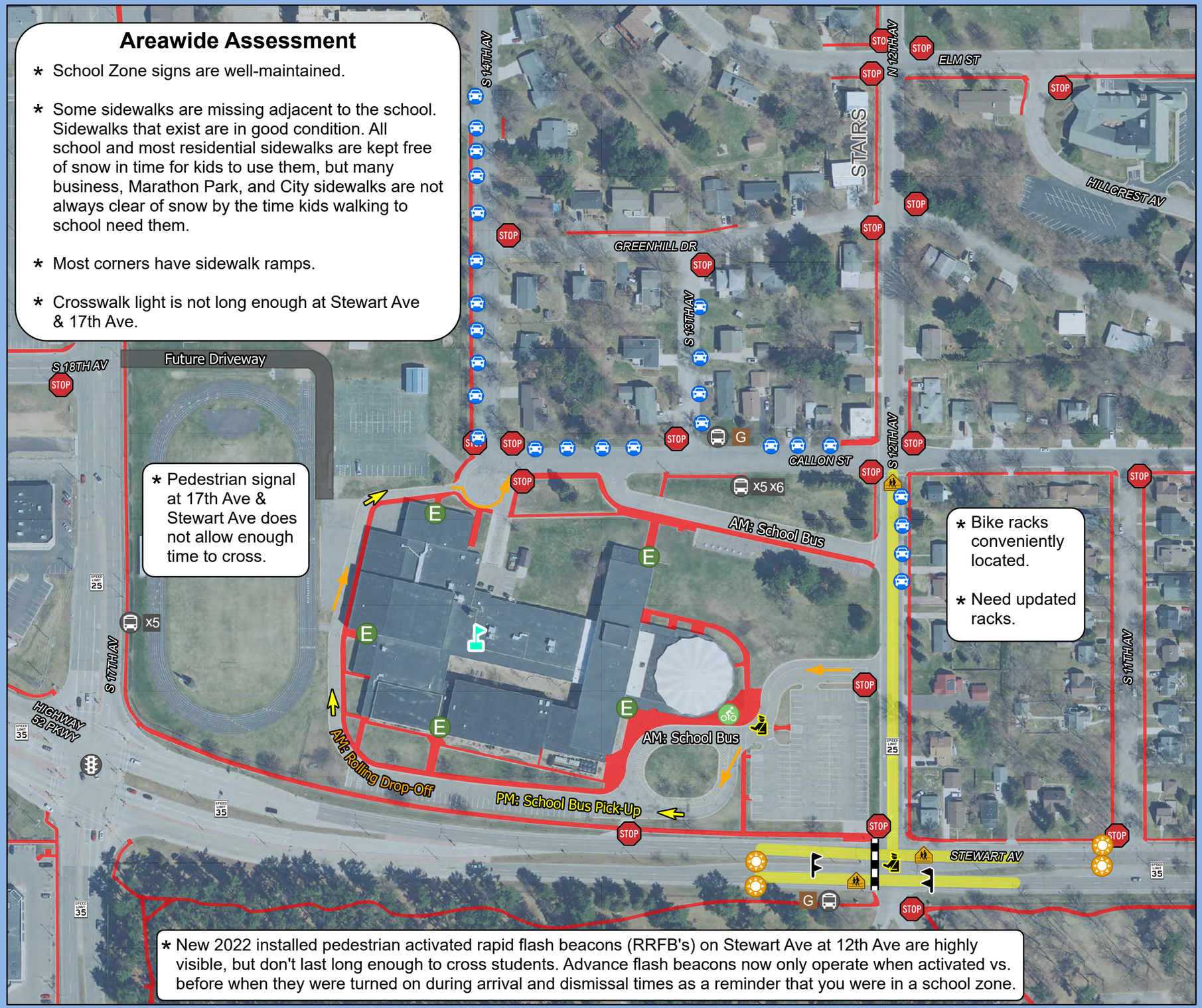
Southeast corner of 17th Ave & Stewart Ave, looking toward Marathon Park

Either move bus stop from this location on northbound 17th Ave that is next to the park fence to this location in the slip lane, **or** move the bus stop south to a point next to the gated driveway into Marathon Park and provide a Pedestrian Hybrid Beacon (or possibly other beacons) to cross 17th Ave between bus stops. If the bus stop is not moved to this location, then remove the additional sidewalk squares (**O**).

DRAFT – Feb. 2024

Areawide Assessment

* School Zone signs are well-maintained.
* Some sidewalks are missing adjacent to the school. Sidewalks that exist are in good condition. All school and most residential sidewalks are kept free of snow in time for kids to use them, but many business, Marathon Park, and City sidewalks are not always clear of snow by the time kids walking to school need them.
* Most corners have sidewalk ramps.
* Crosswalk light is not long enough at Stewart Ave & 17th Ave.



* Pedestrian signal at 17th Ave & Stewart Ave does not allow enough time to cross.

* Bike racks conveniently located.
* Need updated racks.

* New 2022 installed pedestrian activated rapid flash beacons (RRFB's) on Stewart Ave at 12th Ave are highly visible, but don't last long enough to cross students. Advance flash beacons now only operate when activated vs. before when they were turned on during arrival and dismissal times as a reminder that you were in a school zone.

Map 3A DRAFT

Site Assessment

John Muir Middle School

Wausau Safe Routes To School

Legend

- John Muir Middle School
- School Entrance
- Bike Rack
- Parked Family Vehicle
- Bus Stop with Route ID
- Crossing Guard
- Rapid Flash Crosswalk
- Advance Flash Beacon
- Traffic Light
- School Crossing
- Posted Speed Limit
- Stop Sign
- 15 MPH School Speed Limit (Includes Higher Fine Zone)
- High Visibility Crosswalk
- Sidewalk

0 105 210 420 Feet

N W E S

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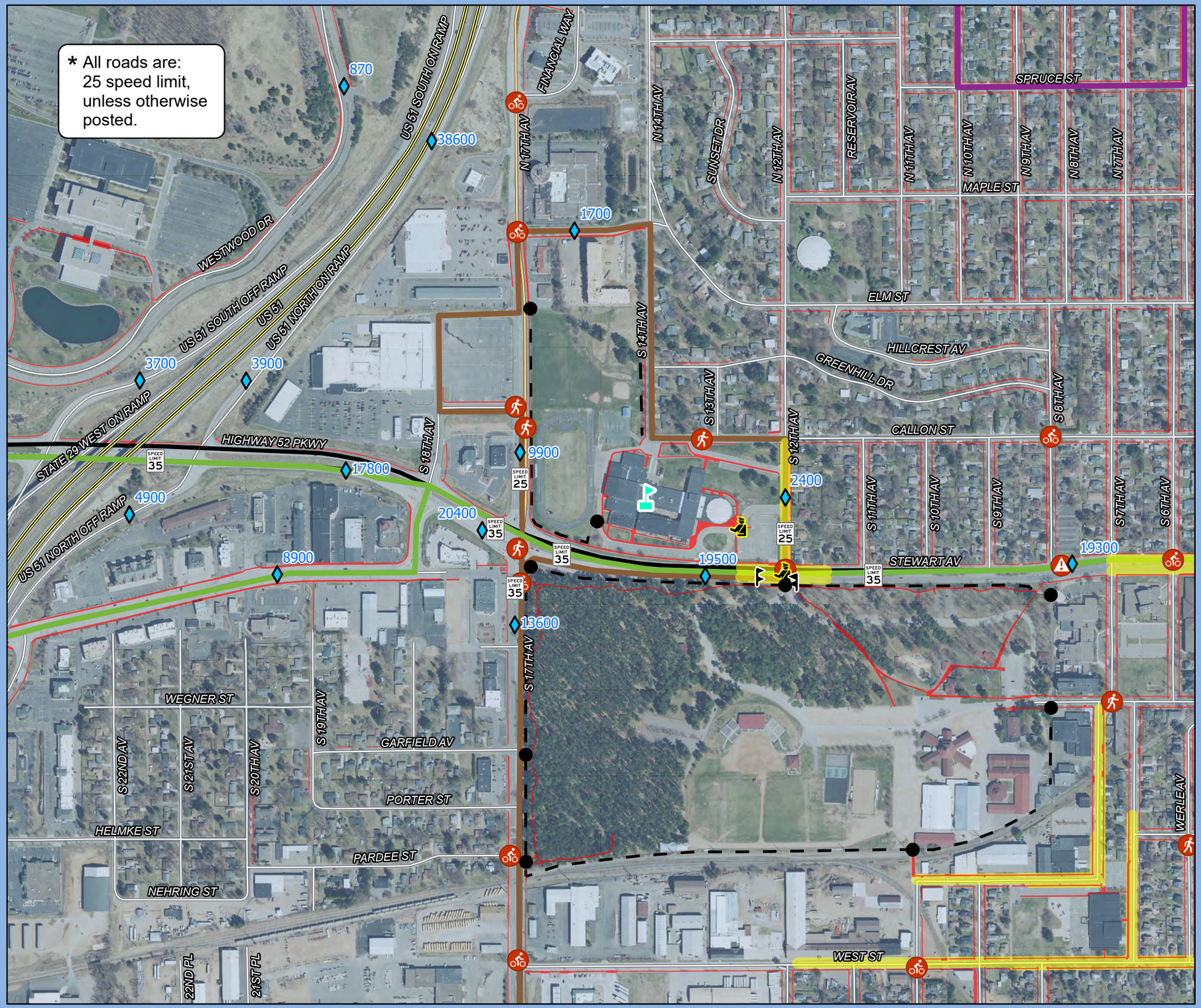

Map 4A DRAFT

Transportation

John Muir Middle School

Wausau Safe Routes To School

Legend

- John Muir Middle School
- U.S. Highway
- State Highway
- Main Roads
- Local Roads
- MetroRide Bus Route D
- MetroRide Bus Route G
- MetroRide Bus Route I
- Sidewalk
- Fence
- 15 MPH School Speed Limit (Includes Higher Fine Zone)
- Crossing Guard
- Rapid Flash Crosswalk
- Access Through Fence
- Traffic Counts
- Posted Speed Limit

Crash Type (2010-2020)

- Bicycle
- Pedestrian
- Both

0 320 640 1,280 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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

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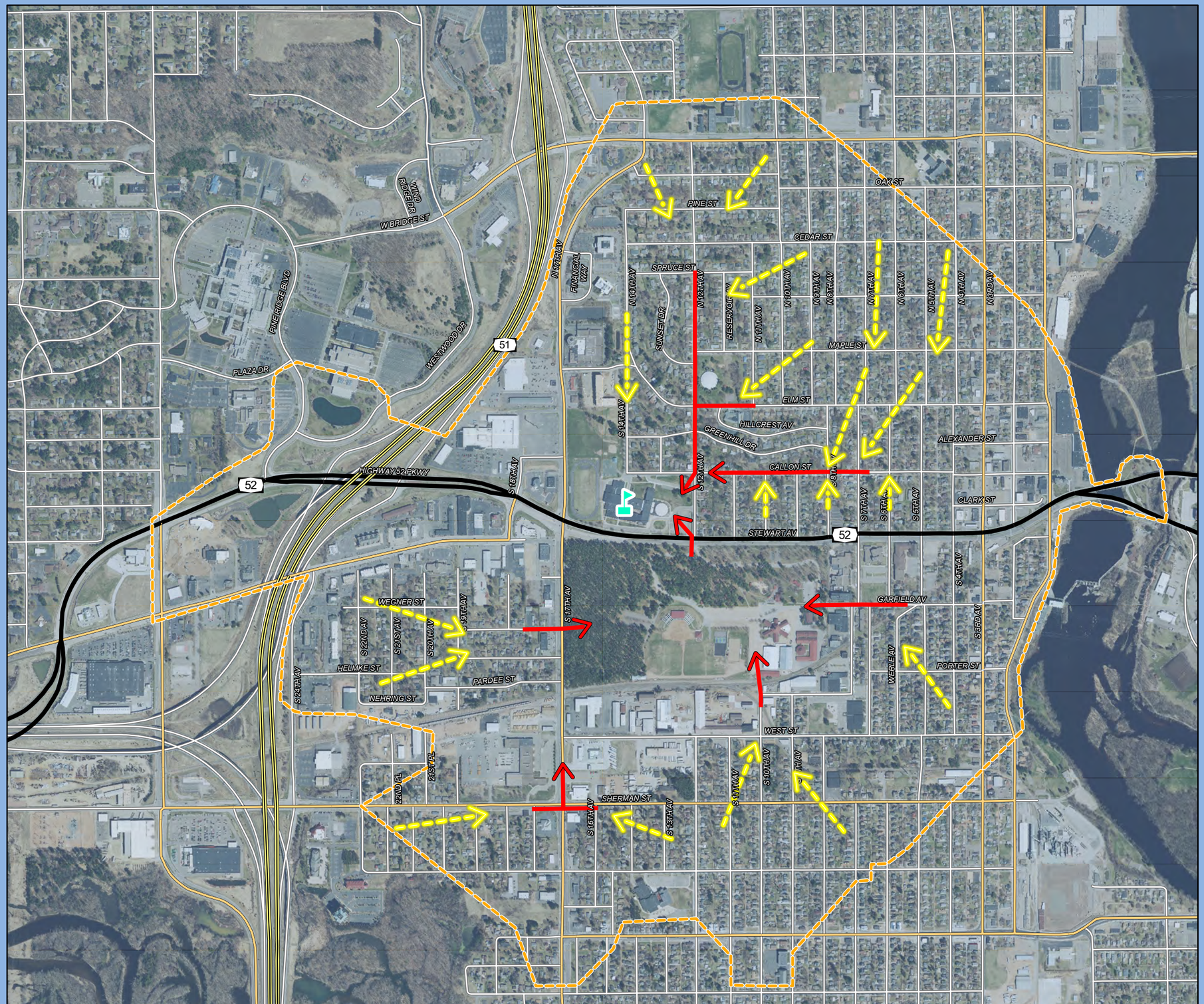
Map 5A DRAFT

School Routes

John Muir Middle School

Wausau Safe Routes To School



Legend

- John Muir Middle School
- Feeder Route
- Main Route
- 1-Mile Walk Distance
- U.S. Highway
- State Highway
- Main Roads
- Local Roads

0 500 1,000 2,000 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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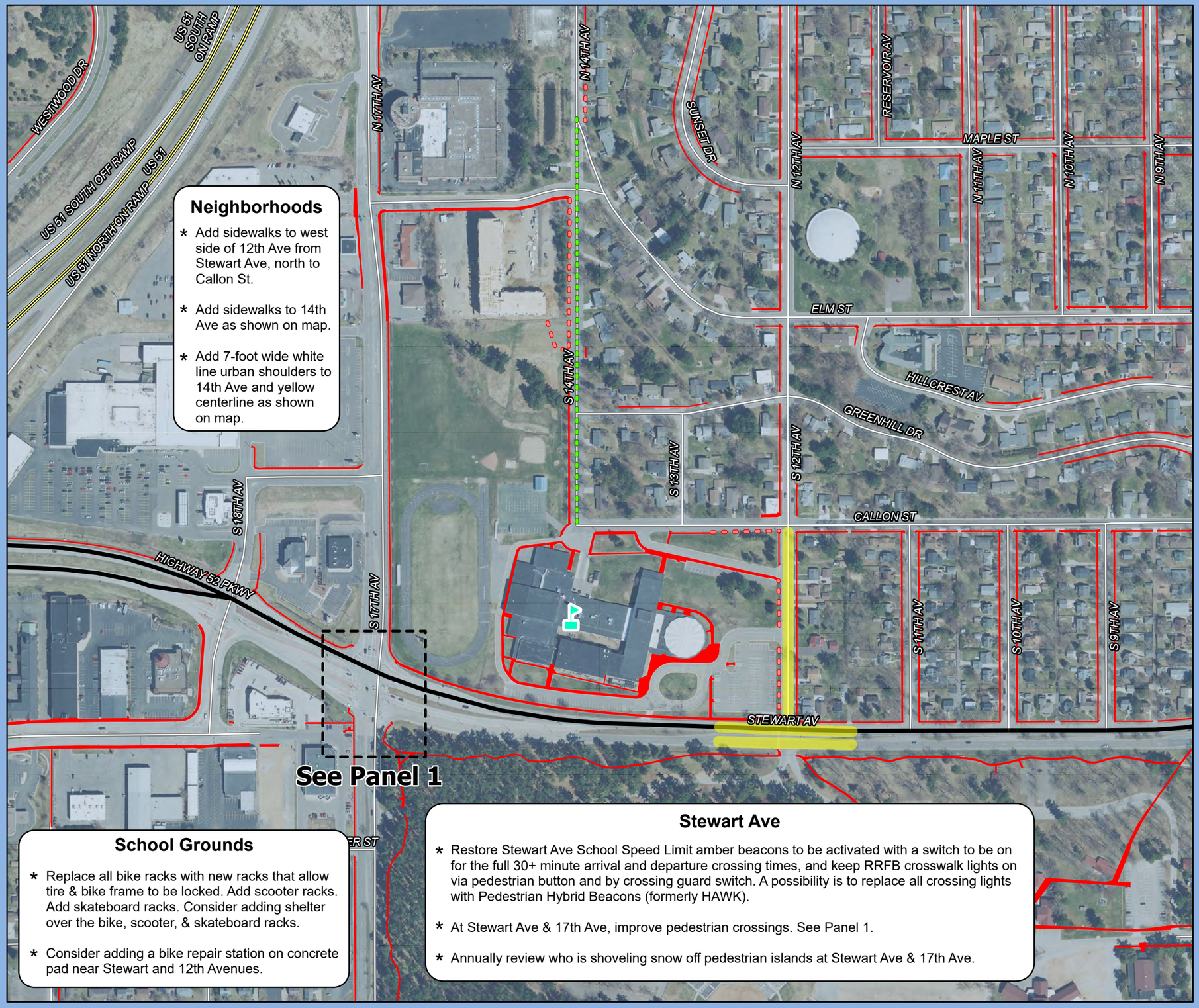

Neighborhoods

* Add sidewalks to west side of 12th Ave from Stewart Ave, north to Callon St.
* Add sidewalks to 14th Ave as shown on map.
* Add 7-foot wide white line urban shoulders to 14th Ave and yellow centerline as shown on map.

School Grounds

* Replace all bike racks with new racks that allow tire & bike frame to be locked. Add scooter racks. Add skateboard racks. Consider adding shelter over the bike, scooter, & skateboard racks.
* Consider adding a bike repair station on concrete pad near Stewart and 12th Avenues.

Stewart Ave

* Restore Stewart Ave School Speed Limit amber beacons to be activated with a switch to be on for the full 30+ minute arrival and departure crossing times, and keep RRFB crosswalk lights on via pedestrian button and by crossing guard switch. A possibility is to replace all crossing lights with Pedestrian Hybrid Beacons (formerly HAWK).
* At Stewart Ave & 17th Ave, improve pedestrian crossings. See Panel 1.
* Annually review who is shoveling snow off pedestrian islands at Stewart Ave & 17th Ave.

Map 6A

Recommendations

John Muir Middle School

Wausau Safe Routes To School

Legend

- John Muir Middle School
- U.S. Highway
- State Highway
- Local Roads
- Sidewalk
- 15 MPH School Speed Limit (Includes Higher Fine Zone)

Recommendations

- Proposed Sidewalk
- Proposed 7' Urban Shoulders and Centerline

0 205 410 820 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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Thomas Jefferson Elementary — Data & Recommendations

500 West Randolph Street

Thomas Jefferson Elementary served 384 (2022) students in pre-kindergarten through 5th grades.

- **Main modes of travel by Thomas Jefferson Elementary students:**
  - Family Vehicle (62% morning & 55% afternoon)
  - School Bus (20% morning & 20% afternoon)
  - Walk (15% morning & 23% afternoon)

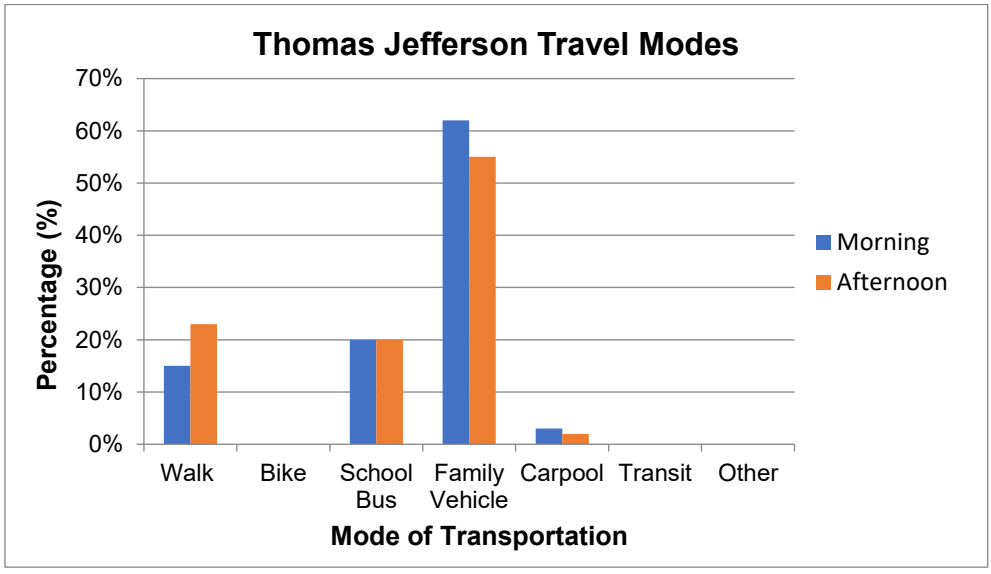
The discrepancy between morning and afternoon travel in Table 8B & Figure 8B shows that 8% more parents are driving their kids (including carpooling) to school in the morning. All 8% of these kids are walking home.

Table 8B — Thomas Jefferson Elementary Morning & Afternoon Travel Comparison

	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	15%	0	20%	62%	3%	0	0
Afternoon	23%	0	20%	55%	2%	0	0

Source: *Parent Survey*, May 2022 (Note: Student Tally had no school bus ridership, so data replaced with parent survey.)

Figure 8B: Thomas Jefferson Elementary Student Tally Results Morning and Afternoon Travel Comparison



Source: *Parent Survey*, May 2022

Thomas Jefferson Elementary's Parent Survey Results — 62 surveys received.

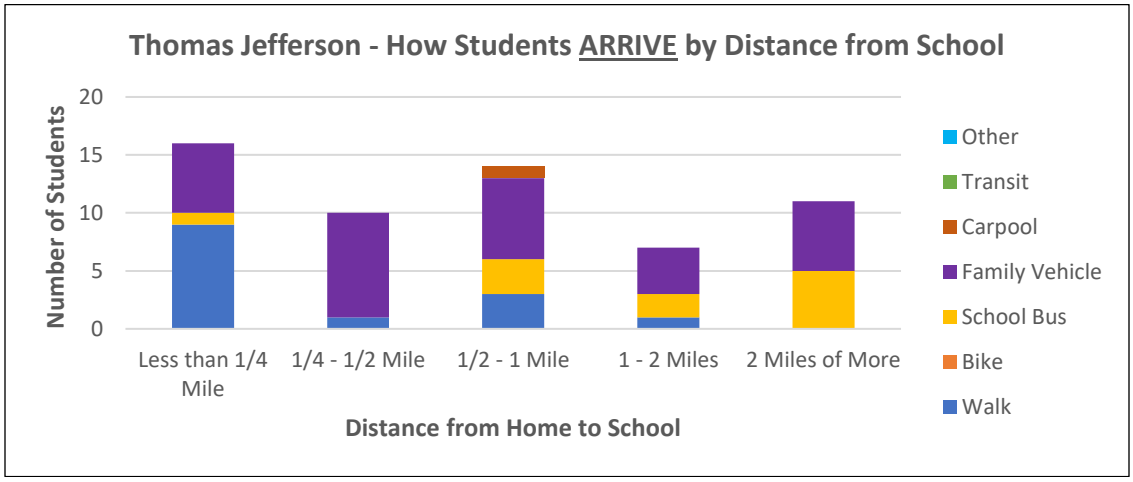
Parents were instructed to fill out only one survey per school. If multiple children attended the same school, they were asked to fill out one survey for the child with the next birthday from that day's date.

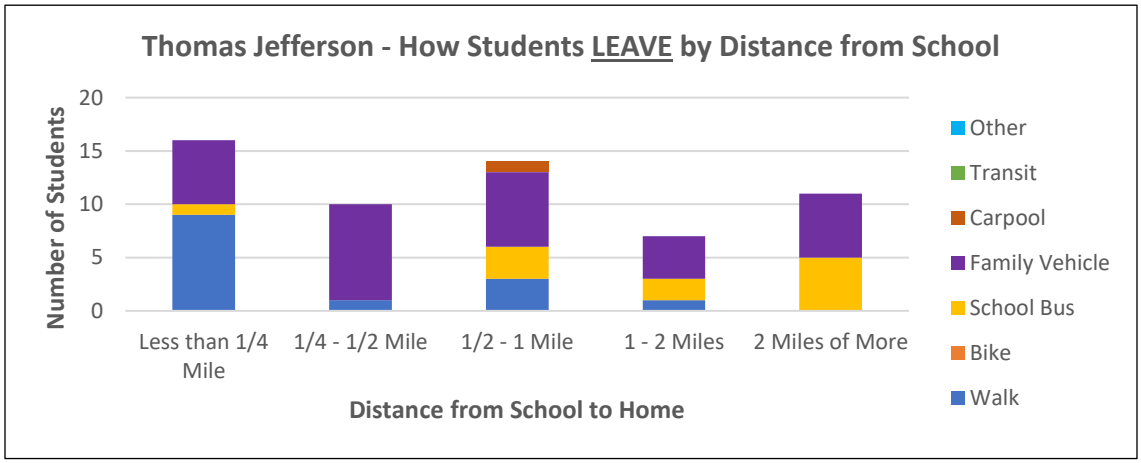
Among parents who answered the survey, 40 of 62 students live within 1-mile of school. With only 9 students within 1-mile of school walking and none biking to school, this shows some potential to increase walking and biking to school.

About 20% of students represented in this parent survey rode the school bus, which is significantly more than the student tally (1%). About the same modal shift was observed on the student tally and parent survey, but since the student tally results for school bus were so different, then the parent survey results were used on the previous page instead of the student tally results.

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

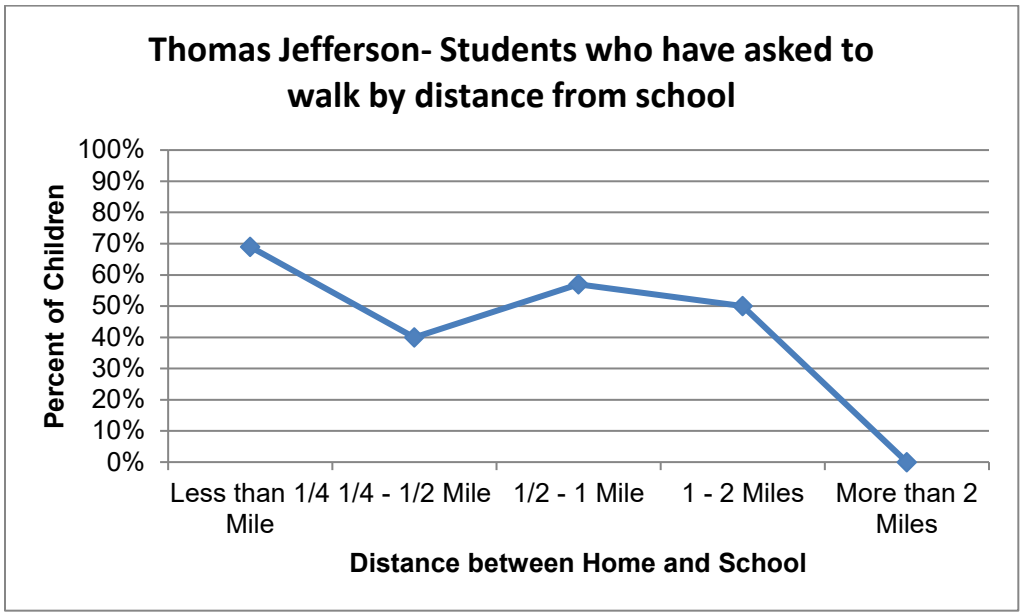
FIGURE 9B: How does your child arrive and depart from school?





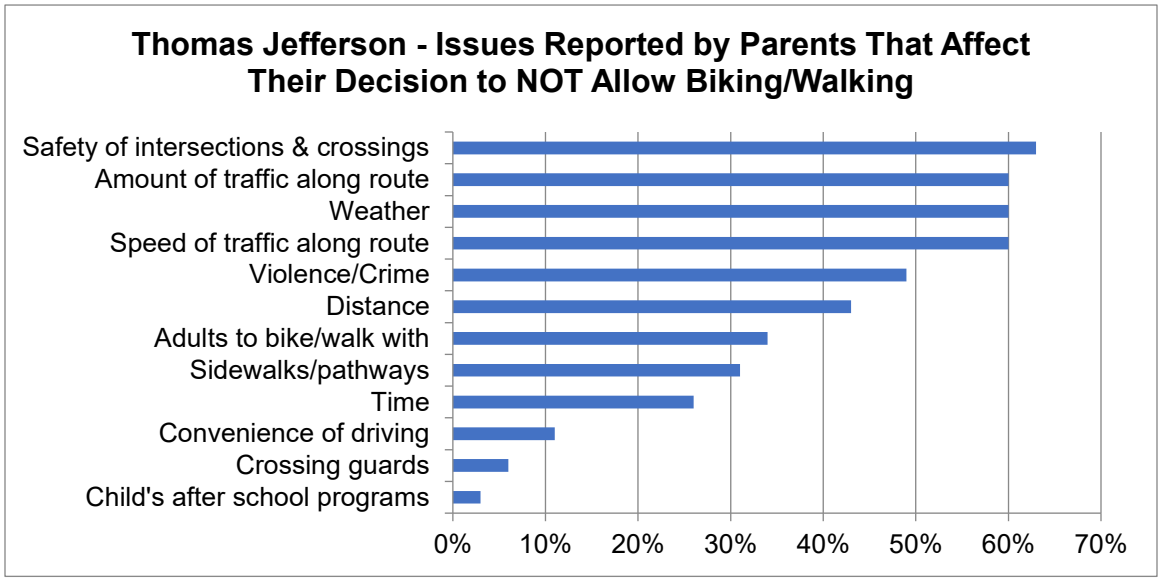
Source: Parent Surveys, May 2022

FIGURE 10B: Has your child asked to walk?



Source: Parent Surveys, May 2022

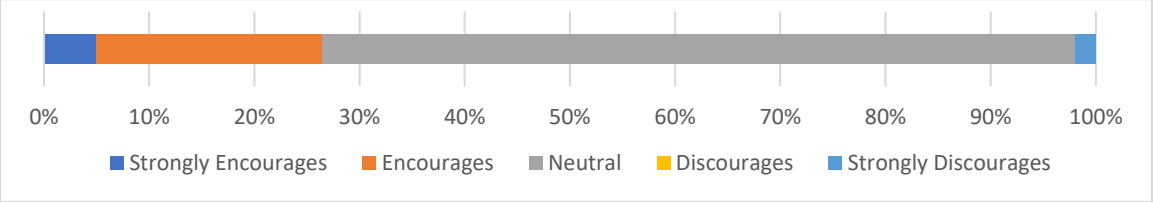
FIGURE 11B: Which of the following issues affect your decision to NOT allow walking or biking?



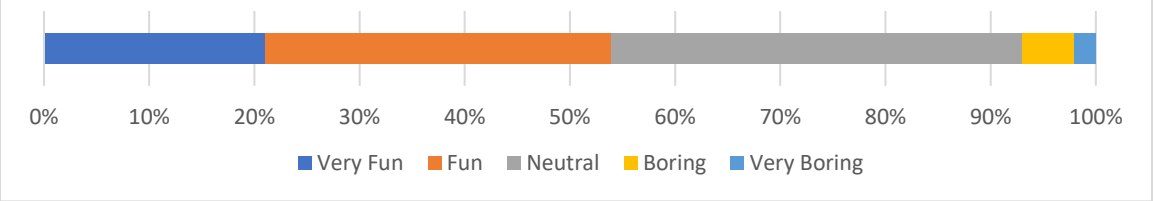
Source: Parent Surveys, May 2022

From Thomas Jefferson's May 2022 Parent Survey

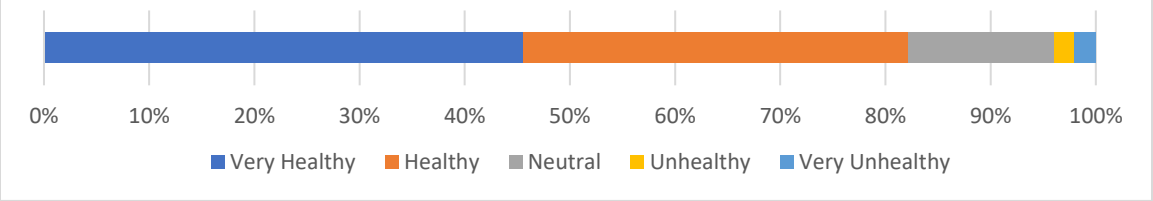
Parent's opinion about how much their **child's school encourages/discourages** walking/biking to/from school:



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 Thomas Jefferson Students

Current walking and biking policies and programming at Thomas Jefferson include:

- Walk & Roll to School Day encouragement event (see table below).
- Bike & Roll to School Day encouragement event (see table below).
- Safety Patrol. See the Site Assessment **Map 3B** for locations.

School	WALK & ROLL TO SCHOOL DAY (Fall)	BIKE & ROLL TO SCHOOL DAY (Spring)
Thomas Jefferson Elementary	2019	2014, 2019

Crossing Guards

Adult crossing guards are assigned by the Police Department to intersections that need more guidance for students than others. The Wausau School District has adults that manage traffic on various school grounds (they are called crossing guards on Maps 3A-3E). See Site Assessment **Map 3B** for locations of all crossing guards.

Safety Patrol
A student in the Safety Patrol program at school is assigned to one corner of an intersection, and is taught how to keep other children on the sidewalk safe from traffic. See **Map 3B** for their locations.

Metro Ride & Express routes
See the school's Site Assessment **Map 3B** for bus stops near a school and see Transportation **Map 4B** for where the routes travel.

Bike Racks
There are conveniently located bike racks at Thomas Jefferson.
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 F).


Bike racks by an entrance

Thomas Jefferson – 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 2020 within about a half mile radius of the school. A *Wisconsin Bike and Pedestrian Crash Analysis* exists along with strategies to improve pedestrian and bicycle safety on pages 23-24.

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 Thomas Jefferson

NOTE – There are additional recommendations that apply to the school that are listed in the City of Wausau Recommendations section following all the school sections and maps.

Equity – Thomas Jefferson Elementary has an Equity Needs Score of 9 out of 10. This school's neighborhoods are *disadvantaged*.* See the Equity Analysis on page 17. All 3 CDC strategies and some of Thomas Jefferson's *greatest need recommendations (★)* should be completed first to support existing walkers and bikers.

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 has an adult crossing guard program, which is run by the Police Department. 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 party: Police.

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

★ 2 of 3 – Bike Racks and Map 6B – "School Grounds" box *Engineering*

Short-term Responsible party: School Dist.

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 F. School District may decide to design custom bike racks with a middle school and high school design & engineering team.

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

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

4) Consider extending the current entrance awning for Door #16, where the racks are, to fully cover all the racks. Bike racks, covered or not, can be a key element in encouraging students and families to bike to school more often.

5) Consider installing visitor bike racks near the entrance.

**disadvantaged* is the terminology used by the federal government to identify areas with a higher need based upon a variety of factors including lower income households and possibly no access to or ownership of a motor vehicle.

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

See the extensive recommendation titled: Encourage Walking and Biking in this school's recommendations for additional suggestions.

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, NCWRPC

Recommendation: 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. To find this guide, go to: https://www.ncwrpc.org and search for: "Safe Routes Resources."

Short-term Responsible party: School Dist.

Recommendation: Consider annually hosting a Walk, Bike, & Roll Event. See the Encourage Walking and Biking recommendation in this section for more details.

****

Map 6B *Engineering*

Short-term Responsible party: City Eng.

★ **Recommendation:** Add In-Street School Crosswalk signs to both Randolph St mid-block school crosswalks and on 3rd Ave at Clayton St.

Medium-term Responsible party: City Eng.

Recommendation: Consider completing the sidewalk network per Map 6B and wherever else sidewalks are missing within a 2-mile radius of Thomas Jefferson Elementary.

Map 6B – "Business 51" box *Engineering*

Medium-term Responsible parties: City Eng. & Police

★ **Recommendation:** Possibly install Pedestrian Hybrid Beacons (formerly HAWK) on Business 51 between 4th & 5th Avenues. A crossing guard may be needed here too.

Short-term Responsible parties: City Eng. & Police

★ **Recommendation:** Improve Randolph St & Business 51 intersection. See Panel 2.

Medium-term Responsible party: City Eng.

Recommendation: Review speed limits and signage on Business 51. See Panel 3.

Map 6B – "Surrounding Neighborhoods" box *Engineering*

Short to Long term Responsible party: City Eng.

Recommendation: Create bicycle friendly collector streets. See Panel 4.

Short-term Responsible party: City Eng.

★ **Recommendation:** Add School Zone signs on both 4th Ave and Crescent Dr as traffic approaches Randolph St.

Short-term Responsible party: City Eng.

★ **Recommendation:** Add street lights to the 6 wooden poles (WPS) on Randolph St in front of school; especially to illuminate both mid-block crosswalks in front of the school.

Medium-term Responsible parties: City Eng. & WPS

Recommendation: Consider adding mid-block street lights within the surrounding neighborhoods.

Short-term Responsible party: City Eng.

★ **Recommendation:** Improve crosswalk visibility at 3rd Ave & Randolph St: 1) painting existing crosswalks as high visibility crosswalks, and 2) moving Stop lines at least 9-feet from crosswalks.

Map 6B – "School Grounds" box *Engineering*

Short-term Responsible party: School Dist.

Recommendation: Add post lights on school property to illuminate the area between the southside of the school and Randolph St.

Short-term Responsible party: School Dist.

Recommendation: Replace any deficient sidewalk ramps, the cracked driveway approach, and cracked sidewalk squares in-front of school.

Short-term Responsible party: School Dist.

★ **Recommendation:** Replace all bike racks with new racks that allow front tire & bike frame to be locked. Add scooter racks. Add skateboard racks. Consider extending the current entrance awning for Door #16, where the racks are, to fully cover all the racks. See ***"2 of 3 – Bike Racks"*** recommendation in this section for more details.

Short-term Responsible party: School Dist.

★ **Recommendation:** Consider adding a bike repair station near bike racks. See ***"2 of 3 – Bike Racks"*** recommendation in this section for more details.

Short-term Responsible party: School Dist.

Recommendation: Possibly snow plow a path through the Schulenburg Pool lot to allow direct access to school for walkers from neighborhood north of school.

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 could provide the critical mass that would then through their actions teach the rest of the traveling public how to react.

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.

Safety Patrol *Enforcement & Education*

Safety Patrol provides an opportunity for many young people to demonstrate their public service and leadership potential. 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.

Short-term Responsible party: School Dist.

Recommendation: Continue the Safety Patrol program at Thomas Jefferson.

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, wheelchair, or any other vehicle as they approach adulthood.

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

Recommendation: Consider providing bicycling education in 4th or 5th grades to equip students to confidently travel to the middle school and throughout the community on their own power.

Note: see the Develop Traffic Garden recommendation under Wausau School District Recommendations section at the end of all the school recommendation sections.

Note: see the 3 of 3 – Walking & Biking Promotional Materials recommendation for parental guides.

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

Recommendation: Consider providing pedestrian education throughout the elementary grades.

Note: see the 3 of 3 – Walking & Biking Promotional Materials recommendation for parental guides.

Encourage Walking and Biking *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.

Each school may plan their own events and programming. A walking and bicycling culture exists at John Muir Middle School, so those students may wish to assist with planning and implementing the following recommendations, possibly by creating District-wide promotional materials and maybe other ways too.

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: Consider linking to WisDOT's *Pedestrian safety* and *Bicycling safety* websites on the School website.

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 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.

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 be able to assist with training local staff to provide these skills classes.

School Walking & Biking Policy *Encouragement*

School policies can encourage or restrict behavior, as well as portray meaning by stating the official attitude of the School or District. Research has shown that a positive biking school has 3 things: 1) "Promotive" policy language, 2) Bike racks in convenient location(s), and 3) Bicycle skills programming.

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

Recommendation: Consider revising school policies to include "promotive" and possibly "descriptive" language (see Examples of school policy tone) for walking and bicycling to school, and to remove any "prohibitive" walking and biking language.

Any bad behavior would be delt with on a case-by-case basis, and not built into school policy. School District may wish to contract with the Wisconsin Bike Fed to overview how they deal with bad walking and biking behavior in Milwaukee Public Schools, since they oversee Milwaukee's SRTS programming; and then to possibly train local staff with how to deal with common situations.

Examples of school policy tone	
Tone	**Example**
Promotive	[First item under Traveling to School] "Bicycle Safety: We encourage all children and parents to walk or ride to school safely." "We suggest walking, private transportation or riding bicycles with helmets to get to school."
Descriptive	"If you use the bicycle area, be sure to lock your bike to the racks provided." "All bicycles must be licensed according to the city code."
Prohibitive	"Students in grades 4-5 may ride a bicycle to school if the parent feels that the child is able to ride it safely." "Students who violate this policy will have their bike/scooter/skateboard confiscated and returned to them at end of the day."

Source: Szuflita, L., LaJeunesse, S. and Pullen-Seufert, N. What Makes a "Biking" School? How Some Schools Have Pulled Ahead in Cycling Rates. Pedestrian and Bicycle Information Center, Chapel Hill, NC: 2020

Measure if Engineering and Education Efforts are Working *Evaluation*

A variety of recommendations have been made in this SRTS Plan to work toward creating Safe Routes to School for Thomas Jefferson. However, it is imperative that Student Tallies and other measurement tools are utilized **as needed** to determine if implemented recommendations have been effective. In this way, the Task Force can continue to make new observations and recommendations to help work toward the goal of creating safe routes for the students in the community.

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 change as needed.

Medium-term Responsible party: City.

Recommendation: Consider conducting traffic studies as necessary on the roads surrounding Thomas Jefferson to determine if additional countermeasures are needed to slow down traffic.

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.

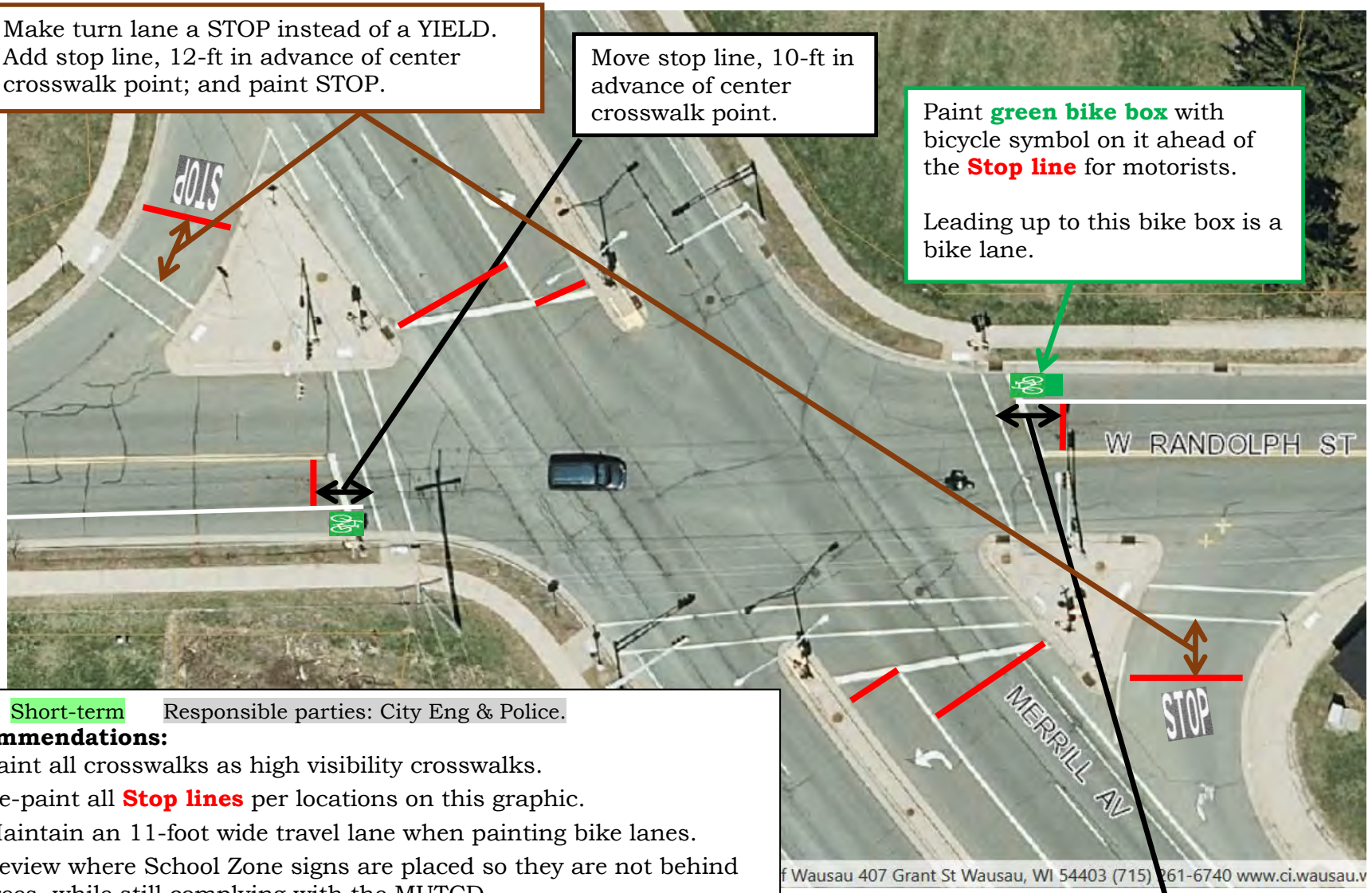
Recommendation: Annually review this Wausau SRTS Plan's recommendations for Thomas Jefferson when preparing annual budgets and annual operations procedures.

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/weeks keeps the momentum going for changes that take time.

Thomas Jefferson Elementary

Randolph St & Business 51/Merrill Ave Improvements

Panel 2



Short-term Responsible parties: City Eng & Police.

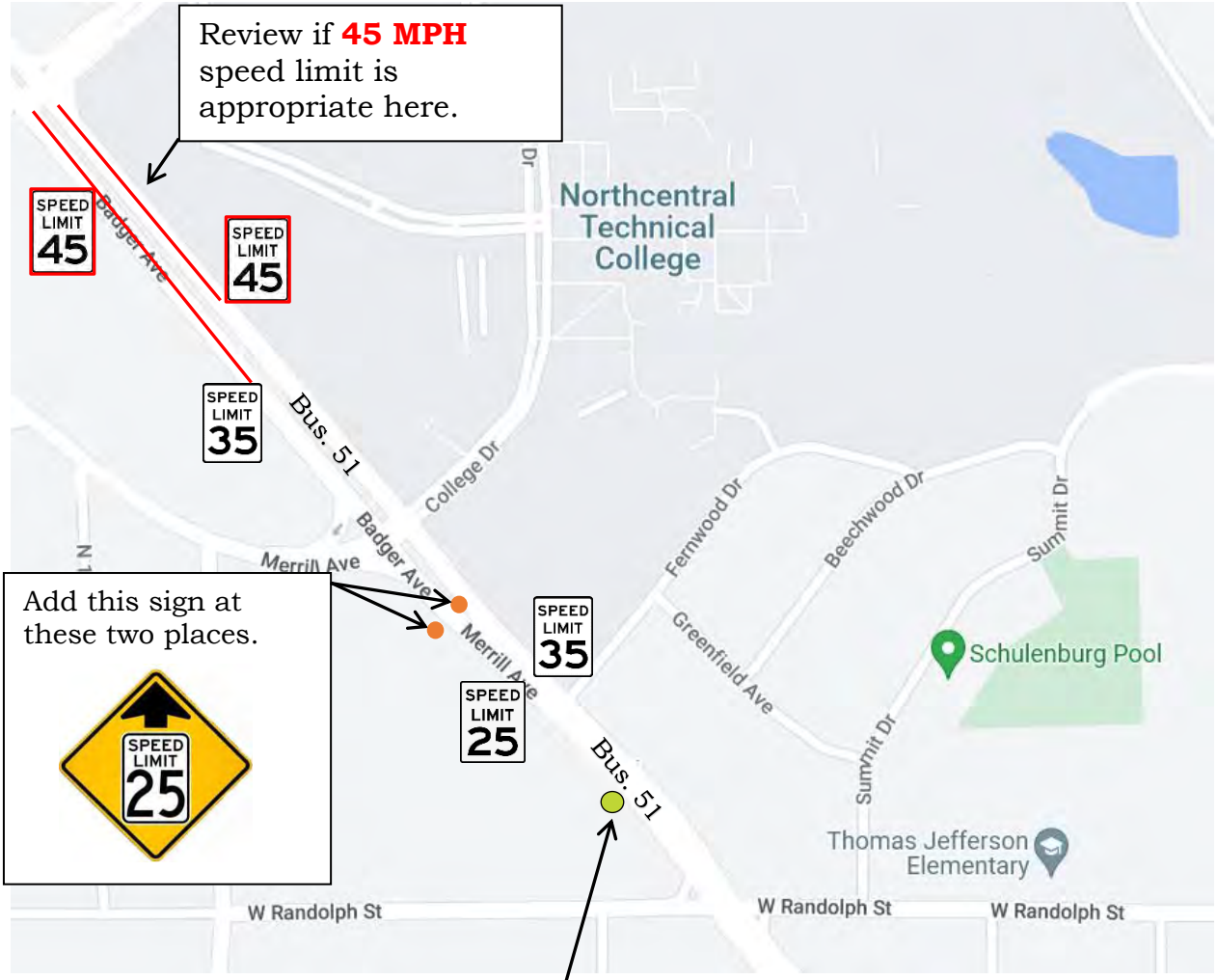
Recommendations:

1. Paint all crosswalks as high visibility crosswalks.
2. Re-paint all **Stop lines** per locations on this graphic.
3. Maintain an 11-foot wide travel lane when painting bike lanes.
4. Review where School Zone signs are placed so they are not behind trees, while still complying with the MUTCD.
5. After Recommendations 1 through 3 are complete, consider if School Speed Zone is still needed. If not needed, then replace School Speed Zone signs with School Ahead and Higher Fines signs. Keep all school crossing signage and lights.

Possible Business 51 Improvements

Short-term Responsible party: City Eng.

Recommendation: Consider reviewing speed limits in this area. Roundabouts were added to USH 51 expressway ramps years ago when the speed limit for this whole stretch was 45 mph, which may no longer be valid.



Only southbound assembly

1. Move amber beacon from post to overhead arm. Alternate flash pattern.
2. Oversize the School Zone sign on overhead arm.
3. Install 25 MPH sign and speed feedback sign on flashing beacon post. Program speed feedback sign to only flash at 30 MPH or above.

Bicycle Accommodations on Randolph St and various collector roads

Randolph St is a collector road for existing and potential student bicyclists to Thomas Jefferson Elementary. All roads near Thomas Jefferson are wide enough to provide driving lanes and bicycle accommodations. Students and motorists would both benefit from guidance as to how to share the road with each other.

Short term Responsible party: City Eng.

Recommendation: Provide a comfortable bicycle accommodation on Randolph St and other collector streets leading to Randolph St for existing and potential elementary student bicyclists. This is especially important on roads that don't have sidewalks.

- The **shared parking lanes**, **bicycle lanes**, and **shared sidewalks** are all **short-term**.

Long term Responsible party: City Eng.

Recommendation: Provide a comfortable bicycle accommodation on Randolph St and other collector streets leading to Randolph St for existing and potential elementary student bicyclists. See the graphics on the following pages for details.

- The **potential multi-use paths** are all **long-term,** likely when the street is reconstructed.

This overall map shows what type of bicycle accommodation each road is proposed to get. The following pages will show a sample of each type of bicycle accommodation (e.g. bike lane, shared parking lane, etc.):

Grey area = Housing or elementary school

= Shared parking lane

= Bicycle lanes

= Shared sidewalks

= Existing multi-use path

= Potential multi-use path

There is no parking on either side of Randolph St between 1st and 2nd Avenews, so bike lanes also cover this block of Randolph St.

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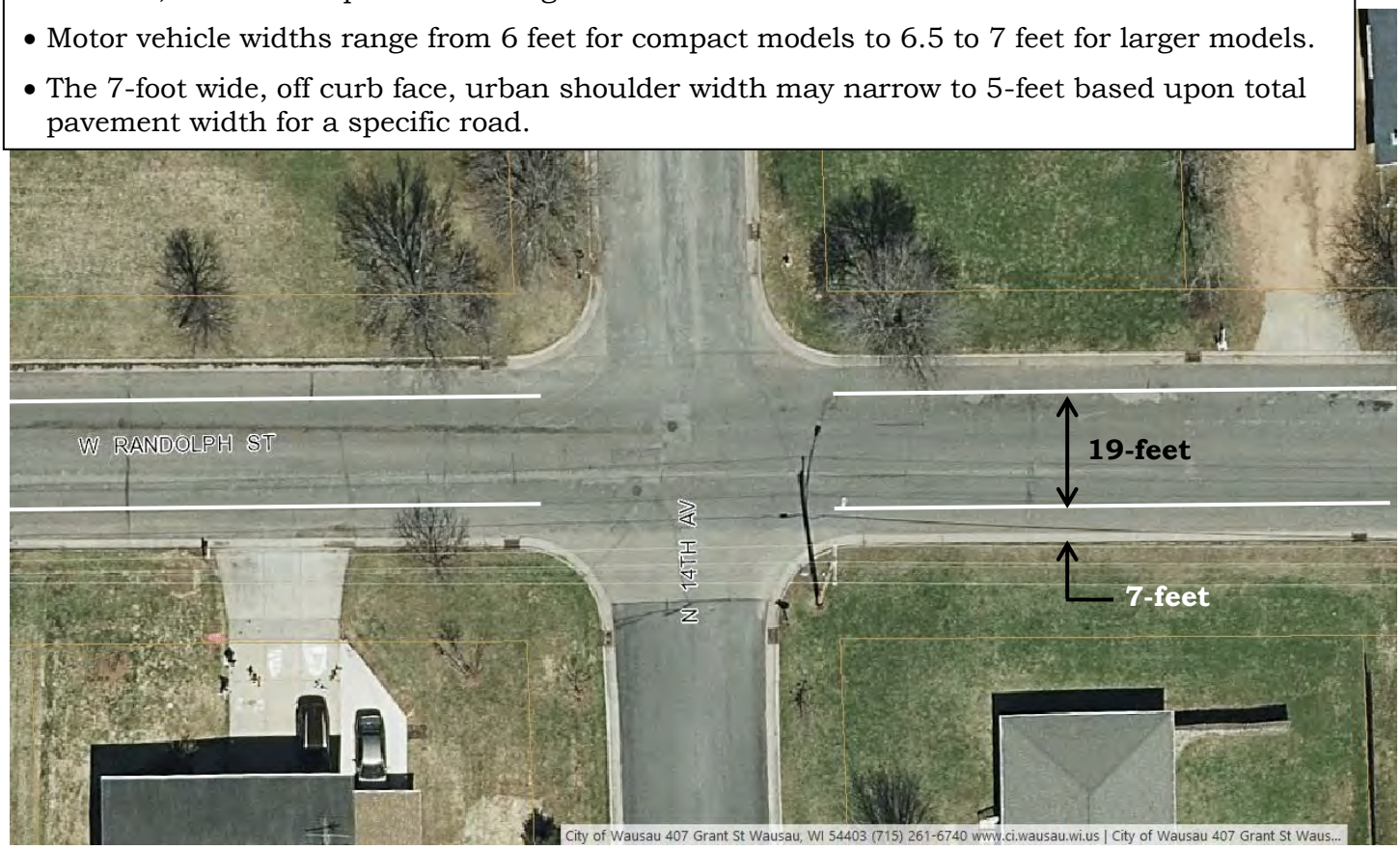
Bicycle Accommodations on Randolph St and various collector roads

Shared Parking Lanes with Urban Shoulders

This diagram shows: 7-foot wide, off curb face, *urban shoulders* to identify a shared parking lane and place for riding a bicycle when vehicles are not there. This is only to be used on streets where on-street parking is not commonly used during kid's morning and afternoon commutes. These lines also remind motorists to drive closer to the centerline on roads without sidewalks, so there is space to walk against traffic.

- Motor vehicle widths range from 6 feet for compact models to 6.5 to 7 feet for larger models.
- The 7-foot wide, off curb face, urban shoulder width may narrow to 5-feet based upon total pavement width for a specific road.



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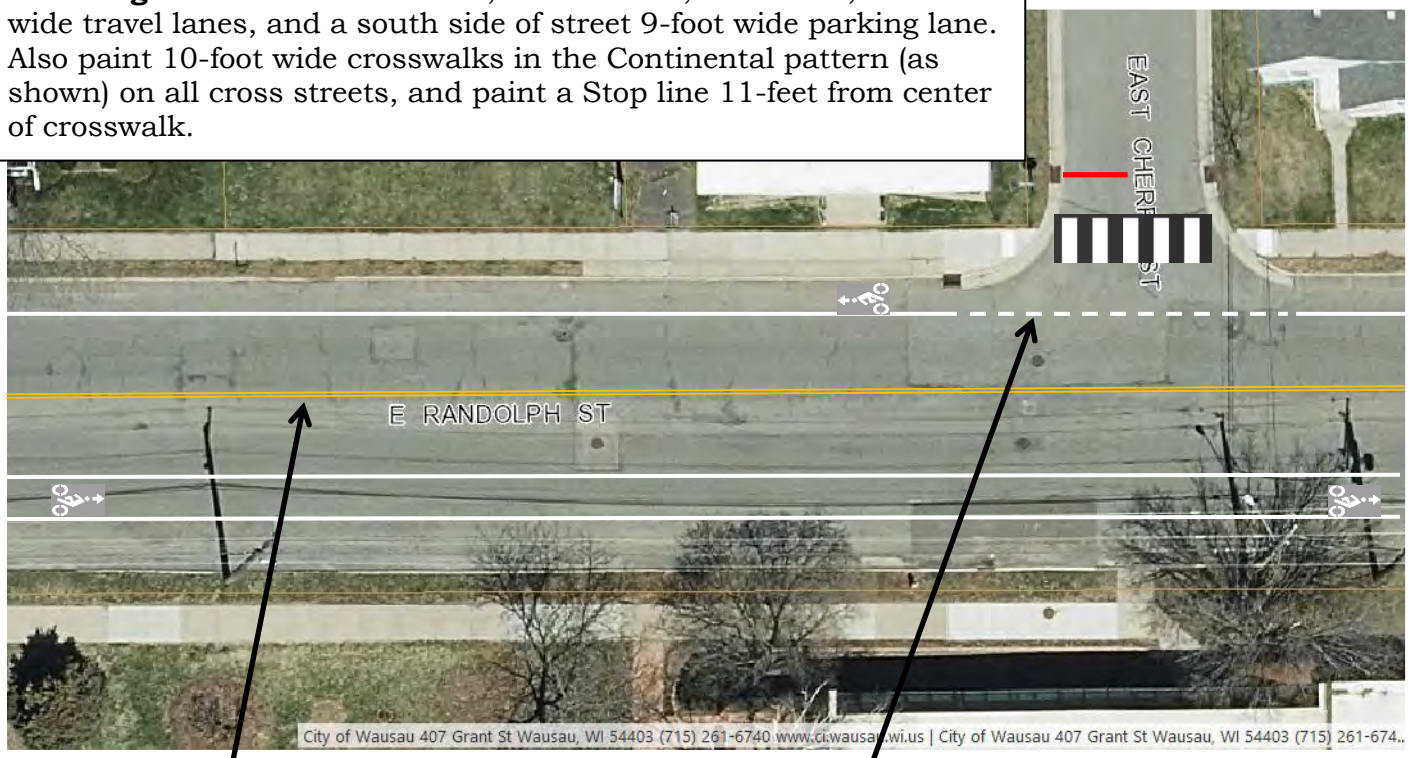
Bicycle Accommodations on Randolph St and various collector roads

Bicycle Lanes

Note: For bike lanes on Randolph St at Business 51, see **Panel 2**.

The south side of this street adjacent to Regal Rexnord is consistently used for on-street parking. No on-street parking is allowed on the north side. Therefore, this segment of Randolph St can accommodate bike lanes to show motorist and bicyclists that there is room for both on the road simultaneously.

This diagram shows: 7-foot wide, off curb face, bike lanes, 11-foot wide travel lanes, and a south side of street 9-foot wide parking lane. Also paint 10-foot wide crosswalks in the Continental pattern (as shown) on all cross streets, and paint a Stop line 11-feet from center of crosswalk.



Double yellow centerline painted as a reminder to drivers that they have a full travel lane in each direction.

Since elementary kids are expected in this bike lane, then a painted dashed line reminds drivers to yield to bicyclist in bike lane.

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Bicycle Accommodations on Randolph St and various collector roads

Shared Sidewalks on Randolph St

As a **short-term** fix, this recommendation is to allow bicyclists on sidewalks. Signs to be installed on sidewalks ( ) that alert pedestrians that bicyclists may use sidewalk. Signs to be installed on the roads ( ) to tell bicyclists that they may use the sidewalk.

A **long-term** fix is possibly adding a 12-foot wide shared use path on the north side of Randolph St to replace the sidewalk from Cherry St east through the curve, and north along Burek Ave to the park driveway on the west side of Burek Ave.

This diagram shows: how the bike lanes transition to 2 10-foot wide travel lanes without a double yellow centerline, and 2 5-foot wide, off curb face, urban shoulders. These are not bike lanes because parking is allowed on both sides of Burek Ave.

2 5-foot wide urban shoulders.

Install about a 12-foot wide driveway style ramp here.

Re-paint double yellow centerline to create two 12-foot wide travel lanes and one 6-foot wide bike lane to driveway.

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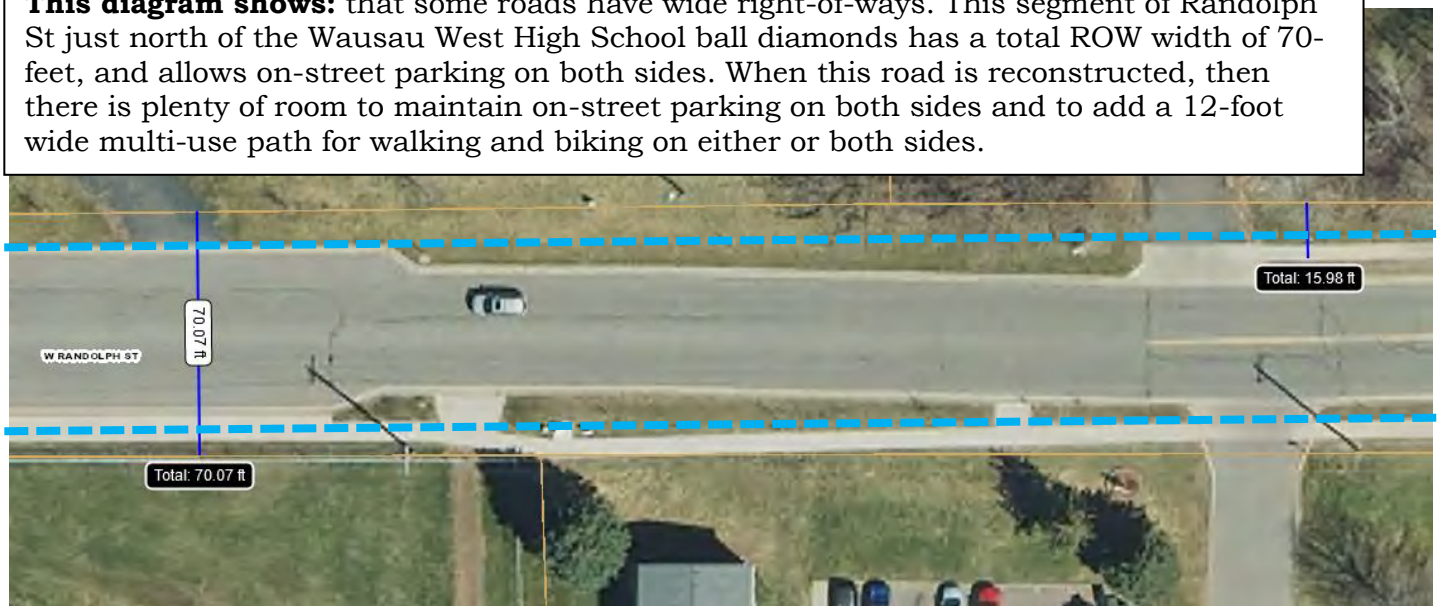
Bicycle Accommodations on Randolph St and various collector roads

Potential Multi-Use Path on Randolph St

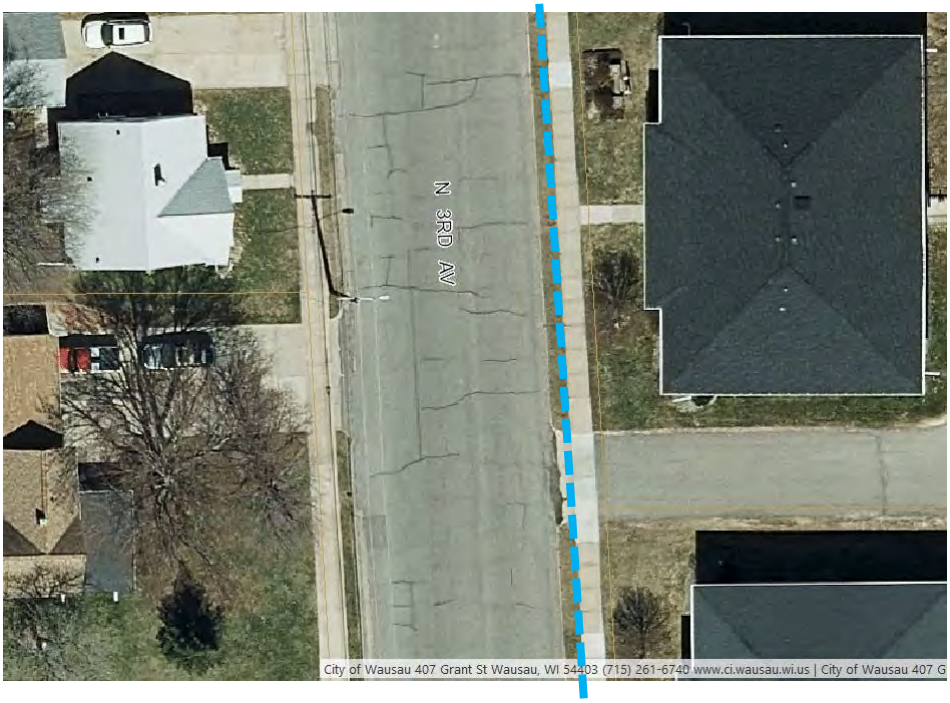
This diagram shows: that some roads have wide right-of-ways. This segment of Randolph St just north of the Wausau West High School ball diamonds has a total ROW width of 70-feet, and allows on-street parking on both sides. When this road is reconstructed, then there is plenty of room to maintain on-street parking on both sides and to add a 12-foot wide multi-use path for walking and biking on either or both sides.



= Potential multi-use path

Potential Multi-Use Path on 3rd Street, between Randolph St and Knox St

When 3rd St is reconstructed (long term), then the street pavement would be narrowed to provide space for a 10-foot wide multi-use path to replace the east side sidewalk. On-street parking would remain on both sides, and the west side sidewalk would remain.



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Map 3B DRAFT

Site Assessment

Thomas Jefferson Elementary School

Wausau Safe Routes To School

Areawide Assessment

* School Zone signs and crosswalks are maintained, but sign locations are not optimal. Heavy traffic on Randolph St. at Pick-Up needs more notification of School Zones. Additional reinforcement signage needed on 4th Ave and Crescent Dr. as traffic approaches Randolph St.

* Bike racks conveniently located.

* Need updated racks.

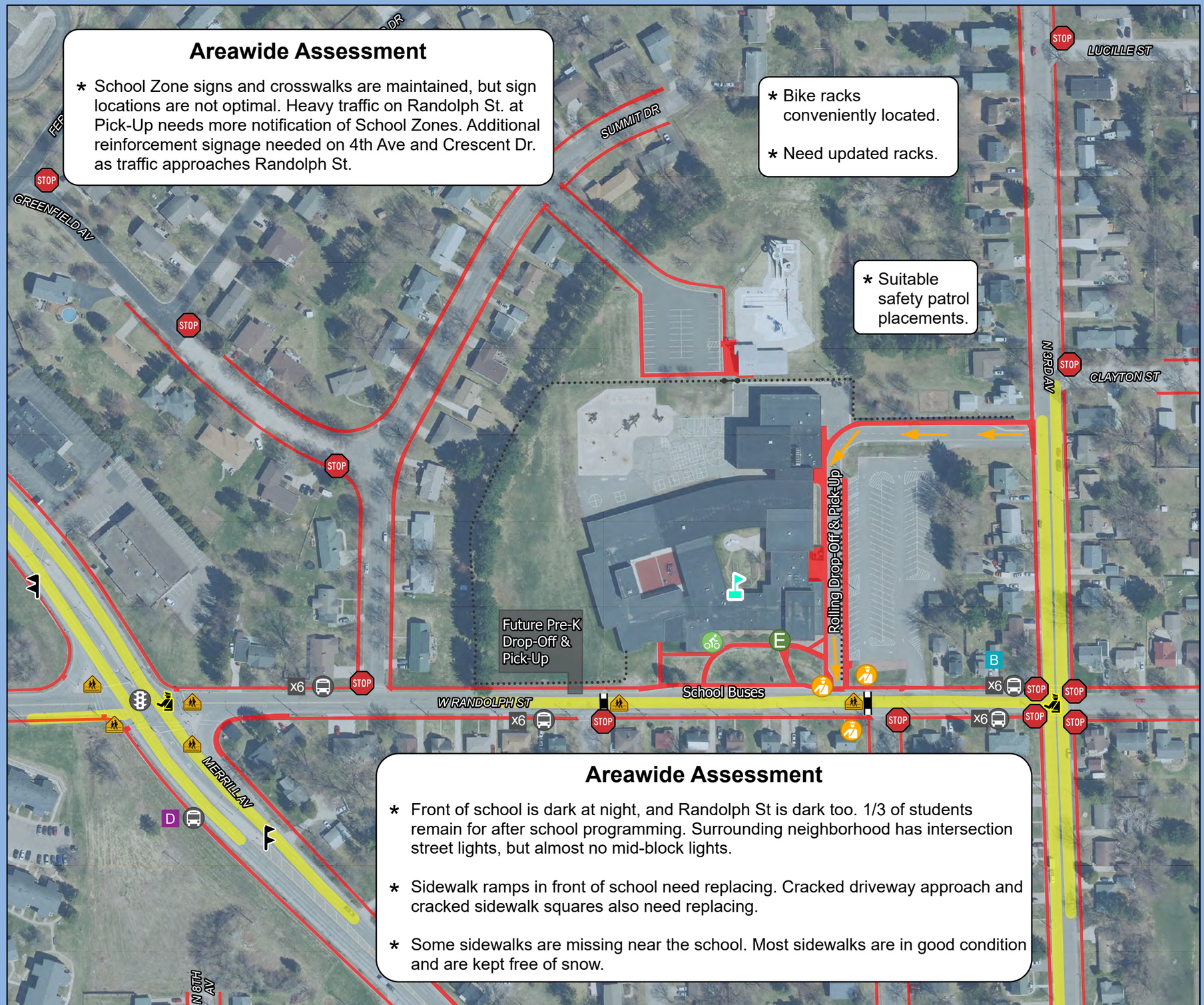
* Suitable safety patrol placements.

Areawide Assessment

* Front of school is dark at night, and Randolph St is dark too. 1/3 of students remain for after school programming. Surrounding neighborhood has intersection street lights, but almost no mid-block lights.

* Sidewalk ramps in front of school need replacing. Cracked driveway approach and cracked sidewalk squares also need replacing.

* Some sidewalks are missing near the school. Most sidewalks are in good condition and are kept free of snow.



Legend

- Thomas Jefferson Elementary School
- School Entrance
- Bike Rack
- Bus Stop with Route ID
- Crossing Guard
- Safety Patrol
- Overhead Flash Beacon
- Traffic Light
- School Crossing
- Stop Sign
- 15 MPH School Speed Limit (Includes Higher Fine Zone)
- Gate
- Fence
- High Visibility Crosswalk
- Sidewalk

0 105 210 420 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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

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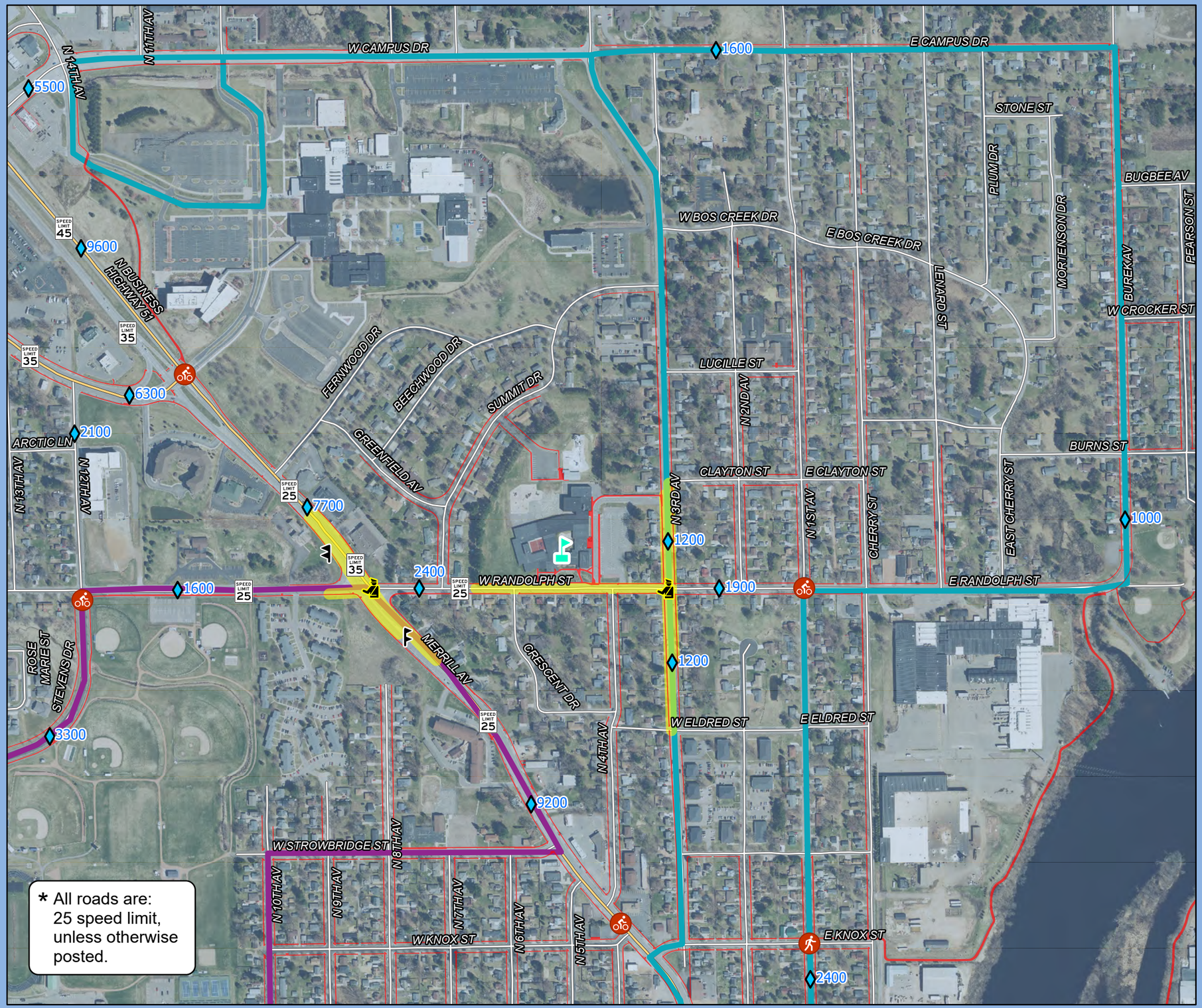
Map 4B DRAFT

Transportation

Thomas Jefferson Elementary School

Wausau Safe Routes To School



* All roads are: 25 speed limit, unless otherwise posted.

Legend

- Thomas Jefferson Elementary School
- Main Roads
- Local Roads
- MetroRide Bus Route B
- MetroRide Bus Route D
- Sidewalk
- 15 MPH School Speed Limit (Includes Higher Fine Zone)
- Crossing Guard
- Overhead Flash Beacon
- Traffic Counts
- Posted Speed Limit

Crash Type (2010-2020)

- Bicycle
- Pedestrian

0 320 640 1,280 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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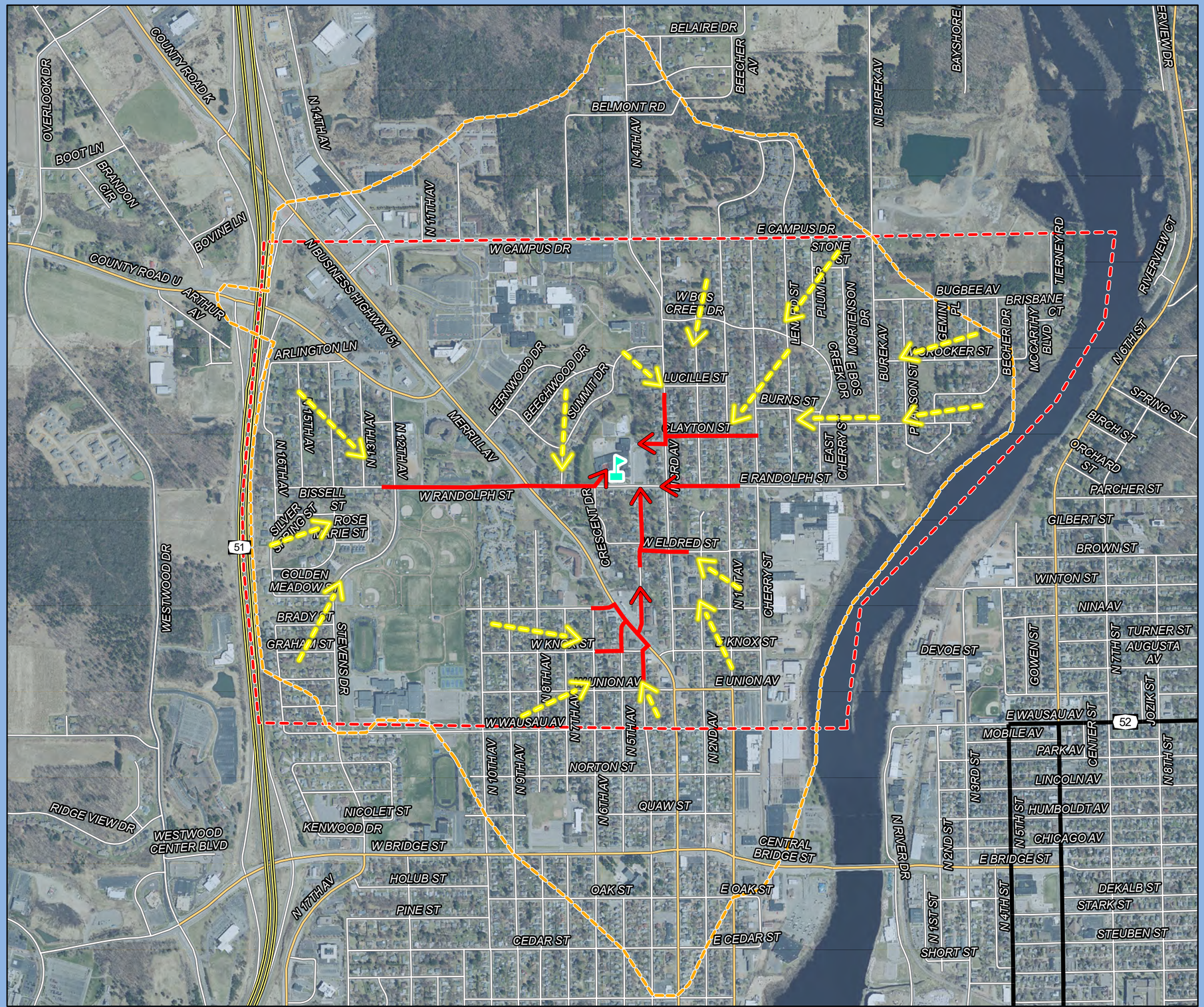
Map 5B DRAFT

School Routes

Thomas Jefferson Elementary School

Wausau Safe Routes To School



Legend

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

0 500 1,000 2,000 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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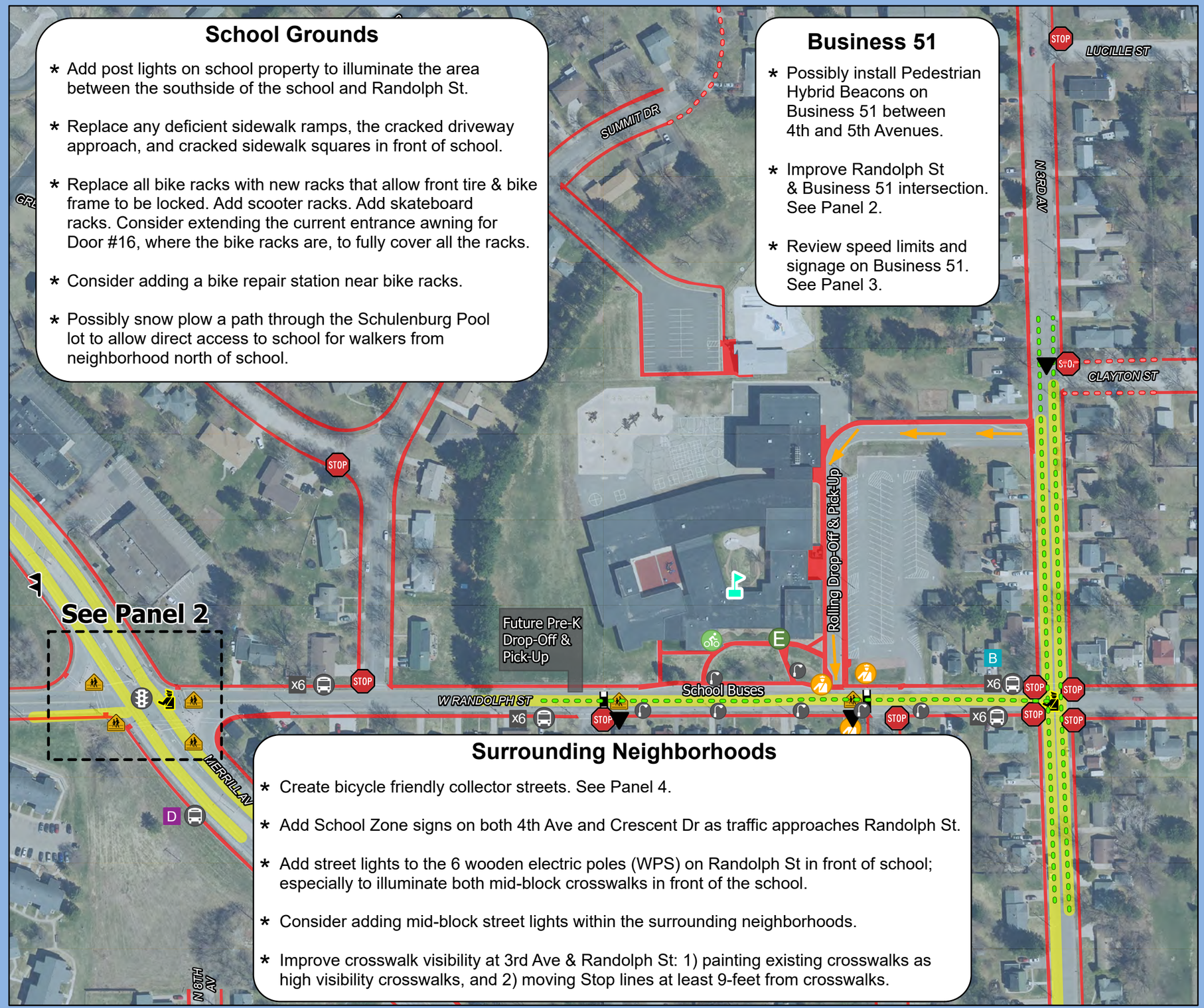
School Grounds

* Add post lights on school property to illuminate the area between the southside of the school and Randolph St.
* Replace any deficient sidewalk ramps, the cracked driveway approach, and cracked sidewalk squares in front of school.
* Replace all bike racks with new racks that allow front tire & bike frame to be locked. Add scooter racks. Add skateboard racks. Consider extending the current entrance awning for Door #16, where the bike racks are, to fully cover all the racks.
* Consider adding a bike repair station near bike racks.
* Possibly snow plow a path through the Schulenburg Pool lot to allow direct access to school for walkers from neighborhood north of school.

Business 51

* Possibly install Pedestrian Hybrid Beacons on Business 51 between 4th and 5th Avenues.
* Improve Randolph St & Business 51 intersection. See Panel 2.
* Review speed limits and signage on Business 51. See Panel 3.



Surrounding Neighborhoods

* Create bicycle friendly collector streets. See Panel 4.
* Add School Zone signs on both 4th Ave and Crescent Dr as traffic approaches Randolph St.
* Add street lights to the 6 wooden electric poles (WPS) on Randolph St in front of school; especially to illuminate both mid-block crosswalks in front of the school.
* Consider adding mid-block street lights within the surrounding neighborhoods.
* Improve crosswalk visibility at 3rd Ave & Randolph St: 1) painting existing crosswalks as high visibility crosswalks, and 2) moving Stop lines at least 9-feet from crosswalks.

Map 6B DRAFT

Recommendations

Thomas Jefferson Elementary School

Wausau Safe Routes To School

Legend

- Thomas Jefferson Elementary School
- School Entrance
- Bike Rack
- Bus Stop with Route ID
- Crossing Guard
- Safety Patrol
- Overhead Flash Beacon
- Traffic Light
- School Crossing
- Stop Sign
- 15 MPH School Speed Limit (Includes Higher Fine Zone)
- High Visibility Crosswalk
- Sidewalk

Recommendations

- Proposed Sidewalk
- Proposed 15 mph School Speed Limit
- Proposed in-street Yield to Pedestrians Sign
- Proposed Street Light or Property Light

0 105 210 420 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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Grant Elementary — Data & Recommendations

500 North 4th Avenue

Grant Elementary served 181 (2022) students in kindergarten through 5th grades.

- **Main modes of travel by Grant Elementary students:**
  - Family Vehicle (56% morning & 46% afternoon)
  - Walking (29% morning & 36% afternoon)

    A strong walking culture exists at Grant.

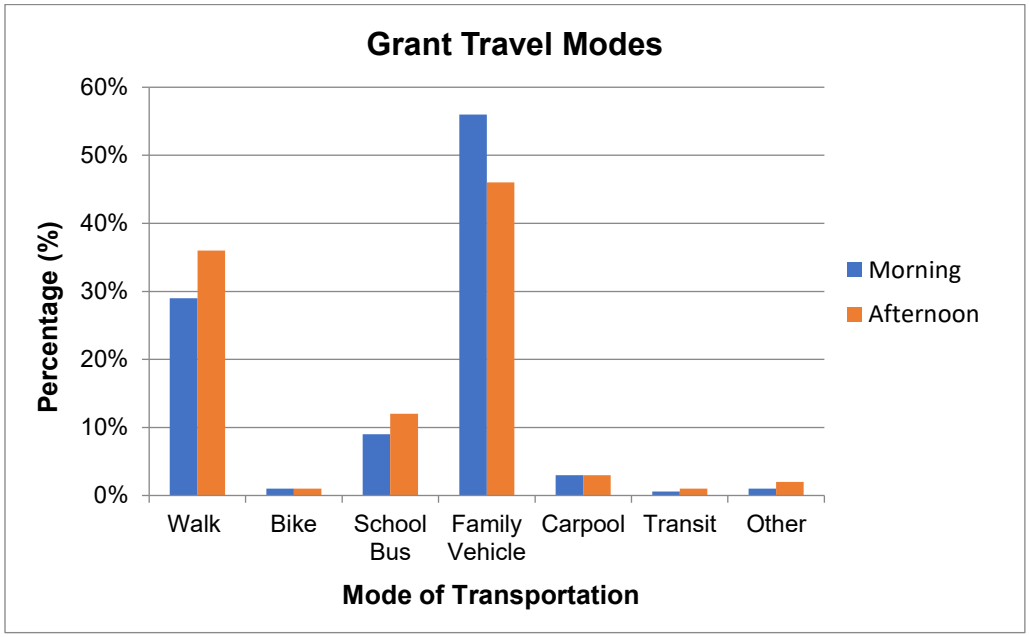
The discrepancy between morning and afternoon travel in Table 8C & Figure 8C shows that 10% more parents are driving their kids to school in the morning. Of that 10%, school bus takes home 3%, and the remaining 7% walk home.

Table 8C — Grant Elementary Morning & Afternoon Travel Comparison

	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	29%	1%	9%	56%	3%	0.6%	1%
Afternoon	36%	1%	12%	46%	3%	1%	2%

Source: Student Tally, May 2022

Figure 8C: Grant Elementary Student Tally Results Morning and Afternoon Travel Comparison



Source: Student Tallies, May 2022

Grant Elementary's Parent Survey Results — 58 surveys received.

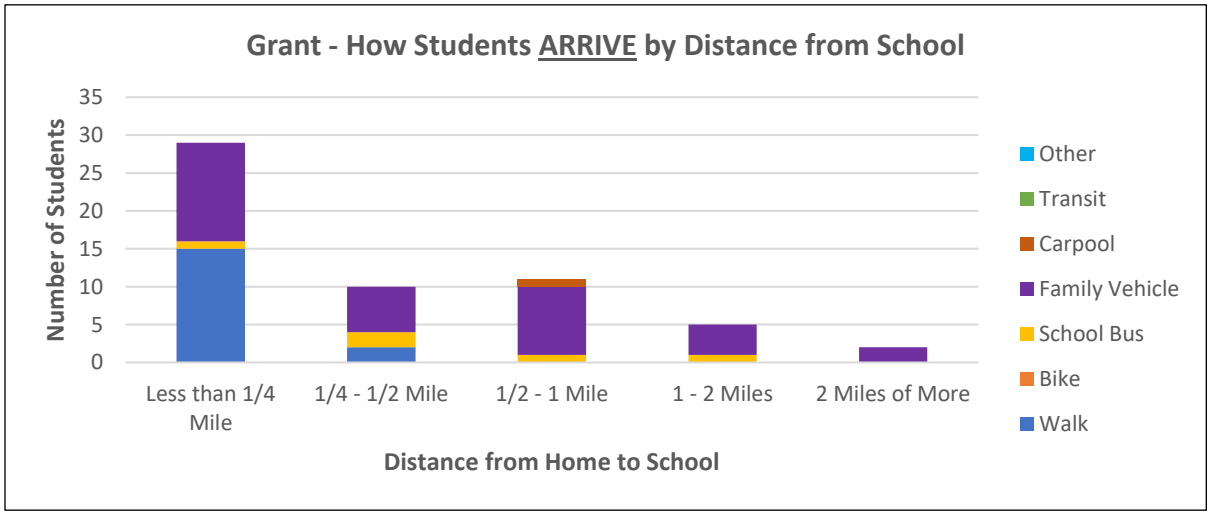
Parents were instructed to fill out only one survey per school. If multiple children attended the same school, they were asked to fill out one survey for the child with the next birthday from that day's date.

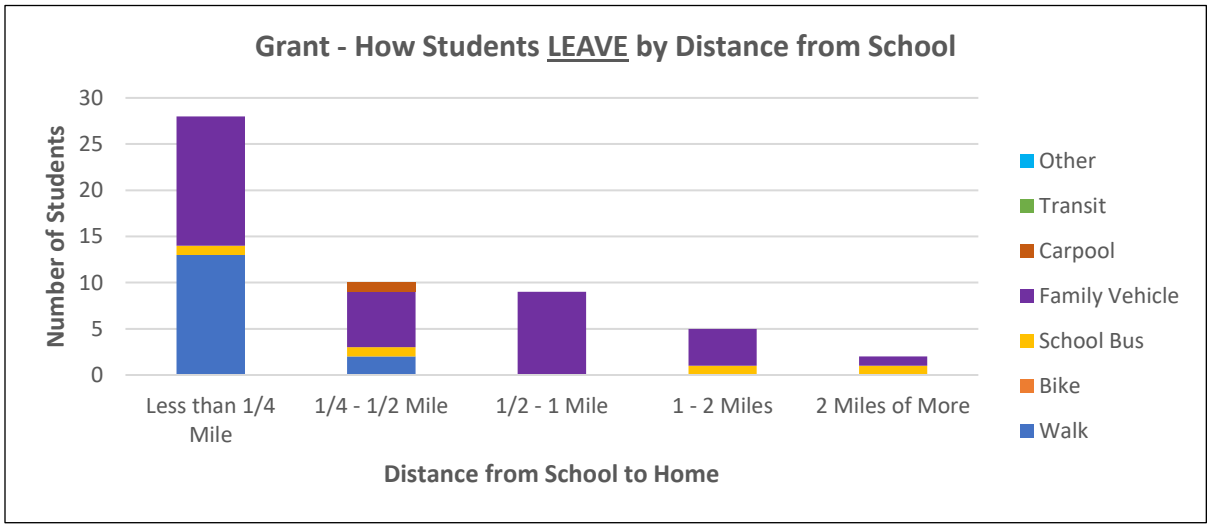
Among parents who answered the survey, 49 of 58 students live within 1-mile of school. With only 17 students within 1-mile of school walking and none biking to school, this shows some potential to increase walking and biking to school.

About 29% of students represented in this parent survey walked to school, which is the same as the student tally (29%). By comparing parent survey vs. the student tally, it appears that parent survey results show a similar representation as the student tally.

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

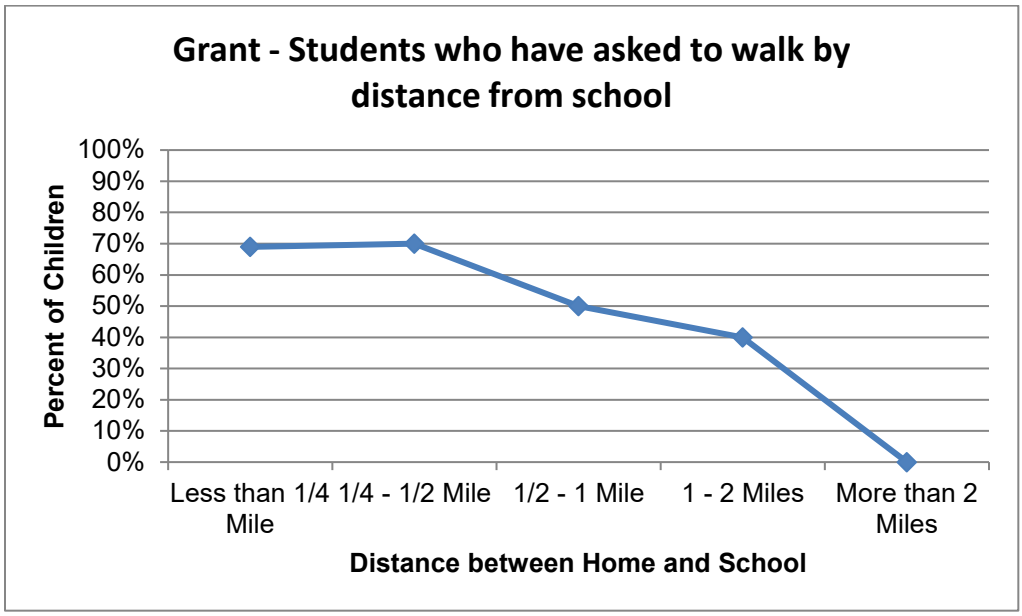
FIGURE 9C: How does your child arrive and depart from school?





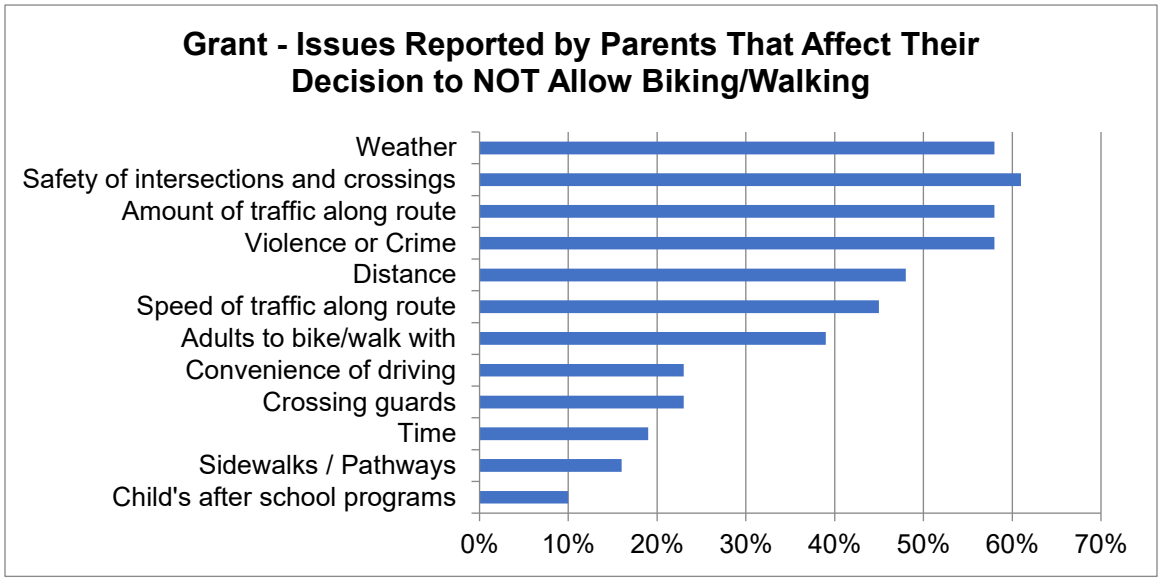
Source: Parent Surveys, May 2022

FIGURE 10C: Has your child asked to walk?



Source: Parent Surveys, May 2022

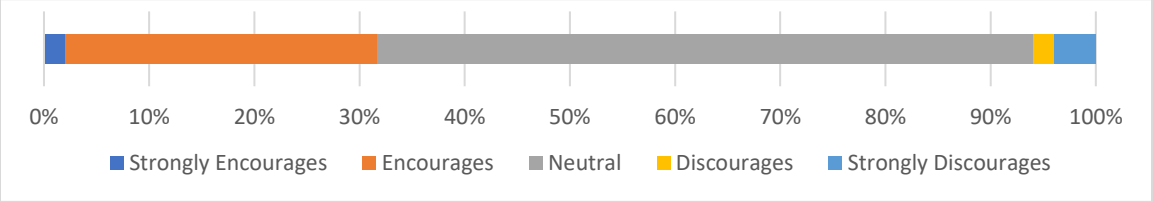
FIGURE 11C: Which of the following issues affect your decision to NOT allow walking or biking?



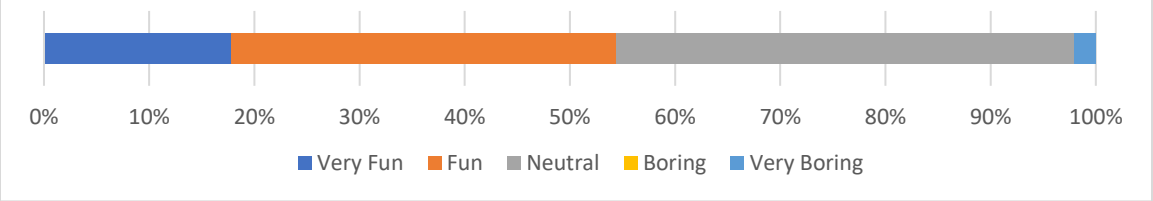
Source: Parent Surveys, May 2022

From Grant's May 2022 Parent Survey

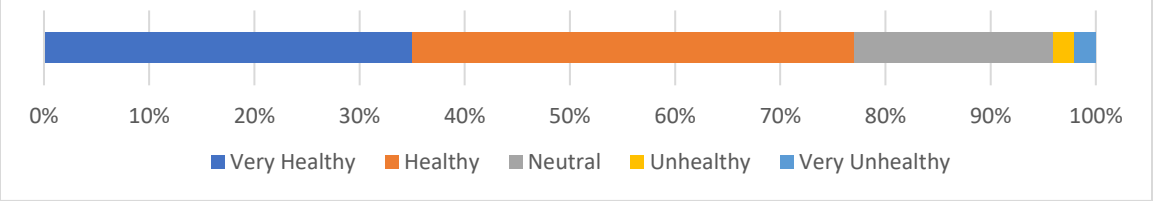
Parent's opinion about how much their **child's school encourages/discourages** walking/biking to/from school:



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 Grant Students

Current walking and biking policies and programming at G.D. Jones include:

- Walk & Roll to School Day encouragement event (see table below).
- Bike & Roll to School Day encouragement event (see table below).
- Safety Patrol. See the Site Assessment **Map 3C** for locations.

School	WALK & ROLL TO SCHOOL DAY (Fall)	BIKE & ROLL TO SCHOOL DAY (Spring)
Grant Elementary	2018, 2019	2014, 2019

Crossing Guards

Adult crossing guards are assigned by the Police Department to intersections that need more guidance for students than others. The Wausau School District has adults that manage traffic on various school grounds (they are called crossing guards on Maps 3A-3E). See Site Assessment **Map 3C** for locations of all crossing guards.

Safety Patrol
A student in the Safety Patrol program at school is assigned to one corner of an intersection, and is taught how to keep other children on the sidewalk safe from traffic. See **Map 3C** for their locations.

Metro Ride & Express routes
See the school's Site Assessment **Map 3C** for bus stops near a school and see Transportation **Map 4C** for where the routes travel.

Bike Racks
There are conveniently located bike racks at Grant. These racks are on grass under a tree on a sidewalk that is directly connected to the main entrance. Site Assessment **Map 3C** 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 F).


Bike racks conveniently located under a tree on route to the main entrance.

Grant – 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 2020 within about a half mile radius of the school. A *Wisconsin Bike and Pedestrian Crash Analysis* exists along with strategies to improve pedestrian and bicycle safety on pages 23-24.

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 Grant

NOTE – There are additional recommendations that apply to the school that are listed in the City of Wausau Recommendations section following all the school sections and maps.

Equity – Half of Grant Elementary's neighborhoods have an Equity Needs Score of 9 out of 10, which is *disadvantaged*.* See the Equity Analysis on page 18. All 3 CDC strategies and some of Grant's *greatest need recommendations (★)* should be completed first to support existing walkers and bikers.

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 has an adult crossing guard program, which is run by the Police Department. 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 party: Police.

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

★ 2 of 3 – Bike Racks *Engineering*

Short-term Responsible party: School Dist.

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 F. School District may decide to design custom bike racks with a middle school and high school design & engineering team.

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

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

4) Consider covering the bike racks to protect them from the weather. Bike racks, covered or not, can be a key element in encouraging students and families to bike to school more often. See Attachment G for some sample bike rack shelters.

5) Consider installing visitor bike racks near the entrance.

**disadvantaged* is the terminology used by the federal government to identify areas with a higher need based upon a variety of factors including lower income households and possibly no access to or ownership of a motor vehicle.

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

See the extensive recommendation titled: Encourage Walking and Biking in this school's recommendations for additional suggestions.

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, NCWRPC

Recommendation: 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. To find this guide, go to: https://www.ncwrpc.org and search for: "Safe Routes Resources."

Short-term Responsible party: School Dist.

Recommendation: Consider annually hosting a Walk, Bike, & Roll Event. See the Encourage Walking and Biking recommendation in this section for more details.

****

Map 6C – "School Zone Improvements" box *Engineering*

Short-term Responsible party: City Eng.

Recommendation: Add school zone to Oak St from 6th Ave to 4th Ave, and on 4th Ave from Bridge St to Oak St.

Short-term Responsible party: City Eng.

★ **Recommendation:** Add No Stopping Or Standing signs to north side of Oak St near 5th Ave.

Short to Long-term Responsible parties: City Eng. & School Dist.

★ **Recommendation:** Improve crosswalk visibility at Oak St & 5th Ave. See Panel 5.

Short-term Responsible party: City Eng.

Recommendation: Make Oak St & 6th Ave, and Oak St & 4th Ave 4-way Stops. See Panel 6.

Short-term Responsible party: City Eng.

★ **Recommendation:** Improve driver and pedestrian safety on 4th Ave. See Panels 6 & 7.

Short to Long-term Responsible party: City Eng.

Recommendation: Improve crosswalk visibility at Bridge St and 3rd Ave. See Panel 8.

Short-term Responsible party: City Eng.

Recommendation: Improve Bridge St and 6th Ave crosswalk. See Panel 9.

Short-term Responsible parties: City Eng., MetroRide, & Police

Recommendation: Improve Oak St crosswalk on 3rd Ave. See Panel 10.

Map 6C – "School Grounds" box *Engineering*

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

Develop School Zone Photo Enforcement *Enforcement*

Major roads in Wausau have 15 mph school speed zones on them with yellow flashing lights and crossing guards. There are still drivers who ignore the reduced speed limits enacted so they will be able to stop when required of them. Automatic photo enforcement is not allowed in Wisconsin. So potential cameras would be used to document school crossings on major roads, and then if an incident occurs, then the footage can be reviewed and appropriate police enforcement can be initiated based upon the circumstance.

Medium-term Responsible parties: City Eng. & City Police.

Recommendation: Consider establishing traffic cameras at the following intersections: 12th Avenue & Stewart Ave, and 6th Avenue & Bridge St. Neither of those intersections are at traffic light controlled (stop light) intersections. If other intersections are identified in the future, then this recommendation applies to those intersections too.

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 could provide the critical mass that would then through their actions teach the rest of the traveling public how to react.

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.

Encourage Walking and Biking *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.

Each school may plan their own events and programming. A walking and bicycling culture exists at John Muir Middle School, so those students may wish to assist with planning and implementing the following recommendations, possibly by creating District-wide promotional materials and maybe other ways too.

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: Consider linking to WisDOT's *Pedestrian safety* and *Bicycling safety* websites on the School website.

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 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.

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 be able to assist with training local staff to provide these skills classes.

School Walking & Biking Policy *Encouragement*

School policies can encourage or restrict behavior, as well as portray meaning by stating the official attitude of the School or District. Research has shown that a positive biking school has 3 things: 1) "Promotive" policy language, 2) Bike racks in convenient location(s), and 3) Bicycle skills programming.

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

Recommendation: Consider revising school policies to include "promotive" and possibly "descriptive" language (see Examples of school policy tone) for walking and bicycling to school, and to remove any "prohibitive" walking and biking language.

Any bad behavior would be delt with on a case-by-case basis, and not built into school policy. School District may wish to contract with the Wisconsin Bike Fed to overview how they deal with bad walking and biking behavior in Milwaukee Public Schools, since they oversee Milwaukee's SRTS programming; and then to possibly train local staff with how to deal with common situations.

Examples of school policy tone	
Tone	**Example**
Promotive	[First item under Traveling to School] "Bicycle Safety: We encourage all children and parents to walk or ride to school safely." "We suggest walking, private transportation or riding bicycles with helmets to get to school."
Descriptive	"If you use the bicycle area, be sure to lock your bike to the racks provided." "All bicycles must be licensed according to the city code."
Prohibitive	"Students in grades 4-5 may ride a bicycle to school if the parent feels that the child is able to ride it safely." "Students who violate this policy will have their bike/scooter/skateboard confiscated and returned to them at end of the day."

Source: Szuflita, L., LaJeunesse, S. and Pullen-Seufert, N. What Makes a "Biking" School? How Some Schools Have Pulled Ahead in Cycling Rates. Pedestrian and Bicycle Information Center, Chapel Hill, NC: 2020

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, wheelchair, or any other vehicle as they approach adulthood.

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

Recommendation: Consider providing bicycling education in 4th or 5th grades to equip students to confidently travel to the middle school and throughout the community on their own power.

Note: see the Develop Traffic Garden recommendation under Wausau School District Recommendations section at the end of all the school recommendation sections.

Note: see the 3 of 3 – Walking & Biking Promotional Materials recommendation for parental guides.

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

Recommendation: Consider providing pedestrian education throughout the elementary grades.

Note: see the 3 of 3 – Walking & Biking Promotional Materials recommendation for parental guides.

Measure if Engineering and Education Efforts are Working *Evaluation*

A variety of recommendations have been made in this SRTS Plan to work toward creating Safe Routes to School for Grant. However, it is imperative that Student Tallies and other measurement tools are utilized **as needed** to determine if implemented recommendations have been effective. In this way, the Task Force can continue to make new observations and recommendations to help work toward the goal of creating safe routes for the students in the community.

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 change as needed.

Medium-term Responsible party: City.

Recommendation: Consider conducting traffic studies as necessary on the roads surrounding Grant to determine if additional countermeasures are needed to slow down traffic.

Safety Patrol *Enforcement & Education*

Safety Patrol provides an opportunity for many young people to demonstrate their public service and leadership potential. 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.

Short-term Responsible party: School Dist.

Recommendation: Continue the Safety Patrol program at Grant.

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 Wausau SRTS Plan's recommendations for Grant 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/weeks keeps the momentum going for changes that take time.

Grant Elementary

Oak St & 5th Ave Intersection Improvements

Panel 5

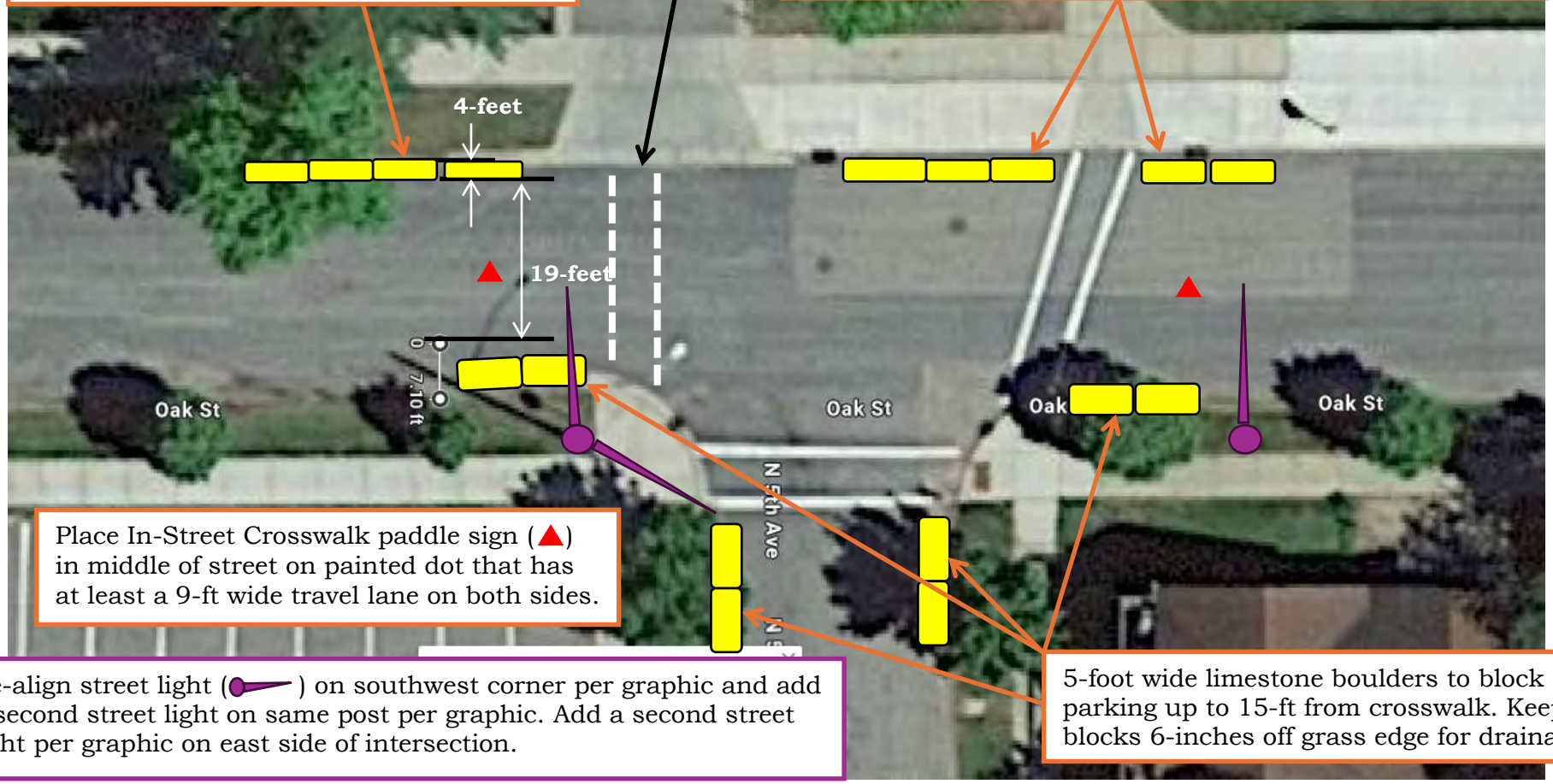
Short to Long-term Responsible parties: City Eng. & School Dist.

Recommendation: First, ***consider*** installing quick build improvements similar to what is shown or other countermeasures to slow traffic. Second, when road is reconstructed (long term), curb bump outs can be constructed to replace the limestone boulders.

After City paints this crosswalk, then Grant staff allows this to be a crossing and assigns student Safety Patrol here.

4-foot wide limestone boulders to block parking at least 20-ft from driveway. Keep blocks 6-inches off curb face for drainage.

5-foot wide limestone boulders to block parking up to 15-ft from crosswalk and between crosswalk and driveway. Keep blocks 6-inches off curb face for drainage.



Place In-Street Crosswalk paddle sign (▲) in middle of street on painted dot that has at least a 9-ft wide travel lane on both sides.

Re-align street light ( ) on southwest corner per graphic and add a second street light on same post per graphic. Add a second street light per graphic on east side of intersection.

5-foot wide limestone boulders to block parking up to 15-ft from crosswalk. Keep blocks 6-inches off grass edge for drainage.

Short-term Responsible party: City Eng.

Recommendations for 4th Ave & Oak St, and 6th Ave & Oak St:

1. Make this intersection a 4-way Stop.
2. Paint double yellow centerlines on School Speed Limit roads.
3. Paint double yellow centerlines for about 50-feet on roads leading into school zones.
4. Paint **Stop lines** at least 9-feet in advance of crosswalks.
5. Paint all school crosswalks as high visibility crosswalks.

Crosswalk Styles

Source: FHWA

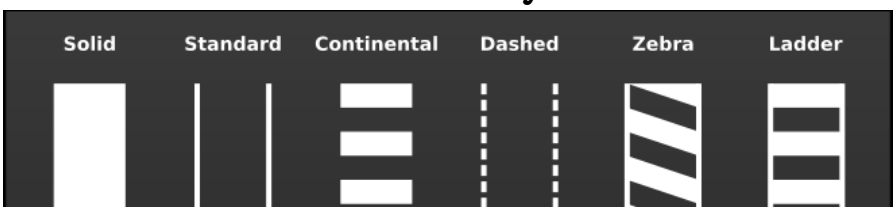
WisDOT approved high visibility crosswalks are: Continental, Zebra, and Ladder.

Short-term Responsible party: City Eng.

Recommendations for 4th Ave & Bridge St:

1. Paint double yellow centerlines on School Speed Limit road (4th Ave).
2. Paint Stop line at lease 9-feet in advance of crosswalk.
3. Paint crosswalk as high visibility crosswalk.

Crosswalk Styles



Source: FHWA

WisDOT approved high visibility crosswalks are: Continental, Zebra, and Ladder.

DRAFT – Feb. 2024

Bridge St & 3rd Ave Improvements

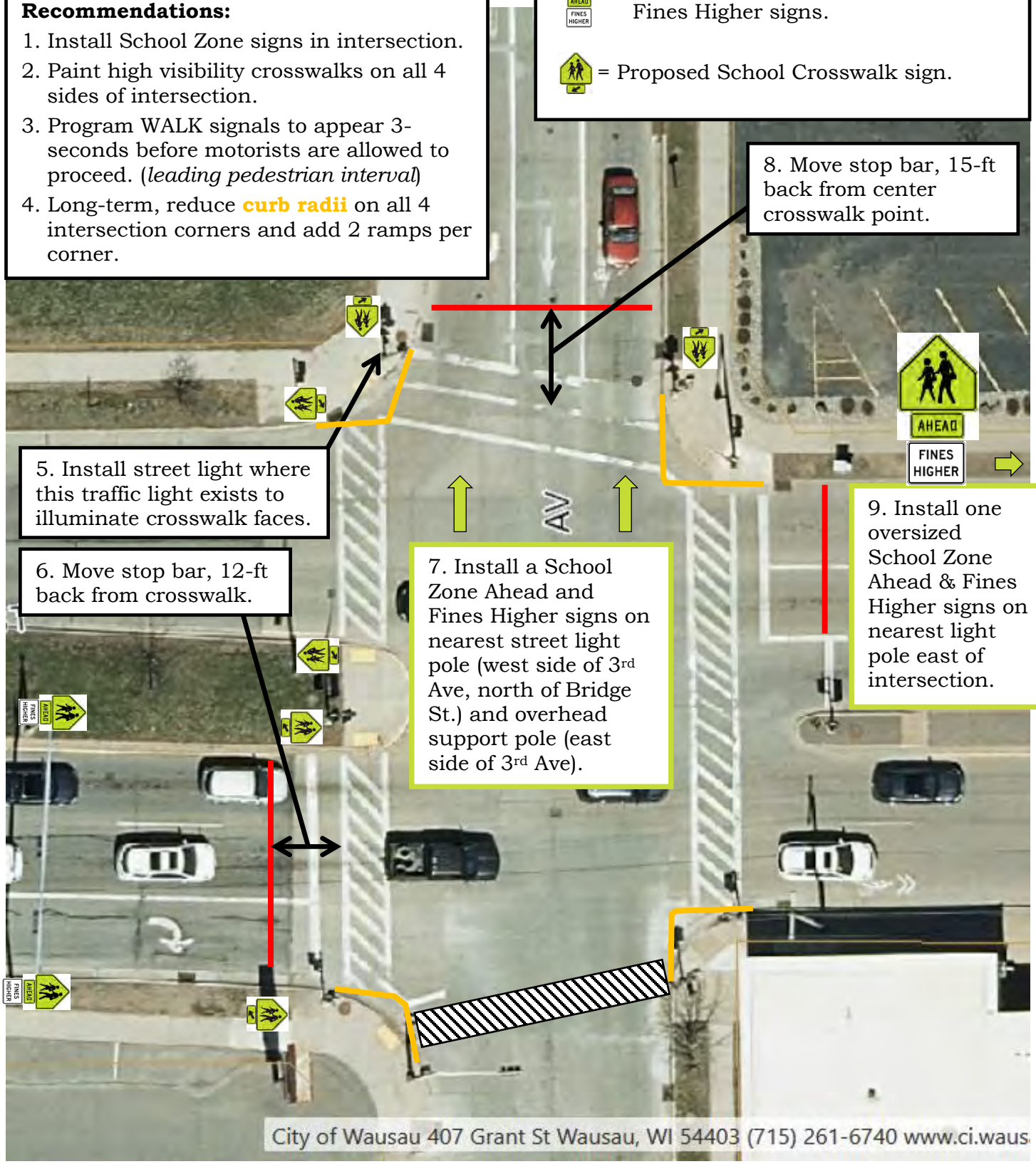
Short to Long-term Responsible party: City Eng.

Recommendations:

1. Install School Zone signs in intersection.
2. Paint high visibility crosswalks on all 4 sides of intersection.
3. Program WALK signals to appear 3-seconds before motorists are allowed to proceed. (*leading pedestrian interval*)
4. Long-term, reduce **curb radii** on all 4 intersection corners and add 2 ramps per corner.

= Proposed School Zone Ahead and Fines Higher signs.

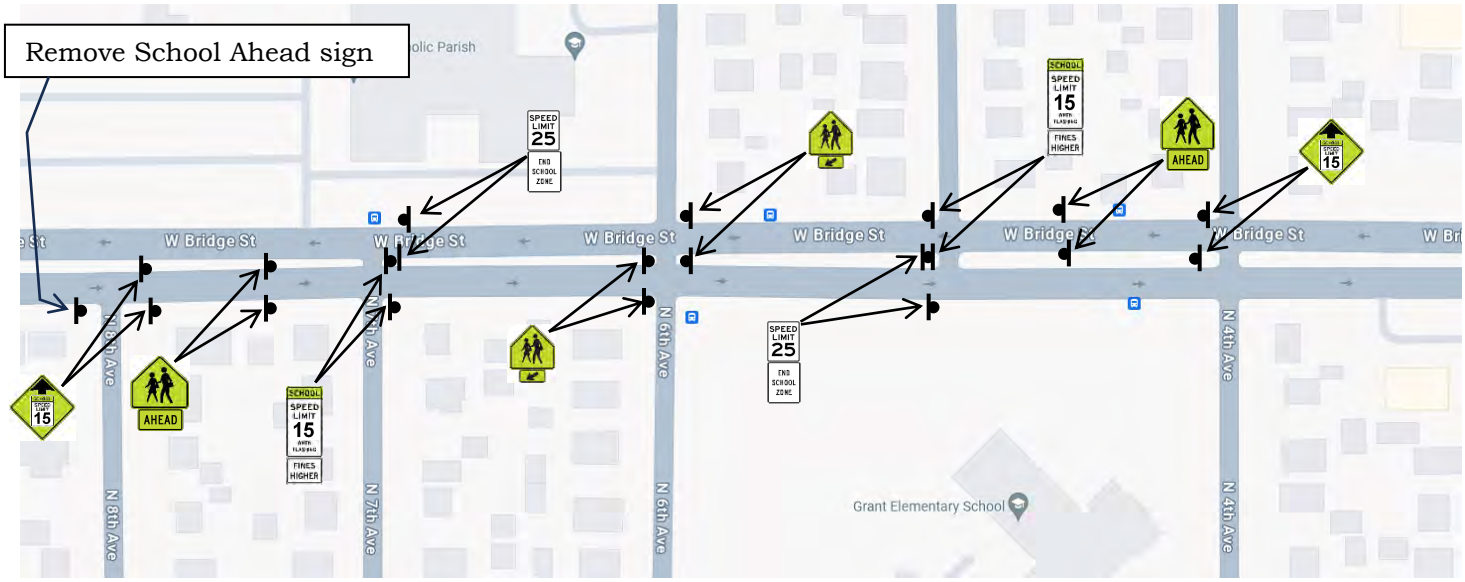
= Proposed School Crosswalk sign.

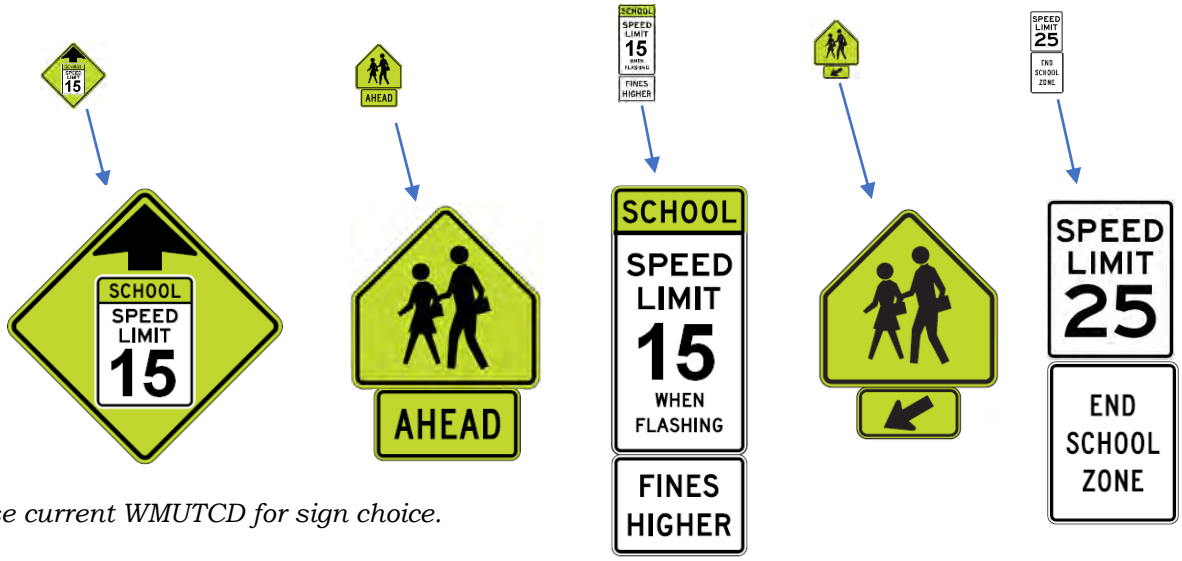


Short-term Responsible party: City Eng.

Recommendations:

1. Update the School Zone signage on Bridge Street per below.
2. Paint crosswalks on all 4 legs of intersection as high visibility crosswalks.
3. Paint Stop line at least 9-feet in advance of crosswalk on 6th Ave.
4. Re-aim overhead flashing beacons on Bridge St at 6th Ave to alert distant drivers. The heads have fallen down over the years.
5. If desired, consider replacing overhead flashing beacons with Pedestrian Hybrid Beacons (formerly HAWK) in the same location.
6. Re-program speed feedback signs on Bridge St to only operate when the overhead flashing beacons are operating. Also, program the sign to only flash when 20 mph or more is achieved.





Note: *Use current WMUTCD for sign choice.*

Short-term Responsible parties: City Eng., MetroRide, & Police.

Recommendations:

1. Add a School Crossing on 3rd Ave at Oak St with a crossing guard.
2. Paint solid white centerline from crosswalk north 80-feet.
3. Re-paint all crosswalks as high visibility crosswalks, and move Oak St **Stop lines** 9-feet in advance of crosswalks.
4. Install School Crossing signs with Rectangular Rapid Flash Beacons (RRFBs).
5. Paint "shark teeth" yield triangles 30-feet in advance of crosswalk, and post Yield To Pedestrians signs on both sides of road in line with shark teeth.
6. At shark teeth, place In-Street School Crossing signs on centerline, urban shoulder, and in east side gutter pan. Move signs to curbs in winter.

Paint solid white line from crosswalk, north 80-feet.

3rd Ave, southbound toward Oak St

Source: Google

Map 3C DRAFT

Site Assessment

Grant Elementary School

Wausau Safe Routes To School

Areawide Assessment

* School Zone signs are well-maintained, but several are behind trees.
* Speed feedback signs on Bridge St operate as if the school zone speed limit is 15 mph all day long.
* Overhead flashing beacons on Bridge St are aimed too far down to alert distant drivers.
* Most sidewalks are in good condition and are kept free of snow.
* Most corners have sidewalk ramps.

* Bike racks conveniently located.
* Need updated racks.

Areawide Assessment

* Oak St & 5th Ave is a congested area during drop-off & pick-up. Parents often park where it is illegal to park.
* Oak St & 5th Ave's School Crossing signs are not visible to Oak St traffic. Eastbound traffic can't see sign due to tall, parked vehicles. Westbound traffic can't see sign due to school buses parked.
* Parents and kids sometimes cross Oak St mid-block and 4th Ave mid-block, not at the Safety Patrol crossings.
* At Oak & 5th, Safety Patrol flags may not be visible to oncoming traffic due to their flags not reaching out far enough into the road.

Legend

- Grant Elementary
- School Entrance
- Bike Rack
- Parked Family Vehicle
- Bus Stop with Route ID
- Crossing Guard
- Safety Patrol
- Overhead Flash Beacon
- Speed Feedback Sign
- Traffic Light
- School Crossing
- Stop Sign
- 15 MPH School Speed Limit (Includes Higher Fine Zone)
- Gate
- Fence
- High Visibility Crosswalk
- One-Way Street
- Sidewalk

0 105 210 420 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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

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Map 4C DRAFT

Transportation

Grant Elementary School

Wausau Safe Routes To School

* All roads are: 25 speed limit, unless otherwise posted.

Legend

- Grant Elementary
- Main Roads
- Local Roads
- MetroRide Bus Route B
- MetroRide Bus Route D
- MetroRide Bus Route G
- Sidewalk
- 15 MPH School Speed Limit (Includes Higher Fine Zone)
- Crossing Guard
- Overhead Flash Beacon
- Traffic Light
- Traffic Counts

Crash Type (2010-2020)

- Bicycle
- Pedestrian
- Both

0 320 640 1,280 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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Map 5C DRAFT

School Routes

Grant Elementary School

Wausau Safe Routes To School

Legend

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

0 500 1,000 2,000 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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Map 6C DRAFT

Recommendations

Grant Elementary School

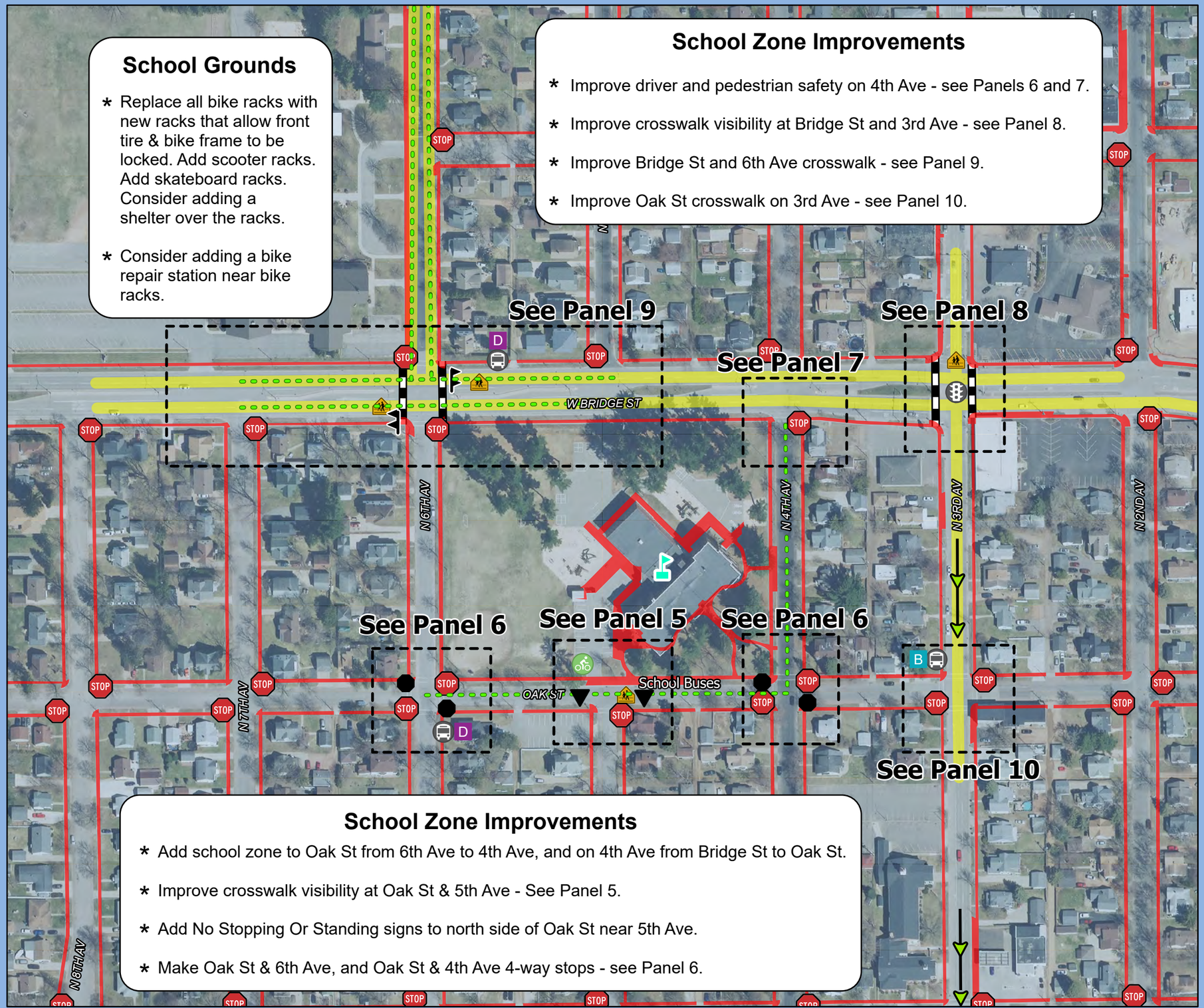
Wausau Safe Routes To School

School Grounds

* Replace all bike racks with new racks that allow front tire & bike frame to be locked. Add scooter racks. Add skateboard racks. Consider adding a shelter over the racks.
* Consider adding a bike repair station near bike racks.

School Zone Improvements

* Improve driver and pedestrian safety on 4th Ave - see Panels 6 and 7.
* Improve crosswalk visibility at Bridge St and 3rd Ave - see Panel 8.
* Improve Bridge St and 6th Ave crosswalk - see Panel 9.
* Improve Oak St crosswalk on 3rd Ave - see Panel 10.



School Zone Improvements

* Add school zone to Oak St from 6th Ave to 4th Ave, and on 4th Ave from Bridge St to Oak St.
* Improve crosswalk visibility at Oak St & 5th Ave - See Panel 5.
* Add No Stopping Or Standing signs to north side of Oak St near 5th Ave.
* Make Oak St & 6th Ave, and Oak St & 4th Ave 4-way stops - see Panel 6.

Legend

- Grant Elementary
- Bike Rack
- Bus Stop with Route ID
- Overhead Flash Beacon
- Traffic Light
- School Crossing
- Stop Sign
- 15 MPH School Speed Limit (Includes Higher Fine Zone)
- High Visibility Crosswalk
- One-Way Street
- Sidewalk

Recommendations

- Proposed 15 mph School Speed Limit
- Proposed Stop Sign
- Proposed in-street Yield to Pedestrians Sign

0 105 210 420 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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Lincoln Elementary — Data & Recommendations

720 South 6th Avenue

Lincoln Elementary served 209 (2022) students in kindergarten through 5th grades.

- **Main modes of travel by Lincoln Elementary students:**
  - Family Vehicle (58% morning & 57% afternoon)
  - School Bus (24% morning & 26% afternoon)

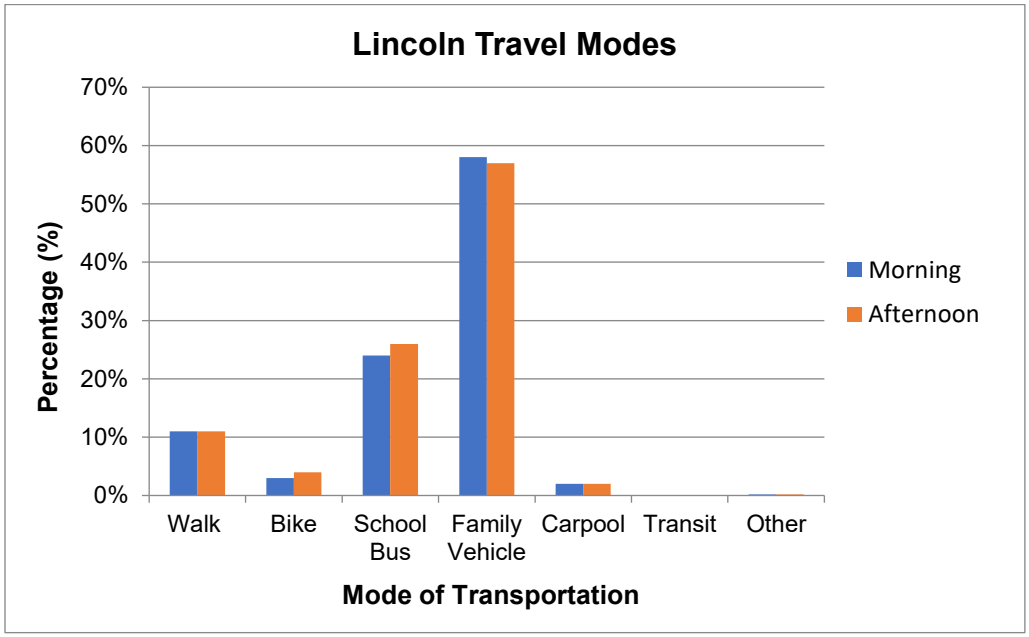
The discrepancy between morning and afternoon travel in Table 8D & Figure 8D shows that 1% more parents are driving their kids to school in the morning. School bus takes home all 1% that drove in the morning.

Table 8D — Lincoln Elementary Morning & Afternoon Travel Comparison

	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	11%	3%	24%	58%	2%	0	0.2%
Afternoon	11%	4%	26%	57%	2%	0	0.2%

Source: Student Tally, May 2022

Figure 8D: Lincoln Elementary Student Tally Results Morning and Afternoon Travel Comparison



Source: Student Tallies, May 2022

Lincoln Elementary's Parent Survey Results — 46 surveys received.

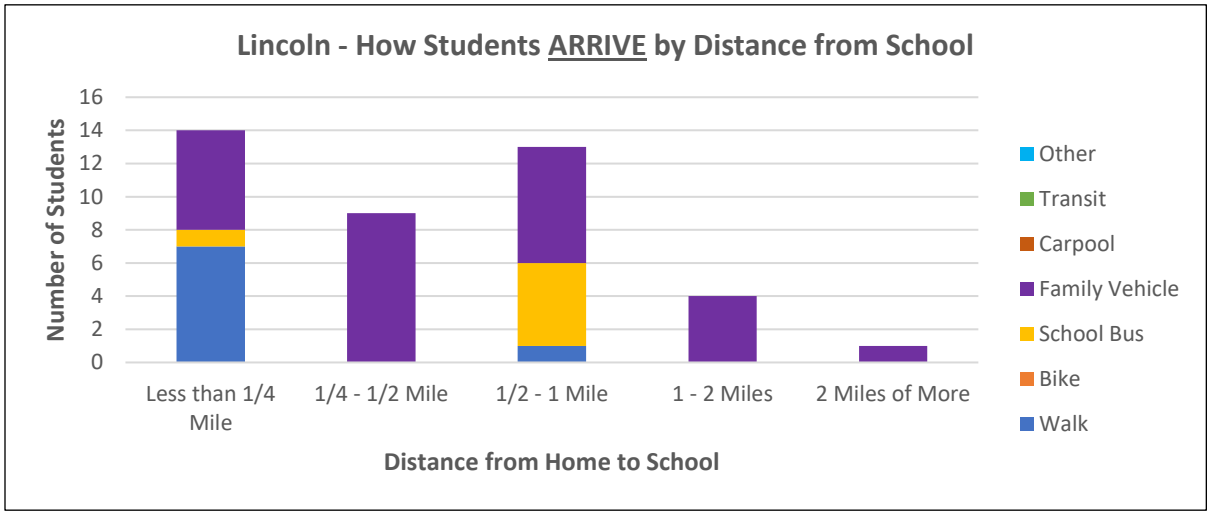
Parents were instructed to fill out only one survey per school. If multiple children attended the same school, they were asked to fill out one survey for the child with the next birthday from that day's date.

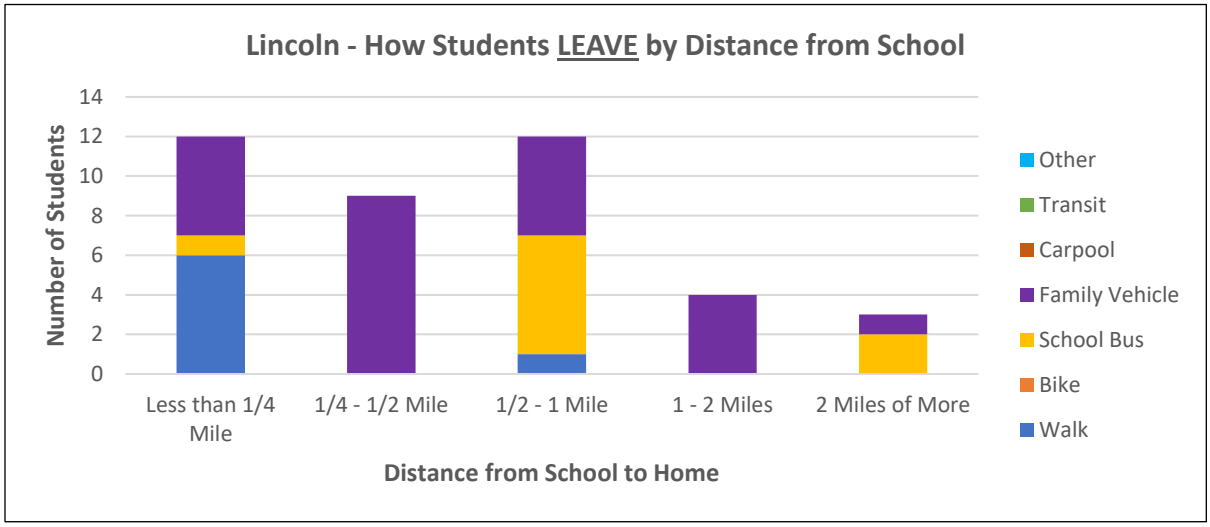
Among parents who answered the survey, 36 of 46 students live within 1-mile of school. With only 8 students within 1-mile of school walking and none biking to school, this shows some potential to increase walking and biking to school.

Parent Survey results are about 5.5 percentage points higher than Student Tallies for those taking Family Vehicle, 5.5 percentage points less for School Bus, and 5.5 percentage points more for Walking. By comparing student arrival in the parent survey vs. the student tally, it appears that parent survey results show a similar representation as the student tally.

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

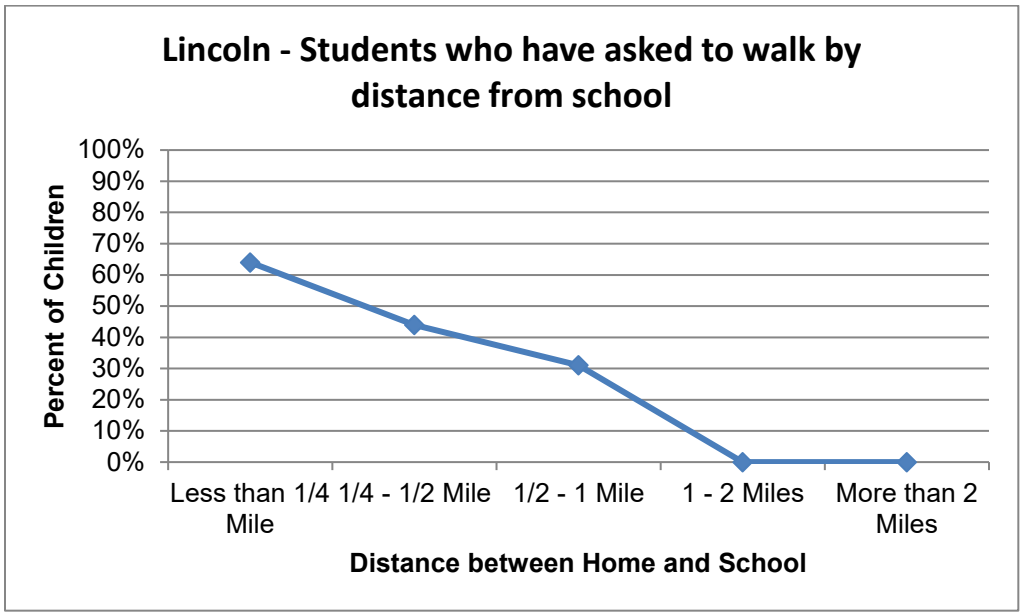
FIGURE 9D: How does your child arrive and depart from school?





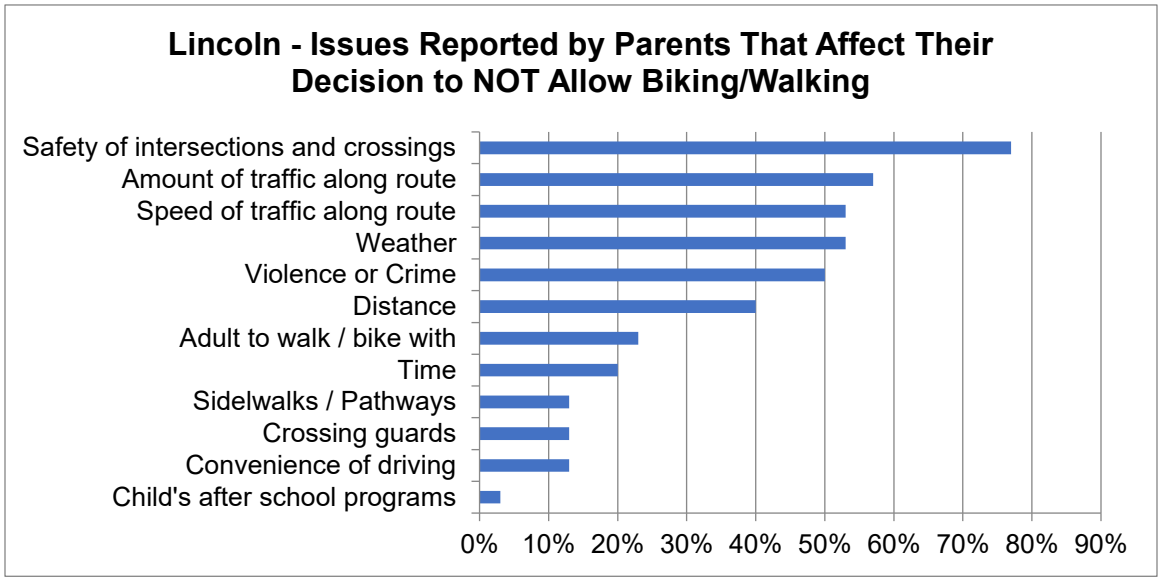
Source: Parent Surveys, May 2022

FIGURE 10D: Has your child asked to walk?



Source: Parent Surveys, May 2022

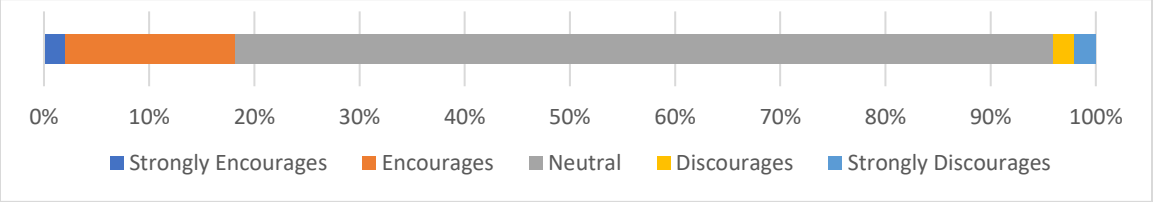
FIGURE 11D: Which of the following issues affect your decision to NOT allow walking or biking?



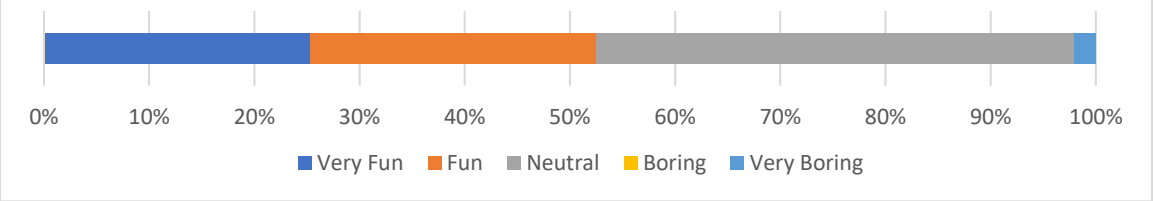
Source: Parent Surveys, May 2022

From Lincoln's May 2022 Parent Survey

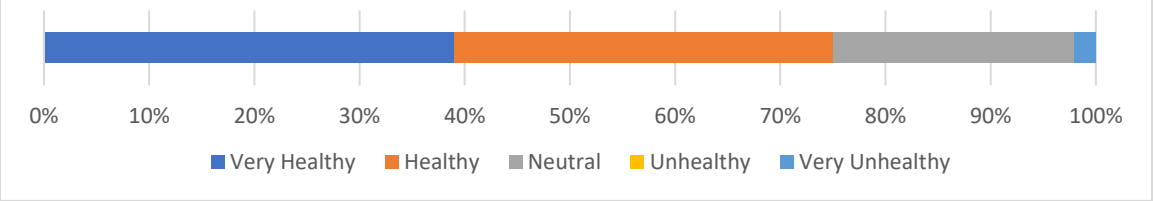
Parent's opinion about how much their **child's school encourages/discourages** walking/biking to/from school:



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 Lincoln Students

Current walking and biking policies and programming at Lincoln include:

- Walk & Roll to School Day encouragement event (see table below).
- Bike & Roll to School Day encouragement event (see table below).
- Safety Patrol. See the Site Assessment **Map 3D** for locations.

School	WALK & ROLL TO SCHOOL DAY (Fall)	BIKE & ROLL TO SCHOOL DAY (Spring)
Lincoln Elementary	2018, 2019, 2021, 2022	2014, 2015, 2016, 2017, 2018, 2019, 2022

Crossing Guards

Adult crossing guards are assigned by the Police Department to intersections that need more guidance for students than others. The Wausau School District has adults that manage traffic on various school grounds (they are called crossing guards on Maps 3A-3E). See Transportation **Map 4D** for locations of all crossing guards.

Safety Patrol
A student in the Safety Patrol program at school is assigned to one corner of an intersection, and is taught how to keep other children on the sidewalk safe from traffic. See **Map 3D** for their locations.

Metro Ride & Express routes
See the school's Site Assessment **Map 3D** for bus stops near a school and see Transportation **Map 4D** for where the routes travel.

Bike Racks
There are conveniently located bike racks at Lincoln on the playground, which is locked during school hours. Site Assessment **Map 3D** 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 F).


Bike racks on playground.

Lincoln – 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. It also details pedestrian and bicycle crashes that have occurred between 2010 and 2020 within about a half mile radius of the school. A *Wisconsin Bike and Pedestrian Crash Analysis* exists along with strategies to improve pedestrian and bicycle safety on pages 23-24.

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 Lincoln

NOTE – There are additional recommendations that apply to the school that are listed in the City of Wausau Recommendations section following all the school sections and maps.

Equity – About 20% of Lincoln Elementary's neighborhoods have an Equity Needs Score of either 9 or 10 out of 10, which is *disadvantaged*.* See the Equity Analysis on page 18. All 3 CDC strategies and some of Lincoln's *greatest need recommendations (★)* should be completed first to support existing walkers and bikers.

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 has an adult crossing guard program, which is run by the Police Department. 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 party: Police.

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

★ 2 of 3 – Bike Racks *Engineering*

Short-term Responsible party: School Dist.

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 F. School District may decide to design custom bike racks with a middle school and high school design & engineering team.

2) Consider adding a bike repair station outside of fence, near bike racks..

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

4) Consider covering the bike racks to protect them from the weather. Bike racks, covered or not, can be a key element in encouraging students and families to bike to school more often. See Attachment G for some sample bike rack shelters.

5) Consider installing visitor bike racks near the entrance.

**disadvantaged* is the terminology used by the federal government to identify areas with a higher need based upon a variety of factors including lower income households and possibly no access to or ownership of a motor vehicle.

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

See the extensive recommendation titled: Encourage Walking and Biking in this school's recommendations for additional suggestions.

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, NCWRPC

Recommendation: 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. To find this guide, go to: https://www.ncwrpc.org and search for: "Safe Routes Resources."

Short-term Responsible party: School Dist.

Recommendation: Consider annually hosting a Walk, Bike, & Roll Event. See the Encourage Walking and Biking recommendation in this section for more details.

****

Map 6D – "School Zone Improvements" box *Engineering*

Short-term Responsible party: City Eng.

Recommendation: Re-paint all School Zone crosswalks as high visibility crosswalks.

Short-term Responsible party: City Eng.

Recommendation: Move stop lines back 9-feet from crosswalks at Stop signs in School Zone.

Short-term Responsible party: City Eng.

Recommendation: Install School Zone Ends and Speed Limit signs on the same post at the end of every School Zone.

Short-term Responsible party: City Eng.

Recommendation: Reinforce School Zone by adding additional School Speed signs per map.

Short-term Responsible party: City Eng.

Recommendation: On West St at the 8th Ave crosswalk:

- Place In-Street School Crossing sign at crosswalk.
- Move School Crosswalk sign with down arrow to be on both sides of crosswalk with double sided signs.
- Paint yield triangles on West St about 30 to 50 feet from both sides of crosswalk.
- If warranted, install rapid flash beacons (RRFBs) to crosswalk signs.

Short-term Responsible party: City Eng.

★ **Recommendation:** Make 6th Ave & West St intersection a 3-Way Stop. Paint double yellow centerline on West St, about 40-feet in both directions leading up to crosswalk.

Map 6D – "School Grounds" box *Engineering*

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

Map 6D – "3rd Avenue" box *Engineering*

Short-term Responsible parties: City Eng., MetroRide, Police, & Post Office

★ **Recommendation:** Improve crosswalk visibility on 3rd Ave at West St. See Panel 11.

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 could provide the critical mass that would then through their actions teach the rest of the traveling public how to react.

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.

Safety Patrol *Enforcement & Education*

Safety Patrol provides an opportunity for many young people to demonstrate their public service and leadership potential. 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.

Short-term Responsible party: School Dist.

Recommendation: Continue the Safety Patrol program at Lincoln.

Encourage Walking and Biking *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.

Each school may plan their own events and programming. A walking and bicycling culture exists at John Muir Middle School, so those students may wish to assist with planning and implementing the following recommendations, possibly by creating District-wide promotional materials and maybe other ways too.

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: Consider linking to WisDOT's *Pedestrian safety* and *Bicycling safety* websites on the School website.

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 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.

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 be able to assist with training local staff to provide these skills classes.

School Walking & Biking Policy *Encouragement*

School policies can encourage or restrict behavior, as well as portray meaning by stating the official attitude of the School or District. Research has shown that a positive biking school has 3 things: 1) "Promotive" policy language, 2) Bike racks in convenient location(s), and 3) Bicycle skills programming.

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

Recommendation: Consider revising school policies to include "promotive" and possibly "descriptive" language (see Examples of school policy tone) for walking and bicycling to school, and to remove any "prohibitive" walking and biking language.

Any bad behavior would be delt with on a case-by-case basis, and not built into school policy. School District may wish to contract with the Wisconsin Bike Fed to overview how they deal with bad walking and biking behavior in Milwaukee Public Schools, since they oversee Milwaukee's SRTS programming; and then to possibly train local staff with how to deal with common situations.

Examples of school policy tone	
Tone	**Example**
Promotive	[First item under Traveling to School] "Bicycle Safety: We encourage all children and parents to walk or ride to school safely." "We suggest walking, private transportation or riding bicycles with helmets to get to school."
Descriptive	"If you use the bicycle area, be sure to lock your bike to the racks provided." "All bicycles must be licensed according to the city code."
Prohibitive	"Students in grades 4-5 may ride a bicycle to school if the parent feels that the child is able to ride it safely." "Students who violate this policy will have their bike/scooter/skateboard confiscated and returned to them at end of the day."

Source: Szuflita, L., LaJeunesse, S. and Pullen-Seufert, N. What Makes a "Biking" School? How Some Schools Have Pulled Ahead in Cycling Rates. Pedestrian and Bicycle Information Center, Chapel Hill, NC: 2020

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, wheelchair, or any other vehicle as they approach adulthood.

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

Recommendation: Consider providing bicycling education in 4th or 5th grades to equip students to confidently travel to the middle school and throughout the community on their own power.

Note: see the Develop Traffic Garden recommendation under Wausau School District Recommendations section at the end of all the school recommendation sections.

Note: see the 3 of 3 – Walking & Biking Promotional Materials recommendation for parental guides.

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

Recommendation: Consider providing pedestrian education throughout the elementary grades.

Note: see the 3 of 3 – Walking & Biking Promotional Materials recommendation for parental guides.

Measure if Engineering and Education Efforts are Working *Evaluation*

A variety of recommendations have been made in this SRTS Plan to work toward creating Safe Routes to School for Lincoln. However, it is imperative that Student Tallies and other measurement tools are utilized **as needed** to determine if implemented recommendations have been effective. In this way, the Task Force can continue to make new observations and recommendations to help work toward the goal of creating safe routes for the students in the community.

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.

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

Medium-term Responsible party: City.

Recommendation: Consider conducting traffic studies as necessary on the roads surrounding Lincoln to determine if additional countermeasures are needed to slow down traffic.

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 Wausau SRTS Plan's recommendations for Lincoln 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/weeks keeps the momentum going for changes that take time.

Recommendations:

In-Street School Crosswalk sign

Short-term Responsible parties: City Eng., MetroRide, Police, & Post Office

1. Re-paint all crosswalks as high visibility crosswalks, and move West St **Stop lines** 9-feet in advance of crosswalks.
2. Paint solid white lines on 3rd Ave from crosswalk, north about 80-85 feet (centerline, and 2 urban shoulders about 9-feet off curb face).
3. Possibly upgrade School Crossing signs with Rectangular Rapid Flash Beacons (RRFBs).
4. Continue having a crossing guard at this intersection.
5. Paint "shark teeth" yield triangles 40-feet in advance of crosswalk. Place In-Street School Crosswalk sign on 3rd Ave centerline at "shark teeth," and install Yield Here To Pedestrian (R1-5) signs on both sides of road. When snowplowing is expected, move in-street sign to west curb parallel to "shark teeth" (east side is hidden by mailbox).
6. Consider moving MetroRide bus stop to south side of intersection, so bus does not block view of kids crossing street. If bus stop is moved, then place In-Street School Crosswalk sign on west side urban shoulder.
7. Consider moving mailbox north about 50 feet. If mailbox is moved, then place In-Street School Crosswalk sign on east side urban shoulder.
8. After Recommendations 1 through 5 are complete, consider if School Speed Zone is still needed. If not needed, then replace School Speed Zone signs with School Ahead and Fines Higher signs.

Medium-term Responsible party: City Eng.

9. Install an additional street light on the northwest corner of 3rd Ave & Sherman St to illuminate students and crossing guards.

Move School Speed Zone sign to new post even with sign on west side of street.

Paint solid white lines from crosswalk, north about 80-85 feet (centerline, and 2 urban shoulders about 9-feet off curb face).

3rd Avenue, southbound toward West St
Source: Google

Map 3D DRAFT

Site Assessment

Lincoln Elementary School

Wausau Safe Routes To School

* Bike racks conveniently located.
* Need updated racks.

Rolling Drop-Off & Pick-Up

* Suitable safety patrol placements.

Areawide Assessment

* School zone signs and crosswalks are well-maintained.
* No high visibility crosswalks in School Zones.
* Unclear where School Zones end.
* Crosswalk on West St. at 8th Ave. is difficult for kids to cross due to increased traffic from new 17th Ave gas station on West St. No stop signs on West St. from 17th Ave to 3rd Ave.
* Most sidewalks are in good condition and are kept free of snow.
* Most corners have sidewalk ramps.

PARDEE ST
WEST ST
PORTER ST
S 7TH AV
S 6TH AV
WERLE AV
S 5TH AV
S 9TH AV
S 10TH AV
S 8TH AV

Legend

- Lincoln Elementary
- School Entrance
- School Crossing
- Bike Rack
- Safety Patrol
- Bus Stop with Route ID
- Stop Sign
- 15 MPH School Speed Limit (Includes Higher Fine Zone)
- Fence
- Sidewalk/Path

0 105 210 420 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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

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Map 4D DRAFT

Transportation

Lincoln Elementary School

Wausau Safe Routes To School

CALLON ST
2400
SPEED LIMIT 25
SPEED LIMIT 35
19500
STEWART AV
19300
SPEED LIMIT 35
18800
CLARK ST
16300
E STEWART AV
SCOTT ST
18500
W WASHINGTON ST
SPEED LIMIT 25
STEWART PL
4700
S 2ND AV
S 4TH AV
GARFIELD AV
WERLE AV
PORTER ST
PARDEE ST
S 1ST AV
S 3RD AV
3100
WEST ST
280
4100
SHERMAN ST
2900
1600
S 16TH AV
S 14TH AV
S 13TH AV
S 12TH AV
S 11TH AV
S 10TH AV
S 9TH AV
S 8TH AV
S 5TH AV
ROSECRANS ST
RIVER ST
SHERIDAN RD
S 15TH AV
S 7TH AV
S 6TH AV
4300
2500
E THOMAS ST
11000
W THOMAS ST
11000
13400
18000
CLEVELAND AV
EDWARDS ST

* All roads are: 25 speed limit, unless otherwise posted.

Legend

- Lincoln Elementary
- GD Jones Elementary
- State Highway
- Main Roads
- Local Roads
- MetroRide Bus Route B
- MetroRide Bus Route G
- MetroRide Bus Route I
- MetroRide Bus Route J
- Sidewalk
- 15 MPH School Speed Limit (Includes Higher Fine Zone)
- Crossing Guard
- Rapid Flash Crosswalk
- Traffic Light
- Posted Speed Limit
- Traffic Counts

Crash Type (2010-2020)

- Bicycle
- Pedestrian
- Both

0 320 640 1,280 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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Map 5D DRAFT

School Routes

Lincoln Elementary School

Wausau Safe Routes To School

Legend

- Lincoln Elementary
- GD Jones Elementary
- School Boundary
- Feeder Route
- Main Route
- 1-Mile Walk Distance
- U.S. Highway
- State Highway
- Main Roads
- Local Roads

0 500 1,000 2,000 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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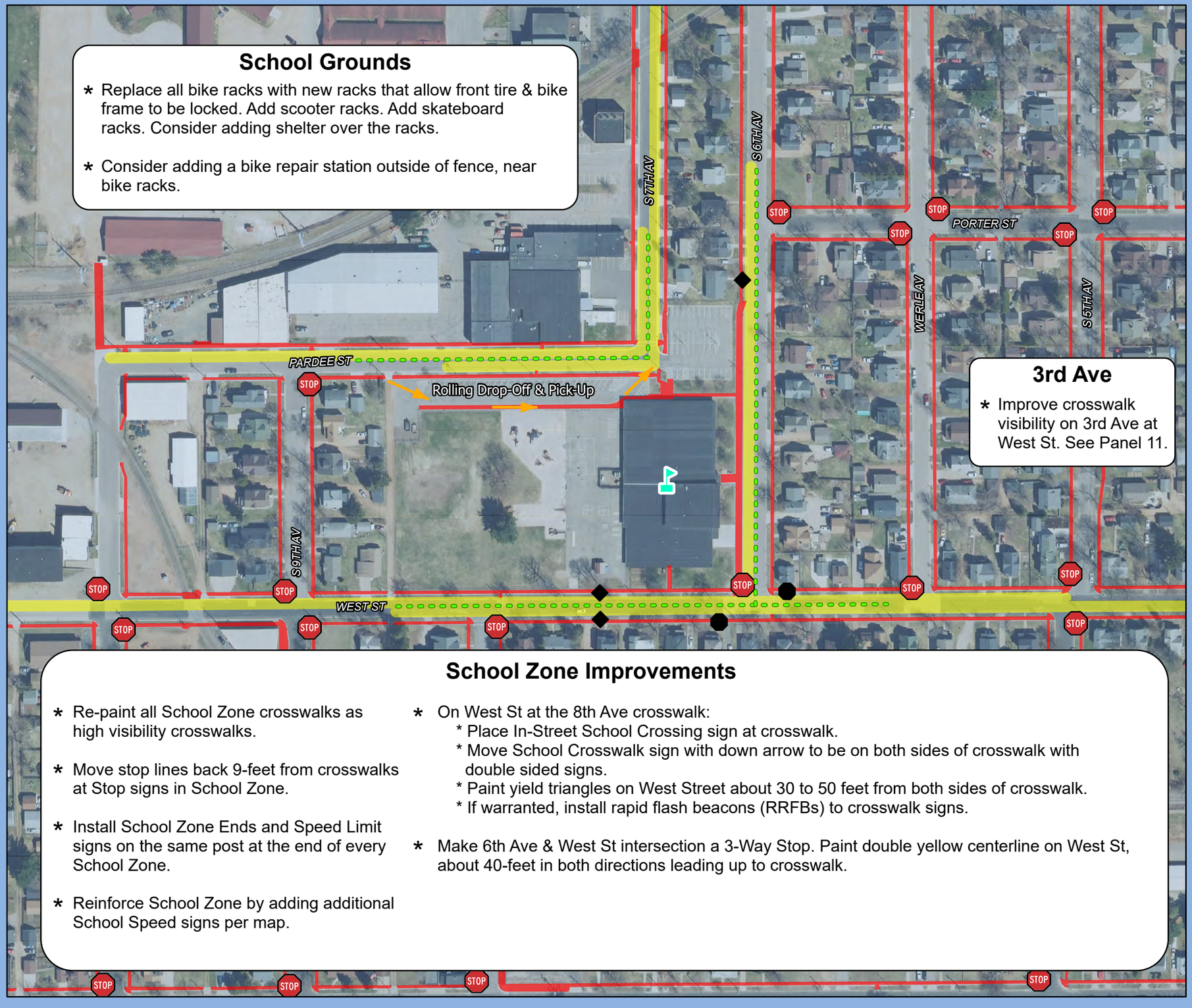

School Grounds

* Replace all bike racks with new racks that allow front tire & bike frame to be locked. Add scooter racks. Add skateboard racks. Consider adding shelter over the racks.
* Consider adding a bike repair station outside of fence, near bike racks.

3rd Ave

* Improve crosswalk visibility on 3rd Ave at West St. See Panel 11.

School Zone Improvements

* Re-paint all School Zone crosswalks as high visibility crosswalks.
* Move stop lines back 9-feet from crosswalks at Stop signs in School Zone.
* Install School Zone Ends and Speed Limit signs on the same post at the end of every School Zone.
* Reinforce School Zone by adding additional School Speed signs per map.
* On West St at the 8th Ave crosswalk:
  * Place In-Street School Crossing sign at crosswalk.
  * Move School Crosswalk sign with down arrow to be on both sides of crosswalk with double sided signs.
  * Paint yield triangles on West Street about 30 to 50 feet from both sides of crosswalk.
  * If warranted, install rapid flash beacons (RRFBs) to crosswalk signs.
* Make 6th Ave & West St intersection a 3-Way Stop. Paint double yellow centerline on West St, about 40-feet in both directions leading up to crosswalk.

Map 6D DRAFT

Recommendations

Lincoln Elementary School

Wausau Safe Routes To School

Legend

- Lincoln Elementary
- Stop Sign
- 15 MPH School Speed Limit (Includes Higher Fine Zone)
- Sidewalk/Path

Recommendations

- Proposed 15 mph School Speed Limit
- Proposed Stop Sign
- Additional School Speed sign

0 105 210 420 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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G.D. Jones Elementary — Data & Recommendations

1018 S 12th Ave

G.D. Jones Elementary served 539 (2022) students in pre-kindergarten through 5th grades.

- **Main modes of travel by G.D. Jones Elementary students:**
  - Family Vehicle (67% morning & 65% afternoon)
  - School Bus (23% morning & 26% afternoon)

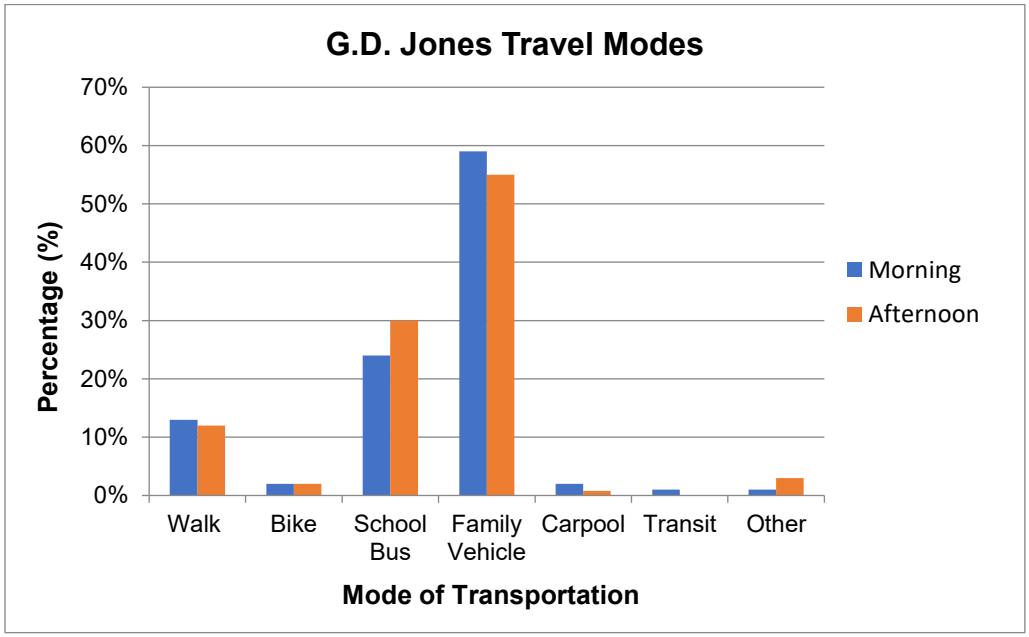
The discrepancy between morning and afternoon travel in Table 8E & Figure 8E shows that 4% more parents are driving their kids to school in the morning. School bus takes home all 4% that drove in the morning, 1% from morning carpool, and 1% who walked to school.

Table 8E — G.D. Jones Elementary School Morning & Afternoon Travel Comparison

	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	13%	2%	24%	59%	2%	0.1%	0.1%
Afternoon	12%	2%	30%	55%	0.8%	0%	0.3%

Source: Student Tally, May 2022

Figure 8E: G.D. Jones Elementary Student Tally Results Morning and Afternoon Travel Comparison



Source: Student Tallies, May 2022

G.D. Jones Elementary's Parent Survey Results — 83 surveys received.

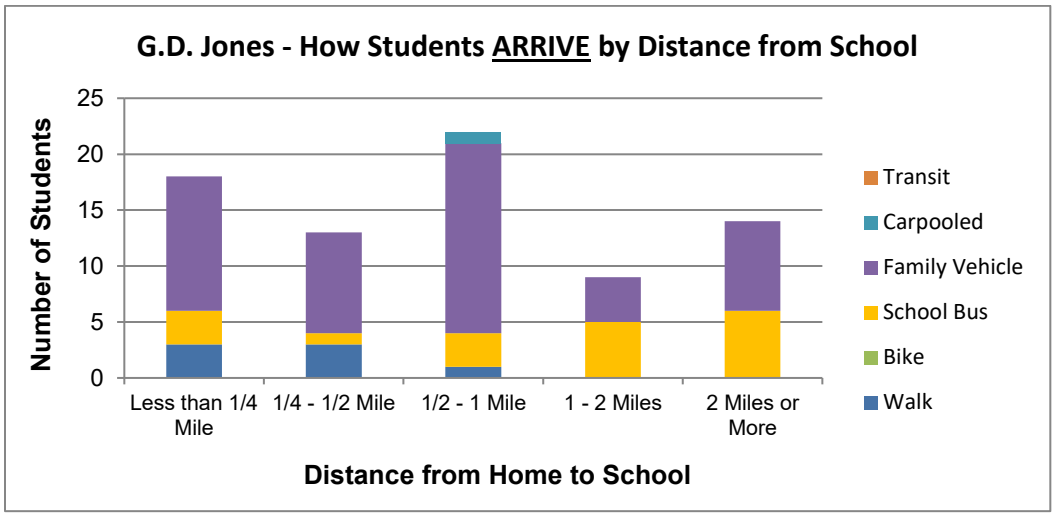
Parents were instructed to fill out only one survey per school. If multiple children attended the same school, they were asked to fill out one survey for the child with the next birthday from that day's date.

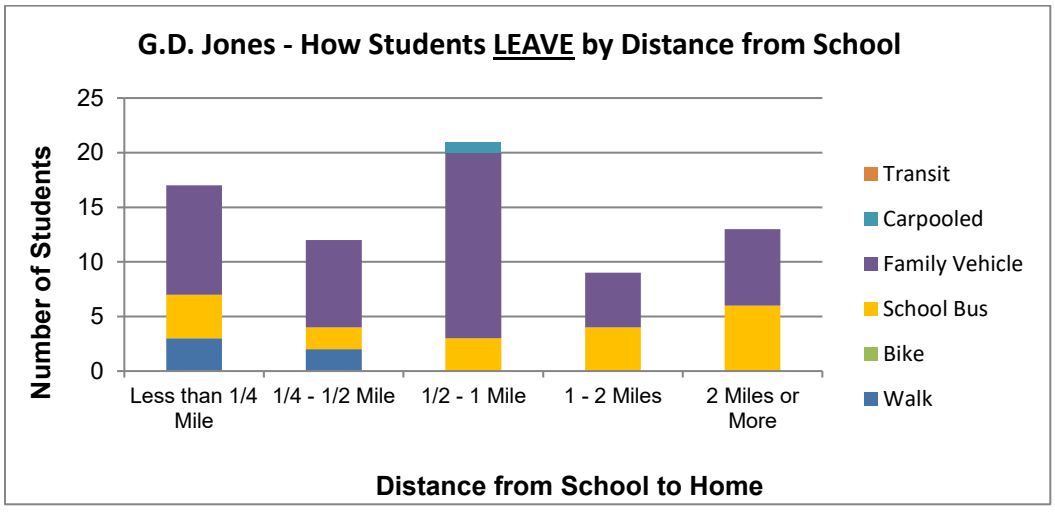
Among parents who answered the survey, 53 of 83 students live within 1-mile of school. With only 7 students within 1-mile of school walking and none biking to school, this shows some potential to increase walking and biking to school.

About 23% of students represented in this parent survey took the school bus to school, which is about the same as the student tally (24%). By comparing student arrival in the parent survey vs. the student tally, it appears that parent survey results show a similar representation as the student tally.

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

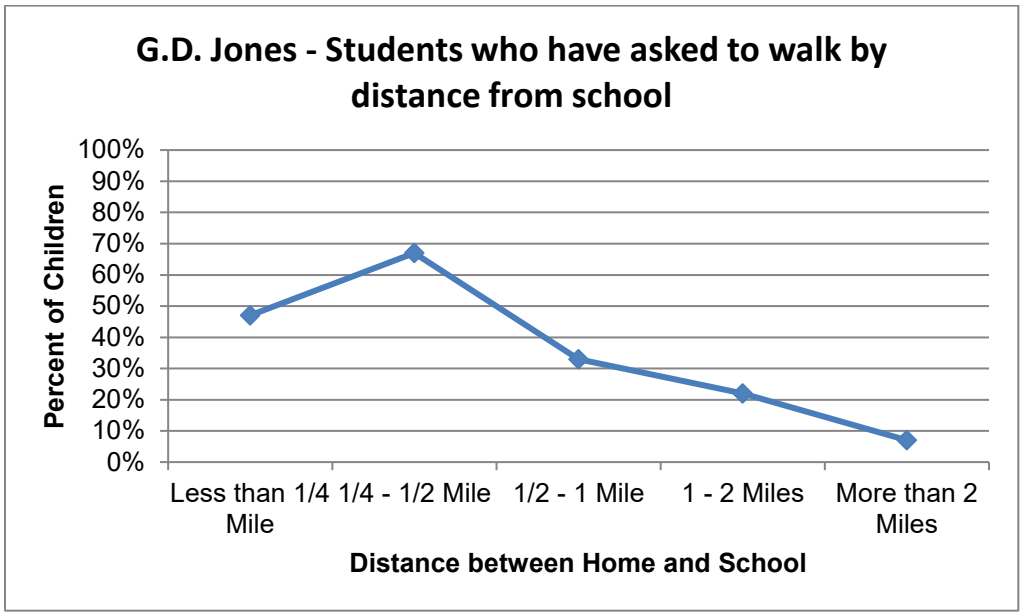
FIGURE 9E: How does your child arrive and depart from school?





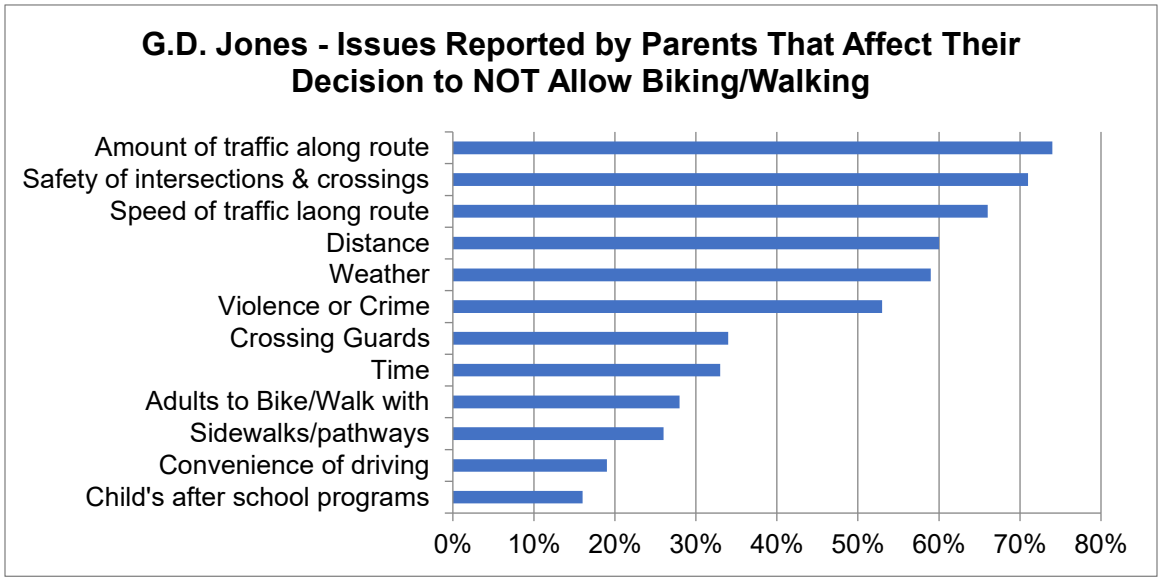
Source: Parent Surveys, May 2022

FIGURE 10E: Has your child asked to walk?



Source: Parent Surveys, May 2022

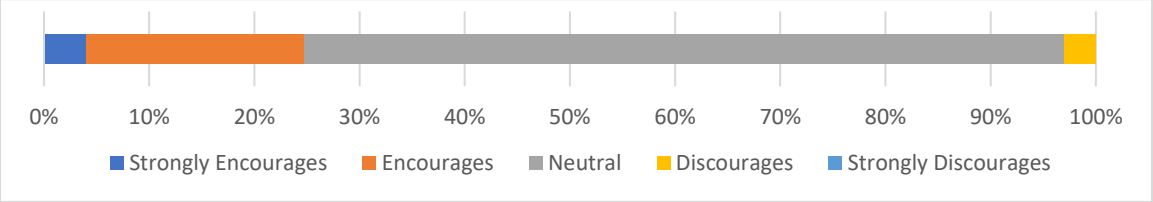
FIGURE 11E: Which of the following issues affect your decision to NOT allow walking or biking?



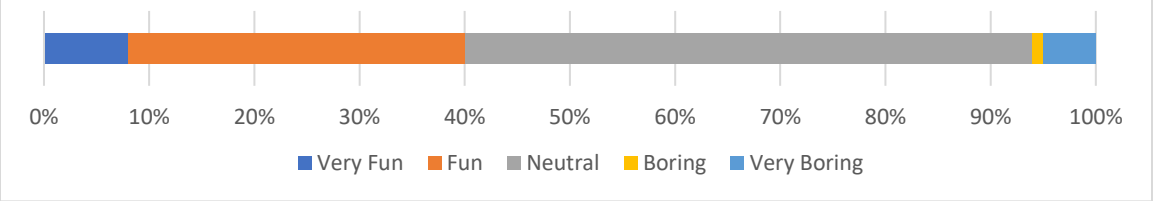
Source: Parent Surveys, May 2022

From G.D. Jones' May 2022 Parent Survey

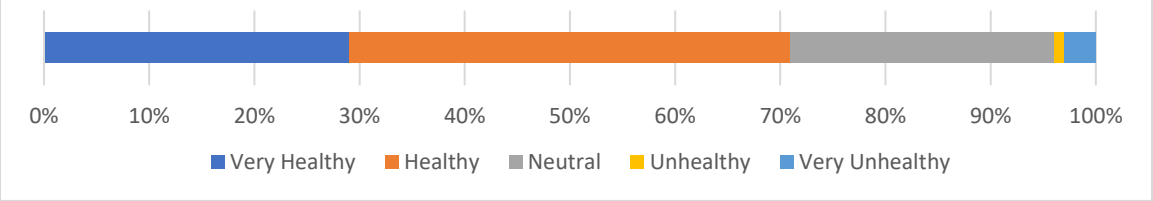
Parent's opinion about how much their **child's school encourages/discourages** walking/biking to/from school:



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 G.D. Jones Students

Current walking and biking policies and programming at G.D. Jones include:

- Walk & Roll to School Day encouragement event (see table below).
- Bike & Roll to School Day encouragement event (see table below).
- Safety Patrol. See the Site Assessment **Map 3E** for locations.

School	WALK & ROLL TO SCHOOL DAY (Fall)	BIKE & ROLL TO SCHOOL DAY (Spring)
G.D. Jones Elementary	2019	2014, 2015, 2019

Crossing Guards

Adult crossing guards are assigned by the Police Department to intersections that need more guidance for students than others. The Wausau School District has adults that manage traffic on various school grounds (they are called crossing guards on Maps 3A-3E). See Site Assessment **Map 3E** for locations of all crossing guards.

Safety Patrol
A student in the Safety Patrol program at school is assigned to one corner of an intersection, and is taught how to keep other children on the sidewalk safe from traffic. See **Map 3E** for their locations.

Metro Ride & Express routes
See the school's Site Assessment **Map 3E** for bus stops near a school and see Transportation **Map 4E** for where the routes travel.

Bike Racks
There are conveniently located bike racks at G.D. Jones. Site Assessment **Map 3E** 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 F).

Bike racks by main entrance

G.D. Jones – 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 2020 within about a half mile radius of the school. A *Wisconsin Bike and Pedestrian Crash Analysis* exists along with strategies to improve pedestrian and bicycle safety on pages 23-24.

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 G.D. Jones

NOTE – There are additional recommendations that apply to the school that are listed in the City of Wausau Recommendations section following all the school sections and maps.

Equity – Half of G.D. Jones Elementary's neighborhoods have an Equity Needs Score of 9 out of 10, which is *disadvantaged*.* See the Equity Analysis on page 17. All 3 CDC strategies and some of G.D. Jones' *greatest need recommendations (★)* should be completed first to support existing walkers and bikers.

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 has an adult crossing guard program, which is run by the Police Department. 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 party: Police.

Recommendation: Continue an adult crossing guard program to serve school crossings that need extra attention for G.D. Jones students.

★ 2 of 3 – Bike Racks *Engineering*

Short to Medium-term Responsible party: School Dist.

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 F. School District may decide to design custom bike racks with a middle school and high school design & engineering team.

2) Consider adding a bike repair station along the Rosecrans St sidewalk closest to the bike racks.

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

4) Consider adding a roof to cover racks at their location next to the school building.

5) Consider installing visitor bike racks near the entrance.

**disadvantaged* is the terminology used by the federal government to identify areas with a higher need based upon a variety of factors including lower income households and possibly no access to or ownership of a motor vehicle.

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

See the extensive recommendation titled: Encourage Walking and Biking in this school's recommendations for additional suggestions.

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, NCWRPC

Recommendation: 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. To find this guide, go to: https://www.ncwrpc.org and search for: "Safe Routes Resources."

Short-term Responsible party: School Dist.

Recommendation: Consider annually hosting a Walk, Bike, & Roll Event. See the Encourage Walking and Biking recommendation in this section for more details.

****

Map 6E *Engineering*

Medium-term Responsible party: City Eng.

★ **Recommendation:** Complete sidewalks on Rosecrans St per Map 6E and wherever else sidewalks are missing within a 2-mile radius of G.D. Jones Elementary.

Map 6E – "17th Avenue" box *Engineering*

Short-term Responsible party: City Eng.

Recommendation: Improve crosswalk visibility at 17th Ave & Sherman St. See Panel 12.

Short to Medium-term Responsible party: City Eng.

★ **Recommendation:** Improve pedestrian access in the 17th Ave & Thomas St. area. See Panel 13.

Map 6E – "School Grounds" box *Engineering*

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

Map 6E – "School Zone Improvements" box *Engineering*

Short-term Responsible party: City Eng.

★ **Recommendation:** Re-paint all School Zone crosswalks as high visibility crosswalks.

Short-term Responsible party: City Eng.

★ **Recommendation:** Move stop lines back 9-feet from crosswalks at Stop signs in School Zone.

Short-term Responsible party: City Eng.

★ **Recommendation:** Install School Zone Ends and Speed Limit signs on the same post at the end of every School Zone.

Short-term Responsible party: City Eng.

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

Short-term Responsible party: City Eng.

Recommendation: Paint double yellow centerline on Rosecrans St from 15th Ave to about 40-feet east of 12th Ave, and also on 12th Ave from Thomas St to Rosecrans St.

Short-term Responsible party: City Eng.

★ **Recommendation:** Replace School Crosswalk signs on 13th Ave and 14th Ave crosswalks with Pedestrian Crosswalk signs (W11-2), or with no signs like the other non-school crosswalks. Leave these crosswalks painted as high visibility crosswalks.

Short-term Responsible parties: City Eng. & Police

★ **Recommendation:** Improve crosswalk visibility at Thomas St & 12th Ave. See Panel 14.

Short-term Responsible parties: City Eng. & Police

★ **Recommendation:** Improve crosswalk visibility at 11th Ave & Thomas St. See Panel 15.

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 could provide the critical mass that would then through their actions teach the rest of the traveling public how to react.

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.

Safety Patrol *Enforcement & Education*

Safety Patrol provides an opportunity for many young people to demonstrate their public service and leadership potential. 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.

Short-term Responsible party: School Dist.

Recommendation: Continue the Safety Patrol program at G.D. Jones.

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, wheelchair, or any other vehicle as they approach adulthood.

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

Recommendation: Consider providing bicycling education in 4th or 5th grades to equip students to confidently travel to the middle school and throughout the community on their own power.

Note: see the Develop Traffic Garden recommendation under Wausau School District Recommendations section at the end of all the school recommendation sections.

Note: see the 3 of 3 – Walking & Biking Promotional Materials recommendation for parental guides.

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

Recommendation: Consider providing pedestrian education throughout the elementary grades.

Note: see the 3 of 3 – Walking & Biking Promotional Materials recommendation for parental guides.

Encourage Walking and Biking *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.

Each school may plan their own events and programming. A walking and bicycling culture exists at John Muir Middle School, so those students may wish to assist with planning and implementing the following recommendations, possibly by creating District-wide promotional materials and maybe other ways too.

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: Consider linking to WisDOT's *Pedestrian safety* and *Bicycling safety* websites on the School website.

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 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.

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 be able to assist with training local staff to provide these skills classes.

School Walking & Biking Policy *Encouragement*

School policies can encourage or restrict behavior, as well as portray meaning by stating the official attitude of the School or District. Research has shown that a positive biking school has 3 things: 1) "Promotive" policy language, 2) Bike racks in convenient location(s), and 3) Bicycle skills programming.

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

Recommendation: Consider revising school policies to include "promotive" and possibly "descriptive" language (see Examples of school policy tone) for walking and bicycling to school, and to remove any "prohibitive" walking and biking language.

Any bad behavior would be delt with on a case-by-case basis, and not built into school policy. School District may wish to contract with the Wisconsin Bike Fed to overview how they deal with bad walking and biking behavior in Milwaukee Public Schools, since they oversee Milwaukee's SRTS programming; and then to possibly train local staff with how to deal with common situations.

Examples of school policy tone	
Tone	**Example**
Promotive	[First item under Traveling to School] "Bicycle Safety: We encourage all children and parents to walk or ride to school safely." "We suggest walking, private transportation or riding bicycles with helmets to get to school."
Descriptive	"If you use the bicycle area, be sure to lock your bike to the racks provided." "All bicycles must be licensed according to the city code."
Prohibitive	"Students in grades 4-5 may ride a bicycle to school if the parent feels that the child is able to ride it safely." "Students who violate this policy will have their bike/scooter/skateboard confiscated and returned to them at end of the day."

Source: Szuflita, L., LaJeunesse, S. and Pullen-Seufert, N. What Makes a "Biking" School? How Some Schools Have Pulled Ahead in Cycling Rates. Pedestrian and Bicycle Information Center, Chapel Hill, NC: 2020

Measure if Engineering and Education Efforts are Working *Evaluation*

A variety of recommendations have been made in this SRTS Plan to work toward creating Safe Routes to School for G.D. Jones. However, it is imperative that Student Tallies and other measurement tools are utilized **as needed** to determine if implemented recommendations have been effective. In this way, the Task Force can continue to make new observations and recommendations to help work toward the goal of creating safe routes for the students in the community.

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 change as needed.

Medium-term Responsible party: City.

Recommendation: Consider conducting traffic studies as necessary on the roads surrounding G.D. Jones to determine if additional countermeasures are needed to slow down traffic.

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 Wausau SRTS Plan's recommendations for G.D. Jones when preparing annual budgets and annual operations procedures.

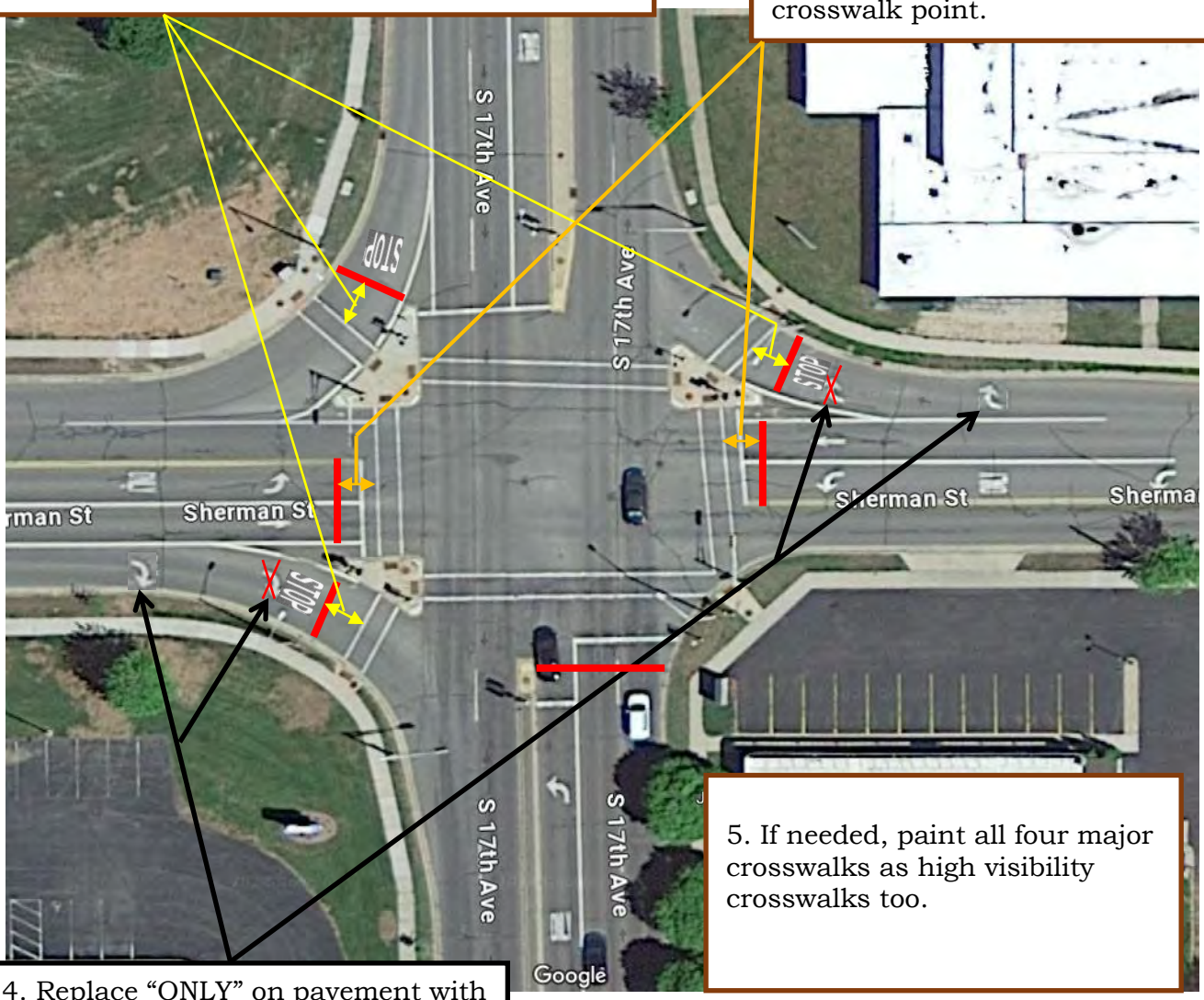
If costs are too high to budget for a particular recommendation in a given year, then consider how low cost projects may be accomplished instead (a.k.a., tactical urbanism / traffic calming pop-ups). Hosting annual Walk & Roll or Bike & Roll to School day/weeks keeps the momentum going for changes that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

Short-term Responsible party: City Eng.

Recommendations: 1. Improve visibility of pedestrians in crosswalks at 17th Ave & Sherman St by programming traffic light to have concurrent pedestrian signal phasing (*automatic walk signals*), and split phasing when button is pushed (*green turn is postponed and converted to flashing yellow after protected pedestrian walk time ends*).

2. Make turn lanes a STOP instead of a YIELD. Add **Stop line**, 12-ft in advance of center crosswalk point, and paint all 3 slip-lane crosswalks as high visibility. If vehicles are not stopping, then consider painting "STOP" as shown.

3. Move Sherman St **Stop lines** 12-ft in advance of center crosswalk point.



4. Replace "ONLY" on pavement with arrow, and remove arrow closest to crosswalk.

5. If needed, paint all four major crosswalks as high visibility crosswalks too.

G.D, Jones Elementary

17th Ave & Thomas St Improvements

Panel 13

Recommendation: Improve the 17th Ave and Thomas St area for those who walk or bike to school.

Short-term Responsible party: City Eng.

1. Program pedestrian signals to activate 3-seconds before the green light (*leading pedestrian interval*), and to have concurrent pedestrian signal phasing (*automatic walk signals*).
2. Paint **Stop lines** 12-feet in advance of crosswalk on east leg of intersection, and 12-feet on centerline in advance of crosswalk on southbound 17th Ave per image.
3. Paint all crosswalks as high visibility crosswalks.
4. Paint buffered bike lane (—) on south side of Thomas St.

Medium-term Responsible party: City Eng.

5. Finish sidewalk ( ) on south side of Thomas St per image. Wider sidewalk is multi-use path for walkers and bikers ( ). See #7 below for design considerations.
6. Consider reducing curb radii ( ) per image to reduce pedestrian crossing distances, and make the pedestrian more visible.

7. During sidewalk design process, consider if the sidewalk on the east side of 17th Ave between Thomas St south to Bopf St should be replaced with a 12-foot wide asphalt bike path in the middle of the area between 14th Ave and 16th Ave in addition to adding bioswales. Otherwise, just consider adding a wider waiting area for bicyclists and pedestrians and a wide path ramp too (where arrow is pointing). This 17th Ave sidewalk between Thomas St and Bopf St could be considered as an alternative northbound bike path (instead of riding on 17th Ave northbound) and sidewalk due to small number of pedestrians – this sidewalk segment only.

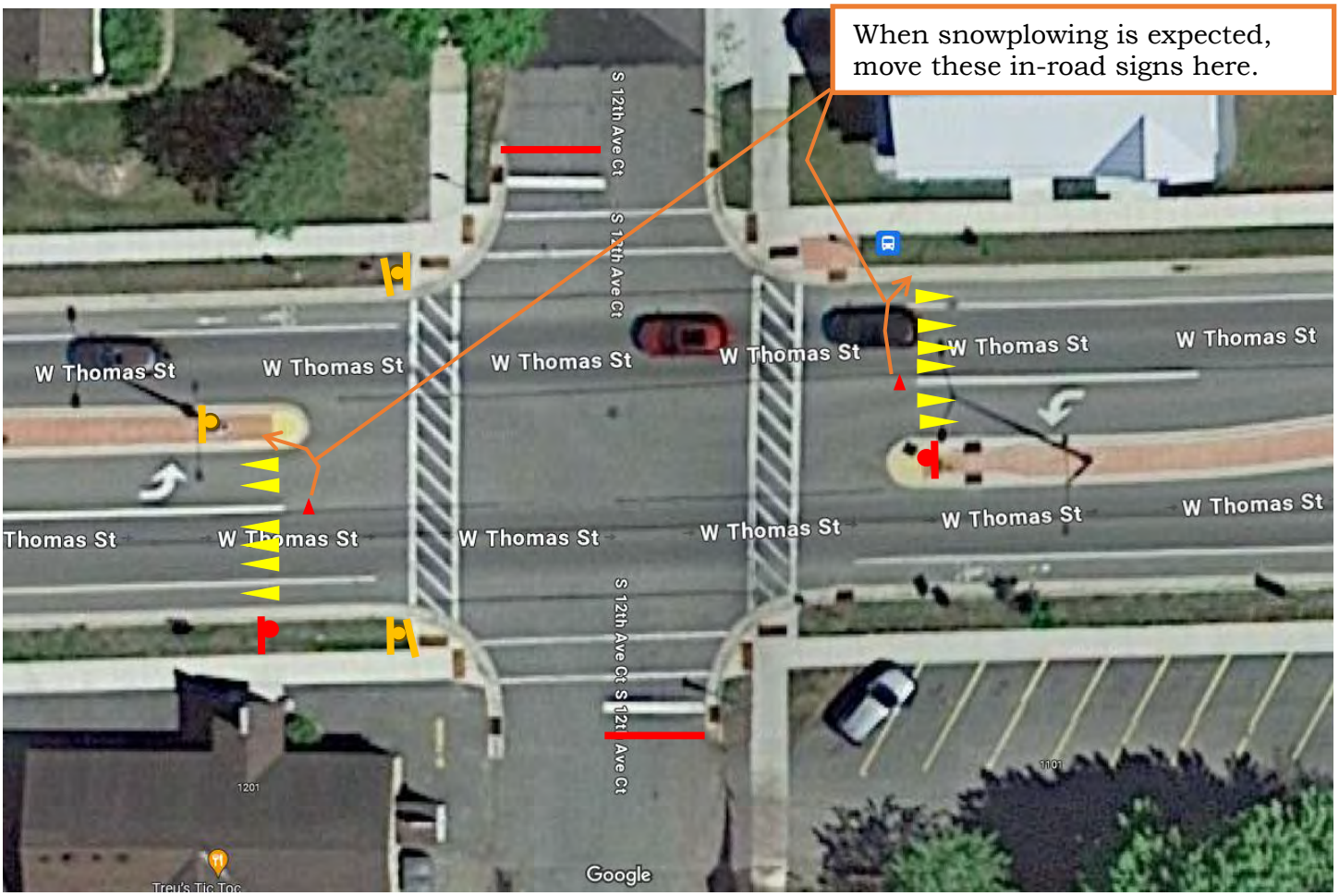
In-Street School Crosswalk sign

Short-term Responsible parties: City Eng & Police.

Recommendations:

1. Improve this crosswalk to save 3-minutes walk time instead of needing to use 11th Ave crosswalks.
2. Add a crossing guard to this intersection.
3. Paint **Stop lines** on 12th Ave 9-feet in advance of the crosswalks, and paint all 4 crosswalks at this intersection as high visibility crosswalks.
4. Paint "shark teeth" yield triangles ( ) on Thomas St per below.
5. Place In-Street School Crosswalk signs ( ) on Thomas St per below, and install R1-5 yield signs ( ) per below. When snowplowing is expected, move signs to median or curb parallel to "shark teeth."
6. Add double and single sided School Crossing signs with Rectangular Rapid Flash Beacons ( ) to the west side of the intersection – 5 total signs. Bus at bus stop would obscure east side crossing signs, and school is directly on west side of 12th Ave.
7. Install School Ahead & Fines Higher signs about 210-feet in advance of the center point of the intersection on Thomas St, and an appropriate distance in advance of the intersection on 12th Ave.

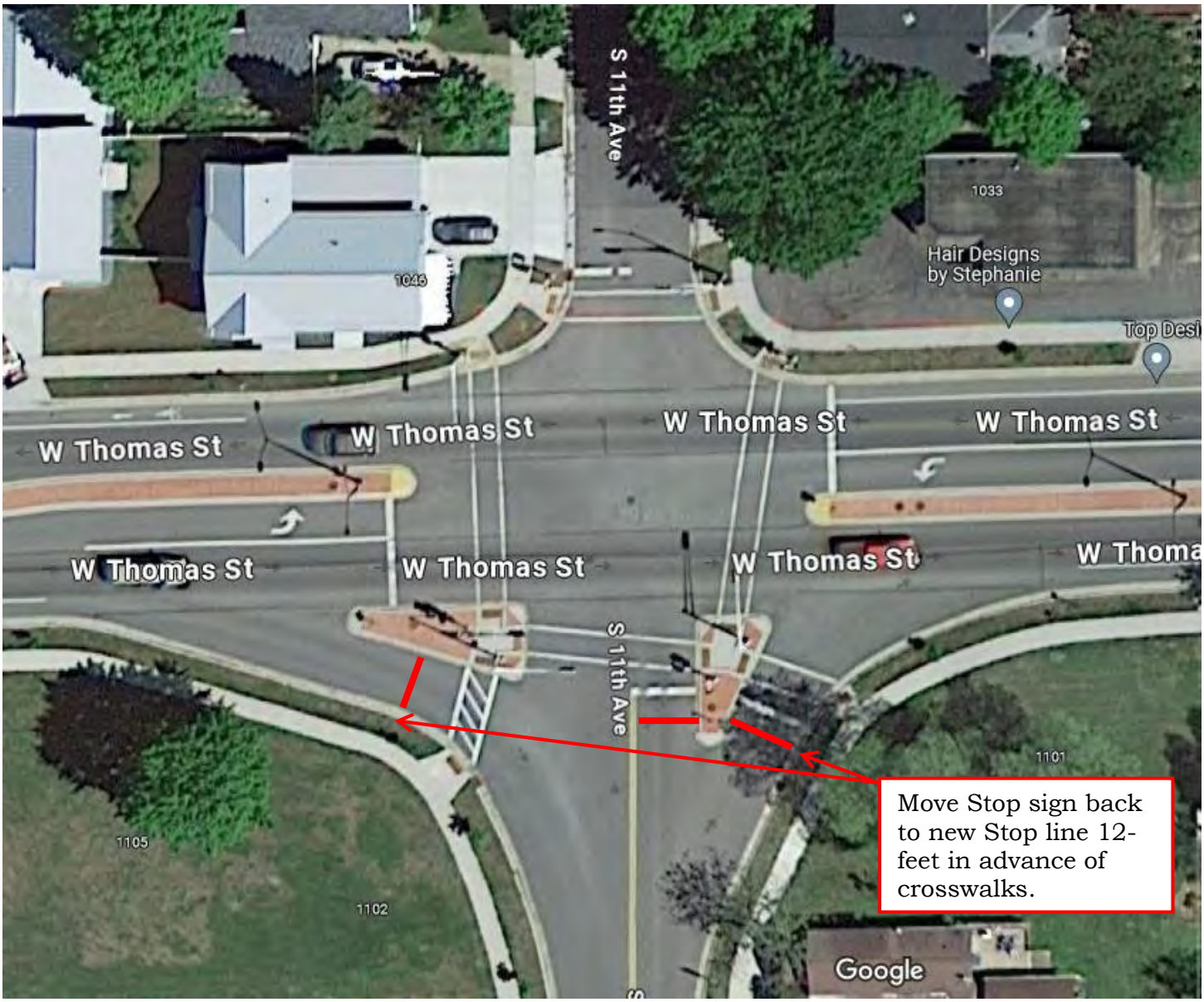
R1-5



Short-term Responsible parties: City Eng & Police.

Recommendations:

1. Program pedestrian signals to activate 3-seconds before the green light. (*leading pedestrian interval*).
2. Continue having crossing guard at intersection.
3. Paint all crosswalks at this intersection as high visibility crosswalks.
4. Remove School Speed Zone from Thomas St at 11th Ave and replace with School Ahead & Fines Higher signs (replace signs on 11th Ave too). See additional notes on following multiple graphics.



See next page…

Eastbound Thomas St approaching 11th Ave

Northbound 11th Ave approaching Thomas St

See next page…

Move wayfinding sign to new post after driveway.

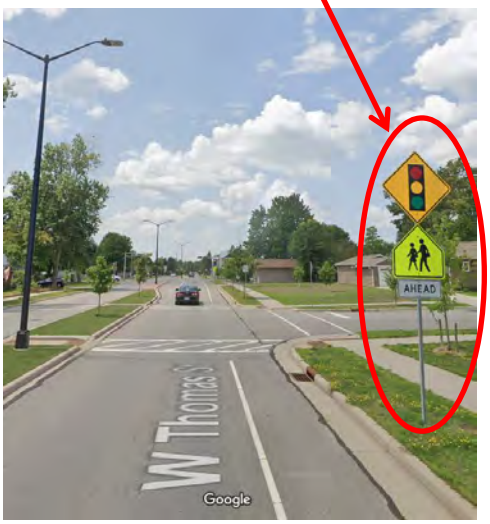
Remove all signs and this post.

Eastbound Thomas St approaching 11th Ave

1. Move wayfinding sign to street light post.
2. Move this post toward tree to make it more visible.
3. Replace School Speed Zone with School Ahead & Fines Higher.

Westbound Thomas St toward 11th Ave

Remove all signs and this post.



Westbound Thomas St toward 10th Ave

DRAFT – Feb. 2024

Map 3E DRAFT

Site Assessment

G.D. Jones Elementary School

Wausau Safe Routes To School

Areawide Assessment

* Kids are walking to school all year long.
* Some sidewalks are missing adjacent to the school. Sidewalks that exist are in good condition. All school and most residential sidewalks are kept free of snow in time for kids to use them, but many business and City sidewalks are not always clear of snow by the time kids walking to school need them.
* Most corners have sidewalk ramps.

* Bike racks conveniently located.
* Need updated racks.

* Family vehicles are backed up on Rosecrans St during drop-off/pick-up.

Rolling Drop-Off & Pick-Up

ROSECRANS ST

S 14TH AV

S 13TH AV

S 12TH AV

S 11TH AV

S 15TH AV

S 17TH AV

SHERIDAN RD

W THOMAS ST

WALNUT ST

School Buses

Areawide Assessment

* Parents and kids want to cross Thomas St at 12th Ave
* School Zone signs and crosswalks are well-maintained.
* Unclear where School Zone ends on Rosecrans St.
* Non-school crosswalks on Thomas St (13th Ave & 14th Ave) are signed as School Crossings.
* Inconsistent signage and crosswalk marking exist at the Thomas St and 11th Ave intersection.

* Suitable safety patrol placements.

Legend

- GD Jones Elementary
- School Entrance
- Bike Rack
- Parked Family Vehicle
- Bus Stop with Route ID
- Crossing Guard
- Safety Patrol
- Traffic Light
- School Crossing
- Stop Sign
- 15 MPH School Speed Limit (Includes Higher Fine Zone)
- Gate
- Fence
- High Visibility Crosswalk
- Sidewalk

0 105 210 420 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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

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Map 4E DRAFT

Transportation

G.D. Jones Elementary School

Wausau Safe Routes To School

HELMKE ST
PARDEE ST
NEHRING ST
PORTER ST
WERLEA AV
WEST ST
280
21ST PL
22ND PL
7400
4100
SHERMAN ST
S 22ND AV
S 21ST AV
S 20TH AV
S 19TH AV
S 18TH AV
S 16TH AV
CORPORATE DR
ROSECRANS ST
S 17TH AV
SHERIDAN RD
S 15TH AV
S 10TH AV
S 9TH AV
S 8TH AV
S 5TH AV
14100
11000
W THOMAS ST
S 12TH AV
S 11TH AV
S 7TH AV
S 6TH AV
WALNUT ST
BOPF ST
S 14TH AV
MADISON ST
1200
LAKE ST
CHELLIS ST
PARK BLVD
RIB MOUNTAIN DR
S 13TH AV
SPEED LIMIT 35

* All roads are: 25 speed limit, unless otherwise posted.

Legend

- GD Jones Elementary
- Lincoln Elementary
- Main Roads
- Local Roads
- MetroRide Bus Route G
- MetroRide Bus Route J
- Sidewalk
- 15 MPH School Speed Limit (Includes Higher Fine Zone)
- Crossing Guard
- Rapid Flash Crosswalk
- Traffic Light
- Traffic Counts
- Posted Speed Limit

Crash Type (2010-2020)

- Bicycle
- Pedestrian
- Both

0 320 640 1,280 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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Map 5E DRAFT

School Routes

G.D. Jones Elementary School

Wausau Safe Routes To School

Legend

- GD Jones Elementary
- Lincoln Elementary
- School Boundary
- Feeder Route
- Main Route
- 1-Mile Walk Distance
- U.S. Highway
- State Highway
- Main Roads
- Local Roads

0 500 1,000 2,000 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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Map 6E DRAFT

Recommendations

G.D. Jones Elementary School

Wausau Safe Routes To School

School Zone Improvements

* Re-paint all School Zone crosswalks as high visibility crosswalks.
* Move stop lines back 9-feet from crosswalks at Stop signs in School Zone.
* Install School Zone Ends and Speed Limit signs on the same post at the end of every School Zone.
* Make Rosecrans St & 14th Ave a 3-way Stop, and make Rosecrans St & 12th Ave a 4-way Stop.
* Paint double yellow centerline on Rosecrans St from 15th Ave to about 40-feet east of 12th Ave, and also on 12th Ave from Thomas St to Rosecrans St.
* Replace School crosswalk signs on 13th Ave and 14th Ave crosswalks with Pedestrian Crosswalk signs (W11-2), or with no signs like the other non-school crosswalks. Leave these crosswalks painted as high visibility crosswalks.

17th Avenue

* Improve crosswalk visibility at 17th Ave & Sherman St. See Panel 12.
* Improve pedestrian access in the 17th Ave & Thomas St area. See Panel 13.

School Grounds

* Replace all bike racks with new racks that allow front tire & bike frame to be locked. Add scooter and skateboard racks. Consider adding a roof to cover racks at their location next to the school building.
* Consider adding a bike repair station along the Rosecrans St sidewalk closest to the bike racks.

School Zone Improvements

* Improve crosswalk visibility at Thomas St & 12th Ave. See Panel 14.
* Improve crosswalk visibility at 11th Ave & Thomas St. See Panel 15.

See Panel 13
See Panel 14
See Panel 15

ROSECRANS ST
SHERIDAN RD
WALNUT ST
W THOMAS ST
S 17TH AV
S 15TH AV
S 12TH AV

Legend

- GD Jones Elementary
- Stop Sign
- 15 MPH School Speed Limit (Includes Higher Fine Zone)
- High Visibility Crosswalk
- Sidewalk

Recommendations

- Proposed 15 mph School Speed Limit
- Proposed Sidewalk
- Proposed Stop Sign

0 105 210 420 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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Horace Mann Middle School — Data & Recommendations

3101 North 13th Street

Horace Mann Middle School served 683 (2022) students in 6th through 8th grades.

- **Main modes of travel by Horace Mann Middle School students:**
  - Family Vehicle (50% morning & 42% afternoon)
  - School Bus (31% morning & 33% afternoon)

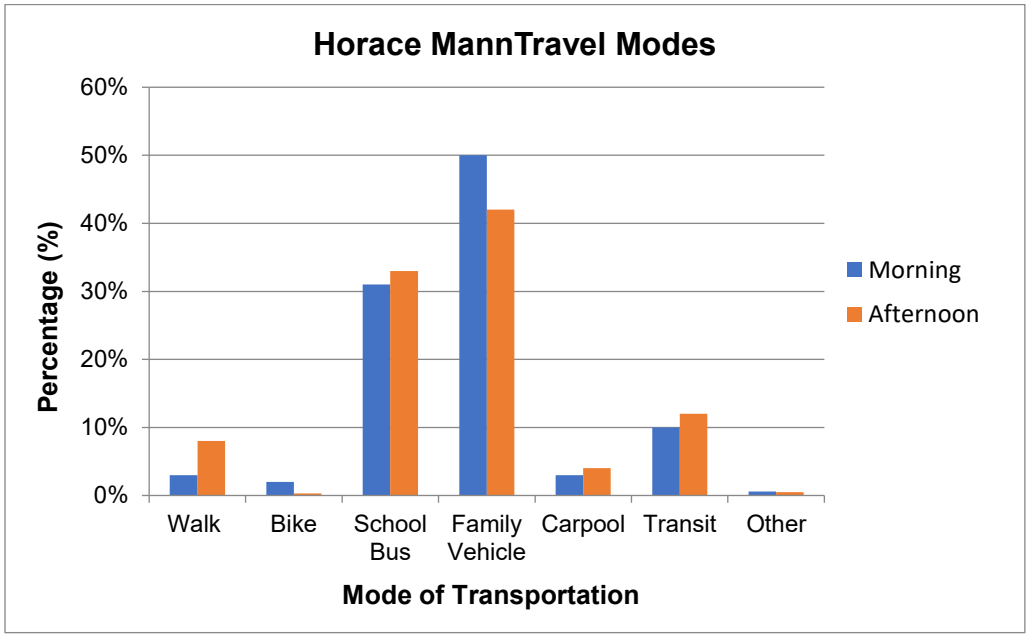
The discrepancy between morning and afternoon travel in Table 8F & Figure 8F shows that 8% more parents are driving their kids to school in the morning. School bus takes home 2% of that 8% that drove in the morning, 5% more walk home, 1% more carpools, and 2% more take transit home who were driven to school.

Table 8F — Horace Mann Middle School Morning & Afternoon Travel Comparison

	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	3%	2%	31%	50%	3%	10%	0.6%
Afternoon	8%	0.3%	33%	42%	4%	12%	0.5%

Source: Student Tally, May 2022

Figure 8F: Horace Mann Middle School Student Tally Results Morning and Afternoon Travel Comparison



Source: Student Tallies, May 2022

Horace Mann Middle School's Parent Survey Results 14 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.

Note: Unfortunately, only 14 parent surveys were returned after a few attempts.

Among parents who answered the survey, 1 of 14 students live within 1-mile of school.

FIGURE 9F: How does your child arrive and depart from school?

Note: Not enough parent surveys were returned to provide a good picture of how students arrive or depart school based upon how close students live to Horace Mann.

FIGURE 10F: Has your child asked to walk?

Students who have asked to walk by distance from school.

Note: No results.

FIGURE 11F: Which of the following issues affect your decision to NOT allow walking or biking?

Note: Not enough parent surveys were returned to provide a good picture of which issues affected a parent or guardian's decision to now allow walking or biking to Horace Mann.

Existing Policies and Services for Horace Mann Students

Current walking and biking policies and programming at Horace Mann include:

- None.

Crossing Guards
For documentation, no crossing guards exist for Horace Mann.

Metro Ride & Express routes
See the school's Site Assessment **Map 3F** for bus stops near a school and see Transportation **Map 4F** for where the routes travel.

Bike Racks
Bike racks are permanently mounted on an all-weather surface (concrete) but are not conveniently located for anyone that would ride a bike to Horace Mann.
Site Assessment **Map 3F** 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 F).

Bike racks in back of building

Horace Mann – 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 3F.**

Transportation Map
Map 4F 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 2020 within about a half mile radius of the school. A *Wisconsin Bike and Pedestrian Crash Analysis* exists along with strategies to improve pedestrian and bicycle safety on pages 23-24.

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 5F.**

Recommendations for Horace Mann

NOTE – There are additional recommendations that apply to the school that are listed in the City of Wausau Recommendations section following all the school sections and maps.

Equity – Both Wausau middle schools serve half of Wausau's elementary schools in this plan, so an Equity Needs Score was not created for either middle school.

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*

Short-term Responsible party: Police.

Recommendation: There are no adult crossing guards assigned for Horace Mann crossings. If a location is identified in the future, possibly as part of a Walk & Roll to School event, then consider providing a crossing guard.

2 of 3 – Bike Racks *Engineering*

Short-term Responsible party: School Dist.

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 F. Consider moving the existing bike parking area to a space next to each main entrance and consider adding a roof to cover the racks. See Panel 18. Also see Attachment G for some sample bike rack shelters.

2) Ask bicycling students if a bike repair station would be useful to them. If yes, then consider installing a wall mounted or freestanding bike repair station near both sets of racks.

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

4) Consider installing visitor bike racks near the entrances.

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

See the extensive recommendation titled: Encourage Walking and Biking in this school's recommendations for additional suggestions.

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, NCWRPC

Recommendation: 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. To find this guide, go to: https://www.ncwrpc.org and search for: "Safe Routes Resources."

Short-term Responsible party: School Dist.

Recommendation: Consider annually hosting a Walk, Bike, & Roll Event. See the Encourage Walking and Biking recommendation in this section for more details.

****

Map 6F – "Surrounding Neighborhood" box *Engineering*

Short-term Responsible party: City Eng.

Recommendation: Add School Zone Speed Limit to 10th St from Golf Club Rd south to Sylvan St.

Short-term Responsible party: City Eng.

Recommendation: Extend 13th St School Zone Speed Limit from existing spot south of Croker St to just north of Gilbert St.

Short-term Responsible party: City Eng.

Recommendation: Remove Sell St School Zone Speed Limit, and paint 6-foot urban shoulders to connect to 6-foot urban shoulders on 18th St.

Short-term Responsible party: City Eng.

Recommendation: Install School Zone Ends and Speed Limit signs on the same post at the end of every School Zone.

Short-term Responsible party: City Eng.

Recommendation: Consider painting white line urban shoulders 7-feet from curb face on Sylvan St and 13th St from Sylvan St to Wausau Ave.

Short-term Responsible party: City Eng.

Recommendation: Improve crosswalk visibility at Spring St & 14th Street. See Panel 16.

Short-term Responsible party: City Eng.

Recommendation: Provide improved walking and bicycling accommodations to 10th St. See Panel 17.

Map 6F – "School Grounds" box *Engineering*

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

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 could provide the critical mass that would then through their actions teach the rest of the traveling public how to react.

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.

School Walking & Biking Policy *Encouragement*

School policies can encourage or restrict behavior, as well as portray meaning by stating the official attitude of the School or District. Research has shown that a positive biking school has 3 things: 1) "Promotive" policy language, 2) Bike racks in convenient location(s), and 3) Bicycle skills programming.

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

Recommendation: Consider revising school policies to include "promotive" and possibly "descriptive" language (see Examples of school policy tone) for walking and bicycling to school, and to remove any "prohibitive" walking and biking language.

Any bad behavior would be delt with on a case-by-case basis, and not built into school policy. School District may wish to contract with the Wisconsin Bike Fed to overview how they deal with bad walking and biking behavior in Milwaukee Public Schools, since they oversee Milwaukee's SRTS programming; and then to possibly train local staff with how to deal with common situations.

Examples of school policy tone	
Tone	**Example**
Promotive	[First item under Traveling to School] "Bicycle Safety: We encourage all children and parents to walk or ride to school safely." "We suggest walking, private transportation or riding bicycles with helmets to get to school."
Descriptive	"If you use the bicycle area, be sure to lock your bike to the racks provided." "All bicycles must be licensed according to the city code."
Prohibitive	"Students in grades 4-5 may ride a bicycle to school if the parent feels that the child is able to ride it safely." "Students who violate this policy will have their bike/scooter/skateboard confiscated and returned to them at end of the day."

Source: Szuflita, L., LaJeunesse, S. and Pullen-Seufert, N. What Makes a "Biking" School? How Some Schools Have Pulled Ahead in Cycling Rates. Pedestrian and Bicycle Information Center, Chapel Hill, NC: 2020

Encourage Walking and Biking *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.

Getting students involved with planning and implementing the following recommendations will ensure more buy-in and probably create better results.

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."

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 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.

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 be able to assist with training local staff to provide these skills classes.

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 party: School Dist.

Recommendation: Consider linking to WisDOT's *Pedestrian safety* and *Bicycling safety* websites on the School website.

Short-term Responsible party: School Dist.

Recommendation: Consider establishing bike and rollerblade units in PE classes at Horace Mann.

Short-term Responsible party: School Dist.

Recommendation: Consider establishing 6th & 7th grade bike units with bike education at Horace Mann.

Keep Going… *Education & Encouragement*

Medium-term Responsible party: School Dist.

Recommendation A: Consider establishing a school bicycle mechanics program at Horace Mann to maintain a fleet of school class bikes and possibly expand bicycle education (See Attachment H).

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

Recommendation C: Consider expanding bicycling education to neighborhoods adjacent to Horace Mann and into the Sylvan Hill Bike Park (see *"Bicycle Education and Cyclecross"* in Attachment H).

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

Recommendation E: As students and staff expand Horace Mann's 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 Wausau Bicycle and Pedestrian Advisory Committee, Wisconsin Bike Fed, NCWRPC, and the National Safe Routes Partnership whenever you are looking for ideas.

Measure if Engineering and Education Efforts are Working *Evaluation*

A variety of recommendations have been made in this SRTS Plan to work toward creating Safe Routes to School for Horace Mann. However, it is imperative that Student Tallies and other measurement tools are utilized **as needed** to determine if implemented recommendations have been effective. In this way, the Task Force can continue to make new observations and recommendations to help work toward the goal of creating safe routes for the students in the community.

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 change as needed.

Medium-term Responsible party: City.

Recommendation: Consider conducting traffic studies as necessary on the roads surrounding Horace Mann to determine if additional countermeasures are needed to slow down traffic.

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 would also see how the District and City operate.

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

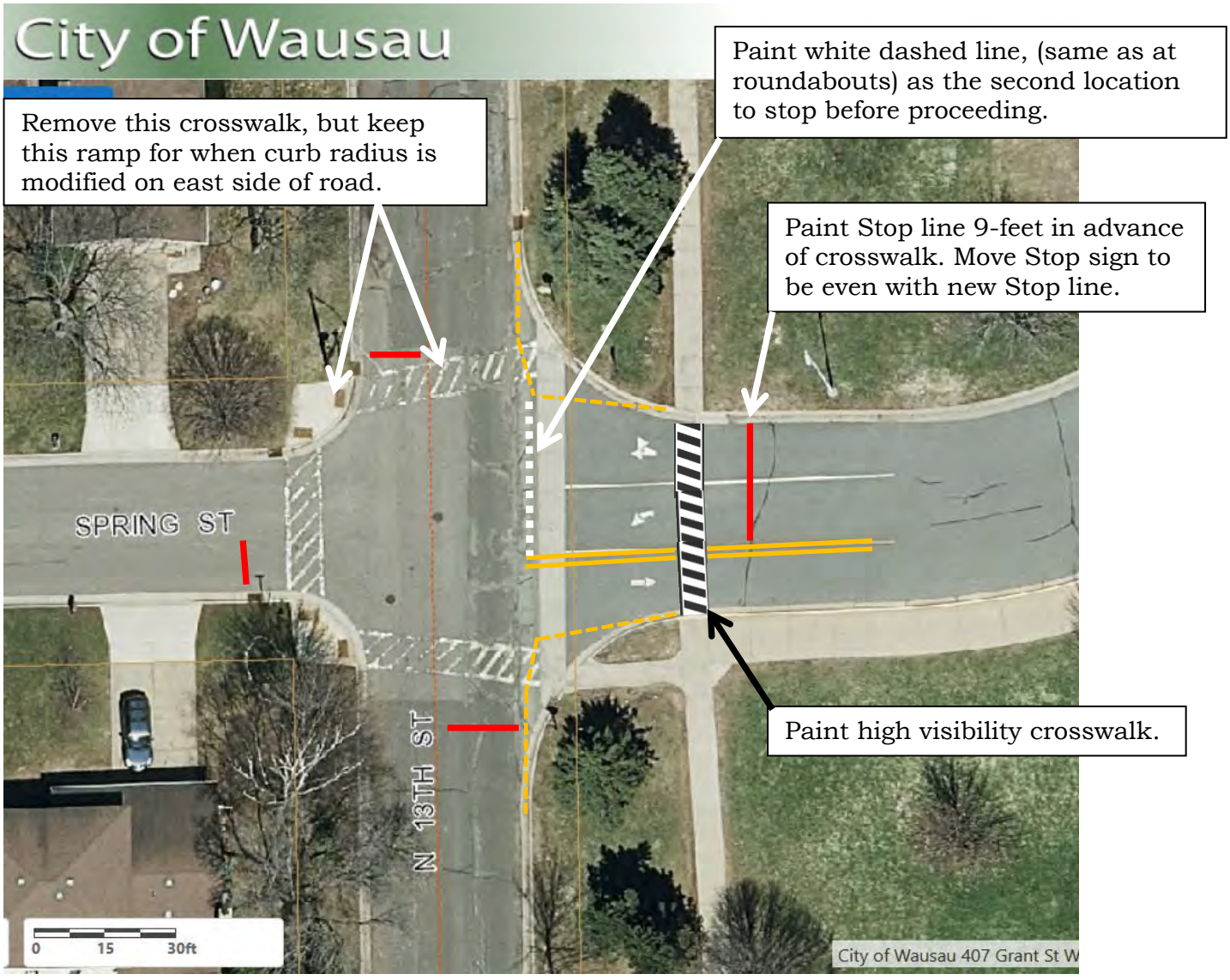
Recommendation: Annually review this Wausau SRTS Plan's recommendations for Horace Mann when preparing annual budgets and annual operations procedures.

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/weeks keeps the momentum going for changes that take time.

Short-term Responsible party: City Eng.

Recommendations:

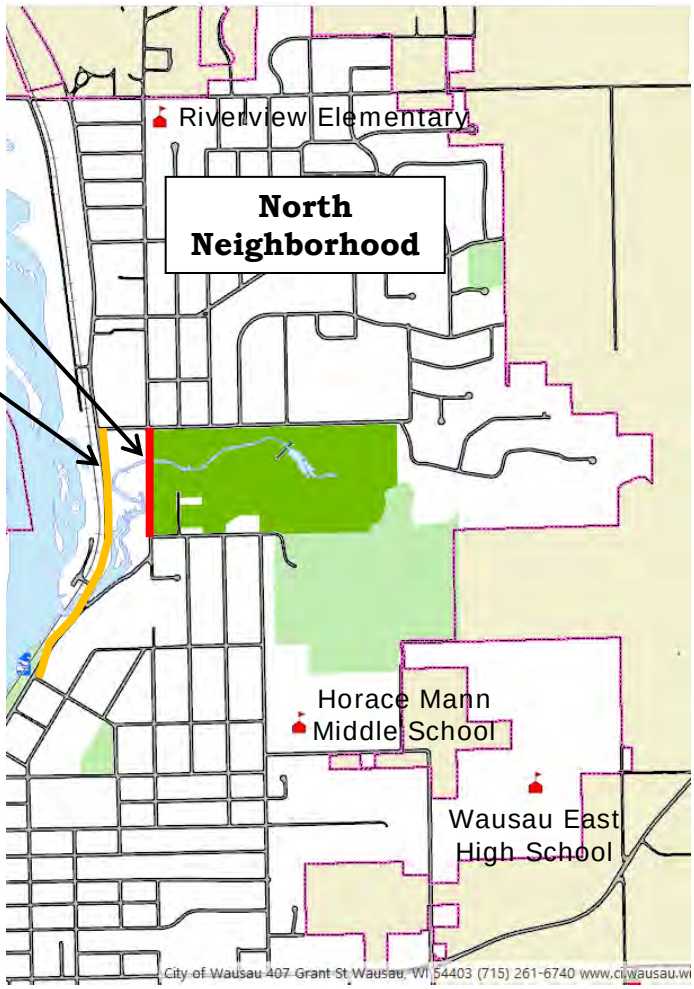
1. Paint Stop lines, 9-feet in advance of Spring St and 14th Street crosswalks.
2. Move Stop signs to become even with new Stop lines.
3. Continue to paint Spring St and 14th St crosswalks as high visibility crosswalks, and start painting school driveway crosswalk as high visibility crosswalk.
4. Paint double yellow line where single yellow line exists [MUTCD standard].
5. Reduce **driveway curb radii** to reduce the speed of turning vehicles and to shorten pedestrian crossing on 13th St. An alternative to reducing these curb radii is to explore if a *mini roundabout* [90-ft ICD] (not a neighborhood traffic circle) would work at this intersection.



10th Street is the most direct route between Horace Mann Middle School and North Neighborhood.

6th Street is the only other route Between Horace Mann Middle School and North Neighborhood.

Therefore, this segment of 10th Street needs to have walking and biking accommodations on it, since it is also heavily traveled by motor vehicles transporting kids to both Horace Mann Middle School and East High School.



Short term Responsible party: City Eng.

Recommendation 1: As a short-term fix to provide immediate safer walking and biking access to North Neighborhood students, add *advisory bike lanes* per the graphic on the next page due to the narrow width of asphalt on this segment of 10th Street.

Long term Responsible party: City Eng.

Recommendation 2: When this segment of 10th Street needs new asphalt, then widen the road to provide two bike lanes and a wide sidewalk or multi-use path on one side.

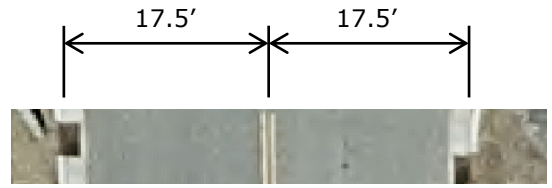
Advisory Bike Lanes

Parking lanes also shown.

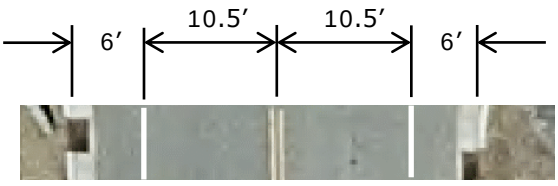
Source: Milwaukee Journal Sentinel about new advisory bike lanes in Milwaukee and Shorewood on Edgewood Avenue [Nov. 22, 2023].

See next page…

10th St south to bridge

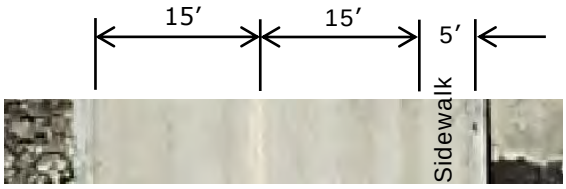


Existing Conditions



Possible Bike Lanes

10th Street Bridge



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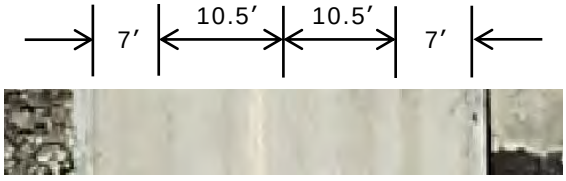
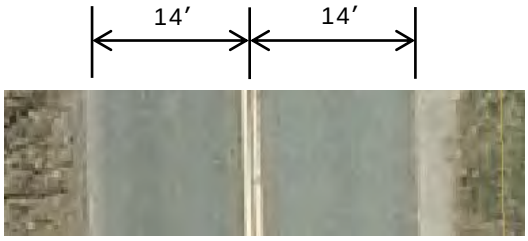


Possible Outside Bike Lanes

10th Street without curbs (average width)



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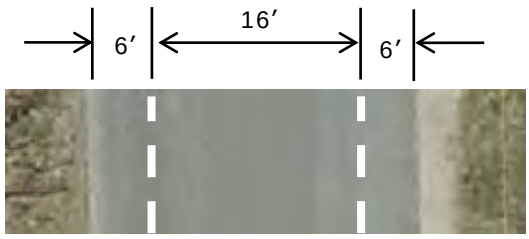


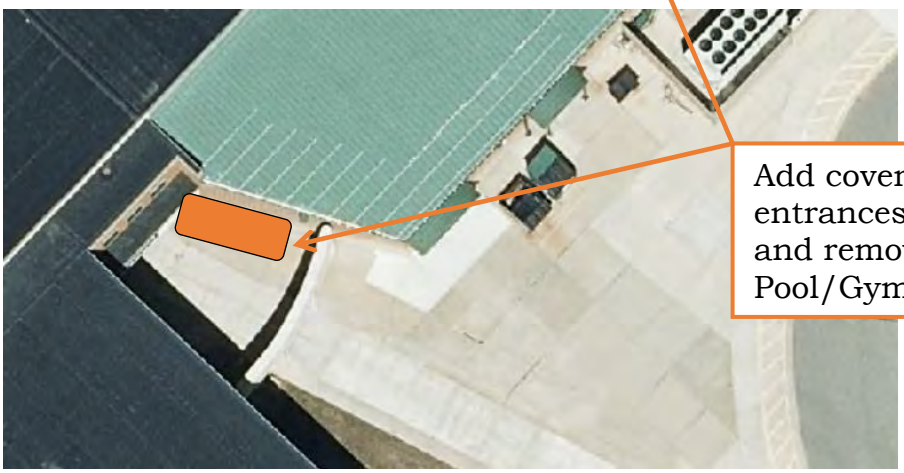
Possible Advisory Bike Lanes Road

DRAFT – Feb. 2024

Short-term Responsible party: School Dist.

Recommendations:

1. Replace all bike racks with new racks that allow front tire & bike frame to be locked. Add scooter racks. Add skateboard racks. Move racks to areas adjacent to main entrances and consider adding a roof to cover the racks – possibly per image below.
2. Consider adding a bike repair station near bike racks.



Add covered bike racks at both main entrances (possibly these locations), and remove bike racks by the Pool/Gym Entrance.

Areawide Assessment

* School Zone signs are well-maintained.
* Uneven use of School Crossing signs. Unclear where School Zones end.
* Outside of the block that Horace Mann sits on, and a sidewalk that connects Horace Mann to East High, only N. 13th St has a sidewalk within several blocks of Horace Mann.
* Most roads without sidewalks are wide enough for students to walk and bike on and for 2 vehicles to pass in opposite directions. Special instructions may be needed for motorists and student walkers.
* The all-way stop of 13th St & Spring St is crazy. Many times parents don't stop at the Stop signs.

* No sidewalk ramp.

* Family vehicles are backed up on N 13th St during drop-off/pick-up.

* Bike racks not conveniently located.
* Need updated racks.

* Misaligned sidewalk ramp.

E CROCKER ST
N 12TH ST
N 13TH ST
SPRING ST
SELL ST
PARCHER ST
MALAK CIR
AM & PM Rolling Drop-Off & Pick-Up
Buses Only (AM & PM)
PM: Express Bus Stop
AM: Express Bus Stop
H (AM & PM)
x3 (PM)
x1 x2 x7
x1 x2 x3 x7
STOP

Map 3F DRAFT

Site Assessment

Horace Mann Middle School

Wausau Safe Routes To School

Legend

- Horace Mann Middle School
- School Entrance
- Bike Rack
- Bus Stop with Route ID
- School Crossing
- Stop Sign
- 15 MPH School Speed Limit (Includes Higher Fine Zone)
- Fence
- High Visibility Crosswalk
- Sidewalk

0 105 210 420 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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

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Map 4F DRAFT

Transportation

Horace Mann Middle School

Wausau Safe Routes To School

Legend

- Horace Mann Middle School
- State Highway
- Main Roads
- Local Roads
- MetroRide Bus Route H
- Sidewalk
- 15 MPH School Speed Limit (Includes Higher Fine Zone)
- Crossing Guard
- Rapid Flash Crosswalk
- Traffic Light
- Traffic Counts
- Posted Speed Limit

Crash Type (2010-2020)

- Bicycle
- Pedestrian
- Both

0 320 640 1,280 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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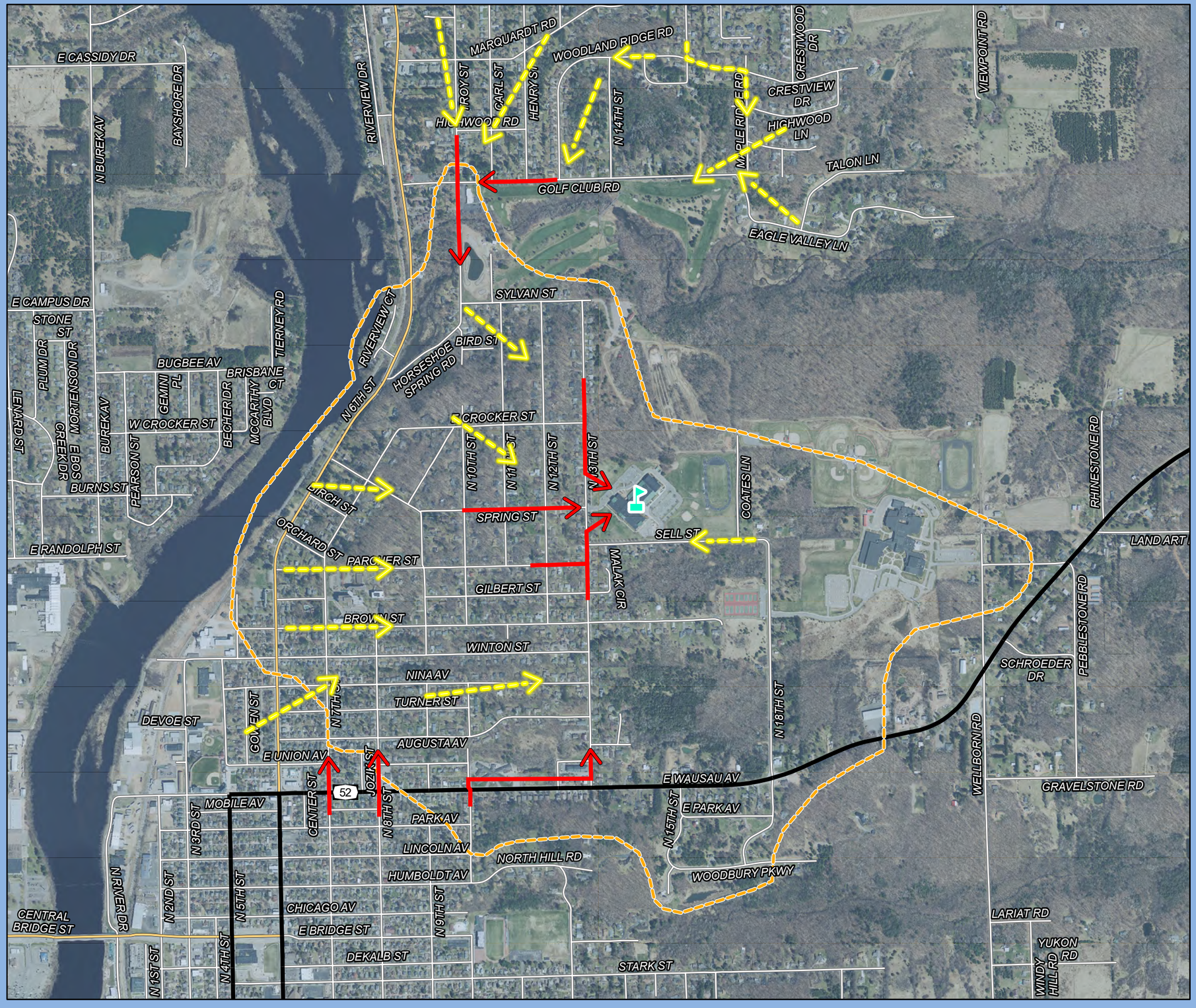
Map 5F DRAFT

School Routes

Horace Mann Middle School

Wausau Safe Routes To School



Legend

- Horace Mann Middle School
- Feeder Route
- Main Route
- 1-Mile Walk Distance
- State Highway
- Main Roads
- Local Roads

0 500 1,000 2,000 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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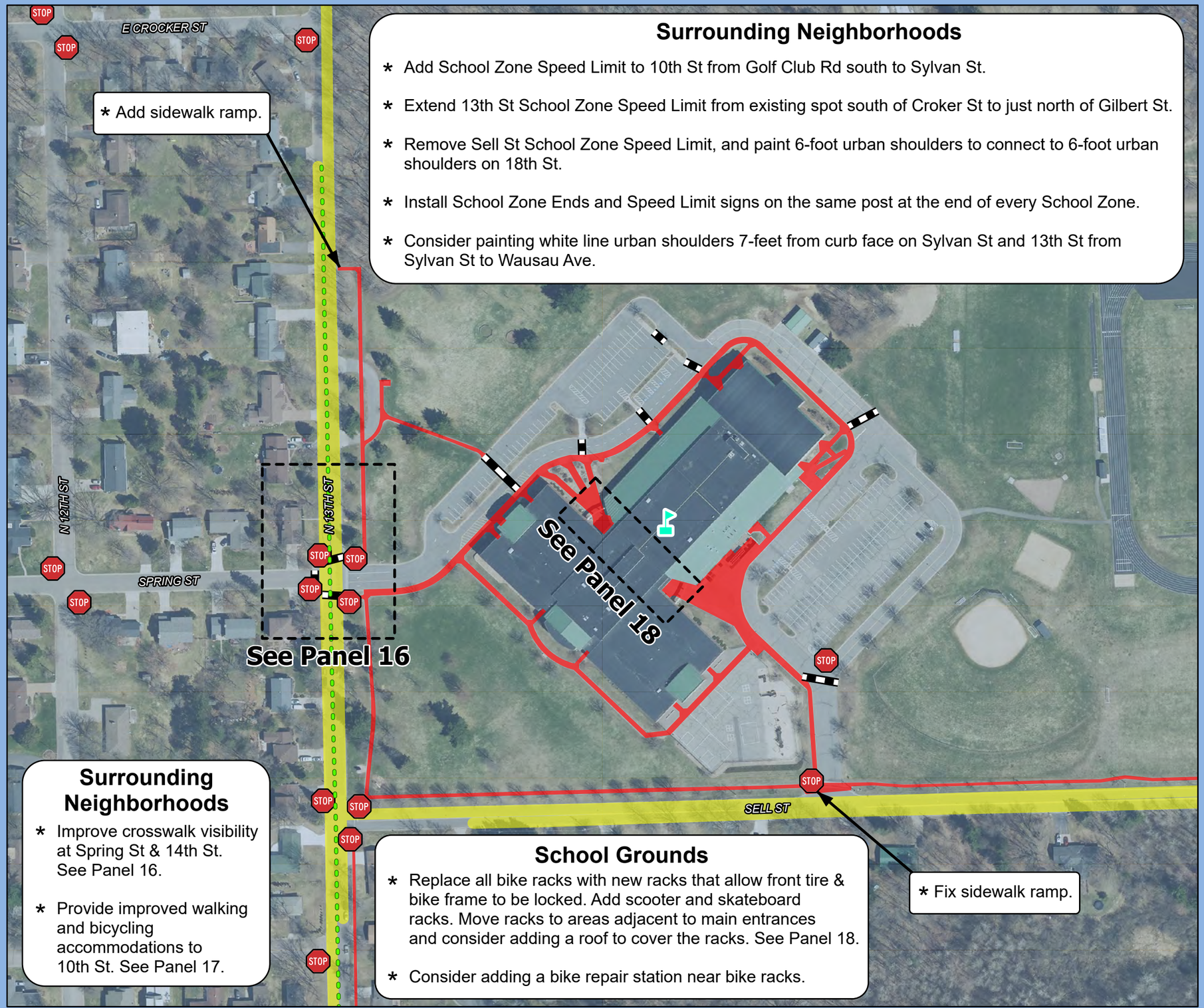

Surrounding Neighborhoods

* Add School Zone Speed Limit to 10th St from Golf Club Rd south to Sylvan St.
* Extend 13th St School Zone Speed Limit from existing spot south of Croker St to just north of Gilbert St.
* Remove Sell St School Zone Speed Limit, and paint 6-foot urban shoulders to connect to 6-foot urban shoulders on 18th St.
* Install School Zone Ends and Speed Limit signs on the same post at the end of every School Zone.
* Consider painting white line urban shoulders 7-feet from curb face on Sylvan St and 13th St from Sylvan St to Wausau Ave.

* Add sidewalk ramp.

Surrounding Neighborhoods

* Improve crosswalk visibility at Spring St & 14th St. See Panel 16.
* Provide improved walking and bicycling accommodations to 10th St. See Panel 17.

School Grounds

* Replace all bike racks with new racks that allow front tire & bike frame to be locked. Add scooter and skateboard racks. Move racks to areas adjacent to main entrances and consider adding a roof to cover the racks. See Panel 18.
* Consider adding a bike repair station near bike racks.

* Fix sidewalk ramp.

Map 6F DRAFT

Recommendations

Horace Mann Middle School

Wausau Safe Routes To School

Legend

- Horace Mann Middle School
- School Entrance
- Bike Rack
- Bus Stop with Route ID
- School Crossing
- Stop Sign
- 15 MPH School Speed Limit (Includes Higher Fine Zone)
- High Visibility Crosswalk
- Sidewalk

Recommendations

- Proposed 15 mph School Speed Limit

0 105 210 420 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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Riverview Elementary — Data & Recommendations

4303 Troy Street

Riverview Elementary served 480 (2022) students in pre-kindergarten through 5th grades.

- **Main modes of travel by Riverview Elementary students:**
  - Family Vehicle (60% morning & 55% afternoon)
  - School Bus (27% morning & 31% afternoon)

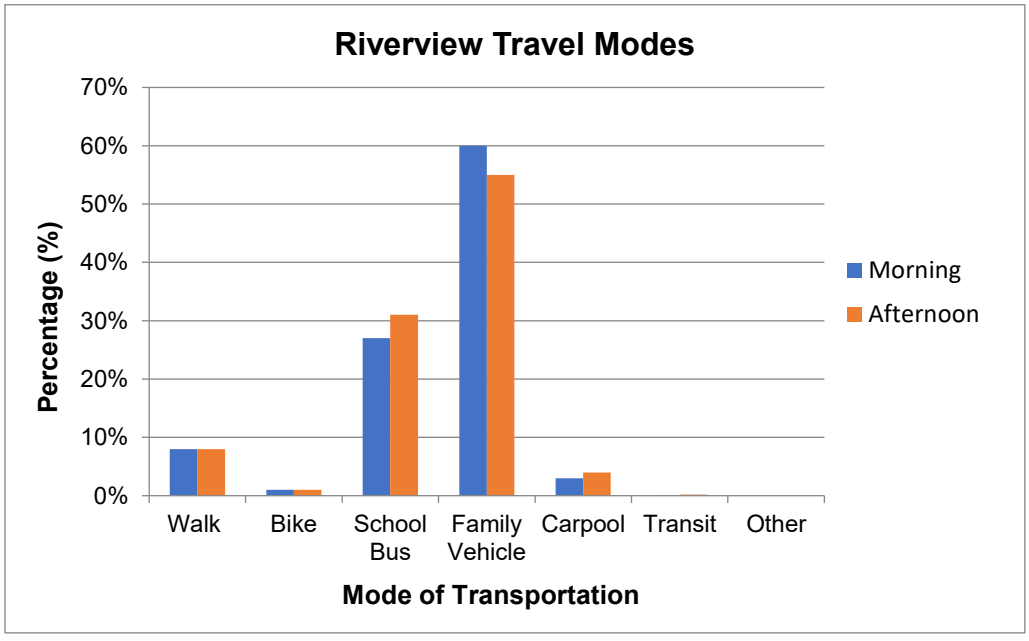
The discrepancy between morning and afternoon travel in Table 8G & Figure 8G shows that 5% more parents are driving their kids to school in the morning. School bus takes home 4% of those who were driven in the morning and 1% are carpooling.

Table 8G — Riverview Elementary Morning & Afternoon Travel Comparison

	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	8%	1%	27%	60%	3%	0.1%	0
Afternoon	8%	1%	31%	55%	4%	0.2%	0

Source: Student Tally, May 2022

Figure 8G: Riverview Elementary Student Tally Results Morning and Afternoon Travel Comparison



Source: Student Tallies, May 2022

Riverview Elementary's Parent Survey Results — 54 surveys received.

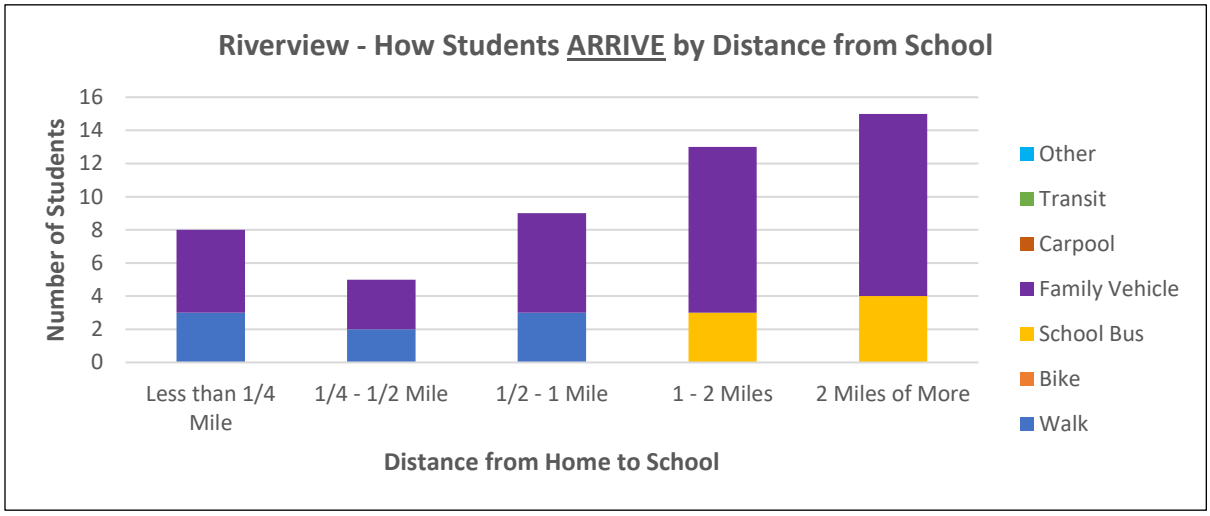
Parents were instructed to fill out only one survey per school. If multiple children attended the same school, they were asked to fill out one survey for the child with the next birthday from that day's date.

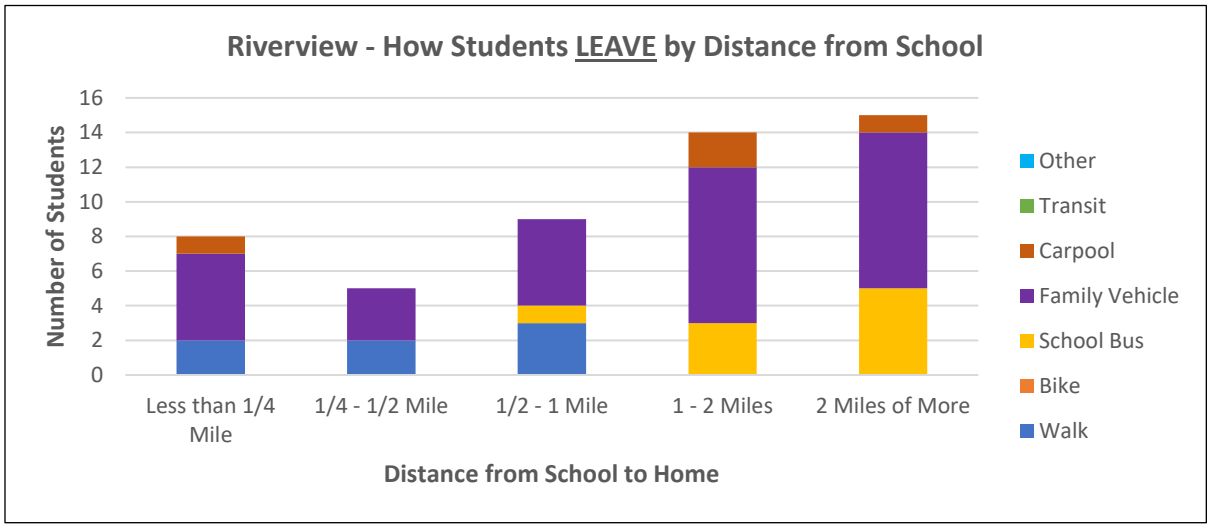
Among parents who answered the survey, 22 of 54 students live within 1-mile of school. With only 8 students within 1-mile of school walking and none biking to school, this shows some potential to increase walking and biking to school.

Parent Survey results are about 10 percentage points higher than Student Tallies for those taking Family Vehicle to school, about 10 percentage points less for School Bus, and 4 percentage points more for Walking. By comparing student arrival in the parent survey vs. the student tally, it appears that parent survey results show a similar representation as the student tally.

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

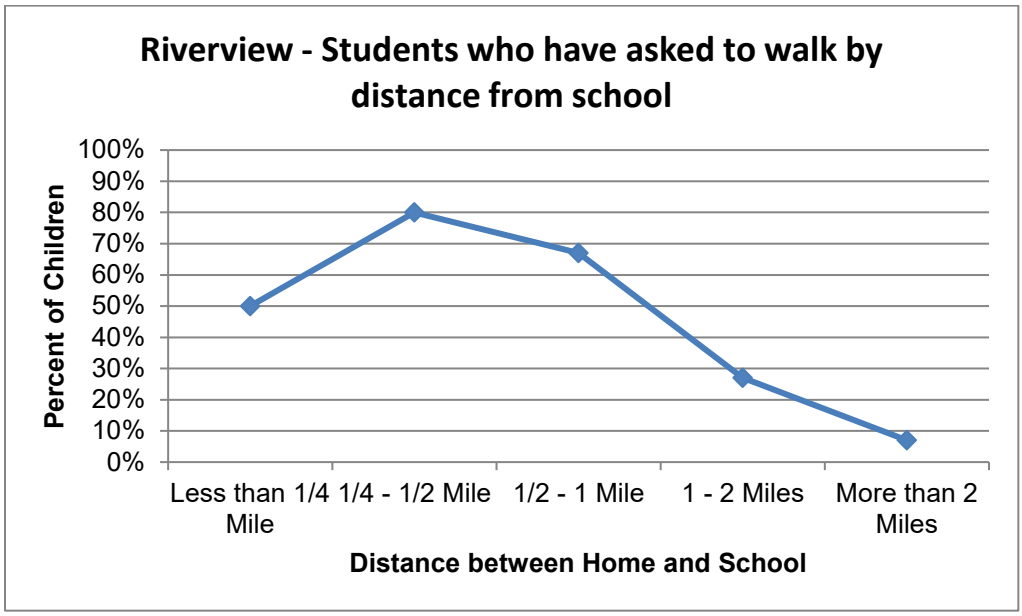
FIGURE 9G: How does your child arrive and depart from school?





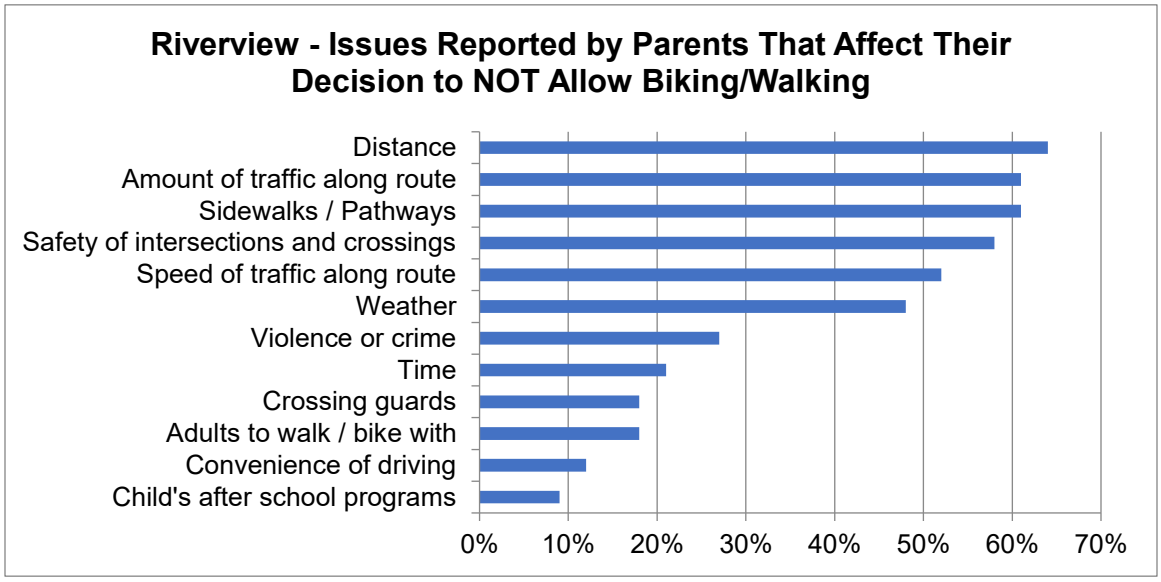
Source: Parent Surveys, May 2022

FIGURE 10G: Has your child asked to walk?



Source: Parent Surveys, May 2022

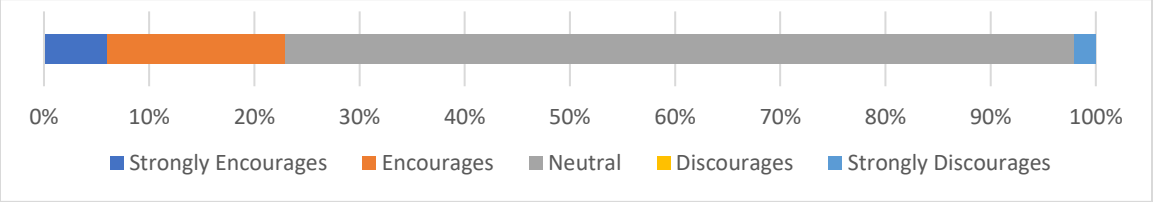
FIGURE 11G: Which of the following issues affect your decision to NOT allow walking or biking?



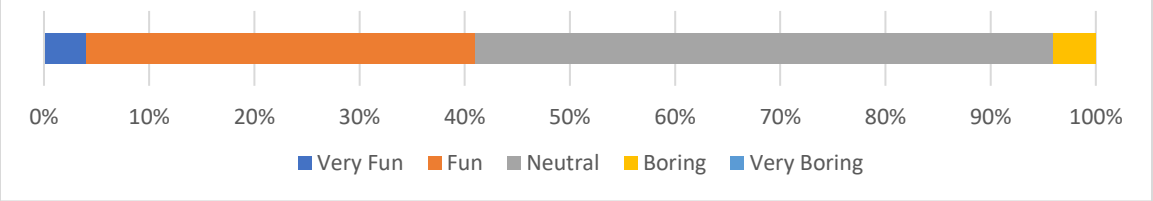
Source: Parent Surveys, May 2022

From Riverview's May 2022 Parent Survey

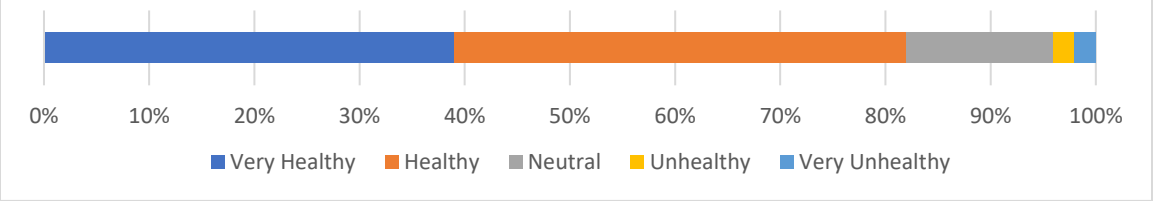
Parent's opinion about how much their **child's school encourages/discourages** walking/biking to/from school:



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 Riverview Students

Current walking and biking policies and programming at Riverview include:

- 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)
Riverview Elementary	2018, 2019, 2022	2014, 2019

Crossing Guards

For documentation, no crossing guards exist for Riverside.

Safety Patrol

For documentation, the Safety Patrol program is not used at Riverside.

Metro Ride & Express routes
See the school's Site Assessment **Map 3G** for bus stops near a school and see Transportation **Map 4G** for where the routes travel.

Bike Racks
There are conveniently located bike racks at Riverview, on the south side of the building. Site Assessment **Map 3G** 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 F).


Bike racks on south side of building

Riverview – 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 3G.**

Transportation Map
Map 4G 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 2020 within about a half mile radius of the school. A *Wisconsin Bike and Pedestrian Crash Analysis* exists along with strategies to improve pedestrian and bicycle safety on pages 23-24.

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 5G.**

Recommendations for Riverview

NOTE – There are additional recommendations that apply to the school that are listed in the City of Wausau Recommendations section following all the school sections and maps.

Equity – Riverview Elementary has an Equity Needs Score of 5 out of 10. This school's neighborhoods are not *disadvantaged*.* See the Equity Analysis on page 17.

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*

Short-term Responsible party: Police.

Recommendation: There are no adult crossing guards assigned for Riverview crossings. If a location is identified in the future, possibly as part of a Walk & Roll to School event, then consider providing a crossing guard.

2 of 3 – Bike Racks *Engineering*

Short-term Responsible party: School Dist.

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 F. School District may decide to design custom bike racks with a middle school and high school design & engineering team.

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

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

4) Consider covering the bike racks to protect them from the weather. Bike racks, covered or not, can be a key element in encouraging students and families to bike to school more often. See Attachment G for some sample bike rack shelters.

5) Consider installing visitor bike racks near the entrance.

**disadvantaged* is the terminology used by the federal government to identify areas with a higher need based upon a variety of factors including lower income households and possibly no access to or ownership of a motor vehicle.

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

See the extensive recommendation titled: Encourage Walking and Biking in this school's recommendations for additional suggestions.

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, NCWRPC

Recommendation: 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. To find this guide, go to: https://www.ncwrpc.org and search for: "Safe Routes Resources."

Short-term Responsible party: School Dist.

Recommendation: Consider annually hosting a Walk, Bike, & Roll Event. See the Encourage Walking and Biking recommendation in this section for more details.

****

Map 6G – "School Grounds" box *Engineering*

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

Map 6G – "Surrounding Neighborhoods" box *Engineering*

Medium-term Responsible parties: County Hwy Dept., City Eng., & Police.

Recommendation: On CTH WW at Evergreen Rd, add Pedestrian Hybrid Beacons, and possibly a crossing guard. See Panel 19.

Short-term Responsible parties: City Eng. & Police

Recommendation: On Evergreen Rd remove School Zone Speed Limit and add high visibility School crossings at Troy St, Morgan Ln, Forest Valley Rd, Hilltop Rd, and Ashland Ave. See Panel 20.

Short-term Responsible party: City Eng.

Recommendation: Install School Zone Ends and Speed Limit signs on the same post at the end of every School Zone.

Short-term Responsible parties: City Eng. & Police

Recommendation: Make Henry St and Maple Hill Rd intersection a 3-way Stop, remove School Zone Speed Limit, and possibly add crossing guard.

Medium to Long-term Responsible parties: City Eng. & Town of Texas.

Recommendation: Consider adding sidewalks to at least one side of Troy St, Carl St, and Henry St, from the school south to Golf Club Road. Also consider adding sidewalks to other streets within 1-mile of Riverview Elementary.

Short-term Responsible parties: City Eng & MetroRide

Recommendation: Consider providing improved bicycling & pedestrian accommodations to student collector roads. See Panel 21.

School Walking & Biking Policy *Encouragement*

School policies can encourage or restrict behavior, as well as portray meaning by stating the official attitude of the School or District. Research has shown that a positive biking school has 3 things: 1) "Promotive" policy language, 2) Bike racks in convenient location(s), and 3) Bicycle skills programming.

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

Recommendation: Consider revising school policies to include "promotive" and possibly "descriptive" language (see Examples of school policy tone) for walking and bicycling to school, and to remove any "prohibitive" walking and biking language.

Any bad behavior would be delt with on a case-by-case basis, and not built into school policy. School District may wish to contract with the Wisconsin Bike Fed to overview how they deal with bad walking and biking behavior in Milwaukee Public Schools, since they oversee Milwaukee's SRTS programming; and then to possibly train local staff with how to deal with common situations.

Examples of school policy tone	
Tone	**Example**
Promotive	[First item under Traveling to School] "Bicycle Safety: We encourage all children and parents to walk or ride to school safely." "We suggest walking, private transportation or riding bicycles with helmets to get to school."
Descriptive	"If you use the bicycle area, be sure to lock your bike to the racks provided." "All bicycles must be licensed according to the city code."
Prohibitive	"Students in grades 4-5 may ride a bicycle to school if the parent feels that the child is able to ride it safely." "Students who violate this policy will have their bike/scooter/skateboard confiscated and returned to them at end of the day."

Source: Szuflita, L., LaJeunesse, S. and Pullen-Seufert, N. What Makes a "Biking" School? How Some Schools Have Pulled Ahead in Cycling Rates. Pedestrian and Bicycle Information Center, Chapel Hill, NC: 2020

Encourage Walking and Biking *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.

Each school may plan their own events and programming. A walking and bicycling culture exists at John Muir Middle School, so those students may wish to assist with planning and implementing the following recommendations, possibly by creating District-wide promotional materials and maybe other ways too.

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: Consider linking to WisDOT's *Pedestrian safety* and *Bicycling safety* websites on the School website.

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 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.

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 be able to assist with training local staff to provide these skills classes.

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 could provide the critical mass that would then through their actions teach the rest of the traveling public how to react.

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.

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, wheelchair, or any other vehicle as they approach adulthood.

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

Recommendation: Consider providing bicycling education in 4th or 5th grades to equip students to confidently travel to the middle school and throughout the community on their own power.

Note: see the Develop Traffic Garden recommendation under Wausau School District Recommendations section at the end of all the school recommendation sections.

Note: see the 3 of 3 – Walking & Biking Promotional Materials recommendation for parental guides.

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

Recommendation: Consider providing pedestrian education throughout the elementary grades.

Note: see the 3 of 3 – Walking & Biking Promotional Materials recommendation for parental guides.

Measure if Engineering and Education Efforts are Working *Evaluation*

A variety of recommendations have been made in this SRTS Plan to work toward creating Safe Routes to School for Riverview. However, it is imperative that Student Tallies and other measurement tools are utilized **as needed** to determine if implemented recommendations have been effective. In this way, the Task Force can continue to make new observations and recommendations to help work toward the goal of creating safe routes for the students in the community.

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 change as needed.

Medium-term Responsible party: City.

Recommendation: Consider conducting traffic studies as necessary on the roads surrounding Riverview to determine if additional countermeasures are needed to slow down traffic.

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 Wausau SRTS Plan's recommendations for Riverview when preparing annual budgets and annual operations procedures.

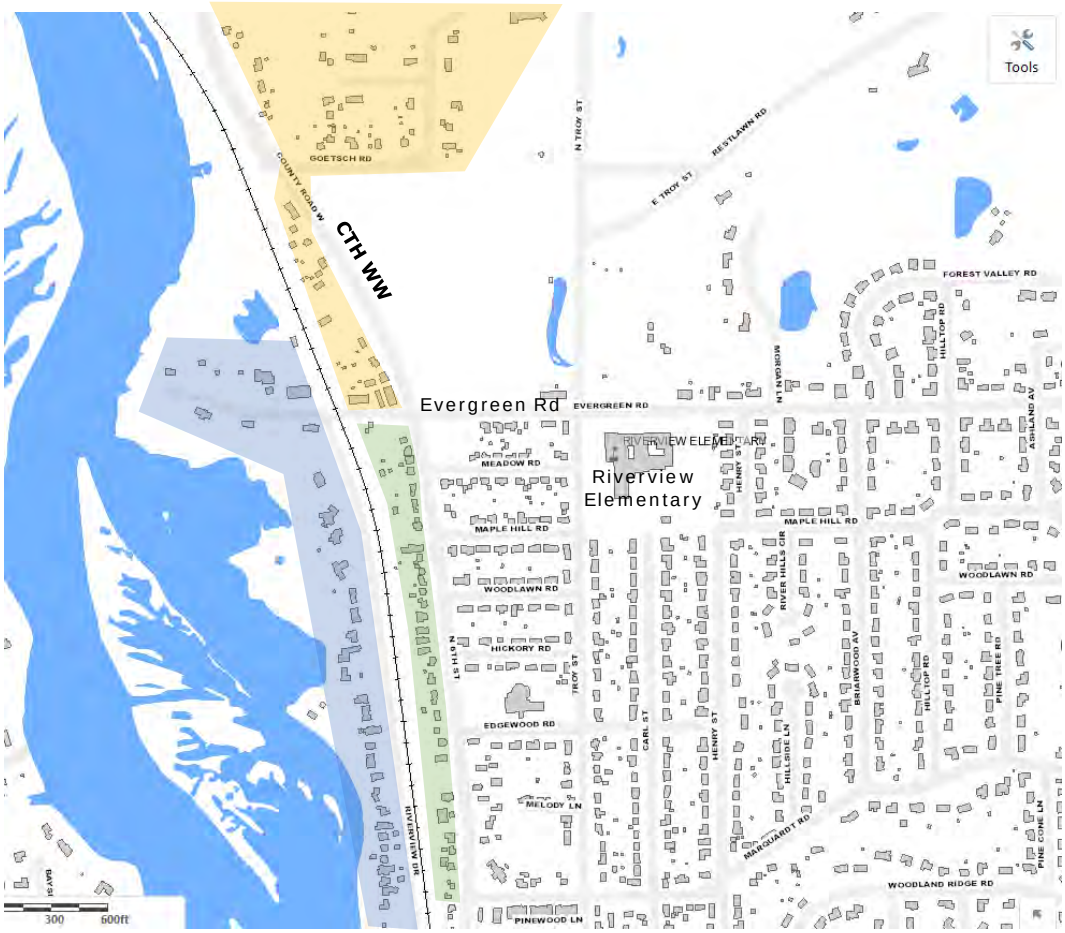
If costs are too high to budget for a particular recommendation in a given year, then consider how low cost projects may be accomplished instead (a.k.a., tactical urbanism / traffic calming pop-ups). Hosting annual Walk & Roll or Bike & Roll to School day/weeks keeps the momentum going for changes that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

About 35 houses exist west of the railroad tracks, another 20 houses exist on the west side of 6th St from Evergreen south to Marquardt Rd, and about 40 houses exist on roads off of CTH WW north of Evergreen Rd. All of these houses are within a 1-mile walk distance to Riverview Elementary. See 1-mile walk boundary on Map 5G (School Routes).

Medium term Responsible parties: County Hwy Dept., City Eng., & Police.

Recommendation: Improve pedestrian safety at the intersection of Evergreen Rd and CTH WW through the following countermeasures:

1. Complete sidewalk on southeast corner Evergreen Rd, and provide a raised sidewalk waiting area with curb and gutter on the southwest corner.
2. Install Pedestrian Hybrid Beacons on CTH WW at Evergreen Rd.
3. Consider adding a crossing guard to this intersection after Pedestrian Hybrid Beacon is installed.
4. Asphalt pave 6-foot or wider shoulders on CTH WW from Evergreen Rd, north to at least Marshall Hill Rd, and add a bicycle friendly rumble strip on the white line.



Map from Marathon County/Wausau online viewer

School Crossings on Evergreen Rd & Troy St

Panel 20

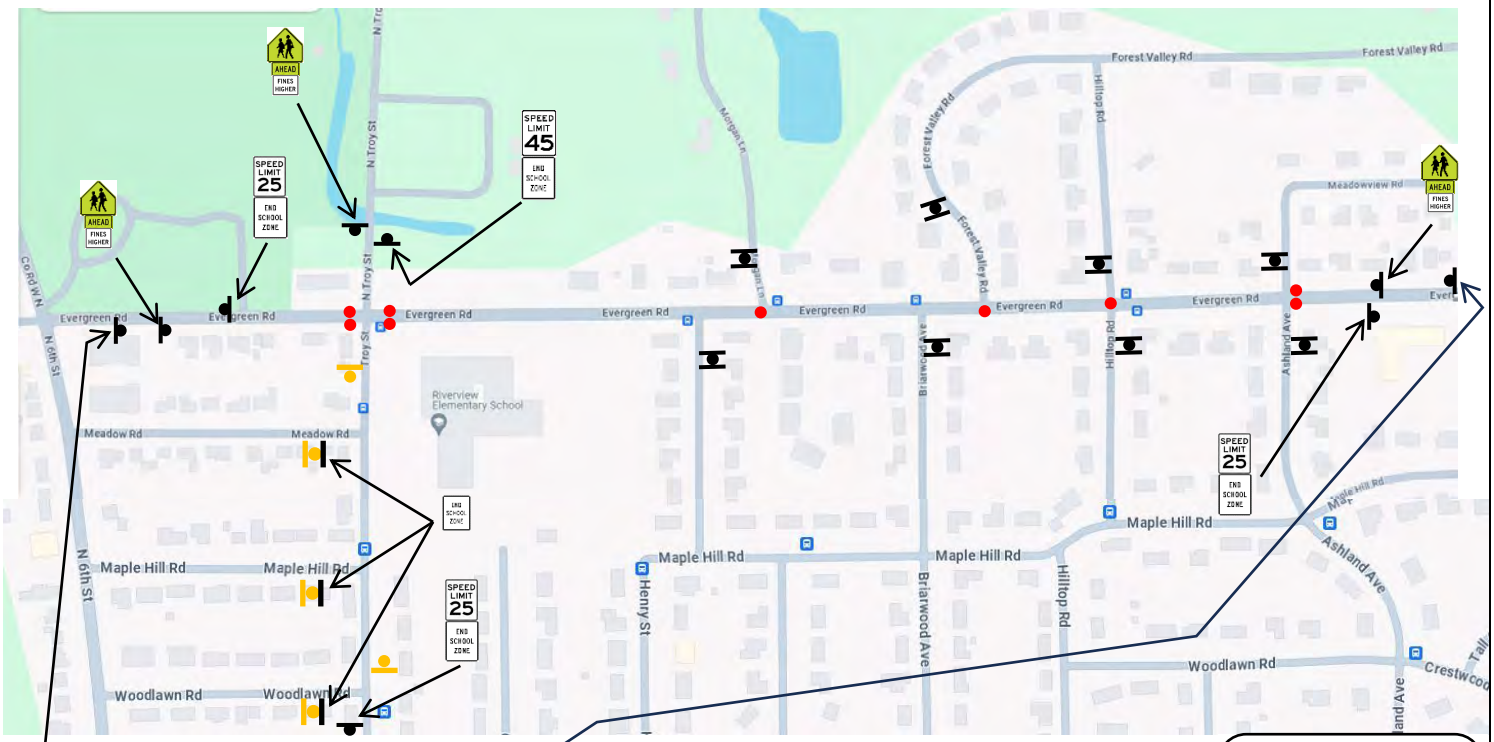
Evergreen Rd is a 25 mph arterial road with 35 mph speed limits on the eastern limits and on CTH WW. It is common for motorists to travel 35 mph along the whole stretch of Evergreen Rd **– 10 miles over the posted speed limit.**

Short term Responsible party: City Eng. & Police

Recommendation: Remove School Speed Zone on Evergreen and replace with high visibility School crossings (• & ⋮) on Evergreen Rd at the following roads Troy St, Morgan Ln, Forest Valley Rd, Hilltop Rd, and Ashland Ave.

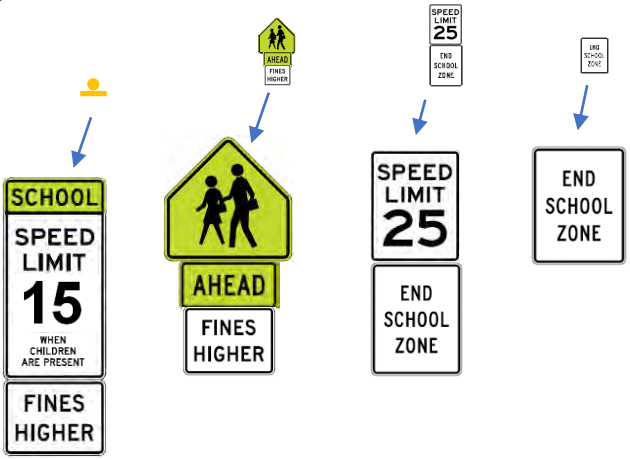
1. Paint 7-foot off curb face, white line urban shoulders on Evergreen Rd from CTH WW east to extent of curb & gutter near City boundary.
2. Create high visibility School crossings per following graphics on Evergreen Rd and Troy St.

Evergreen Rd & Troy St Overview



3. Replace existing speed limit sign at start of street speed limit with oversized sign.

4. Install speed feedback sign under speed limit sign on same post, which may need to be taller.



Facing traffic headed toward Evergreen Rd. or Troy St.

Facing traffic headed toward neighborhood.

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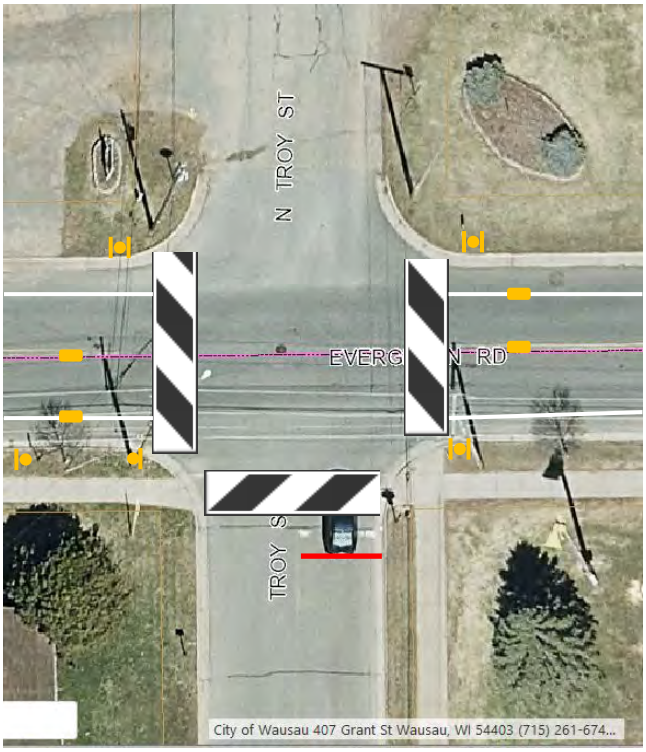
School Crossings on Evergreen Rd & Troy St

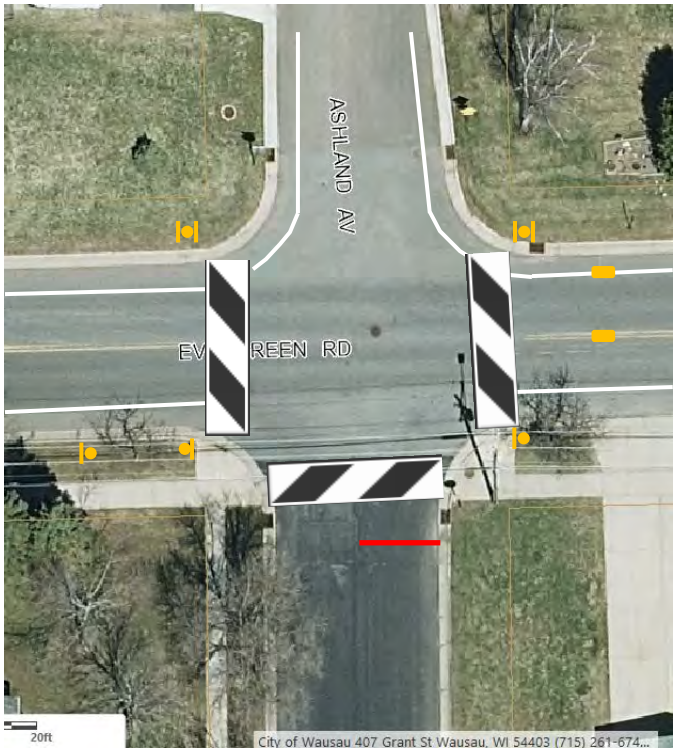

In-Street School Crosswalk sign

5. Paint all crosswalks as high visibility crosswalks.
6. Paint **Stop line** 9-feet in advance of crosswalk.
7. Install In-Street School Crosswalk signs (▬) per graphic to create a gateway treatment about 10-feet in advance of crosswalk. Use removable curb base in yellow for centerline signs and white (shown in picture to the right) for urban shoulder signs. Remove signs for winter and return in spring.
8. Install mainly double sided School Crossing signs (|● |) to increase visibility of crosswalk per image below.

Gateway Treatment at Troy St & Evergreen Rd



Gateway Treatment at Ashland Ave & Evergreen Rd



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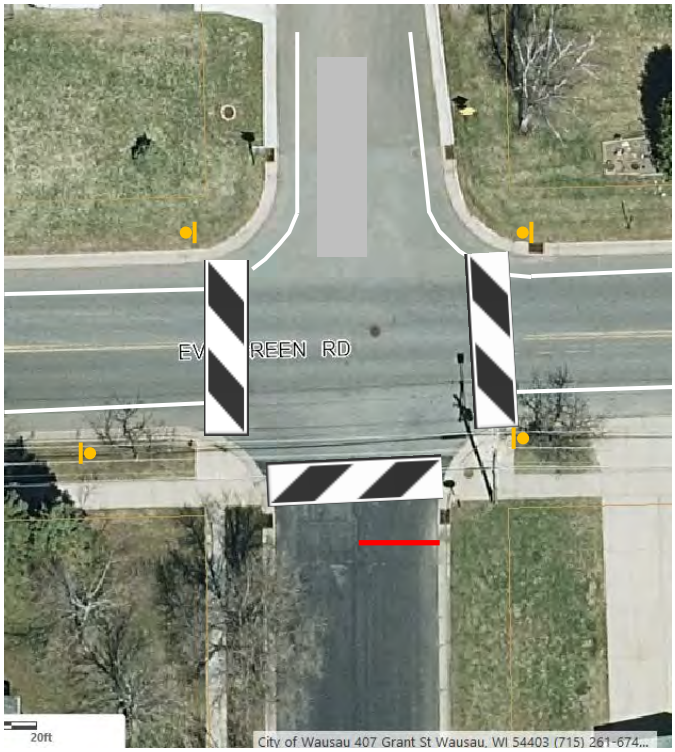
School Crossings on Evergreen Rd & Troy St

9. For the School Crossings on Evergreen Rd at Morgan Ln, Forest Valley Rd, & Hilltop Rd, install the countermeasures shown below.
10. If one of these intersections needs additional attention, then install signs per a Gateway Treatment intersection.

School Crossings at
Morgan Ln, Forest Valley Rd, & Hilltop Rd



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Bicycle & Pedestrian Accommodations on various student collector roads

Troy St, Carl St, Henry St, Maple Hill Rd, and Evergreen Rd are all student collector streets for existing and potential walkers and bicyclists to Riverview Elementary (see Map 5G – School Routes). Most roads near Riverview are wide enough to provide driving lanes and bicycle accommodations. Students and motorists would both benefit from guidance as to how to share the road with each other. Elementary students need more guidance than middle school students.

Short term Responsible parties: City Eng. & MetroRide

Recommendation: Provide comfortable bicycle accommodations on Troy St, Carl St, Henry St, Maple Hill Rd, and Evergreen Rd for existing and potential elementary student bicyclists, which will also provide quick build pedestrian space. This is especially important on roads that don't have sidewalks like Troy, Carl, & Henry Streets.

See the graphics on the following pages for details.

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Bicycle & Pedestrian Accommodations on various student collector roads

This overall map shows what type of bicycle accommodation each road is proposed to get. The following page shows a sample shared parking lane:

Grey area = Housing or elementary school

= Shared parking lane

= Existing bicycle lanes

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Bicycle & Pedestrian Accommodations on various student collector roads

Shared Parking Lanes with Urban Shoulders

1. Paint all crosswalks as high visibility crosswalks on Troy St at Meadow Rd, Maple Hill Rd, Woodlawn Rd, Hickory Rd, Edgewood Rd, Marquardt Rd, Highwood Rd, and Golf Club Rd. This is especially needed because no sidewalks exist on Troy St beyond what is on school property.
2. Install mainly double sided School Crossing signs ( ) to increase visibility of crosswalk per image below.
3. Install In-Street School Crosswalk signs ( ) on urban shoulders per graphic, about 10-feet in advance of crosswalk on Troy St at Meadow Rd (4 total), and Maple Hill Rd (2 total).

This diagram shows: 7-foot wide, off curb face, *urban shoulders* to identify a shared parking lane, space for riding a bicycle when vehicles are not there, and a place to walk against traffic. This is only to be used on streets where on-street parking is not commonly used during kid's morning and afternoon commutes. These lines also remind motorists to drive closer to the centerline on roads without sidewalks, so there is space to walk against traffic.

Discuss with MetroRide drivers how to use urban shoulders. They can be treated like sidewalks, because there is nowhere for pedestrians to wait for the bus outside of the road.

- Motor vehicle widths range from 6 feet for compact models to 6.5 to 7 feet for larger models.
- Transit buses are 8.5 feet wide.
- The 7-foot wide, off curb face, urban shoulder width may narrow to 5-feet based upon total pavement width for a specific road to maintain about 20-feet of total travel lane width.

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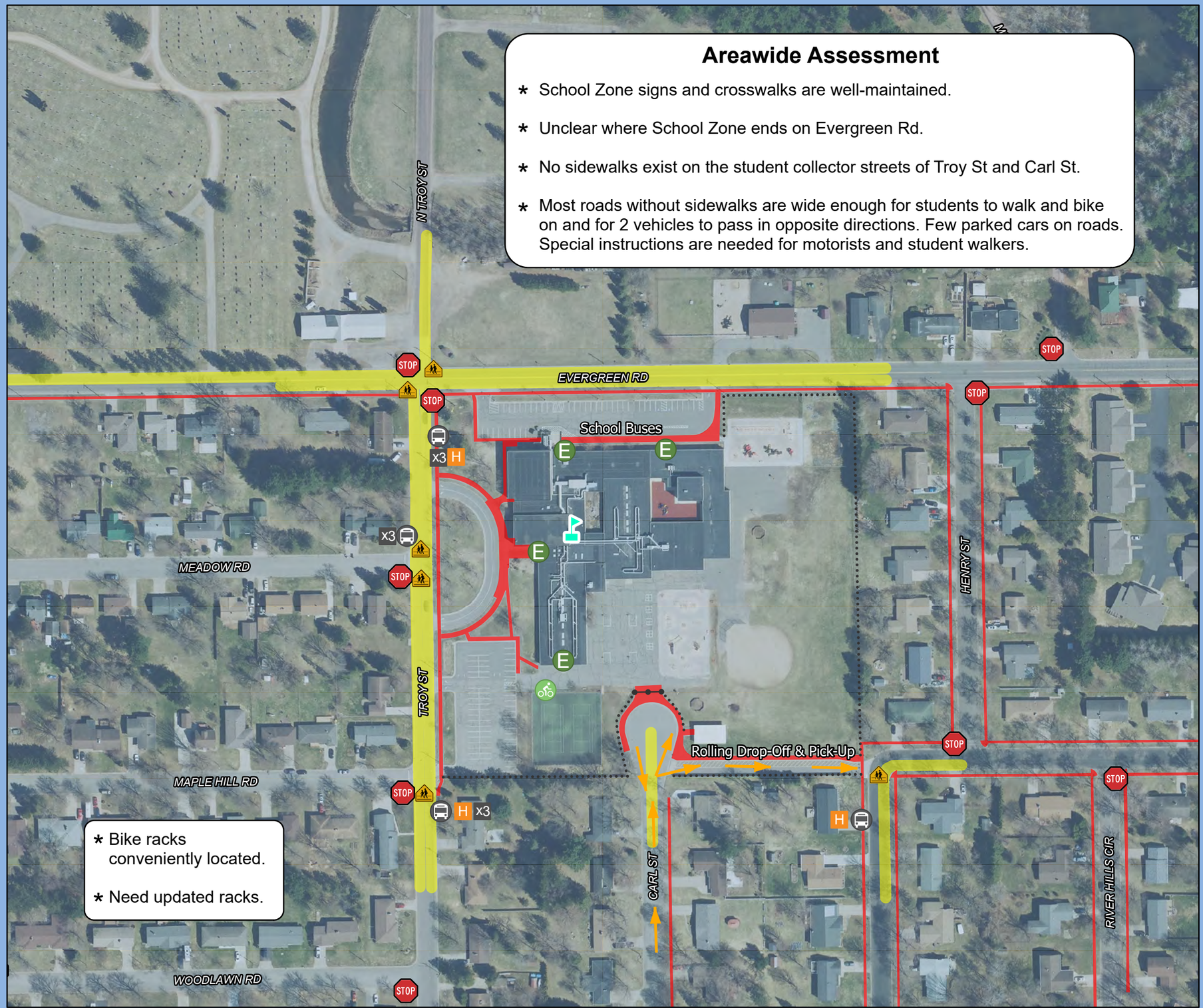

Map 3G DRAFT

Site Assessment

Riverview Elementary School

Wausau Safe Routes To School

Legend

- Riverview Elementary
- School Entrance
- Bike Rack
- Parking
- Bus Stop with Route ID
- Crossing Guard
- Safety Patrol
- Overhead Flash Crosswalk
- Speed Feedback Sign
- Traffic Light
- School Crossing
- Stop Sign
- 15 MPH School Speed Limit (Includes Higher Fine Zone)
- Gate
- Fence
- High Visibility Crosswalk
- Walking/Biking Direction
- Sidewalk

0 105 210 420 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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

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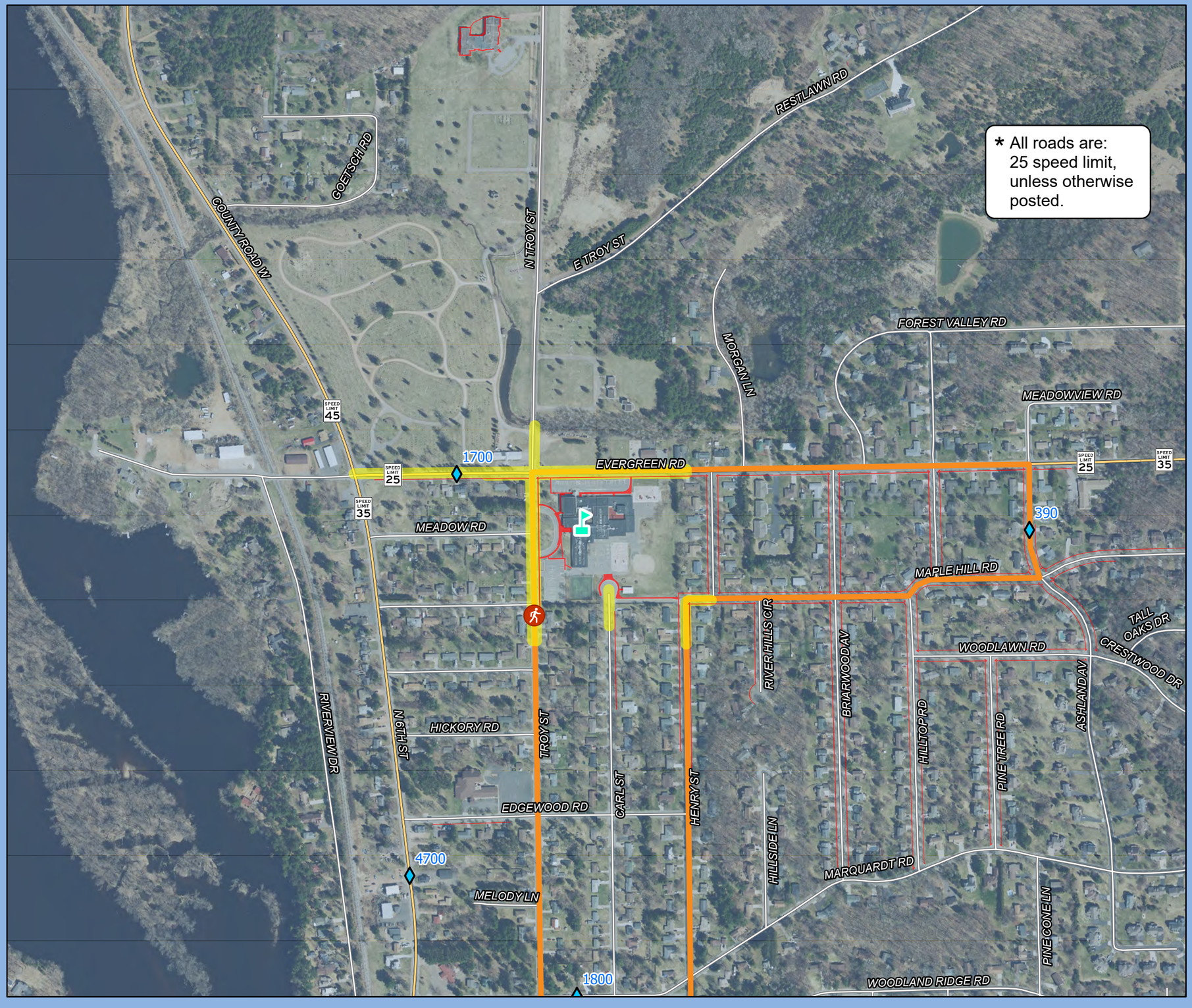
Map 4G DRAFT

Transportation

Riverview Elementary School

Wausau Safe Routes To School



Legend

- Riverview Elementary
- Main Roads
- Local Roads
- MetroRide Bus Route H
- Sidewalk
- 15 MPH School Speed Limit (Includes Higher Fine Zone)
- Traffic Counts
- Posted Speed Limit

Crash Type (2010-2020)

- Pedestrian

0 320 640 1,280 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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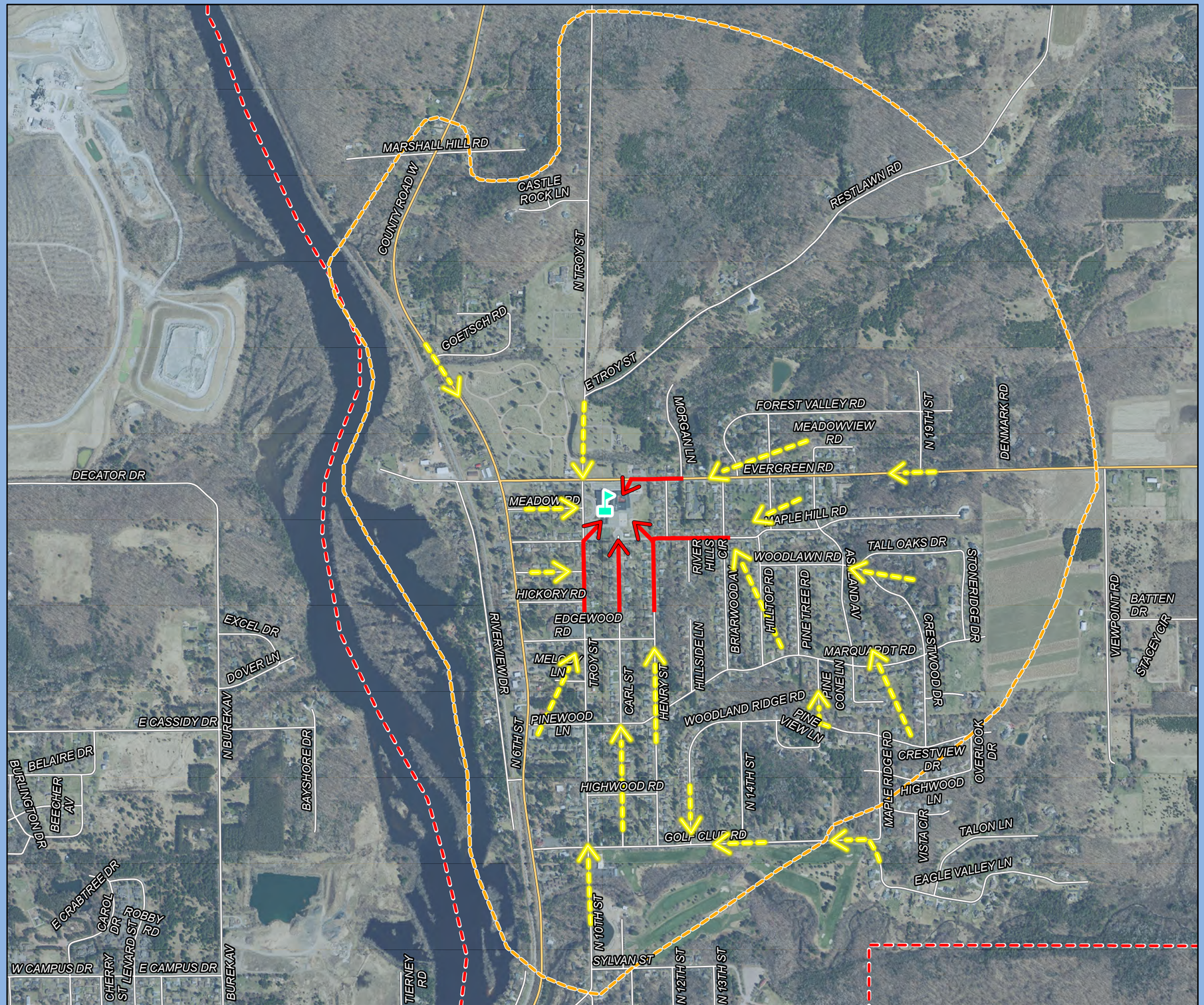
Map 5G DRAFT

School Routes

Riverview Elementary School

Wausau Safe Routes To School



Legend

- Riverview Elementary
- School Boundary
- Feeder Route
- Main Route
- 1-Mile Walk Distance
- Main Roads
- Local Roads

0 500 1,000 2,000 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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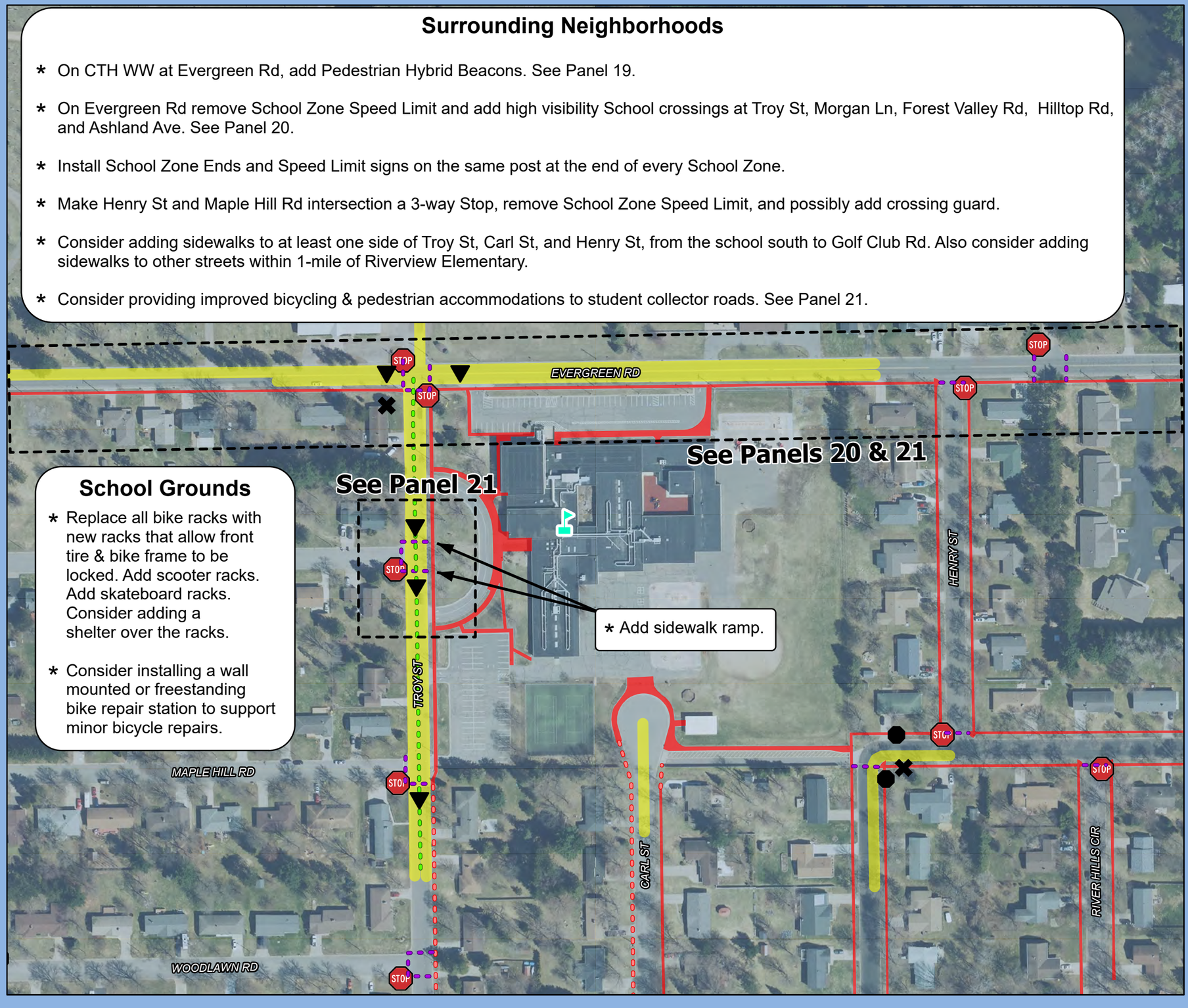
Surrounding Neighborhoods

* On CTH WW at Evergreen Rd, add Pedestrian Hybrid Beacons. See Panel 19.
* On Evergreen Rd remove School Zone Speed Limit and add high visibility School crossings at Troy St, Morgan Ln, Forest Valley Rd, Hilltop Rd, and Ashland Ave. See Panel 20.
* Install School Zone Ends and Speed Limit signs on the same post at the end of every School Zone.
* Make Henry St and Maple Hill Rd intersection a 3-way Stop, remove School Zone Speed Limit, and possibly add crossing guard.
* Consider adding sidewalks to at least one side of Troy St, Carl St, and Henry St, from the school south to Golf Club Rd. Also consider adding sidewalks to other streets within 1-mile of Riverview Elementary.
* Consider providing improved bicycling & pedestrian accommodations to student collector roads. See Panel 21.



School Grounds

* Replace all bike racks with new racks that allow front tire & bike frame to be locked. Add scooter racks. Add skateboard racks. Consider adding a shelter over the racks.
* Consider installing a wall mounted or freestanding bike repair station to support minor bicycle repairs.

Map 6G DRAFT

Recommendations

Riverview Elementary School

Wausau Safe Routes To School

Legend

- Riverview Elementary
- Stop Sign
- 15 MPH School Speed Limit (Includes Higher Fine Zone)
- Sidewalk

Recommendations

- Proposed 15 mph School Speed Limit
- Proposed High Visibility Crosswalk
- Proposed Sidewalk
- Proposed Stop Sign
- Proposed in-street Yield to Pedestrians Sign
- Proposed Crossing Guard

0 105 210 420 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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

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Franklin Elementary — Data & Recommendations

1509 North 5th Street

Franklin Elementary served 202 (2022) students in kindergarten through 5th grades.

- **Main modes of travel by Franklin Elementary students:**
  - Family Vehicle (58% morning & 56% afternoon)
  - Walking (28% morning & 30% afternoon)

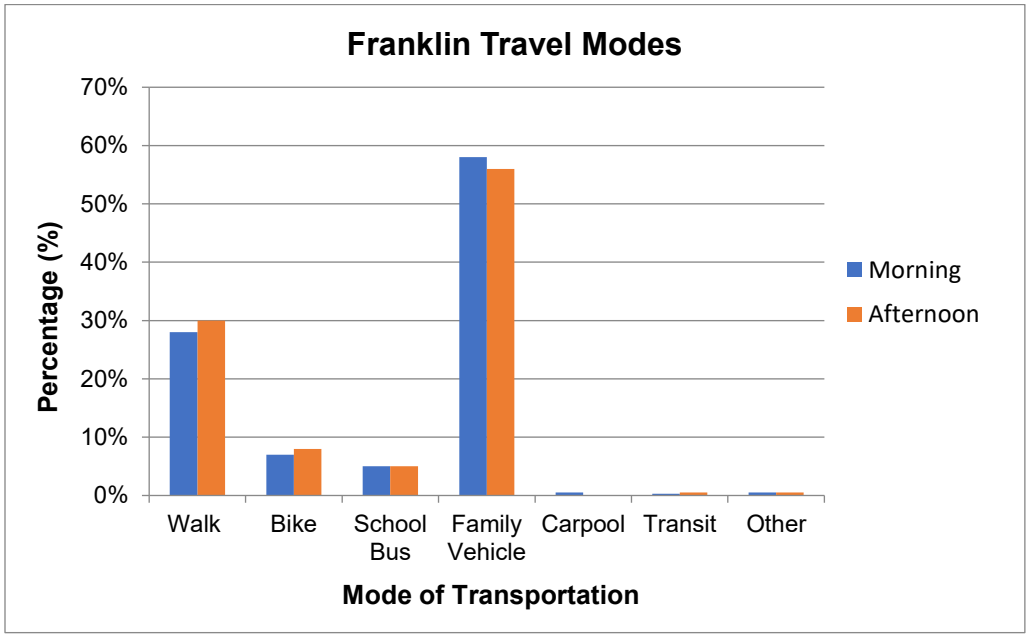
The discrepancy between morning and afternoon travel in Table 8H & Figure 8H shows that 2% more parents are driving their kids to school in the morning. All 2% that drove in the morning are walking home.

Table 8H — Franklin Elementary Morning & Afternoon Travel Comparison

	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	28%	7%	5%	58%	0.5%	0.3%	0.5%
Afternoon	30%	8%	5%	56%	0	0.5%	0.5%

Source: Student Tally, May 2022

Figure 8H: Franklin Elementary Student Tally Results Morning and Afternoon Travel Comparison



Source: Student Tallies, May 2022

Franklin Elementary's Parent Survey Results — 31 surveys received.

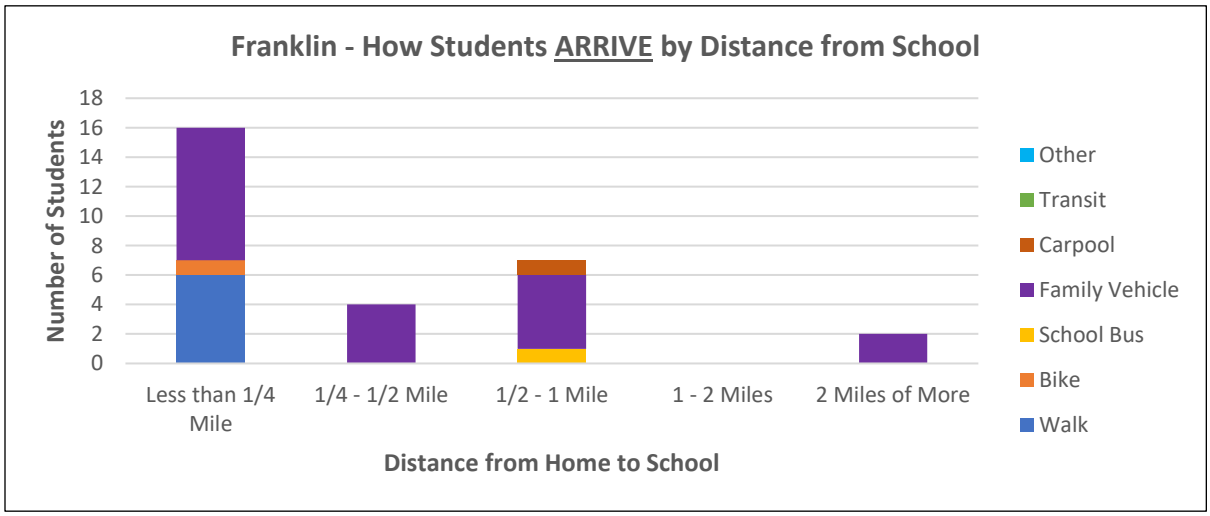
Parents were instructed to fill out only one survey per school. If multiple children attended the same school, they were asked to fill out one survey for the child with the next birthday from that day's date.

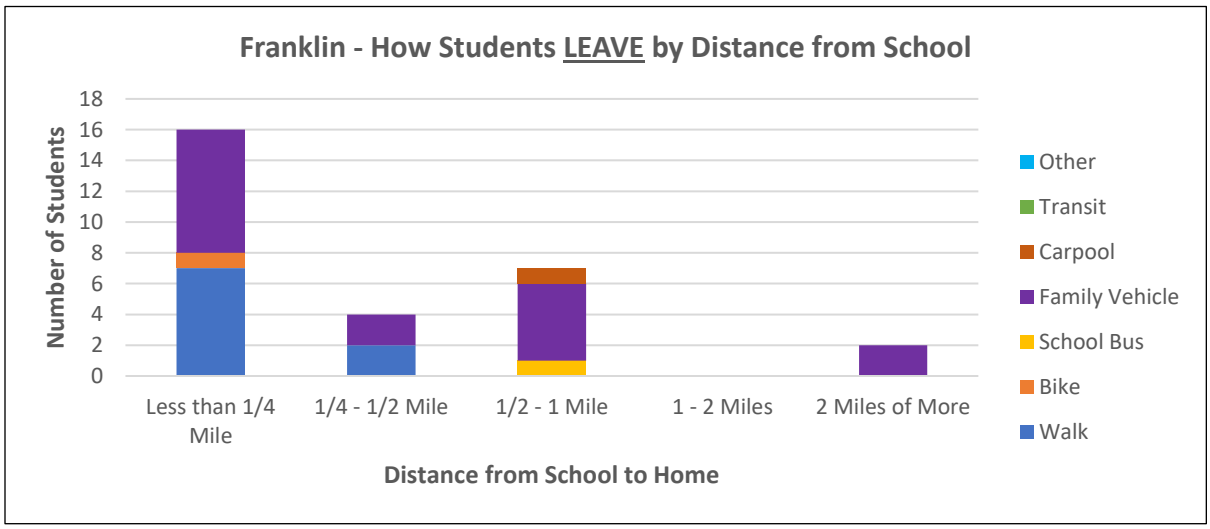
Among parents who answered the survey, 27 of 31 students live within 1-mile of school. With only 6 students within 1-mile of school walking and 1 biking to school, this shows some potential to increase walking and biking to school.

About 3% of students represented in this parent survey took the school bus, which is about the same as the student tally (5%). By comparing student arrival in the parent survey vs. the student tally, it appears that parent survey results show a similar representation as the student tally.

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

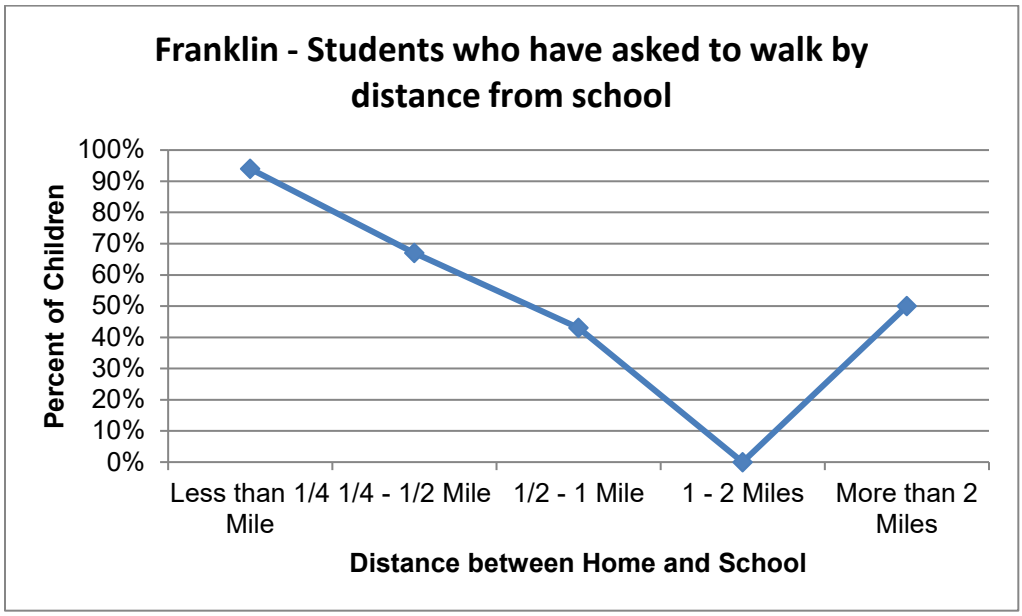
FIGURE 9H: How does your child arrive and depart from school?





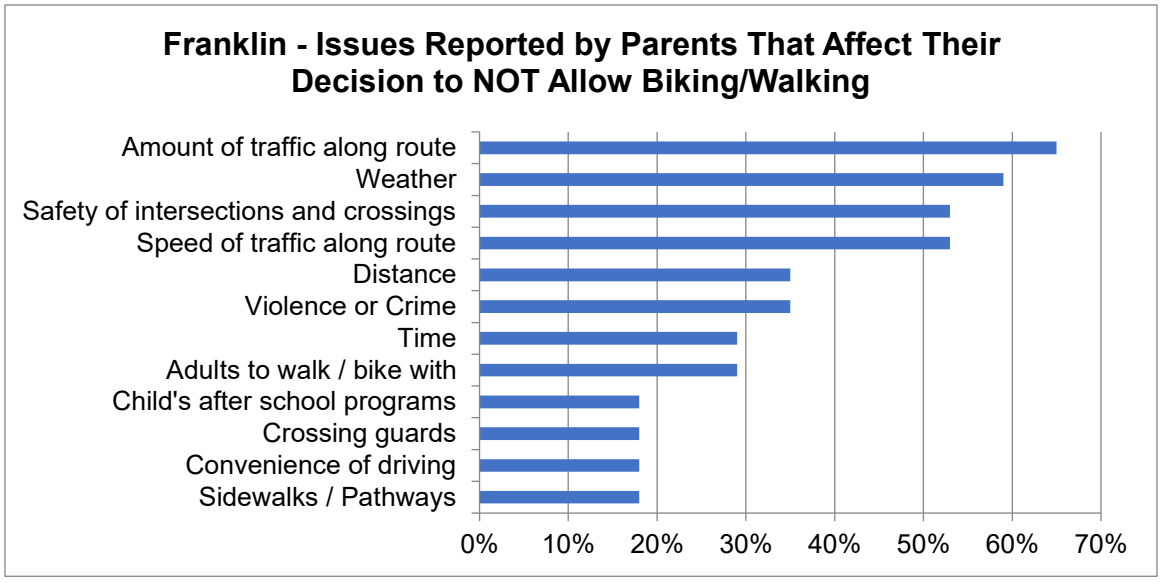
Source: Parent Surveys, May 2022

FIGURE 10H: Has your child asked to walk?



Source: Parent Surveys, May 2022

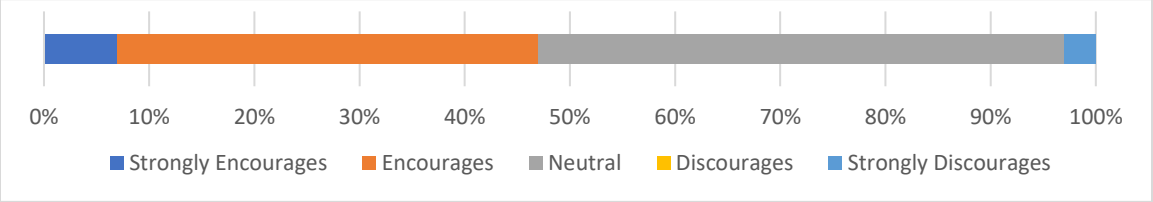
FIGURE 11H: Which of the following issues affect your decision to NOT allow walking or biking?



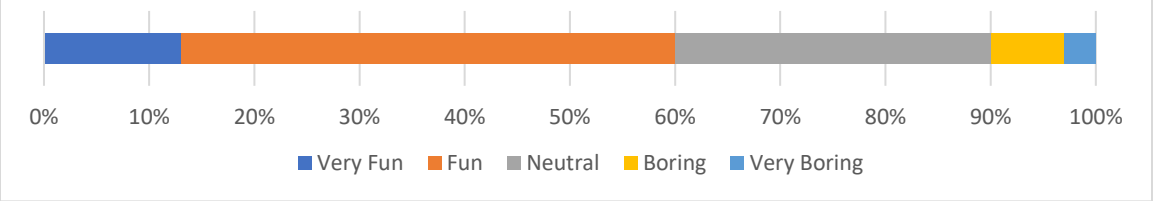
Source: Parent Surveys, May 2022

From Franklin's May 2022 Parent Survey

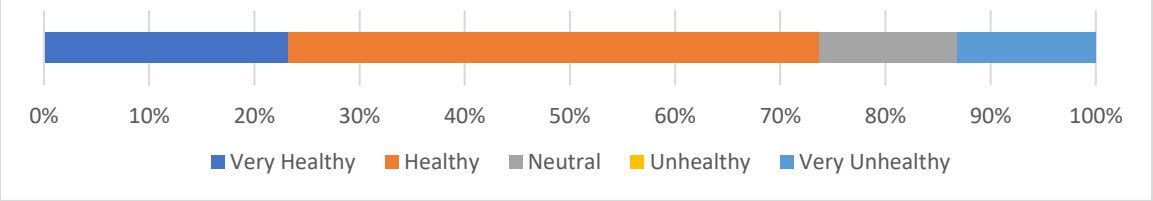
Parent's opinion about how much their **child's school encourages/discourages** walking/biking to/from school:



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 Franklin Students

Current walking and biking policies and programming at Franklin include:

- Walk & Roll to School Day encouragement event (see table below).
- Bike & Roll to School Day encouragement event (see table below).
- Safety Patrol. See the Site Assessment **Map 3H** for locations.
- Bike education offered focuses on the following topic: "On-bike skill development / riding drills / practice."

School	WALK & ROLL TO SCHOOL DAY **(Fall)**	BIKE & ROLL TO SCHOOL DAY **(Spring)**
Franklin Elementary	2019	2014

Crossing Guards
Adult crossing guards are assigned by the Police Department to intersections that need more guidance for students than others. The Wausau School District has adults that manage traffic on various school grounds (they are called crossing guards on Maps 3A-3E). See Site Assessment **Map 3H** for locations of all crossing guards.

Safety Patrol
A student in the Safety Patrol program at school is assigned to one corner of an intersection, and is taught how to keep other children on the sidewalk safe from traffic. See **Map 3H** for their locations.

Metro Ride & Express routes
See the school's Site Assessment **Map 3H** for bus stops near a school and see Transportation **Map 4H** for where the routes travel.

Bike Racks
There are conveniently located bike racks at Franklin. These custom racks are located on the playground, which is locked during school. Site Assessment **Map 3H** 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 F).

GO FRANKLIN FALCONS bike racks

Franklin – 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 3H.**

Transportation Map
Map 4H 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 2020 within about a half mile radius of the school. A *Wisconsin Bike and Pedestrian Crash Analysis* exists along with strategies to improve pedestrian and bicycle safety on pages 23-24.

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 5H.**

Recommendations for Franklin

NOTE – There are additional recommendations that apply to the school that are listed in the City of Wausau Recommendations section following all the school sections and maps.

Equity – Franklin Elementary is located adjacent to all neighborhoods in Wausau with an Equity Needs Score of 10 out of 10. About 1/3rd of this school's neighborhoods are *disadvantaged*.* See the Equity Analysis on page 17. All 3 CDC strategies and some of Franklin's *greatest need recommendations (★)* should be completed first to support existing walkers and bikers.

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 has an adult crossing guard program, which is run by the Police Department. 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 party: Police.

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

★ 2 of 3 – Bike Racks *Engineering*

Short-term Responsible party: School Dist.

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 F. School District may decide to design custom bike racks with a middle school and high school design & engineering team.

2) Consider adding a bike repair station near bike racks.

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

4) Consider adding a roof to cover racks at the current location next to the school building to protect them from the weather. Bike racks, covered or not, can be a key element in encouraging students and families to bike to school more often.

5) Consider installing visitor bike racks near the entrance.

**disadvantaged* is the terminology used by the federal government to identify areas with a higher need based upon a variety of factors including lower income households and possibly no access to or ownership of a motor vehicle.

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

See the extensive recommendation titled: Encourage Walking and Biking in this school's recommendations for additional suggestions.

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, NCWRPC

Recommendation: 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. To find this guide, go to: https://www.ncwrpc.org and search for: "Safe Routes Resources."

Short-term Responsible party: School Dist.

Recommendation: Consider annually hosting a Walk, Bike, & Roll Event. See the Encourage Walking and Biking recommendation in this section for more details.

****

Map 6H – "School Grounds" box *Engineering*

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

Map 6H – "School Zone Improvements" box *Engineering*

Short to Medium-term Responsible party: City Eng.

★ **Recommendation:** Improve crosswalk visibility on Bridge St at 5th St and 3rd St. See Panel 22.

Short to Medium term Responsible parties: City Eng., Police, & MetroRide

★ **Recommendation:** Improve crosswalk visibility on Dekalb St at 5th St and 3rd St. See Panel 23.

Short-term Responsible party: City Eng.

Recommendation: Install School Zone Ends and Speed Limit signs on the same post at the end of every School Zone.

Short-term Responsible party: City Eng.

Recommendation: Fix speed feedback sign on 6th St, north of Steuben St, so that it flashes when 5 over the speed limit is registered.

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 could provide the critical mass that would then through their actions teach the rest of the traveling public how to react.

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.

Safety Patrol *Enforcement & Education*

Safety Patrol provides an opportunity for many young people to demonstrate their public service and leadership potential. 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.

Short-term Responsible party: School Dist.

Recommendation: Continue the Safety Patrol program at Franklin.

Measure if Engineering and Education Efforts are Working *Evaluation*

A variety of recommendations have been made in this SRTS Plan to work toward creating Safe Routes to School for Franklin. However, it is imperative that Student Tallies and other measurement tools are utilized **as needed** to determine if implemented recommendations have been effective. In this way, the Task Force can continue to make new observations and recommendations to help work toward the goal of creating safe routes for the students in the community.

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 change as needed.

Medium-term Responsible party: City.

Recommendation: Consider conducting traffic studies as necessary on the roads surrounding Franklin to determine if additional countermeasures are needed to slow down traffic.

Encourage Walking and Biking *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.

Each school may plan their own events and programming. A walking and bicycling culture exists at John Muir Middle School, so those students may wish to assist with planning and implementing the following recommendations, possibly by creating District-wide promotional materials and maybe other ways too.

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: Consider linking to WisDOT's *Pedestrian safety* and *Bicycling safety* websites on the School website.

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 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.

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 be able to assist with training local staff to provide these skills classes.

School Walking & Biking Policy *Encouragement*

School policies can encourage or restrict behavior, as well as portray meaning by stating the official attitude of the School or District. Research has shown that a positive biking school has 3 things: 1) "Promotive" policy language, 2) Bike racks in convenient location(s), and 3) Bicycle skills programming.

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

Recommendation: Consider revising school policies to include "promotive" and possibly "descriptive" language (see Examples of school policy tone) for walking and bicycling to school, and to remove any "prohibitive" walking and biking language.

Any bad behavior would be delt with on a case-by-case basis, and not built into school policy. School District may wish to contract with the Wisconsin Bike Fed to overview how they deal with bad walking and biking behavior in Milwaukee Public Schools, since they oversee Milwaukee's SRTS programming; and then to possibly train local staff with how to deal with common situations.

Examples of school policy tone	
Tone	**Example**
Promotive	[First item under Traveling to School] "Bicycle Safety: We encourage all children and parents to walk or ride to school safely." "We suggest walking, private transportation or riding bicycles with helmets to get to school."
Descriptive	"If you use the bicycle area, be sure to lock your bike to the racks provided." "All bicycles must be licensed according to the city code."
Prohibitive	"Students in grades 4-5 may ride a bicycle to school if the parent feels that the child is able to ride it safely." "Students who violate this policy will have their bike/scooter/skateboard confiscated and returned to them at end of the day."

Source: Szuflita, L., LaJeunesse, S. and Pullen-Seufert, N. What Makes a "Biking" School? How Some Schools Have Pulled Ahead in Cycling Rates. Pedestrian and Bicycle Information Center, Chapel Hill, NC: 2020

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, wheelchair, or any other vehicle as they approach adulthood.

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

Recommendation: Consider providing bicycling education in 4th or 5th grades to equip students to confidently travel to the middle school and throughout the community on their own power.

Note: see the Develop Traffic Garden recommendation under Wausau School District Recommendations section at the end of all the school recommendation sections.

Note: see the 3 of 3 – Walking & Biking Promotional Materials recommendation for parental guides.

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

Recommendation: Consider providing pedestrian education throughout the elementary grades.

Note: 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., City**, NCWRPC

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

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

Recommendation: Annually review this Wausau SRTS Plan's recommendations for Franklin 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/weeks keeps the momentum going for changes that take time.

Bridge Street Improvements at 5th St and 3th St

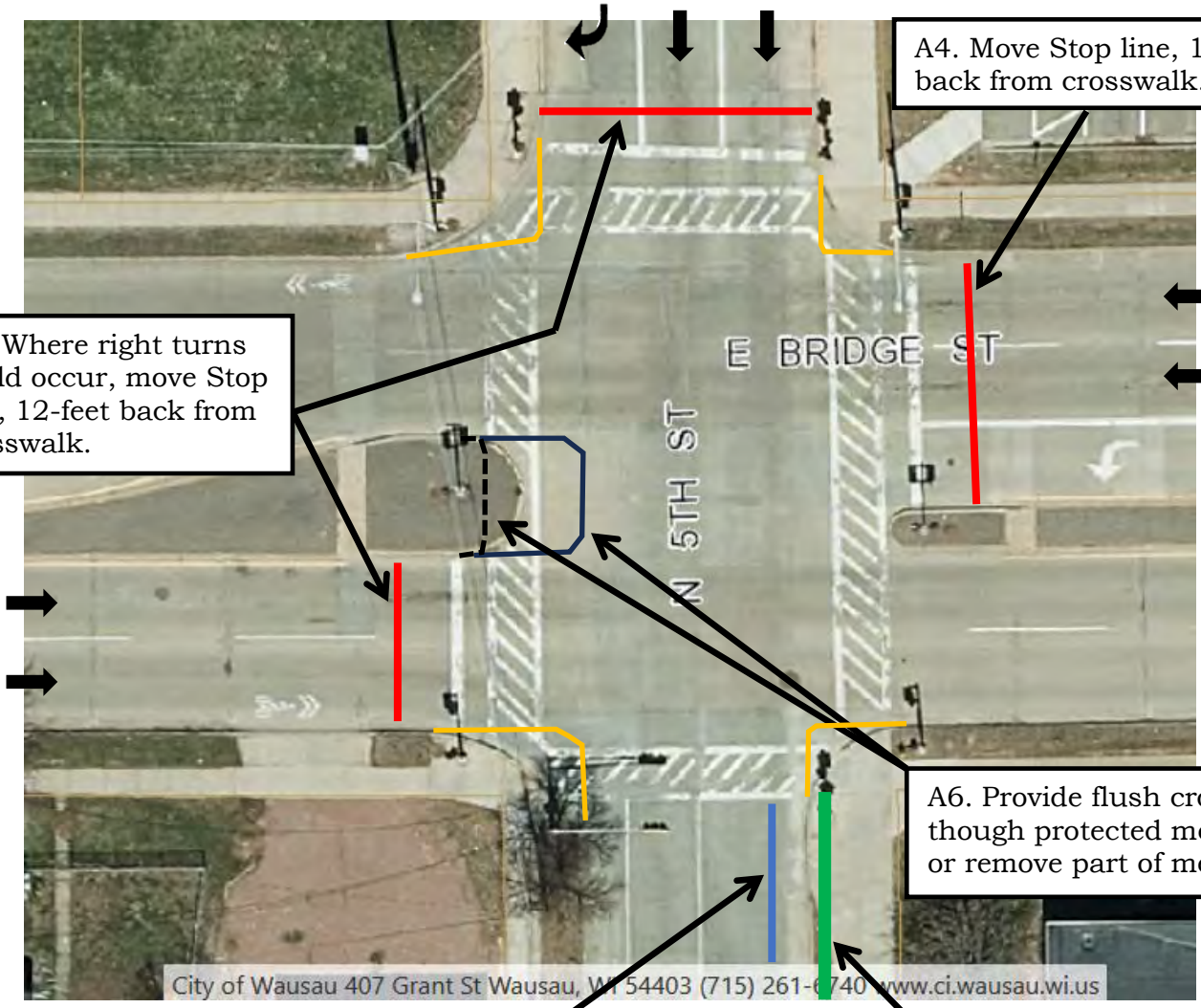
Short-term Responsible party: City Eng.

Recommendations for 5th Street & Bridge St:

A1. Program pedestrian signals to activate 3-seconds before the green light. (*leading pedestrian interval*).

A2. Continue painting all crosswalks as high visibility crosswalks.

A3. Continue crossing guards.



A4. Move Stop line, 10-ft back from crosswalk.

A5. Where right turns could occur, move Stop line, 12-feet back from crosswalk.

A6. Provide flush crosswalk though protected median, or remove part of median.

A7. Add a white line urban shoulder 4.5-feet from curb face from Bridge St south to Deklab St to move vehicles away from sidewalk.

Medium-term Responsible party: City Eng.

A8. Consider if a barrier is needed from Bridge St south to Dekalb St.

Southside of STH 32 from Ardmore Ave to Woodburn St, Whitefish Bay WI

Long-term Responsible party: City Eng.

A9. Tighten **curb radii** on all 4 corners and add 2 ramps per corner.

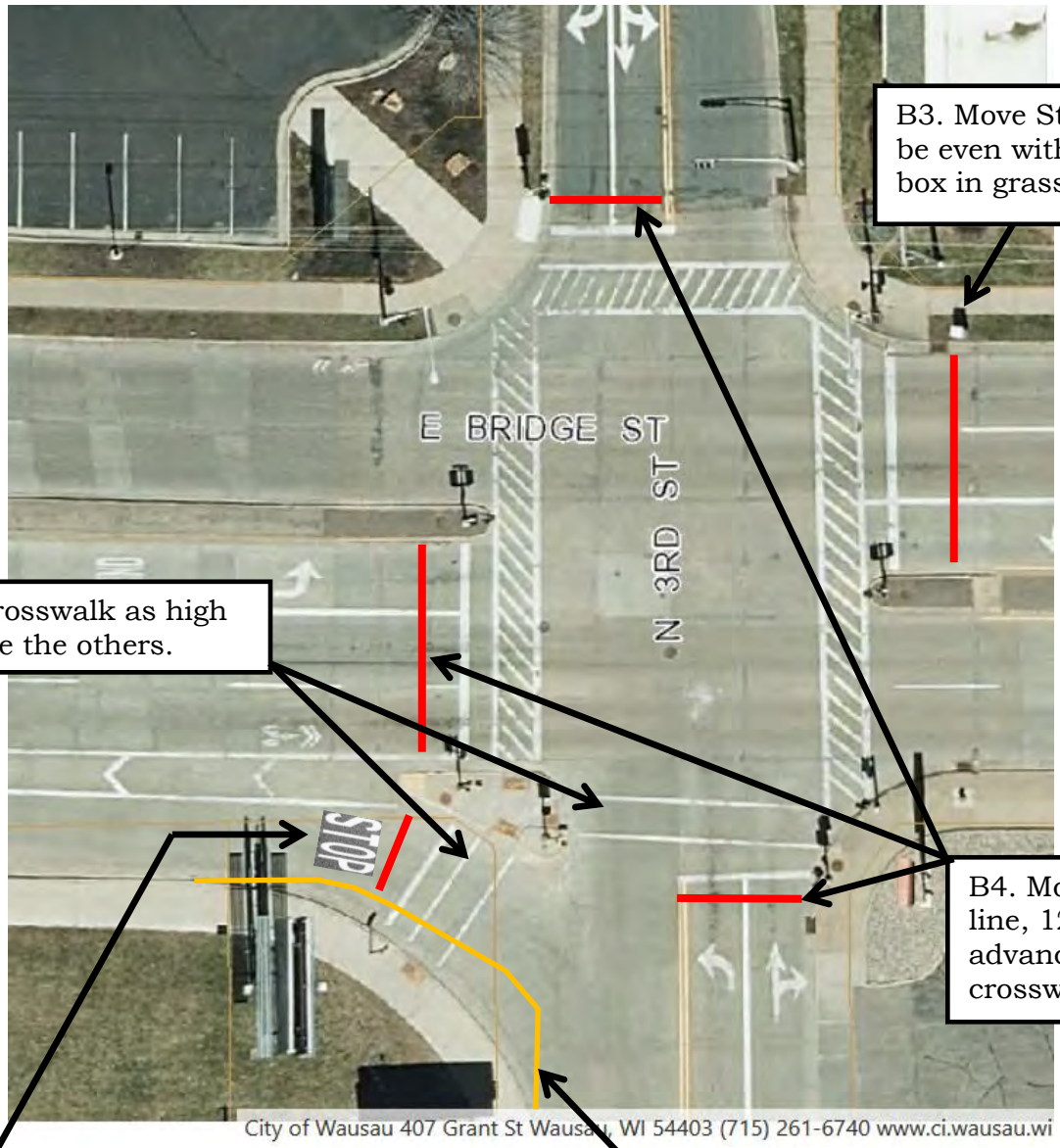
DRAFT – Feb. 2024

Short-term Responsible party: City Eng.

Recommendations for 3th Street & Bridge St:

B1. Program pedestrian signals to activate 3-seconds before the green light. (leading pedestrian indicator).

B2. Continue painting all crosswalks as high visibility crosswalks.



B3. Move Stop line to be even with utility box in grass terrace.

B5. Paint crosswalk as high visibility like the others.

B4. Move Stop line, 12-ft in advance of crosswalk.

B6. Move Stop line, 8-feet in advance of center crosswalk point; paint Stop line perpendicular to traffic; and if traffic is not stopping, then also consider painting "STOP" on road.

Medium-term Responsible party: City Eng.

B7. Tighten curb radius to slow down traffic and make pedestrians more visible. Keep sidewalk where it is, and move ramp to new location.

DRAFT – Feb. 2024

Short-term Responsible parties: City Eng., Police, & MetroRide

Recommendations for Dekalb St & 5th St:

A1. Continue painting crosswalk as high visibility crosswalk.

A2. Consider moving bus stop to a point south of Dekalb St, so stopped buses do not block view of crossing pedestrians.

A3. Add a School Speed Zone sign on the east side of 5th St, parallel to the one on the west side.

A4. Paint "shark teeth" yield triangles 30-feet in advance of crosswalk, and at shark teeth, install In-Street School Crosswalk signs on urban shoulder, centerline, and bike lane. Move 2 In-Street signs to curbs in winter and return to road in spring.

A5. Install School Crossing signs at crosswalk, possibly with Rectangular Rapid Flash Beacons (RRFBs).

A6. Possibly add a crossing guard at this crosswalk.

Southbound 5th Street approaching Dekalb St.

Short-term Responsible parties: City Eng., Police, & MetroRide

Recommendations for Dekalb St & 3rd St:

B1. Paint all 4 crosswalks as high visibility crosswalks.

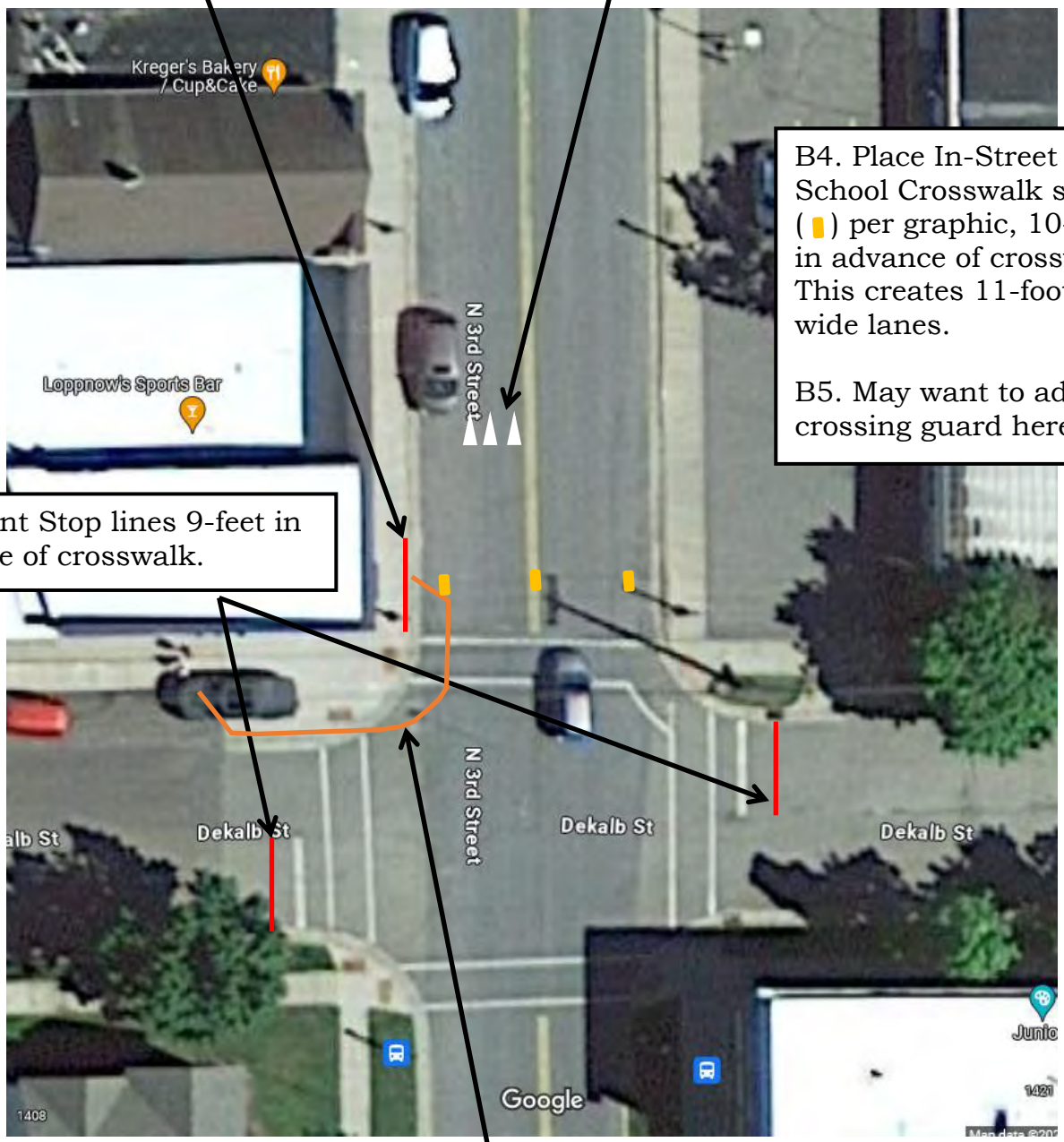
B2. Paint curb red on northwest corner of intersection to visually remind drivers that parking is not allowed so close to Dekalb St & 3rd St intersection to make pedestrians more visible.

B3. Paint "shark teeth" yield triangles about 30-feet in advance of crosswalk.

B4. Place In-Street School Crosswalk signs ( ) per graphic, 10-feet in advance of crosswalk. This creates 11-foot wide lanes.

B5. May want to add a crossing guard here.

B6. Paint Stop lines 9-feet in advance of crosswalk.



Medium-term Responsible party: City Eng.

B7. Consider a curb bump out to make pedestrians more visible through physically limiting parking near crosswalk.

DRAFT – Feb. 2024

Map 3H DRAFT

Site Assessment

Franklin Elementary School

Wausau Safe Routes To School

Areawide Assessment

* School Zone signs and crosswalks are well-maintained. Unclear where School Zone ends on Bridge St.
* Speed feedback sign on 6th St does not flash regardless of speed.
* Eastbound traffic on Bridge St turning right (southbound) onto 5th St is excessive in morning.

* Bike racks conveniently located.
* Need updated racks.

Areawide Assessment

* Traffic light on southeast corner of Bridge St & 5th St has been hit a few times in 2022. A barrier may be erected.
* Pedestrian signals on the traffic lights at Bridge St & 3rd St, Bridge St & 5th St, and Bridge St and 6th St all automatically operate without needing to push a button. Vehicles commonly infringe on crosswalks by stopping too close and in crosswalks.
* Most sidewalks are in good condition and are kept free of snow.

* Suitable safety patrol placements.

HUMBOLDT AV
CHICAGO AV
E BRIDGE ST
STARK ST
STEUBEN ST
DEKALB ST
N 2ND ST
N 3RD ST
N 5TH ST
N 6TH ST
N 7TH ST
School Buses
Future Parking
Rolling Drop-Off & Pick-Up
X4
X7

Legend

- Franklin Elementary
- School Entrance
- Bike Rack
- Bus Stop with Route ID
- Crossing Guard
- Safety Patrol
- Speed Feedback Sign
- Traffic Light
- School Crossing
- Stop Sign
- 15 MPH School Speed Limit (Includes Higher Fine Zone)
- Gate
- Fence
- High Visibility Crosswalk
- One-Way Street
- Sidewalk

0 105 210 420 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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

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* All roads are: 25 speed limit, unless otherwise posted.

Map 4H DRAFT

Transportation

Franklin Elementary School

Wausau Safe Routes To School

Legend

- Franklin Elementary
- State Highway
- Main Roads
- Local Roads
- MetroRide Bus Route D
- MetroRide Bus Route H
- Sidewalk
- 15 MPH School Speed Limit (Includes Higher Fine Zone)
- Crossing Guard
- Traffic Light
- Traffic Counts

Crash Type (2010-2020)

- Bicycle
- Pedestrian
- Both

0 320 640 1,280 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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Map 5H DRAFT

School Routes

Franklin Elementary School

Wausau Safe Routes To School

Legend

- Franklin Elementary
- School Boundary
- Feeder Route
- Main Route
- 1-Mile Walk Distance
- State Highway
- Main Roads
- Local Roads

0 500 1,000 2,000 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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Map 6H DRAFT

Site Assessment

Franklin Elementary School

Wausau Safe Routes To School

School Grounds

* Replace all bike racks with new racks that allow front tire & bike frame to be locked. Add scooter and skateboard racks. Consider adding a roof to cover racks at current location next to the school building.

* Consider adding a bike repair station near bike racks.

Surrounding Neighborhood

* Improve crosswalk visibility on Bridge St at 5th St & 3rd St. See Panel 22.

* Improve crosswalk visibility on Dekalb St at 5th St and 3rd St. See Panel 23.

* Install School Zone Ends and Speed Limit signs on the same post at the end of every School Zone.

* Fix speed feedback sign on 6th St, north of Steuben St, so that it flashes when 5 over the speed limit is registered.

HUMBOLDT AV
CHICAGO AV
E BRIDGE ST
STARK ST
STEUBEN ST
DEKALB ST
N 2ND ST
N 3RD ST
N 5TH ST
N 6TH ST
N 7TH ST
See Panel 22
See Panel 22
See Panel 23
See Panel 23
School Buses
Future Parking
Rolling Drop-Off & Pick-Up

Legend

- Franklin Elementary
- Stop Sign
- 15 MPH School Speed Limit (Includes Higher Fine Zone)
- High Visibility Crosswalk
- One-Way Street
- Sidewalk

Recommendations

- Proposed High Visibility Crosswalk

0 105 210 420 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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

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Hawthorn Hills Elementary — Data & Recommendations

1600 Kickbusch Street

Hawthorn Hills Elementary served 232 (2022) students in pre-kindergarten through 5th grades.

- **Main modes of travel by Hawthorn Hills Elementary students:**
  - Family Vehicle (68% morning & 56% afternoon)
  - School Bus (13% morning & 16% afternoon)
  - Walking (9% morning & 20% afternoon)

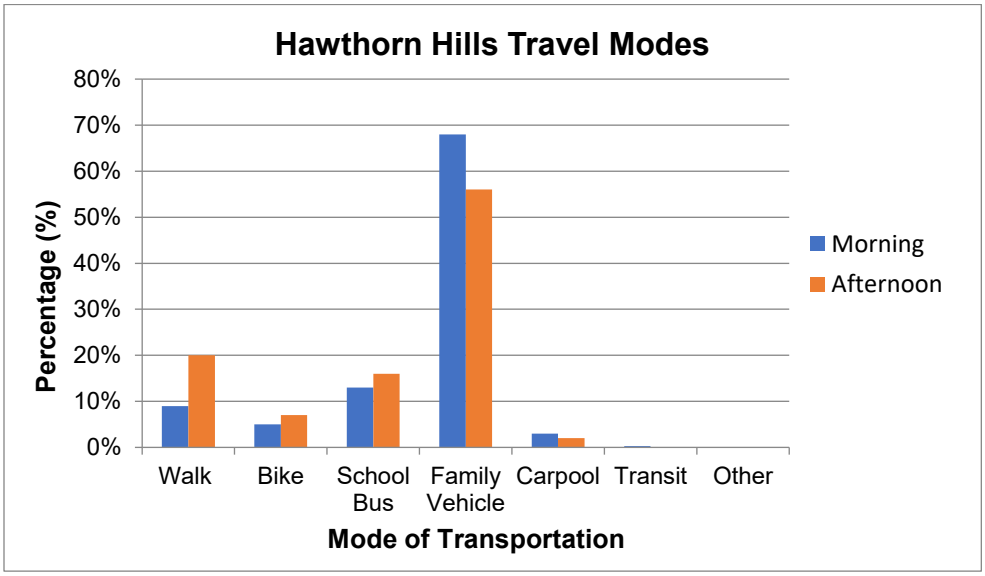
The discrepancy between morning and afternoon travel in Table 8J & Figure 8J shows that 12% more parents are driving their kids to school in the morning. About 11% of this 12% are walking home. The remaining discrepancies don't align, like how can you bike home when you didn't bike to school?

Table 8J — Hawthorn Hills Elementary Morning & Afternoon Travel Comparison

	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	9%	5%	13%	68%	3%	0.3%	0
Afternoon	20%	7%	16%	56%	2%	0	0

Source: Student Tally, May 2022

Figure 8J: Hawthorn Hills Elementary Student Tally Results Morning and Afternoon Travel Comparison



Source: Student Tallies, May 2022

Hawthorn Hills Elementary's Parent Survey Results — 54 surveys received.

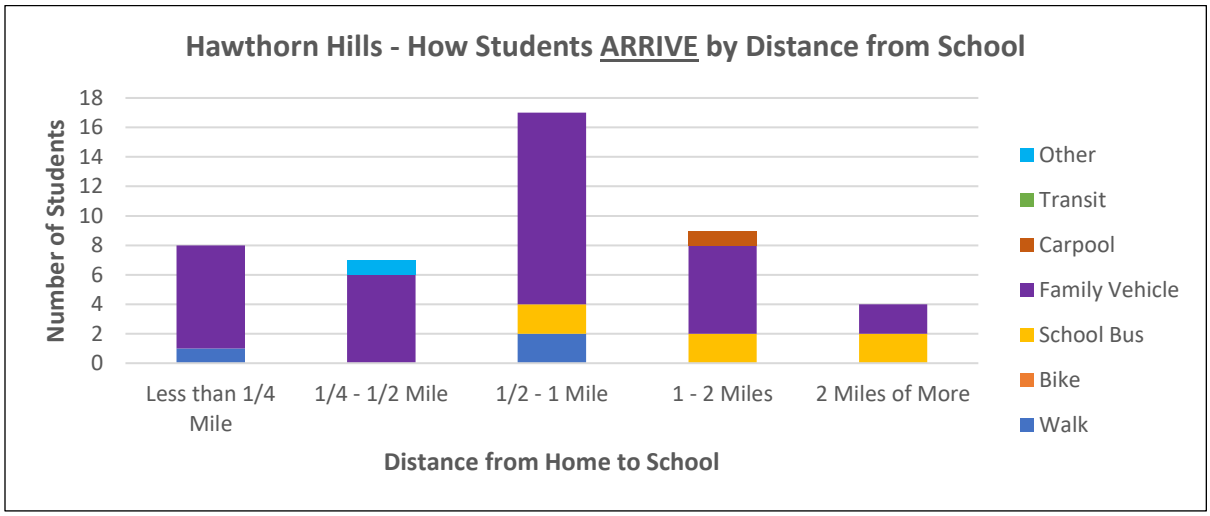
Parents were instructed to fill out only one survey per school. If multiple children attended the same school, they were asked to fill out one survey for the child with the next birthday from that day's date.

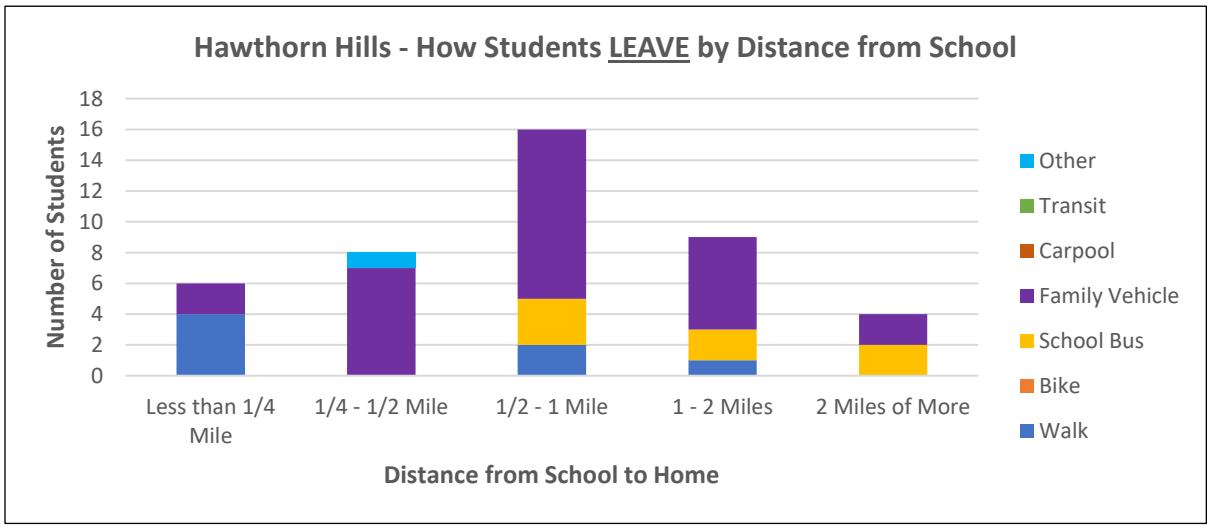
Among parents who answered the survey, 33 of 54 students live within 1-mile of school. With only 3 students within 1-mile of school walking and none biking to school, this shows some potential to increase walking and biking to school.

About 13% of students represented in this parent survey took the school bus to school, which is exactly the same as the student tally (13%), and the amount of walkers is within 1 percentage point too. By comparing student arrival in the parent survey vs. the student tally, it appears that parent survey results show a similar representation as the student tally.

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

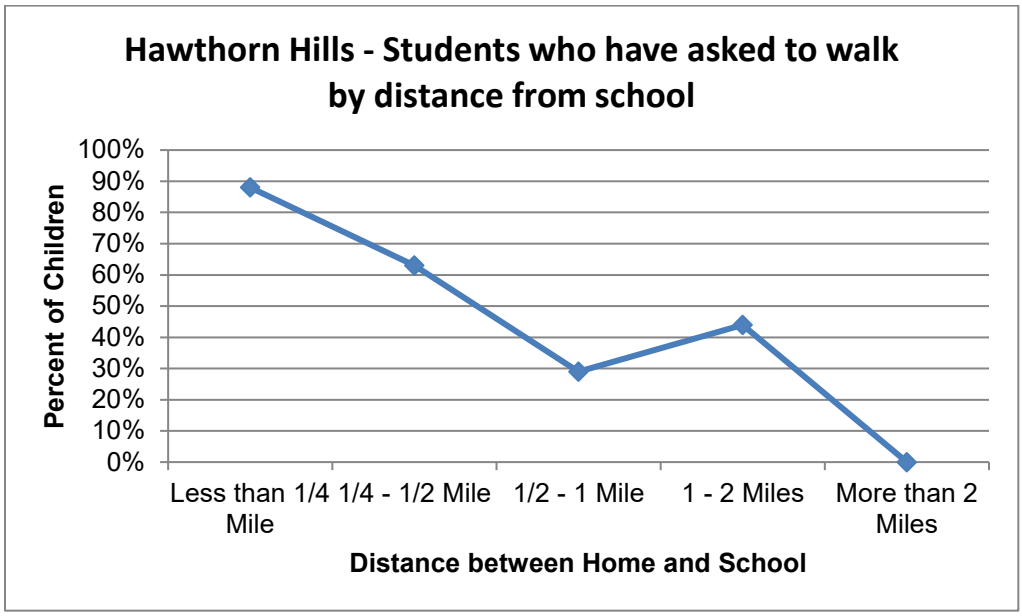
FIGURE 9J: How does your child arrive and depart from school?





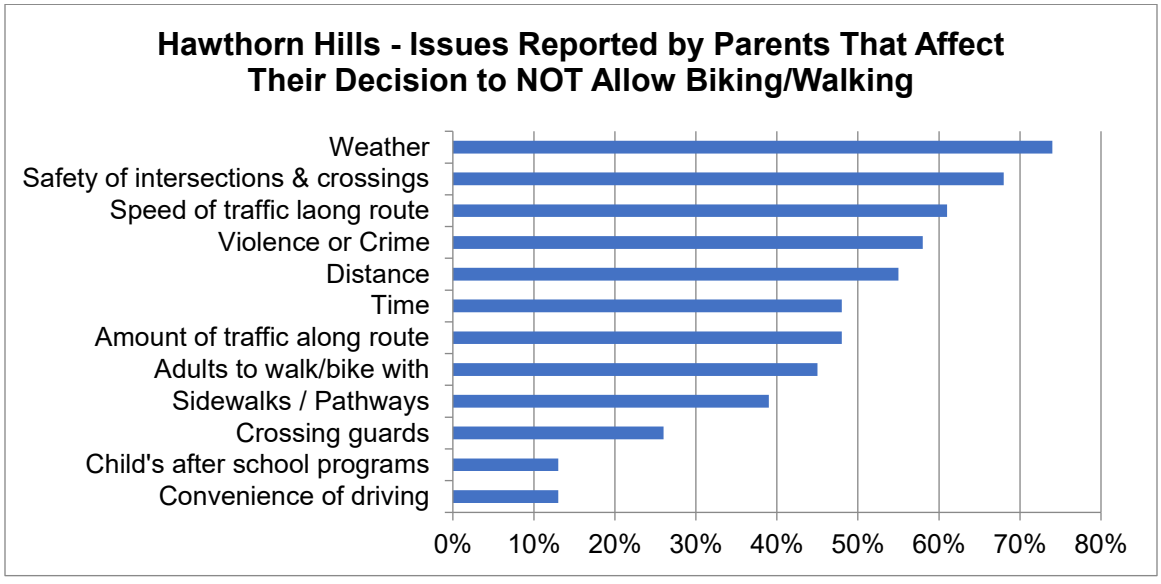
Source: Parent Surveys, May 2022

FIGURE 10J: Has your child asked to walk?



Source: Parent Surveys, May 2022

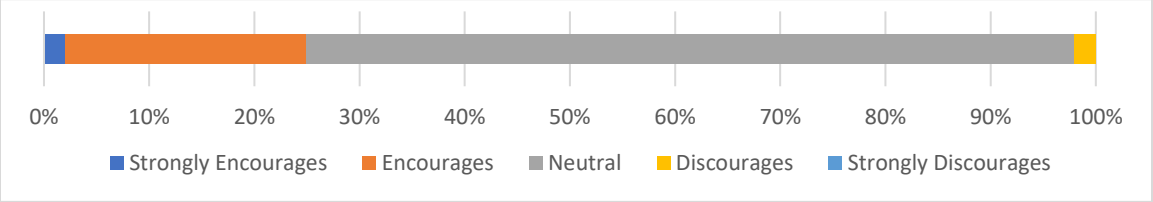
FIGURE 11J: Which of the following issues affect your decision to NOT allow walking or biking?



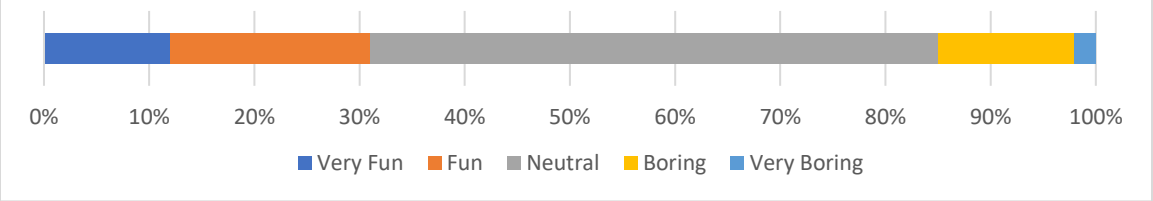
Source: Parent Surveys, May 2022

From Hawthorn Hills' May 2022 Parent Survey

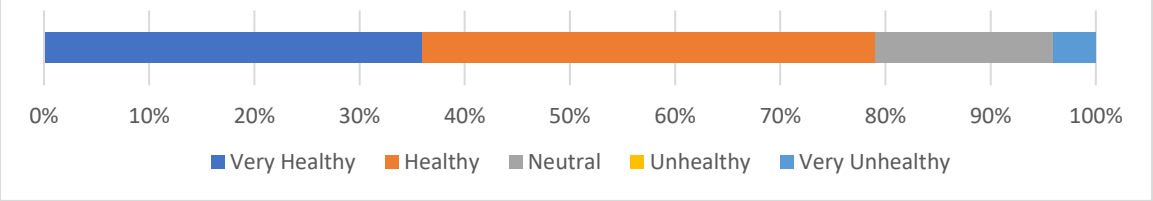
Parent's opinion about how much their **child's school encourages/discourages** walking/biking to/from school:



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 Hawthorn Hills Students

Current walking and biking policies and programming at Hawthorn Hills include:

- Walk & Roll to School Day encouragement event (see table below).
- Bike & Roll to School Day encouragement event (see table below).
- Safety Patrol. See the Site Assessment **Map 3J** for locations.

School	WALK & ROLL TO SCHOOL DAY (Fall)	BIKE & ROLL TO SCHOOL DAY (Spring)
Hawthorn Hills Elementary	2014, 2016, 2017, 2018, 2019	2014, 2015, 2016, 2018, 2019

Crossing Guards

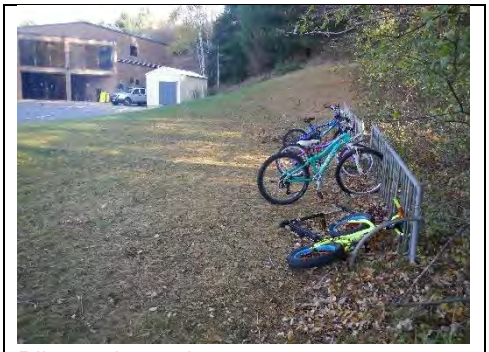
Adult crossing guards are assigned by the Police Department to intersections that need more guidance for students than others. The Wausau School District has adults that manage traffic on various school grounds (they are called crossing guards on Maps 3A-3E). See Transportation **Map 4J** for locations of all crossing guards.

Safety Patrol
A student in the Safety Patrol program at school is assigned to one corner of an intersection, and is taught how to keep other children on the sidewalk safe from traffic. See **Map 3J** for their locations.

Metro Ride & Express routes
See the school's Site Assessment **Map 3J** for bus stops near a school and see Transportation **Map 4J** for where the routes travel.

Bike Racks
Bike racks at Hawthorn Hills are located at the far edge of the property under trees. A more convenient location would be under the building overhand by the main entrance. Site Assessment **Map 3J** 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 F).


Bike racks under trees

Hawthorn Hills – 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 3J.**

Transportation Map
Map 4J 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 2020 within about a half mile radius of the school. A *Wisconsin Bike and Pedestrian Crash Analysis* exists along with strategies to improve pedestrian and bicycle safety on pages 23-24.

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 5J.**

Recommendations for Hawthorn Hills

NOTE – There are additional recommendations that apply to the school that are listed in the City of Wausau Recommendations section following all the school sections and maps.

Equity – Hawthorn Hills Elementary has an Equity Needs Score of 9.3 out of 10. This school's neighborhoods are *disadvantaged*.* See the Equity Analysis on page 17. All 3 CDC strategies and some of Hawthorn Hills' *greatest need recommendations (★)* should be completed first to support existing walkers and bikers.

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 has an adult crossing guard program, which is run by the Police Department. 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 party: Police.

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

★ 2 of 3 – Bike Racks (Map 6J – "School Grounds" box) *Engineering*

Short-term Responsible party: School Dist.

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. Consider moving all bike racks under building overhang next to the main entrance to protect bikes from the weather. See bike rack guidelines in Attachment F. School District may decide to design custom bike racks with a middle school and high school design & engineering team.

2) Consider installing a bike repair station to support minor bicycle repairs, possibly near main entrance.

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

4) Consider installing visitor bike racks near the entrance.

**disadvantaged* is the terminology used by the federal government to identify areas with a higher need based upon a variety of factors including lower income households and possibly no access to or ownership of a motor vehicle.

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

See the extensive recommendation titled: Encourage Walking and Biking in this school's recommendations for additional suggestions.

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, NCWRPC

Recommendation: 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. To find this guide, go to: https://www.ncwrpc.org and search for: "Safe Routes Resources."

Short-term Responsible party: School Dist.

Recommendation: Consider annually hosting a Walk, Bike, & Roll Event. See the Encourage Walking and Biking recommendation in this section for more details.

****

Map 6J – "School Grounds" box *Engineering*

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

Map 6J – "Surrounding Neighborhood" box *Engineering*

Short-term Responsible party: City Eng.

★ **Recommendation:** Move School Zone signs that are obstructed by trees.

Short-term Responsible party: City Eng.

★ **Recommendation:** Add sidewalk ramps to the Kickbusch St sidewalk just south of school at crosswalks.

Short-term Responsible party: City Eng.

Recommendation: Install School Zone Ends and Speed Limit signs on the same post at the end of every School Zone.

Short-term Responsible parties: City Eng. & Police

★ **Recommendation:** Improve crosswalk visibility on Kickbusch St at 10th St and 11th St. See Panel 24.

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 could provide the critical mass that would then through their actions teach the rest of the traveling public how to react.

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.

Safety Patrol *Enforcement & Education*

Safety Patrol provides an opportunity for many young people to demonstrate their public service and leadership potential. 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.

Short-term Responsible party: School Dist.

Recommendation: Continue the Safety Patrol program at Hawthorn Hills.

Measure if Engineering and Education Efforts are Working *Evaluation*

A variety of recommendations have been made in this SRTS Plan to work toward creating Safe Routes to School for Hawthorn Hills. However, it is imperative that Student Tallies and other measurement tools are utilized **as needed** to determine if implemented recommendations have been effective. In this way, the Task Force can continue to make new observations and recommendations to help work toward the goal of creating safe routes for the students in the community.

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 change as needed.

Medium-term Responsible party: City.

Recommendation: Consider conducting traffic studies as necessary on the roads surrounding Hawthorn Hills to determine if additional countermeasures are needed to slow down traffic.

Encourage Walking and Biking *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.

Each school may plan their own events and programming. A walking and bicycling culture exists at John Muir Middle School, so those students may wish to assist with planning and implementing the following recommendations, possibly by creating District-wide promotional materials and maybe other ways too.

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: Consider linking to WisDOT's *Pedestrian safety* and *Bicycling safety* websites on the School website.

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 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.

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 be able to assist with training local staff to provide these skills classes.

School Walking & Biking Policy *Encouragement*

School policies can encourage or restrict behavior, as well as portray meaning by stating the official attitude of the School or District. Research has shown that a positive biking school has 3 things: 1) "Promotive" policy language, 2) Bike racks in convenient location(s), and 3) Bicycle skills programming.

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

Recommendation: Consider revising school policies to include "promotive" and possibly "descriptive" language (see Examples of school policy tone) for walking and bicycling to school, and to remove any "prohibitive" walking and biking language.

Any bad behavior would be delt with on a case-by-case basis, and not built into school policy. School District may wish to contract with the Wisconsin Bike Fed to overview how they deal with bad walking and biking behavior in Milwaukee Public Schools, since they oversee Milwaukee's SRTS programming; and then to possibly train local staff with how to deal with common situations.

Examples of school policy tone	
Tone	**Example**
Promotive	[First item under Traveling to School] "Bicycle Safety: We encourage all children and parents to walk or ride to school safely." "We suggest walking, private transportation or riding bicycles with helmets to get to school."
Descriptive	"If you use the bicycle area, be sure to lock your bike to the racks provided." "All bicycles must be licensed according to the city code."
Prohibitive	"Students in grades 4-5 may ride a bicycle to school if the parent feels that the child is able to ride it safely." "Students who violate this policy will have their bike/scooter/skateboard confiscated and returned to them at end of the day."

Source: Szuflita, L., LaJeunesse, S. and Pullen-Seufert, N. What Makes a "Biking" School? How Some Schools Have Pulled Ahead in Cycling Rates. Pedestrian and Bicycle Information Center, Chapel Hill, NC: 2020

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, wheelchair, or any other vehicle as they approach adulthood.

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

Recommendation: Consider providing bicycling education in 4th or 5th grades to equip students to confidently travel to the middle school and throughout the community on their own power.

Note: see the Develop Traffic Garden recommendation under Wausau School District Recommendations section at the end of all the school recommendation sections.

Note: see the 3 of 3 – Walking & Biking Promotional Materials recommendation for parental guides.

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

Recommendation: Consider providing pedestrian education throughout the elementary grades.

Note: 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., City**, NCWRPC

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

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

Recommendation: Annually review this Wausau SRTS Plan's recommendations for Hawthorn Hills when preparing annual budgets and annual operations procedures.

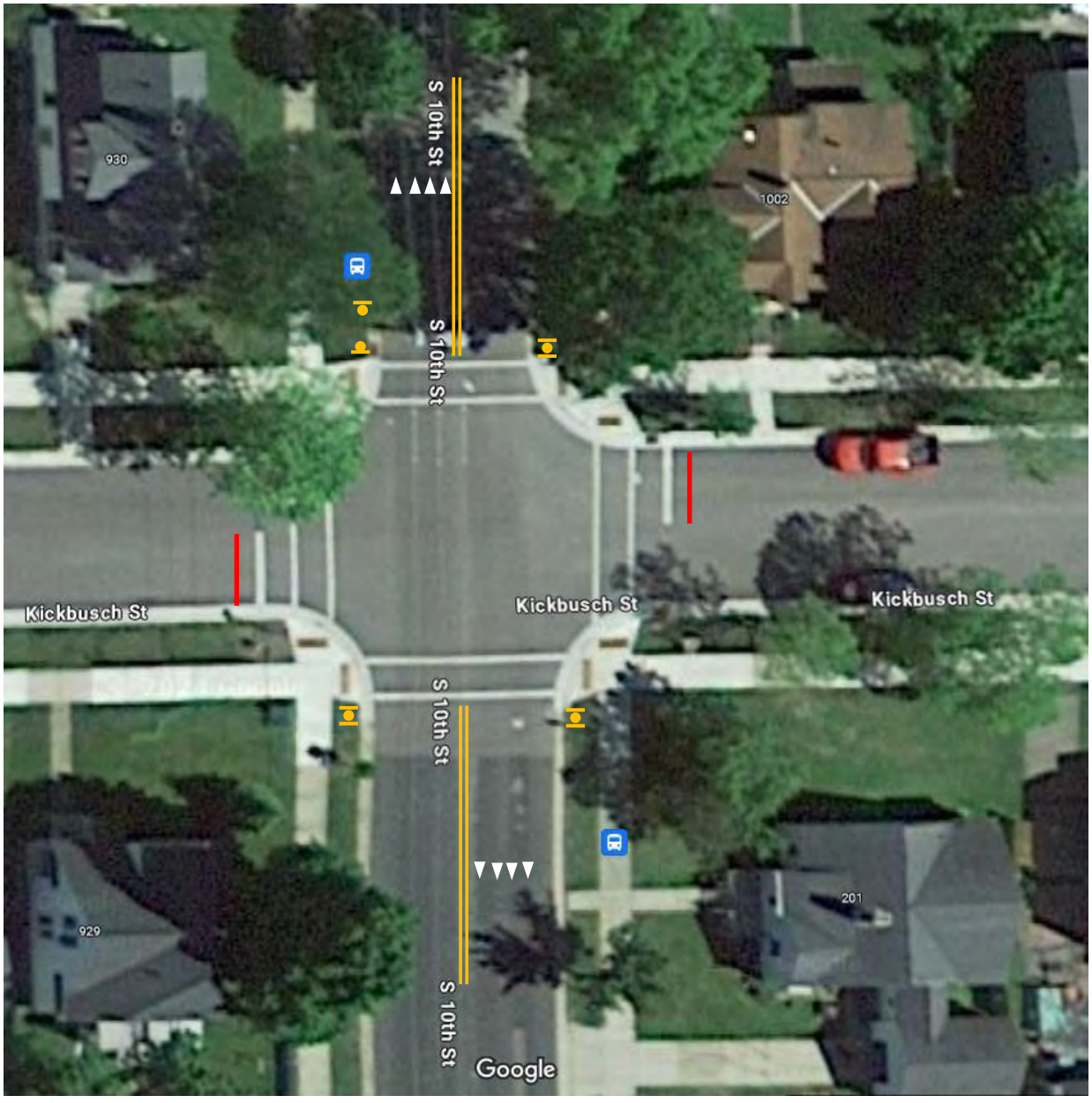
If costs are too high to budget for a particular recommendation in a given year, then consider how low cost projects may be accomplished instead (a.k.a., tactical urbanism / traffic calming pop-ups). Hosting annual Walk & Roll or Bike & Roll to School day/weeks keeps the momentum going for changes that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

Kickbusch St at 10th St and 11th St Improvements

Short-term Responsible parties: City Eng. & Police.

Recommendations at 10th Street:

1. Re-paint all crosswalks as high visibility crosswalks, and move Kickbusch St **Stop lines** 9-feet in advance of crosswalks.
2. Continue crossing guard at intersection.
3. Paint double yellow centerline for 50-feet in advance of both 10th St crosswalks.
4. Paint "shark teeth" yield triangles 30-feet in advance of both 10th St crosswalks.
5. Double side both School Crossing signs ( ) and add another set on the opposite side of the road per image below.



DRAFT – Feb. 2024

Short-term Responsible parties: City Eng. & Police.

Recommendation at 11th Street: Consider installing double sided School Crossing signs (|●|) on both sides of crosswalk.

DRAFT – Feb. 2024

Map 3J DRAFT

Site Assessment

Hawthorn Hills Elementary School

Wausau Safe Routes To School

Areawide Assessment

* School Zone signs are well-maintained.
* Unclear where School Zone ends on Kickbusch St.
* All main roads have sidewalks, including Kickbusch St right up to the school. Many side roads also have sidewalks.
* Most sidewalks are in good condition and are kept free of snow.
* Sidewalk ramps are missing on Kickbusch St sidewalk just south of school. Most other corners have sidewalk ramps.

JEFFERSON ST
N 13TH ST
WASHINGTON ST
N 14TH ST
JACKSON ST
School Bus
Rolling Drop-Off & Pick-Up
KICKBUSCH ST
E KICKBUSCH ST
S 13TH ST
PLUMER ST
LE MESSURIER ST

* No sidewalk ramps.

* Suitable safety patrol placements.

* Bike racks are located on grass at edge of woods.
* Need updated racks.

Legend

- Hawthorn Hills Elementary
- School Entrance
- Bike Rack
- Safety Patrol
- School Crossing
- Stop Sign
- 15 MPH School Speed Limit (Includes Higher Fine Zone)
- High Visibility Crosswalk
- Sidewalk

0 130 260 520 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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Map 4J DRAFT

Transportation

Hawthorn Hills Elementary School

Wausau Safe Routes To School

MCINDOE ST
MCINDOE CT
N 15TH ST
FRANKLIN ST
3800
GRANT ST
LASALLE ST
GRAY PL
MCCLELLAN ST
N 12TH ST
N 13TH ST
N 11TH ST
N 10TH ST
SCOTT ST
740
JEFFERSON ST
STATESMAN DR
INDEPENDENCE LN
PATRIOT DR
FREEDOM WAY
N BELLIS ST
WASHINGTON ST
N 14TH ST
JACKSON ST
1400
FOREST ST
S 11TH ST
150
KICKBUSCH ST
E KICKBUSCH ST
PLUMER ST
S BELLIS ST
BATTERY ST
LE MESSURIER ST
S 10TH ST
S 12TH ST
S 13TH ST
HENRIETTA ST
720
S ST PAUL ST
MCINTOSH ST
S 20TH ST
GENRICH ST
E THOMAS ST
YOUNG ST
13TH DR
S 17TH ST
S 21ST ST
RAVINE RD

* All roads are: 25 speed limit, unless otherwise posted.

Legend

- Hawthorn Hills Elementary
- Main Roads
- Local Roads
- Crossing Guard
- Sidewalk
- 15 MPH School Speed Limit (Includes Higher Fine Zone)
- Traffic Counts

Crash Type (2010-2020)

- Bicycle
- Pedestrian

0 320 640 1,280 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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Map 5J DRAFT

School Routes

Hawthorn Hills Elementary School

Wausau Safe Routes To School

Legend

- Hawthorn Hills Elementary
- School Boundary
- Feeder Route
- Main Route
- 1-Mile Walk Distance
- State Highway
- Main Roads
- Local Roads

0 500 1,000 2,000 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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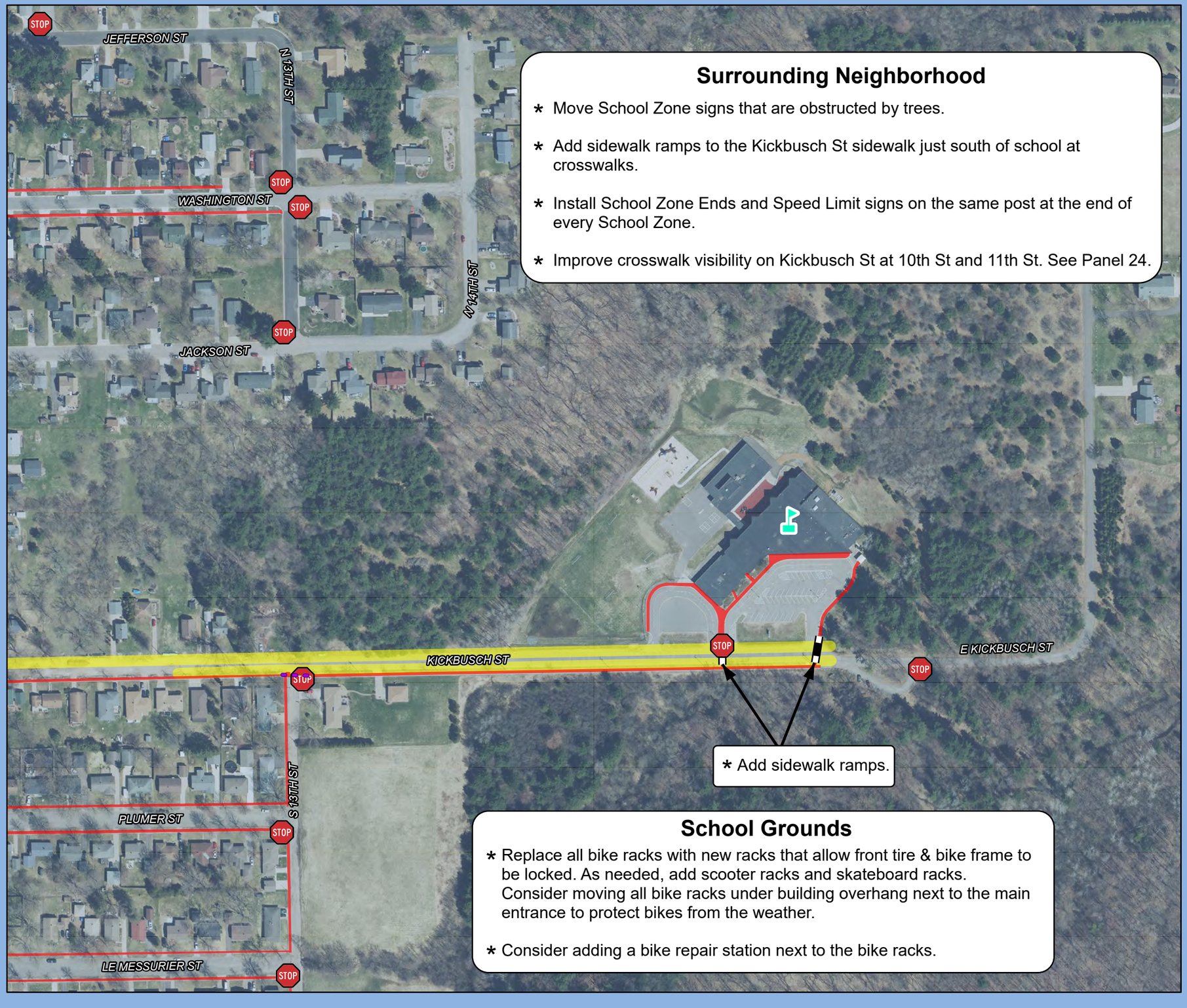

Surrounding Neighborhood

* Move School Zone signs that are obstructed by trees.
* Add sidewalk ramps to the Kickbusch St sidewalk just south of school at crosswalks.
* Install School Zone Ends and Speed Limit signs on the same post at the end of every School Zone.
* Improve crosswalk visibility on Kickbusch St at 10th St and 11th St. See Panel 24.

* Add sidewalk ramps.

School Grounds

* Replace all bike racks with new racks that allow front tire & bike frame to be locked. As needed, add scooter racks and skateboard racks. Consider moving all bike racks under building overhang next to the main entrance to protect bikes from the weather.
* Consider adding a bike repair station next to the bike racks.

Map 6J DRAFT

Recommendations

Hawthorn Hills Elementary School

Wausau Safe Routes To School

Legend

- Hawthorn Hills Elementary
- Stop Sign
- 15 MPH School Speed Limit (Includes Higher Fine Zone)
- High Visibility Crosswalk
- Sidewalk

Recommendations

- Proposed High Visibility Crosswalk

0 130 260 520 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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John Marshall Elementary — Data & Recommendations

1918 Lamont Street

John Marshall Elementary served 225 (2022) students in kindergarten through 5th grades.

- **Main modes of travel by John Marshall Elementary students:**
  - Family Vehicle (44% morning & 40% afternoon)
  - Walking (21% morning & 27% afternoon)
  - School Bus (22% morning & 21% afternoon)

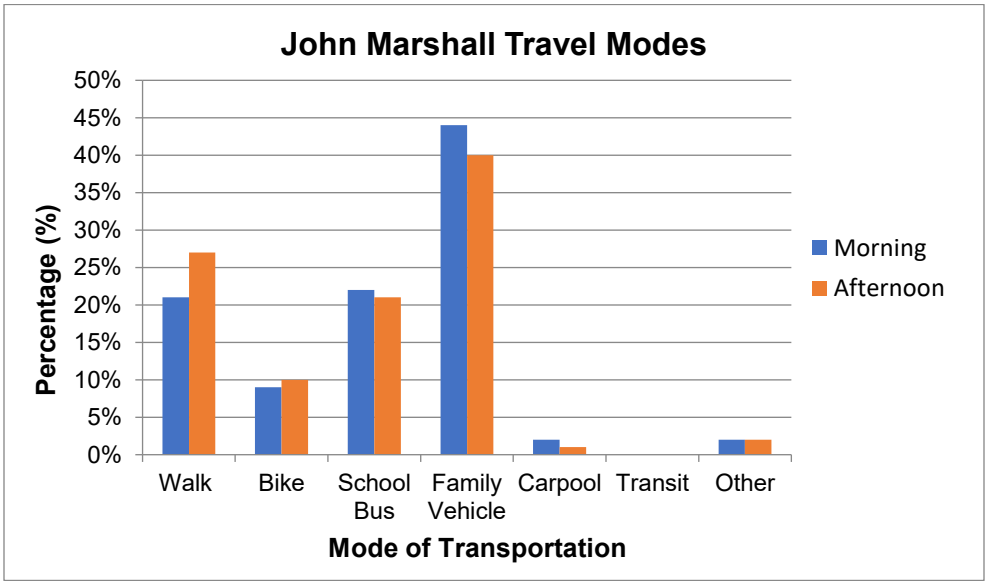
The discrepancy between morning and afternoon travel in Table 8K & Figure 8K shows that 4% more parents, & 1% more school bus, & 1% more carpool are driving kids to school in the morning. This 6% difference is all walking home, and due to rounding 1% may also be biking home.

Table 8K — John Marshall Elementary Morning & Afternoon Travel Comparison

	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	21%	9%	22%	44%	2%	0	2%
Afternoon	27%	10%	21%	40%	1%	0	2%

Source: Student Tally, May 2022

Figure 8K: John Marshall Elementary Student Tally Results Morning and Afternoon Travel Comparison



Source: Student Tallies, May 2022

John Marshall Elementary's Parent Survey Results — 35 surveys received.

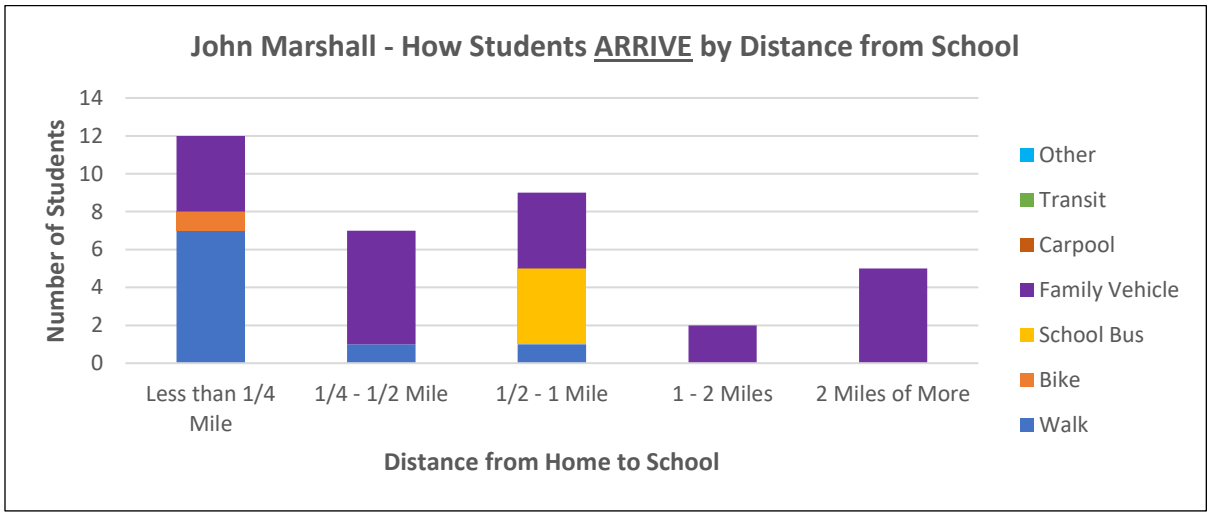
Parents were instructed to fill out only one survey per school. If multiple children attended the same school, they were asked to fill out one survey for the child with the next birthday from that day's date.

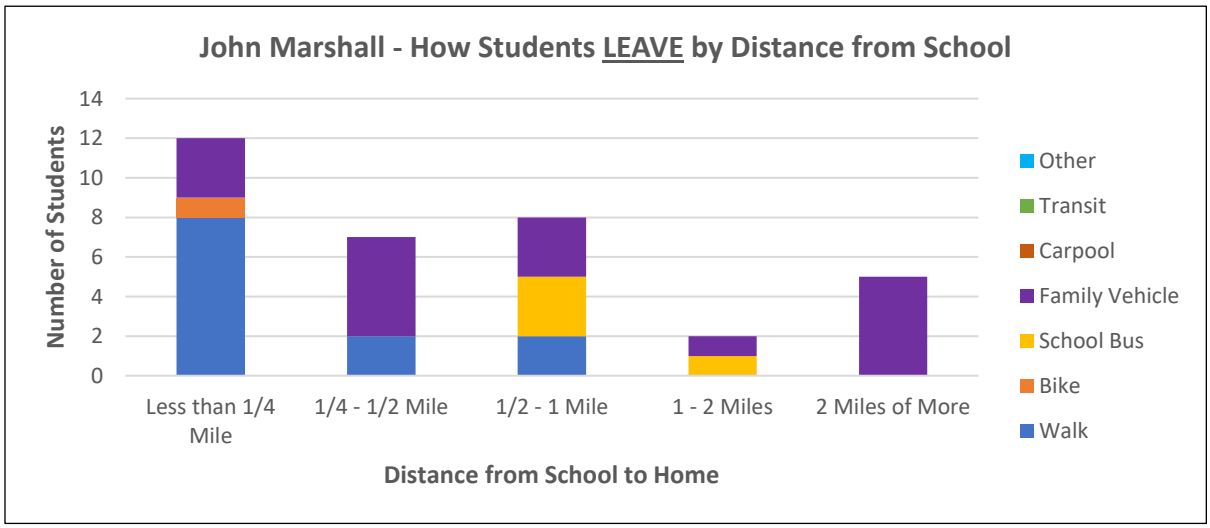
Among parents who answered the survey, 28 of 35 students live within 1-mile of school. With only 9 students within 1-mile of school walking and 1 biking to school, this shows some potential to increase walking and biking to school.

About 26% of students represented in this parent survey walked to school, which is more than the student tally (21%). By comparing student arrival in the parent survey vs. the student tally, it appears that parent survey results show a similar representation as the student tally.

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

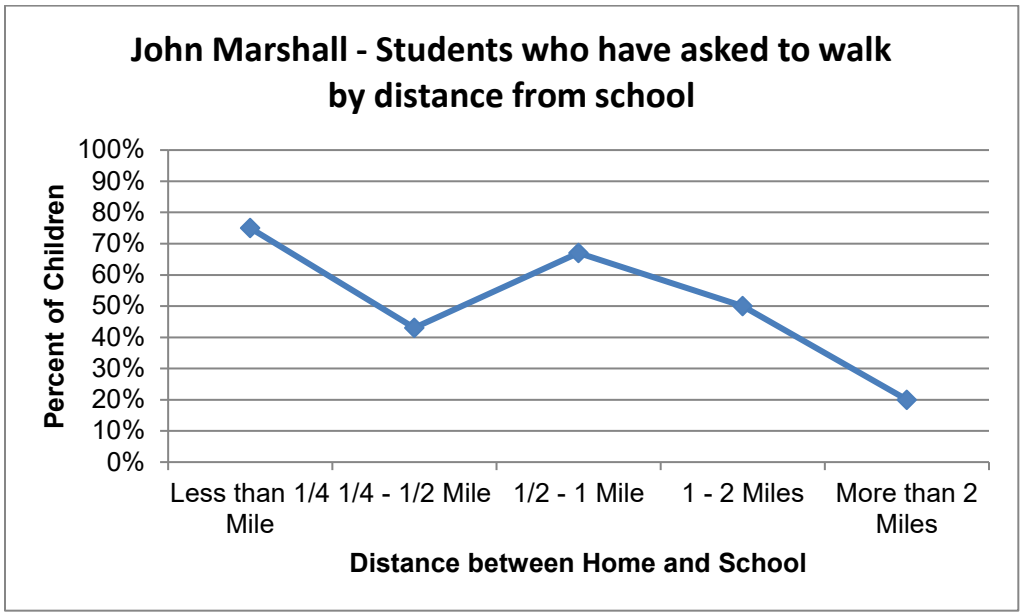
FIGURE 9K: How does your child arrive and depart from school?





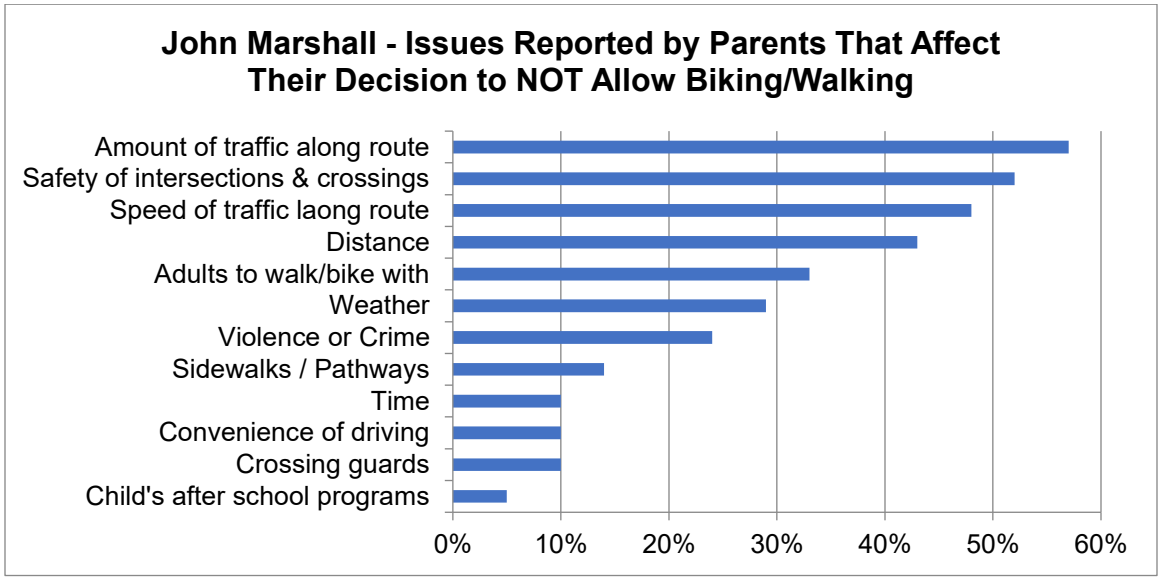
Source: Parent Surveys, May 2022

FIGURE 10K: Has your child asked to walk?



Source: Parent Surveys, May 2022

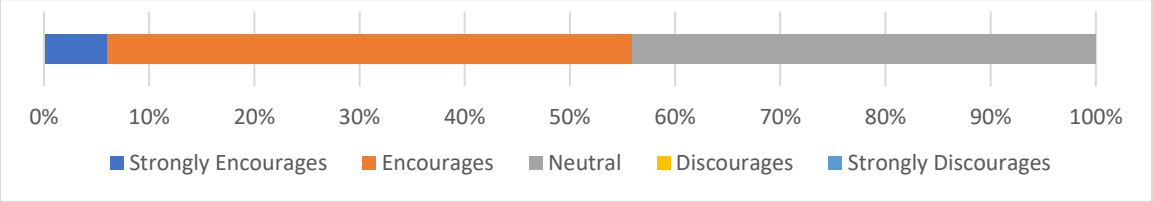
FIGURE 11K: Which of the following issues affect your decision to NOT allow walking or biking?



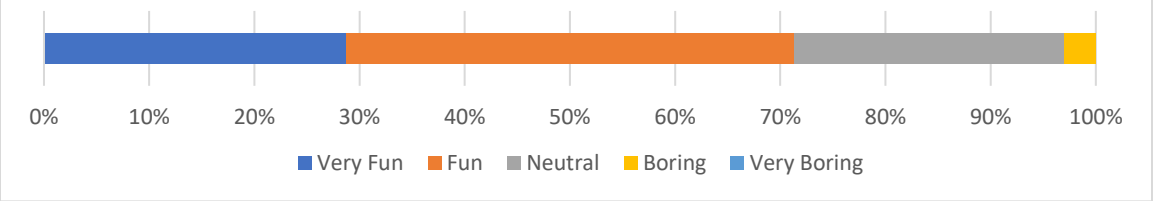
Source: Parent Surveys, May 2022

From John Marshall's May 2022 Parent Survey

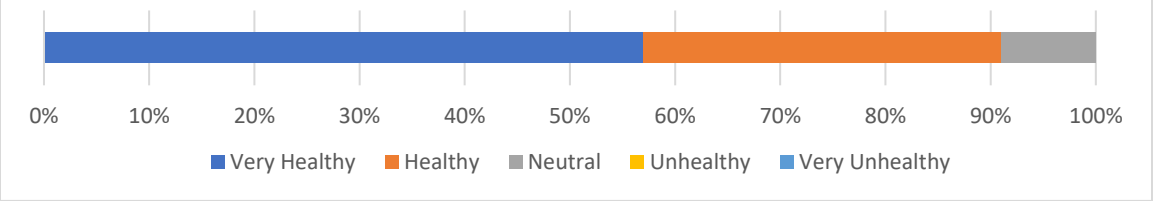
Parent's opinion about how much their **child's school encourages/discourages** walking/biking to/from school:



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 John Marshall Students

Current walking and biking policies and programming at John Marshall include:

- Walk & Roll to School Day encouragement event (see table below).
- Bike & Roll to School Day encouragement event (see table below).
- Safety Patrol. See the Site Assessment **Map 3K** for locations.

School	WALK & ROLL TO SCHOOL DAY (Fall)	BIKE & ROLL TO SCHOOL DAY (Spring)
John Marshall Elementary	2019, 2022	2019

Crossing Guards

Adult crossing guards are assigned by the Police Department to intersection that need more guidance for students than others. The Wausau School District has adults that manage traffic on various school grounds (they are called crossing guards on Maps 3A-3E). See Transportation **Map 4K** for locations of all crossing guards.

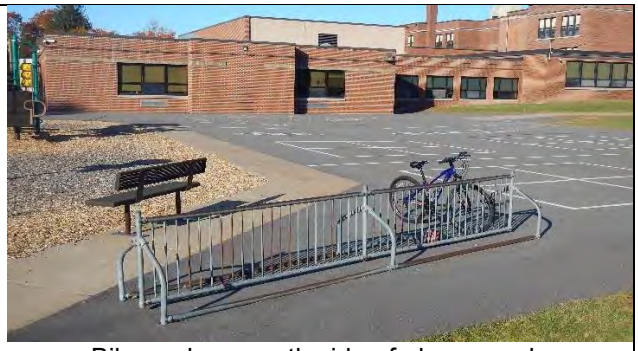
Safety Patrol
A student in the Safety Patrol program at school is assigned to one corner of an intersection, and is taught how to keep other children on the sidewalk safe from traffic. See **Map 3K** for their locations.

Metro Ride & Express routes
See the school's Site Assessment **Map 3K** for bus stops near a school and see Transportation **Map 4K** for where the routes travel.

Bike Racks
Both sets of bike racks are conveniently located at John Marshall. Racks exist on the north and south sides of the property, which are the main areas where students would ride from.
Site Assessment **Map 3K** 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 F).


Bike racks on north side of playground


Bike rack on south side of playground

John Marshall – 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 3K.**

Transportation Map
Map 4K 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 2020 within about a half mile radius of the school. A *Wisconsin Bike and Pedestrian Crash Analysis* exists along with strategies to improve pedestrian and bicycle safety on pages 23-24.

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 5K.**

Recommendations for John Marshall

NOTE – There are additional recommendations that apply to the school that are listed in the City of Wausau Recommendations section following all the school sections and maps.

Equity – About 20% of John Marshall Elementary's neighborhoods have an Equity Needs Score of 9 out of 10, which is *disadvantaged*.* See the Equity Analysis on page 17. All 3 CDC strategies should be completed first to support existing walkers and bikers.

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 has an adult crossing guard program, which is run by the Police Department. 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 party: Police.

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

2 of 3 – Bike Racks *Engineering*

Short-term Responsible party: School Dist.

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. Add new bike racks at the main entrance for visitors. See bike rack guidelines in Attachment F. School District may decide to design custom bike racks with a middle school and high school design & engineering team.

2) Consider installing a bike repair station to support minor bicycle repairs, possibly near Broadway & Lamont.

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

4) Consider covering the bike racks to protect them from the weather. Bike racks, covered or not, can be a key element in encouraging students and families to bike to school more often. See Attachment G for some sample bike rack shelters.

5) Consider installing visitor bike racks near the entrance.

**disadvantaged* is the terminology used by the federal government to identify areas with a higher need based upon a variety of factors including lower income households and possibly no access to or ownership of a motor vehicle.

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

See the extensive recommendation titled: Encourage Walking and Biking in this school's recommendations for additional suggestions.

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, NCWRPC

Recommendation: 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. To find this guide, go to: https://www.ncwrpc.org and search for: "Safe Routes Resources."

****

Map 6K – "School Grounds" box *Engineering*

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

Medium-term Responsible parties: School Dist.

Recommendation: Improve aesthetics of a main school sidewalk to encourage more walking by moving parking back from nearest sidewalk by at least 5-feet and landscaping that 5-foot stretch. Grass median in parking lot probably needs to be paved to realign lot. See Panel 25.

Map 6K – "School Zone Improvements" box *Engineering*

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

Recommendation: Improve crosswalk visibility in the Weston Ave & Lamont St area. See Panel 25.

Short-term Responsible party: City Eng.

Recommendation: Improve crosswalk visibility in the Broadway Ave & Lamont St area. See Panel 26.

Short-term Responsible party: City Eng.

Recommendation: Install "No U-Turn 8:30am-9am, and 2:30pm-3pm" signs along Lamont St and Broadway Ave adjacent to the school.

Short-term Responsible party: City Eng.

Recommendation: Install School Zone Ends and Speed Limit signs on the same post at the end of every School Zone.

Map 6K – "Kent St" box *Engineering*

Short-term Responsible party: City Eng. & Police

Recommendation: Make crosswalk on Kent St at Lamont St more visible. See Panel 27.

Map 6K – "Grand Ave" box *Engineering*

Short to Long-term Responsible party: City Eng.

Recommendation: Improve crosswalks on Grand Ave at Kent St. See Panel 28.

Medium-term Responsible party: City Eng.

Recommendation: Move school crossing on Grand Ave from Broadway Ave to north side of Ross Ave where median exists. See Panel 29.

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 could provide the critical mass that would then through their actions teach the rest of the traveling public how to react.

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.

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, wheelchair, or any other vehicle as they approach adulthood.

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

Recommendation: Consider providing bicycling education in 4th or 5th grades to equip students to confidently travel to the middle school and throughout the community on their own power.

Note: see the Develop Traffic Garden recommendation under Wausau School District Recommendations section at the end of all the school recommendation sections.

Note: see the 3 of 3 – Walking & Biking Promotional Materials recommendation for parental guides.

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

Recommendation: Consider providing pedestrian education throughout the elementary grades.

Note: see the 3 of 3 – Walking & Biking Promotional Materials recommendation for parental guides.

Safety Patrol *Enforcement & Education*

Safety Patrol provides an opportunity for many young people to demonstrate their public service and leadership potential. 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.

Short-term Responsible party: School Dist.

Recommendation: Continue the Safety Patrol program at John Marshall.

School Walking & Biking Policy *Encouragement*

School policies can encourage or restrict behavior, as well as portray meaning by stating the official attitude of the School or District. Research has shown that a positive biking school has 3 things: 1) "Promotive" policy language, 2) Bike racks in convenient location(s), and 3) Bicycle skills programming.

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

Recommendation: Consider revising school policies to include "promotive" and possibly "descriptive" language (see Examples of school policy tone) for walking and bicycling to school, and to remove any "prohibitive" walking and biking language.

Any bad behavior would be delt with on a case-by-case basis, and not built into school policy. School District may wish to contract with the Wisconsin Bike Fed to overview how they deal with bad walking and biking behavior in Milwaukee Public Schools, since they oversee Milwaukee's SRTS programming; and then to possibly train local staff with how to deal with common situations.

Examples of school policy tone	
Tone	**Example**
Promotive	[First item under Traveling to School] "Bicycle Safety: We encourage all children and parents to walk or ride to school safely." "We suggest walking, private transportation or riding bicycles with helmets to get to school."
Descriptive	"If you use the bicycle area, be sure to lock your bike to the racks provided." "All bicycles must be licensed according to the city code."
Prohibitive	"Students in grades 4-5 may ride a bicycle to school if the parent feels that the child is able to ride it safely." "Students who violate this policy will have their bike/scooter/skateboard confiscated and returned to them at end of the day."

Source: Szuflita, L., LaJeunesse, S. and Pullen-Seufert, N. What Makes a "Biking" School? How Some Schools Have Pulled Ahead in Cycling Rates. Pedestrian and Bicycle Information Center, Chapel Hill, NC: 2020

Encourage Walking and Biking *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.

Each school may plan their own events and programming. A walking and bicycling culture exists at John Muir Middle School, so those students may wish to assist with planning and implementing the following recommendations, possibly by creating District-wide promotional materials and maybe other ways too.

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: Consider linking to WisDOT's *Pedestrian safety* and *Bicycling safety* websites on the School website.

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 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.

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 be able to assist with training local staff to provide these skills classes.

Measure if Engineering and Education Efforts are Working *Evaluation*

A variety of recommendations have been made in this SRTS Plan to work toward creating Safe Routes to School for John Marshall. However, it is imperative that Student Tallies and other measurement tools are utilized **as needed** to determine if implemented recommendations have been effective. In this way, the Task Force can continue to make new observations and recommendations to help work toward the goal of creating safe routes for the students in the community.

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., 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 change as needed.

Medium-term Responsible party: City.

Recommendation: Consider conducting traffic studies as necessary on the roads surrounding John Marshall to determine if additional countermeasures are needed to slow down traffic.

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 Wausau SRTS Plan's recommendations for John Marshall 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/weeks keeps the momentum going for changes that take time.

John Marshall Elementary

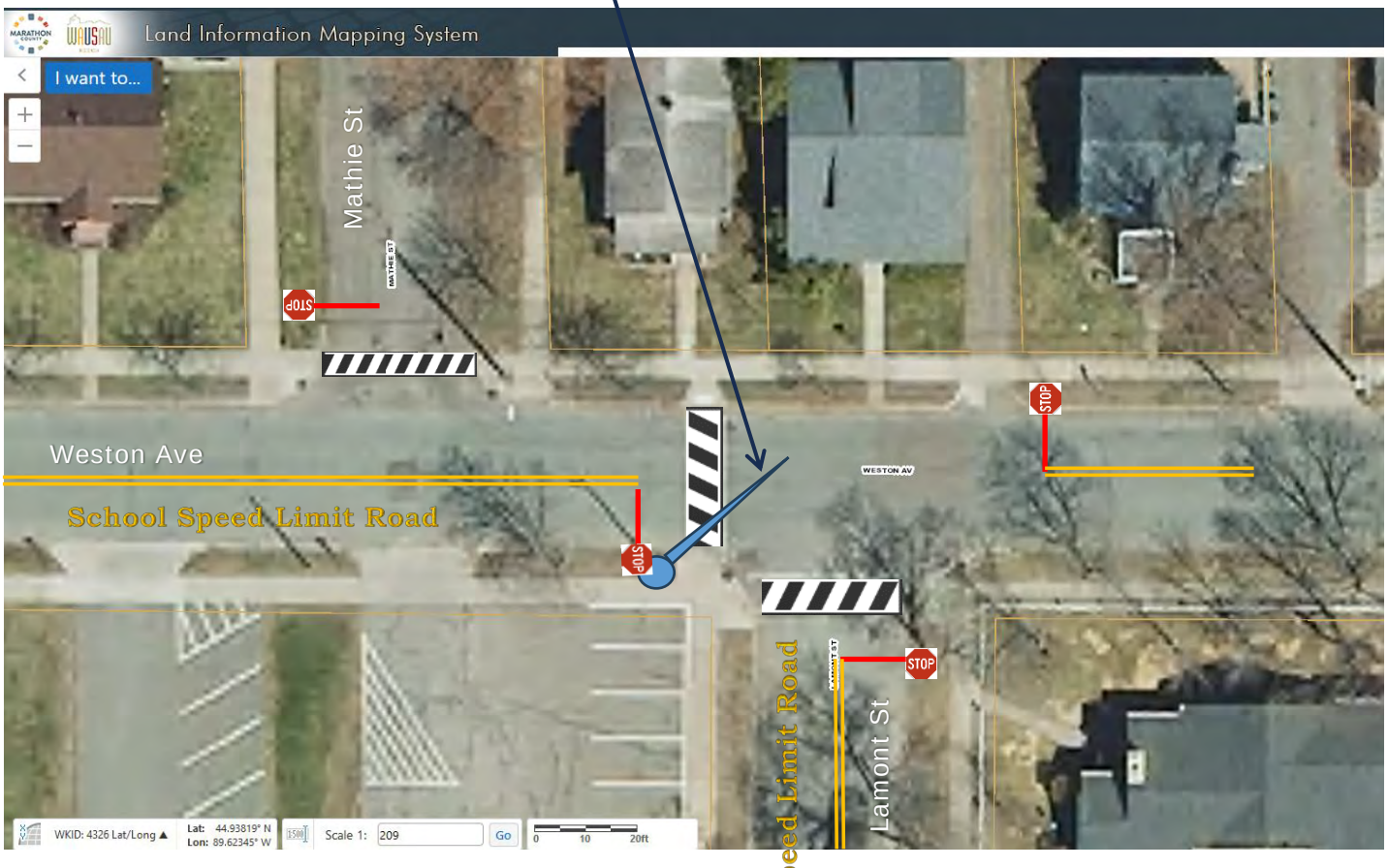
Weston Ave & Lamont St Improvements

Panel 25

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

Recommendation: Improve crosswalk visibility in the Weston Ave & Lamont St area.

1. Make intersection a 3-way Stop.
2. Paint **Stop lines** 10-feet in advance of crosswalks.
3. Add School Speed Limit to Lamont St between Weston Ave and Broadway Ave.
4. Install School Zone Ends and Speed Limit signs on the same post at the end of every School Zone.
5. Paint double yellow centerlines for about 50-feet to the east, and continuous within the School Speed Limit Zones on Weston Ave and Lamont St.
6. Paint existing crosswalks as high visibility crosswalks (▰▰▰▰).
7. Add a street light to the wooden pole on the southwest corner of intersection to face either northeast or due east.



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Medium-term Responsible party: School Dist.

Recommendation: Consider improving aesthetics of a main school sidewalk to encourage more walking by moving parking back from nearest sidewalk by at least 5-feet and landscaping that 5-foot stretch. Grass median in parking lot probably needs to be paved to realign lot.

Sample landscape buffer between sidewalk and parking lot.

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Short-term Responsible party: City Eng.

Recommendation: Improve crosswalk visibility in the Broadway Ave & Lamont St area.

1. Make intersection a 4-way Stop.
2. Paint **Stop lines** at least10-feet in advance of crosswalks on road centerlines.
3. Paint all 4 crosswalks as high visibility crosswalks ( ).
4. Add School Speed Limit to Broadway Ave from Lamont St west about 500-feet adjacent to the school.
5. Install School Zone Ends and Speed Limit signs on the same post at the end of every School Zone.
6. Paint double yellow centerlines for about 50-feet to the east and south of intersection, and continuous within the School Speed Limit Zones on Broadway Ave and Lamont St.

John Marshall Elementary

Kent St & Lamont St Improvements

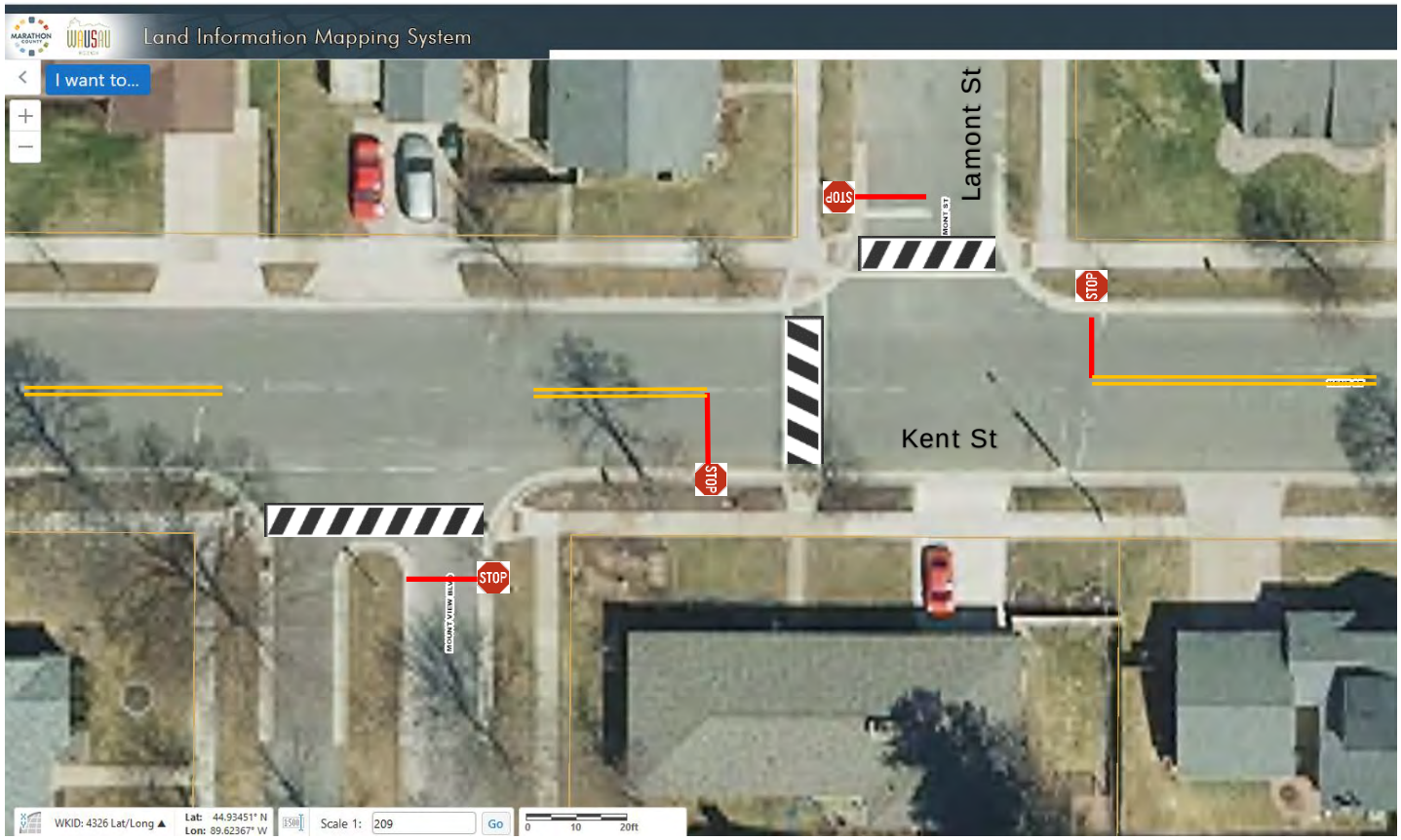
Panel 27

Short-term Responsible parties: City Eng. & Police.

Recommendation: Improve crosswalk visibility in the Kent St & Lamont St area.

1. Make intersection a 3-way Stop, and install Stop Ahead signs on Kent St per graphic on next page.
2. Paint **Stop lines** at least10-feet in advance of crosswalks.
3. Maintain crossing guard at intersection.
4. Paint all area crosswalks as high visibility crosswalks (▰▰▰▰▰).
5. Paint double yellow centerlines for about 50-feet or more on Kent St per graphic.

See next page…



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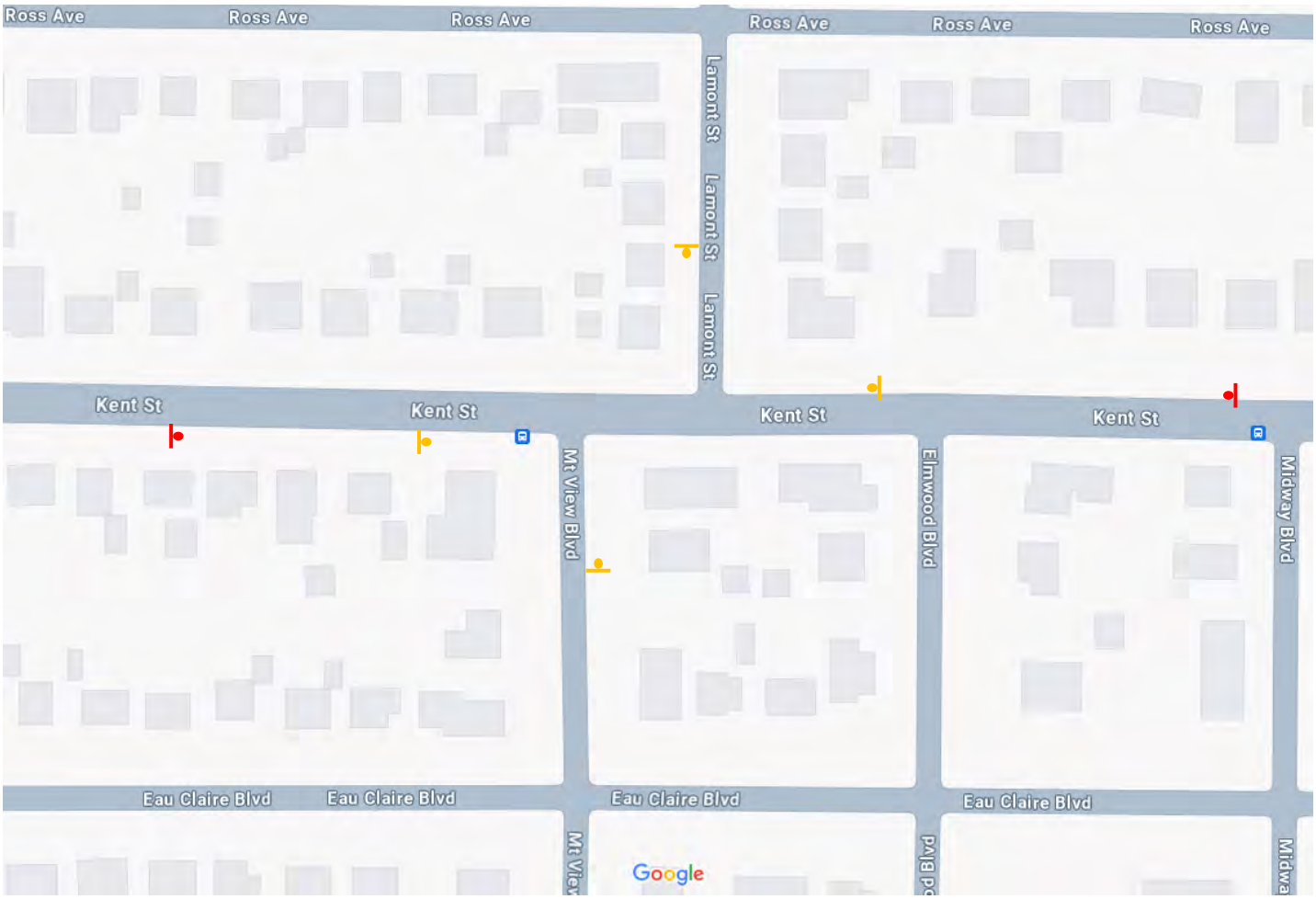
6. Replace School Zone Speed Limit with School Zone & Fines Higher signs.



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John Marshall Elementary

Grand Ave & Kent St Improvements

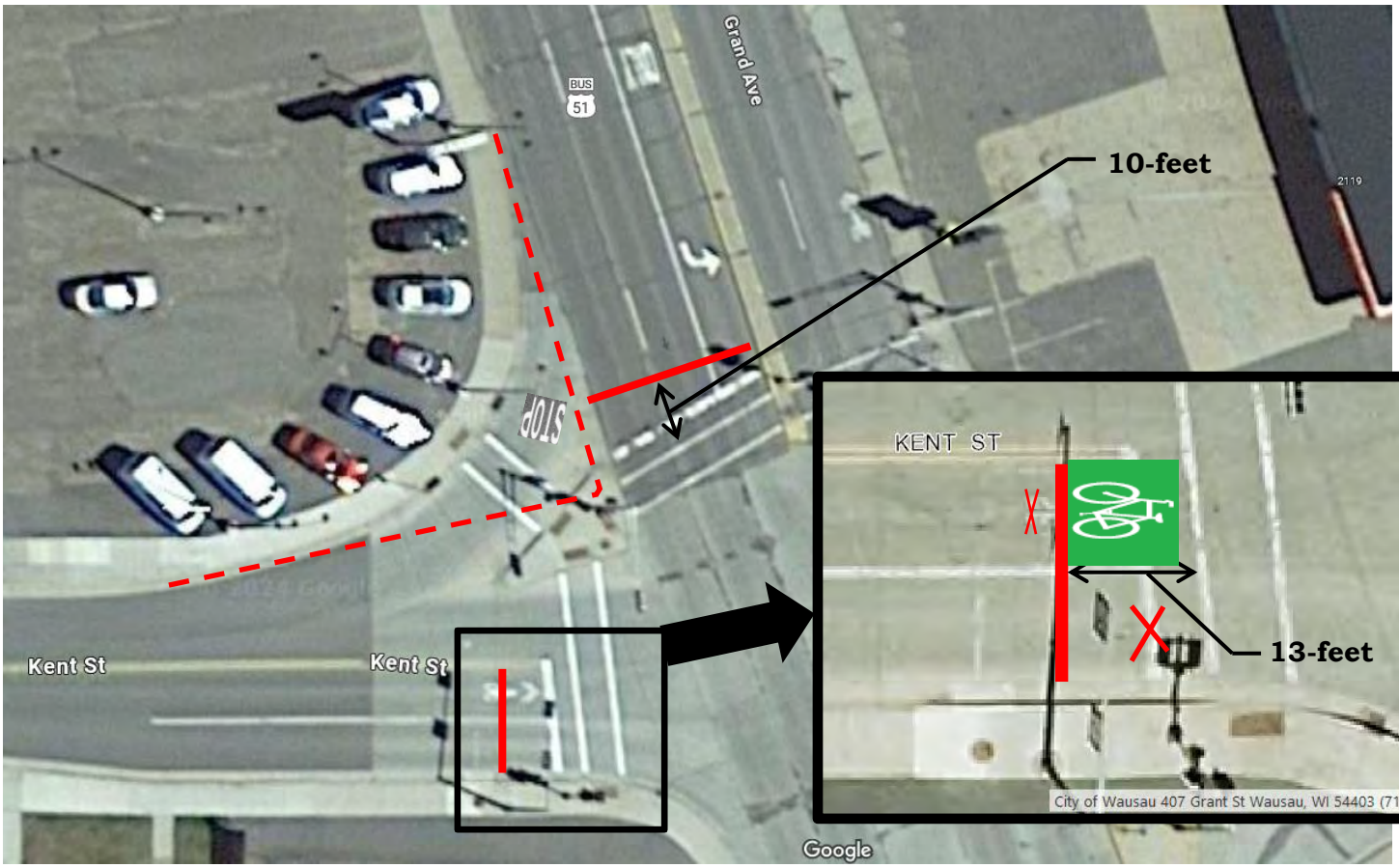
Panel 28

Short to Long-term Responsible party: City Eng..

Recommendation: Improve intersection so kids can walk to school without the help of a crossing guard. Item 6 is **long term**, and items 1, 2, 3, 4, 5, 7, & 8 can be done in a **short time period.**

1. Reprogram pedestrian crossing signals to activate 3-seconds before the green light. (*leading pedestrian interval*)
2. Paint all crosswalks as high visibility crosswalks.
3. Paint **Stop line** on southbound Grand Ave to be perpendicular to traffic lanes and about 10-feet in advance of crosswalk per image below.
4. Modify southbound right-turn slip lane from Yield to Stop, paint "STOP" in advance of crosswalk, and place Stop sign in advance of crosswalk. There is no room for a Stop line.
5. On eastbound Kent at Grand Ave, paint a green "bike box" between crosswalk and **Stop line** that will be 13-feet in advance of crosswalk per images below.

6. **Long term** – Extend northwest curb to red dotted line, eliminating southbound slip lane for pedestrian safety. There is barely enough room for a southbound car to stop when a pedestrian is in the crosswalk, thus either causing a rear-end collision or an injured or killed pedestrian.



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7. Modify northbound right-turn slip lane from Yield to Stop, paint **Stop line** 12-feet in advance of crosswalk, and place Stop sign even with Stop line. If traffic regularly fails to stop, then consider painting "STOP" in advance of Stop line.
8. Move northbound Grand Ave **Stop line** 15-feet in advance of crosswalk.

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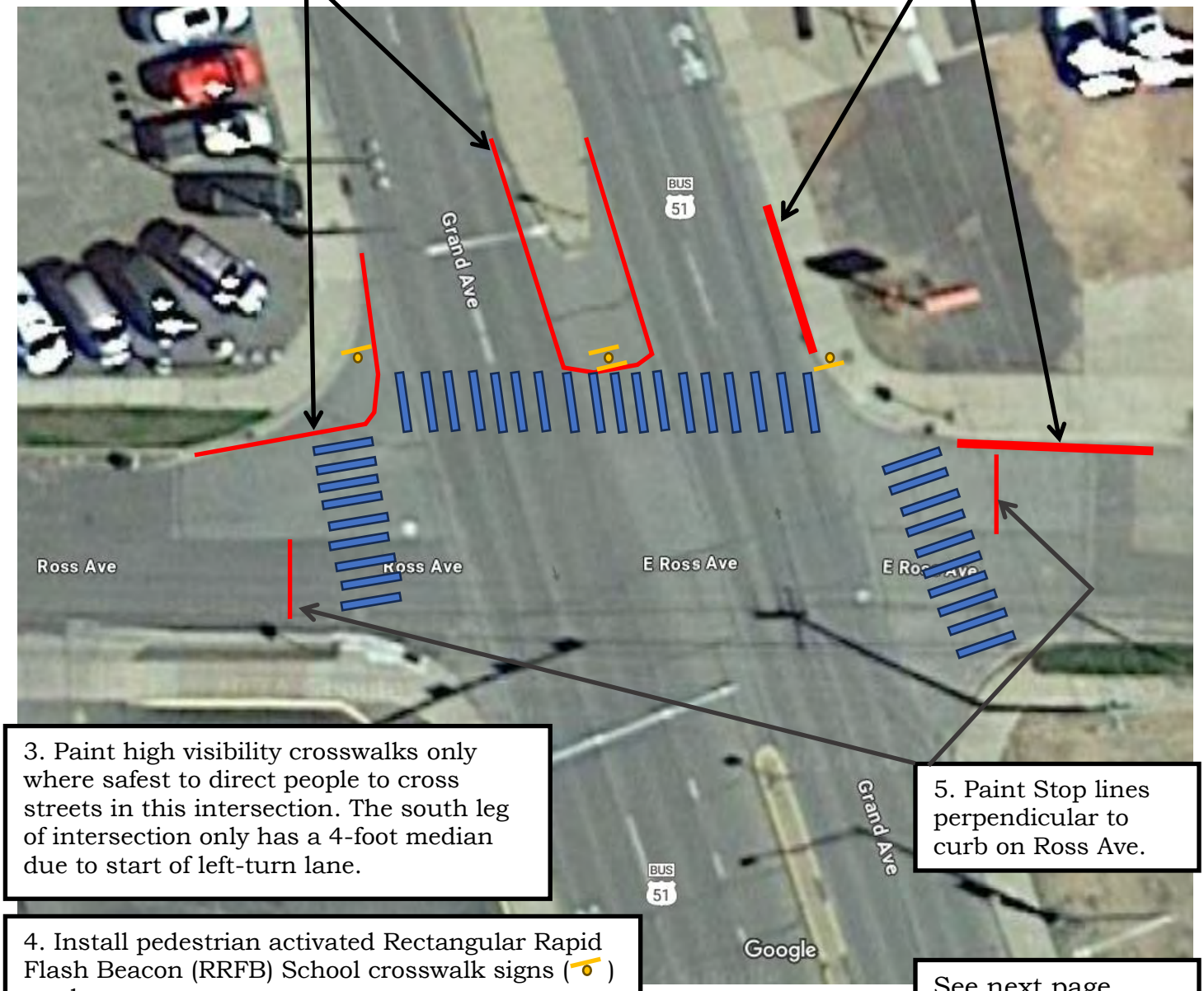
Medium-term Responsible party: City Eng..

Recommendation: Replace School Speed Zone crosswalk at Broadway Ave & Grand Ave with School crosswalk (not School Speed Zone) on the north side of the Ross Ave & Grand Ave. intersection.

1.Extend median and northwest curb to make pedestrians more visible and reduce crossing distance for pedestrians. **Using quick build materials** like Jersey barriers, construction barrels to hold signs, and truncated dome panels, could test out median and curb extensions.

2. Move driveways away from intersection. Red line = restored curb.



3. Paint high visibility crosswalks only where safest to direct people to cross streets in this intersection. The south leg of intersection only has a 4-foot median due to start of left-turn lane.

5. Paint Stop lines perpendicular to curb on Ross Ave.

4. Install pedestrian activated Rectangular Rapid Flash Beacon (RRFB) School crosswalk signs ( ) as shown.

See next page…

6. Paint solid white line instead of dashed line between southbound lanes on Grand Ave for the length of the median in advance of Ross Ave crosswalk's yield triangles.

R1-5

7. Paint "shark teeth" yield triangles about 40-feet in advance of Ross Ave crosswalk, and install R1-5 signs at "shark teeth" (see graphic).

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Map 3K DRAFT

Site Assessment

John Marshall Elementary School

Wausau Safe Routes To School

Areawide Assessment

* School Zone signs are well-maintained, but some obstructed by vegetation.
* Unclear where School Zone ends on Weston Ave.
* Parents and kids sometimes cross Lamont St mid-block and Broadway Ave mid-block, not at the Safety Patrol crossings.

* Bike racks conveniently located.
* Need updated racks.

Rolling Drop-Off & Pick-Up

Areawide Assessment

* Challenging for kids to cross Broadway Ave in morning and afternoon due to a two-way stop, high amount of family vehicles dropping off / picking up, and no crossing guard.
* Many U-Turns on both Lamont St and Broadway Ave by parents dropping off their kids. U-Turns cause congestion and safety issues on both streets, and therefore are illegal [Wis. Stat. 346.33(1)(f)].
* Most sidewalks are in good condition and are kept free of snow.

* Suitable safety patrol placements.

WESTON AV
BROADWAY AV
GRAVES AV
KINGS CT
MATHIE ST
ROOSEVELT ST
LAMONT ST
School Bus
FAIRMOUNT ST

Legend

- John Marshall Elementary
- School Entrance
- Bike Rack
- Parked Family Vehicle
- Rolling Family Vehicle
- Bus Stop with Route ID
- Safety Patrol
- Traffic Light
- School Crossing
- Stop Sign
- 15 MPH School Speed Limit (Includes Higher Fine Zone)
- Gate
- Fence
- Sidewalk

0 105 210 420 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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

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Map 4K DRAFT

Transportation

John Marshall Elementary School

Wausau Safe Routes To School

* All roads are: 25 speed limit, unless otherwise posted.

Legend

- John Marshall Elementary
- State Highway
- Local Roads
- MetroRide Bus Route A
- Sidewalk
- 15 MPH School Speed Limit (Includes Higher Fine Zone)
- Crossing Guard
- Traffic Counts
- Posted Speed Limit

Crash Type (2010-2020)

- Bicycle
- Pedestrian

0 320 640 1,280 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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Map 5K DRAFT

School Routes

John Marshall Elementary School

Wausau Safe Routes To School

Legend

- John Marshall Elementary
- School Boundary
- Feeder Route
- Main Route
- 1-Mile Walk Distance
- State Highway
- Main Roads
- Local Roads

0 500 1,000 2,000 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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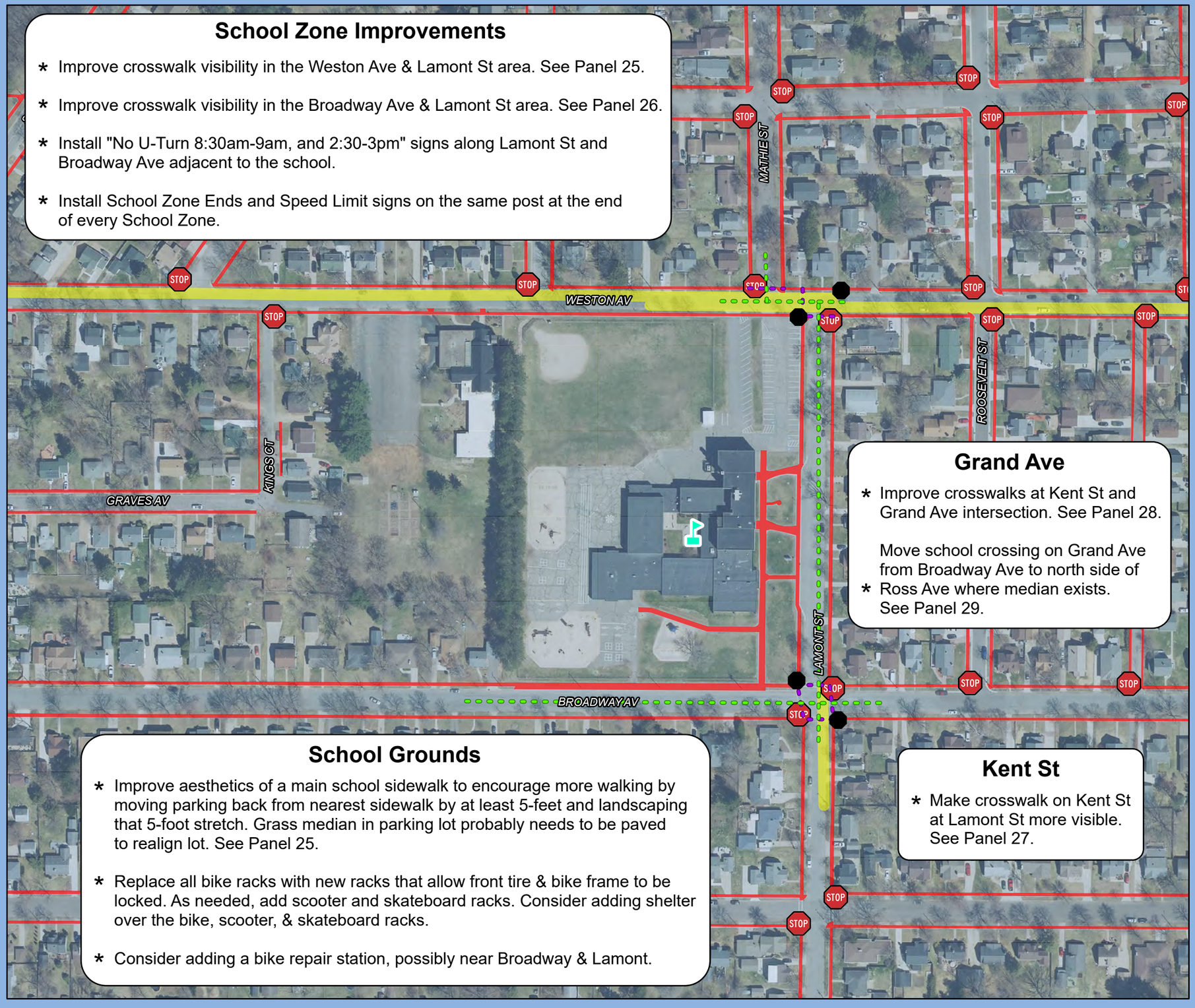

School Zone Improvements

* Improve crosswalk visibility in the Weston Ave & Lamont St area. See Panel 25.
* Improve crosswalk visibility in the Broadway Ave & Lamont St area. See Panel 26.
* Install "No U-Turn 8:30am-9am, and 2:30-3pm" signs along Lamont St and Broadway Ave adjacent to the school.
* Install School Zone Ends and Speed Limit signs on the same post at the end of every School Zone.

Grand Ave

* Improve crosswalks at Kent St and Grand Ave intersection. See Panel 28.
* Move school crossing on Grand Ave from Broadway Ave to north side of Ross Ave where median exists. See Panel 29.

School Grounds

* Improve aesthetics of a main school sidewalk to encourage more walking by moving parking back from nearest sidewalk by at least 5-feet and landscaping that 5-foot stretch. Grass median in parking lot probably needs to be paved to realign lot. See Panel 25.
* Replace all bike racks with new racks that allow front tire & bike frame to be locked. As needed, add scooter and skateboard racks. Consider adding shelter over the bike, scooter, & skateboard racks.
* Consider adding a bike repair station, possibly near Broadway & Lamont.

Kent St

* Make crosswalk on Kent St at Lamont St more visible. See Panel 27.

Map 6K DRAFT

Recommendations

John Marshall Elementary School

Wausau Safe Routes To School

Legend

- John Marshall Elementary
- Stop Sign
- 15 MPH School Speed Limit (Includes Higher Fine Zone)
- Sidewalk

Recommendations

- Proposed 15 mph School Speed Limit
- Proposed High Visibility Crosswalk
- Proposed Stop Sign

0 105 210 420 Feet

N W E S

Source: WI DNR, WisDOT, NCWRPC, City of Wausau

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Wausau School District Recommendations

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

Each school in this Wausau SRTS Plan has its own Recommendations section. Early in this Plan it is noted that in early 2023 the School Board voted to eliminate some elementary schools. It is acknowledged that implementation of the Recommendations for a school is dependent upon if that school continues as a school into the future.

Equity – Review the Wausau SRTS Equity Analysis on page 17 when prioritizing projects. Neighborhoods with a higher number on Figure 7a or identified on Figure 7b should get some of their *greatest need recommendations (★)* completed first (see each school's recommendations).

School Consolidation

Early in 2023 the School Board voted to eliminate some elementary schools.

Medium-term Responsible party: School Dist.

Recommendation: When considering which elementary school(s) to close, use the Equity section (page 17) to identify which neighborhoods have higher numbers of households without access to a motor vehicle. A school building needs to be walkable so parents without motor vehicles can get to school for any situation and afterschool activities. If leaving such a school open is not possible, then how will these families get to school? MetroRide only operates until 6:30 p.m. on weekdays. Possibly add an after-hours route to MetroRide that serves these neighborhoods and the nearest school. Parents without a vehicle could get "access cards" for complimentary rides on any MetroRide routes.

Pedestrian Education in School *Education*

Pedestrian safety education can be taught in virtually any classroom. 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)

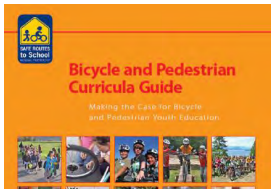
Research conducted on the effectiveness of pedestrian related curricula has demonstrated that implementing effective curricula can have dramatic effects on the safe behaviors of the participating children. One study in particular showed that a five year old who received pedestrian safety training was 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: Consider providing pedestrian education throughout the elementary grades.

Continued on next page…

Note: see the 3 of 3 – Walking & Biking Promotional Materials recommendation in each school's Recommendations section for parental guides.



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.

Bicycling Education in School *Education*

Many children are taught by their parents to ride on the sidewalk. Their 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.

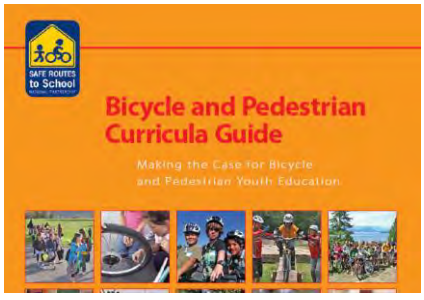
Providing this education in 4th or 5th grades equips students to confidently travel to the middle school and throughout the community on their own power.

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

Recommendation: Consider providing bicycling education in 4th or 5th grades to equip students to confidently travel to the middle school and throughout the community on their own power.

Note: see the Develop Traffic Garden recommendation.

Note: see the 3 of 3 – Walking & Biking Promotional Materials recommendation in each school's Recommendations section for parental guides.



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Develop Traffic Garden *Education*

Traffic gardens are child-scale traffic environments to learn walking and biking skills. In Denmark and the Netherlands, traffic gardens have been a key piece of bicycle education for children since the 1950s. A traffic garden may have small roads winding around green space and trees, traffic signals, road markings, road signs, sidewalks, crosswalks, railroad crossings (possibly diagonal railroad tracks), bike paths, bus stops, and driveways to simulate the experience of navigating on actual roads.

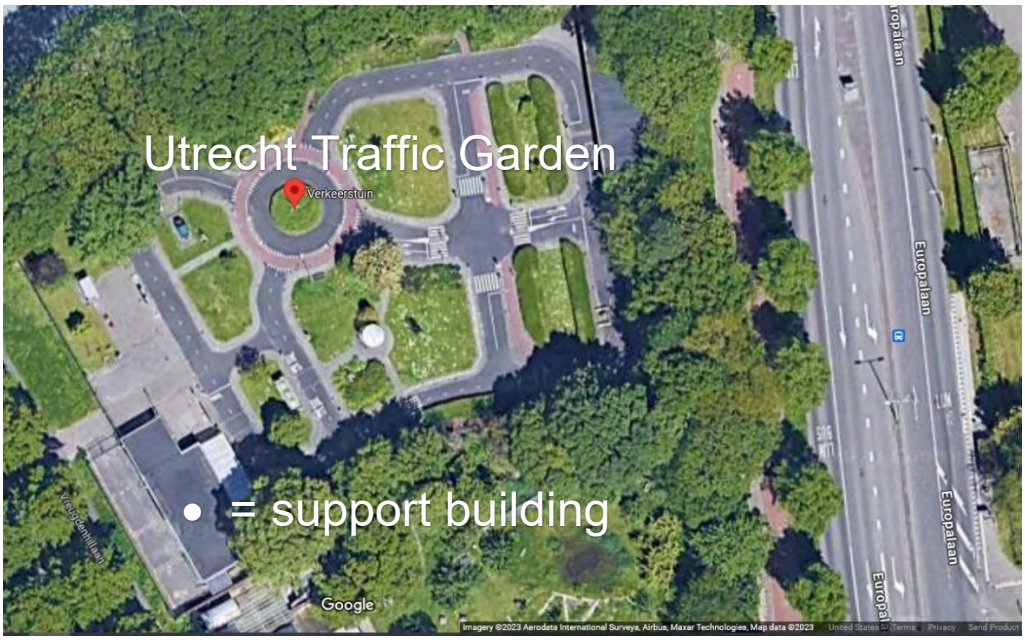
An alternative to the Utrecht Traffic Garden is to paint lines on paved playgrounds and install movable child sized signs. An analysis of existing painted playgrounds in Milwaukee shows that most of Wausau's school paved playgrounds are not large enough to include both the existing play markings and painted traffic gardens. With the Wausau School District's decision to mothball some elementary schools, then this provides an opportunity for one of these schools to have their playground or open field converted into a Utrecht style traffic garden.

Traffic gardens equip children with the skills to safely navigate streets when walking or biking and provide a better understanding of the behind-the-scenes reasoning of street design and transportation planning. Providing this education in 4th or 5th grades equips students to confidently travel to the middle school and throughout the community on their own power.

Self-Reliance Grows in the Utrecht Traffic Garden
By Street Films and Bikes Belong
https://vimeo.com/31545084

Medium-term Responsible parties: City, School Dist., Parks Dept., Wausau MPO, & NCWRPC.

Recommendation: Consider developing a permanent traffic garden in a park or on a school owned property, like what the community of Utrecht has. This could become a central Wisconsin asset that may be initially constructed with a federal transportation grant.



Airphoto of Utrect Traffic Garden. Source: Google.

Bicycling 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 F**. 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 party: **School Dist.** & NCWRPC

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

Bicycling Parking for Visitors *Engineering*

Each school is within a neighborhood where parents, guardians, and community members who may wish to volunteer or visit campus may choose to walk or bike instead of drive. Adding a couple inverted U bike racks with the school logo next to a main entrance would add beauty and convenient visitor bicycle parking.

Source: DERO

Source: MADRAX

A summary of bicycle parking recommendations from the Association of Pedestrian and Bicycle Professionals (APBP) is included in **Attachment F**. 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 party: **School Dist.** & NCWRPC

Recommendation: Consider installing some visitor parking bicycle racks at all schools.

Bicycle Friendly Business *Evaluation*

Wisconsin and the rest of the nation is in a tight job market. Becoming a bicycle friendly business could help attract talent.

Medium-term Responsible party: **School Dist.**, Wausau MPO, & NCWRPC

Recommendation: Consider applying for Bicycle Friendly Business certification.

City of Wausau Recommendations

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

NOTES – 1) There are additional recommendations that apply to the City of Wausau that are listed in each of the previous school sections and on Maps 6A-6K. 2) Use the WMUTCD for all signage recommendations. 3) Consult Marathon County Highway or WisDOT to coordinate recommendations that are suggested for county or state highways.

Equity – Review the Wausau SRTS Equity Analysis on page 17 when prioritizing projects. Neighborhoods with a higher number on Figure 7a or identified on Figure 7b should get some of their *greatest need recommendations (★)* first (see each school's recommendations).

Complete Streets *Engineering*

Complete streets is an approach to planning and designing streets and street networks that prioritizes safe and convenient access for all modes and users, regardless of age or ability. This approach stands in contrast to transportation planning and design processes that prioritize the movement of automobiles over all other modes. (American Planning Association)

States with Vision Zero policies are promoting the use of Complete Streets policies as a way of changing the road network to be safer for everyone.

Complete Streets policies use a context sensitive design approach to designing streets to use proven countermeasures to increasing safety for motorized and pedestrian modes of travel, and to prioritize safety over speed in street design.

A Complete Streets policy will improve kids' safety while walking and bicycling to and from school much faster than just specific engineering improvement recommendations.

Short-term Responsible parties: **City Planning, City Eng.**, & NCWRPC.

Recommendation: Create and adopt a Complete Streets policy.

Short-term Responsible party: City Eng.

Recommendation: Consider additional training for agency staff, traffic engineers, project managers, Capital Improvements & Street Maintenance (CISM) Committee members, and Bicycle & Pedestrian Advisory Committee members in the Complete Streets approach to street design that prioritizes safety over speed.

Sidewalks *Engineering*

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

Medium-term Responsible party: City Eng.

Recommendation: Add sidewalks per Maps 6A-6K. *Equity***:** To serve those who may walk more than others for transportation purposes, consider completing projects that serve neighborhoods that have an Equity rank of 8 through 10 first (see page 17).

Vegetation Covering Signs *Engineering*

During creation of this plan there were signs observed behind trees and others where the tree branches hung down too low to read the sign along a road.

Short-term Responsible party: City Eng.

Recommendation: Physically review the signage in the blocks around each school and determine if signs that are visually blocked by trees need to be moved to a new location or removed entirely.

Short-term Responsible party: Parks Dept.

Recommendation: Annually review if any road signs are obstructed by vegetation, and then prune the vegetation.

Crossing Guards *Enforcement & Education*

The City has an adult crossing guard program, which is run by the Police Department. 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 party: Police.

Recommendation: Continue an adult crossing guard program to serve school crossings that need extra attention in the City.

Community-wide Bicycling Education *Education*

There are several school districts in the Wausau area that have or will have Safe Routes To School plans. All of these districts are determining their own ways to implement bicycle education within their schools. There are many home-schooled and parochial school students that could also benefit from such bike education.

Medium-term Responsible parties: **Wausau MPO**, City, School Dist., WI Bike Fed, & NCWRPC

Recommendation: Wausau MPO to possibly partner with the Wisconsin Bike Fed to provide bicycle education services to the greater MPO community and to local school districts. Bicycle education strategies could include programs to train physical education teachers, provide annual educational events and programs (like Bike & Roll To School Day/Week), or provide other support or assistance to schools within the Wausau MPO.

This may be an opportunity to support establishing a Wisconsin Bike Fed employee in the Central Wisconsin area for more hands on support for school districts and local governments to become more bike friendly.

Note: John Muir already has a bike fleet, and the Wausau School District may acquire a trailer so the bikes could be taken to other Wausau School District schools.

Encourage Walking and Biking *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.**, City.

Recommendation: 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 are needed on these special day or week long events.

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 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: City, School Dist., & Wausau MPO

Recommendation: Consider creating newsletter articles promoting walking and bicycling safely, and possibly linking to WisDOT's educational web sites on these topics on City or School District websites.

Short-term Responsible parties: City, School Dist., Wausau MPO, & WI Bike Fed.

Recommendation: Consider bringing established bicycle safety training to Wausau on a regular basis.

Short-term Responsible parties: City, School Dist.

Recommendation: Continue Safety City bicycle education in the schools.

Short-term Responsible party: School Dist.

Recommendation: Consider creating a walking/biking club whereby students get punch cards and token rewards for walking and biking to school. This potential program could be expanded to include walking laps around the school grounds during the school day.

Citizen Monitoring of Infrastructure *Evaluation*

During preperation of this plan, various people noticed things on school property and throughout Wausau 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.

Source: Wisconsin Rapids

Sample phone app

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

Recommendation: Consider partnering with an existing phone app to allow citizens to directly notify Wausau DPW or WSD 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 could provide the critical mass that would then through their actions teach the rest of the traveling public how to react.

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.

Develop Traffic Garden *Education*

Traffic gardens are child-scale traffic environments to learn walking and biking skills. In Denmark and the Netherlands, traffic gardens have been a key piece of bicycle education for children since the 1950s. A traffic garden may have small roads winding around green space and trees, traffic signals, road markings, road signs, sidewalks, crosswalks, railroad crossings (possibly diagonal railroad tracks), bike paths, bus stops, and driveways to simulate the experience of navigating on actual roads.

An alternative to the Utrecht Traffic Garden is to paint lines on paved playgrounds and install movable child sized signs. An analysis of existing painted playgrounds in Milwaukee shows that most of Wausau's school paved playgrounds are not large enough to include both the existing play markings and painted traffic gardens. With the Wausau School District's decision to mothball some elementary schools, then this provides an opportunity for one of these schools to have their playground or open field converted into a Utrecht style traffic garden.

Traffic gardens equip children with the skills to safely navigate streets when walking or biking and provide a better understanding of the behind-the-scenes reasoning of street design and transportation planning. Providing this education in 4th or 5th grades equips students to confidently travel to the middle school and throughout the community on their own power.

Self-Reliance Grows in the Utrecht Traffic Garden
By Street Films and Bikes Belong
https://vimeo.com/31545084

Long-term Responsible parties: City, School Dist., Parks Dept., Wausau MPO, & NCWRPC.

Recommendation: Consider developing a permanent traffic garden in a park or on a school owned property, like what the community of Utrecht has. This could become a central Wisconsin asset that may be initially constructed with a federal transportation grant.

Airphoto of Utrect Traffic Garden. Source: Google.

Measure if Engineering and Education Efforts are Working *Evaluation*

A variety of recommendations have been made to work toward creating Safe Routes to School for Wausau's schools. However, it is imperative that Student Tallies and other measurement tools are utilized **as needed** to determine if the implemented recommendations have been effective. In this way, the Task Force can continue to make new observations and recommendations to help work toward the goal of creating safe routes for the students in the community.

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 change as needed.

Short-term Responsible party: City.

Recommendation: Consider conducting a traffic studies as necessary on various roads where bike or pedestrian infrastructure has been added to 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 Wausau 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.

ATTACHMENT A

Student Tally and Parent Survey Forms

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
- Second attachment is the Parent Survey in Hmong

Safe Routes to School Students Arrival and Departure Tally Sheet

"Student Tally"

CAPITAL LETTERS ONLY – BLUE OR BLACK INK ONLY

School Name:

Teacher's First Name:

Teacher's Last Name:

Grade: (PK,K,1,2,3...) 0 2

Monday's Date (Week count was conducted) M M D D Y Y Y Y

Number of Students Enrolled in Class: 1 5

- Please conduct these counts **on two of the following three days Tuesday, Wednesday, or Thursday. (Three days would provide better data if counted)**
- **Please do not conduct these counts on Mondays or Fridays.**
- Before asking your students to raise their hands, please read through all possible answer choices so they will know their choices. Each Student may only answer once.
- Ask your students as a group the question "**How did you arrive at school today?**"
- Then, reread each answer choice and record the number of students that raised their hands for each. **Place just one character or number in each box.**
- Follow the same procedure for the question **"How do you plan to leave for home after school?"**
- You can conduct the counts once per day but during the count please ask students both the school arrival and departure questions.
- Please conduct this count regardless of weather conditions (i.e., ask these questions on rainy days, too).

Step 1.
Fill in the weather conditions and number of students in each class

Step 2.
AM – "**How did you arrive at school today?**" Record the number of hands for each answer.
PM – "**How do you plan to leave for home after school?**" Record the number of hands for each answer.

Key	Weather	Student Tally	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
	S= sunny R= rainy O=overcast SN=snow	Number in class when count made	-	-	-	Only with Children from your family	Riding with children from other families	City bus, subway, etc.	Skate-board, scooter, etc.
Sample AM	S N	2 0	2	3	8	3		3	1
Sample PM	R	1 9	3	3	8	1	2	2	
Tues. AM									
Tues. PM									
Wed. AM									
Wed. PM									
Thurs. AM									
Thurs. PM									

Please list any disruptions to these counts or any unusual travel conditions to/from the school on the days of the tally.

Parent Survey About Walking and Biking to School

"Parent Survey" in English.

Dear Parent or Caregiver,

Your child's school wants to learn your thoughts about children walking and biking to school. This survey will take about 5 - 10 minutes to complete. We ask that each family complete only one survey per school your children attend. If more than one child from a school brings a survey home, please fill out the survey for the child with the next birthday from today's date.

After you have completed this survey, send it back to the school with your child or give it to the teacher. Your responses will be kept confidential and neither your name nor your child's name will be associated with any results.

Thank you for participating in this survey!

CAPITAL LETTERS ONLY – BLUE OR BLACK INK ONLY

School Name:

1. What is the grade of the child who brought home this survey? ☐☐ Grade (PK,K,1,2,3…)

2. Is the child who brought home this survey male or female? ☐ Male ☐ Female

3. How many children do you have in Kindergarten through 8th grade? ☐☐

4. What is the street intersection nearest your home? (Provide the names of two intersecting streets)

and

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

5. How far does your child live from school?

- ☐ Less than ¼ mile
- ☐ ¼ mile up to ½ mile
- ☐ ½ mile up to 1 mile
- ☐ 1 mile up to 2 miles
- ☐ More than 2 miles
- ☐ Don't know

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

6. On most days, how does your child arrive and leave for school? (Select one choice per column, mark box with X)

Arrive at school	Leave from school
☐ Walk	☐ Walk
☐ Bike	☐ Bike
☐ School Bus	☐ School Bus
☐ Family vehicle (only children in your family)	☐ Family vehicle (only children in your family)
☐ Carpool (Children from other families)	☐ Carpool (Children from other families)
☐ Transit (city bus, subway, etc.)	☐ Transit (city bus, subway, etc.)
☐ Other (skateboard, scooter, inline skates, etc.)	☐ Other (skateboard, scooter, inline skates, etc.)

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

7. How long does it normally take your child to get to/from school? (Select one choice per column, mark box with X)

Travel time to school	Travel time from school
☐ Less than 5 minutes	☐ Less than 5 minutes
☐ 5 – 10 minutes	☐ 5 – 10 minutes
☐ 11 – 20 minutes	☐ 11 – 20 minutes
☐ More than 20 minutes	☐ More than 20 minutes
☐ Don't know / Not sure	☐ Don't know / Not sure

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

16. Please provide any additional comments below.

Encuesta sobre ir caminando o andando en bicicleta a la escuela

- PARA PADRES -

"Parent Survey" in Spanish.

Estimado Padre o Encargado,

La escuela donde su hijo/hija asiste desea saber sus opiniones sobre niños caminando y andando en bicicleta a la escuela. Esta encuesta tomará entre 5 y 10 minutos para completar. Le pedimos a las familias que completen sólo una encuesta por escuela a la que asisten sus niños. Si recibe más de un formulario de la misma escuela, por favor complete solo una encuesta, la del niño que cumpla años en la fecha más próxima al día de hoy.

Después de completar esta encuesta, devuélvala a la escuela a través de su hijo o entréguesela a la maestra. Sus respuestas se mantendrán confidencial y no se asociará su nombre ni el de su hijo a ningún resultado.

¡Gracias por participar en esta encuesta!

+ LETRA MAYUSCULA SOLAMENTE USE TINTA AZUL O NEGRA +

Nombre de la Escuela:

1. ¿En qué grado esta el niño que trajo esta encuesta al hogar? ☐☐ Grado (PK,K,1,2,3…)

2. ¿El niño que trajo a casa la encuesta es niño o niña? ☐ Niño ☐ Niña

3. ¿Cuántos niños tiene usted entre Kindergarten y el 8vo grado? ☐☐

4. ¿Cuál es la intersección más cerca de su casa? (el cruce de las dos calles)

Y

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

5. ¿A qué distancia vive su niño de la escuela?

☐ Menos de 1/4 milla ☐ media milla hasta 1 milla ☐ Más de 2 millas

☐ Entre 1/4 y ½ milla ☐ Entre 1 y 2 millas ☐ No lo sé

6. La mayoría de los días, ¿cómo va su niño a la escuela y cómo regresa a la casa después de la escuela?

Llega a la escuela	**Regresa a casa**
☐ Caminando	☐ Caminando
☐ Bicicleta	☐ Bicicleta
☐ Autobús escolar	☐ Autobús escolar
☐ Vehículo de la familia (solo con niños de la familia)	☐ Vehículo de la familia (solo con niños de la familia)
☐ Compartiendo el viaje en auto con niños de otras familias	☐ Compartiendo el viaje en auto con niños de otras familias
☐ Tránsito (autobús de la ciudad, subterráneo, etc.)	☐ Tránsito (autobús de la ciudad, subterráneo, etc.)
☐ Otro (patineta, monopatín, patines, etc.)	☐ Otro (patineta, monopatín, patines, etc.)

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

7. ¿Cuánto tiempo le toma a su niño para ir y regresar de la escuela? (una respuesta por columna con una "X" en la caja)

Tiempo del recorrido a la escuela	**Tiempo del recorrido para llegar a casa**
☐ Menos de 5 minutos	☐ Menos de 5 minutos
☐ 5 a 10 minutos	☐ 5 a 10 minutos
☐ 11 a 20 minutos	☐ 11 a 20 minutos
☐ Más de 20 minutos	☐ Más de 20 minutos
☐ No lo sé / No estoy seguro/a	☐ No lo sé / No estoy seguro/a

+ +

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)

☐ Mi hijo(a) ya viaja a pié o en bicicleta a/desde la escuela

☐ Distancia	☐ Sí	☐ No	☐ No estoy seguro/a
☐ Conveniencia de manejar	☐ Sí	☐ No	☐ No estoy seguro/a
☐ Tiempo	☐ Sí	☐ No	☐ No estoy seguro/a
☐ Actividades antes o después de la escuela	☐ Sí	☐ No	☐ No estoy seguro/a
☐ Velocidad del tránsito en la ruta	☐ Sí	☐ No	☐ No estoy seguro/a
☐ Cantidad de tránsito en la ruta	☐ Sí	☐ No	☐ No estoy seguro/a
☐ Adultos que acompañen a su niño	☐ Sí	☐ No	☐ No estoy seguro/a
☐ Aceras o caminos	☐ Sí	☐ No	☐ No estoy seguro/a
☐ Seguridad de las intersecciones y cruces	☐ Sí	☐ No	☐ No estoy seguro/a
☐ Guardias de cruce peatonal	☐ Sí	☐ No	☐ No estoy seguro/a
☐ Violencia o crimen	☐ Sí	☐ No	☐ No estoy seguro/a
☐ Tiempo o clima	☐ 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 provée 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 (Escuela primaria)
☐ Grados 9 a 11 (alguna High School/secundaria)
☐ Grado 12 o GED (graduado High School/secundaria)
☐ Universidad 1 a 3 años (alguna universidad o escuela técnica)
☐ Universidad 4 años o más (graduado de la universidad)
☐ Prefiero no contestar

16. Por favor proporcione comentarios adicionales:

Daim Ntawv Ntsuam Xyuas Rau Niam Txiv Txog Taug Kev thiab Caij Luv Thij Mus Los Rau Tom Tsev Kawm Ntawv

"Parent Survey" in Hmong.

Nyob Zoo Tus Niam Txiv lossis Tus Tu Xyuas,

Koj tus menyuam lub tsev kawm ntawv xav paub seb koj xav li cas txog koj tus menyuam taug kev thiab caij luv thij mus rau tom tsev kawm ntawv. Daim ntawv ntsuam xyuas no yuav siv li 5 - 10 feeb los teb. Peb nug kom txhua lub tsev neeg tsuas teb li ib daim ntawv ntsuam xyuas rau ib lub tsev kawm ntawv uas koj tus menyuam mus xwb. Yog tias koj muaj ntau tshaj ib tug menyuam uas kawm tib lub tsev kawm ntawv uas tau nqa daim ntawv ntsuam xyuas los tsev, thov teb daim ntawv ntsuam xyuas rau tus menyuam uas muaj lub hnub yug ze tshaj rau hnub no.

Tom qab koj teb daim ntawv ntsuam xyuas no tag, thov muab xa rov qab tuaj rau lub tsev kawm ntawv nrog koj tus menyuam lossis muab rau tus kws qhia ntawv. Peb yuav muab koj cov lus teb npog cia kom tsis txhob muaj leej twg paub thiab koj lub npe lossis koj tus menyuam lub npe yuav tsis pom nrog tej yam kev uas yuav tshwm sim.

Ua tsaug koj tseem los koom nrog daim ntawv ntsuam xyuas ntawm no!

+ SAU COV TSIAJ NTAWV LOJ NKAUS XWB – SIV TUS NPIV XIM XIAV LOSSIS DUB NKAUS XWB +

Lub Tsev Kawm Ntawv Lub Npe:

1. Tus menyuam uas nqa daim ntawv ntsuam xyuas ntawm no los tsev nyob qib dabtsi? ☐☐ Qib (PK,K,1,2,3…)

2. Tus menyuam uas nqa daim ntawv ntsuam xyuas no los tsev yog tus menyuam tub lossis tus menyuam ntxhais? ☐ Menyuam Tub ☐ Menyuam Ntxhais

3. Koj muaj puas tsawg tus menyuam uas nyob qib Kindergarten mus txog qib 8? ☐☐

4. Ob txoj kev sib tshuam ze rau ntawm koj lub tsev hu li cas? (Sau lub npe ntawm ob txoj kev sib tshuam)

thiab

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

5. Koj tus menyuam nyob deb npaum li cas rau ntawm lub tsev kawm ntawv?

☐ Tsawg tshaj ¼ mile ☐ ½ mile mus rau 1 mile ☐ Ntau tshaj 2 miles

☐ ¼ mile mus rau ½ mile ☐ 1 mile mus rau 2 miles ☐ Tsis paub

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 +

6. Feem ntau txhua hnub, koj tus menyuam mus thiab los tom tsev kawm ntawv li cas? (Xaiv ib qho ntawm txhua kab, khij lub npov nrog tus X)

Mus rau tom tsev kawm ntawv	**Los tom tsev kawm ntawv**
☐ Taug kev	☐ Taug kev
☐ Luv thij	☐ Luv thij
☐ Npav Tsev Kawm Ntawv	☐ Npav Tsev Kawm Ntawv
☐ Tsev neeg lub tsheb (tsuas yog cov menyuam hauv koj lub tsev neeg nkaus xwb)	☐ Tsev neeg lub tsheb (tsuas yog cov menyuam hauv koj lub tsev neeg nkaus xwb)
☐ Caij tsheb nrog lwm cov neeg (Cov menyuam yaus ntawm lwm cov tsev neeg)	☐ Caij tsheb nrog lwm cov neeg (Cov menyuam yaus ntawm lwm cov tsev neeg)
☐ Kev thauj mus los rau tib neeg (npav hauv lub nroog, tsheb ciav hlau hauv subway, tej yam li ntawd)	☐ Kev thauj mus los rau tib neeg (npav hauv lub nroog, tsheb ciav hlau hauv subway, tej yam li ntawd)
☐ Lwm yam (daim txiag log skateboard, lub scooter, cov khau log inline skates, tej yam li ntawd)	☐ Lwm yam (daim txiag log skateboard, lub scooter, cov khau log inline skates, tej yam li ntawd)

+	**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**	+

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	**Sijhawm siv mus los rau tom tsev kawm ntawv**
☐ Tsawg tshaj 5 feeb	☐ Tsawg tshaj 5 feeb
☐ 5 – 10 feeb	☐ 5 – 10 feeb
☐ 11 – 20 feeb	☐ 11 – 20 feeb
☐ Ntau tshaj 20 feeb	☐ Ntau tshaj 20 feeb
☐ Tsis paub / Tsis paub tseeb	☐ 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

	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	

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)

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

+	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	

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?

☐ Sib Zog Txhawb ☐ Txhawb ☐ Tsis Ua Ib Qho Li ☐ Txhawb Kom Tsis Txhob Ua ☐ 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?

☐ Lom Zem Heev ☐ Lom Zem ☐ Tsis Xav Li Cas ☐ Tsis Lom Zem ☐ Tsis Lom Zem Kiag 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?

☐ Noj Qab Haus Huv Heev ☐ Noj Qab Haus Huv ☐ Tsis Xav Li Cas ☐ Tsis Noj Qab Haus Huv ☐ Tsis Noj Qab Haus Huv Kiag 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	+

15. Koj tau kawm tiav qib lossis mus txog xyoo kawm ntawv siab tshaj li cas?

☐ Qib 1 mus txog 8 (Qib qis elementary)

☐ Qib 9 mus txog 11 (Kawm tiav ib co hoob high school)

☐ Qib 12 lossis GED (Kawm tiav high school)

☐ Qib siab college 1 mus rau 3 xyoos (Kawm tiav ib co hoob qib siab lossis tom lub tsev kawm ntawv qhia ua haujlwm)

☐ Qib siab college 4 xyoos lossis siab dua (Kawm tiav qib siab college)

☐ Tsis xav teb

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

ATTACHMENT B

Bicycle Crash Analysis for Wisconsin, 2006

From: Wisconsin Department of Transportation

Bicycle Crash Analysis for Wisconsin

Successful efforts have been made over the past three decades in Wisconsin to reduce the number of crashes and fatalities related to bicycle–vehicle crashes. However, a more complete understanding of these crashes was necessary in order to continue to decrease the number of serious and fatal crashes. This comprehensive crash analysis takes the first and most important step of "typing" bike-motor vehicle crashes for 2003. This report goes on to analyze these crashes in more depth and identifies commonalities between these crashes and crash characteristics, specifically related to traffic conditions, roadway attributes, and the users involved in the crashes.

REVIEW OF MAJOR FINDINGS

Based on the preliminary findings of previous smaller studies, some of this study's findings are not surprising. In another regard, the study produced significant new contributions to crash evaluation in the state. This study made an enormous contribution by determining the crash types for all bicyclist-motorist (bicycle–vehicle) crashes during an entire year. It also researched the characteristics of roadway width in more depth than in previous works. Additionally, the evaluation of sidepath crashes was not done on a statewide basis until this study was performed. Here are the major findings of the report:

- Bicycle–vehicle crashes are declining in the State of Wisconsin. From 1999 – 2004, annual crashes have decreased by 14%. Ideally, this report will contribute to a continual reduction in crashes by increasing bicyclist awareness, providing countermeasures to avoid common crashes, and increasing education amongst bicyclists and motorists.
- Bicycle–vehicle crashes are almost twice as common during workweek days than on the weekend days. The majority of workweek crashes occur during the a.m. and p.m. peak travel hours. The lower number of crashes occurring on weekends may indicate that recreational bike trips occur more frequently on recreational trails or low volume roadways where exposure is less.
- Many bicycle–vehicle crashes had similar characteristics. A large concentration of crashes occurred within one of, or a combination of, the following environments: in an urban city, at an intersection, or on an urban city street or arterial roadway. Eighty-three percent of crashes occurred in a city (MV4000 Report), 93.6% of crashes occurred in an urban area (MV4000 Report), 65.7% of crashes occurred at an intersection (PBCAT), 71.7% of crashes occurred on a city street (MV4000 Report), and 56.1% of crashes occurred on an arterial street.
- Unfortunately, alcohol was a factor in some of the crashes. The MV4000 data does not declare whether the driver or bicyclist was under influence, only if alcohol was a factor in the crash. 4.2% of urban crashes reported alcohol as being involved and 4.6% of rural crashes reported alcohol as being involved. This is slightly lower than national percentages from the Crash Types of the Early 1990's report and compares to a 7.0% alcohol involvement of all Wisconsin crashes.
- Bicycle–vehicle crashes occurred mainly during daylight hours, and when they did occur at night, most were in a location with lighting. Over 83% of crashes occurred during daylight hours, and of the 12.3% of crashes occurring at night, only one out of every ten occurred without some sort of lighting present.

Source: Bicycle Crash Analysis for Wisconsin Using a Crash Typing Tool (PBCAT) and Geographic Information System (GIS); Michael Amsden and Thomas Huber; June 2006

Bicycle Crash Analysis for Wisconsin

- Male bicyclists were involved in almost 75% of all bicycle – vehicle crashes. Even crashes involving children reported over 70% of the bicyclists being male.
- Almost 80% of rural bicycle–vehicle crashes occurred on roadways with posted speed limits of 55 miles per hour. Crashes occurring at such high rates of speed will increase the likelihood of a bicyclist injury or death. This is evident in the higher percentage of rural crashes resulting in fatalities than in urban crashes.
- Four out of the top five crash types indicate that the motorist made the critical error. This may indicate that motorists are not fully aware of bicyclists on the roadway and that increased education is necessary.
- Urban areas and urban streets have much higher crash rates than rural areas based on all indices examined - miles of roadway, bicycle miles traveled, and vehicle miles traveled. Although crash rates were higher for urban areas, the rate of fatal crashes was double for rural crashes compared to urban crashes based on bicycle miles traveled.
- Milwaukee County has the highest average crash rate when bicycle miles traveled and vehicle miles traveled are averaged together. The rate is three times that of the lowest counties of Brown, Marathon, and Wood.
- The city of Madison has a low average crash rate based on bicycle miles traveled. A scattering of other cities – Appleton, Green Bay, and Wausau also have relatively low average crash rates based on bicycle miles traveled, but none of these communities come close to the total bicycle miles traveled as demonstrated by Madison.
- When bicycle-vehicle crash rate is compared to the overall crash rate for all vehicles, the rate was twice as high for bicycle-vehicle crashes compared to all vehicle crashes. The bicycle crash rate was based on bicycle miles traveled, while the comparison rate for total vehicle crashes was based on total vehicle miles traveled.
- For local rural roads, the greater the width, the lower the bicycle-vehicle crash rate. Twenty foot roadways had a crash rate that was double the crash rate of 22 foot roadways, but the 22 foot roadways had a rate that was over 40% higher then 24' roadways. Overtaking-type crashes were significantly lower for 24' roadways.
- Rural state highways had much lower bicycle-vehicle crash rates then local roads. Similar to local roads, 24-foot roadways had significantly lower crash rates then 22-foot roadways. Interestingly, having three foot paved shoulders did not improve the crash rate among these widths of roadways. However, the crash rate did significantly lessen when five [foot] paved shoulders were added (compared to three foot paved shoulders).
- Sidepath crashes are common crashes in urban areas. Twenty-nine percent of all urban crashes were recorded as such. Motorist drive-out from both sign and signal-controlled intersections are by far the two most common crash types. How significant a problem this is, is difficult to ascertain without knowing the frequency of bicycle use on sidepaths/walks and their connecting crosswalks.

Source: Bicycle Crash Analysis for Wisconsin Using a Crash Typing Tool (PBCAT) and Geographic Information System (GIS); Michael Amsden and Thomas Huber; June 2006

ATTACHMENT C

Highlights of…
Wisconsin Pedestrian and Bicycle Crash Analysis: 2011-2013

From: Wisconsin Department of Transportation

Highlights

Overall Trends in Wisconsin Pedestrian and Bicycle Safety

- Higher levels of walking and bicycling were associated with greater pedestrian and bicyclist safety: between 2006 and 2013, the number of people walking and bicycling to work increased and the risk of pedestrian and bicyclist fatalities and injuries (per commuter) decreased.
- Of fatal traffic crashes reported between 2011 and 2013, approximately 10% involved pedestrians and 2% involved bicyclists. Approximately 9% of total trips were made by pedestrians and 1% were made by bicyclists, so these travel modes were overrepresented in fatal crashes.
- The highest concentrations ("hot spots") of fatal and severe-injury pedestrian and bicycle crashes tend to be along signalized, multilane, arterial roadway corridors in urban and suburban areas with moderate to high levels of pedestrian or bicycle activity. Without controlling for pedestrian and bicycle volumes (or other measures of exposure), it is not possible to determine if these locations experienced more crashes simply because they had more activity or because their conditions were inherently more dangerous. Regardless, these types of locations warrant attention due to high numbers of crashes.

Fatal Pedestrian and Bicycle Crashes

The following points highlight common characteristics of fatal pedestrian and bicycle crashes reported in Wisconsin between 2011 and 2013. Note that these results do not control for exposure: some characteristics may have high percentages of crashes because they are associated with higher levels of pedestrian or bicycle activity.

Fatal Pedestrian Crashes: Location

- 83% were at locations with no traffic signal or stop sign facing the driver (some of these locations had crosswalks, which require motorists to yield the right-of-way to pedestrians).
- 74% were on arterial or collector roadways.
- 55% occurred on roadways between intersections (i.e., >50 feet from the nearest intersection).
- 46% were on roadways with speed limits of 35 mph or higher.
- 36% were on rural roadways.
- 20% were at night on roadways with no lights.

Fatal Pedestrian Crashes: Behavior

- 77% involved a motor vehicle traveling straight.
- 31% involved alcohol (either the driver or the pedestrian had been drinking alcohol).
- 28% involved a driver not yielding to a pedestrian in a crosswalk.
- 65% of fatalities at intersections involved driver error (59% failed to yield to a pedestrian in a crosswalk and 6% violated a traffic signal) while 12% involved pedestrian error (violated a traffic signal).

Fatal Pedestrian Crashes: Other

- 52% occurred between 3 p.m. and midnight. The peak 3-hour period was 3 to 6 p.m. (24%).
- 31% involved pedestrians aged 65 or older.

Fatal Bicycle Crashes: Location

- 76% were on arterial or collector roadways.
- 70% were on roadways with speed limits of 35 mph or higher.

- 67% were at locations with no traffic control for the driver (i.e., no traffic signal or stop sign).
- 64% were on roadways between intersections.
- 33% were on rural roadways.

Fatal Bicycle Crashes: Behavior

- 79% involved a motor vehicle traveling straight.
- 39% involved a motor vehicle striking a bicyclist from behind on a roadway. Of these rear-end fatalities, 62% were on rural highways and 31% occurred during darkness.
- 27% involved alcohol (either the driver or the bicyclist had been drinking alcohol).

Fatal Bicycle Crashes: Other

- Crashes involving bicyclists younger than age 20 decreased from 62% of all bicycle crashes in 2003 to 33% of all bicycle crashes between 2011 and 2013 (includes all injury severity levels).

Strategies to Improve Pedestrian and Bicycle Safety

This report recommends a multi-faceted approach to reduce pedestrian and bicycle crash risk, including engineering, education, enforcement, and evaluation strategies.

Engineering

- Reduce roadway design speeds (e.g., reduce the number of lanes, narrow roadway lanes).
- Reduce roadway crossing distances.
- Provide pedestrian and bicycle facilities (e.g., sidewalks, paved shoulders, and bicycle lanes).
- Improve roadway lighting.

Education

- Increase driver awareness of laws requiring them to yield to pedestrians in crosswalks and provide at least three feet of space when passing bicyclists (even when a bike lane exists).
- Increase driver awareness of the danger they pose to their neighbors who are walking and bicycling when they speed, are intoxicated, or are distracted (e.g., texting while driving, eating).
- Increase driver awareness of their responsibility to travel at a prudent speed (potentially lower than the speed limit) in order to be able to react safely to pedestrians and bicyclists at night.
- Increase bicyclist awareness of the risk of riding in the opposite direction of adjacent traffic, disobeying traffic control, and bicycling at night without lights and bright clothing.
- Increase pedestrian awareness of the risk of walking while intoxicated and disobeying traffic control. Emphasize the importance of pedestrian nighttime visibility to aid driver detection.

Enforcement

- Enforce laws to reduce drunk driving, speeding, failure to yield to pedestrians, and passing too close to bicyclists
- Enforce laws to reduce bicycling at night without lights and pedestrian and bicyclist traffic signal violations.

Evaluation

- Improve police pedestrian and bicycle crash reporting practices to record details such as alcohol involvement by person/individual, crash type, helmet use, use of lights, and relevant maintenance problems.
- Collect pedestrian and bicycle counts and surveys to account for exposure.
- Quantify the impacts of specific intersection and roadway characteristics, education, and enforcement efforts on pedestrian and bicycle crash risk to inform future recommendations.

ATTACHMENT D

Adoption Documentation

From: Various governing bodies

Placeholder for resolution(s).

ATTACHMENT E

Elementary School Unusually Hazardous Transportation Plan

From: Wausau School District

Wausau School District

Elementary School Unusually Hazardous Transportation Plan

August 28, 2017

It is the mission of the Wausau School District to advance student learning, achievement, and success.

The Wausau School District presents this Unusually Hazardous Transportation (UHT) Plan to the Wisconsin Department of Public Instruction (DPI). Once approved the students living in the identified areas, which are all within two miles from their respective elementary schools, will be offered transportation to and from school.

Wausau School District
415 Seymour Street
PO Box 359
Wausau, WI 54402-3059
Phone: 715-261-0500

Wausau School District Elementary Unusually Hazardous Transportation Plan

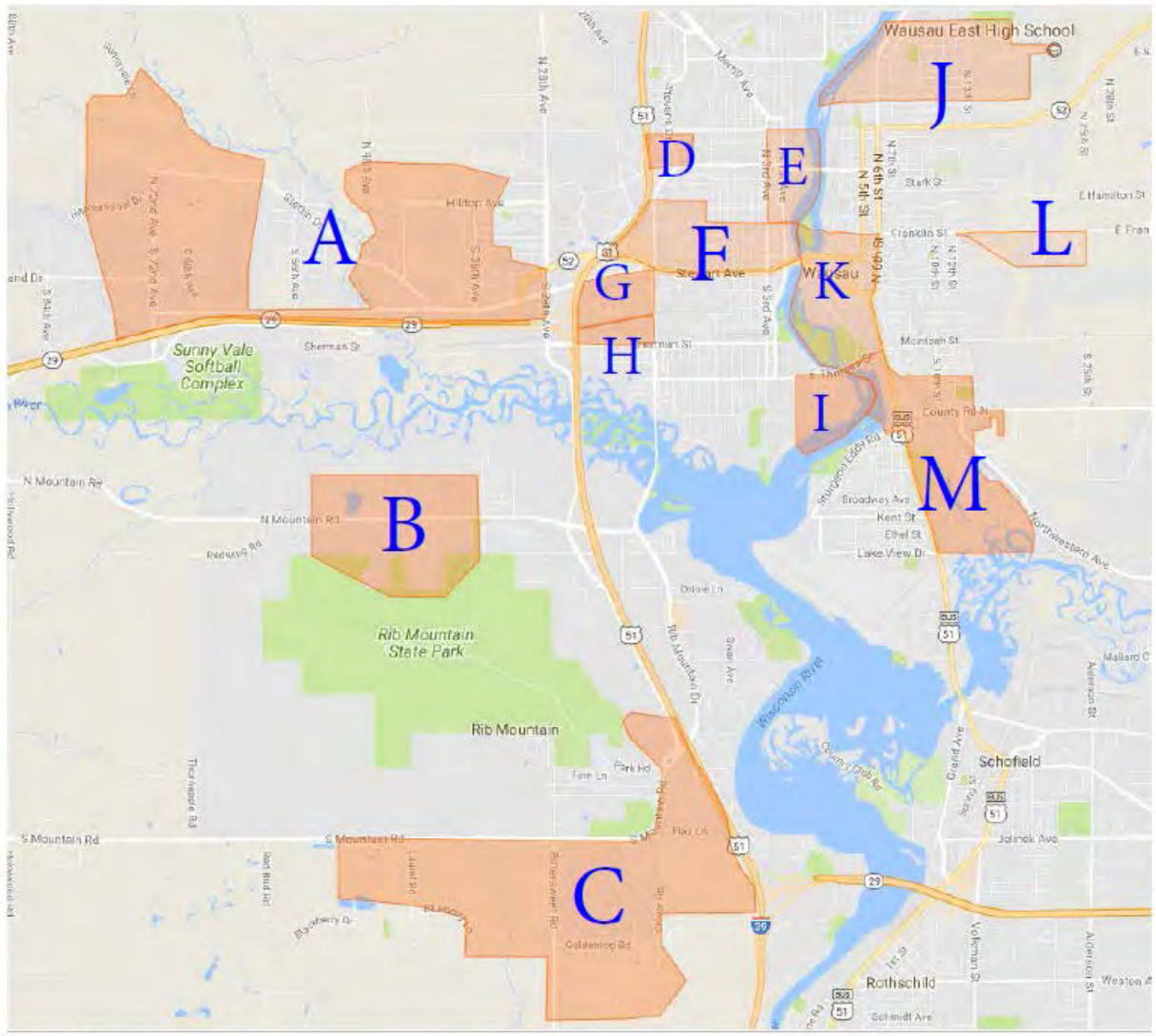
2017-18 school year and beyond

August 28, 2017

The following represents the Elementary School Unusually Hazardous Transportation (UHT) Plan for the Wausau School District. It is a comprehensive plan that includes addresses in the District which are less than two miles from the assigned elementary school for that address whose route to that school is considered unusually hazardous. Factors considered for declaring these areas as unusually hazardous are: age of pupils, lack of sidewalks, lack of crossing guards, lack of local law enforcement, railroad crossings, width of shoulder or road/highway, traffic counts, temporary hazards such as construction projects or street repairs and other conditions identified by local units of government.

Summary of all UHT Elementary Zones in the District

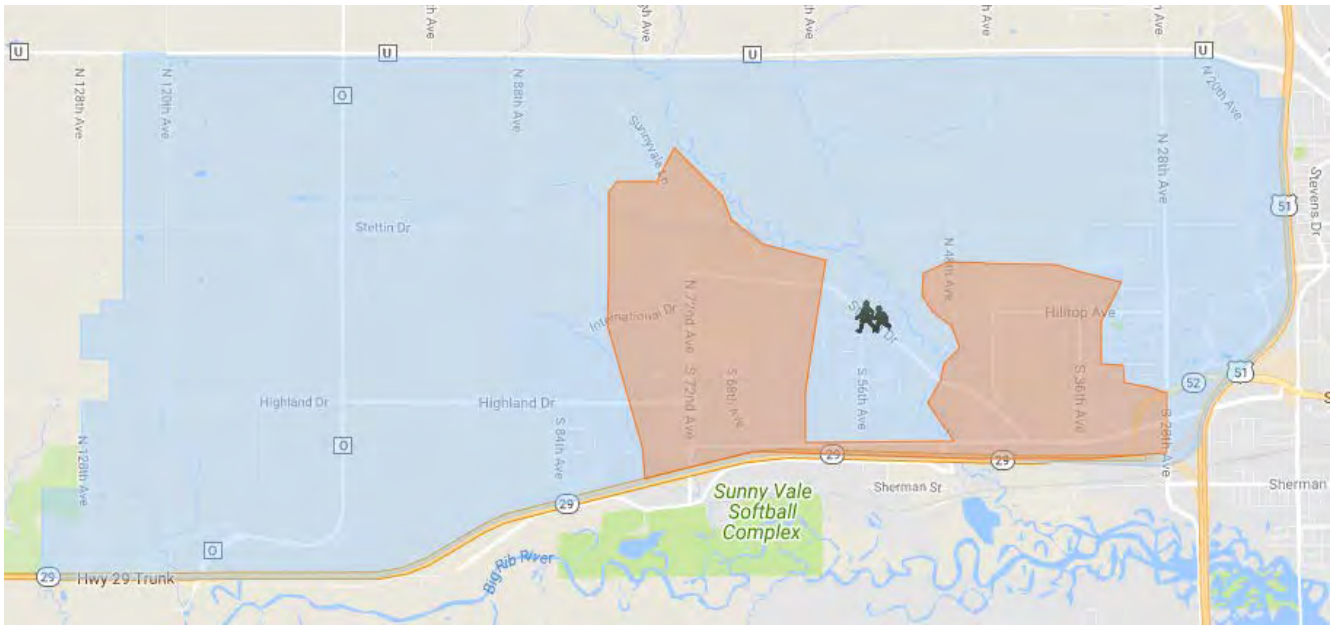
Each Elementary School UHT Zone is labeled with a letter corresponding to all the individual zones to follow.

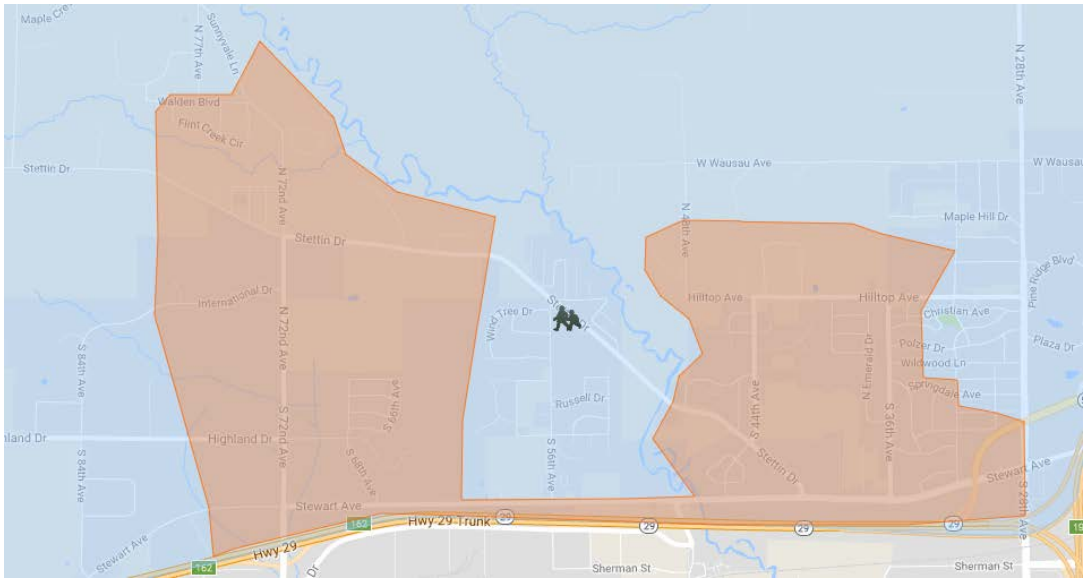


A. Stettin Elementary School UHT Zone

Unusually Hazardous Transportation (UHT) area to the south, east, and west of Stettin Elementary School. The western and eastern portions of the area are identified as hazardous because of high traffic counts on Stettin Drive, vehicles travel at a high rate of speed, along with lack of sidewalks and narrow shoulders. The southern part of this UHT is identified as hazardous because of the high traffic count, high speed of traffic, and lack of sidewalks on Stewart Ave. The UHT area will be offered yellow bus service.

Represents location of Stettin Elementary School

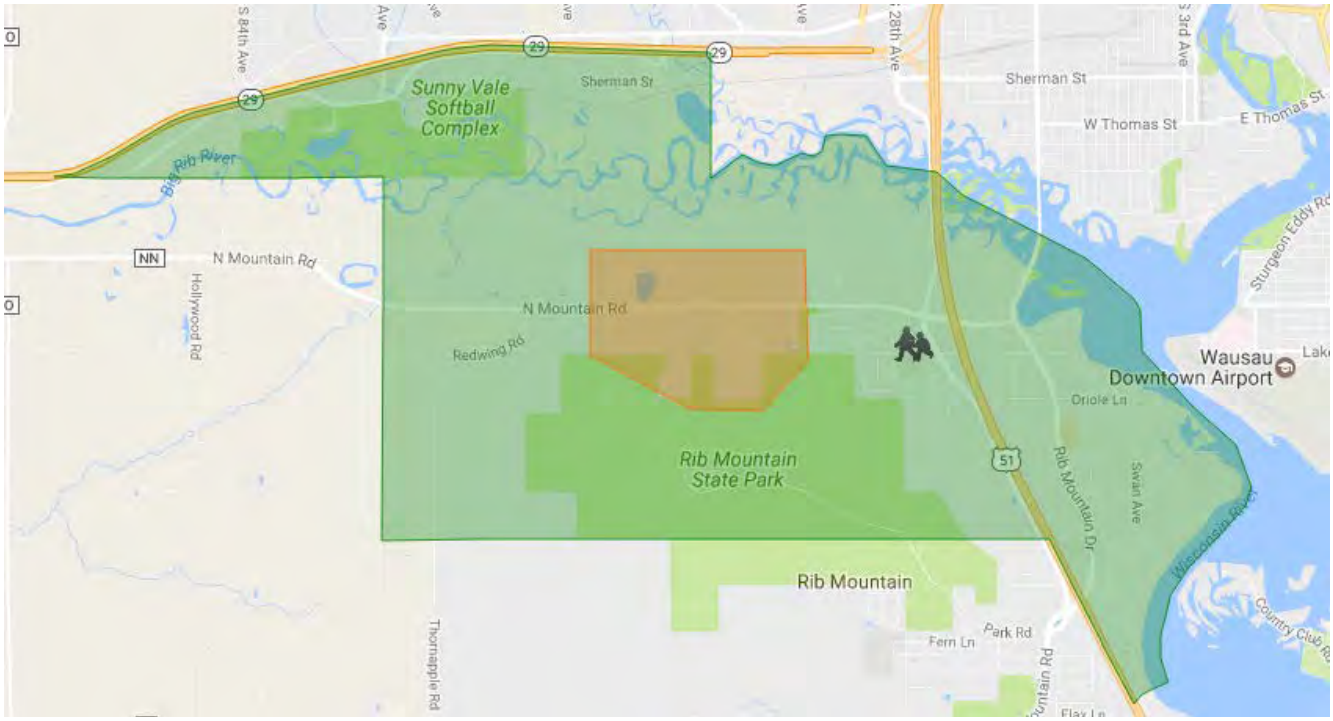


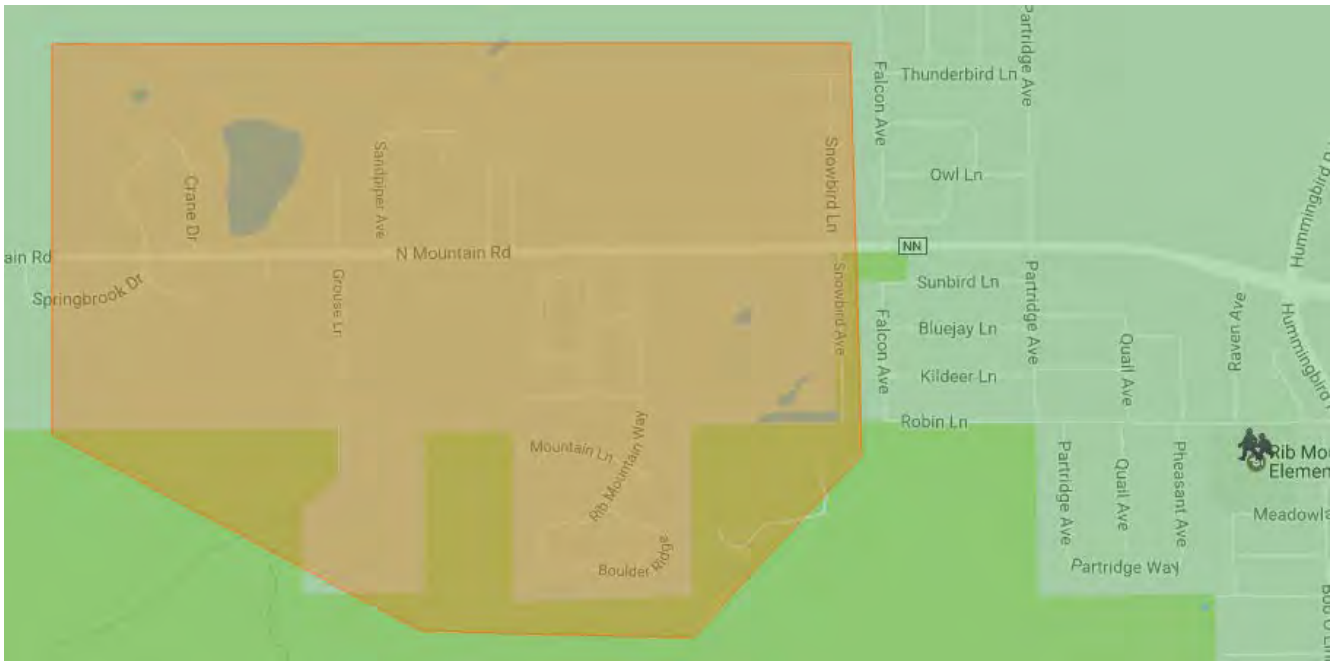


B. Rib Mountain Elementary School UHT Zone

Unusually Hazardous Transportation (UHT) area to the west of Rib Mountain Elementary School on both sides of North Mountain Road. This area is identified as hazardous because of high traffic counts on North Mountain Road, vehicles travel at a high rate of speed, along with lack of sidewalks and narrow shoulders. The UHT area will be offered yellow bus service.

Represents location of Rib Mountain Elementary School

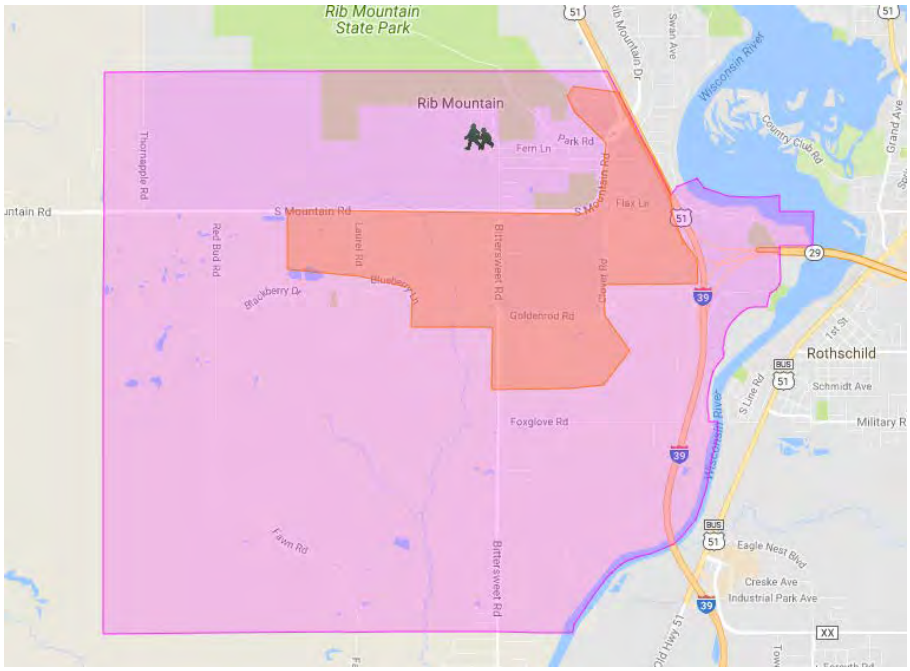


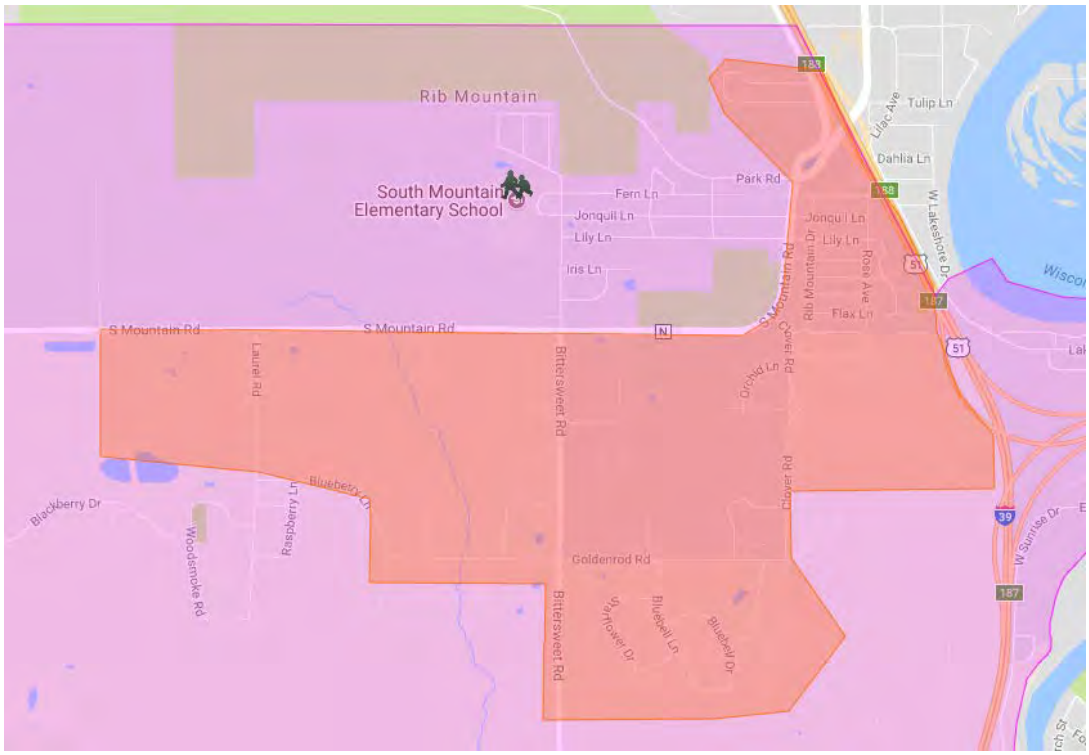


C. South Mountain Elementary School UHT Zone

Unusually Hazardous Transportation (UHT) area to the south of South Mountain Elementary School including area inside the two mile limit and south of South Mountain Road along with addresses off of Hummingbird Road. This area is identified as hazardous because of high traffic counts on South Mountain Road, vehicles travel at a high rate of speed, along with lack of sidewalks and narrow shoulders. The UHT area will be offered yellow bus service.

Represents location of South Mountain Elementary School



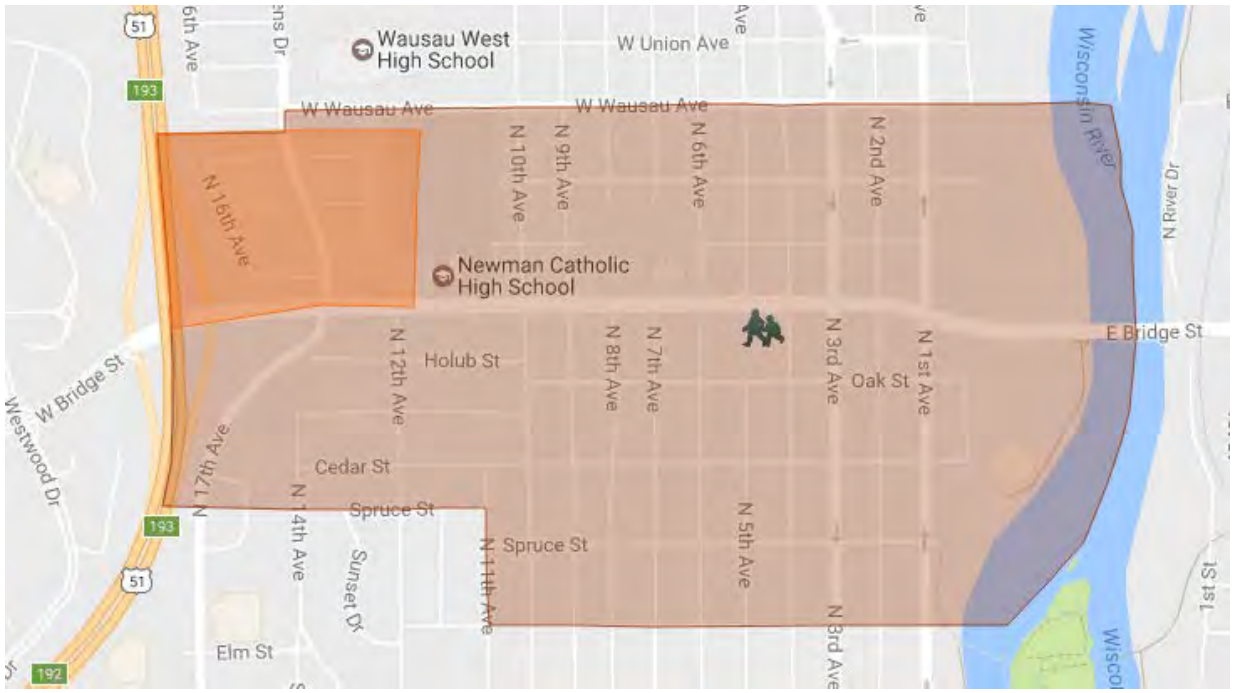


D. Grant Elementary School UHT Zone (1)

Unusually Hazardous Transportation (UHT) area west of Stevens Drive and north of Bridge St. for Grant Elementary School

Unusually Hazardous Transportation (UHT) along Stevens Drive and north of Bridge Street in northwest part of the Grant Elementary School attendance area. This area is identified as hazardous because of high traffic counts on Stevens Drive, lack of sidewalks, and lack of a crossing guard on Stevens Drive. The UHT area will be offered yellow bus service.

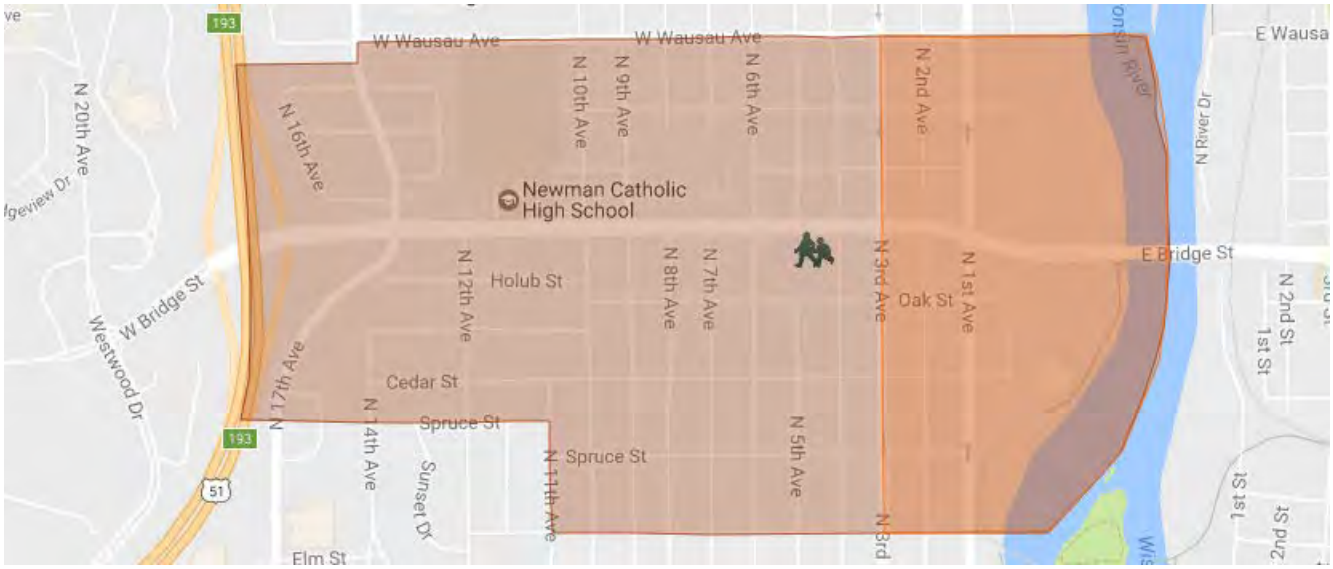
Represents location of Grant Elementary School

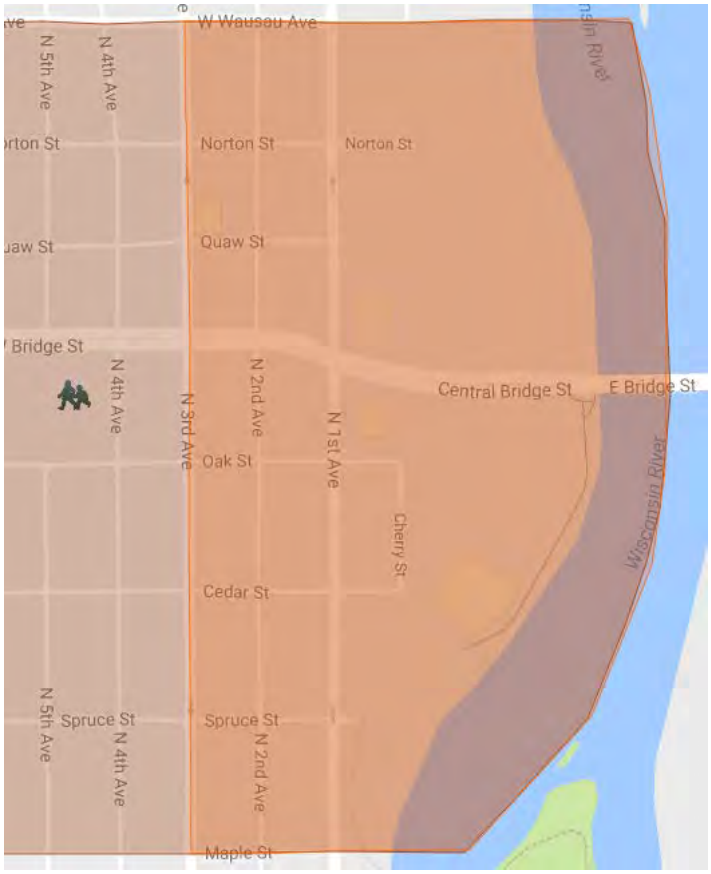


E. Grant Elementary School UHT Zone (2)

Unusually Hazardous Transportation (UHT) area east of 3rd Avenue for Grant Elementary School. This area is identified as hazardous because of high traffic counts on 1st and 3 rd Avenue, vehicles travel at a high rate of speed, there are limited traffic lights, and lack of crossing guards. The UHT area will be offered yellow bus service.

Represents location of Grant Elementary School

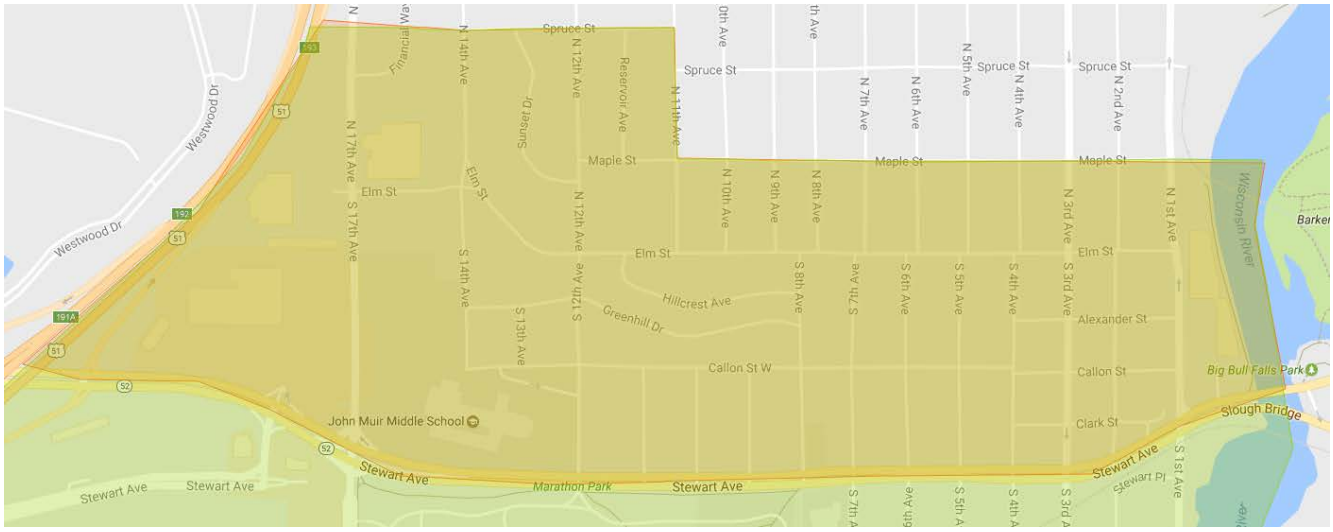




F. Lincoln Elementary School UHT Zone (1)

Unusually Hazardous Transportation (UHT) area north of Stewart Avenue for Lincoln Elementary School. This area is identified as hazardous because of high traffic counts on Stewart Avenue, vehicles travel at a high rate of speed, there are limited traffic lights, and lack of crossing guards. The UHT area will be offered yellow bus service.

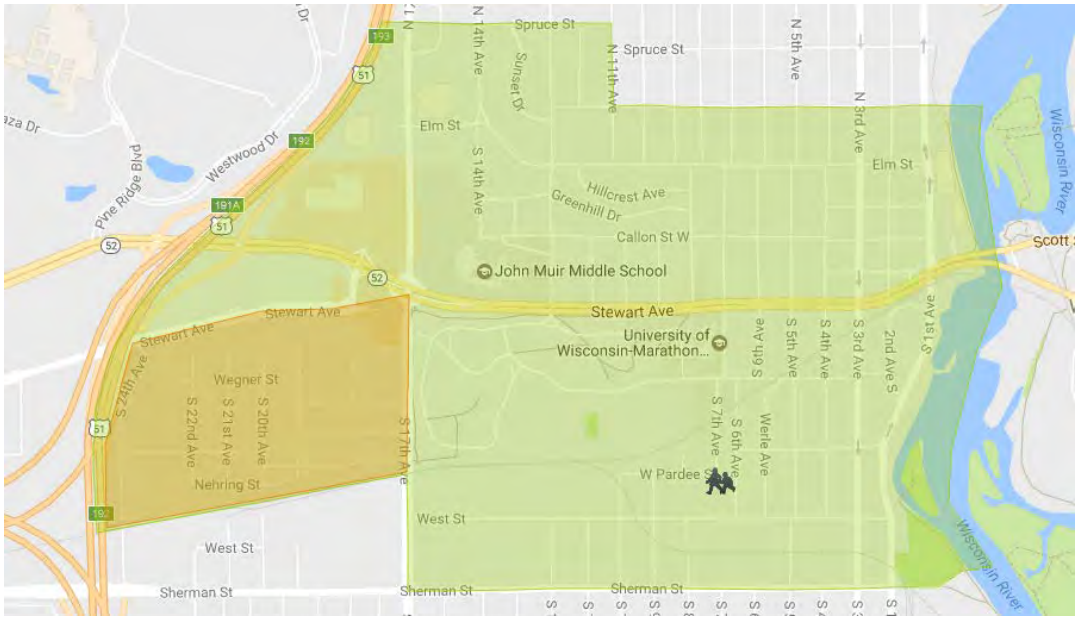
Represents location of Lincoln Elementary School

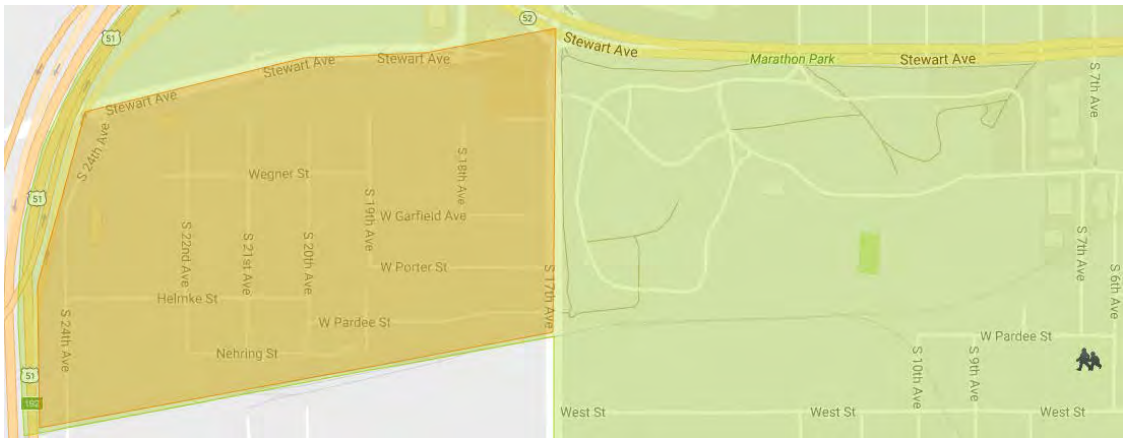


G. Lincoln Elementary School UHT Zone (2)

Unusually Hazardous Transportation (UHT) area to the west 17th Avenue for Lincoln Elementary students. This area is identified as hazardous because of high traffic counts on 17th Avenue, vehicles travel at a high rate of speed, there are limited traffic lights, and lack of crossing guards The UHT area will be offered yellow bus service.

Represents location of Lincoln Elementary School

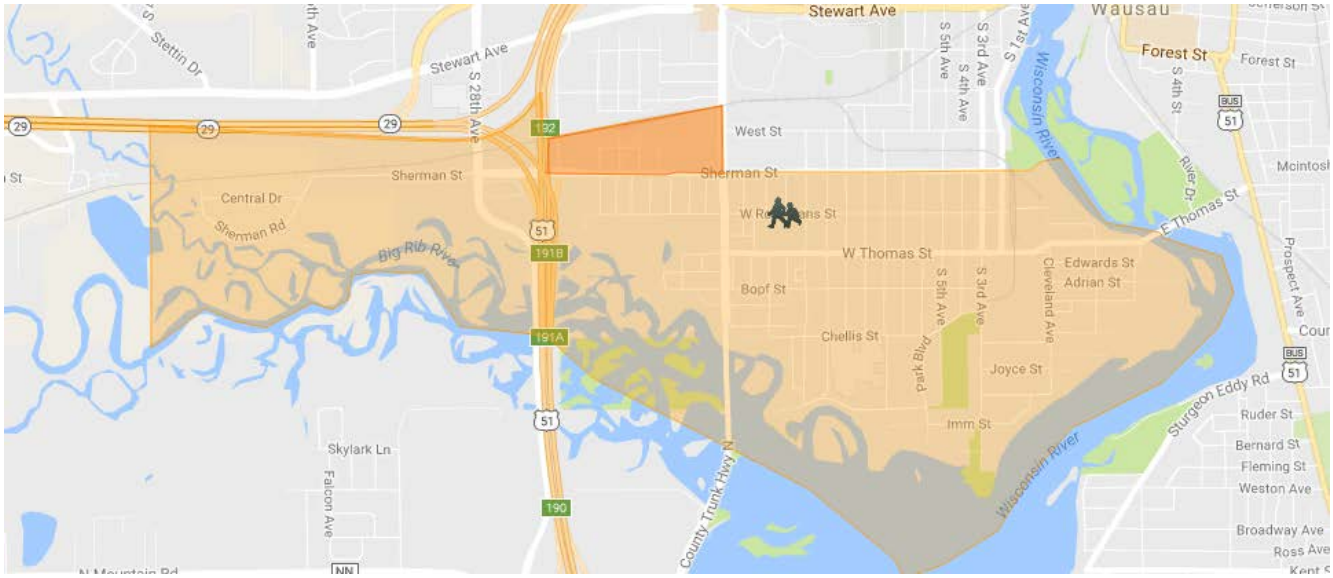


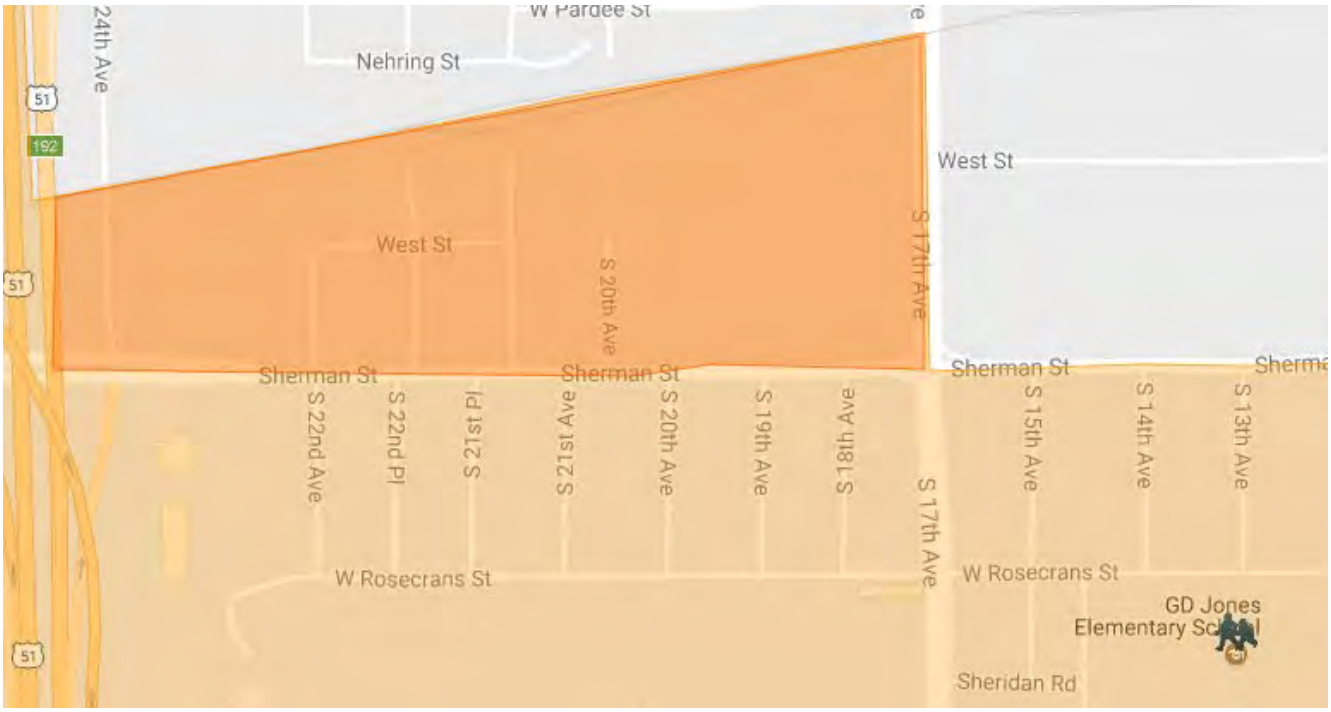


H. GD Jones Elementary School UHT Zone (1)

Unusually Hazardous Transportation (UHT) area to the west of 17th Avenue for GD Jones Elementary students. This area is identified as hazardous because of high traffic counts on 17th Avenue, vehicles travel at a high rate of speed, there are limited traffic lights, and lack of crossing guards. The UHT area will be offered yellow bus service.

Represents location of GD Jones Elementary School

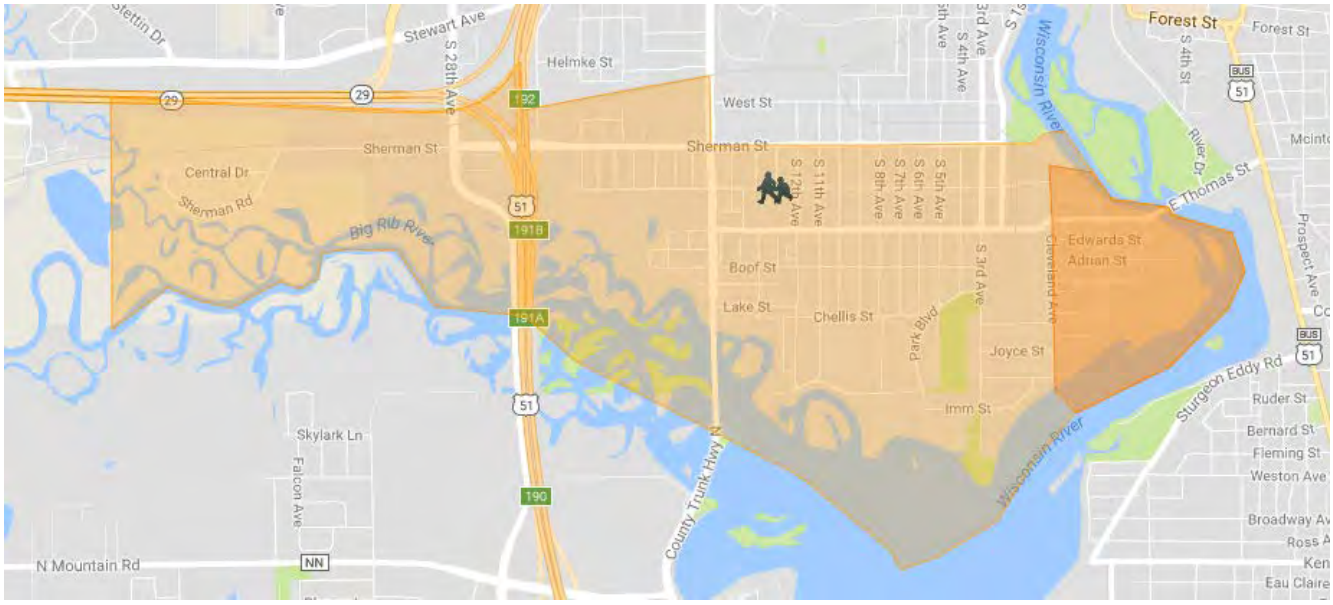


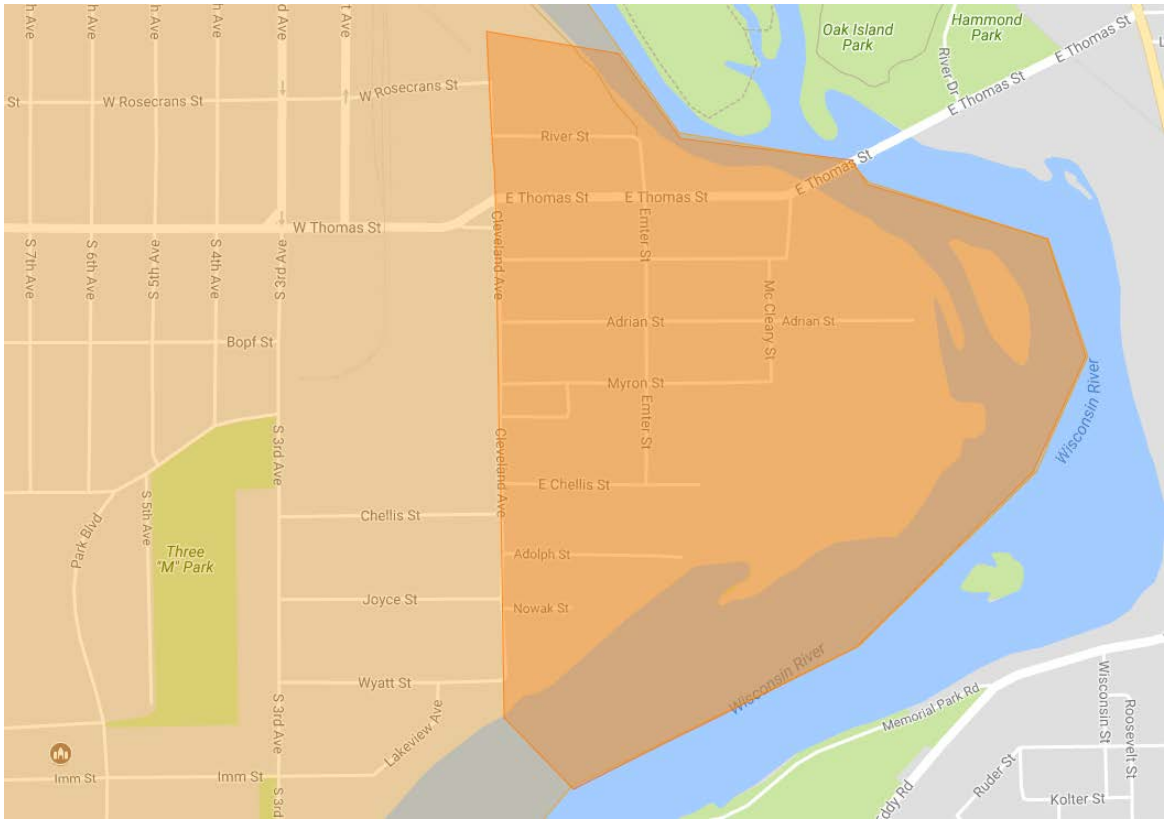


I. GD Jones Elementary School UHT Zone (2)

Unusually Hazardous Transportation (UHT) area to the east of Cleveland Avenue and north and south of Thomas Street for GD Jones Elementary students. This area is identified as hazardous because of high traffic counts on both Cleveland Avenue and Thomas Street, vehicles travel at a high rate of speed, there are limited traffic lights, and lack of crossing guards. The UHT area will be offered yellow bus service.

Represents location of GD Jones Elementary School

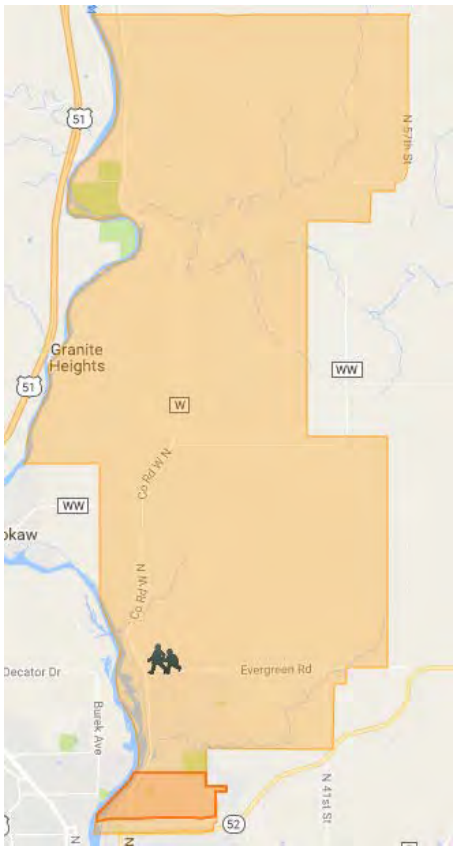


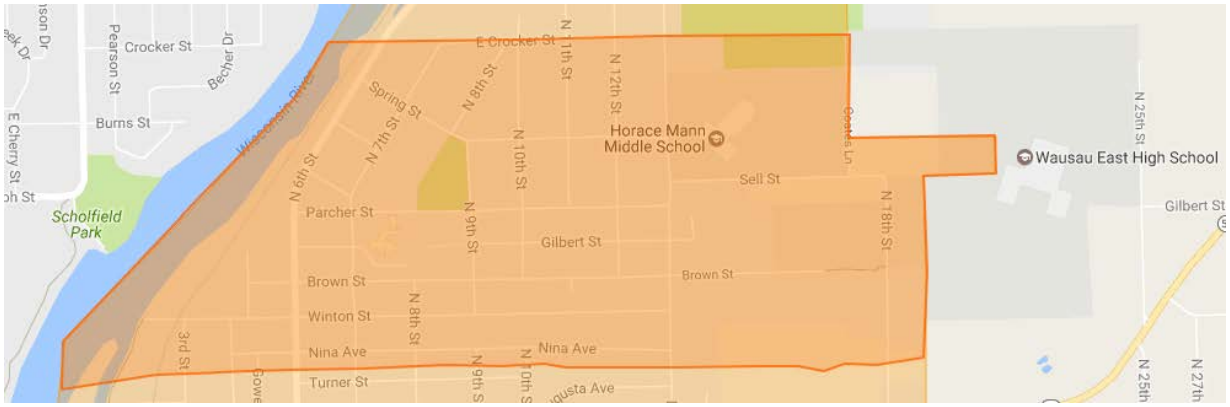


J. Riverview Elementary School UHT Zone

Unusually Hazardous Transportation (UHT) area south of East Crocker Street for Riverview Elementary School students. This area is identified as hazardous because of high traffic counts on North 6th Street, vehicles travel at a high rate of speed, there are limited traffic lights, and lack of crossing guards. There are also portions of North 6th Street that lack sidewalks and there is no natural walking route that avoids North 6th Street. The UHT area will be offered yellow bus service.

Represents location of Riverview Elementary School

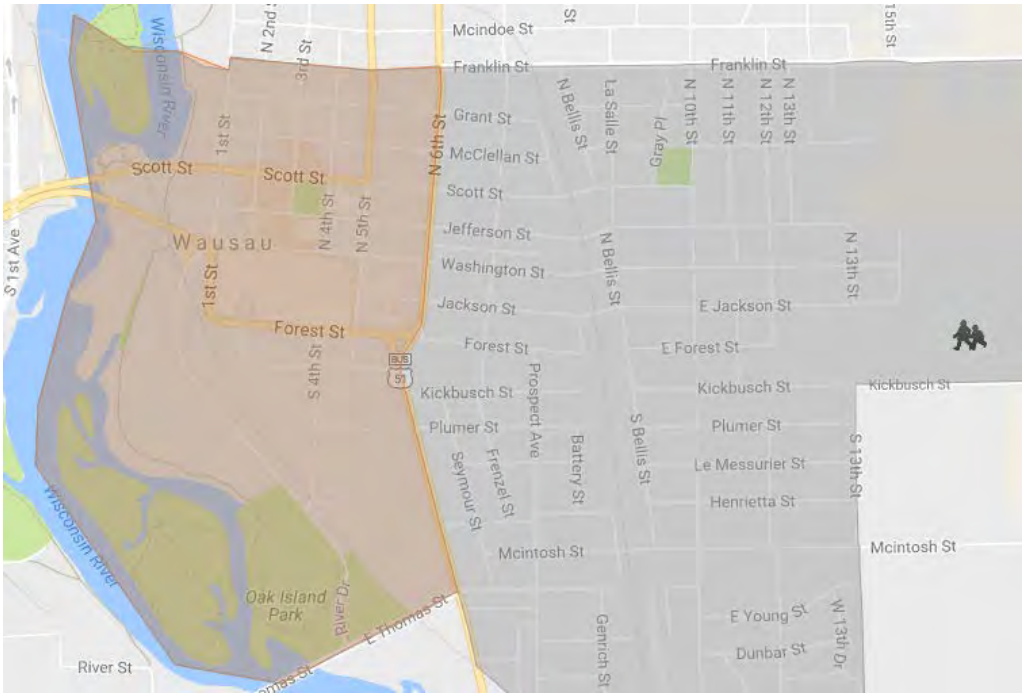




K. Hawthorn Hills Elementary School UHT Zone (1)

Unusually Hazardous Transportation (UHT) area west of Grand Avenue/North 6th Street for Hawthorn Hills Elementary School students. This area is identified as hazardous because of high traffic counts on Grand Avenue/North 6th Street, vehicles travel at a high rate of speed, and lack of crossing guards. The UHT area will be offered yellow bus service.

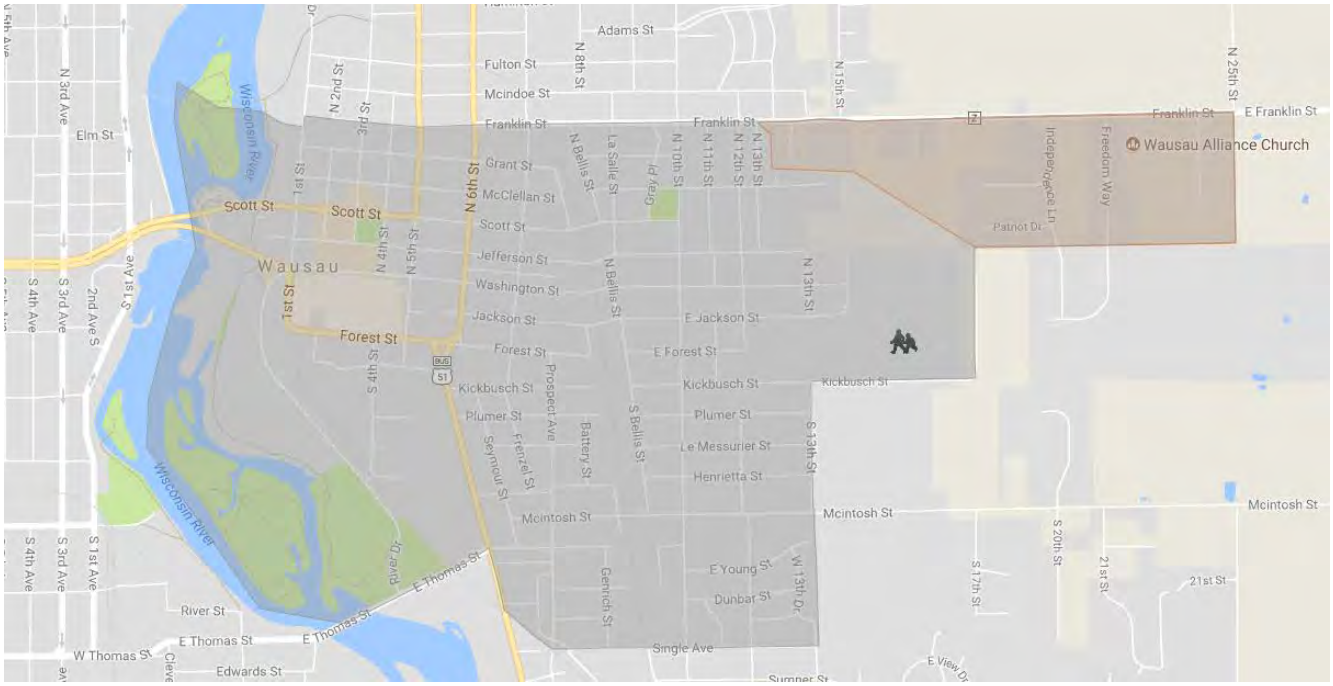
Represents location of Hawthorn Hills Elementary School

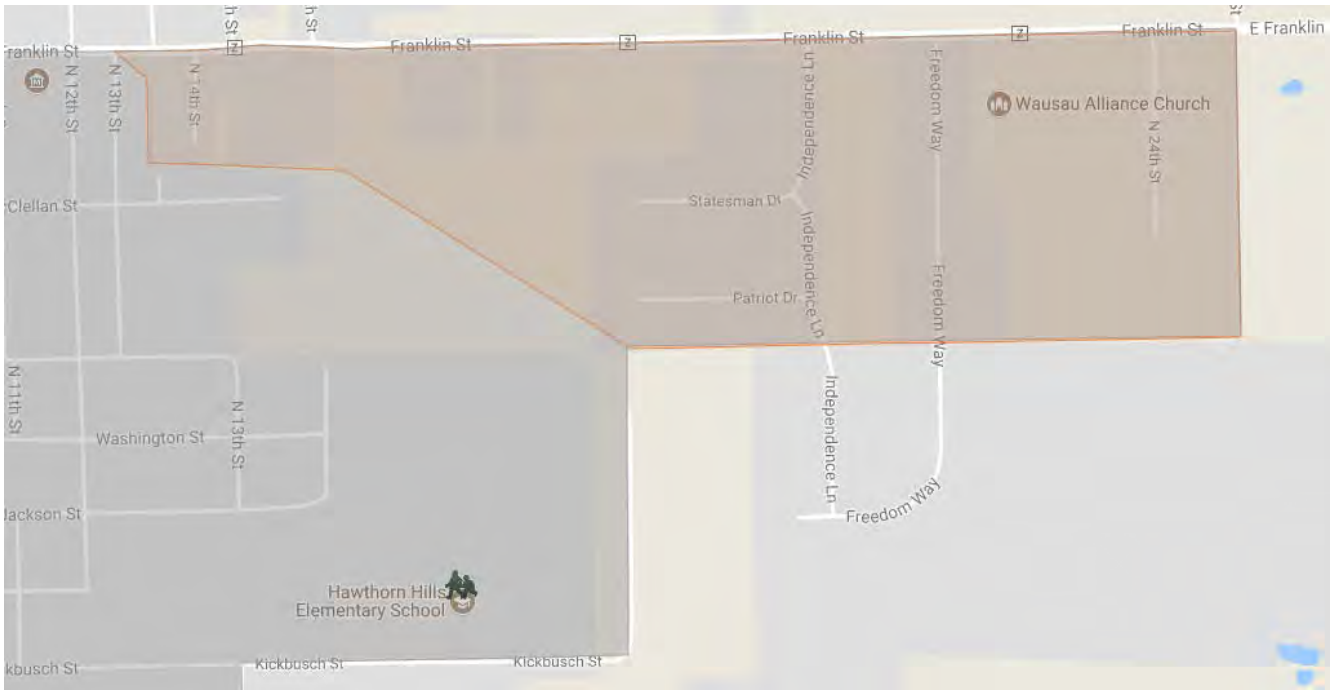


L. Hawthorn Hills Elementary School UHT Zone (2)

Unusually Hazardous Transportation (UHT) on Franklin St. east of 13th Street and south of Franklin Street from Independence Way to 25th Street for Hawthorn Hills Elementary School students. This area is identified as hazardous because of high traffic counts on Franklin Street, vehicles travel at a high rate of speed, along with lack of sidewalks and narrow shoulders. The UHT area will be offered yellow bus service.

Represents location of Hawthorn Hills Elementary School

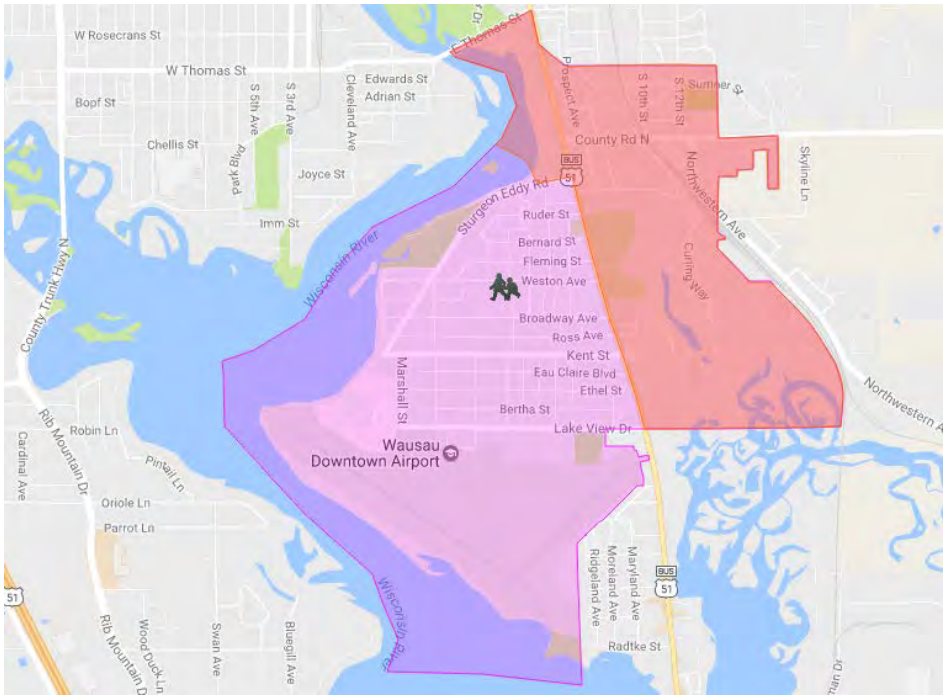




M. John Marshall Elementary School UHT Zone

Unusually Hazardous Transportation (UHT) east of Grand Avenue and north of Sturgeon Eddy Road for John Marshall Elementary School students. This area is identified as hazardous because of high traffic counts on Grand Avenue, vehicles travel at a high rate of speed, and lack of crossing guards. The UHT area will be offered yellow bus service.

Represents location of John Marshall Elementary School



ATTACHMENT F

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

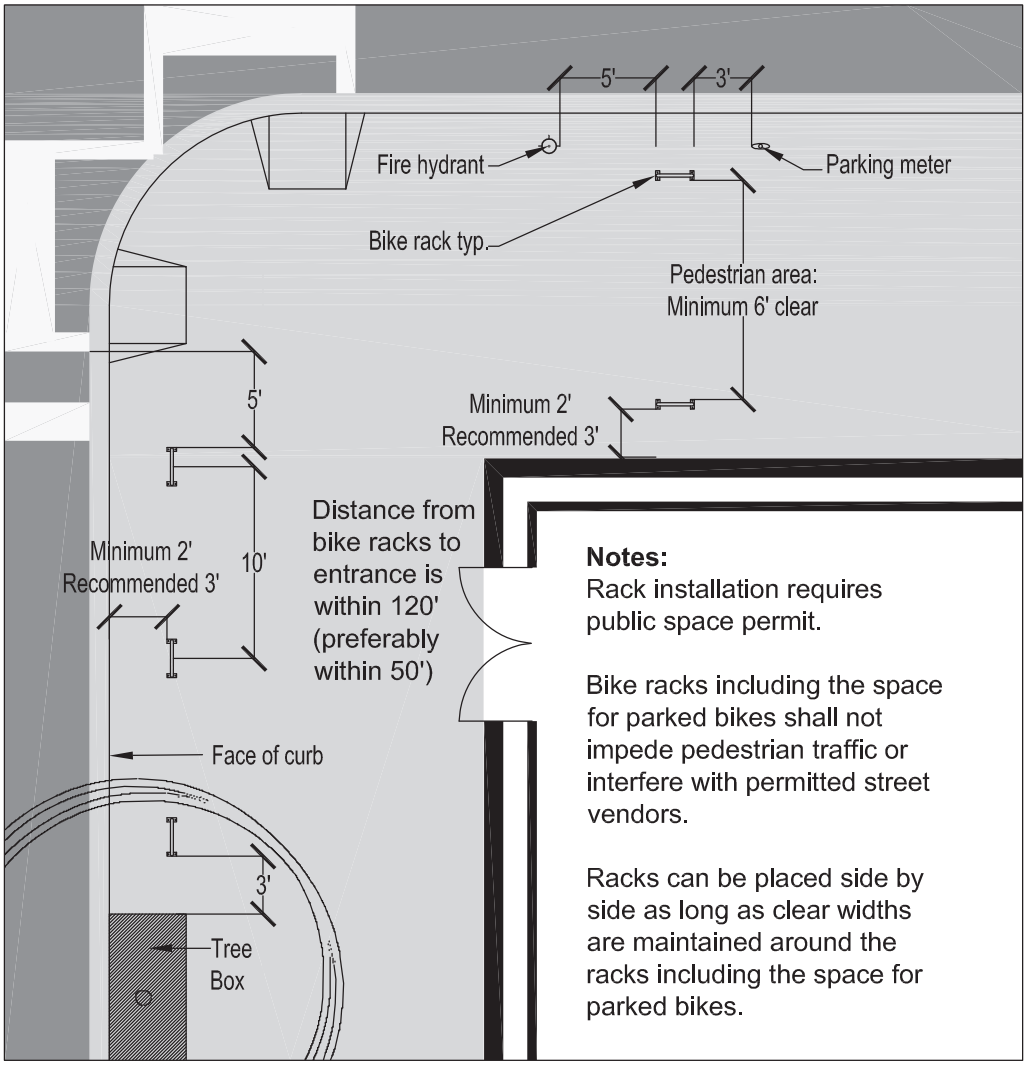
Min. 2', Rec. 3' from:
Curb

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

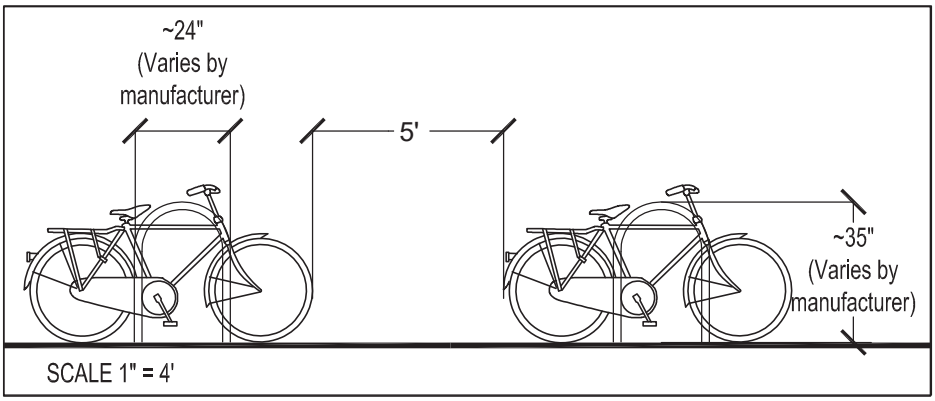
For racks set parallel to a wall:
Min. 24", Rec. 36"

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



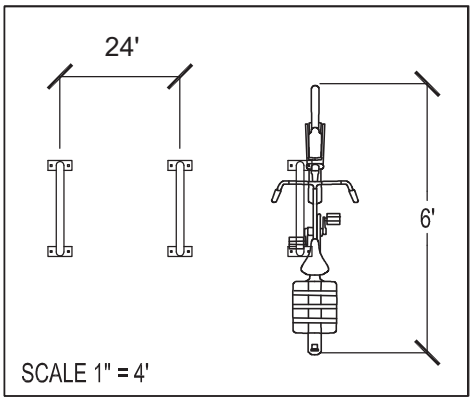
SCALE 1" = 10'

SIDE VIEW



SCALE 1" = 4'

SIDE BY SIDE RACKS:



SCALE 1" = 4'

City of Baltimore Department of Transportation Bicycle Facility Design Guide	REVISED: Aug. 2005 SCALE: AS NOTED	4

ATTACHMENT G

Sample Bike Enclosures

From: North Central Wisconsin Regional Planning Commission

Sample Bike Enclosures and Shelters

A ***Instead of standard fence panels enclosing a bike locker like this:***

Source: DERO

…A more creative enclosure could look like this:

Source: DERO

Bicycle enclosure with custom metal panels potentially made at a Wausau high school.

Sample Bike Enclosures and Shelters

B If an enclosure is not needed, then here is another shelter design. Just the following supported roof over a set of bike racks could encourage more biking:

Source: NCWRPC

Wall racks maximize capacity. Ground racks are convenient to understand.

Source: NCWRPC

Air pump.

Water bottle filling drinking fountain.

WE CAN'T ALL BE BIKES
****
Please
DON'T CLIMB ON THE BIKE RACKS

Electric outlet not convenient if needed by electric bikes.

Sample Bike Enclosures and Shelters

Source: NCWRPC

ATTACHMENT H

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.

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

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.

Continued on next page...

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."

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