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# Wisconsin Rapids Safe Routes to School Plan 2026



## ACKNOWLEDGEMENTS

The Wisconsin Rapids Safe Routes to School Plan was developed with the following residents and staff. Special thanks are extended to the following:

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

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# PLAN SUMMARY



The Wisconsin Rapids Safe Routes to School (SRTS) Plan was developed by the North Central Wisconsin Regional Planning Commission (NCWRPC) in conjunction with the City of Wisconsin Rapids, Wisconsin Rapids Public Schools, and the Wisconsin Rapids' 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.

### Why Safe Routes to School?

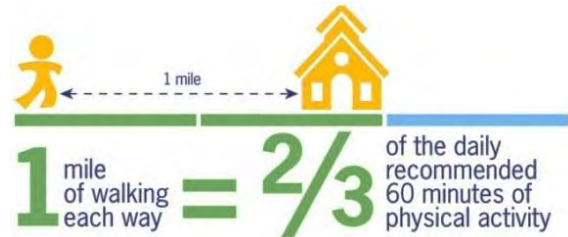
Safe Routes to School (SRTS) is an international movement that began in Denmark in the 1970s when high student traffic deaths occurred. The U.S. Congress established a nationwide SRTS program in 2005 due to high child pedestrian crash rates and rising childhood obesity rates.

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

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

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

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



### Plan Results

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

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

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

# PREFACE

## About the North Central Wisconsin Regional Planning Commission

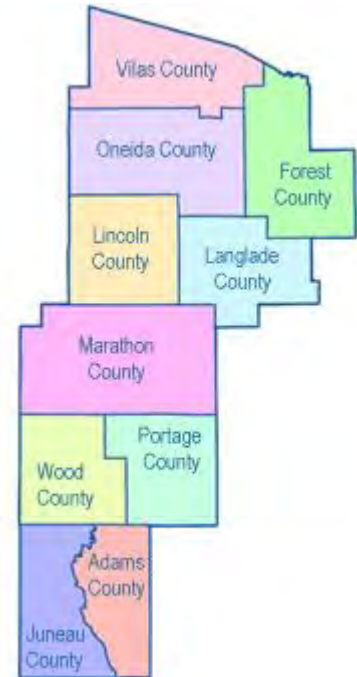


The North Central Wisconsin Regional Planning Commission (NCWRPC) is a voluntary association of governments created in 1973 under Wisconsin State Statute 66.945, now 66.0309. NCWRPC provides assistance throughout its 10-county region in the areas of:

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

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

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



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

## The Region’s Comprehensive Plan

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

Working as a region, all communities can be made more livable. When residents are able to live near their place of employment, then travel costs, transportation maintenance, pollution, and congestion are reduced. Efficient use of land and support for walking, biking, and access to transit reduces energy consumption saving money for individuals, communities, and the Region. The successful implementation of the 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

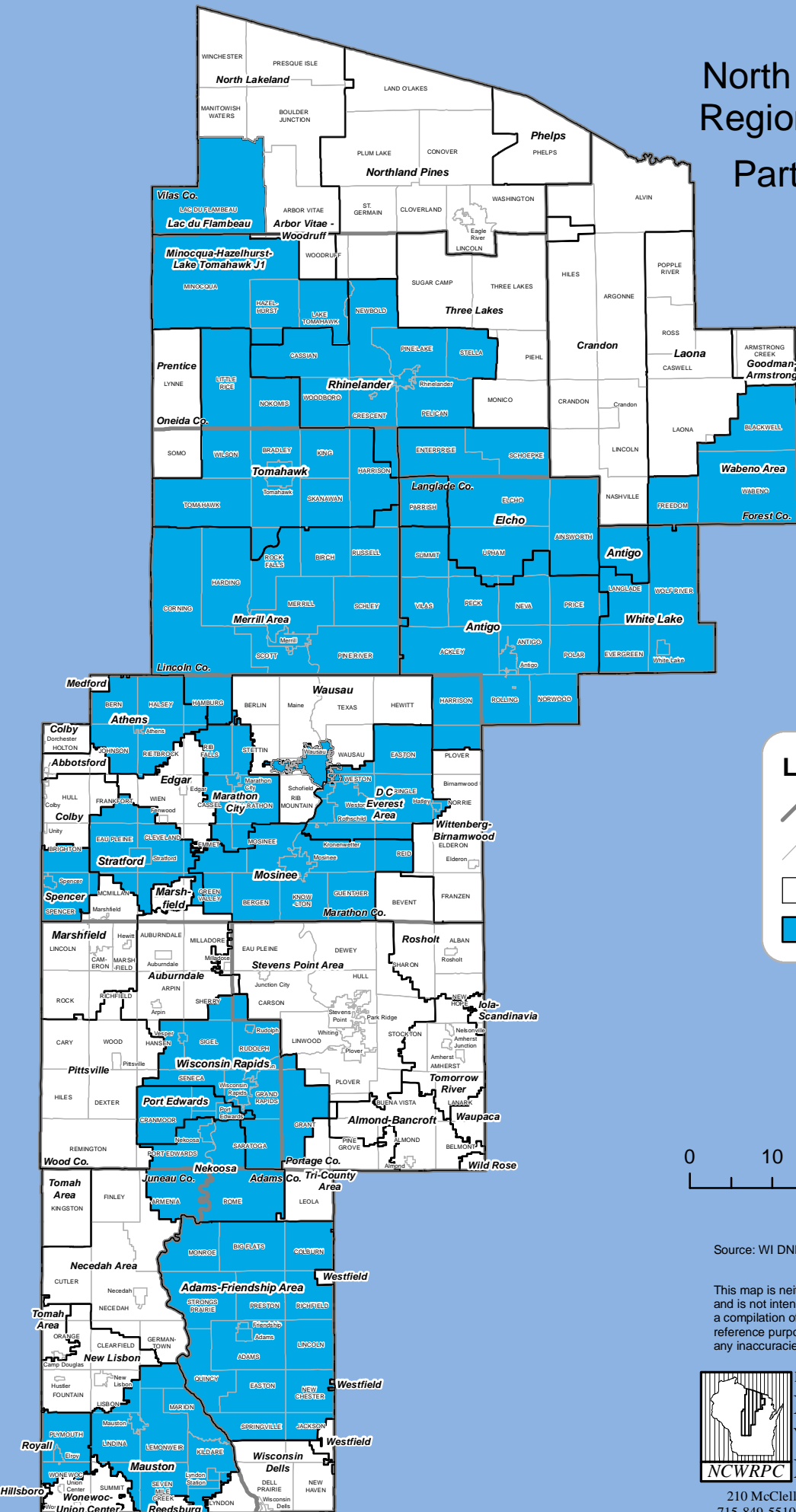
As part of NCWRPC’s on-going commitment to implement the Regional Livability Plan, the North Central Wisconsin Regional Planning Commission (NCWRPC) has created the Regional Safe Routes To School (SRTS) program. Implementing Safe Routes to School advances livability principles by making it safer and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

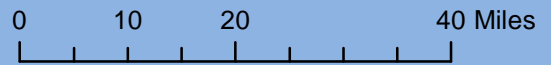


# North Central Wisconsin Regional SRTS Program Participating School Districts



**Legend**

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



Source: WI DNR, NCWRPC

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



Prepared By:  
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## Purpose and Overview

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

Safe Routes To School:

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


### SRTS planning efforts

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

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


### Major SRTS goals are:

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



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

Office of Policy, Performance, and Evaluation



**HI-5**  
HEALTH IMPACT IN 5 YEARS

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

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

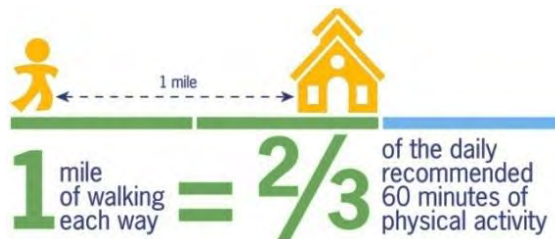
Safe Routes to School is one of those programs that are cost-effective and show significant population health impacts within five years.

## Why Safe Routes to School?

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

### Health and Obesity

- Over the past 40 years, rates of obesity have continued to steadily increase among children of all ages in the United States; and approximately 14.7 million children and adolescents—about 19.7%—are now overweight or obese. (<sup>1</sup>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. (<sup>2</sup>NIH)
- Less than one-quarter of children (24%) get 60 minutes of physical activity every day. (<sup>4</sup>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. (<sup>5</sup>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. (<sup>6</sup>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. (<sup>7</sup>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. (<sup>8</sup>NIH)

## **Safety**

- People walking are more than twice as likely to be struck by a vehicle in locations without sidewalks. (<sup>9</sup>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. (<sup>10</sup>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. (<sup>11</sup>FHA)

## **Traffic Congestion**

- By boosting the number of children walking and bicycling, Safe Routes to School projects reduce traffic congestion around schools. (<sup>12</sup>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. (<sup>13</sup>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. (<sup>14</sup>FHA)

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<sup>1</sup>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.

<sup>2</sup>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.

<sup>3</sup> = 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.

<sup>4</sup>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

<sup>5</sup>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.

<sup>6</sup>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.

<sup>7</sup>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.

<sup>8</sup>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.

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

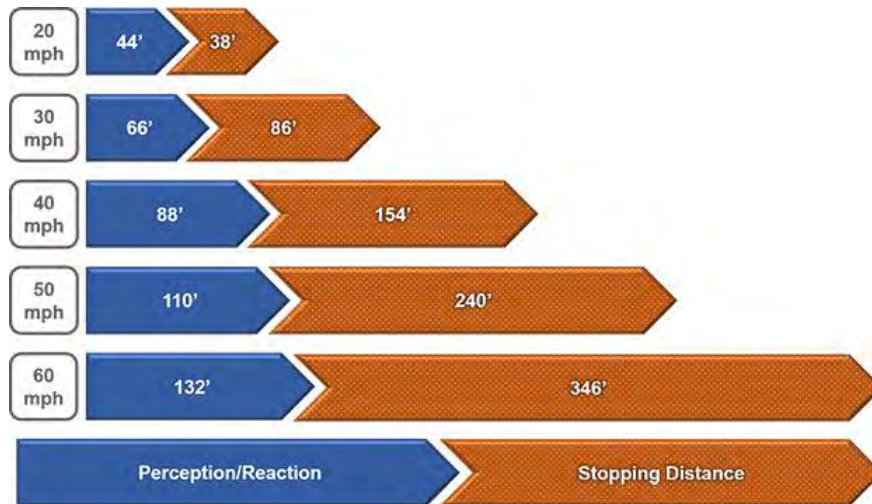
*Sources continued on the bottom of page 8.*

## 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

<sup>10</sup>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.

<sup>11</sup>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.

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

<sup>13</sup>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.

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

# Bicycle Safety in Wisconsin



## Did you know...

In Wisconsin, in 2021, one bicyclist was injured or killed every 14.4 hours.

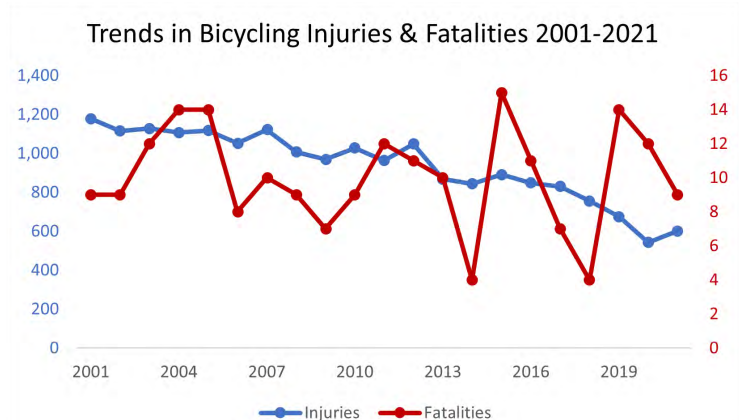
- 691 crashes involved bicyclists in Wisconsin in 2021.
- In these crashes, 9 bicyclists were killed and 600 were injured.
- Bicyclists are almost always injured in a collision also involving a motor vehicle.

## Scope of the Problem

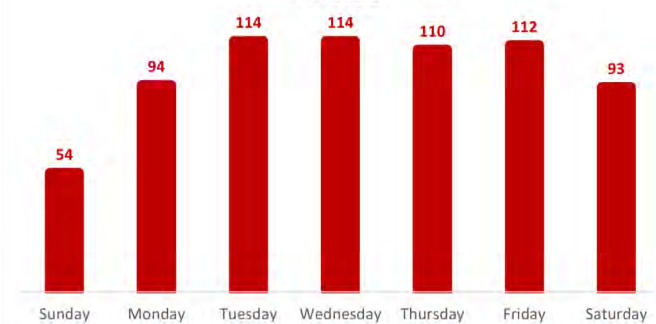
Over the years, improvements to bicyclist safety have been made in areas such as engineering, education, enforcement, and emergency response.

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

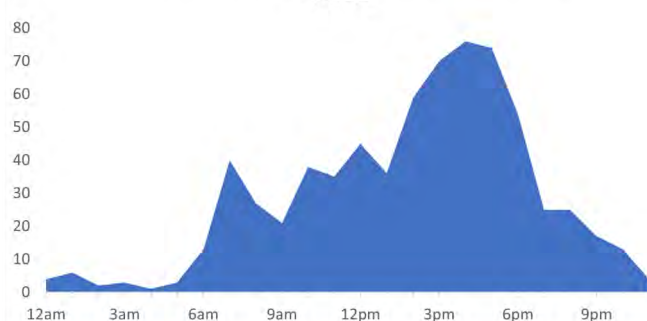
Over the past 20 years, the number of bicyclist injuries has decreased by 49%.



Crashes Involving a Bicyclist by Day of the Week in 2021



Crashes Involving a Bicyclist by Time of Day in 2021



## Types of Bike Crashes

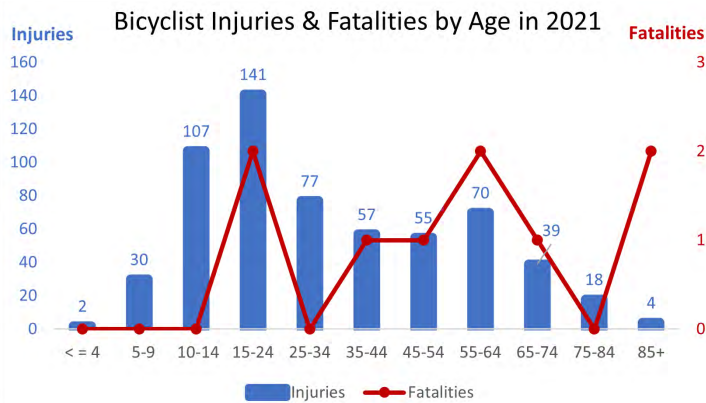
The most common types of bicycle crashes involve:

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

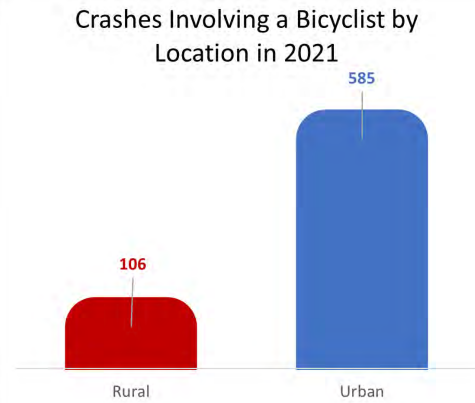
Bicyclists injured or killed in a crash were not at fault in 34% of incidents; 253 crashes in 2021 were the responsibility of the motor vehicle driver.

Crashes involving a bicyclist slightly peak in the morning when drivers are headed to work or school and crashes reach their highest point in the afternoon when returning home after their day. While there is more traffic on the road during these times, 196 of all bicyclist injuries and fatalities are in marked crosswalks.

## Who is at Risk?



Children, teenagers, and young adults together comprised a heavy majority of the injuries (though not fatalities) in 2021. High injury rates among this group are a result of poor road skills and excessive vehicular speeds in neighborhoods and school zones.



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

## Current Bicycle Laws

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

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

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



## What can Drivers Do?

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

## What can Cyclists Do?

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

# Pedestrian Safety in Wisconsin



## Did you know...

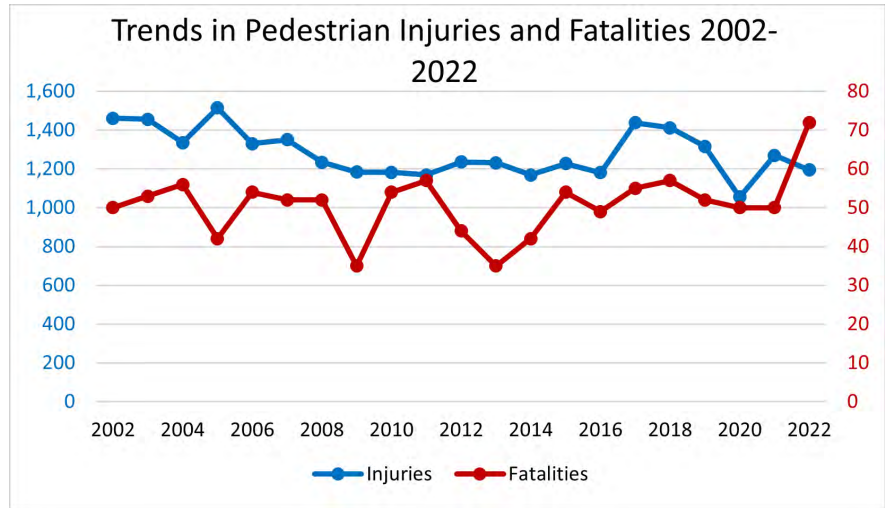
In Wisconsin, one pedestrian was injured or killed every 6.9 hours in 2022.

- 1,324 crashes involved pedestrians in Wisconsin in 2022.
- In these crashes, 72 pedestrians were killed and 1,195 pedestrians were injured.
- Few pedestrian crashes result in property damage only; the pedestrian is almost always injured.

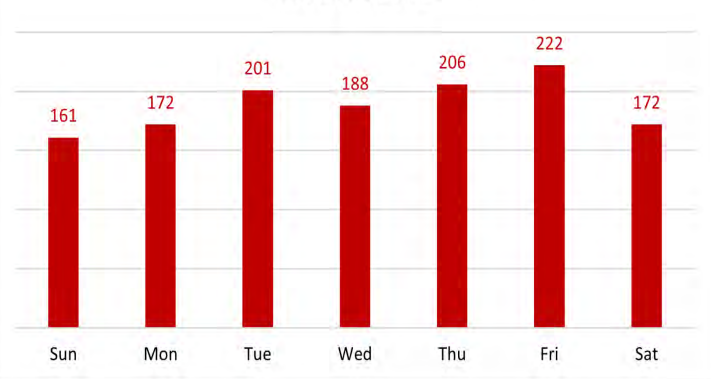
## Scope of the Problem

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

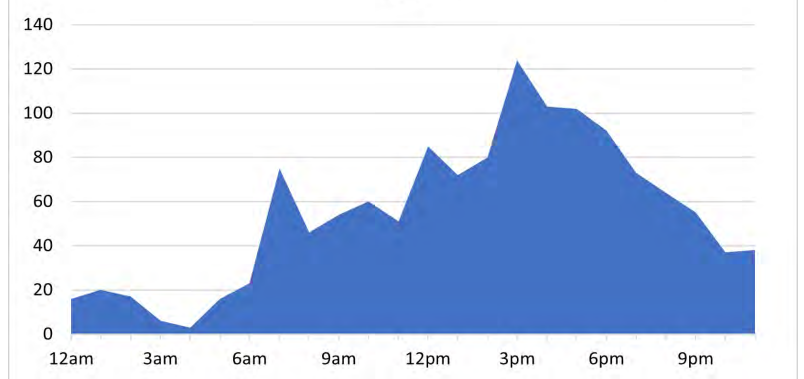
Consequently, the number of pedestrians injured has been steadily declining for the past 20 years. While still trending downward overall, more recent years such as 2017, 2018, 2021, and 2022 all saw a slight increase in both pedestrian injuries and fatalities.



Crashes Involving a Pedestrian by Day of the Week in 2022



Crashes Involving a Pedestrian by Time of Day in 2022

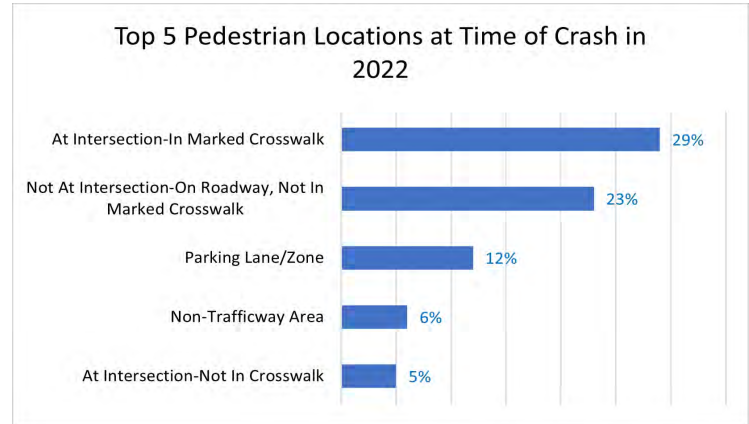


## When do Pedestrian Crashes Occur?

Pedestrian crashes most often occur on weekdays with Fridays accounting for highest number of crashes at 17% and Sundays with the fewest at 12%.

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

## Pedestrian Crash Risk Factors



Pedestrians ages 15 to 24 are most at risk for injuries. Older pedestrians, on the other hand, are more likely to suffer a fatality when involved in a crash.

Pedestrian-related crashes are more likely to have **worse consequences when drugs or alcohol are a factor**. Of the 72 pedestrian-involved fatal crashes, 18 (25%) involved an impaired pedestrian or driver. Of the 1,195 pedestrian-involved injury crashes, 118 (10%) involved either an impaired pedestrian or driver.

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

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## Current Pedestrian Laws

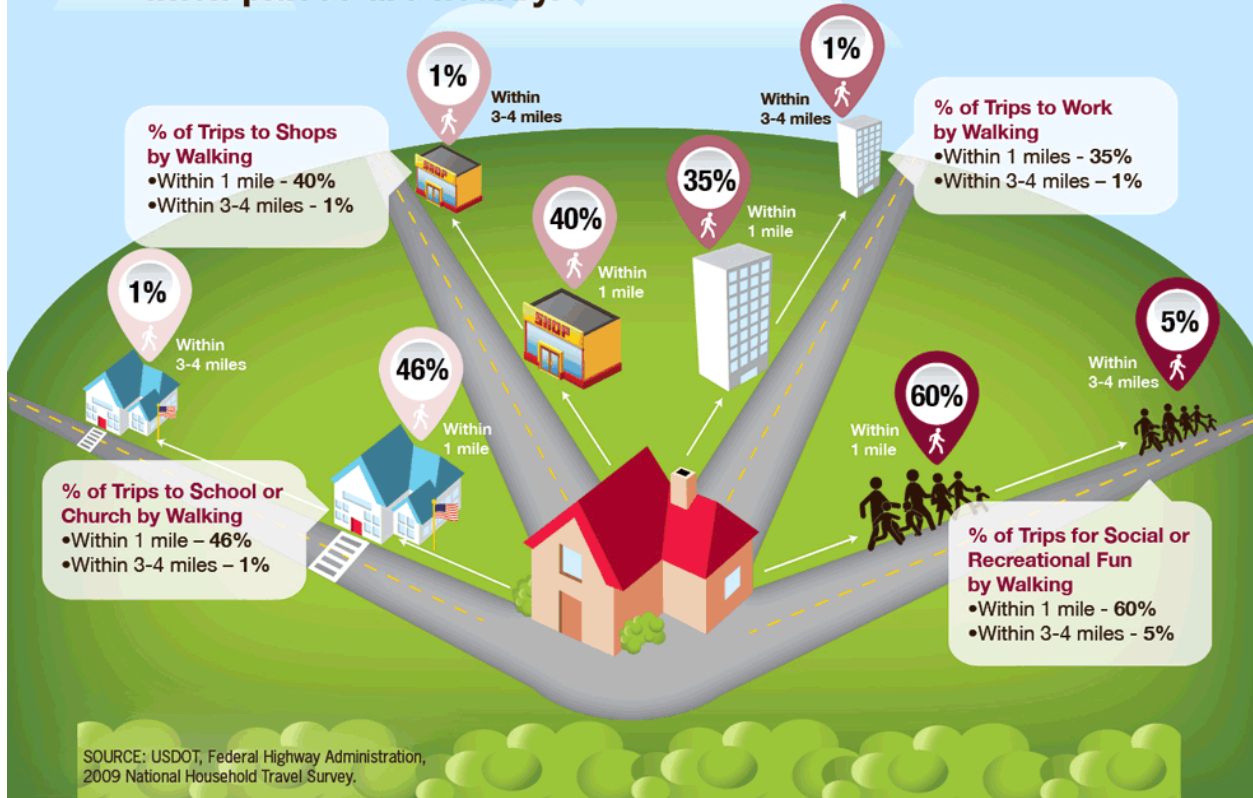
Pedestrian laws are defined in Wis Stats. 346.23 (1)(2) and 348.24(1):

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

## What can You Do?

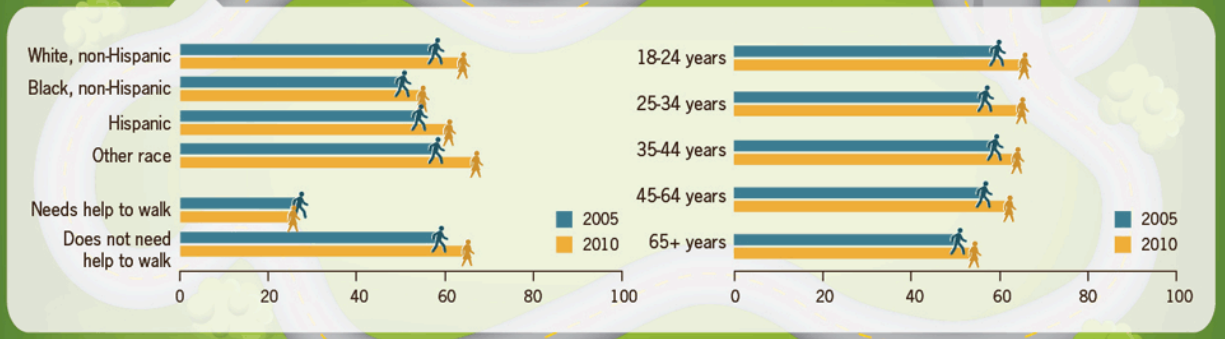
- As a motorist, look for pedestrians when turning left or right.
- Reduce travel speeds in school zones and neighborhoods.
- Yield to pedestrians already attempting to cross the roadway.
- As a pedestrian, always look left, right, and left again for traffic before stepping into the street. Establish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

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



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

# Percentage of adults who walk



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



# Benefits of Safe Routes to School

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

## COST SAVINGS

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



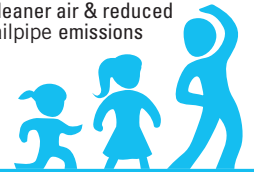
## TRAFFIC SAFETY

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



## CLEAN AIR BENEFITS

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



## SAFETY FROM CRIME

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



## COMMUNITY CONNECTEDNESS

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



## HEALTHIER STUDENTS

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



## SCHOOL TRANSPORTATION FIXES

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



## BETTER ACADEMIC PERFORMANCE

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



SCHOOL

## THE 5 ES OF SAFE ROUTES TO SCHOOL

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



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

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



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

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



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

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



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

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

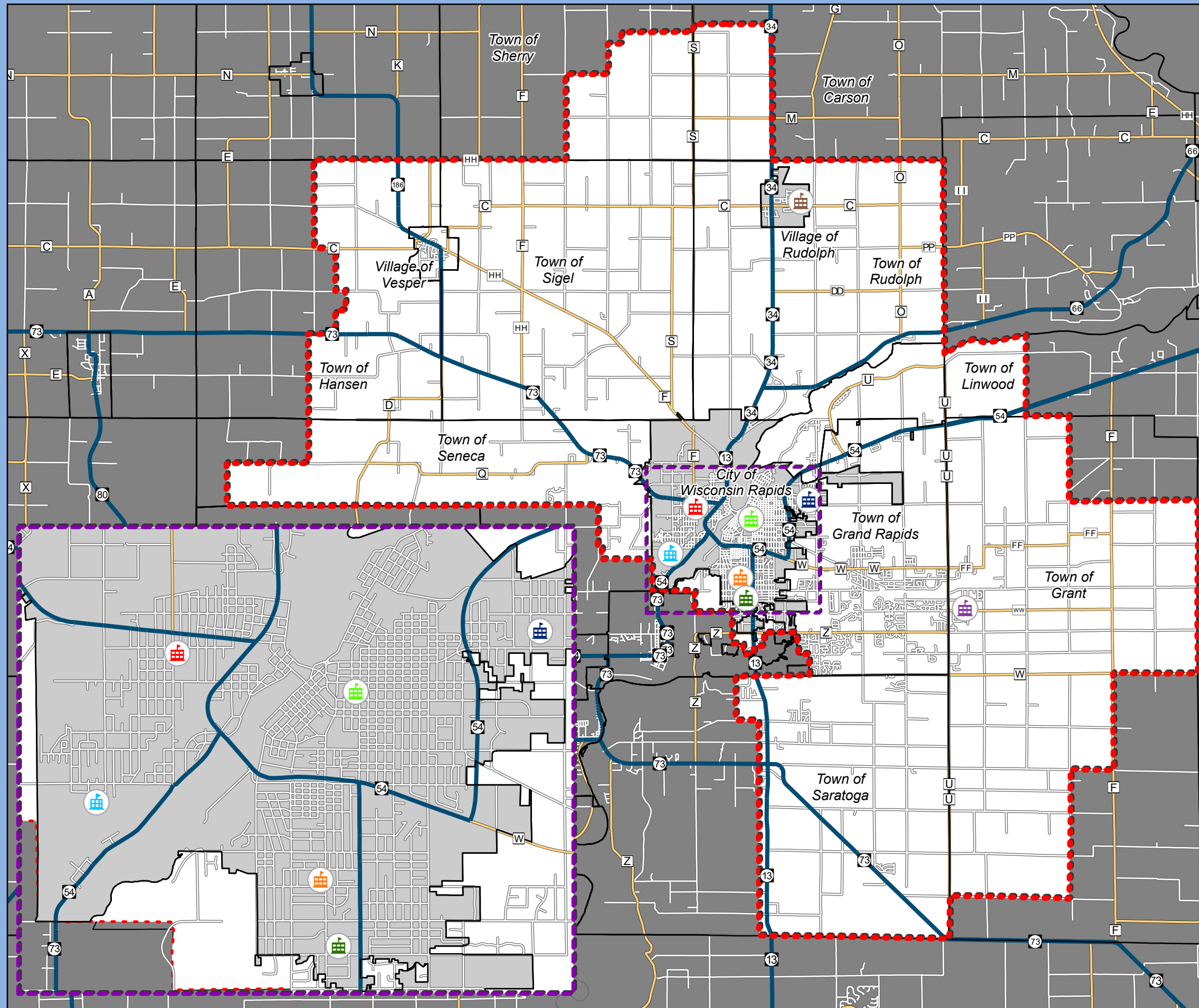


### **Evaluation** – *Assessing which approaches are more or less successful, and if they are benefitting everyone. This also applies to reviewing policies.*

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

# Map 2 Wisconsin Rapids School District

Wisconsin Rapids Safe Routes To School



## Legend

- Wisconsin Rapids School District
- Wisconsin Rapids Area Middle School
- Grant Elementary
- Grove Elementary
- Howe Elementary
- Mead Elementary
- THINK Academy
- Washington Elementary
- Woodside Elementary



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



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## WISCONSIN RAPIDS SRTS PLANNING PROCESS

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

To make sure SRTS Plan development matches a community's and school district's needs, a SRTS Task Force is created to provide plan oversight. A SRTS Task Force is comprised of school 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 Wisconsin Rapids SRTS Task Force and NCWRPC began with collecting and analyzing information, identifying school and community issues, and recommending steps to improve existing conditions so more walking and biking can occur.

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

### Wisconsin Rapids SRTS Planning Timeline

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

July 2022 – WisDOT awards SRTS Planning grant.

September 2022 – Wisconsin Rapids scheduled to begin in Fall 2023.

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

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

Summer 2024 – Walk Audits performed around each school.

Fall 2024 through Spring 2026 – Additional data collection, maps showing existing conditions created.

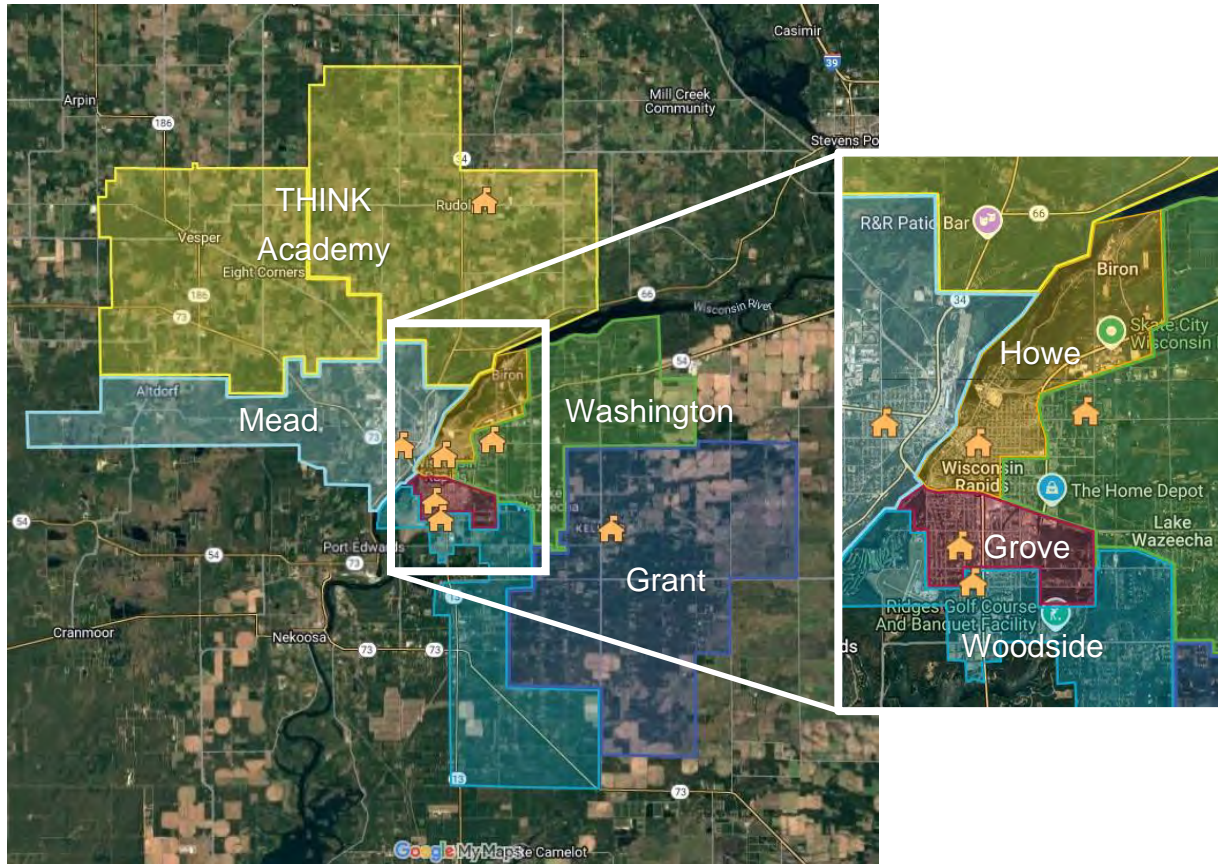
Spring 2026 – Draft plan reviewed and revised by SRTS Task Force members.

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

## WISCONSIN RAPIDS PUBLIC SCHOOLS

Wisconsin Rapids Public Schools (School District) encompasses the City of Wisconsin Rapids, the Villages of Biron, Rudolph, and Vesper; the towns of Arpin, Grand Rapids, Hansen, Rudolph, Saratoga, Seneca, Sigel, Sherry; and Portage County Towns of Carson, Grant, and Plover. See **Figure 1** for the whole School District and **Map 2** for the schools in this SRTS Plan.

Figure 1: Wisconsin Rapids Public Schools' Elementary Schools



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

- Wisconsin Rapids Area Middle School (WRAMS)**
- Grant Elementary**
- Grove Elementary**
- Howe Elementary**
- Mead Elementary**
- THINK Academy**
- Washington Elementary**
- Woodside Elementary**

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

## DEMOGRAPHICS COVERING WISCONSIN RAPIDS SRTS SCHOOLS

Table 1 identifies the number of students who attend Wisconsin Rapids Public Schools. This data is from the Census' American Community Survey's 5-year estimates that end on the year in the table (2012, 2017, 2022).

Among enrollments in Wisconsin Rapids Public Schools (the District), overall enrollment 3 years and over declined by more than 300 over the past decade (see Table 1). Elementary & middle school grades have also decreased over the past decade. Nursery School/Preschool enrollment is up over 200 kids, while Kindergarten enrollment is down about 30 kids.

<b>Table 1: School Enrollment in Wisconsin Rapids Public Schools</b>			
	<b>2012</b>	<b>2017</b>	<b>2022</b>
Total 3 year olds and over enrolled in any public or private school within the District area.	7,816	7,082	7,230
Total 3 year olds and over enrolled in public school (mostly in the District)	5,596	5,317	5,267
Nursery School/Preschool – public school	285	396	499
Kindergarten – public school	377	375	342
Elementary School (Grades 1-8) – public school	3,243	2,961	2,820
High School (Grades 9-12) – public school	1,690	1,585	1,606

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

**Table 2** shows enrollment within the City of Wisconsin Rapids over the last decade. Most schools lost enrollment over the last decade.

<b>Table 2: School Enrollment in City of Wisconsin Rapids</b>			
	<b>2012</b>	<b>2017</b>	<b>2022</b>
Total 3 years and over enrolled in any public or private school within the District area.	4,127	3,691	4,066
Total 3 year olds and over enrolled in public school (mostly in the District)	3,673	3,296	3,321
Nursery School/Preschool	214	237	177
Kindergarten	194	283	197
Elementary School (Grades 1-8)	1,731	1,630	1,525
High School (Grades 9-12)	794	726	819

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

**Table 3** shows enrollment in each Wisconsin Rapids SRTS school over the last decade. Most Elementary schools have increased enrollment over the last decade, with Grove, Howe, and Mead declining in enrollment. The Middle School's enrollment has increased by over 100 students.

<b>Table 3: Enrollment by Wisconsin Rapids SRTS School</b>			
	<b>2011-12</b>	<b>2016-17</b>	<b>2021-22</b>
Wisconsin Rapids Area Middle School	749	706	951
Grant Elementary	250	334	271
Grove Elementary	291	275	212
Howe Elementary	378	342	320
Mead Elementary	393	404	298
THINK Academy	117	164	212
Washington Elementary	302	317	304
Woodside Elementary	363	381	383

Source: Department of Public Instruction

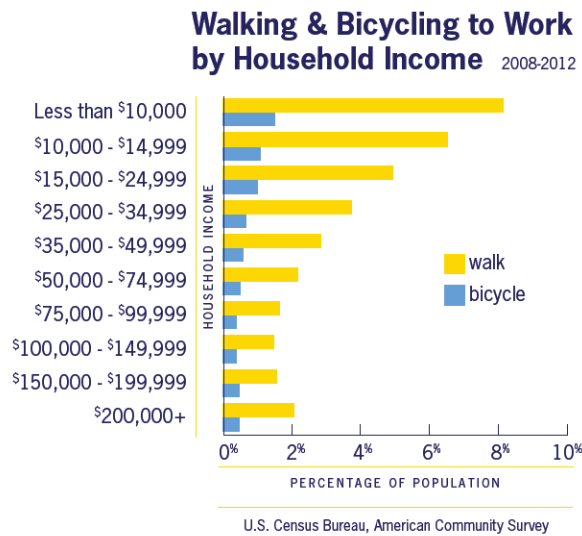
## INCOME ANALYSIS

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

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

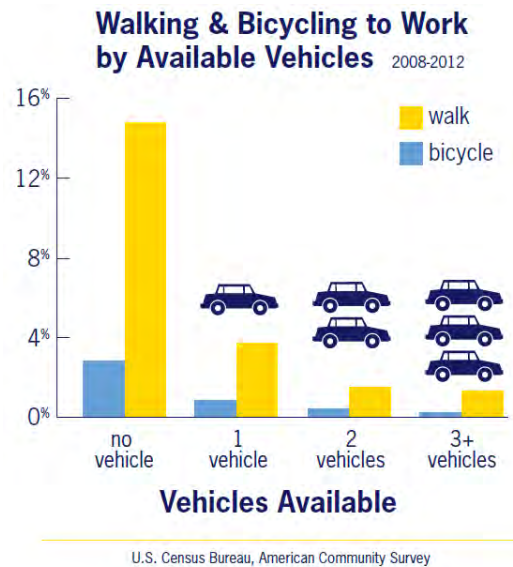
**In Wisconsin Rapids**, mobile home parks are identified on **Maps 5A, 5D, 5E, & 5H** with their names and approximate number of units. **Figure 3** shows the percentage of households below the federal poverty level by Census tract.

Figure 2A:



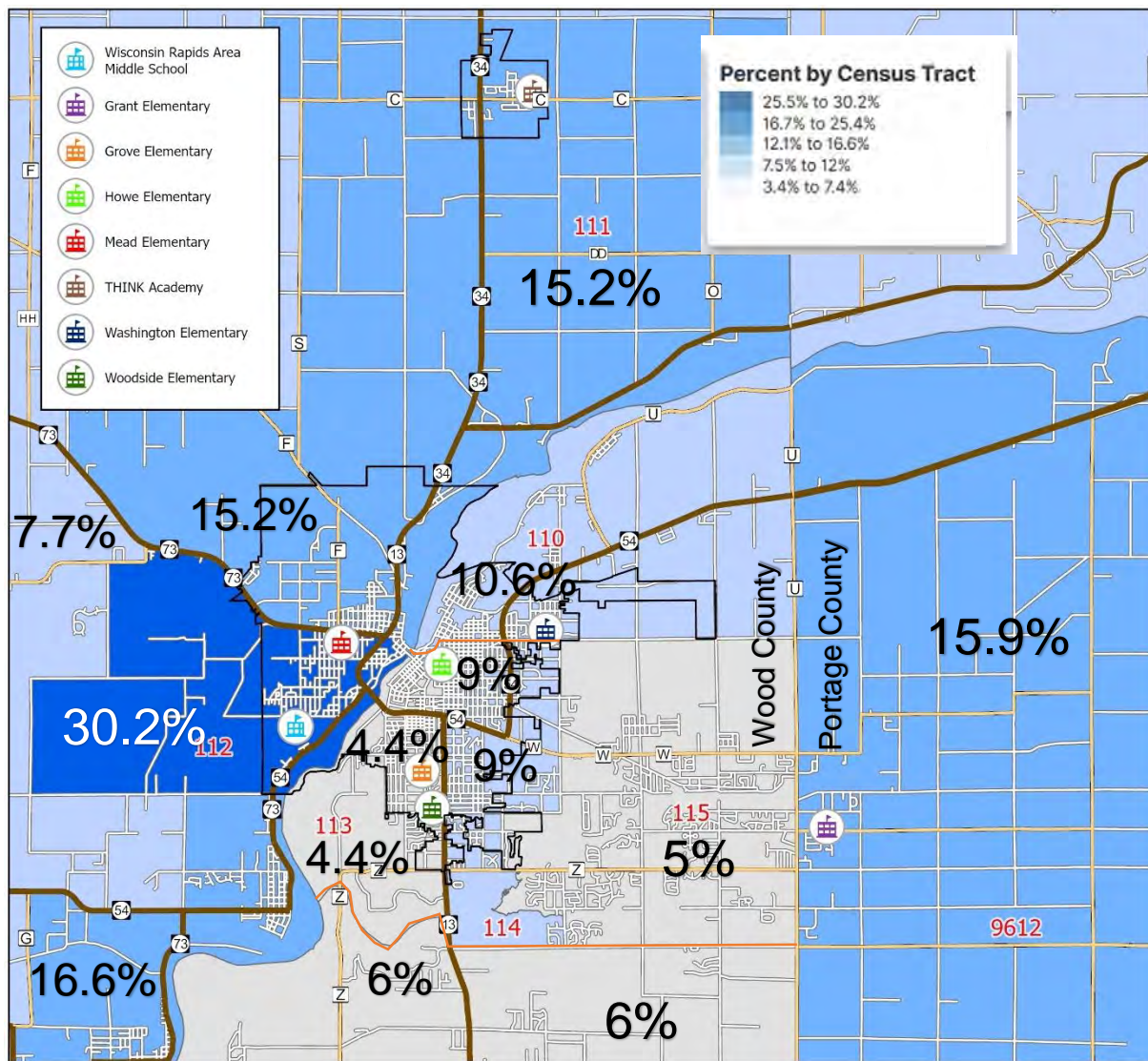
Low income Americans have the highest rates of walking and bicycling to work, and bicycling is growing most rapidly among people of color. Most transit riders are low to moderate income, and more than 60 percent walk to or from transit. The safety and convenience of walking and bicycling is vitally important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

Figure 2B:



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)

Figure 3: Percent of Population Below Poverty Level, 2023



Source: 2023 ACS 5-Year Estimates, Table S1701 Poverty Status in the Past 12 Months.

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

### STUDENT TALLY OVERVIEW

In October 2023, student tallies were administered by most homeroom teachers in Wisconsin Rapids' SRTS Plan schools. The **student tally** (3-day Students Arrival and Departure Tally Sheet) from the National Safe Routes to School Center was used (See **Attachment B**). In the student tally, homeroom teachers documented how students traveled to and from school and had the opportunity to note other relevant comments. Wisconsin Rapids Public Schools collected student tallies from all Wisconsin Rapids 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 Wisconsin Rapids' SRTS Plan schools are shown in **Figures 4A-4H**, which are organized by school on the following pages.

### PARENT SURVEY OVERVIEW

While student tallies were being coordinated at school, parent surveys were sent electronically to be completed by parents. The **parent survey** from the National Center for Safe Routes to School was used (See **Attachment B**). In the online survey, 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 Wisconsin Rapids' SRTS Plan schools are shown in **Figures 5A-7A through 5H-7H**, which are organized by school on the following pages.

## SITE ASSESSMENT MAPS

As part of this Safe Routes to School planning process, a walking and bicycling audit was conducted within a few blocks around each of the 8 District schools in this Plan. NCWRPC staff and the principal of the local school reviewed 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-3H – Site Assessment) for each school.

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

## TRANSPORTATION MAPS

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

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

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

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

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

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

Children ages 4 to 6 have little concept of how fast cars are traveling, or how to anticipate what a driver is going to do, so it is up to adults to be responsible.



NHTSA

## SCHOOL ROUTES MAPS

A school routes map in this plan was developed to visualize where walking and biking students could travel to and from school. These routes may not be the most direct routes to walk or bike to school, but they identify where important safe crossings are provided. School Routes are shown on **Map 5** (5A-5H – 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

### City of Wisconsin Rapids Sidewalk Policy

Generally, 1) all streets constructed with curb and gutter shall have sidewalks on both sides. 2) Sidewalks shall be installed on any street that is identified as a main school route, on any street classified as arterial or collector; and a host of other street widths and traffic volumes. 3) The owner abutting a sidewalk shall remove snow and ice within 24 hours. See the City ordinance for details.

The City of Wisconsin Rapids has an extensive network of sidewalks, off-road paths, and on-road bike lanes. Sidewalks are found on both sides throughout the downtown and most commercial areas. Older residential areas also have sidewalks on both sides with select streets only having one sidewalk. Many newer residential areas do not have sidewalks. Paved, off-street trails and city streets connect the City via the Ahdawagam Trail network.

**Ahdawagam Trails** – More than 20 miles of biking trails are included in the City of Wisconsin Rapids recreational system. Traversing through wooded and urban areas, along the riverfront, or aside city streets, the system is composed of five distinct trails ranging from 3 to 7 miles in length. Detailed trail information can be found on the city website.

**Wisconsin River Trail** – Traveling from Biron through downtown Wisconsin Rapids, Port Edwards into Nekoosa, this 9.5-mile trail connects the communities through a dedicated, paved bike trail.

### Village of Rudolph Sidewalk Policy

Generally, 1) the Village Board may require sidewalk construction along any road; 2) Title 14 of Village Code requires sidewalk construction in all subdivisions; 3) wider than standard sidewalks may be required by the Village Board in the vicinity of schools, commercial areas, heavy traffic, and other places of public assemblages. The owner abutting a sidewalk shall remove snow and ice within 24 hours. See the Village ordinance for details.

### Town of Grant Sidewalk Policy

No sidewalk policy, or ordinance, exists for the Town of Grant.

### 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.

Wisconsin Rapids Public Schools has an active Unusually Hazardous Transportation (UHT) Plan (May 24, 2019) that covers all public and private schools in the District. **UHT Elementary Zones** are mapped for each Wisconsin Rapids SRTS Plan school in **Attachment E**,

### Wisconsin Rapids Public Transit

Running, Inc. is the official transit provider for the City of Wisconsin Rapids. Running, Inc is a "shared-ride taxi service" that provides door-to-door service within the Wisconsin Rapids city limits and up to five miles out of the city limits. Taxis pick up passengers based on advance reservation and deliver them to their destination using the most appropriate route. More than one passenger may be picked up during any trip to be delivered to their destination of choice. Service hours are: 5 a.m. to midnight Monday-Saturday and 7:30 a.m. to 4:30 p.m. Sunday. Running Inc. is partially funded by a grant that is awarded to the City of Wisconsin Rapids for public transportation services but is independently managed.



### 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 C**). Site Assessment maps for each school show where bike racks are located (See Maps 3A-3H).

### Crossing Guards / Adult Monitors

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

The Wisconsin Rapids Public Schools has adults that manage traffic on various school grounds (they are called Adult Monitors on **Maps 3A-3H**). The City of Wisconsin Rapids Police Department has hired crossing guards at various intersections around the City. See **Maps 3A-3H** and **Maps 4A-4H** 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-3H** 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. Education is one of the 5 E's strategies of a multi-faceted approach to reduce pedestrian and bicycle crash risk, with the other E's being Engineering, Encouragement, Enforcement, and Evaluation.

Current City of Wisconsin Rapids walking and bicycling **education** includes:

- No annual educational efforts exist.

*Current bicycle education in Wisconsin Rapids 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. Encouragement is one of the 5 E's strategies of a multi-faceted approach to reduce pedestrian and bicycle crash risk, with the other E's being Engineering, Education, Enforcement, and Evaluation.

Current City of Wisconsin Rapids walking and bicycling **encouragement** includes:

- Bike racks are prominently located in downtown Wisconsin Rapids and at McMillan Memorial Library, which shows that bicycles are for transportation.
- Multi-use paths traverse several parts of the City.
- River Riders Bike Share operates in Wisconsin Rapids with several docking stations.
- Print and online bicycle maps.
- Multiple independent and big box stores that supply walking and bicycling gear.
- Multiple parades, concerts, festivals, and other gatherings are held year round to build community and inadvertently promote walking to and among the events.

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

## COMMON SRTS ENCOURAGEMENT EVENT AND PROGRAM DESCRIPTIONS



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

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

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



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



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

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

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

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

# Chapter 3 School Data & Recommendations

This chapter includes:

1. Each school's data and recommendations:
2. Recommendations for the School District:
3. Recommendations for the local government:

**School Name**      **Data & Recommendations**  
Address

**School District Recommendations**

**Municipal Recommendations**

## SCHOOL SECTIONS (DATA & RECOMMENDATIONS)

All the data and recommendations for each school are identified in this chapter under each respective school.

Chapter 2 provides overview information for:

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

SRTS Schools in Wisconsin Rapids

**A** – Wisconsin Rapids Area Middle School----- 31

**B** – Grant Elementary ----- 45

**C** – Grove Elementary ----- 62

**D** – Howe Elementary ----- 76

**E** – Mead Elementary ----- 92

**F** – THINK Academy----- 106

**G** – Washington Elementary ----- 125

**H** – Woodside Elementary ----- 140

Wisconsin Rapids Public Schools Recommendations ----- 155

City of Wisconsin Rapids Recommendations----- 163

## RECOMMENDATION IMPLEMENTATION

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

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

The 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 15).

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

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

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

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

City = City of Wisconsin Rapids Administration or Planning.

Village = Village of Rudolph, Wood County

Town = Town of Grant, Portage County

Eng = City of Wisconsin Rapids Engineering

Hwy = Either Wood County Highway Dept. or Portage County Highway Dept.

Police = City of Wisconsin Rapids Police

Sheriff = Either Wood County Sheriff or Portage County Sheriff

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

WI Bike Fed = Wisconsin Bike Fed

NCWRPC = North Central Wisconsin Regional Planning Commission

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

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



Wisconsin Rapids Area Middle School served 780 (2022) students in 6<sup>th</sup> through 8<sup>th</sup> grades.

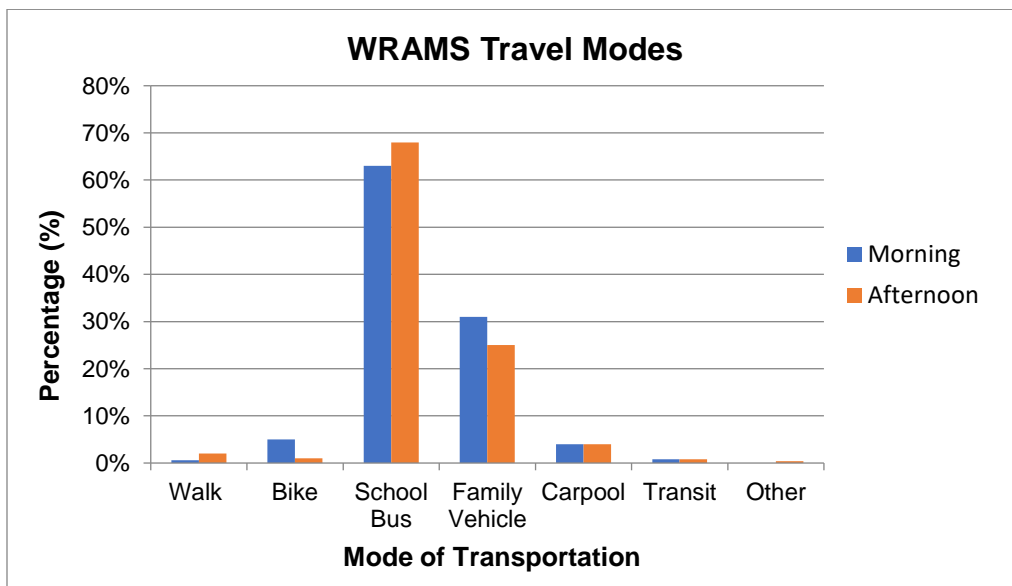
- **Main modes of travel by Wisconsin Rapids Area Middle School students:**
  1. School Bus (63% morning & 68% afternoon)
  2. Family Vehicle (31% morning & 25% afternoon)

The discrepancy between morning and afternoon travel in **Table 4A & Figure 4A** shows that 6% more parents are driving their kids to school in the morning vs. afternoon. About 5% more students take the school bus home. Percentages don't total 100% due to rounding.

<b>Table 4A Wisconsin Rapids Area Middle School Morning &amp; Afternoon Travel Comparison</b>							
	<b>Walk</b>	<b>Bike</b>	<b>School Bus</b>	<b>Family Vehicle</b>	<b>Carpool</b>	<b>Transit</b>	<b>Other</b>
Morning	0.6%	0.5%	63%	31%	4%	0.8%	0%
Afternoon	2%	1%	68%	25%	4%	0.1%	0.4%

Source: Student Tallies, October 2023

**Figure 4A: WRAMS Student Tally Results Morning and Afternoon Travel Comparison**



Source: Student Tallies, October 2023

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.

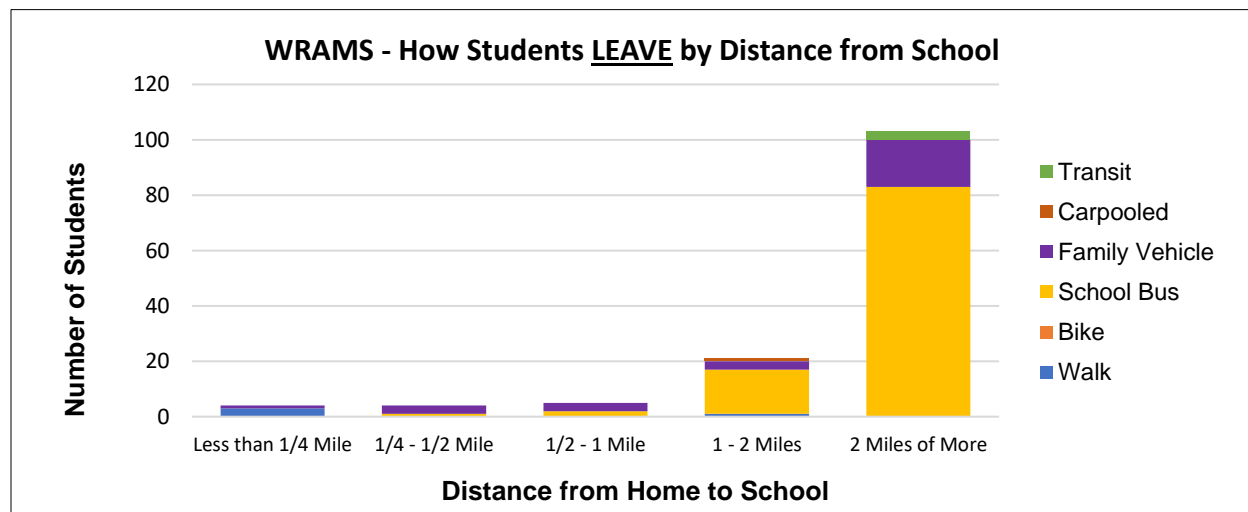
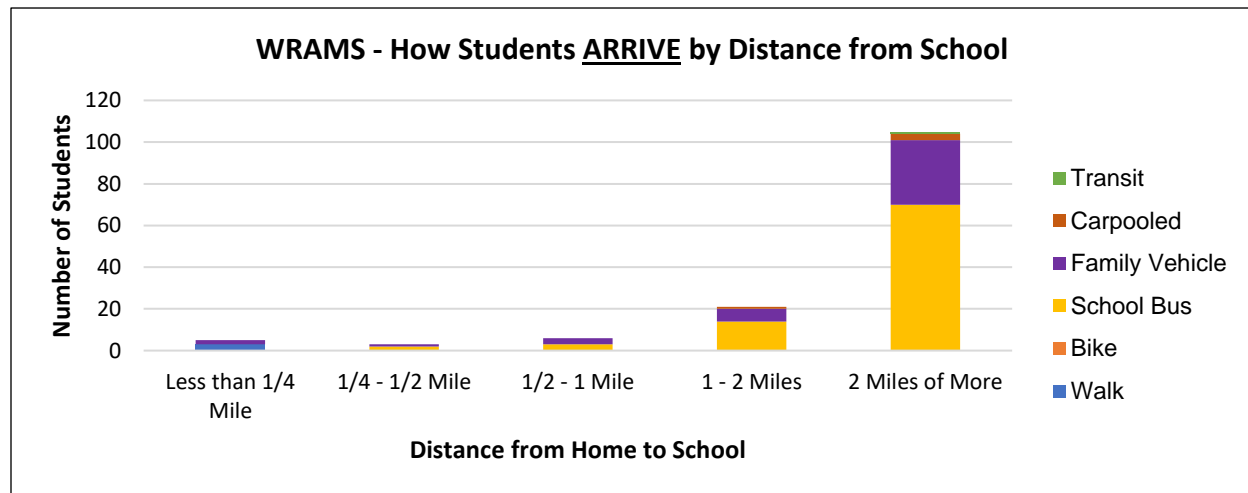
Among parents who answered the survey, 13 of 137 students live within 1-mile of school. With only 3 students within a mile walking and none biking to school, this shows some potential to increase walking and biking to school.

About 67% of students represented in this parent survey took the school bus to school, which is a little more than the student tally (63%). 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 Wisconsin Rapids Area Middle School (WRAMS).

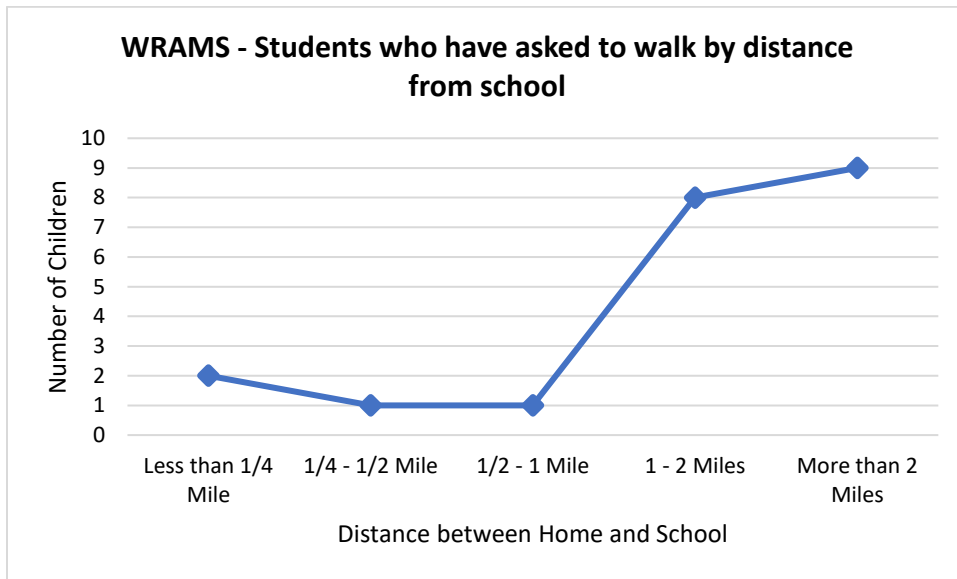
See comments from WRAMS Parent Surveys in **Attachment B**.

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



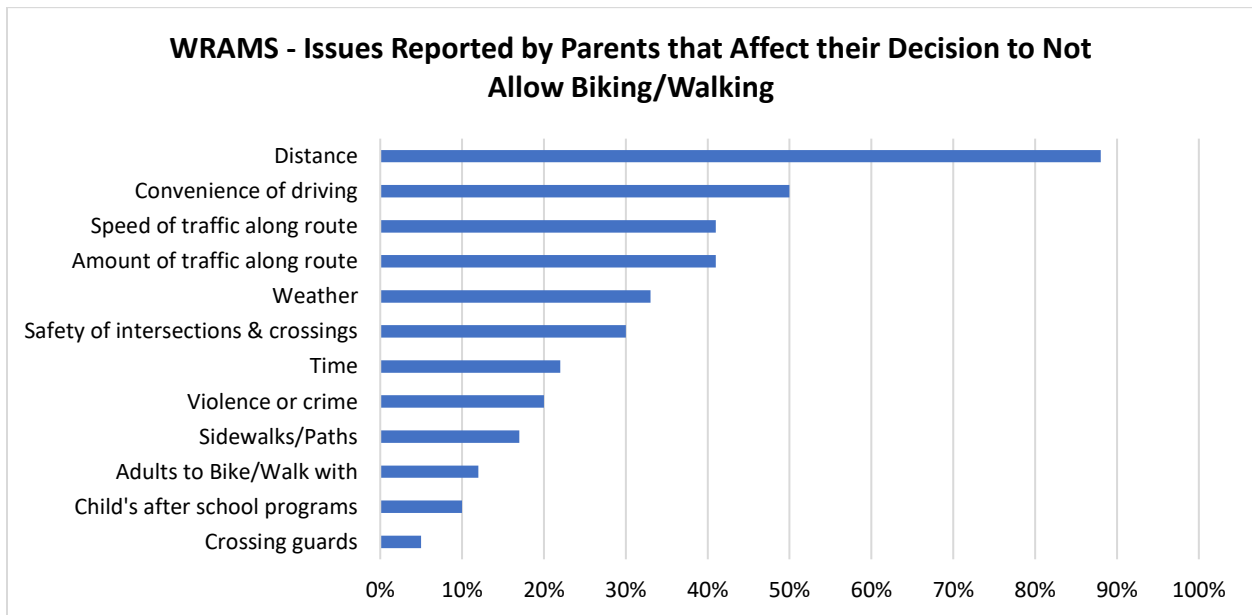
Source: Parent Surveys, November 2023

**FIGURE 6A: Has your child asked to walk?**



Source: Parent Surveys, November 2023

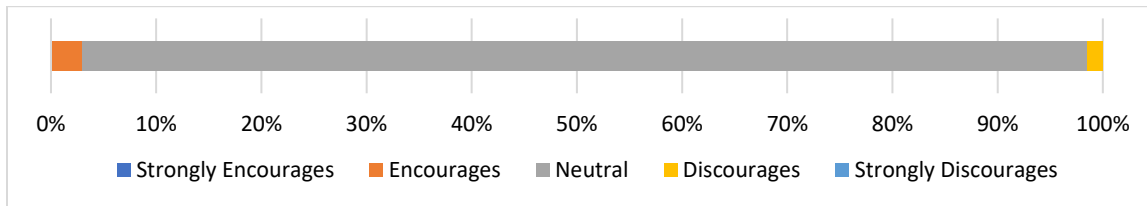
**FIGURE 7A: Which of the following issues affect your decision to NOT allow walking or biking?**



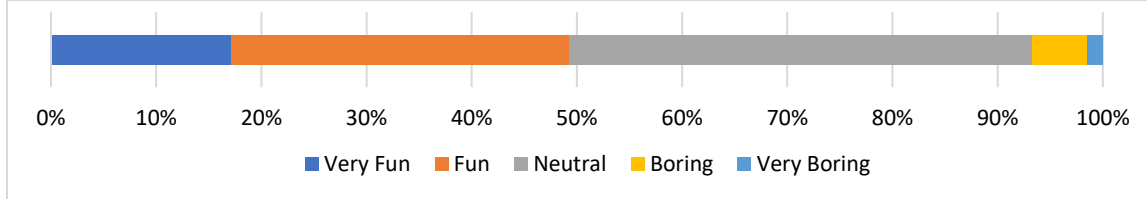
Source: Parent Surveys, November 2023

From Wisconsin Rapids Area Middle School November 2023 Parent Survey

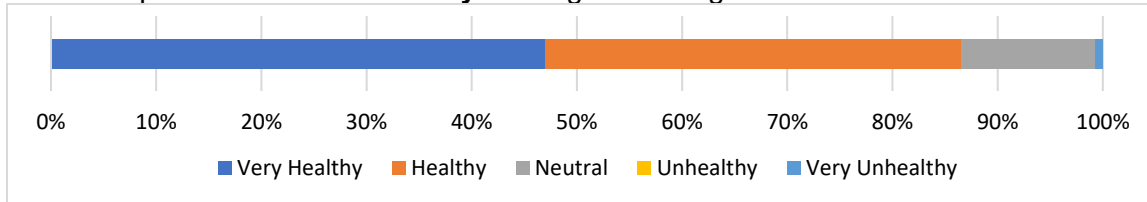
Parent's opinion about how much their **child's school encourages/discourages** walking/biking to/from school:



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



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



**Existing Policies and Services for WRAMS Students**

Current walking and biking policies and programming at WRAMS include:

- Walking and biking are allowed on campus.
- Bike racks exist at 2 main entrances.
- No bike educational classes exist

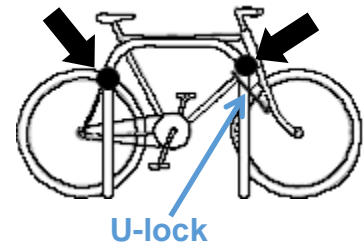
Crossing Guards

Adult crossing guards are assigned by the Police Department to intersections that need more guidance for students than others. The crossing guard for WRAMS was assigned when an incident happened. With a couple engineering fixes, this crossing guard could be reassigned to intersections frequented by elementary kids. See Site Assessment **Map 3A** for locations of all crossing guards.

### Bike Racks

There are conveniently located bike racks at Wisconsin Rapids Area Middle School, because racks exist by both main entrances. Site Assessment **Map 3A** shows where bike racks are located.

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



Source: Madrax



Northwest bike rack area



Northeast bike rack area

Source: NCWRPC

## WRAMS – Maps

### Site Assessment Map

As part of this Safe Routes to School planning process, a walking and bicycling audit was conducted within a few blocks around the school. Walk and bike audit results are shown on **Map 3A**.

### Transportation Map

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

### School Routes Map

A school routes map in this plan was developed to visualize where walking and biking students could travel to and from school. These routes are the most direct routes to walk or bike to school, but they may have traffic dangers and may need safe crossings to be provided. School Routes are shown on **Map 5A**.

## Recommendations for WRAMS

**NOTE – There may be additional recommendations that apply to this school that are listed in the Wisconsin Rapids Public Schools Recommendations section or the City of Wisconsin Rapids Recommendations section in the back of this plan.**

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

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

**1 of 3 – Crossing Guards**    *Enforcement & Education*

The City 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:** If still necessary, then continue an adult crossing guard program to serve school crossings that need extra attention for WRAMS students.

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

**2 of 3 – Bike Racks**      *Engineering*

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

**Recommendations:** 1) Consider relocating both sets of bike racks to covered areas to protect locked bikes from the weather. Bike racks, covered or not, can be a key element in encouraging students and families to bike to school more often.

2) Replace all bike racks with new racks that allow the front tire & bike frame to be locked, while the bike is supported at two points, so it doesn't fall over when locked. See bike rack guidelines in **Attachment C**. Ask bicycling students if the current bike rack locations are appropriate or if other locations may be needed. Contact NCWRPC for more guidance.

3) 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 that is near the bike parking on the northwest corner of the building so it is also visible to guests coming in the front door. At the bike parking on the northeast corner of the building, install a sign noting where the bike repair station is located (**Figure 8**).

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

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



Source: Madrax



Source: DERO

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

WRAMS already has many safe routes to school. These recommendations are designed to improve the active transportation culture at WRAMS.

Getting students involved with planning and implementing the following recommendations will ensure more buy-in and probably create better results. Resources that WRAMS students create could be designed for use at all Wisconsin Rapids Public Schools.

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

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

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

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

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

**Short-term** Responsible party: School Dist.

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

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

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



### **Communitywide Project Notification** *Education*

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

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

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



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

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

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

**Short-term**

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

**Recommendation D1:** Consider annually participating in Walk and Roll to School (fall) or Bike and Roll to School (spring). School and City may need to cooperate if additional temporary crossing guards or traffic cones / signs / parking restrictions (traffic calming pop-ups/tactical urbanism) are needed on these special day or week long events. Use **Map 5A–School Routes** when planning these events.

**Recommendation D2:** Consider hosting a bike repair & bike skills update event prior to the special day or week so everyone is ready to go. Wisconsin Bike Fed may provide skills classes to train local staff to teach these skills at events.

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

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

*Education, Encouragement & Eng*

This multipart recommendation recognizes that bicycling education has not been taught at Wisconsin Rapids schools or within the City for many years. These recommendations are designed to build bicycling education within the whole community.

**Medium-term**

Responsible party: School Dist.

**Recommendation A:** See: Develop Traffic Garden Bicycle Education recommendation in the Wisconsin Rapids Public Schools Recommendation section.

**Recommendation B:** Consider acquiring enough bikes for a class, then create bicycle classes at WRAMS that may start as introductory classes and then develop into more advanced bicycle classes.

**Recommendation C:** Consider establishing a school bicycle mechanics program at WRAMS to maintain that potential fleet of bikes and possibly expand bicycle education (See **Attachment D**).

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

**Long-term** Responsible party: School Dist.

**Recommendation E:** Consider expanding bicycling education to neighborhoods adjacent to WRAMS and possibly around the Zoo and on the multi-use paths along the Wisconsin River (see “*Bicycle Education and Cyclecross*” in **Attachment D**).

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

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

\*\*\*\*\*

## **Engineering Recommendations from Map 6A**

### **Map 6A – “School Grounds” box**                      *Engineering*

**Short to Medium-term** Responsible party: School Dist.

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

### **Map 6A – “25<sup>th</sup> Avenue” box**                      *Engineering*

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

**Recommendation:** Consider installing a sidewalk on at least one side of 25th Avenue from Gaynor Ave, north to W Grand Ave.

### **Map 6A – “Surrounding Neighborhoods” box**                      *Engineering*

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

**Recommendation 1:** Create a 4-way stop at Gaynor Ave and 25th Ave S. Install double sided Stop signs on all 4 corners, and paint high visibility crosswalks on all 4 sides.

**Recommendation 2:** Paint Stop lines at least 10-feet in advance of the crosswalk.

**Short-term** Responsible parties: City Eng.

**Recommendation:** Paint other high visibility crosswalks per map.

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

**Recommendation:** Consider installing a Pedestrian Hybrid Beacon at 13th Ave. This will benefit both the St Paul’s Lutheran School and the Wisconsin Rapids Area Middle School.

\*\*\*\*\*

**Measure if Engineering and Education Efforts are Working** *Evaluation*

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

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

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

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

**Note:** Make sure that community education occurs before Student Tallies are conducted.

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

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

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

**Annual SRTS Plan Review** *Evaluation*

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

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

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

**Recommendation:** Choose a committee to work on implementing this plan. 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 Wisconsin Rapids SRTS Plan’s recommendations when preparing annual budgets and annual operating procedures.

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

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















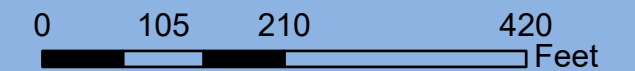
# Map 3A Site Assessment

## Wisconsin Rapids Area Middle School

Wisconsin Rapids Safe Routes To School

### Legend

-  Wisconsin Rapids Area Middle School
-  School Entrance
-  Bike Rack
-  Parked Family Vehicle
-  Crossing Guard
-  School Crossing
-  Stop Sign
-  In-Street Crosswalk Sign
-  Sidewalks
-  High Visibility Crosswalk
-  Bike Lanes
-  20 MPH School Speed Limit & Higher Fines Zone

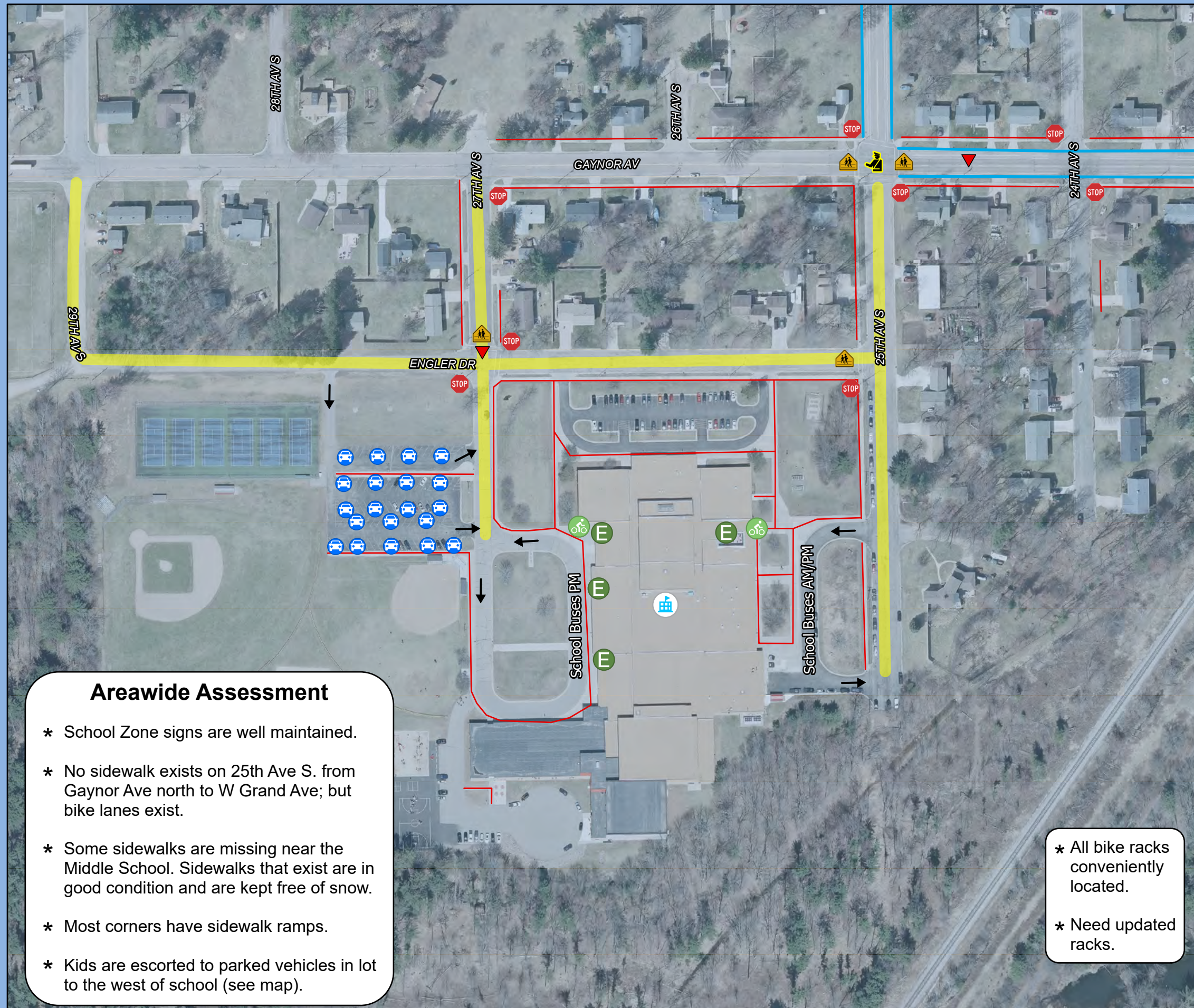


Source: WI DNR, WisDOT, NCWRPC, Wood County  
This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCWRPC is not responsible for any inaccuracies herein contained.



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### Areawide Assessment

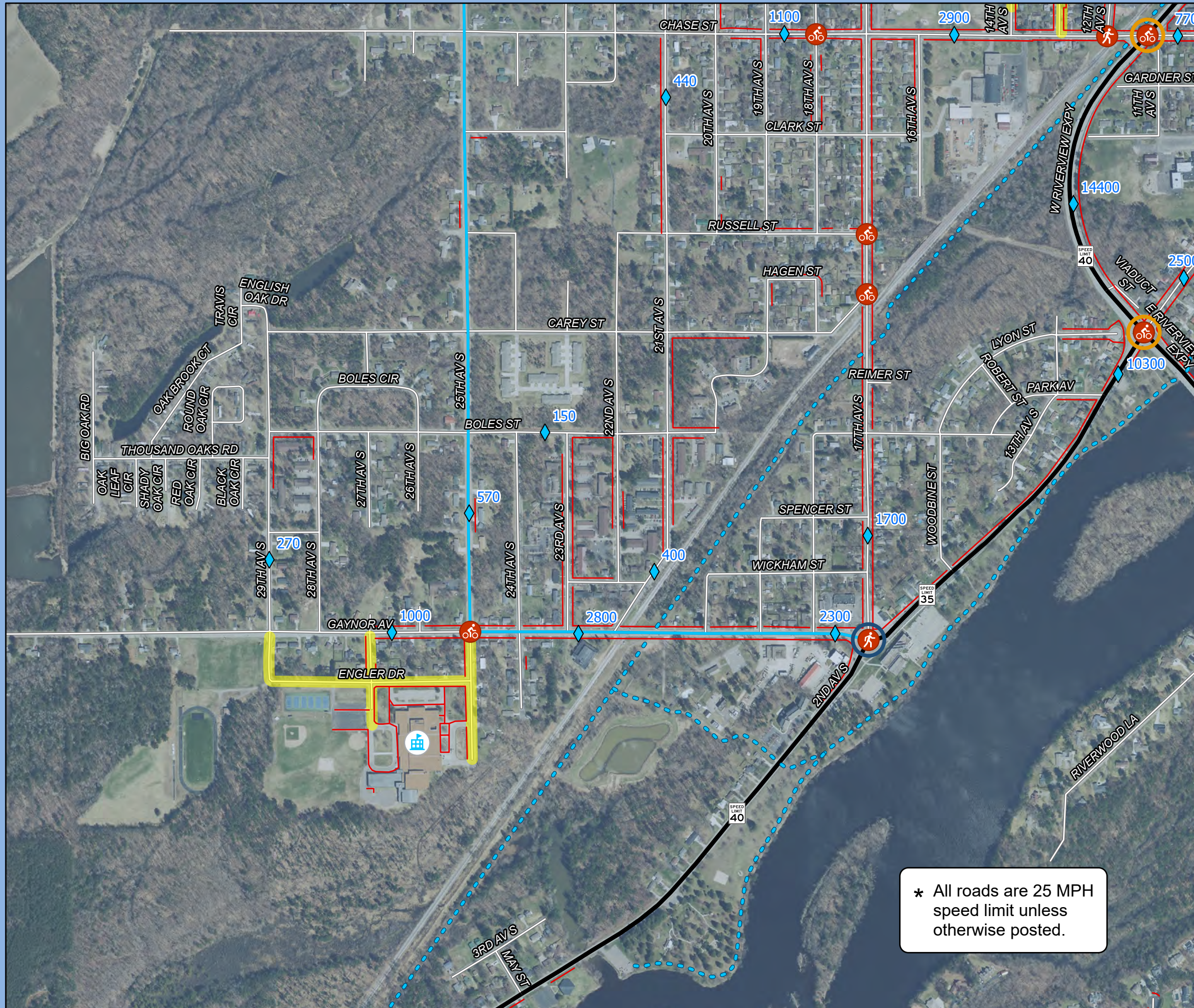
- \* School Zone signs are well maintained.
- \* No sidewalk exists on 25th Ave S. from Gaynor Ave north to W Grand Ave; but bike lanes exist.
- \* Some sidewalks are missing near the Middle School. Sidewalks that exist are in good condition and are kept free of snow.
- \* Most corners have sidewalk ramps.
- \* Kids are escorted to parked vehicles in lot to the west of school (see map).

- \* All bike racks conveniently located.
- \* Need updated racks.

# Map 4A Transportation

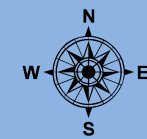
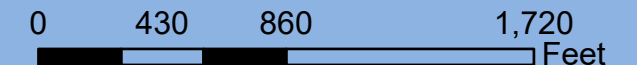
## Wisconsin Rapids Area Middle School

Wisconsin Rapids Safe Routes To School



### Legend

- Wisconsin Rapids Area Middle School
- State Highway
- Local Roads
- Sidewalks
- Bike Lanes
- Bike Path
- 20 MPH School Speed Limit & Higher Fines Zone
- Traffic Light
- Roundabout
- Speed Limit
- Traffic Counts
- Crash Type (2010-2023)**
- Bicycle
- Pedestrian
- Both



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








# Map 5A School Routes

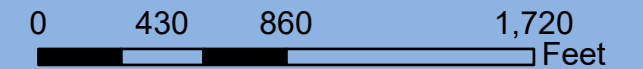
## Wisconsin Rapids Area Middle School

Wisconsin Rapids Safe Routes To School

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

### Legend

-  Wisconsin Rapids Area Middle School
-  State Highway
-  Local Roads
-  Feeder Route
-  Main Route
-  1-Mile Walk Distance
-  Mobile Home Park

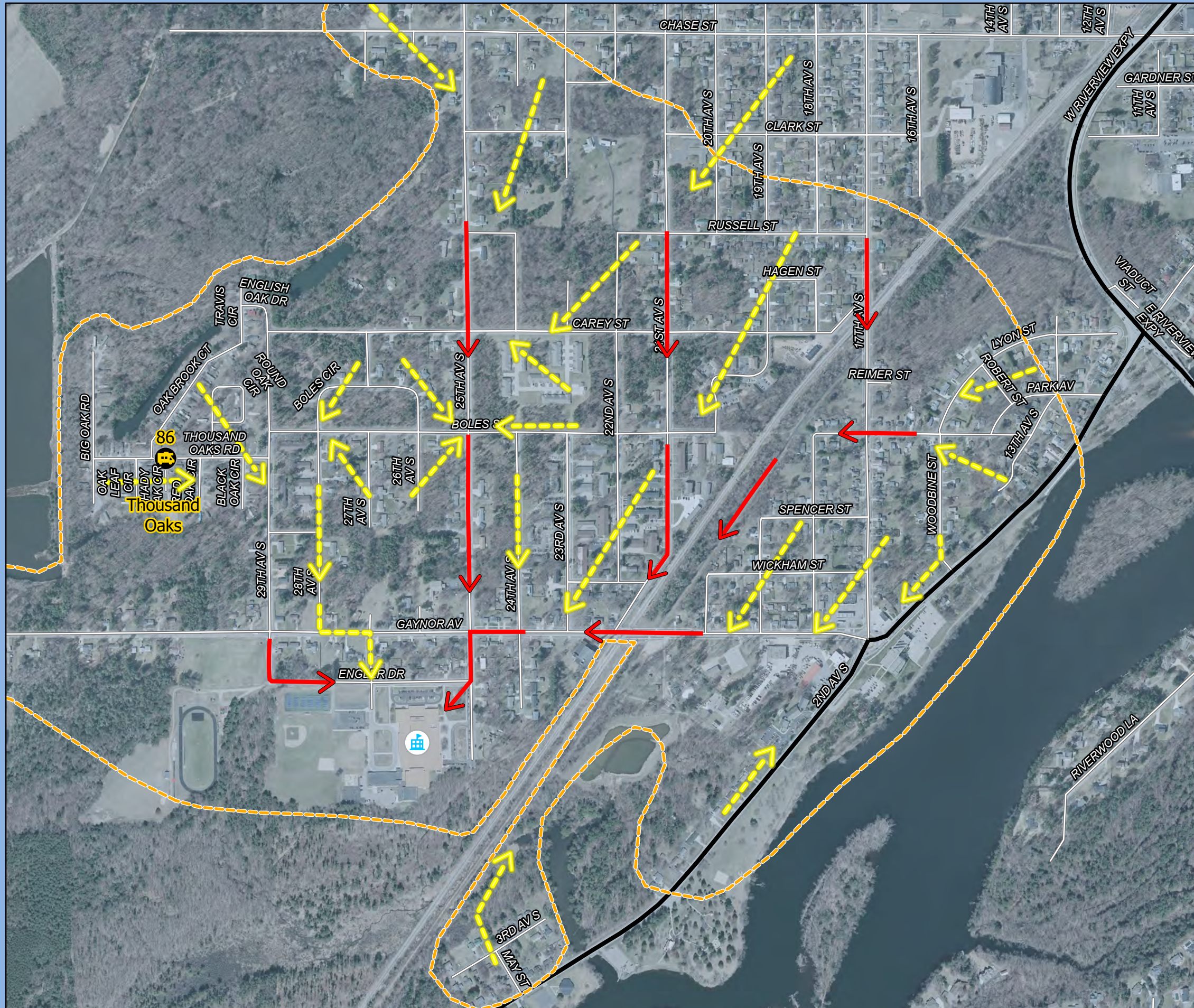


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


# Map 5A School Routes

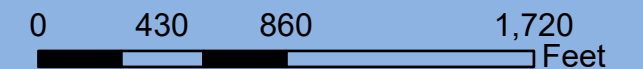
## Wisconsin Rapids Area Middle School

Wisconsin Rapids Safe Routes To School

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

### Legend

-  Wisconsin Rapids Area Middle School
-  State Highway
-  Local Roads
-  Feeder Route
-  Main Route
-  1-Mile Walk Distance
-  Mobile Home Park

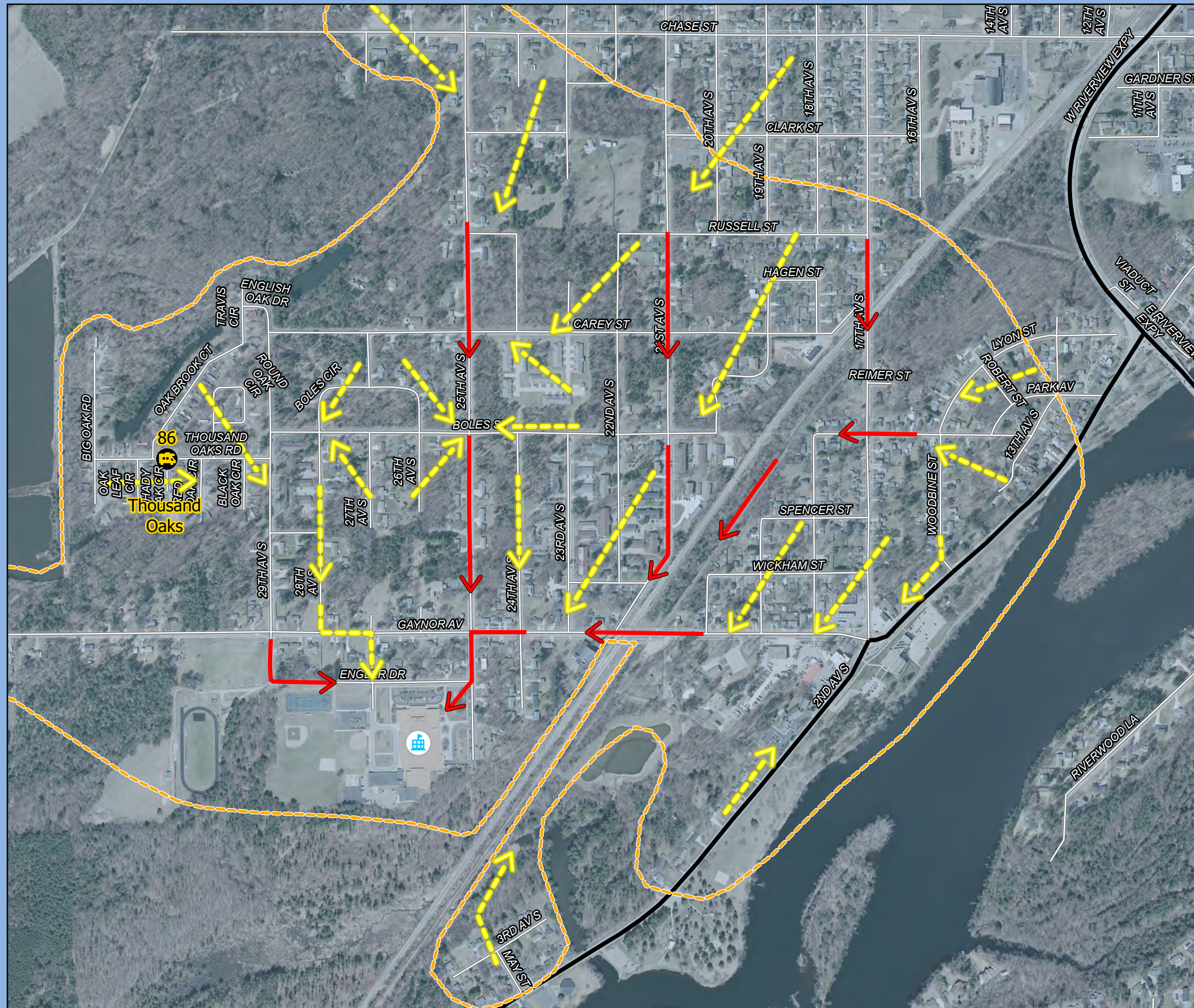


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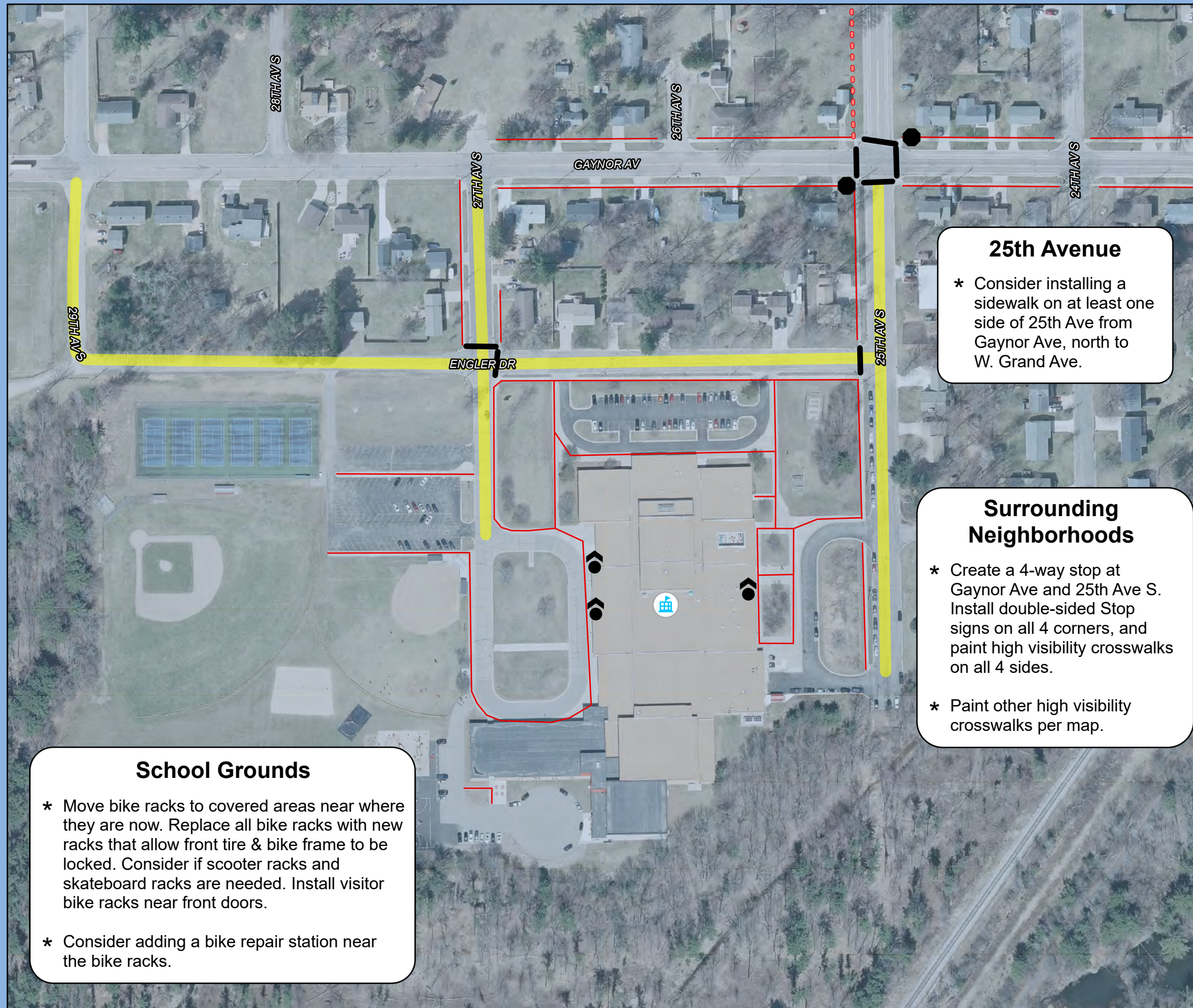
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# Recommendations

## Wisconsin Rapids Area Middle School

Wisconsin Rapids Safe Routes To School



**25th Avenue**

- \* Consider installing a sidewalk on at least one side of 25th Ave from Gaynor Ave, north to W. Grand Ave.

**Surrounding Neighborhoods**

- \* Create a 4-way stop at Gaynor Ave and 25th Ave S. Install double-sided Stop signs on all 4 corners, and paint high visibility crosswalks on all 4 sides.
- \* Paint other high visibility crosswalks per map.

**School Grounds**

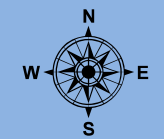
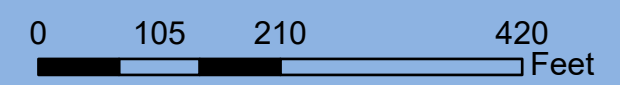
- \* Move bike racks to covered areas near where they are now. Replace all bike racks with new racks that allow front tire & bike frame to be locked. Consider if scooter racks and skateboard racks are needed. Install visitor bike racks near front doors.
- \* Consider adding a bike repair station near the bike racks.

**Legend**

- Wisconsin Rapids Area Middle School
- Sidewalks
- 20 MPH School Speed Limit & Higher Fines School Zone

**Recommendations**

- Proposed Sidewalk
- Proposed High Visibility Crosswalk
- Paint Urban Shoulder
- Proposed Stop Sign
- Proposed Covered Bike Racks



Source: WI DNR, WisDOT, NCWRPC, Wood County  
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Grant Elementary served 258 (2022) students in pre-kindergarten through 5<sup>th</sup> grades.

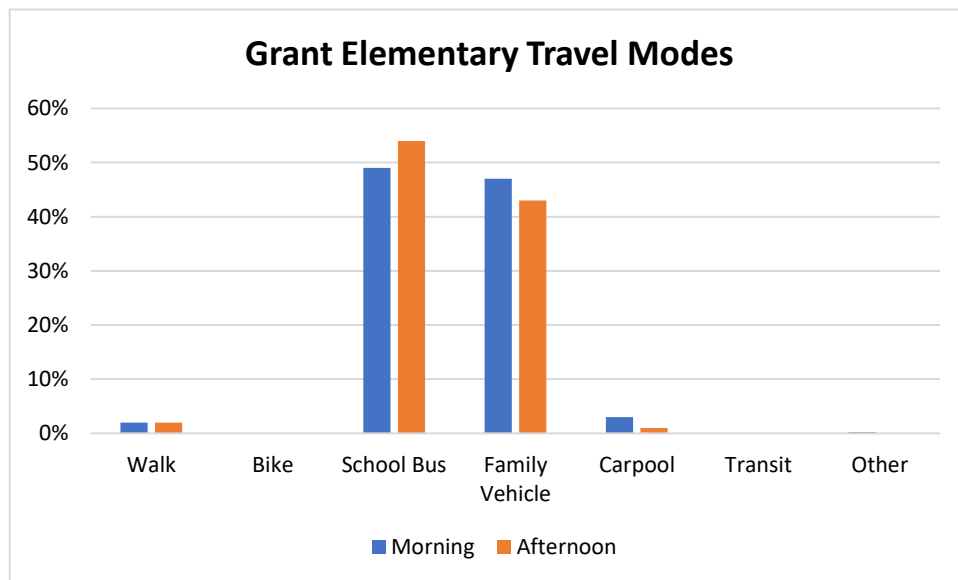
- **Main modes of travel by Grant Elementary students:**
  - Family Vehicle (47% morning & 43% afternoon)
  - School Bus (49% morning & 54% afternoon)

The discrepancy between morning and afternoon travel in **Table 4B** & **Figure 4B** shows that 6% more parents are driving their kids (including carpooling) to school in the morning. Roughly 5% of these kids are taking the school bus home.

Table 4B Grant Elementary Morning & Afternoon Travel Comparison							
	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	2%	0%	49%	47%	3%	0%	0.2%
Afternoon	2%	0%	54%	43%	1%	0%	0%

Source: Student Tallies, October 2023

**Figure 4B: Grant Elementary Student Tally Results Morning and Afternoon Travel Comparison**



Source: Student Tallies, October 2023

## Grant 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.

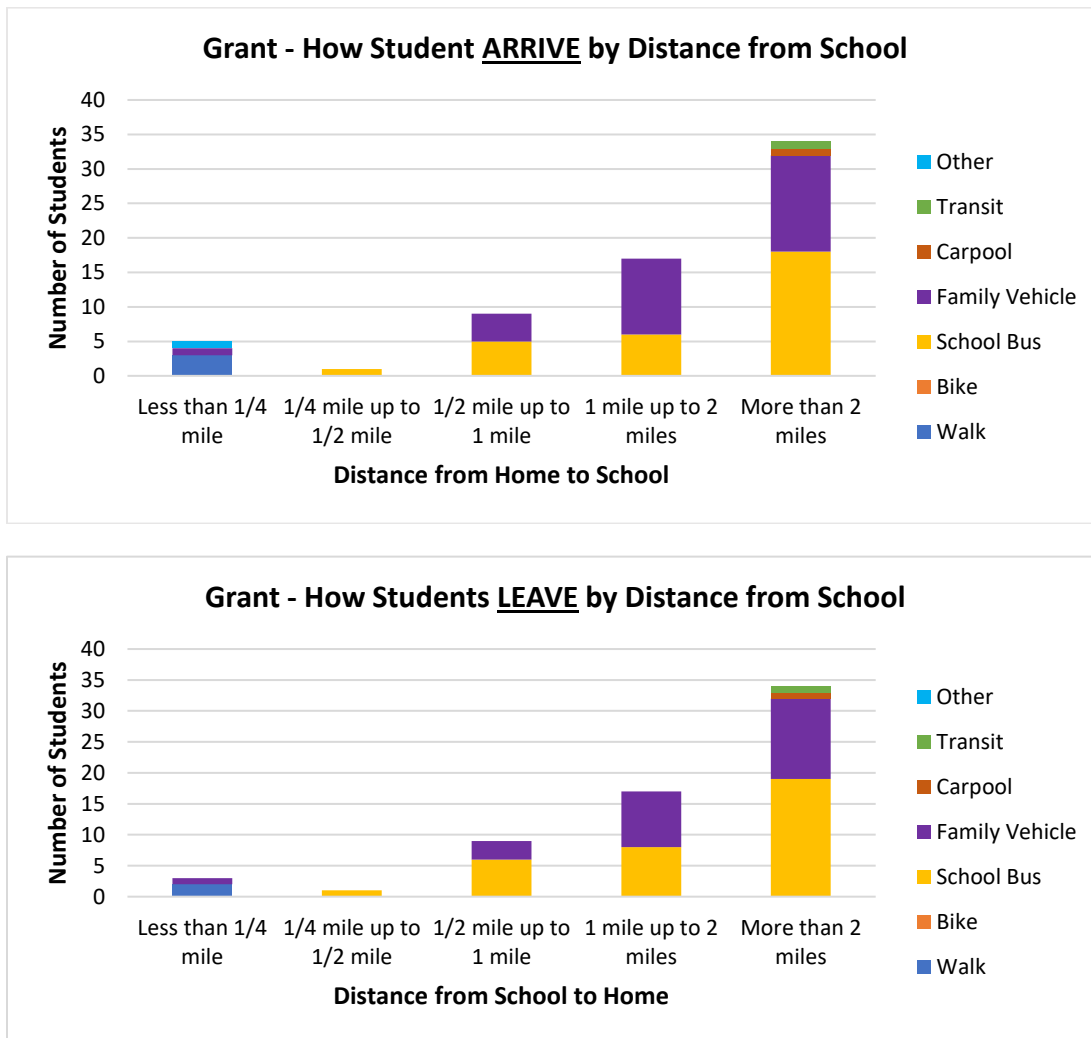
Among parents who answered the survey, 14 of 62 students live within 1-mile of school. With only 3 students within 1-mile of school walking and none biking to school, this shows some potential to increase walking and biking to school.

About 48% of students represented in this parent survey rode the school bus, which is roughly the same as the student tally (49%). About the same was observed on the student tally and parent survey.

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

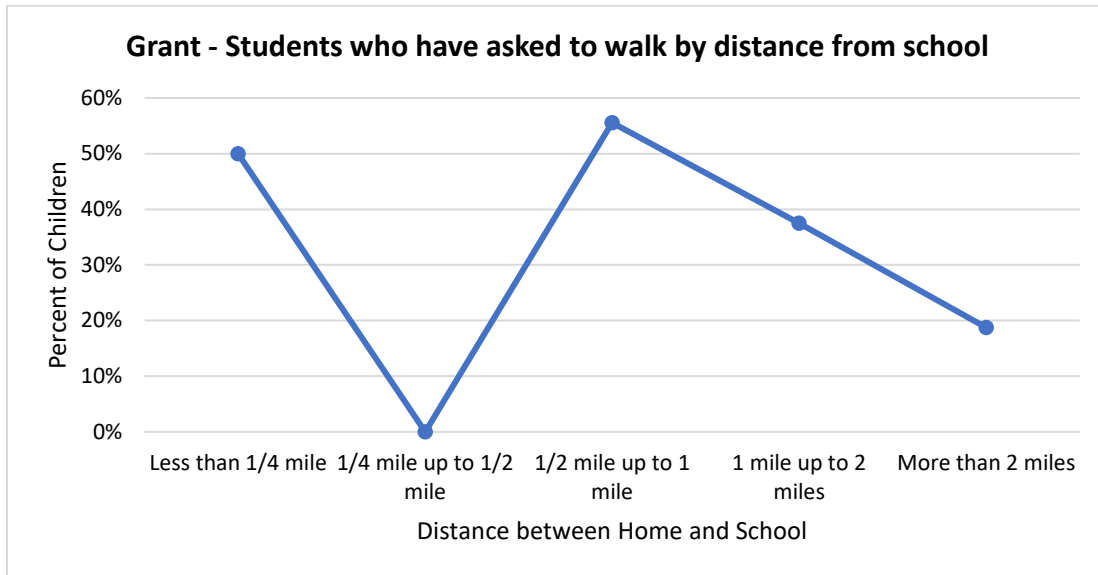
See comments from Grant Elementary Parent Surveys in **Attachment B**.

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



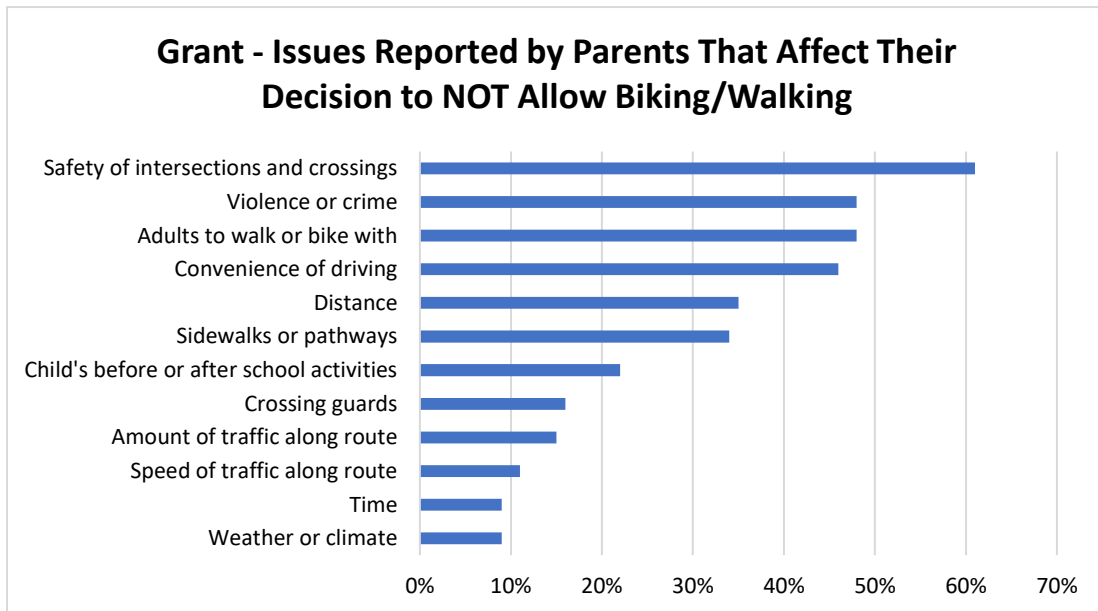
Source: Parent Surveys, November 2023

**FIGURE 6B: Has your child asked to walk?**



Source: Parent Surveys, November 2023

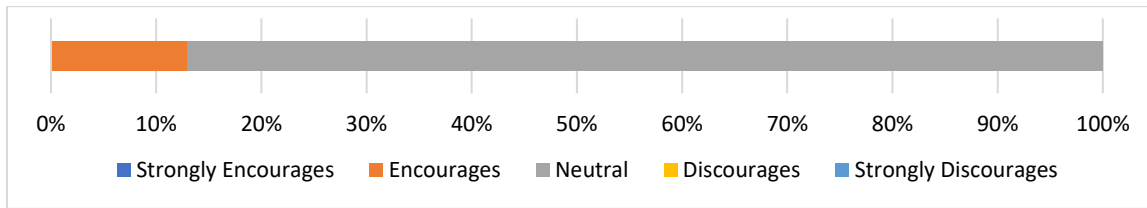
**FIGURE 7B: Which of the following issues affect your decision to NOT allow walking or biking?**



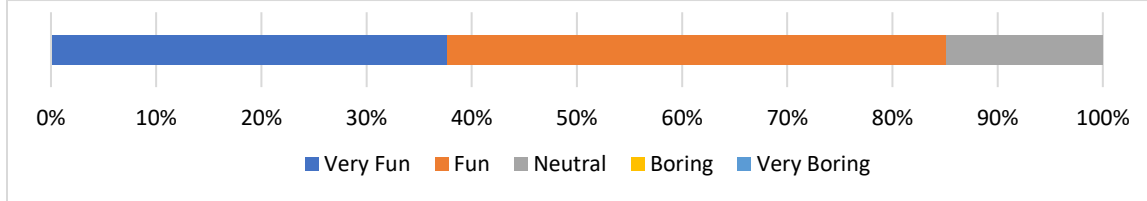
Source: Parent Surveys, November 2023

From Grant's November 2023 Parent Survey

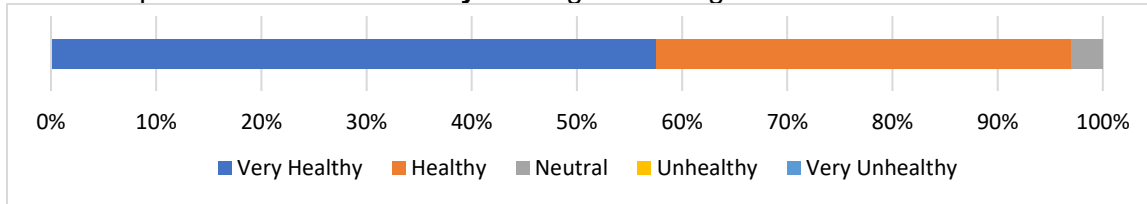
Parent's opinion about how much their **child's school encourages/discourages** walking/biking to/from school:



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



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



**Existing Policies and Services for Grant Students**

Current walking and biking policies and programming at Grant include:

- Safety Patrol. See the Site Assessment **Map 3B** for locations.

School	 <b>(Fall)</b>	 <b>(Spring)</b>
Grant Elementary	None.	None.

Crossing Guards & Adult Monitors

No adult crossing guards are assigned to intersections for Grant.

The Wisconsin Rapids Public Schools has adults that manage traffic on Grant's grounds, called adult monitors.

See Site Assessment **Map 3B** for locations of adult monitors.

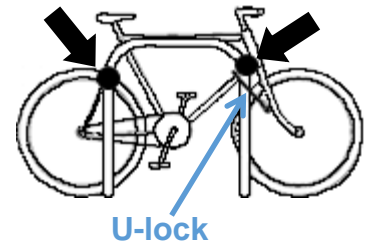
### Safety Patrol

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.

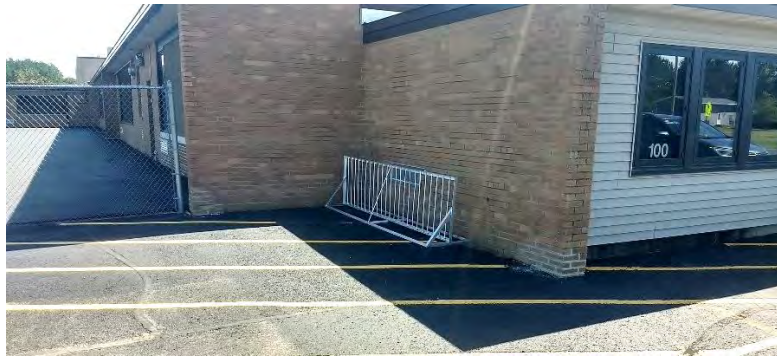
### Bike Racks

Bike racks are conveniently located at Grant Elementary. Site Assessment **Map 3B** shows where bike racks are located.

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



Source: Madrax



Source: NCWRPC

Bike rack next to building

## 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 3B**.

### Transportation Map

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

### School Routes Map

A school routes map in this plan was developed to visualize where walking and biking students could travel to and from school. These routes are the most direct routes to walk or bike to school, but they may have traffic dangers and may need safe crossings to be provided. School Routes are shown on **Map 5B**.

## Recommendations for Grant

**NOTE – There may be additional recommendations that apply to the school that are listed in the Wisconsin Rapids Public Schools Recommendations section in the back of this plan**

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

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

### **1 of 3 – Crossing Guards & Adult Monitors**      *Enforcement & Education*

No crossing guards are assigned to intersections that serve Grant students.

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.

Grant has teacher assistants that provide crossing guard services, called adult monitors.

**Short-term**      Responsible parties: Sheriff, Town.

**Recommendations:** If an intersection is identified in the future as needing additional traffic control for Grant students, then consider assigning an adult crossing guard to that intersection.

**Short-term**      Responsible party: School Dist.

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

### **1 of 3 – 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 in tandem with the adult monitor program at Grant.

### **2 of 3 – Bike Racks** and **Map 6B-1 – “School Grounds” box**      *Engineering*

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

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

**2)** Consider installing a 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 installing visitor bike racks near the entrance. See “Bicycling Parking for Visitors” recommendation in the Wisconsin Rapids Public Schools Recommendations section for details.

### 3 of 3 – Walking & Biking Promotional Materials

### Education & Encouragement

Traffic increases near schools because parents are driving their kids to school instead of allowing them to walk or bike. This flow of traffic increases the likelihood of a variety of traffic incidents that includes crashes, speeding, illegal parking, and failure to yield the right of way. It also decreases the likelihood that students are motivated to walk or bike to school or that parents will allow them to do so.

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

Short-term

Responsible party: School Dist.

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

Short-term

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

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



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

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

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

Short-term

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

**Recommendation C1:** Consider annually participating in Walk and Roll to School (fall) or Bike and Roll to School (spring). School and 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.

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

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

## Engineering Recommendations from Map 6B-1

**Medium-term** Responsible party: Town, Hwy.

**Recommendation:** Create paved off-street waiting area, southeast corner of intersection. See Panel 5.

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

**Short-term** Responsible party: School Dist.

**Recommendation:** Change driveway exit on west side of building from what looks like a crosswalk (2 parallel lines with diagonal lines in between) to a single 2-paint strip wide "stop line."

**Short-term** Responsible party: School Dist.

**Recommendation:** Replace driveway exit on west side of building signs from text only "Do Not Enter" signs to Do Not Enter with red circle regulation signs (R5-1 in MUTCD).



**Short-term** Responsible party: School Dist.

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

### Map 6B-1 – “School Zone Improvements” box *Engineering*

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

**Recommendation:** Continue painting School Zone crosswalk on east side of 85th St South crossing CTH WW as a high visibility crosswalk.

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

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

## Engineering Recommendations from Map 6B-2

### Map 6B-2 – “Areawide Improvements” box *Engineering*

**Medium to Long-term** Responsible parties: Town, Hwy.

**Recommendation:** Consider installing 10-foot wide asphalt paths on one side of roads identified on map.

**Medium to Long-term** Responsible party: Hwy.

**Recommendation:** Consider installing Rectangular Rapid Flash Beacons or Pedestrian Hybrid Beacon on the south leg of 80th St South & Whitrock Ave/CTH WW. Northbound right turn lane may need to be eliminated to provide pedestrian waiting area to cross 80th St South.

**Medium to Long-term** Responsible party: Hwy.

**Recommendation:** Consider creating either a sidewalk or 10-foot wide path for the west side of 80th St South from Griffith Ave, north to Railroad St.

\*\*\*\*\*

**Communitywide Project Notification** Education

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

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

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

**Implementing Bicycling Education in School** Education

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

**Short-term** Responsible party: School Dist.

**Recommendation 1:** Promote parental guides for teaching their kids to walk and bike safely before school each year. See the 3 of 3 – Walking & Biking Promotional Materials recommendation for parental guides.

**Recommendation 2:** Consider adding WisDOT’s **Bicycle safety** webpage as a link in the transportation area of the School or District website.

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



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

**Recommendation 3:** See: Develop Traffic Garden Bicycle Education recommendation in the Wisconsin Rapids Public Schools Recommendations section.

## **Improve Pedestrian Education in School**

*Education*

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

**Medium-term**

Responsible party: School Dist.



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

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

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

## **Measure if Engineering and Education Efforts are Working**

*Evaluation*

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

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

**Short-term**

Responsible parties: School Dist., City.

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

**Note:** Make sure that community education occurs before Student Tallies are conducted. See recommendation: "Communitywide Project Notification."

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

**Medium-term**

Responsible party: City.

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

**Annual SRTS Plan Review**    *Evaluation*

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

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

**Short-term**

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

**Recommendation:** Choose a committee to work on implementing this plan. 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 Wisconsin Rapids SRTS Plan's recommendations when preparing annual budgets and annual operating procedures.

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

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

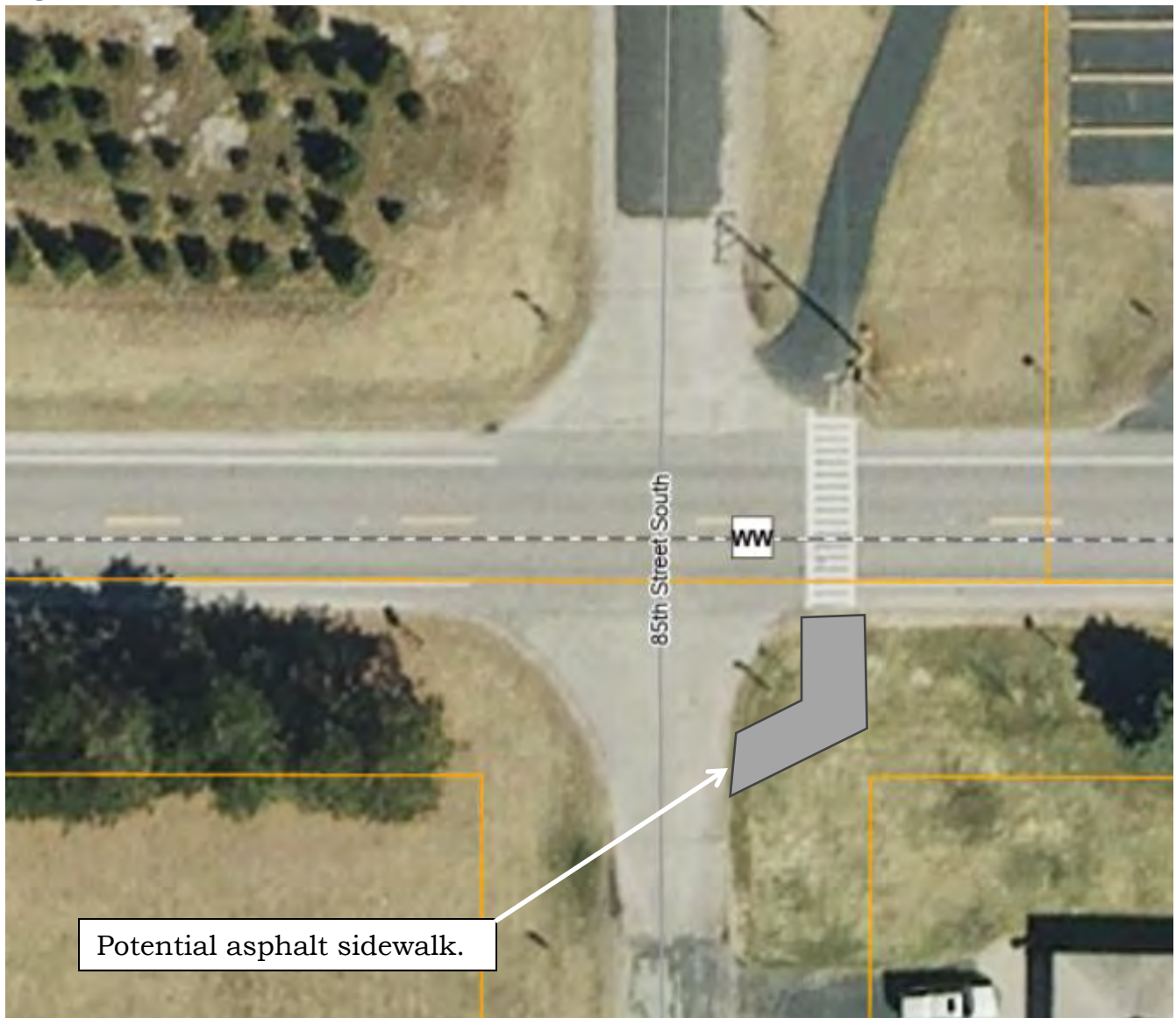


**Medium-term** Responsible parties: County Hwy., & **Town of Grant** (Portage County)

**Recommendation: Need a student waiting area out of the roadway.**

- Install asphalt sidewalk per **Figure 1**.

**Figure 1**


















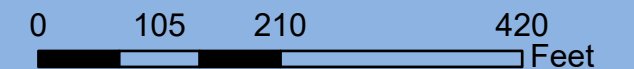
Airphoto: Portage County Parcel Viewer

# Map 3B Site Assessment Grant Elementary

Wisconsin Rapids Safe Routes To School

## Legend

-  Grant Elementary
-  School Entrance
-  Bike Rack
-  Adult Monitor
-  Safety Patrol
-  Parked Family Vehicle
-  School Crossing
-  Stop Sign
-  No Sidewalk Ramp
-  Sidewalks
-  15 MPH School Speed Limit
-  High Visibility Crosswalk
-  Major School Parent Traffic
-  Fence
-  Gate



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

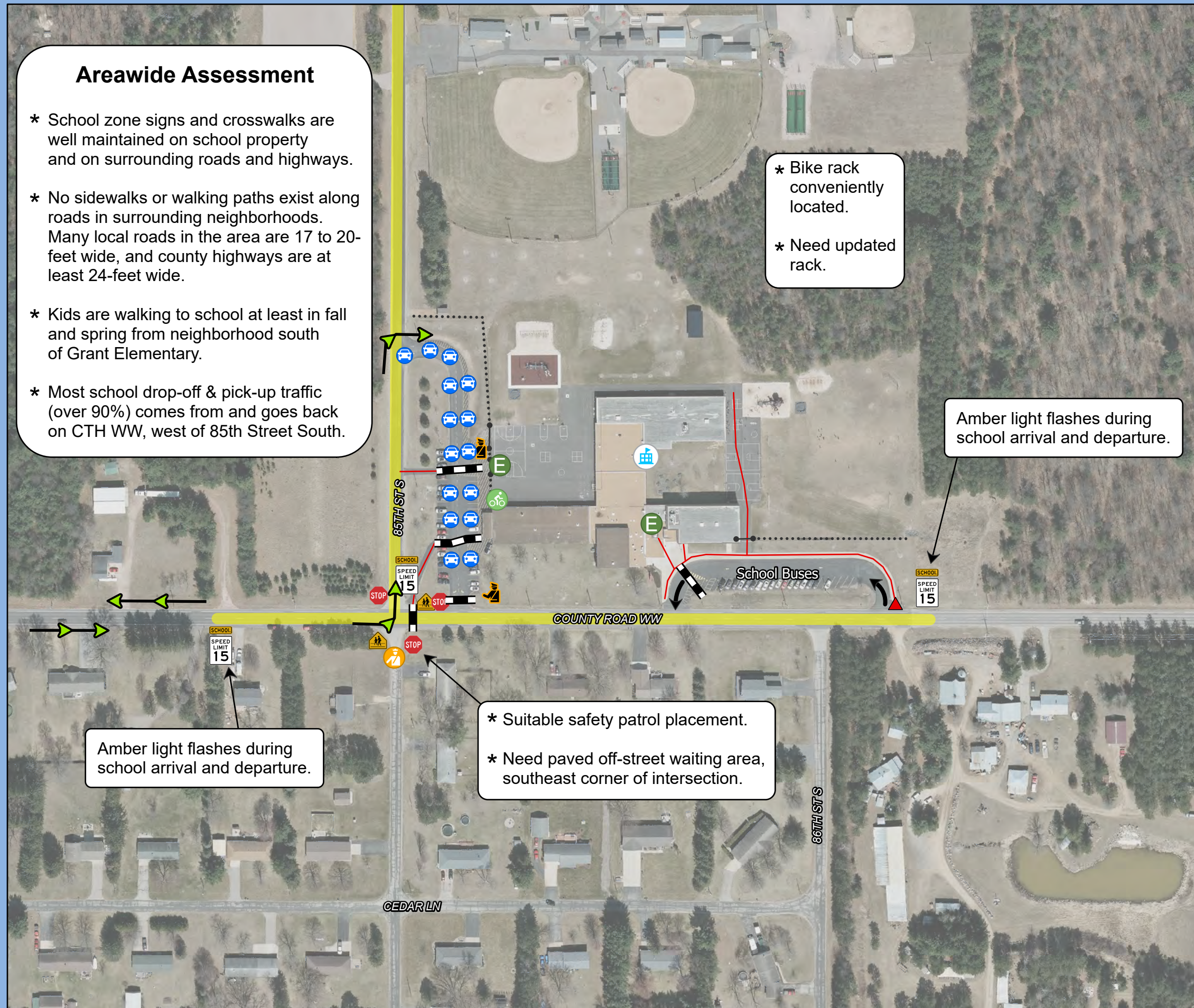
- \* School zone signs and crosswalks are well maintained on school property and on surrounding roads and highways.
- \* No sidewalks or walking paths exist along roads in surrounding neighborhoods. Many local roads in the area are 17 to 20-foot wide, and county highways are at least 24-foot wide.
- \* Kids are walking to school at least in fall and spring from neighborhood south of Grant Elementary.
- \* Most school drop-off & pick-up traffic (over 90%) comes from and goes back on CTH WW, west of 85th Street South.

- \* Bike rack conveniently located.
- \* Need updated rack.

Amber light flashes during school arrival and departure.

Amber light flashes during school arrival and departure.

- \* Suitable safety patrol placement.
- \* Need paved off-street waiting area, southeast corner of intersection.

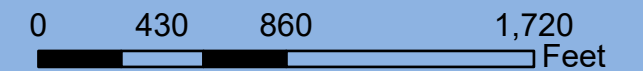


# Map 4B Transportation Grant Elementary

Wisconsin Rapids Safe Routes To School

## Legend

- Grant Elementary
  - Main Roads
  - Local Roads
  - Sidewalks
  - 20 MPH School Speed Limit & Higher Fines Zone
  - 20-foot Paved/Gravel Shoulder
  - High Visibility Crosswalk
  - Pedestrian
  - Speed Limit
  - Traffic Counts
- Crash Type (2010-2023)**
- Bicycle
  - Pedestrian
  - Both



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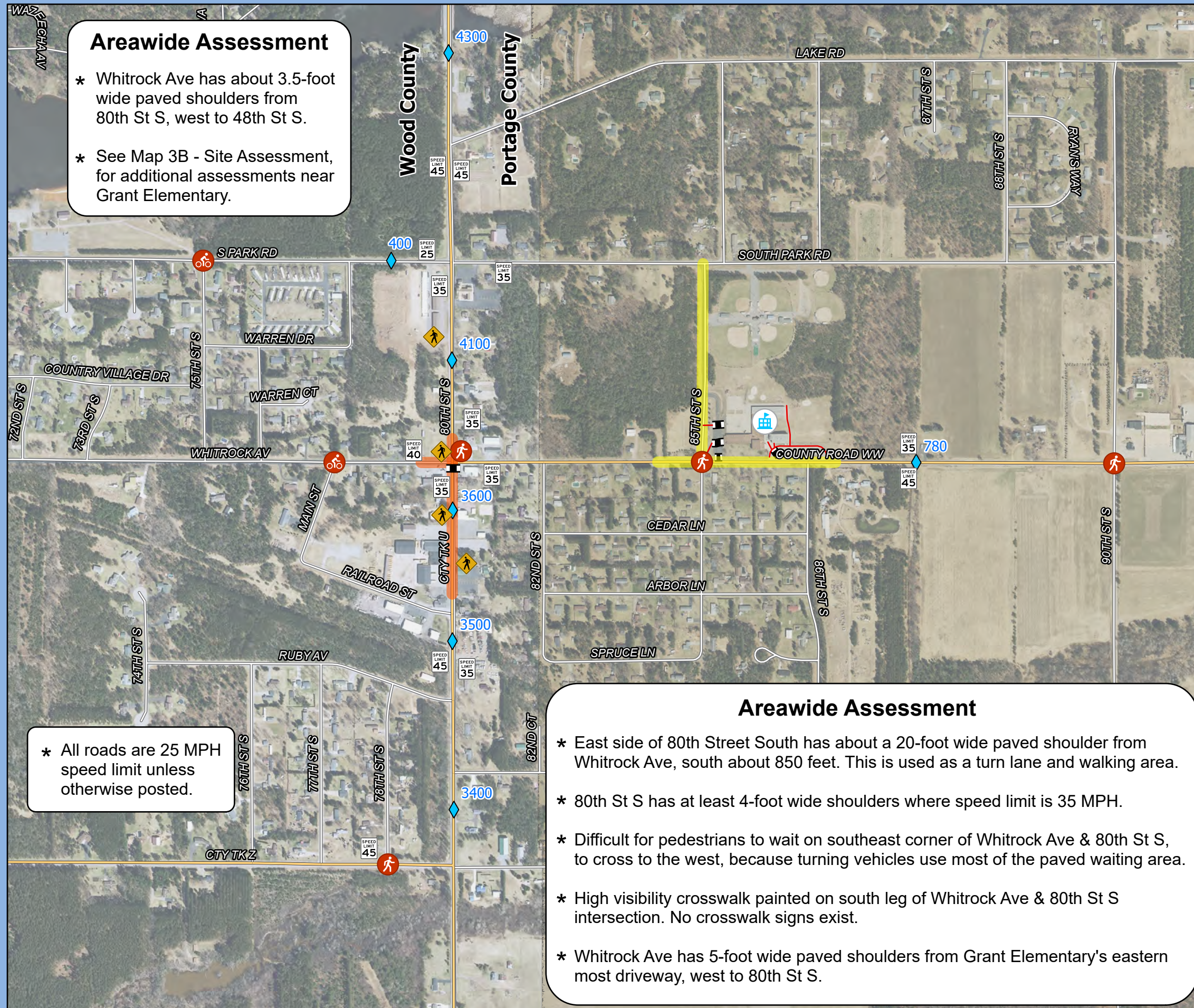
## Areawide Assessment

- \* Whitrock Ave has about 3.5-foot wide paved shoulders from 80th St S, west to 48th St S.
- \* See Map 3B - Site Assessment, for additional assessments near Grant Elementary.

## Areawide Assessment

- \* East side of 80th Street South has about a 20-foot wide paved shoulder from Whitrock Ave, south about 850 feet. This is used as a turn lane and walking area.
- \* 80th St S has at least 4-foot wide shoulders where speed limit is 35 MPH.
- \* Difficult for pedestrians to wait on southeast corner of Whitrock Ave & 80th St S, to cross to the west, because turning vehicles use most of the paved waiting area.
- \* High visibility crosswalk painted on south leg of Whitrock Ave & 80th St S intersection. No crosswalk signs exist.
- \* Whitrock Ave has 5-foot wide paved shoulders from Grant Elementary's eastern most driveway, west to 80th St S.

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









# Map 5B School Routes

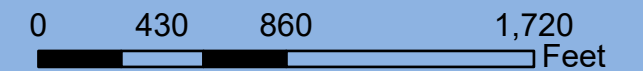
## Grant Elementary

Wisconsin Rapids Safe Routes To School

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

### Legend

-  Grant Elementary
-  Main Roads
-  Local Roads
-  Feeder Route
-  Main Route
-  1-Mile Walk Distance

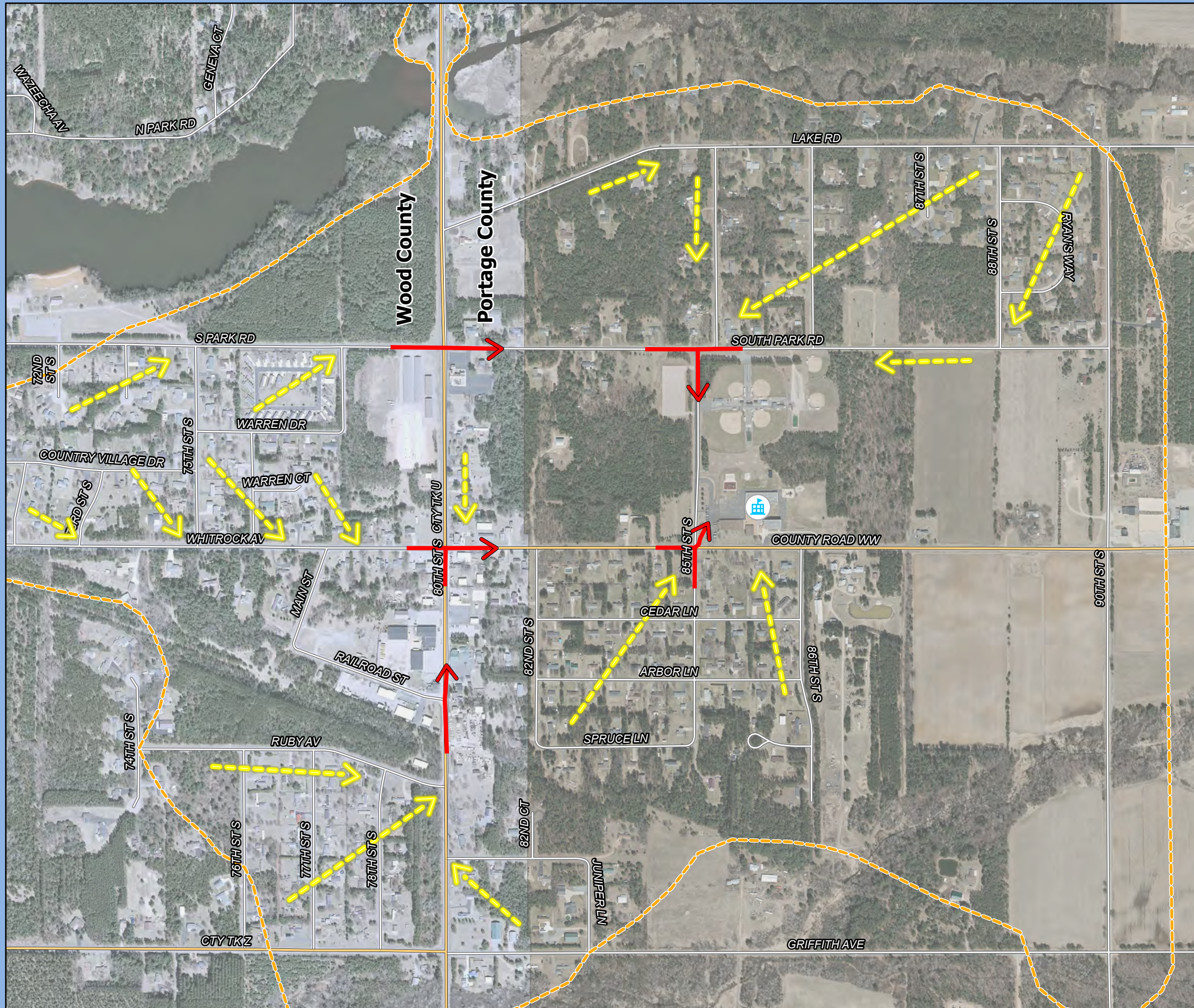


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# Recommendations

## Grant Elementary

Wisconsin Rapids Safe Routes To School

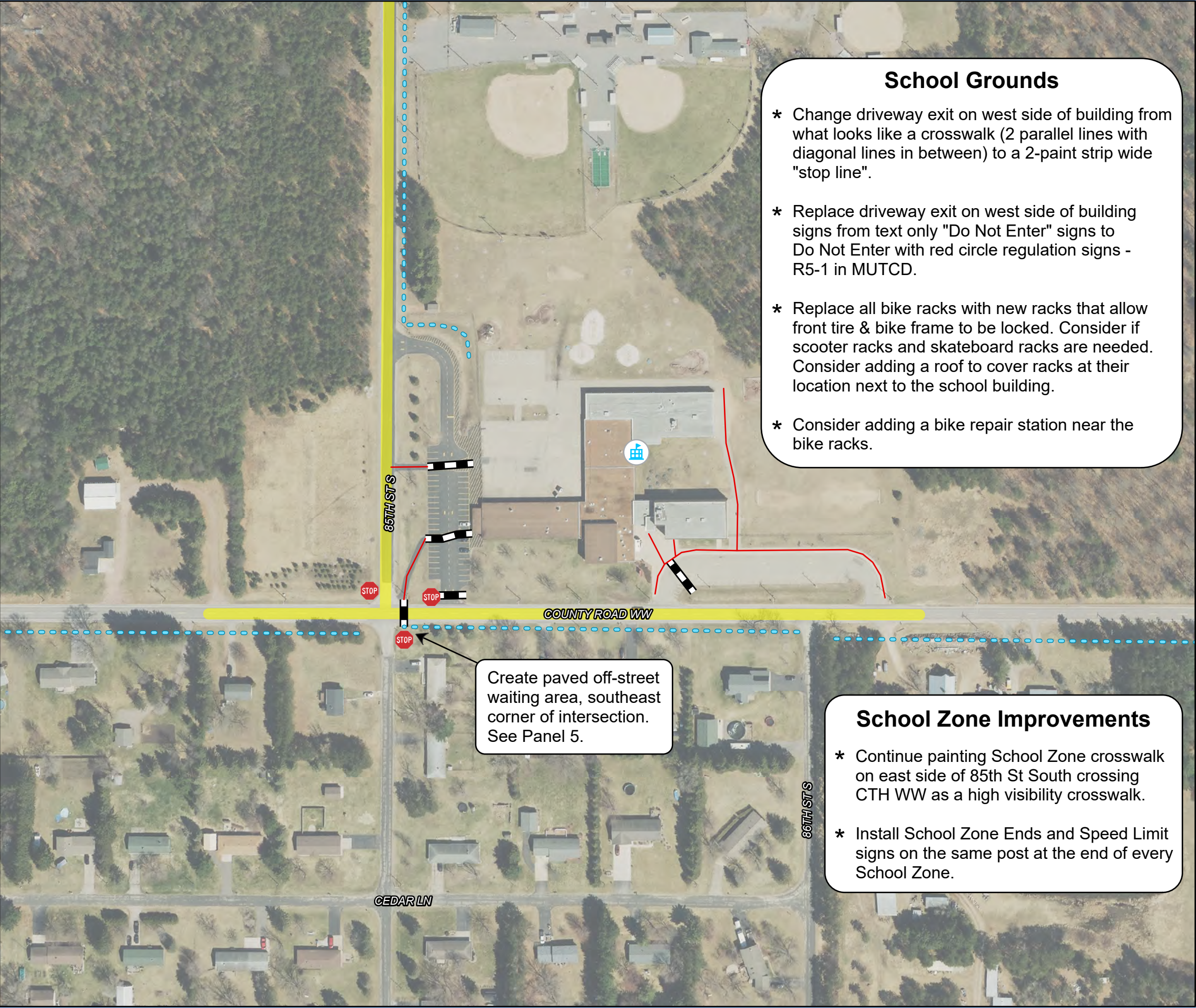
- ### School Grounds
- \* Change driveway exit on west side of building from what looks like a crosswalk (2 parallel lines with diagonal lines in between) to a 2-paint strip wide "stop line".
  - \* Replace driveway exit on west side of building signs from text only "Do Not Enter" signs to Do Not Enter with red circle regulation signs - R5-1 in MUTCD.
  - \* Replace all bike racks with new racks that allow front tire & bike frame to be locked. Consider if scooter racks and skateboard racks are needed. Consider adding a roof to cover racks at their location next to the school building.
  - \* Consider adding a bike repair station near the bike racks.

### Legend

- Grant Elementary
- Stop Sign
- Sidewalks
- 15 MPH School Speed Limit
- High Visibility Crosswalk

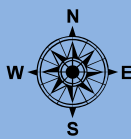
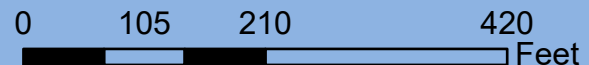
### Recommendations

- Proposed 10' Paved Multi-use Path



- ### School Zone Improvements
- \* Continue painting School Zone crosswalk on east side of 85th St South crossing CTH WW as a high visibility crosswalk.
  - \* Install School Zone Ends and Speed Limit signs on the same post at the end of every School Zone.

Create paved off-street waiting area, southeast corner of intersection. See Panel 5.



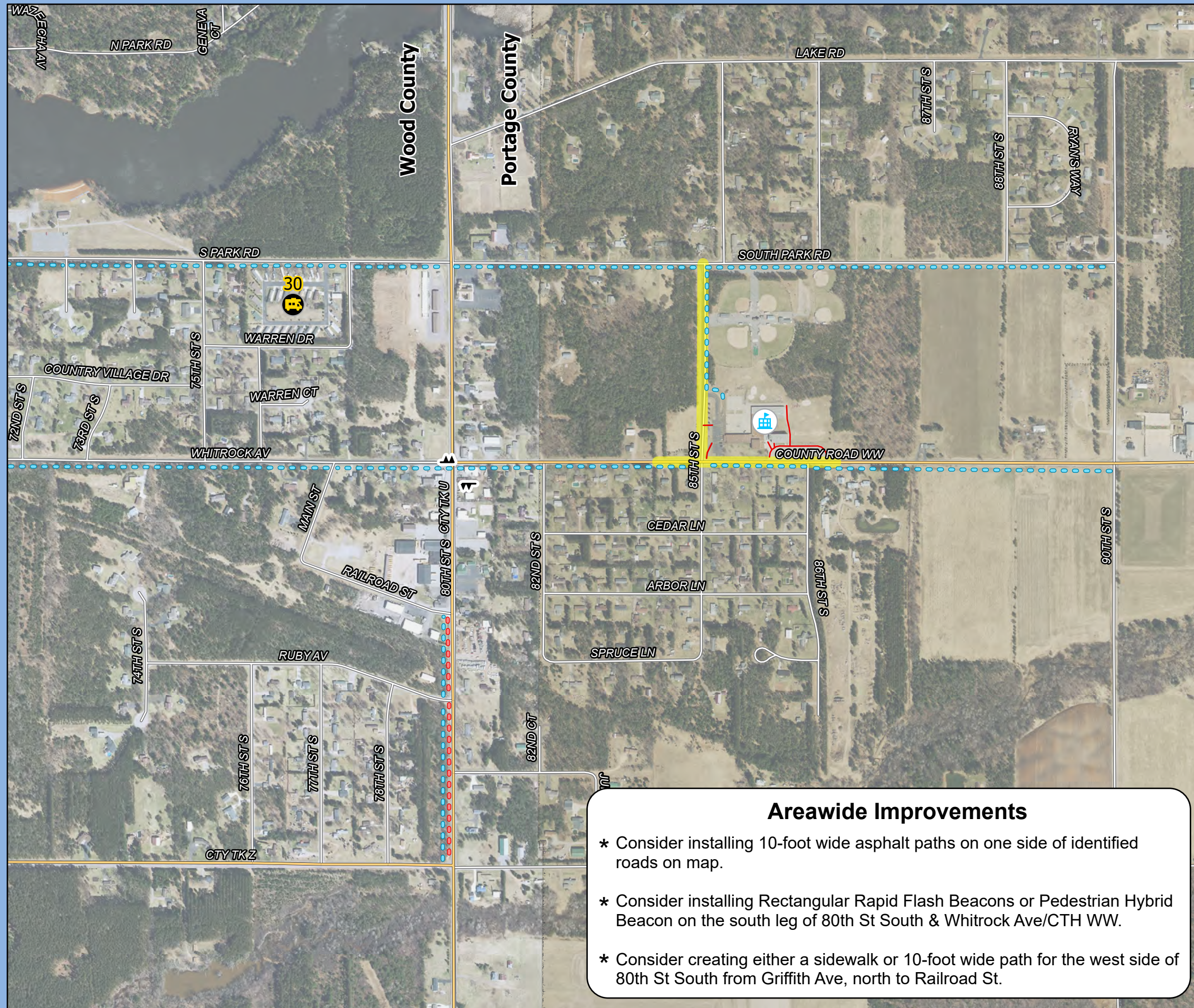
Source: WI DNR, WisDOT, NCWRPC, Wood County  
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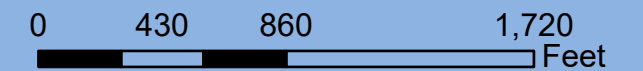
# Map 6B-2 Recommendations Grant Elementary

Wisconsin Rapids Safe Routes To School



## Legend

- Grant Elementary
- Main Roads
- Local Roads
- Sidewalks
- 20 MPH School Speed Limit & Higher Fines Zone
- Mobile Home Park
- Rapid Flash Crosswalk
- Recommendations**
- Proposed 10' Paved Multi-use Path
- Proposed Sidewalk



Source: WI DNR, WisDOT, NCWRPC, Wood County  
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## Areawide Improvements

- \* Consider installing 10-foot wide asphalt paths on one side of identified roads on map.
- \* Consider installing Rectangular Rapid Flash Beacons or Pedestrian Hybrid Beacon on the south leg of 80th St South & Whitrock Ave/CTH WW.
- \* Consider creating either a sidewalk or 10-foot wide path for the west side of 80th St South from Griffith Ave, north to Railroad St.

Grove Elementary served 197 (2022) students in pre-kindergarten through 5<sup>th</sup> grades.

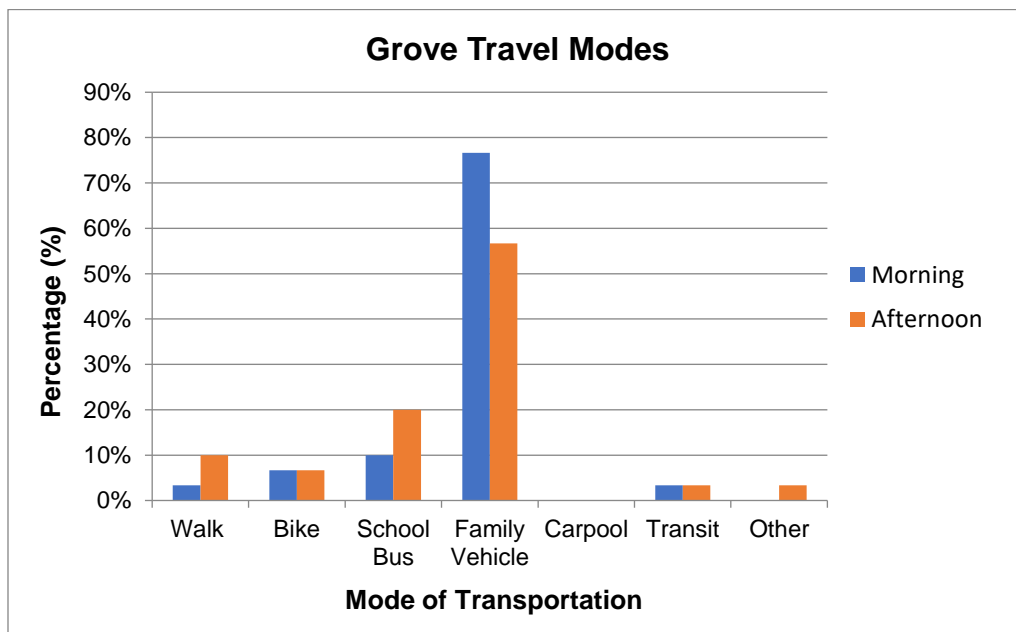
- **Main modes of travel by Grove Elementary students:**
  - Family Vehicle (77% morning & 57% afternoon)
  - School Bus (10% morning & 20% afternoon)

The discrepancy between morning and afternoon travel in **Table 4C** & **Figure 4C** shows that 20% more parents are driving their kids to school in the morning. Of that 20%, the school bus takes home 10%, and the remaining 7% walk home. Note: Parent tally was used to calculate the comparison between morning and afternoon travel.

Table 4C Grove Elementary Morning & Afternoon Travel Comparison							
	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	3%	7%	10%	77%	0%	3%	0%
Afternoon	10%	7%	20%	57%	0%	3%	3%

Source: Student Tallies, October 2023

**Figure 4C: Grove Elementary Parent Tally Results Morning and Afternoon Travel Comparison**



Source: Student Tallies, October 2023

Grove Elementary's Parent Survey Results

27 surveys received.

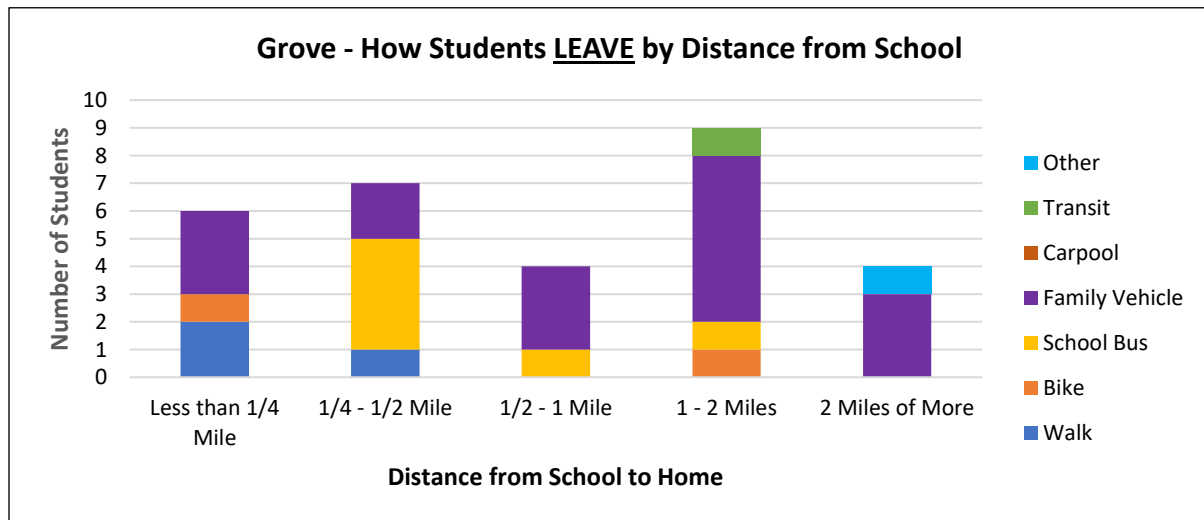
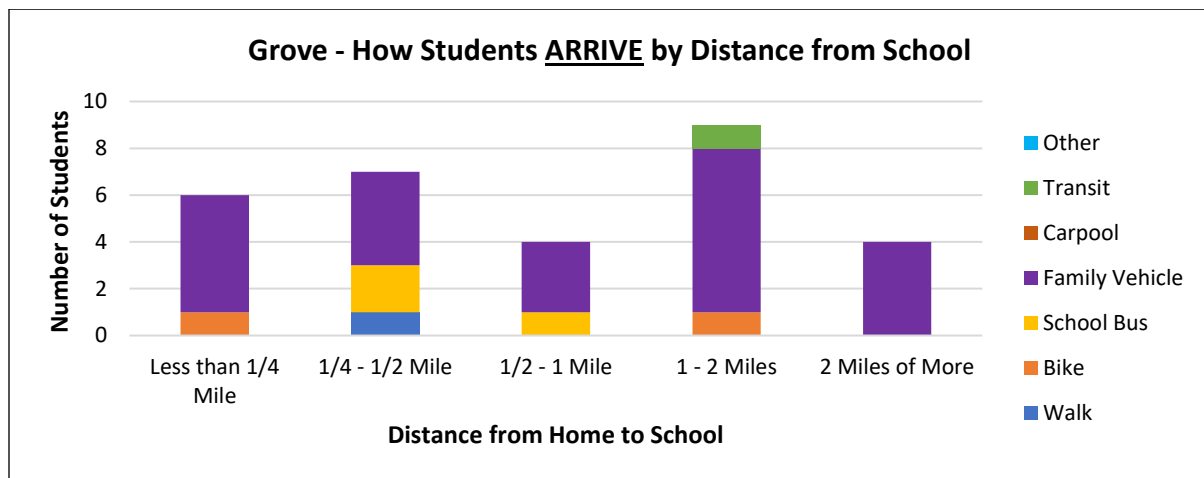
Parents were instructed to fill out only one survey per school. If multiple children attended the same school, they were asked to fill out one survey for the child with the next birthday from that day's date.

Among parents who answered the survey, 15 of 27 students live within 1-mile of school. With only 1 student within 1-mile of school walking and 1 biking to school, this shows some potential to increase walking and biking to school.

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

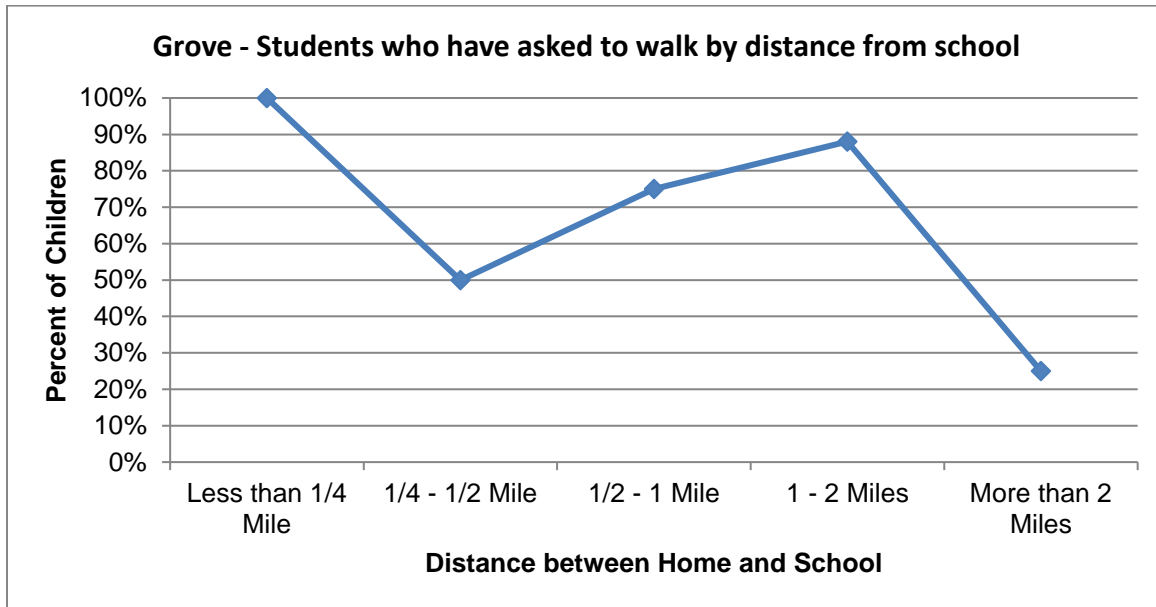
See comments from Grove Elementary Parent Surveys in **Attachment B**.

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



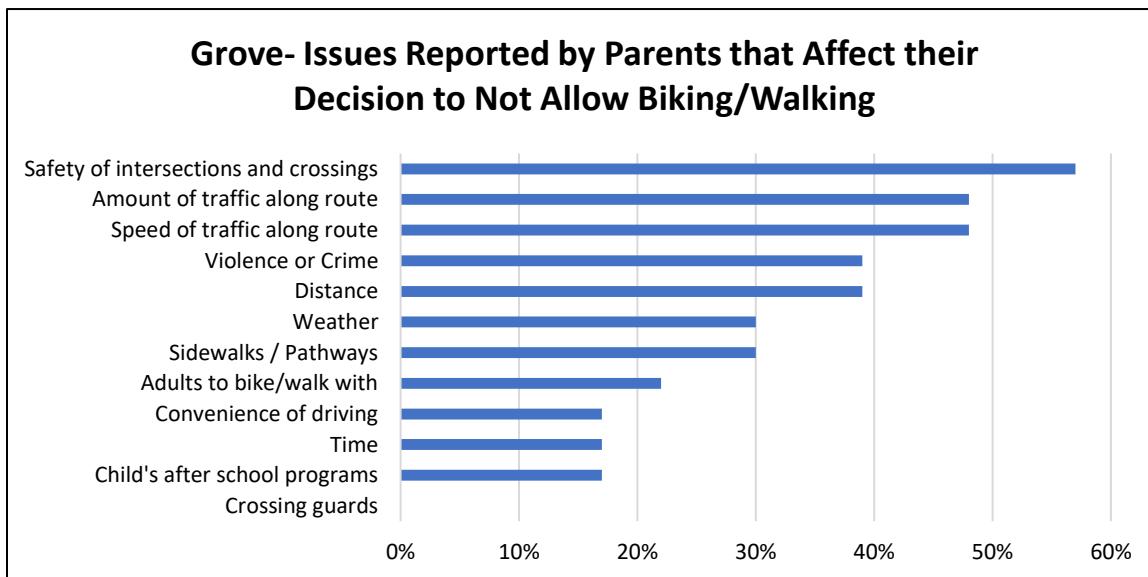
Source: Parent Surveys, November 2023

**FIGURE 6C: Has your child asked to walk?**



Source: Parent Surveys, November 2023

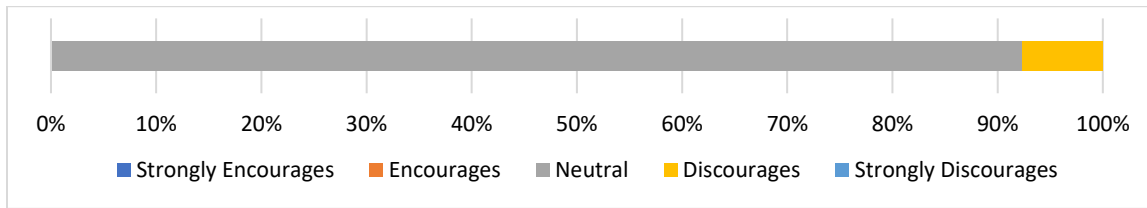
**FIGURE 7C: Which of the following issues affect your decision to NOT allow walking or biking?**



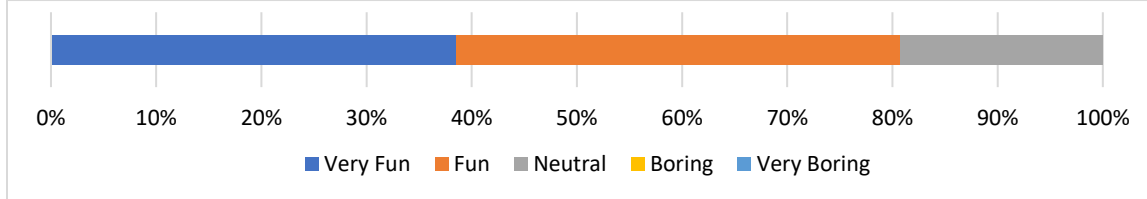
Source: Parent Surveys, November 2023

From Grove's November 2023 Parent Survey

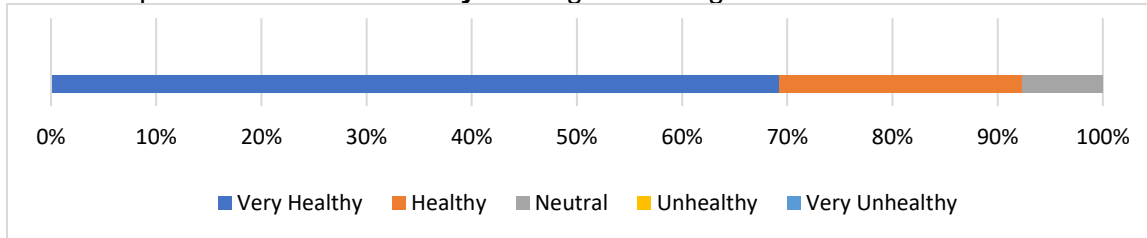
Parent's opinion about how much their **child's school encourages/discourages** walking/biking to/from school:



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



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



**Existing Policies and Services for Grove Students**

Current walking and biking policies and programming at Grove include:

- Safety Patrol. See the Site Assessment **Map 3C** for locations.

School	 <b>(Fall)</b>	 <b>(Spring)</b>
Grove Elementary	None.	None.

Crossing Guards & Adult Monitors

A few adult crossing guards are assigned by the Police Department to intersections that need more guidance for Grove students than others. The Wisconsin Rapids Public Schools has adults that manage traffic on Grove's grounds, called adult monitors.

See Site Assessment **Map 3C** for locations of all crossing guards and adult monitors.

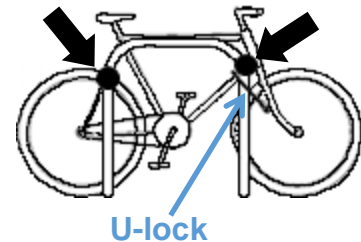
### Safety Patrol

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 for Grove.

### Bike Racks

Bike racks are conveniently located at Grove Elementary. 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 C**.



Source: Madrax



Bike rack next to front door



Bike rack next to playground

Source: NCWRPC

## Grove – Maps

### Site Assessment Map

As part of this Safe Routes to School planning process, a walking and bicycling audit was conducted within a few blocks around the school. Walk and bike audit results are shown on **Map 3C**.

### Transportation Map

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

### School Routes Map

A school routes map in this plan was developed to visualize where walking and biking students could travel to and from school. These routes are the most direct routes to walk or bike to school, but they may have traffic dangers and may need safe crossings to be provided. School Routes are shown on **Map 5C**.

## Recommendations for Grove

**NOTE – There may be additional recommendations that apply to this school that are listed in the Wisconsin Rapids Public Schools Recommendations section or the City of Wisconsin Rapids Recommendations section in the back of this plan.**

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

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

### **1 of 3 – Crossing Guards & Adult Monitors** *Enforcement & Education*

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

Grove has teacher assistants that manage traffic on school grounds, called adult monitors.

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

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

**Short-term** Responsible party: School Dist.

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

### **1 of 3 – 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 in tandem with the adult crossing guard program at Grove.

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

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

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

2) Consider installing a bike repair station to support minor bicycle repairs on a concrete pad by playground near Clyde St.

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

4) Consider installing visitor bike racks near the entrance. See “Bicycling Parking for Visitors” recommendation in the Wisconsin Rapids Public Schools Recommendations section for details.

### 3 of 3 – Walking & Biking Promotional Materials

### Education & Encouragement

Traffic increases near schools because parents are driving their kids to school instead of allowing them to walk or bike. This flow of traffic increases the likelihood of a variety of traffic incidents that includes crashes, speeding, illegal parking, and failure to yield the right of way. It also decreases the likelihood that students are motivated to walk or bike to school or that parents will allow them to do so.

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

Short-term

Responsible party: School Dist.

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

Short-term

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

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



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

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

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

Short-term

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

**Recommendation C1:** Consider annually participating in Walk and Roll to School (fall) or Bike and Roll to School (spring). School and 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.

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

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

## Engineering Recommendations from Map 6C

### Map 6C – “Surrounding Neighborhoods” box     *Engineering*

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

**Recommendation:** Paint all school crosswalks as High Visibility Crosswalks. See map.

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

**Recommendation:** At Pepper Ave & 8<sup>th</sup> St, paint Stop lines at least 10-feet in advance of crosswalks, and paint crosswalks in a High Visibility pattern.

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

**Recommendation:** Convert Clyde Ave & Lincoln St to a 4-way Stop, and paint High Visibility Crosswalks to wrap around corners to access ramps.

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

**Recommendation:** Consider painting a white line 9-feet off curb face on both sides of **Grove Ave** from 8<sup>th</sup> St west to 1<sup>st</sup> St; on both sides of **Lincoln St** from Whitrock St north to Daly Ave; and on both sides of **Sampson St** from Whitrock St north to Daly Ave.

### Map 6C – “8<sup>th</sup> Street South” box     *Engineering*

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

**Recommendation 1:** Remove STOP lines on 8<sup>th</sup> St S at rapid flash beacon crosswalk, and paint YIELD lines (shark teeth) at least 35-feet in advance of the crosswalk.

**Recommendation 2:** On 8<sup>th</sup> St S, paint double wide white line instead of dashed white line, for about 150-feet in advance of the Grove St rapid flash beacons.

**Recommendation 3:** Paint all 8<sup>th</sup> Street crosswalks in a high visibility pattern.

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

**Recommendation:** If after making Recommendations 1-3 it is determined that more is needed to provide a safe crossing of 8<sup>th</sup> St S at Grove St, then consider installing a pedestrian hybrid beacon on 8<sup>th</sup> St S.

### Map 6C – “School Grounds” box     *Engineering*

**Short-term**     Responsible party: School Dist.

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

\*\*\*\*\*

### **Communitywide Project Notification**      *Education*

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

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

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

### **Implementing Bicycling Education in School**      *Education*

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

**Short-term**      Responsible party: School Dist.

**Recommendation 1:** Promote parental guides for teaching their kids to walk and bike safely before school each year. See the 3 of 3 – Walking & Biking Promotional Materials recommendation for parental guides.

**Recommendation 2:** Consider adding WisDOT's **Bicycle safety** webpage as a link in the transportation area of the School or District website.

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



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

**Recommendation 3:** See: Develop Traffic Garden Bicycle Education recommendation in the Wisconsin Rapids Public Schools Recommendations section.

### **Improve Pedestrian Education in School**      *Education*

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

**Medium-term**      Responsible party: School Dist.

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

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



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

## **Measure if Engineering and Education Efforts are Working**      *Evaluation*

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

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

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

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

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

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

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

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

## **Annual SRTS Plan Review**      *Evaluation*

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

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

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

**Recommendation:** Choose a committee to work on implementing this plan. 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 Wisconsin Rapids SRTS Plan’s recommendations when preparing annual budgets and annual operating procedures.

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

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



# Map 3C Site Assessment Grove Elementary

Wisconsin Rapids Safe Routes To School



\* Suitable safety patrol and adult monitor placements.

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

Vehicles waiting to arrive on campus

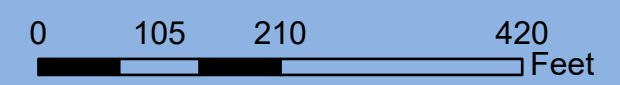
Parking to walk to drop-off / pick-up

Buses

Special Ed Van

## Legend

- Grove Elementary
- School Entrance
- Bike Rack
- Parked Family Vehicle
- Adult Monitor
- Safety Patrol
- School Crossing
- Stop Sign
- Sidewalks
- 20 MPH School Speed Limit & Higher Fines Zone
- High Visibility Crosswalk
- Fence
- Gate



Source: WI DNR, WisDOT, NCWRPC, Wood County  
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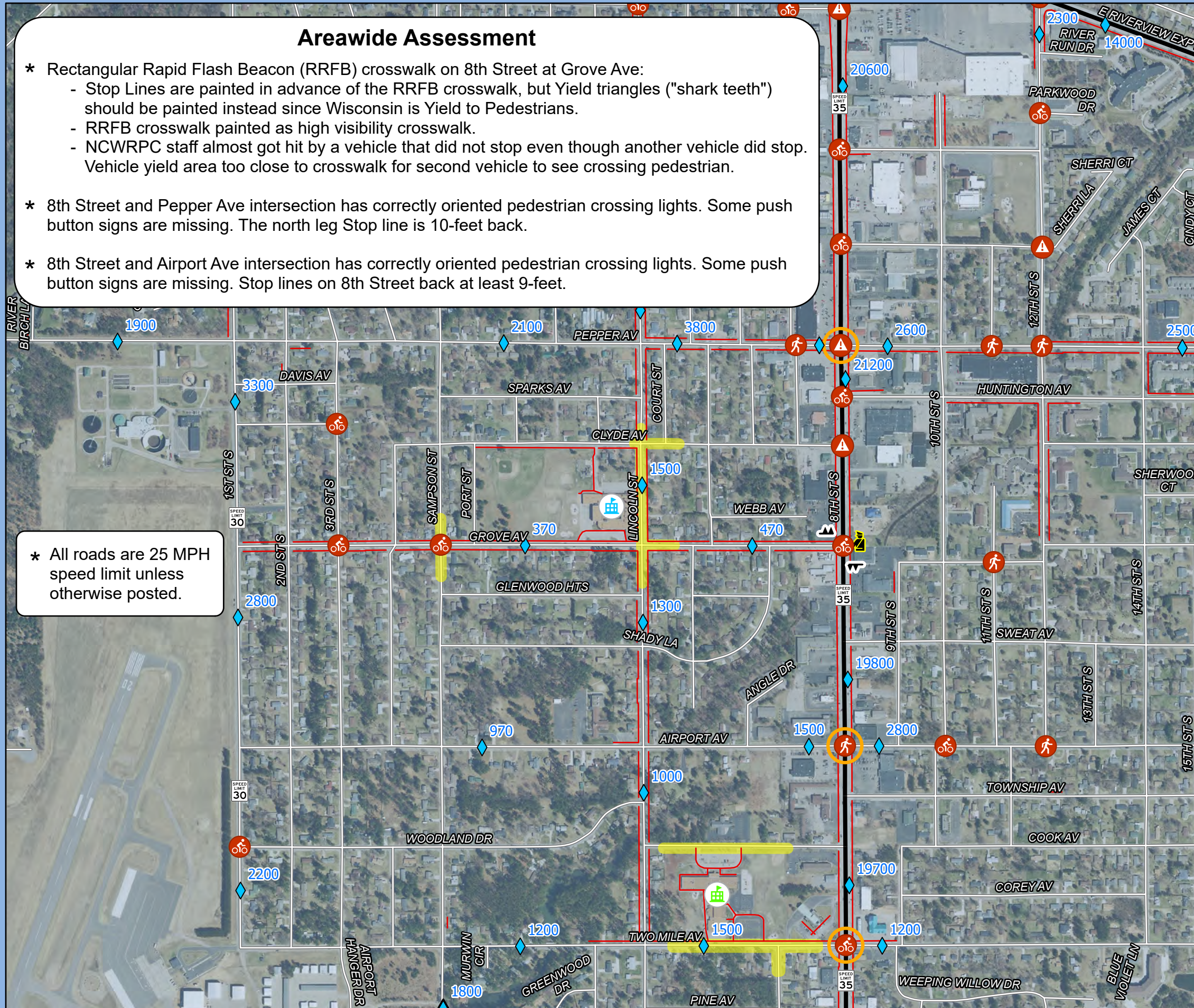
# Map 4C Transportation Grove Elementary

Wisconsin Rapids Safe Routes To School

## Areawide Assessment

- \* Rectangular Rapid Flash Beacon (RRFB) crosswalk on 8th Street at Grove Ave:
  - Stop Lines are painted in advance of the RRFB crosswalk, but Yield triangles ("shark teeth") should be painted instead since Wisconsin is Yield to Pedestrians.
  - RRFB crosswalk painted as high visibility crosswalk.
  - NCWRPC staff almost got hit by a vehicle that did not stop even though another vehicle did stop. Vehicle yield area too close to crosswalk for second vehicle to see crossing pedestrian.
- \* 8th Street and Pepper Ave intersection has correctly oriented pedestrian crossing lights. Some push button signs are missing. The north leg Stop line is 10-feet back.
- \* 8th Street and Airport Ave intersection has correctly oriented pedestrian crossing lights. Some push button signs are missing. Stop lines on 8th Street back at least 9-feet.

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



## Legend

- Grove Elementary
  - Woodside Elementary
  - State Highway
  - Local Roads
  - Sidewalks
  - 20 MPH School Speed Limit & Higher Fines Zone
  - Traffic Counts
  - Crossing Guard
  - Rapid Flash Crosswalk
  - Speed Limit
  - Traffic Light
- Crash Type (2010-2023)**
- Bicycle
  - Pedestrian
  - Both

0 430 860 1,720 Feet



Source: WI DNR, WisDOT, NCWRPC, Wood County  
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# Map 5C School Routes

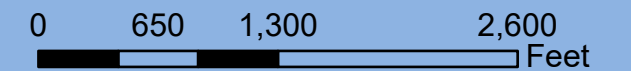
## Grove Elementary

Wisconsin Rapids Safe Routes To School

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

### Legend

-  Grove Elementary
-  Woodside Elementary
-  School Boundary
-  State Highway
-  Local Roads
-  Feeder Route
-  Main Route
-  1-Mile Walk Distance

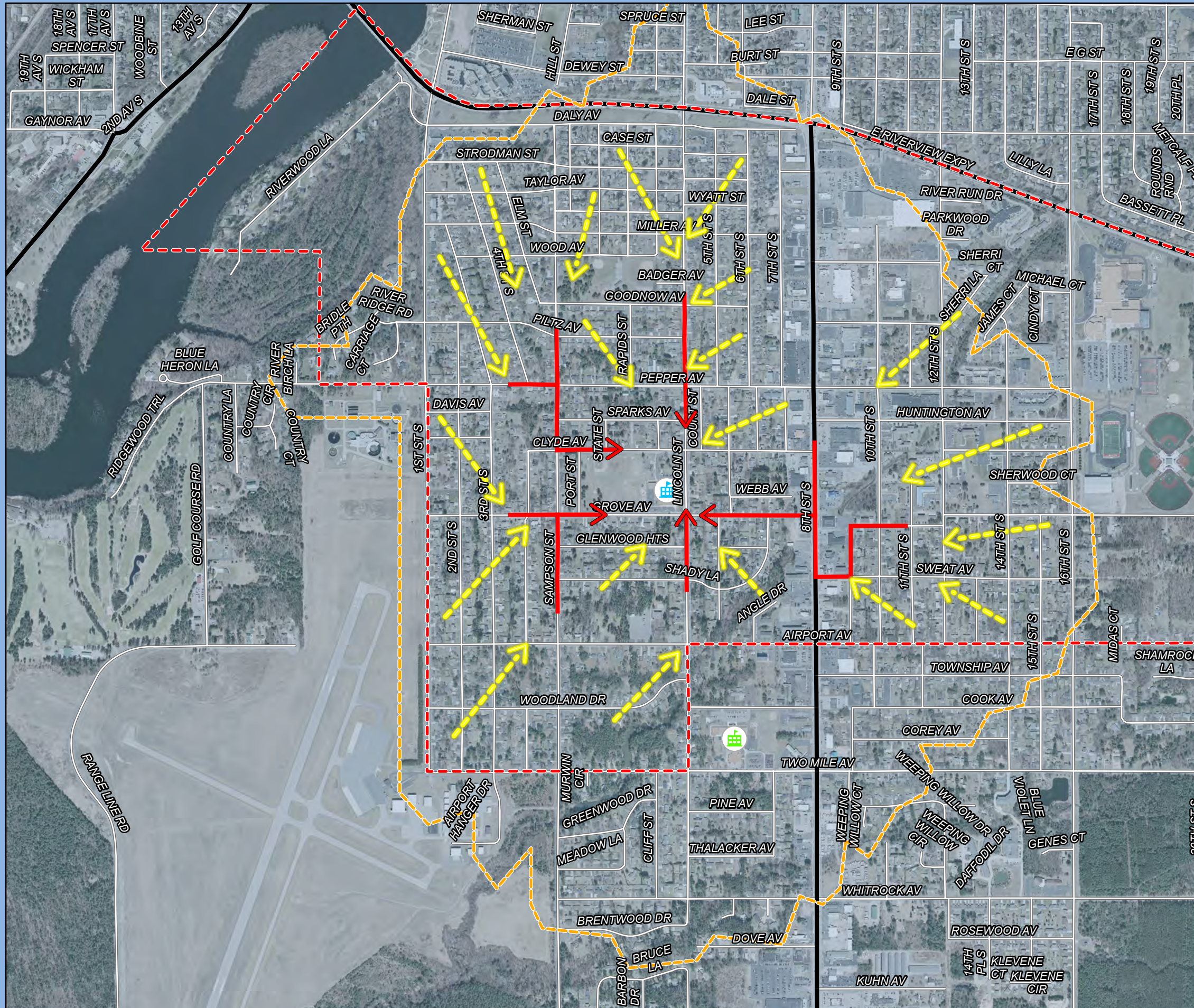


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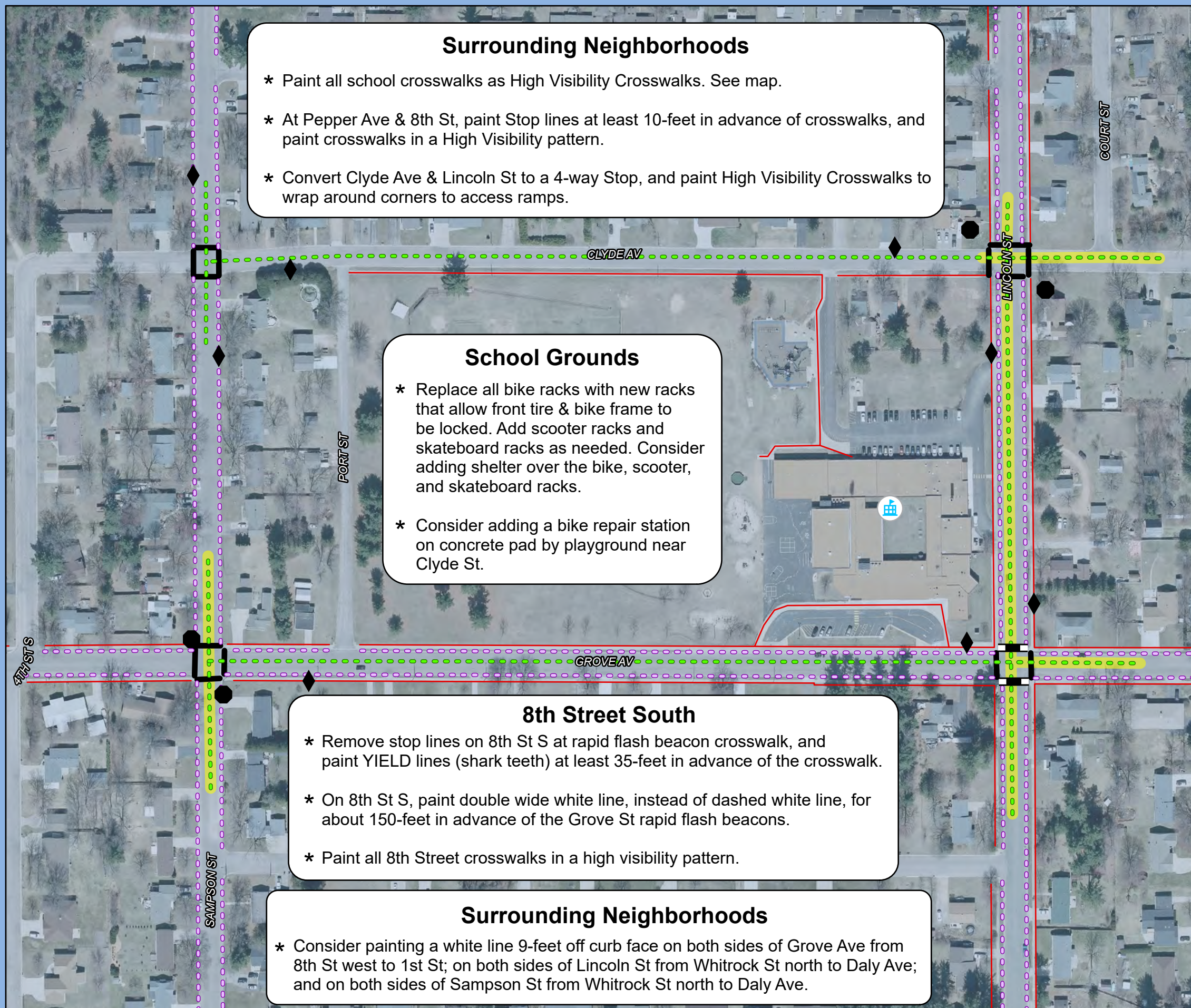
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# Map 6C Recommendations Grove Elementary

Wisconsin Rapids Safe Routes To School



**Surrounding Neighborhoods**

- \* Paint all school crosswalks as High Visibility Crosswalks. See map.
- \* At Pepper Ave & 8th St, paint Stop lines at least 10-feet in advance of crosswalks, and paint crosswalks in a High Visibility pattern.
- \* Convert Clyde Ave & Lincoln St to a 4-way Stop, and paint High Visibility Crosswalks to wrap around corners to access ramps.

**School Grounds**

- \* Replace all bike racks with new racks that allow front tire & bike frame to be locked. Add scooter racks and skateboard racks as needed. Consider adding shelter over the bike, scooter, and skateboard racks.
- \* Consider adding a bike repair station on concrete pad by playground near Clyde St.

**8th Street South**

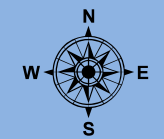
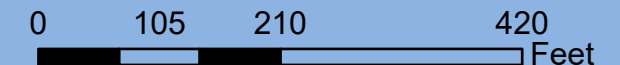
- \* Remove stop lines on 8th St S at rapid flash beacon crosswalk, and paint YIELD lines (shark teeth) at least 35-feet in advance of the crosswalk.
- \* On 8th St S, paint double wide white line, instead of dashed white line, for about 150-feet in advance of the Grove St rapid flash beacons.
- \* Paint all 8th Street crosswalks in a high visibility pattern.

**Surrounding Neighborhoods**

- \* Consider painting a white line 9-feet off curb face on both sides of Grove Ave from 8th St west to 1st St; on both sides of Lincoln St from Whitrock St north to Daly Ave; and on both sides of Sampson St from Whitrock St north to Daly Ave.

## Legend

- Grove Elementary
- Sidewalks
- 20 MPH School Speed Limit & Higher Fines School Zone
- High Visibility Crosswalk
- Recommendations**
- Proposed Sidewalk
- Proposed High Visibility Crosswalk
- Proposed School Speed Limit Zone
- Paint Urban Shoulder
- Proposed Stop Sign
- Proposed in-street Yield to Pedestrians Sign
- Proposed Bike Rack
- Additional School Speed Sign



Source: WI DNR, WisDOT, NCWRPC, Wood County  
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Howe Elementary served 338 (2022) students in kindergarten through 5<sup>th</sup> grades.

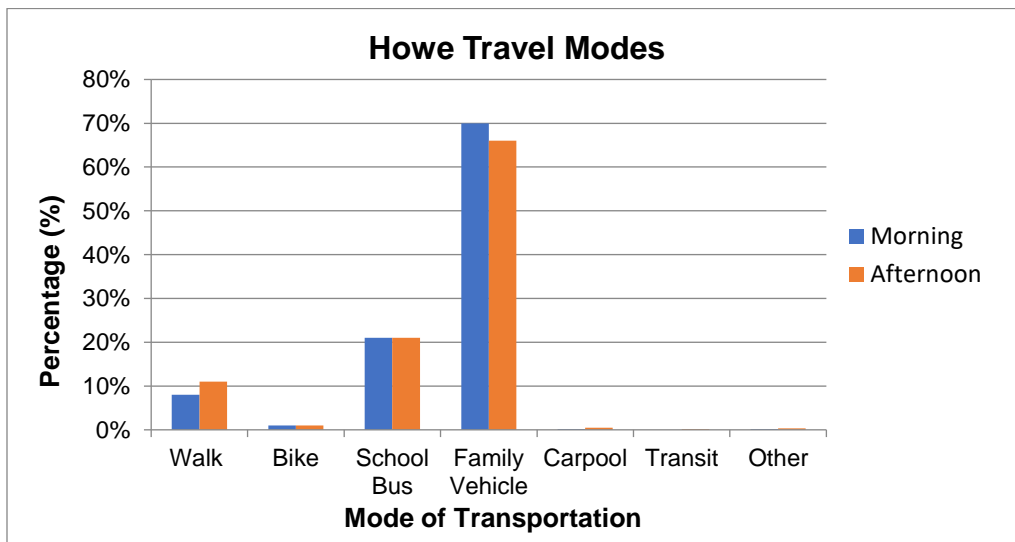
- **Main modes of travel by Howe Elementary students:**
  - Family Vehicle (70% morning & 66% afternoon)
  - School Bus (21% morning & 21% afternoon)
  - Walk (8% morning & 11% afternoon)

The discrepancy between morning and afternoon travel in **Table 4D** & **Figure 4D** shows that 4% more parents are driving their kids to school in the morning. Around 11% of students walk home in the afternoon.

<b>Table 4D</b>							
<b>Howe Elementary Morning &amp; Afternoon Travel Comparison</b>							
	<b>Walk</b>	<b>Bike</b>	<b>School Bus</b>	<b>Family Vehicle</b>	<b>Carpool</b>	<b>Transit</b>	<b>Other</b>
Morning	8%	1%	21%	70%	0.2%	0%	0.2%
Afternoon	11%	1%	21%	66%	0.5%	0.2%	0.3%

Source: Student Tallies, October 2023

**Figure 4D: Howe Elementary Student Tally Results Morning and Afternoon Travel Comparison**



Source: Student Tallies, October 2023

## Howe Elementary's Parent Survey Results

38 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.

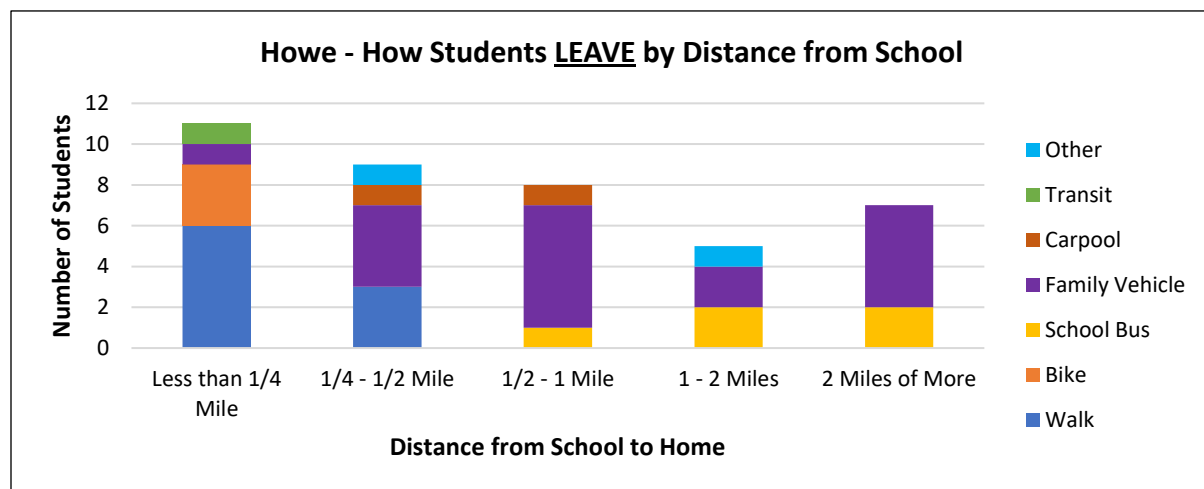
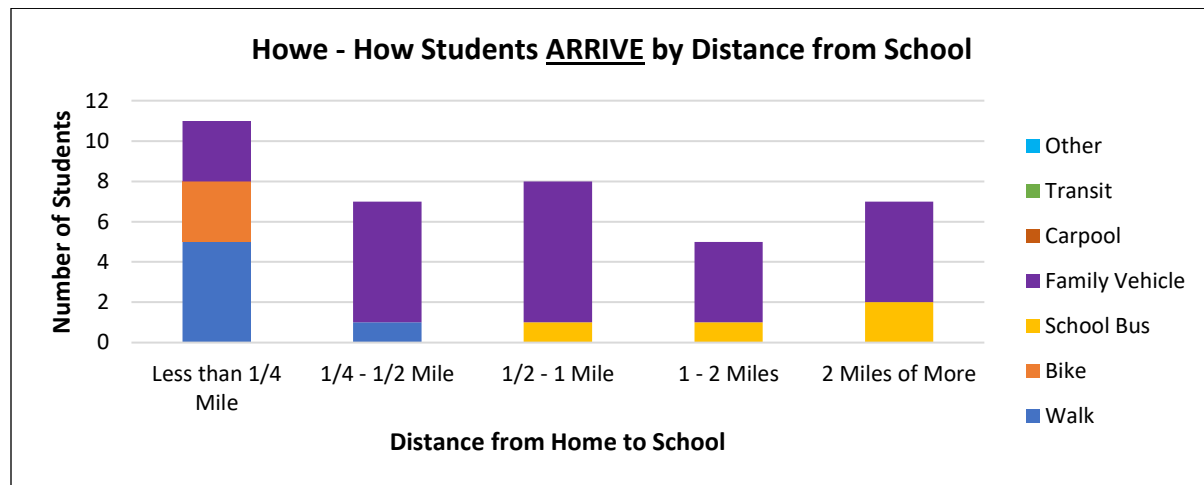
Among parents who answered the survey, 24 of 38 students live within 1-mile of school. With only 6 students within 1-mile of school walking and 3 biking to school, this shows some potential to increase walking and biking to school.

Parent Survey results are about 4 percentage points lower than Student Tallies for those taking Family Vehicles, 9 percentage points higher for School Bus, and 6 percentage points higher for Walking. By comparing student arrival in the parent survey vs. the student tally, it appears that parent survey results show a somewhat similar representation as the student tally.

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

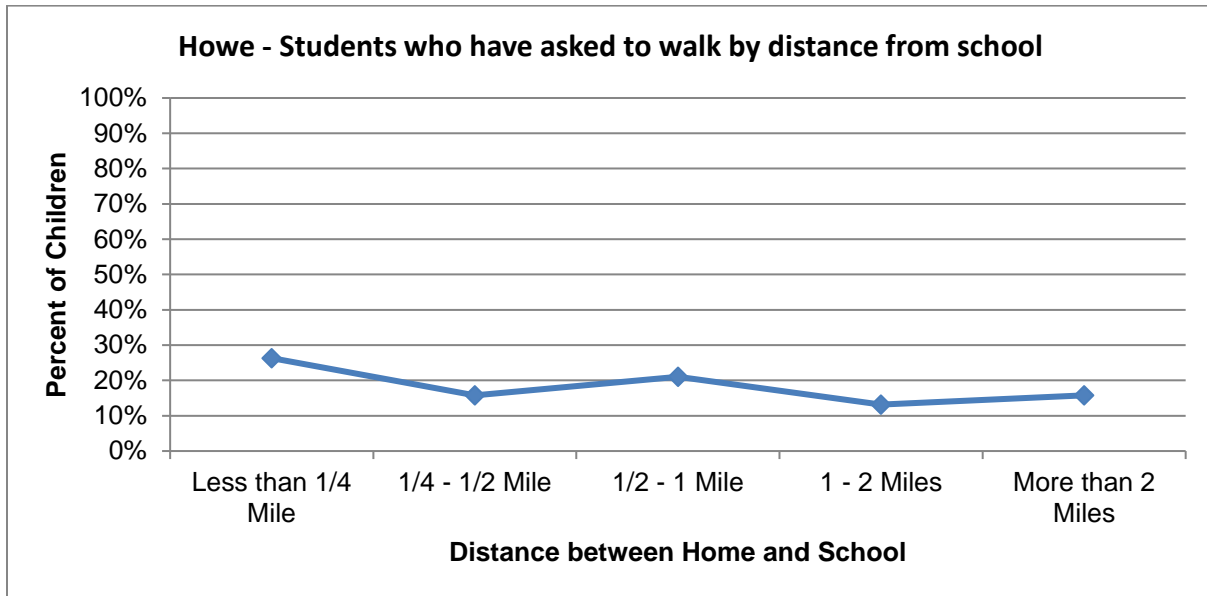
See comments from Howe Elementary Parent Surveys in **Attachment B**.

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



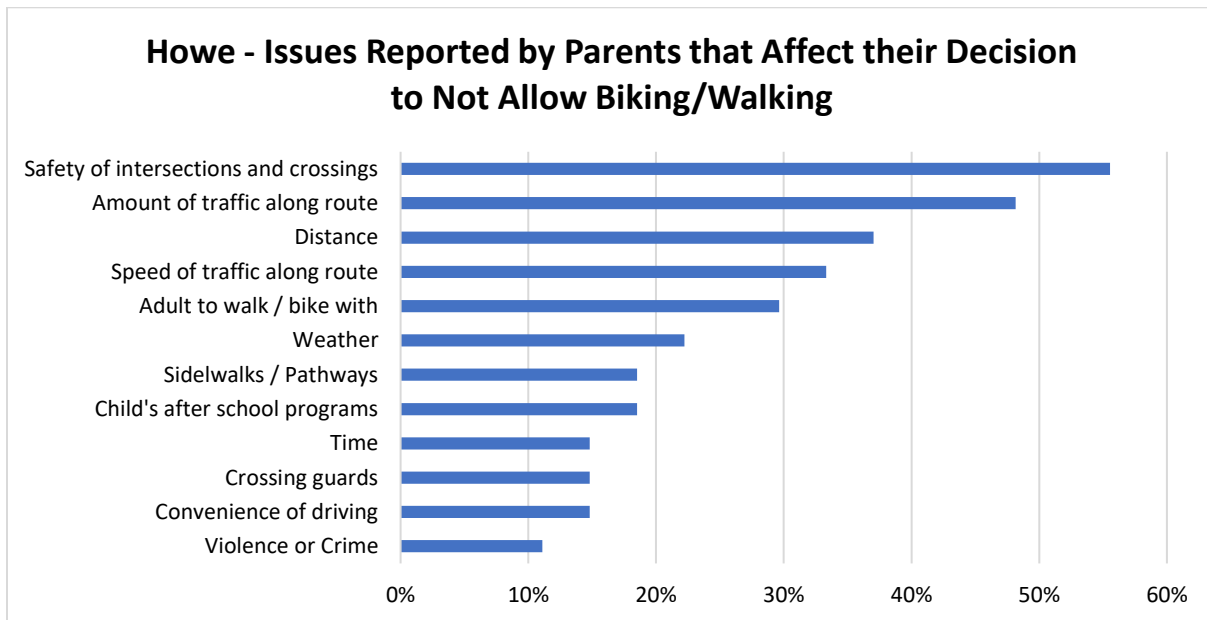
Source: Parent Surveys, November 2023

**FIGURE 6D: Has your child asked to walk?**



Source: Parent Surveys, November 2023

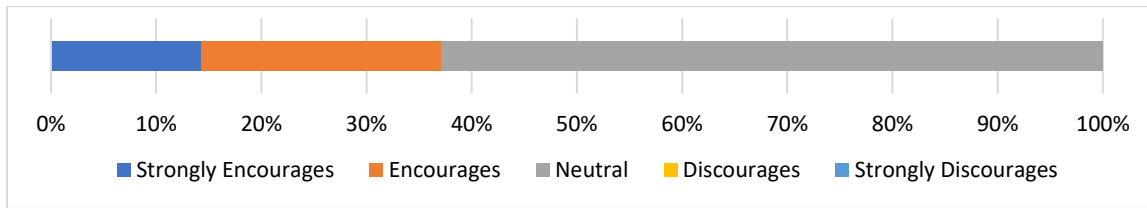
**FIGURE 7D: Which of the following issues affect your decision to NOT allow walking or biking?**



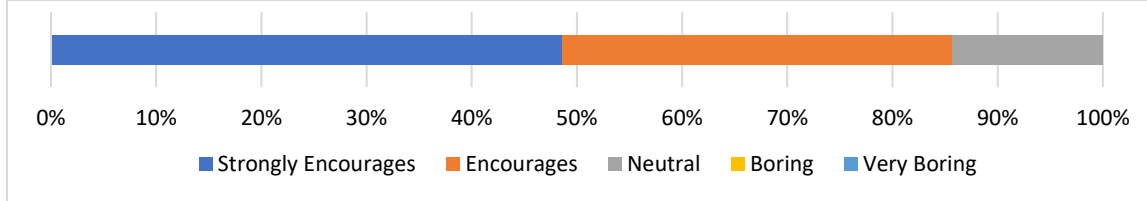
Source: Parent Surveys, November 2023

From Howe's November 2023 Parent Survey

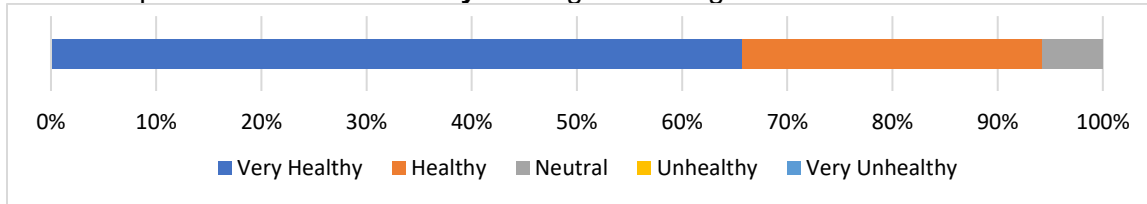
Parent's opinion about how much their **child's school encourages/discourages** walking/biking to/from school:



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



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



**Existing Policies and Services for Howe Students**

Current walking and biking policies and programming at Howe 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)
Howe Elementary	2017, 2018, 2019	2018, 2019

Crossing Guards & Adult Monitors

A few adult crossing guards are assigned by the Police Department to intersections that need more guidance for Howe students than others. The Wisconsin Rapids Public Schools has adults that manage traffic on Howe's grounds, called adult monitors.

See Site Assessment **Map 3D** for locations of all crossing guards and adult monitors.

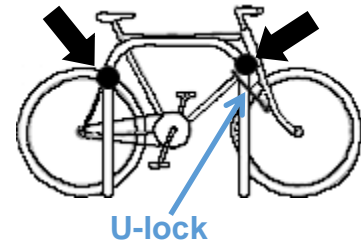
### Safety Patrol

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 for Howe.

### Bike Racks

Bike racks are conveniently located at Howe Elementary. 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 C**.



Source: Madrax



Source: NCWRPC

Bike rack next to main entrance

## Howe – 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 2023 within about a half mile radius of the school.

### School Routes Map

A school routes map in this plan was developed to visualize where walking and biking students could travel to and from school. These routes are the most direct routes to walk or bike to school, but they may have traffic dangers and may need safe crossings to be provided. School Routes are shown on **Map 5D**.

## Recommendations for Howe

**NOTE – There may be additional recommendations that apply to this school that are listed in the Wisconsin Rapids Public Schools Recommendations section or the City of Wisconsin Rapids Recommendations section in the back of this plan.**

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

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

### **1 of 3 – Crossing Guards & Adult Monitors**      *Enforcement & Education*

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

Howe has teacher assistants that provide crossing guard services, called adult monitors.

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

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

**Short-term**      Responsible party: School Dist.

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

### **1 of 3 – 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 in tandem with the adult crossing guard program at Howe.

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

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

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

2) Consider installing additional bike racks on west side of school. See Map.

3) Consider installing a bike repair station on concrete pad along Prospect St sidewalk.

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

5) Consider installing visitor bike racks near the entrance. See “Bicycling Parking for Visitors” recommendation in the Wisconsin Rapids Public Schools Recommendations section for details.

### 3 of 3 – Walking & Biking Promotional Materials

### Education & Encouragement

Traffic increases near schools because parents are driving their kids to school instead of allowing them to walk or bike. This flow of traffic increases the likelihood of a variety of traffic incidents that includes crashes, speeding, illegal parking, and failure to yield the right of way. It also decreases the likelihood that students are motivated to walk or bike to school or that parents will allow them to do so.

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

Short-term

Responsible party: School Dist.

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

Short-term

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

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



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

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

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

Short-term

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

**Recommendation C1:** Consider annually participating in Walk and Roll to School (fall) or Bike and Roll to School (spring). School and 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.

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

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

## Engineering Recommendations from Map 6D

### Map 6D – “Surrounding Neighborhoods” box     *Engineering*

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

**Recommendation:** Paint “SCHOOL” on southbound 8th St at beginning of School Zone, north of Saratoga St., and continue painting “SCHOOL” on 8th St, south of Oak St.

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

**Recommendation:** Add additional School Zone Speed Limit signs as shown on map to re-enforce that School Zone still exists.

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

**Recommendation:** Convert 9th St & Oak St, 9th St & Prospect St, and 9th St & Saratoga St to be 4-way Stops.

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

**Recommendation:** Improve safety of crosswalk on 8th Street at Prospect St per Panel 7.

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

**Recommendation:** Paint all school crosswalks as High Visibility Crosswalks per map.

### Map 6D – “School Grounds” box     *Engineering*

**Short-term**     Responsible party: School Dist.

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

### Map 6D – “8<sup>th</sup> St & Barker St” box     *Engineering*

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

**Recommendation:** Improve crosswalk visibility at 8<sup>th</sup> St & Barker St. See Panel 8.

\*\*\*\*\*

### Communitywide Project Notification     *Education*

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

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

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

### **Implementing Bicycling Education in School**      *Education*

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

**Short-term**      Responsible party: School Dist.

**Recommendation 1:** Promote parental guides for teaching their kids to walk and bike safely before school each year. See the 3 of 3 – Walking & Biking Promotional Materials recommendation for parental guides.

**Recommendation 2:** Consider adding WisDOT’s **Bicycle safety** webpage as a link in the transportation area of the School or District website.

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



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

**Recommendation 3:** See: Develop Traffic Garden Bicycle Education recommendation in the Wisconsin Rapids Public Schools Recommendations section.

### **Improve Pedestrian Education in School**      *Education*

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

**Medium-term**      Responsible party: School Dist.

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

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



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

### **Measure if Engineering and Education Efforts are Working**      *Evaluation*

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

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

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

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

**Note:** Make sure that community education occurs before Student Tallies are conducted. See recommendation: “Communitywide Project Notification.”

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

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

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

### **Annual SRTS Plan Review**    *Evaluation*

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

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

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

**Recommendation:** Choose a committee to work on implementing this plan. 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 Wisconsin Rapids SRTS Plan’s recommendations when preparing annual budgets and annual operating procedures.

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

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



# Howe Elementary

## 8th Str & Prospect Ave Improvements

### Panel 7

#### Recommendations:

**Short-term** Responsible parties: **School Dist. & Eng.**

1. Consider temporarily closing part of Prospect St between the traffic cone lines in the graphic below during arrival and dismissal. Howe staff would move the cones before and after arrival, and before and after dismissal each day.

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

2. Consider installing a Pedestrian Hybrid Beacon on 8th St per the graphic below.
3. Consider creating a curb and sidewalk extension on 8th St per the graphic below.



Images: Google Maps

▲ = Potential traffic cone or Do Not Enter gates

⊥ = Potential Pedestrian Hybrid Beacon

} = Potential curb extension

### Recommendations:

Short-term

Responsible parties: Eng., Police.

1. Paint all crosswalks at this intersection in a high visibility pattern.
2. Re-paint all STOP lines at least 10-feet in advance of each crosswalk.
3. Convert northbound right turn lane on 8<sup>th</sup> St from YIELD to STOP. Move signpost to new STOP line location.
4. Continue staffing this intersection with a crossing guard.

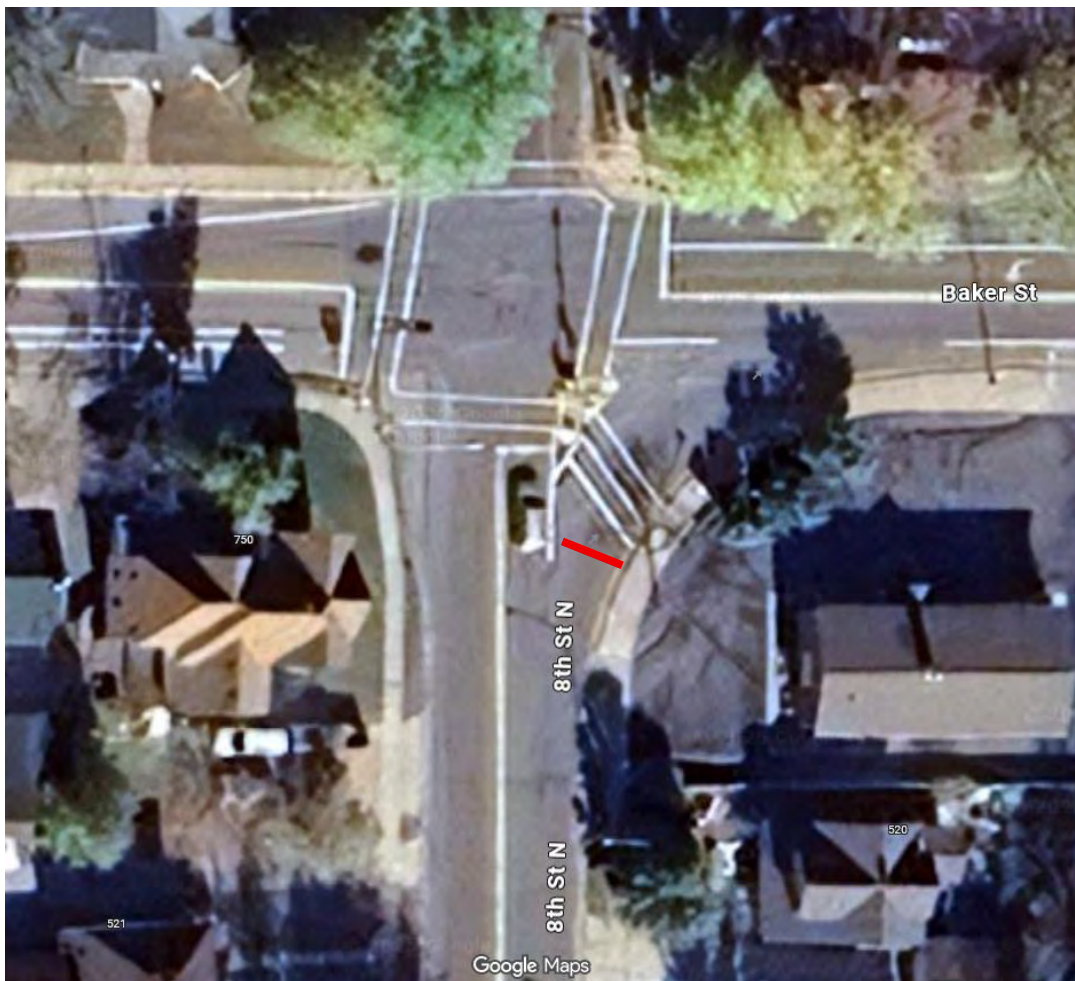


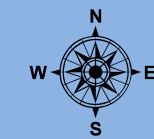
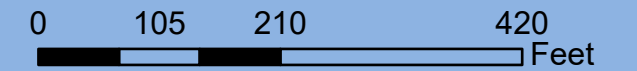
Image: Google Maps

# Map 3D Site Assessment Howe Elementary

Wisconsin Rapids Safe Routes To School

## Legend

-  Howe Elementary
-  School Entrance
-  Bike Rack
-  Parked Family Vehicle
-  Adult Monitor
-  Safety Patrol
-  Crossing Guard
-  Traffic Light
-  School Crossing
-  "SCHOOL" on Pavement
-  Stop Sign
-  In-Street School Crossing Sign
-  No Turn on School Days sign 8 - 8:45 AM & 3:15 - 4 PM
-  Sidewalks
-  20 MPH School Speed Limit & Higher Fines Zone
-  High Visibility Crosswalk
-  Fence
-  Gate



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



Prepared By:  
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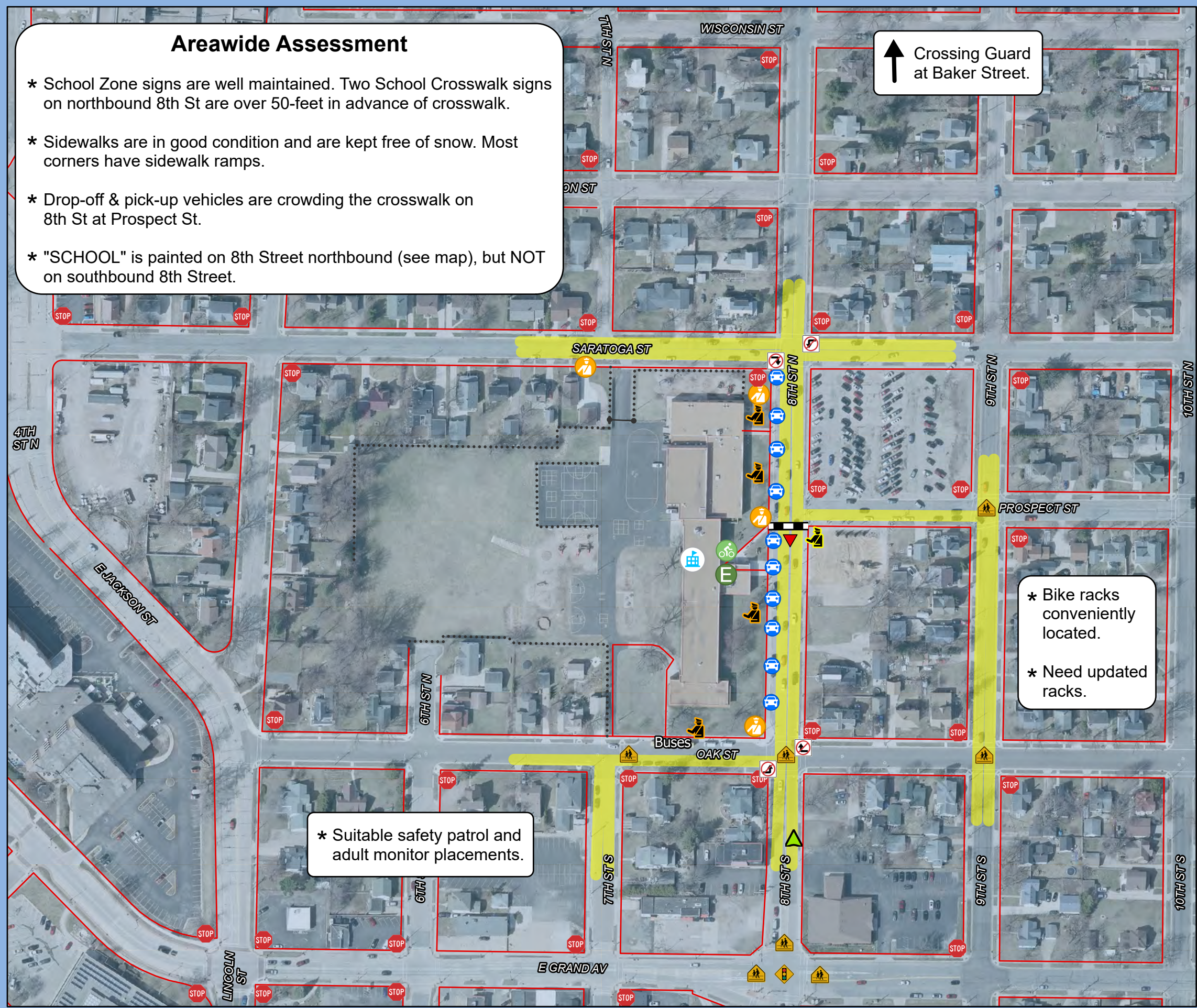
## Areawide Assessment

- \* School Zone signs are well maintained. Two School Crosswalk signs on northbound 8th St are over 50-feet in advance of crosswalk.
- \* Sidewalks are in good condition and are kept free of snow. Most corners have sidewalk ramps.
- \* Drop-off & pick-up vehicles are crowding the crosswalk on 8th St at Prospect St.
- \* "SCHOOL" is painted on 8th Street northbound (see map), but NOT on southbound 8th Street.

↑ Crossing Guard at Baker Street.

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

\* Suitable safety patrol and adult monitor placements.



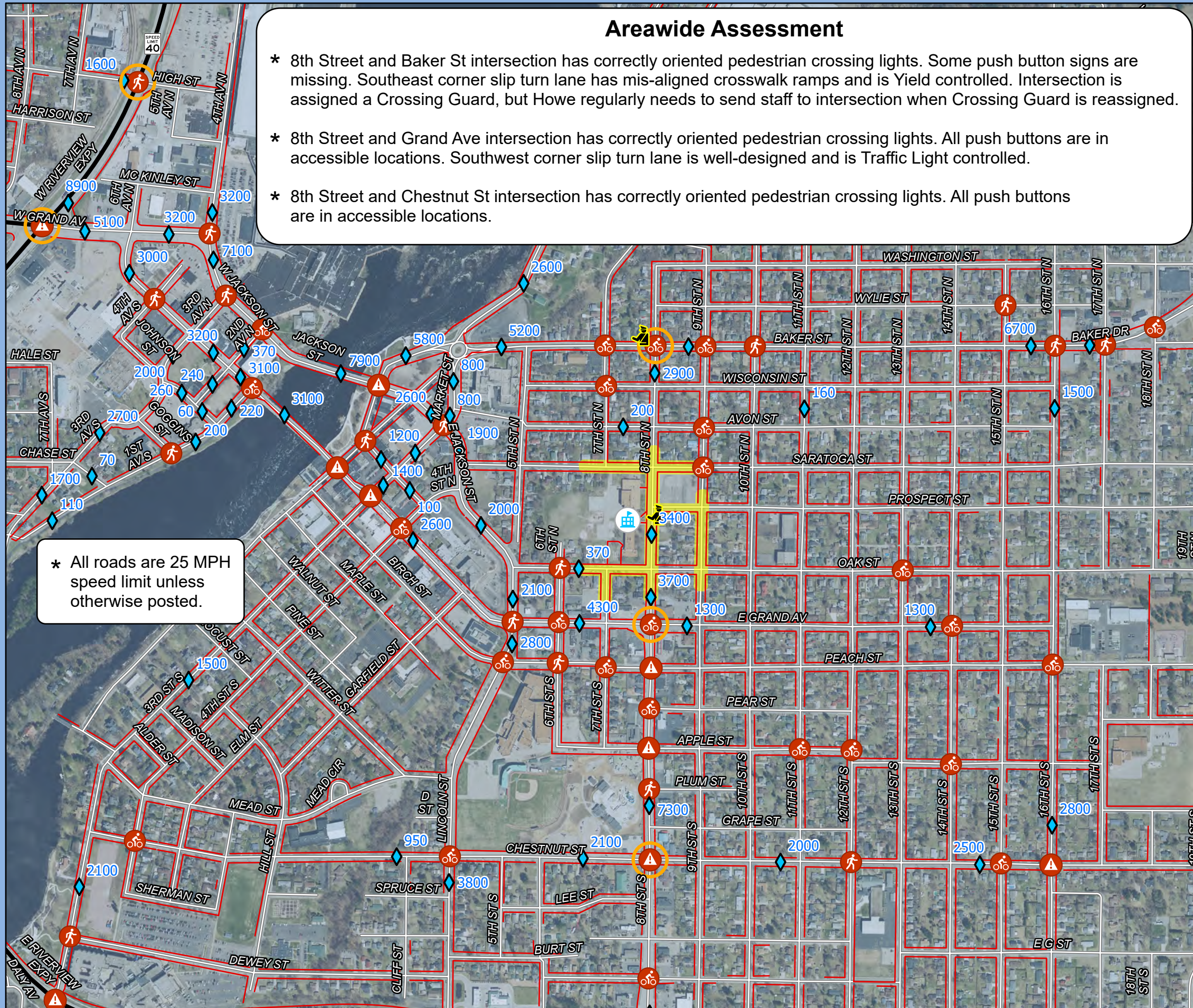
# Map 4D Transportation Howe Elementary

Wisconsin Rapids Safe Routes To School

## Areawide Assessment

- \* 8th Street and Baker St intersection has correctly oriented pedestrian crossing lights. Some push button signs are missing. Southeast corner slip turn lane has mis-aligned crosswalk ramps and is Yield controlled. Intersection is assigned a Crossing Guard, but Howe regularly needs to send staff to intersection when Crossing Guard is reassigned.
- \* 8th Street and Grand Ave intersection has correctly oriented pedestrian crossing lights. All push buttons are in accessible locations. Southwest corner slip turn lane is well-designed and is Traffic Light controlled.
- \* 8th Street and Chestnut St intersection has correctly oriented pedestrian crossing lights. All push buttons are in accessible locations.

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



## Legend

- Howe Elementary
- State Highway
- Local Roads
- Sidewalks
- 20 MPH School Speed Limit & Higher Fines Zone
- Traffic Counts
- Crossing Guard
- Traffic Light
- Speed Limit
- Crash Type (2010-2023)**
- Bicycle
- Pedestrian
- Both



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

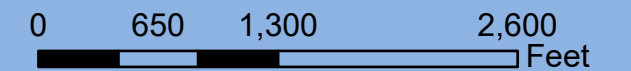
## Howe Elementary

Wisconsin Rapids Safe Routes To School

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

### Legend

-  Howe Elementary
-  School Boundary
-  State Highway
-  Local Roads
-  Feeder Route
-  Main Route
-  1-Mile Walk Distance
-  Mobile Home Park

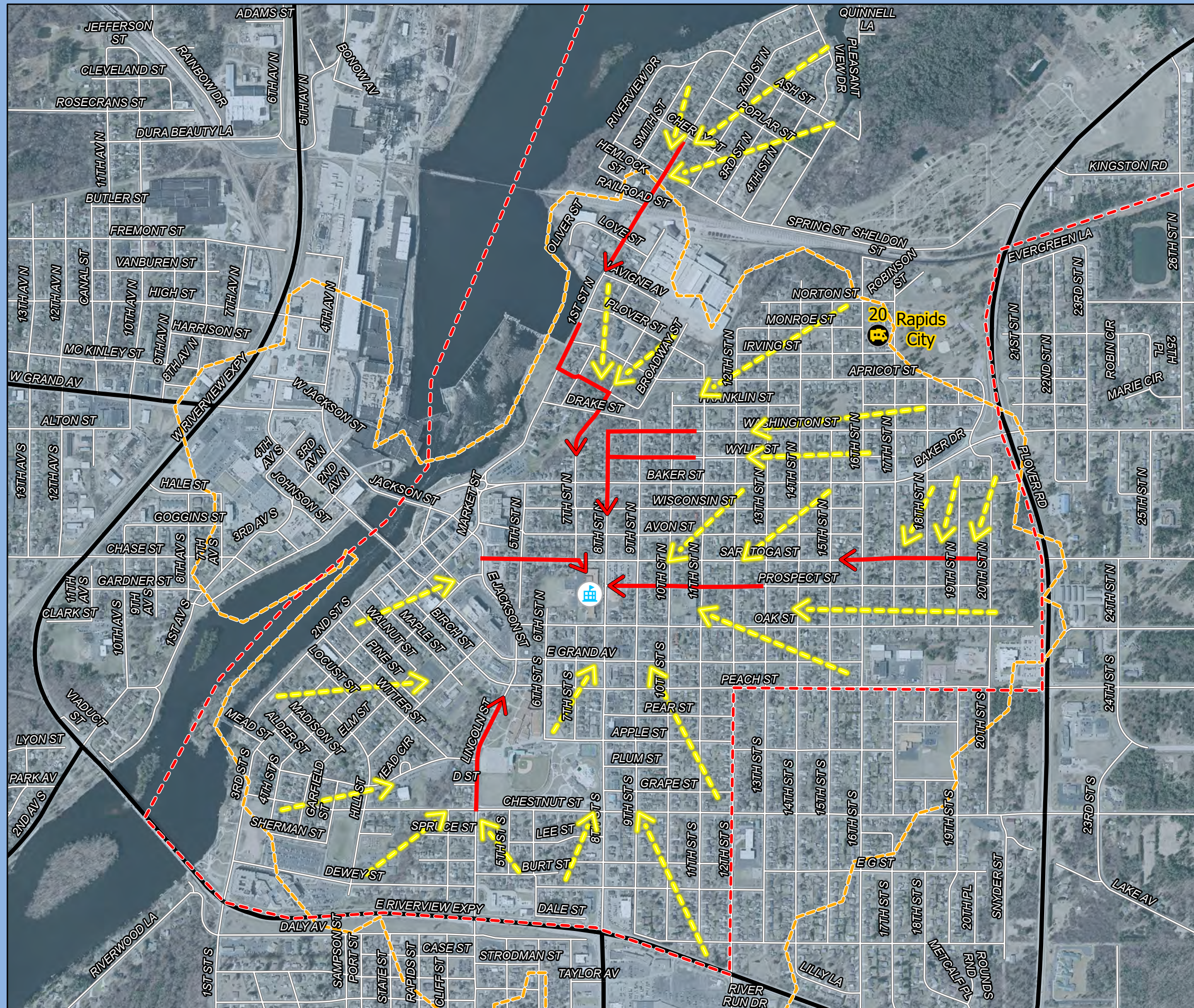


Source: WI DNR, WisDOT, NCWRPC, Wood County  
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











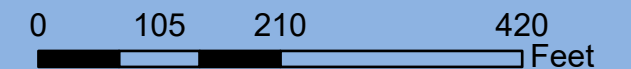
# Recommendations

## Howe Elementary

Wisconsin Rapids Safe Routes To School

### Legend

-  Howe Elementary
-  Sidewalks
-  20 MPH School Speed Limit & Higher Fines School Zone
-  High Visibility Crosswalk
- Recommendations**
-  Proposed Sidewalk
-  Proposed High Visibility Crosswalk
-  Paint Urban Shoulder
-  Proposed School Speed Limit Zone
-  Proposed Stop Sign
-  Proposed in-street Yield to Pedestrians Sign
-  Proposed Bike Rack
-  Additional School Speed Sign



Source: WI DNR, WisDOT, NCWRPC, Wood County  
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### Surrounding Neighborhoods

- \* Paint "SCHOOL" on southbound 8th St at beginning of School Zone, north of Saratoga St., and continue painting "SCHOOL" on 8th St, south of Oak St.
- \* Add additional School Zone Speed Limit signs as shown on map to re-enforce that School Zone still exists.
- \* Convert 9th St & Oak St, 9th St & Prospect St, and 9th St & Saratoga St to be 4-way Stops.
- \* Improve safety of crosswalk on 8th Street at Prospect St per Panel 7.
- \* Paint all school crosswalks as High Visibility Crosswalks per map.

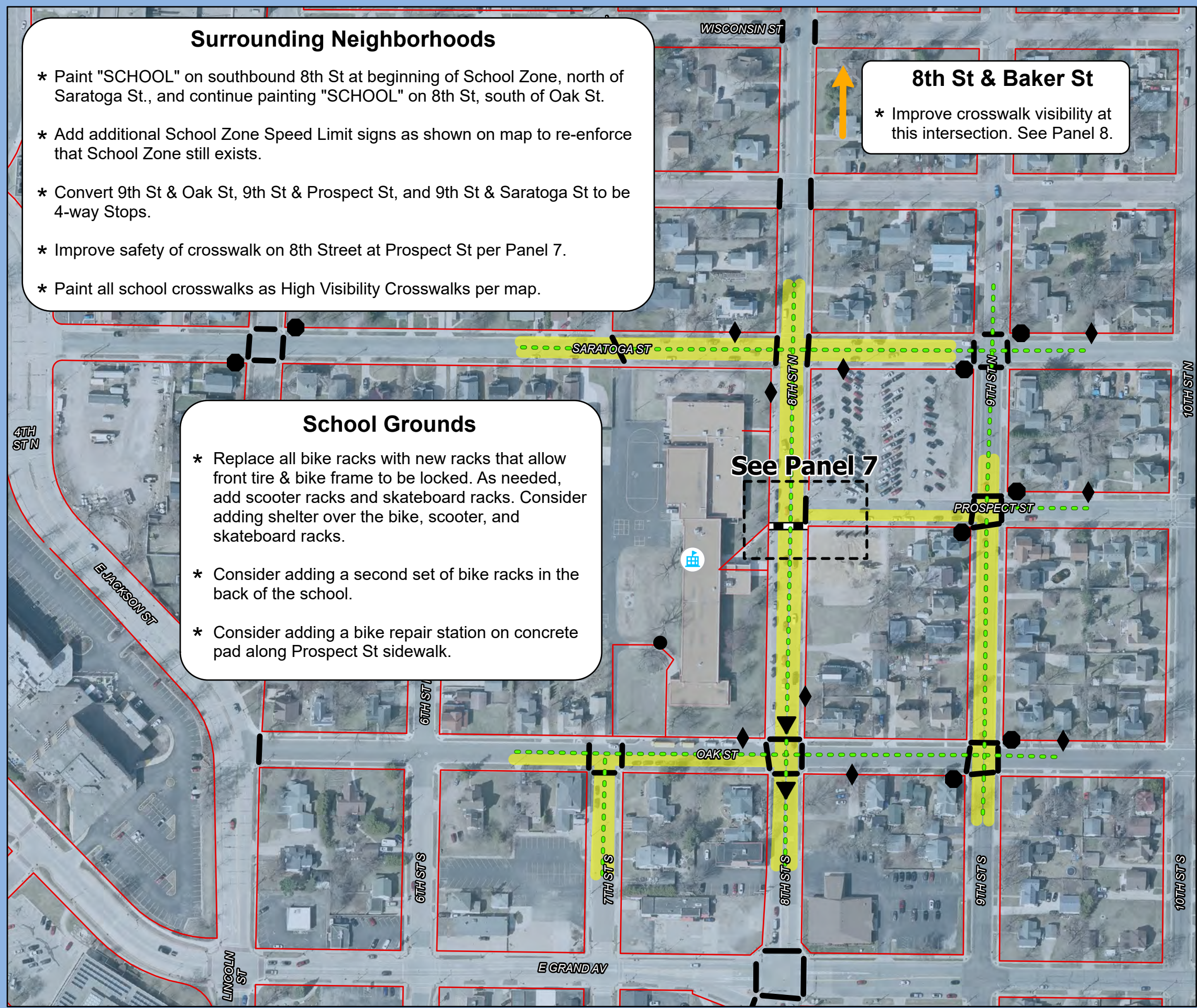
### 8th St & Baker St

- \* Improve crosswalk visibility at this intersection. See Panel 8.

### School Grounds

- \* Replace all bike racks with new racks that allow front tire & bike frame to be locked. As needed, add scooter racks and skateboard racks. Consider adding shelter over the bike, scooter, and skateboard racks.
- \* Consider adding a second set of bike racks in the back of the school.
- \* Consider adding a bike repair station on concrete pad along Prospect St sidewalk.

See Panel 7



Mead Elementary served 296 (2022) students in pre-kindergarten through 5<sup>th</sup> grades.

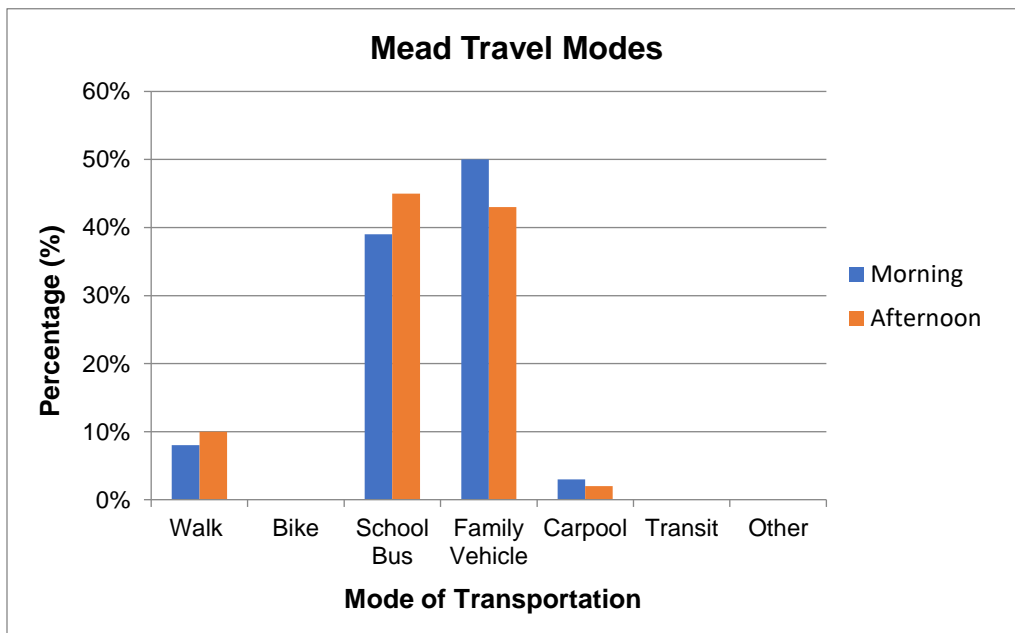
- **Main modes of travel by Mead Elementary students:**
  - Family Vehicle (50% morning & 43% afternoon)
  - School Bus (39% morning & 45% afternoon)

The discrepancy between morning and afternoon travel in **Table 4E** & **Figure 4E** shows that 7% more parents are driving their kids to school in the morning. School bus takes home 6% that drove in the morning and 1% carpool.

<b>Table 4E Mead Elementary School Morning &amp; Afternoon Travel Comparison</b>							
	<b>Walk</b>	<b>Bike</b>	<b>School Bus</b>	<b>Family Vehicle</b>	<b>Carpool</b>	<b>Transit</b>	<b>Other</b>
Morning	8%	0%	39%	50%	3%	0%	0%
Afternoon	10%	0%	45%	43%	2%	0%	0%

Source: Student Tallies, October 2023

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



Source: Student Tallies, October 2023

## Mead Elementary's Parent Survey Results

45 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.

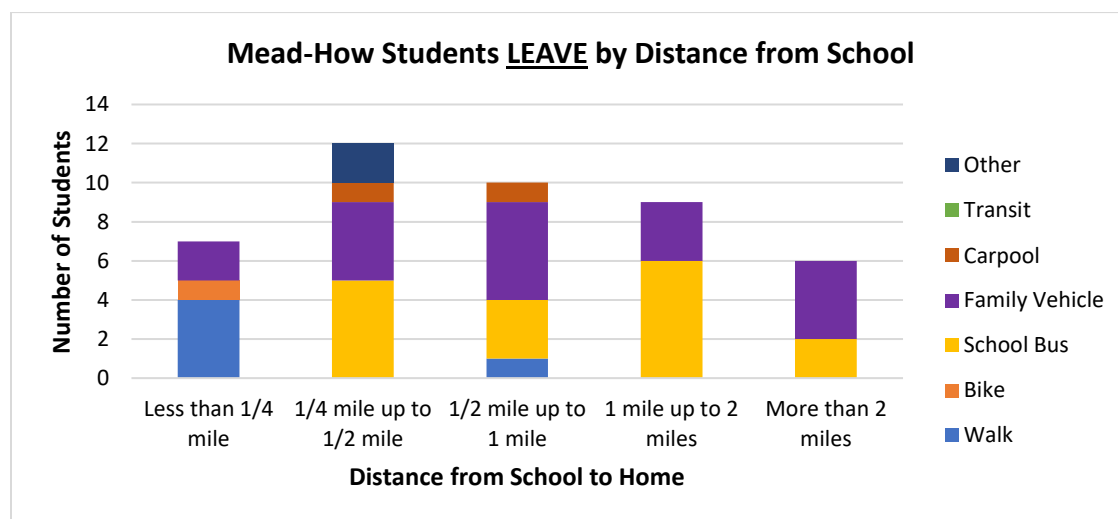
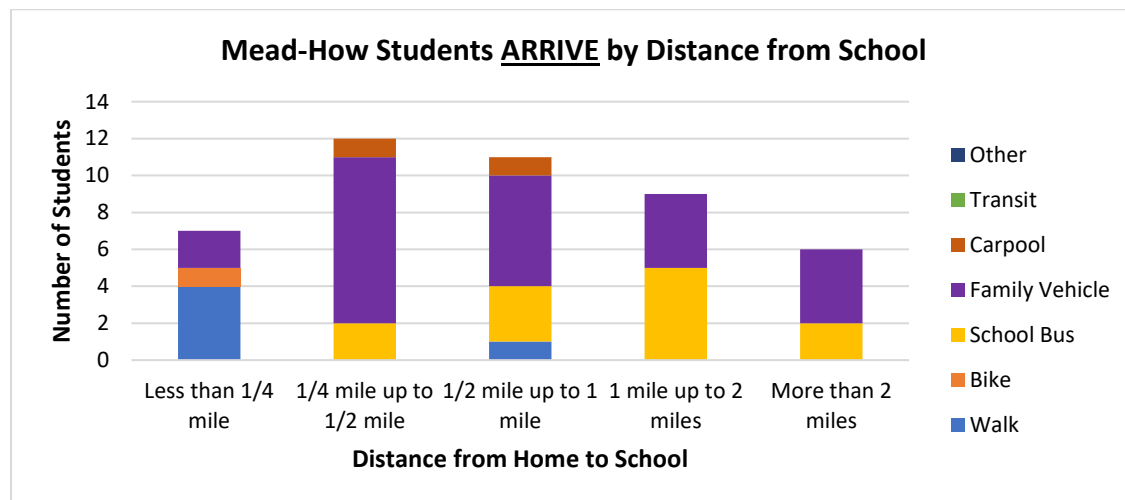
Among parents who answered the survey, 30 of 45 students live within 1-mile of school. With only 5 students within 1-mile of school walking and 1 biking to school, this shows some potential to increase walking and biking to school.

About 26% of students represented in this parent survey took the school bus to school, which varies from the student tally (39%). By comparing student arrival in the parent survey vs. the student tally, it appears that the parent survey is a little different than the student tally.

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

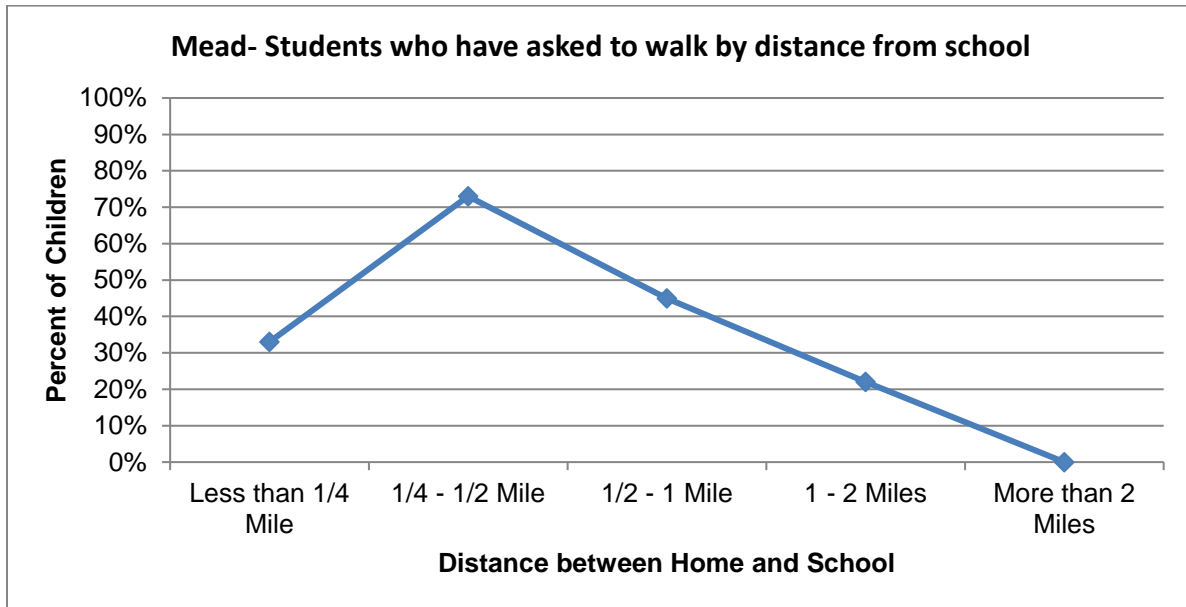
See comments from Mead Elementary Parent Surveys in **Attachment B**.

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



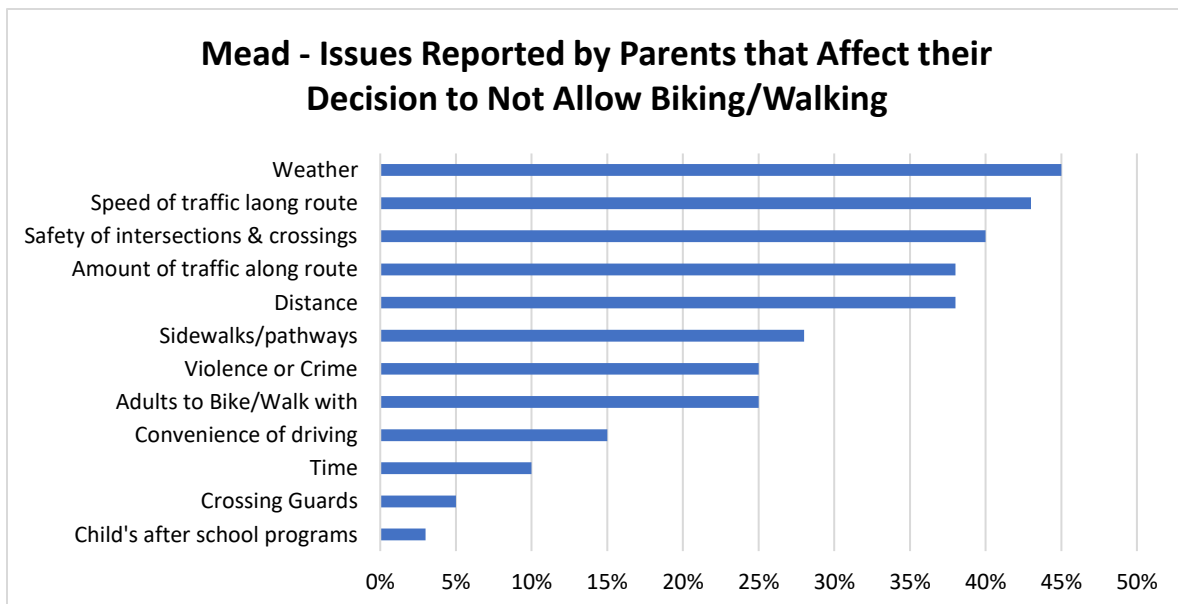
Source: Parent Surveys, November 2023

**FIGURE 6E: Has your child asked to walk?**



Source: Parent Surveys, November 2023

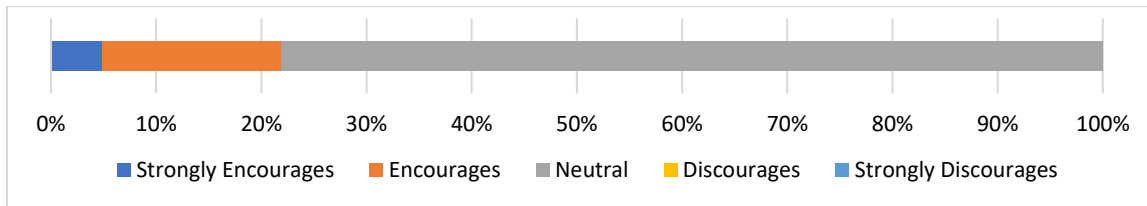
**FIGURE 7E: Which of the following issues affect your decision to NOT allow walking or biking?**



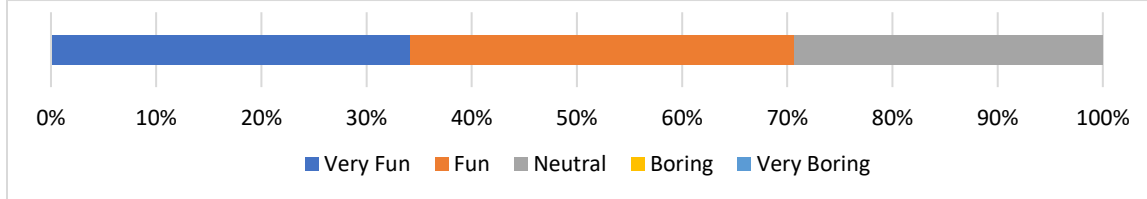
Source: Parent Surveys, November 2023

From Mead’s November 2023 Parent Survey

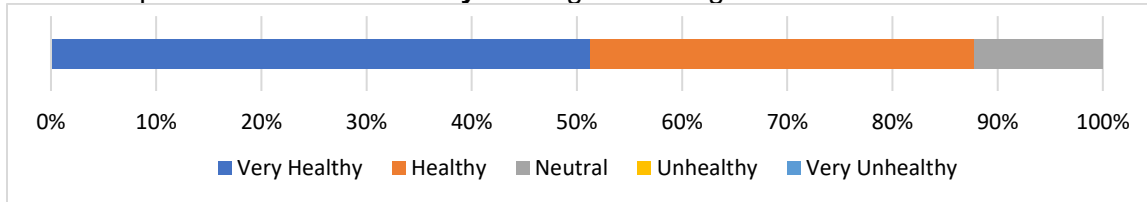
Parent’s opinion about how much their **child’s school encourages/discourages** walking/biking to/from school:



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



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



**Existing Policies and Services for Mead Students**

Current walking and biking policies and programming at Mead 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	 <b>(Fall)</b>	 <b>(Spring)</b>
Mead Elementary	2018, 2019	2018, 2019

Crossing Guards & Adult Monitors

A few adult crossing guards are assigned by the Police Department to intersections that need more guidance for Mead students than others. The Wisconsin Rapids Public Schools has adults that manage traffic on Mead’s grounds, called adult monitors.

See Site Assessment **Map 3E** for locations of all crossing guards and adult monitors.

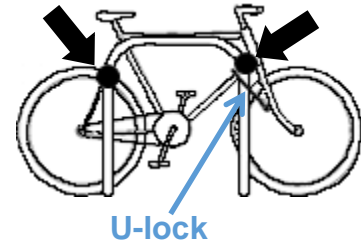
### Safety Patrol

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 for Mead.

### Bike Racks

Bike racks are conveniently located at Mead Elementary. 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 C**.



Source: Madrax



Source: NCWRPC

Bike racks in playground area

## Mead – Maps

### Site Assessment Map

As part of this Safe Routes to School planning process, a walking and bicycling audit was conducted within a few blocks around the school. Walk and bike audit results are shown on **Map 3E**.

### Transportation Map

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

### School Routes Map

A school routes map in this plan was developed to visualize where walking and biking students could travel to and from school. These routes are the most direct routes to walk or bike to school, but they may have traffic dangers and may need safe crossings to be provided. School Routes are shown on **Map 5E**.

## Recommendations for Mead

**NOTE – There may be additional recommendations that apply to this school that are listed in the Wisconsin Rapids Public Schools Recommendations section or the City of Wisconsin Rapids Recommendations section in the back of this plan.**

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

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

### **1 of 3 – Crossing Guards**    *Enforcement & Education*

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 Mead students.

### **1 of 3 – 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 in tandem with the adult crossing guard program at Mead.

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

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

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

**2)** Consider installing bike repair station on concrete pad along Alton St sidewalk.

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

**4)** Consider installing visitor bike racks near the entrance. See “Bicycling Parking for Visitors” recommendation in the Wisconsin Rapids Public Schools Recommendations section for details.

### 3 of 3 – Walking & Biking Promotional Materials

### Education & Encouragement

Traffic increases near schools because parents are driving their kids to school instead of allowing them to walk or bike. This flow of traffic increases the likelihood of a variety of traffic incidents that includes crashes, speeding, illegal parking, and failure to yield the right of way. It also decreases the likelihood that students are motivated to walk or bike to school or that parents will allow them to do so.

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

Short-term

Responsible party: School Dist.

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

Short-term

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

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



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

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

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

Short-term

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

**Recommendation C1:** Consider annually participating in Walk and Roll to School (fall) or Bike and Roll to School (spring). School and 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.

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

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

## Engineering Recommendations from Map 6E

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

**Short-term**                      Responsible party: School Dist.

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

### Map 6E – “Surrounding Neighborhoods” box                      *Engineering*

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

**Recommendation:** Add additional School Zone Speed Limit signs on 14th Ave S as shown on map (and same area of 13th Ave S) to re-enforce that School Zone still exists.

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

**Recommendation:** Paint all school crosswalks as High Visibility Crosswalks per map.

### Map 6E – “W. Grand Ave” box                      *Engineering*

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

**Recommendation:** At 17th Ave & Grand Ave, paint Stop lines at least 10-feet in advance of crosswalks, and paint crosswalks in a High Visibility pattern.

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

**Recommendation:** Paint all side street crosswalks that connect to the north side of W. Grand Ave in a high visibility pattern.

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

**Recommendation:** Consider painting symbols on the north side of W. Grand Ave sidewalks to lead kids to cross Grand Ave at the traffic light.

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

**Recommendation:** Consider reducing speed limit to 30 MPH from STH 13, west to 25th Ave.

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

**Recommendation:** Consider if 4-lane to 3-lane (2 lanes and center turn lane) road diet will work to add pedestrian medians, while also retaining bike lanes from 17th Ave to 12th Ave.

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

**Recommendation:** Consider installing a Pedestrian Hybrid Beacon at 13th Ave. This will benefit both the St Paul’s Lutheran School and the Wisconsin Rapids Area Middle 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 will provide better adoption of the change.

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

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

### **Implementing Bicycling Education in School**      *Education*

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

**Short-term**      Responsible party: School Dist.

**Recommendation 1:** Promote parental guides for teaching their kids to walk and bike safely before school each year. See the 3 of 3 – Walking & Biking Promotional Materials recommendation for parental guides.

**Recommendation 2:** Consider adding WisDOT's **Bicycle safety** webpage as a link in the transportation area of the School or District website.

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



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

**Recommendation 3:** See: Develop Traffic Garden Bicycle Education recommendation in the Wisconsin Rapids Public Schools Recommendations section.

### **Improve Pedestrian Education in School**      *Education*

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

**Medium-term**      Responsible party: School Dist.

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

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



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

## **Measure if Engineering and Education Efforts are Working**      *Evaluation*

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

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

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

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

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

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

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

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

## **Annual SRTS Plan Review**      *Evaluation*

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

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

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

**Recommendation:** Choose a committee to work on implementing this plan. 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 Wisconsin Rapids SRTS Plan’s recommendations when preparing annual budgets and annual operating procedures.

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













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

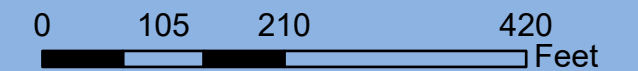


# Map 3E Site Assessment Mead Elementary

Wisconsin Rapids Safe Routes To School

## Legend

-  Mead Elementary
-  School Entrance
-  Bike Rack
-  Parked Family Vehicle
-  Crossing Guard
-  Safety Patrol
-  School Crossing
-  Stop Sign
-  Sidewalks
-  20 MPH School Speed Limit & Higher Fines Zone
-  Fence
-  Gate

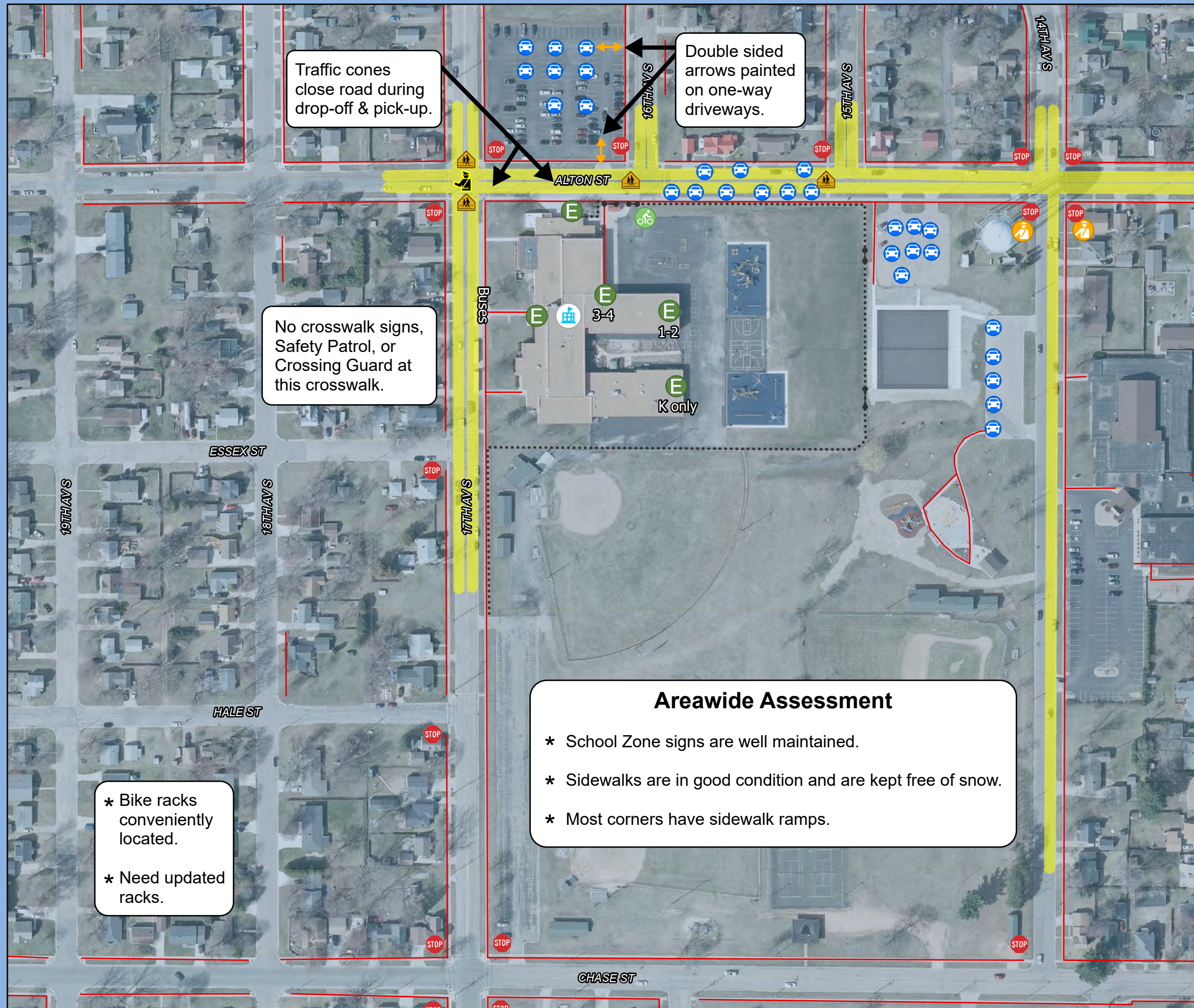


Source: WI DNR, WisDOT, NCWRPC, Wood County  
This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCWRPC is not responsible for any inaccuracies herein contained.



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Traffic cones close road during drop-off & pick-up.

Double sided arrows painted on one-way driveways.

No crosswalk signs, Safety Patrol, or Crossing Guard at this crosswalk.

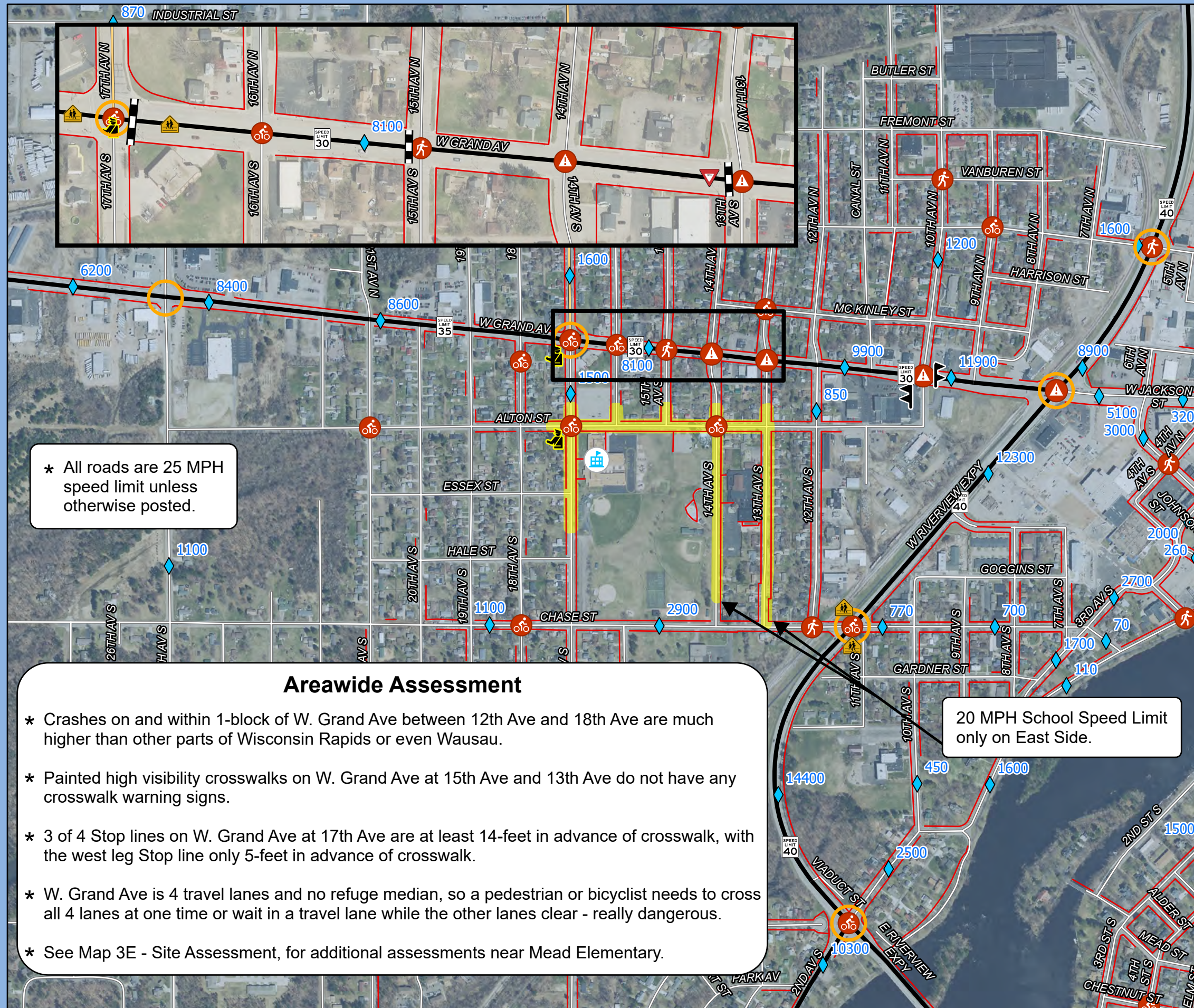
**Areawide Assessment**

- \* School Zone signs are well maintained.
- \* Sidewalks are in good condition and are kept free of snow.
- \* Most corners have sidewalk ramps.

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

# Map 4E Transportation Mead Elementary

Wisconsin Rapids Safe Routes To School



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

**Areawide Assessment**

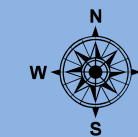
- \* Crashes on and within 1-block of W. Grand Ave between 12th Ave and 18th Ave are much higher than other parts of Wisconsin Rapids or even Wausau.
- \* Painted high visibility crosswalks on W. Grand Ave at 15th Ave and 13th Ave do not have any crosswalk warning signs.
- \* 3 of 4 Stop lines on W. Grand Ave at 17th Ave are at least 14-feet in advance of crosswalk, with the west leg Stop line only 5-feet in advance of crosswalk.
- \* W. Grand Ave is 4 travel lanes and no refuge median, so a pedestrian or bicyclist needs to cross all 4 lanes at one time or wait in a travel lane while the other lanes clear - really dangerous.
- \* See Map 3E - Site Assessment, for additional assessments near Mead Elementary.

20 MPH School Speed Limit only on East Side.

## Legend

- Mead Elementary
- State Highway
- Main Roads
- Local Roads
- Sidewalks
- 20 MPH School Speed Limit & Higher Fines Zone
- Traffic Counts
- Crossing Guard
- School Crossing
- In-Street Yield to Pedestrians Sign
- Overhead Flash Beacons
- Speed Limit
- Traffic Light
- High Visibility Crosswalk
- Crash Type (2010-2023)**
- Bicycle
- Pedestrian
- Both

0 430 860 1,720 Feet



Source: WI DNR, WisDOT, NCWRPC, Wood County  
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





# Map 5E School Routes

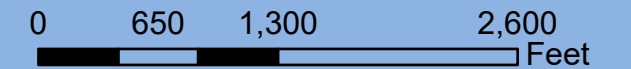
## Mead Elementary

Wisconsin Rapids Safe Routes To School

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

### Legend

-  Mead Elementary
-  School Boundary
-  State Highway
-  Main Roads
-  Local Roads
-  Feeder Route
-  Main Route
-  1-Mile Walk Distance
-  Mobile Home Park

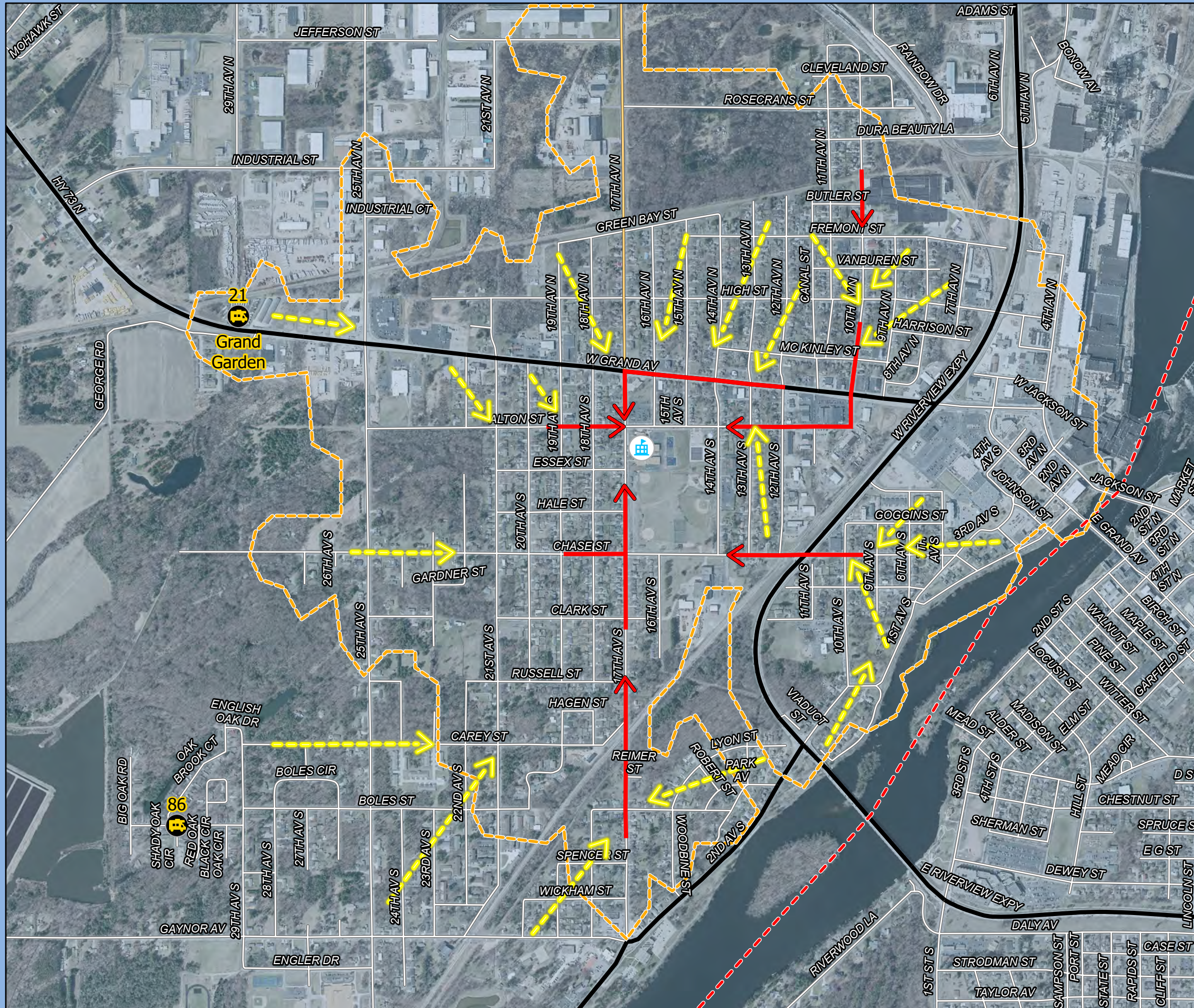


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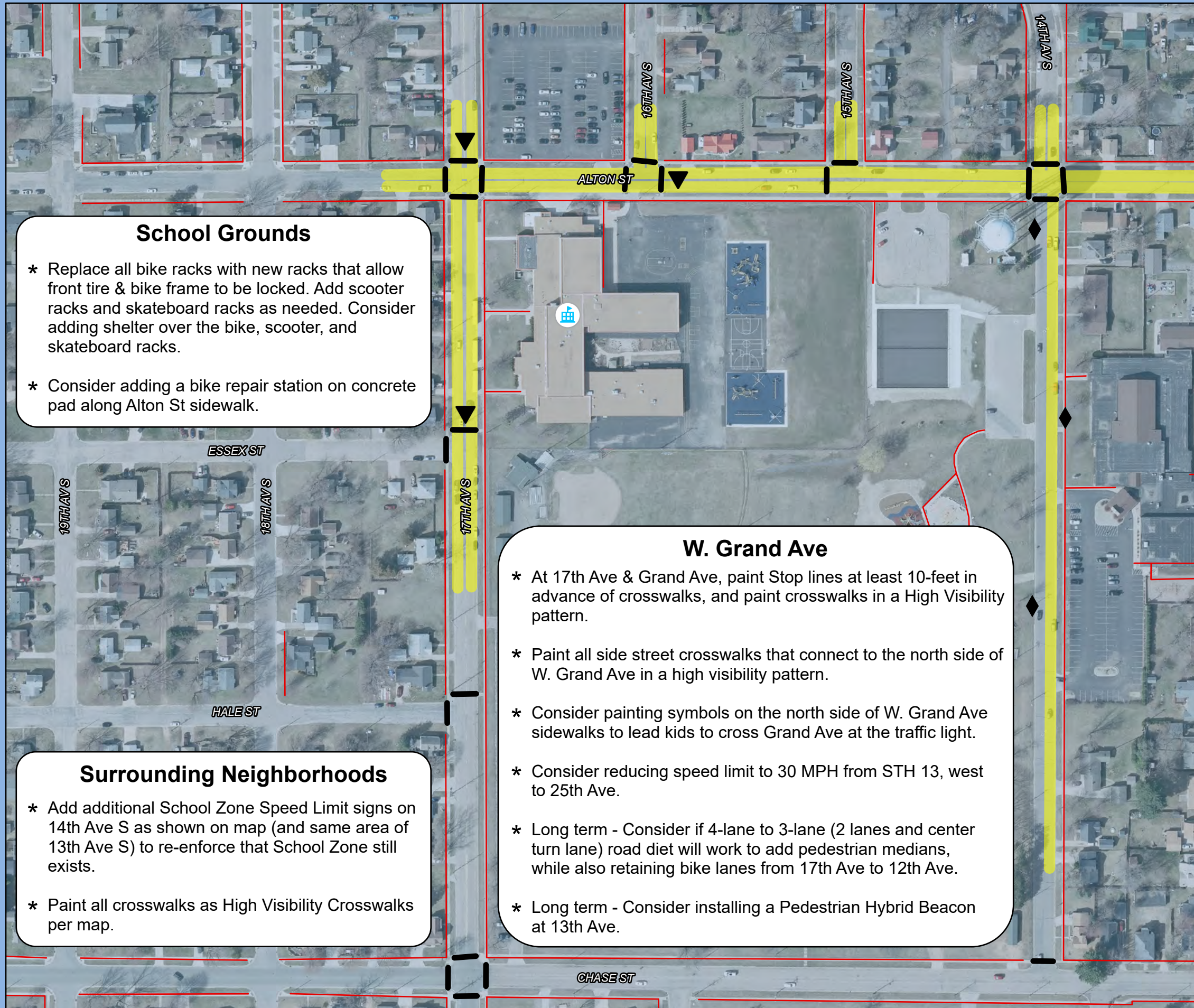
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# Map 6E Recommendations Mead Elementary

Wisconsin Rapids 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 and skateboard racks as needed. Consider adding shelter over the bike, scooter, and skateboard racks.
- \* Consider adding a bike repair station on concrete pad along Alton St sidewalk.

### W. Grand Ave

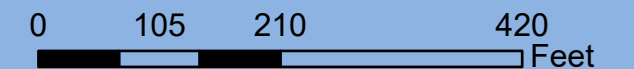
- \* At 17th Ave & Grand Ave, paint Stop lines at least 10-feet in advance of crosswalks, and paint crosswalks in a High Visibility pattern.
- \* Paint all side street crosswalks that connect to the north side of W. Grand Ave in a high visibility pattern.
- \* Consider painting symbols on the north side of W. Grand Ave sidewalks to lead kids to cross Grand Ave at the traffic light.
- \* Consider reducing speed limit to 30 MPH from STH 13, west to 25th Ave.
- \* Long term - Consider if 4-lane to 3-lane (2 lanes and center turn lane) road diet will work to add pedestrian medians, while also retaining bike lanes from 17th Ave to 12th Ave.
- \* Long term - Consider installing a Pedestrian Hybrid Beacon at 13th Ave.

### Surrounding Neighborhoods

- \* Add additional School Zone Speed Limit signs on 14th Ave S as shown on map (and same area of 13th Ave S) to re-enforce that School Zone still exists.
- \* Paint all crosswalks as High Visibility Crosswalks per map.

### Legend

- Mead Elementary
- Sidewalks
- 20 MPH School Speed Limit & Higher Fines School Zone
- Proposed Sidewalk
- Proposed High Visibility Crosswalk
- Paint Urban Shoulder
- Proposed Stop Sign
- Proposed in-street Yield to Pedestrians Sign
- Proposed Bike Rack
- Additional School Speed Sign



Source: WI DNR, WisDOT, NCWRPC, Wood County  
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THINK Academy served 208 (2022) students in pre-kindergarten through 5<sup>th</sup> grades.

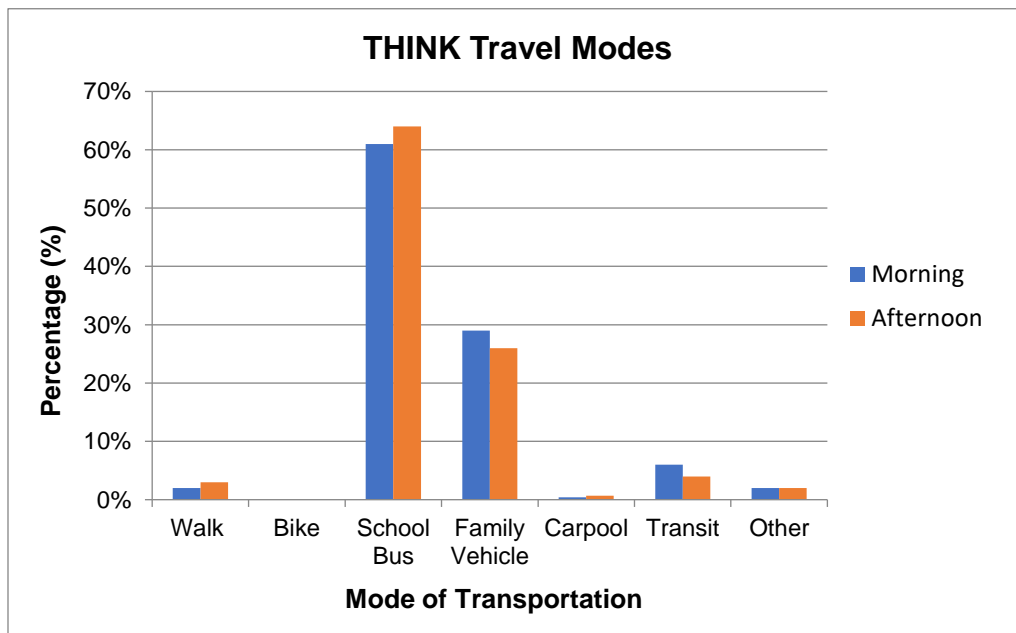
- **Main modes of travel by THINK Academy students:**
  - Family Vehicle (29% morning & 26% afternoon)
  - School Bus (61% morning & 74% afternoon)

The discrepancy between morning and afternoon travel in **Table 4F** & **Figure 4F** shows that 17% more parents are driving their kids to school in the morning. School bus takes home 16% of those who were driven in the morning and 1% are taking transit.

Table 4F THINK Academy Morning & Afternoon Travel Comparison							
	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	2%	0%	61%	29%	0.4%	6%	2%
Afternoon	3%	0%	74%	26%	0.7%	4%	2%

Source: Student Tallies, October 2023

**Figure 4F: THINK Academy Student Tally Results Morning and Afternoon Travel Comparison**



Source: Student Tallies, October 2023

**THINK Academy Parent Survey Results**

**28 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.

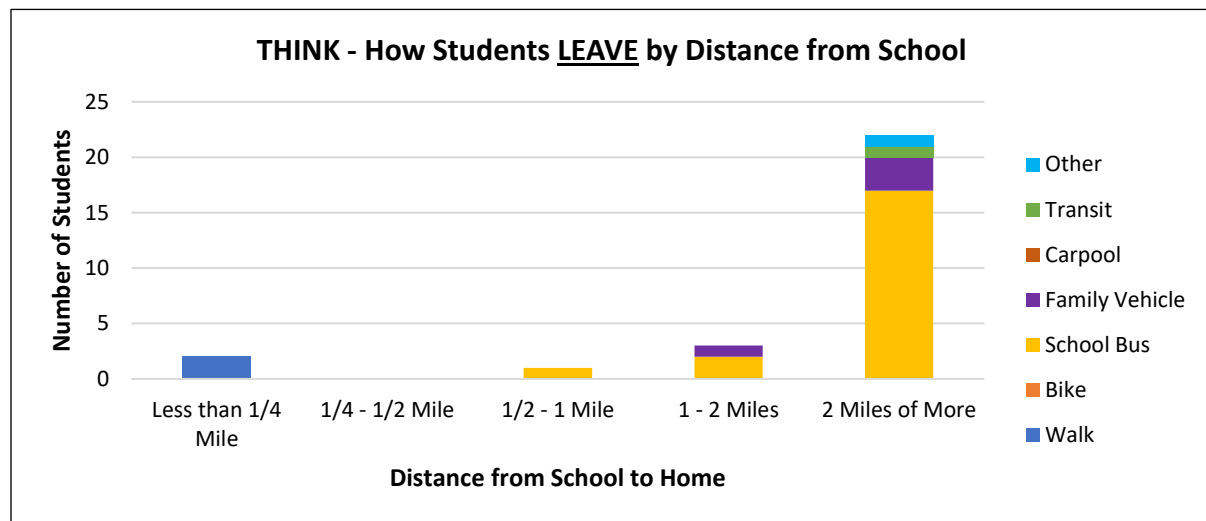
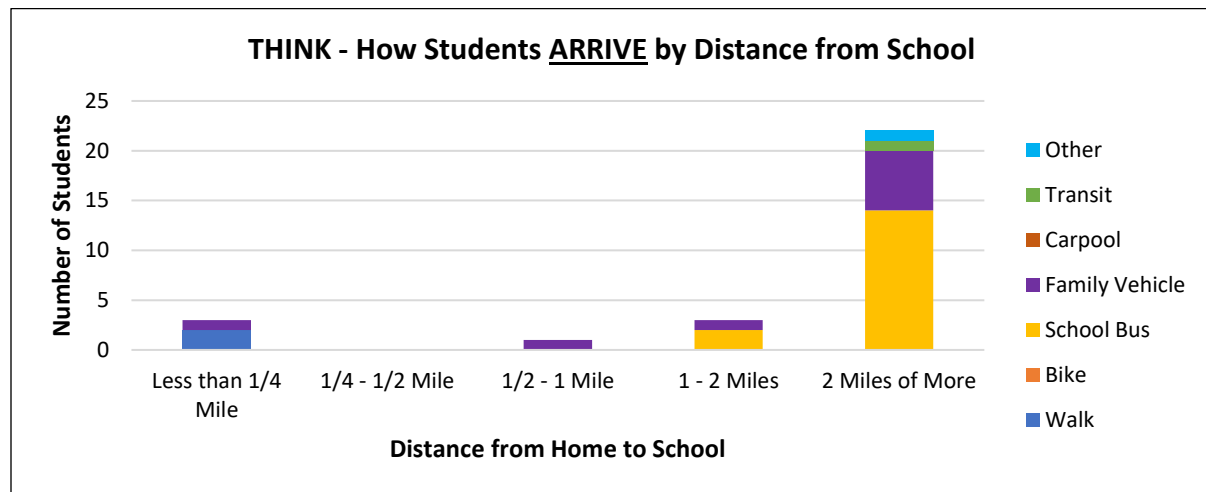
Among parents who answered the survey, 22 of 28 students live within 1-mile of school. With only 2 students within 1-mile of school walking and none biking to school, this shows some potential to increase walking and biking to school.

About 55% of students represented in this parent survey took the school bus to school, which is similar to the student tally (61%). 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 THINK Academy.

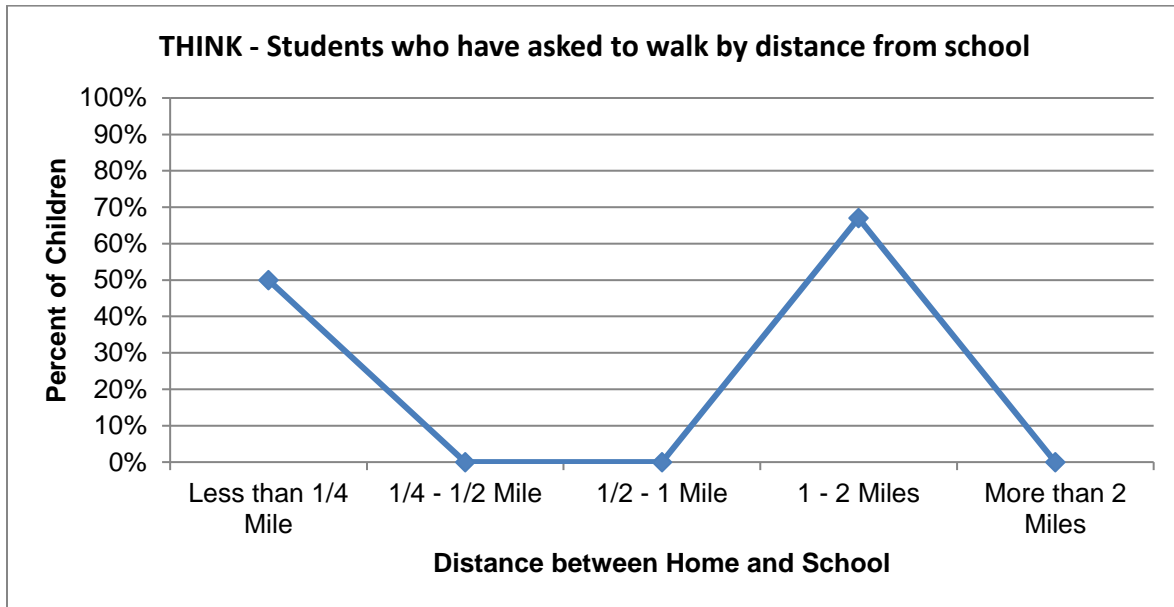
See comments from THINK Academy Parent Surveys in **Attachment B**.

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



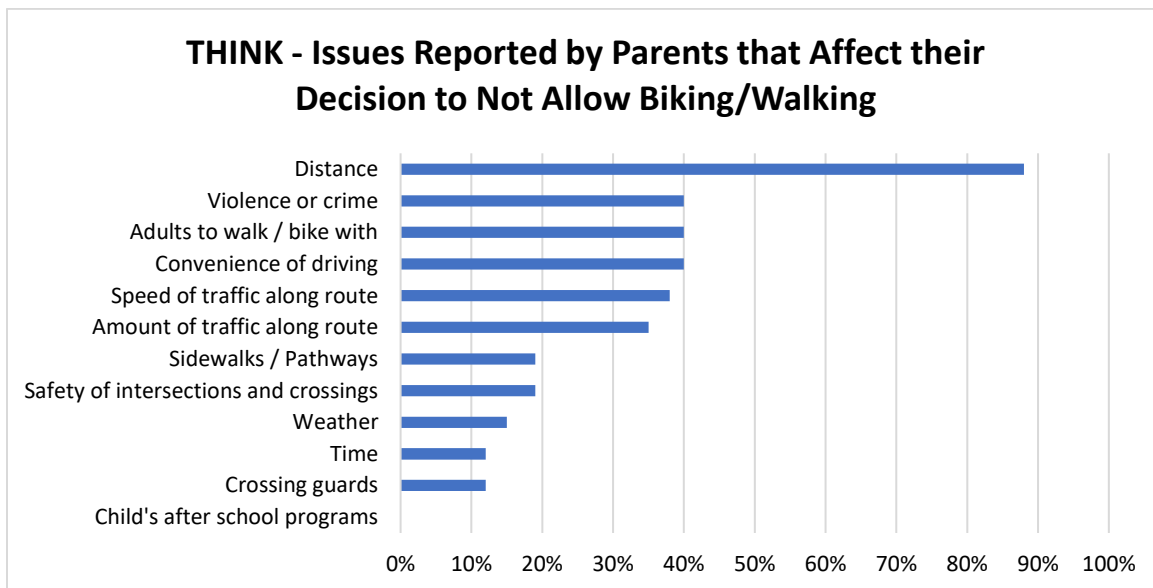
Source: Parent Surveys, November 2023

**FIGURE 6F: Has your child asked to walk?**



Source: Parent Surveys, November 2023

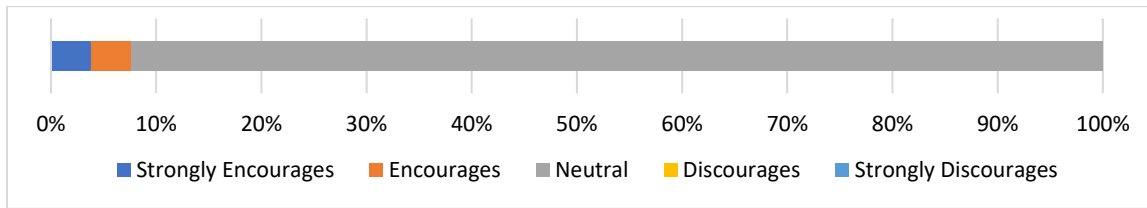
**FIGURE 7F: Which of the following issues affect your decision to NOT allow walking or biking?**



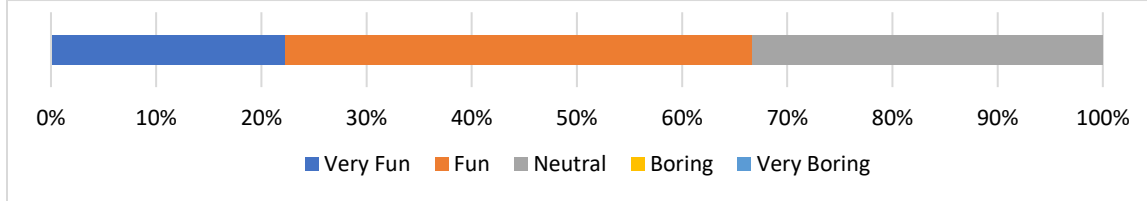
Source: Parent Surveys, November 2023

From THINK Academy's November 2023 Parent Survey

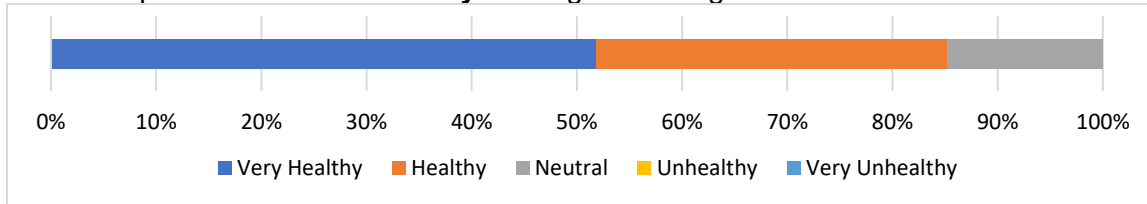
Parent's opinion about how much their **child's school encourages/discourages** walking/biking to/from school:



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



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



**Existing Policies and Services for THINK Academy Students**

Current walking and biking policies and programming at THINK include:

- None beyond allowing students to walk and bike to school.

School	WALK & ROLL TO SCHOOL DAY (Fall)	BIKE & ROLL TO SCHOOL DAY (Spring)
THINK Academy	None.	None.

Crossing Guards & Adult Monitors

No adult crossing guards are assigned for THINK Academy crossings.

The Wisconsin Rapids Public Schools has adults that manage traffic on THINK's grounds, called adult monitors.

See Site Assessment **Map 3F** for locations of all crossing guards and adult monitors.

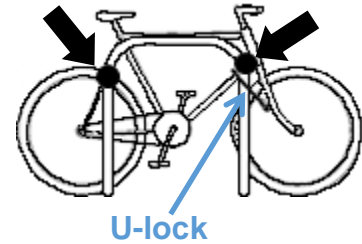
### Safety Patrol

No safety patrol exists at THINK.

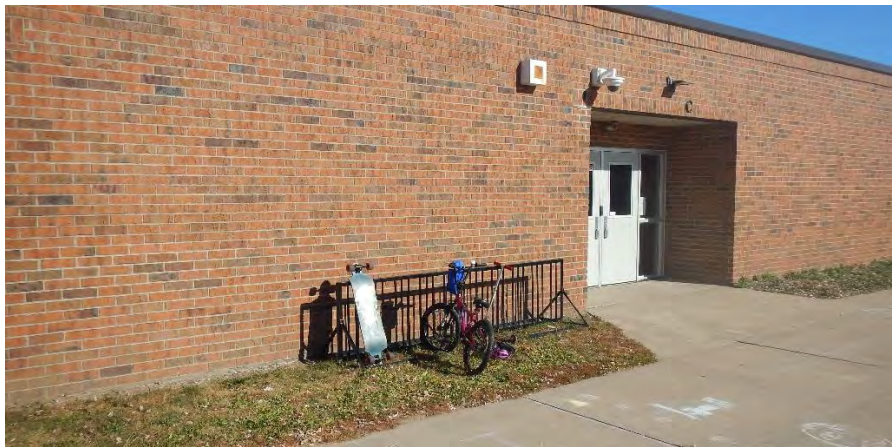
### Bike Racks

Bike racks are conveniently located at THINK Academy. 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 C**.



Source: Madrax



Source: NCWRPC

Bike rack next to side door

## THINK – 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 2023 within about a half mile radius of the school.

### School Routes Map

A school routes map in this plan was developed to visualize where walking and biking students could travel to and from school. These routes are the most direct routes to walk or bike to school, but they may have traffic dangers and may need safe crossings to be provided. School Routes are shown on **Map 5F**.

## Recommendations for THINK

**NOTE – There may be additional recommendations that apply to the school that are listed in the Wisconsin Rapids Public Schools Recommendations section in the back of this plan**

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

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

### **1 of 3 – Crossing Guards & Adult Monitors**      *Enforcement & Education*

No crossing guards are assigned to intersections that serve THINK students.

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.

THINK has teacher assistants that provide traffic control on school grounds, called adult monitors.

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

**Recommendations:** If an intersection is identified in the future as needing additional traffic control for THINK students, then consider assigning an adult crossing guard to that intersection.

**Short-term**      Responsible party: School Dist.

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

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

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

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

**2)** Consider installing a 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 installing visitor bike racks near the entrance. See “Bicycling Parking for Visitors” recommendation in the Wisconsin Rapids Public Schools Recommendations section for details.

### 3 of 3 – Walking & Biking Promotional Materials

### Education & Encouragement

Traffic increases near schools because parents are driving their kids to school instead of allowing them to walk or bike. This flow of traffic increases the likelihood of a variety of traffic incidents that includes crashes, speeding, illegal parking, and failure to yield the right of way. It also decreases the likelihood that students are motivated to walk or bike to school or that parents will allow them to do so.

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

Short-term

Responsible party: School Dist.

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

Short-term

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

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



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

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

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

Short-term

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

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

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

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

**Engineering Recommendations from Map 6F-1**

**Map 6F-1 – “Pedestrian Safety Improvements” box**      *Engineering*

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

**Recommendation:** Improve pedestrian safety at 3 main crosswalks on STH 13/34. See Panel 1.

**Short to Long-term**      Responsible parties: Village, Sheriff, Hwy.

**Recommendation:** Improve compliance with existing School Speed Limit on Main Street. See Panel 2.

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

**Recommendation:** Add a second School Speed Limit on Main Street to cover Hillcrest Ave intersection. See Panel 2.

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

**Recommendation:** Improve crosswalk visibility on Moraine Ave. See Panel 3

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

**Recommendation:** Install a high visibility crosswalk on Main Street at Hillcrest Ave. See Panel 2.

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

**Recommendation:** Extend sidewalk on CTH C west of STH 13/34, and consider installing speed tables. See Panel 4.

**Engineering Recommendations from Map 6F-2**

**Map 6F-2 – “School Zone Improvements” box**      *Engineering*

**Short to Long-term**      Responsible parties: Hwy, Village, Sheriff.

**Recommendation:** Improve compliance with existing School Speed Limit on Main Street. See Panel 2.

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

**Recommendation:** Improve crosswalk visibility on Moraine Ave. See Panel 3.

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

**Recommendation:** Add School Speed Limits to Moraine Ave, Rocky Run Dr, and 3rd St N. See Panel 3.

**Map 6F-2 – “School Grounds” box**      *Engineering*

**Short-term**      Responsible party: School Dist.

**Recommendation:** Replace bike rack with new rack that allows front tire & bike frame to be locked. See “**2 of 3 – Bike Racks**” recommendation in this section for more details.

\*\*\*\*\*

### **Communitywide Project Notification**      *Education*

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

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

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

### **Implementing Bicycling Education in School**      *Education*

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

**Short-term**      Responsible party: School Dist.

**Recommendation 1:** Promote parental guides for teaching their kids to walk and bike safely before school each year. See the 3 of 3 – Walking & Biking Promotional Materials recommendation for parental guides.

**Recommendation 2:** Consider adding WisDOT's **Bicycle safety** webpage as a link in the transportation area of the School or District website.

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



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

**Recommendation 3:** See: Develop Traffic Garden Bicycle Education recommendation in the Wisconsin Rapids Public Schools Recommendations section.

### **Improve Pedestrian Education in School**      *Education*

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

**Medium-term**      Responsible party: School Dist.

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

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



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

## **Measure if Engineering and Education Efforts are Working**      *Evaluation*

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

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

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

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

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

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

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

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

## **Annual SRTS Plan Review**      *Evaluation*

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

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

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

**Recommendation:** Choose a committee to work on implementing this plan. 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 Wisconsin Rapids SRTS Plan’s recommendations when preparing annual budgets and annual operating procedures.

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

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



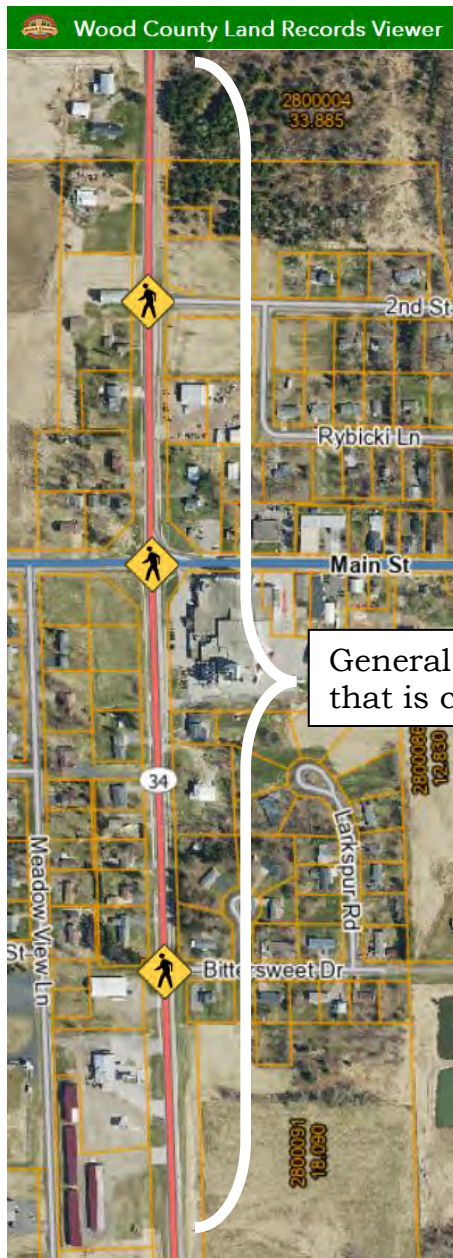
There is no way that a driver on STH 13/34, traveling 45-50 MPH, could stop in time for pedestrians in crosswalks – as required by State law.

Short-term


Responsible parties: County Hwy., WisDOT, **Village**, NCWRPC

### Recommendations for STH 13/34 within Village Limits:

1. Consider reducing STH 13/34 speed limit within the Village of Rudolph from 45 MPH to 35 MPH. See next pages for possible traffic calming strategies.
2. Install oversized initial speed limit sign and/or painting speed limit on road at the start of the Village speed limit zone – entering Village from both the north and south.



General area of STH 13/34 that is currently 45 MPH.

 = Crosswalk across STH 13/34.

## State Highway 13/34 Improvements

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

### Recommendations for STH 13/34 at 2<sup>nd</sup> St. N in Village of Rudolph:

1. Add Pedestrian Crosswalk sign assemblies at crosswalk.
2. Continue painting all crosswalks as high visibility crosswalks.
3. Add Speed Feedback sign & Speed Limit sign assembly per graphic below.


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

Keep existing Pedestrian Warning Ahead sign at its location north of the crossing at 2<sup>nd</sup> St N.



Speed Feedback sign under Speed Limit sign

*Officer.com*

 = Pedestrian Crosswalk sign assembly.

## State Highway 13/34 Improvements

### **Recommendations for STH 13/34 at Main St./CTH C in Village of Rudolph:**

#### **Short-term**

Responsible parties: County Hwy., WisDOT, **Village**, NCWRPC

1. Add Pedestrian Crosswalk sign assemblies at crosswalks per image below.
2. Paint **Stop lines** at least 10 feet in advance of crosswalks, and move Stop signs to be even with Stop lines.
3. Continue painting all crosswalks as high visibility crosswalks.
4. Consider painting “shark teeth” yield lines (▼▼▼), between 10 and 40 feet in advance of the crosswalk.
5. Install In-Street Pedestrian Crosswalk signs (▼) per image below (one on each side of lane to create gateway effect). When snowplowing season begins, then move these in-street signs onto the nearest curbs or in storage until spring.

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



In-Street  
Pedestrian  
Crosswalk  
sign


## State Highway 13/34 Improvements

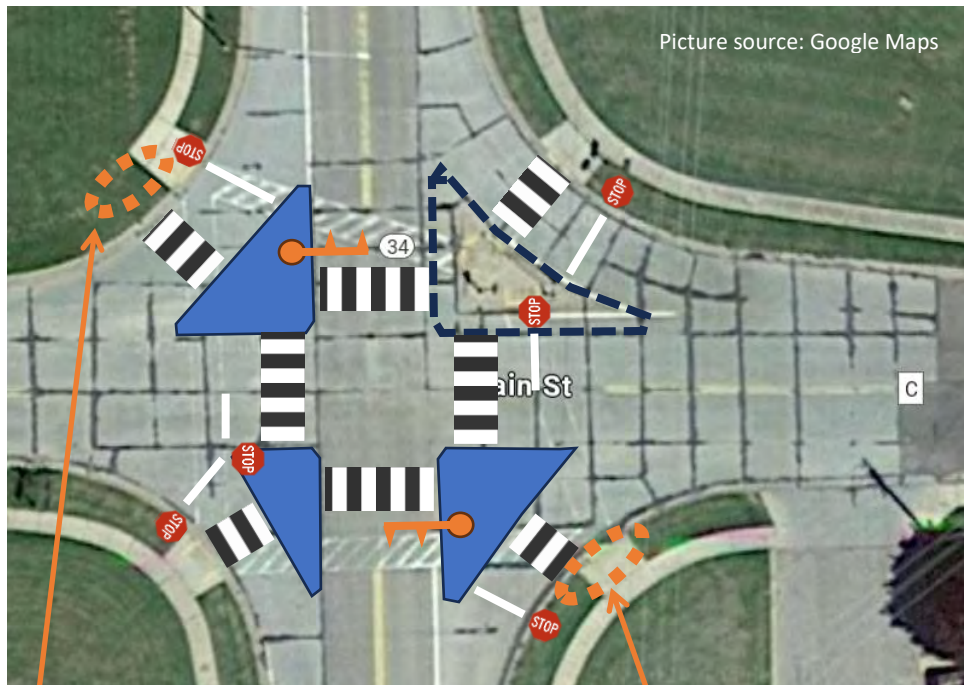
**Note: Items 6 through 8 below** will not happen until WisDOT redesigns the intersection. Pedestrian hybrid beacon needs higher pedestrian counts before it would be installed.

**Long-term**

Responsible parties: **WisDOT**, NCWRPC

6. Consider re-designing existing triangle refuge island on northeast corner, and how to add triangle refuge islands on other 3 corners per graphic below.
7. If triangle refuge islands are installed, then replace Pedestrian Crosswalk sign assemblies (if installed) at each right turn with **Stop signs**.
8. If needed, consider installing a Pedestrian Hybrid Beacon on STH 13/34 at Main St.

 = Pedestrian Hybrid Beacon.



May need to construct new sidewalk ramps to align with crosswalk.  
This would be determined if/when triangle refuge islands are designed.



## State Highway 13/34 Improvements

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

### **Recommendations for STH 13/34 south of Bittersweet Dr. in Village of Rudolph:**

1. Install oversized Speed Limit sign at start of Village speed limit.
2. Add Speed Feedback sign & Speed Limit sign assembly per graphic below.

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



Install oversized Speed Limit 35 sign.

Source: Wood County Land Records Viewer

# THINK Academy

## Main Street Improvements by School

## Panel 2

Traffic in both directions on Main Street/CTH C between Moraine Ave and Knowledge Ave is traveling faster than 35 MPH – 25 MPH is the speed limit, with a 15 MPH School Speed Limit. Traffic is coming out of or going into a 55 MPH speed limit area on the east side of the Village. Implementing the following countermeasures should work at slowing traffic down in this area of Main Street for those students who need to cross Main Street and Moraine Ave.

**Short-term**

Responsible parties: **County Hwy., & Village**

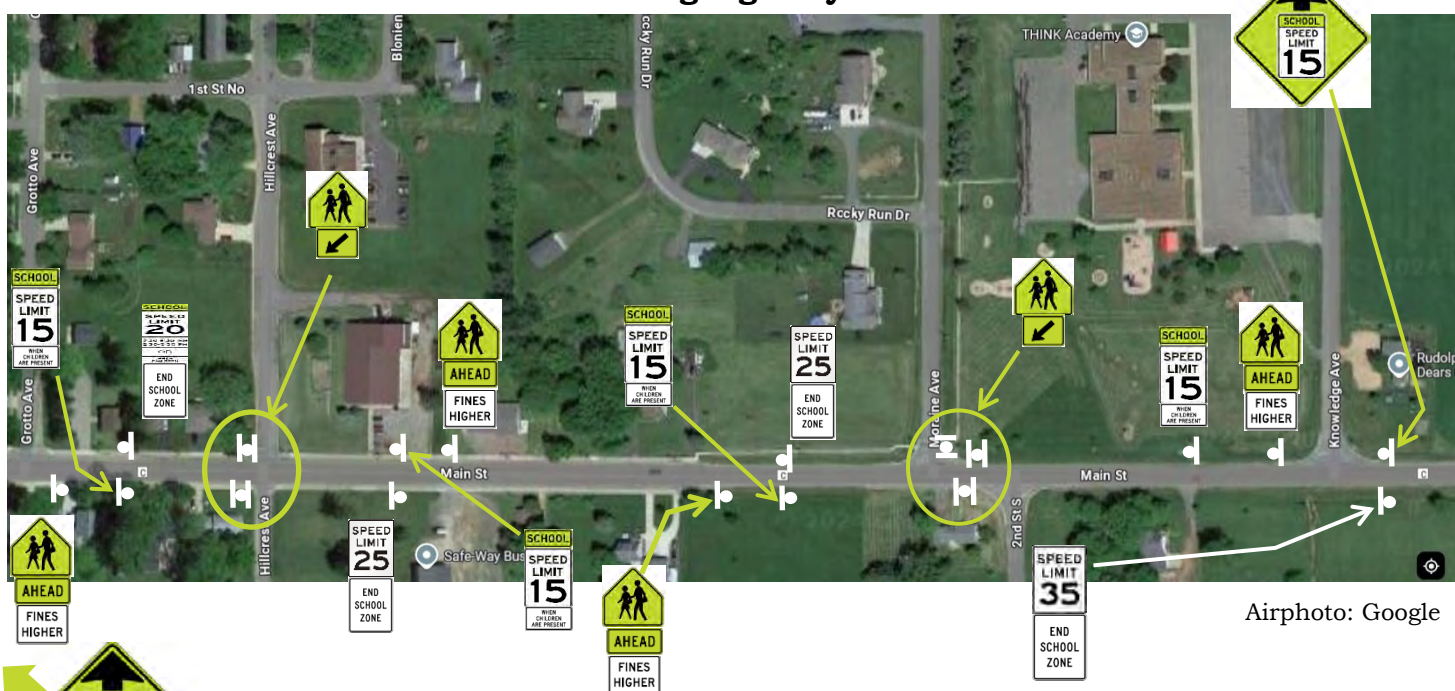
### Recommendations for CTH C/Main Street by School:

1. Consider establishing a 45 MPH speed limit on CTH C to exist east of 3<sup>rd</sup> Ave N, **or (long-term)** install a mini roundabout at 3<sup>rd</sup> Ave N and CTH C.  
Establish a 35 MPH speed limit on CTH C west of 3<sup>rd</sup> Ave N to the start of the 25 MPH speed limit at Knowledge Ave. Install Reduced Speed Limit Ahead (W3-5) signs for both the 35 MPH and 25 MPH speed limits. Install oversized initial speed limit signs for westbound 35 MPH and 25 MPH speed limits to make them more conspicuous.
2. Revise School Speed Limit zone per Signage Layout graphic below.
3. Consider adopting an ordinance to increase fines in a School Zone.
4. Paint a white line (urban shoulder) 9-feet off of curb face. Make sure at least 11-foot wide travel lanes exist when line is painted.
5. See pages 2, 3, & 4 for additional intersection improvements.

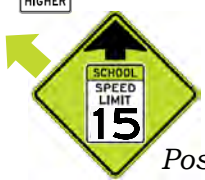


W3-5

### Signage Layout



Airphoto: Google





Post this Reduced School Speed Ahead sign on eastbound Main St, west of Grotto Ave.

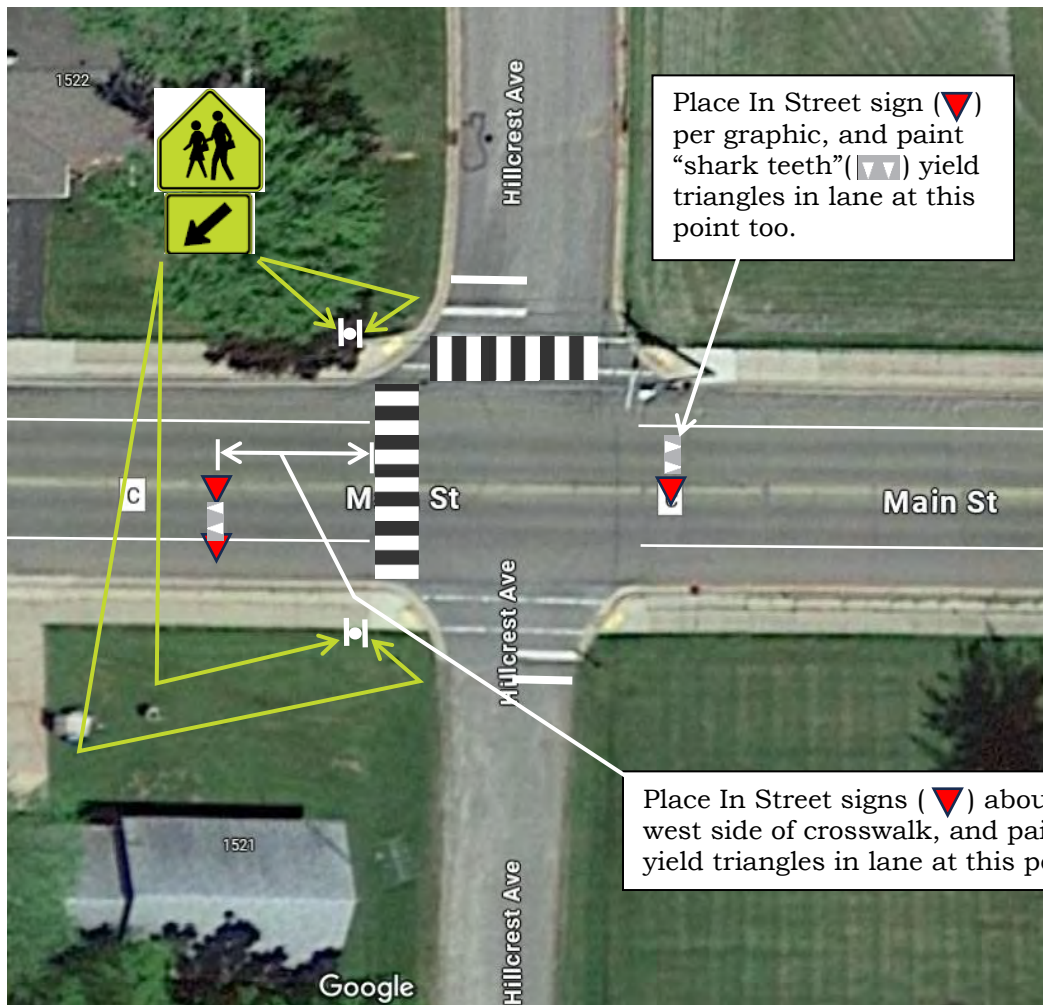
## Main Street Improvements by School

### Recommendations for Main Street at Hillcrest Ave:

**Short-term**

Responsible parties: **County Hwy., & Village**

1. Add School Crosswalk sign assemblies at crosswalks per graphic below.
2. Paint crosswalks in a high visibility pattern (  ).
3. Re-paint Stop lines to 10 feet in advance of the crosswalk and move Stop signs to be even with new Stop line location.
4. **Long Term:** Tighten curb radii on Hillcrest Ave, north off of Main Street.
5. Install In-Street School Yield To Pedestrians signs (  ) per graphic below (one on each side of eastbound lane) to create a gateway effect. Move signs to curbs on each side of Main Street when snow plowing is expected, and move them back in spring.
6. Consider assigning a crossing guard to this intersection
7. Consider installing Rectangular Rapid Flash Beacons (RRFBs) at crosswalk if vehicles are not stopping for children.





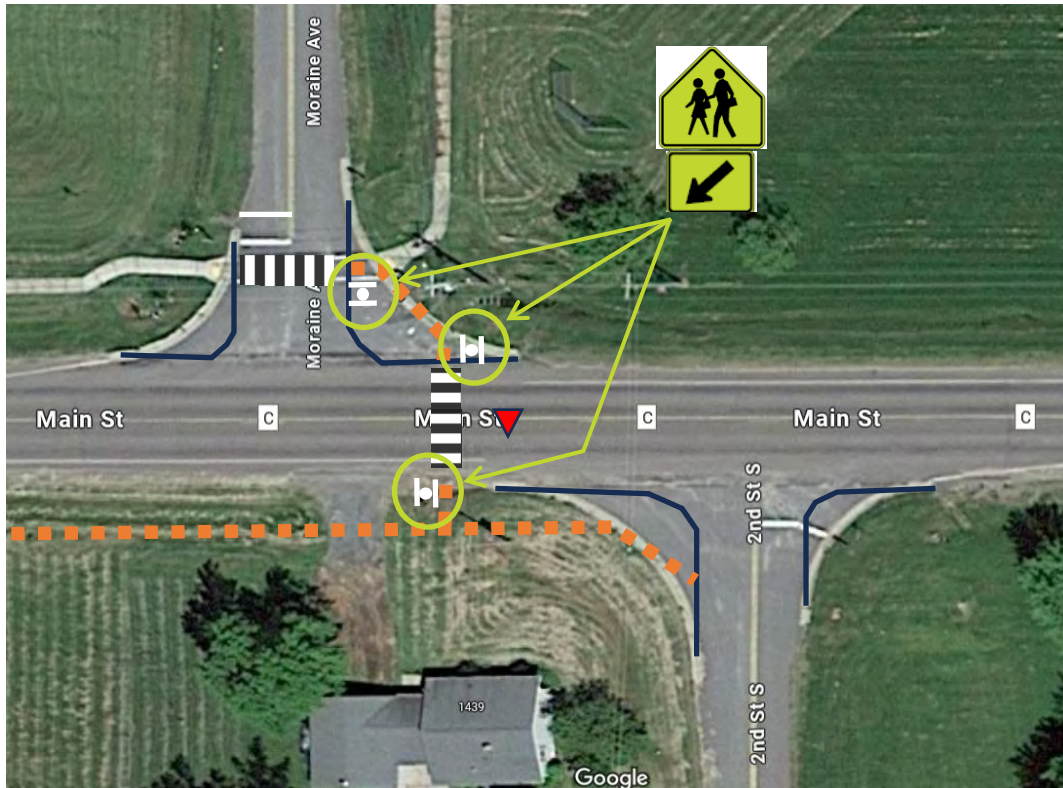
## Main Street Improvements by School


### Recommendations for Main Street at Moraine Ave:


**Short-term**

Responsible parties: **County Hwy., Village, School Dist.**

1. Add School Crosswalk sign assemblies at crosswalks per graphic below.
2. Paint crosswalks in a high visibility pattern (  ).
3. Re-paint Stop line to about 13 feet in advance of the crosswalk and move Stop sign to be even with new Stop line location.
4. Install In-Street School Yield To Pedestrians sign (  ) per graphic below. Move sign to north side curb on Main Street when snow plowing is expected, and move it back in spring.
5. Consider assigning a crossing guard to this intersection.
6. Consider installing Rectangular Rapid Flash Beacons (RRFBs) at crosswalk if vehicles are not stopping for children.
7. Remove Drug-Free School Zone sign from this intersection and re-post it about 400-feet north, facing west, between sidewalk and Moraine Ave.
8. **Long Term:** Tighten curb radii on Moraine Ave and 2<sup>nd</sup> St S (see graphic).
9. **Long Term:** Install sidewalk segments and crosswalk on Main Street per graphic below.



 = Potential reduced curve radii curb

 = Potential sidewalk



# THINK Academy

## School Zone Improvements

## Panel 3

Short-term

Responsible parties: County Hwy., & Village

### Recommendations for School Zone:

1. See **Panel 1** for recommendations on Main Street by THINK Academy.
2. Add a crossing guard or adult monitor at Main St and Moraine Ave to help students cross Moraine Ave, since this is the main route parents use to drop-off or pick-up their students.
3. Revise School zone signs per graphic below.



Remove these 2 Drug-Free School Zone signs.

Add crossing guard (🚧) or adult monitor here.

Short-term

Responsible parties: County Hwy., & Village

### Recommendations for CTH C west of STH 13/34:

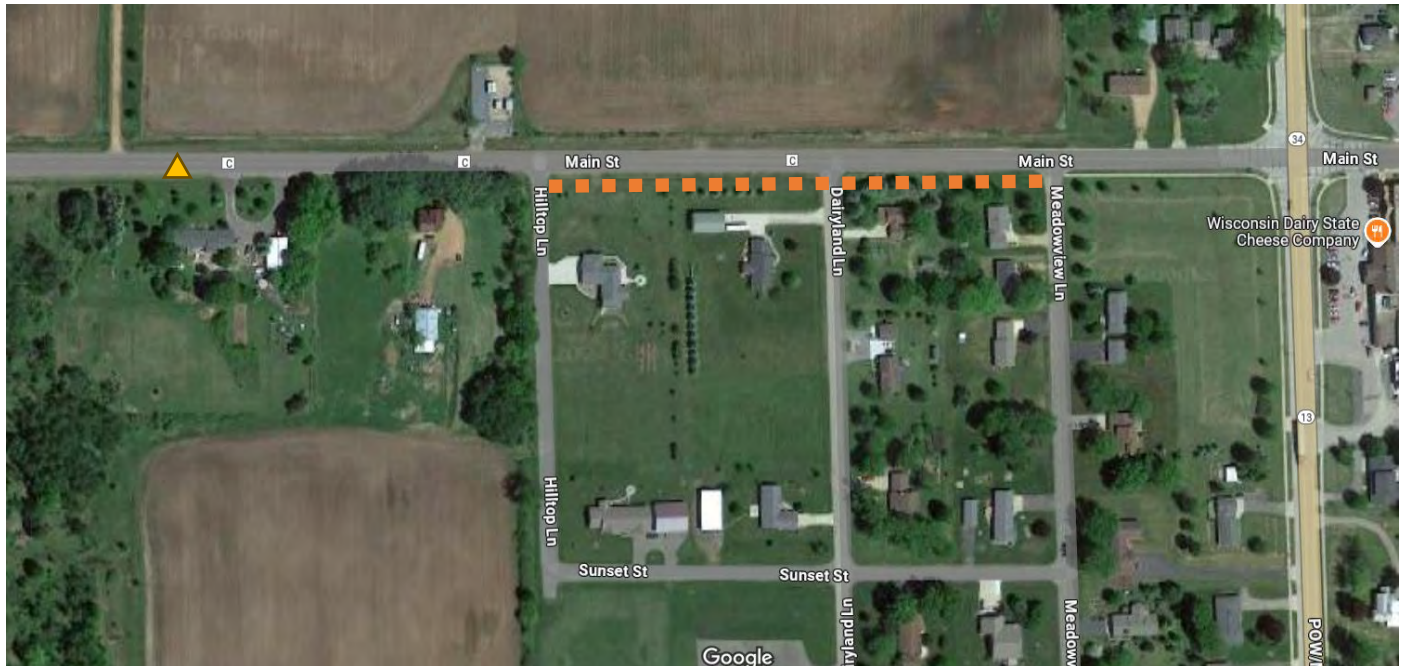
1. Install sidewalk per **Figure 2** below.
2. On CTH C, move the speed limit change (55 to 35) to a point about 600 feet west of Hilltop Ln and consider installing speed tables (▲), covering each lane, for a design speed of 35 mph. If installed, then mark speed tables with appropriate MUTCD approved signage and markings.

**Figure 1**



Sample rubber speed table

**Figure 2**

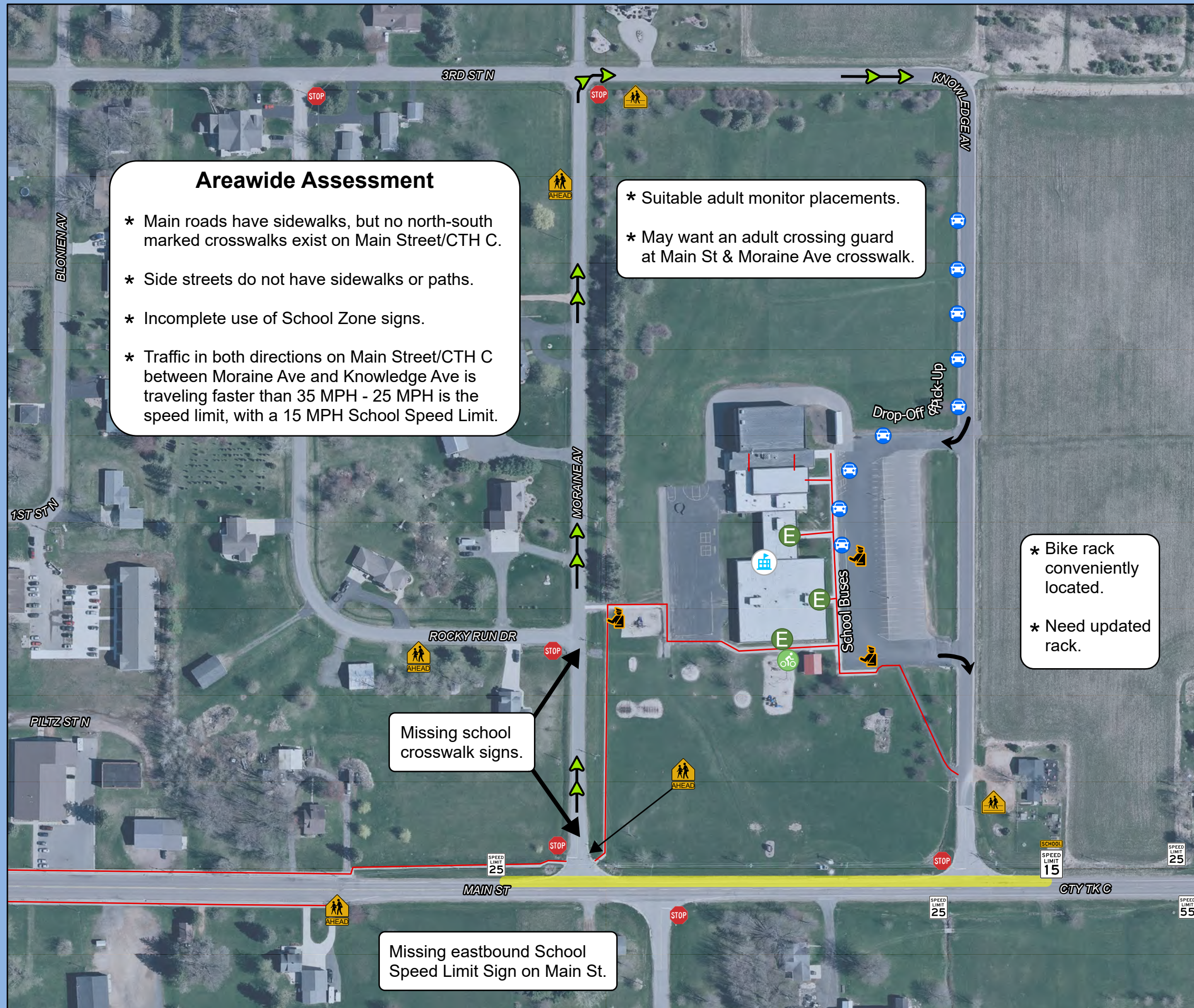


— = Potential sidewalk

▲ = Potential speed table

# Map 3F Site Assessment THINK Academy

Wisconsin Rapids Safe Routes To School



**Areawide Assessment**

- \* Main roads have sidewalks, but no north-south marked crosswalks exist on Main Street/CTH C.
- \* Side streets do not have sidewalks or paths.
- \* Incomplete use of School Zone signs.
- \* Traffic in both directions on Main Street/CTH C between Moraine Ave and Knowledge Ave is traveling faster than 35 MPH - 25 MPH is the speed limit, with a 15 MPH School Speed Limit.

- \* Suitable adult monitor placements.
- \* May want an adult crossing guard at Main St & Moraine Ave crosswalk.

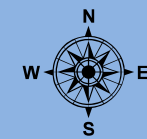
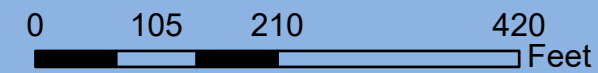
- \* Bike rack conveniently located.
- \* Need updated rack.

Missing school crosswalk signs.

Missing eastbound School Speed Limit Sign on Main St.

**Legend**

- THINK Academy
- School Entrance
- Bike Rack
- Adult Monitor
- Parked Family Vehicle
- School
- School Ahead
- Stop Sign
- 15 mph school zone
- Speed Limit 25
- Sidewalks
- 15 MPH School Speed Limit
- Drop-Off & Pick-Up Direction



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



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

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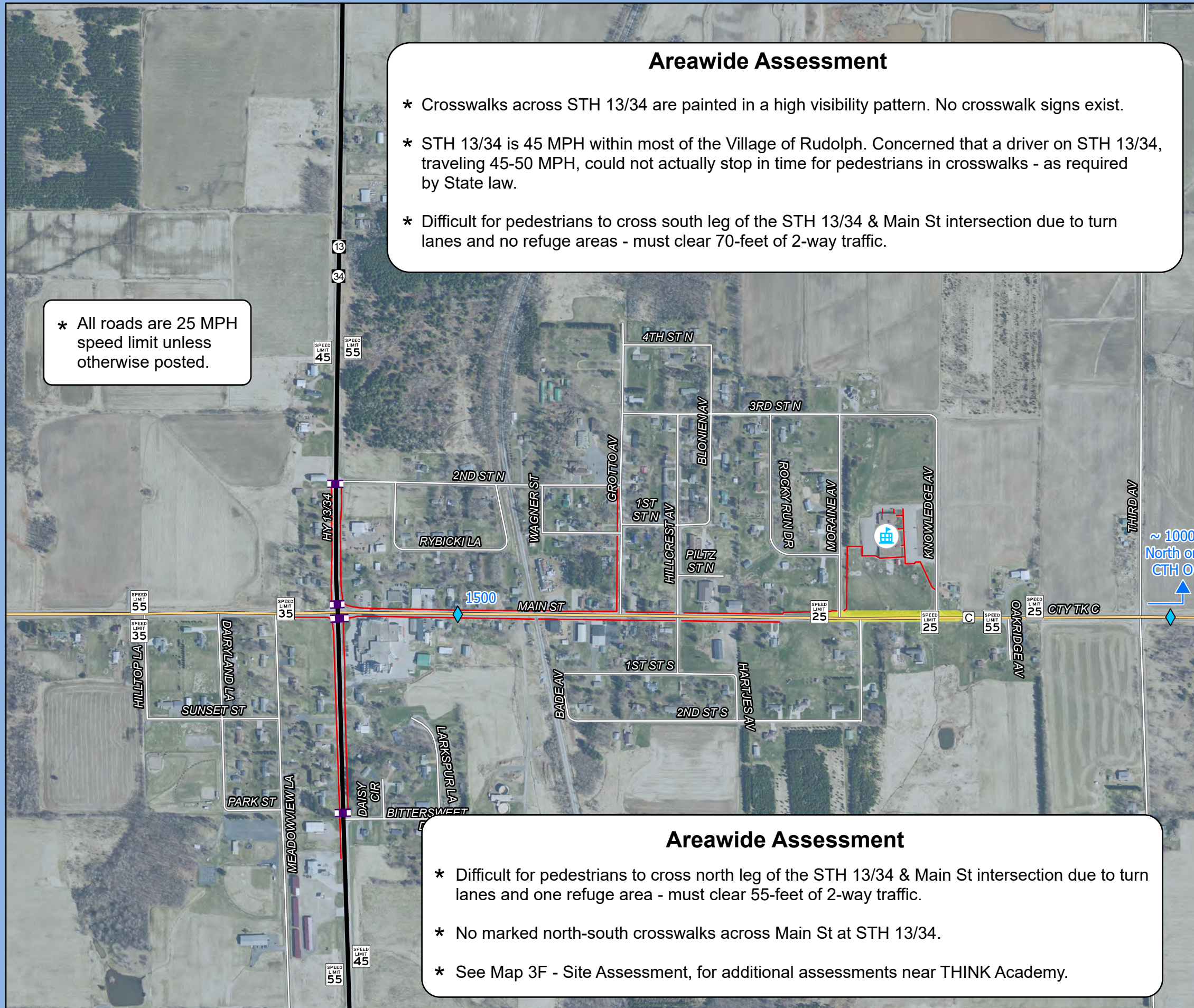
# Map 4F Transportation THINK Academy

Wisconsin Rapids Safe Routes To School

## Areawide Assessment

- \* Crosswalks across STH 13/34 are painted in a high visibility pattern. No crosswalk signs exist.
- \* STH 13/34 is 45 MPH within most of the Village of Rudolph. Concerned that a driver on STH 13/34, traveling 45-50 MPH, could not actually stop in time for pedestrians in crosswalks - as required by State law.
- \* Difficult for pedestrians to cross south leg of the STH 13/34 & Main St intersection due to turn lanes and no refuge areas - must clear 70-feet of 2-way traffic.

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

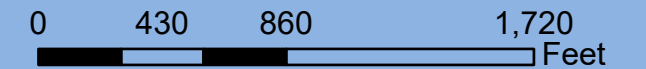


## Areawide Assessment

- \* Difficult for pedestrians to cross north leg of the STH 13/34 & Main St intersection due to turn lanes and one refuge area - must clear 55-feet of 2-way traffic.
- \* No marked north-south crosswalks across Main St at STH 13/34.
- \* See Map 3F - Site Assessment, for additional assessments near THINK Academy.

## Legend

- THINK Academy
- U.S. Highway
- State Highway
- Main Roads
- Local Roads
- Sidewalks
- High Visibility Crosswalk
- Pedestrian Crossing
- Speed Limit
- 15 MPH School Speed Limit
- Higher Fine School Zone
- Traffic Counts



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



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Wisconsin Regional  
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







# Map 5F School Routes

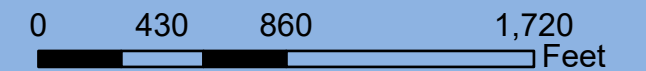
## THINK Academy

Wisconsin Rapids Safe Routes To School

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

### Legend

-  THINK Academy
-  Village of Rudolph
-  State Highway
-  Main Roads
-  Local Roads
-  Sidewalks
-  Feeder Route
-  Main Route
-  15 MPH School Speed Limit
-  Higher Fine School Zone
-  1-Mile Walk Distance

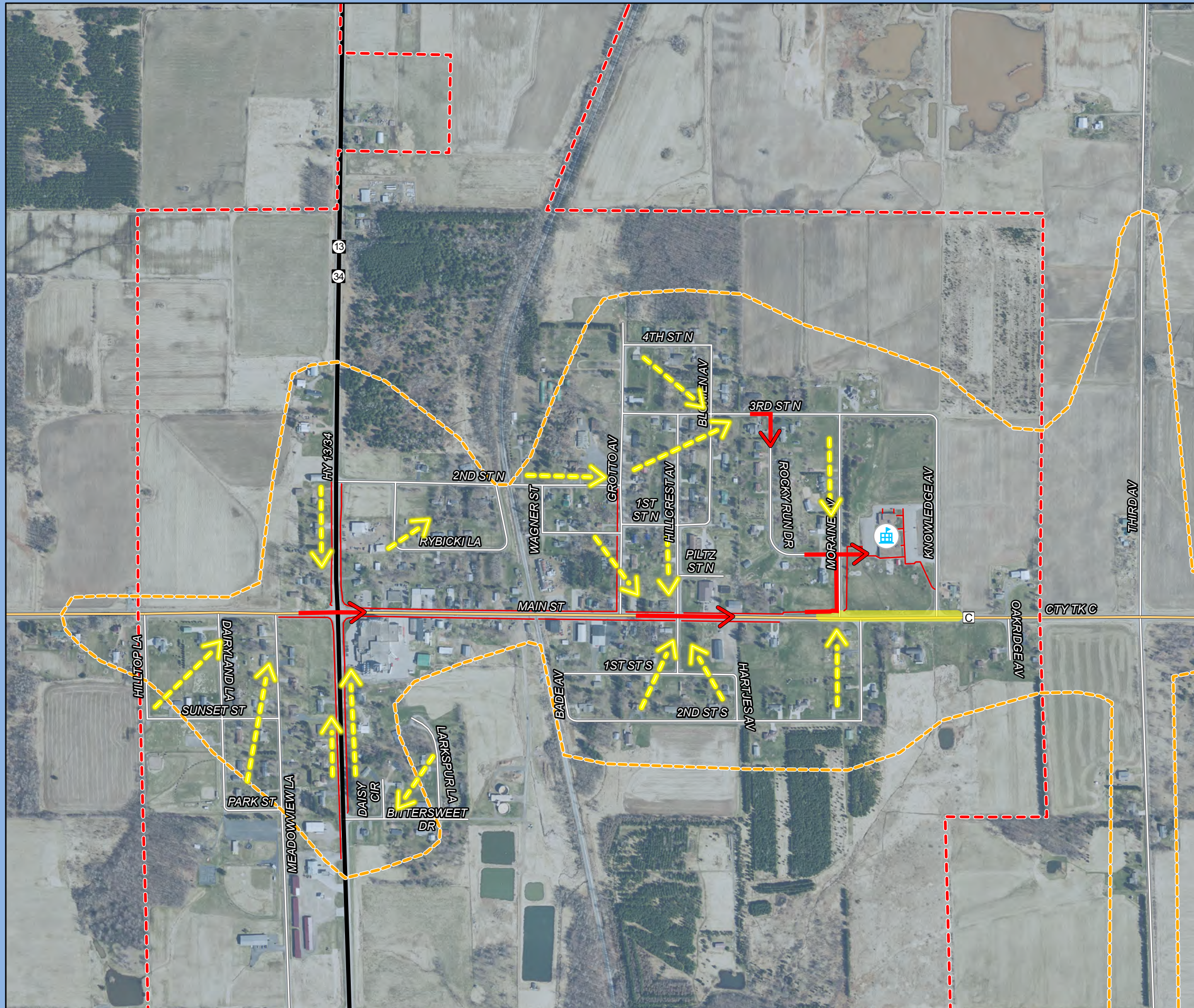


Source: WI DNR, WisDOT, NCWRPC, Wood County  
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# Recommendations

## THINK Academy

Wisconsin Rapids Safe Routes To School

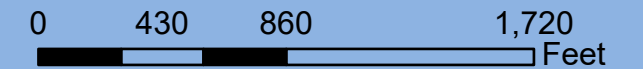
### Pedestrian Safety Improvements

- \* Improve pedestrian safety at 3 main crosswalks on STH 13/34. See Panel 1.
- \* Improve compliance with existing School Speed Limit on Main Street. See Panel 2.
- \* Add a second School Speed Limit on Main Street to cover Hillcrest Ave intersection.
- \* Improve crosswalk visibility on Moraine Ave. See Panel 3.
- \* Install a high visibility crosswalk on Main Street at Hillcrest Ave. See Panel 2.
- \* Extend sidewalk on CTH C west of STH 13/34, and consider installing speed tables. See Panel 4.



### Legend

- THINK Academy
  - U.S. Highway
  - State Highway
  - Main Roads
  - Local Roads
  - Sidewalks
  - 15 MPH School Speed Limit
- #### Recommendations
- Proposed Sidewalk
  - Proposed 15 mph School Speed Limit, Fines Higher
  - Proposed High Visibility Crosswalk
  - Proposed in-street School Yield To Pedestrians sign
  - Proposed Speed Feedback Sign
  - Prepared Mini Roundabout
  - Proposed Speed Limit



Source: WI DNR, WisDOT, NCWRPC, Wood County  
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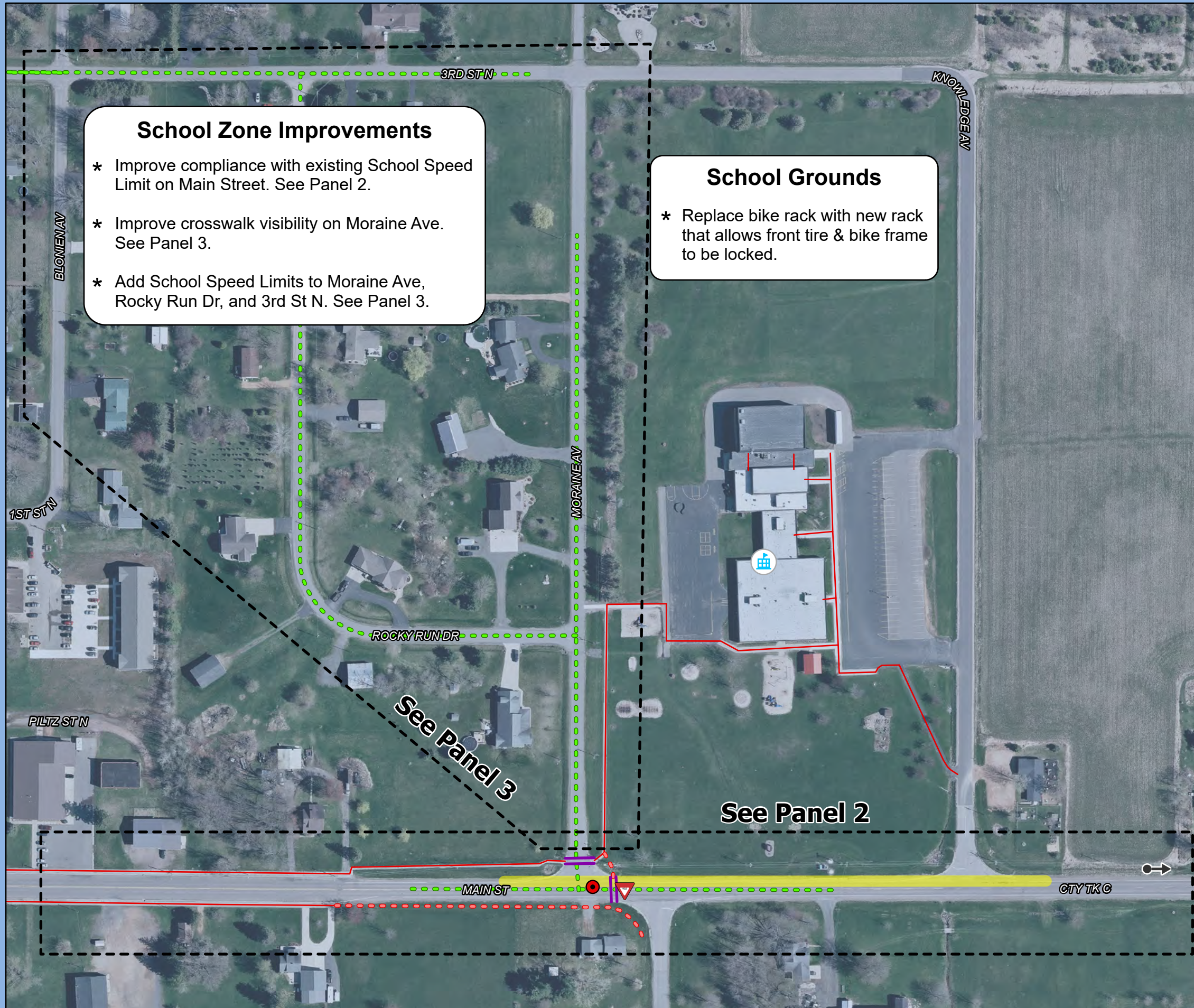
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# Recommendations

## THINK Academy

Wisconsin Rapids Safe Routes To School



### School Zone Improvements

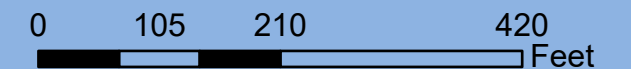
- \* Improve compliance with existing School Speed Limit on Main Street. See Panel 2.
- \* Improve crosswalk visibility on Moraine Ave. See Panel 3.
- \* Add School Speed Limits to Moraine Ave, Rocky Run Dr, and 3rd St N. See Panel 3.

### School Grounds

- \* Replace bike rack with new rack that allows front tire & bike frame to be locked.

### Legend

- THINK Academy
- Sidewalks
- 15 MPH School Speed Limit
- Proposed Sidewalk
- Proposed 15 mph School Speed Limit, Fines Higher
- Proposed High Visibility Crosswalk
- Proposed in-street School Yield To Pedestrians sign
- Proposed Speed Feedback Sign
- Proposed Crossing Guard or Adult Monitor



Source: WI DNR, WisDOT, NCWRPC, Wood County  
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Washington Elementary served 293 (2022) students in pre-kindergarten through 5<sup>th</sup> grades.

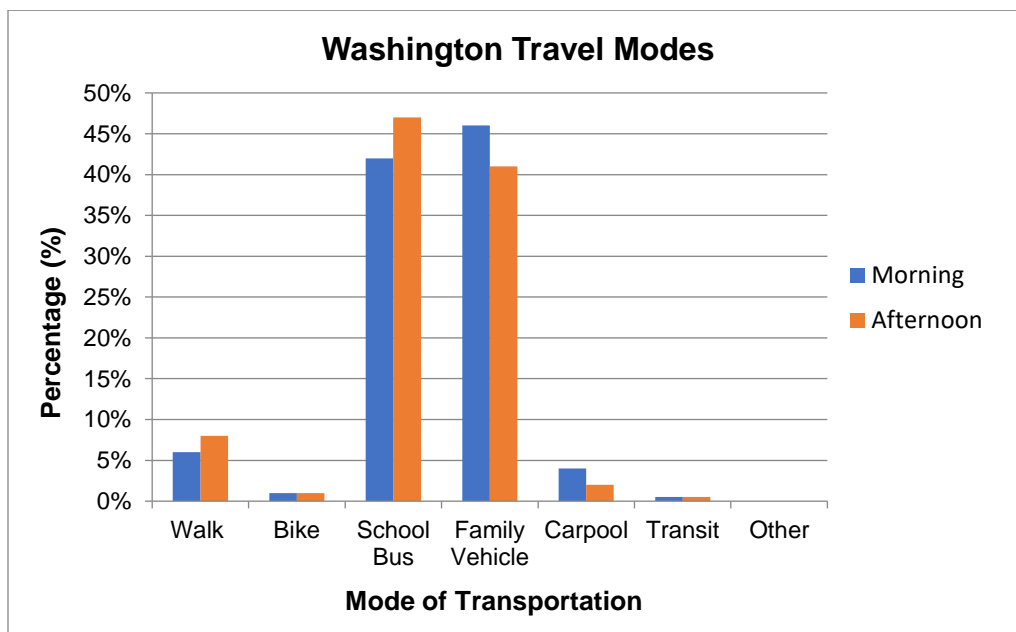
- **Main modes of travel by Washington Elementary students:**
  - Family Vehicle (46% morning & 41% afternoon)
  - School Bus (42% morning & 47% afternoon)

The discrepancy between morning and afternoon travel in **Table 4G & Figure 4G** shows that 5% more parents are driving their kids to school in the morning. With 5% that drove in the morning are taking the bus home.

Table 4G Washington Elementary Morning & Afternoon Travel Comparison							
	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	6%	1%	42%	46%	4%	0.5%	0%
Afternoon	8%	1%	47%	41%	2%	0.5%	0%

Source: Student Tallies, October 2023

**Figure 4G: Washington Elementary Student Tally Results Morning and Afternoon Travel Comparison**



Source: Student Tallies, October 2023

## Washington Elementary's Parent Survey Results

45 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.

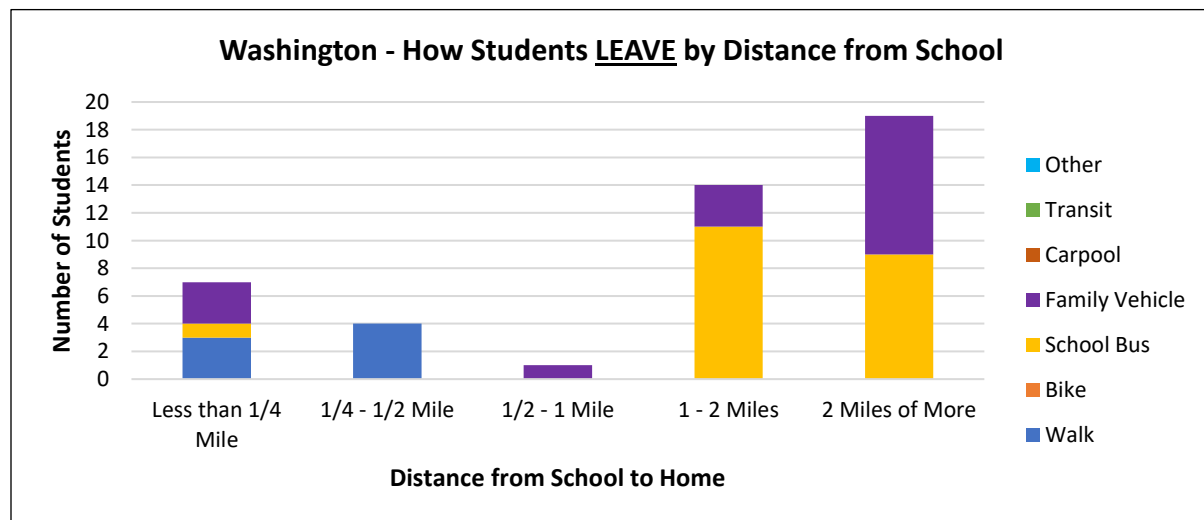
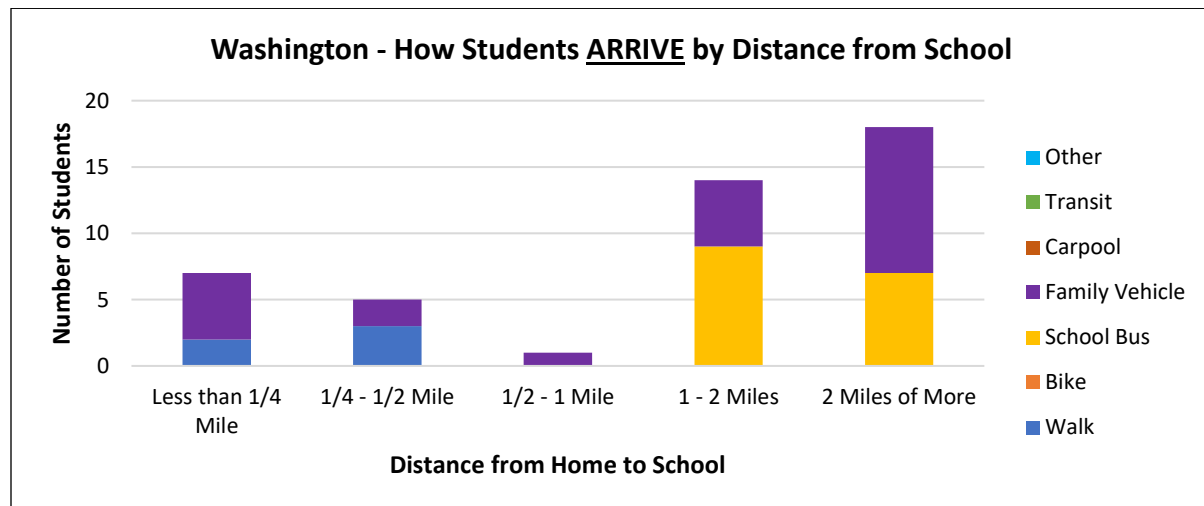
Among parents who answered the survey, 13 of 41 students live within 1-mile of school. With only 5 students within 1-mile of school walking and none biking to school, this shows some potential to increase walking and biking to school.

About 36% of students represented in this parent survey took the school bus, which is about the same as the student tally (42%). 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 Washington Elementary.

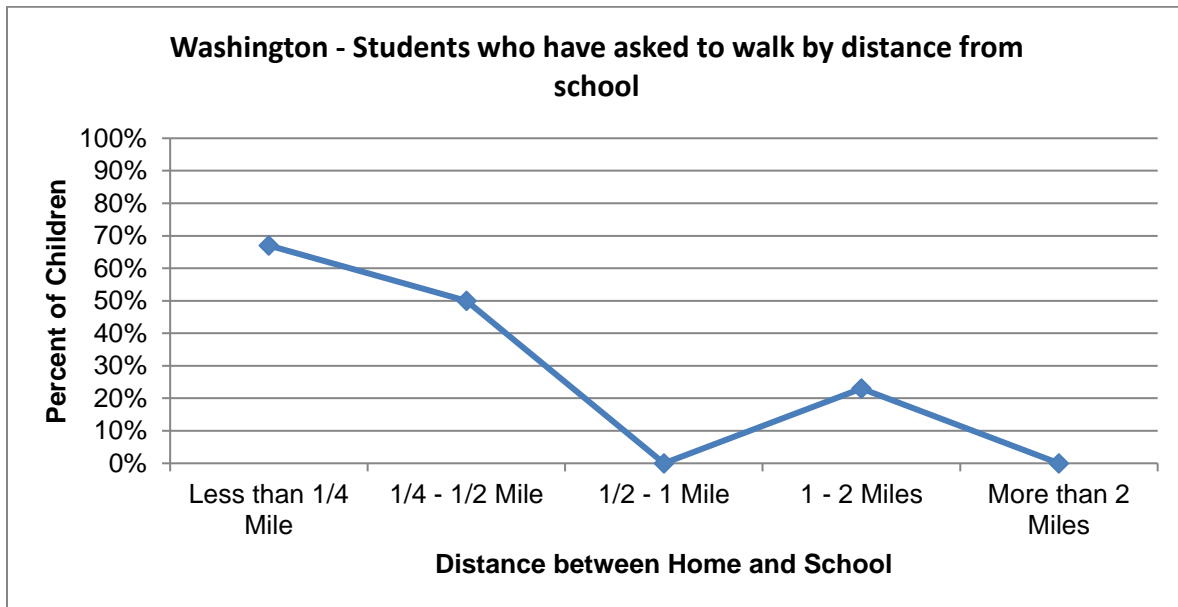
See comments from Washington Elementary Parent Surveys in **Attachment B**.

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



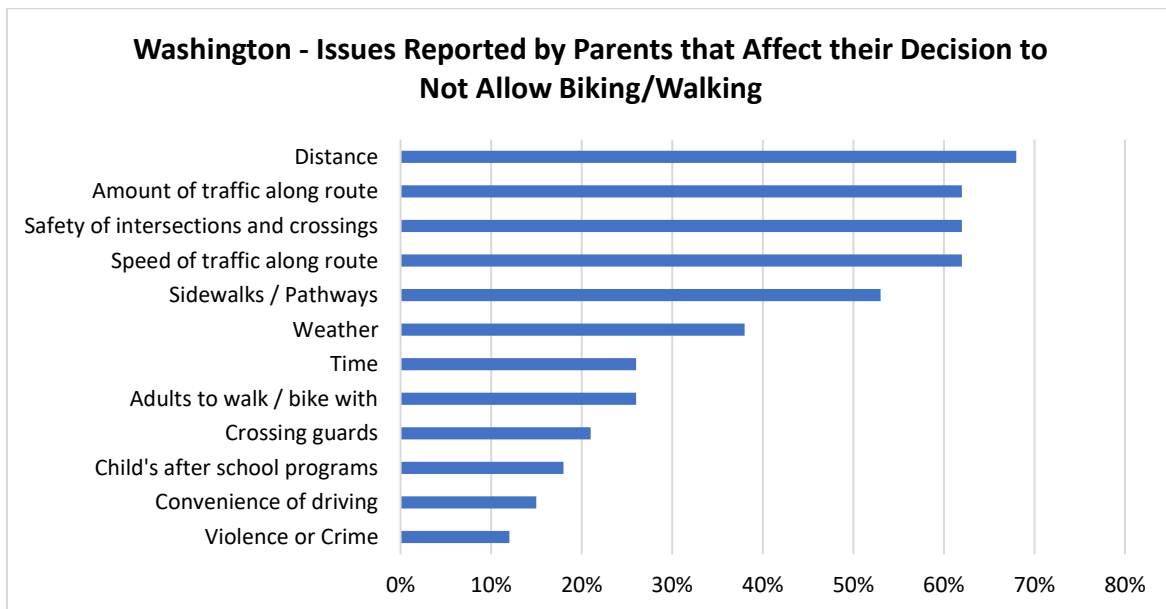
Source: Parent Surveys, November 2023

**FIGURE 6G: Has your child asked to walk?**



Source: Parent Surveys, November 2023

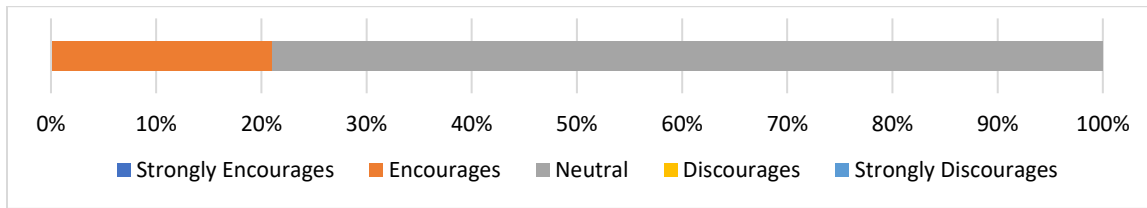
**FIGURE 7G: Which of the following issues affect your decision to NOT allow walking or biking?**



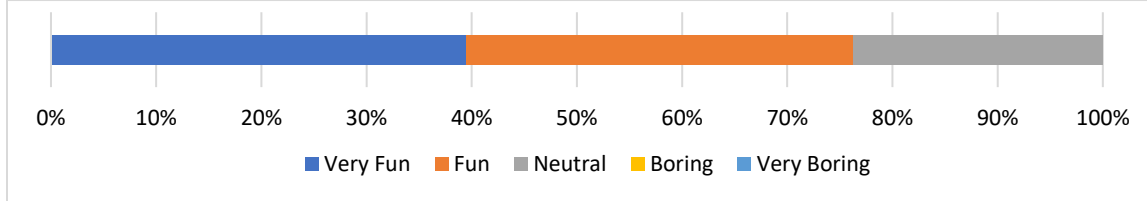
Source: Parent Surveys, November 2023

From Washington November 2023 Parent Survey

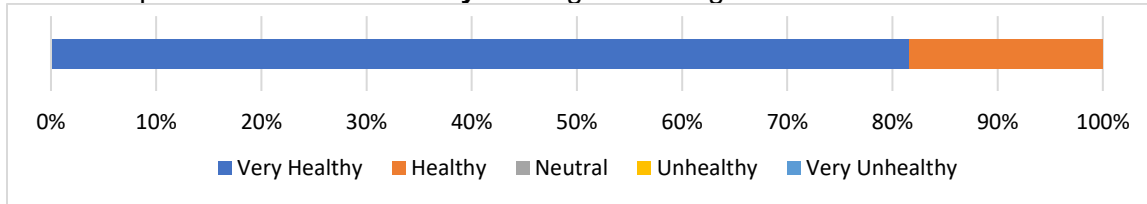
Parent’s opinion about how much their **child’s school encourages/discourages** walking/biking to/from school:



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



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



**Existing Policies and Services for Washington Students**

Current walking and biking policies and programming at Washington 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 3G** for locations.

School	 (Fall)	 (Spring)
Washington Elementary	2019	2018

Crossing Guards & Adult Monitors

No crossing guards or adult monitors are assigned to Washington. An adult does oversee the safety patrol student. Parents are overseeing the mid-block crossing, with flashing warning signs, due east of Washington on 32<sup>nd</sup> Street North.

Adult crossing guards are assigned by the Police Department to intersections that need more guidance for students than others. The Wisconsin Rapids Public Schools have adults that manage traffic on various school grounds; they are called Adult Monitors.

See Site Assessment **Map 3G** for locations of all crossing guards and adult monitors.

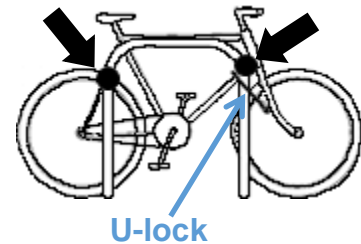
### Safety Patrol

A student in the Safety Patrol program at Washington is assigned to a corner near the west driveway and is taught how to keep other children on the sidewalk safe from traffic. See **Map 3G** for their location.

### Bike Racks

Bike racks are conveniently located at Washington Elementary. Site Assessment **Map 3G** shows where bike rack is located.

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



Source: Madrax



Source: NCWRPC

Bike rack next to a main walkway on west side of school grounds. No racks for students from the east.

## Washington – 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 2023 within about a half mile radius of the school.

### School Routes Map

A school routes map in this plan was developed to visualize where walking and biking students could travel to and from school. These routes are the most direct routes to walk or bike to school, but they may have traffic dangers and may need safe crossings to be provided. School Routes are shown on **Map 5G**.

## Recommendations for Washington

**NOTE – There may be additional recommendations that apply to this school that are listed in the Wisconsin Rapids Public Schools Recommendations section or the City of Wisconsin Rapids Recommendations section in the back of this plan.**

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

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

### **1 of 3 – Crossing Guards**    *Enforcement & Education*

No crossing guards are assigned to intersections that serve Washington students.

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.

**Recommendations:** If an intersection is identified in the future as needing additional traffic control for Washington students, then consider assigning an adult crossing guard to that intersection.

### **1 of 3 – 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 in tandem with an adult monitor at Washington.

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

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

**Recommendations:** **1)** Move west side bike racks to covered area next to building. Replace all bike racks with new racks that allow front tire & bike frame to be locked (see **Attachment C**). Consider if scooter racks and skateboard racks are needed.

**2)** Install a second set of bike racks and freestanding shelter on east side of building.

**3)** Consider adding a bike repair station near one set of bike racks to support minor bicycle repairs.

**4)** Consider installing visitor bike racks near the entrance. See “Bicycling Parking for Visitors” recommendation in the Wisconsin Rapids Public Schools Recommendations section for details.

### 3 of 3 – Walking & Biking Promotional Materials

### Education & Encouragement

Traffic increases near schools because parents are driving their kids to school instead of allowing them to walk or bike. This flow of traffic increases the likelihood of a variety of traffic incidents that includes crashes, speeding, illegal parking, and failure to yield the right of way. It also decreases the likelihood that students are motivated to walk or bike to school or that parents will allow them to do so.

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

Short-term

Responsible party: School Dist.

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

Short-term

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

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



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

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

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

Short-term

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

**Recommendation C1:** Consider annually participating in Walk and Roll to School (fall) or Bike and Roll to School (spring). School and 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.

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

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

## Engineering Recommendations from Map 6G

### Map 6G – “School Grounds” box

*Engineering*

**Short-term**

Responsible party: School Dist.

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

### Map 6G – “Areawide Improvements” box

*Engineering*

**Short-term**

Responsible party: City Eng.

**Recommendation:** Paint high visibility crosswalks and install Stop signs per map.

**Short-term**

Responsible party: City Eng.

**Recommendation:** Consider painting a white line **9-feet** off curb face on both sides of Washington St from 32nd St west to 22nd St.

**Short-term**

Responsible party: City Eng.

**Recommendation:** Consider painting a white line **8-feet** off curb face on both sides of 28th St between Washington St north to Norton St.

**Medium-term**

Responsible party: City Eng.

**Recommendation:** Install sidewalks per map.

\*\*\*\*\*

### Communitywide Project Notification

*Education*

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

**Short-term**

Responsible parties: **School Dist., City, local press.**

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

### **Implementing Bicycling Education in School**      *Education*

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

**Short-term**      Responsible party: School Dist.

**Recommendation 1:** Promote parental guides for teaching their kids to walk and bike safely before school each year. See the 3 of 3 – Walking & Biking Promotional Materials recommendation for parental guides.

**Recommendation 2:** Consider adding WisDOT’s **Bicycle safety** webpage as a link in the transportation area of the School or District website.

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



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

**Recommendation 3:** See: Develop Traffic Garden Bicycle Education recommendation in the Wisconsin Rapids Public Schools Recommendations section.

### **Improve Pedestrian Education in School**      *Education*

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

**Medium-term**      Responsible party: School Dist.

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

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



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

## **Measure if Engineering and Education Efforts are Working**      *Evaluation*

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

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

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

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

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

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

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

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

## **Annual SRTS Plan Review**      *Evaluation*

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

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

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

**Recommendation:** Choose a committee to work on implementing this plan. 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 Wisconsin Rapids SRTS Plan’s recommendations when preparing annual budgets and annual operating procedures.

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

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



# Washington Elementary

## Mid-block Crossing Improvements on 32<sup>nd</sup> St N

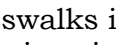

# Panel 9



Pedestrian activated flashing crosswalk (LEDs in sign border) due west of school on 32<sup>nd</sup> St N is operating correctly, but traffic is fast and sometimes does not stop according to parents. Speed limit is 35 on 32<sup>nd</sup> Ave N, and 24-foot wide lanes exist.

### Recommendations for Mid-block Crossing on 32<sup>nd</sup> St N, just west of Washington Elementary:

Short-term

Responsible parties: Eng

1. Continue to paint crosswalks in a high visibility pattern (  ) and continue to maintain existing crosswalk warning signs.
2. Install In-Street School Yield To Pedestrians signs (  ) per graphic below. Move signs to curbs on each side of 32<sup>nd</sup> St N when snow plowing is expected, and move them back in spring.
3. Change flashing LED edge-lit School Crossing Here signs to Rectangular Rapid Flash Beacons (RRFBs) at crosswalk.
4. Install buffered bike lanes on 32<sup>nd</sup> St N, between Washington St and Norton St (11-foot wide travel lanes, 5-foot wide buffer, and about 7-foot wide bike lanes to include curb pan. Paint Helmeted Bicyclist Symbol and arrow in bike lane.
5. Add 20 MPH School Zone Speed limit to about a 200-foot long stretch of 32<sup>nd</sup> St N, centered on this mid-block crosswalk.

Place In Street signs (  ) about 30-feet in advance of crosswalk, and paint "shark teeth" (  ) yield triangles in lane at this point too.

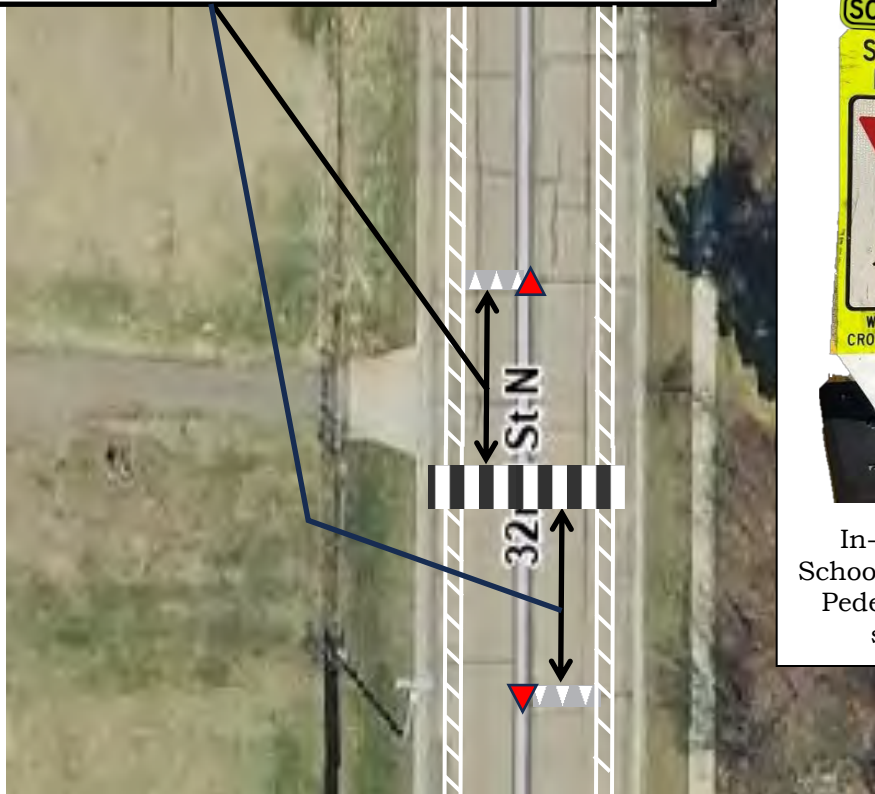
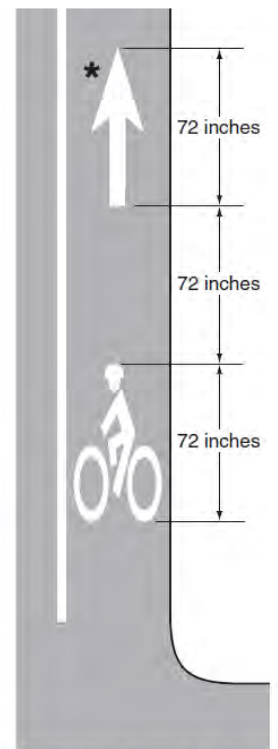


Image source: Wood County Land Records Viewer



In-Street School Yield To Pedestrians sign


















B - Helmeted Bicyclist Symbol

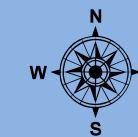
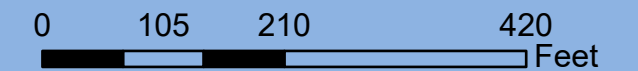
MUTCD 2009 Figure 9C-3

# Map 3G Site Assessment Washington Elementary

Wisconsin Rapids Safe Routes To School

## Legend

-  Washington Elementary
-  School Entrance
-  Bike Rack
-  Parked Family Vehicle
-  Safety Patrol
-  School Crossing
-  Stop Sign
-  In-Street School Crossing Sign
-  Yield
-  Speed Limit
-  Sidewalks
-  20 MPH School Speed Limit & Higher Fines Zone
-  High Visibility Crosswalk
-  Fence
-  Gate



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



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## Areawide Assessment

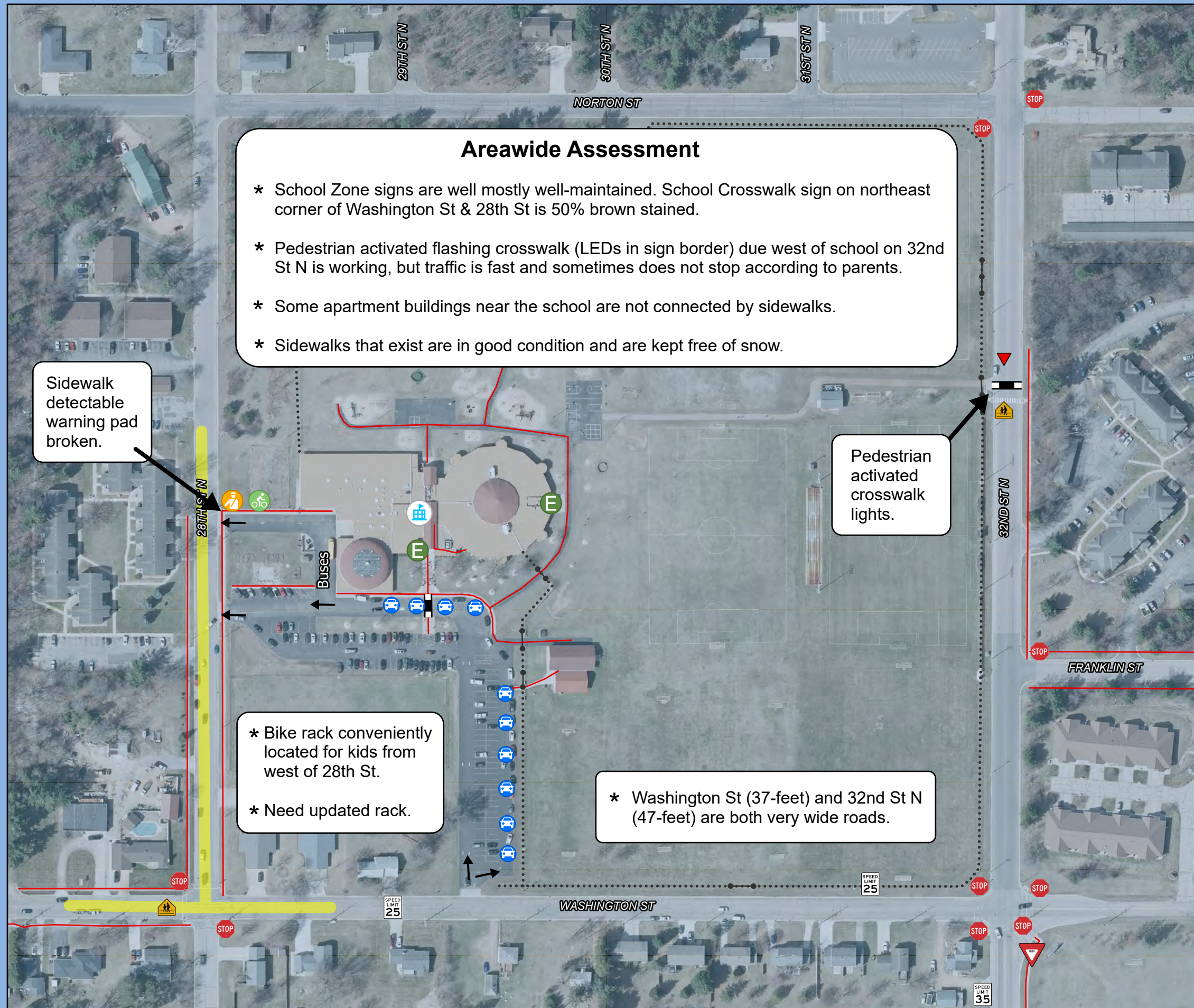
- \* School Zone signs are well mostly well-maintained. School Crosswalk sign on northeast corner of Washington St & 28th St is 50% brown stained.
- \* Pedestrian activated flashing crosswalk (LEDs in sign border) due west of school on 32nd St N is working, but traffic is fast and sometimes does not stop according to parents.
- \* Some apartment buildings near the school are not connected by sidewalks.
- \* Sidewalks that exist are in good condition and are kept free of snow.

Sidewalk detectable warning pad broken.

Pedestrian activated crosswalk lights.

- \* Bike rack conveniently located for kids from west of 28th St.
- \* Need updated rack.

- \* Washington St (37-feet) and 32nd St N (47-feet) are both very wide roads.



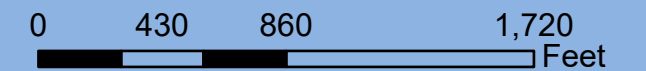
# Map 4G Transportation Washington Elementary

Wisconsin Rapids Safe Routes To School



## Legend

- Washington Elementary
- State Highway
- Local Roads
- Sidewalks
- 20 MPH School Speed Limit & Higher Fines Zone
- Traffic Counts
- Pedestrian Underpass
- Speed Limit
- Traffic Light
- Crash Type (2010-2023)**
- Bicycle
- Pedestrian
- Both



Source: WI DNR, WisDOT, NCWRPC, Wood County  
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



# Map 5G School Routes

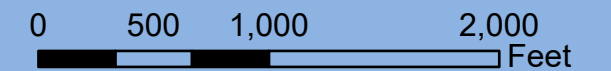
## Washington Elementary

Wisconsin Rapids Safe Routes To School

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

### Legend

-  Washington Elementary
-  School Boundary
-  State Highway
-  Local Roads
-  Feeder Route
-  Main Route
-  1-Mile Walk Distance

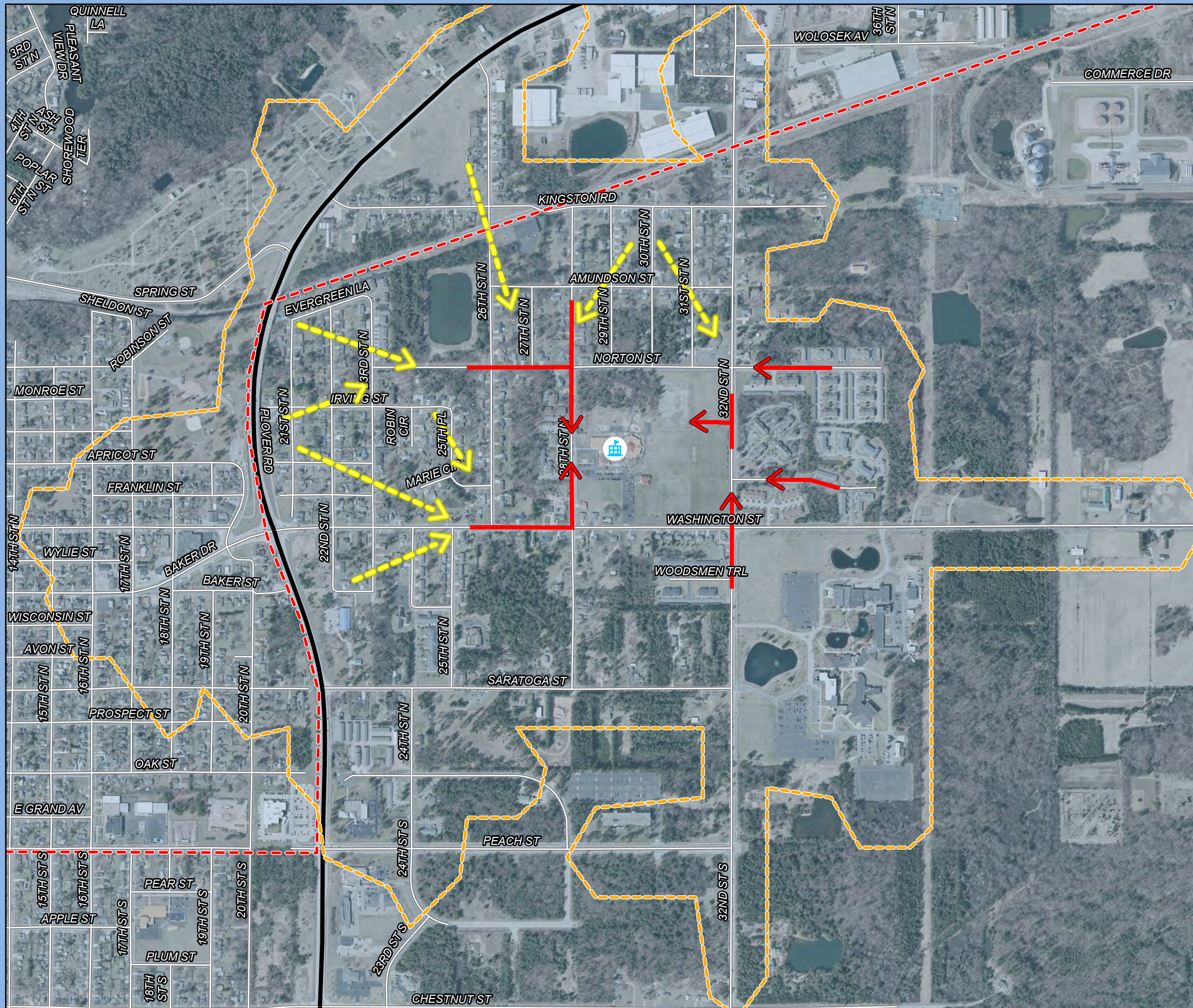


Source: WI DNR, WisDOT, NCWRPC, Wood County  
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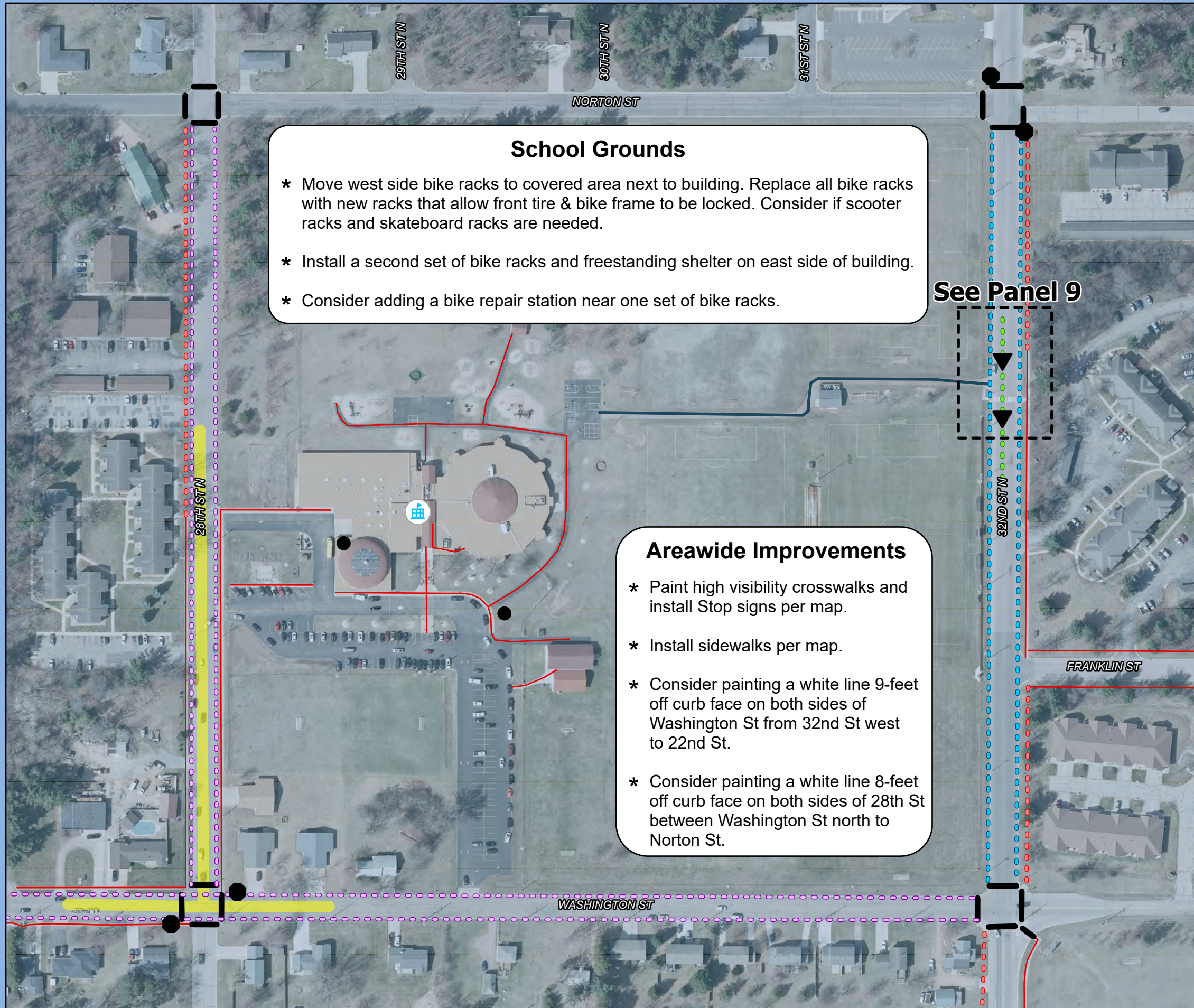
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# Map 6G Recommendations Washington Elementary

Wisconsin Rapids Safe Routes To School



**School Grounds**

- \* Move west side bike racks to covered area next to building. Replace all bike racks with new racks that allow front tire & bike frame to be locked. Consider if scooter racks and skateboard racks are needed.
- \* Install a second set of bike racks and freestanding shelter on east side of building.
- \* Consider adding a bike repair station near one set of bike racks.

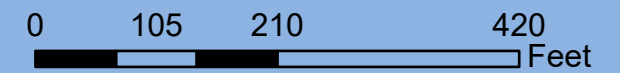
**Areawide Improvements**

- \* Paint high visibility crosswalks and install Stop signs per map.
- \* Install sidewalks per map.
- \* Consider painting a white line 9-feet off curb face on both sides of Washington St from 32nd St west to 22nd St.
- \* Consider painting a white line 8-feet off curb face on both sides of 28th St between Washington St north to Norton St.

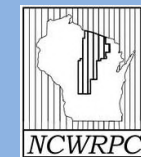
See Panel 9

## Legend

- Washington Elementary
- Sidewalks
- 10' Paved Multiuse Path
- 20 MPH School Speed Limit & Higher Fines School Zone
- Recommendations**
- Proposed Bike Lane
- Proposed Sidewalk
- Proposed High Visibility Crosswalk
- Paint Urban Shoulder
- Proposed School Speed Limit Zone
- Proposed Stop Sign
- Proposed in-street Yield to Pedestrians Sign
- Proposed Bike Rack



Source: WI DNR, WisDOT, NCWRPC, Wood County  
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Woodside served 349 (2022) students in pre-kindergarten through 5<sup>th</sup> grades.

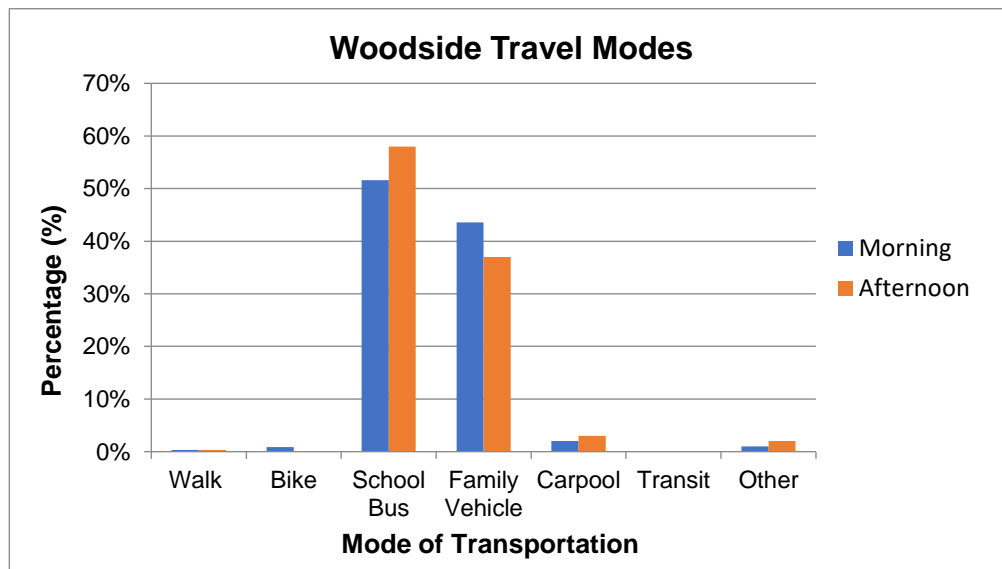
- **Main modes of travel by Woodside Elementary students:**
  - Family Vehicle 44% morning & 37% afternoon)
  - School Bus (52% morning & 58% afternoon)

The discrepancy between morning and afternoon travel in **Table 4H** & **Figure 4H** shows that 13% more parents are driving their kids to school in the morning. All of this 13% is attributed to more students taking the bus in the afternoon.

<b>Table 4H</b>		<b>Woodside Elementary Morning &amp; Afternoon Travel Comparison</b>					
	<b>Walk</b>	<b>Bike</b>	<b>School Bus</b>	<b>Family Vehicle</b>	<b>Carpool</b>	<b>Transit</b>	<b>Other</b>
Morning	0.3%	0.9%	52%	44%	2%	0%	1%
Afternoon	0.3%	0%	58%	37%	3%	0%	2%

Source: Student Tallies, October 2023

**Figure 4H: Woodside Elementary Student Tally Results Morning and Afternoon Travel Comparison**



Source: Student Tallies, October 2023

## Woodside Elementary's Parent Survey Results

60 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.

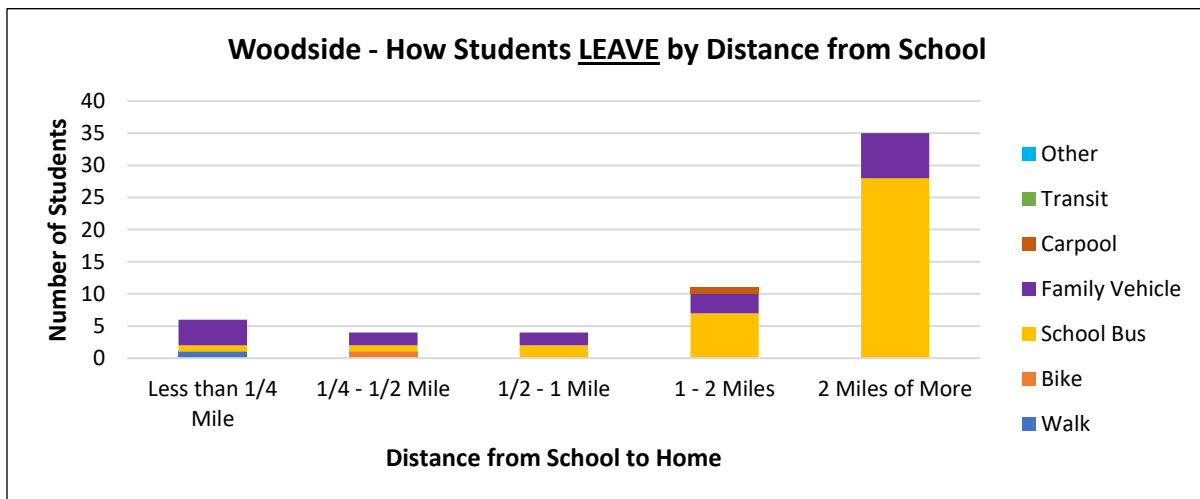
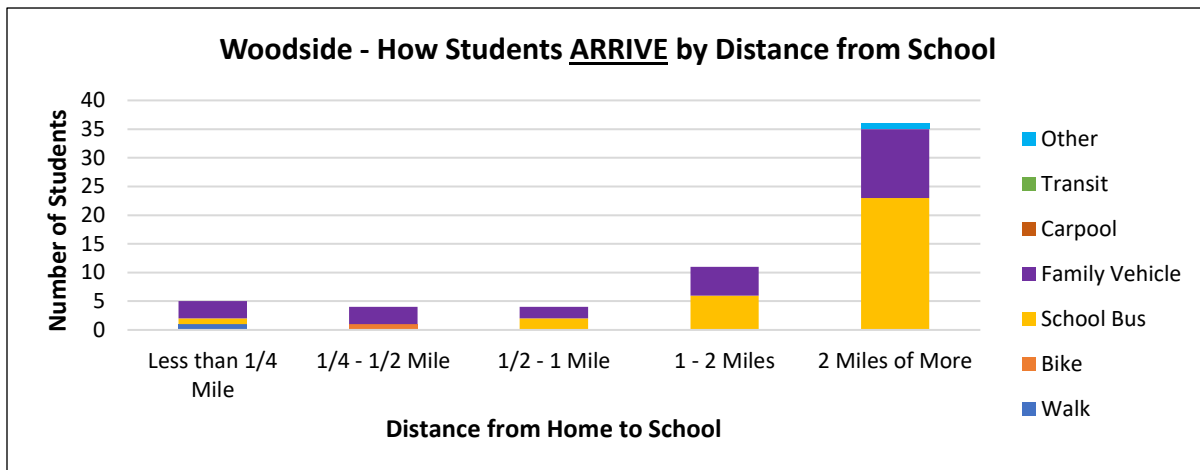
Among parents who answered the survey, 12 of 60 students live within 1-mile of school. With only 1 student within 1-mile of school walking and 1 biking to school, this shows some potential to increase walking and biking to school.

About 52% of students represented in this parent survey took the school bus to school, which is exactly the same as the student tally (52%), and the amount of walkers is within 2 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 Woodside Elementary.

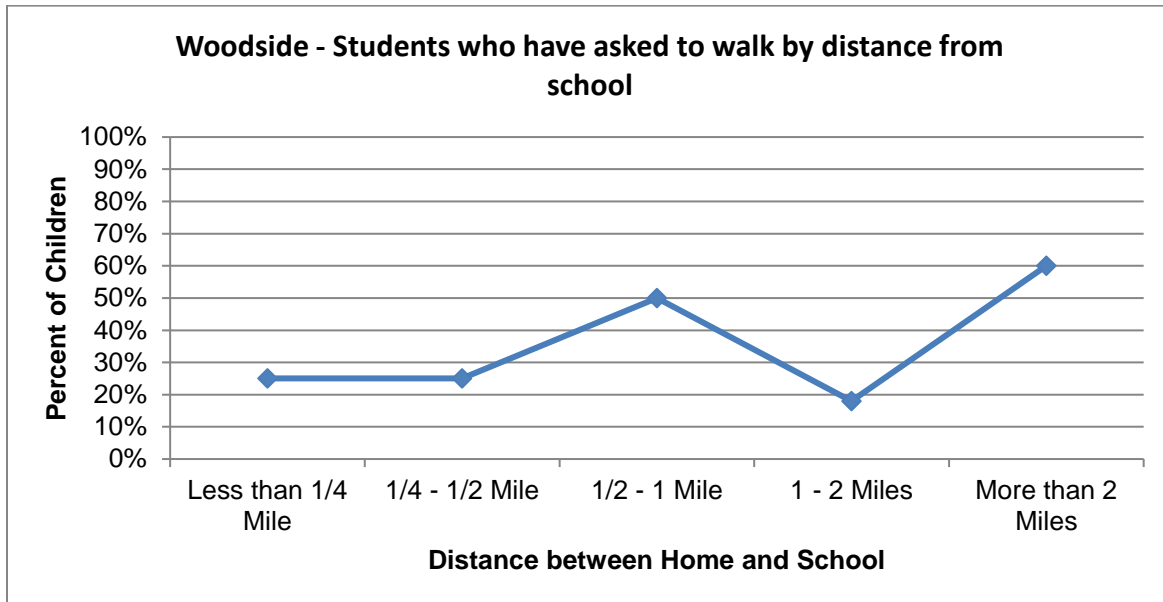
See comments from Woodside Elementary Parent Surveys in **Attachment B**.

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



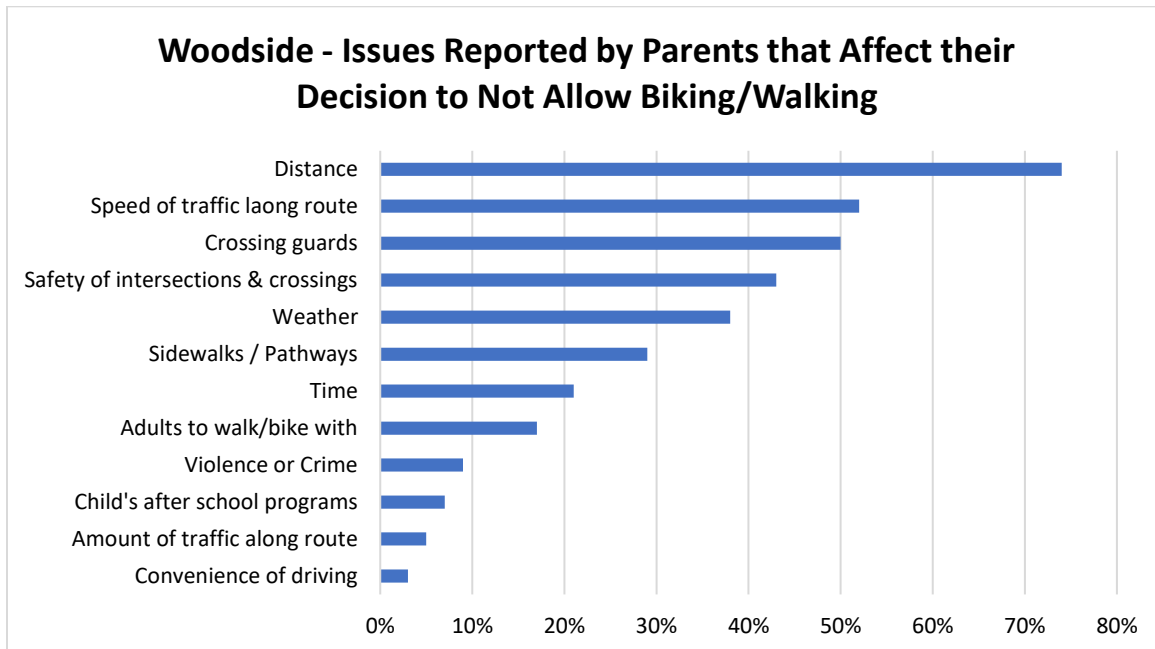
Source: Parent Surveys, November 2023

**FIGURE 6H: Has your child asked to walk?**



Source: Parent Surveys, November 2023

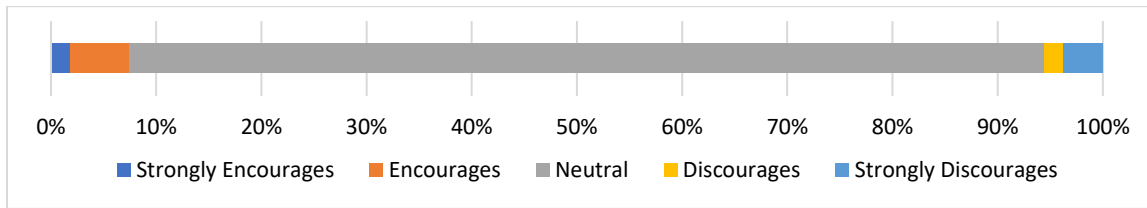
**FIGURE 7H: Which of the following issues affect your decision to NOT allow walking or biking?**



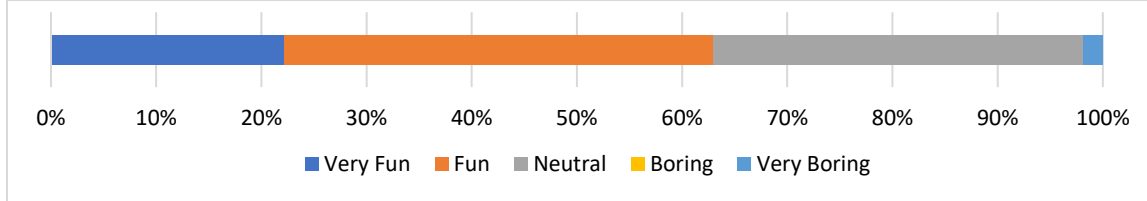
Source: Parent Surveys, November 2023

From Woodside's November 2023 Parent Survey

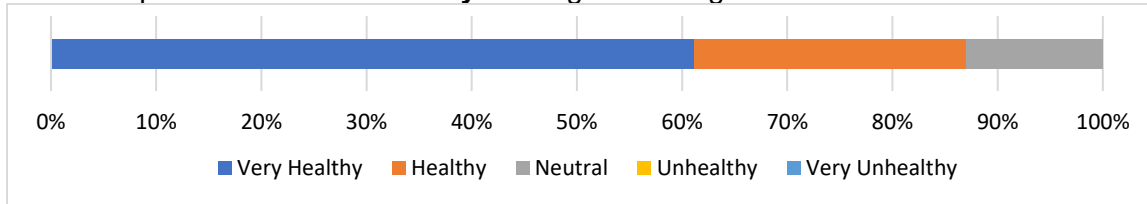
Parent's opinion about how much their **child's school encourages/discourages** walking/biking to/from school:



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



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



**Existing Policies and Services for Woodside's Students**

Current walking and biking policies and programming at Woodside include:

- Safety Patrol. See the Site Assessment **Map 3H** for locations.

School	WALK & ROLL TO SCHOOL DAY (Fall)	BIKE & ROLL TO SCHOOL DAY (Spring)
Woodside Elementary	None.	None.

Crossing Guards & Adult Monitors

No adult crossing guards are assigned by the Police Department to intersections for Woodside.

The Wisconsin Rapids Public Schools has adults that manage traffic on Woodside's grounds, called adult monitors.

See Site Assessment **Map 3H** for locations of all crossing guards and adult monitors.

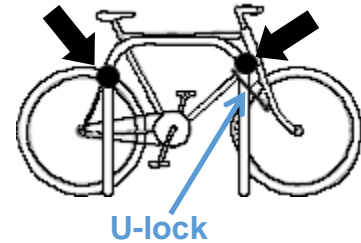
### Safety Patrol

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 for Woodside.

### Bike Racks

Bike racks are conveniently located at Woodside Elementary. 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 C**.



Source: Madrax



Source: NCWRPC

Bike racks inside gated area near school entrance

## Woodside – 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 2023 within about a half mile radius of the school.

### School Routes Map

A school routes map in this plan was developed to visualize where walking and biking students could travel to and from school. These routes are the most direct routes to walk or bike to school, but they may have traffic dangers and may need safe crossings to be provided. School Routes are shown on **Map 5H**.

## Recommendations for Woodside

**NOTE – There may be additional recommendations that apply to this school that are listed in the Wisconsin Rapids Public Schools Recommendations section or the City of Wisconsin Rapids Recommendations section in the back of this plan.**

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

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

### **1 of 3 – Crossing Guards & Adult Monitors**      *Enforcement & Education*

No crossing guards are assigned to intersections that serve Woodside students.

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.

Woodside has teacher assistants that provide crossing guard services, called adult monitors.

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

**Recommendations:** If an intersection is identified in the future as needing additional traffic control for Woodside students, then consider assigning an adult crossing guard to that intersection.

**Short-term**      Responsible party: School Dist.

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

### **1 of 3 – 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 in tandem with the adult crossing guard program at Woodside.

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

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

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

**2)** Consider installing a bike repair station and bike racks near the Woodside Pride Playground.

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

**4)** Consider installing visitor bike racks near the entrance. See “Bicycling Parking for Visitors” recommendation in the Wisconsin Rapids Public Schools Recommendations section for details.

### 3 of 3 – Walking & Biking Promotional Materials

### Education & Encouragement

Traffic increases near schools because parents are driving their kids to school instead of allowing them to walk or bike. This flow of traffic increases the likelihood of a variety of traffic incidents that includes crashes, speeding, illegal parking, and failure to yield the right of way. It also decreases the likelihood that students are motivated to walk or bike to school or that parents will allow them to do so.

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

Short-term

Responsible party: School Dist.

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

Short-term

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

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



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

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

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

Short-term

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

**Recommendation C1:** Consider annually participating in Walk and Roll to School (fall) or Bike and Roll to School (spring). School and 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.

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

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



### **Implementing Bicycling Education in School**      *Education*

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

**Short-term**      Responsible party: School Dist.

**Recommendation 1:** Promote parental guides for teaching their kids to walk and bike safely before school each year. See the 3 of 3 – Walking & Biking Promotional Materials recommendation for parental guides.

**Recommendation 2:** Consider adding WisDOT's **Bicycle safety** webpage as a link in the transportation area of the School or District website.

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



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

**Recommendation 3:** See: Develop Traffic Garden Bicycle Education recommendation in the Wisconsin Rapids Public Schools Recommendations section.

### **Improve Pedestrian Education in School**      *Education*

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

**Medium-term**      Responsible party: School Dist.

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

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



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

### **Implementing Bicycling Education in School**      *Education*

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

**Short-term**      Responsible party: School Dist.

**Recommendation 1:** Promote parental guides for teaching their kids to walk and bike safely before school each year. See the 3 of 3 – Walking & Biking Promotional Materials recommendation for parental guides.

**Recommendation 2:** Consider adding WisDOT's **Bicycle safety** webpage as a link in the transportation area of the School or District website.

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



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

**Recommendation 3:** See: Develop Traffic Garden Bicycle Education recommendation in the Wisconsin Rapids Public Schools Recommendations section.

### **Improve Pedestrian Education in School**      *Education*

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**Medium-term**      Responsible party: School Dist.

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

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



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

### **Measure if Engineering and Education Efforts are Working**      *Evaluation*

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

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

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

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

**Note:** Make sure that community education occurs before Student Tallies are conducted. See recommendation: "Communitywide Project Notification."

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

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

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

### **Annual SRTS Plan Review**    *Evaluation*

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

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

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

**Recommendation:** Choose a committee to work on implementing this plan. 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 Wisconsin Rapids SRTS Plan's recommendations when preparing annual budgets and annual operating procedures.

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

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

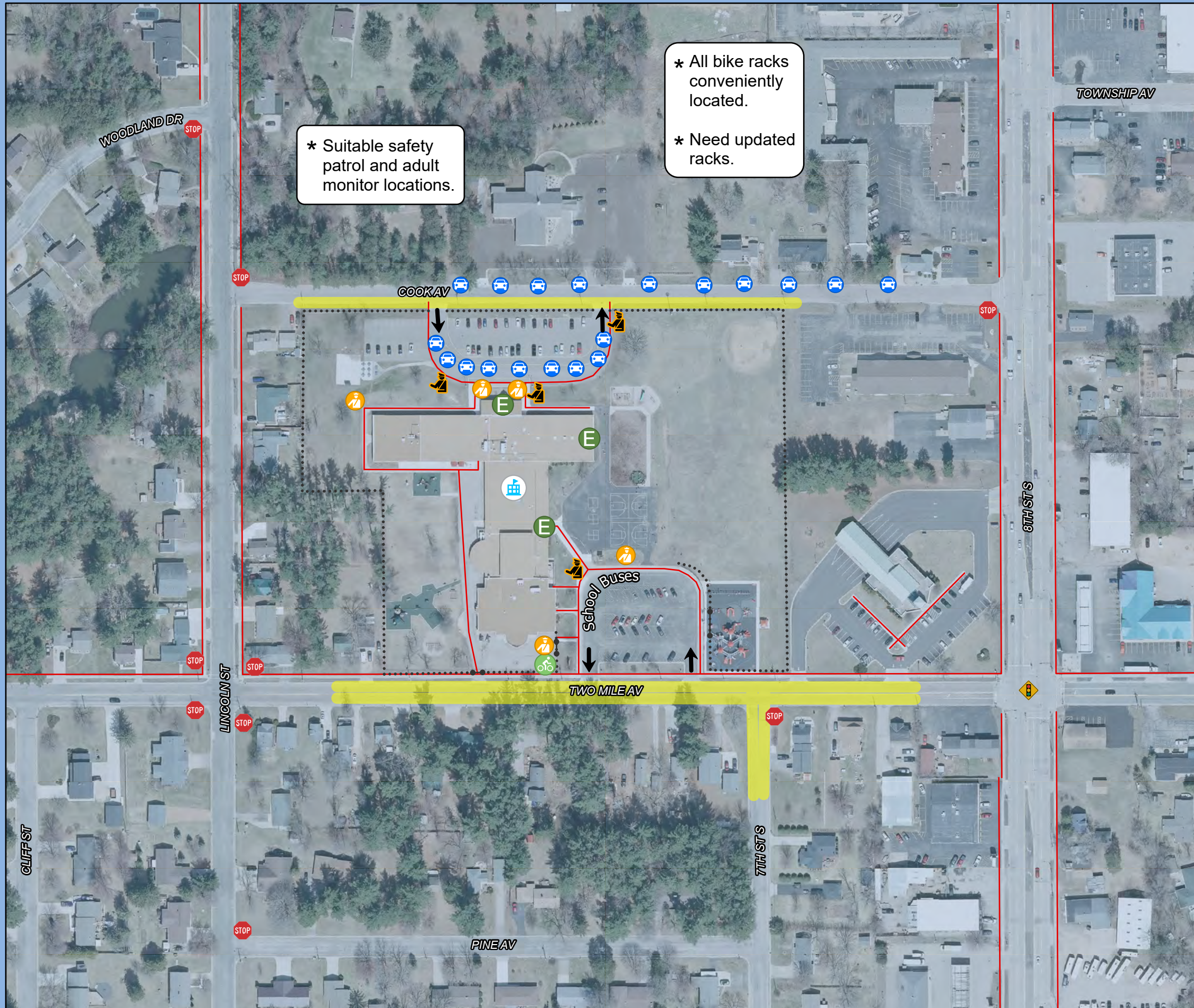


# Map 3H

## Site Assessment

### Woodside Elementary

Wisconsin Rapids Safe Routes To School

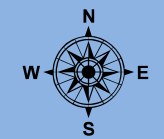
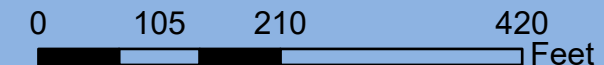


\* Suitable safety patrol and adult monitor locations.

\* All bike racks conveniently located.  
\* Need updated racks.

### Legend

- Woodside Elementary
- Adult Monitor
- Safety Patrol
- School Entrance
- Bike Rack
- Parked Family Vehicle
- Traffic Light
- School Crossing
- Stop Sign
- Sidewalks
- 20 MPH School Speed Limit Fines Higher Zone
- Fence
- Gate



Source: WI DNR, WisDOT, NCWRPC, Wood County  
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









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**North Central Wisconsin Regional Planning Commission**

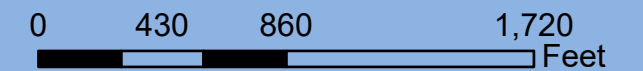
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# Map 4H Transportation Woodside Elementary

Wisconsin Rapids Safe Routes To School

## Legend

-  Woodside Elementary
-  Grove Elementary
-  State Highway
-  Local Roads
-  Sidewalks
-  20 MPH School Speed Limit & Higher Fines Zone
-  Traffic Counts
-  Crossing Guard
-  Rapid Flash Crosswalk
-  Speed Limit
-  Traffic Light
- Crash Type (2010-2023)**
-  Bicycle
-  Pedestrian
-  Both

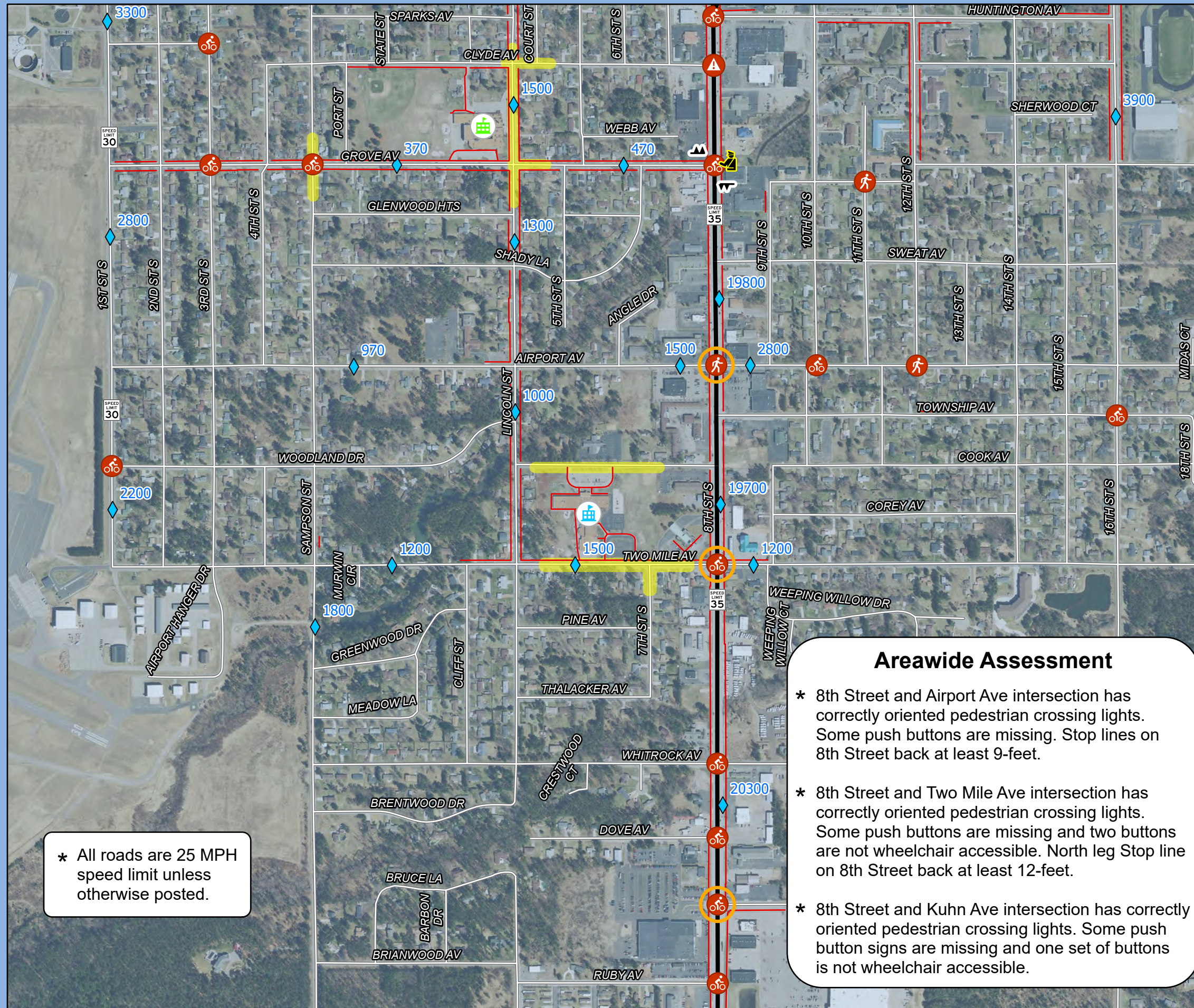


Source: WI DNR, WisDOT, NCWRPC, Wood County  
This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCWRPC is not responsible for any inaccuracies herein contained.



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

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

### Areawide Assessment

- \* 8th Street and Airport Ave intersection has correctly oriented pedestrian crossing lights. Some push buttons are missing. Stop lines on 8th Street back at least 9-feet.
- \* 8th Street and Two Mile Ave intersection has correctly oriented pedestrian crossing lights. Some push buttons are missing and two buttons are not wheelchair accessible. North leg Stop line on 8th Street back at least 12-feet.
- \* 8th Street and Kuhn Ave intersection has correctly oriented pedestrian crossing lights. Some push button signs are missing and one set of buttons is not wheelchair accessible.











# Map 5H School Routes

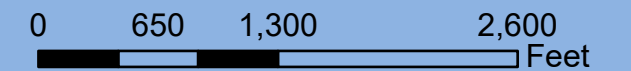
## Woodside Elementary

Wisconsin Rapids Safe Routes To School

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

### Legend

-  Woodside Elementary
-  Grove Elementary
-  School Boundary
-  State Highway
-  Main Roads
-  Local Roads
-  Feeder Route
-  Main Route
-  1-Mile Walk Distance
-  Mobile Home Park

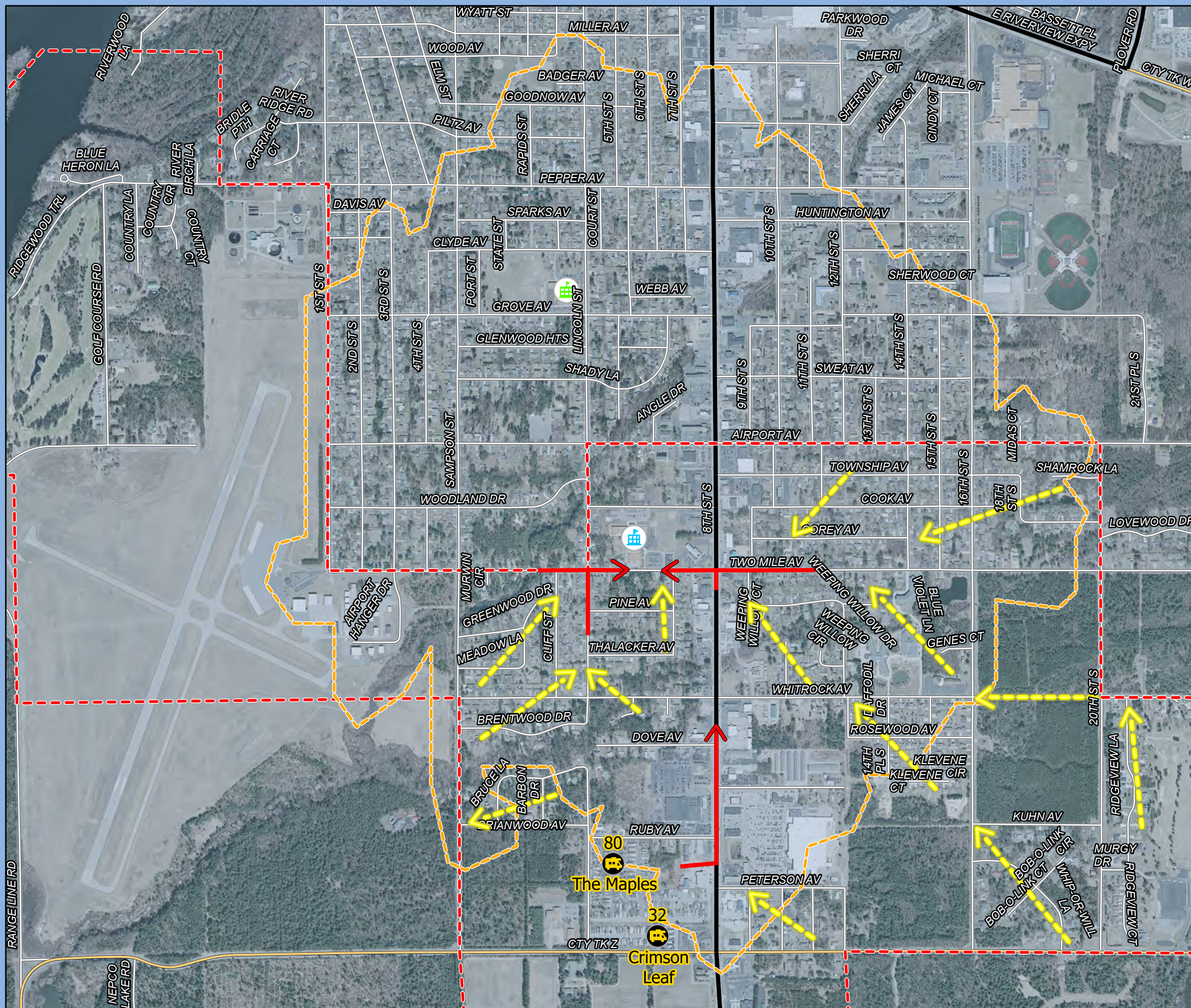


Source: WI DNR, WisDOT, NCWRPC, Wood County  
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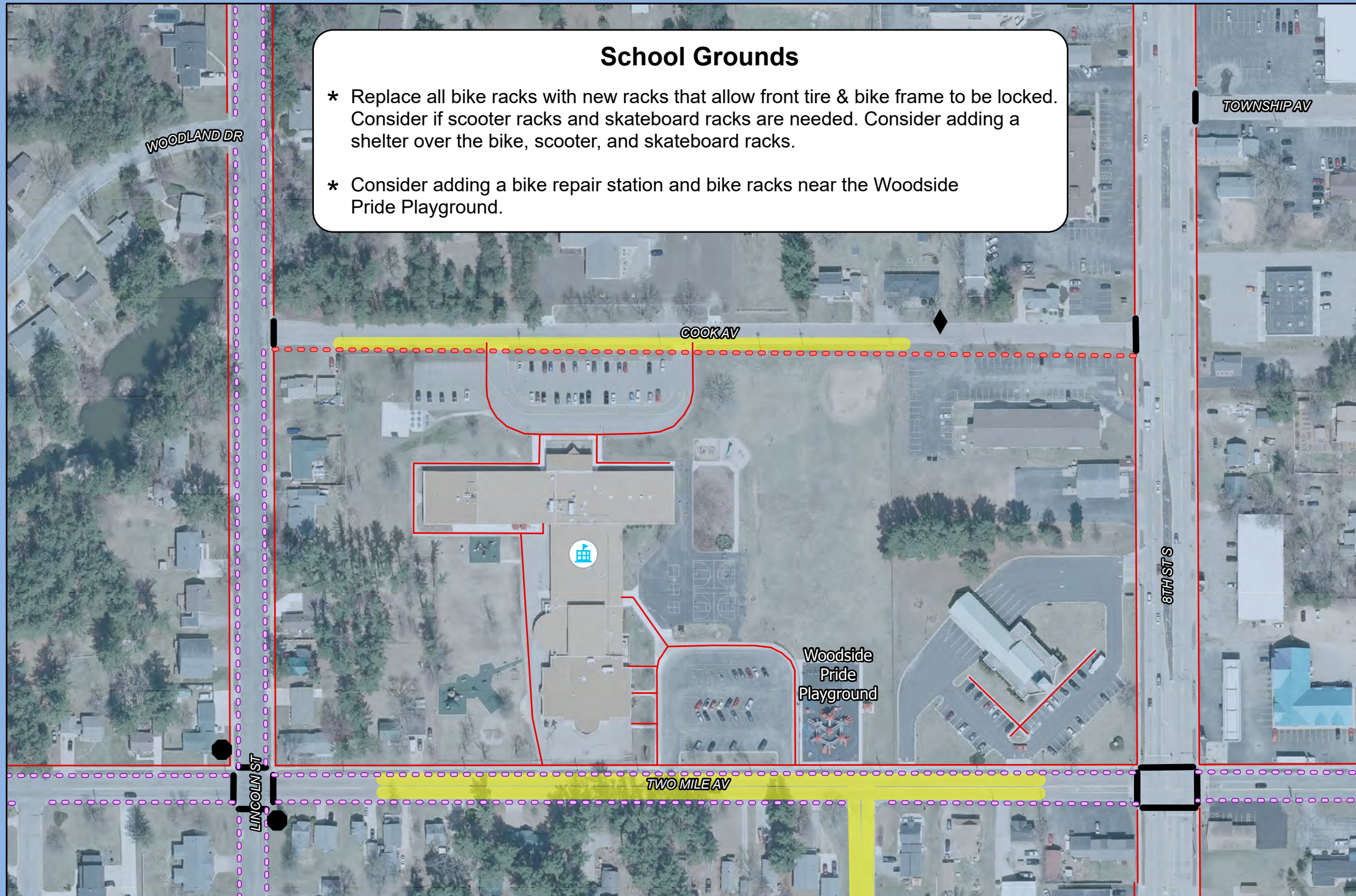
# Recommendations

## Woodside Elementary

Wisconsin Rapids Safe Routes To School

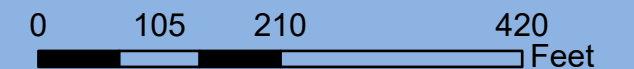
### School Grounds

- \* Replace all bike racks with new racks that allow front tire & bike frame to be locked. Consider if scooter racks and skateboard racks are needed. Consider adding a shelter over the bike, scooter, and skateboard racks.
- \* Consider adding a bike repair station and bike racks near the Woodside Pride Playground.



### Legend

- Woodside Elementary
- Sidewalks
- 20 MPH School Speed Limit & Higher Fines School Zone
- Recommendations**
- Proposed Sidewalk
- Proposed High Visibility Crosswalk
- Paint Urban Shoulder
- Proposed Stop Sign
- Proposed in-street Yield to Pedestrians Sign
- Additional School Speed Sign



Source: WI DNR, WisDOT, NCWRPC, Wood County  
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### Areawide Improvements

- \* Paint high visibility crosswalks per map, and on all side streets connecting to 8th St.
- \* At Two Mile Ave & 8th St, paint Stop lines at least 10-feet in advance of crosswalks.
- \* Convert Two Mile Ave & Lincoln Ave to a 4-way Stop, and paint High Visibility Crosswalks to wrap around corners where sidewalks are not present.
- \* Consider painting a white line 9-feet off curb face on both sides of Two Mile Ave from 20th St, west to 1st St; on both sides of Lincoln St from Whitrock St, north to Daly Ave; and on both sides of Sampson St from Whitrock St, north to Daly Ave.

## Wisconsin Rapids Public Schools Recommendations

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

Each school in this Wisconsin Rapids SRTS Plan has its own Recommendations section.

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

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

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

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

City = City of Wisconsin Rapids Administration or Planning.

Village = Village of Rudolph, Wood County

Town = Town of Grant, Portage County

Eng = City of Wisconsin Rapids Engineering

Hwy = Either Wood County Highway Dept. or Portage County Highway Dept.

Police = City of Wisconsin Rapids Police

Sheriff = Either Wood County Sheriff or Portage County Sheriff

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

WI Bike Fed = Wisconsin Bike Fed

NCWRPC = North Central Wisconsin Regional Planning Commission

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

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



**Improve Pedestrian Education in School** *Education*

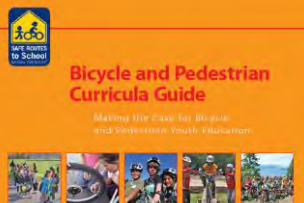
Pedestrian safety education can be taught in virtually any classroom and in every home. It is here that students learn fundamental traffic safety skills such as recognizing stop signs, looking both ways before crossing the street, and dangers of the parking lot. Unfortunately, pedestrian education in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

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

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

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

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

<p><b>Additional Resources:</b> 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 &amp; biking) in Milwaukee Public Schools and now also in Madison Public Schools.</p>	
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State of Wisconsin  
**Department of Transportation**

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

**Pedestrian safety for children**

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

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



State of Wisconsin  
**Department of Transportation**

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

**Bicycle safety**

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

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

## **Improve Bicycling Education in School**

## *Education*

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

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

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

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

### **Short-term**

Responsible party: School Dist.



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

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

### **Medium-term**

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

**Recommendation 3:** See: Develop Traffic Garden Bicycle Education recommendation in this section.

**Recommendation 4:** Create bicycle units at Wisconsin Rapids Area Middle School.

### **Medium to Long-term**

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

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

### **Additional Resources:**

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

The logo for Wisconsin Bike Fed, featuring a stylized red and white graphic of a person riding a bicycle, surrounded by the text "WISCONSIN BIKE FED".

**TEACHING SAFE BICYCLING VIDEO SERIES**  
Welcome to the Teaching Safe Bicycling Video Series!  
<https://wisconsinbikefed.org/what-we-do/programs/teaching-safe-bicycling/>

## **Encourage Walking and Biking**     *Encouragement & Evaluation*

Traffic increases near schools because parents are driving their kids to school instead of allowing them to walk or bike. This flow of traffic increases the likelihood of a variety of traffic incidents that includes crashes, speeding, illegal parking, and failure to yield the right of way. It also decreases the likelihood that students are motivated to walk or bike to school or that parents will allow them to do so.

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

### **Short-term**

Responsible party: School Dist.

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

### **Short-term**

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

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



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

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

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

### **Short-term**

Responsible parties: **School Dist.**, 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 District and City may need to cooperate if additional temporary crossing guards or traffic cones / signs / parking restrictions (traffic calming pop-ups/tactical urbanism) are needed on these special day or week-long events (see each school’s set of maps to identify problem areas and solutions).

**Recommendation 2)** Consider hosting a bike repair & bike skills update event prior to the special day or week so everyone is ready to go. Wisconsin Bike Fed may be able to assist with training local staff to provide these skills classes.

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

## **Develop Traffic Garden Bicycle Education** *Education*

Traffic gardens vary in size and form, but typically are miniature, child-scale traffic towns painted on parking lots or driveways that provide a safe space for children to improve their bicycling skills and learn how to safely share road space with other users.





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

**Recommendation:** Consider providing Traffic Garden bicycle education to every 4<sup>th</sup> or 5<sup>th</sup> grader in Wisconsin Rapids.

**Part 1:** Get staff members trained to become bicycle education instructors (usually PE teachers are trained). Contact the WI Bike Fed for Train the Trainer education.

**Part 2:** Choose a location to create temporary roads, then use temporary kid sized street signs and ball field chalk to mark stop lines and center lines.

**Part 3:** **Long-term** Choose a location to create a permanent traffic garden (Traffic Garden Courts or Traffic Garden Parks below). See **Attachment F**.

<b>TRAFFIC GARDEN COURTS</b>	<b>TRAFFIC GARDEN PARKS</b>	<b>SHORT-TERM TRAFFIC GARDENS</b>	<b>MOBILE TRAFFIC GARDENS</b>
			
<p>Traffic Garden Courts are outdoor networks of miniature streets created using permanent paint-type products applied to hard surfaces. These networks simulate streets with pavement markings, and traffic signs may be stenciled on the surface or added as portable features.</p>	<p>Traffic Garden Parks are permanent outdoor facilities designed as mini-street networks, featuring asphalt or concrete streets. These streets may include curbs, pavement markings, and installed traffic signs. In some cases, they also feature buildings.</p>	<p>Pop-up traffic gardens and temporary traffic gardens are both examples of street networks with traffic features applied to outdoor hard surfaces that can be readily removed or that wear away over a few weeks or months.</p>	<p>A mobile traffic garden is a portable set of materials assembled into a kit that can be used to create a small-scale network of streets with traffic features either indoors or outdoors and that can be easily dismantled and packed away after a session or program.</p>

**Read More** here: <https://www.trafficgardens.com/>

See **Attachment F** for more traffic garden information.

**Provide 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 C**. The amount of space needed for a bike rack, and how to determine good bike rack designs are included in those guidelines.

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

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



**Provide Bicycle Parking for Visitors**      *Engineering*

Most schools are 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.

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

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

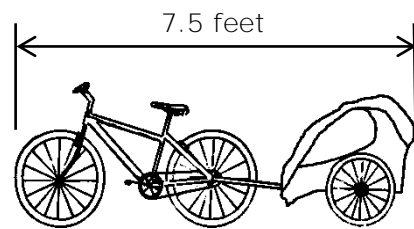
**Recommendation:** Consider installing visitor bike racks near the entrance. The school's logo could be built into the visitor bike racks. Provide space for bike and child trailer (see image).



Source: DERO



Source: MADRAX



Bike and child trailer

### **Communitywide Project Notification**      *Education*

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

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

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

### **Measure if Engineering and Education Efforts are Working**      *Evaluation*

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

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

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

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

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

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

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

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

**Annually Review SRTS Plan**      *Evaluation*

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

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

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

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

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

**Recommendation:** Annually review this Wisconsin Rapids SRTS Plan’s recommendations when preparing annual budgets and annual operating procedures.

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

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



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

## City of Wisconsin Rapids Recommendations

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

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

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

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

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

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

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

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



**Support Crossing Guards Program**      *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.

During Walk Audits around each school, it came up that crossing guards are not always available at intersections where they are supposed to be, so the school has to scramble and get someone out there.

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

**Recommendation:** Continue fully staffing the adult crossing guard program to serve school crossings that need extra attention in the City.

**Improve Community-wide Bicycling**      *Education & Encouragement*

Wisconsin Rapids' Bike Friendly Community application does not identify any community bicycling education or encouragement efforts. Starting something from scratch is difficult because there is no institutional knowledge of what may have occurred recently.

**Short-term**      Responsible party: City

**Recommendation:** Establish a walking & biking advisory committee. This Committee will help design the following City recommendations.

**Medium-term**      Responsible parties: **City**, Advisory Committee, WI Bike Fed

**Recommendation:** Develop annual adult bicycling skills classes.

**Short-term**      Responsible party: City

**Recommendation:** See: Encourage Walking and Biking recommendation in this section for details.

**Medium-term**      Responsible parties: **City**, Advocacy Committee, WI Bike Fed

**Recommendation:** Develop annual bicycling encouragement efforts. Examples include Bike to Work events by the City and by large employers, Bike with the Mayor event as part of Bike to Work event, and regular community bike rides by a local riding group(s).

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

**Recommendation:** Work with School District to determine if and where a permanent location for a Traffic Garden could exist. Possibly start with a temporary traffic garden.

See: Develop Traffic Garden Bicycle Education recommendation in the Wisconsin Rapids Public Schools Recommendations section for more details.

**Install Sidewalks**      *Engineering*

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

**Medium-term**      Responsible party: Eng.

**Recommendation:** Add sidewalks per Maps 6A, 6C-6E, 6G, & 6H.

## Revise Stop Lines at Intersections      *Engineering*

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

Medium-term      Responsible party: Eng.

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

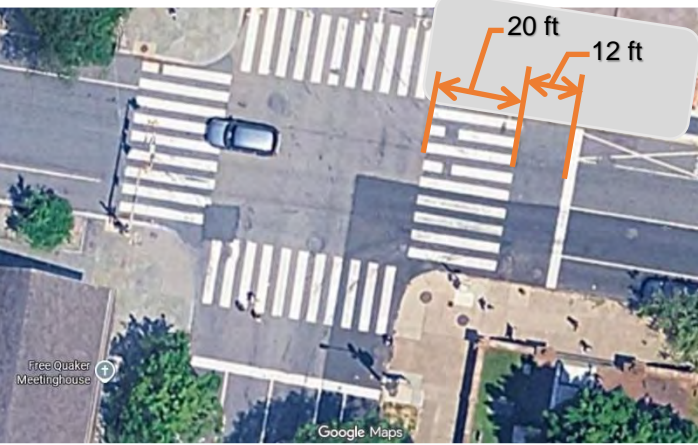
CITY OF MINNEAPOLIS  
**Street Design Guide**

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

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

**Considerations**

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



Google Maps in Philadelphia

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

**Paint High Visibility Crosswalks**

Engineering

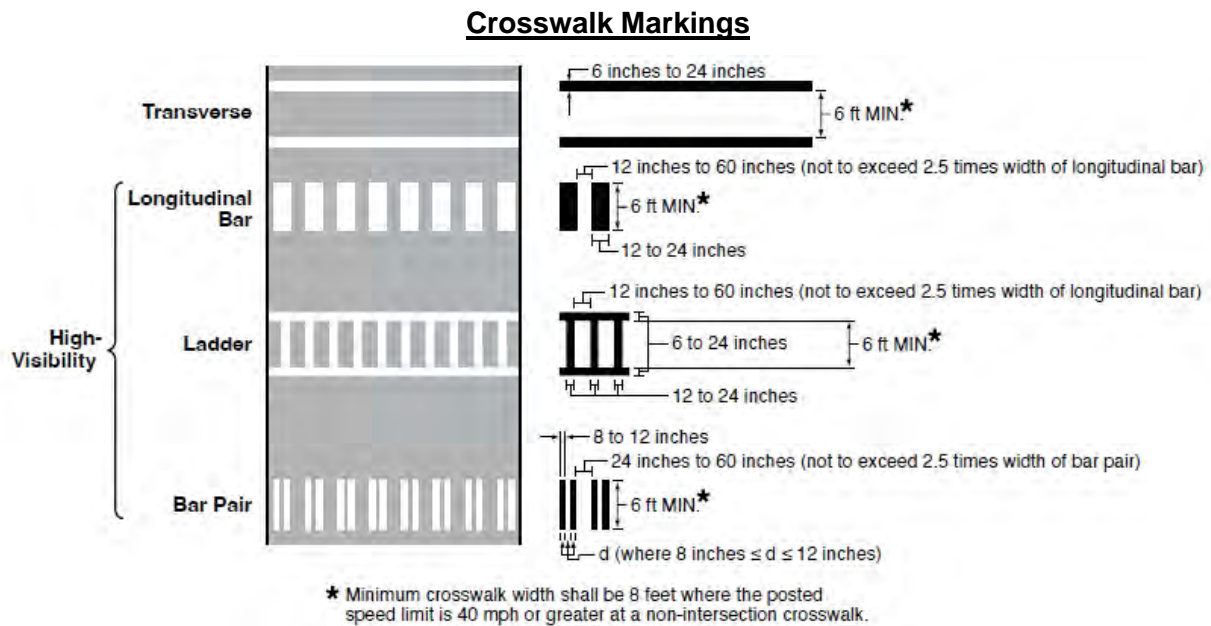
**State Law:** At an intersection or crosswalk where traffic is not controlled by traffic control signals or by a traffic officer, the operator of a vehicle shall yield the right-of-way to a pedestrian [Wis. Stats. 346.24(1)].

Crosswalks on neighborhood streets next to schools should be more obvious to motorists.

Short-term

Responsible party: Eng.

**Recommendation:** Paint high visibility crosswalks as noted on Maps 6A-6H.



Source: Figure 3C-1 in 2023 MUTCD

**Railroad Crossing Enhancements**

Engineering

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

Short-term

Responsible parties: City, Police



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

## Develop Traffic Garden Bicycle Education *Education*

Traffic gardens vary in size and form, but typically are miniature, child-scale traffic towns painted on parking lots or driveways that provide a safe space for children to improve their bicycling skills and learn how to safely share road space with other users.





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

**Recommendation:** Consider providing Traffic Garden bicycle education to every 4<sup>th</sup> or 5<sup>th</sup> grader in Wisconsin Rapids.

**Part 1:** Get staff members trained to become bicycle education instructors (usually PE teachers are trained). Contact the WI Bike Fed for Train the Trainer education.

**Part 2:** Choose a location to create temporary roads, then use temporary kid sized street signs and ball field chalk to mark stop lines and center lines.

**Part 3:** **Long-term** Choose a location to create a permanent traffic garden (Traffic Garden Courts or Traffic Garden Parks below). See **Attachment F**.

<b>TRAFFIC GARDEN COURTS</b>	<b>TRAFFIC GARDEN PARKS</b>	<b>SHORT-TERM TRAFFIC GARDENS</b>	<b>MOBILE TRAFFIC GARDENS</b>
			
<p>Traffic Garden Courts are outdoor networks of miniature streets created using permanent paint-type products applied to hard surfaces. These networks simulate streets with pavement markings, and traffic signs may be stenciled on the surface or added as portable features.</p>	<p>Traffic Garden Parks are permanent outdoor facilities designed as mini-street networks, featuring asphalt or concrete streets. These streets may include curbs, pavement markings, and installed traffic signs. In some cases, they also feature buildings.</p>	<p>Pop-up traffic gardens and temporary traffic gardens are both examples of street networks with traffic features applied to outdoor hard surfaces that can be readily removed or that wear away over a few weeks or months.</p>	<p>A mobile traffic garden is a portable set of materials assembled into a kit that can be used to create a small-scale network of streets with traffic features either indoors or outdoors and that can be easily dismantled and packed away after a session or program.</p>

Read More here: <https://www.trafficgardens.com/>

See **Attachment F** for more traffic garden information.

### **Communitywide Project Notification**      *Education*

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

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

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

### **Measure if Engineering and Education Efforts are Working**      *Evaluation*

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

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

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

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

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

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

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

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

### **Encourage Walking and Biking**      *Encouragement & Evaluation*

Traffic increases near schools because parents are driving their kids to school instead of allowing them to walk or bike. This flow of traffic increases the likelihood of a variety of traffic incidents that includes crashes, speeding, illegal parking, and failure to yield the right of way. It also decreases the likelihood that students are motivated to walk or bike to school or that parents will allow them to do so.

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

**Short-term**      Responsible parties: **City**, WI Bike Fed,

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

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

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



### **Annually Review SRTS Plan**      *Evaluation*

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

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

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

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

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

**Recommendation:** Annually review this Wisconsin Rapids SRTS Plan’s recommendations when preparing annual budgets and annual operating procedures.

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

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



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

# **ATTACHMENT A**

## **Adoption Documentation**

From: Various governing bodies

Placeholder for resolutions

# ATTACHMENT B

## Student Tally and Parent Survey Forms And parent comments

From: National Center for Safe Routes to School

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





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

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

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

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

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

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

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

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

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

- Strongly Encourages  Encourages  Neither  Discourages  Strongly Discourages

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

- Very Fun  Fun  Neutral  Boring  Very Boring

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

- Very Healthy  Healthy  Neutral  Unhealthy  Very Unhealthy

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

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

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

16. Please provide any additional comments below.




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

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

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

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

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

- Distance, Convenience, Time, Activities, Velocity, Quantity, Adults, Sidewalks, Safety, Guards, Violence, Weather. Each item has a 'Yes/No/Not Sure' response set.

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

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

- Options: 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?

- Options: 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?

- Options: 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?

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

16. Por favor proporcione comentarios adicionales:

Empty text box for additional comments.



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

**Sijhawm siv mus los rau tom tsev kawm ntawv**

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

**Sijhawm siv mus los rau tom tsev kawm ntawv**

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

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

Tau  Tsis tau

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

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

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

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

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

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

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

<b>+</b>	<b>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</b>	
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**12. Raws li koj xav, koj tus menyuam lub tsev kawm ntawv txhawb lossis txhawb kom tsis txhob taug kev thiab caij luv thij mus los rau tom tsev kawm ntawv heev npaum li cas?**

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

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

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

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

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

<b>+</b>	<b>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</b>	<b>+</b>
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**15. Koj tau kawm tiav qib lossis mus txog xyoo kawm ntawv siab tshaj li cas?**

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

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


## Comments Section on Parent Survey For all Elementary Schools and WRAMS

School	SurveyID	Comment
Grant Elementary	1733977	It's over 5miles
Grant Elementary	1733981	Griffith and 80th would be the biggest deterrent from us allowing our children (one in school, one going into 4k next year) to bike to school. There are no bike paths on Griffith or 80th
Grant Elementary	1733985	Why do you not feel comfortable allowing your child to walk or bike at any grade? Distance
Grant Elementary	1733986	Why do you not feel comfortable allowing your child to walk or bike at any grade? Traffic and risk of predators
Grant Elementary	1733987	Why do you not feel comfortable allowing your child to walk or bike at any grade? The distance, back roads, speed limits are high, and safety of being alone
Grant Elementary	1733988	It is too far to bike and would take too much time if she did
Grant Elementary	1733990	I do feel the school doesn't encourage walking or riding the bike more. Perhaps it's due to the large number of zone exemptions but there are a lot more children getting rides from family than there are walking to or from s
Grant Elementary	1733992	Too much traffic and not a safe route available(they would have to ride on Griffith and cross 80th)
Grant Elementary	1734003	We live on 80th St. As much as I would be okay with my son biking the distance we are from school, he has to cross 80th Street twice due to how the sidewalk is set up and there is no way it will ever be safe for him while he is still young enough to attend Grant
Grant Elementary	1734006	If cell phones weren't an issue we would have our kids walk back and forth to school. The distraction of cell phones and selfishness of a lot of people makes parents be reserved on what their kids can and can't do. There is lack of help in today's society and not a lot of people that want to help a kid in need plus there is a lot of crazy people out there that cause reservations in decisions.
Grant Elementary	1734008	Distance
Grant Elementary	1734010	Why do you not feel comfortable allowing your child to walk or bike at any grade? I do feel Grant School area is safe, however, you never know when a stranger would come by and scoop my little girl up off the side of the road. Her walk to school would involve an area with few homes, South Park Road. Please provide any additional comments below: I do feel there should be more safe walking/ biking paths in the area, such as Whitrock Ave & 80th, where pedestrian traffic can be heavy. The entire community would benefit from this, not just students
Grant Elementary	1734013	Why do you not feel comfortable allowing your child to walk or bike at any grade? Due to distance and how people drive on Church and 80th.
Grant Elementary	1734014	Safety of students to walk and bike would be a huge priority!
Grant Elementary	1734015	Why do you not feel comfortable allowing your child to walk or bike at any grade? Rural/Too farm from school.
Grant Elementary	1734016	Why do you not feel comfortable allowing your child to walk or bike at any grade? He's 9, it's too far. I don't care how many bike paths you create, it won't happen Please provide any additional comments below: Discussed the district is spending so much money to have this company create a plan and send out the survey

Grant Elementary	1734019	Why do you not feel comfortable allowing your child to walk or bike at any grade? We live too far away from all of the schools in the district.
Grant Elementary	1734020	First, my educational history has absolutely NO importance in this survey. I also don't see how some of these answers would accurately show why I don't allow my child to bike to school. If we bike, I have to go along. The ONLY stretch of any type of sidewalk available on our route is the short section at the bridge on 80th St. The narrow roads, the traffic, the speed of the traffic, and the lack of any decent crosswalks or signs to alert of pedestrian crossings along this route are the reasons my child will never bike this route alone while attending grade school at Grant.
Grant Elementary	1734021	I can't trust the traffic along County WW. My son would love to walk or bike, and I sometimes go with him, but with no bike lane past the school to the East it's very dangerous in the morning and afternoon times.
Grant Elementary	1734022	We need to take Griffith to school. I wouldn't want to see the speed changed and we're too far to allow my kids to walk/bike from Grant.
Grant Elementary	1734025	Why do you not feel comfortable allowing your child to walk or bike at any grade? We live in the country its too secluded and I don't trust other drivers
Grant Elementary	1734026	We live exactly 1 mile from Grant school. However to get to Grant my child would need to either walk along Whitrock or South Park Drive then cross over 80th St. I will never allow her to walk/bike along Whitrock; our neighbor was killed biking along Whitrock. For it to be safe Whitrock would need sidewalks, and then a crossing guard at 80th. For her to take the South Park Drive route it would eliminate the need for a sidewalk since there isn't the traffic volume, but again then at 80th there would need to be a crossing guard (or I guess at least a traffic light that would stop traffic). The ideal would be sidewalks (not a bike lane...sidewalks!! Bike lanes still have you walking/biking right next to the traffic and there needs to be safe separation between walkers/bikers and traffic!) all along the whole length of Whitrock for the general safety of everyone. Plus, it makes neighborhoods much more walkable, and it could even connect to the route around the lake. In a year or so, my child would probably love to bike or walk up to the gas station on the corner of 80th and Whitrock, less than a mile from our home, but I will never allow that due to the traffic speed and volume on Whitrock with no sidewalks that allow for a safe route with separation from traffic. I believe all main road corridors should have sidewalks to encourage safe walking and biking to connect neighborhoods, encourage physical activity, and to allow for safe passage to schools and businesses.
Grant Elementary	1734027	Out where we live people always speed or do donuts so I don't trust them for my kids to be safe walking or biking
Grant Elementary	1734030	Why do you not feel comfortable allowing your child to walk or bike at any grade? We are open enrolled, it is much too far.
Grant Elementary	1734031	I would feel safer with an adult crossing guard or a stoplight just for the cross walk or a blinking road stoplight for that one crossing over 8th street and WW
Grove Elementary School	1733916	There are too many things bad things going on in the world.
Grove Elementary School	1733917	I worry the kids won't actually walk to school.

Grove Elementary School	1733919	Our street is by Sandlot Park, and our area has no sidewalks; traffic is too unpredictable to allow my children to walk. I have a 5th grader, a 2nd grader, and a kindergartener. I take them to school each day because there is no safe way or place for them to get the bus, much less walk to school. We discussed busing, but the route to get there is not safe. There are no sidewalks for them to use. Sampson Street is not patrolled, cars do not watch out for pedestrians, and the intersection on Pepper Ave and Sampson is hard enough for a car to cross that I cannot in good conscience let my kids cross on their own. Grove is a neighborhood school but not a walkable or bikeable school.
Grove Elementary School	1733920	There are sex offenders on my children's way to school so I do not know how they can take a safer route as there is no way around it
Grove Elementary School	1733921	The 5th st and Grove intersection is dangerous due to obstacles/visibility and traffic.
Grove Elementary School	1733922	Personally, I bike to and from work all year long and in all weather conditions. My kids will bike to and from school during most fair weather conditions. Anything below 40 degrees is a struggle to keep them warm on the ride, especially going into the wind. I bike with them to establish the route and routine, but I also don't think they are quite old enough to go it alone. We plan our route to stay off busy streets and use the crossing guard to navigate past 8th Street. I have dreams that our local culture will embrace more walking and cycling but there are a combination of factors that make it highly unlikely. Our communities are too spread out for efficient means of human-powered travel. If someone has an e-bike or similar electric-assisted transportation device, they are more likely to make the commute because it requires little effort, takes less time, and is more convenient. I talk to people about biking to and from places all the time and I commonly hear excuses as to why someone can't or won't do something. Generally it is related to the amount of time it takes, and the weather
Grove Elementary School	1733926	We do not allow our child to bike to school alone and never will, we always accompany him. We have to cross 8th St which can be dangerous. There are also so many people on their phones not paying attention to kids on bikes etc.
Grove Elementary School	1733932	Too many bad humans in the world.
Grove Elementary School	1733941	Finding a crossing guard for the grove and Lincoln st intersection would be ideal. My kids (k and 2nd grade) will wait at the stop sign to cross until there is absolutely no cars and in the mornings that is highly uncommon for there to be little traffic there
Howe Elementary School	1734238	We live over by LHS. If we lived closer to Howe I would consider allowing my child to walk or ride a bike to school, however the parking lot traffic is a huge issue as well as parents parking in front of the yellow curb in front of the church.
Howe Elementary School	1734240	Something needs to be done about the speed of vehicles going by the school, it is way to fast.
Howe Elementary School	1734242	Why do you not feel comfortable allowing your child to walk or bike at any grade? Traffic, no adult, don't trust people
Howe Elementary School	1734243	It's not a matter of health. He's 6, almost 7 and if he can't be left home alone he shouldn't be walking to school alone.

Howe Elementary School	1734244	Some of the side walks are patchy, roots coming up and the ramps to cross traffic are faced only one way, other than that walking and riding thier bikes has been a very big part of how we start our day
Howe Elementary School	1734245	Why do you not feel comfortable allowing your child to walk or bike at any grade? Time management on their part and never know about abduction these days
Howe Elementary School	1734247	We live off of Baker and 18th Street. I don't allow my child to walk or bike because traffic on 8th Street and Baker are ridiculous. Those who are aware of kids are aware, but many zoom through without a second thought.
Howe Elementary School	1734249	My child would need a trustworthy adult to walk him to school, but my husband and I are already at work at that time, and he cannot walk home because we aren't home yet
Howe Elementary School	1734251	I would love to walk and bike with my children more frequently to and from school. But it is stressful to try to keep my children safe from traffic. There are turns with limited view of traffic that I avoid. Since I'm walking with a stroller it is not always easy to cross intersections because the opening is pointing me Kitty corner into the intersecting instead of straight forward. Also the sidewalks are not always clear
Howe Elementary School	1734252	In winter I wish people that lived on 8th Street would salt walk way in front of their houses.
Howe Elementary School	1734255	Why do you not feel comfortable allowing your child to walk or bike at any grade? We live too far, and I don't trust people.
Howe Elementary School	1734256	Why do you not feel comfortable allowing your child to walk or bike at any grade? She is special needs and it is too dangerous for girls to walk alone
Howe Elementary School	1734260	Why do you not feel comfortable allowing your child to walk or bike at any grade? It takes almost 10 minutes to drive to the school so walking/biking would take them too long. Also I'm not comfortable with them walking/biking next to the highway for the length of time/distance that they would have to
Howe Elementary School	1734265	Why do you not feel comfortable allowing your child to walk or bike at any grade? Don't live close enough to school where the walk or bike ride would be only a few mins. Driving distance is only 2 mins and walking or bike riding is a lot longer. Also he's in the boys and girls club before and after school and most likely will be until he's out of elementary school because I work earlier than school starts and get off later than school gets off and don't feel comfortable with my son being home alone therefore he can't want home from school. Also I'm a single mom if I'm not home there's no adult home. Please provide any additional comments below: You never know who your child may come in contact with on the walk/bike ride to school when they are alone. So many stories of kids getting taken or lured away on walks to or from school when they are alone. If I can't walk or bike ride with my child and we can't see the school from our house I personally feel that even though it would be good exercise it would be a big risk.
Mead Elementary School	1734830	I have to leave the house by 7am and drive past the school on the way so dropping her off is easier
Mead Elementary School	1734833	If my children could even take a bus only for safety of them walking

Mead Elementary School	1734834	There is lack of cross walks to the bus stop, I think it's unfair my kindergarten child has to walk in the road to get to the bus stop .
Mead Elementary School	1734835	Why do you not feel comfortable allowing your child to walk or bike at any grade? The roads that would need to be taken and distance.
Mead Elementary School	1734838	Wisconsin Rapids is littered with pedophiles. It's not safe to let my child walk to/from school alone. I would feel more comfortable with parents/grandparents picking him up and dropping him off. (He's a boundary exception student)
Mead Elementary School	1734841	Why do you not feel comfortable allowing your child to walk or bike at any grade? I don't trust anyone with my kids
Mead Elementary School	1734842	My 5th grader walks to school when it is nicer outside. Otherwise both kiddos get a ride from myself to school and get picked up by our neighbor or myself. I've never had an issue with dropping them off or picking them up
Mead Elementary School	1734845	Why do you not feel comfortable allowing your child to walk or bike at any grade? ever-increasing violence/crime rate in town. Child abductions. No supervision.
Mead Elementary School	1734847	Why do you not feel comfortable allowing your child to walk or bike at any grade? Sick people out there that like taking kids
Mead Elementary School	1734850	Why do you not feel comfortable allowing your child to walk or bike at any grade? Easier to take them.knowing they got there safe.
Mead Elementary School	1734851	Why do you not feel comfortable allowing your child to walk or bike at any grade? It's too far and they don't need to walk or bike when I can take them to school.
Mead Elementary School	1734854	Why do you not feel comfortable allowing your child to walk or bike at any grade? Because we live off of a very busy highway and the speed limit is 55 mph so most people go over 60 mph. I feel it is not safe, especially with no sidewalks.
Mead Elementary School	1734864	Why do you not feel comfortable allowing your child to walk or bike at any grade? I live on a very busy road. People go up to 50 MPH with limits on sidewalks.
Mead Elementary School	1734866	Why do you not feel comfortable allowing your child to walk or bike at any grade? My child has extra needs and is not capable at this time. And I don't know when or if he will be able to.
Mead Elementary School	1734869	Thank you for having extended busing to students who lives less than 2 miles from the school!
THINK Academy	1733942	Distance. I wouldn't let them even if we were close by, reasons being being kidnapped, getting hit by a vehicle
THINK Academy	1733947	Train crossings, lack of sidewalks, and lack of adult supervision at crossings is a huge consideration when contemplating whether or not to allow my child to walk/bike to school.
THINK Academy	1733949	Based on distance from school I would not allow. If we lived closer and no major roadways to cross I would reconsider.
THINK Academy	1733950	I don't feel comfortable with the distance and child abductions.
THINK Academy	1733951	They are too little. Would have to walk or bike along the highway. We live in the country, not in town

THINK Academy 1733952 We live in the country but the road along our house is 45mph and we find that people use it as a highway to get to town quicker vs taking the actual highway. They exceed speeds above 45 and it's scary as they drive by so as much as I'd love my kids to be able to ride bikes to school we cannot until things change

THINK Academy 1733958 My children live to far away to even consider biking/walking

THINK Academy 1733959 Live too far

THINK Academy 1733962 The distance

THINK Academy 1733965 It's too far and almost all highways to get there

THINK Academy 1733968 Distance

Washington Elementary 1734785 Why do you not feel comfortable allowing your child to walk or bike at any grade? Busy streets, weather, crimes, busy with sport after school

Washington Elementary 1734786 I have said for a long time that there needs to be sidewalks around this school and to the mJor apartment complexes by it for years; not only for the children, but the seniors that live nearby and lack access to sidewalks, too. This community would greatly benefit by improved conditions here

Washington Elementary 1734788 Why do you not feel comfortable allowing your child to walk or bike at any grade? Safety

Washington Elementary 1734795 Why do you not feel comfortable allowing your child to walk or bike at any grade? We live too far away

Washington Elementary 1734796 Why do you not feel comfortable allowing your child to walk or bike at any grade? We live too far from school. If they want to bike to Lincoln in the future, I would entertain the idea.

Washington Elementary 1734799 Why do you not feel comfortable allowing your child to walk or bike at any grade? We live too far away from school.

Washington Elementary 1734800 Why do you not feel comfortable allowing your child to walk or bike at any grade? I don't trust people

Washington Elementary 1734801 My Child would have to cross State Highway 54 at Chestnut to walk or bike. That's just not safe even with lights there, it wouldn't be an intersection I would be comfortable with a grade schooler crossing!

Washington Elementary 1734802 Why do you not feel comfortable allowing your child to walk or bike at any grade? Would need to walk on too busy of road

Washington Elementary 1734804 Why do you not feel comfortable allowing your child to walk or bike at any grade? There is a lot of safety concerns. Kidnapping, getting hit by a car, bullying, getting lost, etc.

Washington Elementary 1734805 To summarize, the biggest issue is the distance away from school. I feel to only way to allow this for our family would be to move closer to our kids' school or have the elementary school opened closer to our home.

Washington Elementary 1734811 Why do you not feel comfortable allowing your child to walk or bike at any grade? My child is allergic to cold. If he walked when it was really cold he would break out in hives or worse.

Washington Elementary 1734812 Why do you not feel comfortable allowing your child to walk or bike at any grade? Too many safety concerns and our hazardous road Please provide any additional comments below: The bus route my child takes too/from school is excessive at 45+minutes. They could be the 2nd off yet the bus turns just prior to our location and takes a diff route putting them as the last off.

Washington Elementary	1734813	Why do you not feel comfortable allowing your child to walk or bike at any grade? To much traffic
Washington Elementary	1734818	Why do you not feel comfortable allowing your child to walk or bike at any grade? To far.
Washington Elementary	1734819	Please provide any additional comments below: There should always be a cross walk guard to cross kids!
Washington Elementary	1734820	Please provide any additional comments below: We are a boundary exception for this school and walking/biking is just too far
Washington Elementary	1734822	Why do you not feel comfortable allowing your child to walk or bike at any grade? Worry about someone taking child when older. Also distance, but if we were closer I still wouldn't allow if alone.
Washington Elementary	1734823	Why do you not feel comfortable allowing your child to walk or bike at any grade? Too far from home, would take too long and no sidewalks
Wisconsin Rapids Area Middle School	1734037	The location of WRAMS compared to our home is the biggest factor because it's not even close. Lincoln is closer, so I will be much more likely to have my child bike to school when they get to Lincoln (walking is still too time-consuming considering the distance).
Wisconsin Rapids Area Middle School	1734041	Since we live far, walking or biking probably wouldnt be good options. Hence, this survey didnt really pertain to my child.
Wisconsin Rapids Area Middle School	1734043	Why do you not feel comfortable allowing your child to walk or bike at any grade? The number of registered sex offenders and violent offenders along the toute
Wisconsin Rapids Area Middle School	1734044	Why do you not feel comfortable allowing your child to walk or bike at any grade? The number of registered sex offenders and violent offenders along the toute The middle school is in the most inconvenient location possible. I don't understand why they moved it from the middle of the city to the furthest outskirts possible.
Wisconsin Rapids Area Middle School	1734045	Why do you not feel comfortable allowing your child to walk or bike at any grade? We live off highway 54
Wisconsin Rapids Area Middle School	1734046	My neice and I live to far for her to walk or ride bike to and from school that's why she rides the bus
Wisconsin Rapids Area Middle School	1734048	Why do you not feel comfortable allowing your child to walk or bike at any grade? Creepy people grabbing kids
Wisconsin Rapids Area Middle School	1734051	I have seen ideas of a bike "carpool" where a certain amount of adults pick up kids like a bus stop . Have a meeting place and a bunch of staff and kids ride their bikes/sit in a trailer to school. I think that would be a cool and fun way for kids to exercise to and from schoo
Wisconsin Rapids Area Middle School	1734053	Even walking to the bus is dangerous for a 5 year old to do alone. Single parents can't take off work to do this. It makes it difficult when I've had a schedule of 6am or 7am start time for 10 plus years. Then have to get him off the bus at 4. If I'm able to get him on at 8 I can't be there to get him off at 4. Not if I work at least 8 hour days. Which I work longer.

Wisconsin Rapids Area Middle School	1734056	Why do you not feel comfortable allowing your child to walk or bike at any grade? We live a very far distance. It wouldn't be feasible or safe
Wisconsin Rapids Area Middle School	1734057	Why do you not feel comfortable allowing your child to walk or bike at any grade? Because to get to and from school they'd either have to walk down a busy st or walk through an area that has high crime and some not so good citizens Please provide any additional comments below: We live by mead school and it is expected that my child walk to the middle school. There is no busing even though we are more than 2 miles away. There is no way I would let my child do this due to the fact that he'd either have to walk down 25th Ave with all the traffic or use side roads that would take him past the apartment buildings that have a lot of criminal activity. I do not feel that those options would be safe for my child. My older kids won't even ride the bus from the high school home due to the fact that they have been hit and punched by the kids from said apartment buildings on the bus.
Wisconsin Rapids Area Middle School	1734058	We live in Stevens Point. Walking or biking to school is not an option.
Wisconsin Rapids Area Middle School	1734059	We live about 17 miles away from school.
Wisconsin Rapids Area Middle School	1734064	Distance
Wisconsin Rapids Area Middle School	1734069	He is a special needs
Wisconsin Rapids Area Middle School	1734071	Why do you not feel comfortable allowing your child to walk or bike at any grade? I don't trust drivers or other jerk kids along the way
Wisconsin Rapids Area Middle School	1734072	Why do you not feel comfortable allowing your child to walk or bike at any grade? We live on airport and he goes to school at WRAMS. He'd have to cross the river.
Wisconsin Rapids Area Middle School	1734075	Distance
Wisconsin Rapids Area Middle School	1734077	Why do you not feel comfortable allowing your child to walk or bike at any grade? Crime, strangers, nut jobs in this world
Wisconsin Rapids Area Middle School	1734078	Why do you not feel comfortable allowing your child to walk or bike at any grade? We live too far away

Wisconsin Rapids Area Middle School	1734080	Why do you not feel comfortable allowing your child to walk or bike at any grade? We live a ways from school, but with the lack of attentive drivers. I feel it's safer to take my child
Wisconsin Rapids Area Middle School	1734082	Why do you not feel comfortable allowing your child to walk or bike at any grade? Distracted drivers and trafficking
Wisconsin Rapids Area Middle School	1734084	We live too far
Wisconsin Rapids Area Middle School	1734085	Distance
Wisconsin Rapids Area Middle School	1734086	Why do you not feel comfortable allowing your child to walk or bike at any grade? Distance and traffic
Wisconsin Rapids Area Middle School	1734087	Why do you not feel comfortable allowing your child to walk or bike at any grade? Strangers
Wisconsin Rapids Area Middle School	1734092	Bus ride is over an hour in the morning and afternoon. That's OVER 10 hours a WEEK on a bus. I think that is ridiculous.
Wisconsin Rapids Area Middle School	1734093	So much focus on walking and biking to school in this survey. How about we address the bus situations where the buses are packed even at 3 to a seat, or kids vaping on the bus, or the buses always arriving late to school, or fights on the bus or swearing and listening to very loud and inappropriate music. These are all things that is happening with our bus and I know the majority of other buses too.
Wisconsin Rapids Area Middle School	1734103	Why do you not feel comfortable allowing your child to walk or bike at any grade? For their protection and safety
Wisconsin Rapids Area Middle School	1734104	Why do you not feel comfortable allowing your child to walk or bike at any grade? Live too far away from school
Wisconsin Rapids Area Middle School	1734107	Why do you not feel comfortable allowing your child to walk or bike at any grade? Too far, unsafe
Wisconsin Rapids Area Middle School	1734108	Why do you not feel comfortable allowing your child to walk or bike at any grade? Selected by options prior

Wisconsin Rapids Area Middle School	1734109	Why do you not feel comfortable allowing your child to walk or bike at any grade? We live to far away
Wisconsin Rapids Area Middle School	1734111	Traffic and safety of my children. Kidnapping, people not paying attention when driving.
Wisconsin Rapids Area Middle School	1734112	Too far and busy roads to all schools
Wisconsin Rapids Area Middle School	1734114	It's winter now in Wisconsin usually it's cold
Wisconsin Rapids Area Middle School	1734116	We live little far away from school so it is kinda very hard to walk or bike special when it is snowing
Wisconsin Rapids Area Middle School	1734118	We live miles from each school my kids attend.
Wisconsin Rapids Area Middle School	1734119	Too far
Wisconsin Rapids Area Middle School	1734120	A safe route would also include not crossing busy roads or railroad tracks as well as routes being straight and through safe neighborhoods where sex offenders weren't on the pathway.
Wisconsin Rapids Area Middle School	1734123	Distance from schools.
Wisconsin Rapids Area Middle School	1734127	We live on the west side in a nice neighborhood. But it's the amount of sex offenders from point A to B.
Wisconsin Rapids Area Middle School	1734128	Distance
Wisconsin Rapids Area Middle School	1734129	Why do you not feel comfortable allowing your child to walk or bike at any grade? Because we live in Vesper

Wisconsin Rapids Area Middle School	1734134	Too far
Wisconsin Rapids Area Middle School	1734144	Big waste of money to hire the company you did with this survey.they charge a lot, and do little. Walking or biking to school would never be an option due to distance, routes available no matter how many bike paths that are created
Wisconsin Rapids Area Middle School	1734151	Why do you not feel comfortable allowing your child to walk or bike at any grade? Distance we live in Grand Rapids. Would require crossing busy intersections on the expressway I think the community needs to consider multiple new safe walking biking paths specifically Grand Rapids area. Airport Ave, 48th, 32nd, and Whitrock Ave into Kellner. There are many people that walk and bike these roads where traffic is heavy.
Wisconsin Rapids Area Middle School	1734152	There needs to be an overpass from the bike trail to a path that goes to the school. More kids are struck by vehicles than what's actually reported.
Wisconsin Rapids Area Middle School	1734156	My student will never walk or bike to WRAMS as we live in the Kellner area. It's either get a ride or ride the bus
Wisconsin Rapids Area Middle School	1734157	The round-about by the DOT/WFHR radio station makes me extremely nervous for kids crossing from the sidewalk (along the river/DOT building) over to Gaynor. So much moving traffic around the roundabout and so busy there.
Wisconsin Rapids Area Middle School	1734164	Why do you not feel comfortable allowing your child to walk or bike at any grade? Being alone, Safety, Distance, Location, Weather, Time for her to get to school, wooded area I am not letting her walk to school as we live a mile away. There is no busing option available due to the mile that we live close, which is very difficult for getting her to and from school as both parents have to work.
Woodside Elementary School	1734175	Why do you not feel comfortable allowing your child to walk or bike at any grade? At any school she would go to she would have to bike down Griffith. I feel it is not set up well for bikers/pedestrians, especially with the early morning traffic.
Woodside Elementary School	1734177	Why do you not feel comfortable allowing your child to walk or bike at any grade? Too far and along busy roads.
Woodside Elementary School	1734185	The distance between school and home is too far to walk, but biking is within range. The problems are: My child doesn't reliably check for traffic before turning onto a street, so an adult would have to accompany, and no adult in our family is available; and there are no designated biking paths or sidewalks along the way. Sometimes we bike to the school together on a weekend or summer day, just for fun! Now that the new playground is open, I expect we'll do that more often when the weather is nice. :)
Woodside Elementary School	1734187	Why do you not feel comfortable allowing your child to walk or bike at any grade? We live almost 4 miles from school. The roads are very busy and cars travel 50mph+.

Woodside Elementary School	1734191	My son is in 5th grade and we don't live far from his school. I would absolutely love for him to be able to walk or bike to school, but unfortunately the traffic congestion in the mornings/afternoons at his school makes me very nervous. If this congestion was more streamlined and more patrols were on his walking/biking path to/from school, I would love for him to be able to do something I loved doing as a kid (walking/biking to school). Maybe during the warmer months there could be a walking bus could be piloted?
Woodside Elementary School	1734193	This survey is irrelevant due to the distance from our home to school - roughly 8 miles apart. It takes 20 minutes via car to get from home to school we are far east side of town and school is on the west side
Woodside Elementary School	1734194	Why do you not feel comfortable allowing your child to walk or bike at any grade? My child would have to cross a bridge with no sidewalk with traffic going speeds of 45-60mph We do not live in town. It takes roughly 10 minutes for me to drive to school crossing a bridge with no sidewalk and cars going high speeds. Multiple car accidents have happened in the path to the school. Not a safe route for a child to walk or ride
Woodside Elementary School	1734196	We do not live in town. It takes roughly 10 minutes for me to drive to school crossing a bridge with no sidewalk and cars going high speeds. Multiple car accidents have happened in the path to the school. Not a safe route for a child to walk or ride
Woodside Elementary School	1734197	Why do you not feel comfortable allowing your child to walk or bike at any grade? Too far away
Woodside Elementary School	1734200	It would take my kids 20 minutes minimum to bike to school and they would have to bike on and cross Griffith (Or bike on the highway). Unfortunately these busy roads don't have sidewalks or bike lanes making completely unsafe to bike to school unless they had adult supervision each day.
Woodside Elementary School	1734202	The entire a commute to school in the city is extremely vehicle based. This is more car friendly city than it is pedestrian and at Woodside they don't allow the walkers to leave until after the cars leave which is also a deterrent.
Woodside Elementary School	1734205	Why do you not feel comfortable allowing your child to walk or bike at any grade? Traffic, to far from WRAMS, kidnapping, people driving not paying attention
Woodside Elementary School	1734211	Why do you not feel comfortable allowing your child to walk or bike at any grade? Our road is far too busy with no sidewalks or shoulder to ride on. Distance is a factor too
Woodside Elementary School	1734213	Why do you not feel comfortable allowing your child to walk or bike at any grade? To far
Woodside Elementary School	1734214	Why do you not feel comfortable allowing your child to walk or bike at any grade? Special Needs
Woodside Elementary School	1734218	Please provide any additional comments below: We live too far away to allow for walking or biking to and from school. The boys ask to be picked up because it takes them so long to get home from school.
Woodside Elementary School	1734219	Why do you not feel comfortable allowing your child to walk or bike at any grade? too great a distance and too many bad people in this world - it is just not safe
Woodside Elementary School	1734223	Why do you not feel comfortable allowing your child to walk or bike at any grade? For their safety

Woodside Elementary School	1734224	Why do you not feel comfortable allowing your child to walk or bike at any grade? Distance
Woodside Elementary School	1734227	Why do you not feel comfortable allowing your child to walk or bike at any grade? Because we live to far away from Woodside and bus stop location in on Airport the road is too busy
Woodside Elementary School	1734228	It is impossible for my son to walk or carry his bicycle on Highway Z because the cars travel at high speed and to protect my son I do not do so. He would stop walking, especially in the winter.

# ATTACHMENT C

## Bicycle Parking Guidelines

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

And from City of Baltimore

# Bicycle Parking Guidelines

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

## Bicycle Parking Design

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

## Bicycle Rack Design

Structures that require a user-supplied locking device:

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

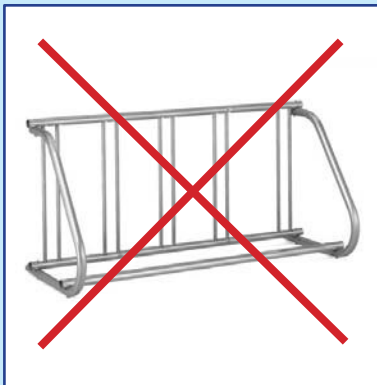
## Bicycle Rack Location

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

To learn more about bicycle parking guidelines, visit the Association of Pedestrian and Bicycle Professionals at: [www.apbp.org](http://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](mailto:fheider@ncwrpc.org).

# PLACEMENT OF BICYCLE PARKING RACKS

## RACK PLACEMENT

### RULES:

#### 5' from:

Fire hydrant  
Crosswalk

#### 4' from:

Loading zone  
Bus stop  
Bus shelter  
Bus bench

#### Min. 2', Rec. 3' from:

Curb

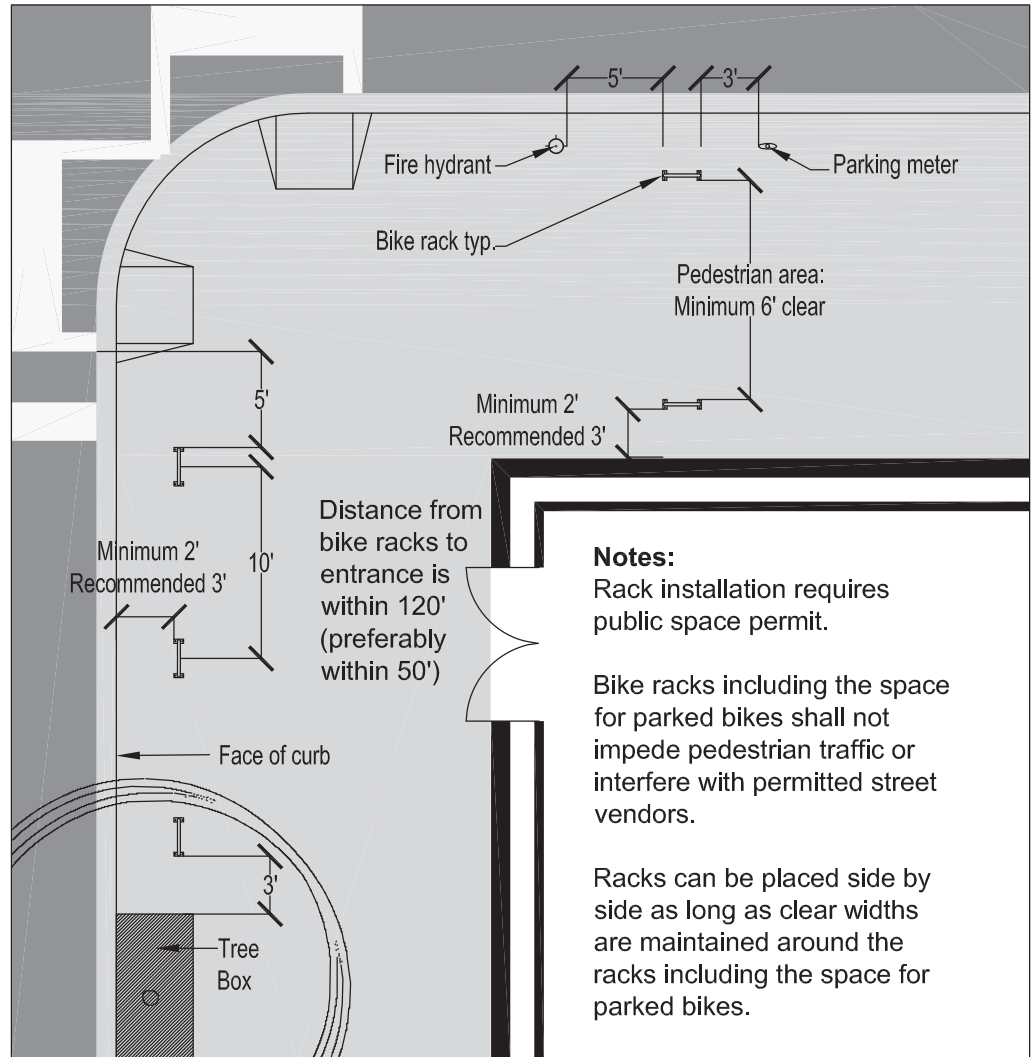
#### 3' from:

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

## WALL SETBACKS

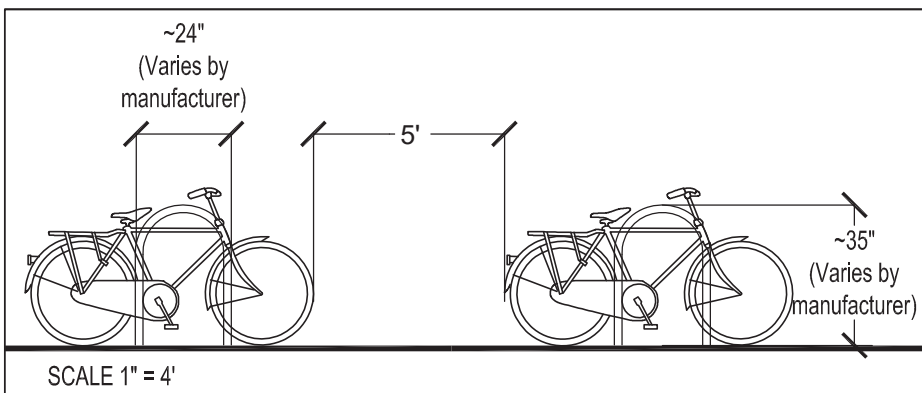
For racks set parallel to a wall:  
Min. 24", Rec. 36"

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

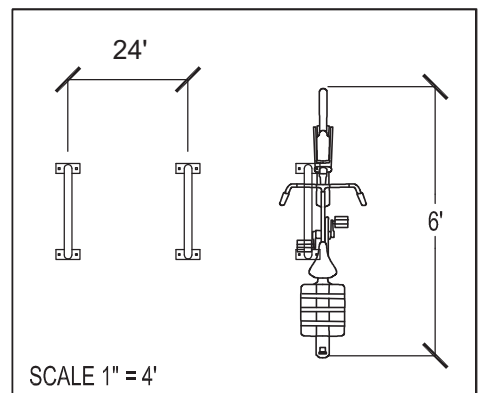


SCALE 1" = 10'

## SIDE VIEW



## SIDE BY SIDE RACKS:



# **ATTACHMENT D**

## **School Success Story – Omro, WI**

From: East Central Wisconsin Regional Planning Commission

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

Safe Routes Matters: March/April 2012

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

## **Bike to School Day**

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

## **Bike Fleet**

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

## **Bicycle Education and Cyclocross**

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

### **Omro Middle School Young Mechanics Program**

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

—Adapted from Safe Routes Matters,  
March/April 2012

## **Annual Bicycle Field Trip**

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

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

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

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

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# ATTACHMENT E

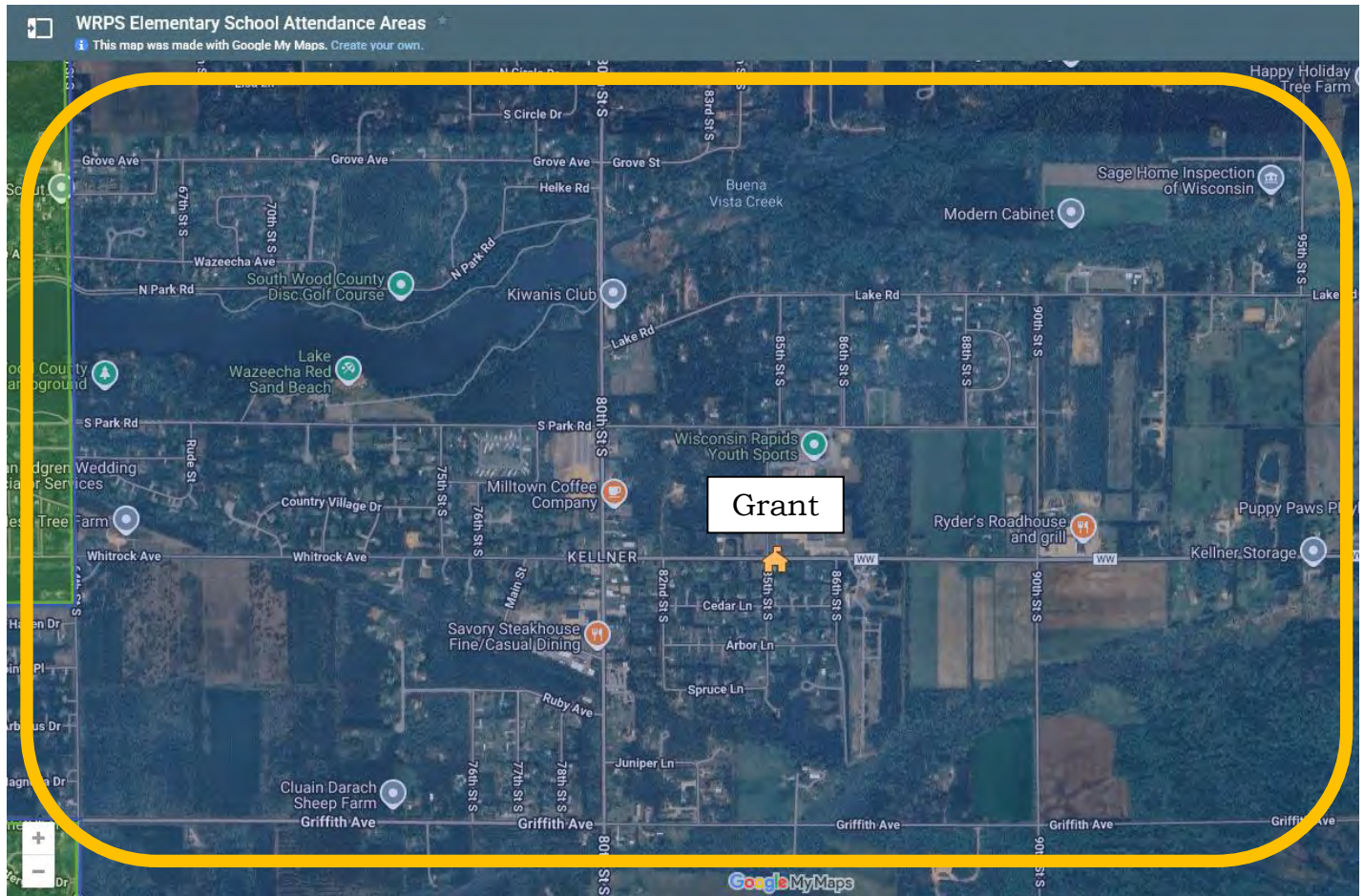
## WRPS' Unusually Hazardous Transportation (UHT) Zones

From: North Central Wisconsin Regional Planning Commission (NCWRPC) and Wisconsin Rapids Public Schools (WRPS).


- NCWRPC created UHT maps from WRPS' UHT Plan.

# Grant Elementary

## UHT Zone Maps

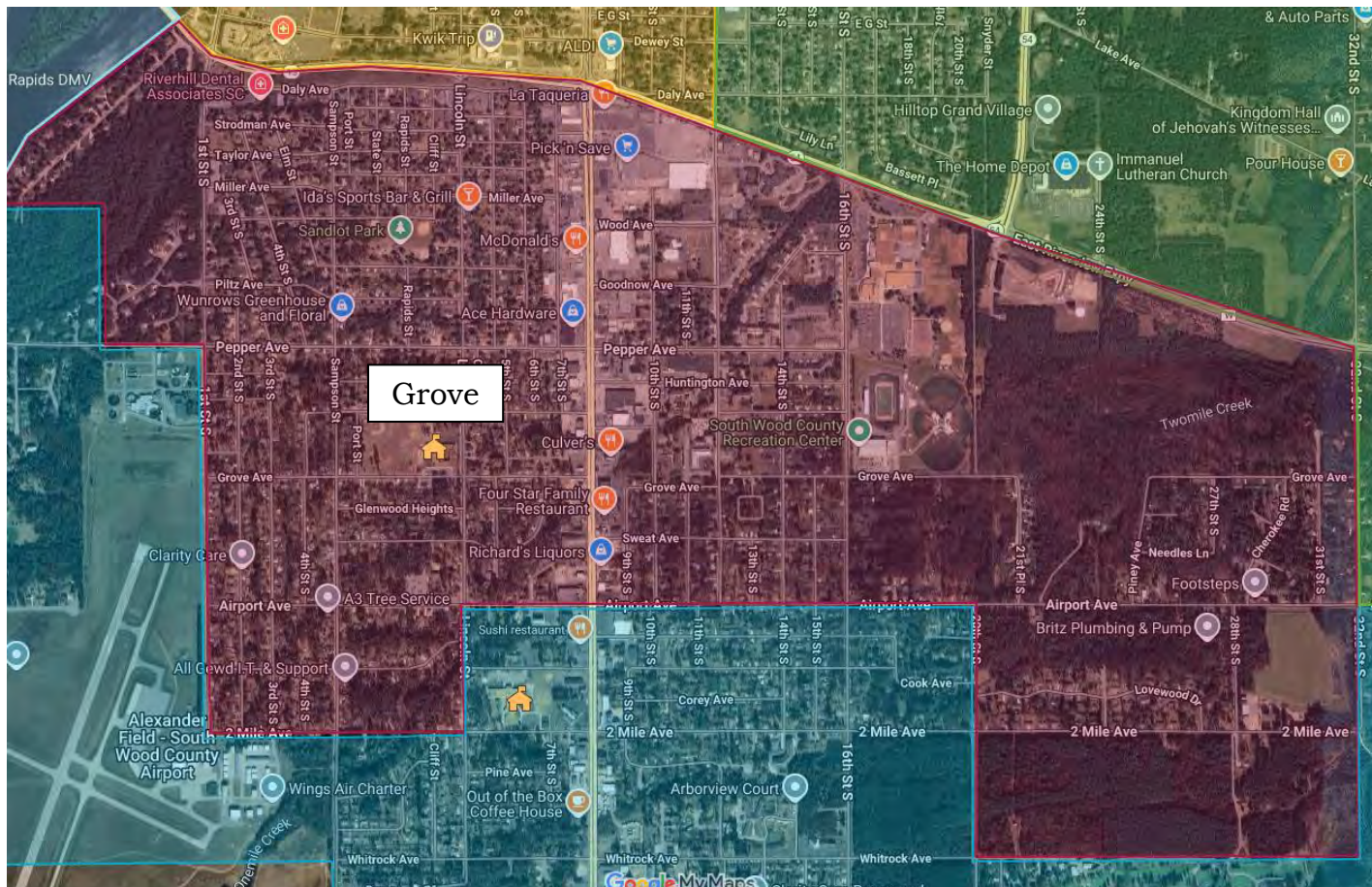


Blue shaded area on above map is the Grant Elementary Enrollment Area.

 = Unusually Hazardous Transportation (UHT) zone  
**Note:** Whole area is designated a UHT zone.

# Grove Elementary

## UHT Zone Maps

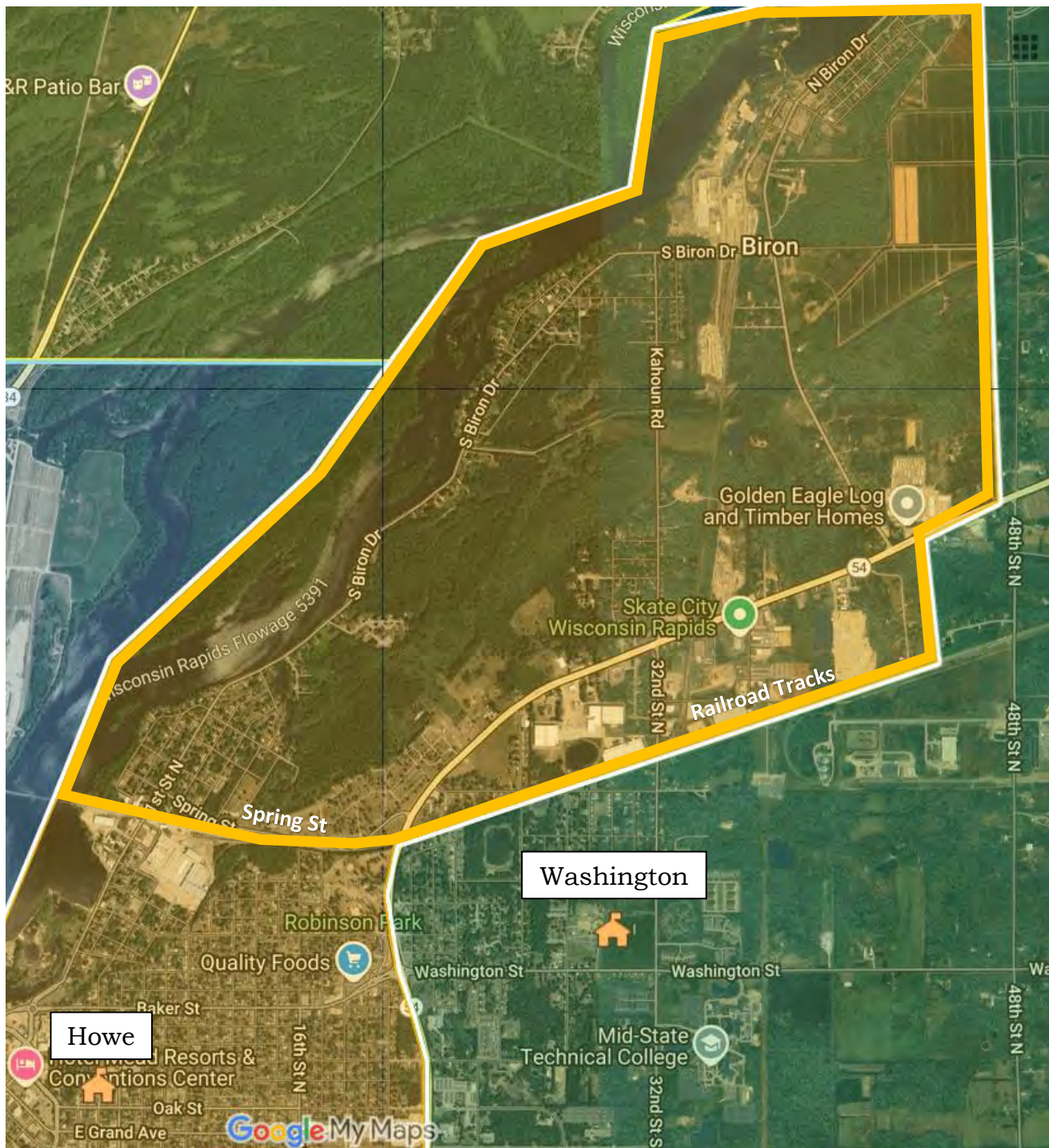


Purple shaded area on above map is the Grove Elementary Enrollment Area.


**No** Unusually Hazardous Transportation (UHT) zone exists for Grove Elementary.

# Howe Elementary

## UHT Zone Maps

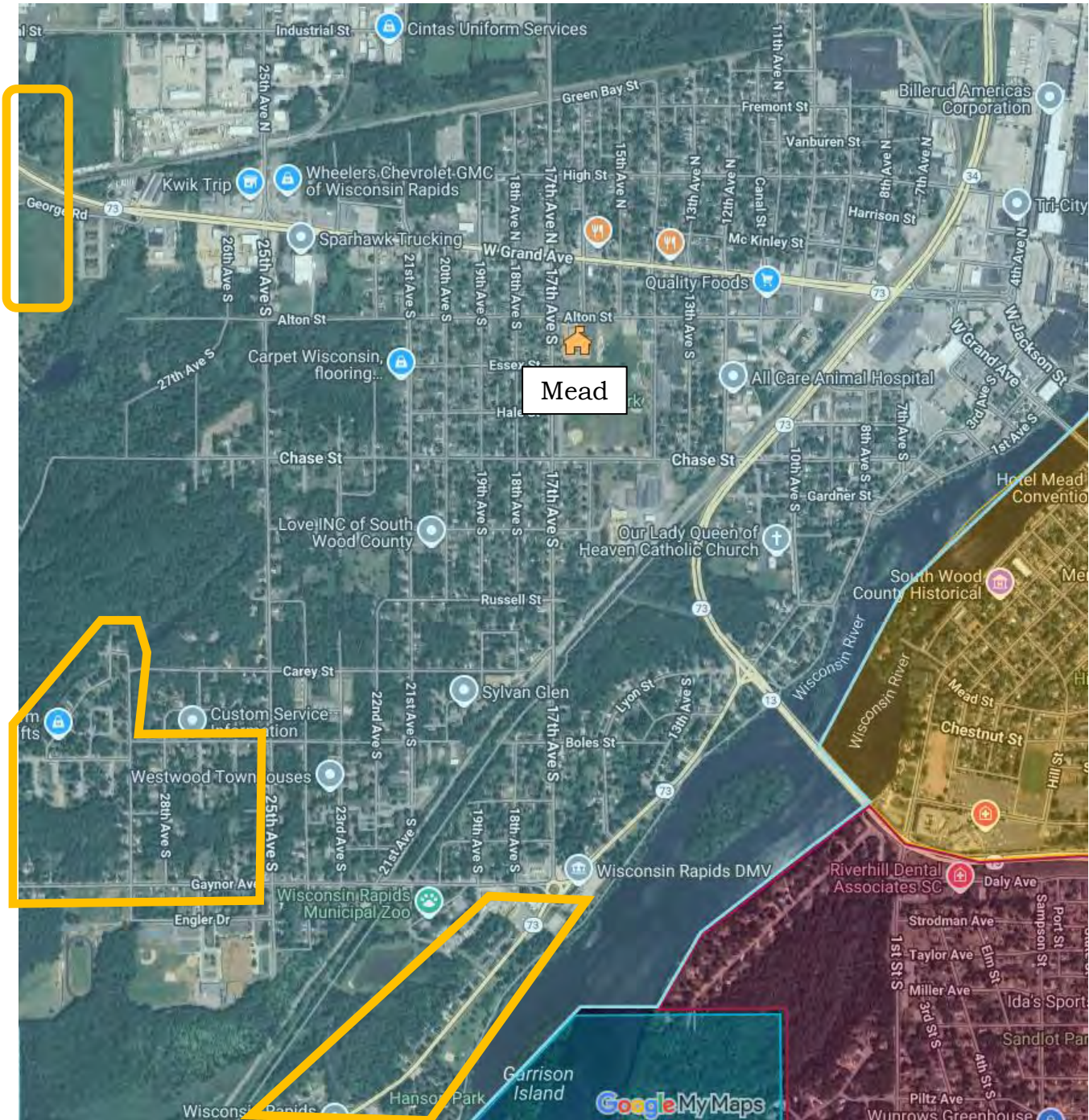


Orange shaded area on above map is the Howe Elementary Enrollment Area.


 = Unusually Hazardous Transportation (UHT) zone

# Mead Elementary

## UHT Zone Maps

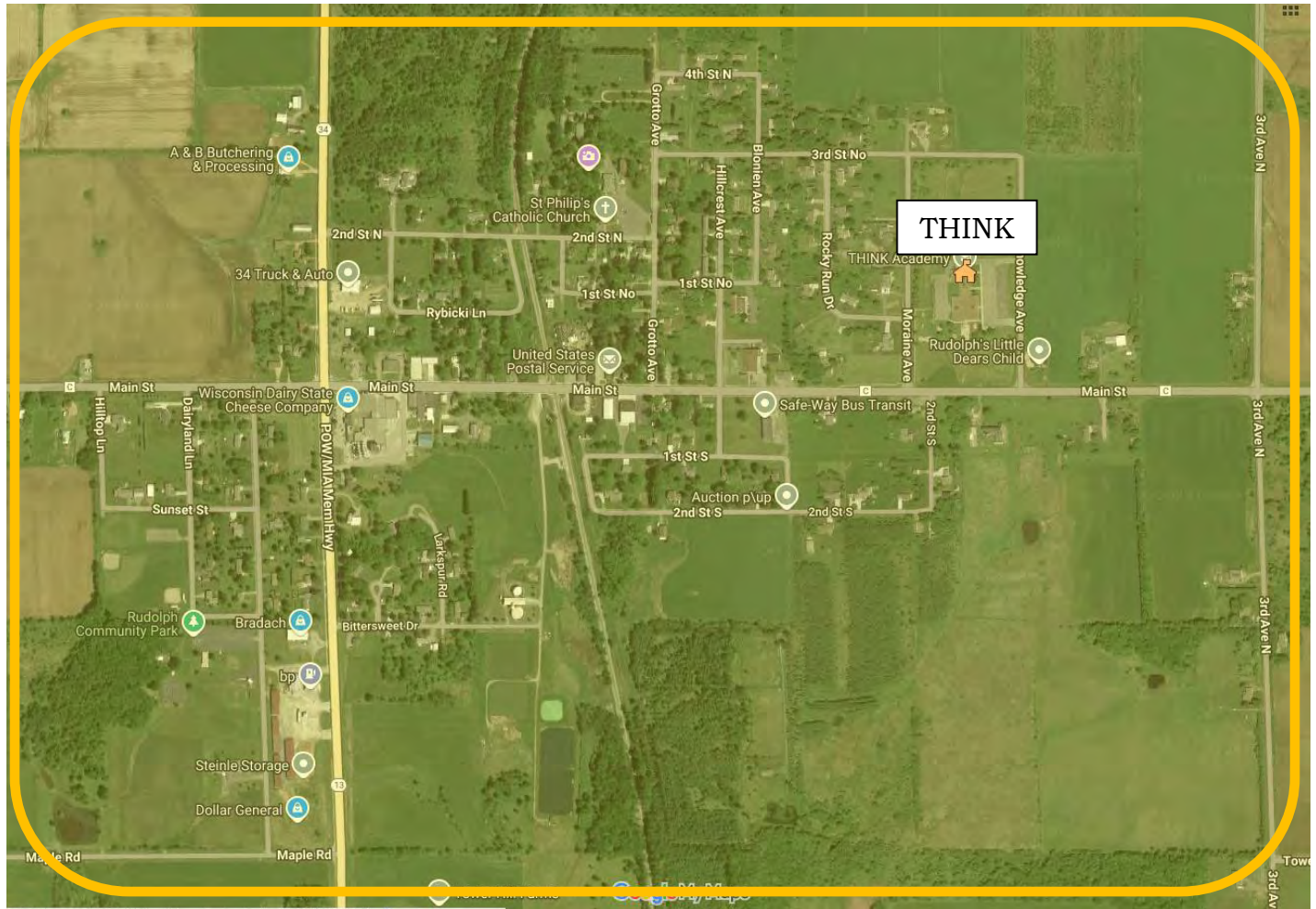


Blue-green shaded area on above map is the Mead Elementary Enrollment Area.


 = Unusually Hazardous Transportation (UHT) zone

# THINK Academy

## UHT Zone Maps

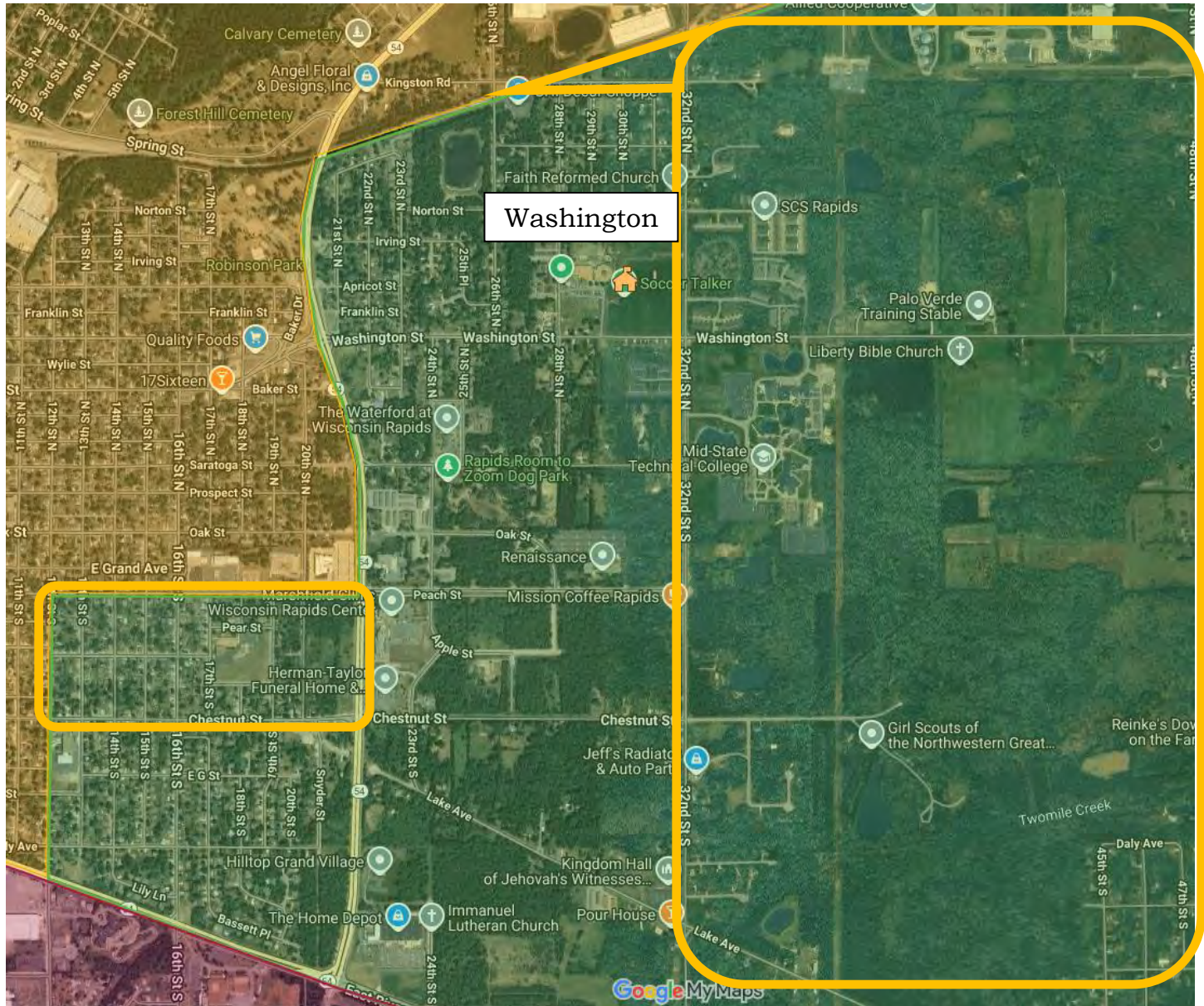


Yellow shaded area on above map is the THINK Academy Enrollment Area.


 = Unusually Hazardous Transportation (UHT) zone  
**Note:** *Whole area is designated a UHT zone.*

# Washington Elementary

# UHT Zone Maps

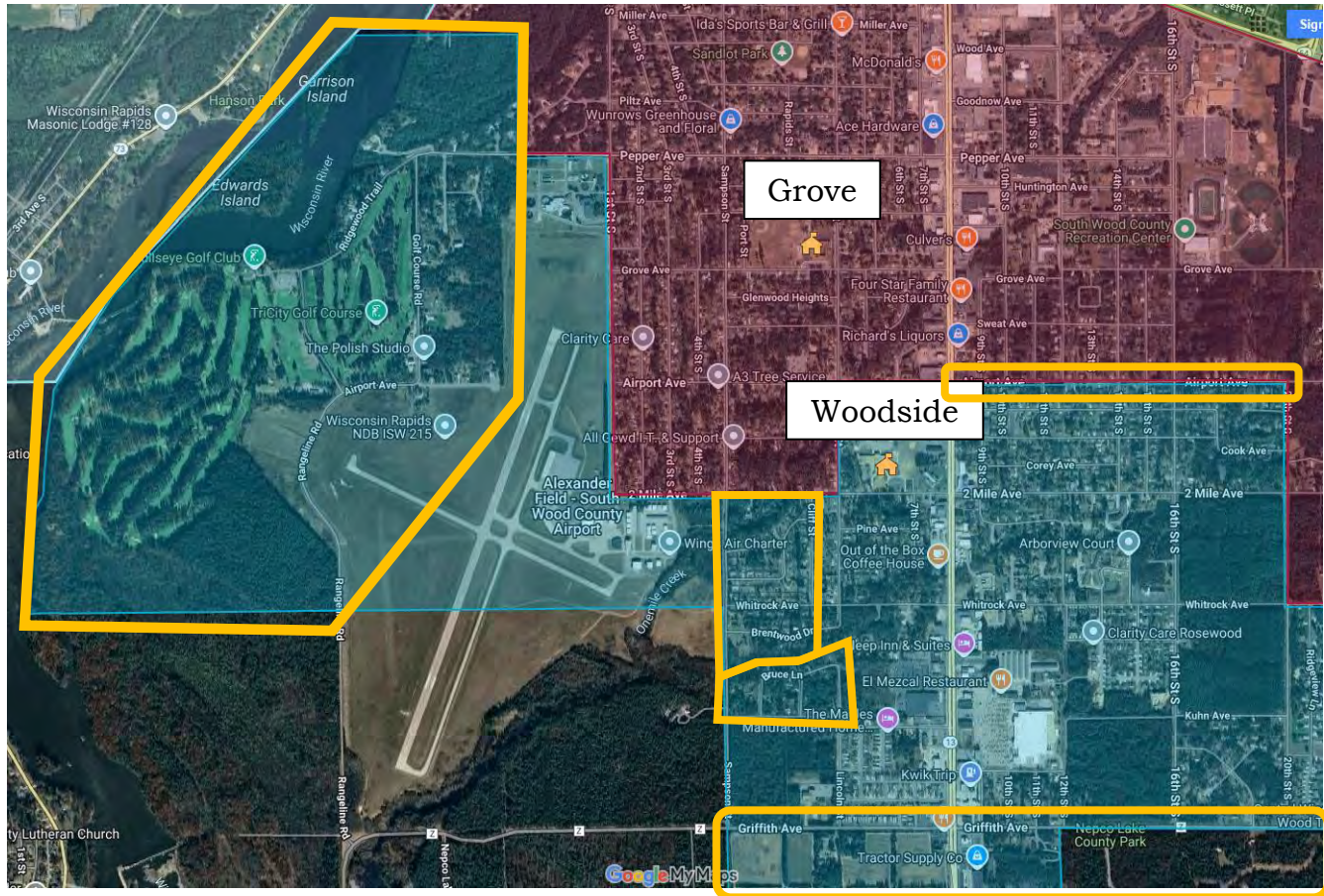


Green shaded area on above map is the Washington Elementary Enrollment Area.


 = Unusually Hazardous Transportation (UHT) zone

# Woodside Elementary

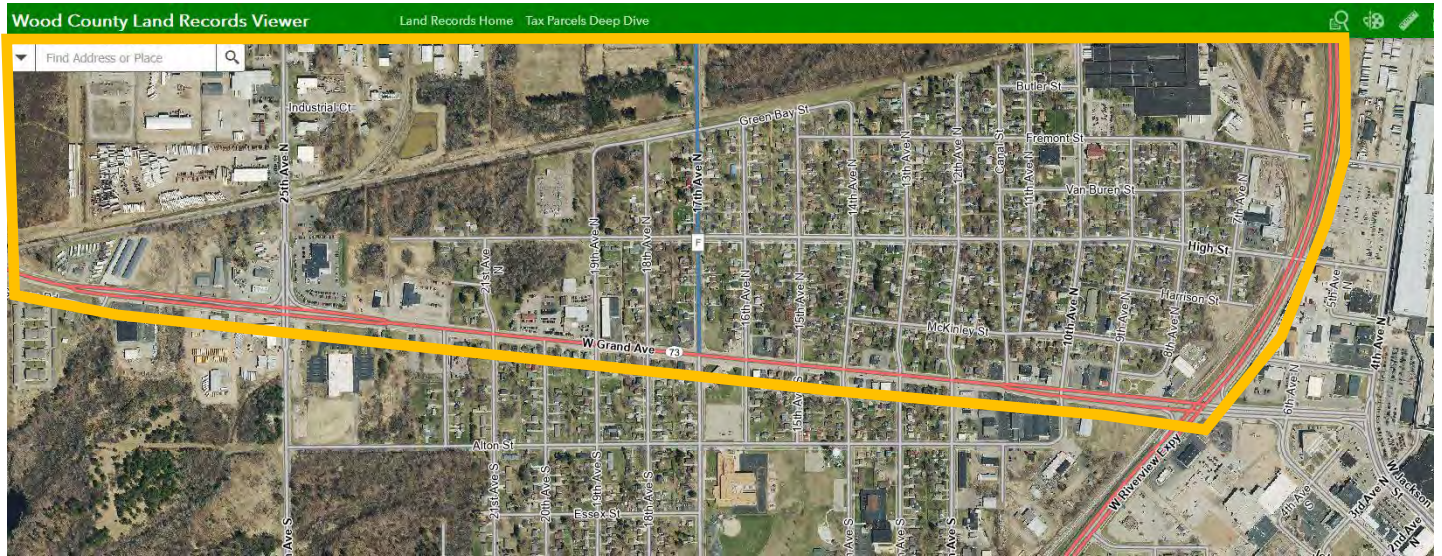
# UHT Zone Maps



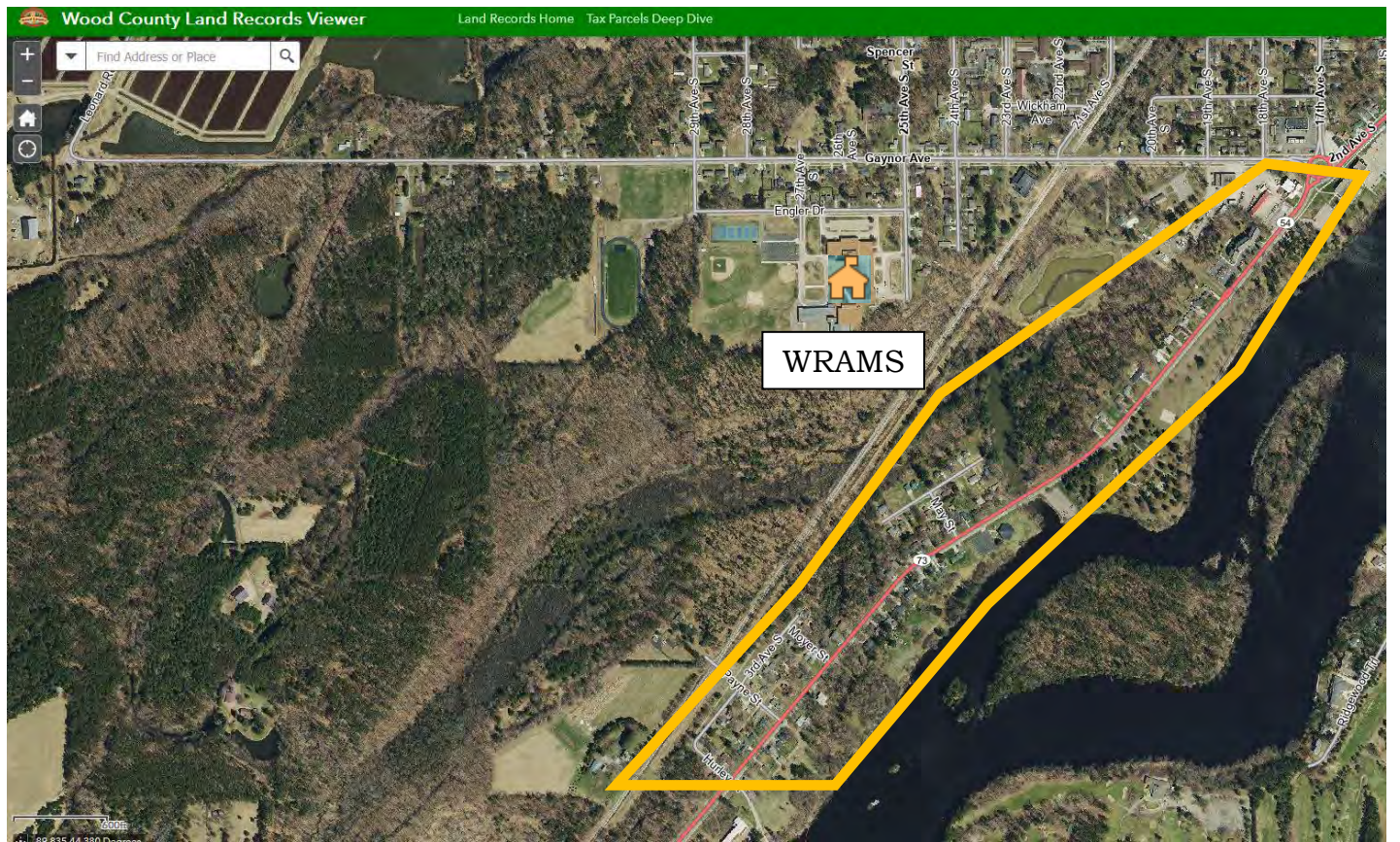
Blue shaded area on above map is the Woodside Elementary Enrollment Area.


 = Unusually Hazardous Transportation (UHT) zone

Wisconsin Rapids Area Middle School (WRAMS)



All addresses north of Grand Ave



 = Unusually Hazardous Transportation (UHT) zone

# ATTACHMENT F

## Developing a Traffic Garden

From: North Central Wisconsin Regional Planning Commission.

## Developing a Traffic Garden

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 the school paved playgrounds in Northcentral Wisconsin are not large enough to include both the existing play markings and painted traffic gardens.

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**

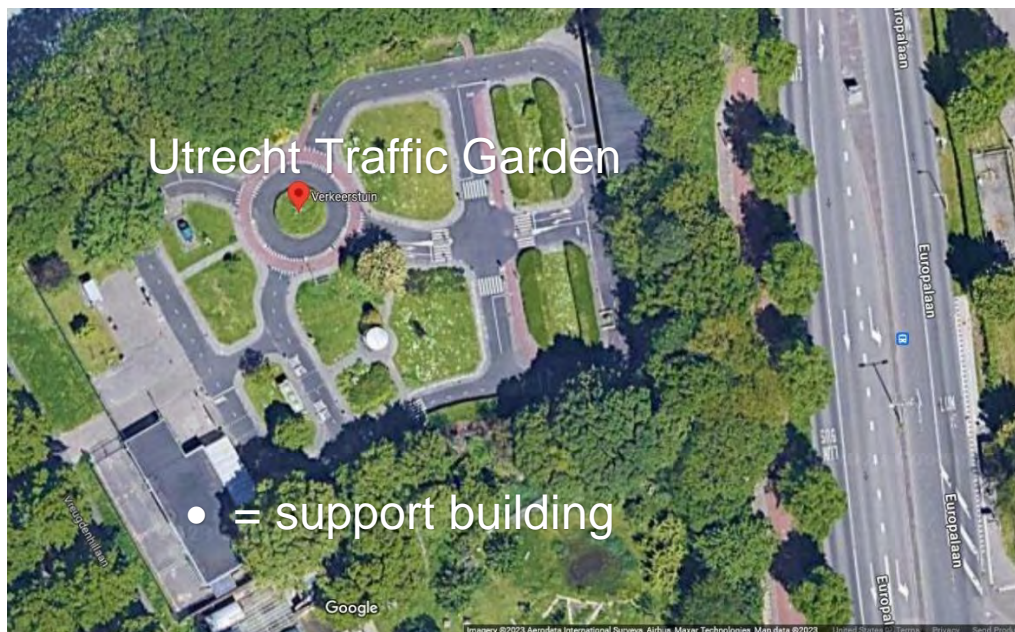
By Street Films and Bikes Belong

<https://vimeo.com/31545084>

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

**Recommendation:** Consider developing a permanent traffic garden in a park or on a school owned property, like what the community of Utrecht in the Netherlands has. This could become a central Wisconsin asset that may be initially constructed with a federal transportation grant.

See: Develop Traffic Garden Bicycle Education on page 159 or 167 for other examples.



Airphoto of Utrecht Traffic Garden. Source: Google.

# ATTACHMENT G

## Train warning sign & sidewalk stencil example

From: North Central Wisconsin Regional Planning Commission.

## Train warning sign & sidewalk stencil in Wauwatosa.

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



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

N 70<sup>th</sup> St on south side of tracks & south of W State Street.

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

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



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

N 68<sup>th</sup> St, on south side of tracks & south of W State Street.