EAU CLAIRE SOUTH MIDDLE SCHOOL
SAFE ROUTES TO SCHOOL PLAN

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Prepared with assistance from
West Central Wisconsin Regional Planning Commission

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Special thanks to all those who volunteered for the walking/biking audit.
Your work was very valuable to the development of this plan.

Table of Contents

Executive Summary ..... **iii**
Introduction **1**
Safe Routes to School Program 1
About Eau Claire and South Middle School 3
SRTS Task Force 5
Vision and Goals 5
Existing Conditions **7**
Surveys 7
Walking/Biking Audit 9
Existing Policies and Practices 10
Traffic 10
School Buses 15
Other Plans 15
Proposed Strategies **19**
Implementation **23**
Funding and Resources **25**

Appendix A - Survey Summary **31**
Appendix B - Audit Summary **39**
Appendix C – Related Elementary Safe Routes Maps **45**

List of Figures

Figure 1: School Locations 4
Figure 2: SRTS Task Force meeting (photo) 5
Figure 3: Travel Mode to/from School 7
Figure 4: Travel Distance to School 7
Figure 5: Mode Choice by Distance 7
Figure 6: Travel Mode Decision 8
Figure 7: City of Eau Claire Trail Plan 11
Figure 8: South M.S. Vicinity Traffic Counts 12
Figure 9-a: Bike/Pedestrian Crash Summary (2001-2006) 13
Figure 9-b: Bike/Pedestrian Crash Locations (2001-2006) 14
Figure 10: School Boundary and Elementary Safe Routes 17
Figure 11: Project Prioritization 24

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Executive Summary

Introduction

Safe Routes to School (SRTS) is an international movement that promotes walking and biking to school. SRTS began in the 1970's in Denmark, which had an alarming number of child fatalities due to road accidents. The movement reached the United States in 1997, when The Bronx received local funds to implement a SRTS Program to reduce the startling number of child accidents and fatalities around schools. The success of the program convinced other communities to adopt similar measures and by 2000, SRTS Programs were nationwide. In 2005, Congress saw the importance of these programs and consequently signed into law a federally funded SRTS Program. The new law allocated money to all 50 states and the District of Columbia to create, implement and administer SRTS Programs. Federal SRTS funds can be used for projects within two miles of an elementary or middle school (K-8). Eau Claire received a SRTS planning grant to develop this plan for South Middle School.

The SRTS program has its roots in both health and transportation safety. The major program goals are to make the school trip safe for walking and biking and to encourage children to do so. SRTS strives to reduce congestion around the schools, improve the health of school-aged children through increased physical activity, reduce vehicle emissions and fuel consumption, increase community security, enhance community accessibility, increase community involvement, and improve partnerships among schools, local municipalities, parents, and other community groups.

South Middle School's SRTS vision

We envision that Eau Claire South Middle School will be a safe community, which empowers children to make healthy lifestyle choices. The whole community will be working together in an ongoing effort to teach and promote safe driving, biking, walking, public transportation, and personal safety behavior, and to develop an environment that promotes walking and biking as safe and enjoyable travel choices.

The Eau Claire South Middle School SRTS Task Force, made up of representatives of the City, teachers, health and safety professionals, school administrators, parents, and others, as listed in the front of this report, worked together to develop a SRTS vision and goals, surveyed parents concerning their students' school trip and opinions on safety issues, observed transportation activities during school arrival and release times and executed a walking and biking audit of the areas around the schools, and developed strategies to address the issues noted in the audit and surveys.

Existing Conditions

The parent survey provided solid data with a return rate of 35 percent. Task force members and volunteers participated in a very helpful walking and biking audit. Key findings from both are shown below.

Key survey findings include:

- Of all student school trips, 29% are made by foot or bicycle;
- Thirty-four percent of students live within a mile of their school;
- Over 70% of students who live within a ¼ mile of school walk or bike;
- About 31% for those traveling between ½ to one mile walk or bike;
- Over 60% of those between ½ and one mile are driven in a private vehicle;
- Traffic issues, particularly on Fairfax and Rudolph are of greatest concern to

Key walking/biking audit findings, include:

- Crossing at Fairfax and Mitscher is very dangerous.
- Pick-up/drop-off area has many cars, but is well-managed.
- The sidewalk over Fairfax hill is narrow and often impassible due to snow.
- Many students wander across Fairfax between marked crossings.
- Drivers along Rudolph driver into crosswalks at stop signs.
- Bicycle usage is very good; racks are well-located.
- Students have difficulty crossing Hester at Mitscher, due to traffic and turning movements.

Traffic volumes, crashes, and school busing policies and practices were also reviewed and the Task Force and strategies for addressing the issues were formulated and prioritized.

Strategies

Recommendations were developed using all five E's (Engineering, Education, Encouragement, Enforcement, and Evaluation). Some of the key recommendations are noted below. For a full listing, see pages 17-22.

Several engineering strategies were recommended to calm traffic on Rudolph and Fairfax, near South Middle School, including bump-outs at several intersections and a roundabout at Rudolph/Mitscher. It was also determined that a mid-block cross-walk of Mitscher, would provide a safer crossing option than is currently available at the Mitscher/Fairfax intersection.

Education and encouragement recommendations were seen as particularly important for students in this age group. This is also a good age to directly involve students in these activities, as much as possible. Some of these strategies include:

- Incorporate SRTS vision and goals with any "green" school activities and campaigns;
- Coordinate a ride the city bus day;
- Involve students to create and provide a map that shows distance by walking and time needed to reach school campus; highlight "safe routes";
- Incorporate SRTS into annual 5th grade "what to expect" trips to the school;
- Establish a bicycling club;
- Hold annual bicycle rodeos. This would include a bike safety course, safety equipment education, and incentives including a raffle, reduced price helmets, etc.;
- A different design of bicycle rack could improve maintenance and keep area more attractive and usable;
- Distribute reflectors and educate students on the importance of reflectors. To help pay for costs, this could include organizing local businesses and non-profit organizations with the school district.

Funding

Funding sources vary widely in their eligibility and magnitude. Federal Safe Routes to School funding is a primary source for those projects that specifically address the SRTS focus on biking and walking safety and encouragement, both infrastructure and non-infrastructure, but other grants may be appropriate for funding larger projects, such as Transportation Enhancement funding, or smaller projects, such as Bikes Belong or Bicycle Safety-Rodeo. Other funding sources from both health and transportation sources are listed and described on pages 23-27.

Introduction

Safe Routes to School Program

Safe Routes to School (SRTS) is an international movement that promotes walking and biking to school. SRTS began in the 1970's in Denmark, which had an alarming number of child fatalities due to road accidents. The movement reached the United States in 1997, when The Bronx received local funds to implement a SRTS Program to reduce the startling number of child accidents and fatalities around schools. The success of the program convinced other communities to adopt similar measures and by 2000, SRTS Programs were nationwide. In 2005, Congress saw the importance of these programs and consequently signed into law a federally funded SRTS Program. The new law allocated money to all 50 states and the District of Columbia to create, implement and administer SRTS Programs. Federal SRTS funds can be used for projects within two miles of an elementary or middle school (kindergarten through eighth grade).

Why SRTS?

As the City of Eau Claire has experienced, an active SRTS program will help to create safer, easier and more enjoyable walking and biking routes to and from school so more students choose walking and biking as their main mode of transportation. The benefits of walking and biking to and from school are important to the entire community for many reasons:

Safer routes

One of the reasons parents do not allow their children to walk and bike to school is because the routes to school are too dangerous. Problems such as incomplete, poorly maintained or missing sidewalks and trails, congested streets and lack of traffic calming devices in the vicinity of schools discourage walking and biking to school. SRTS Programs help communities fix these problems.

Healthier children

In the past thirty years, the number of active children in the United States has decreased and the number of overweight children has almost doubled. Kids spend too much time indoors not being active. According to the American Academy of Pediatrics, children in the United States watch about four hours of television a day. The American Heart Association recommends that children participate in at least 60 minutes of moderate to vigorous physical activity every day. One of the ways to achieve this goal is to walk and bike to school. SRTS Programs encourage children to be more active by walking and biking to school.

Cleaner environment

Emissions from vehicles pollute the air our children breathe and can cause serious health problems such as asthma and bronchitis. Motor vehicle use is now generally recognized as the source of more air pollution than any other single human activity (*New State of the Earth Atlas*). In order to decrease air pollution, communities should look to reduce the number of vehicles on the roads especially in the vicinity of schools. Fewer cars emitting pollutants will improve the air quality thus decreasing health problems in children. SRTS Programs decrease the number of cars in the vicinity of schools thereby creating a cleaner environment.

Other desired outcomes of Safe Routes to School

»» Reduced fuel consumption
»» Increased community security
»» Enhanced community accessibility
»» Increased community involvement
»» Improved partnerships among schools, local municipalities, parents, and other community groups.

How do we accomplish this?
In order to accomplish the goals of SRTS Programs, South Middle School and the Eau Claire community must focus on the 5 E's: Engineering, Education, Encouragement, Enforcement and Evaluation. This comprehensive approach allows for communities to maximize the number of students walking and biking to school.

Engineering
Problems with the physical environment around schools such as damaged or missing sidewalks, lack of traffic calming measures or unsafe crosswalks prevent children from walking and biking safely and easily to and from school. These problems can be dangerous enough to cause child pedestrian injuries and fatalities. Clearly, a safe physical environment is necessary for enabling children to walk and bike to school. Therefore, SRTS funds can be used to make infrastructure improvements that will fix these problems and make the physical environment safer for children. Improving the physical environment near schools may be necessary for a successful SRTS Program but not necessarily sufficient enough to get students walking and biking to school.

Encouragement
Another key component to the SRTS Program is encouraging children to walk and bike to school. Convincing children, as well as parents and guardians, that walking and biking to school is safe, fun and healthy can be a difficult task, especially since SRTS may interfere with a parent's already busy schedule or established routine of driving their child to school. That is why the SRTS Program offers activities and events that promote walking and biking to school that are fun, safe, and easy. Encouragement activities and events will ease the concerns of parents and guardians as they see how safe and easy it is for their children to walk and bike to school.

Education
Educating children and parents is an important part of SRTS. Children as well as parents need to learn about biking and walking safety and the benefits of walking and biking to school. Middle school-age students can take an active role in the SRTS program and learn in the process. Equally important is educating drivers about safe driving around schools. These programs will help ensure that walkers, bikers and drivers think about safety first.

Enforcement
Driver education and safety campaigns do not ensure the elimination of unsafe driving behaviors. Therefore, SRTS Programs should partner with the local law enforcement to make sure traffic laws are obeyed (this includes enforcement of speeds, yielding to pedestrians in crossings, and proper walking and biking behaviors), and to initiate community enforcement such as crossing guard programs. Enforcement programs also keep an eye on those individuals that disregard the safety of the community, possibly discouraging walking and biking, especially around schools. Each of these approaches is necessary for a successful program. By tackling the project from multiple angles, communities can maximize the safety of the routes to school and increase the number of students that use the routes.

Evaluation and Sustaining a Program
Understanding the barriers and obstacles that prevent children from walking and biking to school are essential in implementing an effective SRTS plan. Evaluation techniques such as surveys will help communities see the current walking and biking behaviors and understand the attitudes that parents and children have towards walking and biking. With this information, communities can make the necessary adjustments (through Engineering, Education, Encouragement and Enforcement techniques) to change behaviors and attitudes. Also, evaluation of the program will be key to continuing SRTS, so being able to show improvements by comparing before and after data is important. Even more, evaluation can show what techniques did not work so that improvements can be made in the future. Clearly, a successful SRTS Program is dependent on the use of all 5 E's.

About Eau Claire and South M.S.

The City of Eau Claire, Wisconsin is within the Chippewa-Eau Claire urbanized area with a population of 65,202 (2007 estimate, DOA). The Eau Claire School District serves the City, towns of Brunswick, Clear Creek, Drammen, Hallie, Pleasant Valley, Rock Creek, Seymour, Union, Washington, and Wheaton. There are 13 elementary schools in the district, 3 middle schools, 2 high schools, and 3 charter schools, with a total enrollment of approximately 11,000 students. Safe Routes to School planning is not new to Eau Claire, as nine of the thirteen elementary schools have had plans developed and largely implemented, with the assistance of the Safe STEPS work group. Safe STEPS is a non-profit organization with a mission to help all Eau Claire schools identify hazardous conditions and help children walk, bike, bus and carpool to school safely. In addition, goals have been to reduce traffic around the school and encourage students to become more physically active.

South Middle School was opened in 1982, in what was then, and still is, a developing residential area on the south side of the City. (Figure 1) Land use in this area is primarily single-family residential, with a significant amount of multi-family residential, and a large city park, just to the south of the school. Commercial areas are located short distances away from the school, along several major arterials, including: STH 93, Golf Road, and USH 12. Also, the Oakridge Mall is little more than a mile from the school, a major commercial center. About the same distance to the south of the school is Interstate Highway 94, a formidable barrier to walking or biking to school. South of Interstate Highway 94, there is a large expanse of low-density residential development within the middle school's service area. Enrollment at South Middle School is about 800 students, which consists of 6th through 8th grades.

In comparison to the State of Wisconsin, and the entirety of the Chippewa-Eau Claire urbanized area, Eau Claire's population is relatively economically challenged. While 8.66 percent of the State of Wisconsin's population was considered to be below the poverty level in 1999, 11.5 percent of the urbanized area's population fell below that line. In comparison to those figures, the City of Eau Claire showed 13.6 percent of the population below the poverty level. It is likely that this high level of poverty is due to the large university student population in the city, as is evidenced by the better statistics for those under the age of eighteen, 10.68 percent below the poverty level. This is more in line with the State's and urbanized area's figures of 10.97 percent and 10.55 percent, respectively. (Source: U.S. Bureau of the Census, 2000.) By way of another economic indicator, the median household income for the City of Eau Claire ($39,219), is higher than that of the entire urbanized area ($37,152), but lower than the Statewide figure of $43,791. (Source: U.S. Bureau of the Census, 2000.)

In order to more specifically consider the economic standing of students attending Eau Claire School District, we will consider a commonly used and carefully tracked index. An "economically disadvantaged" student is a student who is a member of a household that meets the income eligibility guidelines for free or reduced-price meals (less than or equal to 185 percent of Federal Poverty Guidelines) under the National School Lunch Program (NSLP). Of all Eau Claire Area School District's students (K-12), 33 percent are eligible for free or reduced cost meals. For South Middle School, 23 percent of the students are eligible for free of reduced cost meals (Source: WDPI, 2007).

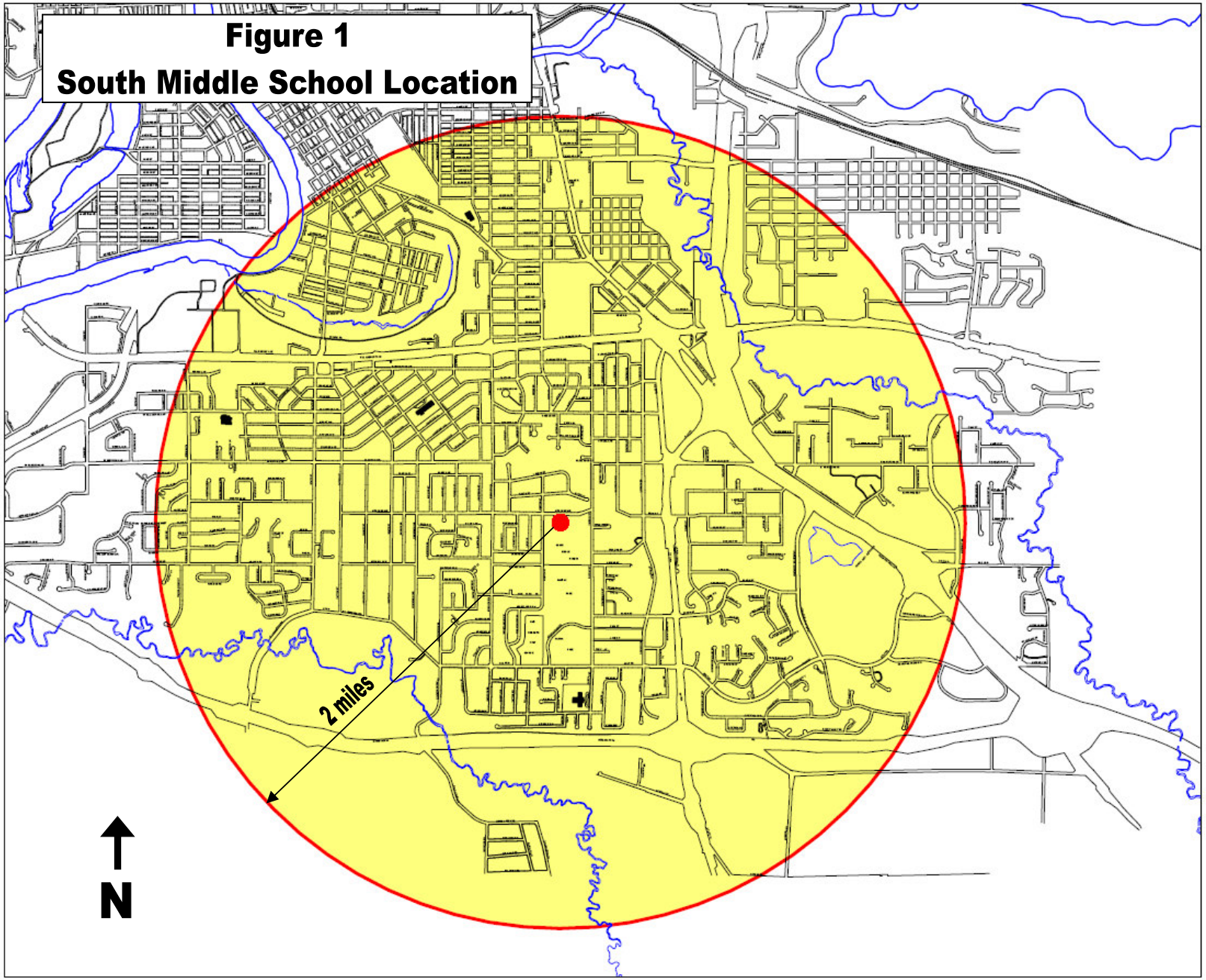
Figure 1
South Middle School Location
2 miles
N

SRTS Task Force

A Safe Routes to School (SRTS) Task Force is a group of people who represent all facets of the SRTS program in the community (i.e., transportation, health, fitness, safety, etc.), and work together to develop and implement a plan to increase the number of students walking and biking to school.

Figure 2: Task Force meets to discuss SRTS issues.
Source: WCWRPC

South Middle School's SRTS Task Force worked to develop and conduct surveys, coordinated and staffed a walking and biking audit, as well as an assessment of school grounds, to collect data and to better understand the challenges to walking and biking to school. They developed a vision and goals for South's SRTS program, considered the relevant issues, and discussed strategies to overcome the barriers to walking and biking. A list of task force members can be found in the beginning of this report.

Vision and Goals

A vision and goals were developed to bring the SRTS program's direction into focus and to make it fit the specific needs and desires of the community. It is important to revisit this vision, and the goals, throughout the planning and implementation stages of the program to ensure that projects are heading in the intended direction, in a coordinated manner. There may be times when the vision and goals need to be updated to meet changing needs in the local environment, but kept current, they will help to lead toward a unified implementation and an eventual realization of the vision.

<u>Vision</u>
We envision that Eau Claire South Middle School will be a safe community, which empowers children to make healthy lifestyle choices. The whole community will be working together in an ongoing effort to teach and promote safe driving, biking, walking, public transportation, and personal safety behavior, and to develop an environment that promotes walking and biking as safe and enjoyable travel choices.

<u>Goals</u>
- To make walking and bicycling safe ways to get to and from school and school activities;

- To encourage more children to walk or bike to and from school

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Existing Conditions

Surveys

Surveys were distributed to all parents of South Middle School students, with incentive for the students to return them. This resulted in a reasonably good return rate of 35 percent. The survey has provided excellent data to review the existing situation. A full survey summary, including a summary of written comments, can be found in Appendix A.

A key piece of information is the mode of travel to and from school. Parents responded that, on most days, nine percent of South Middle School students walk to school, while biking accounts for 10 percent (Figure 3). Numbers for the trip back home were slightly higher, as some parents may drop off children in the morning on the way to work, or for other convenience reasons, but require them to walk home. That is a total of about 29 percent of student trips that are made without a vehicle. Over a third of all school trips are made by school bus (35.9 percent), with the most of the remaining made by family vehicle (29.2 percent), some by carpool (10.6 percent), and some trips by public transit (4.2 percent).

Figure 3
Travel Mode to/from School

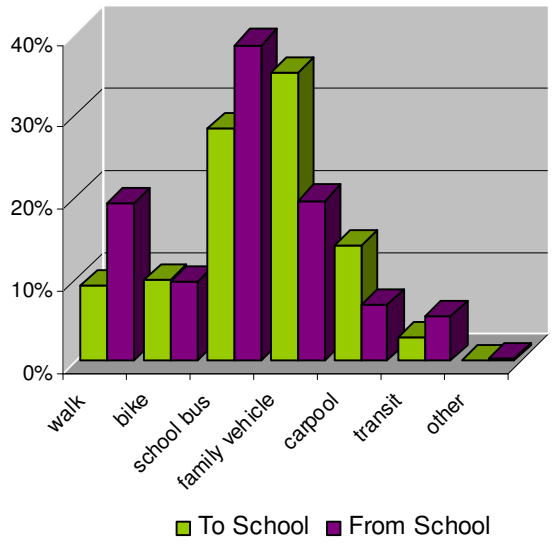
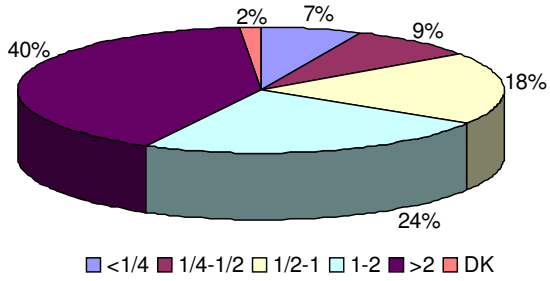
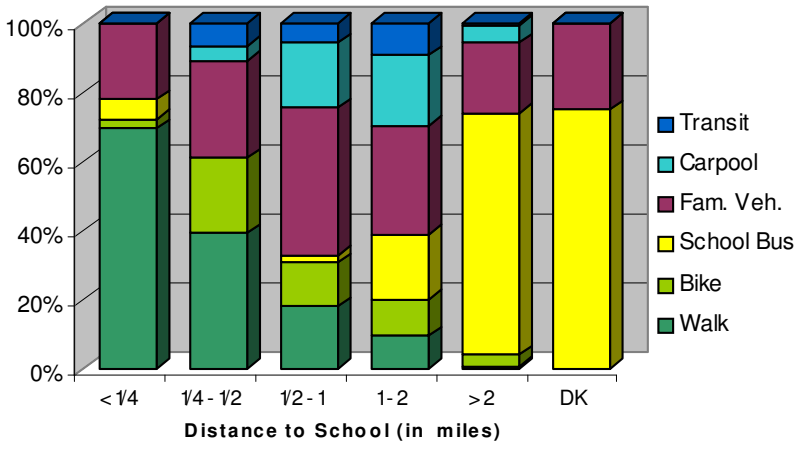


Figure 4
Travel Distance to School
(in miles)



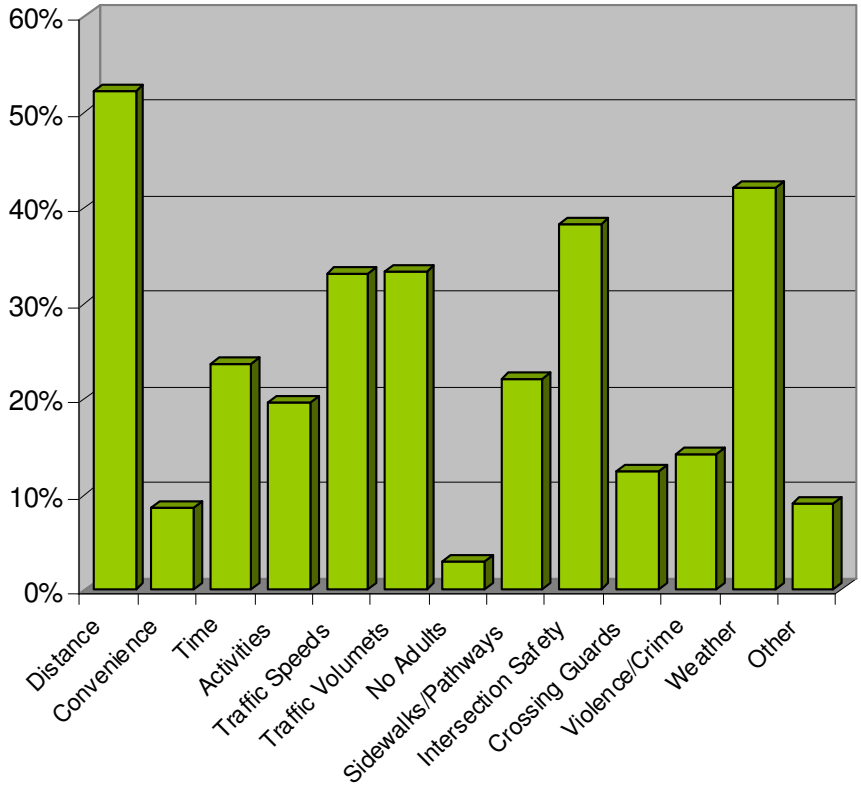
Responses to the survey indicate that 34 percent of students live within one mile of their school, while 24 percent live between one and two miles from school and 40.6 percent live over two miles from school (Figure 4). The remaining 1.5 percent were unsure of the distance. Perhaps a more interesting vision combines these two data points and considers how students travel to school by how far away they live (Figure 5). This graph shows us the proportion of students using each mode of travel by distance category. For example, students who live within a quarter of a mile from school are most likely to walk, but that only about 15 percent of those who live between ½ mile and one mile walk, with most of the difference being taken up by the family vehicle. It isn't until greater than two miles that the school bus becomes the predominant mode. Overall, the most constant mode, at all distances, is the family vehicle.

Figure 5
Mode Choice by Distance



While one mile can generally be considered a reasonable distance to walk or bike, there can be many reasons why a family decides not to have their student walk a mile, or less, to school. All parents were asked what issues were considered in their decision on their student's school trip. Respondents could check as many issues as applied, so the following tables show what percentage of respondents considered each issue in their decision (Figure 6). The most dominant issue is in a family's decision is distance, followed closely by weather, and traffic safety issues of speed, volume, and dangerous intersections. Violence and crime was a consideration for over ten percent of the respondents. Convenience did not rank as highly as one might expect, based on the difference between the number of students who are driven to school and find another way home, but time, a closely related issue, was a consideration for over 20 percent of respondents.

Figure 6
Travel Mode Decision



Parents were also asked what they felt was an appropriate age for a child to walk or bike to school. Over half of South Middle School parents responding felt that it was appropriate for a student to walk or bike to school independently by the time they were in middle school (41 percent). An additional 15.4 percent felt that it wasn't appropriate until 7th or 8th grade, while 28.7 percent stated that no age was appropriate to walk or bike to school. (Note: While this may seem high, the response of "no age is appropriate" may be due to individual circumstances, such as the respondent living over 2 miles from the school, and therefore walking or biking would not be appropriate at any age.)

The survey allowed parents to add additional comments. Many comments had to do with Fairfax and the difficulties and dangers of crossing the street. The comments regarding Fairfax magnified the fact that the street is a barrier for children that need to cross it at some location. In addition, there were several comments regarding the Rudolph and Mitscher intersection. The major feeling regarding the intersection was that the addition of the four-way stop was a positive improvement. However, many parents stated that the intersection is still a barrier and some mentioned the desire for a roundabout at the location.

Walking/Biking Audit

A walking/biking audit was conducted in the area surrounding South Middle School, roughly within in a ½ mile radius of the campus area, in mid-November. The Task Force felt that both, a morning and afternoon audits were necessary to get a good visual sample of the major issues. Volunteers first attended a workshop to learn about SRTS and the types of things they should be looking for in the immediate vicinity of the schools and surrounding neighborhoods and streets while students are present. This section includes a few general comments and a summary of the specific items that were observed and noted by the volunteers during the audit. A full audit summary is included in Appendix B.

General findings

At South, the school day starts at 7:45 a.m. and the last period is released at 2:40 p.m. The parent pick-up and drop-off area is on the north side of the school, in the upper lot. This area gets quite hectic, but a pattern has been established and a very enthusiastic teacher on "outside duty" keeps cars moving safety through this area. School buses drop off and pick up students on the south side of the building, in the lower lot. This separation of family vehicles and school buses nearly eliminates opportunities for conflict, such as students walking between buses to get to cars. The twelve buses pull up in a prescribed order, once they are all present, but not bumper to bumper, which did allow for a few students, parents, and teachers to pass between the buses to get to the parking area. The twelve school buses and one YMCA bus line up along the curb, most of the length of the parking lot and driveway, in the afternoon. The Eau Claire Transit bus arrives just before dismissal and waits, just north of the lower parking lot driveway on Hester, for approximately 10 minutes before leaving. The location of the ECT bus does create some visibility problems in this section of Hester.

There appears to be good bicycle ridership, and effective use of the three conveniently located bicycle parking areas, on three separate corners of the school. A trail through the school and Fairfax Park to the southeast creates a very safe route for students biking and walking in that direction. There is a marked pedestrian crossing on Fairfax Street, where that trail exits the school/park grounds. To the southwest, undeveloped land causes sidewalks to end abruptly. An informal trail through a wooded area takes students directly south from the end of Hester.

To the northeast, the Fairfax and Mitscher intersection is a dangerous crossing with vehicles traveling too fast over the hill north of Mitscher as they approach the intersection from the north. Sidewalks are also an issue in this area, as portions of this corridor are in the Town of Washington, and sidewalks are not a consistent feature. The sidewalk on the west side of Fairfax, as it passes over the hill, is flanked by a steep stone face. The sidewalk is narrow and very close to the street, leaving little room for snow storage and resulting in snow plowed off the street to cover much of the sidewalk in the winter. Even in the good weather at the time of the audit, students were witnessed wandering in and across Fairfax Street in this very dangerous corridor.

Sidewalk condition along Fairfax (late March).
Source: WCWRPC

Rudolph Road, located to the west of the school, also seems to be somewhat of a barrier to walking and bicycling. A roundabout has been planned for the intersection of Rudolph and Mitscher, but has met with some neighborhood resistance. A four-way stop was established at the intersection, which has improved it to some degree. There still appears to be some issues with driver awareness and

understanding of pedestrians and bicyclists at this intersection. Most drivers were observed not stopping before entering the crosswalk.

Other significant observations included difficulty for pedestrians and bicyclists crossing Hester and Mitscher. This intersection bears the brunt of all forms traffic and a large number of turning movements by buses, cars, and students on foot and on bike. Also, no students were observed walking from east of STH 93, even at the pedestrian underpass near Damon Road. Another pedestrian underpass, this one near Memorial High School, passing under Clairemont Avenue (USH 12), was noted as being intimidating to some middle school students.

Existing Policies/Practices

Both the school district and the City of Eau Claire and the Eau Claire Area School District have various policies and practices that directly or indirectly affect how students get to and from school. Perhaps the most direct affect is held in the school district's busing policy. All students who live more than two miles from school are eligible to ride the school bus. Where there is an unusual hazard, either transportation or an adult crossing guard will be provided, as appropriate. These hazards can be busy highways, railroad tracks, lack of sidewalks, or other obstacles to safe walking. Hazards are further discussed under "School Buses".

The Eau Claire Area School District and South Middle School have a strong physical education program that stresses lifetime recreational activities, as well as team and individual sports. Bicycling would be a good fit for this approach, as it is a good fitness activity that can be enjoyed by all ages. Middle school is also a particularly good time to reinforce safe bicycling and the importance of observing traffic laws. This would not only increase knowledge and skill levels as a bicyclist, but can also impact respect for bicyclists as these students become drivers in the next few years. In Wisconsin, a bicycle is considered a vehicle and is expected to follow the rules of the road.

The City of Eau Claire currently requires that sidewalks be provided at the time that a street is constructed or reconstructed. There are some portions of the Town of Washington, quite near the school, that do not have sidewalks. The City also actively pursues development of trails and connections to those trails. The City's trail plan, from the comprehensive plan is shown in Figure 7. Bicycling is permitted on sidewalks in the City, with the exception of a few commercial areas, and bicyclists are expected to yield to pedestrians when on a sidewalk. Riding bicycles on sidewalks, however, tends to encourage some unsafe behavior, such as riding across streets in crosswalks. Technically, a crash between an auto and a bicycle in a crosswalk is the fault of the driver, not the bicyclist, but a driver is typically not anticipating something moving at the speed of a bicycle coming into the crosswalk and it can be difficult to react quickly enough to avoid a crash. Strong education and enforcement programs for both parties will be needed to minimize this danger.

Traffic

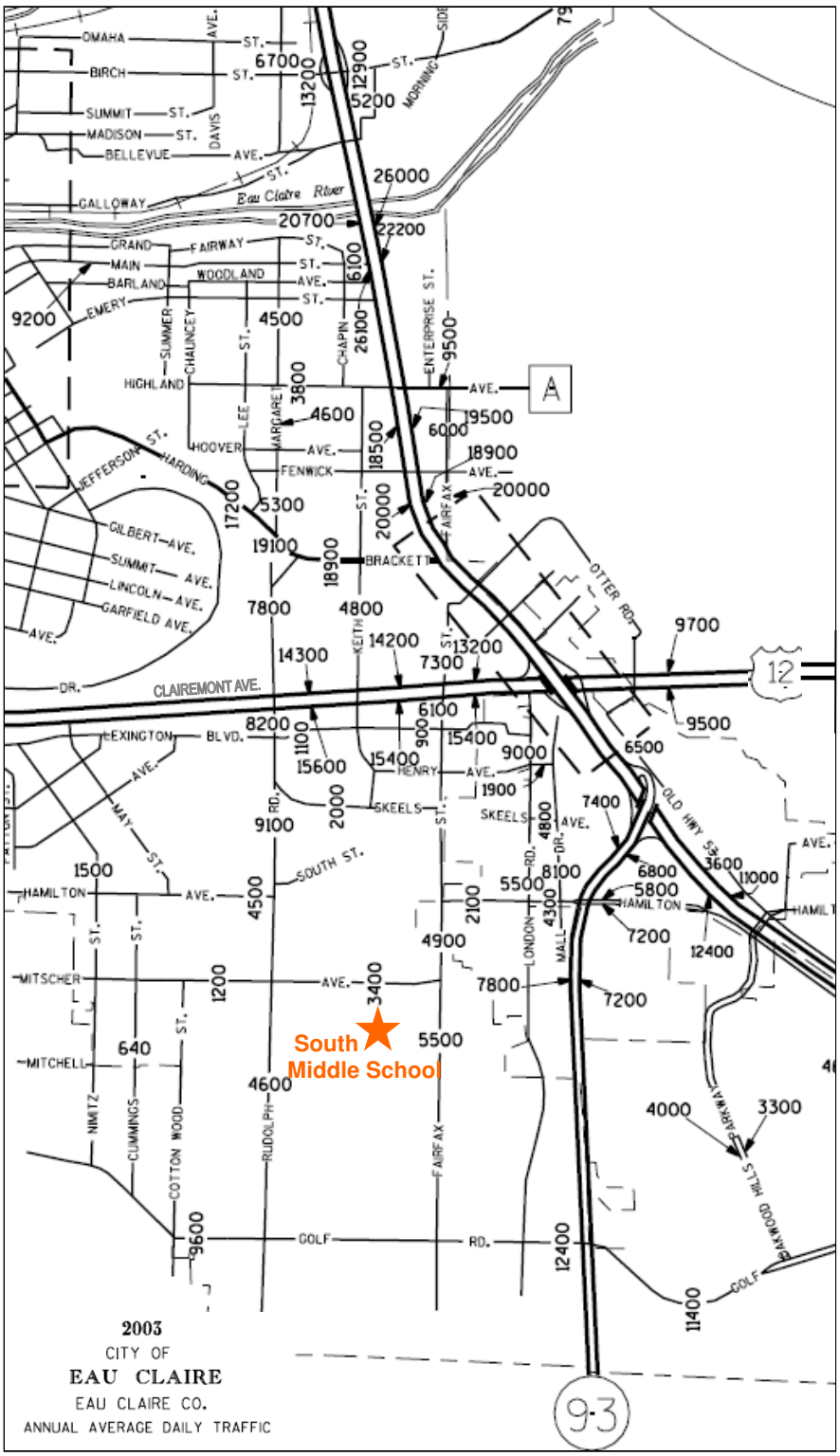
Traffic volumes are high on several of the streets in the vicinity of South Middle School. The most recent counts were taken by WisDOT in 2003, and are shown in Figure 8.

Mitscher Avenue, directly adjacent to South Middle School has an average daily traffic count (ADT) of 3,400 vehicles. While this is not an extraordinarily high daily volume in front of a school, it is heavily concentrated in two very short peaks surrounding the arrival and release times for the schools. Both, Rudolph Road and Fairfax Street are in the 5,000 ADT range near the school. The highest volumes of about 30,000 ADT are shown are on USH 12, about ¾ mile to the north of the school, STH 93 at 15,000 ADT, and Golf Road at about 10,000 ADT. Hastings Way has volumes in excess of 25,000 ADT, however, it is grade separated south of USH 12, with no opportunity for pedestrian crossing. Other notably high-ADT streets include the London Road and Mall Drive commercial area, to the north of Hamilton.

Figure 7
City of Eau Claire Trail Plan

Source: City of Eau Claire Comprehensive Plan, portion of Figure 4-8, p. 4-28, September, 2005.

Figure 8
South Middle School Vicinity
Traffic Counts – 2003



There have been a number of pedestrian or bicycle crashes reported in the City of Eau Claire. There were sixteen such crashes reported involving children within the South Middle School area, from 2002 through 2006 (Figure 9-a and Figure 9-b). Two locations had more than one crash, Fairfax/Skeels and Harding/Margaret, each with two crashes in the six years shown. As evidenced by the dates and times listed in Figure 9-a, most of the crashes could be related to school travel, and most of the bicyclists and pedestrians involved were of middle and high school age. This stands to reasons as these ages are more likely to be biking/walking independently, in greater numbers than younger children.

Figure 9-a
Bike/Pedestrian Crash Summary (2001-2006)

Map Number	Location	Day	Date	Time	Type of Crash	Injuries*	Age Ped/Biker
1	STH 93/E. Hamilton	Th	8/2/2001	3:00 PM	Car/Bike	C	17
2	Rudolph/Skeels	W	5/1/2002	6:00 PM	Car/Ped	-	14
3	Harding/Margaret	Th	6/27/2002	7:00 AM	Car/Bike	Bt	14
4	3300 block Oak Knoll	Th	8/28/2003	12 noon	Car/Bike (H/R)	Bt	11
5	Lehman/Rudolph	M	9/15/2003	5:00 PM	Car/Bike	B	17
6	Gateway/CTH AA	Sa	5/15/2004	11:00 AM	Car/Ped	C	15
7	Webster/Sherman	W	10/6/2004	3:00 PM	Car/Bike	At	13
8	Taft/Keith	W	2/23/2005	12 noon	Truck/Ped	B	17
9	Rudolph/Donald	Th	4/7/2005	7:00 PM	Car/Ped	C	10
10	London/E. Hamilton	Su	5/1/2005	5:00 PM	Car/Ped	C	13
11	Taft/Marilyn	Th	5/19/2005	7:00 PM	Car/Ped	C	12
12	Fairfax/Fairfax Park Dr	Th	6/9/2005	12 noon	Car/Bike	Bt	11
13	Skeels/Fairfax	W	6/22/2005	10:00 PM	Car/Bike	C	16
14	Harding/Margaret	W	8/24/2005	4:00 PM	Car/Bike	C	15
15	Fairfax/Paul	Sa	6/17/2006	12 noon	Car/Bike	B	11
16	Fairfax/Skeels	Th	9/14/2006	2:00 PM	Car/Bike	-	11

* A=incapacitating injury; B=non-incapacitating injury; C=possible injury; K=killed; t=transported by ambulance; H/R=hit and run

Figure 9b: Pedestrian and Bicycle Crash Locations (2002-2006)

School Buses

While the Eau Claire Area School District policy is to bus students who live more than two miles from the school, there are some designated hazards that necessitate busing eligibility. Figure 10 shows the South M.S. attendance boundary and safe routes established for the three elementary schools. All students living outside of this general boundary are eligible for school busing. Some hazards can be eliminated through safe routes efforts, creating a safe crossing or retrofitting sidewalks into a neighborhood, etc., which could potentially reduce the school district's transportation budget. Current crossing guard locations are also shown, though they typically serve the area elementary schools and are not necessarily on duty at the times that middle school students are crossing at these locations.

School buses depart from lower lot at South Middle School
Source: WCWRPC

Other Plans

Safe Routes to School Plans have been developed for three of the four elementary schools that feed into South Middle School. Flynn, Manz, and Meadowview have adopted and proceeded to implement their plans, while Robbins Elementary does not yet have a plan. The Safe Routes established in the three adopted plans are included in Appendix C. The City, with some assistance from the SRTS Infrastructure/Non-infrastructure grant program, has constructed a number of islands, bump-outs, and safe crosswalks, purchased and installed school zone and crossing signage, and taken other safe routes measures to implement these plans. The City of Eau Claire adopted a comprehensive plan in 2006. Some pertinent policies, adopted as a part of this plan, include several concerning pedestrian and bicycling environments in the City, as summarized, here:

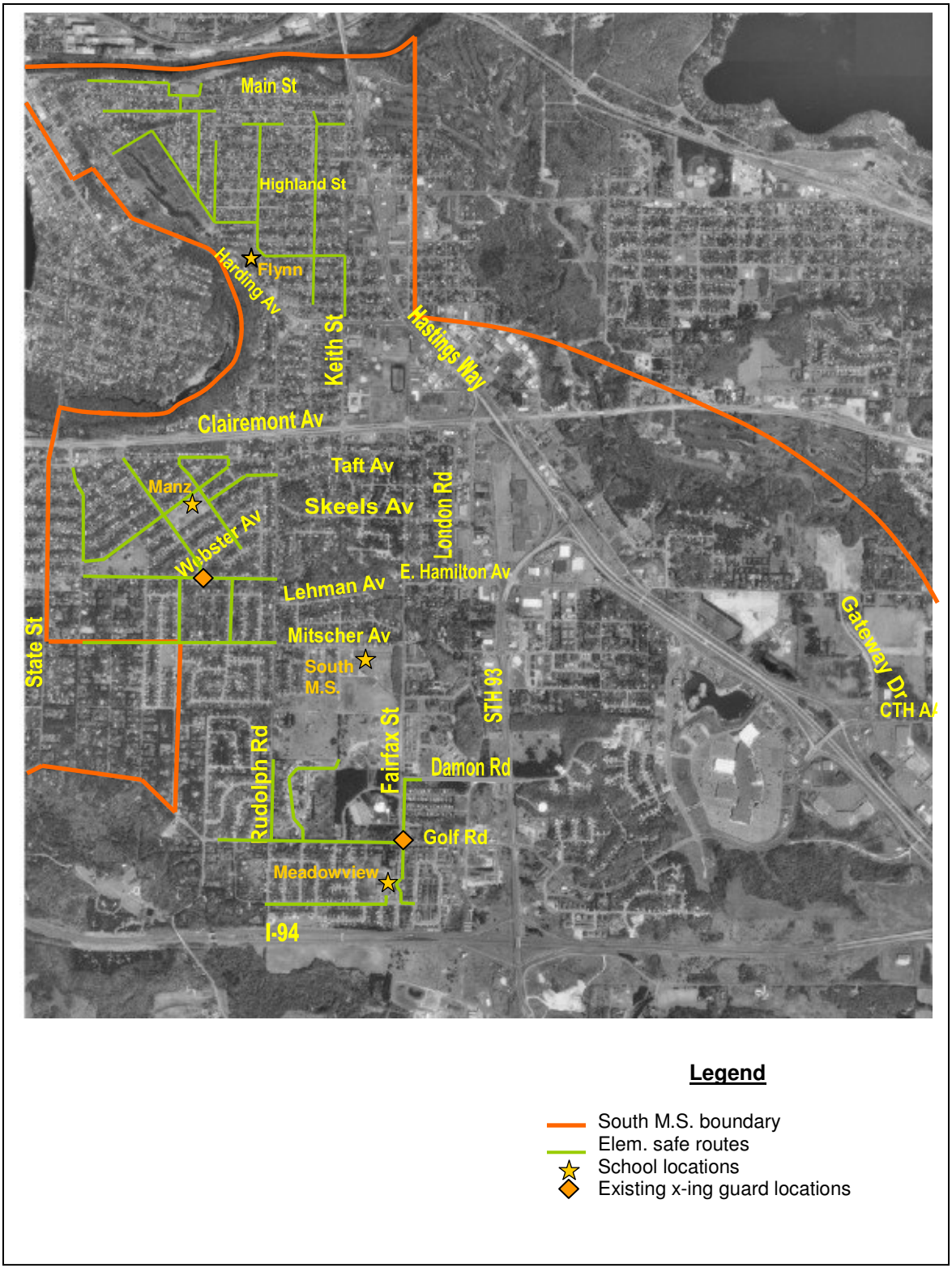
- Build sidewalks along both sides of all new and reconstructed local, collector, and arterial streets, to include connections and crosswalks at major intersections;
- Develop a plan to prioritize sidewalk and pedestrian needs, to include implementation and funding program, and ranking improvements based on pedestrian benefits, safety, access to schools, parks and other major pedestrian generators;
- Pedestrian crossings will comply with the Americans with Disabilities Act (ADA), and should be a high priority on major roads (e.g., Clairemont Avenue, Hastings Way) near schools, parks, and other high pedestrian activity areas;
- Work with contiguous jurisdictions to facilitate a seamless pedestrian and tail system and with WisDOT to identify and correct pedestrian barriers created by state highways and encourage sidewalks as a part of new highway and bridge design;
- Use appropriate traffic-calming strategies in high pedestrian activity areas;
- Enforce sidewalk snow removal and maintenance ordinances, and budget for maintenance and snow removal of major, high-traffic sidewalks;
- Seek opportunities to retrofit those streets designated as City bike routes with striped lanes or paved shoulders, as such streets are reconstructed;
- All new collector streets and arterial streets should be built with bicycle lanes, paved shoulders, or off-road trails that meet WisDOT standards for such facilities;
- Study opportunities to provide on-road bicycle lanes by reconfiguring lane striping on existing roads; and
- Use bicycle-safe sewer grates on all streets.

Source: City of Eau Claire Comprehensive Plan, 2005.

The City of Eau Claire has utilized street projects as opportunities to improve pedestrian and bicycle safety, recognizing roadways as multi-modal facilities. WisDOT has also been cognizant of pedestrian and bicycling demands in the City of Eau Claire. A 2008 reconstruction project on Clairemont Avenue (STH 12), through the South Middle School service area, and beyond, will include a separate bicycle/pedestrian facility, as shown in Figure 7.

The installation of a roundabout is planned for the intersection of Rudolph and Mitscher, however, the project has been delayed due to opposition by a property owner. Roundabouts have been proven to be an effective traffic calming tool, and are safer for pedestrians and bicyclists than traditional intersections. The current 4-way stop situation was noted as a significant improvement in the parent survey. (The intersection was previously controlled by a 2-way stop of Mitscher Street.) During the audit, however, most cars were noted to have stopped well into the crosswalk, rather than before it as intended. In a roundabout, drivers yield to pedestrians before entering the roundabout, further separating these two functions.

Figure 10
School Boundary and Elementary Safe Routes



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Proposed Strategies

City of Eau Claire/South Middle School Area

Several strategies are recommended for South Middle School. It is important to remember that an environment that is safe for students to walk and bike to school is a walking/biking community for everyone.

City

Education

- Write an article in the community newspaper stating that the SRTS plan was completed.
- Educate high school students regarding of importance of safe driving around schools.

Multi-use path plowing in Karlskrona, Sweden.
Source: Eric Anderson

Encouragement

- Create a plan for snow removal in the safe route to school corridors.
- Hold annual bicycle education events. This would include a bike safety course, safety equipment education, and incentives including a raffle, reduced price helmets, etc.
- Distribute reflectors as an incentive and educate students on the importance of reflectors. To help pay for costs, this could include organizing local businesses and non-profit organizations with the school district.

Drop-off area on north side of building (AM).
Source: WCWRPC

Enforcement

- Focus on speed enforcement along Fairfax, Mitscher, and Rudolph.
- Continue to proactively enforce parking pick-up rules in drop-off area. This includes police presence and teacher presence. Uniform the on-duty teacher in a flourescent yellow-green safety jacket, vest, etc.
- Install new signage and pavement painting in drop-off area. This would include showing the left lane as being a through lane and the right lane being a drop-off lane.
- Install fluorescent yellow-green in-street pedestrian signs, as appropriate, along Hester and Mitscher.

Engineering (Outside of immediate school area)

- Require all new development to meet SRTS concepts. This would include: a traffic separated multi-use trail in new developments and either eliminating cul-de-sacs or the impact of cul-de-sacs in specific locations.
- Connect Heartland and Hester with paved multi-use trail or street.

- Paint on-street bicycle facility on Fairfax, Mitscher, and Rudolph.
- Analyze the construction of a trail through the wooded area north of the school that would lead to Lehman.
- Widen the sidewalk on west side of Fairfax on top of hill (north of Mitscher).

Rudolph Road.
Source: WCWRPC

A bike lane outside of a parking lane.
Source: City of Minneapolis, MN

Evaluation

- Acquire and evaluate annual traffic counts around schools.
- Acquire and evaluate annual traffic accident information.

South Middle School

Education

- Distribute an annual beginning of the year letter to parents that describes that South Middle School has completed a SRTS Plan and the meaning of a SRTS plan.
- Enclose traffic and pedestrian laws in school newsletters and handouts.
- Create and provide a map that shows distances by walking and time needed to reach the school campus. In addition, showcase the designated safe routes to and from school on the map.
- Incorporate SRTS vision and goals with any school "green" activities and campaigns.
- Create a program where walk and bike to school goals and statistics are placed in the hallway of the school.
- Locate information about SRTS in the school website.
- Coordinate a ride the city bus day.
- Incorporate Food Services Department to help promote healthy lifestyles.
- Incorporate SRTS in annual 5th grade "what to expect" trips to the school.
- Begin a buddy mentoring program for 6th graders that helps them learn about SRTS.

Encouragement

- Hold an assembly with a guest speaker (athlete/coach from high school, UW system, etc.) that emphasizes the importance of physical fitness and eating healthy.
- Organize a walking "pedestrian pool" from west of Rudolph, east of Fairfax and south of Golf, and from the neighborhood on both sides of Hamilton.
- Collaborate with local businesses and community organizations that are located in Eau Claire to help pay for activities and items to give students and to help promote SRTS.

Enforcement

- State in the school newsletter and community newspaper that the police department will be more proactive on vehicle violations around the school.
- Inform and give warnings to parents regarding any vehicle violations during drop-off and pick up times for the first two weeks of each semester (fall and spring).
- Issue tickets to parents regarding any vehicle violations during the remaining periods of the school year.

Engineering

- Install a transit bus pullout along east side of Hester.
- Install bump-outs along Hester at south side of vehicle entry area.
- If no bump-out along Hester south of vehicle entry, then eliminate two vehicle parking lengths, east side of Hester, south of entry driveway.
- Install bump-outs and crosswalk at Hester and Jensen (crosswalk treatment and fluorescent yellow-green pedestrian sign).
- Locate no parking signs along Hester north and south of the lower entry
- Construct a more efficient and friendly bicycle parking area. This could include a covered shelter and student art.

Bicycle parking at South Middle School
Source: WCWRPC

Covered bicycle parking in Tomelilla, Sweden.
Source: Eric Anderson

- Continue to keep existing drop-off area working as it currently operates.
- Locate signs next to lanes to clarify movements (through on left, drop-off on right)
- Extend sidewalks along east side of Hester along school property.

Engineering (Fairfax)

- Improve Fairfax from Golf to Skeels to a street that is visibly and functionally pedestrian friendly.
- Install bump-outs and crosswalks at Fairfax and Skeels (crosswalk treatment & fluorescent yellow-green pedestrian signs).
- Install bump-outs and treated crosswalks at Fairfax and Hamilton (crosswalk treatment & fluorescent yellow-green pedestrian signs).
- Install bump-outs and crosswalks at Fairfax and Mitscher (crosswalk treatment & fluorescent yellow-green pedestrian signs).
- Install bump-outs and crosswalks at Fairfax and Sessions (crosswalk treatment & fluorescent yellow-green pedestrian signs).
- Install bump-outs and crosswalks at Fairfax and Damon (crosswalk treatment & fluorescent yellow-green pedestrian signs).
- Install new fluorescent yellow-green pedestrian sign for southbound traffic at top of hill north of Mitscher.

Engineering (Mitscher)

- Create Mitscher from Hester to Fairfax a street that is visibly and functionally pedestrian friendly.
- Install four-way stop signs and bump-outs at Mitscher and Hester.
- Install a median pedestrian island for the north/south crossing of Mitscher on the west side of Mitscher/Hester intersection.
- Install a pedestrian crossing and bump-outs between Hester and Fairfax at the tennis courts (crosswalk treatment & fluorescent yellow-green pedestrian signs). This will reduce the need and dependence on the crossings at Mitscher and Fairfax.

Highly visible crosswalk sign.
Source: WCWRPC

Engineering (Rudolph)

- Install a roundabout at Rudolph and Mitscher.
- If no roundabout is possible, install bump-outs at Rudolph and Mitscher with crosswalk treatments.
- Install bump-outs and crosswalks at Rudolph/ Jensen and Rudolph/Lehman (crosswalk treatment & fluorescent yellow-green pedestrian signs).

Evaluation

- Distribute and analyze a SRTS parent survey every two years.
- Keep track of the number and types of warnings and tickets issued around the school.
- Conduct seasonal speed surveys along Fairfax, Mitscher, and Rudolph.

Implementation

In order for the recommendations included in this Safe Routes to School Plan to become reality, it is important that the Safe Routes to School Task Force remain active. The group's role will be to coordinate, track, and evaluate projects, programs and grant applications. They will serve as the champion of SRTS at South Middle School.

The following table prioritizes the strategies presented in this plan into three categories: immediate projects, 2008-2009 projects, and 2010-2011 projects. The immediate projects are those that can be implemented without the need for specific grant funds or large coordinative efforts. The 2008-2009 category, includes those projects that may require some planning to include in school curriculum in the fall of 2008, or would be eligible for upcoming grant cycles, such as SRTS grants. Projects included in the 20010-2011 category are longer term projects that either, require more coordinative effort, design time, or may need more complex funding schemes. It is an extensive list, and while it might not be possible to complete all of the projects within the given timeframe, the table shows when projects could and, perhaps ideally, should ideally be implemented.

Funding programs and abbreviations are described in the following pages. This is not intended to be an exhaustive list, as new programs concerning the health and safety of children are being established every year, but gives a starting point for some of the major programs that are currently available. Student organizations can be of assistance in implementation of some programs, particularly middle school or high school student organizations. Clubs with environmental or fitness missions can offer good partnerships for SRTS programs. It is also important to partner with local service groups, as well as organizations with children's health and safety as their mission. Health organizations can be very helpful in light of growing concern for issues such as childhood obesity, asthma, and diabetes.

The best means of implementation is an organized and diligent task force working to bring the community together and guide the South Middle School neighborhood and the City of Eau Claire toward becoming a Safe Routes to School community.

Figure 11
Project Prioritization

Priority	C. Eau Claire	Eau Claire P.D.	Safe STEPS	School District	South M.S.	Task Force	Other	notes	Suggested funding source(s)
Immediate projects									
Newspaper article on SRTS plan			✓	✓		✓			
Drivers Ed. SRTS training		✓				✓		continuous	
Speed enforcement		✓						continuous	
Demo ped pool (most critical)					✓	✓		for Spring '08	
Enforce no parking areas		✓			✓	✓		continuous	
Add SRTS to website	✓		✓	✓		✓		Safe STEPS	
Include SRTS and traffic law 'shorts' in newsletters	✓	✓		✓	✓	✓		regular feature	
Collaborate with local businesses and orgs.		✓		✓		✓			
2008-2009 projects									
Promote key ped pool projects					✓	✓		fall	
Letter to parents about adoption of SRTS plan					✓	✓		fall	
Rudolph Rd. Improvements									
Roundabout at Mitscher	✓								SRTS, City
Bumpouts and crosswalk improvements at Jensen and Lehman	✓								SRTS, City
Consider on-street bicycle facility on Rudolph	✓								
Mitscher Av. Improvements									
Bumpouts/Islands at Hester	✓								SRTS, City
Mid-block ped. crossing on Mitscher	✓			✓	✓				SRTS, City
Hester St. Improvements									
Transit bus pull-out, north of current stop	✓			✓	✓				City
Bump-outs near entrance to lower lot -or-	✓				✓				SRTS,BPFP, TE
Eliminate parking south of lower lot entrance	✓								
Connect Heartland and Hester with trail or sidewalk	✓								City
Fairfax St. Improvements									
Bump-outs and x-ing improvements (Hamilton, Skeels, Mitscher, Sessions, Damon)	✓								SRTS, TE, BPFP
Fluorescent green school zone sign at top of hill	✓								SRTS
Install sidewalks where missing	✓					✓		T. Washington	SRTS
Include biking in physical education at M.S.				✓	✓	✓			TSB, BB
Add distances to safe route maps-as education tool	✓			✓	✓	✓		students	
Encourage needed ped pools				✓	✓	✓			
Acquire and distribute reflectors as incentive/ reward in related programs			✓	✓		✓			local sponsor
Collaborate with 'green' activities and campaigns	✓		✓		✓	✓			
Incorporate Food services into healthy lifestyles activities and campaigns				✓	✓	✓			GHSP, WMSPHG
Est. walk/bike to school goals and keep stats visible					✓	✓			GHSP
Organize and execute bike rodeo	✓	✓				✓			BS-R, TSB
Coordinate a ride transit day	✓				✓	✓			City
Incorporate SRTS in 5th grader orientation day				✓		✓			
Create snow removal plan for safe route corridors	✓					✓			
New signage and pavement marking in drop-off area	✓				✓				
Include SRTS in mentoring program - 6th graders				✓	✓			students	
2010-2011 projects									
Progressive parking enforcement		✓							
Design and construct improved bike parking areas				✓	✓	✓	✓	students	sponsors
Promote walking/biking through newsletters, speakers, school activities	✓			✓	✓	✓	✓	students	GHSP
Locate sign on school grounds - SRTS status					✓	✓			TSB
Acquire and evaluation crash information	✓					✓		annual	
Conduct and evaluation parent survey at schools				✓	✓	✓		semi-annual	

Funding and Resources

Additional funding

Safe Routes to School (SRTS)

The *Wisconsin Safe Routes to School Program* provides funding for planning, infrastructure and non-infrastructure projects within two miles of an elementary or middle school (kindergarten through eighth grade).
For information about the guidelines and funding cycles, contact the program coordinator: Renee Callaway *Wisconsin Safe Routes to School* Coordinator, E-mail: *srts@dot.state.wi.us*

Bicycle Safety –Rodeo (BS-R)

This grant is intended to provide one-time funding that will contribute to a community's ability to set-up a bicycle-training rodeo or similar hands-on event. The purpose of this event is to teach safe bicycling operation, skill and judgment to elementary and middle school children and their parents. Many of the skills and attitudes developed in this training are precursors for skills and attitudes necessary for safe driving.
For more information, contact: Larry Corsi, Wisconsin Bureau of Transportation Safety, Phone: (608) 267–3154, E-mail: *larry.corsi@dot.state.wi.us*

Pedestrian Road Show-Walking Workshop

The Pedestrian Road Show-Walking Workshop provides funding to communities that are working on local expertise and on-going commitment to increase public safety by reducing pedestrian related traffic crashes and injuries while improving the community's Walkability. The grantee will arrange a Pedestrian Road Show/Walking Workshop with a trained facilitator from a Bureau of Transportation Safety list. The Pedestrian Road Show/Walking Workshop is the initial event to a pedestrian improvement commitment by this community. The invitation of community leaders encourages the formation of a local group of pedestrian advocates and experts to focus on identifying and solving potential problems that affect pedestrian safety and walkability in the local community. They also identify good pedestrian environments and determine how those can be replicated in the less desirable locations for pedestrians.
*For more information, contact :*Larry Corsi, Wisconsin Bureau of Transportation Safety, Phone: (608)267–3154, E-mail: *larry.corsi@dot.state.wi.us*

Teaching Safe Bicycling (TSB)

This training is normally scheduled in April and designed to work with teachers, YMCA staff, summer program instructors, law enforcement officers, programs and organizations putting on bike rodeos and people interested in teaching safe bicycling to children. This is a one - day course at no cost to the participants. The course teaches attendees how and why children are different from adults when it comes to bicycling and what the most common child bicycle crashes are. It also provides useful information that can be used at future training sessions, hands on training for participants and strategies for developing better ideas and methods for teaching children. Sponsors will also receive useful safety materials for children.
For more information, contact : Larry Corsi, Wisconsin Bureau of Transportation Safety, Phone: (608)267-3154, E-mail: *larry.corsi@dot.state.wi.us*

Wisconsin Pedestrian and Bicycle Law Enforcement Training Course

This two - day course provides Wisconsin law enforcement officers with the training and information that they need to manage traffic for pedestrian and bicycle safety and enjoyment in their communities. t will explain the causes of crashes and the chief countermeasures for preventing these crashes, teach Wisconsin laws and statutes relating to pedestrians and bicyclists and provide hands on training.
For more information, contact: Larry Corsi, Wisconsin Bureau of Transportation Safety, Phone: (608)267-3154, E-mail: *larry.corsi@dot.state.wi.us*

Local Transportation Enhancements (TE)

The Transportation Enhancements program funds projects that increase multi-modal transportation alternatives and enhance communities and the environment. Federal funds administered through this program provide up to 80% of costs for a wide variety of projects including "provision of facilities for bicycles or pedestrians" and "provision of safety and educational activities for pedestrians and bicyclists. "Projects must meet federal and state requirements. Local governments with taxing authority, state agencies and Indian tribes are eligible for funding. A project sponsor must pay for a project and then seek reimbursement for the project from the state. Federal funds will provide up to 80% of project costs, while the sponsor must provide at least the other 20%.

For more information, contact : John Duffe, Department of Transportation, Phone: (608) 264-8723, E-mail: *john.duffe@dot.state.w.us*

Recreational Trails Program (RTP)

Funding for the Recreational Trails Program (RTP) is provided through federal gas excise taxes paid on fuel used by off - highway vehicles. Towns, villages, cities, counties, tribal governing bodies, school districts, state agencies, federal agencies and incorporated organizations are eligible to receive reimbursement for development and maintenance of recreational trails and trail-related facilities for both motorized and non-motorized recreational trail uses. Eligible sponsors may be reimbursed for up to 50 percent of the total project costs.

http://www.dnr.state.wi.us/org/caer/cfa/LR/Section/rectrails.html

Green & Healthy Schools Program

Green & Healthy Schools is a Web-based, voluntary program available to all public and private elementary, middle and high schools across Wisconsin. The program encourages teachers, staff, students and parents to work together to use the school, its grounds and the whole community as learning tools to teach, promote and apply healthy, safe and environmentally sound practices. *Green & Healthy Schools* is an integrated program that addresses many of the same issues as *Safe Routes to School* such as transportation alternatives, improved air quality, a safe transportation environment and community involvement. Small grants are available for schools that show a commitment towards these goals.

For more information, visit www.dnr.wi.gov/greenandhealthyschools or contact: Carrie Morgan, Wisconsin Department of Natural Resources, Phone: (608)267-5239, E - mail: *carrie.morgan@dnr.state.wi.us* Elizabeth Kane,Wisconsin Department of Public Instruction, Phone: (608)266-2803, E - mail: *elizabeth.kane@dpi.state.wi.us*

School Health Education and Physical Activity

Physical activity involves the development, implementation, and evaluation of school - based, school - linked efforts to increase exercise among students, staff, and community. There are a number of ways the Department of Public Instruction is addressing this important issue. *Movin' and Munchin' Schools* is one such program that addresses this issue. It is a DPI sponsored program to engage families in physical activity and healthy eating by having students and their families count moving miles based on the amount of physical activity they complete, and the food choices a person makes.

To find out more about how your school can begin a Movin' and Munchin' Schools program contact: Jon Hisgen,E-mail : *jon.hisgen@dpi.state.wi.us,* Web: *http://dpi.wi.gov/sspw/pdf/movnmunchn.pdf*

Wisconsin Medical Society Public Health Grant

Up to $15,000 is awarded to organizations with innovative programs to promote controllable (modifiable) lifestyle choices affecting health with a focus on prevention and incorporating principles of public health. Preference will be given to programs that will ultimately be self–sustaining and encourage appropriate partnerships and/or collaboration.

More information is online at *www.wisconsinmedicalsociety.org*.

Dane County Bicycle Association (DCBA)
The mission of this foundation is to provide a perpetual source of grant funding for projects and initiatives that will improve the quality, scope and effectiveness of bicycling education, usage and advocacy in Wisconsin. DCBA has provided funding for a variety of bicycling projects, ranging from bicycle facilities, to bicycle advocacy efforts, to programs that promote bicycling among children as a healthy and rewarding activity, to books of popular bicycle touring routes. Although the amounts of individual grants and loans vary, on average DCBA awards a total of $10,000 per year for bicycling-related projects. Grants are awarded to organizations throughout the state of Wisconsin.
More information is online at: *www.danecountybicycle.org*

Bikes Belong (BB)
Bikes Belong accepts requests for funding of up to $10,000 for facility, capacity, and education projects. Visit *www.bikesbelong.org* and click on the *'grants program'* link on the left side toolbar for more information.

General Mills Champions for Healthy Kids
In partnership with the American Dietetic Association Foundation and the President's Challenge, the General Mills Foundation developed the Champions for Healthy Kids grant program in 2002. Each year, the Foundation awards 50 grants of $10,000 each to community-based groups that develop creative ways to help youth adopt a balanced diet and physically active lifestyle.
Web : *http://www.generalmills.com/corporate/commitment/champions.aspx for more information.*

Community Academic Partnership Fund
For information about this funding source: *http://wphf.med.wisc.edu/index.php*

Related Programs

National SAFE KIDS Campaign
The National SAFE KIDS Campaign is a national nonprofit organization dedicated exclusively to the prevention of unintentional childhood injuries (motor vehicle crashes, fires and other injuries), which is the number one cause of death of children under the age of 14. The Campaign's aim is to stimulate changes in attitudes, behavior and the environment. Since its inception in 1998, the Campaign has focused on developing injury prevention strategies-conducting public outreach and awareness campaigns, stimulating hands - on grassroots activity and working to make injury prevention a public policy priority. The National SAFE KIDS Campaign and program sponsor FedEx Express developed SAFE KIDS Walk this Way in 2000 to bring national and local attention to pedestrian safety issues. The SAFE KIDS Walk This Way program involves *Walk to School Day* events, data collection, school pedestrian safety committees and community pedestrian safety task forces. The Campaign relies on the support of more 300 grassroots coalitions in all 50 states, the District of Columbia and Puerto Rico to reach out to local communities. For more information, visit: *http://www.safekids.org/*

School Wellness Policy
With the passing of the Child Nutrition and WIC Reauthorization Act of 2004, school districts participating in federally subsidized child nutrition programs (e.g., National School Lunch Program, School Breakfast Program, Special Milk Program and After School Snack Program) will be required to establish a local school wellness policy by the beginning of the 2006-07 school year. Part of Wisconsin's School Wellness Policy requires schools to set goals for physical activity for their students. *Safe Routes to School Programs* will help meet these goals.
For more information visit: *http://dpi.wi.gov/fns/wellnessplcy.html*

Governor's School Health Award
Governor Doyle and State Superintendent Burmaster have initiated the Governor's School Health Award recognizing and celebrating schools with policies, programs, and the infrastructure to support and promote among other things physical activity and parental and community involvement. The goal of this award is to motivate and empower Wisconsin schools as they create and maintain healthy school environments. Walking and biking to school is a step in the right direction in meeting the goals of the award. For more information on how your school can apply for the award, visit *http://www.schoolhealthaward.wi.gov/*

Nutrition and Physical Activity Program
The Nutrition and Physical Activity Program encourages healthy eating as well as increased physical activity among students. One of its strategies is to institute school policies that increase student activity such as getting more children walking and biking to school or starting *Safe Routes to School Programs*. For more information, visit *http://dhfs.wisconsin.gov/health/physicalactivity/*

Comprehensive School Health Program
Healthy Children are Better Learners! Because of this, the DPI, in partnership with others, is implementing a Comprehensive School Health Program (CSHP) initiative that supports such programs in school communities throughout the state to develop healthy, resilient, successful learners. The initiative includes providing grants, staff development, and technical assistance (described in other sections) as well as building a strong state support system for CSHP. This support system includes communications, intra- and interagency collaboration, funding, policies, and resources. Current state level partners include the American Cancer Society-WI Division, Children's Health Alliance of Wisconsin, Governor's Council on Fitness and Health, University of Wisconsin, Wisconsin Clearinghouse for Prevention Resources, Wisconsin Congress of Parents and Teachers (PTA), Wisconsin Department of Health and Family Services, Wisconsin School Health Coalition, cooperative educational service agencies (CESAs), and a variety of professional organizations. *http://dpi.wi.gov/sspw/chspprog1.html*

Other Resources
Bicycle Federation of Wisconsin (BFW)
The Bicycle Federation of Wisconsin (BFW) is a statewide, nonprofit, bicycle advocacy organization with more than 2,500 members working to make Wisconsin a better place to bicycle. The BFW is actively involved with *SRTS* Programs. For more information, visit *www.bfw.org/*

Wisconsin Walks
Wisconsin Walks promotes walking for transportation, health and recreation and collaborates with individuals and communities to create walkable places that are delightful, safe and accessible for everyone. Wisconsin Walks is actively involved with *SRTS* Programs. For more information, visit *www.wisconsinwalks.org/*

Active Living by Design
Active Living by Design is a national program of The Robert Wood Johnson Foundation and was established to create and promote environments that make it safe and convenient for people to be more physically active. The goal of Active Living by Design is to encourage changes in design, transportation and policies to cultivate and support active living, a way of life that integrates physical activity into daily routines.
For more information, visit *www.activelivingbydesign.org*

Kid Power
A program that works to develop a wide range of upbeat, effective community violence prevention and self esteem building services.
For more information, visit *www.kidpower.org*

America on the Move
America On the Move Foundation (AOM) is a national non-profit organization. Their mission is to improve health and quality of life by promoting healthful eating and active living among individuals, families, communities and society.
Find out more at *www.americaonthemove.org*

YMCA Activate America
YMCA Activate America is a long - term public health initiative of the YMCA movement that is focused on making healthy living a reality for millions of Americans. This initiative is the YMCA's response to America's growing obesity, chronic disease and health care crisis. For more information, ask you local YMCA or visit *www.ymca.net/activateamerica*

Girls on the Run

Girls on the Run is a non - profit prevention program that encourages preteen girls to develop self – respect and healthy lifestyles through running. Girls on the Run International (GOTRI) is the parent organization of more than 120 Girls on the Run councils across the United States and Canada. GOTRI establishes, trains and supports a network of community - level councils with local volunteers. The volunteers serve as role models to the girls through coaching the 12 - week, 24 lesson curricula. The curriculum is delivered in these areas through after - school programs, recreation centers and other non-profit settings. There is an existing program in Eau Claire.

For more information, visit *www.girlsontherun.org*

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Appendix A
Survey Summary

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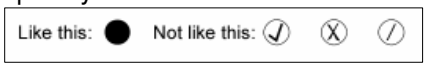
SURVEY ABOUT WALKING AND BIKING TO SCHOOL
-FOR PARENTS-

Eau Claire South Middle School Summary

Dear Parent or Caregiver - Your child's school wants to learn about your thoughts about children walking and biking to school. This survey will take about 10-15 minutes to complete. We would appreciate your time in filling out this survey as follows:

- Fill out one survey for each school your children attend.
- If you have more than one child at a school, fill it out for the oldest child currently attending the school.
- Please use blue or black ink to completely fill in the 'bubble' that corresponds to your selection.



These first few questions gather some general and background information.
Remember, all information will be confidential, and no identifying information will be released.

1. What is the grade of the child for whom you are filling out this survey? (K – 8)

Grade	Percentage
6	30%
7	35%
8	34%
6 and 8	1%
7 and 8	0.5%

2. Is the child male or female?

Gender	Percentage
Male	44%
Female	56%

3. How many children do you have in elementary school?

Number of children in elementary school	Percentage
0	48%
1	39%
2	11%
3	2%

4. How many children do you have in middle school?

Number of children in middle school	Percentage
1	88%
2	12%

5. What is your ZIP Code? *(please provide ZIP +4 if known)*

ZIP	Percentage
54701	89%
54703	1%
54720	0.5%
54738	7%
54742	2%
54770	1%

6. How far does the child live from school? *(choose one)*

Distance	Percentage
Less than ¼ mile	7%
¼ mile up to ½ mile	9%
½ mile up to 1 mile	18%
1 mile up to 2 miles	24%
More than 2 miles	41%
Don't know	2%

7. On most days how does the child arrive at school and leave for home after school?

	Arrive at School	Leave for School
Walk	10%	21%
Bike	10%	10%
School Bus	30%	42%
Family Vehicle	37%	21%
Carpool	15%	7%
Transit	3%	6%
Other	0%	0%

8. How long does it normally take the child to get to/from school?

	Travel time to school	Travel time from school
Less than 5 minutes	22%	11%
5 – 10 minutes	36%	28%
11 – 20 minutes	18%	27%
More than 20 minutes	22%	33%
Don't know/ Not sure	2%	1%

9. Has the child asked you for permission to walk or bike to/ from school? **Yes** 56% **No** 44%

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

Grade	Percentage
Kindergarten	1%
1st Grade	2%
2nd Grade	1%
3rd Grade	10%
4th Grade	16%
5th Grade	13%
6th Grade	15%
7th Grade	8%
8th Grade	5%

Would not feel comfortable at any grade	30%

11. Which of the following issues affected your decision to allow, ***or not allow***, your child to walk or bike to/from school? *(check all that apply)*		12. Would you probably let your child walk or bike to/from school if this problem were changed or improved? *(mark one per line)* My child already walks or bikes to/from school – 24%		
		YES	NO	NOT SURE
Distance	**52%**	65%	26%	9%
Convenience of driving	**9%**	43%	37%	20%
Time	**24%**	62%	27%	11%
Child's participation in before/after-school activities	**19%**	56%	29%	15%
Speed of traffic along route	**33%**	63%	24%	13%
Amount of traffic along route	**33%**	64%	24%	12%
Adults to walk or bike with	**3%**	39%	48%	13%
Sidewalks or pathways	**22%**	71%	18%	11%
Safety of intersections and crossings	**38%**	80%	14%	6%
Crossing guards	**12%**	60%	34%	6%
Violence or crime	**14%**	54%	33%	13%
Weather or climate	**42%**	62%	28%	10%
Other _____	**8%**	59%	23%	18%
Other _____	**1%**	56%	22%	22%

13. How much does your child's school encourage or discourage walking/biking to/from school? *(check one box)*

Strongly Encourage	Encourage	Neither	Discourage	Strongly Discourage
2%	**22%**	**75%**	**1%**	**0%**

(Questions 14 & 15) Please answer these two questions based on your feelings about your child walking or biking to/from school *whether or not your child actually walks or bikes to/from school.*

14. How much FUN is walking or biking to/from school for your child? *(check one box)*

Very Fun	Fun	Neutral	Boring	Very Boring
7%	**40%**	**44%**	**8%**	**2%**

15. How HEALTHY is walking or biking to/from school for your child? *(check one box)*

Very Healthy	Healthy	Neutral	Unhealthy	Very Unhealthy
50%	**44%**	**5%**	**0%**	**0%**

16. Do all of the adults in your household work full-time outside the home? *(check one box)*

YES	NO
53%	**47%**

Please provide any additional comments below (attach additional paper, if needed) If you are interested in discussing the conditions related to walking or biking to your child's school, please provide your contact information below. *(Your name will not be associated with the results of this survey!)*

Survey Comments

- 1 mile is a long way on the cold winter days. Sub zero temps and all.
- Single parents can't always leave work to give kids a ride
- An after school program that let's out at 4:15 for example causes problems for a working parent that gets off at 5 pm. With driving time from work to school it would be 5:30 before I could get there. A shuttle bus would be great to get kids home if they choose to participate in after hour activities!
- Child bikes in fall, but when weather is cold, we carpool
- Crosswalk on Fairfax NOT SAFE- even police do not stop for the children, cars are parked on street too close to crosswalk - cars cannot see kids until they step out into street - changes need to be made
- He has to walk 1/2 mile out of the way to take a safe route to school. Thats an extra mile a day in the wather/climate, WINTER
- I am a teacher here at South. We live 8 miles out of town off HWY 93. It is not safe to bike on HWY 93. Also obviously it is convenient for me to drive as I am here as well.
- I am just over protective. I know he will not use the underpass by memorial to get home it is faster to take Rudolph home.
- I feel that there is a lot of traffic in Hester St with all of the buses and kids getting picked up that is very hard for those who are walking or riding their bikes home . The morning is not as bad
- I have an older child that refuses to ride the bus over the last 3 years and now bikes to the high school. The child for this survey refuses to ride bike but has walked from school when she has needed to.
- I still feel that its unreasonable to make the kids that live across HWY 93 walk instead of getting them a bus again someone is going to get hurt.
- I think it is unreasonable to expect kids to walk almost 2 miles each way regardless if it is 0 degrees outside. These kids have projects, backpacks, and instruments they are expected to cart back and forth. Riding a bike is almost dangerous when kids are trying to balance all of this on their bike. The cold weather in the winter is not pleasant. My kids are active athletes and not overweight. I will not allow them to go so far each day.
- I think that all K-12 children should have access to a unified network of bike and pedestrian paths that connect all schools. These paths should be within 3-4 blocks of all homes and provide safe secure routes to school that do not require adult supervision for safety.
- I think walking and biking to school is great. I feel very fortunate she is able to travel with a group.
- I wish walking was easier - It is healthy and 'greener' PROBLEMS; 1- Dark in the am for a good portion of the year. 2- Very difficult to safely cross Mitscher on Fairfax. A crossing guard would be beneficial.
- I would be able to have my child walk to family member's home if needed if there was a route that didn't involve traffic across 93 or Boll Rd
- I would like improved safety at the crossing of Clairemont and Rudolph intersection in order to feel comfortable with my child walking and biking to and from school.
- If an elementary school were close, I would let my children ride bike/walk at 4/5th grade. If we lived in town I would think about it for 7th grade
- If my kids were younger I'd be more concerned about traffic and intersections/ crossings.
- Intersection at Farifax and Mitscher is very dangerous. Stop lights are needed!
- Intersection at Rudolph and Mitscher is a dangerous area
- It would be easier to walk home if the road on the west side of school went all the wat through to Heartland Dr. It looks like they are setting that up to happen, but is it going to happen? If so, when?
- Kids walk/bike in warm weather and ride city bus during winter. Very concerned with crossing Rudolph Rd (Speed of taffic and how busy) Cars DO NOT slow down for bikers. New stop sign has helped alot.
- Live 6 miles from school off 93 south of bike path. Child does not ask to ride bike to school. If bike path is extended further south this may be an option
- Mitscher and Rudolph needs the roundabout. Also Clairemount and Rudolph need pedestrian and bike improvements for safety Thanks
- My child bikes whenever the weather and his schedule allow. Because of the distance and weather this is pretty limited through out the year. Ihave concerns about a particular intersection as well.

- My child now occasionally is allowed to bike to school. We encourage this healthy activity. Having to cross 93 to get there with no guards is and has been a very strong hinderance and that there is no sidewalk or bike path on Fairfax (The small hill) is also very dangerous. Yet we occasionally - especially in good weather - let our children take the bike because we want to encourage a degree of responsibility and indepenance. Also avoiding bus bullies.
- My child wants to bike to school, but since he carpools with a neighbor both kids must agree to bike. They have band on different days which means one of them has an instrument everyday of the week
- My children are far too young to be walking so far to school! We are forced to have them do it becasue my husband and I both work. Bus transportation should be available!
- My children have been choosing to walk this year due to the bus being crowded and the ride become longer. They take a safe route home. As a parent I'm concerned with Fairfax. Traffic never seems to SLOW DOWN when children are present. I have witnessed one lane bolting through the cross walk while I was stopped for the children. Thank goodness the kid was watching!
- My daughter did occasionally walk home from South before we moved. Now I wouldn't let her walk too far. She does however have to walk a good distance to her bus stop. Since the bus does not enter our neighborhood!
- My daughter is on the bus for close to one hour. She gets picked up at 6:35 am and gets home at 3:30. We only live 5-6 miles away but I don't think I should have to drive her daily
- Only concern at this point will be too far to walk. Are there buses she can take from south?
- Only concern is the corner of Rudolph and Mitscher Ave. Stop signs have helped with students crossing but a very dangerous intersection for kids to be crossing
- Sometimes driving our son to school is out of convenience. Also, when it is cold or rainy outside we always drive him. On nice days he does walk or bike home as time is not as much of a concern then.
- South Lowes Creek Rd has really fast drivers. Mitscher and Rudolph Rd is an unsafe intersection. Much better since the stop signs came.
- The four way stop at Mitscher and Rudolph is GREAT!
- The street Fairfax is way too busy. I see kids almost run over a LOT. People DO NOT let kids cross the streets. Its very dangerous there. I have always been concerned. My son was alomst hit a few times.
- The tunnel by Damon Street is not a safe route. Lot of garfitti, loitering, etc. HWY 93 is also unsafe, heavy traffic
- Traffic along Fairfax needs to be monitored better. Too many people speed and ignore the 15 MPH sign.
- Transportation to and from school is seasonal. Weather permitting my daughter will ride her bike
- We are 8 miles from school, so wouldn't consider biking
- We are concerned about traffic and personal safety when our 6th grader bikes to school. We will not let her ride alone. Its sad how many children who do ride, do not wear helmets. More discussions on safety should be addressed.
- We came from a school district
- We can see South Middle School from our back window. It is actually faster for our son to walk than get a ride. My biggest complaint is the speed at which cars travel on Mitscher! Most do not go 15 MPH in the school zone
- We currently drive our child to the bus stop which is .3 of a mile away in the county because the route is not safe. Curvey road, no shoulder, fast speed, and we are not able to view the stop from our house.
- We have a FULL van of kids and I think we'll continue to drive/carpool. I would like South to look at the safety of pickups. Many times I have to wait on Mitscher to turn left into the lot because people have not pulled forward as they wait for their kids. Morning drop offs are fine.
- We just do not feel in today's world our children are safe. We trust her, we do not trust others
- We live 6 miles so its far for regular riding but if road was safe I would encourage
- We live exactly 2 miles from school and my daughter is not allowed to ride the school bus because we do not live "more" than 2 miles away. She is too young to walk and its NOT safe. I do not drive so I have to pay for city bus, which I CANNOT afford!
- We live in Brackett, walking and biking is not an option
- We live more than 6 miles from school, so for us, walking and biking is really not an option
- We live more than 6 miles from school, so for us, walking/biking is not really an option
- We live too far to walk or ride bike. HWY 93 is NOT a road I would let my kids walk or ride bike on
- We love the 4 way stop on Rudolph and Mitscher
- With the 4 way stop at Rudolph and Mitscher it has been a little easier to cross Rudolph than last year.
- Would like a SAFE route. NEITHER Fairfax or Rudolph are conducive to bike riding and I'm hestitant to allow my child to walk either of these streets. I stronger adult presence would make a difference

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Appendix B
Audit Summary

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Appendix B
Audit Summary

School vicinity

Upper parking lot area

- 5 bikes in racks northwest of school
- Two lines of waiting vehicles and some parents waiting in parking spaces (students will need to cross pick-up lanes) – p.m.
- Cars entering both parking lot entrances, merge to drop-off lane
- p.m. peak of about 25 cars waiting in line
- Cars backed up onto Mitscher to get into lot – p.m.
- Traffic heavy on Mitscher
- Some cars yield to pedestrians well at Mitscher/Hester
- 26 pedestrians and 7 bikes through Mitscher/Hester
- Bikes disregard traffic rules
- Pedestrians and bikes having trouble crossing Hester
- Parents dropping off students by 7:00 a.m.
- Very foggy – a.m. – lights off in parking lot and drop-off area
- Approx. 260 cars through drop off in a.m. (peak – 13)
- Excessive weaving movements in and out of drop-off lanes
- Some parents dropping off in parking area – students walk across drop-off lanes to school
- Paint on crosswalks between parking and school is worn off
- Signs are too small
- Approximately 20 pedestrians from west, 6 bikes
- Cars pull over sidewalk when exiting lot; signs almost cause it
- Many rolling stops exiting lot
- Students jaywalking across Mitscher
- Walkers commented that they never cross at Fairfax – too busy, can't get across
- Many cars exceeding 30 mph on Mitscher (15 mph when children are present)
- Most walkers follow sidewalk around parking lot
- 9 walkers from east in morning (more in p.m.)
- Westbound Mitscher delays turning left into parking lot; traffic heavy at 7:25 a.m.
- Many drivers on cell phones – not paying attention

Lower lot area – bus loading

- Activity started already at 7:00 a.m.
- Approximately 7 bikes in east rack and 15 in west rack, both a.m. and p.m.
- Bikers from east rack, and pedestrians, followed sidewalk to trail
- Bikers from west rack, and many pedestrians cut across Hester near lot entrance and went south
- Lower lot signed for bus traffic only (2:30-3:00 pm and 7:15-7:45 am), but several cars driving in and out
- 2 cars parked along yellow curb during p.m. bus times
- Most buses were shut off while waiting
- Cars traveling too fast into entrance drive and around parking lot
- Many student leave school and cross Hester Street to waiting cars – little caution taken
- Eau Claire Transit arrived at about 3:40 p.m., stayed for about 10 minutes; stops just north of driveway, maybe too close
- ECT arrived at about 7:23 a.m. (signed "Express"), about 12 students got off
- School buses (13) park in particular order in p.m., YMCA bus in very front, near entrance
- Yellow buses gone by 3:50 p.m.
- One special event bus (girls' basketball?) waited back until other buses were gone, then pulled up and loaded
- Morning buses start arriving at about 7:05 a.m. and continue slowly until more at about 7:35
- Very foggy – lights on in school entrance area, but only one in parking lot

Rudolph corridor

Rudolph/Golf intersection area
- Roundabout functioning well at Rudolph/Golf – signed well
- 3 student pedestrians through roundabout (3:10 p.m.) – two properly, one crossed through to center island
- As parent who has traveled this way often, roundabout is great improvement
- Adults - one walking, one jogging, and one on bike - handled roundabout well
- At 7:00 a.m. – 9 cars per minute
- Yellow buses through roundabout at about 7:15 a.m.
- At 7:30 a.m. – 20 cars/minute
- Foggy, but well lit area
- One pedestrian at 7:11 a.m.

Rudolph/Chumas/Jensen intersection area
- Very few pedestrians – those jaywalked
- Off-set intersection w/ Jensen to west, no crosswalks
- Most walkers seems to continue off end of Hester to south, rather than taking Chumas

Rudolph/Mitscher intersection area
- 4-way stop, with flags (new – was 2-way stop previously)
- Crosswalks
- Walkers from north and west, none from south
- Traffic heavy from south, 15 cars stacked at 7:25 a.m., most going straight
- Most drivers do not yield to pedestrians, pedestrians hesitant to step out to cross
- Drivers crossing stop bar before stopping, many rolling through
- Several drivers verbally encouraged pedestrians to cross Rudolph
- One cyclist cut in front of cars at 4-way stop, without even yielding
- Traffic from north picks up between 7:25-7:30 a.m.

Rudolph/Hamilton intersection area
- Sidewalks continuous on all legs of 3-way intersection, ramps for N/S crossing of Hamilton
- Hamilton traffic has stop sign
- Cars on Hamilton sometimes block unmarked crosswalk
- No crosswalks
- NB on west sidewalk – 4 bikes, 2 pedestrians (p.m.)
- NB on east sidewalk – 2 bikes, 8 pedestrians (p.m.)
- SB on west sidewalk – 4 bikes, 1 pedestrian (a.m.)
- SB on east sidewalk – 2 bikes, 1 pedestrian (a.m.)
- No pedestrians or bikes crossed Rudolph (probably cross at Mitscher, if needed)
- Bikes used sidewalks (mostly)

Fairfax Corridor

Fairfax/Golf intersection area
- Full sidewalks on all legs, w/ ramps
- Good signage
- Crossing guard arrives at 7:15 a.m. (for Meadowview Elem. Students) – quite early
- Steady traffic on Golf at all times
- Well-lit
- Good driver behavior – signaling turns, complete stops behind crosswalk
- 2 bikers in a.m., crossed Golf with guard, one crossed Fairfax with guard, other at Tony (without guard)

Mitscher/Fairfax intersection area
- Poor visibility of intersection coming over hill from north
- High speeds on Fairfax
- Crosswalks across Mitscher (3 lanes) and Fairfax - N. leg (2 lanes)
- 4-5 garbage trucks picking up on Mitscher between 2:30 and 2:50
- Tough to judge speed of approaching vehicles from north
- 2 bicyclists crossed Mitscher before intersection

- Through traffic from south darting around those waiting to turn left onto Mitscher
- Car from north nearly did not yield to 2 students in crosswalk
- 3 bikes, about 20 pedestrians
- More kids crossing Fairfax at from woods entrance to south, near Sessions St.
- One van stopped on way down hill to pick up student walking up
- About 200 cars on Mitscher between 2:40 and 3:10 p.m.
- About 400 cars on Mitscher between 7:00 and 7:40 a.m.
- All cars have to pull over crosswalk to see up hill, though most yielded to pedestrians at crosswalk, first
- One bike crossed from apartments crossed at driveway to Oakridge Villa, rather than use crosswalk
- Flashing lights on school speed limit sign might be good, especially today (fog)
- Corner got very busy (cars) at 7:20 a.m. (pedestrians already through)
- 20 pedestrians in a.m., all from North on Fairfax, 5 bikers (cut across Mitscher, one block west of Fairfax)
- Several students crossed Fairfax to south and through woods to school
- 8 cars exited from Oakridge Villas in a.m., none in p.m.

Fairfax/Hamilton intersection area
- No sidewalks on east side of Fairfax, to south of intersection
- Sidewalk on west side of Fairfax, continuous, no intersections from Mitscher to Hazelwood (approx. ¼ mile)
- No crosswalks
- Not well-lit
- Pine trees obstructing view to north for westbound Hamilton traffic
- Posted speed is 25 mph, traffic going much faster
- Hill crests to south of Hamilton, on Fairfax, hinders sight distance for drivers
- Two students wandered back and forth across street, on talking on cell phone, caused motorist to brake suddenly
- Bicyclist riding northbound on Fairfax, on center line; 60 yards south of Hamilton, veered east in front of car, causing car to brake very suddenly and blast horn; student waited for buddies and boasted about almost getting hit
- 15 pedestrians in p.m. (2:50-3:03) – 6 continued north on Fairfax (one crossing to east side at intersection), 2 turned eastbound on Hamilton; 7 crossed from west side to east side of Fairfax with no regard for traffic flow or intersections
- Traffic and fog heavy in a.m.
- 8 student pedestrians (7:06-7:32) – 4 walking southbound on west side of Fairfax (on sidewalk); 4 crossed Fairfax at intersection and proceeded southbound on sidewalk (west side).

Other areas

London/Hamilton intersection area
- Only one bicyclist, no pedestrians - a.m.; none - p.m.
- Heavy car traffic
- One bicyclist riding down middle of road, no hands, no regard for stop signs
- Drivers exceeding speed limits; rolling through 4-way stop
- Sidewalks lacking in some directions (south on London Rd.)

Hwy 93/Brian intersection area
- No sidewalks or crosswalks
- No school signs
- No walkers or bikers in either a.m. or p.m.
- Pedestrian underpass at Hwy 93/Damon – hopefully crossing there

Appendix C
Related Elementary Safe Routes Maps

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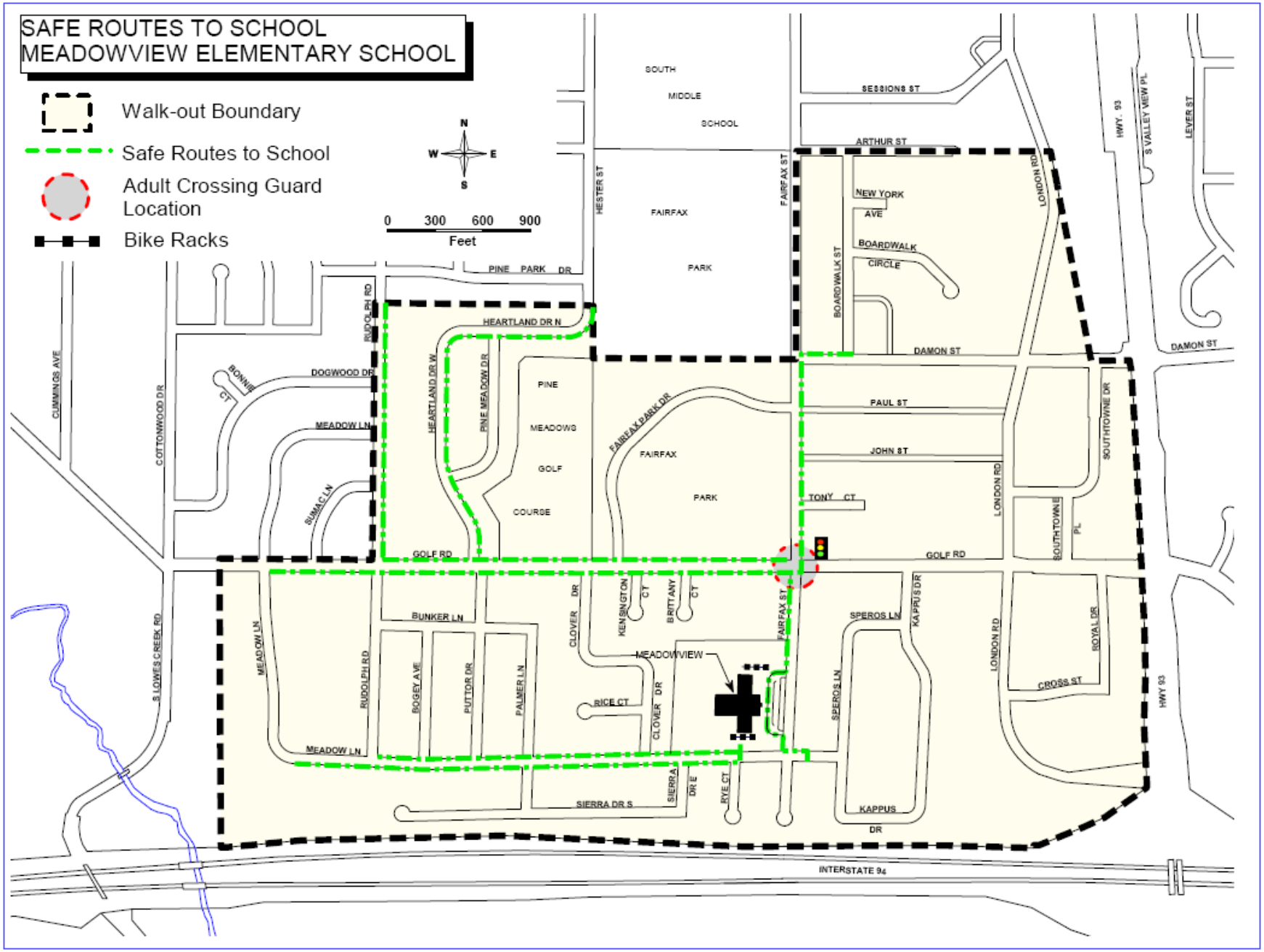
SAFE ROUTES TO SCHOOL
MEADOWVIEW ELEMENTARY SCHOOL
Walk-out Boundary
Safe Routes to School
Adult Crossing Guard Location
Bike Racks
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SOUTH MIDDLE SCHOOL
FAIRFAX PARK
PINE MEADOWS GOLF COURSE
SESSIONS ST
ARTHUR ST
NEW YORK AVE
BOARDWALK CIRCLE
BOARDWALK ST
DAMON ST
PAUL ST
JOHN ST
TONY CT
GOLF RD
PINE PARK DR
HEARTLAND DR N
HEARTLAND DR W
PINE MEADOW DR
FAIRFAX PARK DR
DOGWOOD DR
BONNIE CT
MEADOW LN
SUMAC LN
RUDOLPH RD
COTTONWOOD DR
CUMMINGS AVE
HESTER ST
FAIRFAX ST
LONDON RD
SOUTHTOWNE DR
SOUTHTOWNE PL
HWY. 93
S VALLEY VIEW PL
LEVER ST
BUNKER LN
CLOVER DR
KENSINGTON CT
BRITTANY CT
MEADOWVIEW
SPEROS LN
KAPPUS DR
ROYAL DR
CROSS ST
RICE CT
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PALMER LN
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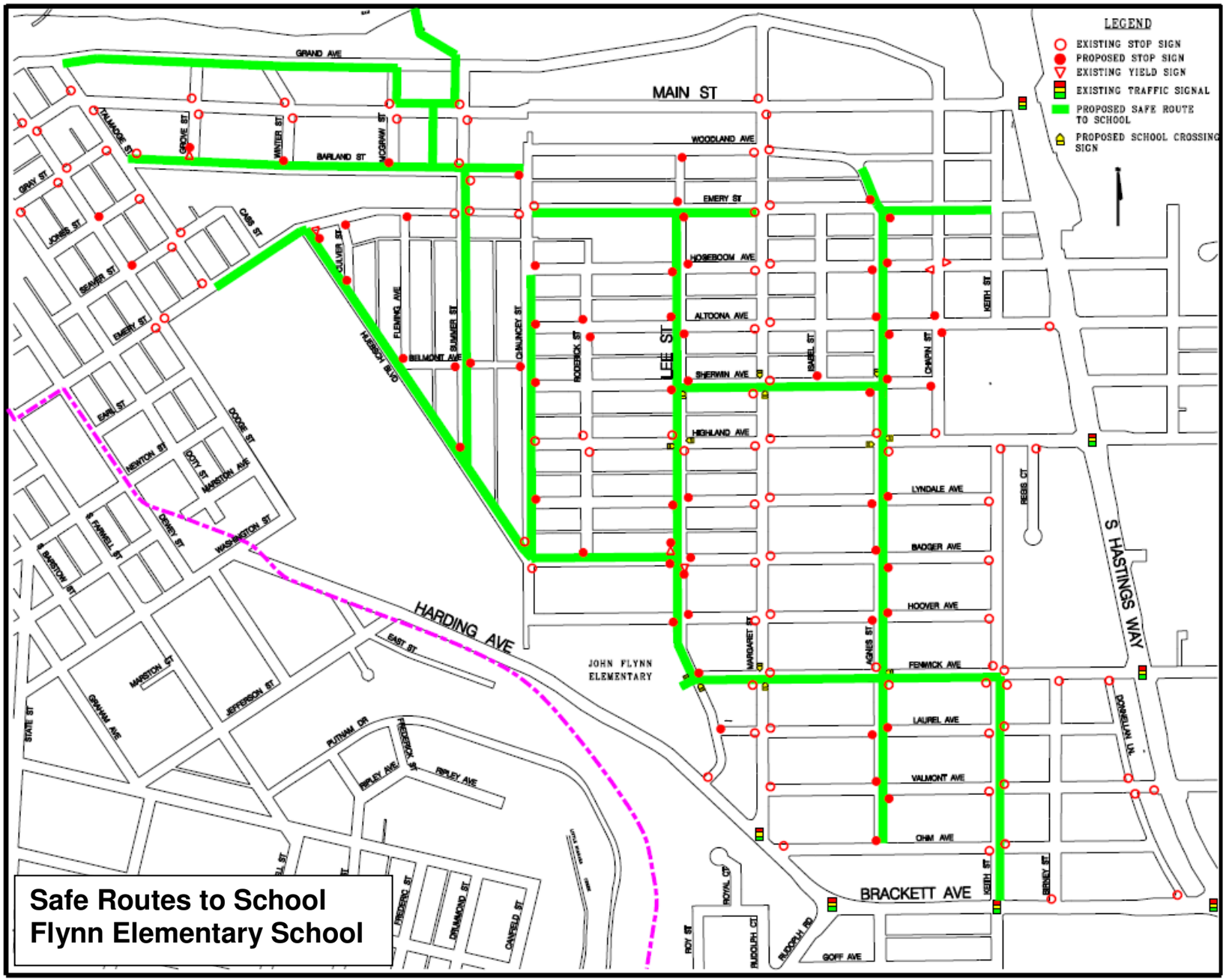
KAPPUS DR
S LOWES CREEK RD
INTERSTATE 94


LEGEND
EXISTING STOP SIGN
PROPOSED STOP SIGN
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PROPOSED SAFE ROUTE TO SCHOOL
PROPOSED SCHOOL CROSSING SIGN
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ALTOONA AVE
SHERWIN AVE
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LYNDALE AVE
BADGER AVE
HOOVER AVE
FENWICK AVE
LAUREL AVE
VALMONT AVE
OHM AVE
BRACKETT AVE
GOFF AVE
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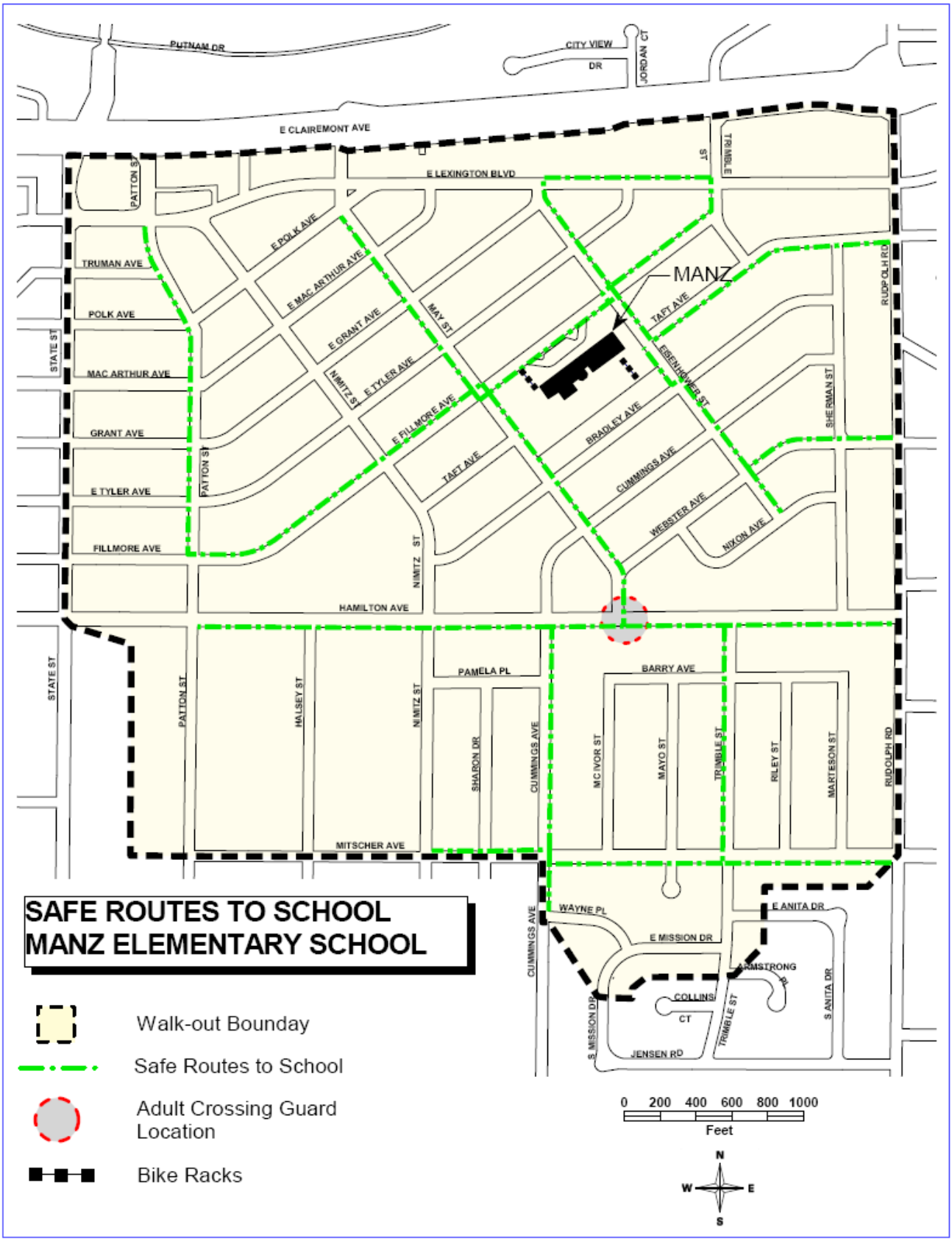
JOHN FLYNN ELEMENTARY
HAMILTON BLVD
BELMONT AVE
EAST ST
WASHINGTON ST
DEWEY ST
MARSTON AVE
JEFFERSON ST
GRAHAM AVE
PUTNAM DR
RIPLEY AVE
Safe Routes to School
Flynn Elementary School


PUTNAM DR
CITY VIEW DR
JORDAN CT
E CLAIREMONT AVE
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PATTON ST
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POLK AVE
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MAC ARTHUR AVE
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TAFT AVE
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CUMMINGS AVE
WEBSTER AVE
NIXON AVE
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SHERMAN ST
RUDOLPH RD
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PAMELA PL
BARRY AVE
SHARON DR
MC IVOR ST
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WAYNE PL
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SAFE ROUTES TO SCHOOL
MANZ ELEMENTARY SCHOOL
Walk-out Bounday
Safe Routes to School
Adult Crossing Guard Location
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