CITY OF RICE LAKE

SAFE ROUTES TO SCHOOL PLAN

MARCH 2008

Prepared with assistance from
West Central Wisconsin Regional Planning Commission

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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). Rice Lake received a SRTS planning grant to develop this plan.

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.

The Rice Lake SRTS Task Force, made up of representatives of the City, teachers, health and safety professionals, school administrators, parents, engineers, 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 release times and execute a walking and biking audit of the areas around the schools, and developed strategies to address the issues noted in the audit and surveys.

Rice Lake's SRTS vision

We envision that Rice Lake will be a green community, with a land use pattern that encourages a healthy lifestyle, including schools located with a focus on walking and biking, a linked trail system for biking/walking, and safe pedestrian and biking facilities, particularly in the vicinity of schools. The resulting increase in walking and biking will make Rice Lake a community of healthy children and adults, with more personal interaction between neighbors, and a strong sense of community.

Existing Conditions

With a return rate of just over 15 percent, survey data was used only to paint a broad picture and not as a specific analysis tool. Task force members and volunteers participated in a very helpful walking and biking audit, which provided valuable information. Key findings from both are shown below.

Key survey findings include:

- Only 21% of all school trips are made without a vehicle
- Over 50% of respondents live within 1 mile of their school;
- About 40% of students who live within a ¼ mile of school walk or bike;
- Over 35% of students living within ½ mile of their school are driven in the family vehicle;
- The factors of greatest concern to families in deciding how their child gets to school are *distance*, *traffic safety issues*, and *weather*.

Key walking/biking audit findings, include:

- Family vehicles cause congestion and safety issues around all schools, especially Hilltop;
- Traffic on Wisconsin Avenue travels too fast and largely ignores pedestrians;
- Bus loading area at middle school, with about 1,000 students and 27 buses, is well supervised, but inherently dangerous;
- Diesel fumes at the transfer area are extremely heavy;
- Area around Tainter Elementary is in need of sidewalks, especially on South, Kern, and Manwaring.

Traffic volumes, crashes, and school busing policies and practices were also reviewed by the Task Force. There were seven pedestrian and bicycle crashes involving school-aged children on Main Avenue, between Gates Street and Humbird Street, in the six years from 2001 to 2006, and four more along Knapp Street, between Lakeshore Drive and Harding Avenue. These are also very high volume areas, ranging between 10,000 and 15,000 vehicles per day. There was also a concentration of crashes on Wisconsin Avenue, in the vicinity of the high school and Jefferson Elementary, where there is a high concentration of students walking and motor vehicles. These issues were taken into consideration in the development of strategies to improve pedestrian and bicycle safety near schools.

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 19-26.

The Wisconsin Avenue corridor is an important focus in providing safe routes to schools in Rice Lake. The existing corridor is very wide and open, encouraging drivers to use speeds that are inappropriate in the vicinity of the schools. Several traffic calming measures are suggested, but further analysis and engineering will need to occur to determine the appropriate treatments to slow traffic and make the corridor safe for pedestrians and bicyclists. Some of the suggested improvements include: intersection and crossing improvements, such as bumpouts, at Carson and Chamberlain; roundabout or bumpouts, as appropriate and practical, at Wisconsin and Augusta; and painted bike lanes along Wisconsin Avenue.

Sidewalks along South Avenue, Kern, and Manwaring, in the vicinity of Tainter Elementary, are also important strategies to improve safety and increase walking and biking to schools.

Several education and encouragement strategies were also proposed, such as including bicycling in the physical education curriculum; promoting 'walking school buses' (an organized group of students from a particular neighborhood, usually including an adult, that walk together across a busy street, or other barrier to walking); and the institution of an idle reduction program to reduce diesel emissions from buses at the middle school. (For more information on idle reduction programs, visit www.epa.gov/cleanschoolbus.) Many of these, and other strategies, can involve students to better promote ongoing healthy lifestyles.

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 27-32.

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?

An active SRTS program will help the City of Rice Lake create safer, easier and more enjoyable walking and biking routes to school so more students choose walking and biking as their main mode of transportation. The benefits of walking and biking to 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, Rice Lake 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. 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 Rice Lake

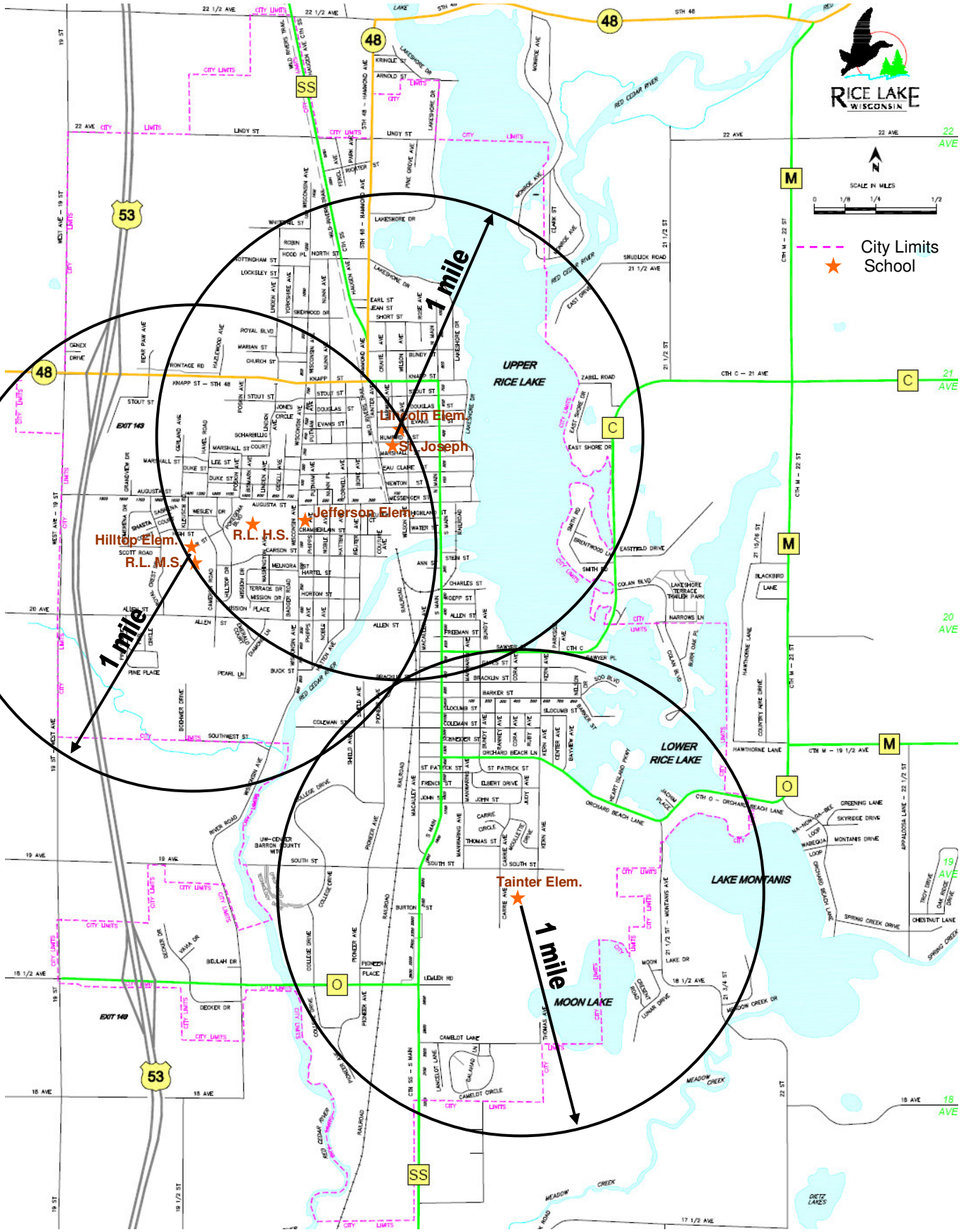
The City of Rice Lake, Wisconsin has a population of 8,653, covers about 8.6 square miles, and is located in Barron County (2007 estimate, DOA). The Rice Lake Area School District serves the City of Rice Lake and a large rural area within three counties (Barron, Rusk, and Washburn), with an enrollment of approximately 2,500 students. All but one of the public schools in the district, including Rice Lake High School, Rice Lake Middle School, Hilltop Elementary, Lincoln Elementary, Jefferson Elementary, and Tainter Elementary, are located within the City (Figure 1.) One elementary school, Haugen Elementary is located about 7 miles to the north, in the Village of Haugen, but is not included in this plan. Anywhere in the City of Rice Lake is within two-miles of a school. In fact, much of the population is concentrated within one mile of an elementary school. Land use within these one mile radii of the schools is primarily residential, mostly single-family homes with some pockets of multi-family dwellings. There is also a commercial area along most of South Main (CTH SS), with newer mall and 'big box' commercial on the south end, around the intersection of South Street and S. Main, and more traditional, or older commercial development north of in this area. There is also significant commercial development along the rail/trail corridor, north of Messenger St. There is also an industrial core between the Red Cedar River and the rail corridor, and along the shore of Upper Rice Lake near the city center. In addition to the public schools, there is a parochial grade school in Rice Lake. St. Joseph School (grades K-8) is located immediately south of Lincoln Elementary, and has an enrollment of approximately 180 students. St. Joseph School was considered in this SRTS planning effort.

Rice Lake City Park
Source: City of Rice Lake

In comparison to the State of Wisconsin, and the entirety of Barron County, Rice Lake's population is somewhat economically disadvantaged. While 8.66 percent of the State of Wisconsin's population was considered to be below the poverty level in 1999, 8.82 percent of the County's population fell below that line. In comparison to those figures, the City of Rice Lake had 10.0 percent of the population below the poverty level. That figure jumps to 13.8 percent when considering only those persons under the age of 18. Both the State and the County have just below 11 percent of children in poverty. (Source: U.S. Bureau of the Census, 2000.) By way of another economic indicator, the median household income for the City of Rice Lake ($32,808), is slightly below that of the entire County ($37,275), and 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 Rice Lake Area 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 Rice Lake Area School Districts' students, 30 percent are eligible for free or reduced cost meals. (Source: DPI; October, 2007)

Figure 1
School Locations Map



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.

City of Rice Lake SRTS Task Force
Source: WCWRPC

Rice Lake'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 Rice Lake'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 Rice Lake. 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.

Rice Lake's SRTS vision:
We envision that Rice Lake will be a green community, with a land use pattern that encourages a healthy lifestyle, including schools located with a focus on walking and biking, a linked trail system for biking/walking, and safe pedestrian and biking facilities, particularly in the vicinity of schools. The resulting increase in walking and biking will make Rice Lake a community of healthy children and adults, with more personal interaction between neighbors, and a strong sense of community.

Goals:
»» *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 Rice Lake Middle School, the public elementary schools, and St. Joseph Catholic Grade School through their children, as a carry home item. This method resulted in a fairly low return of 15 percent, overall. The survey return rates varied greatly between schools, with Jefferson Elementary achieving a 44 percent return, and Tainter Elementary just over five percent. This difference is likely due to variations in the survey's presentation to the students, and suggests that future surveys should be distributed by some method that expresses its value in a consistent manner to all recipients. Although the return was not great, the survey has provided the valuable parent perspective on the existing situation. The following information from the survey includes responses received from middle school, all public elementary, and St. Joseph's parents. 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, 15 percent of students walk to school, while biking accounts for three percent (Figure 2). 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 21 percent of student trips that are made without a vehicle. Nearly 50 percent of all school trips are made by school bus (46.4 percent), with the remaining made by family vehicle (32.5 percent), and a very small number by carpool (1.8 percent).

Figure 2
Travel Mode to/from School

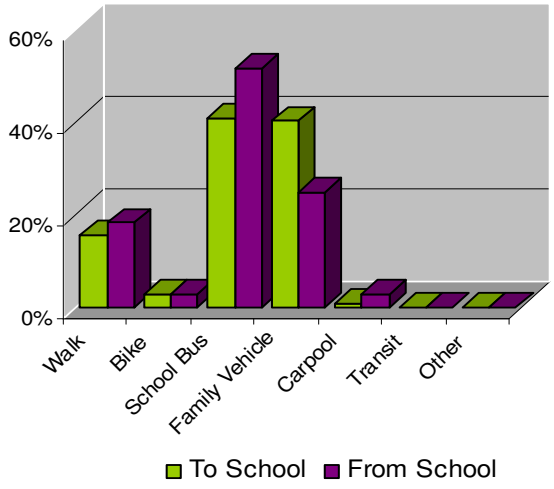
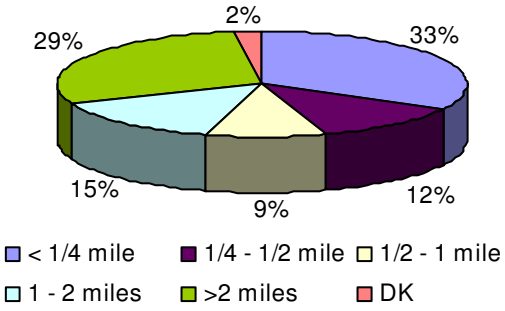


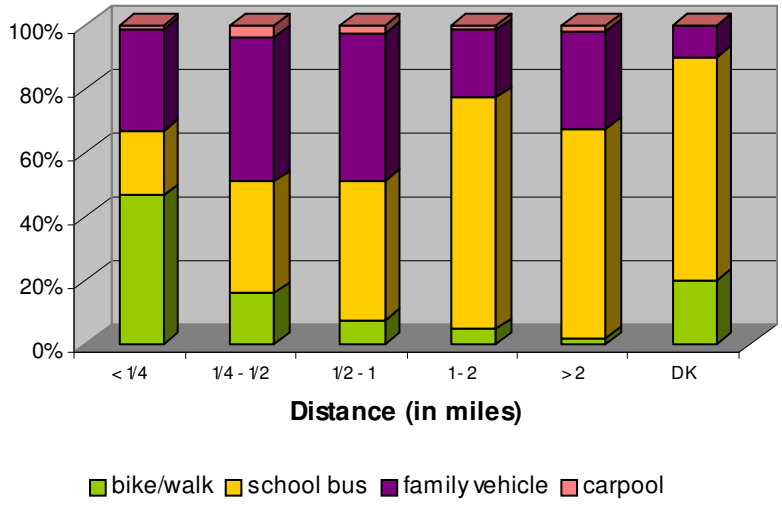
Figure 3
Travel Distance to School



Responses to the survey indicate that 54 percent of students live within one mile of their school, while 15 percent live between one and two miles from school and 29 percent live over two miles from school (Figure 3). The remaining 2 percent were unsure of the distance.

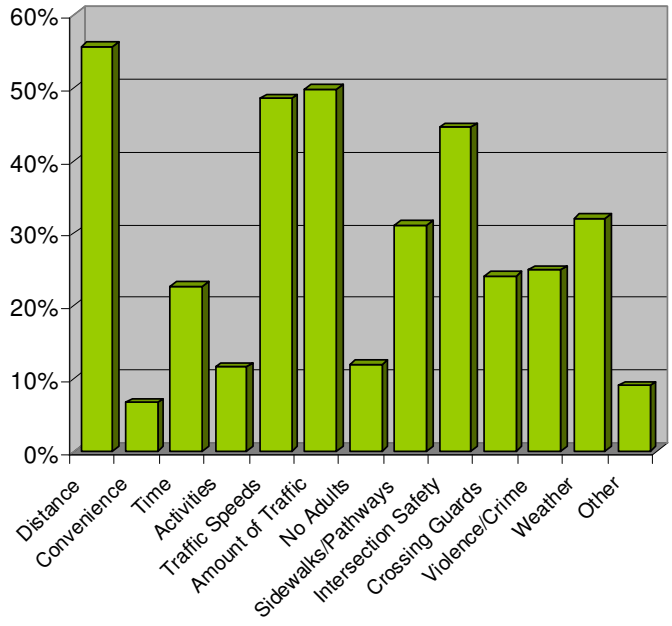
Perhaps a more interesting vision combines these two data points and considers how students travel to school by how far away they live (Figure 4). This graph shows us the proportion of students using each mode of travel by distance category. For example, students who live within a quarter of a mile from school are most likely to walk or bike, but that only about 16 percent of those who live between ¼ mile and ½ mile walk, with most of the difference being taken up by the family vehicle. At over a mile, the school bus becomes the predominant mode. Overall, the most constant mode, at all distances, is the family vehicle.

Figure 4
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 table shows what percentage of respondents considered each issue in their decision (Figure 5). The most dominant single issue in a family's decision is distance, but when combined, traffic safety issues of speed, volume, and dangerous intersections bear more weight in the decisions. Weather was a significant consideration among 32 percent of parents. Violence and crime was a consideration for 25 percent of the respondents.

Figure 5
Travel Mode Decision



Parents were also asked what they felt was an appropriate age for a child to walk or bike to school on their own. Forty-four percent of respondents felt that elementary school-aged children were old enough to walk or bike to school. Twenty-six percent of respondents felt that students should not walk to bike to school until middle school. The option of "no age is appropriate" was selected by 30 percent of parents. (Note: While this may seem significantly high, at first glance, the high response may be due to individual circumstances, such as the respondent living over two miles from the school, and therefore walking or biking would not be appropriate at any age.)

Walking/Biking Audit

A walking/biking audit was conducted in the area surrounding the schools, roughly within in a ¼ mile radius of the campus area, in late-October. 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 around a typical dismissal time. St. Joseph Catholic School was also included in the audit and findings specific to St. Joseph are included and considered in strategy development. 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.

General findings

School bus loading area at Hilltop campus.
Source: WCWRPC

The public schools have a staggered dismissal time to accommodate a feeder bus system. Tainter Elementary dismisses at 2:55 p.m. Lincoln, Jefferson, and St. Joseph dismiss at 3:00 p.m. and bused students are transported to the Hilltop Elementary/Rice Lake Middle School campus, where they transfer to the correct bus, joined by the High School students, who are released at 3:04 and walk the two blocks from the high school, and Hilltop and Middle School students, released at 3:15 p.m., for the trip home. A total of 27 buses are disembarked, loaded, and/or reloaded at the Hilltop campus. The buses are parked three rows deep and children move between the buses to get to the bus that takes them home, safety is a priority for supervisors and drivers who do not move the buses until the area is cleared. Observers commented on a "chaotic" situation, as well as extremely strong diesel fumes in the vicinity.

The Hilltop campus area faces a number of challenges to safe walking and biking. In addition to the high volume of school bus activity, family vehicles begin congregating early, mainly on Cameron Street. Some driver behavior was observed to be unsafe and many students crossed Cameron mid-block and between parked cars to access parent vehicles on the east side of the street. Several streets in the Hilltop vicinity do not have sidewalks, which resulted in students walking in the street. The intersection of A&R Street/Pokegema Blvd. and Hilltop Drive is ill-defined and confusing to drivers and pedestrians. Several intersections are congested by waiting vehicles, reducing visibility and increasing risk to pedestrians and bicyclists. Middle school bike racks are very small and only a few bikes were parked there prior to release time.


Middle School bicycle parking area
Source: WCWRPC

Jefferson Elementary is located just east of Wisconsin Avenue, in an older, grid-pattern residential area. Wisconsin Avenue is a very wide and busy street, and the intersection with Augusta/Messenger, a crossing that is heavily used by walkers and staffed with an adult crossing guard, is offset, confusing drivers as to where they should stop. There are students crossing Wisconsin Avenue in both directions, at this and other locations along Wisconsin, to Jefferson and to Hilltop. Chamberlin Street is used as a pick up area, and is very narrow, with a


Jefferson Elementary School bicycle racks.
Source: WCWRPC

sidewalk on only one side, opposite the school. The lack of sidewalk on several streets in this are forces students to walk in the street. Bicycle racks are located on the south side of the school, next to the garbage dumpster.

Lincoln School and St. Joseph School, across Humbird Street from one another, have fewer challenges to walking and biking. Sidewalk facilities are more complete in this neighborhood, though many students are still being picked up by parents, causing some congestion around the school. Quite a bit of jay-walking was observed, mainly by parents walking their children from the school to parked vehicle, disregarding the crossing guard at the corner. There are very few bikes in the bike racks, which are located on the south side of the school, again, next to the garbage dumpster. St. Joseph's bike racks are located on the south side of the school, in the playground area.

In the Tainter Elementary area, there are only a few students who walk or bike. The school is very new and geared toward separating the different modes of traffic. Parent pick-up is in the front of the school, on the west side, while school buses are on the east side. Parents pick up their students inside the school and walk them back to their cars. Walkers and bikers are released to the front side of the school after the buses have departed. The main challenge to walking and biking is the lack of sidewalks on nearly all of the streets in the school vicinity. There is a crossing guard to assist children crossing at the South Street/Carrie Avenue intersection, but no sidewalks for them to walk on once they have crossed.

For a full summary of the audit results, see Appendix B.

Existing Policies and Practices

Both the school district and the City of Rice Lake 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, with exceptions for "areas of unusual hazard". These hazards can be busy highways, railroad tracks, lack of sidewalks, or other obstacles to safe walking. Hazards are further discussed under "School Busing".

The Rice Lake School District also has a School Wellness Policy, which includes two more specific "rules" concerning school nutrition standards and physical activity. The rules concerning nutrition put restrictions on food and beverages that can be sold on or before the school day, on school grounds, and discourages the consumption of foods and beverages that exceed sugar and fat guidelines specified in the policy. The physical activity rule provides for the availability of daily physical activity through recess, WIAA sports, intramural sports programs, physical education classes, walking clubs, open gym, etc. The rule also lays out objectives for the physical education program, which will encourage active lifestyle into adulthood, and notes that the physical education program will work with other curricular areas to integrate the benefits of being active. This can all be useful in the encouragement of bicycling and walking to school

The City of Rice Lake currently requires that sidewalks be built on both sides of the street when a street is constructed, and on one side of the street, where there are no sidewalks, when a street is reconstructed. Adherence to this ordinance will eventually fill in the gaps where

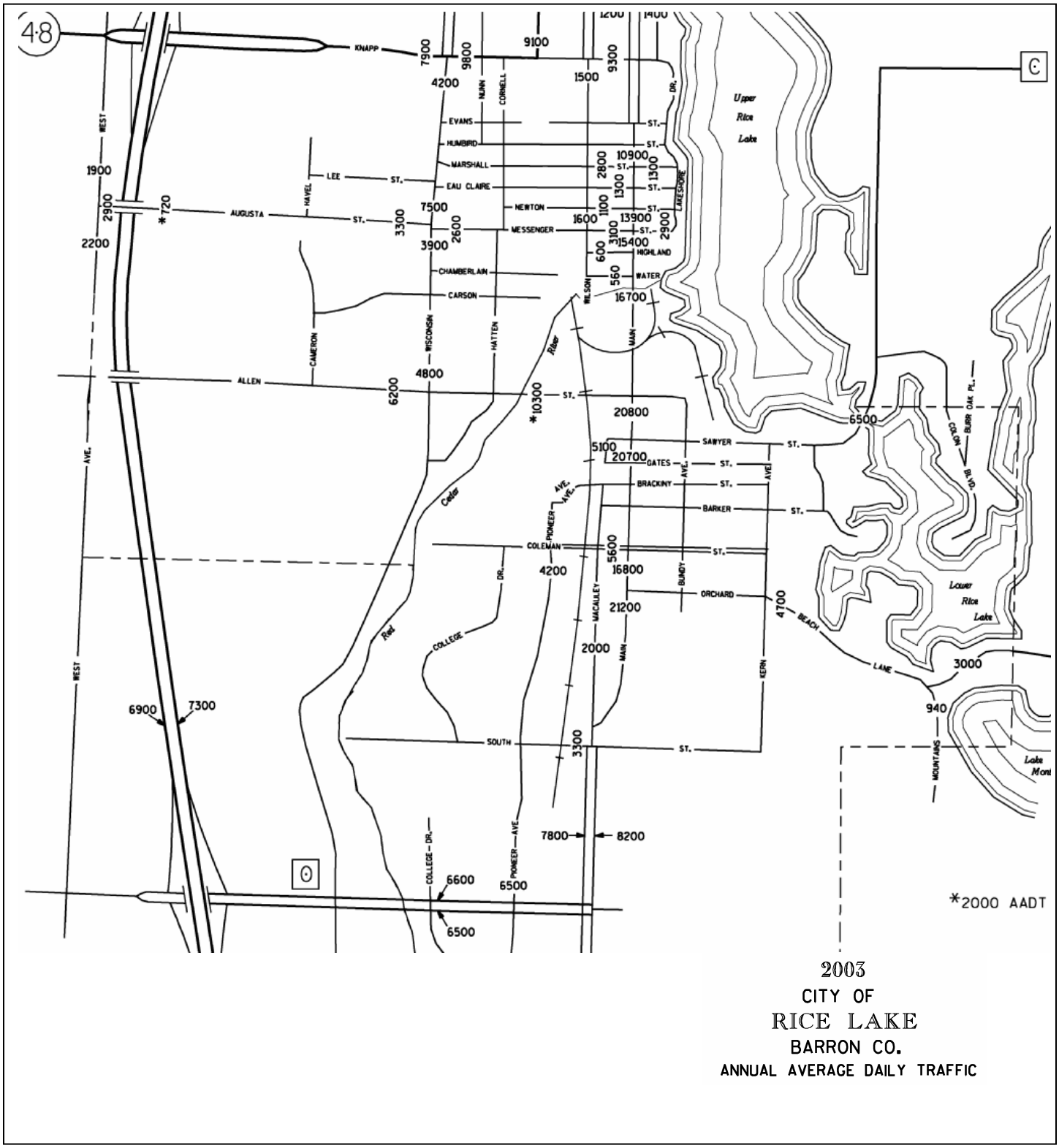
sidewalks do not exist in Rice Lake. For the purposes of providing safe routes to school, some routes might be considered for sidewalk installation prior to their scheduled reconstruction. The Rice Lake Police Department also has an active School Crossing Guard program, providing guards at five locations throughout the city. Most of the guards are retirees who choose to stay active in the community, and supplement their income.

Other pertinent sections of the City Ordinance allow for the riding of bicycles on sidewalks, except a specified section of Main Street, between Messenger and Humbird, and where posted by the police department. The City Ordinance has very specific requirements for bicycle registration and safe operation of bicycles. The only land use that is specifically required to provide bicycle parking facilities is arcades. It is further noted that bicyclists on sidewalks shall yield and give right-of way to pedestrians on the sidewalk, and to vehicles when entering a roadway. While this seems like a logical way of approaching the situation, the issue of children riding their bicycles from sidewalks into crosswalks is a dangerous and difficult one. 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. Riders need to understand this situation and, preferably, be taught and encouraged to walk their bicycle across streets in crosswalks. Strong education and enforcement programs for both bicyclists and drivers will be needed to minimize this danger.

Traffic

Traffic volumes are high on several of the streets in the vicinity of schools in Rice Lake. The most recent counts were taken by WisDOT in 2003, and are shown in Figure 6. Main has the highest volumes with an average daily traffic count (ADT) of 10,000 vehicles, just a block east of Lincoln Elementary School, and over 20,000 south of Orchard Beach Road, near Tainter Elementary. Knapp St. is not far behind, with just under 10,000 ADT near Wisconsin Avenue, as well between Main and Wilson. Wisconsin Avenue also has 7,500 ADT, near the high school and Jefferson Elementary. The intersection of Augusta/Messenger and Wisconsin, which is a very active pedestrian crossing, has very high volumes, and you would expect much of that traffic to occur during fairly short peaks in the morning and near school release times. Other notably high-ADT streets include: Allen Street, between Wisconsin and Cameron (6,200 ADT); and Orchard Beach Road (4,700 ADT).

Figure 6
Rice Lake Traffic Counts – 2003
Source: WisDOT



There has been a significant number of pedestrian or bicycle crashes with motor vehicles reported in Rice Lake. The 19 listed below are just those involving school-aged children as the pedestrian or bicyclist. (Figure 7-a and Figure 7-b) Judging from the dates and times listed in the accident reports, eight of them do not likely involve school-related travel, as they occurred during the either in the summer months, at 10:00 p.m. or later, or on a Sunday. On Figure 7-b, it can be clearly seen that, in most cases, such crashes occurred on high volume roadways, such as Main Street and Knapp Street, with volumes in the range of 15,000 and 10,000, respectively. These streets, both county and state highways, can be a challenge to even the most savvy pedestrians and bicyclists and require some creative solutions to make them safe for young children. Not surprisingly, the youngest of those involved in crashes on these high-volume segments are 12 years old. It is likely that parents of most of the younger children are too wary of conditions to allow them to cross these barriers.

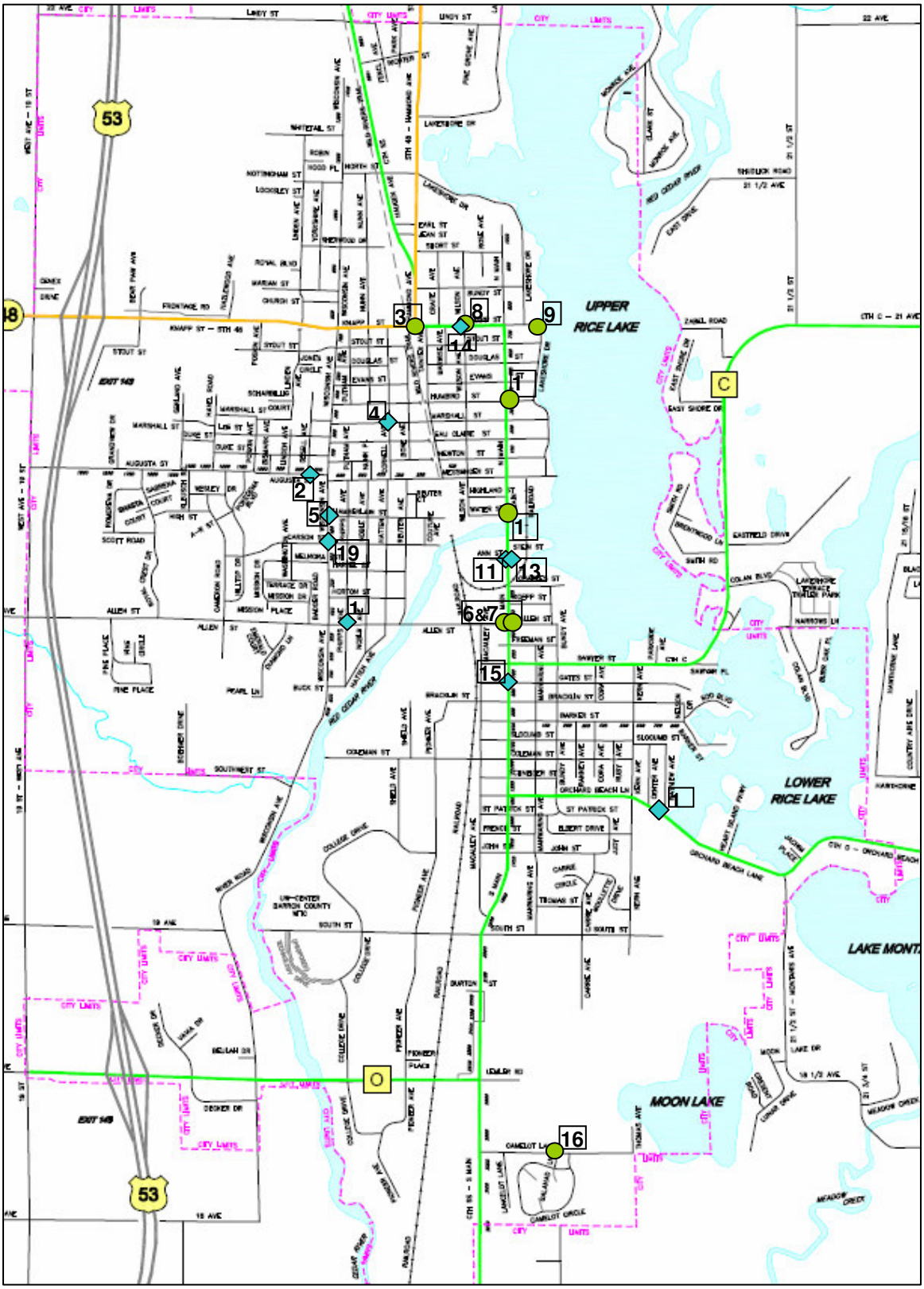
There is also a concentration of crashes in the vicinity of the High School, where there is a very high concentration of school children and motor vehicles. The pedestrians/bicyclists involved in these crashes are a mix of high school, middle-, and elementary school-aged children, as students from the high school, middle school, and Hilltop and Jefferson elementary schools, all potentially cross Wisconsin Avenue, the location of several of the crashes, including the tragic fatal crash in 2006. Wisconsin Avenue is an arterial street with a great deal of vehicular activity at school start and release times, where many students are crossing in both directions to get to and from school, and yet the design of the roadway is very wide and open, giving drivers little encouragement to slow down. Wisconsin Avenue is a good candidate for traffic calming measures.

Figure 7-a
Bike/Pedestrian Crash Summary (2001-2006)

Map Number	Location	Day	Date	Time	Type of Crash	Injuries*	Age Ped/Biker
1	Allen/Phipps	T	12/11/01	3:00 PM	Car/Ped	At	9
2	H.S. driveway/Wisconsin	F	01/25/02	3:00 PM	Car/Ped	Bt	16
3	W. Knapp/Hammond	W	03/20/02	3:00 PM	Car/Bike	Bt	13
4	Cornell/Marshall	S	05/19/02	6:00 PM	Car/Ped	B	14
5	S.Wisconsin/Chamberlain	Th	10/24/02	10:00 PM	Car/Ped (H/R)	C	14
6	S. Main (SS)/Allen	T	04/08/03	2:00 PM	Car/Bike (H/R)	C	15
7	S. Main (SS)/Allen	M	04/14/03	8:00 PM	Car/Bike	C	16
8	Knapp/Wilson	M	06/23/03	4:00 PM	Car/Bike	B	16
9	Lakeshore/E. Knapp	F	07/18/03	2:00 PM	Car/Bike	B	10
10	S. Main (SS)/Water St.	Sa	04/24/04	6:00 PM	Car/Bike	Ct	13
11	Ann St./S. Main (SS)	Su	06/27/04	9:00 PM	Car/Ped (H/R)	B	13
12	E. Messenger/E. Alley	Sa	07/17/04	2:00 PM	Car/Bike	Bt	13
13	Ann St./S. Main (SS)	M	03/21/05	4:00 PM	Car/Ped	C	13
14	W. Knapp (SS)/N. Wilson	Th	05/26/05	4:00 PM	Car/Ped	Bt	12
15	S. Main (SS)/Gates	F	07/08/05	3:00 PM	Car/Ped	Bt	13
16	Camelot/Galahad	Th	09/01/05	4:00 PM	Car/Bike	B	14
17	W. Humbird/N. Main (SS)	Th	09/15/05	5:00 PM	Car/Bike	B	12
18	E. Orchard Beach/Bayview	Su	05/07/06	12:00 noon	Car/Ped	At	7
19	Wisconsin/Carson	F	06/02/06	7:00 AM	S.Bus/Ped	K	10

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

Figure 7-b: Pedestrian and Bicycle Crash Locations (2001-2006)



School Buses

While the Rice Lake School District policy is to bus students who live more than two miles from the school, there are designated hazards, in a number of locations, which shorten that distance considerably. Figure 10 shows the walkout boundaries created by the hazards. All students living outside of these boundaries are eligible for school busing. Also note the scale of miles at the bottom of the figure. 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.

Figure 8: Rice Lake school bus transfer area.
Source: WCWRPC

Another school bus issue arises at the Hilltop campus, which serves as a transfer center for school buses. Students are picked up by school buses at their respective elementary schools and transported to the Hilltop campus, where the buses line up in a predetermined order, three rows deep, in front of Hilltop elementary and Rice Lake Middle School (Figures 8 and 9). The elementary students that arrived on the buses are held on the buses until all buses are present and in proper order, when they are released from the buses and walk to the bus that will take them home. A few minutes later, the middle school and Hilltop Elementary students are released and those who ride the bus, board the proper bus. In the meantime, high school students have walked the few blocks from the high school to meet their bus. All of these students walk between the buses and rows of buses to reach their assigned bus. Several monitors are in communication with one another and the drivers to make sure the area between the buses is clear before any buses are allowed to move. With 27 buses and roughly a thousand children, there is no room for error in this operation.


Figure 9: A sign displays the school bus layout in the transfer area.
Source: WCWRPC

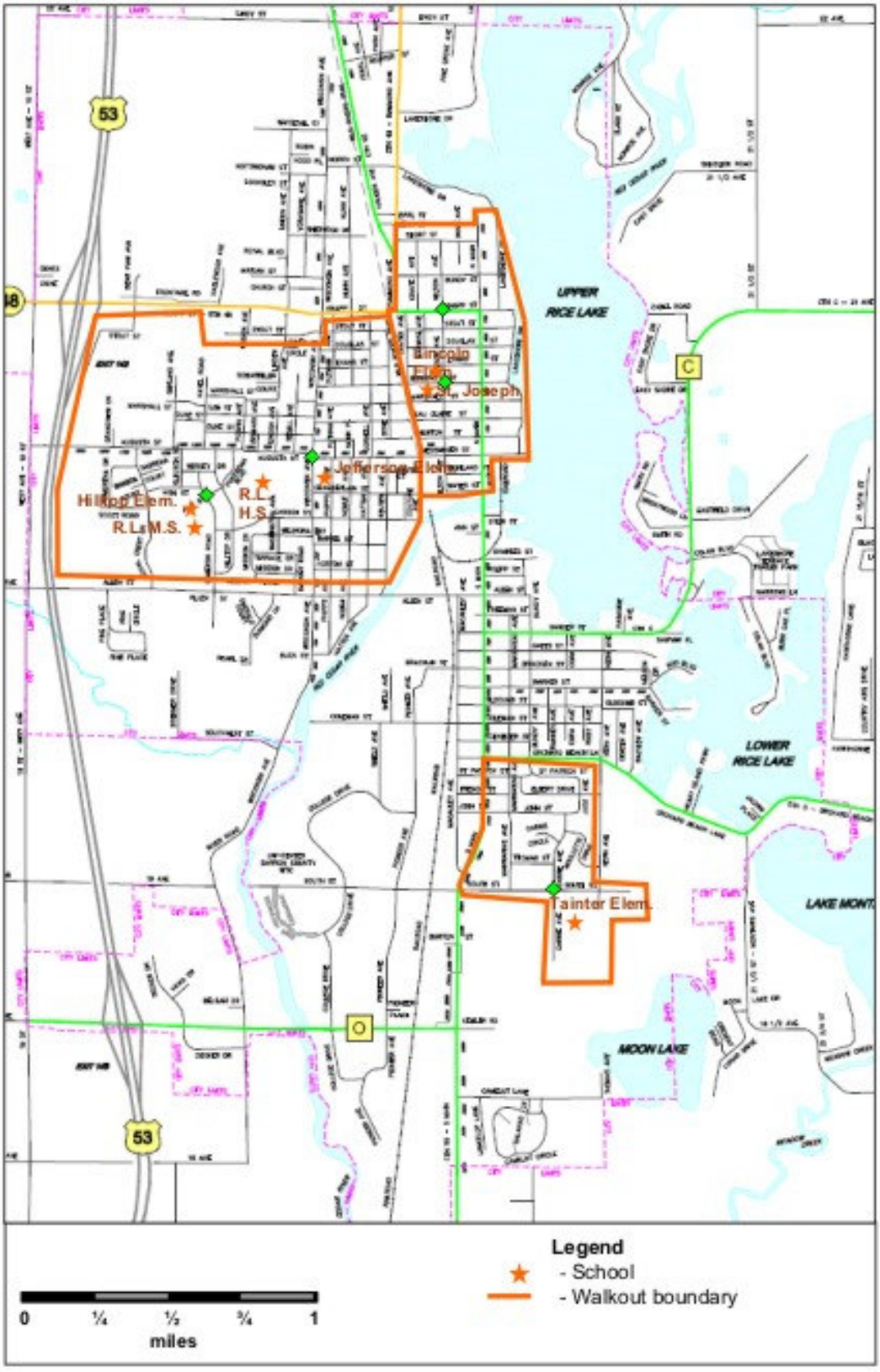
Poor air quality is an unfortunate byproduct of this concentration of buses. Diesel fumes are very strong between the buses and school, and in the general vicinity, as the 27 buses are left running for something close to a half hour.

Other Plans

The City of Rice Lake adopted a comprehensive plan in 2003. The need for the development of a sidewalk and trail system in the City was clearly expressed during public input sessions of the planning process. The Transportation Element of the plan recommends that trails be designed to connect residential development with schools and parks, as well as commercial and industrial areas. The plan also recommends the development of the Macaulay Avenue corridor, as a means to reduce traffic on Main. (This corridor has since been designed as a multi-modal corridor, which includes driving lanes, and a link of the Wild Rivers Trail, with right-of-way for ATVs, separated from a non-motorized trail facility.) Also of relevance to this SRTS plan, the comprehensive plan also recommended the retention of neighborhood schools.

The City also contracted with a consultant to develop a School Route Plan – Summary Report of Existing Facilities (February, 2007). This report details all the existing traffic controls, inventories sidewalks, shows planned sidewalks, and denotes existing recommended routes to school. Three maps cover all the school areas, and can be found in Appendix C.

Figure 10
Existing School Walkout Boundaries



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Proposed Strategies

City of Rice Lake

Several strategies are recommended for the City of Rice Lake, at large. It is important to remember that a community that is safe for students to walk and bike to school is a walking/biking community for everyone.

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

Education:

- Write an article in the community newspaper stating that the SRTS plan was completed.
- Educate high school students regarding importance of safe driving around schools.
- Locate a sign upon entering Rice Lake stating that Rice Lake is a SRTS city.
- Create and host a website that educates all stakeholders about SRTS.

Encouragement

- Create a plan for snow removal in the safe route to school corridors.
- Hold annual bicycle rodeos. This could include a bike safety course, safety equipment education, and incentives including a raffle, reduced price helmets, etc.
- 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.

Figure 11
Suggestion Locations for Intersection Improvements

Bump-out locations
Intersection improvements
Source: WCWRPC

Enforcement

- Focus on speed enforcement along Knapp, Wisconsin, Tainter, Messenger, and South

Engineering

- Require all future development meets SRTS policies and needs.
- Make sure that SRTS is seriously considered in possible school closure and construction planning.
- Consider the locations noted in Figure 11 for appropriate intersection improvement, such as bump-outs, roundabouts, or other pedestrian safety improvements.
- Use traffic calming measures along Wisconsin Avenue to create a safer pedestrian corridor.
- Create a more visual pedestrian crossing at Knapp and Wilson.
- Install sidewalks along Allen.

Evaluation

- Acquire and evaluate traffic counts around schools.
- Acquire and evaluate crash information.
- Conduct parent survey every two years to measure success of implemented strategies

Schools

More specific strategies, listed here, address the areas around specific schools. The schools, themselves, can play a strong role in educational programs, improvement of on-site facilities, or by providing a forum for the organization of walking school buses or ped-pools. A walking school bus is a means of coordinating families within a neighborhood that faces a particular barrier, usually a very busy street crossing, to cross that barrier together, usually with the supervision on a parent. There is typically either a common meeting place, or students join the group along a designated walking route. The term 'ped-pool' is suggested as a more acceptable term for the middle school version. Some suggested locations for walking school buses/ped-pools are noted on Figure 12.

Jefferson Elementary School
Source: WCWRPC

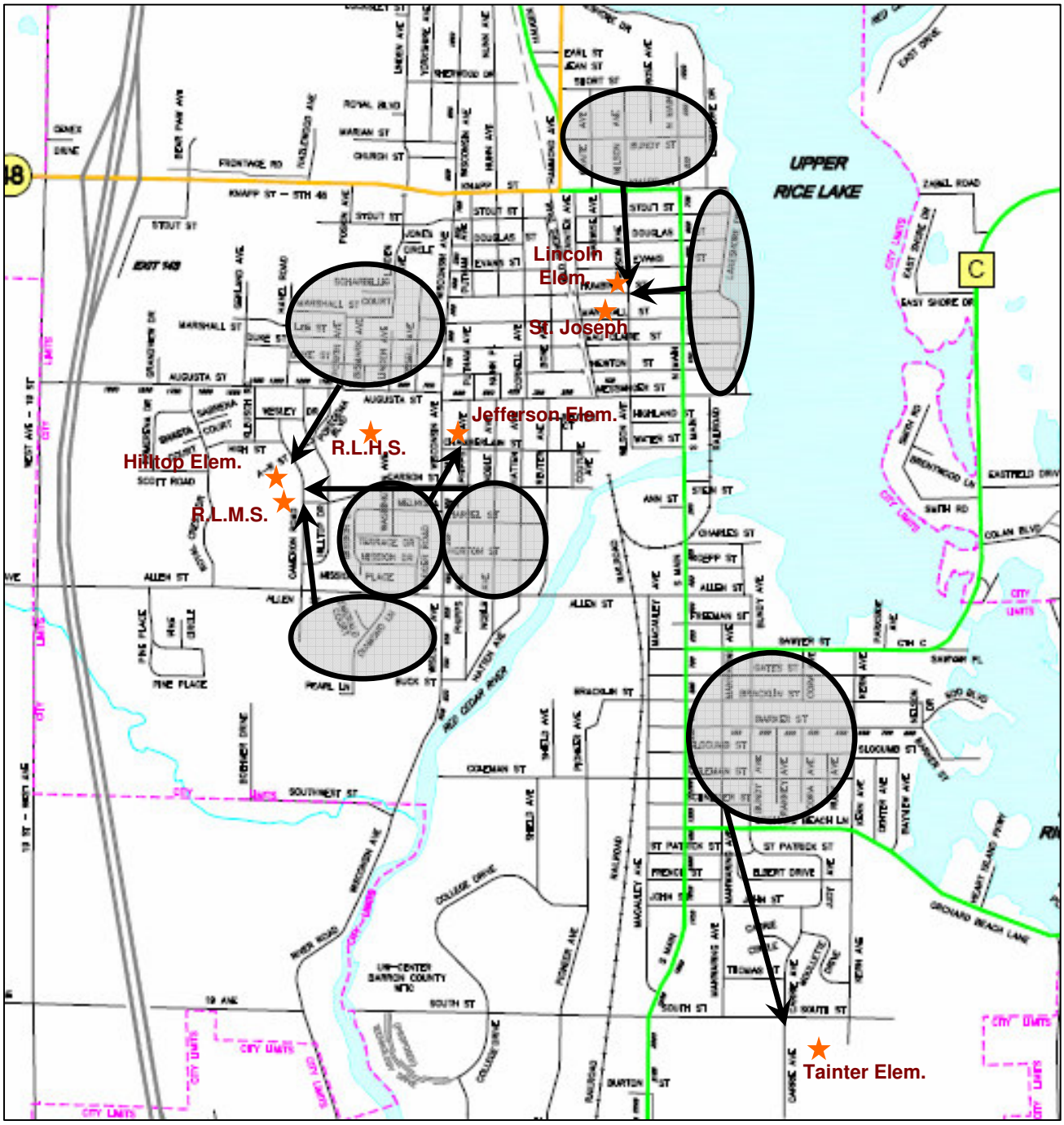
Education

- Hold pedestrian and bicycle safety classes for students in the physical education curriculum.
- Distribute an annual beginning of the year letter to the parents that describes that Rice Lake has completed a SRTS Plan and the meaning of a SRTS plan.
- Enclose traffic and pedestrian laws in school newsletters.
- Create and provide a map that shows distances by walking and time needed to reach the school. In addition, showcase the designated safe routes to and from school on the map.
- Implement an Idle-reduction program. (Resources available: www.epa.gov.cleanschoolbus, example in Appendix D.)

Encouragement

- Hold an assembly with a guest speaker (athlete/coach from high school, UW system, etc.) that emphasizes the importance of physical fitness and a healthy lifestyle.
- Organize a "walking school bus" from south of Allen, north of Augusta and east of Wisconsin (Hilltop).
- Organize a "ped-pool" from south of Allen, north of Augusta, and east of Wisconsin (Middle School).
- Organize a "walking school bus" from north of Knapp and east of N. Main (Lincoln and St. Joseph).
- Organize a "walking school bus" from west of Wisconsin (Jefferson).
- Organize a "walking school bus" from north of Orchard Beach (Tainter).
- Collaborate with local businesses and community organizations that are located in Rice Lake to help sponsor activities and items to award/encourage students and to help promote SRTS.

Figure 12
Suggested Walking School Bus/Ped.-pool Neighborhoods



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 (Hilltop Elementary School and Rice Lake Middle School)

- Install bump-outs, or appropriate intersection improvements in surrounding area (Figure 11).
- Install sidewalks as needed in vicinity of schools.
- Improve signage in front of school for parking/drop-off rules.
- Improve intersection and pedestrian crossing at A&R and Hilltop.
- Make the crosswalk in front of the school more visible (color, pattern, green pedestrian signs, etc).
- Install a more efficient and friendly bicycle parking area. This could include a covered shelter and student art.
- Consider new school bus transfer center layout and/or idle reduction program (Appendix D).

Example of a traffic circle.
Source: FHWA

Bus activity at Middle School.
Source: WCWRPC

parking area. This could include a covered shelter, student art, and locating it in a more pleasing location.

Engineering (Jefferson Elementary School)

- Install bump-outs at Phipps and Messenger/Putnam and Phipps and Chamberlain.
- Improve signage in front of school for parking/drop-off rules.
- Address location of teacher parking.
- Install a more efficient and friendly bicycle

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

Engineering (Lincoln Elementary School and St. Joseph School)

- Install bump-outs at Wilson and Evans, Humbird, and Marshall.
- Install bump-outs at Tainter and Evans, Humbird, and Marshall.
- Improve signage in front of school for parking/drop-off rules.
- Address location of teacher parking.
- Install a more efficient and friendly bicycle parking area. This could include a covered shelter, student art, and locating it in a more pleasing location.
- Create a school safety zone along Humbird between Tainter and Wilson.

Pedestrian intersection with bump-outs.
Source: FHWA

Engineering (Tainter)

- Install bump-outs at the intersection of South and Carrie and South and Kern.
- Install sidewalks along designated SRTS corridor in *Existing Route Plan*.
- Install bike lanes on both sides of Kern and South.

South St. – looking west.
Source: WCWRPC

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

- Evaluate placement of crossing guard at Orchard Beach and Manwaring.
- Require all future surrounding development to have adequate pedestrian/bicycle trail and feeder system to the school.
- Install a more efficient and friendly bicycle parking area. This could include a covered shelter and student art.

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.

Wisconsin Avenue Area

Encouragement

- Determine and organize a walking school bus from both sides of Wisconsin.

Engineering

- Consider a roundabout or bumpouts at the intersection of Wisconsin and Augusta/Messenger
- Install bike lanes on both sides of street along Wisconsin.
- Install bump-outs along Wisconsin at Chamberlain and Carson

Evaluation

- Conduct seasonal speed surveys along Wisconsin annually.

Wisconsin Avenue
Source: WCWRPC

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 in Rice Lake.

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 2010-2011 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. It is 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 Rice Lake toward becoming a Safe Routes to School community.

Figure 13
Project Responsibilities and Suggested Timing

Priority	Responsible Party: C. Rice Lake	Rice Lake P.D.	Barron Co.	School District	Indiv. School	Task Force	Other	notes	Suggested funding source(s)
Immediate projects									
Newpaper article on SRTS plan				✓		✓		immediate	
Drivers Ed. SRTS training				✓		✓		continuous	
Speed enforcement		✓						continuous	
Demo walking school bus (most critical)					✓	✓		for Spring '08	
Enforce no parking areas		✓			✓	✓		continuous	
Create website to educate on SRTS	✓			✓		✓			
Champion SRTS in school construction/reconstruc-tion considerations				✓		✓			
Include SRTS and traffic law 'shorts' in newsletters	✓	✓		✓	✓	✓		regular feature	
Collaborate with local businesses and orgs.		✓		✓		✓			
2008-2009 projects									
Promote key walking school bus (and ped pool) projects					✓	✓		fall	
Letter to parents about adoption of SRTS plan					✓	✓		fall	
Wisconsin St. Improvements									
Roundabout (or bumpouts/islands at Augusta)	✓			✓					SRTS, City
Bumpouts (Carson, Chamberlain, and Allen)	✓			✓					SRTS, City
Distinctive pavement treatment at x-walks	✓			✓					SRTS, City
Bike lanes from Allen to N. of Knapp to WRT	✓			✓					SRTS, City
Improvements for A&R/Hilltop intersection	✓			✓					SRTS, City
Install bumpouts at other noted locations	✓		✓			✓			SRTS, City
Generally eliminate parking adjacent to x-walks	✓								City
Paint bike lanes on South and Kern	✓			✓			✓		BPFP, TE
Examine bus/loading & pickup designs-Hilltop/M.S.	✓			✓	✓		✓		
Add safety instruction to elem. school curriculum				✓	✓	✓			TSB
Include biking in physical education at M.S.				✓	✓				TSB, BB
Add distances to safe route maps-as education tool	✓			✓	✓				
Organize an Idle-reduction program				✓		✓		student org.	DERA
Encourage needed walking school buses					✓	✓			
Acquire and distribute reflectors as incentive/reward	✓					✓	✓		local sponsor
Install sidewalks on Kern, Manwaring and South	✓								City, Prop. owner
Install sidewalk on Cameron from A&R to High St.	✓								SRTS, City
Sidewalks to Hilltop Daycare	✓								City
Organize and execute bike rodeo	✓	✓				✓			BS-R, TSB
Improve pick-up/drop-off signing (all except Tainter)				✓	✓	✓			City
Create 'school safety zone' on Humbird (Tainter-Wilson)	✓			✓	✓	✓			
Improvement to Knapp/Wilson intersection	✓		✓						SRTS, City/Co.
2010-2011 projects									
Progressive parking enforcement		✓							SRTS, BPFP, TE
Design and construct improved bike parking areas				✓	✓	✓	✓	students	DCBA, BB, local sponsors
Promote walking/biking through newsletters, speakers, school activities	✓			✓	✓	✓		Annual	GHSP
Include safety training in elementary curriculum				✓	✓	✓		Annual	TSB
Acquire and evaluation crash information	✓					✓			
Conduct and evaluation parent survey at schools				✓	✓	✓			

Funding and Resources

Additional funding

Safe Routes to School (SRTS)

The *Wisconsin Safe Routes to School Program* provides funding for planning, infrastructure and noninfrastructure 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*

Diesel Emissions Reduction Act (DERA) Funding
WDNR and other state agencies are working to secure these funds from the USEPA to work on educational fleet outreach and establish financing to assist in diesel emissions reductions. USEPA will be releasing $49.2 million in DERA funds in 2008. The State's effort is headed up by the ***Wisconsin Clean Diesel Coalition***. For more information contact: Jessica Lawent, 414-263-8653
Web: http://power.wisconsin.gov.category.asp?linkcatid=2407&linkid=1124&locid=131

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*

USEPA Clean School Bus
Extensive set of educational and guidance resources for school districts and school bus companies looking to reduce idling.
www.epa.gov/cleanschoolbus

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

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Appendix A
Survey Summary

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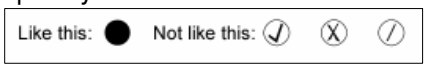
266 surveys

SURVEY ABOUT WALKING AND BIKING TO SCHOOL
-FOR PARENTS-

Rice Lake Schools Combined 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.



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

Grade	Percentage
K	12%
1	13%
2	16%
3	12%
4	13%
5	8%
6	8%
7	9%
8	8%
Other	0%

2. **Is the child male or female?**

Gender	Percentage
Male	43%
Female	57%

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

Number of children in elementary	Percentage
0	18%
1	53%
2	27%
3	2%

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

Number of children in middle school	Percentage
0	59%
1	38%
2	3%
3	0%

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

Zip	Percentage
54728	0%
54812	1%
54817	1%
54822	1%
54841	1%
54868	95%
54870	0%

54871	0%

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

Distance	Percentage
Less than ¼ mile	33%
¼ mile - ½ mile	12%
½ mile - 1 mile	9%
1 mile - 2 miles	15%
More than 2 miles	29%
Don't know	2%

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

Mode	To School	From School
Walk	15%	18%
Bike	3%	3%
School Bus	41%	52%
Family Vehicle	40%	25%
Carpool	1%	25%
Transit	0%	3%
Other	0%	0%

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

Travel time	To school	From School
Less than 5 minutes	34%	27%
5 – 10 minutes	25%	21%
11 – 20 minutes	19%	20%
More than 20 minutes	20%	28%
Don't know/Not sure	3%	5%

9. **Has the child asked you for permission to walk or bike to/ from school?** **Yes** 48% **No** 52%

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

Grade	Percentage
Kindergarten	3%
1st Grade	3%
2nd Grade	9%
3rd Grade	6%
4th Grade	9%
5th Grade	14%
6th Grade	17%
7th Grade	7%
8th Grade	2%
Not 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 – 23%

	Percentage	Yes	No	Not Sure
Distance	**56%**	**66%**	**22%**	**12%**
Convenience of Driving	**7%**	**37%**	**45%**	**18%**
Time	**23%**	**56%**	**23%**	**20%**
Child's participation in before/after school activities	**12%**	**55%**	**25%**	**20%**
Speed of traffic along route	**48%**	**73%**	**11%**	**16%**
Amount of traffic along route	**50%**	**75%**	**10%**	**15%**
Adults to walk or bike with	**12%**	**63%**	**19%**	**18%**
Sidewalks or pathways	**31%**	**77%**	**14%**	**9%**
Safety or intersections and crossings	**44%**	**80%**	**11%**	**10%**
Crossing guards	**24%**	**72%**	**18%**	**10%**
Violence or crime	**25%**	**67%**	**15%**	**18%**
Weather or climate	**32%**	**68%**	**20%**	**12%**
Other	**5%**	**82%**	**0%**	**18%**

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
4%	**40%**	**54%**	**1%**	**1%**

(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
23%	**45%**	**29%**	**2%**	**1%**

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

Very Healthy	Healthy	Neutral	Unhealthy	Very Unhealthy
62%	**31%**	**6%**	**0%**	**0%**

16. Do all of the adults in your household work full-time outside the home? **YES** **NO** *(check one box)*

63% **37%**

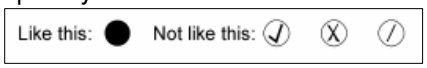
Please provide any additional comments below (attach additional paper, if needed) If you are interested in discussing the conditions related to walking or biking to your child's school, please provide your contact information below. *(Your name will not be associated with the results of this survey!)*

SURVEY ABOUT WALKING AND BIKING TO SCHOOL
-FOR PARENTS-

Rice Lake – Hilltop Elementary 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
K	15%
1	12%
2	30%
3	15%
4	15%
5	12%

2. **Is the child male or female?**

Gender	Percentage
Male	42%
Female	58%

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

Number of children in elementary school	Percentage
1	64%
2	36%
3	0%

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

Number of children in middle school	Percentage
0	70%
1	30%
2	0%

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

Zip	Percentage
54868	97%
54812	3%

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

Distance	Percentage
Less than ¼ mile	30%
¼ mile - ½ mile	15%
½ mile - 1 mile	3%
1 mile - 2 miles	15%
More than 2 miles	36%
Don't know	0%

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

Mode	To School	From School
Walk	12%	15%
Bike	0%	0%
School Bus	48%	61%
Family Vehicle	39%	18%
Carpool	0%	6%
Transit	0%	0%
Other	0%	0%

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

Travel time	To school	From School
Less than 5 minutes	33%	24%
5 – 10 minutes	27%	24%
11 – 20 minutes	3%	21%
More than 20 minutes	36%	30%
Don't know/Not sure	0%	0%

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

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

Grade	Percentage
Kindergarten	0%
1st Grade	0%
2nd Grade	6%
3rd Grade	0%
4th Grade	15%
5th Grade	15%
6th Grade	27%
7th Grade	0%
8th Grade	3%
Not comfortable at any grade	24%

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 – 15%

	Percentage	Yes	No	Not Sure
Distance	**52%**	**97%**	**3%**	**0%**
Convenience of Driving	**3%**	**88%**	**9%**	**3%**
Time	**21%**	**97%**	**3%**	**0%**
Child's participation in before/after school activities	**9%**	**91%**	**6%**	**3%**
Speed of traffic along route	**42%**	**100%**	**0%**	**0%**
Amount of traffic along route	**42%**	**100%**	**0%**	**0%**
Adults to walk or bike with	**3%**	**94%**	**3%**	**3%**
Sidewalks or pathways	**33%**	**97%**	**3%**	**0%**
Safety or intersections and crossings	**42%**	**100%**	**0%**	**0%**
Crossing guards	**18%**	**97%**	**3%**	**0%**
Violence or crime	**24%**	**94%**	**3%**	**3%**
Weather or climate	**24%**	**97%**	**3%**	**0%**
Other	**15%**	**100%**	**0%**	**0%**

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
9%	**56%**	**34%**	**0%**	**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
26%	**32%**	**39%**	**0%**	**3%**

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

Very Healthy	Healthy	Neutral	Unhealthy	Very Unhealthy
59%	**31%**	**3%**	**3%**	**3%**

16. **Do all of the adults in your household work full-time outside the home? YES NO** *(check one box)*

66% 34%

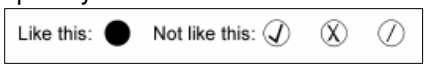
Please provide any additional comments below (attach additional paper, if needed) If you are interested in discussing the conditions related to walking or biking to your child's school, please provide your contact information below. *(Your name will not be associated with the results of this survey!)*

SURVEY ABOUT WALKING AND BIKING TO SCHOOL
-FOR PARENTS-

Rice Lake – Jefferson Elementary 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
K	15%
1	22%
2	20%
3	17%
4	18%
5	8%

2. **Is the child male or female?**

Gender	Percentage
Male	42%
Female	55%
No answer	3%

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

Number of children in elementary school	Percentage
1	68%
2	30%
3	2%

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

Number of children in middle school	Percentage
0	80%
1	20%

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

Zip	Percentage
54868	97%
54817	3%

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

Distance	Percentage
Less than 1/4 mile	55%
1/4 mile - 1/2 mile	8%
1/2 mile -1 mile	8%
1 mile - 2 miles	10%
More than 2 miles	15%
Don't know	3%

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

Mode	Arrive at school	Leave from school
Walk	17%	15%
Bike	3%	3%
School Bus	38%	57%
Family Vehicle	40%	23%
Carpool	2%	2%
Transit	0%	0%
Other	0%	0%

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

Travel time	To School	From School
< 5 minutes	45%	35%
5 - 10 minutes	17%	15%
11 - 20 minutes	17%	13%
> 20 minutes	17%	28%
Don't know/not sure	5%	8%

9. Has the child asked you for permission to walk or bike to/ from school?

Yes	No
62%	38%

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

Grade	Percentage
Kindergarten	7%
1st Grade	3%
2nd Grade	12%
3rd Grade	3%
4th Grade	7%
5th Grade	8%
6th Grade	15%
7th Grade	13%
8th Grade	7%

Would not feel comfortable at any grade	25%

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 – 27%

		YES	NO	NOT SURE
Distance	42%	63%	29%	8%
Convenience of driving	5%	40%	53%	7%
Time	17%	40%	53%	7%
Child's particpation in before/after-school activities	3%	67%	25%	8%
Speed of traffic along route	52%	81%	3%	16%
Amount of traffic along route	57%	75%	9%	16%
Adults to walk or bike with	17%	62%	24%	14%
Sidewalks or pathways	25%	78%	11%	11%
Safety of intersections and crossings	43%	83%	8%	8%
Crossing guards	30%	88%	8%	4%
Violence or crime	23%	86%	10%	5%
Weather or climate	30%	71%	19%	10%
Other	5%	100%	0%	0%

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
4%	**51%**	**44%**	**2%**	**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
35%	**48%**	**17%**	**0%**	**0%**

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

Very Healthy	Healthy	Neutral	Unhealthy	Very Unhealthy
62%	**35%**	**3%**	**0%**	**0%**

16. Do all of the adults in your household work full-time outside the home? **YES** **NO** *(check one box)*

73% **27%**

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!)*

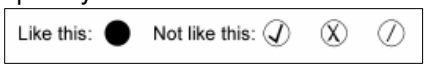
See Excel document data for additional comments

SURVEY ABOUT WALKING AND BIKING TO SCHOOL
-FOR PARENTS-

Rice Lake – Lincoln Elementary 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
K	21%
1	10%
2	10%
3	15%
4	23%
5	21%
Other	3%

2. **Is the child male or female?**

Gender	Percentage
Male	41%
Female	59%

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

Number of children in elementary school	Percentage
1	51%
2	49%
3	0%

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

Number of children in middle school	Percentage
0	85%
1	15%
2	0%

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

Zip	Percentage
54868	100%

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

Distance	Percentage
Less than ¼ mile	49%
¼ mile - ½ mile	8%
½ mile - 1 mile	10%
1 mile - 2 miles	21%
More than 2 miles	8%
Don't know	5%

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

Mode	To School	From School
Walk	28%	31%
Bike	5%	5%
School Bus	36%	36%
Family Vehicle	31%	31%
Carpool	0%	0%
Transit	0%	0%
Other	0%	0%

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

Travel time	To school	From School
Less than 5 minutes	49%	38%
5 – 10 minutes	21%	23%
11 – 20 minutes	13%	10%
More than 20 minutes	13%	15%
Don't know/Not sure	5%	13%

9. Has the child asked you for permission to walk or bike to/ from school? **Yes** 62% **No** 38%

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

Grade	Percentage
Kindergarten	0%
1st Grade	0%
2nd Grade	21%
3rd Grade	18%
4th Grade	8%
5th Grade	15%
6th Grade	5%
7th Grade	3%
8th Grade	0%
Not comfortable at any grade	18%

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 – 28%

	Percentage	Yes	No	Not Sure
Distance	**51%**	**90%**	**8%**	**3%**
Convenience of Driving	**8%**	**79%**	**15%**	**5%**
Time	**21%**	**85%**	**8%**	**8%**
Child's participation in before/after school activities	**13%**	**87%**	**8%**	**5%**
Speed of traffic along route	**54%**	**92%**	**3%**	**5%**
Amount of traffic along route	**49%**	**95%**	**0%**	**5%**
Adults to walk or bike with	**10%**	**85%**	**5%**	**10%**
Sidewalks or pathways	**26%**	**92%**	**3%**	**5%**
Safety or intersections and crossings	**38%**	**90%**	**5%**	**5%**
Crossing guards	**23%**	**90%**	**5%**	**5%**
Violence or crime	**28%**	**87%**	**0%**	**13%**
Weather or climate	**26%**	**90%**	**5%**	**5%**
Other	**3%**	**96%**	**0%**	**4%**

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
15%	**49%**	**36%**	**0%**	**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
31%	**49%**	**21%**	**0%**	**0%**

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

Very Healthy	Healthy	Neutral	Unhealthy	Very Unhealthy
62%	**31%**	**8%**	**0%**	**0%**

16. **Do all of the adults in your household work full-time outside the home?** **YES** **NO** *(check one box)*

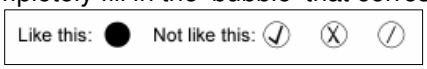
56% **44%**

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 ABOUT WALKING AND BIKING TO SCHOOL
-FOR PARENTS-
Rice Lake – St. Joseph's 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
K	6%
1	12%
2	18%
3	10%
4	10%
5	10%
6	16%
7	8%
8	12%

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
1	77%
2	17%
3	6%

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

Number of children in middle school	Percentage
0	48%
1	44%
2	0%

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

Zip	Percentage
54868	100%
54841	4%
54728	2%
54870	2%
54812	2%
54822	2%
54871	2%

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

Distance	Percentage
Less than ¼ mile	12%
¼ mile - ½ mile	19%
½ mile - 1 mile	8%
1 mile - 2 miles	15%
More than 2 miles	46%
Don't know	0%

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

Mode	To School	From School
Walk	12%	15%
Bike	4%	4%
School Bus	31%	38%
Family Vehicle	54%	40%
Carpool	0%	2%
Transit	0%	0%
Other	0%	0%

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

Travel time	To school	From School
Less than 5 minutes	23%	27%
5 – 10 minutes	29%	27%
11 – 20 minutes	31%	21%
More than 20 minutes	17%	25%
Don't know/Not sure	0%	0%

9. **Has the child asked you for permission to walk or bike to/ from school?** **Yes** 37% **No** 63%

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

Grade	Percentage
Kindergarten	4%
1st Grade	2%
2nd Grade	0%
3rd Grade	2%
4th Grade	8%
5th Grade	12%
6th Grade	25%
7th Grade	10%
8th Grade	0%
Not comfortable at any grade	38%

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 – 28%

	Percentage	Yes	No	Not Sure
Distance	**65%**	**77%**	**12%**	**12%**
Convenience of Driving	**6%**	**94%**	**2%**	**4%**
Time	**27%**	**88%**	**4%**	**8%**
Child's participation in before/after school activities	**8%**	**92%**	**6%**	**2%**
Speed of traffic along route	**50%**	**79%**	**10%**	**12%**
Amount of traffic along route	**50%**	**83%**	**6%**	**12%**
Adults to walk or bike with	**13%**	**96%**	**0%**	**4%**
Sidewalks or pathways	**37%**	**94%**	**2%**	**4%**
Safety or intersections and crossings	**58%**	**90%**	**4%**	**6%**
Crossing guards	**27%**	**90%**	**4%**	**6%**
Violence or crime	**31%**	**85%**	**6%**	**10%**
Weather or climate	**31%**	**92%**	**6%**	**2%**
Other	**10%**	**100%**	**0%**	**0%**

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
4%	**29%**	**63%**	**2%**	**2%**

(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
19%	**54%**	**23%**	**4%**	**0%**

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

Very Healthy	Healthy	Neutral	Unhealthy	Very Unhealthy
69%	**25%**	**6%**	**0%**	**0%**

16. **Do all of the adults in your household work full-time outside the home?** **YES** **NO** *(check one box)*

58% **42%**

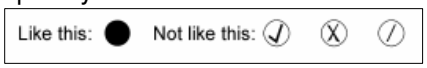
Please provide any additional comments below (attach additional paper, if needed) If you are interested in discussing the conditions related to walking or biking to your child's school, please provide your contact information below. *(Your name will not be associated with the results of this survey!)*

SURVEY ABOUT WALKING AND BIKING TO SCHOOL
-FOR PARENTS-

Rice Lake – Tainter Elementary 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
K	27%
1	20%
2	20%
3	20%
4	7%
5	7%

2. **Is the child male or female?**

Gender	Percentage
Male	43%
Female	57%

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

Number of children in elementary school	Percentage
1	67%
2	33%
3	0%

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

Number of children in middle school	Percentage
0	80%
1	13%
2	7%

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

Zip	Percentage
54868	93%
54822	7%

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

Distance	Percentage
Less than ¼ mile	13%
¼ mile - ½ mile	13%
½ mile - 1 mile	13%
1 mile - 2 miles	27%
More than 2 miles	33%
Don't know	0%

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

Mode	To School	From School
Walk	0%	0%
Bike	0%	0%
School Bus	47%	73%
Family Vehicle	53%	27%
Carpool	0%	0%
Transit	0%	0%
Other	0%	0%

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

Travel time	To school	From School
Less than 5 minutes	40%	33%
5 – 10 minutes	40%	7%
11 – 20 minutes	20%	40%
More than 20 minutes	0%	20%
Don't know/Not sure	0%	0%

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

20% 80%

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

Grade	Percentage
Kindergarten	0%
1st Grade	0%
2nd Grade	9%
3rd Grade	0%
4th Grade	18%
5th Grade	45%
6th Grade	18%
7th Grade	0%
8th Grade	0%
Not comfortable at any grade	9%

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 – 0%

	Percentage	Yes	No	Not Sure
Distance	**53%**	**87%**	**13%**	**0%**
Convenience of Driving	**7%**	**87%**	**13%**	**0%**
Time	**27%**	**93%**	**0%**	**7%**
Child's participation in before/after school activities	**0%**	**80%**	**13%**	**7%**
Speed of traffic along route	**60%**	**93%**	**7%**	**0%**
Amount of traffic along route	**53%**	**93%**	**7%**	**0%**
Adults to walk or bike with	**13%**	**87%**	**13%**	**0%**
Sidewalks or pathways	**33%**	**87%**	**13%**	**0%**
Safety or intersections and crossings	**33%**	**87%**	**13%**	**0%**
Crossing guards	**20%**	**73%**	**27%**	**0%**
Violence or crime	**20%**	**87%**	**13%**	**0%**
Weather or climate	**33%**	**93%**	**7%**	**0%**
Other	**0%**	**0%**	**0%**	**0%**

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
20%	**20%**	**60%**	**0%**	**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
27%	**33%**	**40%**	**0%**	**0%**

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

Very Healthy	Healthy	Neutral	Unhealthy	Very Unhealthy
53%	**27%**	**20%**	**0%**	**0%**

16. Do all of the adults in your household work full-time outside the home? YES NO *(check one box)*

87% 13%

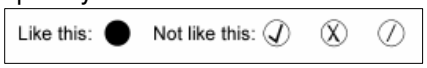
Please provide any additional comments below (attach additional paper, if needed) If you are interested in discussing the conditions related to walking or biking to your child's school, please provide your contact information below. *(Your name will not be associated with the results of this survey!)*

SURVEY ABOUT WALKING AND BIKING TO SCHOOL
-FOR PARENTS-

Rice Lake – 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	43%
8	27%
Other	0%

2. **Is the child male or female?**

Gender	Percentage
Male	46%
Female	54%

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

Number of children in elementary school	Percentage
0	73%
1	24%
2	3%

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

Number of children in middle school	Percentage
1	95%
2	5%
3	0%

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

Zip	Percentage
54868	97%
54841	3%

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

Distance	Percentage
Less than ¼ mile	14%
¼ mile - ½ mile	11%
½ mile - 1 mile	16%
1 mile - 2 miles	11%
More than 2 miles	46%
Don't know	3%

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

Mode	To School	From School
Walk	11%	19%
Bike	0%	0%
School Bus	54%	65%
Family Vehicle	32%	11%
Carpool	3%	5%
Transit	0%	0%
Other	0%	0%

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

Travel time	To school	From School
Less than 5 minutes	17%	8%
5 – 10 minutes	28%	19%
11 – 20 minutes	17%	25%
More than 20 minutes	36%	47%
Don't know/Not sure	3%	0%

9. **Has the child asked you for permission to walk or bike to/ from school?** **Yes** 47% **No** 53%

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

Grade	Percentage
Kindergarten	3%
1st Grade	0%
2nd Grade	3%
3rd Grade	5%
4th Grade	11%
5th Grade	14%
6th Grade	11%
7th Grade	3%
8th Grade	0%
Not comfortable at any grade	51%

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 – 27%

	Percentage	Yes	No	Not Sure
Distance	**68%**	**81%**	**11%**	**8%**
Convenience of Driving	**11%**	**81%**	**8%**	**11%**
Time	**27%**	**86%**	**3%**	**11%**
Child's participation in before/after school activities	**32%**	**84%**	**8%**	**14%**
Speed of traffic along route	**49%**	**81%**	**8%**	**11%**
Amount of traffic along route	**57%**	**86%**	**0%**	**5%**
Adults to walk or bike with	**11%**	**95%**	**3%**	**3%**
Sidewalks or pathways	**32%**	**95%**	**5%**	**0%**
Safety or intersections and crossings	**35%**	**89%**	**5%**	**5%**
Crossing guards	**16%**	**95%**	**3%**	**3%**
Violence or crime	**19%**	**92%**	**5%**	**3%**
Weather or climate	**43%**	**86%**	**5%**	**8%**
Other	**19%**	**97%**	**0%**	**3%**

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
8%	**11%**	**78%**	**0%**	**3%**

(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
19%	**22%**	**51%**	**5%**	**3%**

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

Very Healthy	Healthy	Neutral	Unhealthy	Very Unhealthy
65%	**32%**	**3%**	**0%**	**0%**

16. **Do all of the adults in your household work full-time outside the home?** **YES** **NO** *(check one box)*

54% **46%**

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!)*

Appendix B
Audit Summary

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Appendix B
Rice Lake – Audit Summary

Middle School area

South end, near basketball courts

- Sidewalks are continuous on west side of street, none on east side
- no street lights
- 2 crosswalks at Carson/Cameron
- Drivers turning around in residential driveways to park on other side of street
- Police officer stopped to inquire about audit – good security
- Two loose dogs prior to release time, gone before children present

Bus loading area

- Buses start arriving at 3:00
- Bus driver noted problem with H.S. drivers at Cameron/Carson when buses are leaving
- Organized jockeying for assigned bus locations
- About 27 buses, three rows deep in front of building (12/12/3), entire length of drive-through
- Some adults walking through buses from parking spaces
- Students running to buses
- H.S. students arriving before M.S. release were unruly around buses
- Some buses shuttle children from H.S. and other elementary schools
- When all buses arrive and are in place, those on buses are released to get to the bus that takes them home – very hectic, many very small children between and around buses
- 3:15 – M.S. release – even more hectic – lots of running
- 3:25 – still loading, still students all around buses
- Monitors checking, but can't see all kids going between buses
- About 3:27 – buses cleared to leave (at least 3 monitors w/ walkie-talkies)
- No apparent conflict with traffic at Carson/Cameron intersection, but nobody there to control traffic
- 2 buses turned left, the rest turned right onto Cameron
- Heavy diesel fumes
- Small bus at N. end of loading area turned around - dangerous

Cameron St., front of schools

- Parents waiting at 2:50 p.m.
- M.S. students crossing grass area and street mid-block
- Bikes riding between buses
- Many jay-walkers
- Several cars stopped in middle of street to pick up students
- Most cars speeding
- H.S. students walking to buses left sidewalk and walked between buses
- Good use of sidewalks along west side of Cameron St.
- Both sides of street full with waiting parents

Cameron/Carson intersection

- About 120 H.S. students and 30 M.S. students walking through intersection
- No crossing guard
- Some jay-walking, no apparent care taken
- H.S. drivers speeding through area
- Offensive music
- 6 bikes through intersection (no designated bike route)

Carson/Hilltop intersection

- Heavy H.S. pedestrian traffic
- Bus driver nearly hit pedestrian
- Loud/offensive music
- One dog chasing after students – small dog

Back of schools

- Very little activity
- Some cars parked on yellow curb in side parking lot

Hilltop Elementary Area

High Street, near Kleusch intersection

- Stop sign rampantly ignored
- Pedestrian nearly hit
- One driver yielded to pedestrians
- Loud music
- Many cars speeding
- No sidewalks north side of High St.
- No sidewalks on Kleusch Rd.
- Many drivers on cell phones
- No crosswalks
- One car parked in crossing to wait for student

Cameron St./A&R Street intersection

- Many parents (driving) talking on cell phones/inattentive driving
- Parent and student stood in street, at corner, talking to someone in parked car
- Cameron full w/ parked cars, both sides
- Crossing guard input – traffic slightly lighter today - possibly due to no after-school sports (between seasons – except girls swimming)
- 12 pedestrians
- Some pedestrians are on other half of intersection to avoid waiting for crossing guard
- No bikes
- Crossing guard's high-visibility vest – excellent!
- Crossing guard also had orange cones
- Parking lot between Hilltop and pool was full, more drivers going in and turning around to get out
- Some H.S. swimmers went in and out of parking lot several times looking for space
- 17 pedestrians crossed through lot to get to pool for swim practice
- Bike rack in front of pool – 3 bikes, one left out driveway with no hesitation or caution
- Parents with elementary students using crossing guard
- 4 cars leaving lot rolled into street without stopping
- 2 cars didn't stop for crossing guard at A & R
- Small bus did some backing to block cars from bus area
- Heavy diesel fumes
- 30+ students walk down A&R St. to an unsupervised intersection at Hilltop

Jefferson Elementary area

Wisconsin/Messenger intersection

- One bike (H.S. student) walked through crosswalk
- 9 Jefferson students crossed here
- Crossing guard has cones, but they don't seem very effective
- Lots of speeding, especially UPS driver
- Crossing guard nearly hit twice
- Earlier release of H.S. students seems to help on Wisconsin
- Crossing guard ends shift at 3:30, before buses come through (5 or 6)
- Traffic is lighter by 3:30, but still pedestrians

Front of school – SE side

- No sidewalk on N. side of Chamberlin St., playground fence right along street
- Sidewalks that do exist are in bad condition
- Sidewalk construction in front of school, but is always blocked to parking
- Bike racks on SW corner of school, no adjacent sidewalks
- Bike racks next to dumpsters
- Walking students seem attentive
- Solid parked cars along Chamberlin, very narrow
- One car parked across crosswalk
- Cars generally parking as close as they can get to corner – visibility problem for those crossing

Front of school – NE side

- Ten students used sidewalk on west side of street, walking to north
- 6 parents parked north of school on Phipps to pick up children
- Sidewalk on east side of Phipps in poor condition
- Teacher parking on east side of Phipps, across from school
- Many jay-walkers to parked cars
- Teachers in front of school stayed with students until they departed

Chamberlin/Wisconsin intersection

- No sidewalk
- Parents parking on both sides of Chamberlin, very narrow
- Fence along street, so parents have to walk in street to get to school
- Two buses on picking up on Wisconsin
- No cars parked on west side of Wisconsin
- Much speeding on Wisconsin
- Wisconsin is quite busy – 4 lanes
- Truck on Wisconsin didn't stop for crossing guard
- H.S. student didn't use crosswalk on Wisconsin to Chamberlin (only marked on one side)
- H.S. driver did U-turn on Wisconsin
- No walkers from Jefferson at this intersection
- Tractor with double trailer traveled down Wisconsin

Other

- Patrol car saw students walking in streets, even where sidewalks were available on one side (especially on Augusta St.)
- Cars tearing out of H.S. lot with no stopping
- Use of patrol car around schools is helpful for enforcement of traffic laws

Tainter Elementary School area

At School
- Only 4-5 walkers (school population of approx. 300)
- No bikers
- Teachers accompany class to buses and stay outside until buses leave
- Walkers and parent pick-up stay in lunchroom until parents enter building to get children
- Walkers stay in building until all buses leave lot
- Bike rack in front of school

Surrounding area
- Crossing guard on Carrie/South
- High speeds on Kern and South streets
- No sidewalks on Kern or South streets
- Speeding into pick-up lot
- Drivers leaving daycare lot as students exit bus (after school program?)
- Parents/students jaywalking through drive in front of school to get back to cars in parking lot
- Cars rolling through 4-way stop at Kern/South
- School zone signs in place approaching school on South and Kern
- Two students walk on edge of South Street to get to parents' business north of South Street

Lincoln Elementary School area

Walking/Crossing
- More kids walk south, than north
- Sidewalks are continuous
- Front of school needs more lighting
- No problems on west side of school (back)
- Crosswalks are present
- Crossing guard at Humbird/Wilson (good job)
- Students using crossing guard
- Parents not using crosswalk
- A few students cross the street inattentively, mid-block

Biking
- No bike routes designated
- Bike rack near school on south side, next to dumpsters
- Few bikes

Bus loading area
- On Humbird St.
- Crowded

Driving/Parking behavior
- Teacher parking on street; not much pick-up area
- Speeding on Humbird

Other
- Loitering in front of school (students waiting for ride)
- Staff present, but not very orderly or secure

Appendix C
School Route Plan Maps

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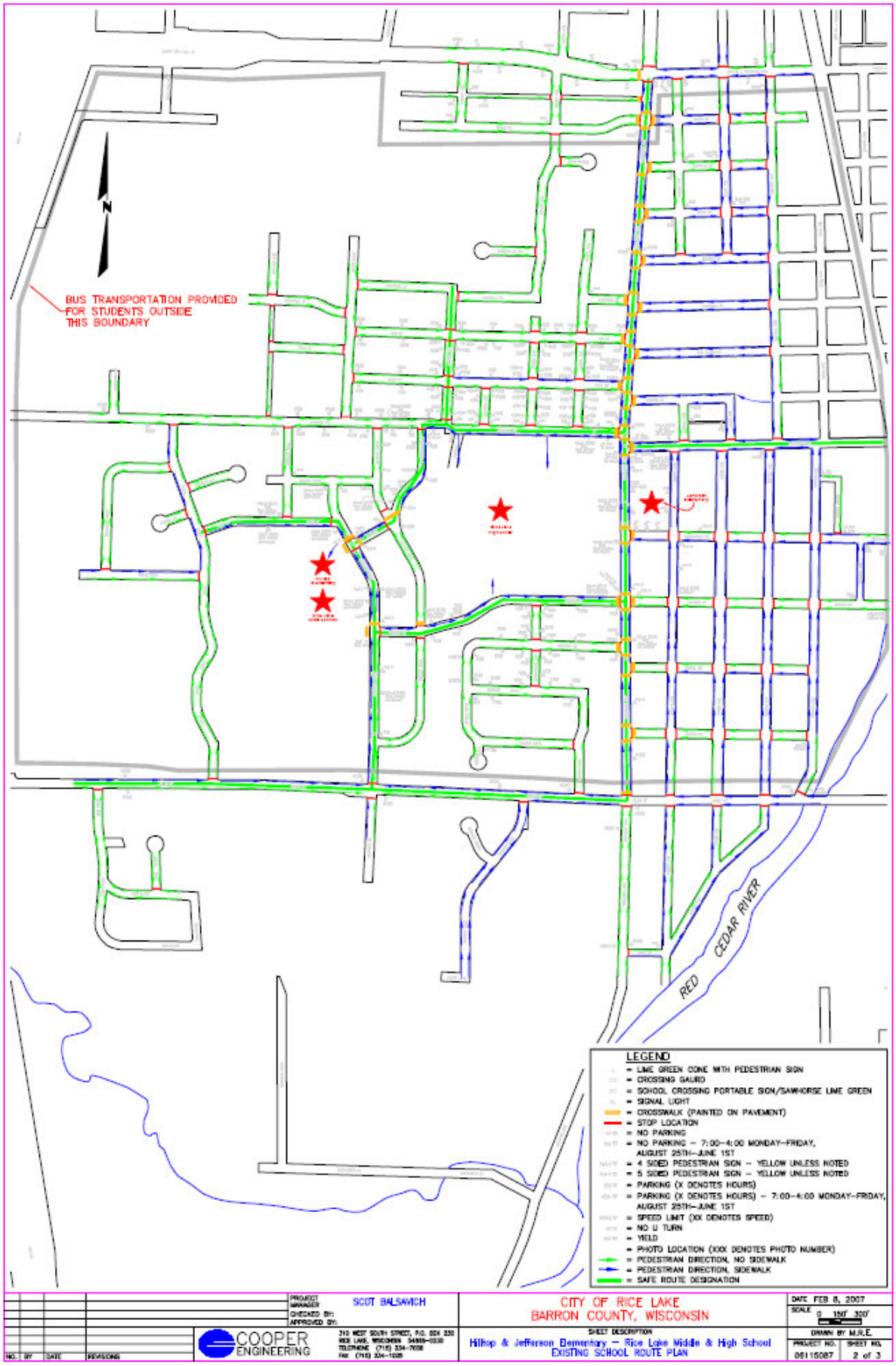
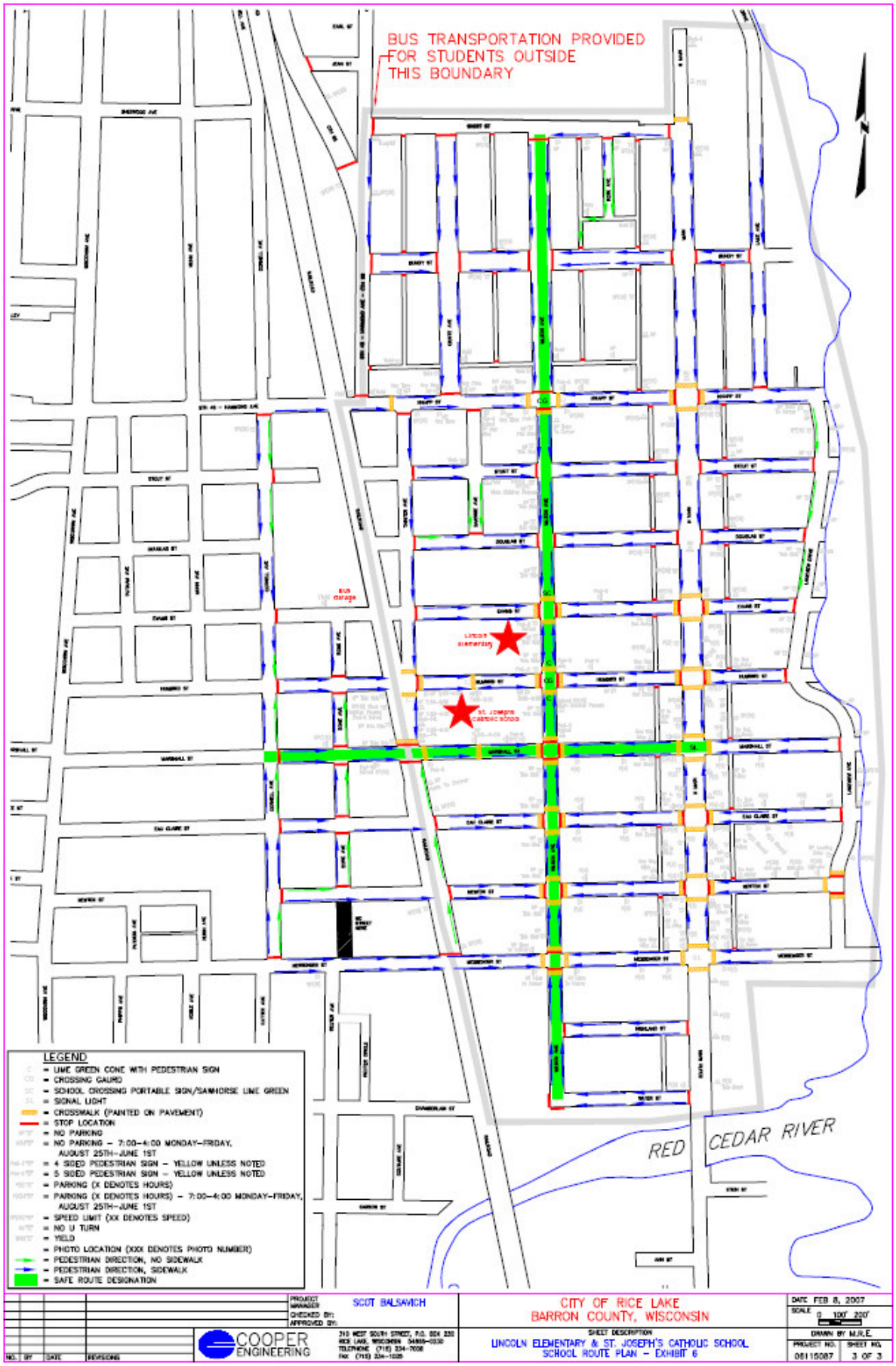
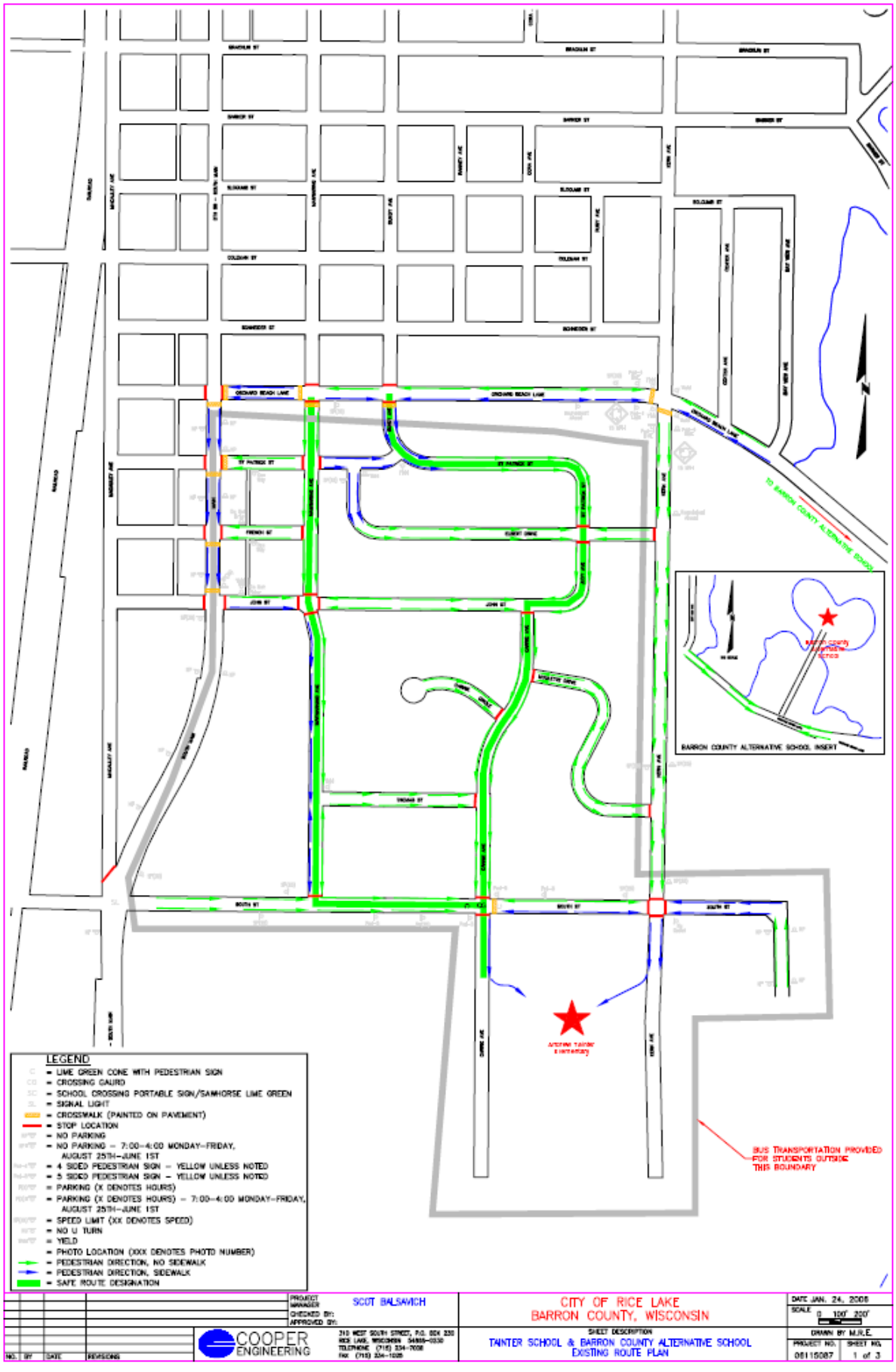

N
BUS TRANSPORTATION PROVIDED FOR STUDENTS OUTSIDE THIS BOUNDARY
RED CEDAR RIVER
LEGEND
= LIME GREEN CONE WITH PEDESTRIAN SIGN
= CROSSING GUARD
= SCHOOL CROSSING PORTABLE SIGN/SAWHORSE LIME GREEN
= SIGNAL LIGHT
= CROSSWALK (PAINTED ON PAVEMENT)
= STOP LOCATION
= NO PARKING
= NO PARKING - 7:00-4:00 MONDAY-FRIDAY, AUGUST 25TH-JUNE 1ST
= 4 SIDED PEDESTRIAN SIGN - YELLOW UNLESS NOTED
= 5 SIDED PEDESTRIAN SIGN - YELLOW UNLESS NOTED
= PARKING (X DENOTES HOURS)
= PARKING (X DENOTES HOURS) - 7:00-4:00 MONDAY-FRIDAY, AUGUST 25TH-JUNE 1ST
= SPEED LIMIT (XX DENOTES SPEED)
= NO U TURN
= YIELD
= PHOTO LOCATION (XXX DENOTES PHOTO NUMBER)
= PEDESTRIAN DIRECTION, NO SIDEWALK
= PEDESTRIAN DIRECTION, SIDEWALK
= SAFE ROUTE DESIGNATION
PROJECT MANAGER SCOT BALSAVICH
CHECKED BY:
APPROVED BY:
NO. BY DATE REVISIONS
COOPER ENGINEERING
315 WEST SOUTH STREET, P.O. BOX 230
RICE LAKE, WISCONSIN 54868-0230
TELEPHONE (715) 234-7008
FAX (715) 234-1026
CITY OF RICE LAKE
BARRON COUNTY, WISCONSIN
SHEET DESCRIPTION
Hillop & Jefferson Elementary – Rice Lake Middle & High School
EXISTING SCHOOL ROUTE PLAN
DATE FEB 8, 2007
SCALE 0 150' 300'
DRAWN BY M.K.E.
PROJECT NO. 06115087
SHEET NO. 2 of 3


BUS TRANSPORTATION PROVIDED
FOR STUDENTS OUTSIDE
THIS BOUNDARY
LEGEND
= LIME GREEN CONE WITH PEDESTRIAN SIGN
= CROSSING GAURD
= SCHOOL CROSSING PORTABLE SIGN/SAWHORSE LIME GREEN
= SIGNAL LIGHT
= CROSSWALK (PAINTED ON PAVEMENT)
= STOP LOCATION
= NO PARKING
= NO PARKING - 7:00-4:00 MONDAY-FRIDAY, AUGUST 25TH-JUNE 1ST
= 4 SIDED PEDESTRIAN SIGN - YELLOW UNLESS NOTED
= 5 SIDED PEDESTRIAN SIGN - YELLOW UNLESS NOTED
= PARKING (X DENOTES HOURS)
= PARKING (X DENOTES HOURS) - 7:00-4:00 MONDAY-FRIDAY, AUGUST 25TH-JUNE 1ST
= SPEED LIMIT (XX DENOTES SPEED)
= NO U TURN
= YIELD
= PHOTO LOCATION (XXX DENOTES PHOTO NUMBER)
= PEDESTRIAN DIRECTION, NO SIDEWALK
= PEDESTRIAN DIRECTION, SIDEWALK
= SAFE ROUTE DESIGNATION
RED CEDAR RIVER
PROJECT MANAGER SCOT BALSAVICH
CHECKED BY:
APPROVED BY:
COOPER ENGINEERING
315 WEST SOUTH STREET, P.O. BOX 230
RICE LAKE, WISCONSIN 54868-0230
TELEPHONE (715) 234-7008
FAX (715) 234-1025
NO. BY DATE REVISIONS
CITY OF RICE LAKE
BARRON COUNTY, WISCONSIN
SHEET DESCRIPTION
LINCOLN ELEMENTARY & ST. JOSEPH'S CATHOLIC SCHOOL
SCHOOL ROUTE PLAN - EXHIBIT 6
DATE FEB 8, 2007
SCALE 0 100' 200'
DRAWN BY M.R.E.
PROJECT NO. 06115087
SHEET NO. 3 OF 3


LEGEND
= LIME GREEN CONE WITH PEDESTRIAN SIGN
= CROSSING GAURD
= SCHOOL CROSSING PORTABLE SIGN/SAWHORSE LIME GREEN
= SIGNAL LIGHT
= CROSSWALK (PAINTED ON PAVEMENT)
= STOP LOCATION
= NO PARKING
= NO PARKING - 7:00-4:00 MONDAY-FRIDAY, AUGUST 25TH-JUNE 1ST
= 4 SIDED PEDESTRIAN SIGN - YELLOW UNLESS NOTED
= 5 SIDED PEDESTRIAN SIGN - YELLOW UNLESS NOTED
= PARKING (X DENOTES HOURS)
= PARKING (X DENOTES HOURS) - 7:00-4:00 MONDAY-FRIDAY, AUGUST 25TH-JUNE 1ST
= SPEED LIMIT (XX DENOTES SPEED)
= NO U TURN
= YIELD
= PHOTO LOCATION (XXX DENOTES PHOTO NUMBER)
= PEDESTRIAN DIRECTION, NO SIDEWALK
= PEDESTRIAN DIRECTION, SIDEWALK
= SAFE ROUTE DESIGNATION
TO BARRON COUNTY ALTERNATIVE SCHOOL
BARRON COUNTY ALTERNATIVE SCHOOL INSERT
BUS TRANSPORTATION PROVIDED FOR STUDENTS OUTSIDE THIS BOUNDARY
PROJECT MANAGER SCOT BALSAVICH
CHECKED BY:
APPROVED BY:
COOPER ENGINEERING
315 WEST SOUTH STREET, P.O. BOX 230
RICE LAKE, WISCONSIN 54868-0230
TELEPHONE (715) 234-7008
FAX (715) 234-1025
NO. BY DATE REVISIONS
CITY OF RICE LAKE
BARRON COUNTY, WISCONSIN
SHEET DESCRIPTION
TAINTER SCHOOL & BARRON COUNTY ALTERNATIVE SCHOOL
EXISTING ROUTE PLAN
DATE JAN. 24, 2008
SCALE 0 100' 200'
DRAWN BY M.K.E.
PROJECT NO. 08115087
SHEET NO. 1 of 3

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Appendix D
U.S. Environmental Protection Agency Idle Reduction Program Information

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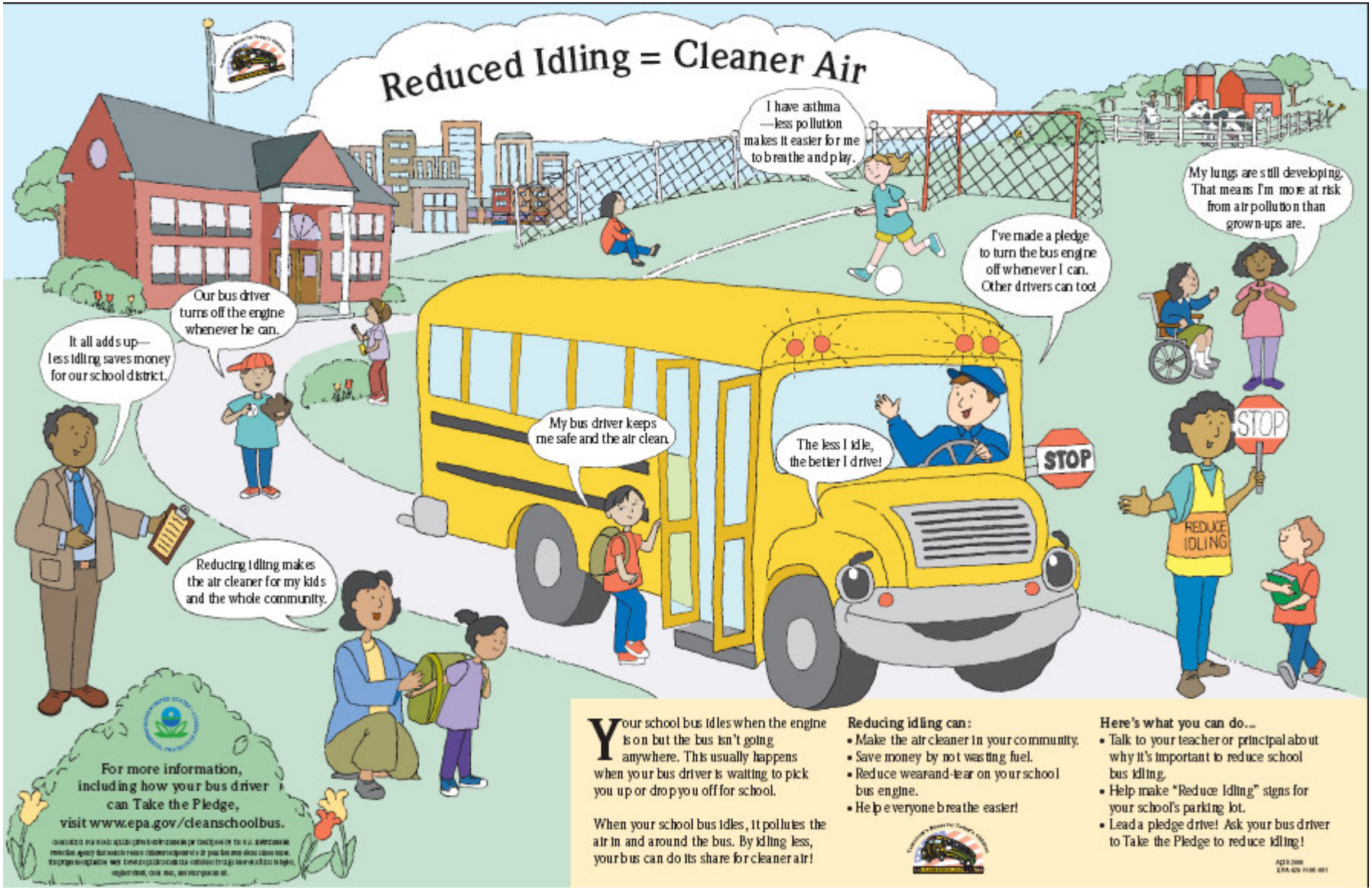
Reduced Idling = Cleaner Air
I have asthma —less pollution makes it easier for me to breathe and play.
My lungs are still developing. That means I'm more at risk from air pollution than grown-ups are.
I've made a pledge to turn the bus engine off whenever I can. Other drivers can too!
Our bus driver turns off the engine whenever he can.
It all adds up— less idling saves money for our school district.
My bus driver keeps me safe and the air clean.
The less I idle, the better I drive!
STOP
STOP
REDUCE IDLING
Reducing idling makes the air cleaner for my kids and the whole community.
For more information, including how your bus driver can Take the Pledge, visit www.epa.gov/cleanschoolbus.
Your school bus idles when the engine is on but the bus isn't going anywhere. This usually happens when your bus driver is waiting to pick you up or drop you off for school.
When your school bus idles, it pollutes the air in and around the bus. By idling less, your bus can do its share for cleaner air!
Reducing idling can:
• Make the air cleaner in your community.
• Save money by not wasting fuel.
• Reduce wear-and-tear on your school bus engine.
• Help everyone breathe easier!
Here's what you can do...
• Talk to your teacher or principal about why it's important to reduce school bus idling.
• Help make "Reduce Idling" signs for your school's parking lot.
• Lead a pledge drive! Ask your bus driver to Take the Pledge to reduce idling!