



Safe Routes to School Plan

2023

Turtle Lake School District



Prepared for:



TURTLE LAKE
SCHOOL DISTRICT

Turtle Lake School District

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An innovative leader in responsible planning and development for over 40 years
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September 2023





TURTLE LAKE SCHOOL DISTRICT

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**Turtle Lake Safe Routes To School
is a program to create safer
environments for students walking
and biking to and from school.**

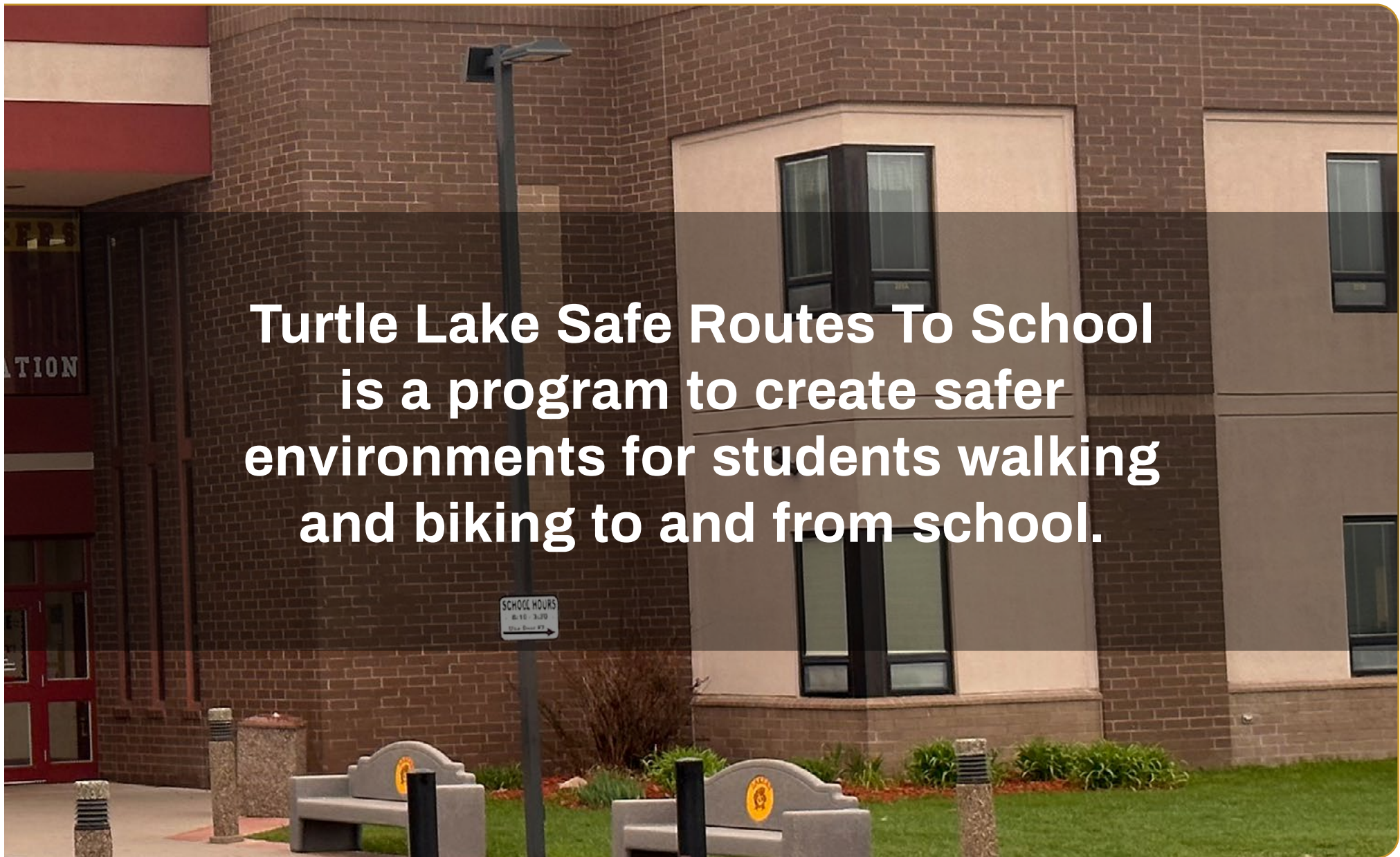




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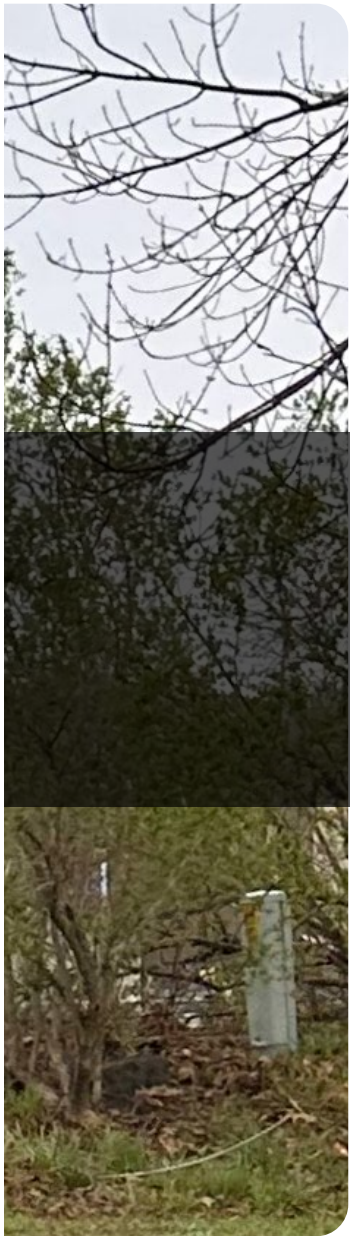


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SECTION I. EXECUTIVE SUMMARY





Executive Summary

Safe Routes to School (SRTS) is an international movement with its roots in promoting walking and biking to school. During the 1970s in Denmark, there were an alarming number of child injuries and fatalities due to crashes on roadways. This is where SRTS began. SRTS reached the United States in 1997 when The Bronx, New York received local funds to implement a SRTS program. By the year 2000, SRTS programs were nationwide after convincing other communities to adopt SRTS programs. By 2005, Congress saw the importance of these programs and consequently signed a federally funded SRTS program into law.

Safe and enjoyable environments for children walking and biking to and from school should be implemented in communities of all sizes. An active SRTS program will help Frederic create safer, easier, and more enjoyable routes for kids. There are many benefits to the entire community when walking and biking conditions are improved.

Outcomes of Safe Routes to School

Safer Routes

One of the reasons parents do not allow their children to walk and bike to school are too dangerous. Problems such as an incomplete sidewalk network, high traffic speeds, and congested streets in the vicinity of schools discourage walking and biking.

WHY SAFE ROUTES TO SCHOOL?



Roads near schools are congested, decreasing safety and air quality for children.



Kids are not getting enough physical activity

KIDS WHO WALK OR BIKE TO SCHOOL:



Arrive alert and able to focus on school.



Get most of their recommended daily physical activity just from traveling to and from school.



Feel better about their physical health



Are more likely to have good mental health



Have better school performance and test scores.

THE REINFORCING CYCLE OF WALKING AND BIKING TO SCHOOL

More students walking and biking to school

Greater focus on policies, infrastructure, and programs to support walking and biking

Better air quality and more pleasant bike and pedestrian environments

Safer and easier routes to and from school



TURTLE LAKE SCHOOL DISTRICT

Healthier Children

In the past few decades, the number of active children in the United States has decreased and the number of overweight children has almost doubled. In addition kids are spending more and more time indoors and not being active. Numerous health organizations and associations recommend that children participate in at least 60 minutes of moderate to vigorous physical activity every day. One way to achieve a large portion of this goal is to walk or bike to and from school. Walking just one mile to and from school covers 2/3 of this goal.

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 generally recognized as the source of more air pollutions than any other human activity. In order to decrease air pollution, communities should look to reduce the number of cars on the roads near schools. Fewer cars emitting pollutants will improve air quality, thus decreasing health problems in children.

Other Outcomes:

- » Enhanced community accessibility
- » Increased community involvement
- » Improved partnerships among schools, local municipalities, parents, and other community groups.

Highest priority issues

- » **Speed of Vehicles on Oak**
While the posted speed limit is 15 mph when children are present, vehicles are often traveling faster than 15 mph. Install traffic calming devices such as bump outs at crosswalks and striping street.
- » **Students Crossing on Oak**
There are two crosswalks in front of the schools for students to use when traveling from the parking lot to the school. These crosswalks cross Oak which is a busy street especially during drop off and pick up times. Install a bumpout at the north crosswalk to provide a shorter distance that students must be in the street
- » **Lack of Sidewalks to School**
Throughout the entire village, sidewalks do not provide a safe space for students to get to and from school. When deciding where to install sidewalks, prioritize areas closest to school and where students are most likely to be walking and biking.



The 6 E's

In order to accomplish the goals of the SRTS program. The school district and the Village will use the 6 E's Framework: Engineering, Education, Encouragement, Engagement, Equity, and Evaluation. This comprehensive approach allows communities to maximize the number of students walking and biking to school.

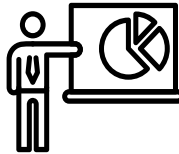
Engineering

Creating physical improvements to streets and neighborhoods that make walking and biking to school safer, more comfortable and more convenient.



Education

Providing students and the community with the skills to walk and bike safety, education them about the benefits of walking and biking, and teaching them about the broad range of transportation choices.



Encouragement

Generating enthusiasm and increased walking and biking for students through events and activities.



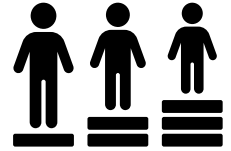
Engagement

All SRTS initiatives should begin with listening to students, families, teachers, and school leader and working with existing community organizations, and build intentional engagement opportunities into the program structure.



Equity

Ensuring that SRTS initiatives are benefiting all demographic groups, with particular attention to ensuring safe and fair outcomes for low-income students, students of color, all genders and students with disabilities.



Evaluation

Assessing which approaches are more or less successful, ensuring that programs and initiatives are supporting equitable outcomes and identifying unintended consequences or opportunities to improve the effectiveness of each approach.



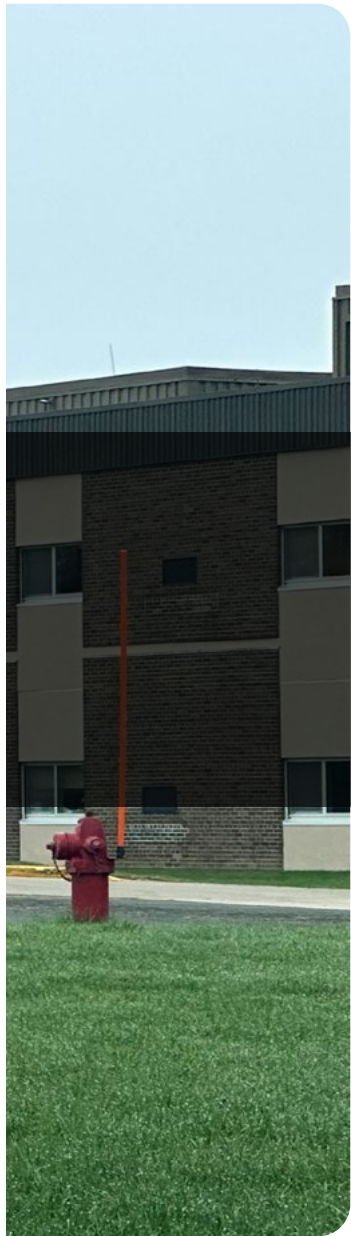
Funding

Funding sources vary widely in their eligibility and magnitude. Federal Transportation Alternatives Program (TAP) funding is the primary source for those projects that specifically address SRTS efforts, both infrastructure and non-infrastructure.

However, other grants may be appropriate for funding smaller projects. Other funding sources are listed and described at wcwsrts.com

SECTION II. INTRODUCTION





Introduction

In 2023, the Turtle Lake School District and the Village of Turtle Lake along with the West Central Wisconsin Regional Planning Commission (WCWRPC) to write the first Safe Routes to School Plan for the community. This plan identifies issues and strategies to help making walking and biking to school safer and easier.

During the planning process, WCWRPC facilitated meetings with the Turtle Lake SRTS Task Force. The Task Force consisted of members from the school district and village as well as community members. To collect and analyze the existing conditions, the Task Force performed walk/bike audits, classroom tally sheets and a parent survey. A complete list of district wide findings can be found in Section IV. School specific finding can be found in Section III.

Background

The Turtle Lake School District had a total enrollment of 450 during the 2021-2022 school year. There are two schools in the district, the 6-12 school and elementary school. The high school had 108 students the middle school had 106 and the elementary school had 220 students. The entire school district is housed in one building.

The school district includes areas in seven towns and one village. The towns of Beaver, Johnstown, Crystal Lake, Almena, Turtle Lake, Clinton, and Arland, and the Village of Turtle Lake are included. The total population of the school district is about 3,350.

The Village of Turtle Lake's 2021 population was 1,042.

In order to consider a student as economically disadvantaged, they must be a member of a household that meets the income eligibility requirement for free-or reduced priced meals (less than or equal to 185% of Federal Poverty Guidelines. During the 2021-2022, 53.8% of students in the school district are considered economically disadvantaged. 56.8% in the elementary school and 50.9% in the middle school, and 45.4% in the high school.



TURTLE LAKE SCHOOL DISTRICT

Safe Routes to School Task Force

A SRTS Task Force is a group of people who represent different facets of the SRTS program in the community and work together to develop and implement a plan to increase the number of students walking and biking to school.

The Task Force along with staff from WCWRPC met 4 times starting in Spring 2023. There were a variety of district wide and school specific issues and opportunities that were brought up and discussed during the meetings. In addition, the Task Force reviewed all the survey data and parent comments from the surveys. They also reviewed the observations from the walk and bike audits.

Previous Safe Routes to School Work

This is the first SRTS work done by the Village and the School District.

Vision and Goals

A vision and two goals were developed to bring the SRTS program's direction into focus and to make it fit the specific needs and desires of the Village of Turtle Lake and the School District of Turtle Lake. It is important to revisit the vision and goals throughout the planning and implementation stages of the program to ensure that projects are heading in the intended direction and 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.

Vision

The Turtle Lake School District will work with the Village of Turtle Lake, the communities it serves, parents, and students in a well-educated partnership to provide and encourage safe and enjoyable environments for walking and biking to school. The environments will start at the entrance of the school and disperse into the surrounding neighborhoods. The partnership will focus on a comprehensive approach with a focus on safety and well-connected routes to school.

Goals:

- » Make walking and biking safe ways to get to school
- » Encourage more children to walk or bike to school.



Connection to Other Documents

Comprehensive Plan 2005-2025

Section 4 *Transportation* of the Village of Turtle Lake Comprehensive Plan identifies a goal, objectives, and policies for the transportation infrastructure of the Village. These are then compared to other local, regional, and State transportation plans.

The Transportation Goal:

Maintain a safe, efficient transportation system which meets the needs of Village residents and visitors, while supporting other Comprehensive Plan goals and objectives.

Objectives:

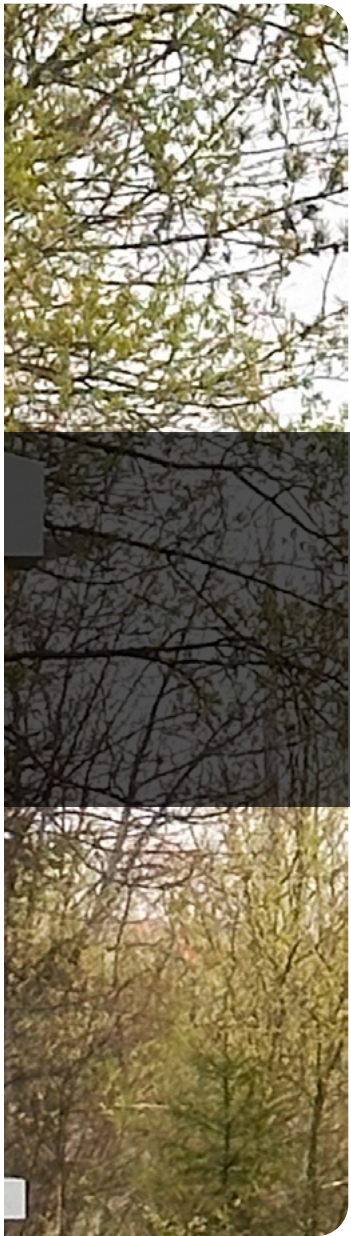
- » Coordinate efficient road improvements based on current and future land use patterns and integrate proposed improvements into capital improvement plans.
- » Consider the entire right-of-way and corridor when planning road improvements.
- » Encourage a variety of safe transportation options.

In section 4.2 *Transportation Policies* there are three policies that relate to bicycle and pedestrian traffic.

- » 2. Be involved with the Wisconsin Department of Transportation on the redesigns of the existing USH 8 alignment, including frontage roads, to ensure adequate, safe access, improved signage, increase “pedestrian friendliness”, continued ATV crossing, and include appropriate, themed landscape elements which reflect the community’s small town character.
- » 3. Include safe opportunities for pedestrians and bicycling as part of road renovation projects and newly proposed roadways.
- » 7. Consider the entire right-of-way and adjacent uses in the planning and management of roadways to include related landscaping, curb-and-gutter, storm water retention, and the provision of safe pedestrian and bicycle traffic.



SECTION III. EXISTING CONDITIONS



Walk and Bike Audit

Walk and bike audits allow the Task Force to specifically assess the issues and existing conditions of the physical environment near the school. These are done during drop-off (AM) and pick-up (PM). These assess street infrastructure and conditions, documenting barriers, positive features, activities and perceptions of the environment.

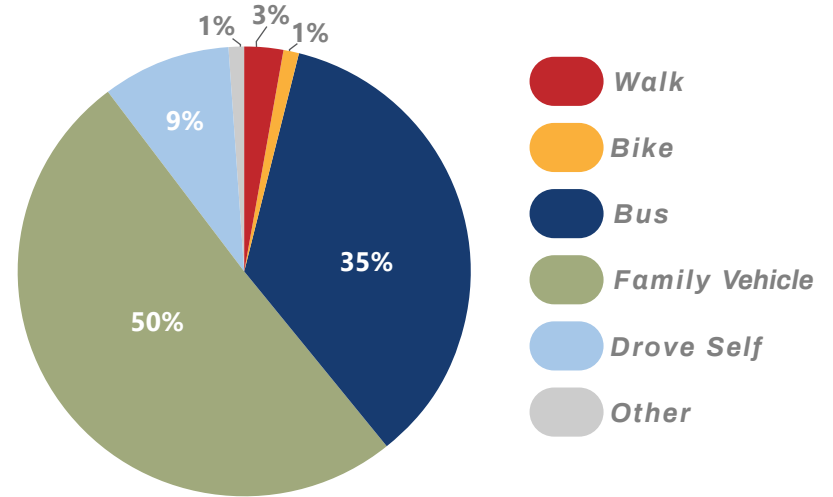
Walk and bike audits were performed at both schools in May 2023. Both AM and PM audits were conducted at each school and included discussions with school staff to go over the issues and opportunities at their respective schools.

Classroom Tally Sheets

Classroom tally sheets were used to figure out how students were traveling to and from school during a one-week period. The tally sheets were completed in Spring of 2022. Of the classrooms that took the survey, 3 percent of the trips were students walking to school and 1 percent of the trips were students biking to school (Figure 1).

As is common at most schools, the classroom tally sheet showed that more students walk and bike home from school than to school. This shows that students also have the ability to walk in the AM as well.

Figure 1: Chart showing total District student travel mode to/from school in percent (Classroom tally).





TURTLE LAKE SCHOOL DISTRICT

Parent Surveys

The parent survey was available for parents with children in the district.

District wide, the three highest reasons why parent choose not to allow their child to walk or bike to school, other than distance or weather, are related to traffic and intersection safety:

- » Speed of Traffic - 60%
- » Lack of Sidewalks or Pathways- 60%
- » Amount of Traffic - 50%

Expectantly, parents responded that if these issues were fixed, they would be more likely to let their children walk/bike to school:

- » Sidewalks or Pathways - 73%
- » Amount of Traffic - 73%
- » Speed of Traffic - 68%

Another key finding from the parent survey is the perception of how schools encourage or discourage walking and biking to or from school. 82 percent of the parents stated that their child's school neither encourages

Attendance Area & Walk Zone

An important part of the process included reviewing each school's respective attendance areas and/or walk zone. Many districts implement walk zones, which are areas that students do not have the option to get bussed to school. These typically range from half to one mile radius from schools with the exclusion of hazardous crossings.

The Turtle Lake School District does not have designated walk zones. The attendance area is about 113 square miles and busing is available to all students due to the rural area it covers.

Crossing Guards

There are no crossing guards throughout the district.

Crash Data

Pedestrian and bicycle crash data from the State of Wisconsin were used to locate areas with high crash numbers. Data show that over a five year from 2017-2021 there were no crashes involving a bicyclists or pedestrians. There were a total of 56 reported crashes during the same period. This averages to about 11 crashes per year.



There are students that walk to school from the neighborhood to the south and east of the school. There are no sidewalks or designated route for them to take.



ISSUES - “Which of the following issues affect your decision to not allow your child to walk or bike to/from school?” (from parent survey)



Distance	Convenience of driving	Time	Speed of traffic	Amount of traffic	Adults to walk with	Sidewalks or pathways	Safety of intersections	Crossing guards	Violence or crime	Weather or climate
32%	13%	23%	60%	50%	36%	60%	46%	41%	50%	36%

SOLUTIONS - “Would you let your child walk/bike to/from school if this problem was changed/improved?” (from parent survey)

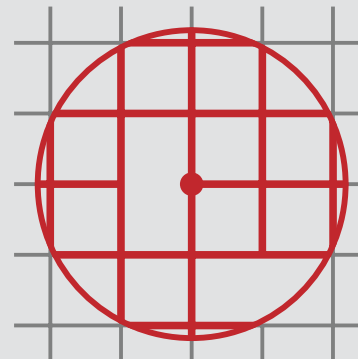


Distance	Convenience of driving	Time	Speed of traffic	Amount of traffic	Adults to walk with	Sidewalks or pathways	Safety of intersections	Crossing guards	Violence or crime	Weather or climate
32%	9%	28%	68%	73%	59%	73%	59%	59%	40%	36%

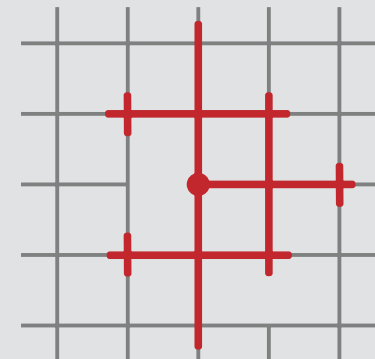
Walksheds

A walkshed is the network of streets within a defined walking distance of a specific location, such as a school. They are a more accurate way to identify actual walking routes and distances to destinations. Unlike approaches that measure straight-line distance to a destination, walksheds attempt to consider gaps in the network where streets don't connect and where there are physical barriers, cul-de-sacs, etc. Mapping walksheds on the street network helps identify individual street segments that pedestrians and cyclists are likely to take to a specific destination within a given walking distance or time.

Crow Flies Radius Network



Walkshed Network








TURTLE LAKE SCHOOL DISTRICT

Attendance Area

The map to the right shows the location attendance area for the entire school district in relation to the Village boundary.

Legend

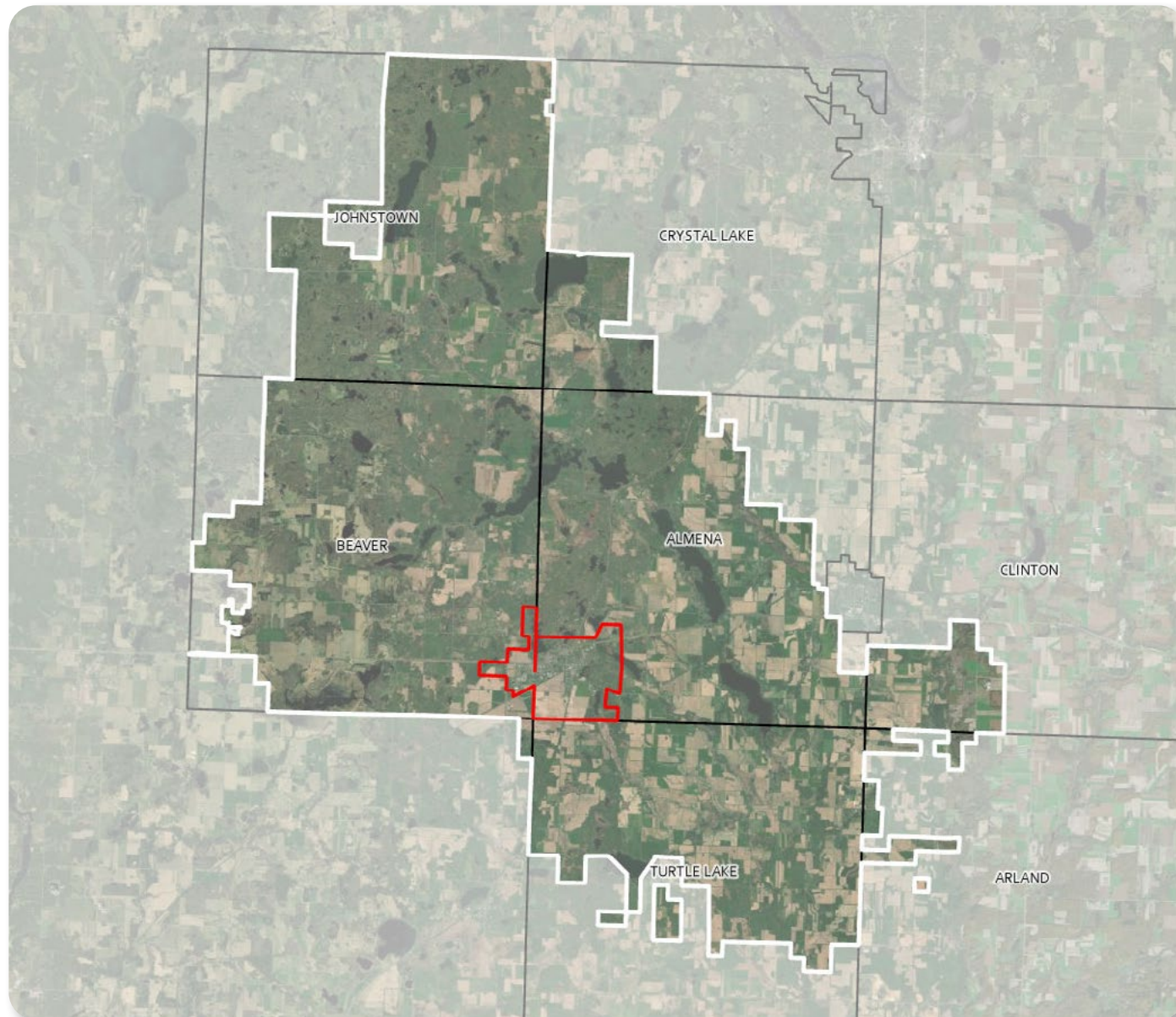
-  Town Boundary
-  Village Boundary
-  Attendance Area

February 2023



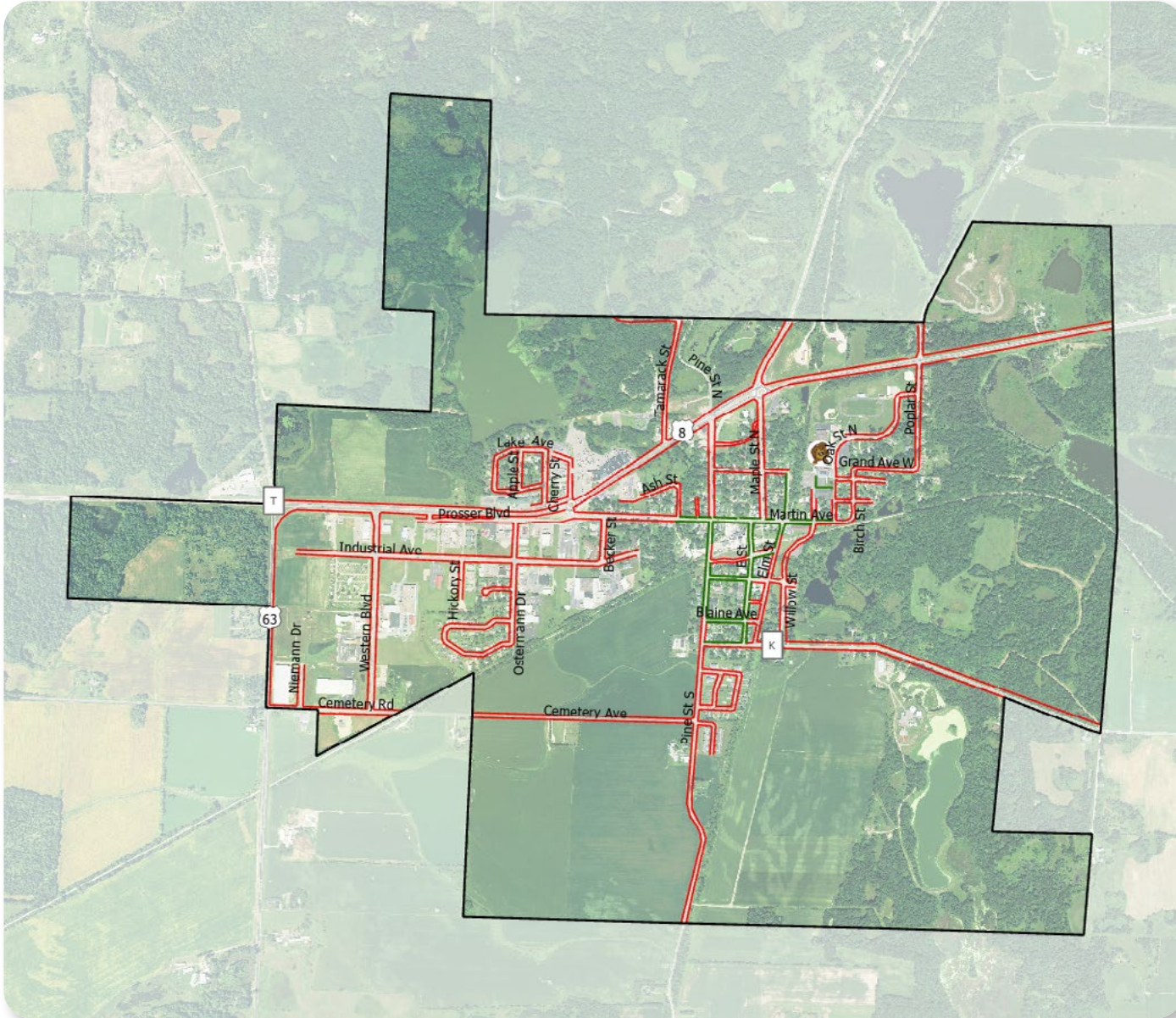
0 1 2 4 Miles

Data Sources:
2018 Aerial Image (USDA)
Turtle Lake School District
WCWRPC



Sidewalk Gap

The map to the left shows the areas where sidewalks are located and where they are not.



Legend



School



Sidewalk



No Sidewalk



Village Boundary

February 2023



0 0.25 0.5 Miles

Data Sources:
2018 Aerial Image (USDA)
Turtle Lake School District
WCWRPC










TURTLE LAKE SCHOOL DISTRICT

Walkshed Map

The map to the right shows the quarter, half and one mile walkshed from the elementary school. It also shows the sidewalks within the walkshed.

Legend

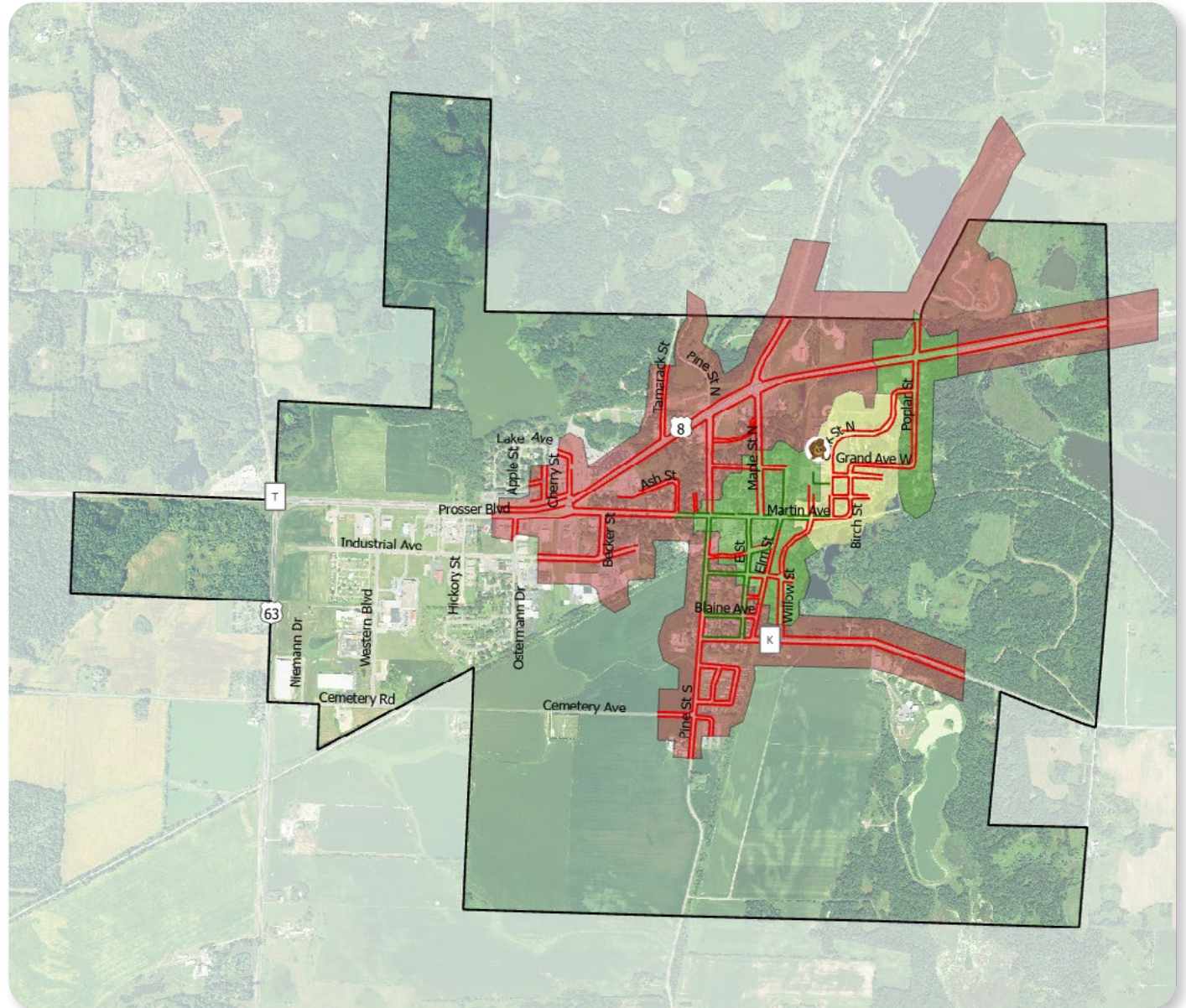
-  School
-  Sidewalk
-  No Sidewalk
-  1/4 Mile
-  1/2 Mile
-  1 Mile
-  Village Boundary

February 2023



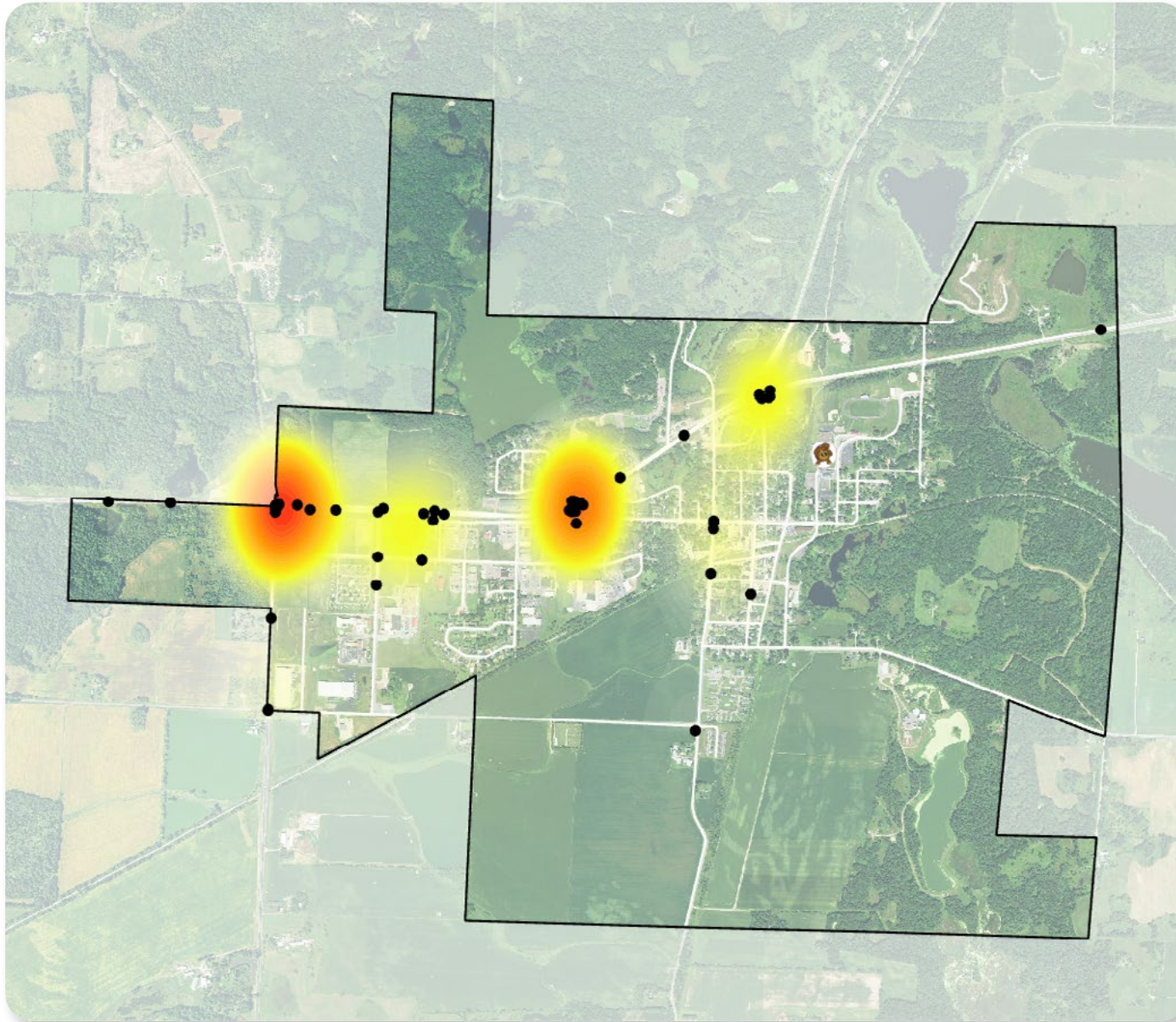
0 0.25 0.5 Miles

Data Sources:
2018 Aerial Image (USDA)
Turtle Lake School District
WCWRPC



Crash Density

The map to the right shows the density of crashes in the Village of Turtle Lake from the years 2017-2021.



Legend



School



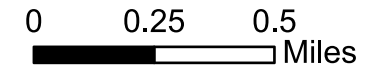
Crash Location (56)



Village Boundary



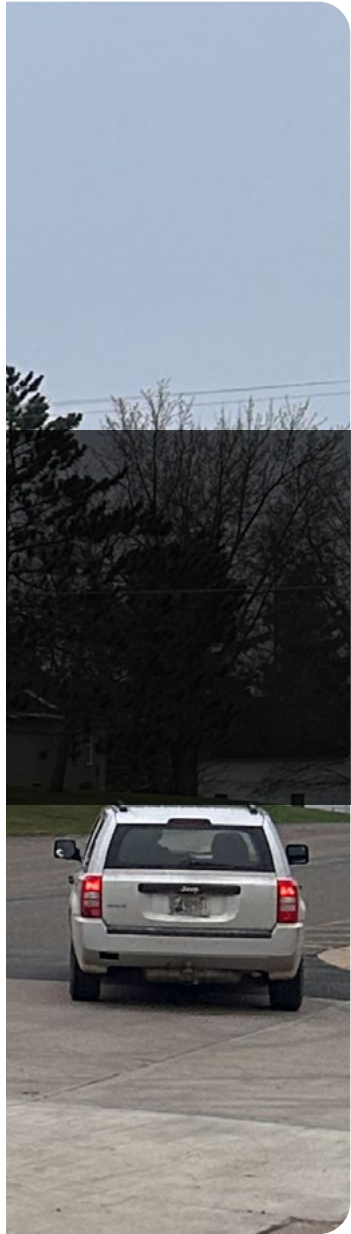
February 2023



Data Sources:
2018 Aerial Image (USDA)
Traffic Operations and Safety Laboratory (TOPS)
Village of Turtle Lake
Turtle Lake School District
WCWRPC



SECTION IV. DISTRICT WIDE ISSUES AND OPPORTUNITIES



Issues and Opportunities

In 2023, the Turtle Lake School District and the Village of Turtle Lake along with the West Central Wisconsin Regional Planning Commission (WCWRPC) to write the first Safe Routes to School Plan for the community. This plan identifies issues and strategies to help making walking and biking to school safer and easier.

During the planning process, WCWRPC facilitated meetings with the Turtle Lake SRTS Task Force. The Task Force consisted of members from the school district and village as well as community members. To collect and analyze the existing conditions, the Task Force performed walk/bike audits, classroom tally sheets and a parent survey. A complete list of district wide findings can be found in Section IV. School specific finding can be found in Section III.

PROJECT/PROGRAM IMPLEMENTATION CHECKLIST:



Identify a Project, which will be implemented to produce an identifiable and useable facility or activity



If the project includes non-infrastructure improvements:

- **Work with the Task Force** to identify costs from similar efforts elsewhere or develop estimates for anticipated costs of programs and events



If the project includes infrastructure improvements:

- **Work with an Engineer** to define specific limits of the project and begin preliminary cost estimates
- **Work with County or local municipality** to identify mutual opportunities



TURTLE LAKE SCHOOL DISTRICT

School Stats: (2022-2023)

Enrollment:
467 students

Economically disadvantaged:
51 percent

Students of color:
15 percent

Students with a disability:
15 percent

The following is a list of criteria that could be used by the SRTS Task Force. During the planning process, it was discussed that some strategies were of high priority. It is planned that over the coming months and years, the SRTS Task Force will update the strategies that are to be at highest priority levels. In addition, it should be noted that some strategies can be accomplished easily and that even though they are not the highest priority, these can and should be implemented when the resources are available.

1. **Safety**
2. **Ease of Implementation**
3. **Usage**
4. **Cost**
5. **Healthy Outcomes**
6. **Time Required**

The best means of implementation is an organized and diligent task force working to bring the Village of Turtle Lake, and Turtle Lake School District together and guide them toward the goal of becoming a Safe Routes to School community. To ensure continuous implementation, it is recommended that SRTS implementation duties are assigned to an existing employee or a position is created to coordinate and implement SRTS activity.

The strategies of highest priority include:

Speed of Vehicles on Oak

While the posted speed limit is 15 mph when children are present, vehicles are often traveling faster than 15 mph. Install traffic calming devices such as bump outs at crosswalks and striping street.

Students Crossing on Oak

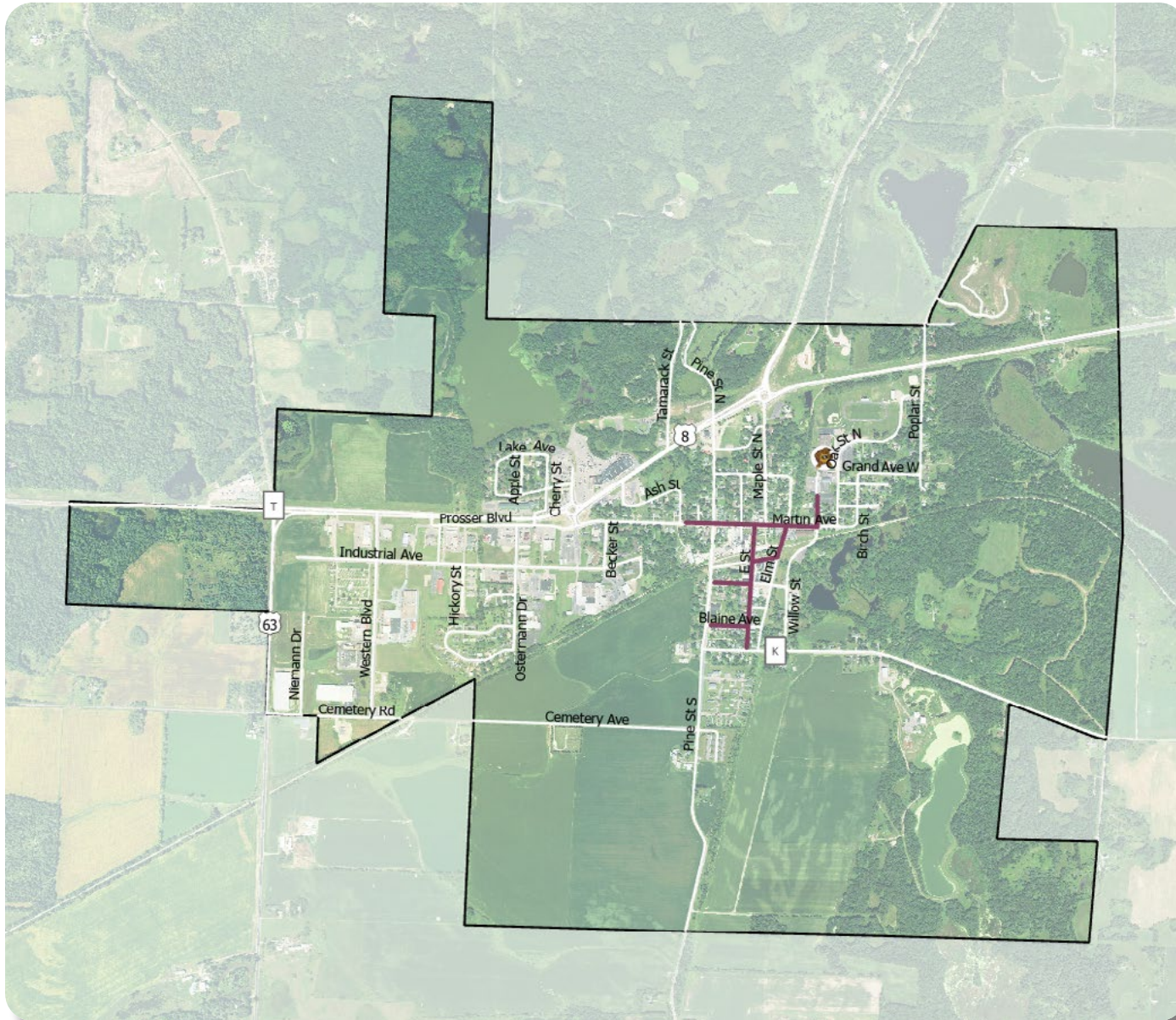
There are two crosswalks in front of the schools for students to use when traveling from the parking lot to the school. These crosswalks cross Oak which is a busy street especially during drop off and pick up times. Install a bumpout at the north crosswalk to provide a shorter distance that students must be in the street. Research options to redesigning parking lot and road so that students do not have to cross a street when entering school.

Lack of Sidewalks to School

Throughout the entire village, sidewalks do not provide a safe space for students to get to and from school. When deciding where to install sidewalks, prioritize areas closest to school and where students are most likely to be walking and biking.



The map to the right shows the safest walking and biking routes that students should take when going to and from school.



Legend

-  School
-  Safe Route
-  Village Boundary

February 2023



0 0.25 0.5
Miles

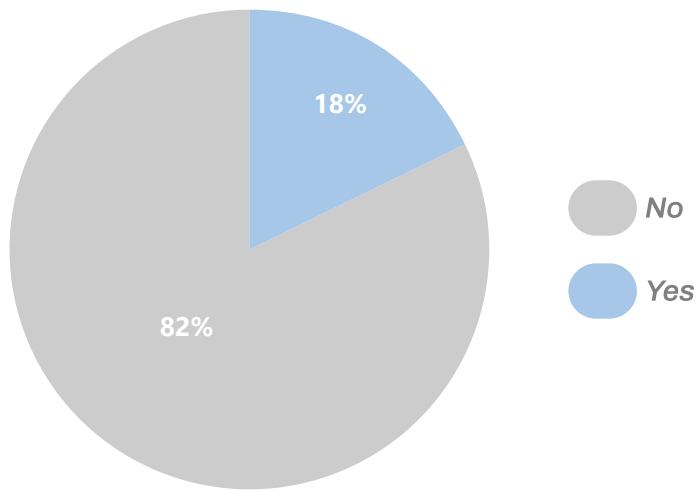
Data Sources:
2018 Aerial Image (USDA)
Village of Turtle Lake
Turtle Lake School District
WCWRPC

Existing Conditions

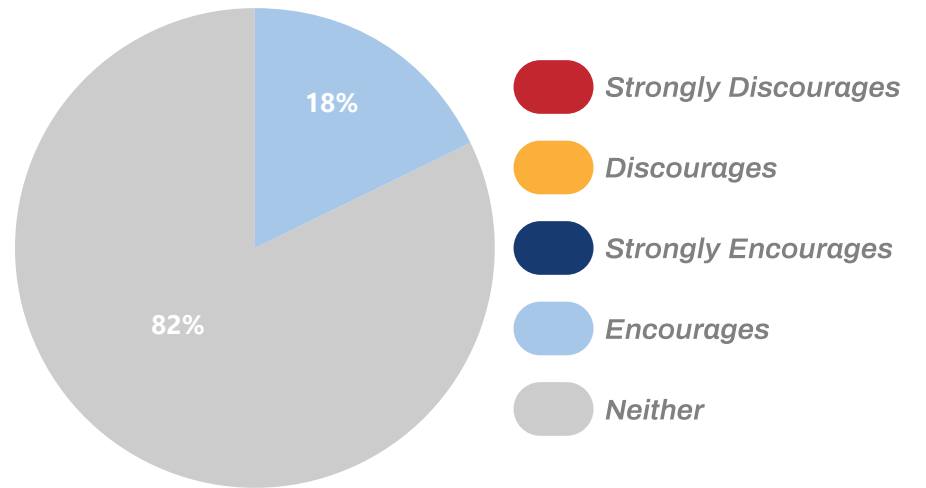
1. Sidewalks surrounding the school have several issues.
 - » There is a lack of connectivity throughout the entire village. Other than a few places near the school, which do not connect to the school property, there are very few sidewalks
 - » The sidewalks that do exist are in poor condition, meaning there are many cracks or lifts in the concrete that cause accessibility issues.
2. There are two crosswalks in front of the school that connect the east parking lot to the school entrance.
3. Vehicles are aware of the crosswalks and stop for students trying to cross.
4. Street lighting in the Village is poor. There are many dark areas between lights.
5. There is a bike rack near the front of the school. There were four bikes parked at the time of the audit.
6. About half the time, there is a police officer patrolling either end of the school entrances during school drop off times.
7. There are flashing School Zone signs on both ends of Oak, although they are not safety green colored, and they flash all day.
8. There is inconsistent signage near the school. Some School Zone signs are safety green, some are yellow and some are white.
9. There is new development about a mile north of the school and north of USH 8. There is no safe crossing at Poplar and USH 8.
10. There is a recreational trail that parallel with the school that travels under HWY 8. There is no access to the school grounds from this trail.
11. Sidewalk on Martin ends at Ash.

Strategies to Explore

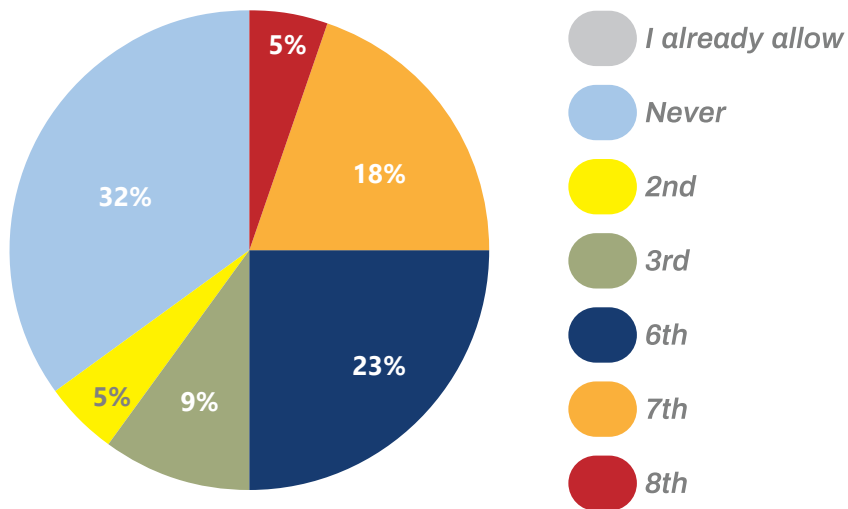
1. Prioritize areas closest to school to install sidewalks. Schools are the focal point for many communities and often serve as community centers.
2. Straighten crosswalks to shorten the distance the students must cross the street.
3. Encourage vehicles to continue to be aware of students crossing.
4. Relocate bike rack to an area that is more visible from the school. This helps reduce risk of theft and vandalism.
5. Continue working with police department on patrolling during heavy traffic times.
6. Update flashing School Zone signs to safety green. Program signs to flash an hour in the morning and afternoon during drop off and pick up times.
7. Update pedestrian crossing and school zone signs to all safety green standard signs.
8. Research option for an under pass on HWY 8 at Poplar.
9. Install more mid-block lighting near the school to encourage winter walking to school.
10. Install an access point from trail to school grounds to allow trail access.
11. Construct sidewalk on Martin from Ash to Prosser (roundabout).



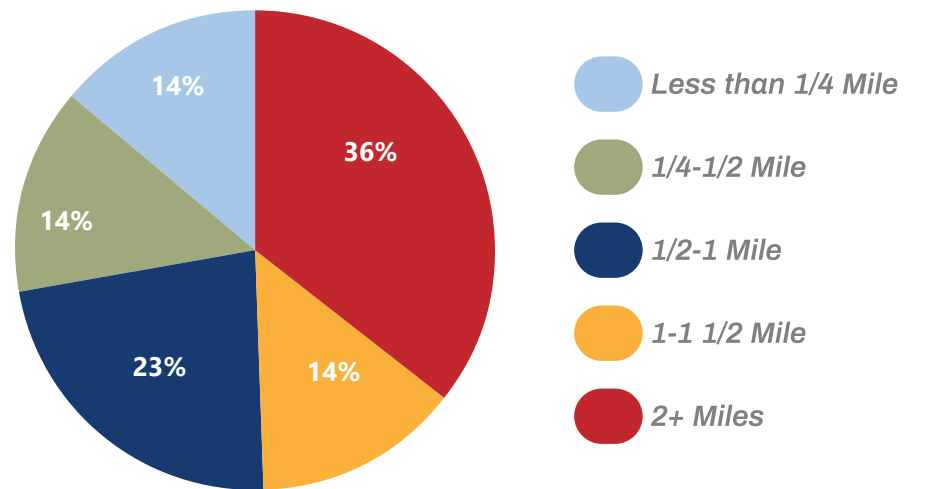
Results of Parent Survey Question: "Has your child asked for permission to walk or bike to school in the last year?"



Results of Parent Survey Question: "How much does your child's school encourage or discourage walking or biking to/from school?"



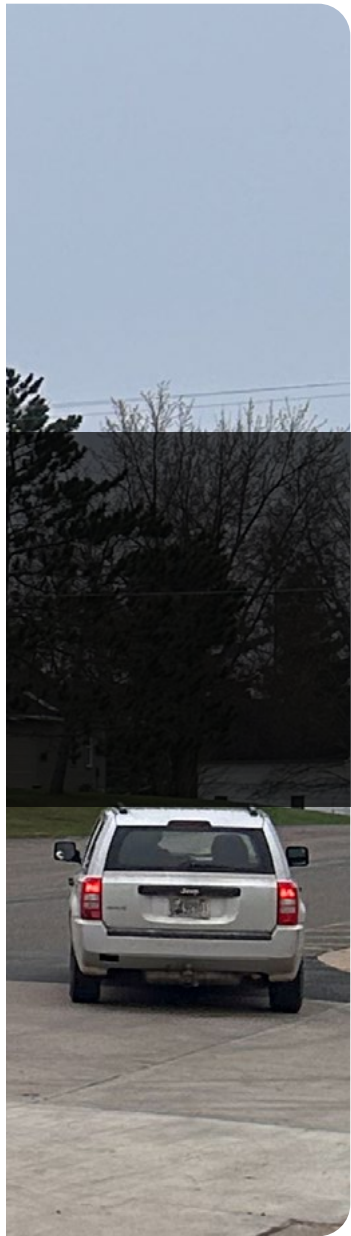
Results of Parent Survey Question: "What grade would you feel comfortable allowing your child to walk or bike without an adult?"
*Grades not listed were not answered



Results of Parent Survey Question: "How far does your child live from school?"



SECTION V. RECOMMENDED COMMUNITY STRATEGIES

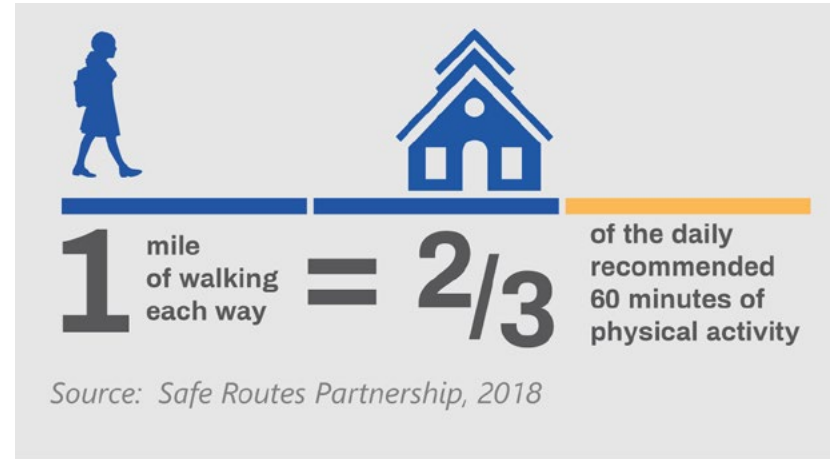


Numerous strategies are recommended for the Village, and School District. It is important to remember that a neighborhood or community that is safe for students to walk and bike to school is also walkable and more livable for everyone. Turtle Lake faces some challenges to safer walking and biking to school, some of them significant. The school is in an area where many students who live within one mile of the school should be able to walk and bike to school.

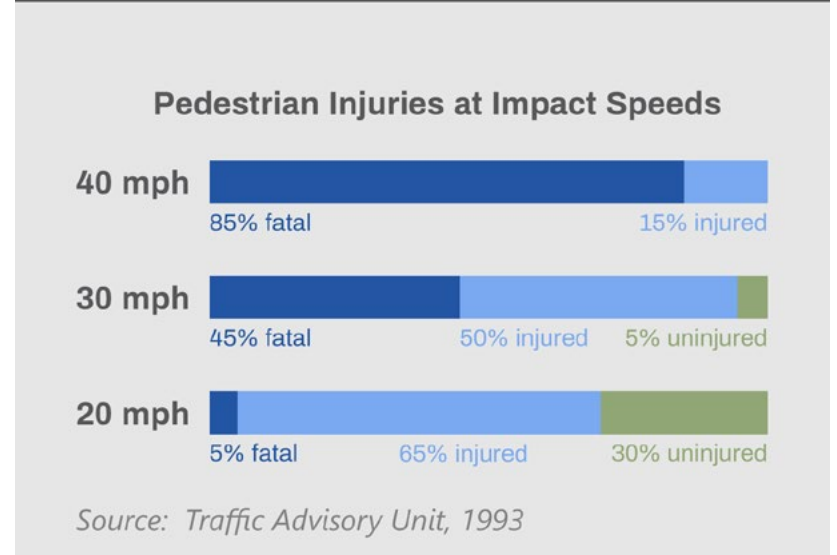
As discussed earlier, the majority of parent concerns are related to traffic volume and speed of traffic. High traffic speeds and volumes are legitimate concerns for parents as barriers to walking and biking to/from school. It was observed in many locations along SRTS corridors and in School Zones that traffic was travelling over the speed limit and in some cases well over. As can be seen on the graph to the right, death and injury rates increase significantly as a vehicle's speed increases.

A significant number of the district-wide recommended strategies pertain to reducing speeds around schools. In addition, there are numerous things the School District and Village can do to educate students and parents about SRTS and encourage walking and biking to/from school.

There are three different time frames recommended for implementation of strategies: ongoing, short-term (2023-2024), and medium-term (2024-2026).



SLOW IT DOWN!





TURTLE LAKE SCHOOL DISTRICT

Education

Village

- » Locate a sign at major entrances of the Village that says “Turtle Lake is a Safe Routes to School Community.” (short-term)
- » Adopt a Village Board Resolution proclaiming Turtle Lake as a “Safe Routes to School Community,” raising awareness of plans, strategies, partnerships and Village commitment. (short-term)

School District

- » Distribute an annual letter at the beginning of the school year with a brief description stating that the community has completed a SRTS plan and where designated SRTS corridors are located. (short-term)
- » Adopt Resolution proclaiming Turtle Lake School District as a “Safe Routes to School School District,” raising awareness of plans, strategies, partnerships, and commitment. (short-term)
- » Include vehicle/bike/pedestrian law education in school newsletters. (short-term)
- » Host fitness speakers at schools that promote walking/biking (athlete/coach, members of the community, etc.). (medium-term)

Village/School District

- » Promote SRTS on website and social media. (ongoing)
- » Work with local media in promoting SRTS. (short-term)
- » Work with local drivers education programs to include

importance of driving safely around schools and in School Zones. (medium-term)

- » Hold an annual best practices training for Student Safety Patrol supervisors. (medium-term)
- » Update comprehensive and strategic plans to include SRTS plan as part of an element and/or as an appendix. (short-term)

Encouragement

Village

- » Locate signage around town that shows designated safer routes, distance, and calories burned. Possibly incorporate this with a community based theme. (medium-term)

School District

- » Establish a Safety Patrol Program.
- » Help facilitate the creation of walking school buses from strategic locations along SRTS routes. (short-term)
- » Research and consider feasibility of student safety patrol at middle schools and high schools. (short-term)
- » Start a district-wide Walk/Bike to School Day event/activities. This could include larger annual events/activities and smaller monthly/weekly events/activities. (medium-term)

Village/School District

- » Work with Turtle Lake Police Department with district-wide bike rodeos. (short-term)
- » Distribute reflectors for backpacks. (medium-term)



- » Collaborate with community organizations (outdoor groups, health organizations, etc.) and private businesses to help promote walking and biking to/from school. (medium-term)
- » Research and consider feasibility of adult crossing guards. (medium-term)

Enforcement

Village

- » When opportunities exist, locate police officers around schools or other pertinent SRTS locations before and after school. (short-term)
- » Enforcement of all parking/pick-up areas in front of school and on school property. (short-term)
- » Increase speeding fines in schools zones and post the fine cost on School Zone signs. (short-term)
- » Increase enforcement for idling cars. (short-term)

School District

- » Where/when necessary, have Turtle Lake staff outside reminding parents about SRTS issues. (ongoing)
- » Research and advocate for automated speed enforcement devices in high-issue School Zones. (medium-term)

Create your own WALKING SCHOOL BUS



Adult-Child Ratios:

- Ages 4 to 6** —————> 1 adult per 3 children
- Ages 7 to 9** —————> 1 adult per 6 children
- Ages 10+** —————> Fewer adults necessary

1

Decide when,
where and
how often to
meet

2

Plan a safe
route and
teach safety
skills

3

Start small,
you can
always add
more kids





Engineering

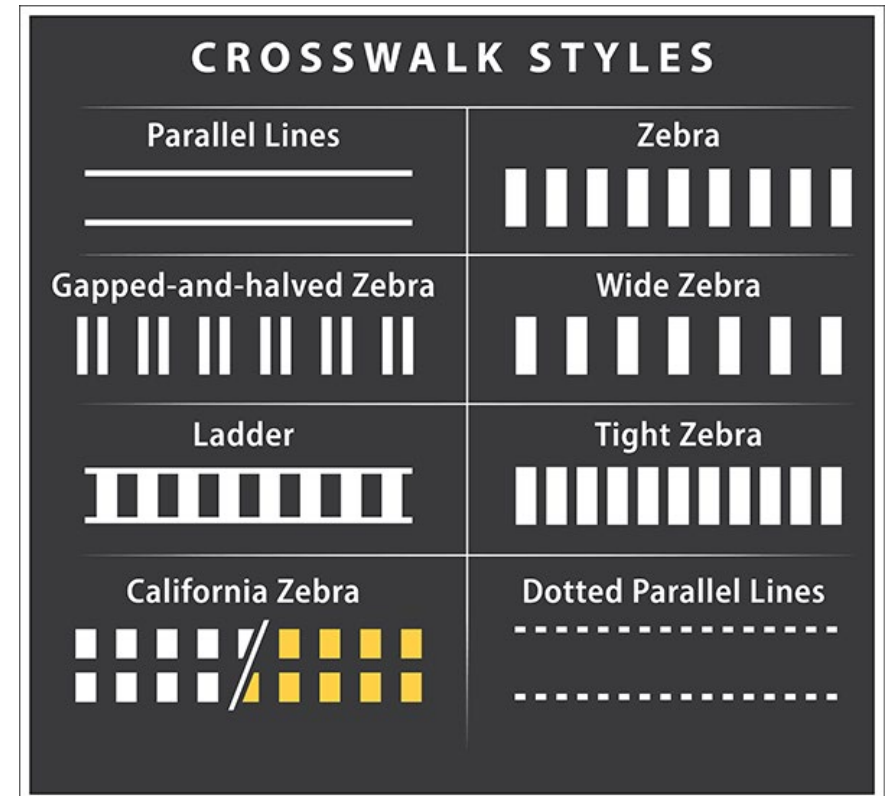
Village

- » Periodically maintain trees that are in the sight line of School Zone signs. (ongoing)
- » Require all future development to meet pedestrian, bicycle, and SRTS policies and needs. (short-term)
- » Require all future surrounding development to have adequate pedestrian/bicycle trails, sidewalks, and feeder systems to the school. (short-term)
- » Incorporate SRTS principles and recommendations in all applicable village plans and projects. (short-term)
- » Eliminate vegetation next to tunnel entrances that obstruct views and sight lines and research brighter light bulbs inside tunnels. (short-term)
- » Locate high visibility crosswalk treatment at all SRTS intersection crossings. (short-term)
- » Locate pedestrian crossing signage at SRTS route intersections. (short-term)
- » Incorporate speed limits of 25 mph or less adjacent to all schools. (short-term)
- » Locate “School Zone Approaching” signs before all 15 mph School Zone signs. (short-term)
- » Locate “School Zone Ends” signs where the School Zone starts/ends. (medium-term)

- » Use medians and/or pedestrian refuge islands for traffic calming and student safety around schools and other pertinent SRTS nodes. (medium-term)
- » Incorporate artwork inside tunnels. (medium-term)

School District

- » Install speed limit signs and speed bumps in school parking lots. (short-term)
- » Relocate bicycle parking closer to school entrances in an area visible from the school. (short-term)





- » Improve bicycle parking areas/facilities with paved parking areas, covered bike parking, and student art. (medium-term)

Village/School District

- » Allow school district to be able to comment on all new Village subdivision and rezoning applications. (short-term)
- » Incorporate unique signage designating the SRTS route. This can include signage that has a city theme, high school theme, elementary school theme, and/or neighborhood theme. (medium-term)
- » Incorporate street art in high pedestrian/bike intersections. (medium-term)
- » Improve lighting along SRTS corridors, where needed. (medium-term)

Equity

School District

- » Make sure all population groups in the respective schools are being positively impacted by SRTS implementation. (short-term)

Village/School District

- » Continue to incorporate SRTS programs and implement SRTS policies that provide for all demographic groups. (ongoing)

Evaluation

Village

- » Update Village committees on SRTS issues, opportunities, and progress. (ongoing)

School District

- » Update applicable School District committees on SRTS issues, opportunities, and progress. (ongoing)
- » Complete a classroom tally sheet every two years, starting again in Spring 2025. (short-term)
- » Complete a parent survey every two years, starting again in Spring 2025. (short-term)

Village/School District

- » Continue to meet as a SRTS Task Force (at least twice a year). (ongoing)



TURTLE LAKE SCHOOL DISTRICT



An innovative leader in responsible planning and development for over 40 years
coordinate. partner. advocate. serve.