



Colby School District Safe Routes to School Plan 2025





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COLBY SCHOOL DISTRICT SAFE ROUTES TO SCHOOL TASK FORCE

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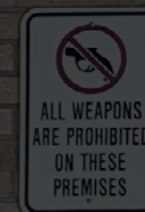
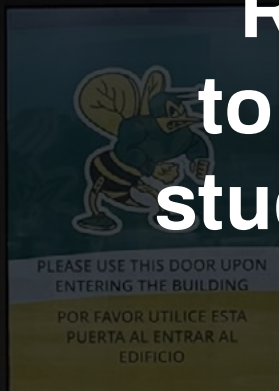
Elementary School Principal

Executive Director and Parent

School Board Member

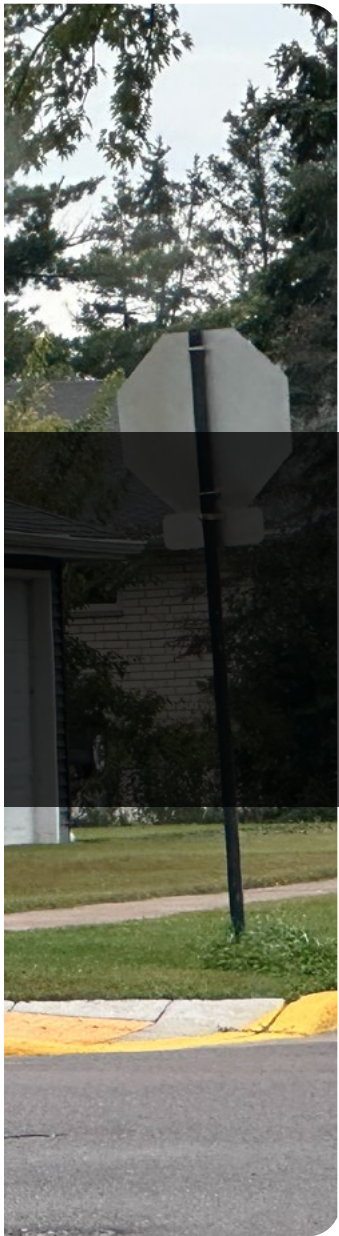


The Colby School District Safe Routes to School is a program to create a safer environment for students walking and biking to and from school.





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 Colby create safer, easier, and more enjoyable routes for kids. There are many benefits to the entire community when walking and biking conditions are improved.

As part of the planning process, collecting and analyzing existing conditions and data are extremely important. The task force members discussed existing conditions, both for the district and individual schools, and summarized a list of key district-wide findings.

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



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.

In 2023, the West Central Wisconsin Regional Planning Commission applied for TAP funding through the Wisconsin Department of Transportation. In a consortium of various schools, WCWRPC was able to receive planning money to develop new SRTS Plans for school districts in the region. In Clark County, Colby and Neillsville were a part of the application.

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

The 6 E's

In order to accomplish the goals of the SRTS program. The school district and the City 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.

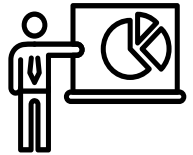
Engineering

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.



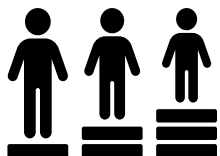
Engagement

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.

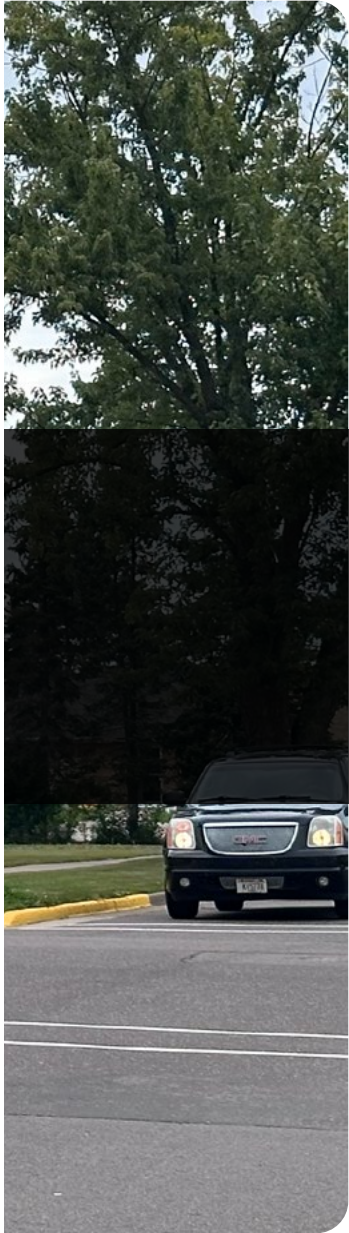




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SECTION I: INTRODUCTION



Introduction

Safe and enjoyable environments for students who walk and bike to/from school should not be viewed as an extreme concept. Rather, it should be a basic component of how we design a community. In other parts of society we protect people from vehicles with pedestrian zones, higher speeding fines, traffic calming, and reduced speed limits. We should enhance the same types of precautions adjacent to our schools and along corridors to our schools.

Outcomes of Safe Routes to School

Safer Routes

One of the reasons parents do not allow their children to walk and bike to school because the routes 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.

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/bike to and from school. Walking just one mile to/from school covers 2/3 of this goal.

Background

The Colby School District has a total enrollment of 930 students for the 2024-2025 school year, according to the Wisconsin Department of Public Instruction. The District includes 4K-12. The District includes the City of Colby, the Village of Dorchester and is mostly rural as it covers many of the surrounding towns.

The City of Colby is mostly located in Clark County, however much of the city bleeds into Marathon County. The City has a population of 1,959 people according to the US Census.

In order to specifically consider the economic standing of students, a carefully tracked index is commonly used and it is defined as an “economically disadvantaged” student. An economically disadvantaged student is a member of a household that meets the income eligibility guidelines for free or reduced-price meals under the National School Lunch Program (NSLP). In the 2024-2025 school year, the Colby School District percentage of total students who met this criteria was 56%.



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.

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 first met in August 2025. There were a variety of city 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.

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 Colby School District. 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 School District of Colby will work and collaborate with other community stakeholders to create safe and encouraging environment for walking and biking to and from school by encouraging safe driving habits, and creating viable options to get to school.

Goals:

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



Previous Safe Routes to School Work

Walk to School Day

The elementary school in the District holds a walk to school day in the spring and fall. Many students participate in this event. Additionally, the buses drop students off towards Spence, and they walk along 2nd to the school.





SECTION II: 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). The audits allow members to observe and track street infrastructure and conditions, documenting barriers, positive features, activities and perceptions of the environment.

The locations where Task Force members observed are:

- » 2nd and Adams
- » 2nd and Dolf
- » High School/Middle School Drop-off and Pick-up Areas
- » Elementary School Horseshoe

Walk and bike audits were performed at these locations September 2025. Both AM and PM audits were conducted 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 September 2025 at all schools in the district. This data showed that 6 percent of students walked to/from school and 2 percent biked to/from school.

Parent Surveys

Surveys are one of the best tools in gathering input from community

members about various topics. The survey allows parents to voice their reasons for why they do or do not allow their child to walk or bike to school. The District pushed out the survey via social media and parent emails. There were a total of 88 responses. The results of the survey can be found in at the end of this section. Results of the open ended questions can also be found in Appendix A.

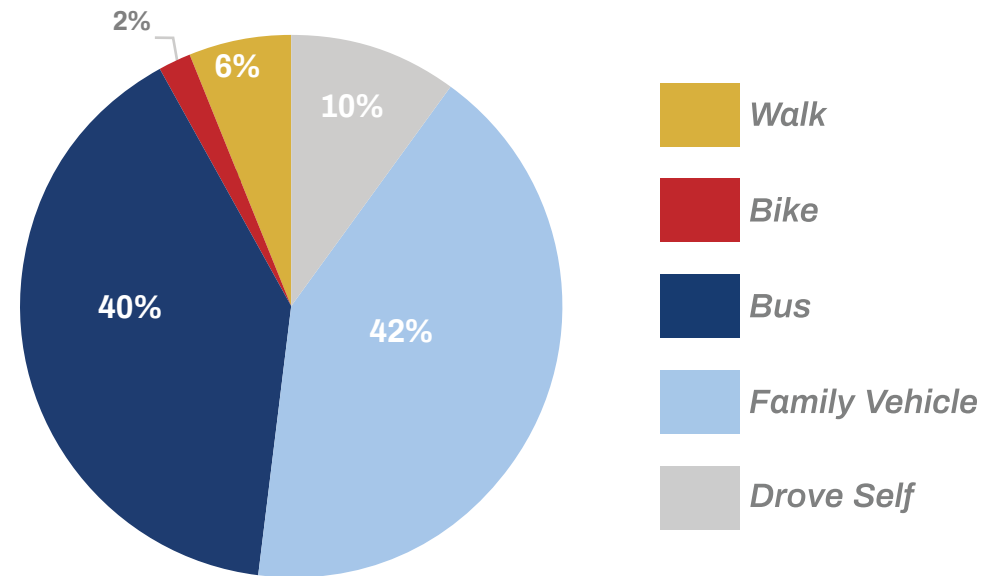


Chart showing district-wide student travel mode to/from school in percent (teacher survey tally).



Of all the options listed, the parent survey showed that most are concerned with traffic related issues. District wide, the four biggest concerns (besides distance and weather) for parents were:

- » Unsafe intersections (48%)
- » Amount of traffic along route (48%)
- » Speed of traffic along route (47%)
- » Lack of sidewalks (37%)

Additionally, parents were asked about the school's stance on walking and biking to school. 88% of respondents said they felt like the school neither encouraged or discourages walking and biking. The next category to receive the highest amounts of votes was encourage (7.5%).

Attendance Area & Walk Zone

At this time, students who live west of STH 13 and north CTH N (Spence St) must walk or bike to school. This area should be prioritized when implementing SRTS strategies as those kids are the most vulnerable and exposed to dangerous situations.

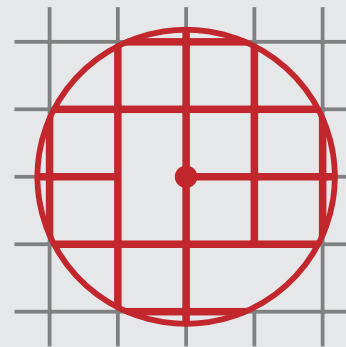
Crossing Guards

There are no crossing guards - adult or students - within the community.

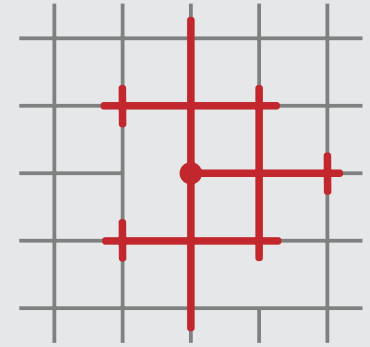
Walksheds

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





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

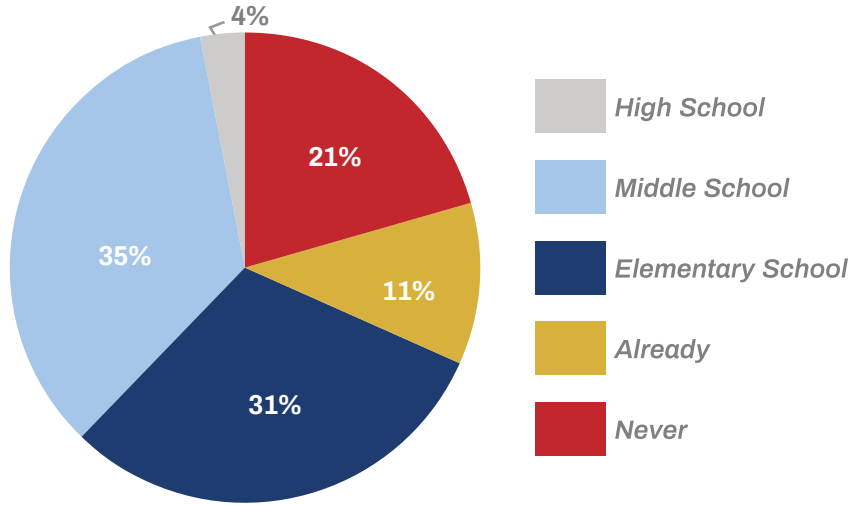
40-50% 50-60% 60%+

Schools	Distance	Time	Convenience of Driving	Speed of traffic	Amount of traffic	Lack of Sidewalks	Lack of Adults to walk with	Unsafe Intersections	Lack of Crossing Guards	Violence or crime	Weather or climate
Elementary School	46%	28%	7%	51%	58%	49%	37%	58%	42%	28%	30%
Middle School	47%	6%	0%	59%	47%	35%	18%	47%	35%	18%	12%
High School	52%	14%	29%	29%	29%	14%	14%	29%	10%	10%	38%
District Wide	50%	20%	11%	47%	48%	37%	27%	48%	36%	21%	28%

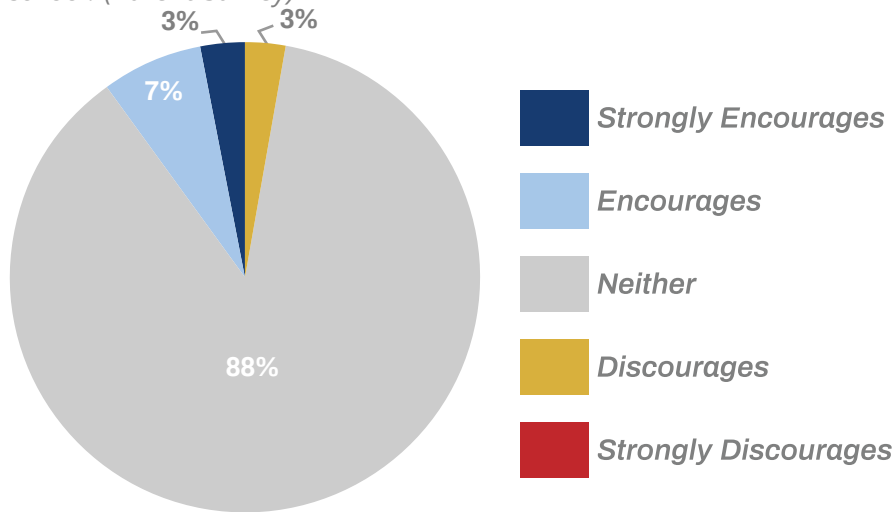
SOLUTIONS - “Would you let your child walk/bike to/from school if this problem was changed/improved?” (from parent survey)

50-60% 60-70% 70%+

Schools	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
Elementary School	33%	28%	14%	67%	65%	58%	67%	35%	65%	40%	42%
Middle School	29%	12%	6%	71%	71%	24%	47%	76%	71%	47%	41%
High School	33%	33%	10%	62%	57%	24%	33%	48%	48%	19%	38%
District Wide	32%	26%	11%	61%	69%	42%	54%	67%	62%	36%	40%



Age parents feel comfortable allowing their child to walk or bike to school. (Parent Survey)



Results of parent survey question: "How much does your child's school encourage or discourage walking/biking to/from school?"

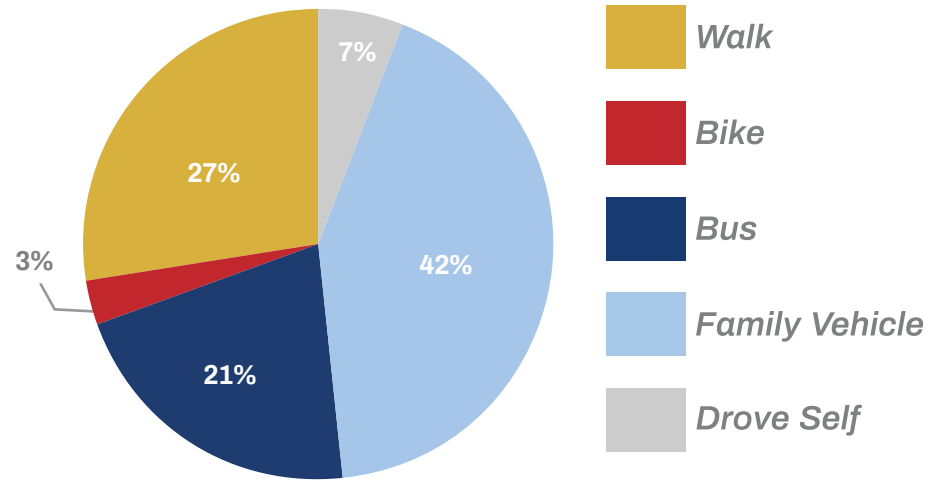


Chart showing student travel mode of students living within 1 mile of school in AM (Parents Survey).

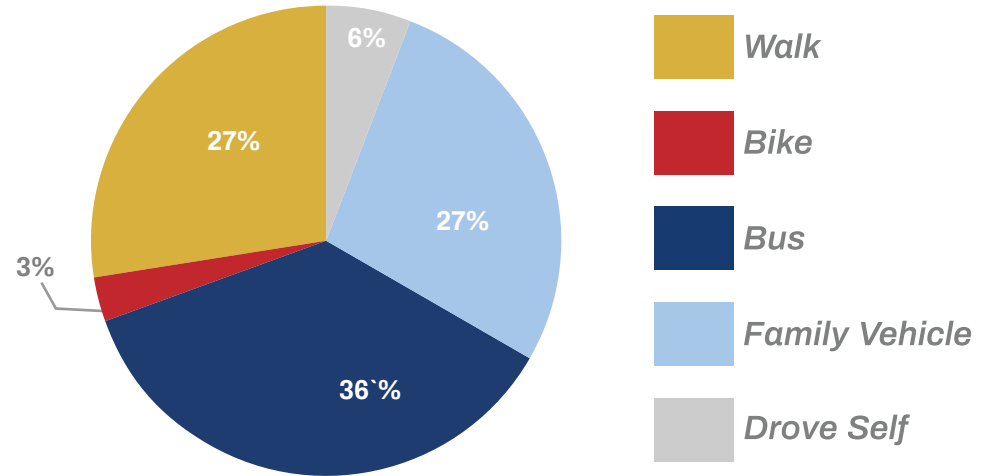


Chart showing student travel mode of students living within 1 mile of school in PM (Parents Survey).

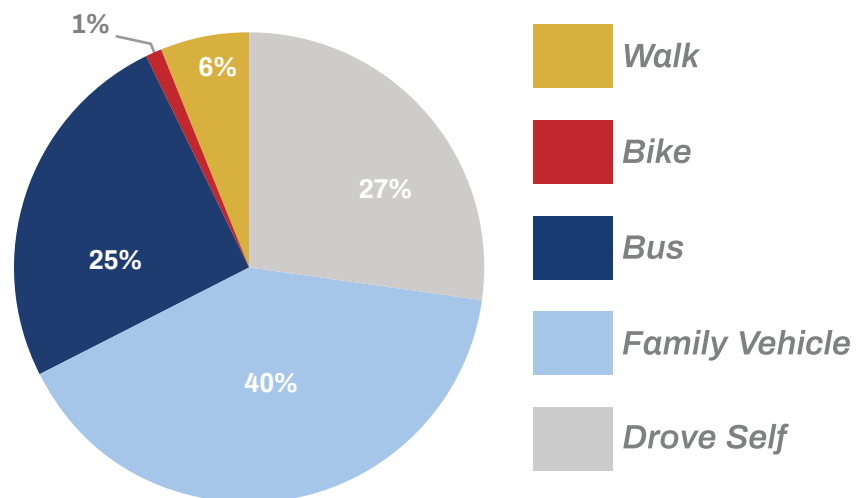


Chart showing student travel mode to/from school in percent for high school students (Classroom Tally Survey).

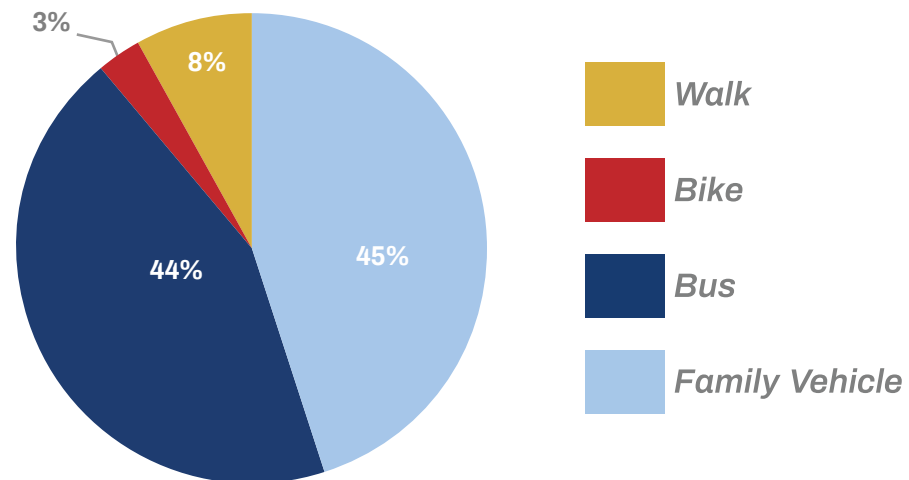


Chart showing student travel mode to/from school in percent for middle school students (Classroom Tally Survey).

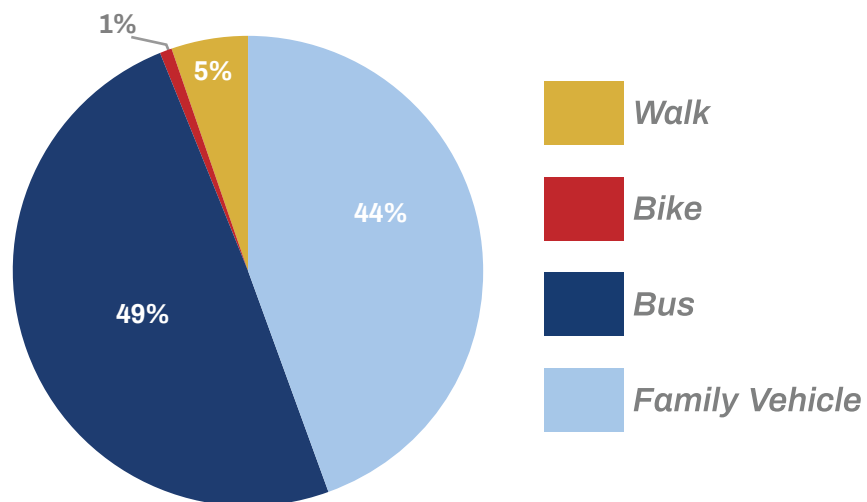


Chart showing student travel mode to/from school in percent for elementary school students (Classroom Tally Survey).

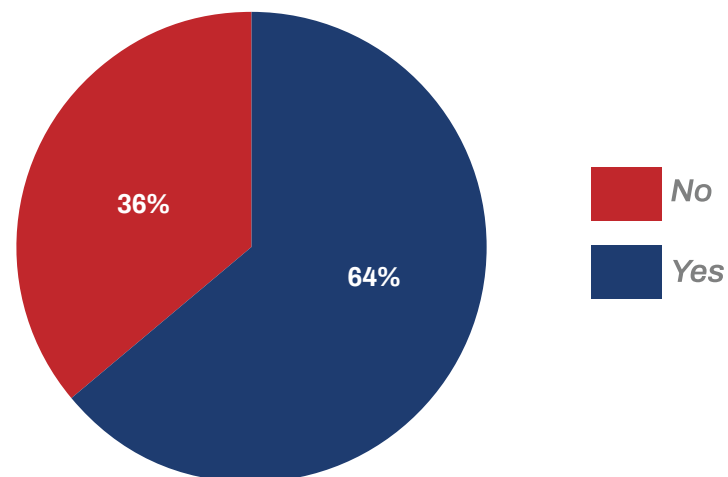


Chart showing the percent of students that have asked to walk or bike to school (within the last year) and that also live within 1 mile of school. (Parents Survey)



CONTEXT MAP

The map on the right shows the context in which the city falls within the school district boundary

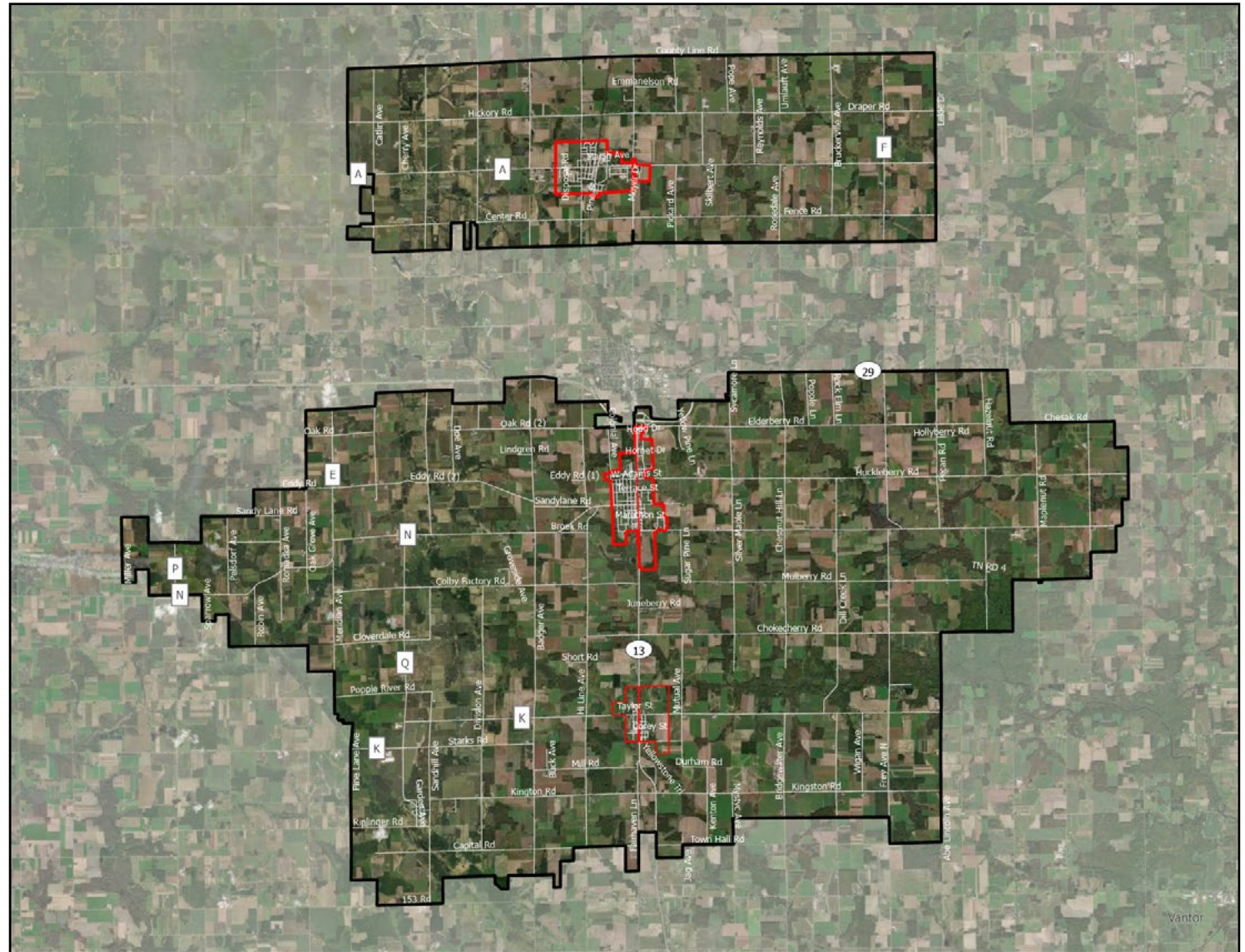
Legend

-  US Highway
-  State Highway
-  District Boundary
-  Town Boundary
-  City Boundary

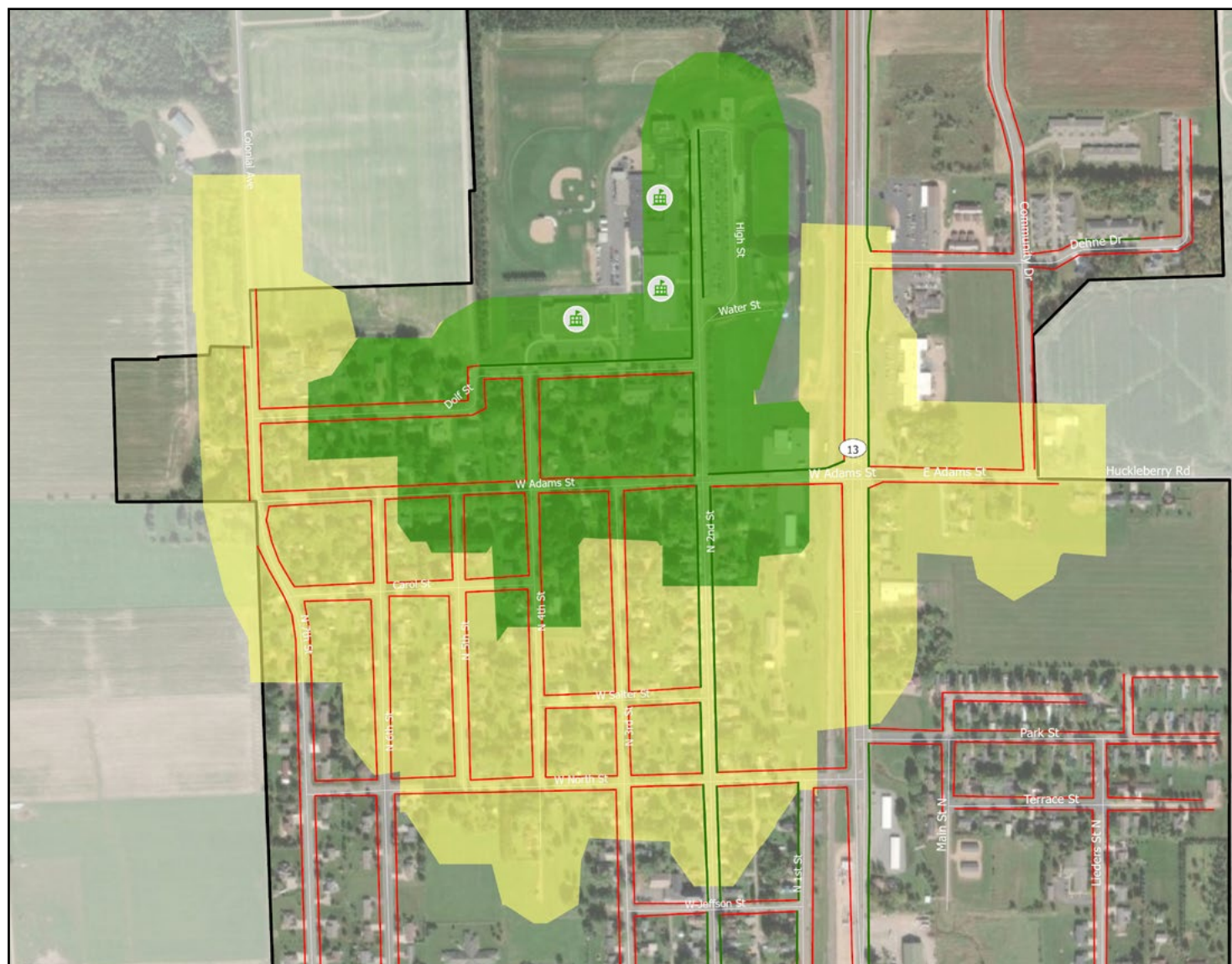
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Maps prepared by: WCWRPC



WALKSHED MAP



The map on the left shows 1/2 mile and 1/4 mile walkshed from the school. In addition, it also shows the areas closest to school without sidewalks.

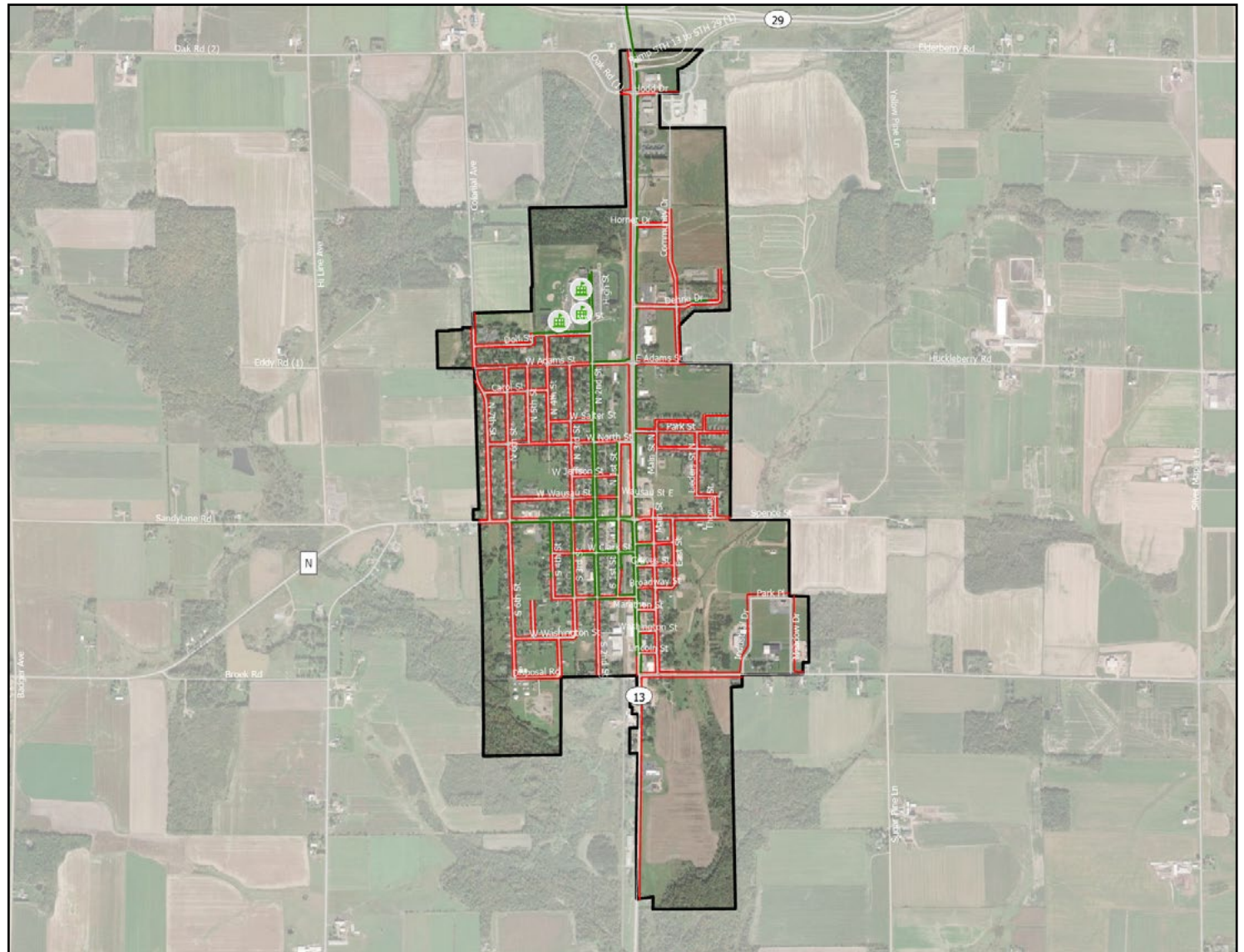
Legend

-  School
-  No Sidewalk
-  Current Sidewalk
-  1/2 mi Walkshed
-  1/4 mi Walkshed
-  City Boundary

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Maps prepared by: WCWRPC

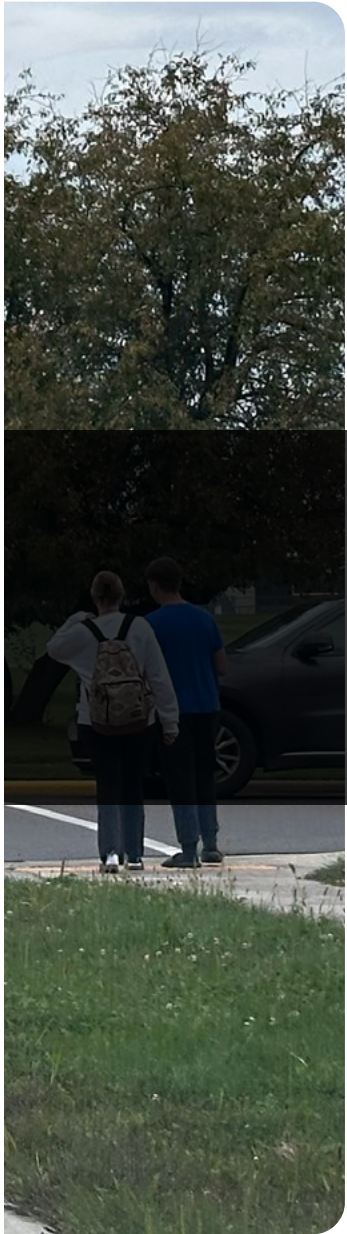




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SECTION III. SRTS IMPROVEMENT AREAS





After assessing the existing conditions collected from the audit, parents survey, and tally sheet, the Task Force was then presented with a list of various issues and opportunities. These issues range from physical environment, like sidewalks and street lighting, to behavioral issues, like students not utilizing sidewalks when provided.

With each issue there is a provided recommendation to make walking and biking in that location safer for students. There were five observation areas identified through the walk audit - the biggest concerns were 2nd and Dolf, 2nd and Adams, and crossing STH 13.

The last map in this section is the Designated Safe Routes to School. In these areas are the corridors kids should take to and from school. The Task Force has identified these as the safest routes for students to take. However, along some of these corridors there may still need to be improvements made. The City of Colby should prioritize these areas as most students should travel here. These corridors should also be prioritized for municipal maintenance, such as snow removal and refreshing crosswalks.

The Designated Safe Routes map also shows potential corridors that extend out from the safe routes that should be explored in the future.

PROJECT/PROGRAM IMPLEMENTATION CHECKLIST:



Identify a Project, which will be implemented to produce an identifiable and usable 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



IMPROVEMENT AREA MAP

The map on the right shows the areas that are potential SRTS improvement areas.

Legend



Improvement Area

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Maps prepared by: WCWRPC



1 2ND STREET

Positives

1. 2nd has new sidewalk on west side of street from Spence to school property.
2. There is one school zone signs along 2nd as you enter the campus.
3. There is a lot of street lighting near and on the school property.
4. Vehicles were attentive to walkers and bikers.
5. 2nd and Adams is a four-way controlled intersection.

Issues

1. During drop-off and pick-up times, there is a lot of vehicle congestion at 2nd and Dolf, and 2nd and Adams. In the PM, vehicles were backed up to Dolf.
2. Sidewalks within the City are minimal. There are no sidewalks or crosswalks on any east/west street.
3. There are no east/west crosswalks.
4. In the PM, students walk through the field next to Burnett Bus Company to walk home across STH 13. There are no sidewalks on the east side of 2nd.

5. On the day of the audit, some students who walk and bike were observed not watching for vehicles before crossing the street.
6. Some vehicles do not obey the no right turn sign when going to the elementary school at Dolf.
7. Some students bike in the street and some students bike on the sidewalk.
8. During the parent led forum, parents mentioned that the pedestrian crossing time is too short to cross STH 13 safely and timely.
9. There is parking on both sides of 2nd.
10. There are no crossing guards at this location.

Recommendations

1. Research options to install traffic circle(s) on 2nd at Dolf and/or Adams.
2. Construct sidewalk along Adams west of 2nd.
3. Work with WisDOT to incorporate Leading Pedestrian Interval (LPI) at the STH 13 and Adams intersection. This will allow pedestrian a 3-10 second head start before vehicles are given a green light.
4. Educate students on the importance of being a safe road-user and cyclist.
5. Remove parking on one side of street, and paint a biking lane along 2nd.
6. 2nd and Adams should be prioritized for a crossing guard.





ELEMENTARY SCHOOL

Positives

1. There is a bump at the end exit driveway acting as a speed bump that forces vehicles to slow down when leaving the horse.
2. Parents tend to follow drop-off/pick-up procedure.
3. There is a lot of lighting on the school campus.

Issues

1. Some students walk from the apartments across from the elementary school. There is no crosswalk or signage.
2. Once vehicles leave the horseshoe, they speed up down 4th Street.
3. The only sidewalks adjacent to the school are along Dolf.
4. 4th has no sidewalks, and the crossing is not ADA compliant.
5. There is parking on both sides on 4th. This reduces visibility of anyone trying to cross the street.

6. There is no safety patrol for the district.
7. There may be students who live within the walk zone who travel by car to and from school which adds to the vehicle congestion near the school.

Recommendations

1. Install a crosswalk on Dolf from the apartments. This crosswalk should be a zebra or continental style. There should also be a crossing sign.
2. Narrow the width of 4th with the addition of sidewalk, and bike lane.
3. Remove parking on one side of street, and paint a biking lane along 2nd.
4. Install a ADA compliant crossing at 4th and Dolf.
5. Install stop sign at end of horseshoe.
6. Consider creating a safety patrol program for 4th-6th graders. Place at strategic locations adjacent to the school grounds.
7. Encourage more walking and biking to school through incentive programs such as mileage clubs, or early release times.



3

HIGH SCHOOL/ MIDDLE SCHOOL PARKING LOT

Positives

1. The bike racks at the middle school had the most bikes parked during the school day.
2. Most students walking from the parking lot utilized the crosswalks. Drivers yielded.
3. On the day of the audit, all cars followed the new drop-off and pick-up procedure at the high school and middle school.
4. Bus and vehicle drop-off/pick-up is separate.
5. There are mid-street removeable pedestrian crossing signs.

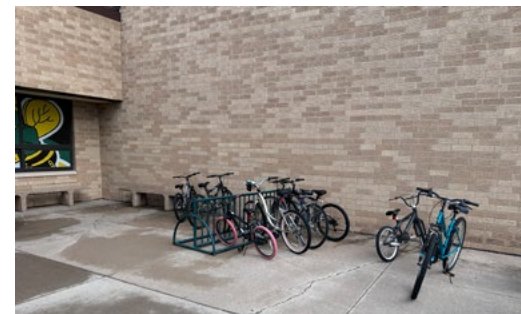
Issues

1. Some students bike in the street and some students bike on the sidewalk.
2. There is no pedestrian infrastructure (medians, refuge islands, etc.) within the parking lot.

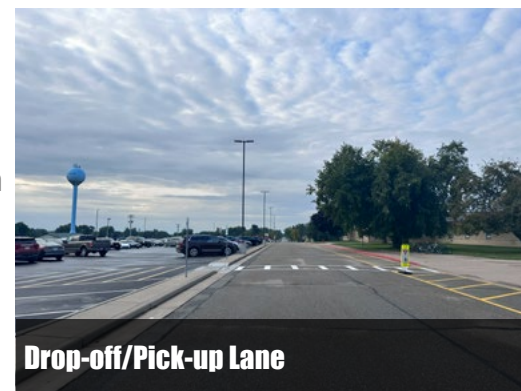
3. Vehicles have been observed traveling at high speeds in the parking lot.
4. The bike parking at the middle school is over crowded, so some students cannot use the available racks.
5. There may be students who live within the walk zone who travel by car to and from school which adds to the vehicle congestion near the school.

Recommendations

1. Incorporate a neighborhood walking/biking course in the physical education courses to educate students how to be safe road users.
2. Create a conjoined bike parking area for both middle and high school students. This should be on a concrete pad.
3. Consider providing covered parking to encourage year-round biking to/from school.
4. Construct pedestrian refuge island that extend crosswalks through the parking lot.
5. Encourage more walking and biking to school through incentive programs such as mileage clubs, or early release times.



Middle School Bike Racks



Drop-off/Pick-up Lane



High School Bike Racks



DESIGNATED SAFE ROUTES MAP

The map on the right shows designated Safe Routes to School and future SRTS corridors pending improvements.

Legend



School



Designated SRTS

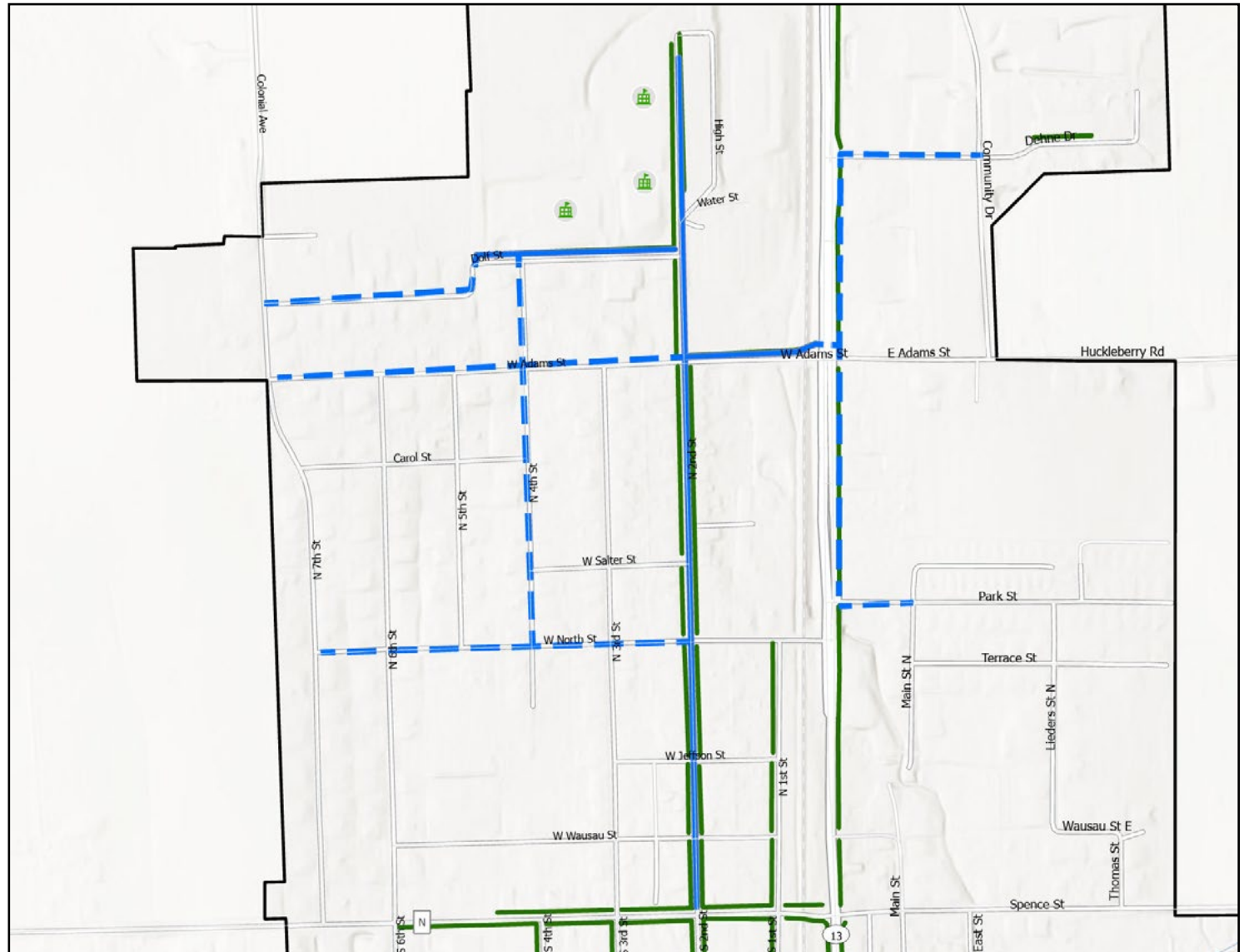


Future SRTS

OCTOBER 2025



Maps prepared by: WCWRPC





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SECTION IV. RECOMMENDED COMMUNITY STRATEGIES

In order for the recommendations to become a reality, it is best if the Task Force stay active in the years following plan completion. The group's role will be to evaluate, track and finalize projects that further SRTS efforts. They will serve as the champion of SRTS. It is important to have both City and School District representation on the SRTS Task Force. Meetings should be held at least twice a year to allow for updates and help keep implementation items on their proposed timeline. It is also recommended that the implementation strategies correspond with City and School District capital budget cycles to improve the likelihood of implementation as a function of normal municipal planning, engineering, and programming.

The following is a list of criteria that could be used by the SRTS Task Force. During the planning process, it was discussed that several 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**

In addition, recommendations are put into three categories: short-term, medium-term, and ongoing. Short-term recommendations are items that can be implemented quickly and are less expensive. Medium-term recommendations cost more and take more manpower to implement. Ongoing items are things that are already happening for they need to be continuously monitored.



1 mile of walking each way = **2/3** of the daily recommended 60 minutes of physical activity

Source: Safe Routes Partnership, 2018

SLOW IT DOWN!

Pedestrian Injuries at Impact Speeds



Source: Traffic Advisory Unit, 1993



Education

City

- » Locate a sign at major entrances of the City that says "Colby is a Safe Routes to School Community." (short-term)
- » Adopt City Council proclamation proclaiming Colby as a "Safe Routes To School Community," raising awareness of plans, strategies, partnerships, and City commitment. (short-term)



School District

- » Adopt proclamation proclaiming Colby School District as a "Safe Routes To School District," raising awareness of plans, strategies, partnerships, and commitment. (short-term)
- » 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)
- » Include vehicle/bike/pedestrian law education on school website and on social media. (short-term)
- » Host fitness speakers at schools that promote walking/biking (athlete/coach from university or high school, members of the community, etc.). (medium-term)

City/School District

- » Form a crossing guard program or safety patrol and place at strategic locations around the school zone. (medium-term)
- » Promote SRTS on website and social media. (short-term)
- » 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)
- » Share information about the physical, mental, and environmental benefits of active transportation. (short-term)

Encouragement

City

- » Host bike rodeos in coordination with the school district and the police department. (medium-term)
- » Provide incentives for vehicles traveling the designate school zone speed limit. (medium-term)

School District

- » Host special events like International Walk to School Day (May) and Bike to School Day (October). (short-term)
- » Create a mileage club with incentives to motivate students and families. (short-term)
- » Create a Walking School Bus and/or Bike Train Program and utilize designated SRTS Routes. (medium-term)



- » Dedicate days for walking and biking to school, whether weekly, monthly or annually. (short-term)
- » Provide incentives for parents following designated drop-off and pick-up procedure. (short-term)
- » Provide incentives to students who are smart and educated pedestrians and cyclists. (short-term)

Engagement

School District

- » Involve parents in the program through training, workshops, and volunteer opportunities. (short-term)
- » Partner with school organizations like the Parent Teacher-Community Connection to raise awareness and promote participation. (short-term)
- » Collaborate with local businesses, community organizations, and the City of Colby to support SRTS initiatives. (short-term)

City

- » Collaborate with the School District in supporting and commenting on SRTS initiatives. (ongoing)
- » Contribute staff, funding or other resources to support SRTS programs including grant writing, outreach and program implementation (ongoing)
- » Oversee the construction and maintenance of sidewalks, crosswalks and other infrastructure improvements that enhance SRTS routes. (ongoing)

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

City

- » Maintain vegetation that obstruct SRTS signs like school zone and pedestrian crossings. (ongoing)
- » Require future development to meet pedestrian, bicycle and SRTS policies. (medium-term)
- » Require future development to have adequate pedestrian/bicycle facilities that feed to the schools. (short-term)
- » Incorporate SRTS principles and recommendations in all applicable City plans and capital improvement projects.
- » Locate appropriate crosswalk treatment at all SRTS intersection crossings. (short-term)
- » Locate crosswalk signage at uncontrolled crossings. (short-term)
- » Paint "SCHOOL ZONE" on street pavement when entering school zone. (short-term)
- » Where they do not currently exist, construct sidewalks along all SRTS corridors. (medium-term)
- » Extend and infill sidewalks that are adjacent to SRTS corridors. (medium-term)

School District

- » Install speed limit signs and temporary speed bumps in school parking lots. (short-term)
- » Improve bicycle parking areas with covered bike parking and student art. (medium term)

City/School District

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

Equity

School District

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

City/School District

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

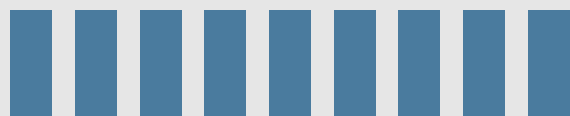


Crosswalk Styles

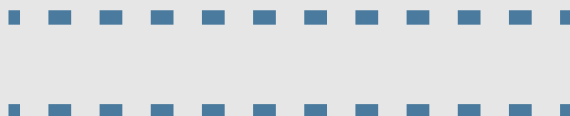
Standard



Continental



Dashed



Zebra



Ladder



Evaluation

City

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

School District

- » Hire or designate a staff person to implement this SRTS Plan/Program (short-term)
- » Complete classroom tally sheet every two years to monitor the effectiveness of SRTS efforts. (short-term)
- » Complete a parent survey every two years to monitor the concerns and opinions of parents. (short-term)

City/School District

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

APPENDIX A.

Parent Survey Comments

Additional Comments

- » Understanding that sidewalks are expensive, I think simple painting to alert pedestrians and drivers could really help make the traffic flow safer. In addition, flashing signs (still expensive), may also help bring attention to areas in which there are concerns.
- » Worse then any of the Streets in crossing from the school into the high school parking lot
- » Crossing hwy 13 at any intersection is very dangerous no matter the mode of transportation due to people going through red lights
- » We live too far away to participate in this survey in an effective manner
- » It is unsafe for any student to cross hwy 13 at ANY location. Cars do NOT stop. They do not even know the crosswalks are there. No buttons/walk don't walk/ except right at school. THAT is EXACTLY the location of a fatal daytime pedestrian death. The crosswalk program does NOT give enough time for an able bodied person to get across-let alone a handicapped person. There should be a safe sidewalk plan to get kids from that intersection all the way to the school building. The street in front of middle/high where everyone is stopping and going is also dangerous for kids to cross. Too many cars in a hurry and lots of kids getting to school. Also, the summer program is so unsafe from across Hwy 13. There is no bus service. There should be one stop in the neighborhood to get kids across the street safely. Making excuses about always having only 3 stops and not enough people want it is how kids get killed. We have been lucky so far. But, why are we sacrificing our kids to push our luck. Just make it safe.
- » "I would worry she made it to school because she is a young girl. I've been almost hit on 13 and Spence Street corner before. So id worry about intersection up by school as well. People are always in such a hurry or not paying attention. So I feel safest making sure she gets to school. Can't have her ever ride bike either. Because her Dad makes sure she comes home on bus every night. I dont get her till im done with work. She is last one off the Dorchester bus at night. First one on when she's at her Dad's on his weekends as well."
- » There are no side walks this these locations and it is very dangerous. I have seen young children walking on the roads with people not watching as they are driving. Kids on bikes also do not stop or even look at the 4-way stop on Adams and 2nd.
- » Would like to see bike paths
- » My children have rode the bus that picks up at Zion for 9+years, ever since starting school. This is the first year Burnett isn't allowing students who do not go to Zion to ride. So this is the first year my 9th, 6th and 2nd grader are walking to school. We are about 6 blocks away so its definitely walkable, however my concern has always been the 4 way stop on 2nd and Adams as well as the road you'd turn on to go to the elementary. I have seen and experienced first hand how some high school students and parents drive during the drop off/ pick up times. I am very concerned every day for my kids' safety during these times. Also when the weather is horrible I hate that they now will have to be out in the elements. Sitting in school with soaking wet clothing doesn't make for an ideal learning environment.
- » It is very unsafe. Speeding and no one helping cross at intersections.
- » I suggest that the city clear snow on 2nd street in time for school

APPENDIX A.

pedestrian traffic. They have equipment available at the city garage near the south end of 2nd Street. They own the sidewalk. They should be responsible to clear it.

- » The change in the parking after school in the high school/middle school did absolutely nothing to make driving to school easier or walking to school safer.
- » Crossing Hwy 13, (even with the stop lights/pedestrian crosswalks WITH pedestrian lights) is the sole reason I do not feel comfortable allowing my 7th grade student to bike or walk to school. I, myself have been nearly hit by vehicles on more than one occasion while crossing the highway at the crossing intersection WHILE in the crosswalk and with a “go” light for pedestrian crossing. Drivers are way too inattentive these days.
- » People/children don’t know how to properly use a cross walk by pressing the button to activate the light for them. Abby has 3 and no one uses them properly. Kind of a waste of money then.
- » It would be awesome if someone could coordinate a “bike bus” on a certain day of the week where adults are chauffeuring kids to school by being in the front and back of the “bike bus” and allowing kids to ride to school on a specific route. These are becoming popular and I think would make more parents feel comfortable letting their kids ride bike to school knowing what path they take and that adults are present.
- » I believe it depends on the child’s maturity level, some child mature faster than others , so u can’t really base it off age group. They need to no where there going and if they can get there , do they have to cross hwy 13 , do they know what to do in an emergency ect.... I think this should be a parents decision to allow them to walk or not, every parent should be contacted if they say they want to walk if there documentation says to ride the bus .

Answers to: Least Favorite intersections to interact with

- » Colonial Avenue/7th Street, W Dolf Street, & N 2nd Street/ Adams intersection (4 way stop)
- » W Spence street and second street
- » 6th st and the road in front of the school
- » Intersection of 2nd/Adams, also no sidewalks on some city streets
- » Crossing highway N/Spence St, Crossing at the 4 way intersection by school - very busy intersection with no crossing guard, 2nd street in general is very busy
- » Adams St, Dolf St
- » Crossing 2nd Street, crossing Hwy 13, Adams Street
- » Crossing Spence street
- » All of HWY 13
- » Intersection by the middle and elementary school.
- » Crossing hwy 13
- » Crossing Highway 13 from East Spence Street, also the 4 way stop on the intersection of N 2nd st and E Adams is really dangerous in the morning and afternoons.
- » Anywhere across highway 13. There are crosswalks. But still unsafe.
- » Intersection of Dolf and 4th
- » “1) Dolf street (at both sides of the parking lot where cars/ busses enter and exit)
2) 4th street and Adams intersection
3) none/limited sidewalks on 3rd street, 4th street and Dolf

APPENDIX A.

street

4) speed of traffic, drugs/crime “

- » Crossing HWY N. Very busy, people speed coming into today. No sidewalks on 6th st.
- » “13 and Spence Street intersection
Also 4 way stop by school “
- » 4th St, Adams St, West side of Hwy 13
- » Hwy N, four corner intersection by the school
- » Having to cross Hwy 13, area by Zion & 2nd & Dolf
- » The 4 way stop at 2nd st and Adams st. Crossing the rode that goes to the elementary school from second st
- » Intersection between high school & middle school, drop off zone in elementary school (we need tickets handed out for dumb drivers!) & high school parking lot (again utilize school resource officer- to many kids texting the minute they are in their car, going to fast, etc)
- » 4 way stop sign, crossing hwy 13 and N, anf the crosswalk coming towards school towards the elementary
- » Hwy 13, Adams st, 2nd st
- » 13 and huckleberry, 13 and North, 13 and N
- » “Hwy 13/Adams St intersection
Adams St/N 2nd Street intersection
N2nd St/ Dolf St”
- » Adams n 2nd; high school/middle school parking lot; and crossing 2nd n dolf
- » Intersection 1 block south of elementary front drive exit, T intersection between middle school and elementary school. The T intersection on the north end of 3rd street

- » 6and 7th st. Crossing the street by elementary school. 4 way stop by school.
- » Have a traffic light at the four way stop
- » Crossing 13
- » Crossing HWY 13, Corner Adams and N 2nd, Crossing Spence st
- » I am not sure, we live in the country. I think there is too much speeding and inattentive driving everywhere.
- » Dolf st
- » Elementary drop-off/pick-up area. Lack of sidewalks in blocks leading up to school
- » 2nd & Dolf, 2nd and Adams. N 2nd St.
- » “Hwy 13
Hwy 13
Hwy 13”
- » 2nd St and Adams. 2nd St and Dolf St
- » Crossing highway 13
- » Second and Adams intersection, curve on Dolf heading to the school and no sidewalk on Dolf
- » The road by the school
- » Adams St, Dolf St,4th St
- » Adams St, but any others without sidewalks. The East side of Hwy 13. There are no sidewalks at all!
- » In front of Elementary road, 2nd street going up to high school, adams street
- » “Corner of 13 and Adams

APPENDIX A.

Cross traffic on 13

- » We live outside of Dorchester so it's not something my kids could do, however I do support kids walking and biking to school. The main areas I think may be of concern would be kids crossing hwy 13 that live near main street in areas other than where the stop lights/crosswalk is.
- » "Highway 13;
intersection of N 2nd st and Adams;
Intersection of W Spence and 2nd st/6th st"
- » Anywhere Crossing Spence St, anywhere Crossing hwy 13,
Crossing of 2nd St and Adams
- » Crossing over Hwy N. 4 way stop by the school.
- » In the parking lots between schools. Elementary kids picked up and waiting for jr high kids to walk down.
- » Crossing main highway
- » Hwy 13 ,



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