

HUDSON SCHOOL DISTRICT



Safe Routes to School Plan
2018







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HUDSON SAFE ROUTES TO SCHOOL TASK FORCE

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SRTS 2018

A photograph of a person riding a bicycle on a paved road. The person is wearing a dark jacket and light-colored pants. The road is dark asphalt with white lane markings. In the background, there are green trees and a utility pole. A white car is partially visible on the right side of the road.

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



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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 1970s in Denmark, in response to an alarming number of child injuries and fatalities in crashes on roadways. SRTS reached the United States in 1997, when The Bronx, New York City received local funds to implement a SRTS program. The success of the program convinced other communities to adopt similar measures. By 2000, SRTS programs had spread nationwide. In 2005, Congress saw the importance of these programs and consequently signed into law a federally funded SRTS program.

The SRTS program has its roots in both health and transportation safety. The major program goals are to make the school trip safer for walking and biking and to encourage children to walk and bike to and from school. SRTS strives to reduce congestion around 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.

In November 2016, the Hudson School District (HSD), City of Hudson (City), and Village of North Hudson (Village) started working on the SRTS plan. In April 2018, HSD, City, and Village completed this SRTS plan for the entire district.

HUDSON'S SRTS VISION

The Hudson School District, City of Hudson, and Village of North Hudson have safe and enjoyable environments for walking and biking to and from school. To allow walking and biking as viable options for school children and the broader community, the School District, City, and Village collaborate with other community stakeholders in enhancing and increasing interconnected walking/biking systems to and at the schools. Safe walking, biking, and driving habits; a family-oriented SRTS environment; and development that incorporates SRTS initiatives are common in the City and Village.



E.P. Rock is located in an area of Hudson that has very few sidewalks. This is one reason why many students do not walk and bike to school.



The Hudson SRTS Task Force consisted of representatives from the HSD, City, and Village. Due to the size of the HSD and the number of schools, the individual schools played an important role in the planning process. The project was managed and facilitated by the West Central Wisconsin Regional Planning Commission (WCWRPC).

The WCWRPC met with staff from the schools to help determine issues and opportunities for each school. Together, the schools and Task Force worked together to identify issues and opportunities throughout the two communities, and they developed strategies to make walking and biking to and from each school safer for students.

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 entire district and for individual schools, and summarized a list of key district-wide findings shown here.

The complete list of district-wide findings can be found in Section IV, and school-specific findings can be found on the detailed school pages found in Section III.

KEY FINDINGS INCLUDE:

- Most of the schools are located in areas that have no sidewalks or very few sidewalks.
- District busing policies require the vast majority of elementary students within one mile and middle and high school students within two miles to walk, bike, or use personal transportation.
- Student and adult crossing guards do not have consistent uniforms and signage.
- Speeding and inattentive drivers are extremely common adjacent to schools and in the surrounding areas.
- Due to traffic volume and/or speed, parents and school staff at each school view certain areas around the school as dangerous for walkers and bikers.
- The location of some of the schools and surrounding development patterns prohibit a large percent students from walking and biking.
- Opportunities exist for an increase in SRTS programs and projects.



Strategies

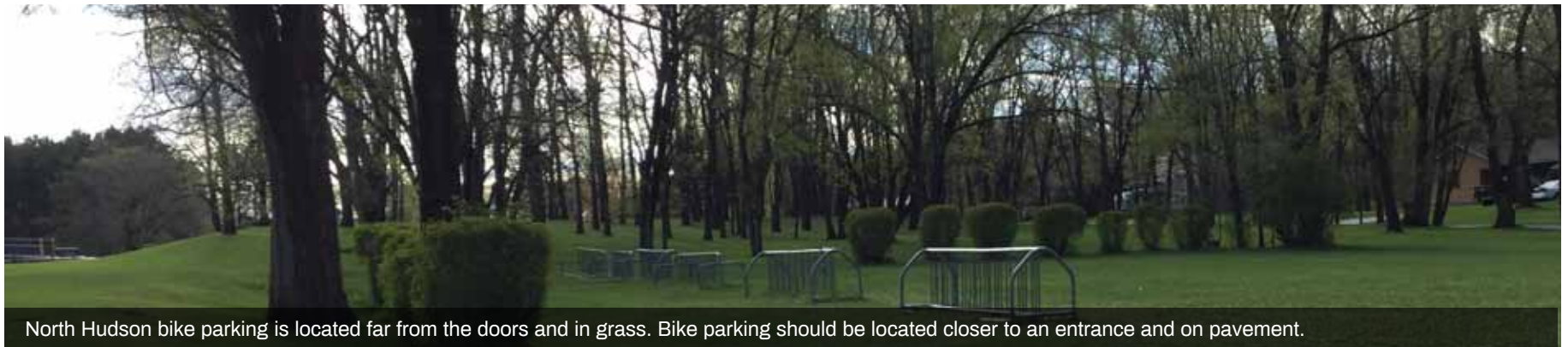
The SRTS framework recommends using six categories for analyzing issues and developing strategies. These are called the Six E's. Recommendations in the plan were developed using all six E's (Engineering, Education, Encouragement, Enforcement, Equity, and Evaluation). All proposed strategies were reviewed by staff at each respective school along with the SRTS task force.

Each school has a SRTS map in their respective four-page section. When applicable, the map shows the school's current walk zone boundary, safe route to school corridors, and locations of adult crossing guards and student safety patrol. All maps were reviewed and approved by the respective school and the task force.

Funding

Funding sources vary widely in their eligibility and magnitude. Federal Transportation Alternatives Program funding (formerly Safe Routes To School and Transportation Enhancement programs) is a primary source for those projects that address the SRTS focus on biking and walking safety and encouragement; both infrastructure and non-infrastructure projects.

However, other grants may be appropriate for funding smaller projects. Other funding sources from both health and transportation sources are listed and described in Section VI.



SECTION I. INTRODUCTION



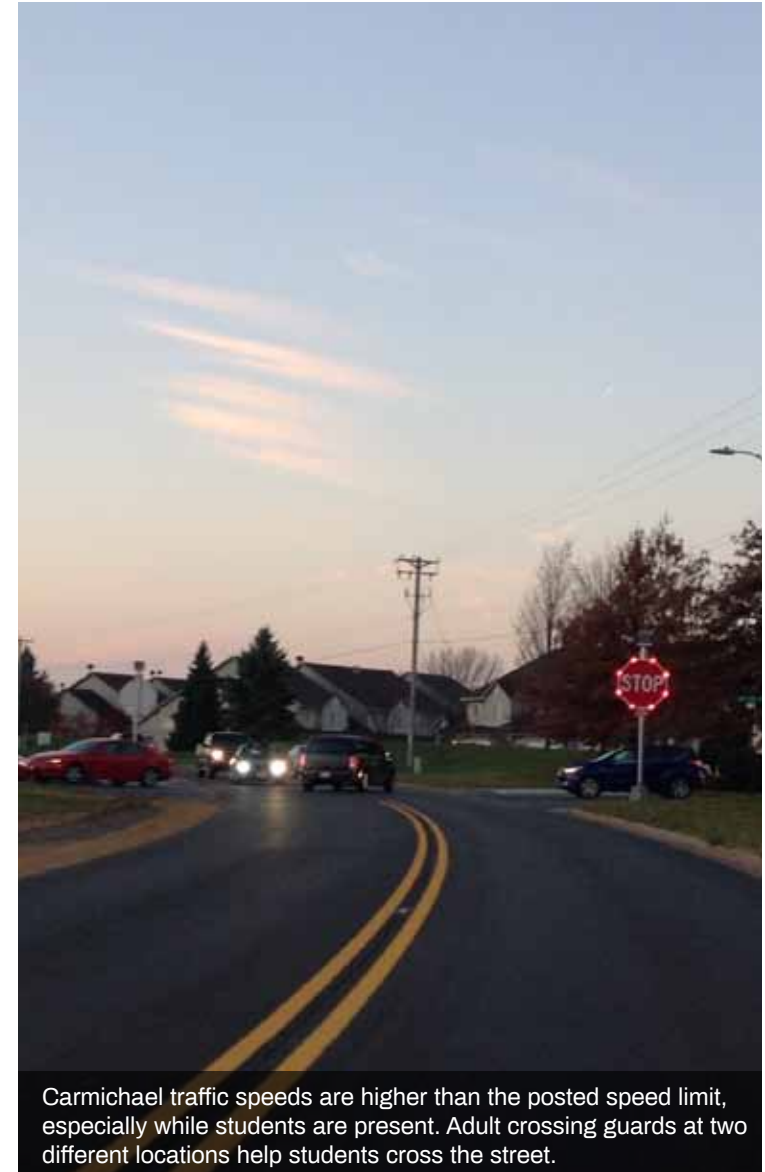
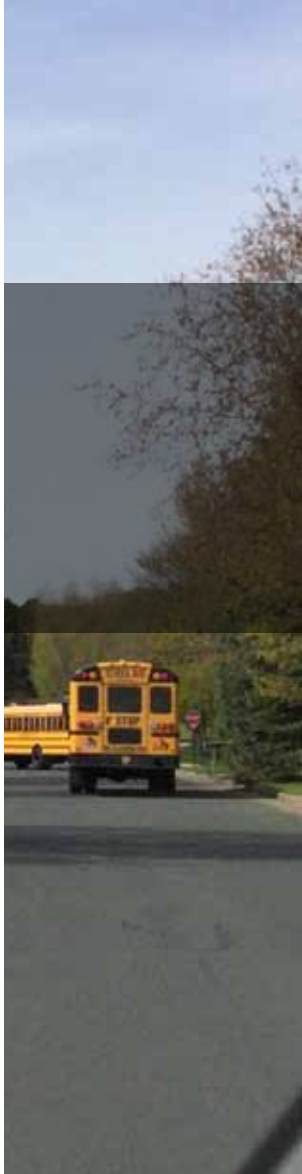
Safe Routes To School Program

Safe and enjoyable environments for students to 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 enact the same types of precautions adjacent to our schools and along corridors to our schools.

An active SRTS program will help Hudson and North Hudson 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. There are a number of benefits to the entire community when walking and biking conditions are improved.

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 sections of sidewalks and trails, congested streets, high traffic speeds, and unsafe crossings in the vicinity of schools discourage walking and biking to school. SRTS programs help communities identify and fix these problems making it safer for all residents and visitors to the area.



Carmichael traffic speeds are higher than the posted speed limit, especially while students are present. Adult crossing guards at two different locations help students cross the street.



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. The most recent data shows that 2/3 of Wisconsin adults are overweight or obese. In addition, kids are spending more and more time indoors 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 of the ways to achieve a large portion of this goal is to walk or bike to school. Overall, 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. In order to decrease air pollution, communities should look to reduce the number of vehicles on the roads, and especially the masses of vehicles that converge and idle in the vicinity of schools. Fewer cars emitting pollutants will improve the air quality, thus decreasing health problems in children. SRTS programs aim to decrease the number of cars in the vicinity of schools thereby creating a cleaner environment.

Other desired outcomes of Safe Routes to School:

- » Enhanced community accessibility.
- » Increased community involvement.

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

6 E's

In order to accomplish the goals of SRTS programs, the HSD, City, and Village will use the 6 E's Framework: Engineering, Education, Encouragement, Enforcement, Equity, and Evaluation. This comprehensive approach allows 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, high traffic speeds, or unsafe crosswalks prevent children from walking and biking safely and easily to and from school. These problems can be dangerous enough to cause pedestrian injuries and fatalities, often to children. Clearly, a safer physical environment is necessary for enabling children to walk and bike to school. Therefore, certain federal 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 is necessary for a successful SRTS program. In addition, other measures are needed, in tandem with those improvements, to get students walking and biking to school.



A successful SRTS program relies on the use of all six E's.

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 changing habits may challenge a parent's already busy schedule or established routine of driving their child to school. That is why a comprehensive SRTS program offers activities and events that promote walking and biking to school that are fun, safe, and easy. This will help to ease the safety concerns of parents and guardians in their decision to allow 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 about the benefits of walking and biking to school. Equally important is educating drivers about safe driving around schools. These programs will help walkers, bikers, and drivers to 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 local law enforcement to make sure traffic laws are obeyed (including enforcement of speed limits, yielding to pedestrians in crossings, and proper walking and biking behaviors), and to initiate or strengthen community enforcement such as crossing guard programs. Enforcement programs also keep an eye on any criminal or

threatening behavior, which could possibly discourage 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.

Equity

It is important to work to support safe, active, and healthy opportunities for children and adults in lower-income neighborhoods, people with disabilities, minorities, and beyond. Throughout the implementation process, it is vital to incorporate equity concerns throughout the other E's to understand and address obstacles, create access, and ensure safer and equitable outcomes.

Evaluation and Sustaining a Program

Understanding the barriers and obstacles that prevent children from walking and biking to school is 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, Equity, and Enforcement techniques) to change behaviors and attitudes.

Also, evaluation of the program will be vital to continuing SRTS programming. The ability to show improvements by comparing before and after data is very helpful in maintaining local commitment to the program. Even more, evaluation can show what techniques did or did not work so that adjustments can be made in the future.

Hudson School District, City of Hudson, and Village of North Hudson

The Hudson School District has a total enrollment of 5,403 K-12 students. The City and Village are home to all the HSD's schools, except Houlton and River Crest. The HSD is home to six elementary schools, one middle school, and one high school. The HSD has a total of 2,311 elementary school students, 1,317 middle school students, and 1,775 high school students. The HSD serves a significant rural area to the east, north, and south of the City and Village.

Hudson's 2010 population was 12,791, and its estimated 2016 population was 13,367. North Hudson's 2010 population was 3,768, and its estimated 2016 population was 3,764. In the City and Village, some school attendance areas have experienced more growth than others. Overall, the

area that the HSD serves is in an area that has experienced residential growth over the past two decades. It is anticipated that in the near future there will be additional residential development in the HSD boundaries. However, a significant percentage of the areas where development will occur will not be located in areas where students will be able to easily walk or bike to school, primarily due to distance.

In order to specifically consider the economic standing of students, a carefully tracked index is commonly used. This index is defined as an "economically disadvantaged" student. This student is a member of a household that meets the income eligibility guidelines for free or reduced-price meals (less than or equal to 185% of Federal Poverty Guidelines) under the National School Lunch Program (NSLP). In the 2016-2017 school year, the percentage of total HSD students that met this income eligibility was 13.1%, with 15.0% in elementary schools, 13.4% in middle schools, and 11.8% in high schools. In Section III of this plan, the percent is given for each respective school. Data are showing that the total HSD percentage, middle school percentage, and high school percentage will increase, at least in the short-term.

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.



Hudson's SRTS Task Force developed a vision and goals for their SRTS program, considered relevant issues, and discussed strategies to overcome the barriers to walking and biking. This was done through meetings, school walk/bike audits, classroom tally sheets, and parent surveys. Due to the size of the HSD, the process not only included a SRTS Task Force, but also included working closely with representatives from each individual school. Individual schools had representation during the process that ranged from one to several individuals.

Previous Safe Routes to School Work

This is the first SRTS work that has been done by the City, Village, and HSD.

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 HSD, City, and Village. 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 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. Kept current, they will help to lead toward a unified implementation and realization of the vision.

Vision:

The Hudson School District, City of Hudson, and Village of North Hudson have safe and enjoyable environments for walking and biking to and from school. To allow walking and biking as viable options for school children and the broader community, the School District, City, and Village collaborate with other community stakeholders in enhancing and increasing interconnected walking/biking systems to and at the schools. Safe walking, biking, and driving habits; a family-oriented SRTS environment; and development that incorporates SRTS initiatives are common in the City and Village.

Goals:

- » To make it safer for kids to walk and bike to school.
- » Students are encouraged to walk and bike to school.

A photograph of a street scene. In the foreground, a blue metal bicycle rack is mounted on a concrete sidewalk. A blue bicycle is parked in the rack. To the left of the rack, a red octagonal stop sign is mounted on a metal pole, with a smaller red sign below it that says "4-WAY". The background features a two-story house with a porch, a chain-link fence, and several trees with green leaves. A white SUV is parked on the street to the left, and a white pickup truck is visible behind the fence on the right. The text "SECTION II. EXISTING CONDITIONS" is overlaid in white, bold, sans-serif font across the center of the image.

SECTION II. EXISTING CONDITIONS

SRTS Task Force

The Hudson Safe Routes To School Task Force met four times starting in March 2017. 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.

The Task Force also reviewed all the results from the walk and bike audits and the concerns that were brought up from meeting with the individual schools. Lastly, the Task Force reviewed all the proposed SRTS maps.

Walk and Bike Audit

Walk and bike audits were performed at all schools in May 2017, except Hudson Prairie Elementary and Hudson Middle School. Hudson Prairie and Hudson Middle School audits were performed in November 2016. Both A.M. and P.M. audits were conducted at E.P. Rock, Willow River, North Hudson, Hudson Prairie, and the Middle School. Mid-day observations were conducted at River Crest and Houlton. The audits also included meeting with school staff to go over issues and opportunities at that specific school. The WCWRPC facilitated all the audits. Numerous issues were either confirmed or discovered during the audits.



As a whole, it was found that excessive traffic speed and inattentive drivers were a district-wide issue and a major concern. In addition, a variety of other issues were found at more than one school and, in some instances, the vast majority or all of the schools. The walk and bike audits played a very significant role in identifying issues at schools.

Classroom Tally Sheets

Classroom tally sheets were used to find out what modes of transportation were used by students going to and from school over a one-week period. The tally sheets were completed in the first half of May 2017. Of the seven schools,

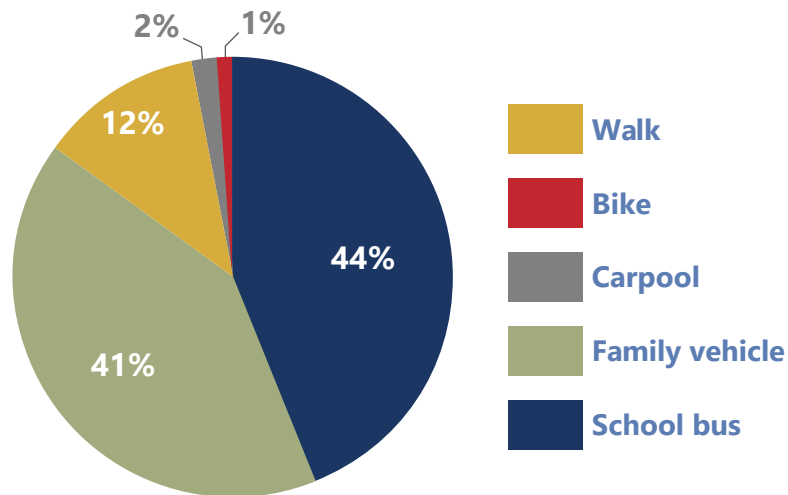


Figure 1: Chart showing total District student travel mode to/from school in percent (Classroom tally).

five completed the classroom tally sheets. Of the classrooms that took the survey, 12 percent of the trips were students walking to/from school and one percent of the trips were students biking to/from school (Figure 1 below). It should be noted that River Crest had zero walkers and bikers. Eliminating River Crest from the data field, these percentages increase to 14 percent walkers and two percent bicyclists.

As is common at most every school, the classroom tally sheet showed that more students walk home than walk to school. This shows that many students that only walk home have the ability to walk to school in the A.M. as well. It should be noted that this data is the most accurate data that was gathered in the planning process.

Figure 2 on page 23 shows the results from each school and also shows the percentage of students that walk and bike compared to the number of students that live within the school's walk zone.

Parent Surveys

The parent survey was made available for parents with children at six of the seven schools. There were a total of 520 parents that responded to the survey. The number of surveys returned from each school had a significant range from five surveys at River Crest to 264 surveys at Hudson Middle School. Of the 520 responses, 31 percent stated that they lived within one mile of their respective school.



WALK/BIKE TO SCHOOL PERCENTAGES

School	Walk	Bike	Walk+Bike	% of Walk Zone*
E.P Rock	9%	0.5%	10%	42%
Houlton	-	-	-	-
Hudson Middle	-	-	-	-
Hudson Prairie	11%	0.3%	12%	79%
North Hudson	18%	5%	23%	52%
River Crest	0%	0%	0%	N/A
Willow River	20%	1%	22%	52%

Figure 2: This table shows the percentage of students that walk or bike to school based on total attendance at each school. Due to fractions of percentages, some of the total Walk+Bike percentages do not add up to the sum of the individual Walk and Bike percentages. (Classroom tally).

*Note: This column shows the number of students that walk or bike to school compared to the number of students that live in the walk zone.

District-wide, the three highest reasons why parents choose to not allow their children to walk or bike to/from school, other than distance, are related to traffic and intersection safety (Amount of traffic - 52 percent, Speed of traffic - 51 percent, and Safety of intersections - 49 percent). The table on page 24 shows which issues are most important at each of the schools.

Most parents responded that if these issues were fixed, they would be more likely to let their children walk/bike to school (Sidewalks or pathways - 58 percent, Safety of intersections - 55 percent, Amount of traffic - 48 percent, and Speed of traffic - 47 percent). The table on page 25 shows solutions to the issues from page 24 and how fixing the issues would change a parent's opinion on letting their child walk or bike to school.

Another key finding from the parent survey is the parent's perception of how schools encourage or discourage walking and biking to/from school. Seventy-seven percent of the parents stated that their child's school neither encourages or discourages walking and biking to/from school. Thirteen percent of the respondents answered that the school encouraged or strongly encouraged walking and biking to/from school.



Existing Conditions

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	Convenience of driving	Time	Child's participation in after-school activities	Speed of traffic	Amount of traffic	Adults to walk with	Sidewalks or pathways	Safety of intersections	Crossing guards	Violence or crime	Weather or climate
E.P. Rock	68%	5%	20%	6%	45%	51%	17%	49%	51%	8%	17%	44%
Houlton	-	-	-	-	-	-	-	-	-	-	-	-
Hudson	62%	5%	22%	8%	57%	55%	8%	42%	52%	5%	15%	30%
Hudson Prairie	67%	11%	22%	17%	61%	61%	11%	44%	44%	0%	11%	28%
North Hudson	27%	3%	12%	7%	41%	41%	14%	45%	34%	7%	16%	22%
River Crest	100%	0%	20%	0%	80%	80%	20%	80%	60%	0%	20%	20%
Willow River	43%	6%	18%	7%	44%	51%	11%	29%	49%	7%	17%	21%

Existing Conditions



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



Schools	Distance	Convenience of driving	Time	Child's participation in after-school activities	Speed of traffic	Amount of traffic	Adults to walk with	Sidewalks or pathways	Safety of intersections	Crossing guards	Violence or crime	Weather or climate
E.P. Rock	40%	6%	10%	5%	28%	35%	15%	50%	41%	14%	10%	20%
Houlton	-	-	-	-	-	-	-	-	-	-	-	-
Hudson	64%	29%	53%	42%	64%	66%	47%	71%	73%	58%	44%	50%
Hudson Prairie	50%	11%	11%	6%	39%	39%	17%	44%	44%	0%	6%	11%
North Hudson	15%	0%	5%	7%	26%	21%	23%	47%	33%	14%	10%	8%
River Crest	80%	0%	40%	0%	80%	60%	40%	80%	60%	20%	20%	40%
Willow River	18%	0%	6%	4%	28%	25%	15%	29%	31%	6%	8%	10%

However, there was fluctuation between schools in the percentage of respondents that thought that their school encouraged biking and walking to/from school. Willow River had the highest percent (17 percent) and Hudson Prairie had the lowest percent (six percent) of parents that thought their school encouraged biking and walking to/from school.

Attendance Area & Walk Zones

An important part of the planning process included reviewing each school's respective walk zone and how that walk zone relates to the school's attendance area. Walk zones are the designated areas where HSD does not provide bus transportation. For elementary schools, this is within one mile of the school, and for middle and high schools, this is within two miles of the school. Areas within the one or two mile distance that are deemed to be hazardous due to dangerous crossings or other barriers are excluded from the walk zone and are eligible for bussing. The map on page 28 shows where schools are located in the HSD and the size of their attendance area and walk zones.

There is a significant range in size of attendance areas and walk zones in the HSD. North Hudson (5.76 square miles) and Willow River (5.99 square miles) have the smallest attendance areas. River Crest has the largest attendance area (25.58 square miles).

The size range for walk zones are not as varied. District-wide,

other than Houlton (.03 square mile) and River Crest (no walk zone), all schools range between .36 square mile and .89 square mile. E.P. Rock has the largest walk zone in the HSD (.89 square mile).

Crossing Guards

There are several locations that have adult crossing guards. During the walk and bike audits, there were opportunities to have discussions with adult crossing guards at some of the schools. These discussions were valuable and shed light on what was working well and what issues need to be addressed. These issues ranged from minor suggestions to very pressing issues. Many of these pressing issues are faced daily.



The overall theme from the adult crossing guards were that the intersections that they patrolled are dangerous. This dangerous environment stems overwhelmingly from speed of traffic and vehicles not obeying traffic controls.



MAP OF HSD ATTENDANCE AREAS

The map to the right shows the location of all schools in the district, with the corresponding attendance areas for each elementary school.

Legend

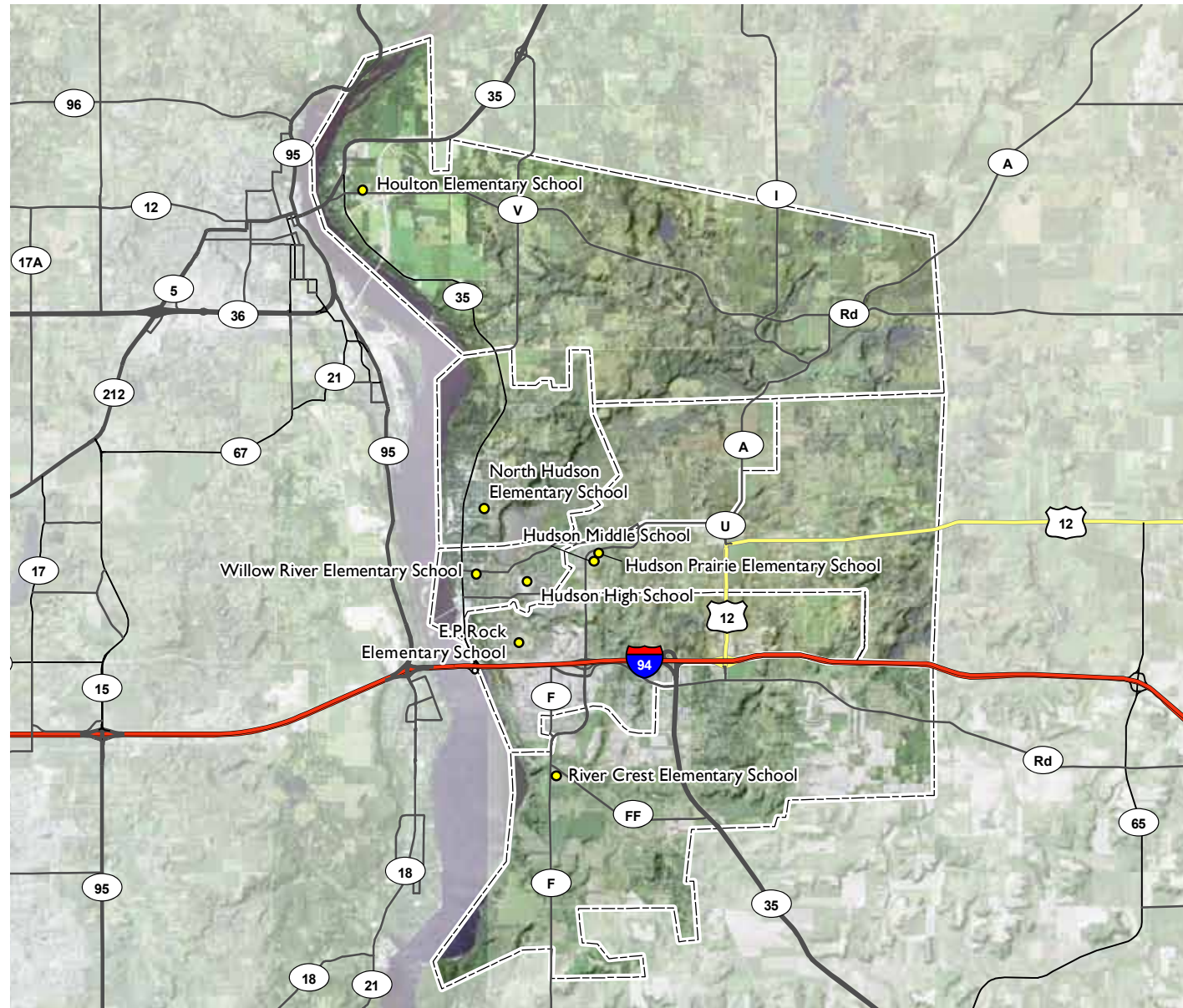
 School

 Attendance Areas

March 2018



Data Sources:
2017 Aerial Image (USDA)
Hudson School District
WCWRPC





MAP OF SCHOOL WALK ZONES

The map to the right shows the location and walk zone of all elementary schools and middle school in the district. All or portions of the attendance area boundaries are also shown for reference.

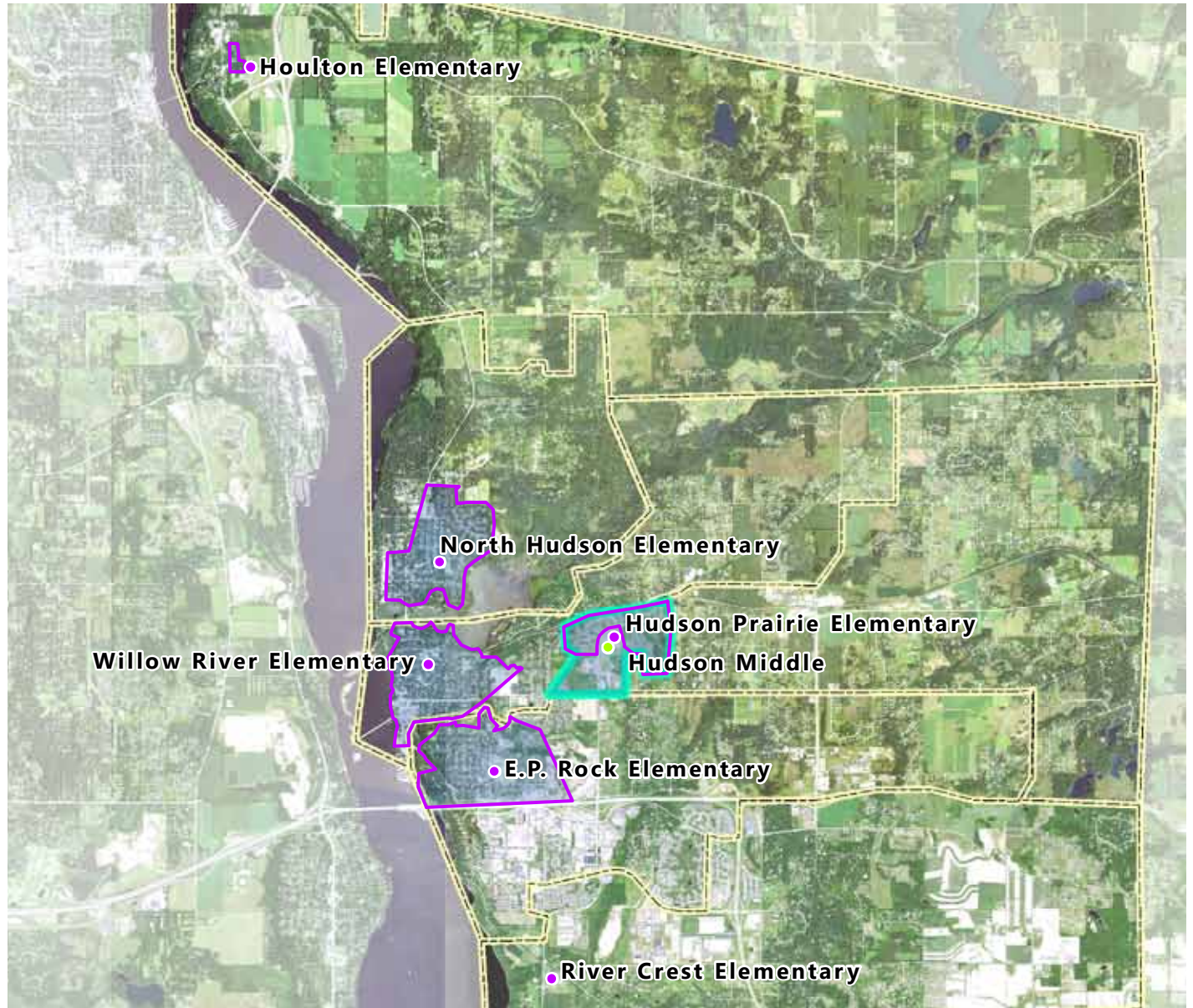
Legend

- Elementary School
- Middle School
- Elementary Walk Zones
- Middle School Walk Zone
- Attendance Areas

March 2018



Data Sources:
2017 Aerial Image (USDA)
Hudson School District
WCWRPC





Crash Data

Pedestrian and bicycle crash data from the State of Wisconsin, City, and Village were used to locate areas with high crash numbers. Data show that over a five-year time period, from 2012-2016, there were a total of 27 reported crashes involving a pedestrian or bicyclist (Figure 3).

This total averages to 5.4 reported crashes per year or approximately one crash every other month. Of the 27 total crashes, six involved school-age children between 5 and 18 years of age, as shown in the graphic on the right.

Additional Items

In addition, other data and information were reviewed. This included speed limits in close proximity to schools and along SRTS corridors, crosswalk locations, and general urban design.

CRASHES INVOLVING PEDESTRIANS OR BICYCLISTS

2012 through 2016

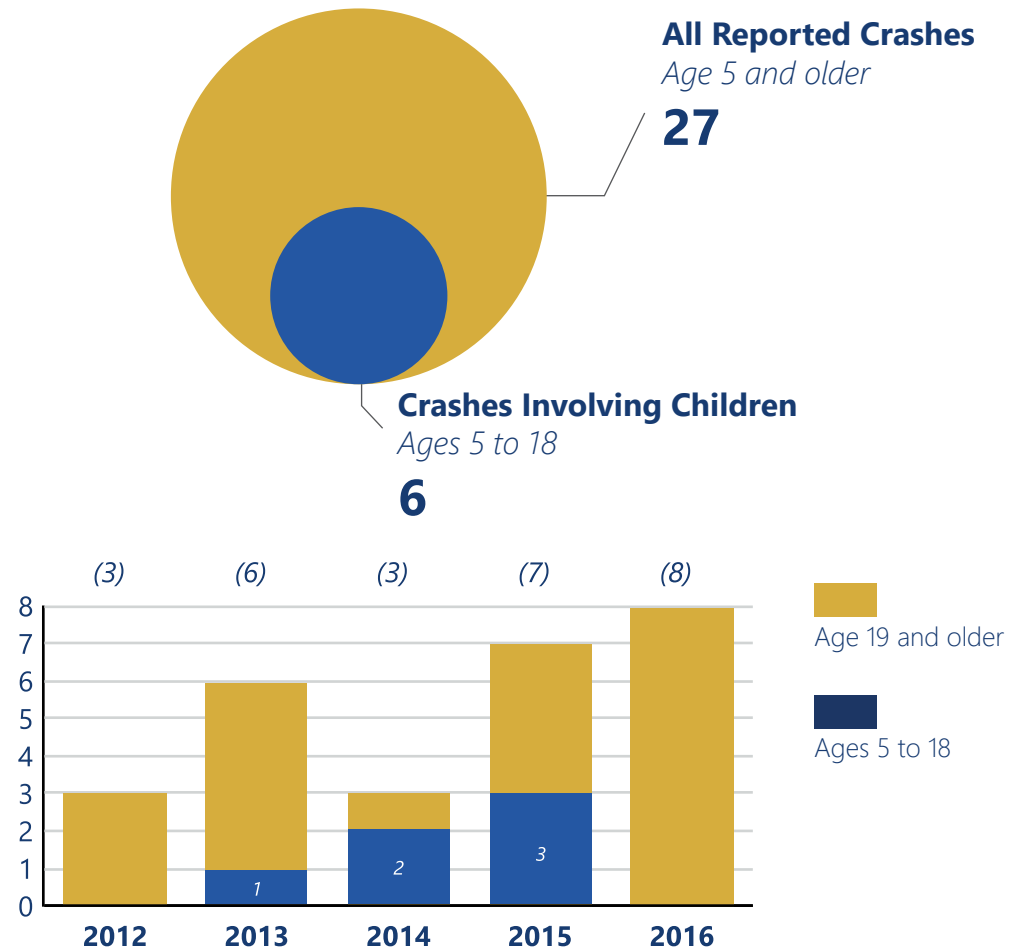


Figure 3: This graph shows the number of reported pedestrian and bicycle crashes each year in Hudson and North Hudson from 2012 through 2016.

MAP OF ALL REPORTED CRASHES

The map to the right shows the location of all reported crashes involving pedestrians and bicyclists from 2012 through 2016.

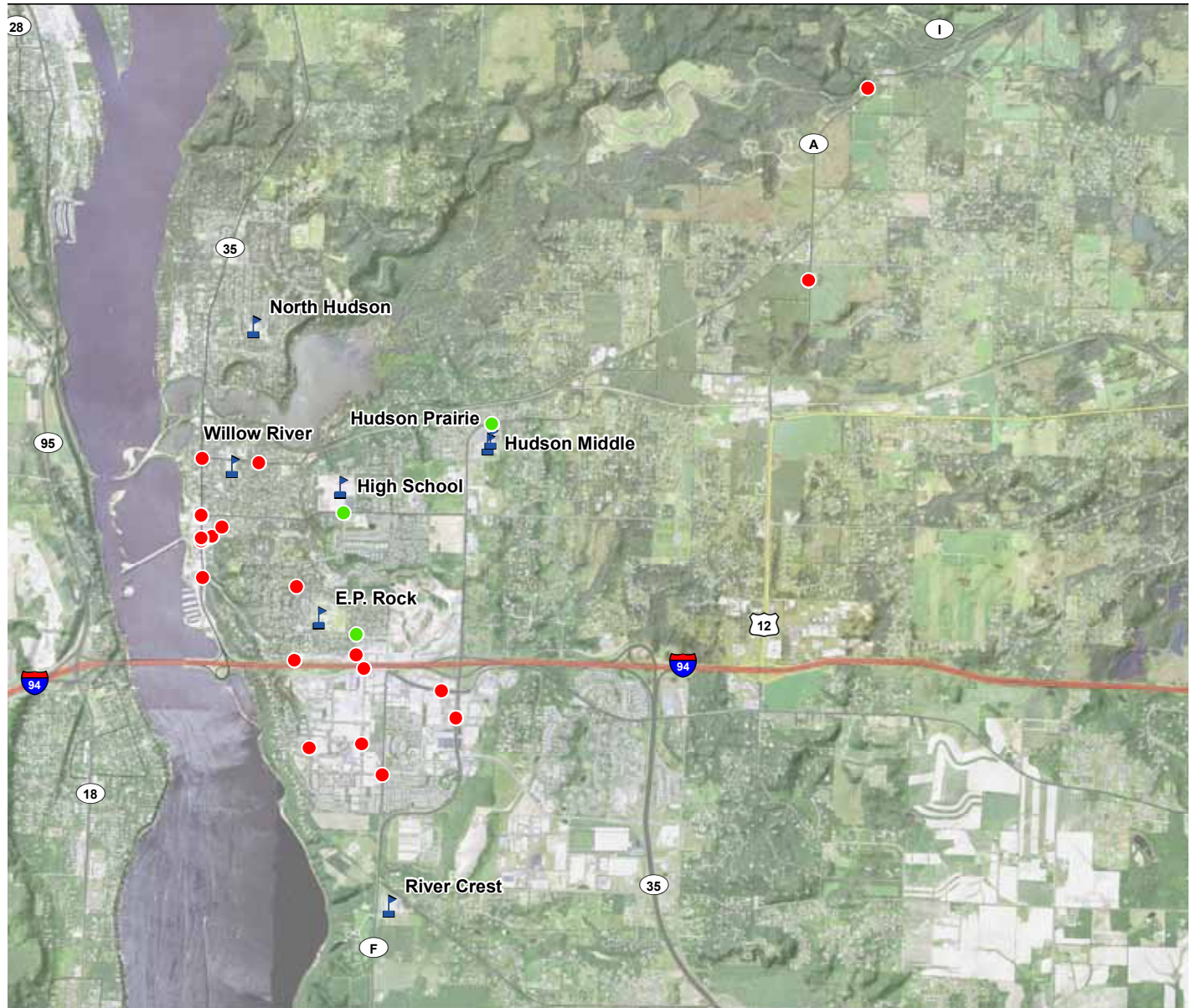
Legend

- Age 18 and under
- Age 19 and older
-  Schools

March 2018



Data Sources:
 2017 Aerial Image (USDA)
 Hudson School District
 WCWRPC





MAP OF CRASH DENSITY

The map to the right shows the location and heat map (point density) of reported pedestrian and bicycle crashes from 2012 through 2016.

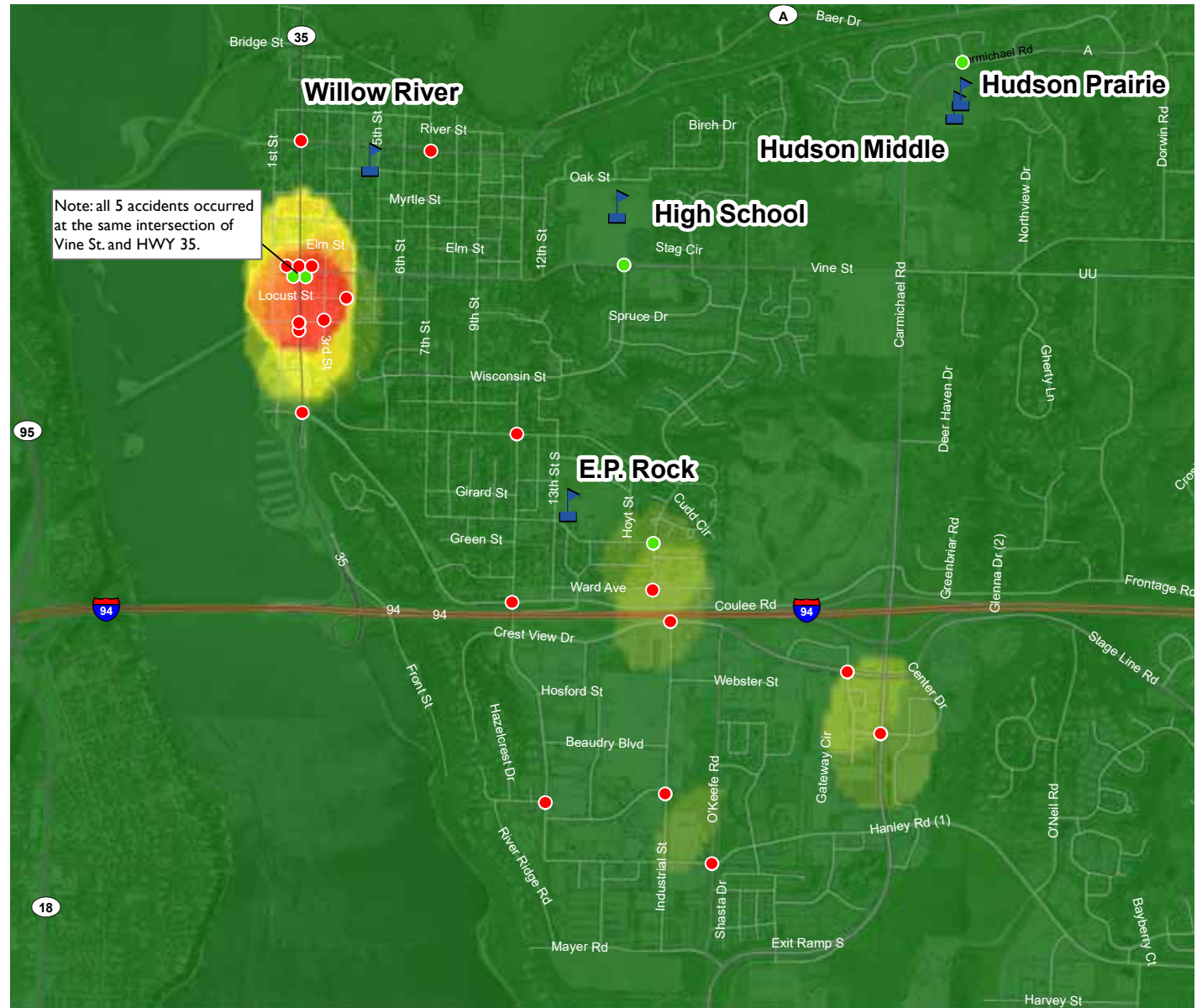
Legend

- Age 18 and under
- Age 19 and older
- Schools

March 2018

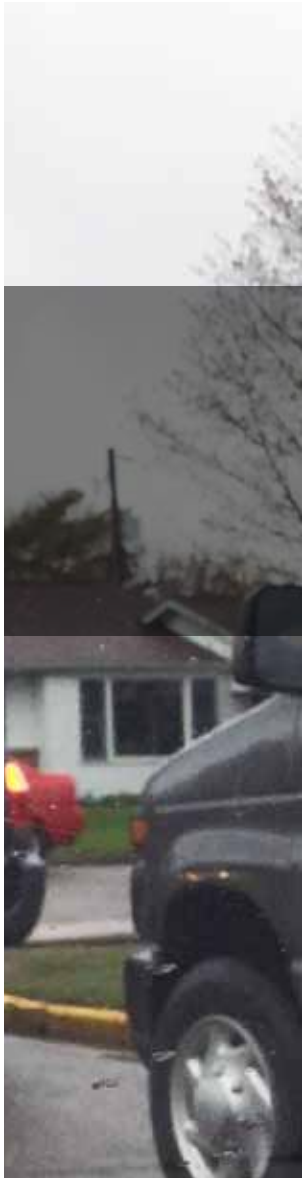


Data Sources:
2017 Aerial Image (USDA)
Hudson School District
WCWRPC



SECTION III. SCHOOL ISSUES AND STRATEGIES





Working closely with the individual schools in the HSD was an important and significant portion of the planning process. Through parent surveys, walk/bike audits, and classroom tally sheets, valuable information was gathered. In addition, discussions with school staff was very important.

From these discussions, valuable local knowledge of past, existing, and possible future issues were discussed. Most of these meetings consisted of meeting with the school principal, other school staff, and sometimes one or more parent. Many of the proposed strategies stemmed from these meetings.

The following pages include lists of issues, strategies, and opportunities for each individual school. In addition, there is a SRTS map and selected data for each school. On some of the SRTS maps, there are SRTS corridors that travel outside of the respective walk zone, where bus service is available. Even though bus service is available to students in these areas, it is unrealistic to think that students will not walk and/or bike to/from school from these locations. With that, in some cases routes were shown that present the safest crossing from across a walk boundary.

The SRTS maps are designed to show the safest routes for students to walk and bike to school. Some routes identified in the plan will benefit from improvements like signage, crosswalks, and sidewalks, as described in the individual school sections, Section IV. Recommended Community Strategies, and Section V. Implementation.

Of all parents surveyed,
52% & 51%
ranked **Amount of Traffic**
and **Speed of Traffic** as
their biggest concerns for
allowing their children to
walk or bike to school.

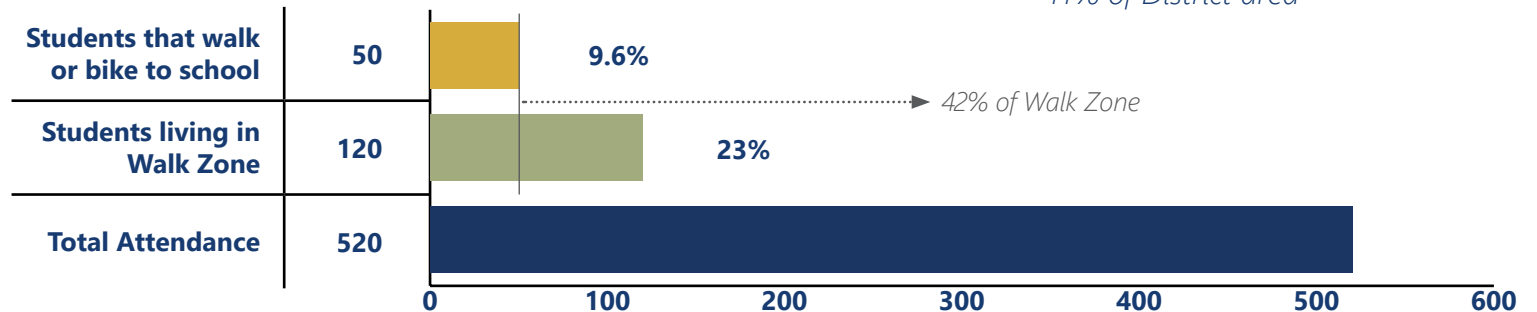
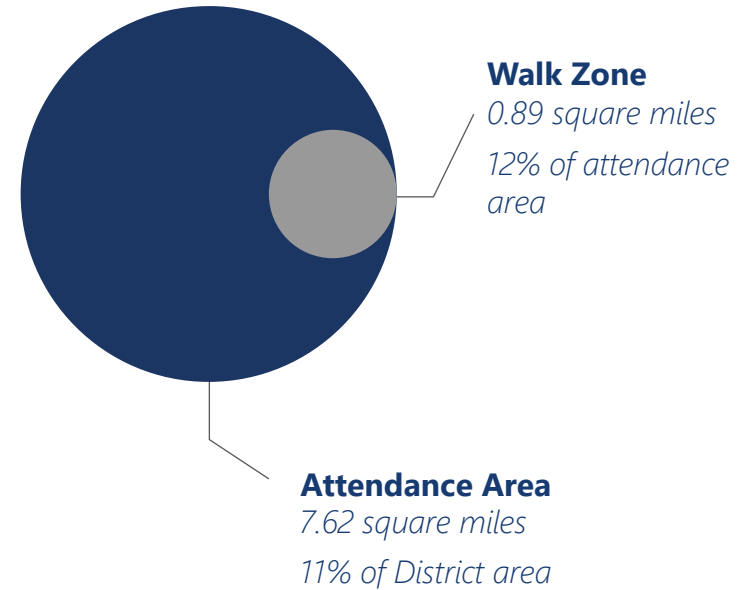
Of all parents surveyed,
58% & 55%
indicated that **Sidewalks**
and **Pathways** and **Safer**
Intersections would help
them feel more comfortable
with allowing their child to
walk or bike to school.



E.P. ROCK ELEMENTARY SCHOOL

The graphic to the right shows the size of the walk zone in relation to the size of the attendance area for the school. E.P. Rock has the third largest elementary school attendance area and the largest walk zone in the District.

The graph below shows the number of students that walk or bike to school, the number of students in the walk zone, and total attendance for the school. Estimates of students walking or biking to schools were gathered from classroom tally sheets that were administered to students. E.P. Rock has the lowest percentage of students walking/biking compared to the number of students in their walk zone.



Year School Built
1956

Number of Students
520

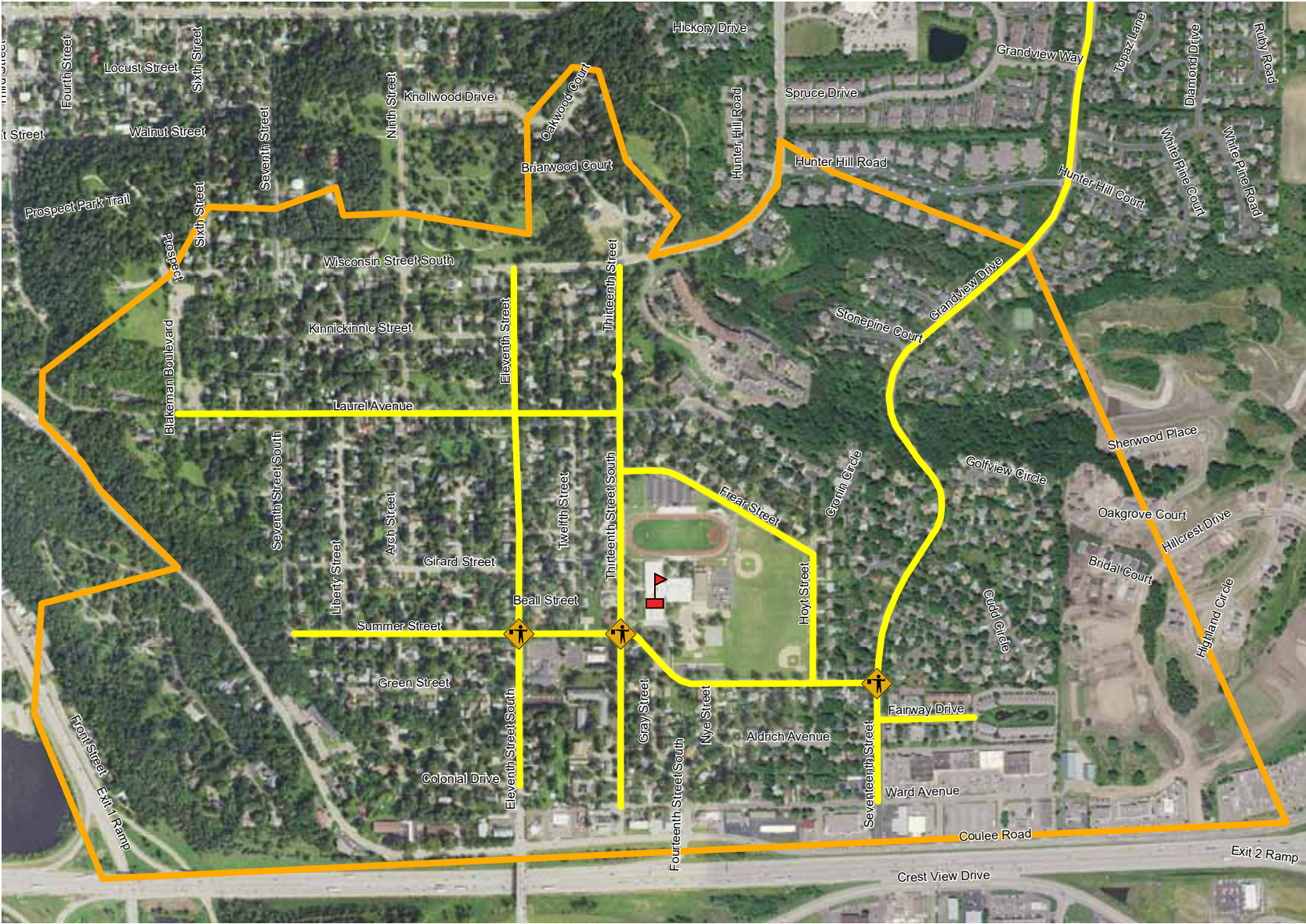
Sections
4

Economically Disadvantaged
24.8%

E.P. Rock Elementary School



SRTS 2018



Legend

-  School
-  Crossing Guard
-  Walk Zone
-  Safe Route

March 2018



Data Sources:
2017 Aerial Image (USDA)
Hudson School District
WCWRPC



Issues

1. Traffic to and from Hudson High School cuts through on 13th and travel speeds are high.
2. Students have to walk in the street along Summer, Hoyt, and Frear.
3. Students walk on wrong side of the street (side without white lines and signs).
4. Summer is very wide and traffic speeds are above speed limit.
5. Summer and 13th intersection is congested and unsafe.
6. Walk/bike lanes are designated by white lines and signage.
7. There is no 15mph sign on Summer east of Hoyt.
8. There is an existing school rule that students in 3rd, 4th, and 5th grades can bike to school. Younger students need to be with a parent.
9. Crossing guards are out between 8:30-8:45am and for 10 minutes after school is dismissed.
10. Student crossing guards were observed playing in street and standing off the curb.
11. Student and adult crossing guards do not all have same vests/jackets and safety green flags.

Strategies/Opportunities

1. Review the painted walk/bike lanes that lead to the school. Make sure they are consistent with parking, traffic patterns, desired SRTS corridors, and appropriate sides of the street.
2. Review the possibility of a 4-way stop, adult crossing guard, and/or some other mitigation at Laurel and 13th.
3. Incorporate SRTS signage on signs that designate walk/bike lanes.
4. Construct bumpouts and other lane narrowing techniques to slow traffic along 13th and along Summer.
5. Install 15mph sign on Summer, east of Hoyt.
6. Purchase and clothe crossing guards and safety patrol in identical high-visibility vests and jackets.
7. Investigate opportunities to install sidewalks along designated SRTS corridors.



A student walking home in the pedestrian/bike lane along Summer. This situation is not ideal, but without sidewalks, it is better than no lane. Additional signage can be added to the sign showing this is a SRTS route.

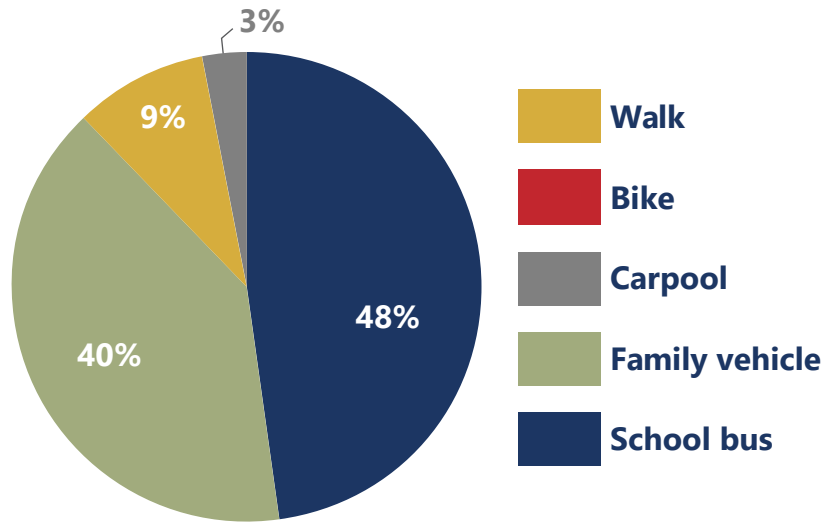
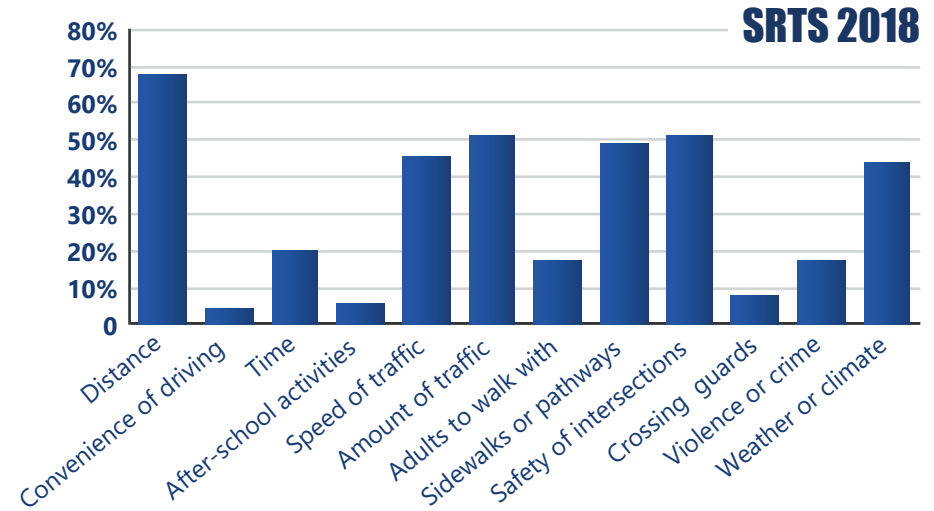
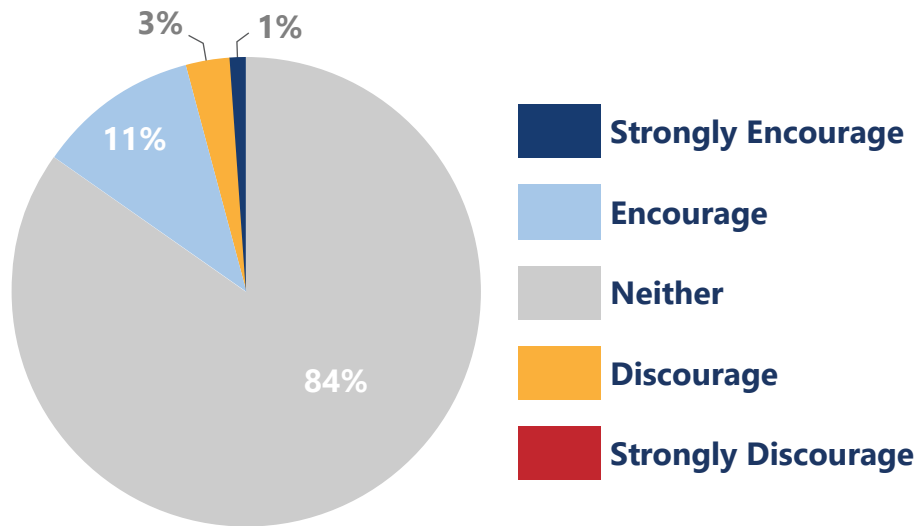


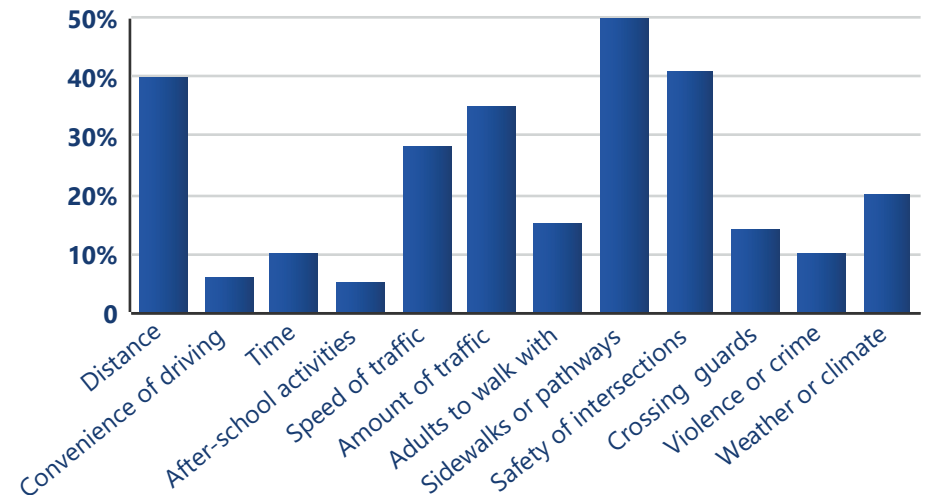
Chart showing student travel mode to/from school in percent (teacher survey tally).



The graph above shows the reasons parents do not allow their children to walk/bike to/from school (parent survey).



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



The graph above shows which issues, if resolved, would result in parents allowing their children to walk/bike to/from school (parent survey).



HOULTON ELEMENTARY SCHOOL



Year School Built
1954

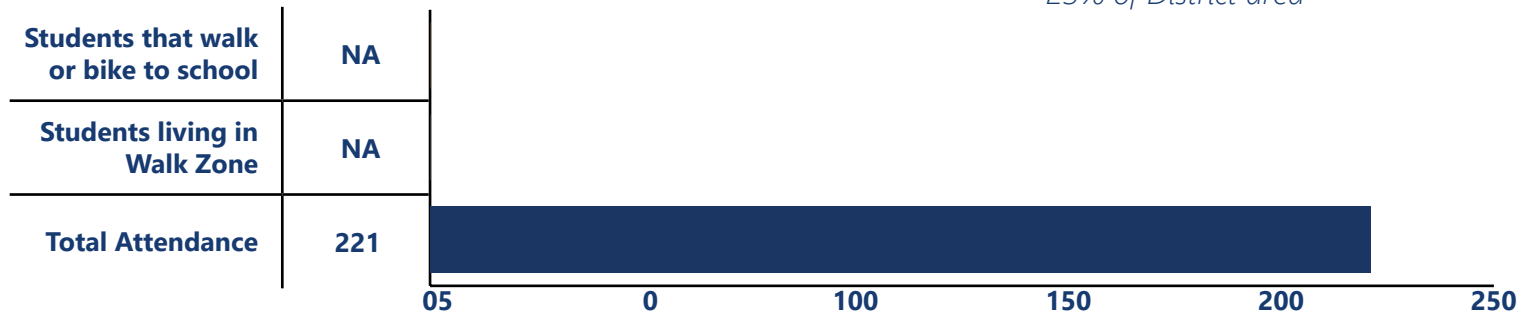
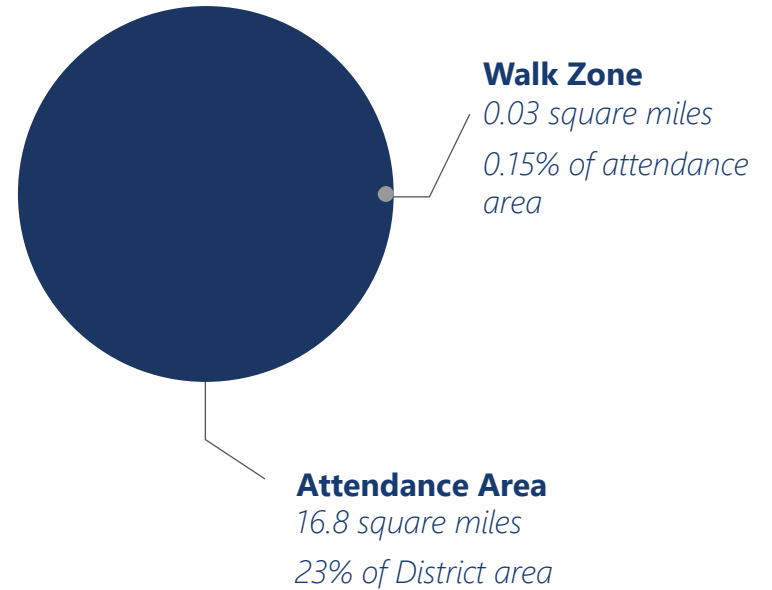
Number of Students
221

Sections
2

Economically Disadvantaged
11.7%

The graphic to the right shows the size of the walk zone in relation to the size of the attendance area for the school. Houlton has the largest elementary school attendance area and its walk zone, which is located to the west of the school is under .1 square mile.

The graph below normally shows the number of students that walk or bike to school, the number of students in the walk zone, and total attendance for the school. Estimates of students walking or biking to schools were gathered from classroom tally sheets that were administered to students. However, due to Houlton's location, no survey was conducted.



Houlton Elementary School



SRTS 2018



Legend

-  School
-  Crossing Guard
-  Walk Zone
-  Safe Route

March 2018



Data Sources:
2017 Aerial Image (USDA)
Hudson School District
WCWRPC





Issues

1. There is currently very limited opportunity to walk/bike to Houlton Elementary due to very little housing in close proximity.
2. Vehicles travel over speed limit on the roads to and from the school.
3. County Highway E has path on north side.
4. County Highway E and State Highway 35 is dangerous to cross.

Strategies/Opportunities

1. Incorporate applicable District-wide strategies.
2. Work with the Town of St. Joseph to make sure that future development within one mile of the school has safe and accessible means to walk and bike to Houlton Elementary School.



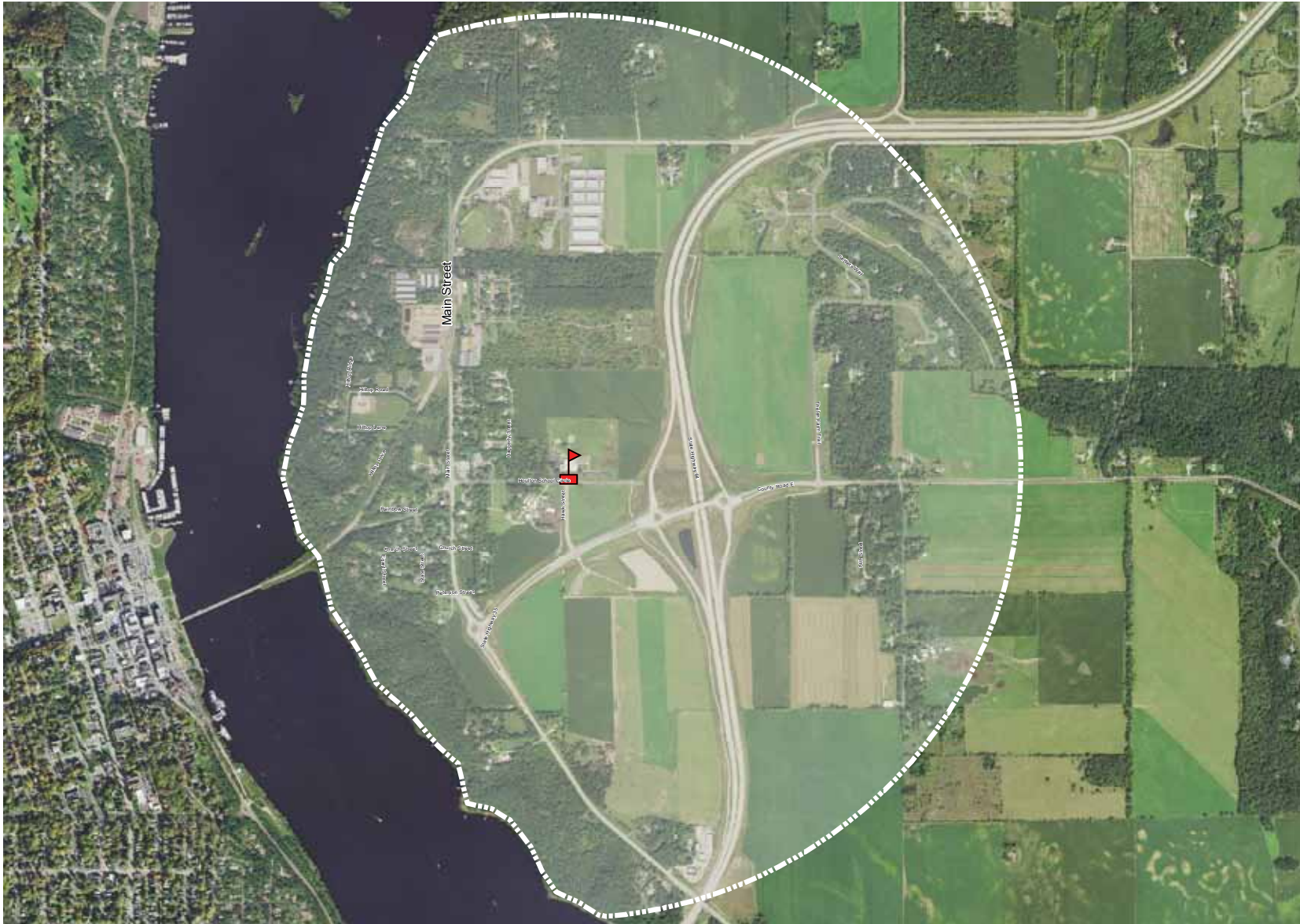
A pedestrian and bicycle path is located on the north side of County Highway E. This path is in poor condition and does not serve a significant number of students.

Houlton Elementary School



SRTS 2018

Note: No graphics or graphs - school did not complete Classroom Tally Sheet and Parent Survey



Projected Growth

The map on the left shows Houlton Elementary with a 1-mile buffer around the school.

This area is expected to experience significant future growth with an opportunity to incorporate new and expanded safe routes through planning and coordination with local community and municipal partners.

March 2018



Data Sources:
2017 Aerial Image (USDA)
Hudson School District
WCWRPC

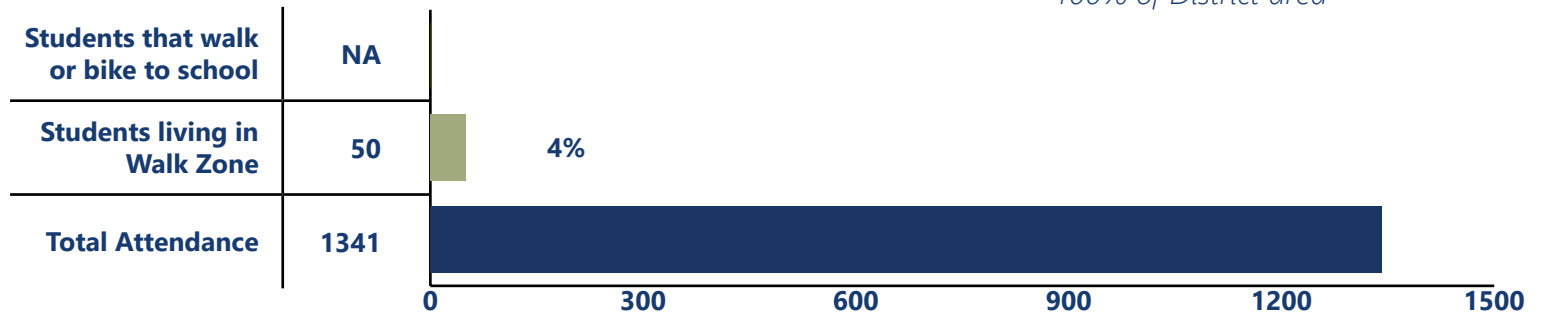
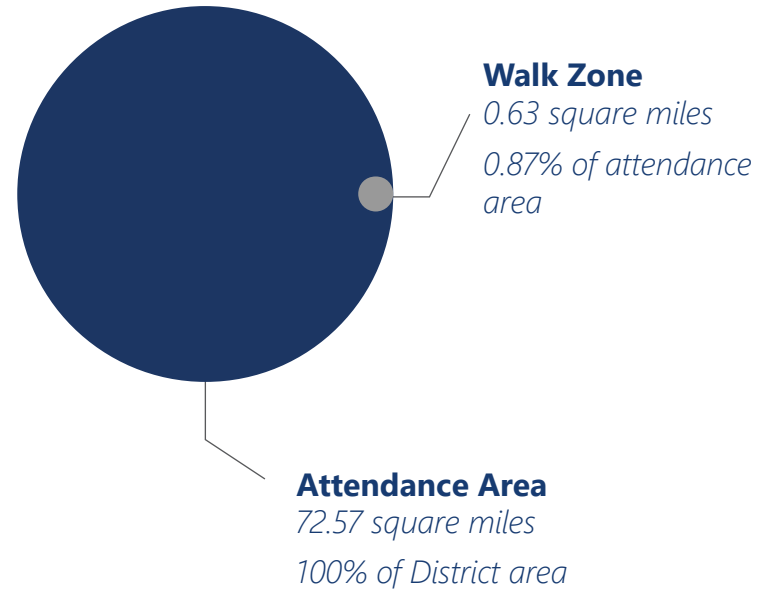




HUDSON MIDDLE SCHOOL

The graphic to the right shows the size of the walk zone in relation to the size of the attendance area for the school. Hudson Middle School's attendance area is the entire district. The walk zone is .63 square mile, which is the fourth largest in the district.

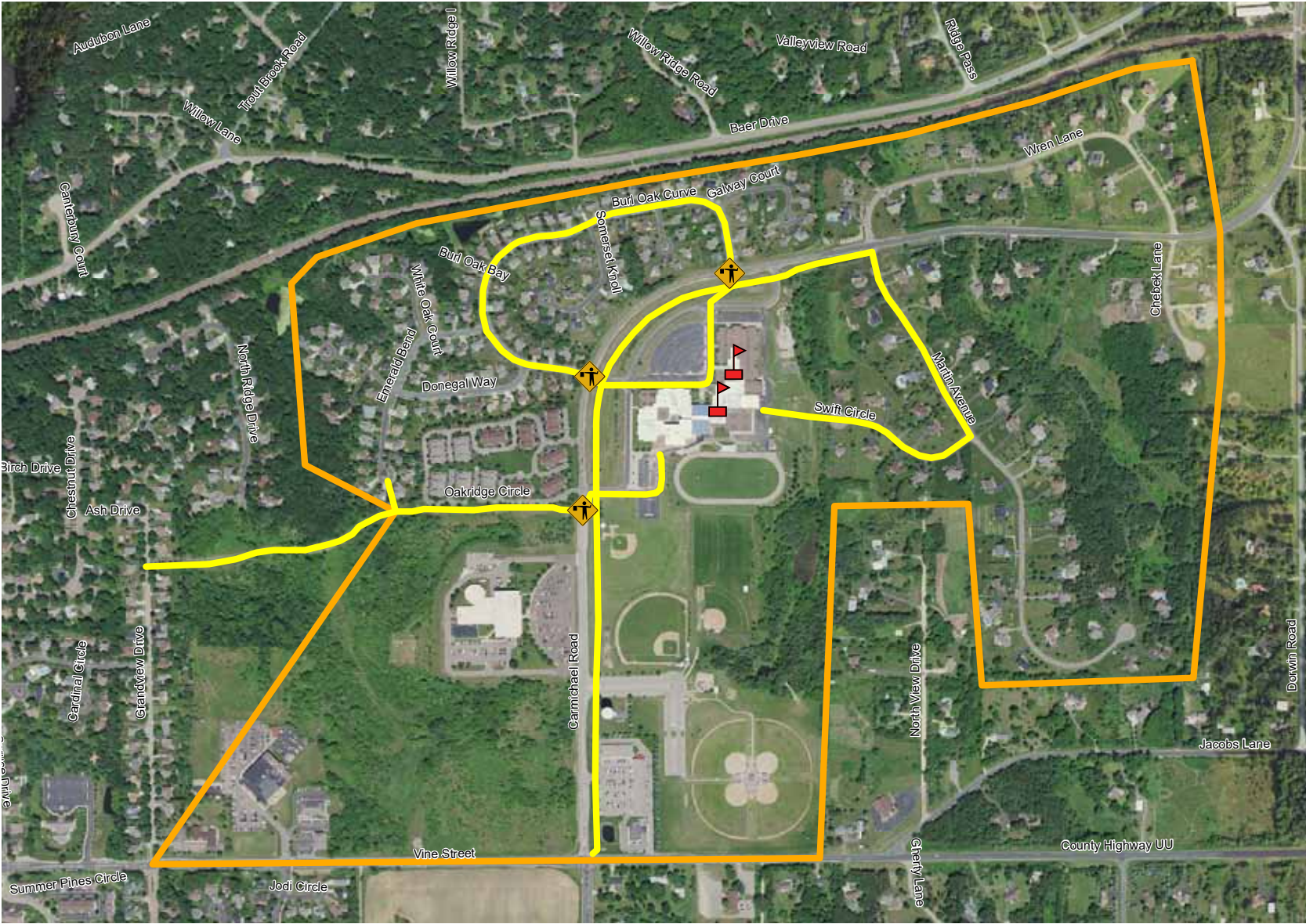
The graph below normally shows the number of students that walk or bike to school, the number of students in the walk zone, and total attendance for the school. Estimates of students walking or biking to schools were gathered from classroom tally sheets that were administered to students. However, the tally sheet exercise was not conducted at Hudson Middle School.



Year School Built
1998

Number of Students
1,341

Economically Disadvantaged
12.0%



Legend

- School
- Crossing Guard
- Walk Zone
- Safe Route

March 2018



Data Sources:
2017 Aerial Image (USDA)
Hudson School District
WCWRPC





Issues

1. Traffic along Carmichael is heavy and travels over speed limit and school zone speed limit.
 2. Trail to YMCA has no visibility, no lighting, and is not paved.
 3. Burl Oak entry and access road to school buildings crosses with a drop-off area and is not safe.
 4. Bike racks are old and bent.
 5. Bike path crossing at northeast entry/exit does not have any warning signs (sign or paint).
 6. Wren and Carmichael intersection has no signage or crosswalk.
 7. Carmichael crosswalks need to be consistent with stop lines before crosswalk.
 8. The County does not want people using the trails in the open area between the YMCA and school campus.
7. Reconstruct/retrofit the Carmichael and Vine intersection to include safe crossing and passage for pedestrians and bicyclists.
 8. Install multi-use paths on both sides of Carmichael from the Middle School to south of Vine.

Strategies/Opportunities

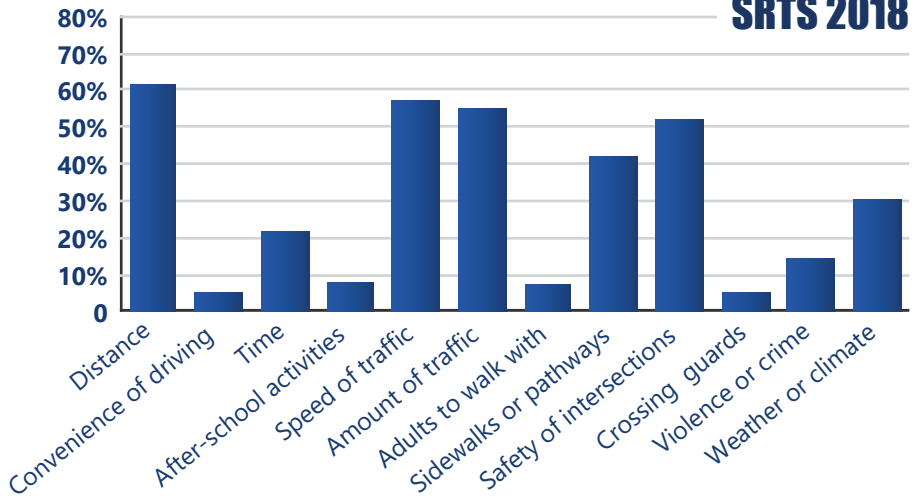
1. Actively participate in Carmichael studies and recommendations.
2. Review policy and existence of trails that lead from school campus to YMCA. If trails stay, they should have lighting.
3. Have consistent crosswalk and pedestrian sign patterns from Wren to Oakridge.
4. Locate signage and paint for bike path crossing at northeast entry/exit of campus.
5. Locate a digital speed sign in both directions along Carmichael.
6. Install a paved multi-use path along Vine from Carmichael to the YMCA.



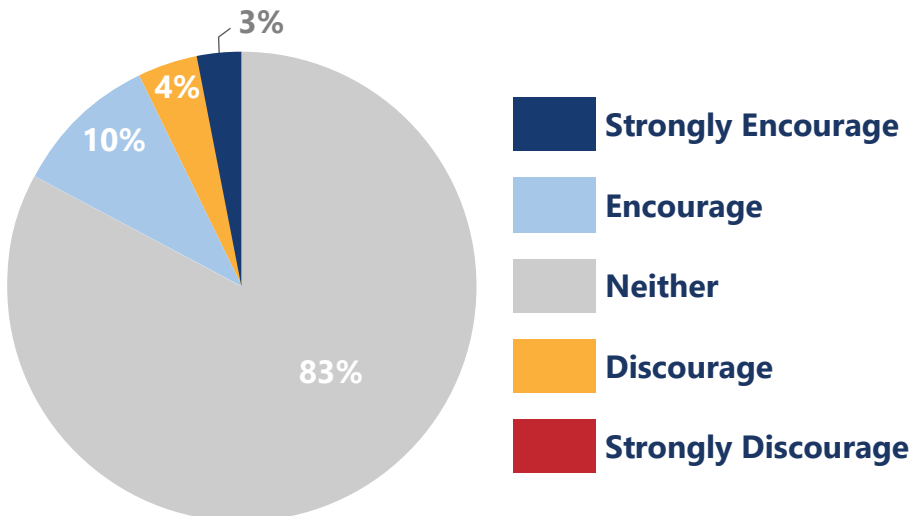
Carmichael has a large volume of traffic and most traffic does not obey the speed limit. This crossing is on the southwest side of the campus at the trail that travels along the southside of Oakridge.



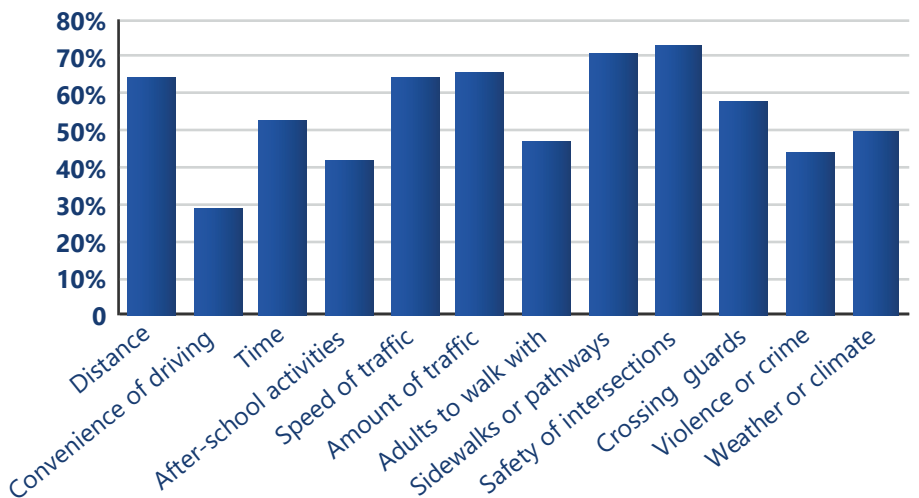
(No graphic - school did not complete walk/bike Classroom Tally Sheet)



The graph above shows the reasons parents do not allow their children to walk/bike to/from school (parent survey).



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

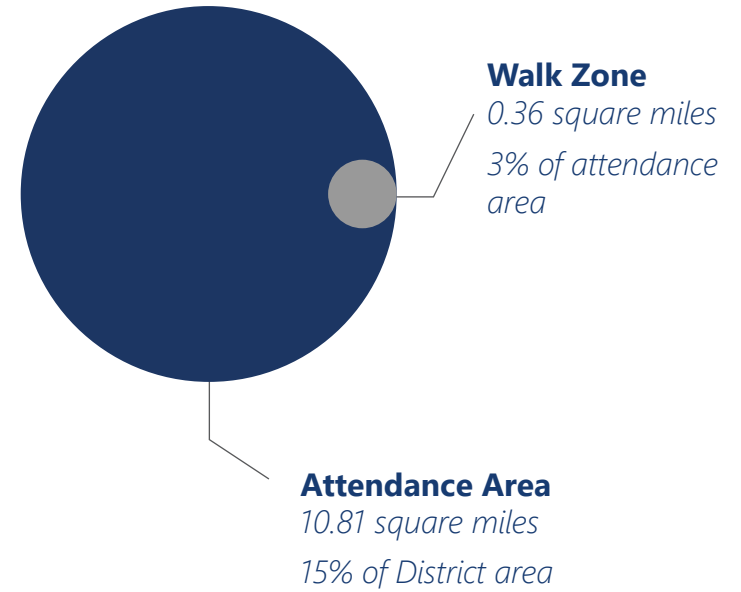


The graph above shows which issues, if resolved, would result in parents allowing their children to walk/bike to/from school (parent survey).

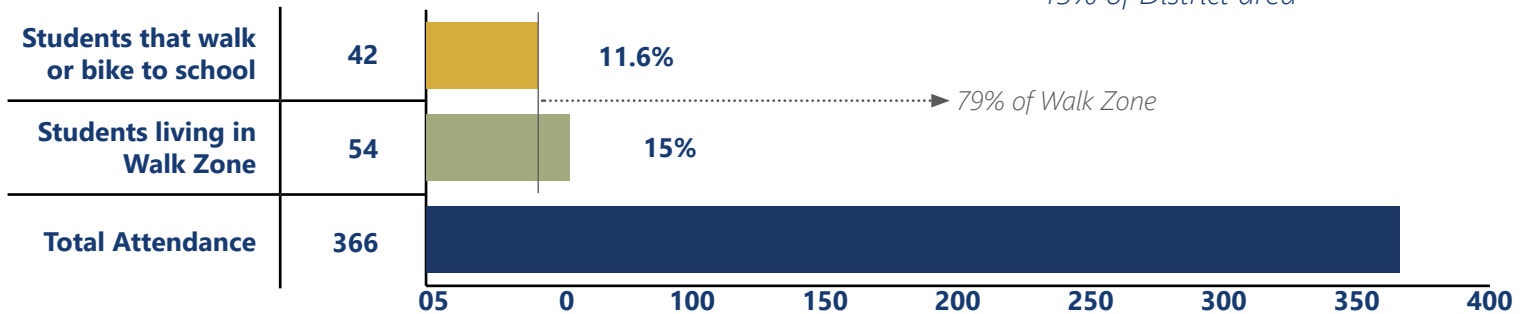


HUDSON PRAIRIE ELEMENTARY SCHOOL

The graphic to the right shows the size of the walk zone in relation to the size of the attendance area for the school. Hudson Prairie has the 2nd largest elementary school attendance area and 3rd smallest elementary school walk zone.



The graph below shows the number of students that walk or bike to school, the number of students in the walk zone, and total attendance for the school. Estimates of students walking or biking to schools were gathered from classroom tally sheets that were administered to students. Hudson Prairie has the highest percentage of students that walk/bike compared the number of students in their walk zone. It should be noted that only 54 students live in the walk zone.



Year School Built
1998

Number of Students
366

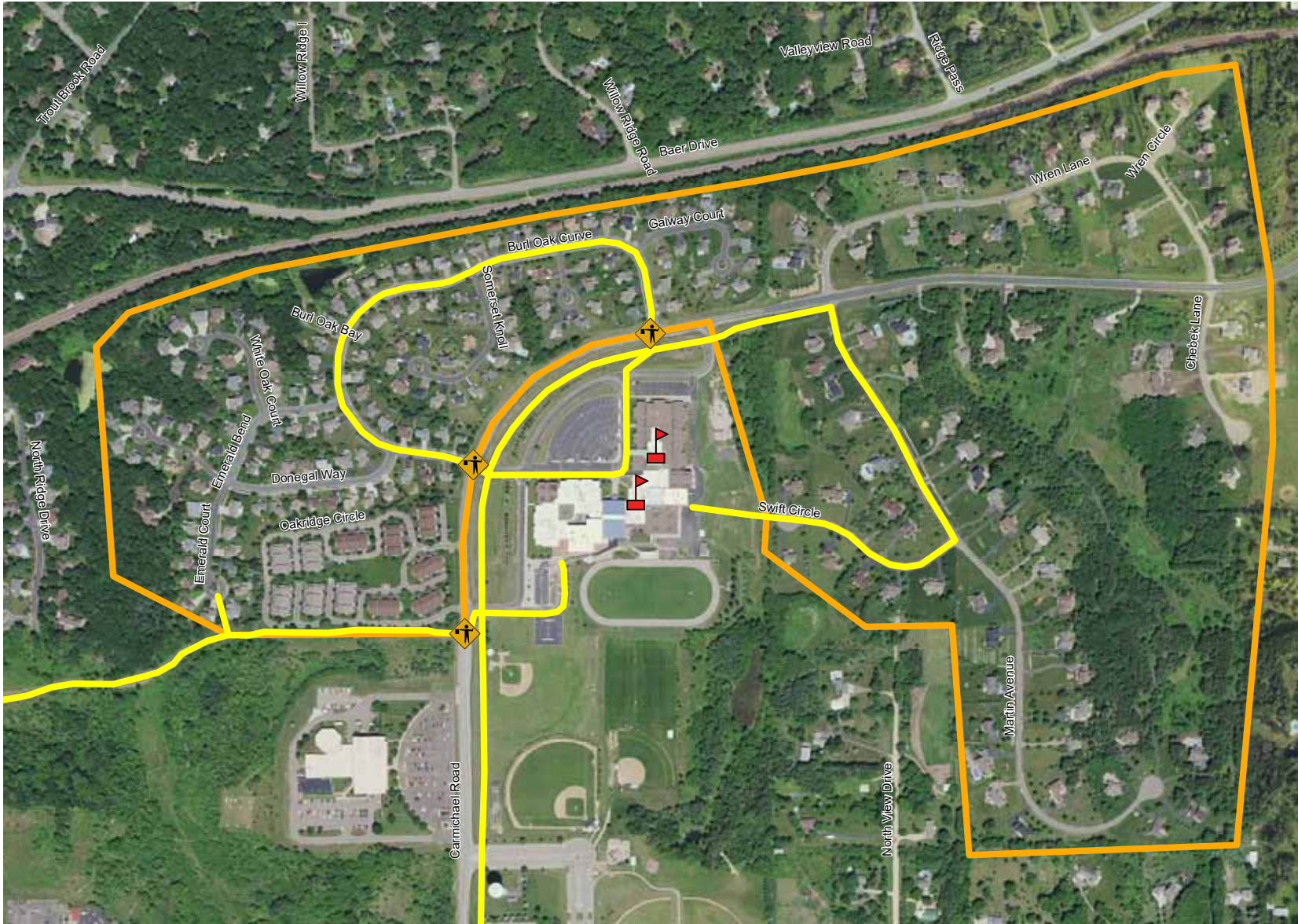
Sections
4

Economically Disadvantaged
8.9%

Hudson Prairie Elementary School



SRTS 2018



Legend

-  School
-  Crossing Guard
-  Walk Zone
-  Safe Route

March 2018



Data Sources:
2017 Aerial Image (USDA)
Hudson School District
WCWRPC



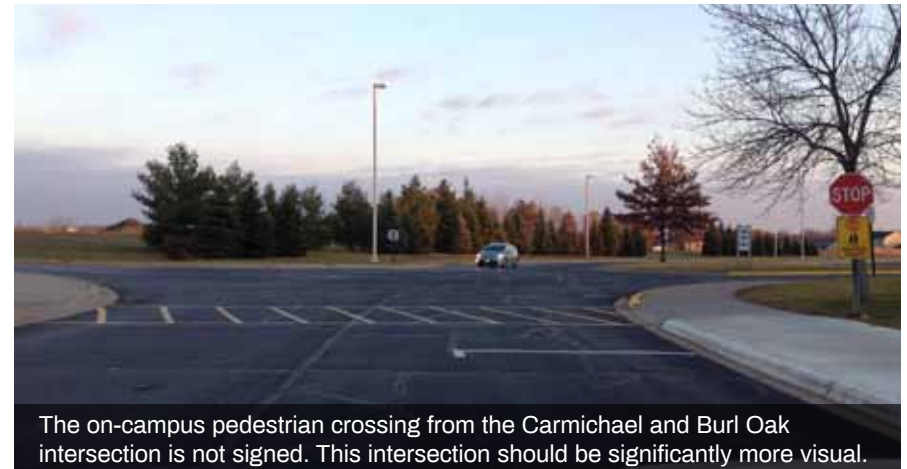


Issues

1. Traffic along Carmichael is heavy and travels over speed limit and school zone speed limit.
2. Trail to YMCA has no visibility, no lighting, and is not paved.
3. Burl Oak entry and access road to school buildings crosses with a drop-off area and is not safe.
4. Bike racks are old and bent.
5. Bike path crossing at northeast entry/exit does not have any warning signs (sign or paint).
6. Wren and Carmichael intersection has no signage or crosswalk.
7. Carmichael crosswalks need to be consistent with stop lines before crosswalk.
8. The County does not want people using the trails in the open area between the YMCA and school campus.

Strategies/Opportunities

1. Actively participate in Carmichael studies and recommendations.
2. Review policy and existence of trails that lead from school campus to YMCA. If trails stay, they should have lighting.
3. Have consistent crosswalk and pedestrian sign patterns from Wren to Oakridge.
4. Locate signage and paint for bike path crossing at northeast entry/exit of campus.
5. Locate a digital speed sign in both directions along Carmichael.
6. Install a paved multi-use path along Vine from Carmichael to the YMCA.
7. Reconstruct/retrofit the Carmichael and Vine intersection to include safe crossing and passage for pedestrians and bicyclists.
8. Install multi-use paths on both sides of Carmichael from the Elementary School to south of Vine.



The on-campus pedestrian crossing from the Carmichael and Burl Oak intersection is not signed. This intersection should be significantly more visual.

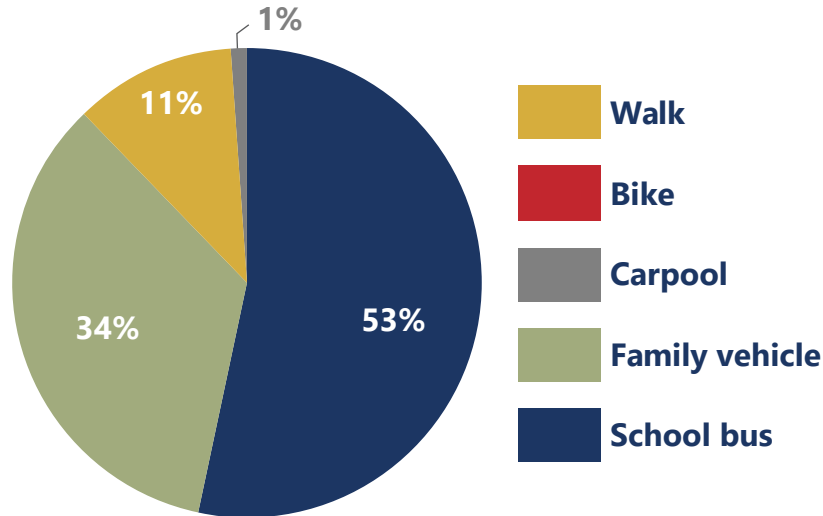
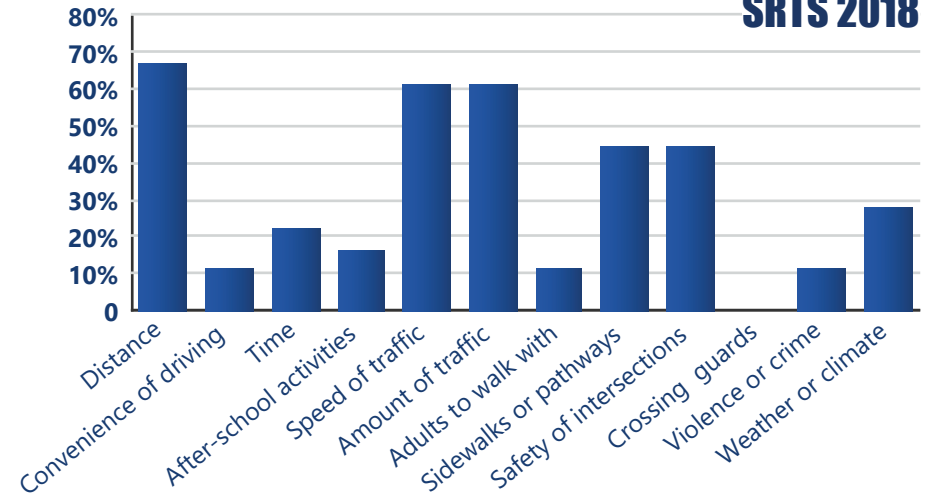
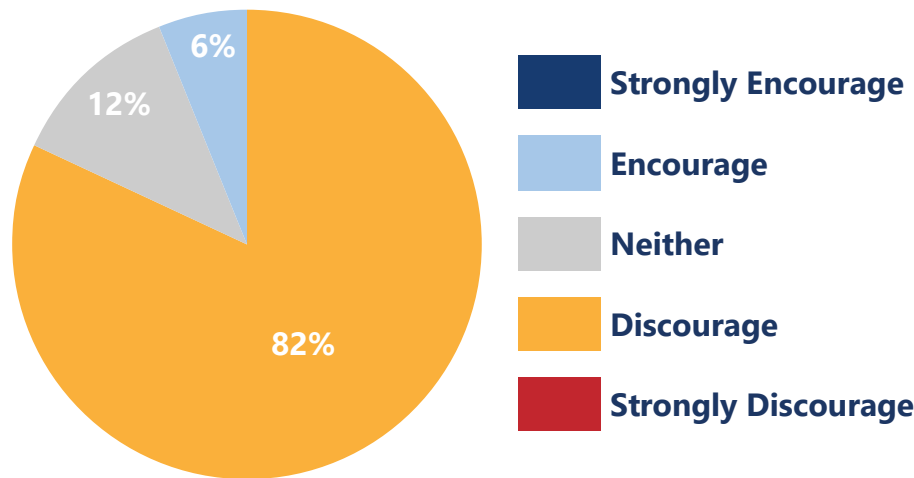


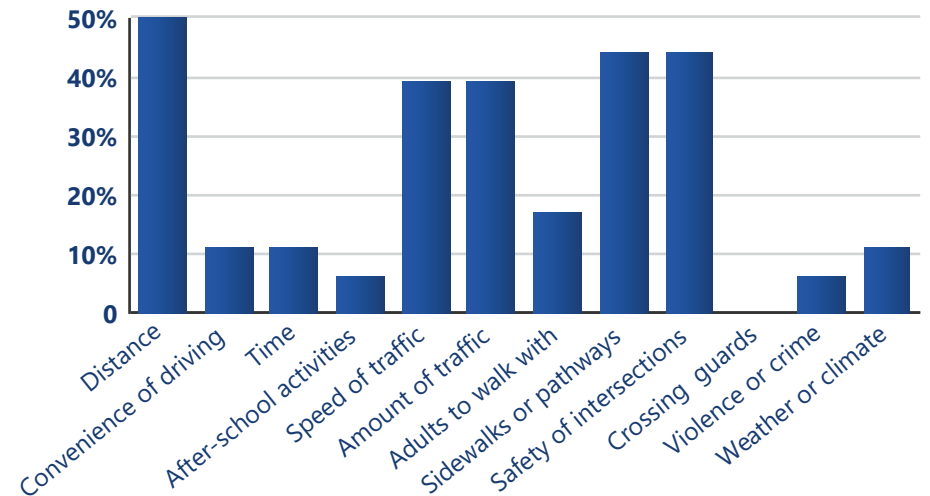
Chart showing student travel mode to/from school in percent (teacher survey tally).



The graph above shows the reasons parents do not allow their children to walk/bike to/from school (parent survey).



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



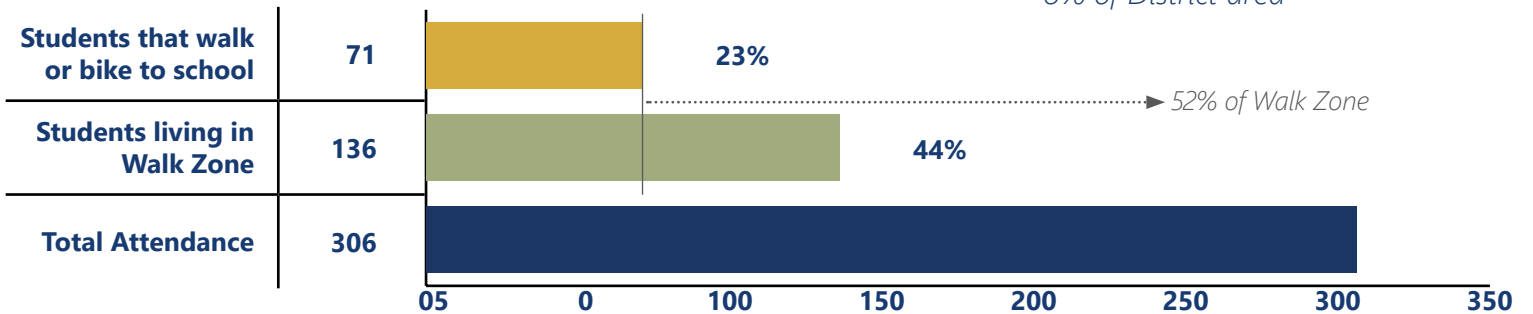
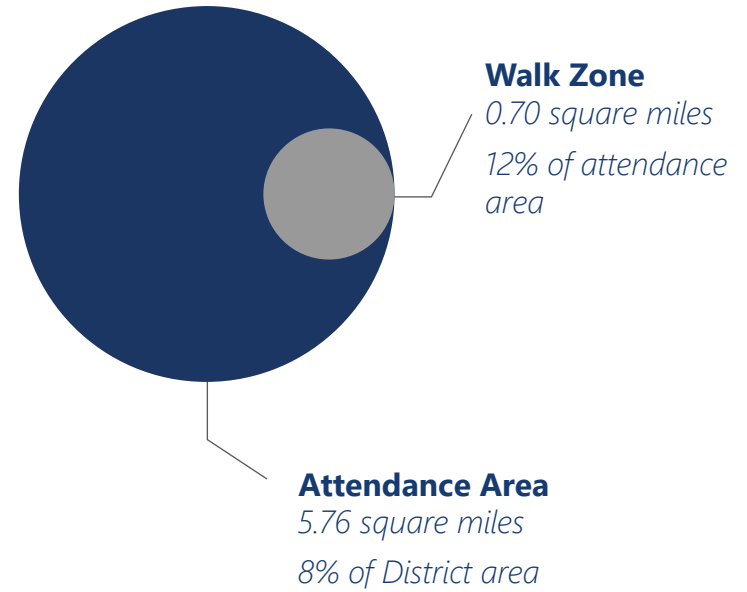
The graph above shows which issues, if resolved, would result in parents allowing their children to walk/bike to/from school (parent survey).



NORTH HUDSON ELEMENTARY SCHOOL

The graphic to the right shows the size of the walk zone in relation to the size of the attendance area for the school. North Hudson has the smallest elementary school attendance area and 3rd largest elementary school walk zone.

The graph below shows the number of students that walk or bike to school, the number of students in the walk zone, and total attendance for the school. Estimates of students walking or biking to schools were gathered from classroom tally sheets that were administered to students. North Hudson has the highest percentage of students that walk/bike to school and has the third highest elementary school percentage of walkers/bikers compared to students that live in the walk zone.



Year School Built
1955

Number of Students
306

Sections
3

Economically Disadvantaged
21.5%

North Hudson Elementary School



SRTS 2018



Legend

-  School
-  Crossing Guard
-  Walk Zone
-  Safe Route

March 2018



Data Sources:
2017 Aerial Image (USDA)
Hudson School District
WCWRPC





Issues

1. North Hudson Police Department patrols around elementary school before and after school.
2. There are no sidewalks on the east side of State Highway 35.
3. Most students cross at State Highway 35 crossing with crossing guard (Monroe). However, some students do not cross at this designated location.
4. Crossing guards and safety patrol do not have identical safety clothing and safety green flags.
5. Most vehicles on Monroe travel over speed limit.
6. School zone and pedestrian signage is outdated.
7. Students walking home were playing in street on SW corner of school.
8. Crossing guard along State Highway 35 has no safety green clothing.
9. There is continued concern regarding the St. Croix and Lemon intersection.
10. Lemon is very wide and most vehicles travel over speed limit.
11. Leaving school zone signs are located along State Highway 35. There are no matching school zone signs when entering in opposite direction.
12. There is a lack of sidewalks on school property.
13. Bike parking is located far from entrance and on grass.
14. State Highway 35 has high speeds and a high volume of traffic before and after school.
15. There are limited sidewalks in the surrounding neighborhood.

Strategies/Opportunities

1. Work with WisDOT to ensure that sidewalks are built along the east side of State Highway 35 when the highway is reconstructed.
2. Install sidewalks on school property along Monroe.
3. Install bumpouts at Monroe and Lemon intersection.
4. Install bumpouts at Michaelson and Lemon intersection.
5. Narrow Lemon in front of school with bumpouts and add new school zone signs.
6. Reduce Monroe driving lane width between Lemon and 8th.
7. Move bike parking to a concrete surface and purchase new bike racks.
8. Include State Highway 35 in patrol area before and after school.
9. Install School Zone signs along State Highway 35.
10. Outfit safety patrol and crossing guards in identical safety colored clothing.
11. Research options to improve pedestrian and bicyclist safety at St. Croix and Lemon intersection.
12. Locate walk/bike lanes along SRTS routes.



Lemon needs painted lane lines, new school zone signs, and bumpouts.

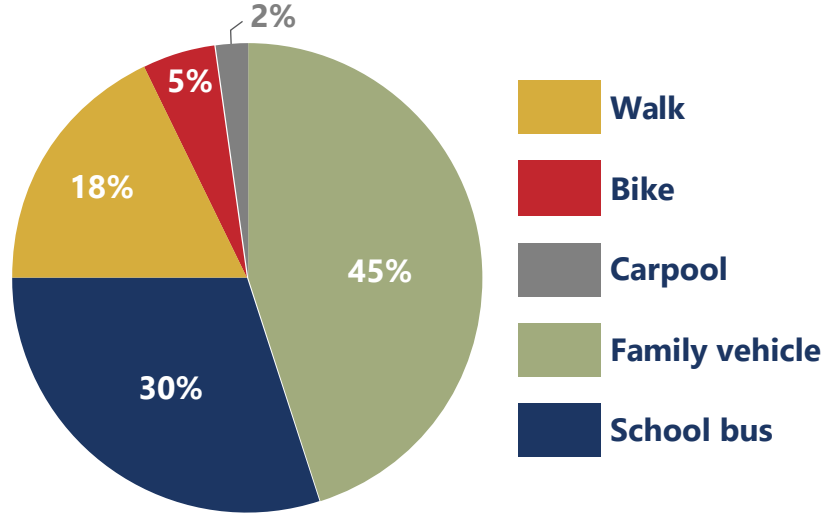
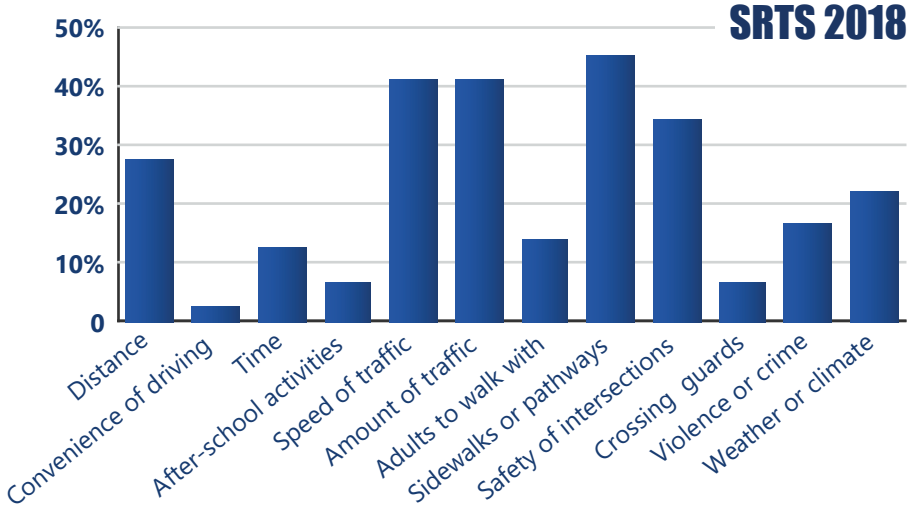
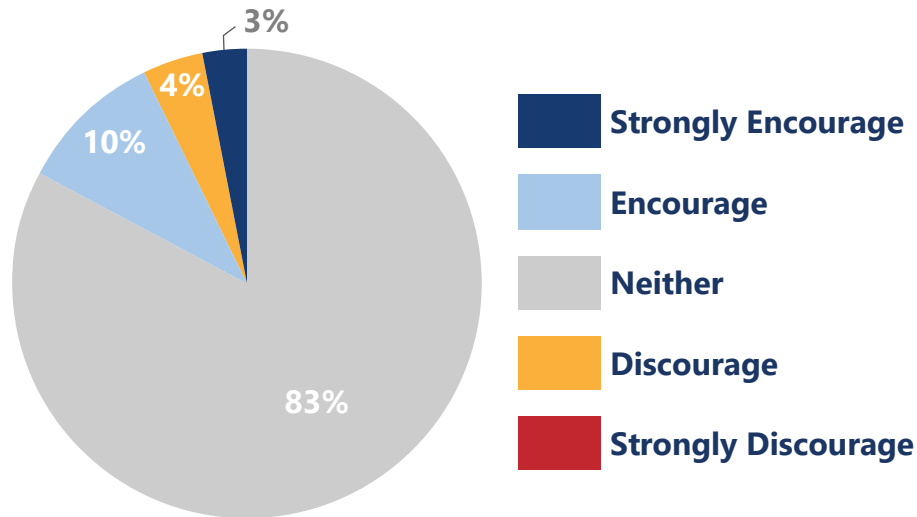


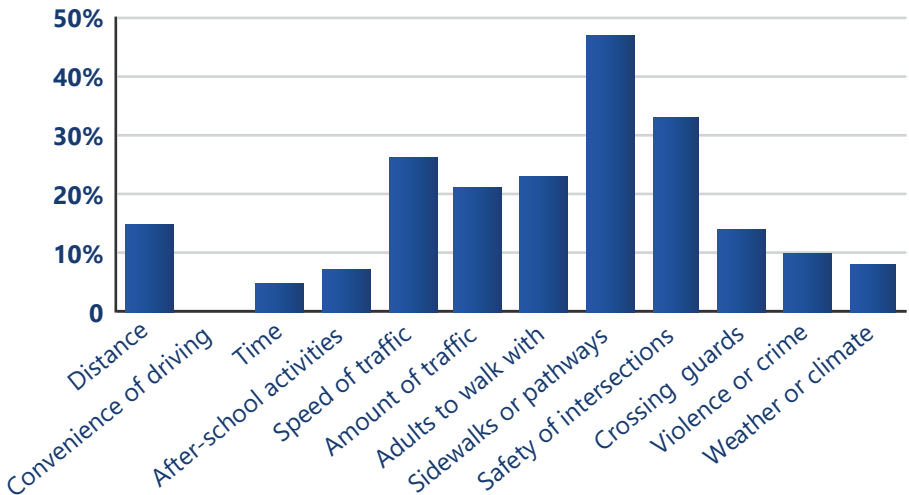
Chart showing student travel mode to/from school in percent (teacher survey tally).



The graph above shows the reasons parents do not allow their children to walk/bike to/from school (parent survey).



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



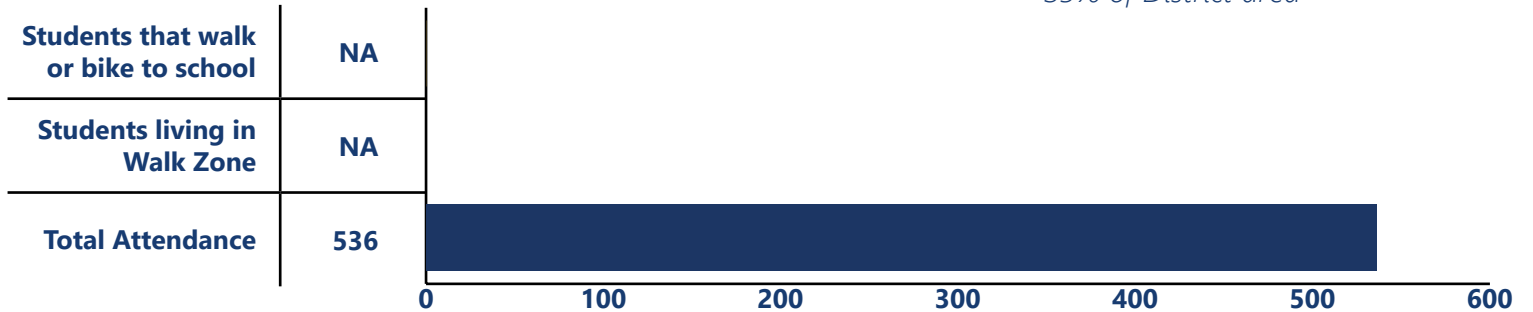
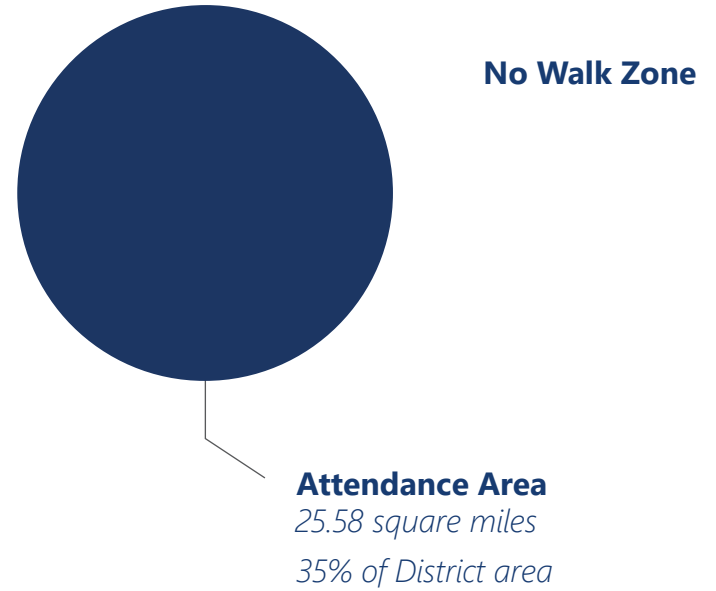
The graph above shows which issues, if resolved, would result in parents allowing their children to walk/bike to/from school (parent survey).



RIVER CREST ELEMENTARY SCHOOL

The graphic to the right shows the size of the walk zone in relation to the size of the attendance area for the school. River Crest has the largest elementary school attendance area and does not have a walk zone.

The graph below shows the number of students that walk or bike to school, the number of students in the walk zone, and total attendance for the school. Estimates of students walking or biking to schools were gathered from classroom tally sheets that were administered to students. River Crest had zero walkers and bikers.



Year School Built
2008

Number of Students
536

Sections
4

Economically Disadvantaged
6.7%

River Crest Elementary School



SRTS 2018



Legend



School

Note: At this time there is no designated walk zone or safe route identified for River Crest Elementary School.

March 2018



Data Sources:
2017 Aerial Image (USDA)
Hudson School District
WCWRPC





Issues

1. No students walked or biked during the Tally Sheet week.
2. Due to lack of residential development around the school, there are very few options to bike or walk within one mile of the elementary school.
3. County Highway F and County Highway FF traffic speeds and lack of sidewalks/paths makes it unsafe to walk/bike along the two roads.
4. School zone is posted as 35 mph.

Strategies/Opportunities

1. Incorporate applicable District-wide policies.
2. Reduce school zone speed limit to 15 mph.

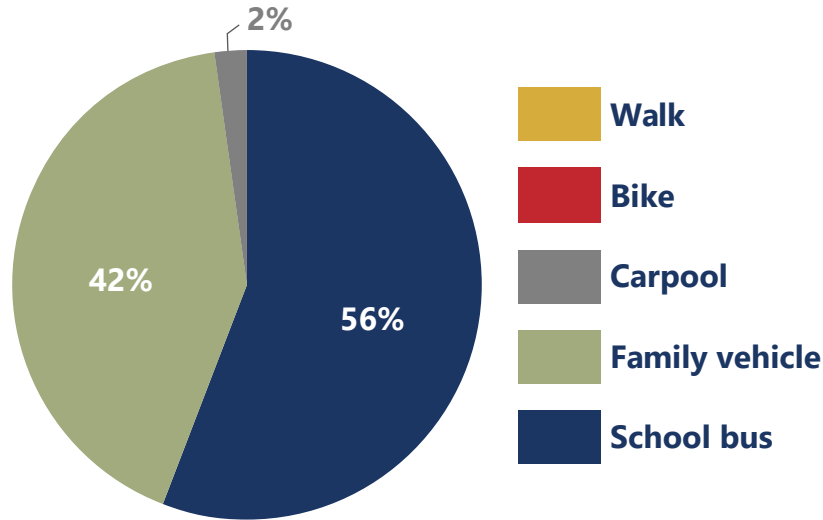
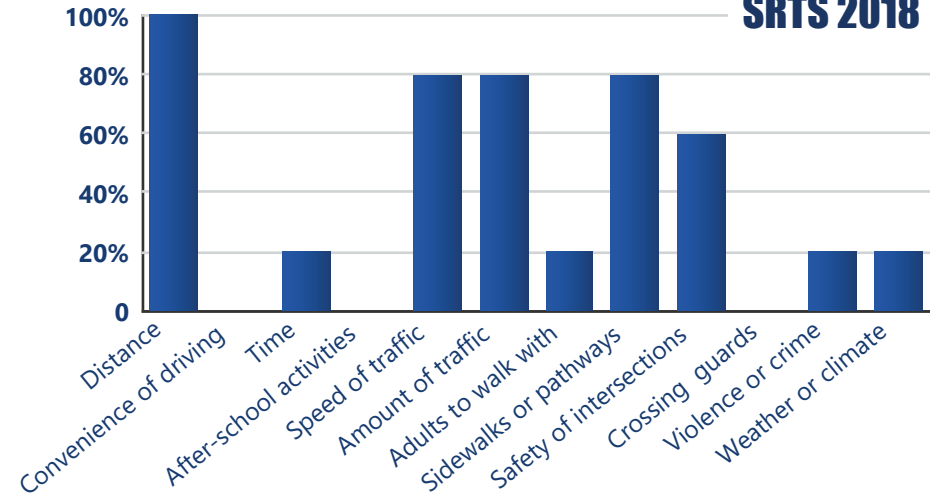
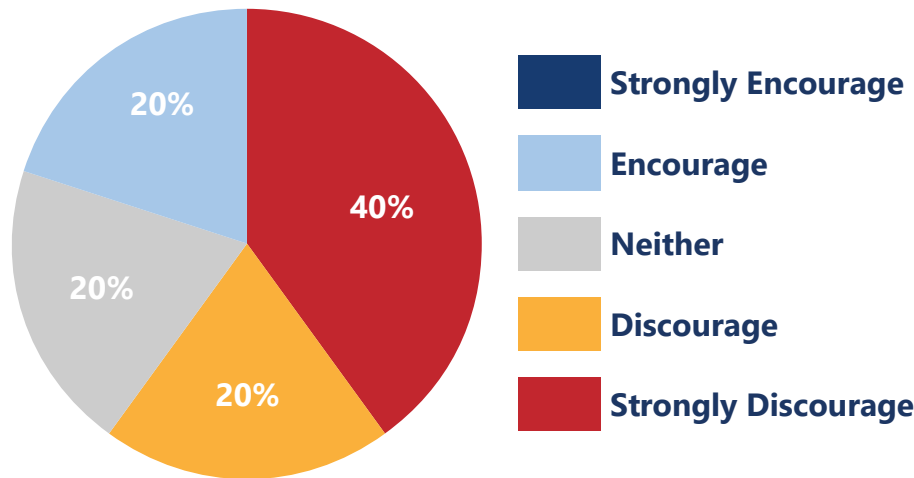


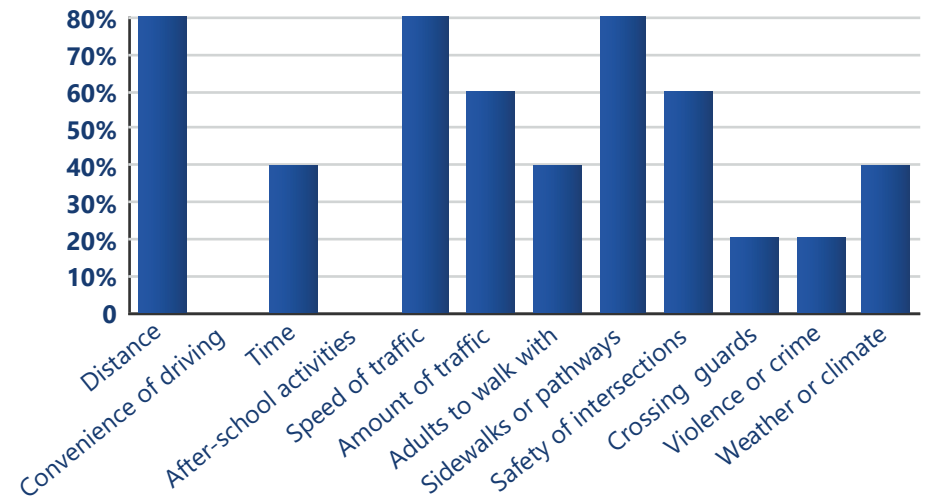
Chart showing student travel mode to/from school in percent (teacher survey tally).



The graph above shows the reasons parents do not allow their children to walk/bike to/from school (parent survey).



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



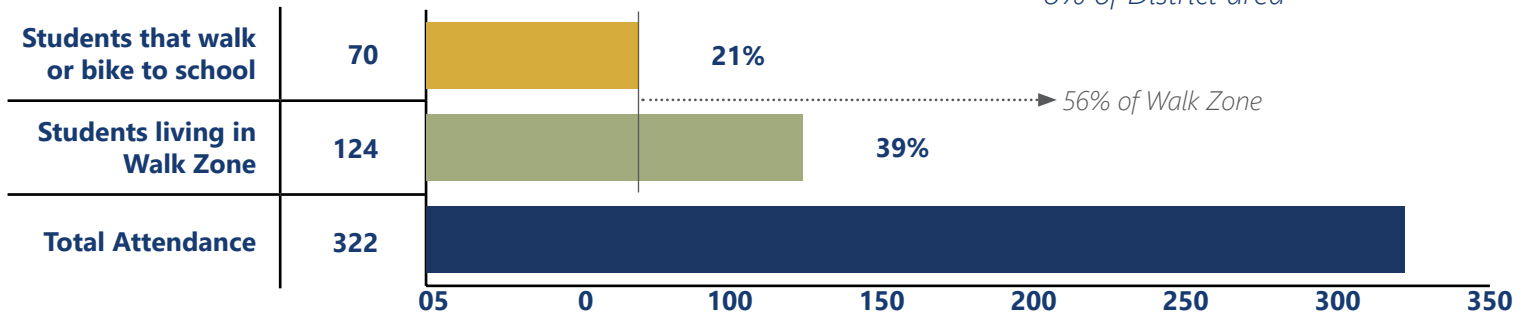
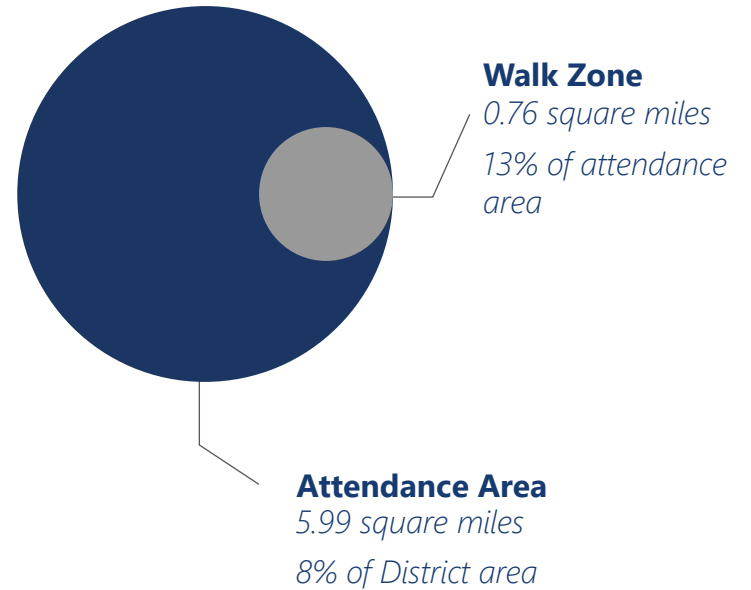
The graph above shows which issues, if resolved, would result in parents allowing their children to walk/bike to/from school (parent survey).



WILLOW RIVER ELEMENTARY SCHOOL

The graphic to the right shows the size of the walk zone in relation to the size of the attendance area for the school. Willow River has the 2nd smallest elementary school attendance area and 2nd largest elementary school walk zone.

The graph below shows the number of students that walk or bike to school, the number of students in the walk zone, and total attendance for the school. Estimates of students walking or biking to schools were gathered from classroom tally sheets that were administered to students. Willow River has the highest percentage of students that walk/bike to school and has the 2nd highest elementary school percentage of walkers/bikers compared to students that live in the walk zone.



Year School Built
1918

Number of Students
322

Sections
3

Economically Disadvantaged
14.1%

Willow River Elementary School



SRTS 2018



Legend

-  School
-  Crossing Guard
-  Walk Zone
-  Safe Route

March 2018



Data Sources:
2017 Aerial Image (USDA)
Hudson School District
WCWRPC



Issues

1. Pedestrian crossing flags are located at 5th and St. Croix to help with crossing. It seems that the flags are not being used as much as intended.
2. When it rains, a puddle forms at 4th and St. Croix due to no drain. Students need to walk around puddle and into street.
3. Illegal u-turns are common at 4th and Oak, and at 5th and St. Croix.
4. School buses are speeding.
5. Most vehicles using St. Croix are travelling over the speed limit.
6. Unsure what percentage of students are crossing at 3rd and Vine (four-way stop) or 4th and Vine.
7. There have been several crashes and near crashes recently around the school. In 2017, a crossing guard was hit and a student almost got hit when a driver didn't obey a stop sign.
8. There is a lack of police presence before and after school.
9. Many vehicles are parking illegally around the school.
10. Speed limits are not obeyed around the school.
11. Vehicles do not yield to pedestrians when crossing guard is gone.
12. The 2nd and St. Croix intersection is very dangerous.
13. Crosswalk paint is worn in several locations.
14. Vine has a speed monitoring sign for traffic travelling west.

Strategies/Opportunities

1. Fix puddling problem at 4th and St. Croix.
2. Install bumpouts on all four intersections adjacent to the school.
3. Research feasibility of a bike lane along St. Croix.
4. Install crosswalks and pedestrian signs at Vine and 5th.
5. Install zebra-style crosswalks at Vine intersections with 3rd, 4th, and 5th.
6. Install speed monitoring sign along Vine for traffic travelling east and one in each direction along St. Croix.
7. Increase police patrol around school before and after school.
8. Research techniques to improve safety crossing 2nd and St. Croix.



Safety patrol students do not have matching high-visibility vests and flags. Crosswalk paint is worn and needs to be replaced.

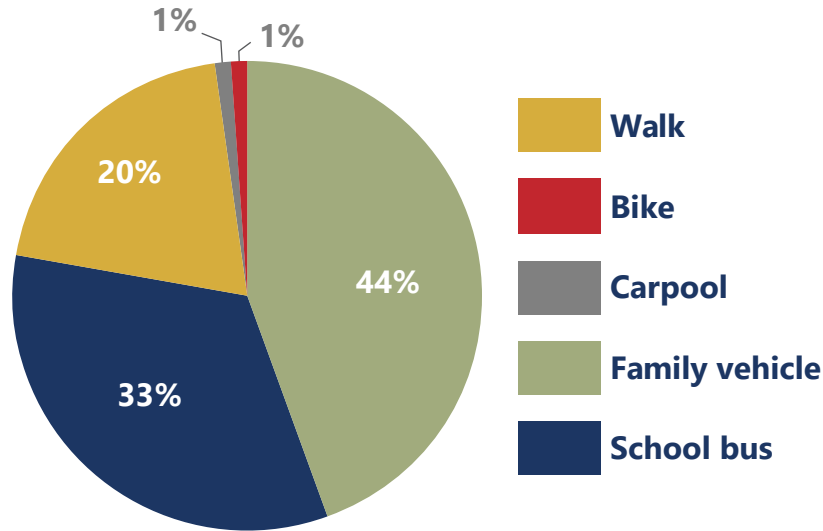
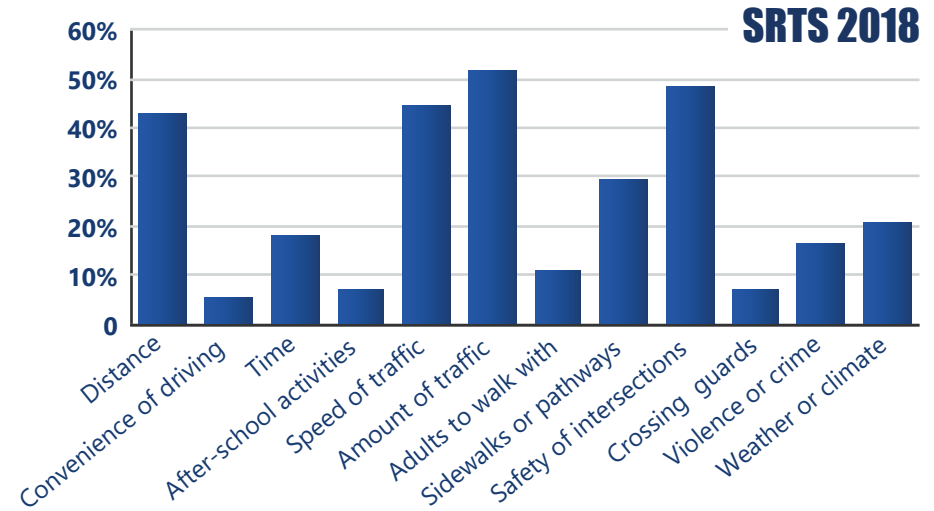
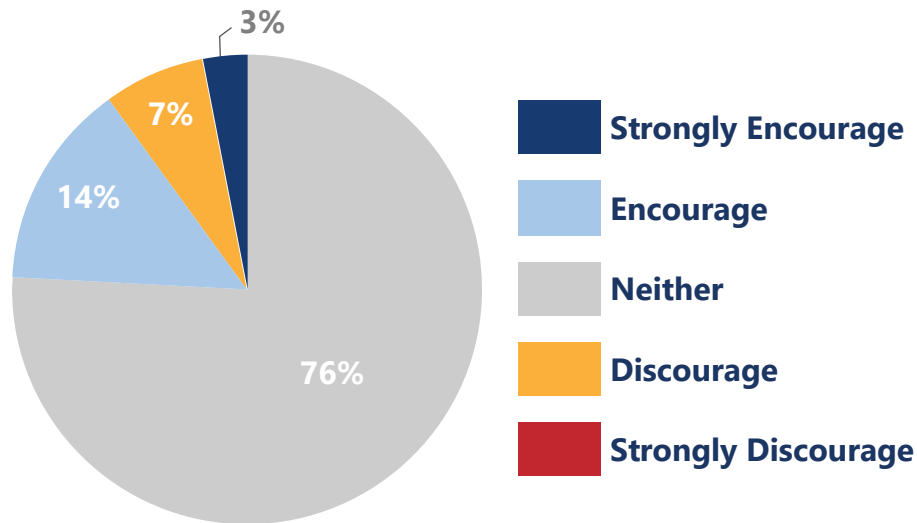


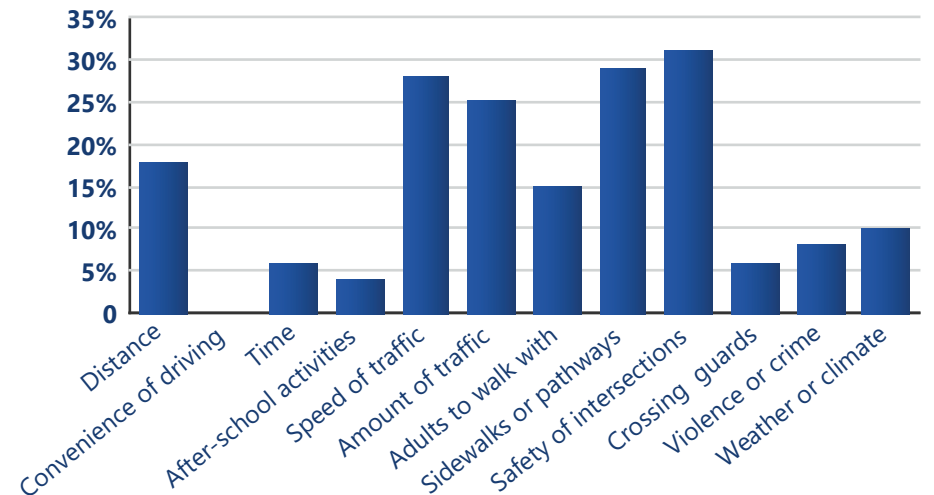
Chart showing student travel mode to/from school in percent (teacher survey tally).



The graph above shows the reasons parents do not allow their children to walk/bike to/from school (parent survey).



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



The graph above shows which issues, if resolved, would result in parents allowing their children to walk/bike to/from school (parent survey).

A photograph showing a police officer in a dark uniform leaning into the driver's side window of a black police car. The car has "POLICE" written in large white letters on its side and the number "114" on the front. A woman in a grey jacket is standing by the car, talking to the officer. In the foreground, a young boy wearing a bright yellow safety vest and grey pants stands with his back to the camera, holding a red and yellow striped stop sign. The scene is on a city street with a sidewalk, a road with other cars, and buildings in the background. A semi-transparent dark blue banner is at the top of the page, and a semi-transparent grey banner is at the bottom.

SECTION IV. RECOMMENDED COMMUNITY STRATEGIES



Numerous strategies are recommended for the City, Village, and HSD. 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. Hudson and North Hudson face some challenges to safer walking and biking to school, some of them significant. Several schools are in areas where the majority of students who live within one mile of the school should be able to walk and bike to school, and at one time the vast majority did so. In addition, schools also function as neighborhood parks when school is not in session.

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 HSD, City, 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 (2018-2019), and medium-term (2020-2022).

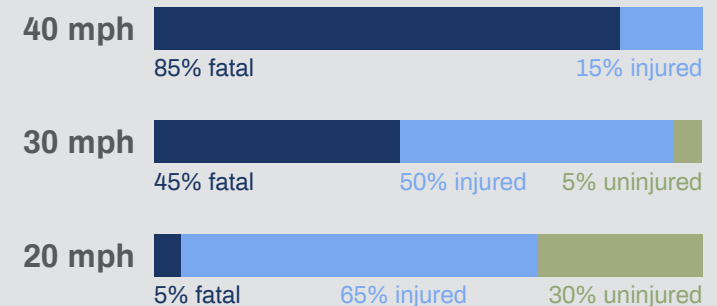


1 mile of walking each way = **2/3** of the daily recommended 60 minutes of physical activity

Source: Safe Routes Partnership, 2018

SLOW IT DOWN!

Pedestrian Injuries at Impact Speeds



Source: Traffic Advisory Unit, 1993



Education

City/Village

- » Locate a sign at major entrances of the City and Village that states that they are a Safe Routes to School Community. (short-term)
- » Adopt City Council/Village Board Resolution proclaiming Hudson/North Hudson as a “Safe Routes To School Community,” raising awareness of plans, strategies, partnerships, and City/Village commitment. (short-term)
- » Update comprehensive plans to include SRTS plan as part of an element and/or as an appendix. (short-term)

School District

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

City/Village/School District

- » Continue to strengthen the student safety patrol program making it part of the culture in the schools, and students continue to want to participate in it. (ongoing)
- » Promote SRTS on website and social media. (short-term)
- » Work with local media in promoting SRTS. (short-term)
- » Incorporate SRTS into local neighborhood watch programs (short-term)
- » Work with local driver education programs to include



Willow River has the highest number and percent of students that walk to school. All four corners of the school have high activity and are pedestrian/vehicle conflict points.



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

- » Hold an annual best practices training for Student Safety Patrol supervisors and adult crossing guards. (medium-term)

Encouragement

City/Village

- » Incorporate pedestrian-crossing flags at specific locations. (short-term)
- » Locate signage around both communities that shows designated safe routes, distance, and calories burned. Possibly incorporate this with a community based theme. (medium-term)

School District

- » Create consistency of Safety Patrol and Crossing Guard uniforms and flags and replace broken hand-held stop signs. (ongoing)
- » Distribute maps that shows distances by walking, calories burned, and designated safer routes. Distribute annually. (short-term)
- » 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 the middle school and high school. (short-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





District Recommended Strategies

- » 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)

City/Village/School District

- » Require all adult and student crossing guards to wear safety yellow clothing. (ongoing)
- » Keep adult crossing guards at current locations and research needs at additional locations. (ongoing)
- » Work with Hudson and North Hudson police departments with school-specific or district-wide bike rodeos. (short-term)
- » Create an environment where adult crossing guards feel more connected to the school(s) where they work. (short-term)
- » Distribute reflectors for backpacks. (medium-term)
- » Hold meetings twice a year with adult crossing guards, school staff, and Hudson and North Hudson police departments at each respective school. (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)
- » Provide annual training for adult crossing guards to review best practices and policies. (medium-term)

SPEED
10-15
MPH

STOPPING
DISTANCE
25 feet
FATALITY
RISK
2%



SPEED
20-25
MPH

STOPPING
DISTANCE
40 feet
FATALITY
RISK
5%



SPEED
30-35
MPH

STOPPING
DISTANCE
75 feet
FATALITY
RISK
45%



SPEED
40+
MPH

STOPPING
DISTANCE
118 feet
FATALITY
RISK
85%



The graphic above shows the "cone of vision" and how risk of death or injury rises as people travel faster. Lowering speed limits and enforcement protects people. Source: Nelson/Nygaard



The majority of the streets around North Hudson lack sidewalks.

Enforcement

City/Village

- » Investigate any possible illegal or nuisance activity that is currently deterring walking and biking to/from school. (ongoing)
- » When opportunities exist, locate police officers around schools or other pertinent SRTS locations before and after school. (short-term)
- » Enforce 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)

- » Do not allow idling cars in school zones. (short-term)

School District

- » Where/when necessary, have HSD staff outside reminding parents about SRTS issues. (ongoing)
- » Install automated speed-notification devices in high-issue School Zones. (medium-term)

Engineering

City/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)
- » Include SRTS strategies in Capital Improvement Plans. (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 City/Village plans and projects. (short-term)
- » Locate appropriate crosswalk treatment at all SRTS intersection crossings. (short-term)
- » Locate pedestrian crossing signage at busier intersections.



District Recommended Strategies

(short-term)

- » Incorporate speed limits of 25 mph or less adjacent to all schools. (short-term)
- » Paint crosswalks at all locations with student safety patrol and adult crossing guards. (short-term)
- » Locate “School Zone” or similar wording on street pavement when entering School Zone. (short-term)
- » Locate “School Zone Approaching” signs before all 15 mph School Zone signs. (short-term)
- » Locate 15 mph School Zone signs before all student safety patrol and adult crossing guard intersections/locations. (short-term)
- » Create City/Village bike parking ordinances. 10 percent of elementary school design population. 5 percent of middle and high school design population. Research schools that need more than City/Village required minimum. (medium-term)
- » Use medians and/or pedestrian refuge islands for traffic calming and student safety around schools and other pertinent SRTS nodes. (medium-term)
- » Where they do not currently exist, construct sidewalks along all SRTS routes. If existing sidewalks are in poor condition, they should be improved. (medium-term)
- » Where needed, implement the basket-weave approach to controlled intersections along SRTS corridors. (medium-

term)

- » Locate “School Zone Ends” signs where the School Zone ends. (medium-term)
- » Paint “No Parking” yellow paint on curbs with adult crossing guards and student safety patrol. (medium-term)
- » Paint yellow hatch lines on the street in front of schools to designate School Zone, high pedestrian areas, and loading/unloading area. (medium-term)

School District

- » Install speed limit signs and speed bumps in school parking lots. (short-term)
- » Improve bicycle parking areas/facilities at schools with paved parking areas, covered bike parking, and student art. (medium-term)

City/Village/School District

- » Allow HSD to be able to comment on all new City and Village subdivision and rezoning applications. (short-term)
- » Work together with law enforcement, adult crossing guards, and other applicable stakeholders to determine how street designs are working to control speeds in relation to posted speed limits. Incorporate design options that increase the number of vehicles that drive at or below the speed limit. (medium-term)
- » Incorporate unique signage designating SRTS routes. 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-use pedestrian/bike intersections. (medium-term)
- » Improve lighting along SRTS corridors, where needed. (medium-term)
- » Work with neighborhood groups and/or associations to beautify routes and use techniques to slow and calm traffic and make pedestrians and bicyclists feel more welcome. Work to educate neighbors about the existence of SRTS and to expect students along them, perhaps with a mailing or outreach through neighborhood associations. (medium-term)

Equity

School District

- » Work with individual schools to make sure all population groups in the respective schools are being positively impacted by SRTS implementation. (short-term)

City/Village/School District

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

Evaluation

City/Village

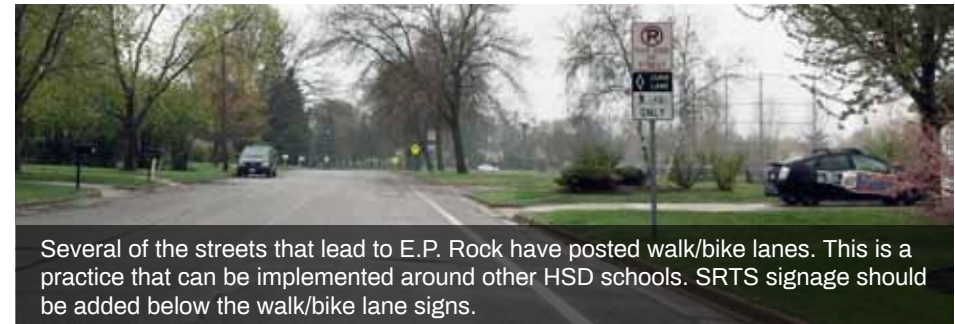
- » Update relevant City/Village committees on SRTS issues, opportunities, and progress. (ongoing)

School District

- » Employ a staff person to implement the SRTS Plan/Program. (short-term)
- » Update applicable HSD committees on SRTS issues, opportunities, and progress. (short-term)
- » Complete a classroom tally sheet every two years, starting again in Spring 2019. (short-term)
- » Complete a parent survey every two years, starting again in Spring 2019. (short-term)

City/Village/School District

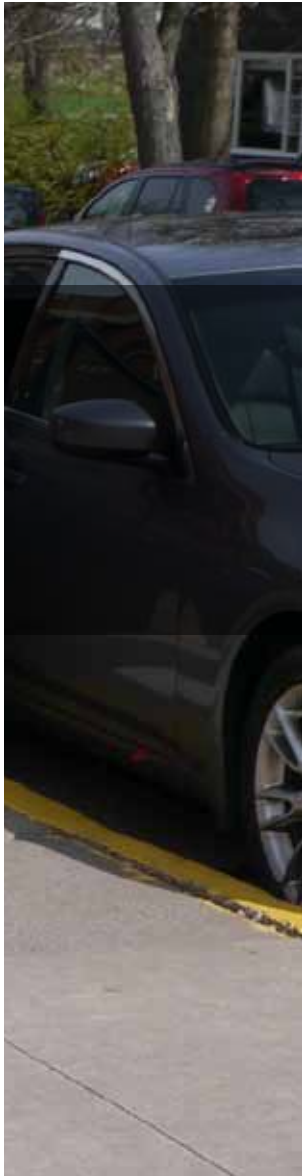
- » Continue to meet as a SRTS Task Force (at least twice a year). (ongoing)



Several of the streets that lead to E.P. Rock have posted walk/bike lanes. This is a practice that can be implemented around other HSD schools. SRTS signage should be added below the walk/bike lane signs.



SECTION V. IMPLEMENTATION



In order for the recommendations included in this SRTS plan to become reality, it is important that the SRTS 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 for the HSD, City, and Village. It is important to have both City, Village, and HSD 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 time line. It is also recommended that the implementation strategies correspond with City, Village, and School District capital budget cycles to improve the likelihood of implementation as a function of normal municipal planning, engineering, and programming.

In the list of district-wide recommendations, the strategies all have a stated time frame. There are three different time frames for starting implementation: ongoing, short-term (2018-2019), and medium-term (2020-2022). The ongoing projects are those that are already in progress. The short-term category includes those projects that should be able to start relatively easily and/or with limited financial requirements. Projects included in the medium-term are longer term projects that either require more coordinated effort, design time, or may need more complex funding schemes. With the correct planning and coordinated effort, some of these could start sooner. Some of these strategies could be eligible for upcoming funding cycles, such as applications to Wisconsin Department of Transportation for the federal TAP grant program.

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

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 engineering strategies of highest priority include:

- » School Zones district-wide: Install traffic calming measures around schools to significantly reduce vehicle speeds in School Zones and along SRTS corridors.
- » Collaborate to find solutions for students to be able to walk and bike safely from Hudson Middle School and Prairie Elementary School to the YMCA.
- » Incorporate walking lanes or sidewalks with appropriate signage along SRTS corridors.





- » Create a consistent uniform and signage for safety patrol and crossing guards.

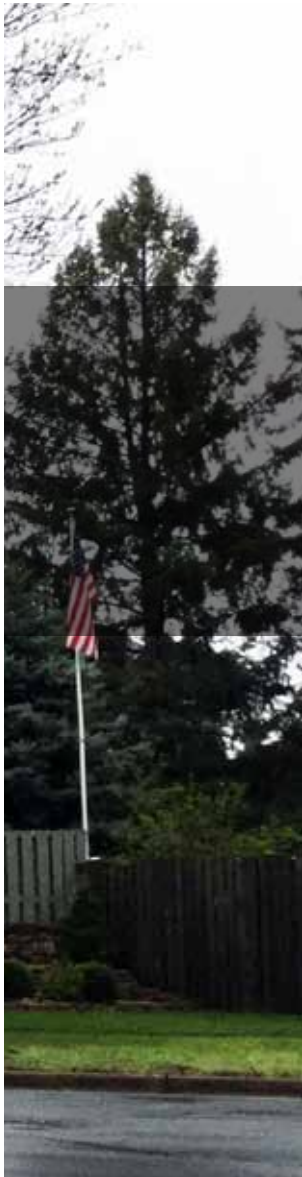
Funding programs are described in the following pages. This is not intended to be an exhaustive list, as new programs addressing the health and safety of children are being established every year, but it gives a starting point for some of the major programs that are currently available. It is important to partner with local service groups, as well as organizations with children's health and safety as their mission.

The best means of implementation is an organized and diligent task force working to bring the City of Hudson, Village of North Hudson, and Hudson 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.





SECTION VI. FUNDING & RESOURCES



Additional funding

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 safer 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.

Community Academic Partnership Fund

For information about this funding source: www.med.wisc.edu/wisconsin-partnership-program/community-academic-partnership-fund/634

Driven to Better Health

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. Driven to Better Health 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 Driven to Better Health program contact: Eileen Hare at 608.267.9234 www.sspw.dpi.wi.gov/sspw_driventohealth

General Mills Champions for Healthy Kids

In partnership with the Academy of Nutrition and Dietetics Foundation, the General Mills Foundation developed the Champions for Healthy Kids grant program in 2002. Each year, the Foundation awards 50 grants of \$20,000 each to nonprofit organizations working to improve nutrition and physical fitness behaviors for youth. Web: www.eatrightfoundation.org/foundation/championgrants/ for more information.

Green & Healthy Schools Program (GHSP)

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 safer 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/education/educatorresources/ghs/ or contact DNR staff at: DNRGHSchools@Wisconsin.gov

Local Transportation Enhancements (TE), (part of the Transportation Alternatives Program-TAP)

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%.

Mayo Hometown Health Grant

The Hometown Health Grant supports innovative efforts to improve mental health, prevent obesity, and reduce chronic disease in local schools, workplaces, and neighborhoods. This grant works in partnership with community-based organizations and residents to translate their vision for healthy communities into visible, concrete changes — and, ultimately, a healthier hometown.



Pedestrian Road Show-Walking Workshop (PRSWW)

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.

People For Bikes

The People For Bikes Community Grant Program provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives. Visit www.peopleforbikes.org/ for more information.

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 and administered by the Wisconsin Department of Natural Resources. Towns, 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. www.dnr.wi.gov/aid/rta.html

Robert Wood Johnson Foundation

The Robert Wood Johnson Foundation makes grants for a range of health issues, including access to care, childhood obesity, and training for doctors and nurses. Other topics of interest to the foundation include social and economic factors that can impact health, including quality of housing, violence, poverty, and access to fresh food. www.rwjf.org

Safe Routes to School (SRTS) — (part of the Transportation Alternatives Program-TAP)

The Wisconsin Safe Routes to School Program provides funding for planning, infrastructure, and non-infrastructure projects within two miles of an elementary or middle school (kindergarten through eighth grade). For information about



the guidelines and funding cycles, contact the program coordinator: Wisconsin Safe Routes to School Coordinator, email: srts@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.

U.S. Department of Transportation – Federal Highway Administration

The Bicycle & Pedestrian Program of the Federal Highway Administration's Office of Human Environment promotes bicycle and pedestrian transportation use, safety, and accessibility. For more information: http://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm

Wisconsin Medical Society Community Grant

The Wisconsin Medical Society Foundation focuses on providing support for physician-led, community-based or statewide programs to improve health through education and outreach. They seek to support primarily high impact, high visibility programs that support the Foundation's mission. More information is online at: www.wisconsinmedicalsociety.org/about-us/foundation/grants-and-awards/grant-program/

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. It 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.

Related Programs

Safe Routes To School National Partnership

Serves as an umbrella advocacy organization with a network of more than 500 partners advancing Safe Routes to School. Works to strengthen and expand Safe Routes to School funding through advocacy, policy change, grass roots engagement and technical assistance. The National Partnership is generously supported by individuals, its



partners, corporations and foundations with significant support from the Robert Wood Johnson Foundation, Kaiser Permanente, CDC, SRAM Cycling Fund and Bikes Belong Coalition. www.saferoutespartnership.org

National Center for Safe Routes To School

Serves as the national clearinghouse for the federal Safe Routes to School program. Provides a centralized national resource of Safe Routes to School information, technical support, program tracking, evaluation and training for local and state programs. The National Center is maintained by the University of North Carolina Highway Safety Research Center with funding from the Federal Highway Administration. www.saferoutesinfo.org

Comprehensive School Health

Healthy kids make better students and better students make healthy communities! This belief is the cornerstone to coordinated school health and the reason why organizations and agencies representing public health, higher education, school districts, parents, and other groups have joined the Department of Public Instruction (DPI) in supporting CSH initiatives. DPI incorporates a variety of strategies to address these critical health behaviors and they include funding opportunities; technical assistance; free resources through printed publications, internet, and media resources; and professional development events. sspw.dpi.wi.gov/sspw_cshp

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 grass roots 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 400 grass roots coalitions in 49 states and the District of Columbia to reach out to local communities. For more information, visit: www.safekids.org/united-states-0

Nutrition, Physical Activity, and Obesity Program

The Nutrition and Physical Activity Program provides statewide leadership to decrease overweight and obesity,



increase physical activity and improve nutrition. Located in the Wisconsin Department of Health Services, the Program and its partners have developed and are implementing the Wisconsin Nutrition, Physical Activity, and Obesity State Plan to accomplish the overall goal of preventing obesity and chronic disease. For more information, visit www.dhs.wisconsin.gov/physical-activity/index.htm

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. In 2010, Congress passed the Healthy, Hunger-Free Kids Act of 2010 and added new provisions for local school wellness policies related to implementation, evaluation, and publicly reporting on progress of local school wellness policies. 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: fns.dpi.wi.gov/fns_wellnesspicy

Wisconsin School Health Award

State Superintendent Evers supports the Wisconsin School Health Award as a way to recognize and celebrate schools with policies, programs, and the infrastructure to support

and promote healthy eating, physical activity, parental and community involvement, and staff wellness. The goal of this award is to motivate and empower Wisconsin schools as they create and maintain healthy school environments. For more information on how your school can apply for the award, visit: sspw.dpi.wi.gov/sspw_wischoolhealthaward

Other Resources

Active Living by Design

Since 2002, Active Living By Design (ALBD) has supported community-led change to create healthier environments in rural, suburban, and urban communities across the United States. By working in more than 30 states and with more than 160 local partnerships, dozens of national collaborators and many philanthropic organizations, they are helping to build a culture of active living and healthy eating for all. For more information, visit www.activelivingbydesign.org

Bicycle Federation of Wisconsin (BFW)

The Bicycle Federation of Wisconsin (BFW) is a statewide, nonprofit, bicycle advocacy organization working to make Wisconsin a better place to bicycle. The BFW is actively involved with Safe Routes To School Programs. For more information, visit www.bfw.org/

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 225 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

Kid Power

Kid Power is a global non-profit leader dedicated to providing empowering and effective child protection, positive communication, and personal safety skills for all ages and abilities. For more information, visit www.kidpower.org

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Parent Survey Comments

E.P. Rock

- We do want kids to walk/bike to school only when there are specific sidewalk designed for kids.
- We live 4 blocks from school, and I'm sure my kids would be completely safe and fine walking/biking without me. I'm just too worried about the slim possibility of an abduction to let them. I know it's extremely unlikely. Plus, I'm home, so it's not a big deal to walk with them. If there were an adult who walked certain paths to school and served as a crossing guard the entire way, I'd consider that and would also be happy to pick up kids along my way, too.
- Allowing the kids to be on the playground 15 min before would make a big difference.
- If this is a push to walk or bike to school, make sure there is no judgement toward those who don't/cannot. Those that live downtown can consider allowing their kids to bike/walk to school. Those of us in the more rural areas probably would never consider it an option.
- Because of distance and age, I would be unlikely to encourage my daughter to bike / walk through elementary school. However, lack of sidewalks / pathways / safe intersections will also be a factor when she goes to middle school, which is closer; and also an age at which I'd feel more comfortable with her walking / biking. I personally bike those routes currently...and I cannot imagine her biking those routes alone to get to school. Walking / biking paths that are conducive to actually 'getting somewhere' in Hudson need to be considered--for everyone, not just school children. Walk-able / Bike-able communities are healthy communities--and create a sense of community, as well.
- No sidewalks available on a very busy road near our house would make it impossible to bike to school.
- In the area we live, my child would have to cross several busy streets and would have to worry about High School drivers on their late start days. The High School drivers, drive very fast and do NOT watch out for the younger students.
- The intersection of 11th and Laurel is busy and there is no crossing guard.
- Unfortunately, walking from where we live to EP Rock is not something my child would be able to do without causing severe pain given his degenerative bone disease which affects his hips. I would love it if buses were an option for him.
- Our crossing guards are very helpful on the busy intersections
- I wish we lived close enough to walk or bike to school. However, we live several miles away (Red Cedar Canyon development) and my child would have to cross several busy intersections in order to safely arrive at school. I would not feel comfortable at any elementary school age allowing him to navigate to/from school.
- Walking and biking to school will NEVER be feasible for my children as we live across town from our school. They would have to cross the freeway and travel on some VERY high traffic roads in order to do so. I'm not sure how or why the district lines were drawn that kids have to attend a school that is on the complete opposite side of town from where they live but that has happened in our case. My son rides the school bus to school and because of the distance he has to

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sit on the bus in the morning for an HOUR before he gets to school. This in my opinion is unacceptable as well. No kid at any age should have to travel for an hour with nothing to do in an assigned seat just to get to school. He gets dropped off at school occasionally but our school is EP Rock and the school is well aware the traffic issues that go on there with dropping kids off.

- Limited sidewalks near E.P. Rock.
- Our kids have to cross a very busy street on their way to and from school (11th). They have to walk some of the way on their own without other kids around. When they walk in the winter, there is not a sidewalk to keep them safe from slipping cars.
- It is obviously healthier for the child to walk to and from school but not when it is uncomfortable due to a heavy backpack or carrying a school instrument or the weather is very uncomfortable meaning that it is below 20°. We live just under the 1 mile distance that is when a child is not available to be allowed to have a bus for school. Unfortunately I had to pay for the School Care to watch my children for one half an hour before school and that was over \$12 per day I feel that is a ridiculous amount of money for such a short period of time. I feel children should be able to have a bus ride to their house no matter what distance they are from school due to the significant amount of predators that can easily grab my child on her way home. If there was an adult walking her the entire way home it would be much safer.
- I think that it is never safe alone, look at Jacob Whetterling and all the child trafficking that is happening in this world.
- For my kids the distance is just too far with roads that are not pedestrian/bike friendly to walk or bike to school. By the time

they would be old enough to navigate that they will be old enough to drive.

- Distance from the school would prevent this from happening.
- We are just too far away from the school for me to feel comfortable about my daughter walking or biking to school. I am sure she would love to walk/bike if we did live closer.
- School rule state that students are allowed to play on the playground before school with adult supervision. Yet a safety patrol kid shouted over to us to get off the playground. Either update parents on new rule or retrain your safety patrol. Current rule states only 3rd graders and up may bike to school. If you allow younger students to bike with their caretaker perhaps your rule should reflect that. I've seen kids sitting in the grass at the parent pick up area and a staff member has asked them to stay on the cement. Are there pesticides on the grass? Is there a valid reason for not being on the grass? Is this a school rule or does someone need to lighten up? Explaining the reason behind a rule helps kids understand instead of expecting mindless obedience. We frequently encounter dog poop on our sidewalk route. Yuck.
- Because of where we live, I doubt that I would ever feel comfortable having my children walk or bike to school. We are in the Red Cedar Canyon development with no sidewalks along Stageline, and the intersections crossing 94 are dangerous...there is consistently a lot accidents at those intersections throughout the year, therefore, I would not want my children at risk in those areas.
- Unfortunately, because of the school boundaries my elementary aged son lives 3.5 miles from his school, EP Rock. (We only live a bit over 2 miles from Hudson Prairie.) Due to the distance and the lack of safe roads between our home

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and EP Rock biking to school will never be an option for him. When our family lived on 6th Street and we were within the Willow River boundaries our sons did bike and walk to school, and they loved that. It was a great opportunity for exercise and for them to get to know other kids in our neighborhood, not to mention a wonderful opportunity to experience independence.

- Walking or biking to school is not an option for us because we live across the freeway. However, I am often concerned by the students' behavior on my kids' bus. Kids are extremely rowdy, jumping in and over seats, creating a generally unsafe environment. Also, it concerns me that my kids' school bus consistently arrives 20 minutes prior to the start of school and they are forced to sit on the parked bus for 20 minutes. I don't understand why the bus route cannot be adjusted to allow for less sitting time on the bus as this is when most of the trouble occurs because kids become bored?
- Walking groups or walking buddies assigned at school would make a difference so that no child was ever allowed to walk home alone.

Houlton

- Houlton is too far to bike/walk. Bus ride is over 1 hour.

Hudson Middle School

- We live in the Summer Pines neighborhood. My child rides the bus daily. I have told him that if he ever missed the bus he would have to bike or walk on the path that goes from Grandview Dr, behind the YMCA, to Carmichael. He said he is scared of people jumping out or hurting him back there because he is not visible to anyone. We bike it together for fun, but he won't go alone. I worry about him crossing the intersection at Vine and Carmichael. That's why I don't want him biking that way. I don't know if they plow that path behind

the YMCA in the winter and I don't think the path is lighted. It is very dark about half of the mornings children are in school. We don't have lights on our bikes. I know how difficult it is for me to just drive to work some days in the dark and cold because the sun isn't up by 7am much of the school year. It is even harder for students to bike in those conditions.

- Sidewalks or a bike path are needed on Carmichael road from Coulee road to Cty Rd UU/Vine Street.
- My child would love to bike to and from school, but unfortunately safety would be an issue. At one point, he would have to go across a busy county road with cars going around 50 miles per hour. Without a safe way to cross, I will not allow him to ride his bike.
- She loves walking/biking with friends, not alone.
- The traffic is so jammed up in the morning it takes about 20-25 minutes for me to drive him to school. The traffic is not as dangerous after school, so he walks home in less than 5 minutes.
- We live in the Heritage Greens neighborhood. While there is a sidewalk that goes part of the way to River Crest, the speed of vehicles on Hanley and on Carmichael is quite high. Cars are going faster than the 40 mph posted speed limit. The sidewalk does not reach all the way to school. Same with Stageline Road where the path for bicycles is quite narrow or perhaps nonexistent? There has to be a safe way to bike to school otherwise it can be very risky. I am all for having the option for children to bike to school. I did that in another time, in another country and in another continent but there were hardly any cars on the road. Even my dad rode his bicycle to go to the college where he taught. I rode on my bicycle to go to school from 6th grade to 12th. However, the road to River

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Crest or to Hudson Middle school is not safe for kids to bike. Even I would not bike to school myself if I had to since I would be concerned that some distracted driver would hit me (even if I am a careful and a competent bicyclist!).

- He is too young to bike without an adult on the roads used to get to school.
- Paint a walking stripe on side of streets.
- I think major steps should be taken to encourage and allow kids to bike to school.
- Part of the challenge on the walk/bike for our 8th grader is the school start time. He catches the bus at 6:45 AM. There is no way he would make it to school on time if he rode his bike every day. It's a challenge having him catch the bus at 6:45 every day.
- Biking will not fix the traffic issue around school.....
- I'd have him take the bus if he didn't have to sit on the floor at times due to crowding and how long it takes to get to / from school. Based on crowding of bus and the length of time it takes to get home, I suspect we are squeezing as many as possible on to buses. Having a seat on a bus (and three across with HS kids on it is not reasonable) is not unreasonable. I'd prefer some (or at least one) of the resources being tapped to look at walking / bike riding were analyzing bus routes and allocation of number of students per bus. Appreciate your consideration of this. Thanks.
- Carmichael Road speed limit needs to either be reduced or improved with additional lanes. We can't even leave our house in the morning safely onto Carmichael Road.
- I would love to discuss any possibility of getting bike paths out

to my area. That said, even if they did it would be too far to bike/walk to school.

- The early start time does not allow walking or biking due to increased travel time decreasing amount of sleep child is able to get, safe bike storage is an issue, safety due to traffic at HMS is an issue.
- If we lived within walking distance, my son would walk. We are about 8 miles away so it's not an option.
- My child bikes to school when the weather allows it. She enjoys biking to school and I have no problem with that. I don't think it is any slower than taking the bus.
- The current school HMS is too far to make walking or biking feasible and Vine to Carmichael isn't a pleasant ride. I would like my high schooler to walk, but she gets rides. All my kids walked to Willow. One other thing: There is too much bullying on the busses and they are too crowded. That needs to be fixed.
- My biggest concern is the intersection of vine and 9th streets. Not safe at all.
- The lack of paths from the train tracks around the bend on CTY Road A concerns me. I would love for my children to bike or walk to school, but the speed and traffic on that bend are what makes me hesitate.
- I really want a sidewalk along County Road UU! It's so unsafe to walk, run, or bike on. That road is the ONLY reason we don't let our child bike to school, the park, or Hudson Bagel.
- We live across 94 from both the elementary school and the middle school. I don't ever see that improving to the point where I would let them ride bike. Beside the middle school

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starts so early, they would have to leave way too early to make it worthwhile from my neighborhood.

- I find it extremely unsafe on the corner of Burl Oak & Carmichael. Mrs. Cole (the crossing guard) does a fantastic job of keeping the kids together, but it is still unsafe. Many drivers (many of whom are fellow parents) zip right thru intersections with barely slowing down. I feel there should be a police presence and tickets issued. Drivers on phones, drivers ignoring stop signs, etc. has got to stop!
- Vine St and Carmichael Rd are poorly engineered for the high volume of traffic - until City is willing to spend the money to create better bike and walking paths that are more than a white line on the side of the road the problem will continue.
- When we lived closer to the school (elementary) we walked basically every day.
- This survey is for people within 1/2 mile from school. We live 5 miles away.
- If school started later it would be easier to bike/walk! What a great idea to ask us our opinions! I really wish there were sidewalks- on the busiest roads for everybody!
- The bus route takes too long. He gets on at 6:34 in am and doesn't get off bus until 3:30 pm after school.
- We live too far away for my child to walk or bike. When we lived closer they did all the time. Crosswalks were improved and we got a crossing guard.
- We live about 7 miles from the school. If we lived closer, I wouldn't have any problem with her walking or biking. The school transportation is excellent for both my middle school and high school student.
- As a "townie" myself, I used to bike and walk to school and loved it. Now, we live outside of town and my daughter would have to cross major roads. We have done it, but I or an adult need to accompany her for safety both from traffic and predators. If we lived closer in town, I would definitely support it!
- We live 5+ miles away and would have to cross highway 12 or highway A, that is far too much traffic and probably distance is too much considering the narrowness of rows.
- My daughter has to cross Carmichael where it is 35mph. In the mornings in the winter when it is dark I do not feel comfortable allowing her to walk. Too many drivers speed past.
- Walking/biking to school is not a good option for children that live in the more rural areas of the community. If this is a push to walk/bike to school, please realize that not everyone can, so the school/teachers should not pressure them or penalize them into doing so.
- I would love to have my child be able to rely on the community to watch out and keep our kids safe. Sadly, it seems the opposite and it's more dangerous to walk/bike with the continued construction. Also the new drivers in our community. New or old, takes two seconds to stop or help.
- My child would have to cross Vine and Carmichael if they walked to school and it is too unsafe for them.
- The route to HMS is extremely unsafe...busy traffic, no sidewalks...makes absolutely no sense given the fact that it is adjacent to commercial & governmental businesses.
- We live over by Hudson Hospital, so there's no way we would let our children walk/bike to the middle or high school simply

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due to all the traffic and lack of sidewalks. If there was a sidewalk the entire way there AND crossing guards at each intersection, we'd probably let them if they wanted to.

- She rides bus home to dad's house which is approx. 5 miles from school.
- My son loves to bike, but the route to school doesn't have bike trails all the way and the road is way too busy to bike on. Also, there is at least one intersection that is too busy for students to cross. I don't even think that there is a crosswalk there. In fact the school district has declared that cross walk unsafe because of the busy road.
- Need appropriate pathways along Carmichael for safe biking/walking to school.
- It is a 30 min walk up and down hills for my child to high school next year. I have seen black bears multiple times in the area she is expected to walk. Please provide more bus service! I'm debating changing my job of 13 years to fix this issue just to drive her. Ridiculous! No teenage girl should be expected to walk alone. Too many creeps out there, bears, and let's not forget the cold, the snow and the thunderstorms with Wisconsin weather. Her current middle school bus drops high schoolers off, why couldn't they take her? This has been a constant worry for us since we moved here. I would love to chat more.
- SAC requires guardian check in and out. So even though we live very close, my child could not walk home alone.
- I appreciate the crossing guards at the Carmichael Donegal Way intersection very much. I still think there could be something better to detour the drivers who still are not considerate to this intersection.
- The Carmichael Burl Oak intersection can be very dangerous in the mornings when it is dark out and there are drivers who do not respect the intersection and walkers. My elementary kids would like to bike to school but have been told they cannot by the school.
- Our route does not have a sidewalk coming from Highway 12 down Vine St. so without a bike lane I do not feel safe.
- This survey hardly makes any sense. We live almost 7 miles from school (near Houlton elementary). If I was in town all my kids would bike/walk.
- We live way too far away from the school to ever consider biking or walking (7 miles). The roads are rural, 45-55 miles an hour and it would be dark in the am. In addition the bussing time it takes to and from school is ridiculous. My kids are on the bus in the morning for 55 minutes. I think bussing times should be improved.
- Living as far away as we do, walking to school would take too much time, over one hour and wouldn't be safe in the early morning hours without having special walking/ biking paths. Risk of being a victim is what is scary to me as a mother of a daughter.
- Bus pick up is ridiculously early. We should be looking at moving back start times for middle and high school. The research is pretty conclusive on this topic!
- My middle school child does prefer the option to ride his bike/walk for convenience. We live over 2 miles from HMS. My main concern is traffic exiting and around the MS and in the area around Carmichael. Concerned about safety for kids crossing the streets, etc. middle schoolers aren't predictable cautious or attentive. I'm not sure if crossing guards are

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realistic, especially after school gets out for the day. Perhaps a city- sponsored solution to that travel area.

- The reality my middle schooler will probably not ever walk or ride his bike, he has band every other day and a backpack so full it almost tips him over. We did try biking together, but his route is all uphill and the worst section is coming up to Vine and Carmichael, that whole section is crazy for bikers because you bike with traffic but then have to cross major intersection waiting like a pedestrian (with kids). we are just over a mile, he rides the bus.
- The route for my daughter I consider fairly safe, but I would not let her go alone if it was any farther, we know everyone along the route and there are “crossing guards” so traffic at least expects to stutter and I see routine police trolling the neighborhood before and after school. But unfortunately the rouge element leaves parents cautious and I prefer the buddy system.
- I don’t feel that this survey is applicable for those families that live a great distance from the school or along busy highways. I think it’s ridiculous to pose these questions to families that would need to send their child alongside traffic travelling at speeds of 45 mph and higher. In those instances, biking and walking is simply not a safe option.
- Our children started walking to school by themselves when they were in second or third grade. They either had each other or an adult with them. Right now the middle school is too far away to walk and get there in the morning. The afternoon isn’t quite so bad.
- School parking lot drop off is horrendous. It’s dangerous even to drop off kids in a car.
- We are too far away in North Hudson for him to walk to middle

school.

- My daughter and I are active and healthy, biking and walking for fun. The distance, time, and safety are barriers to biking/ walking to middle school that I don’t see changing (unless we move closer, but we’d rather be closer to downtown and the river).
- Two obstacles to ride/walk to school . One is distance (too far). Two is how heavy the backpacks are and often our kids need to haul their band/orchestra instruments. Biking becomes impossible, even if you live close.
- My family would LOVE to walk or bike to school, biking would be the better option but to get to River Crest and the Middle school there are portions with no sidewalk and we live in the city of Hudson (Heritage Greens development). If there was a sidewalk that was the full way, they would definitely bike not only to school but it would allow them and us to bike to a lot more places! I would love to see more sidewalks in Hudson, especially all city of Hudson locations.
- Again, he walked home from Willow starting in 4th grade, unless the weather was bad. It just feels so far to the middle school, (although, in reality, it is not too long of a ride).
- I imagine all sort of bad things happening to him between the middle school and our home on Vine:
 - 1) Evil people..I imagine Jacob Wetterling scenarios :-(
 - 2) No sidewalks along Vine by the corner of Carmichael and Vine. He would have to cross Carmichael if he was on the sidewalk coming from the middle school. There are paths, although I don’t exactly know where they go...I know they end up by the YMCA at some point, but they are sort of isolated, which leads us back to concern #1.
 - 3) If he was with someone, that would be a little better, but I

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still refer to concern #1 and #2.

- My son has asked to ride bike to school since it would be approx. the same amt. of time as riding the bus. Right now crossing Hwy. 12 or CR A would not be safe without adult supervision.
- Vine street needs walking and biking path from Y to Carmichael.
- I allowed my children to walk to school earlier than 3rd grade (I think my youngest was K) when they had a neighborhood group to walk with that had some older elementary students. A key factor was a crossing guard to keep them safe since there has always been significant traffic.
- He walked/rode a bike to elementary in 3-5th grade. We now live too far away with roads not fit for bike travel for this to be possible.
- Better bike path along Carmichael would encourage biking by kids. Also along Stageline. Three miles is easy on a bike for kids and enjoyable with their friends to ride to school. Also need safe place to store bikes at school so they are not damaged and/or stolen.
- Highway 35 speed limit is too high, and there is no separate bike trail to use. Our son has asked to bike to school, but we just don't feel comfortable. The distance is not an issue; nor is willingness of our son or us to bike with him.
- Of our 3 children, this is the only one who has not asked to bike to school yet.
- I would love for the kids to be able to bike to school. Walking doesn't seem as dangerous somehow but would be too far for my middle schooler. Next year they can both easily walk to

the high school. Of course, my 11th grader wants to drive :). It seems like one additional barrier is that biking to high school is not cool. Good luck with this effort. There are so many health, environmental and traffic benefits to walking/riding.

- I do not feel comfortable with my child even walking to Hudson Bagel by himself after school. He is small for his age and anything can happen. I would like to see the Middle School allow children to stay at school until at least 6 pm when they stay after school for activities. They should not be expected to walk by themselves and sit at another public location alone!
- We will bike a few times a year to school, when activities and weather allow. But, since it's 3.5 miles, it does take a fair amount of time. But the worst part is riding Coulee Road. Yes, there's a shoulder. But cars are going 50mph, and too many idiots on the road, so I always ride with the kid(s), both to and from school. Wish we could do it more! But River Crest really isn't set up for walkers/bikers.
- We are in the "Willow" district but attend EP. If he attended Willow, he would have no problem walking. (He actually does not ride a bike). But because we choose to attend EP Rock, for multiple reasons, he would have to cross Vine at an odd spot, and travel up the 9th St. hill. It's just easier to take him to and from school ourselves.
- With the HS construction it changes the pathways a bit, but otherwise, if she didn't want to be on the sidewalk open to vine, there are wooded pathways/shortcuts that are nice and convenient. She has walked home once or twice already with no issue.

Hudson Prairie

- We are over 5 miles, too far to walk or bike

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- For our family, distance of 5 miles is not reasonable to walk/bike to school.
- All crossing guards are fantastic! There are additional intersections in the morning within the school property / parking lot that kids have to cross as well that do not have a crossing guard.
- If biking is allowed/encouraged - in regards to after school: would it be separate from the “walkers” group or with them?
- Thank you for promoting healthy and safe choices!
- It makes sense for me to drop my Kindergartner off because I am dropping my other kids off at day care at the same time. She has experienced interest in walking, however the safety of the intersections concerns me. I appreciate that there are staff/adults who help with the crossing, but cars do seem reluctant to stop on Carmichael road.
- We live just over a mile from the school & because part of their walk would include being on a busy road (CTY Rd A) I have not allowed my kids to walk home until they reach Middle School.
- I would not feel comfortable until middle school and then I would be concerned about a MS student making wise decisions if allowed unsupervised after school. I am happy with my bus driver and knowing my children are safe when they are with her.
- Comfort level of safety and care is not there for my child’s age.
- My kids walk to an afterschool activity 2 days per week. I am comfortable with this because they are on a sidewalk and it is less than half a mile from school.

North Hudson

- Too far for it to be safe. We’re just under the mile mark.
- While we LIVE more than 2 miles from school, our son walks from a friend’s house, less than 1 mile from school.
- We don’t live too far from school, and my daughters would LOVE the opportunity to walk, scooter, or bike to school. However, there is a section from our neighborhood to the more “developed” area that does NOT have any sidewalk or place for people to walk--except in the ditch or the edge of the road. There are a couple big corners, too, which makes walking on the edge of the road extremely dangerous, especially with the young drivers who live out our way (speeding, distracted, etc.). I would LOVE to have a sidewalk for us to use (we live off of Krattley on Casperson), and I KNOW my girls would make good use of it!
- I would love to have the option, but there would need to be crossing guards on Krattley and other streets to ensure safety.
- My son doesn’t walk because he has to attend before/after school care. If there was someone home at the right times, I wouldn’t let him walk because there aren’t sidewalks.
- Please paint the walking lines back on the road since there are not sidewalks.
- There’s quite a bit of traffic going faster than the speed limit on 8th St. and Monroe St. I would love there to be a path cutting E and W. between 8th St. and Lemon St., 1/2 way down the long block, which is where we own two properties. We would give the village permission to build a paved, fence-lined path at either 526 8th St. N or 522 8th St. N., if the neighbors on Lemon St. will agree, and if the school and village will

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maintain/shovel it. Thanks!

- Our children would have to cross over Hwy 35 which I do not think I will ever be comfortable with. Also, with our commutes to work, we have to leave for work early in morning and get home late at night, therefore we leverage SAC before and after so we will likely always drop off/pick up due to schedules.
- My son whom now is in 1st grade would love to always walk or bike when the weather is great. I do walk and bike with him once the weather gets better but I am hesitant to allow him to do so when he is older just because I have concerns about him crossing HWY 35 and then walking up Monroe St that has no sidewalks. I see so many kids walking up and down Monroe St with no sidewalks and multiple vehicles that come up and down that street that at times are distracted.
- North Hudson does not have enough sidewalks. It is the lack of sidewalks around the school that causes me to feel unsafe with them walking to or from school alone. It is my opinion that Monroe St. And Webber St. should have a sidewalk to accommodate the elementary school walkers. During drop off and pick up, there is a lot of traffic around the school. I just want all the little kiddos to be safe!!
- Our kids are not old enough yet, but I'm concerned about them crossing highway 35 when the time comes, in which they would only be allowed to cross at the stop light by Season's Tavern.
- The intersection of St. Croix and Lemon is labeled a "dangerous intersection," yet there is no crossing guard.
- We allow our 5th grader, but with significant emphasis on defensive driving and safety since Krattley Lane is a major part of the route. Fast traffic, windy, not a decent shoulder or

bike lane.

- Since I moved to North Hudson I have felt that the walking routes for the elementary children are very dangerous as there are no sidewalks for them to walk on. When walking with my child especially on garbage day in the community it is especially dangerous when they're having to cut around the trash cans or ride around them more near the middle of the street. Elementary children do get distracted easily and sometimes do not pay attention to their surroundings. I feel any Community School that encourages walking or requires walking to and from school should have a designated sidewalk or path for the children to be safely walking on.
- We live on the very edge of where we don't get a bus (.9 miles from school). People drive way to fast on the hilly streets and close to the school (often buses are the ones driving fast). I'd trust my child to ride her bike to school, but I don't trust the drivers.
- My child does walk to and from school every day. But I worry about traffic and safety. There are no sidewalks in North Hudson and although there is a very faint yellow line that is on the side of the road to mark where the elementary students should walk, it is not clearly marked. I have tried for the past 4 years to have the lines repainted, so that the walking path is more clearly marked so that both students and drivers are aware of the walking path area. I think that this would greatly improve the safety of the walkers, therefore making walking a more viable option for families.
- I would like to see the school do more to encourage walking and biking. My husband is home with the kids and chooses to drive our daughter most days except September and May. If the school was encouraging kids to walk Year-round, and if he

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knew how many other kids were doing so, that could have an impact.

- We live at 6th St and Michaelson and although there is a crosswalk to get across the road, nobody EVER stops for anyone to cross. I would not be comfortable with her crossing 6th St knowing there is no crossing guard or lights or anything.
- I would really like to see a sidewalk on Monroe for the entire stretch of the street. I would also like to see a sidewalk on Webster. Overall sidewalks on all streets with 2 -3 blocks of the school.
- I do not feel that it is safe for children to walk to school without an adult.
- Sidewalks on the whole route would make me feel safer and be willing to send my son to school by himself everyday sooner. Next year (1st grade) he will probably walk to and from by himself even without the sidewalk since he only has one block to walk to school without the sidewalk. Vehicles can be hurried and driving faster since we are only one block away from the school and that can be nerveing.
- We live in the country so it will never be practical for us to do anything other than carpool or take the bus, however it was our choice to live here so that's ok with us.
- I live right at the major intersection of Monroe and Hwy 35 where all the school kids cross. The traffic and speeding is very concerning. I have turned in many drivers for unsafe driving at that specific location! I only allow my child in 5th grade to walk because of his age.
- North Hudson Elem: There still is not a sidewalk around the entire block of the school, in fact Monroe has NO sidewalk which is very dangerous for walkers. Webster only has half.

The intersection of Monroe and Helen is very dangerous because it is blind corner for drivers and walkers, and there is no crosswalk, or paint for walkers to use as their "safe crossing route". I think sidewalks should surround the school block, and a crosswalk added there, perhaps a crossing guard. I feel like the school discourages walker/ bikers unfairly, where it would be much safer if the school had sidewalks around its whole perimeter, especially on Monroe (too many cars parking, turning and no sidewalks or paint, very dangerous).

- Unless accompanied by someone from our family, I have not let my son ride his bike alone because I am cautious of anyone who might bring harm to him in our normally very safe neighborhood.
- I am a stay at home mom and feel lazy about not picking my children up. Also, I feel it is unsafe, in any neighborhood for them to walk home alone until they are 8 years old. And, there is a section near our home that has no sidewalks and vehicles tend to speed recklessly (mostly teenagers I've noticed) down this road.
- Having other kids/adults to walk to school with would be good and make us feel safer about our child walking to school. Too many strange people out there now who could try to have our daughter get into their car.
- Not comfortable with them walking or biking without an adult present.
- I would NEVER allow my child to walk or bike on Krattley Lane. It not only has no sidewalk, but also has absolutely no shoulder either!! This is the most unsafe space and as more homes are being built out that way, some things need to be upgraded.

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River Crest

- If we lived in a different boundary, we would consider walking/ biking, but we living in River Crest, and Coulee is way too dangerous for kids (and adults)!
- I would not allow it due to not trusting the bike lane with inattentive drivers.

Willow River

- We live about 3 1/2 blocks from school and the kids walk home with a neighbor child who's in kindergarten. They usually walk in a group. I wouldn't let a kindergartner walk on their own. I have had my 4th grader walk on his own.
- Interesting enough, my 2nd grader asked if he could start walking home by himself (without a parent or teenage sibling) a couple of weeks ago. He said he'd be walking most of the way home with a friend. Thought that was a great idea and it's been going great. I honestly think Willow is way too strict on pick up rules and I know my son was more than capable walking home "alone" last year. We live 6 blocks away with no big roads (like Vine or St Croix) to cross. Thoughts this for years since this is my last of 3 who've attended WR.
- My daughters would have to cross 2nd street at Orange St with no crossing guard.
- We are a boundary exception family making it too far to walk or bike.
- Parents should be allowed the option of deciding when children are allowed to bike or walk to or from school, along with whether or not older siblings are able to collect children from activities/ SAC. Requiring a school aged child to arbitrarily walk rather than ride a bike does not improve safety, rather increases time child is in route to and from school. Not

allowing youth to carry cell phones into the school prohibits communication options for children, potentially decreasing safety. With parental permission, children should be allowed to bring cell phones (turned off during the school day) for communication with parents while in route to or from school. Providing the opportunity to be responsible provides an opportunity that youth can benefit from as they are mature.

- We walk now because we live so close to Willow. Won't be walking for middle school or high school.
- N/A - distance from school is too far in order to walk/ride bike.
- We live basically across the street, there no reason we would do anything but walk to school. Crossing guards help. Thanks.
- Live out of proper zoning for Willow, so we must drive our child. As a K student we lived much closer and she walked on sidewalks with her 5th grade brother. He walked/rode alone as a 3rd grader.
- I am very concerned that the crosswalk at Third and Oak (right near the school) is used by Willow kids and it is not marked with a sign. There is no stop sign or crosswalk sign there and if snow is on the road drivers cannot see crosswalk paint on the street. Cars often do not stop for kids at this intersection.
- I would like to see a crossing guard at 3rd street and Oak and 3rd and St Croix before and after school for elementary. The distance between the high school and our home is right at a mile. Very inconvenient to have a ninth or tenth grader who needs a ride early during inclement weather and an elementary child who has to wake up earlier to ride with mom to drop off the ninth or tenth grader. Providing transportation for families with multiple children within walking distance of BOTH schools during inclement weather would be extremely helpful.

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- If we lived closer it would possibly be an option but we live too far away from the school.
- We are open enrolled into Hudson and have a 20+ mile drive to school, so it's extremely unlikely our student will ever walk or bike to school.
- The biggest issue is the general feeling of safety the further you get from school. 7th street is quite busy with cars regularly exceeding the speed limit. Kids could also benefit from a lighted crosswalk at 7th and Oak.
- I live on 10th street and think it's too far for my 1st grader to walk alone.
- I drive her to school because she pokes along and she ends up late. I pick her up because she's not old enough to be home alone.
- With kids of a different age going to school it is difficult to let one do one option and the other a different one. Simple is best.
- We cross the intersection at 6th and Oak. There really needs to be a crosswalk on 6th Street, not just Oak. Cars stop and wait for kids to cross even though there is no crosswalk. That then becomes the expectation for people crossing there, which it makes it even more dangerous, as kids are not as careful as they should be; Not every driver is going to stop as if there's a crosswalk when one is not marked. Too many times I have seen kids running down Oak, not paying close enough attention because they don't want to be late for school. Then there are cars going faster than they should at the same time, as they rush to not drop off late.
- I strongly feel the 1 mile walking rule should be reconsidered. This is not a safe distance for any elementary aged child to walk, and certainly not on their own. In addition, many, if not most, locations just below the 1 mile mark do not have consistent sidewalks, and have unsafe intersections and traffic.
- Would love to be able to walk child to school daily but work schedule does not allow for this. If there was a walking group where parents took turns walking neighborhood kids in a group would love to participate and volunteer time as well.
- Schools need a legit organized carpool line (that's a pick up line). Parents line up and pick up kids one at a time. Older kids grade 3-5 can walk further away to get picked up in a more informal fashion but K through 2nd grade should have a designated carpool lane. Parents line up and pick the kids up one at a time. No parallel parking (backing up and pulling up) equals less chance for an accident. North Hudson Elementary has a really bad problem with this. The carpool street should have only one way opposite side street traffic if any. A crossing guard can direct cars to go around the school if they need to access the street from the opposite direction.
- We drive our child to school because he attends before and after SAC. On Fridays he does walk home by himself and as we are only 2 blocks away from WRE, there are no issues
- A bus stop at the intersection of 12th and Filmore, would accommodate nicely.

END OF DOCUMENT

