

# St. Croix Falls School District *SAFE ROUTES TO SCHOOL PLAN*



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## Executive Summary

### **Introduction**

Safe Routes to School (SRTS) is an international movement that promotes walking and biking to school. SRTS began in the 1970's in Denmark, which had an alarming number of child fatalities due to road accidents. SRTS reached the United States in 1997, when The Bronx received local funds to implement a SRTS program to reduce the large number of child accidents and fatalities around schools. The success of the program convinced other communities to adopt similar measures. By 2000, SRTS programs were nationwide. In 2005, Congress saw the importance of these programs and consequently signed into law a federally funded SRTS program. The new law allocated money to all 50 states and the District of Columbia to create, implement, and administer SRTS programs. Federal SRTS funds can be used for projects within two miles of an elementary or middle school (K-8). In 2012, St. Croix Falls School District and the City of St. Croix Falls were awarded a SRTS planning grant to develop this plan.

### **St. Croix Fall's SRTS vision**

St. Croix Falls School District and the City of St. Croix Falls will provide and encourage safe and enjoyable environments for walking and biking to school. To allow walking and biking as viable options for school children and the broader community, the City and School District will collaborate with other community stakeholders in enhancing and increasing interconnected walking/biking systems to and at the school campus. They will also teach and promote safe walking, biking, and driving habits; create a family-oriented SRTS environment; and address SRTS concerns in existing and proposed developed areas.

The SRTS program has its roots in both health and transportation safety. The major program goals are to make the school trip safe for walking and biking and to encourage children to walk and bike to school and home. 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.

The St. Croix Falls SRTS Task Force was made up of representatives from the School District, parents, and the City of St. Croix Falls. The Task Force worked together to develop a SRTS vision and goals, surveyed parents concerning their students' school trip and opinions on safety issues, completed a walking and biking audit of the areas around the school campus, and developed strategies to address the issues noted in the audit and surveys.

### **Existing Conditions**

As part of collecting existing conditions, two surveys were used. One survey collected data on student travel through a tally aggregate. The second survey was distributed to parents. The

#### **Key survey findings include:**

- Less than eight percent of trips to/from school are made walking/biking.
- Many students that live in the City use the bus, which is available to all students.
- Over 90 percent of students ride the bus or use a family vehicle.

#### **Key walking/biking audit findings, include:**

- There is a general lack of sidewalks in the City, which includes close to the school.
- Louisiana Street, due to volume and speed of traffic, is a barrier for more kids to walk and bike to school.
- Many students and parents who are walking or biking obey traffic rules.
- There is a lack of connectivity on campus for walkers and bikers.
- The extreme elevation change in the City acts as a barrier for people to walk and bike to school.

second survey only had 36 responses throughout the 14 grade-levels, which included Pre-Kindergarten through 12<sup>th</sup> grade. Task force members participated in a very helpful walking and biking audit, which provided valuable information.

### **Strategies**

The SRTS framework recommends using five categories when looking at issues and strategies. These are called the Five E's. Recommendations in the plan were developed using all five E's (Engineering, Education, Encouragement, Enforcement, and Evaluation). Some of the key recommendations are noted below. For a full listing, see pages 15 and 16.

Safe pedestrian systems for St. Croix Falls were planned. This includes sidewalks, intersection and crossing improvements, and signage improvements. In addition to the sidewalk system (shown on Figure 5) some of the improvement recommendations include:



St. Croix Falls SRTS Task Force working on existing conditions.

A substantial educational program is needed at all levels. Newspaper articles and letters from the schools will help to inform parents of the SRTS plan and progress. Driver's Education programs need to include SRTS concepts to promote awareness of pedestrians and bicyclists on the road. How to be a lawful and safe pedestrian training is needed at the elementary level. Bicycling in the physical education curriculum at the middle school level and annual bike rodeos will encourage bicycling and promote safe bicycling practices. As dangerous traffic corridors and intersections are prevalent, infrastructure projects are key items in the SRTS program.

### **Funding**

Funding sources vary widely in their eligibility and magnitude. Federal Safe Routes To School funding is a primary source for those projects that specifically address the SRTS focus on biking and walking safety and encouragement, both infrastructure and non-infrastructure, but other grants may be appropriate for funding larger projects, such as Transportation Enhancement funding, or smaller projects, such as Bikes Belong or Bicycle Safety-Rodeo. Other funding sources from both health and transportation sources are listed and described on pages 22-25.

## Introduction

### ***Safe Routes To School***

An active SRTS program will help the City of St. Croix Falls create safer, easier, and more enjoyable walking and biking routes to school so more students choose walking and biking as their main mode of transportation. The benefits of walking and biking to school are important to the entire community for many reasons.

#### *Safer routes*

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

#### *Healthier children*

In the past thirty years, the number of active children in the United States has decreased and the number of overweight children has almost doubled. In Wisconsin, 2/3 of adults are overweight or obese. Kids are spending more and more time indoors not being active. According to the American Academy of Pediatrics, children in the United States watch approximately four hours of television a day. The American Heart Association recommends that children participate in at least 60 minutes of moderate to vigorous physical activity every day. One of the ways to achieve this goal is to walk and bike to school. SRTS Programs encourage children to be more active by walking and biking to school.

#### *Cleaner environment*

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



#### *Other desired outcomes of Safe Routes to School*

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

In order to accomplish the goals of SRTS programs, the St. Croix Falls School District and City of St. Croix Falls must focus on the 5 E's: Engineering, Education, Encouragement, Enforcement, 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, lack of traffic calming measures, or unsafe crosswalks prevent children from walking and biking safely and easily to and from school. These problems can be dangerous enough to cause child pedestrian injuries and fatalities. Clearly, a safe physical environment is necessary



for enabling children to walk and bike to school. Therefore, SRTS funds can be used to make infrastructure improvements that will fix these problems and make the physical environment safer for children. Improving the physical environment near schools may be necessary for a successful SRTS Program but not necessarily sufficient enough to get students walking and biking to school.

### *Encouragement*

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

### *Education*

Educating children and parents is an important part of SRTS. Children as well as parents need to learn about biking and walking safety and the benefits of walking and biking to school. Equally important is educating drivers about safe driving around schools. These programs will help ensure that walkers, bikers, and drivers think about safety first.

### *Enforcement*

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

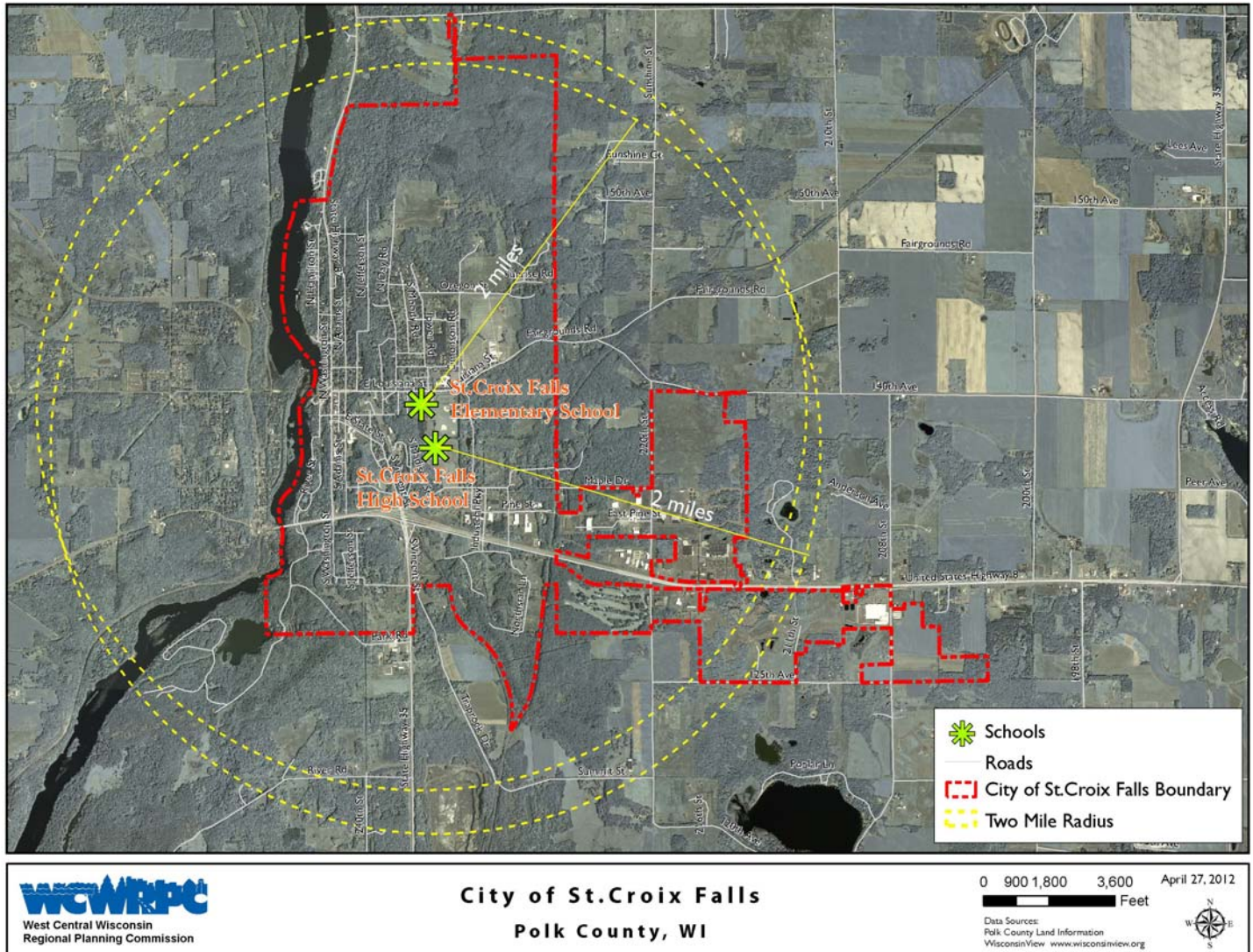
### *Evaluation and Sustaining a Program*

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

### ***St. Croix Falls School District***

The St. Croix Falls School District has a total enrollment of 1,149 students. The City of St. Croix Falls is home to the elementary school, middle school, and high school. St. Croix Falls had a 2010 population of 2,133. All the schools are located on a central campus on the east side of the City. St. Croix Falls School District is located in a part of the County that has experienced significant growth over the past two decades.

**Figure 1  
Location Map**



The school campus is located in a predominantly residential area of St. Croix Falls. Louisiana Street, on the north side of the campus is the main entry point to the campus for both vehicles and students walking and biking. The community is impacted by a severe elevation change one block west of the campus. Highway 8 also impacts the community both physically with traffic and pavement width, but also with secondary traffic from the Highway.

In terms of population below the poverty level, Polk County has a low poverty rate compared to the State. While 12.0 percent of the State of Wisconsin's population was considered to be below the poverty level in 2011, 10.2 percent of Polk County's population fell below that line. The City had a rate of 10.5 percent of the population below the poverty level. This number drops to 8.5 percent when considering only those persons under the age of 18.





Louisiana Street. Crossing guards at Tower Road. School entrances on the right.

In order to more specifically consider the economic standing of students attending the elementary and middle schools, a commonly used and carefully tracked index can be used. An "economically disadvantaged" student is a student who is a member of a household that meets the income eligibility guidelines for free or reduced-price meals (less than or equal to 185% of Federal Poverty Guidelines) under the National School Lunch Program (NSLP). Of all the school district's students, 42.6 percent are eligible for free or reduced cost meals.

### ***Safe Routes To School Task Force***

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

St. Croix Fall's SRTS Task Force worked to develop and conduct surveys and coordinated and staffed a walking and biking audit to collect data and to better understand the challenges to walking and biking to school. They developed a vision and goals for St. Croix Fall's SRTS program, considered relevant issues, and discussed strategies to overcome the barriers to walking and biking.

### ***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 school district and the two communities. It is important to revisit this vision and the goals throughout the planning and implementation stages of the program to ensure that projects are heading in the intended direction, in a coordinated manner. There may be times when the vision and goals need to be updated to meet changing needs in the local environment, but kept current, they will help to lead toward a unified implementation and an eventual realization of the vision.



Vision:

St. Croix Falls School District and the City of St. Croix Falls will provide and encourage safe and enjoyable environments for walking and biking to school. To allow walking and biking as viable options for school children and the broader community, the City and School District will collaborate with other community stakeholders in enhancing and increasing interconnected walking/biking systems to and at the school campus. They will also teach and promote safe walking, biking, and driving habits; create a family-oriented SRTS environment; and address SRTS concerns in existing and proposed developed areas.

Goals:

- Make it safe for kids to walk and bike to school.
- Encourage students to walk and bike to school.

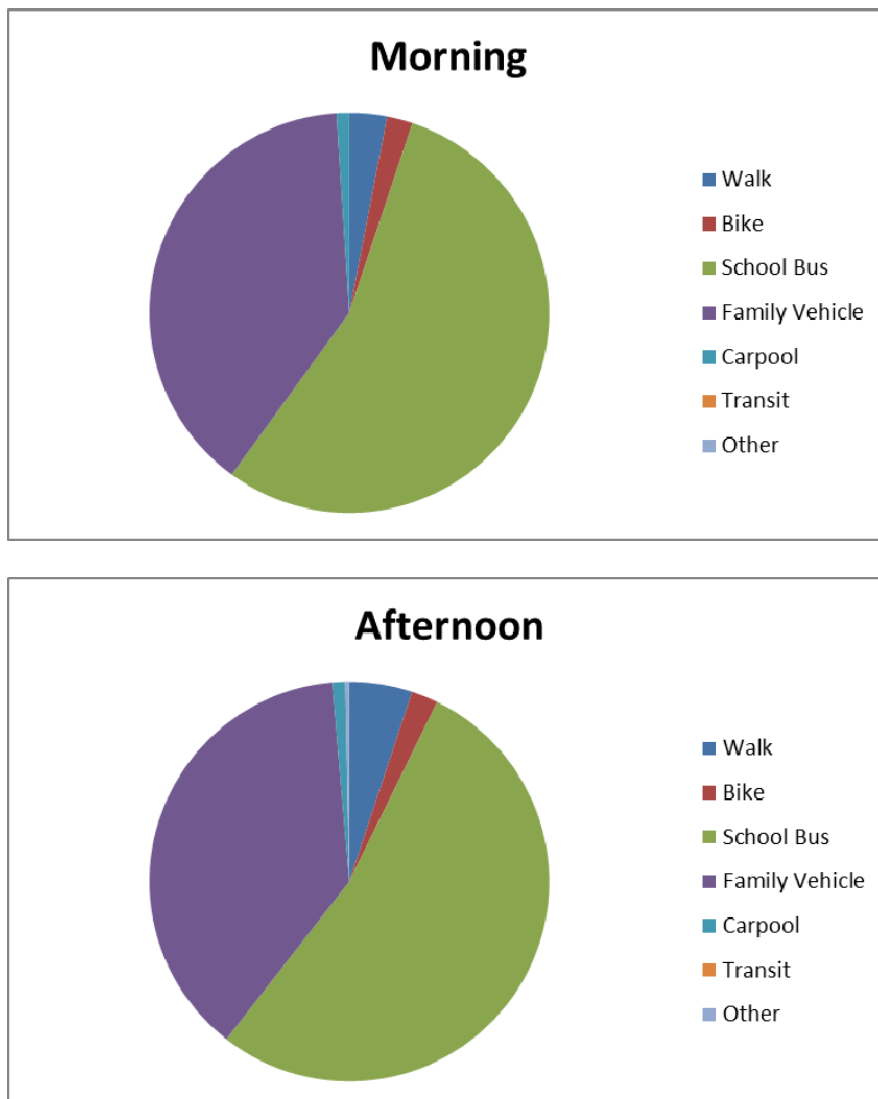
## Existing Conditions

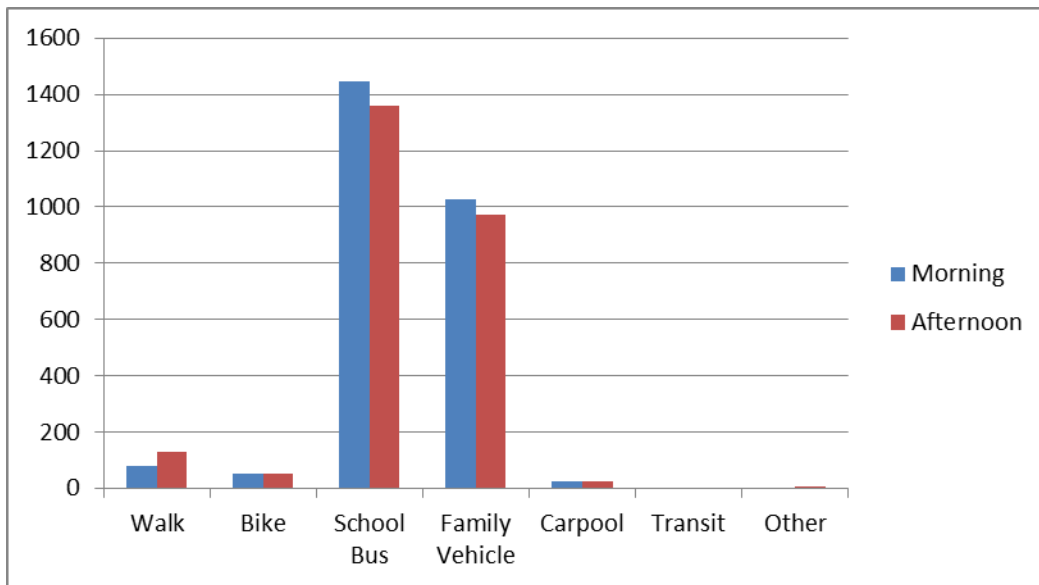
### Surveys

In September 2011, surveys were distributed to parents at both the elementary school and middle school. The survey provided parent perspective on the existing situation. A full survey summary, including a summary of written comments, can be found in Appendix A.

A key piece of information is the mode of travel to and from school. The survey shows that in the morning, three percent of students walk to school, while biking accounts for two percent (Figure 2). Numbers for the trip back home were slightly higher for walking (five percent) and the same for biking, as some parents drop off children in the morning on the way to work, or for other convenience reasons, but require them to walk home. Over half of all school trips are made by school bus (55 percent and 53 percent), with the remaining made by family vehicle (39 percent and 38 percent), and a very small number by carpool (one percent).

**Figure 2**  
**Travel Mode to/from School**

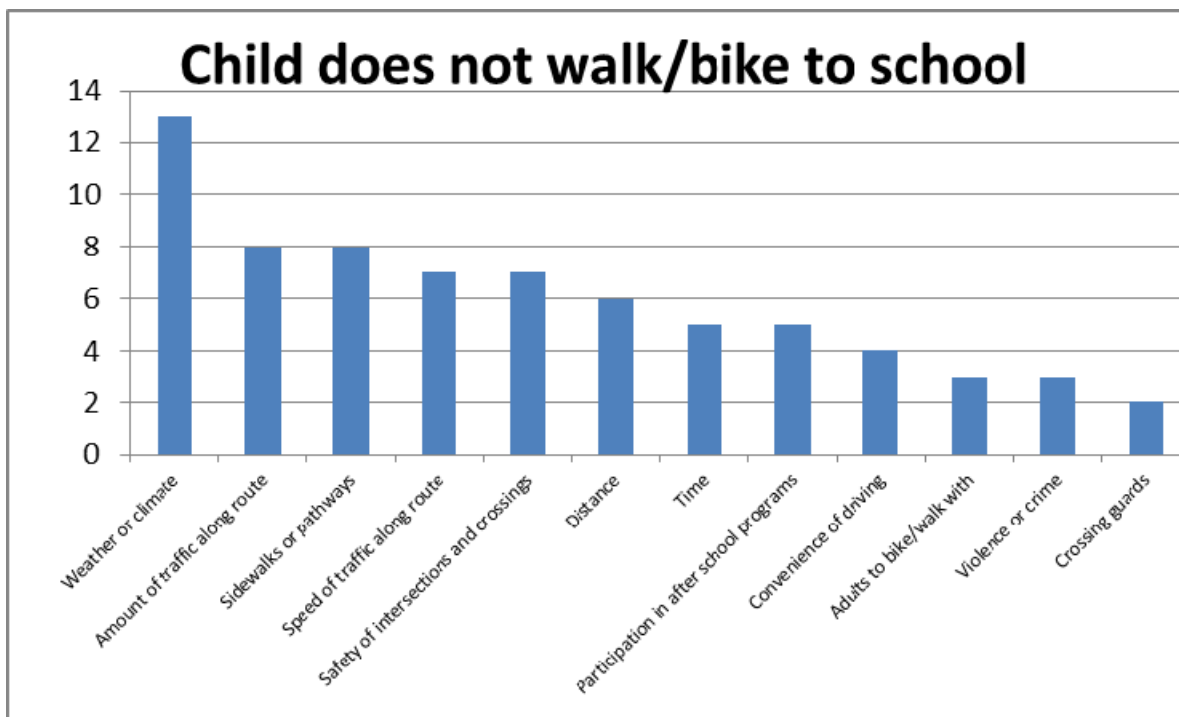




In a different 2011 survey, a variety of questions were asked. Due to the small sample size, many of the results should not be considered an extremely accurate representation of the K-8 classes. However, a broader question was asked to the parents regarding what issues were considered in their decision of their student’s school trip. Respondents could check as many issues as applied. Figure 3 shows what issues respondents considered in their decision. The most dominant issue in a family’s decision is weather and climate, followed by amount of traffic and sidewalks.

Again, the total number of respondents to this survey was 36 of a total enrollment of 700 students.

**Figure 3**  
**Travel Mode Decision**



### **Walking/Biking Audit**

A walking/biking audit was conducted in the area surrounding the two schools, roughly within in a ¼ mile radius of the campus. This occurred May 28, 2013. The audit consisted of an AM and PM audit. Task Force members met before the audit to learn about SRTS and the types of things they should be looking for in the immediate vicinity of the schools and surrounding neighborhoods and streets. This section includes a summary of the specific items that were observed and noted during the audit.



Louisiana Street is wide, has inconsistent signage, and is home to the entrance for the elementary school

### **General findings**

The major issue that was found during the walking/biking audit was that Louisiana Street is a barrier and the lack of connectivity on campus for students to get to the Elementary School and Middle School. The highlights of the audit included:

### **Sidewalks**

Lack of sidewalks and condition of sidewalks throughout the City.

### **Elevation**

Significant elevation changes from west to east.



Tower Road, which is home to the major crossing across Louisiana Street, lacks sidewalks, is wide, and has crossing guards only in the morning.

### **Campus Area**

Lack of connectivity on campus and unsafe connections off campus.

### **Tower/Louisiana**

Intersection is hazardous to cross. Morning crossing guards help mitigate some issues, but no crossing guards are present in the afternoon. Close to exit of parent drop-off area.

### **Louisiana/Blanding Woods/Simonson five-way intersection on northeast of campus**

Intersection is hazardous to cross and navigate through. Traffic from east does not stop.

### Louisiana St.

32 feet wide road with no designated bike lanes. 25mph speed limit with 15mph when students are present. Traffic travels too fast. 15 mph sign is faded. Faculty parking and student dropoff/visitor parking entrances are located along the street as well.

### Maple St. Crossing

Residents in the small residential area to the south of school need to cross Maple St. Dangerous hill and poor crossing infrastructure.



The Maple Street crossing is located close to a hill, lacks sidewalks, and lacks paved connectivity to the schools.

### U.S. Highway 8

Limited residential area south of U.S. Highway 8. Existing tunnel is poorly lit and holds water.

### ***Existing Policies and Practices***

Both the School District and the City have various policies and practices that directly or indirectly affect how students get to and from school. The most direct affect is the school district's busing policy, which allows all students to ride the school bus.



A SRTS street sign in De Smet, SD. The sign uses De Smet's theme of a covered wagon with the Laura Ingalls Wilder words "Little Town On The Prairie" theme.

In the past, the City did not require that sidewalks be provided in the construction of any development. However, this has recently changed. The City now requires all new development to include "Complete Streets" design, which requires sidewalks.

The City has a "City of Trails" campaign that can be used to promote SRTS.

### ***Active Living Workshop***

On October 1st of 2011, the Walkable and Livable Communities (WALC) Institute facilitated a one-day Active Living Workshop hosted by the NPA Coalition of Polk County. The purpose of the workshop was to assess the current conditions of specific streets; build capacity and promote a shared language amongst residents, government staff, and elected officials; illustrate how walkability and livability can be achieved through community improvements that support active living; and inspire the community to become involved in the movement towards active living. Key recommendations:

- Add bicycle facilities
- Install mini circles
- Emphasize crossings
- Connect sidewalk network
- Continue Safe Routes to Schools initiatives
- Adopt Complete Streets policies
- Create and adopt a Livable Street Design Guide

**Figure 4**  
**Walking and Biking Barriers**



**St. Croix Falls Barriers**

U.S. Highway 8

Topography/elevation change

Crossing at Tower and Louisiana

Five-way intersection

Louisiana St.

Crossing of Maple St.

Lack of sidewalks

Connectivity, access, and vehicle interaction on campus

**Traffic**

Traffic volumes are not particularly high on the streets adjacent to the school campus. However, Louisiana Street does have mild congestion that causes concern before and after school. The average amount of daily traffic on Louisiana Street is 3,400 vehicles a day. There is roughly double that amount of traffic along the City's main downtown street, Washington Street, and also Vincent Street. However, these two streets have minimal impact on walking and biking to school.

There have been two reported accidents involving pedestrians or bicycles in the City since 2007.

**School Buses**

At this time, the bus loading zones are in locations that have been working well for the respective schools. School District policy states that all students in the City are allowed to take the school bus.



Louisiana Street. Just west of the school campus, there is a significant elevation change that acts as a barrier for kids to walk and bike to school.

### **Elevation Changes**

The City of St. Croix Falls is built along the St. Croix River. Between downtown and the school campus, there is a severe elevation change that currently acts as a barrier for kids to walk and bike to school. This was stated in the surveys, at the walk/bike audit, and at meetings.

### ***Other Plans***

The City has a comprehensive plan. Analysis conducted for the transportation section of the plan determined that there is a high value in the City to promote biking and walking. Recommendations were made to improve pedestrian and bicycle safety in the City and to continue to provide walking and biking amenities that are functional and recreational. While school-related walking and biking is not specifically addressed, the goals, objectives and policies are consistent with the goals of this SRTS plan.



## Recommended Strategies

### ***City of St. Croix Falls / St. Croix Falls School District***

Numerous strategies are recommended for the City of St. Croix Falls and St. Croix Falls School District. It is important to remember that a community that is safe for students to walk and bike to school is also a walkable and livable community for everyone. The City faces some particularly hard challenges to safe walking and biking. The community is of a size that virtually all students who live within the City limits should be able to walk and bike to school, and at one time did so. However, the lack of sidewalks, high traffic volume before and after school along Louisiana Street, and the presence of the steep elevation change between downtown and the school campus has caused the City to evolve into a community where most children use a private automobile and/or school bus. Most of the issues for St. Croix Falls are not unique, except for the steep hill, which should be changed from an existing barrier to a future asset. In addition, the high number of trails that travel through and around the community is very unique and they should be used as a resource.

### ***Education:***

- Write an article in the community newspaper stating that the SRTS plan was completed. (immediate)
- Educate high school students regarding the importance of safe driving around schools. (immediate)
- Sign entering City that says St. Croix Falls is a SRTS community. (short-term)
- Traffic/pedestrian law education in school newsletters. (immediate)

### ***Encouragement***

- Create a plan for snow removal in the SRTS corridors. (immediate).
- Hold annual bicycle rodeos. This would include a bike safety course, safety equipment education, and incentives including a raffle, reduced price helmets, etc. (immediate)
- Distribute reflectors and educate students on the importance of reflectors. To help pay for costs, this could include organizing local businesses and non-profit organizations with the school district. (short-term)
- Create a school/class program (or competition) that promotes and highlights the elevation change within the community. (immediate)
- Improve lighting in the USH 8 bridge. (short-term)
- Encourage students to walk on campus paved paths. (immediate)
- Collaborate with community organizations (outdoor groups, health organizations, bike club, etc.). (immediate)
- Organize a walking school bus from strategic locations (along Tower Rd. and Louisiana St.). (immediate)
- Enhance the safety behind the bus garage facility with additional lighting and visibility. (immediate)
- Continue to have adult crossing guard volunteers for Tower/Louisiana crossing. Add an adult crossing guard for after school. Continue to assess other locations. Continue to train crossing guards. (immediate)
- Promote SRTS through fitness speakers (Athlete/coach from High School, UW/UM system, etc.). (short-term)

### ***Enforcement***

- Focus on speed enforcement along Louisiana St. (immediate)
- Enforcement of all parking/pick-up areas in front of schools. (immediate)
- New parking/drop-off signage in front of schools. (immediate)

- Safety-green colored in-street pedestrian signs near crosswalks in Louisiana Street. (immediate)
- Enforce the City's snow shoveling ordinance. (short-term)

### **Engineering**

- Require all future development to meet SRTS policies and needs. This includes pedestrian/bicycle trail feeder system to the school and/or an existing SRTS route. (immediate)
- Locate new safety-green colored pedestrian and school zone signs at appropriate locations along Louisiana Street and Maple Drive. (immediate)
- Create a sidewalk pedestrian system throughout the entire community (Figure 5). (medium-term)
- Construct paved paths on the campus per the campus map recommendations (Figure 6). (short-term)
- Construct a traffic circle at Louisiana St. and Simonson Rd. with enhanced crossings (Figure 7). (medium-term)
- Install bump-outs and enhanced painted crosswalk at Louisiana St. and Tower Rd. Another option could include a mini-traffic circle at intersection (Figure 8). (short-term)
- Install bump-outs and enhanced painted crosswalk at Tower Rd. and Maryland St. (short-term)
- If Maple Dr. is to become a SRTS corridor, major changes need to be made. This can include separated bike/walk lane, curbs, and proper signage (Figure 9). (short-term)
- Louisiana St. (along school campus) – Narrow pavement width and/or locate painted bike lanes along both sides of street. (short-term)
- Install bump-outs and enhanced painted crosswalk at Louisiana St. and Monroe St. (medium-term)
- Install bump-outs and enhanced painted crosswalk at Maple Dr. and Highview Ct. Another option could include a mini-traffic circle at intersection. (medium-term)
- Install speed bump, signage, and enhanced painted crossing at walk/bike path from the east and school service road. (short-term)
- Locate SRTS signs with “City of Trails” theme along SRTS corridors. (short-term)
- Add significant lighting along Kentucky Street and along the paved path from the end of Kentucky St. to the school campus. (short-term)
- Improve bicycle parking areas with covered bike parking and student art. (short-term)

### **Evaluation**

- Acquire and evaluate traffic counts around schools every two years. (immediate)
- Acquire and evaluate traffic accident information every two years. (immediate)



Bicycle parking at the St. Croix Falls Elementary School.

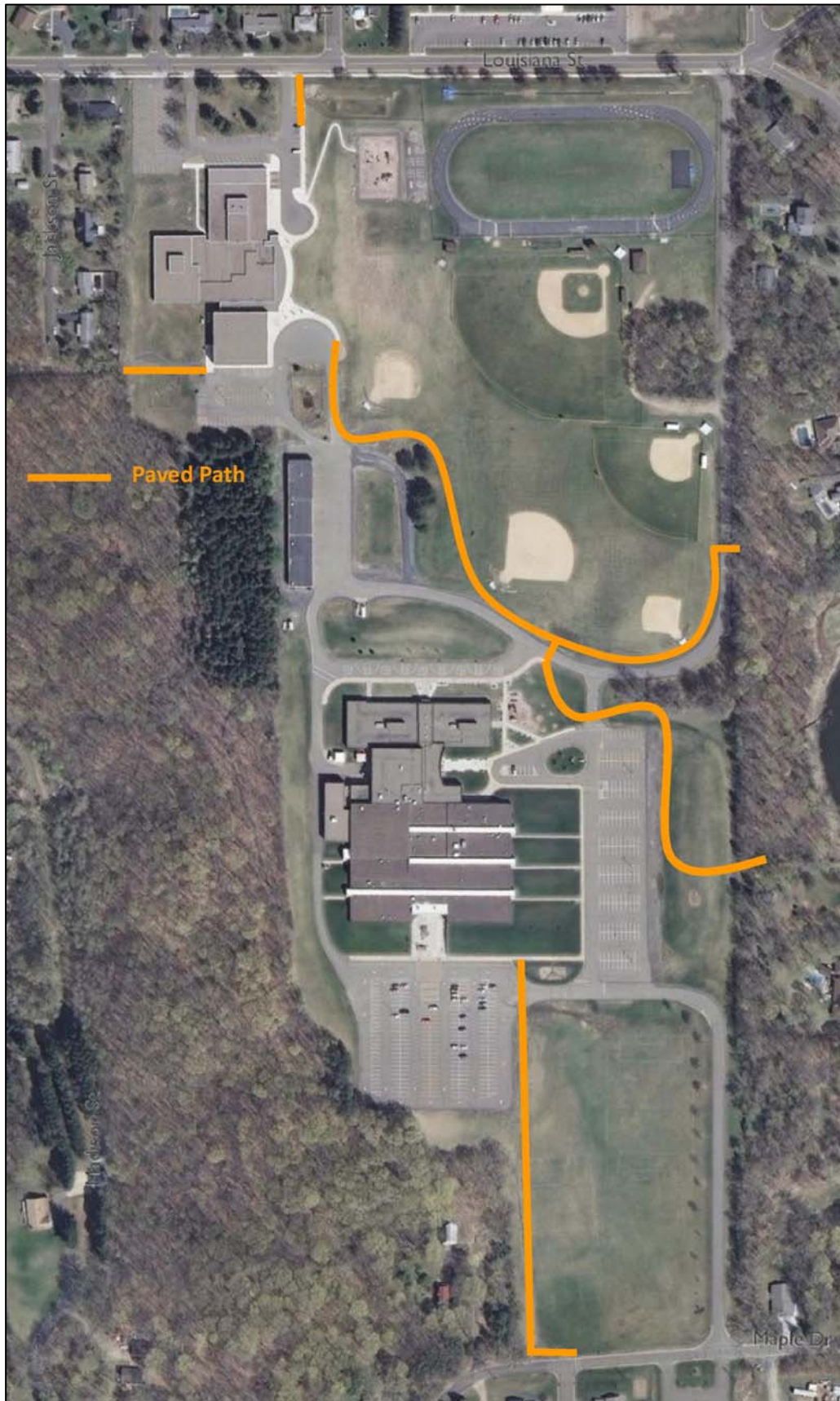


Covered bicycle parking in Tomelilla, Sweden.

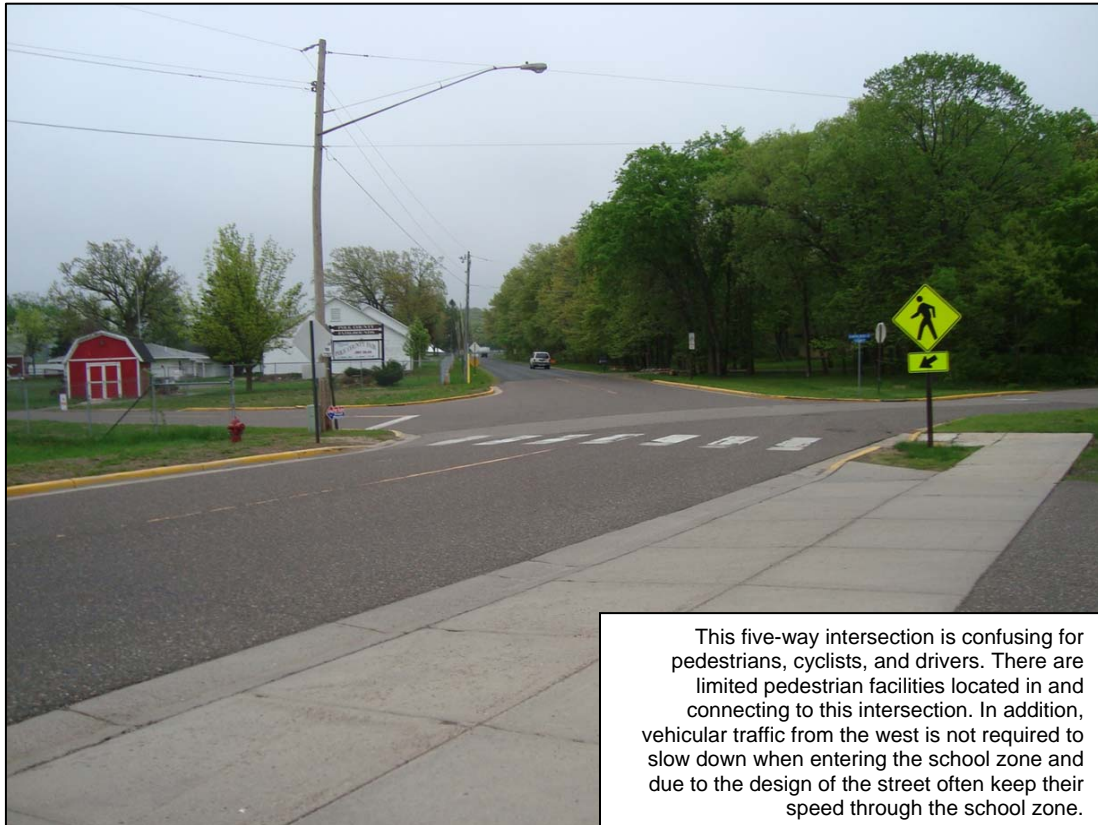
**Figure 5**  
**Proposed Pedestrian System**



**Figure 6**  
**Campus Circulation System**



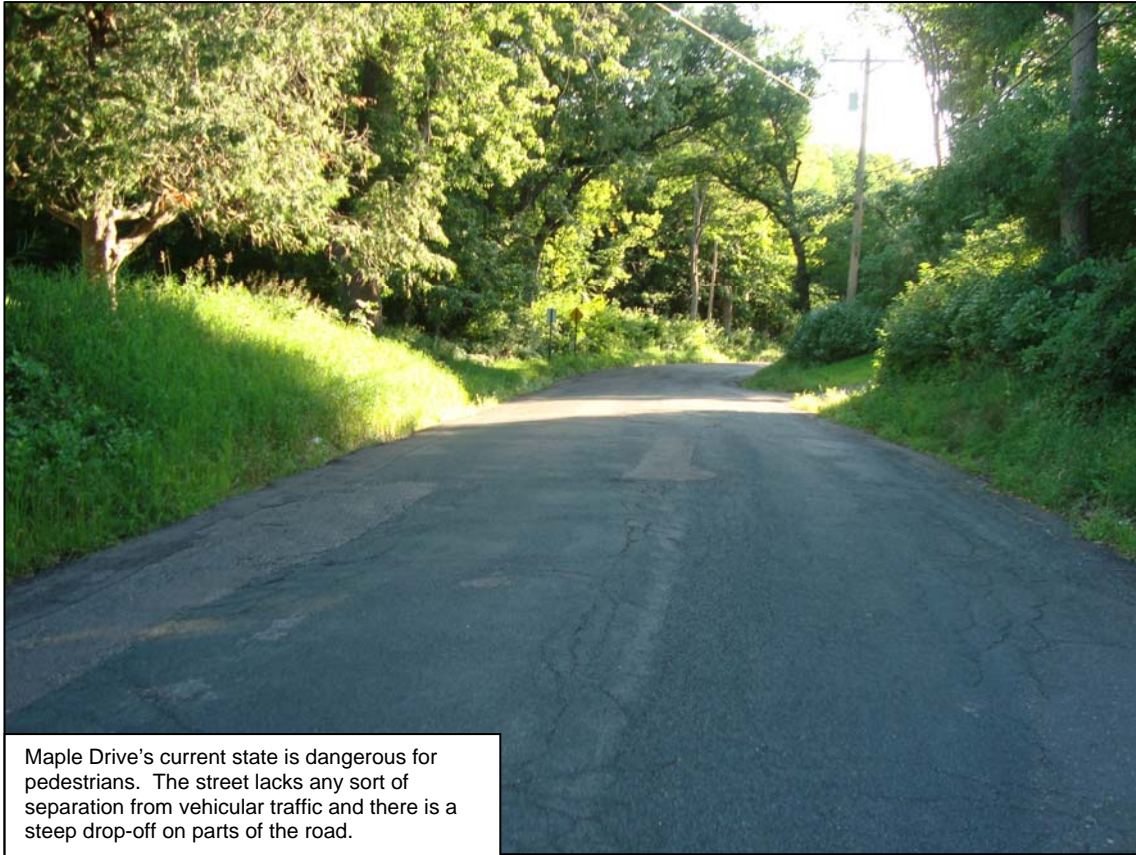
**Figure 7**  
**Proposed Traffic Circle and Pedestrian/Bicycle Improvements –**  
**Louisiana Street/Blanding Woods Road**



**Figure 8**  
**Proposed Pedestrian/Bicycle Improvements – Louisiana Street**



**Figure 9**  
**Proposed Pedestrian/Bicycle Improvements – Maple Drive**



Maple Drive's current state is dangerous for pedestrians. The street lacks any sort of separation from vehicular traffic and there is a steep drop-off on parts of the road.



Maple Drive is shown as a one-way, with a designated bike lane. Alternatives could include a separated bike/pedestrian lane that has vegetation between it and the car lane.

## 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 in St. Croix Falls.

In the list of recommendations, the strategies all have a stated timeframe. There are three different timeframes: immediate (2013), short-term (2014), and medium-term (2015-2016). The immediate projects are those that can be implemented without the need for specific grant funds or large coordinative efforts. The short-term category includes those projects that may require some planning to include in school curriculum during 2014 or would be eligible for upcoming grant cycles, such as SRTS grants. Projects included in the medium-term are longer term projects that either require more coordinative effort, design time, or may need more complex funding schemes. With the correct pre-planning and coordinated effort, some of these could start sooner.

The following is a list of criteria that was developed by the SRTS Task Force. During the planning process, it was determined that several strategies were of high priority. It is planned that over the coming months and years, the SRTS Task Force will update what strategies are highest priorities. In addition, it should be noted that some strategies that can be accomplished easily, even though they are not the highest priority can and should be implemented if the resources are available.

- |                           |                      |
|---------------------------|----------------------|
| 1. Safety                 | 5. Political Support |
| 2. Ease of Implementation | 6. Healthy Outcomes  |
| 3. Usage                  | 7. Time Required     |
| 4. Cost                   |                      |

The engineering strategies of highest priority include:

- Create a sidewalk pedestrian system throughout the entire community.
- Construct paved paths on the campus per the campus map recommendations.
- Install bump-outs and enhanced painted crosswalk at Louisiana St. and Tower Rd. Another option could include a mini-traffic circle at intersection.
- If Maple Dr. is to become a SRTS corridor, major changes need to be made. This can include, separated bike/walk lane, curbs, and proper signage.
- Install speed bump, signage, and enhanced painted crossing at walk/bike path from the east and school service road.
- Louisiana St. (along school campus) – Narrow pavement width and/or locate painted bike lanes along both sides of street.

Funding programs and abbreviations are described in the following pages. This is not intended to be an exhaustive list, as new programs concerning the health and safety of children are being established every year, but gives a starting point for some of the major programs that are currently available. It is important to partner with local service groups, as well as organizations with children's health and safety as their mission. Health organizations can be very helpful in light of growing concern for issues such as childhood obesity, asthma, and diabetes.

The best means of implementation is an organized and diligent task force working to bring the City, School District, and community together and guide them toward the goal of becoming a Safe Routes to School community.



## Funding and Resources

### *Additional funding*

#### *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, E-mail: [srts@dot.state.wi.us](mailto:srts@dot.state.wi.us)

#### *Bicycle Safety – Rodeo (BS-R)*

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

#### *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. For more information, contact :Larry Corsi, Wisconsin Bureau of Transportation Safety, Phone: (608)267–3154, E-mail: [larry.corsi@dot.state.wi.us](mailto:larry.corsi@dot.state.wi.us)

#### *Teaching Safe Bicycling (TSB)*

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

#### *Wisconsin Pedestrian and Bicycle Law Enforcement Training Course*

This two - day course provides Wisconsin law enforcement officers with the training and information that they need to manage traffic for pedestrian and bicycle safety and enjoyment in their communities. 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.

For more information, contact: Larry Corsi, Wisconsin Bureau of Transportation Safety, Phone: (608)267-3154, E-mail: [larry.corsi@dot.state.wi.us](mailto:larry.corsi@dot.state.wi.us)

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

#### *Recreational Trails Program (RTP)*

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

#### *Green & Healthy Schools Program (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 safe transportation environment and community involvement. Small grants are available for schools that show a commitment towards these goals. *For more information, visit* [www.dnr.wi.gov/greenandhealthyschools](http://www.dnr.wi.gov/greenandhealthyschools) *or contact:* Carrie Morgan, Wisconsin Department of Natural Resources, Phone: (608)267-5239, E - mail: [carrie.morgan@dnr.state.wi.us](mailto:carrie.morgan@dnr.state.wi.us), Elizabeth Kane, Wisconsin Department of Public Instruction, Phone: (608)266-2803, E-mail: [elizabeth.kane@dpi.state.wi.us](mailto:elizabeth.kane@dpi.state.wi.us)

#### *School Health Education and Physical Activity*

Physical activity involves the development, implementation, and evaluation of school - based, school - linked efforts to increase exercise among students, staff, and community. There are a number of ways the Department of Public Instruction is addressing this important issue. *Movin' and Munchin' Schools* is one such program that addresses this issue. It is a DPI sponsored program to engage families in physical activity and healthy eating by having students and their families count moving miles based on the amount of physical activity they complete, and the food choices a person makes. *To find out more about how your school can begin a Movin' and Munchin' Schools program contact:* Jon Hisgen, E-mail : [jon.hisgen@dpi.state.wi.us](mailto:jon.hisgen@dpi.state.wi.us), Web: <http://dpi.wi.gov/sspw/pdf/movnmunchn.pdf>

#### *Wisconsin Medical Society Public Health Grant*

Up to \$15,000 is awarded to organizations with innovative programs to promote controllable (modifiable) lifestyle choices affecting health with a focus on prevention and incorporating principles of public health. Preference will be given to programs that will ultimately be self-sustaining and encourage appropriate partnerships and/or collaboration. More information is online at [www.wisconsinmedicalsociety.org](http://www.wisconsinmedicalsociety.org).

#### *Dane County Bicycle Association (DCBA)*

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

#### *Bikes Belong (BB)*

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

### *General Mills Champions for Healthy Kids*

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

### *Community Academic Partnership Fund*

For information about this funding source: <http://wphf.med.wisc.edu/index.php>

## *Related Programs*

### *National SAFE KIDS Campaign*

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

### *School Wellness Policy*

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

### *Governor's School Health Award*

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

### *Nutrition and Physical Activity Program*

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

### *Comprehensive School Health Program*

Healthy Children are Better Learners! Because of this, the DPI, in partnership with others, is implementing a Comprehensive School Health Program (CSHP) initiative that supports such programs in school communities throughout the state to develop healthy, resilient, successful learners. The initiative includes providing grants, staff development, and technical assistance (described in other sections) as well as building a strong state support system for CSHP. This support system includes communications, intra- and interagency collaboration, funding, policies, and resources. Current state level partners include the American Cancer Society-WI Division, Children's Health Alliance of Wisconsin, Governor's Council on

Fitness and Health, University of Wisconsin, Wisconsin Clearinghouse for Prevention Resources, Wisconsin Congress of Parents and Teachers (PTA), Wisconsin Department of Health and Family Services, Wisconsin School Health Coalition, cooperative educational service agencies (CESAs), and a variety of professional organizations. <http://dpi.wi.gov/sspw/chspprog1.html>

### *Other Resources*

#### *Bicycle Federation of Wisconsin (BFW)*

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

#### *Wisconsin Walks*

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

#### *Active Living by Design*

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

#### *Kid Power*

A program that works to develop a wide range of upbeat, effective community violence prevention and self esteem building services. For more information, visit [www.kidpower.org](http://www.kidpower.org)

#### *America on the Move*

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

#### *YMCA Activate America*

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

#### *Girls on the Run*

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

# Appendix A

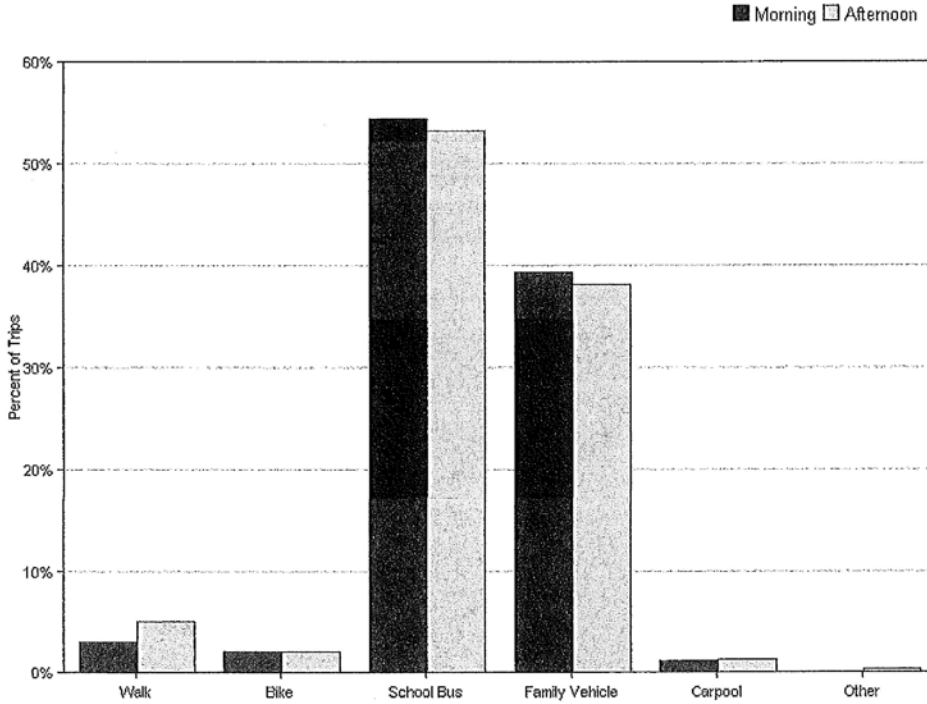
## Survey Summary

### Student Travel Tally Aggregate Summary

<b>Program Name:</b>	St. Croix Falls School District 2146			<b>Date range:</b>	Fall 2011 (July - December 2011)
				<b>Date Report Generated:</b>	03/30/2012
<b>School Name:</b>	<b>Month &amp; Year Collected &amp; (Set ID)</b>	<b>School Enrollment:</b>	<b>Enrollment in Grades Targeted by SRTS Program:</b>	<b>Number of Classroom in School Targeted by SRTS program:</b>	<b>Number of Classrooms Included in Report:</b>
St. Croix Falls Elementary	September 2011 (7588)	350	350	13	35
St. Croix Falls Middle	September 2011 (7589)	350	350	16	36
			Total:	29	71

This report contains information from parents about their children's trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

**Morning and Afternoon Travel Mode Comparison**

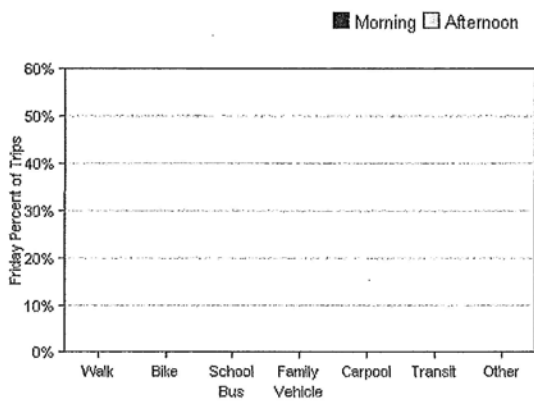
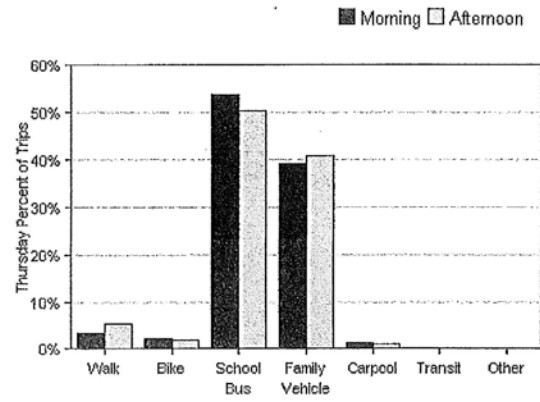
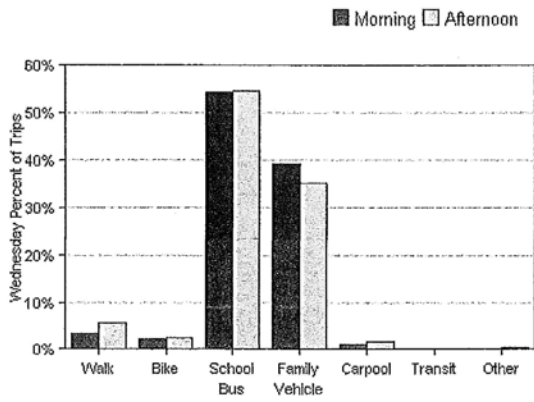
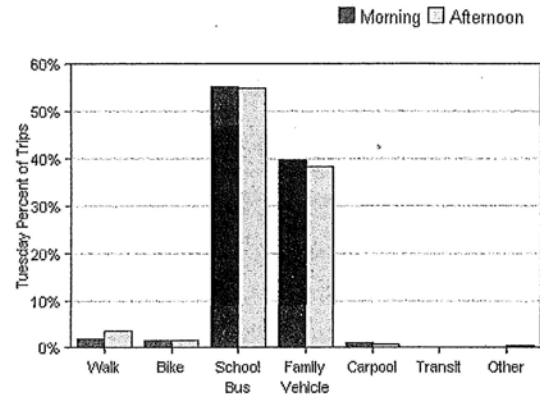
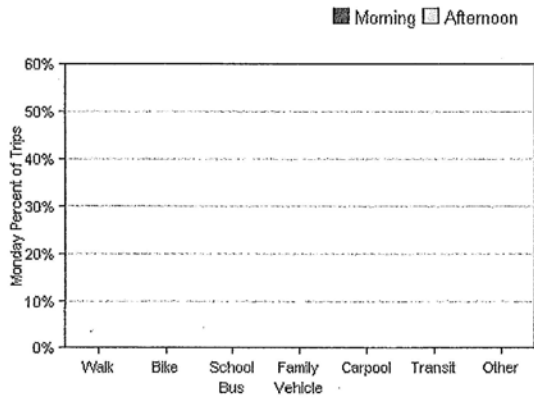


**Morning and Afternoon Travel Mode Comparison**

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	2633	3%	2%	55%	39%	1%	0%	0.0%
Afternoon	2552	5%	2%	53%	38%	1%	0%	0.3%

Percentages may not total 100% due to rounding.

### Morning and Afternoon Travel Mode Comparison by Day

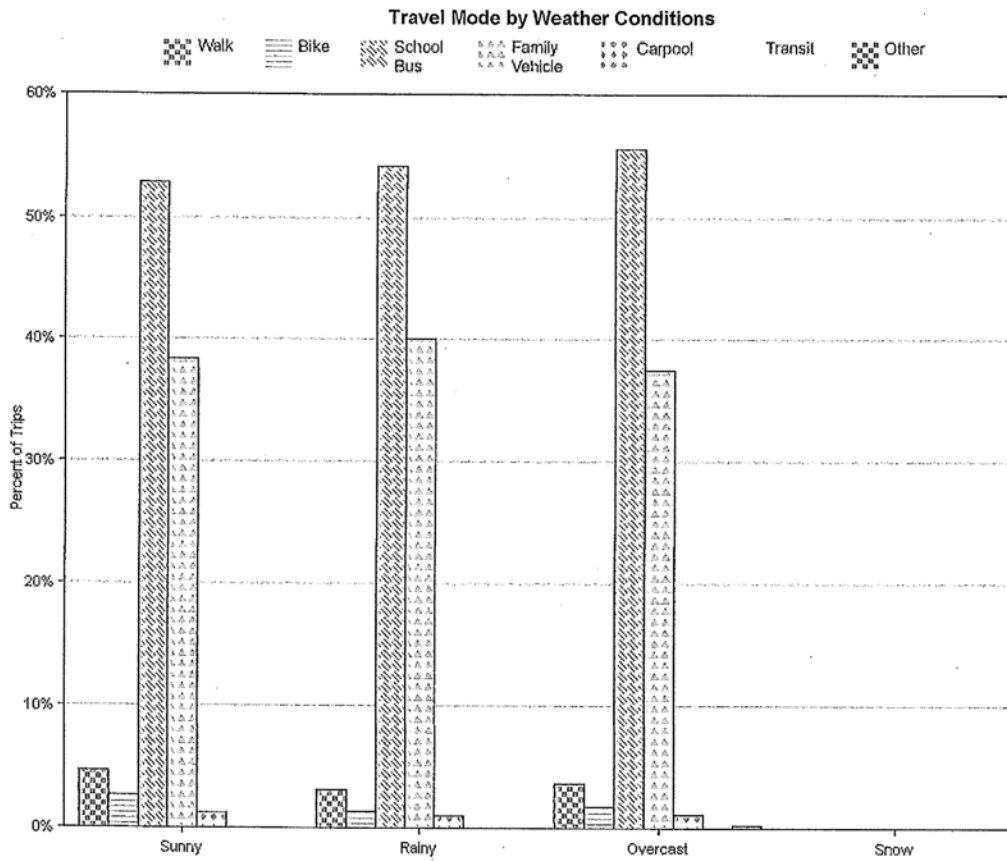


**Morning and Afternoon Travel Mode Comparison by Day**

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Monday AM		0%	0%	0%	0%	0%	0%	0%
Monday PM		0%	0%	0%	0%	0%	0%	0%
Tuesday AM	706	2%	2%	55%	40%	1%	0%	0.1%
Tuesday PM	698	4%	2%	55%	38%	0.9%	0%	0.4%
Wednesday AM	1005	3%	2%	54%	39%	0.9%	0%	0%
Wednesday PM	934	6%	2%	55%	35%	2%	0%	0.3%
Thursday AM	922	3%	2%	54%	39%	1%	0%	0%
Thursday PM	920	5%	2%	50%	41%	1%	0%	0.1%
Friday AM		0%	0%	0%	0%	0%	0%	0%
Friday PM		0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.





**Travel Mode by Weather Condition**

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	1881	5%	3%	53%	38%	1%	0%	0.1%
Rainy	1108	3%	1%	54%	40%	1%	0%	0.1%
Overcast	1948	4%	2%	56%	37%	1%	0%	0.3%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

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## SURVEY ABOUT WALKING AND BIKING TO SCHOOL FOR PARENTS

### Comments from Surveys

School	Comments
St. Croix Falls Elementary	Out where we (closest to the high school), I don't think there is a lot to do to control the route he would to have to avoid my concerns with traffic.
St. Croix Falls Elementary	Due to my child's healthy condition walking to school is not really an option at this time.
St. Croix Falls Elementary	I do not think most kids or parents are thinking about travel to or from school as fun or boring or healthy or unhealthy thing but rather a necessity for working parents. I also at our location my kids would have to walk up a very steep hill that is always ice covered in the winter.
St. Croix Falls Elementary	Question #10 -- There's a registered sex predator a couple few blocks from the school.
St. Croix Falls Elementary	I would consider allowing the kids to walk if there was a safer way to negotiate Louisiana St. Sidewalk on wrong side of street and it's a very busy thoroughfare especially in am and rising sun in the eyes of eastbound traffic at school.
St. Croix Falls Elementary	My daughter will be going into pre-K. Not an appropriate age to walk. Not sure I would want her to do so. Maybe when she is in high school.
St. Croix Falls Middle	Louisiana St. needs to have full sidewalks up and down the hill. Lots of kids walk this hill. Cross guards would be great for Louisiana and Jefferson St.
St. Croix Falls Middle	They need more bike paths from the directions so kids walking and kids biking are not being endangered by vehicles--lack of City sidewalks.
St. Croix Falls Middle	My oldest is a senior and he has been walking and now sometimes drive to/from school.
St. Croix Falls Middle	Don't mind it if they walk to school. Pretty much would have my child ride the bus if the weather is not good during the fall and spring and ride the bus during the winter.
St. Croix Falls Middle	With the crazy drivers and the bullies around here plus the weather and traffic it is not safe for young children to walk. Especially with the huge hill.
St. Croix Falls Middle	Being below the hill and best route is Maple Drive which is winding and blinding. It would be a tough and dangerous walk.

School	Comments
St. Croix Falls Middle	I usually drive the kids to school. They bike or walk home some days picked up 1/2 days/week. 1) There are no sidewalks on the route we take to school except in front of the elementary school. That is a huge issue! 2) There are no morning cross walk guards of staff at the intersection of Town Rd and Louisiana -- another huge issue. There is significant traffic from the high school middle school and elementary plus the nursing home. If bus routes were eliminated (which I am not that opposed to) then more action needs to be taken to make the walking route more safe.
St. Croix Falls Middle	The reasons he can walk home: 1) weather permitting 2) I make him take his cell phone to school (off) if he walks home - he must have it on and in his pocket - or he is not allowed. Bus in AM: 1) Morning-cold 2) He will arrive on time 3) Less likelihood of a "snatch" in PMs than AMs 4) People drive like madmen in the mornings!!!
St. Croix Falls Middle	The most problematic intersection for bikers and walkers in the Louisiana Street and Blanding Woods/Simonson Road because that is also where you enter the long driveway to get into the school grounds. That driveway needs widening and bike lanes.
St. Croix Falls Middle	Would not walk or bike in winter.
St. Croix Falls Middle	I would let them bike if there was a safer way to get to the school.
St. Croix Falls Middle	There needs to be a path that runs from Louisiana through the school grounds to Maple Dr. to make it safer to get from main roads to all school building. I don't like my daughter having to walk between the back of the bus garage and a grove of trees the road by the practice field/track is also unsafe to use for walking/biking.