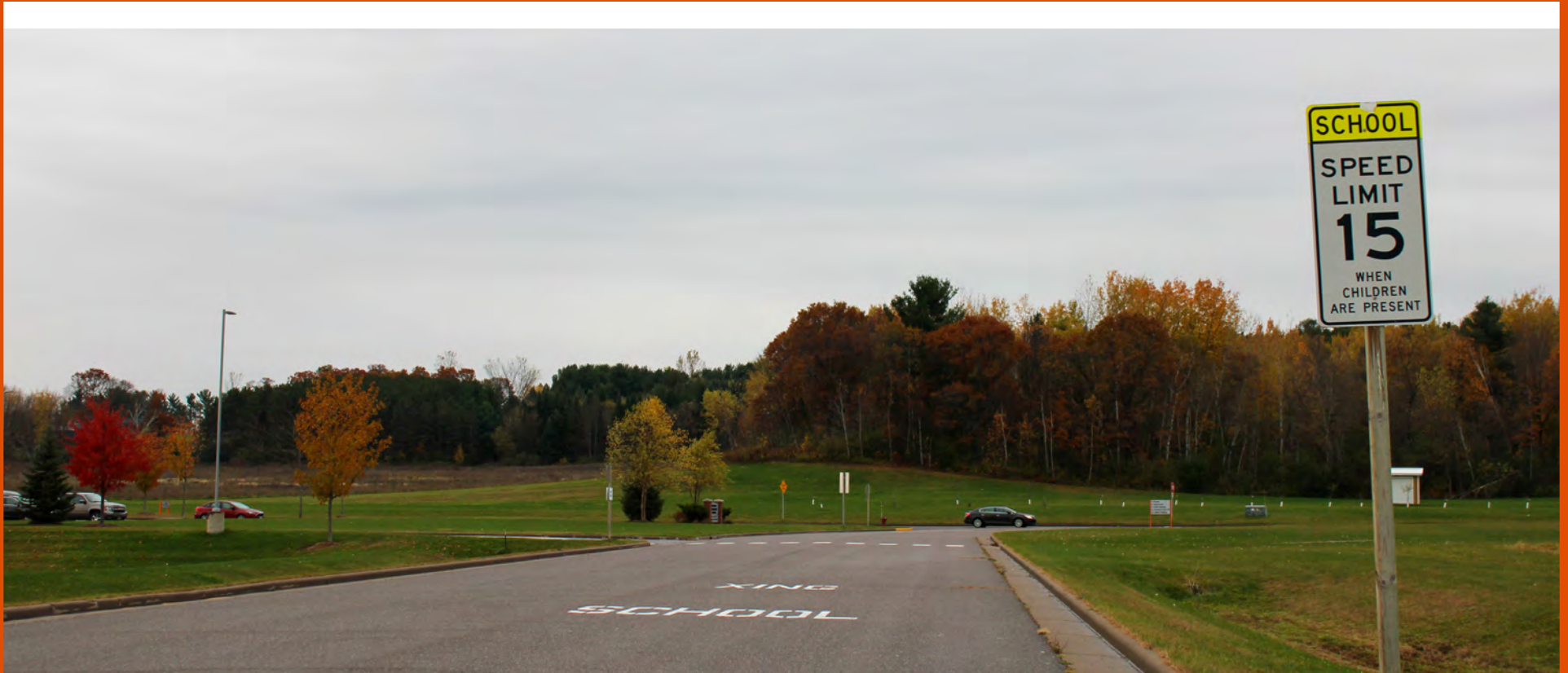


SCHOOL DISTRICT OF BLOOMER



Safe Routes to School Plan 2022



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February 2022





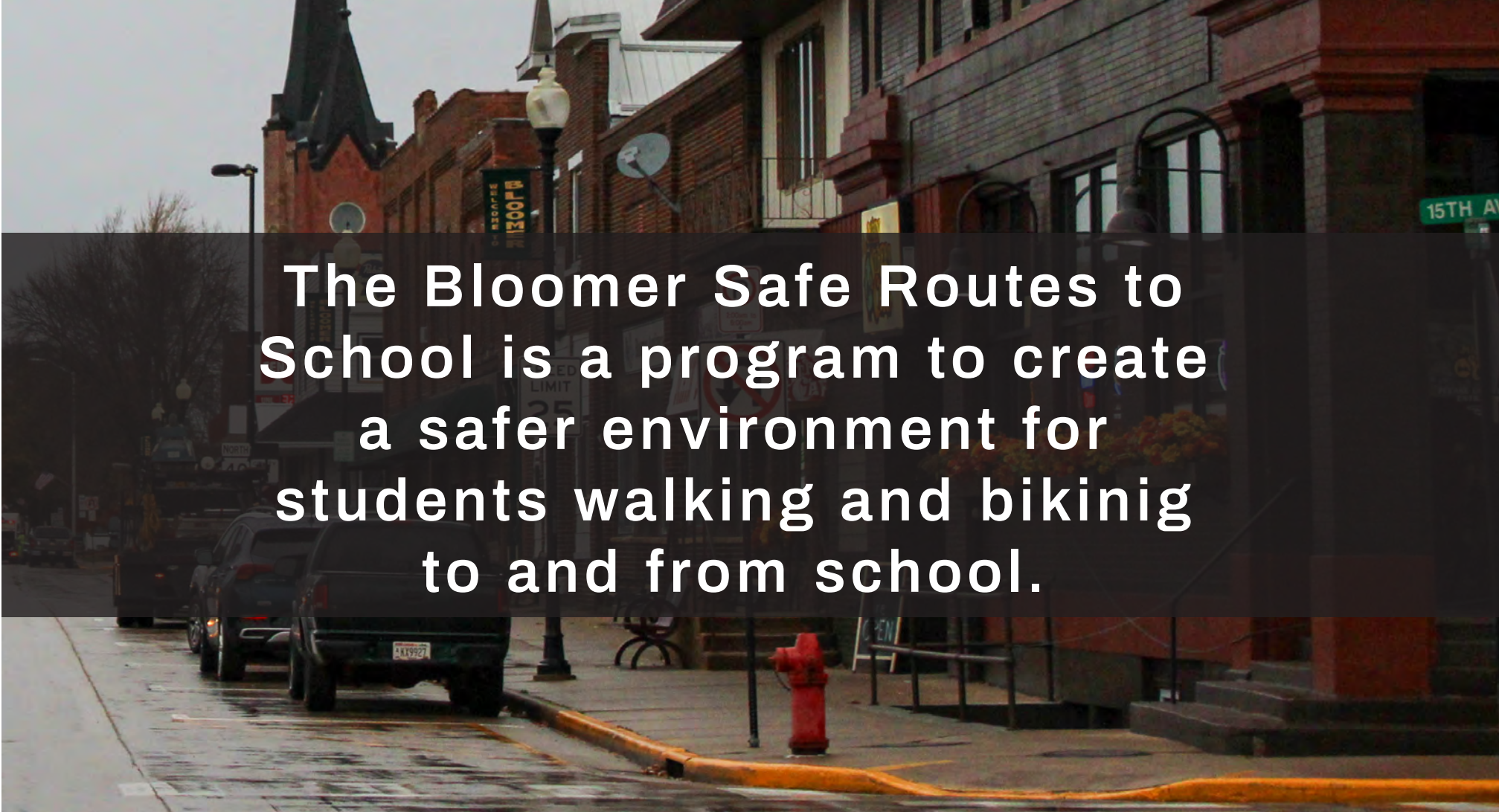
BLOOMER SAFE ROUTES TO SCHOOL TASK FORCE

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Bloomer School District
Bloomer Police Department
Kobussen Buses
St. Paul's Catholic School



SRTS 2021

A photograph of a city street scene. In the foreground, a red fire hydrant stands on a sidewalk. A dark-colored car is parked on the street. The background features brick buildings with windows and a street sign that reads "15TH AV". A semi-transparent dark box is overlaid on the center of the image, containing white text.

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

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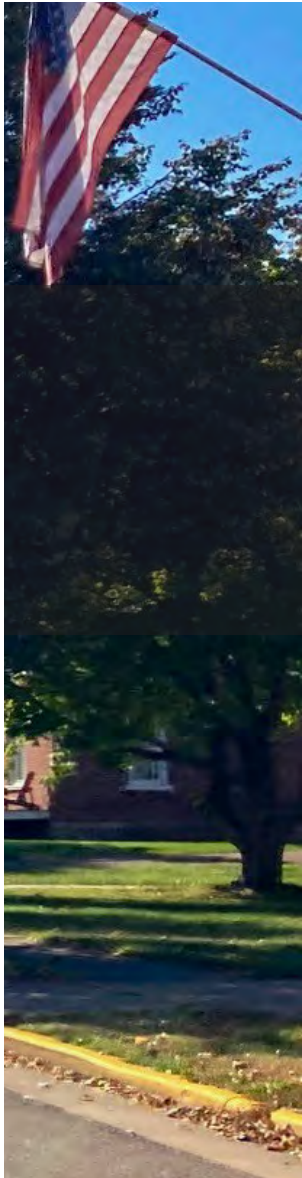


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EXECUTIVE SUMMARY



Executive Summary

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 due to vehicle-pedestrian accidents. 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 recognized the importance of these programs and consequently signed a federally funded SRTS program into law.

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 September 2021, the Bloomer School District, City of Bloomer and St. Paul's Catholic School started working on the SRTS Plan. In 2022 the plan was completed for the entire city and district.

BLOOMER'S SRTS VISION

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

The Bloomer SRTS Task Force consisted of representatives from BSD, St. Paul's Catholic Schools, and the City of Bloomer. The project was facilitated by the West Central Wisconsin Regional Planning Commission (WCWRPC).

During the planning process, WCWRPC met with staff from the district to help determine issues and opportunities for each school. Together, the schools and task force worked together to identify issues and opportunities throughout the the community, and then 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:

The middle and elementary schools are located in areas with limited sidewalks.

Due to existing conditions, the district allows busing for all or the vast majority of students.

Speeding and inattentive drivers are extremely common adjacent to schools and along routes where students are walking/biking.

Due to speed of traffic and safety of intersections, parents and school staff view certain areas around schools as dangerous for walkers/bikers.

There is strong local interest to significantly increase the number of students walking/biking to school.

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 Es. Recommendations in the plan were developed using all six Es (Engagement, Equity, Engineering, Encouragement, Education, 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. The map shows the safe route to school corridors. 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 (TAP) is a primary source for those projects that address SRTS focus on biking and walking safety and encouragement. Both infrastructure and non-infrastructure (planning) projects are eligible.

This project was funded by Bloomer School District and Chippewa-Eau Claire Metropolitan Planning Organization. Other grants may be appropriate for smaller projects. Other funding sources from both health and transportation sources are listed and described in Section VI.



Crossing near elementary school has no signage, lighting or crossing guards. These are opportunities for improvement and will increase safety for pedestrians and bikers.



SECTION I. INTRODUCTION

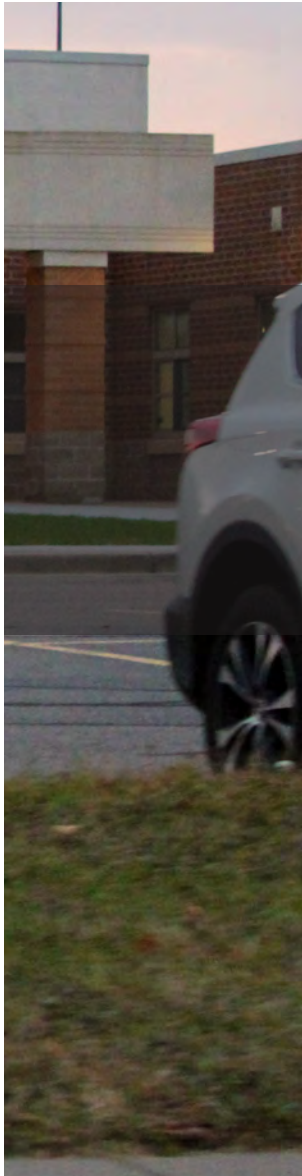
Safe Routes to School Program

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 the Bloomer area 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.



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. As of 2018, Wisconsin Department of Health Services reports that 67% of adults and 42% of high school students in the state are overweight or obese. In addition, children spend far less time being active than at any time in the past. 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 Es

In order to accomplish the goals of SRTS programs, the school district and City will use the “Six Es” framework: Engagement, Equity, Engineering, Encouragement, Education, and Evaluation. This comprehensive approach allows communities to maximize the number of students walking and biking to school.

Engagement

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

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.



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.

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.

Evaluation

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

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.

Background

Bloomer School District has a total enrollment of 1,259 K-12 students. Students attending Bloomer School District primarily live in the City of Bloomer. Large rural areas in the towns of Woodmohr, Cooks Valley, Bloomer and Auburn are also served by the district. BSD contains one elementary school (grades 4K-4), one middle school (5-8), and one high school (9-12). In the 2021-22 enrollment year BSD had 527 elementary school students, 371 middle school students, and 400 high school students.

In addition to BSD, this plan also includes SRTS planning for St. Paul's Catholic School which has a total enrollment of 106 students. MACS schools include one elementary school (4K-8).

Bloomer's 2020 population was 3,683. The towns of Auburn, Bloomer, Cooks Valley, and Woodmohr totaled 2,159. Some school attendance areas have experienced more growth than others, and it is anticipated that in the near future there will be additional residential development within the Bloomer School District boundary. However, a significant percentage of the areas where development will occur will be located in areas where students will be able to easily walk or bike to school, primarily due to distance.

Economic status of students is closely monitored in Wisconsin by the Wisconsin Department of Public Instruction (DPI). Students are considered economically disadvantaged if the 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 2020-21 school year, 40.4% of BSD students were considered economically disadvantaged. This can be further broken down as 38.5% of elementary students, 43.5% of middle school students, and 40.3% of high school students. The percent economically disadvantaged is given for each school in Section III of this plan. Data show that the percent of BSD considered to be economically disadvantaged has been on the rise over the past 15 years. Economically disadvantages students are more likely to rely on walking and biking to and from school.

Safe Routes to School Task Force

A SRTS task force is a group of people who represent different stakeholders of the SRTS program in the community and work together to develop and implement a plan to increase the number of students walking and biking to school. The BSD 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.



Previous Safe Routes to School Work

This is the first SRTS work that has been done by the City and Bloomer School District.

Vision and Goals

A vision and two goals were developed to bring the SRTS program into focus and to ensure it fits the specific needs and desires of school district and municipalities. It is important to revisit the vision and goals throughout the planning and implementation stages of the program to ensure that projects are heading in the intended direction and in a coordinated manner. There may be times when the vision and goals need to be updated to meet changes in the local environment. Kept current, they will help to lead toward a unified implementation and realization of the vision.

Vision:

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

Goals:

- » Make walking and bicycling safe ways to get to school
- » Encourage more children to walk or bike to school for increased physical activity

SECTION II. EXISTING CONDITIONS



Safe Routes to School Task Force

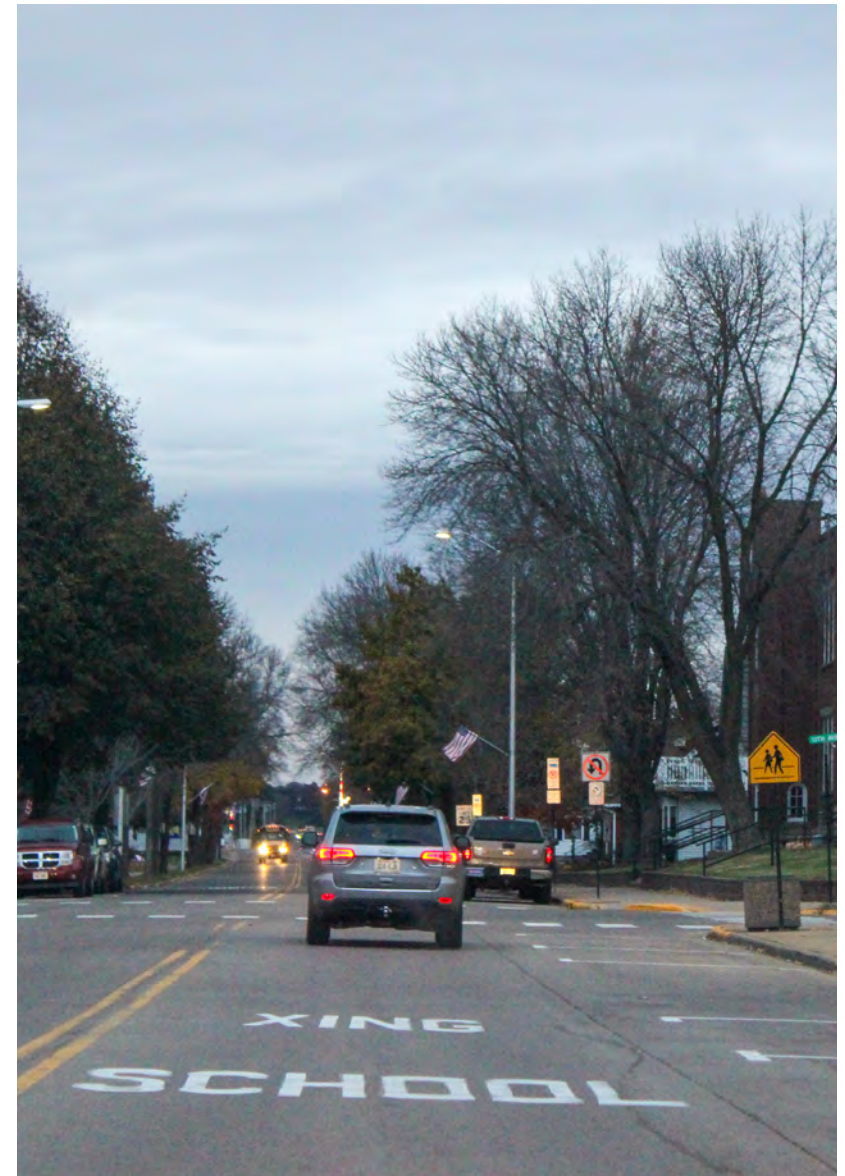
The Bloomer School District SRTS Task Force met four times beginning in September 2021. There were a variety of district-wide and school specific issues and opportunities that were brought up and discussed during the meetings. In addition, the task force reviewed all the survey data and parent comments 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 those who participated. Lastly, the Task Force reviewed all the proposed SRTS maps and made recommendations for changes and improvements.

Walk and Bike Audit

Walk and bike audits were performed at all schools in October 2021. During morning school drop-off, audits were conducted at all Bloomer School District schools and St. Paul's Catholic School. WCWRPC facilitated the audits, and volunteers at each school assisted and provided input on issues and opportunities. Numerous issues were either confirmed or discovered during the audits.

Excessive traffic speed and inattentive drivers were identified as a top concern district-wide. In addition, a variety of other issues, such as un-signed crosswalks, incomplete sidewalks, and dangerous crossings were noted at multiple schools. All issues and improvements were noted and are detailed for each school in Section III.



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 early October 2021. All schools completed the classroom tally sheets, except for the high school. Altogether, five percent of the trips were students walking to/from school and two percent of the trips were students biking to/from school (Figure 1) at Bloomer School District.

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

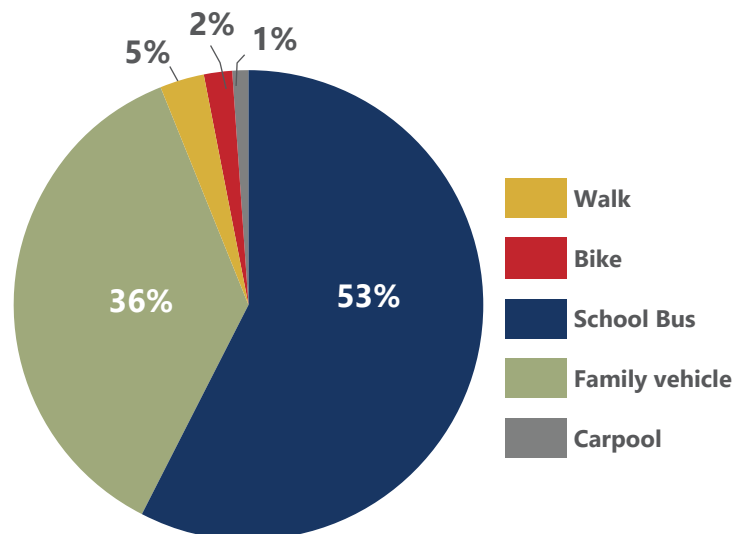


Figure 1: Chart showing total district student travel mode to/from school in percent (Classroom tally).

ability to walk to school in the A.M. as well. Figure 2 shows the results from each school along with the percentage of students that walk and bike compared to the percentage of students that live in the walk zone of the school that walk or bike to school.

Parent Surveys

The parent survey was made available for parents with children at all schools in Bloomer. There were a total of 257 responses to the survey. The number of surveys returned from each school ranged from 56 surveys at Bloomer High School to 77 surveys at Bloomer Elementary School. Of the responses, 28 percent stated that they lived within one mile of their school.

District-wide, the three most cited 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: 1) safety of intersections (44%), 2) speed of traffic along routes (42%), 3) lack of sidewalks or pathways (33%). The table on page 24 shows which issues are most important at each school.

The opposite table shows solutions to the issues identified, and how fixing the issues would change a parent's opinion on letting their child walk or bike to school. The most cited variables with potential to drive change included 1) safety of intersections (51%), 2) sidewalks or pathways (47%), and 3) crossing guards (40%).



WALK/BIKE TO SCHOOL PERCENTAGES

School	Walk	Bike	Walk + Bike
Middle School	5%	4%	9%
Elementary School	1%	0.8%	1.8%
St. Paul's	3%	2%	5%

Figure 2: Percentage of students that walk or bike to school based on total attendance at each school as determined from 2021 classroom tally. All MACS schools have

Another key finding from the parent survey is the parent’s perception of how schools encourage or discourage walking and biking to/from school. 90 percent of the parents stated that their child’s school neither encourages or discourages walking and biking to/from school. Six percent of the respondents answered that the school encouraged or strongly encouraged walking and biking 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 considered to be walkable and where bus transportation is not provided. Some districts have specific distances for walk zones. Walk zones for BSD schools are determined by the Hazard Transportation policy. These walk

zones can be seen on the map on page 29. The largest walk zone is for the parochial school.

Crossing Guards

While BSD does not employ adult crossing guards, they are interested in having them in the future. During the walk and bike audits, there were opportunities to have discussions with the supervisors 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. The main concerns brought up by supervisors included speed of traffic, unmarked intersections, and vehicles not obeying traffic controls.

Sidewalks

Sidewalks are the most important infrastructure to ensure safe walking in a community. In addition, due to road and traffic conditions, bicyclists often use sidewalks instead of riding in the street. It is important for a community to have a connected and expansive sidewalk system.

Without sidewalks, pedestrians and many bicyclists are extremely more susceptible to being involved in a crash. The maps on page 28 show where the City has sidewalks and where the City does not have sidewalks.

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	Number of surveys	Distance	Convenience of driving	Time	Child's participation in after-school activities	Speed of traffic	Sidewalks or pathways	Safety of intersections	Crossing guards	Violence or crime	Weather or climate
High School	55	53%	5%	20%	11%	38%	36%	40%	11%	11%	29%
Middle School	60	62%	8%	13%	10%	45%	37%	49%	19%	13%	20%
Elementary School	76	67%	9%	21%	11%	44%	36%	43%	21%	20%	20%
St. Paul's	63	59%	6%	29%	11%	41%	21%	40%	11%	27%	30%
All surveys	257	61%	7%	21%	11%	42%	33%	44%	16%	18%	35%

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

40-50% 50-60% 60%+

Schools	Distance	Convenience of driving	Time	Child's participation in after-school activities	Speed of traffic	Sidewalks or pathways	Safety of intersections	Crossing guards	Violence or crime	Weather or climate
High School	49%	33%	40%	31%	53%	51%	56%	45%	31%	40%
Middle School	48%	27%	37%	42%	53%	55%	58%	52%	37%	40%
Elementary School	30%	25%	34%	29%	51%	54%	55%	47%	41%	37%
St. Paul's	36%	7%	22%	3%	32%	25%	36%	14%	25%	22%
All surveys	40%	23%	33%	26%	24%	47%	51%	40%	34%	34%



Map of Bloomer School District

The map to the right shows the Bloomer School District boundary and the locations of the elementary, middle, and high schools, as well as the two parochial schools.

Legend



Schools

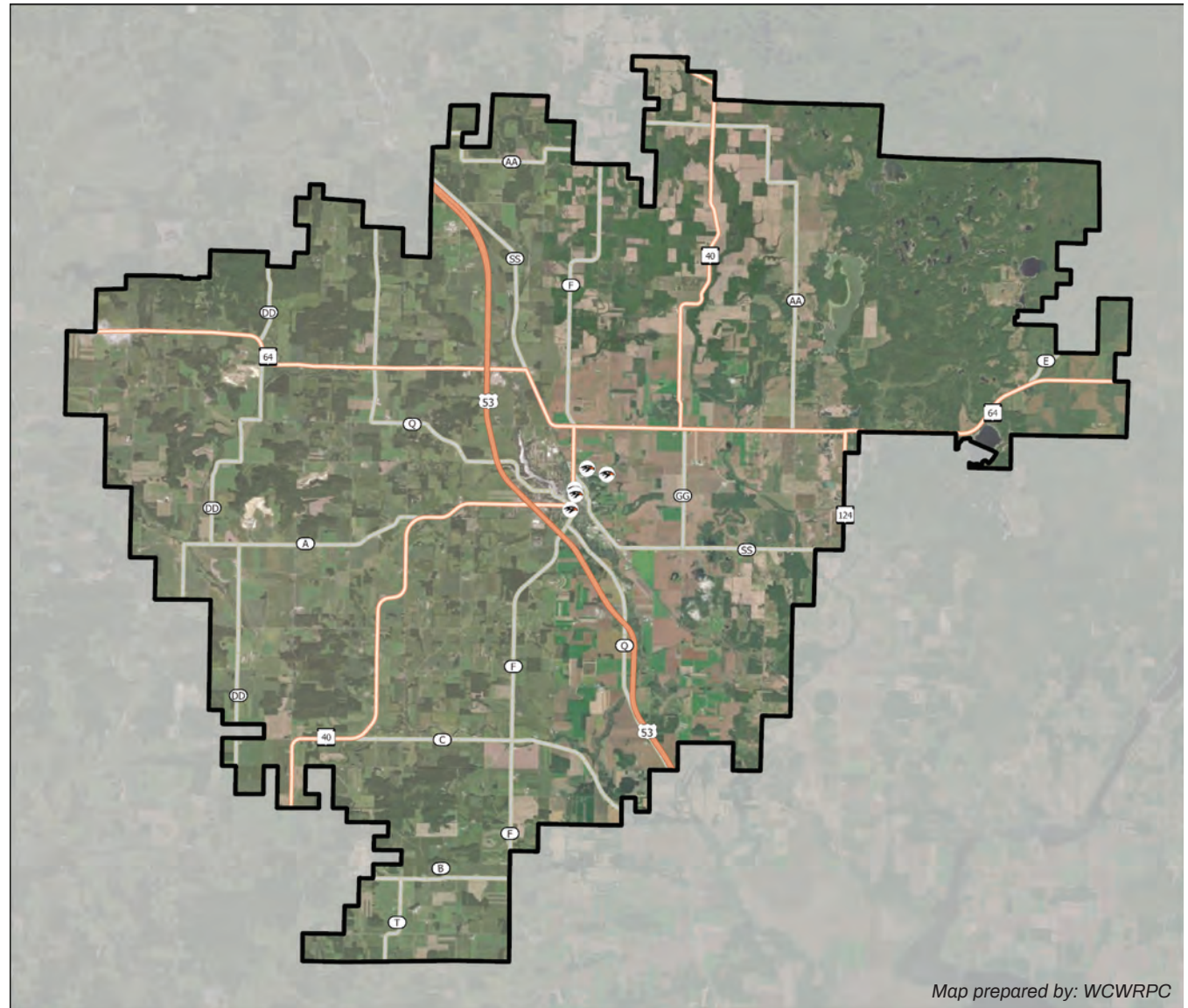


School District Boundary

October 2021



Data Sources:
2018 Aerial Image (USDA)
Bloomer School District



Map prepared by: WCWRPC

Sidewalk Map

The map to the right shows the City of Bloomer and the locations of existing sidewalks and where there are no sidewalks.

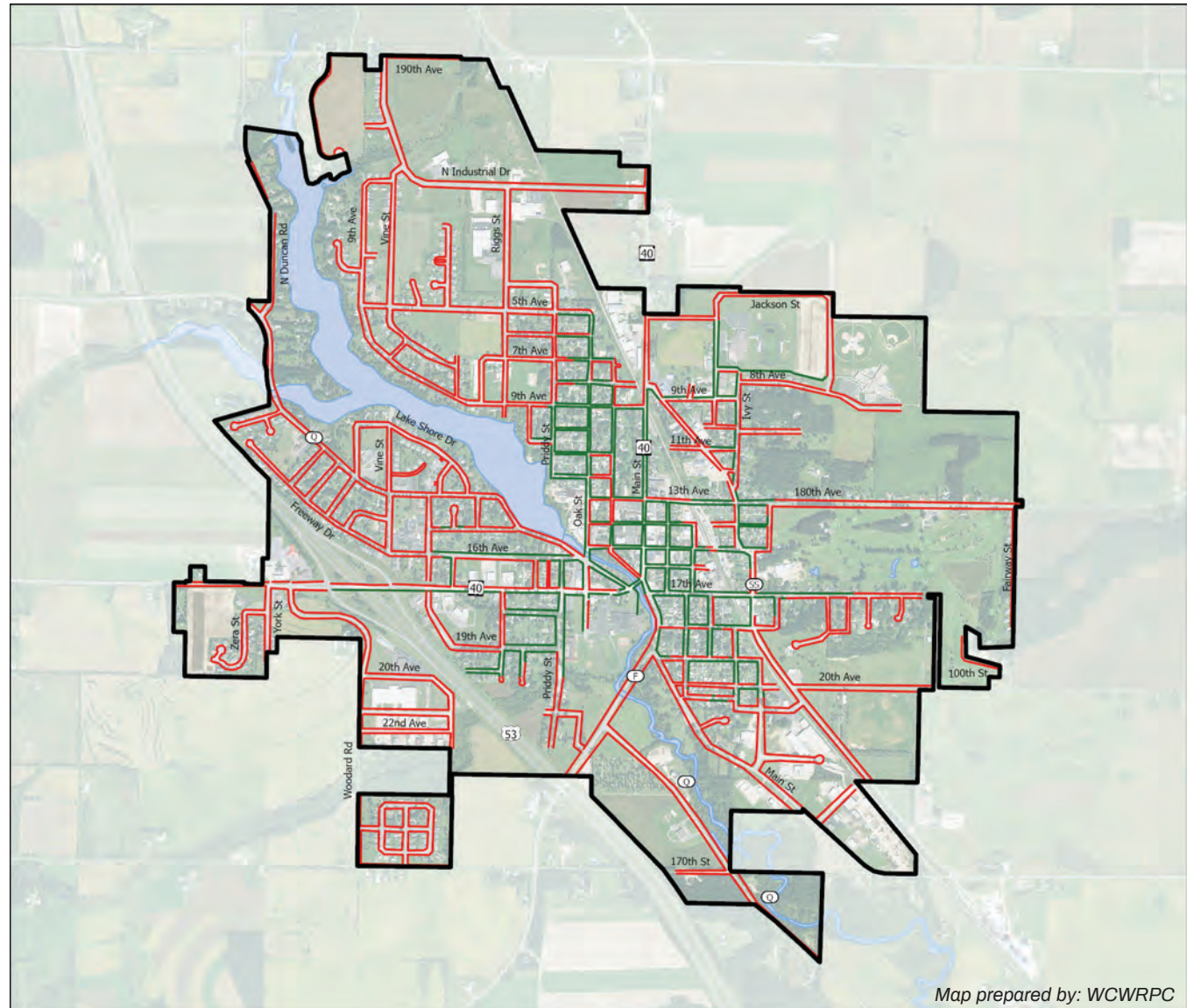
Legend

-  No Sidewalk
-  Existing Sidewalks
-  City of Bloomer Boundary

October 2021



Data Sources:
 2018 Aerial Image (USDA)
 Bloomer School District
 City of Bloomer



Map prepared by: WCWRPC



Map of Bloomer School District's Walk Zones

The map to the right shows the Bloomer School District's walk zones for both the Public and the Parochial Schools. These are the areas where kids do not get bused to school. High School walk zone is entire City limits.

Legend



Public Schools



Parochial Schools



Public Schools



Parochial Schools

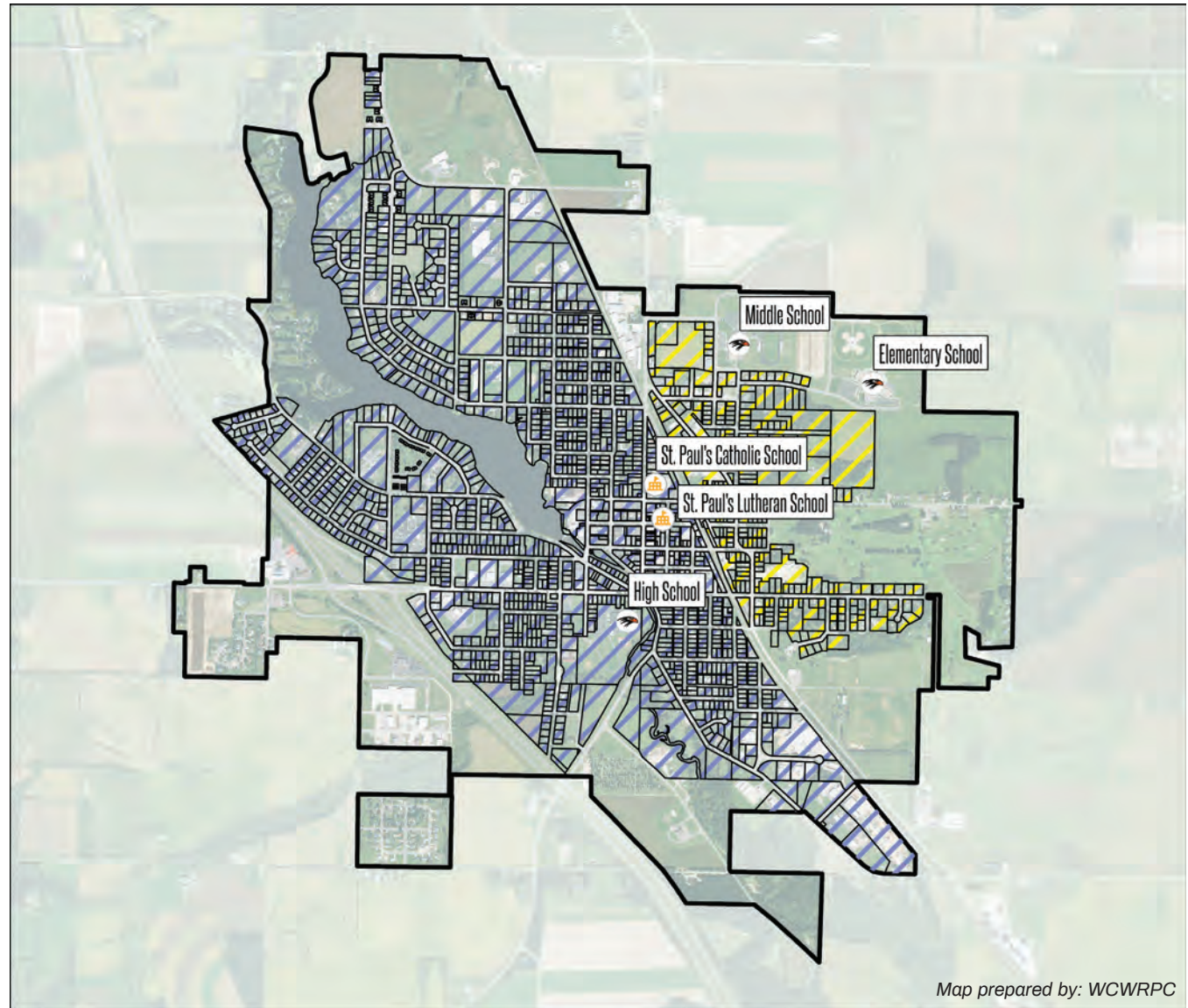


City of Bloomer Boundary

October 2021



Data Sources:
2018 Aerial Image (USDA)
Bloomer School District










Map prepared by: WCWRPC

Walk Zones & Sidewalks

The map to the right shows the Bloomer School District's Walk Zones, and the areas where sidewalks are present and where they do not currently exist.

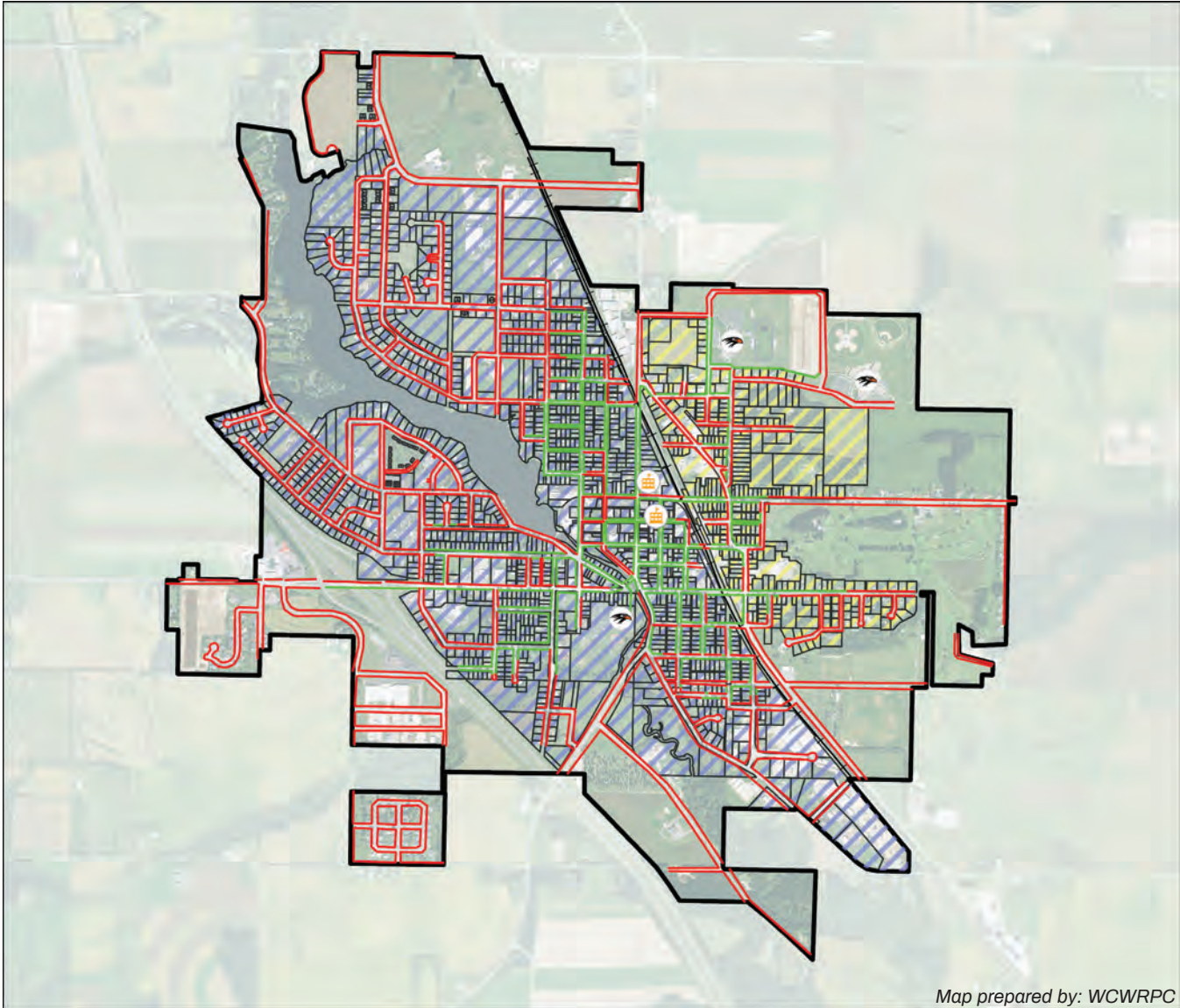
Legend

-  Public Schools
-  Parochial Schools
-  Public Schools
-  Parochial Schools
-  No Sidewalk
-  Existing Sidewalks
-  City of Bloomer Boundary

October 2021



Data Sources:
 2018 Aerial Image (USDA)
 Bloomer School District








Map prepared by: WCWRPC



Map of Bloomer School District's Hazardous Busing Zones

The map to the right shows the Bloomer School District's Hazardous Busing Zones for both the Public and the Parochial Schools. These are the areas where kids can get bused to school. The walk zone for high school students is the entire city limits.

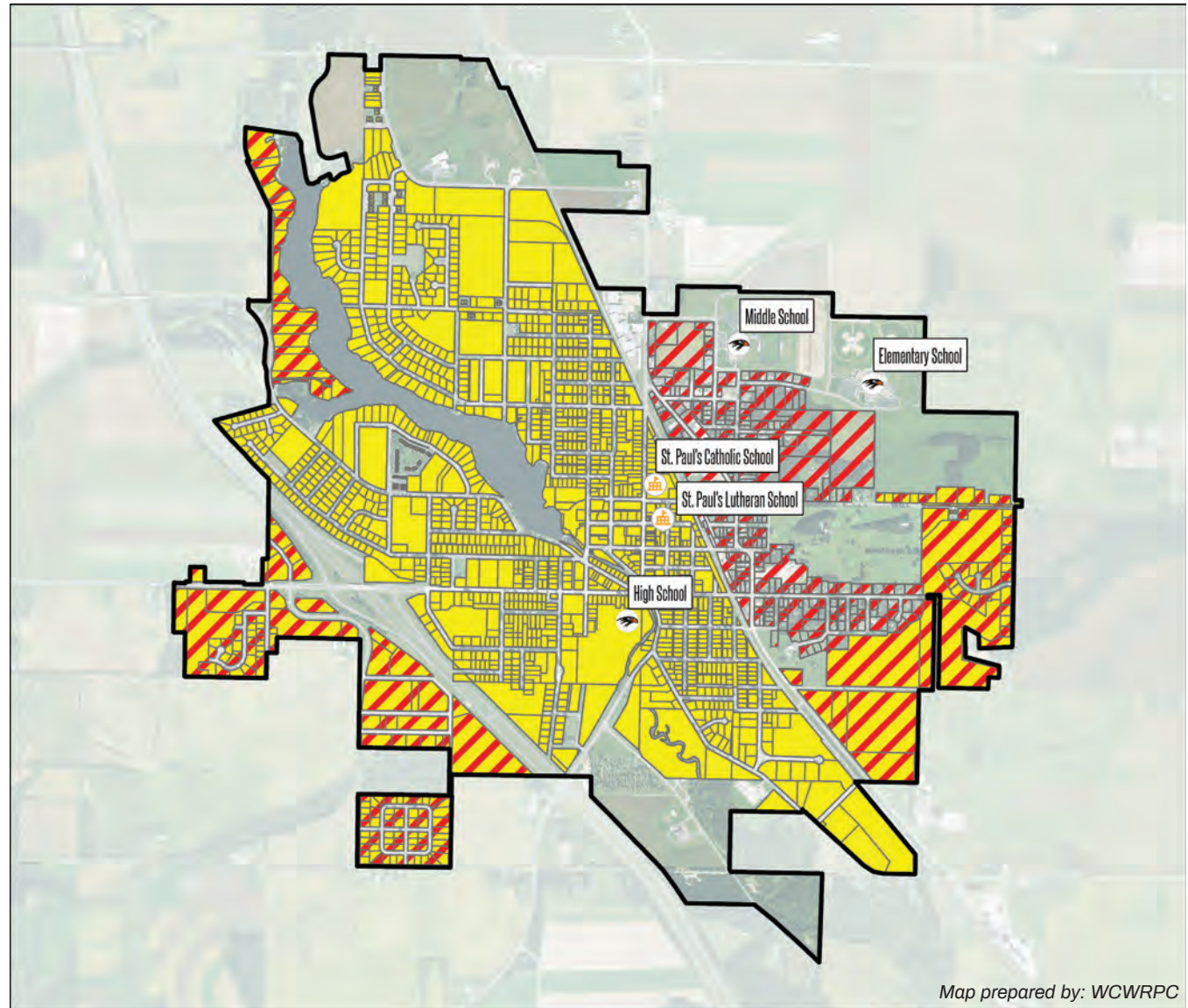
Legend

-  Public Schools
-  Parochial Schools
-  Public Schools
-  Parochial Schools
-  City of Bloomer Boundary

October 2021



Data Sources:
2018 Aerial Image (USDA)
Bloomer School District



Map prepared by: WCWRPC

Heat Map of Crashes

The map to the right shows the location of all crashes reported in the City of Bloomer between 2011-2020.

Legend

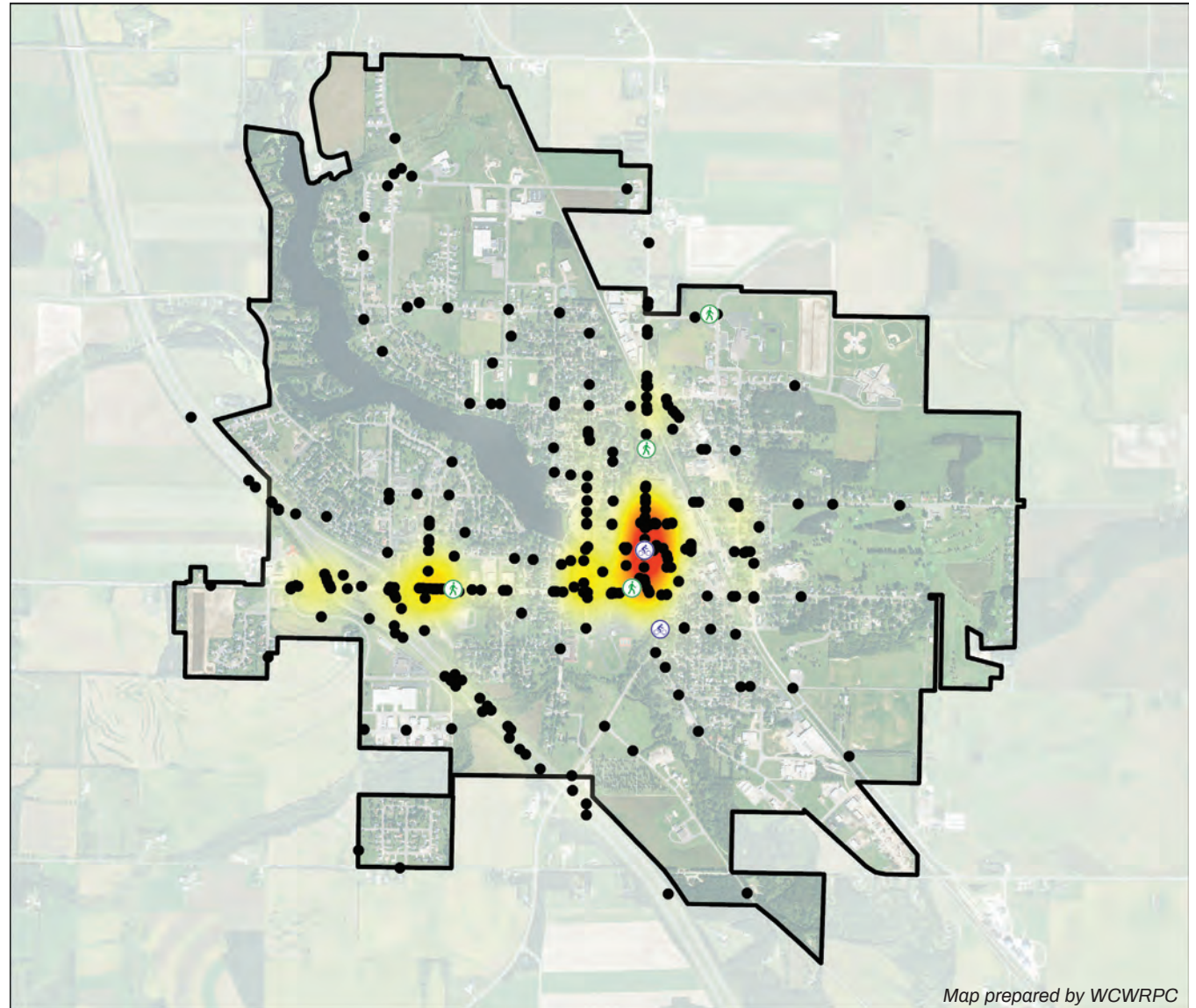
- Crash Location (349)
- 🚶 Pedestrian Involved (4)
- 🚲 Bicycle Involved (3)
- City of Bloomer Boundary

Crash Density
Low High

October 2021

0 0.25 0.5 Miles

Data Sources:
2018 Aerial Image (USDA)
Bloomer School District



Map prepared by WCWRPC



CRASHES INVOLVING CHILDREN (AGES 5-18)

2016 THROUGH 2020

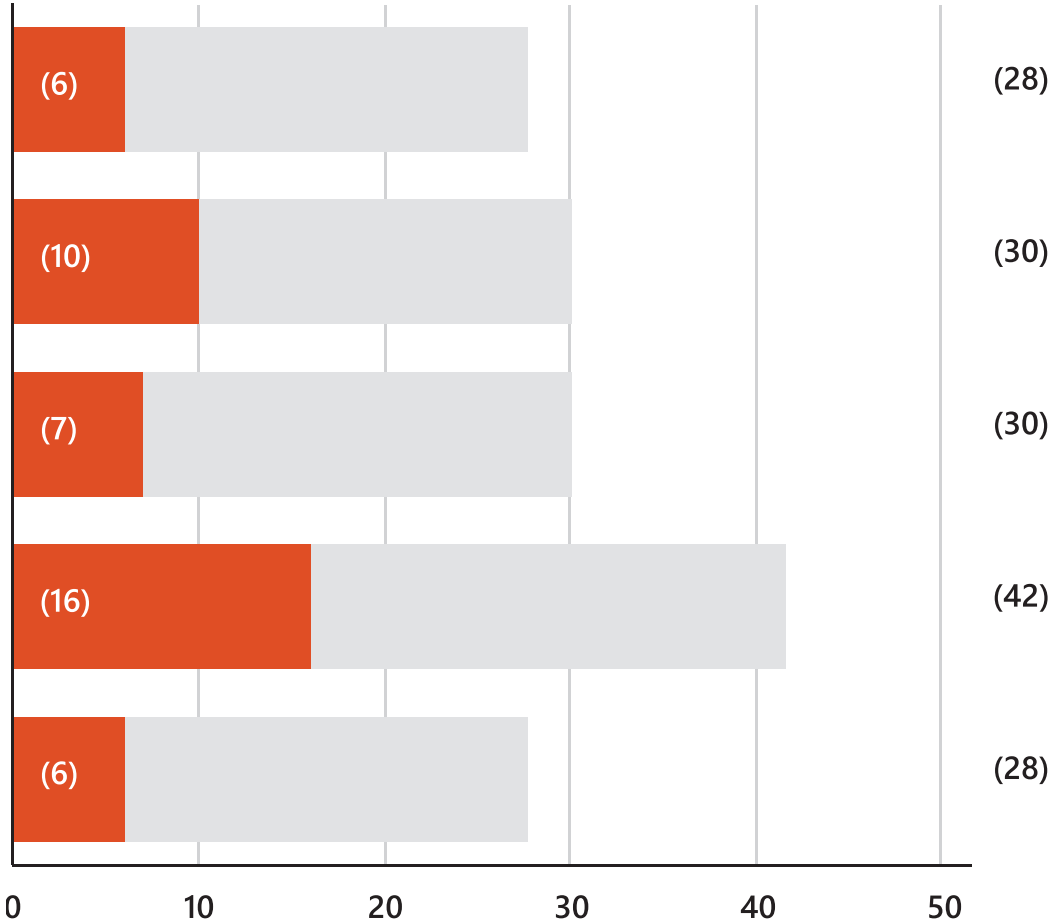
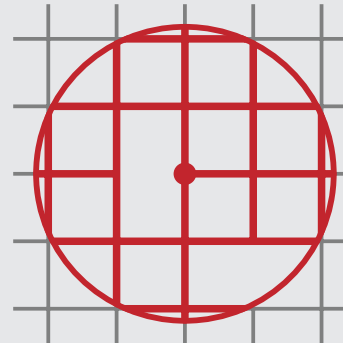


Figure 3: This graph shows the number of reported crashes involving children each year compared to total crashes 2016 through 2020.

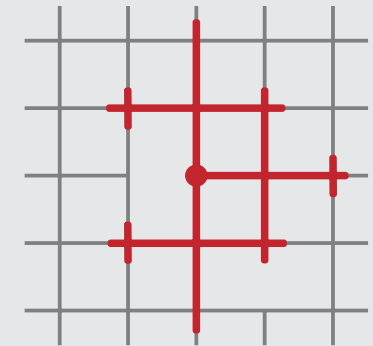
Walksheds

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

Crow Flies Radius Network










Walkshed Network



Walkshed and Sidewalks

The map to the right shows the 1 mile and 1/2 mile walksheds for high school. It also shows the areas within the walkshed where sidewalks are present and where they are not.

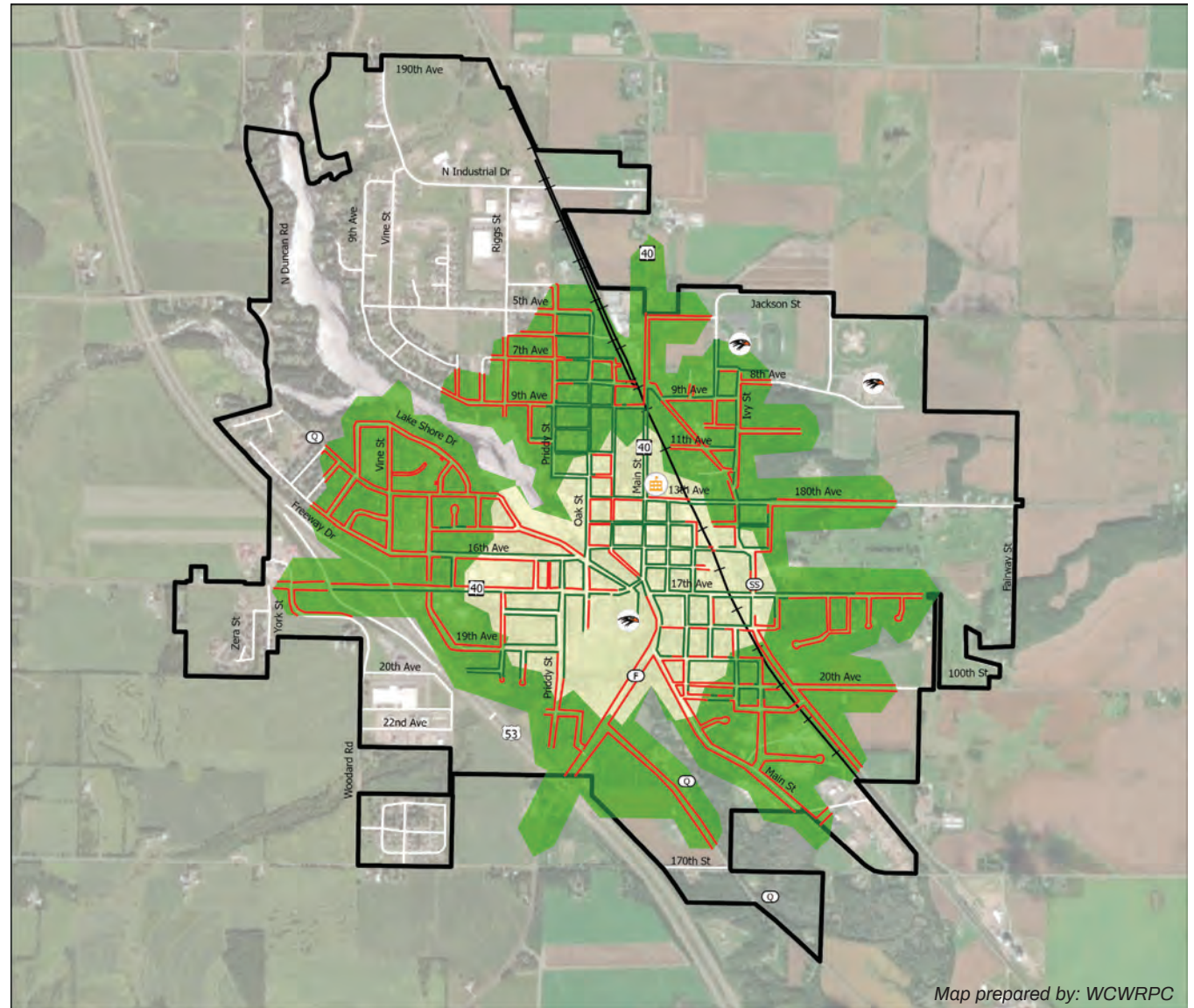
Legend

-  Public Schools
-  Parochial Schools
-  No Sidewalks
-  Existing Sidewalks
-  1 Mile Walkshed
-  1/2 Mile Walkshed
-  City of Bloomer Boundary

October 2021



Data Sources:
2018 Aerial Image (USDA)
Bloomer School District










Map prepared by: WCWRPC



Walkshed and Sidewalks

The map to the right shows the 1 mile and 1/2 mile walksheds for the middle school. It also shows the areas within the walkshed where sidewalks are present and where they are not.

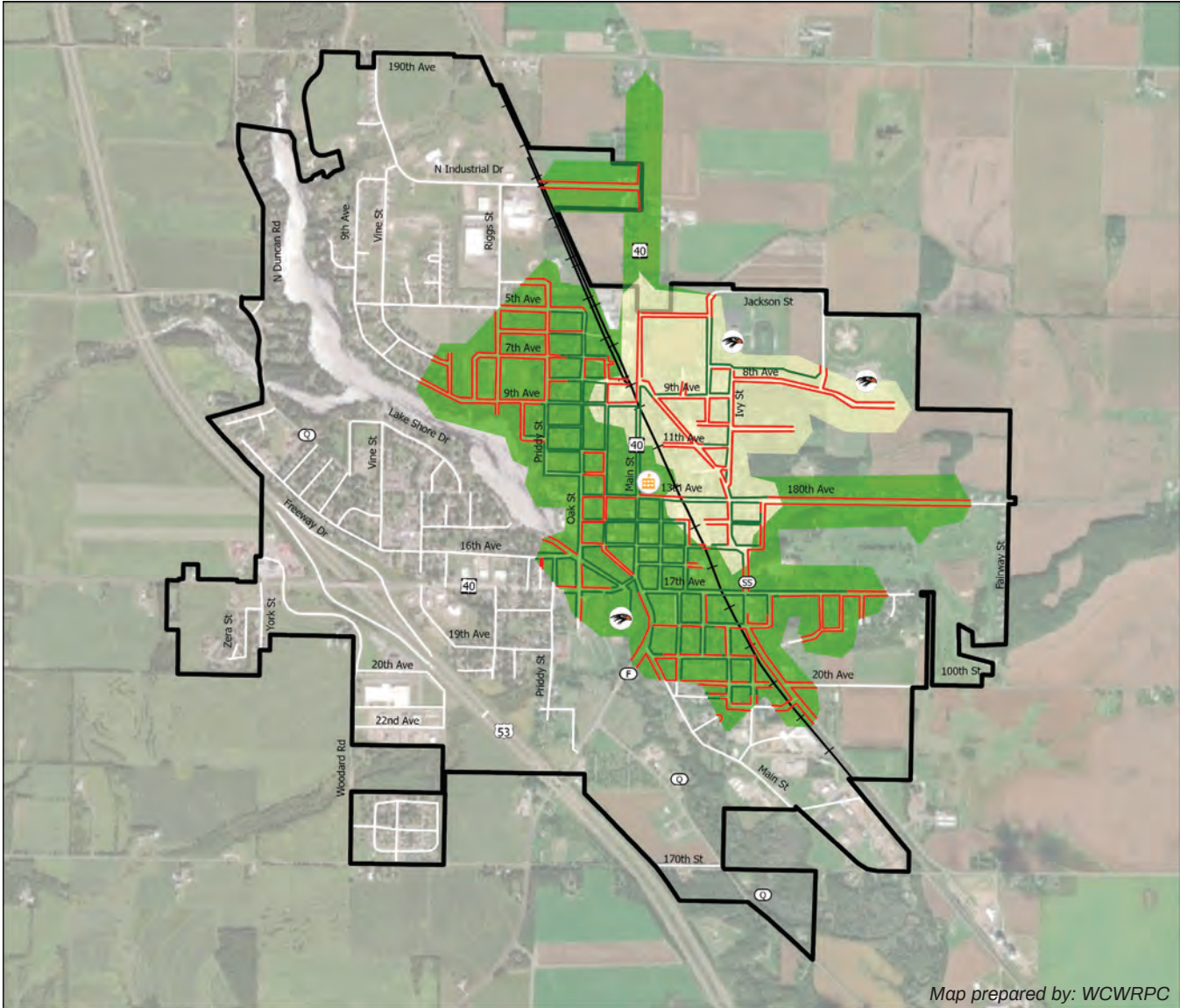
Legend

-  Public Schools
-  Parochial Schools
-  No Sidewalks
-  Existing Sidewalks
-  1 Mile Walkshed
-  1/2 Mile Walkshed
-  City of Bloomer Boundary

October 2021



Data Sources:
2018 Aerial Image (USDA)
Bloomer School District










Map prepared by: WCWRPC

Walkshed and Sidewalks

The map to the right shows the 1 mile and 1/2 mile walksheds for the elementary school. It also shows the areas within the walkshed where sidewalks are present and where they are not.

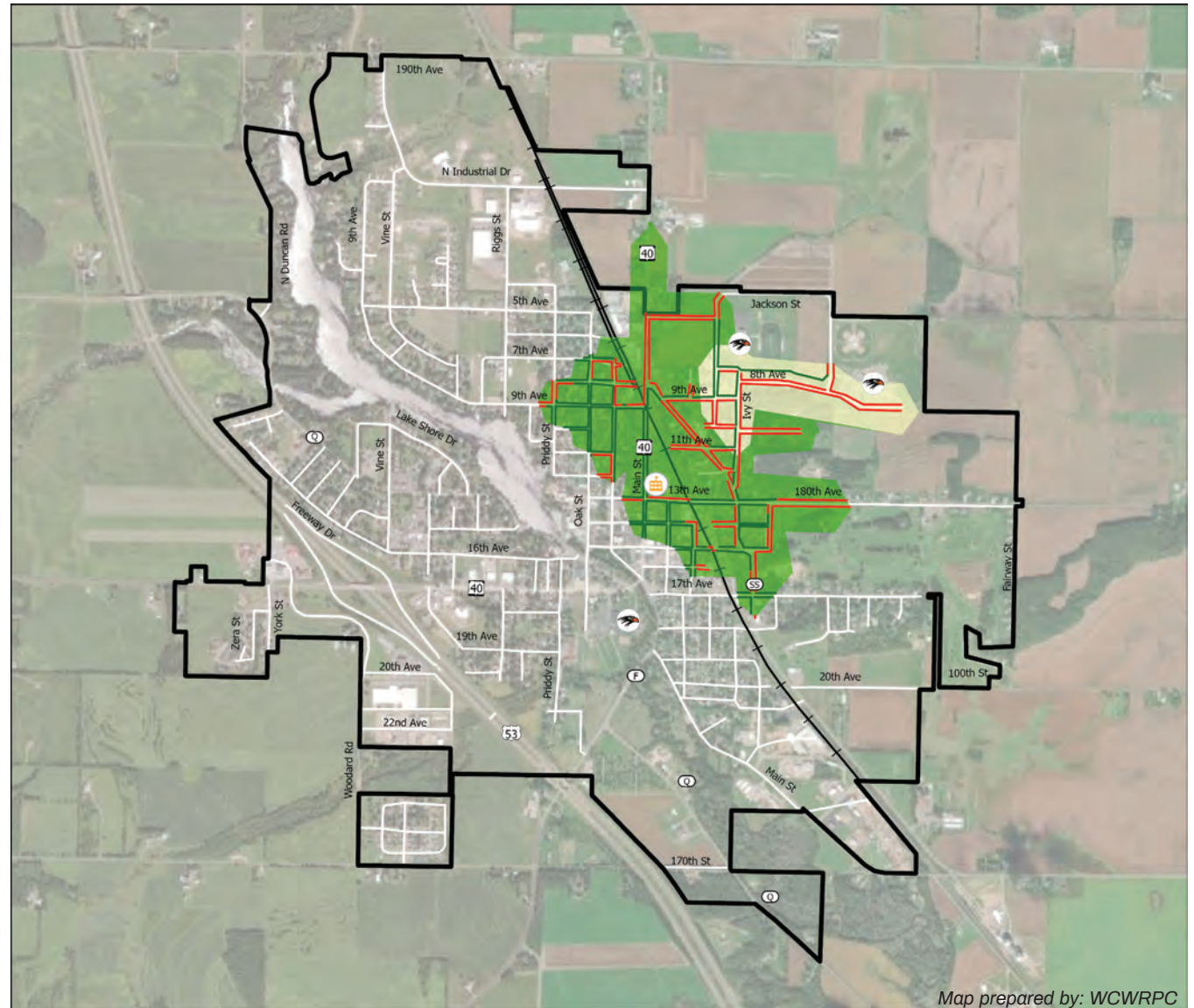
Legend

-  Public Schools
-  Parochial Schools
-  No Sidewalks
-  Existing Sidewalks
-  1 Mile Walkshed
-  1/2 Mile Walkshed
-  City of Bloomer Boundary

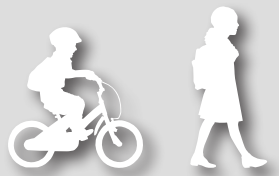
October 2021



Data Sources:
2018 Aerial Image (USDA)
Bloomer School District










Map prepared by: WCWRPC



Walkshed and Sidewalks

The map to the right shows the 1 mile and 1/2 mile walksheds for St. Paul's Catholic School. It also shows the areas within the walkshed where sidewalks are present and where they are not.

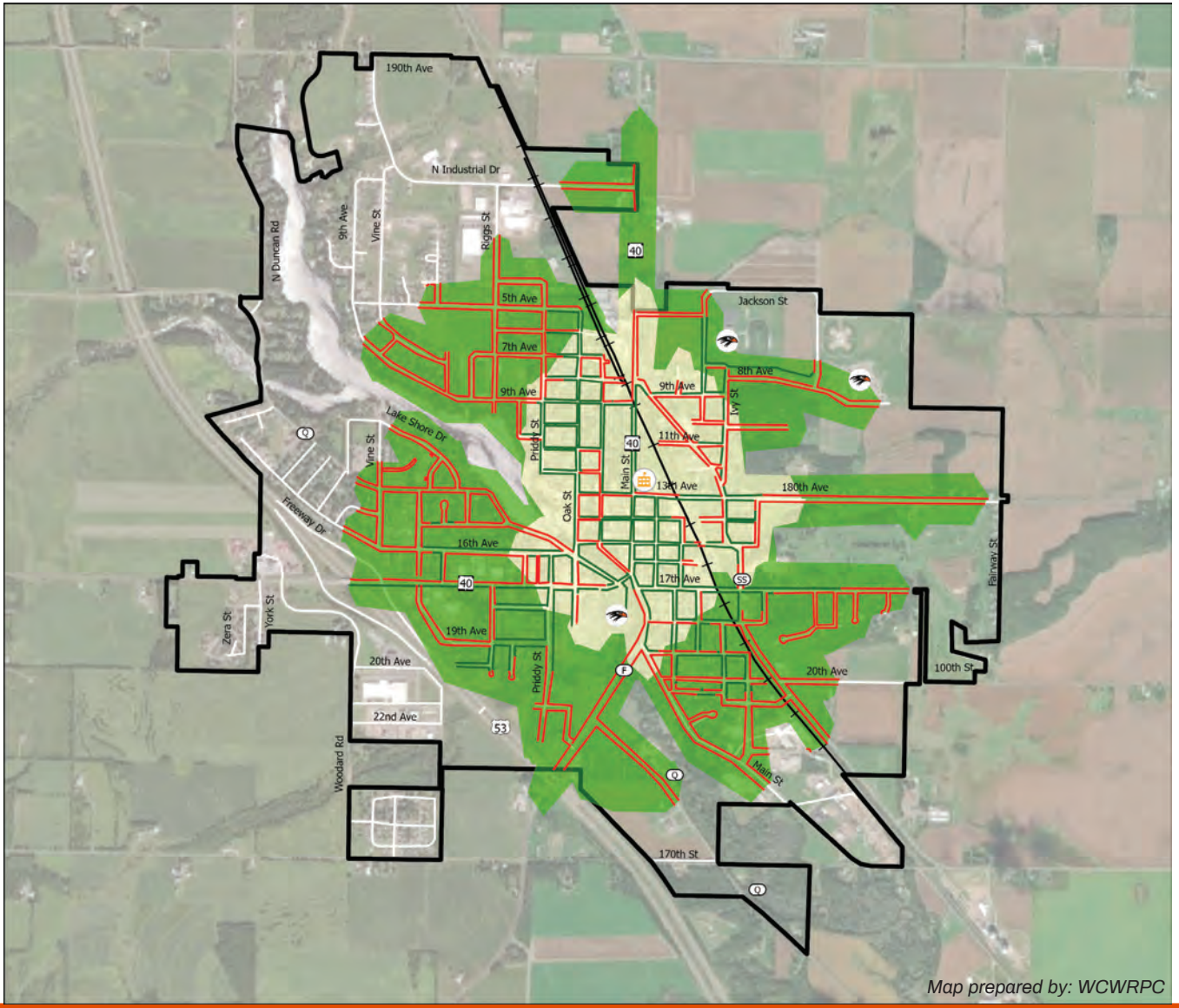
Legend

-  Public Schools
-  Parochial Schools
-  No Sidewalks
-  Existing Sidewalks
-  1 Mile Walkshed
-  1/2 Mile Walkshed
-  City of Bloomer Boundary

October 2021



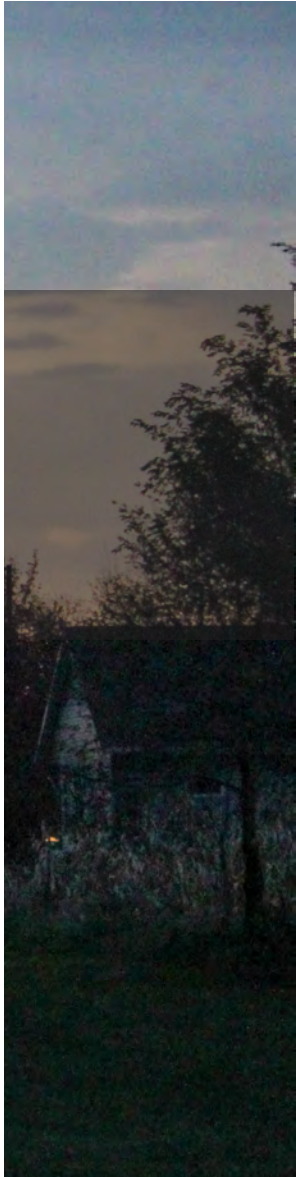
Data Sources:
 2018 Aerial Image (USDA)
 Bloomer School District



Map prepared by: WCWRPC



SECTION III. SCHOOL ISSUES AND STRATEGIES



Working closely with the school district 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 discussion with the school superintendent, and other school staff. Many of the proposed strategies stemmed from these meetings.

The following pages include lists of strengths, issues, and strategies/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 middle and elementary school 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,

44% & 42%
ranked **Safety of Intersections and Speed of Traffic** as their biggest concerns for allowing their children to walk or bike to school.

Of all parents surveyed,

40% - 51%
indicated that **Safer intersections, incorporating more sidewalks/pathways, and reducing speed of traffic,** would help them feel more comfortable with allowing their child to walk or bike to school.



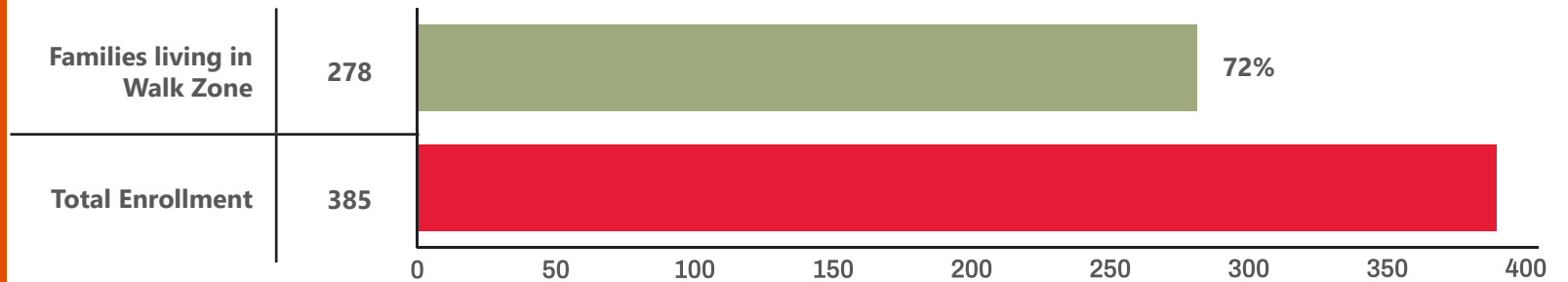
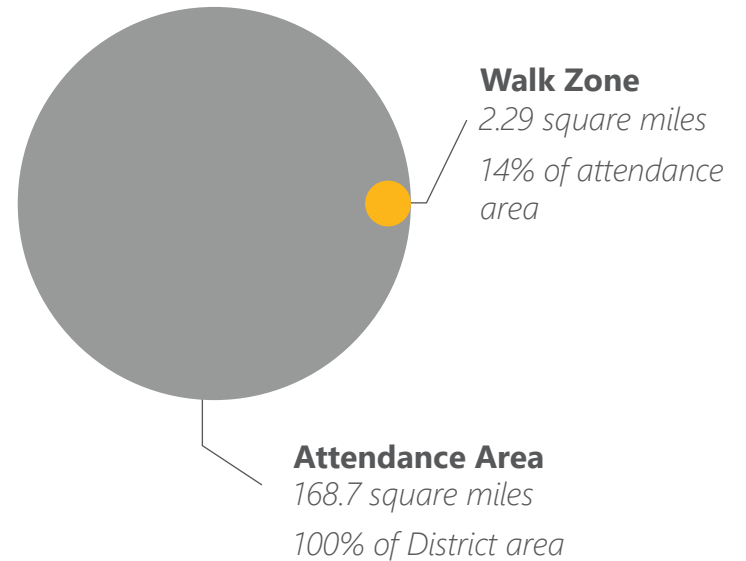
Number of Students
385

Economically Disadvantaged
40%

BLOOMER HIGH SCHOOL

The graphic to the right shows the proportion of the walk zone in relation to the size of the attendance area for the school. The high school's walk zone is the entire city limits.

The graph below shows the number of students that walk or bike to school, the number of students who live in the walk zone, and total enrollment for the school. The school did not complete a classroom tally sheet. However, it was observed that Bloomer High School has one of the lowest percentages of students walking/biking compared to the number of students in their walk zone.









Map of Bloomer School District's Safe Routes

The map to the right shows the Bloomer School Districts designated Safe Routes to School. These are the routes that students who walk or bike to school should take.

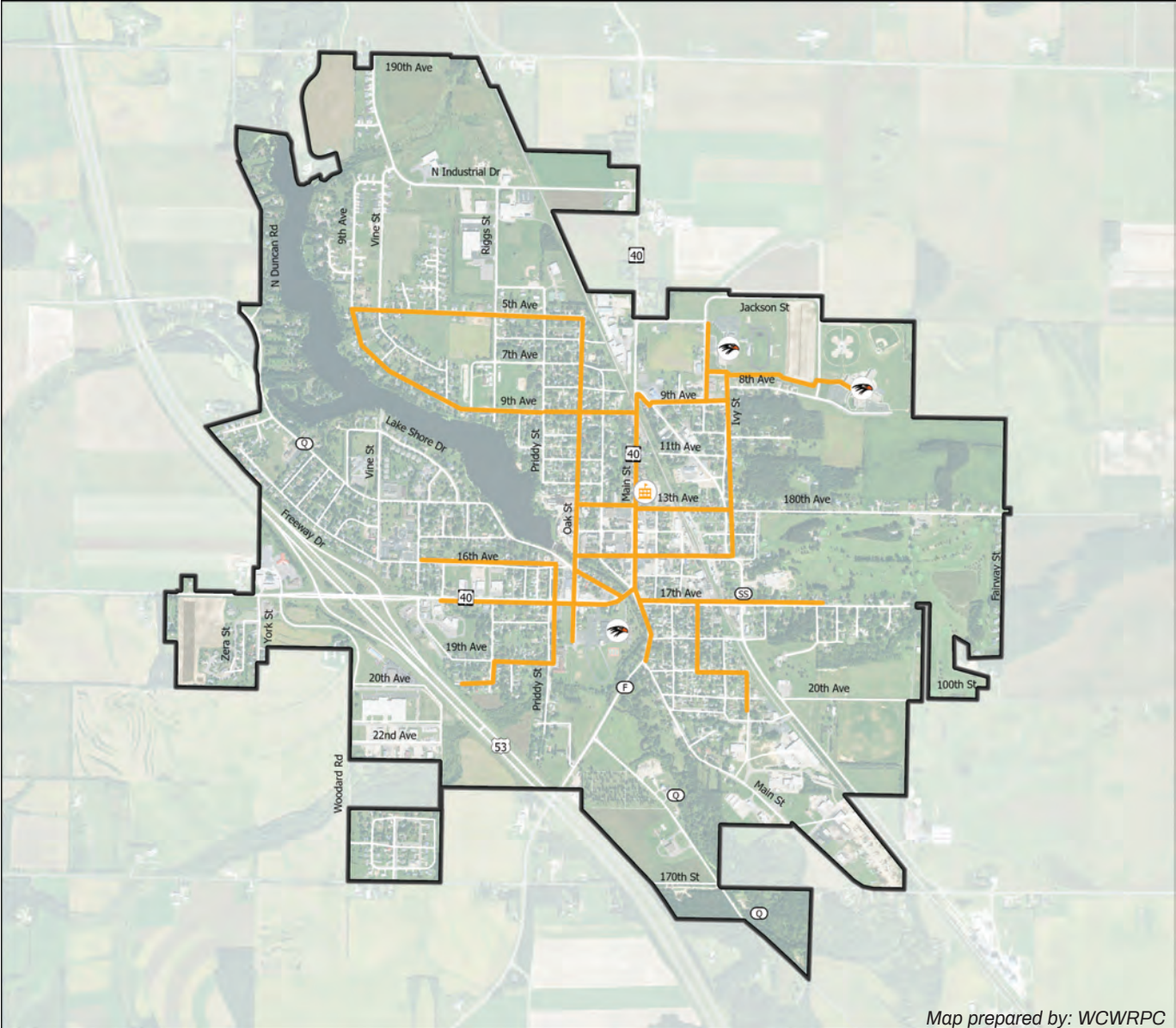
Legend

-  Public Schools
-  Parochial Schools
-  Safe Routes
-  City of Bloomer Boundary

October 2021



Data Sources:
 2018 Aerial Image (USDA)
 Bloomer School District



Map prepared by: WCWRPC

Strengths

1. Flashing pedestrian signs work well on 17th.
2. There is a bike rack located at the front entrance.
3. Many crosswalks have painted street markings.
4. "School Xing" is painted before several crossings.

Issues

1. There is no pedestrian crossing signage at 17th and Duncan, and western entrance.
2. Traffic is heavy along 17th and most vehicles are speeding.
3. Signage along school zone is faded and inconsistent.
4. The school is less visible, so people do not know that they are in a school zone.
5. Many crosswalks are faded and not visible.
6. Students walk to and from downtown throughout the day. These students cross 17th at various locations.

Strategies/Opportunities

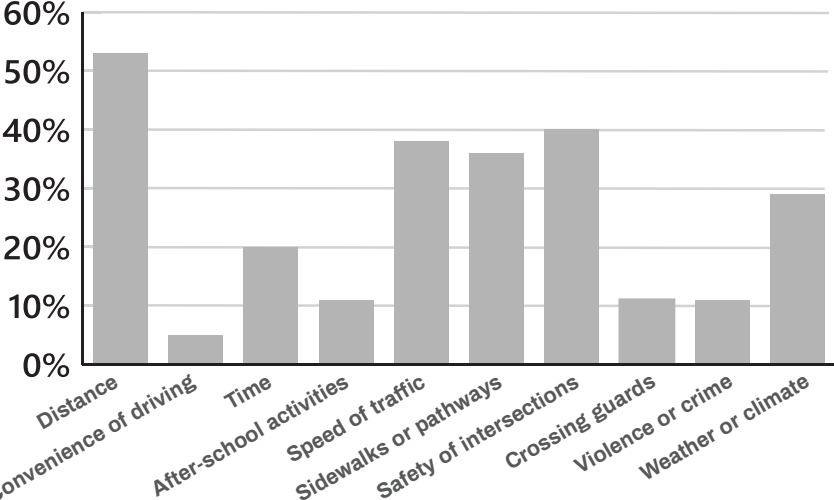
1. Look into options to improve student driver traffic flow at arrival and dismissal times. (Short-term)
2. Increase safety and help traffic flow along 17th.
 - Paint edge lines on the travel lanes to narrow them. (Short-term)
 - Designate bike lanes if there is enough room for them. (Short-term)
 - Install bump-outs at Riggs and 17th and at Duncan at 17th. (Medium-term)
3. Install flashing pedestrian signs at 9th and Highway 40 crossing. (Short-term)
4. Construct sidewalks on both sides of Newman. (Medium-term)

5. Install zebra patterned crosswalks at 17th intersections with Duncan, Oak, Priddy, and parking lot entrance. (Short-term)
6. Repaint crosswalks annually or as needed to maintain visibility. (Ongoing)
7. Move bike parking to a concrete surface and purchase new bike racks. (Short-term)
8. Where they are not located, install pedestrian crossing signs at uncontrolled intersection crossings. (Short-term)
 - Oak and 17th
 - Parking lot entrance and 17th
 - Duncan and 17th
 - 16th and Main
 - 14th and Main
 - 9th and Highway 40
 - Oak and Duncan
 - Oak and 14th
9. Look into options for a pedestrian bridge connecting 18th to school. (Medium-term)
10. Paint the pavement at the 17th/Main/Newman intersection for neighborhood beautification and traffic calming. This artwork could include a BSD theme and/or City theme. (Medium-term)
11. Update signage where needed to safety green/yellow School Zone sign. (Short-term)
12. Extend sidewalk from Thompson to York on 16th or paint a walking lane. (Medium-term)

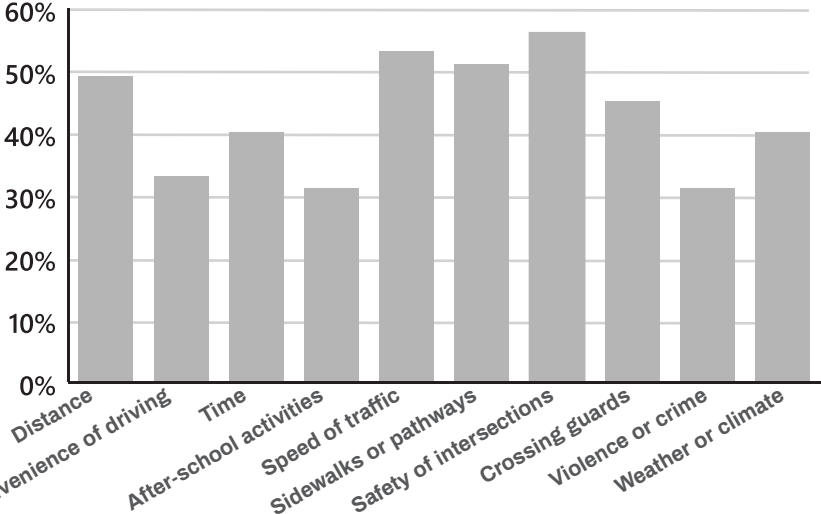
Bloomer High School



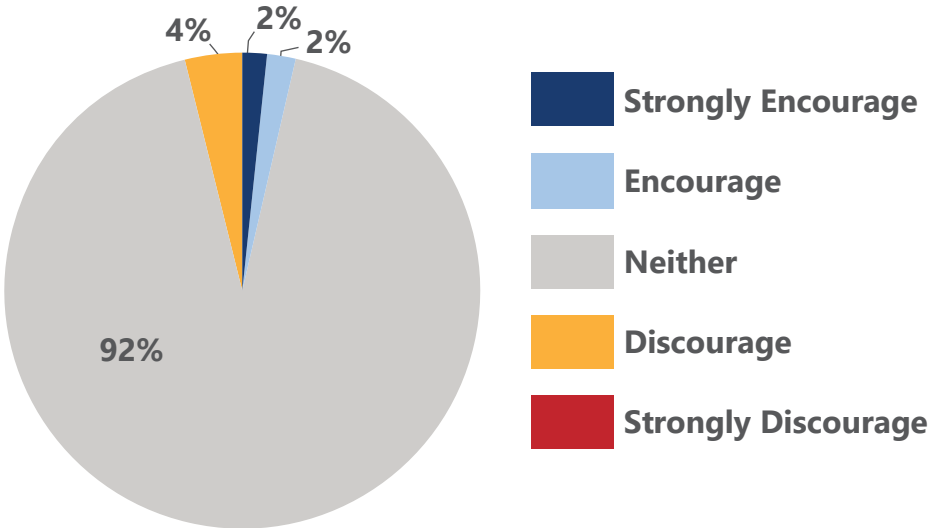
(No graphic - school did not complete Classroom Tally Sheet)



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



The graph above shows which issues, if resolved, would result in parents allowing 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 waking/biking to/from school?"



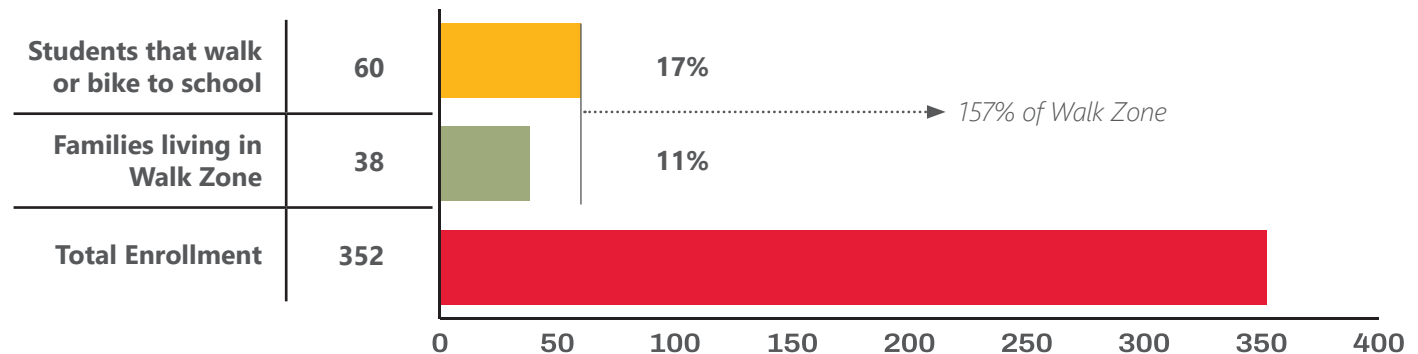
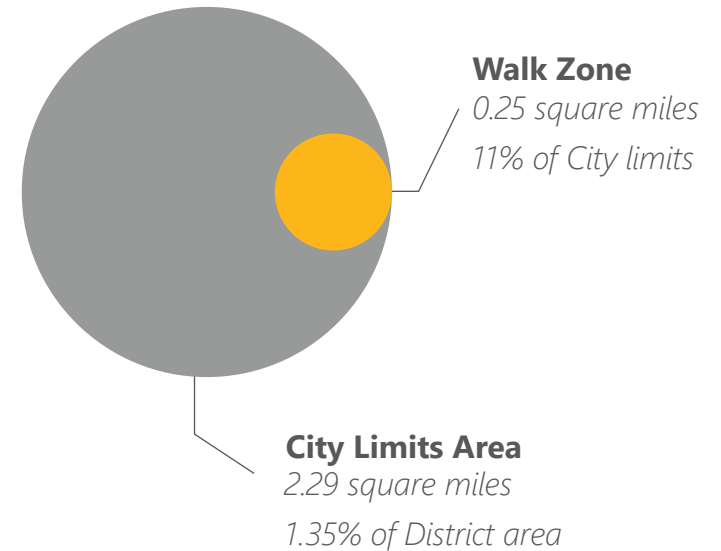
Number of Students
352

Economically Disadvantaged
44%

BLOOMER MIDDLE SCHOOL

The graphic to the right shows the proportion of the walk zone in relation to the size of the City limits. The middle and the elementary school share the same walk zone.

The graph below shows the number of students that walk or bike to school, the number of students who live in the walk zone, and total enrollment for the school. Estimates of the number of students that walk or bike to school were taken from classroom tally sheets that were administered to students. Bloomer Middle School has 17 percent of students walking/ biking compared to the number of students enrolled.





Map of Bloomer School District's Safe Routes

The map to the right shows the Bloomer School Districts designated Safe Routes to School. These are the routes that students who walk or bike to school should take.

Legend



Public Schools



Parochial Schools



Safe Routes

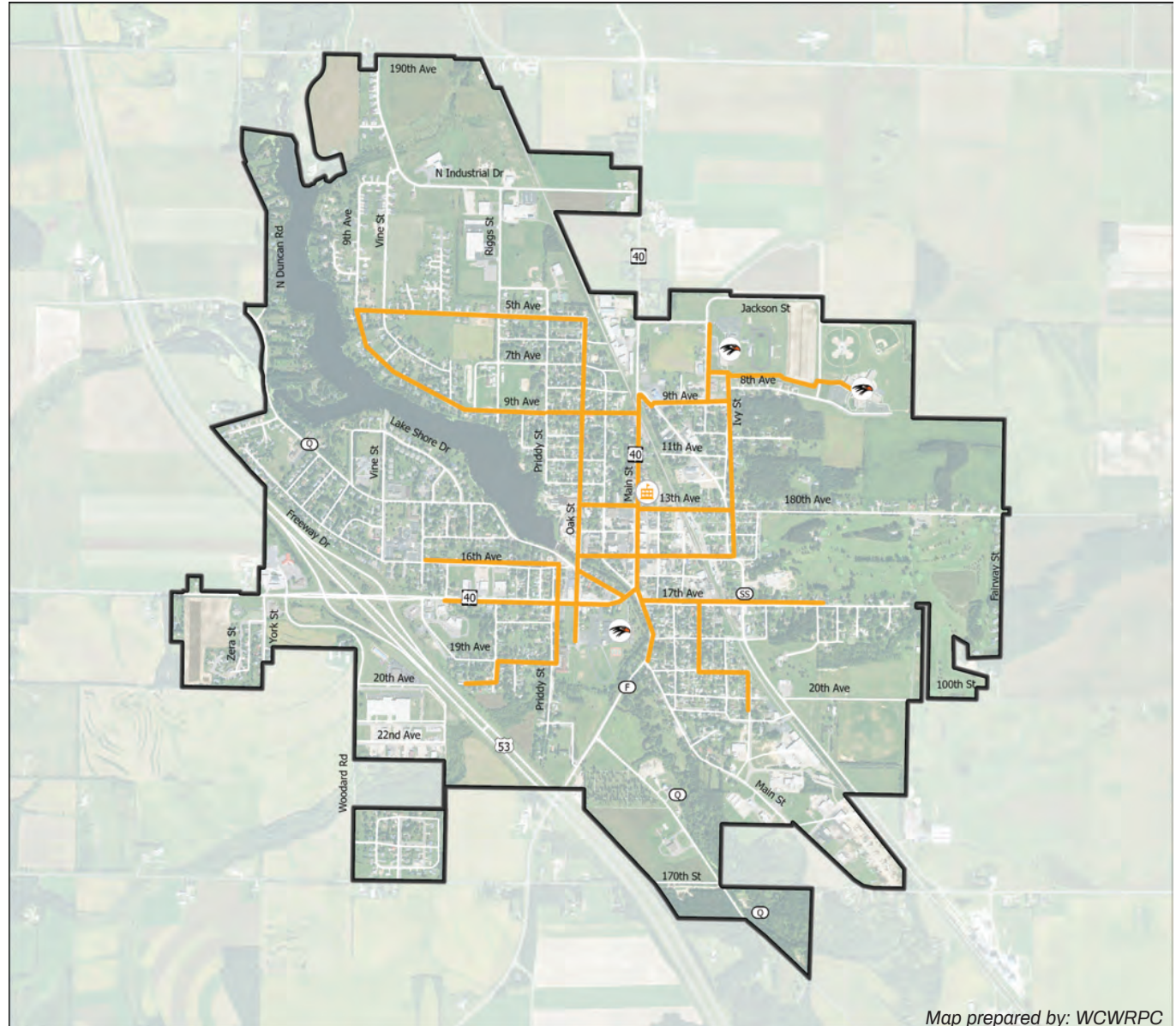


City of Bloomer Boundary

October 2021



Data Sources:
2018 Aerial Image (USDA)
Bloomer School District



Map prepared by: WCWRPC

Strengths

1. There is plenty of bike parking in good condition.
2. "School Xing" painted before several intersection crossings.

Issues

1. Many crosswalks do not have signage.
2. Day Care adds more congestion in the morning.
3. Families that have students at multiple school will drop off on Jackson/Ivy or 8th/Ivy.
4. Not all designated routes have sidewalks or bike lanes.
5. Path to middle school is too narrow for multiple modes of travel.
6. There are no crossing guards. Many parents express that this would help with thier concerns about walking and biking to school. Specifically at 9th/Highway 40.
7. Current School Zone signage is faded along Jackson.
8. Students do not use path when walking/biking to the middle school.
9. Faculty and staff park on Ivy near crosswalk, reducing the visibility of the crosswalk.

Strategies & Opportunities

1. Install pedestiran crossing signs at Jackson and Ivy and at Ivy crossing. (Short-term)
2. Construct sidewalks along east edge of Ivy. (Medium-term)
3. Construct sidewalks north of railroad and along Veterans Memorial connecting it with Jackson. (Medium-term)
4. Research the options for adult crossing guards and/or a Student Safety Patrol. (Short-term)

5. Install No Parking signs on Ivy. (Short-term)
6. Encourage the use of the path by students that walk to and from the middle school. (Short-term)
7. Encourage and educate parents to use the designated drop off areas. (Short-term)
8. Update and install School Zone signage where needed.(Short-term)
9. Work with day care to decrease morning congestion.(Short-term)
10. Install flashing pedestrian signs at 9th and Highway 40 crossing. (Short-term)
11. Paint walk lane along 5th and 9th corridors. (Short-term)
12. Improve the path that connects the middle school to the elementary school. (Medium-term)
 - Widen the path to accomodate two modes of travel in two directions
 - Install lights to make the path more visible at dark times
 - Intall pedestrian crossing signs at elementary school crossing

Bloomer Middle School

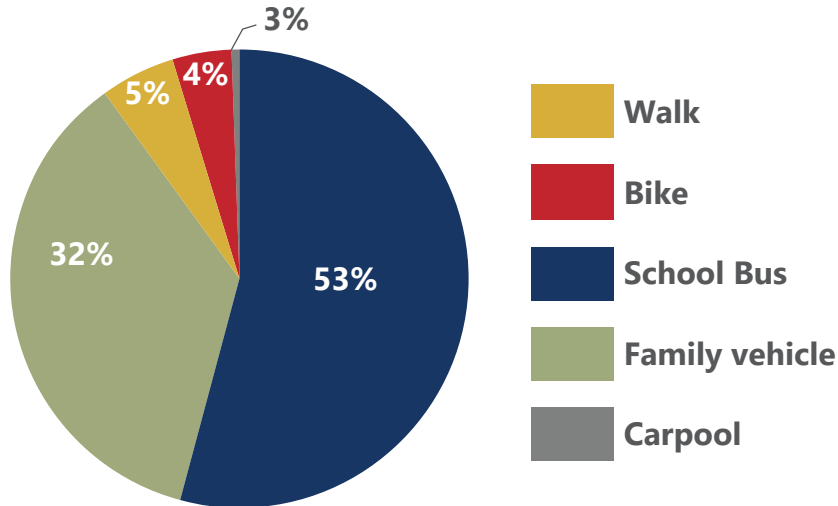
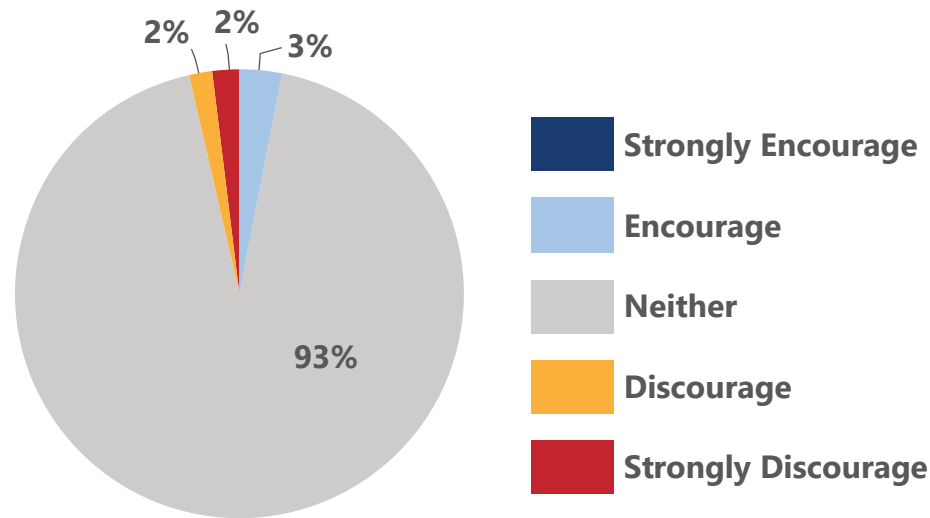
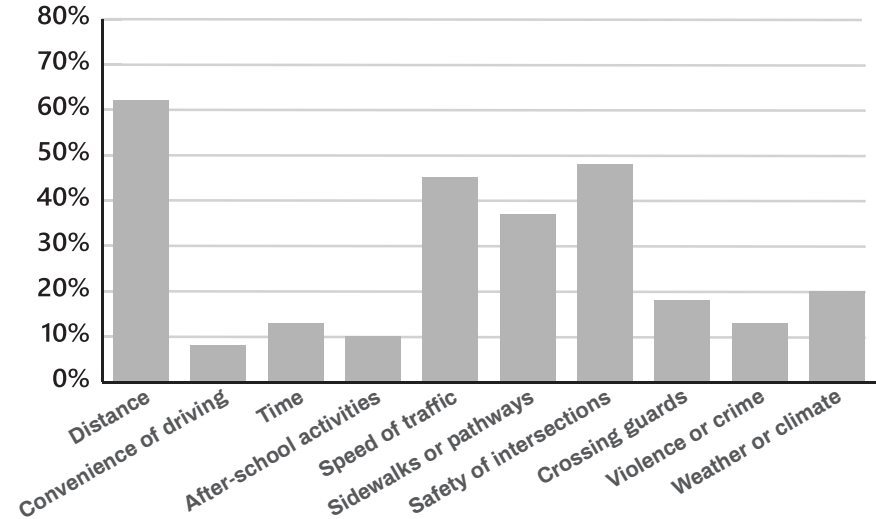


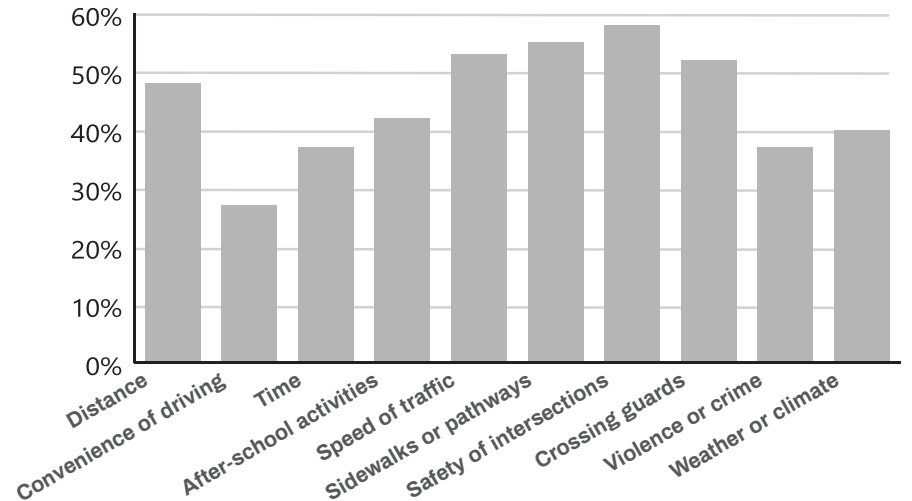
Chart showing student travel mode to/from school in percent (teacher survey tally).



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



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



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



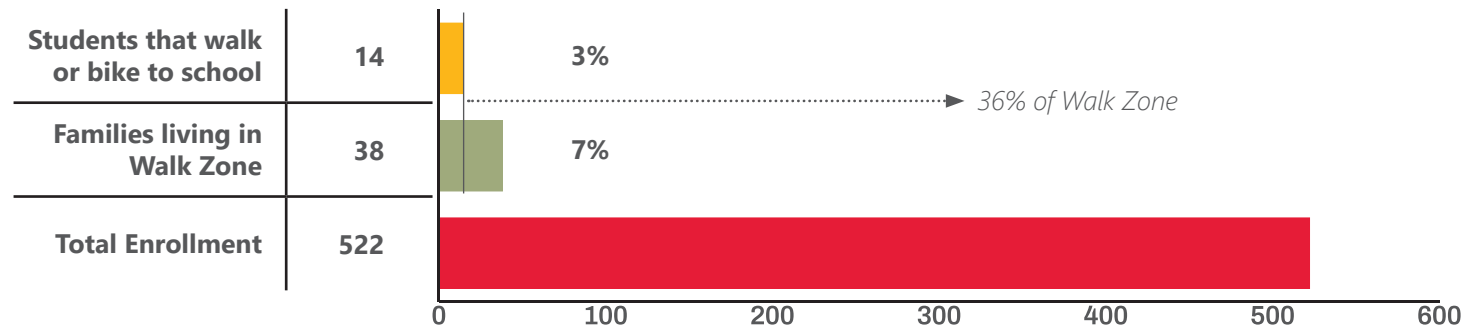
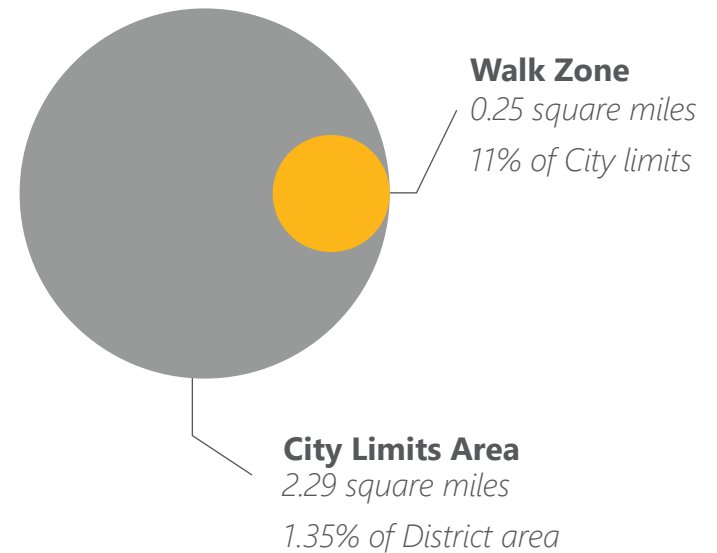
Number of Students
522

Economically Disadvantaged
39%

BLOOMER ELEMENTARY SCHOOL

The graphic to the right shows the proportion of the walk zone in relation to the size of the City limits for the school.

The graph below shows the number of students that walk or bike to school, the number of students who live in the walk zone, and total enrollment for the school. Estimates of the number of students that walk or bike to school were taken from classroom tally sheets that were administered to students. With only 14 students walking and biking, but 38 families living within the walk zone, the elementary is a perfect example of how important it is to encourage safe walking and biking, even beyond walk zones.





Map of Bloomer School District's Safe Routes

The map to the right shows the Bloomer School District's designated Safe Routes to School. These are the routes that students who walk or bike to school should take.

Legend



Public Schools



Parochial Schools



Safe Routes



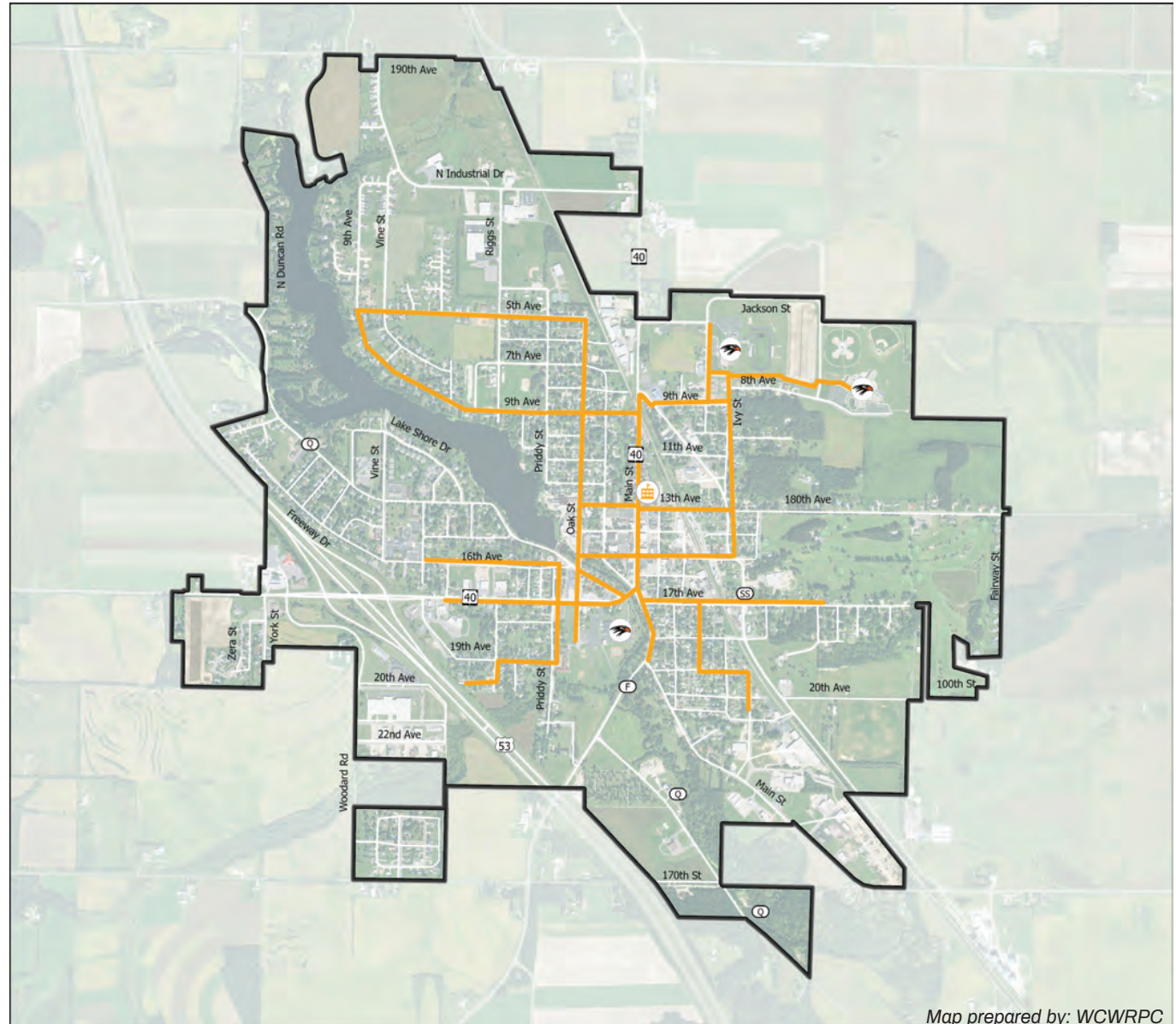
City of Bloomer Boundary

October 2021



0 0.25 0.5 Miles

Data Sources:
2018 Aerial Image (USDA)
Bloomer School District



Map prepared by: WCWRPC

Strengths

1. Bus drop off and parent drop off is separate.
2. There is a continuous sidewalk from the elementary school to the middle school.
3. There are signs directing traffic to reduce congestion at three-way stop of Jackson and 8th.
4. "School Xing" is painted before several intersection crossings.

Issues

1. There is no pedestrian crossing sign or warning for crosswalk on Jackson.
2. There is congestion with parent drop off. Some parents use the designated area while others use pull into the parking lot.
3. Many drivers do not obey the 15 mph speed limit sign on Jackson.
4. There are a couple issues with the path to the middle school
 - It is too narrow to accommodate two modes of travel at once and people traveling two directions.
 - There is no lighting and is very dark to walk on in early mornings and late afternoons
5. Students tend to walk along 8th instead of path.
6. There is a lack of sidewalks on streets adjacent to the school property.
7. There is one bike rack that is very close to the entrance and located too close to the building making it only accessible from one side.
8. There are no crossing guards.

9. There are limited sidewalks in the nearby neighborhoods.
10. Parents identified the 9th and Highway 40 crossing as a big deterrent for not allowing their child to walk or bike to school.

Strategies/Opportunities

1. Install pedestrian sign for crosswalk on Jackson. (Short-term)
2. Install edge lines on Jackson to narrow the lanes and calm traffic. (Medium-term)
3. Improve the path that connects the middle school to the elementary school. (Short-term)
 - Widen the path to accommodate two modes of travel in two directions
 - Install lights to make the path more visible at dark times
 - Install pedestrian crossing signs at elementary school crossing.
4. Encourage the use of the path by students that walk to and from the elementary school. (Short-term)
5. Encourage parents to use the designated drop off areas. (Short-term)
6. Construct sidewalk along Jackson. (Medium-term)
7. Locate bike parking on concrete pad and purchase new bike racks. (Short-term)
8. Employ adult crossing guards at the 9th and Highway 40 rail road crossing and other locations of concern. (Short-term)
9. Install a bump out at Jackson crossing. (Medium-term)
10. Install flashing pedestrian signs at 9th and Highway 40 crossing. (Short-term)
11. Paint walk lane along 5th and 9th corridors. (Short-term)

Bloomer Elementary School

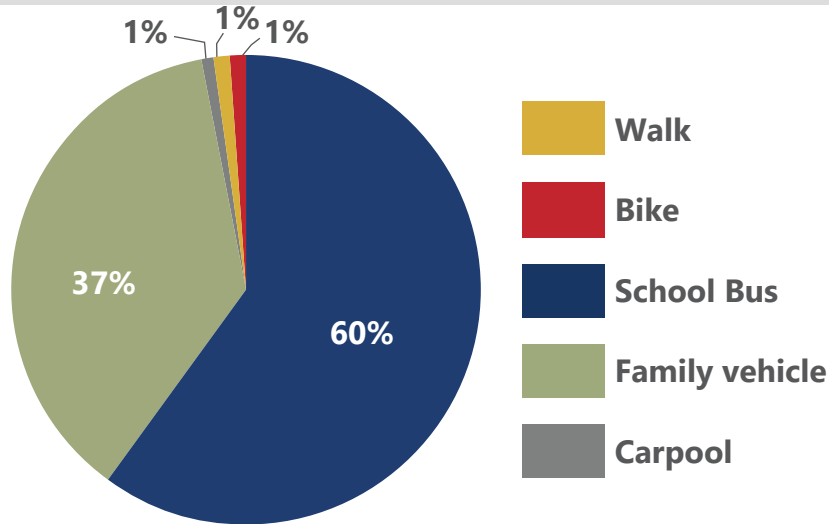
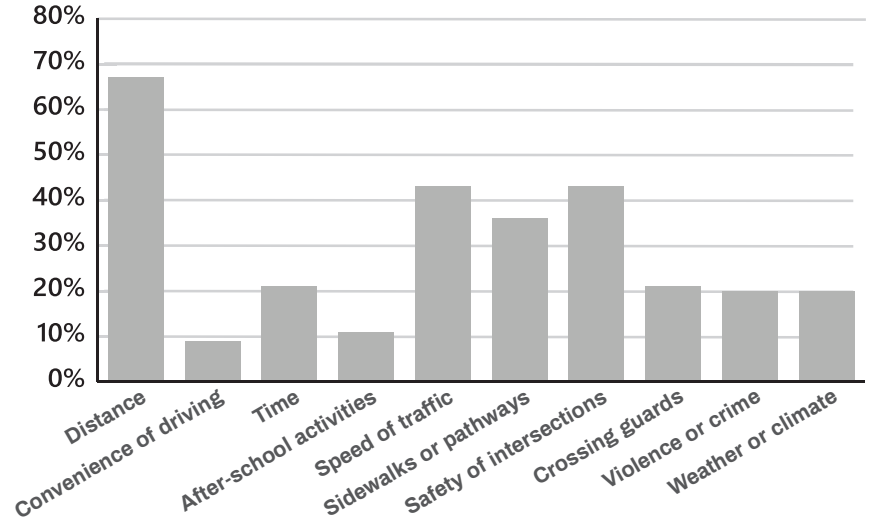
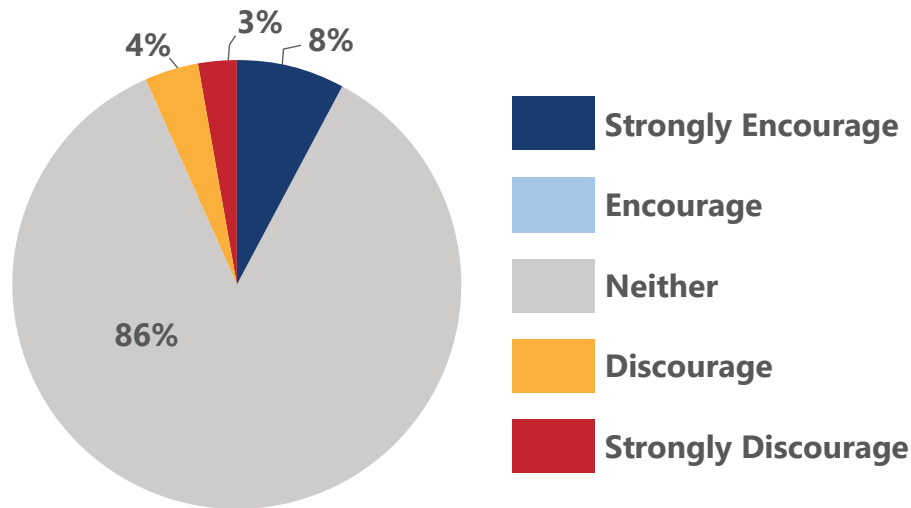


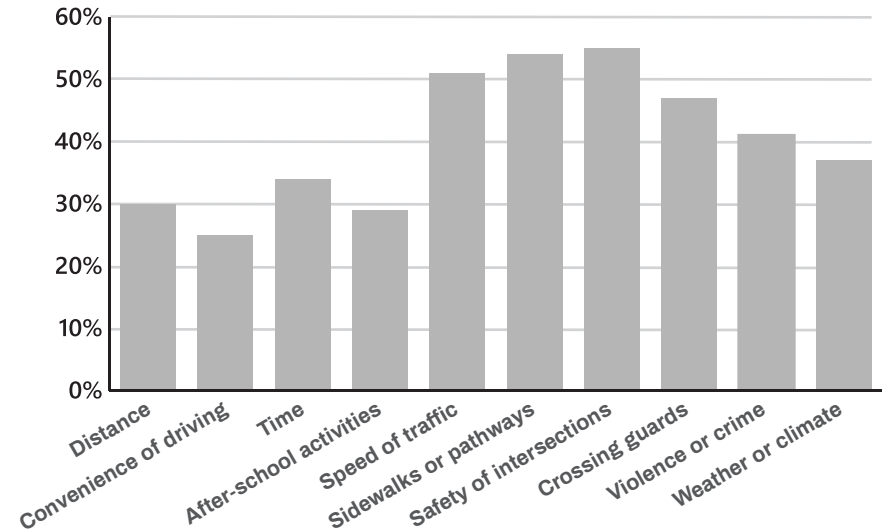
Chart showing student travel mode to/from school in percent (teacher survey tally).



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).

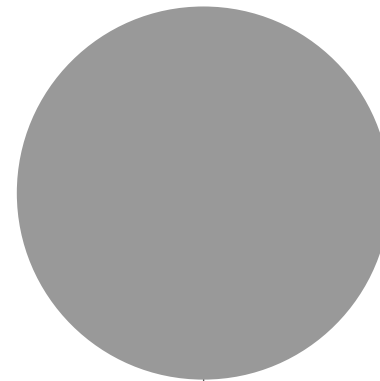


Number of Students
103

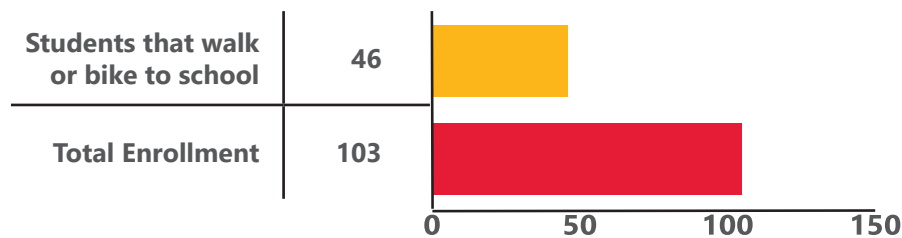
ST. PAUL'S CATHOLIC SCHOOL

The graphic to the right shows the proportion of the walk zone in relation to the size of the attendance area for the school.

The graph below shows the number of students that walk or bike to school, the number of students who live in the walk zone, and total enrollment for the school. Estimates of the number of students that walk or bike to school were taken from classroom tally sheets that were administered to students. With 46 students walking or biking, St. Paul's is a perfect example of how important safe walking and biking corridors are throughout a community, even beyond walk zones.



City Limits Area
2.29 square miles
1.35% of District area





Map of Bloomer School District's Safe Routes

The map to the right shows the Bloomer School Districts designated Safe Routes to School. These are the routes that students who walk or bike to school should take.

Legend

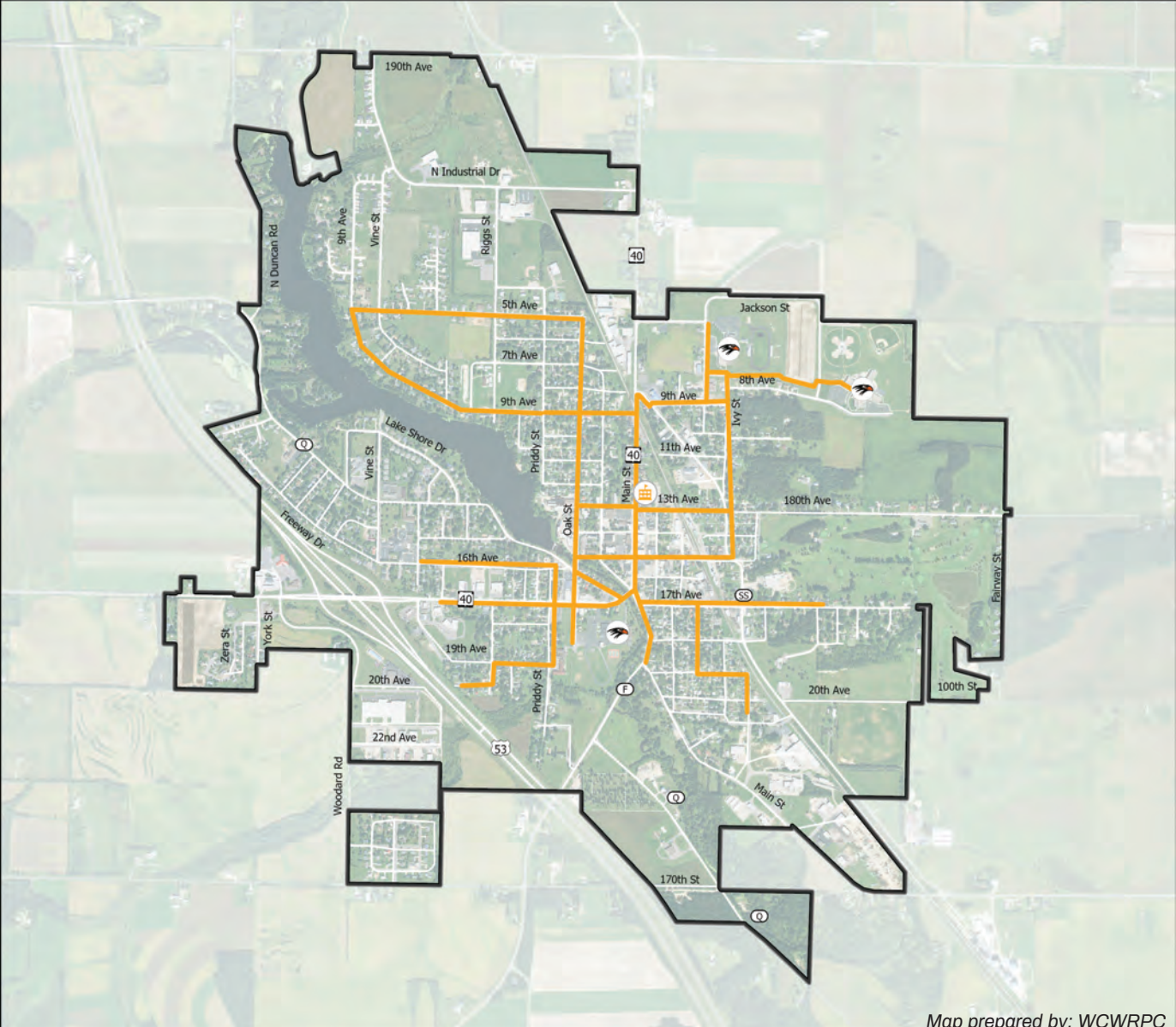
-  Public Schools
-  Parochial Schools

-  Safe Routes
-  City of Bloomer Boundary

October 2021



Data Sources:
 2018 Aerial Image (USDA)
 Bloomer School District



Map prepared by: WCWRPC

St. Paul's Catholic School

Strengths

1. Large area for student drop-off.
2. St. Paul's does employ a crossing guard at Main and 13th.
3. "School Xing" is painted before several intersection crossings.

Issues

1. School Zone signs on Main St. are faded and do not contain the safety green color.
2. There is no School Zone sign on 13th west of Main for east bound traffic.
3. The pedestrian crossing signs are not safety green color.
4. There is no sidewalk south of school property.

Strategies/Opportunities

1. Install and update School Zone signs to safety green color.
2. Install a School Zone sign on 13th west of Main.
3. Update pedestrian crossing signs to safety green color and correct signage.
4. Construct sidewalk on 13th to connect on opposite side of the railroad.
5. Repaint and maintain the crosswalks at Main and 13th yearly or as needed.
6. Install flashing pedestrian signs at 9th and Highway 40 crossing.



This is an example of the outdated signage found in the City of Bloomer. The School Zone sign would be more visible with the safety green color.

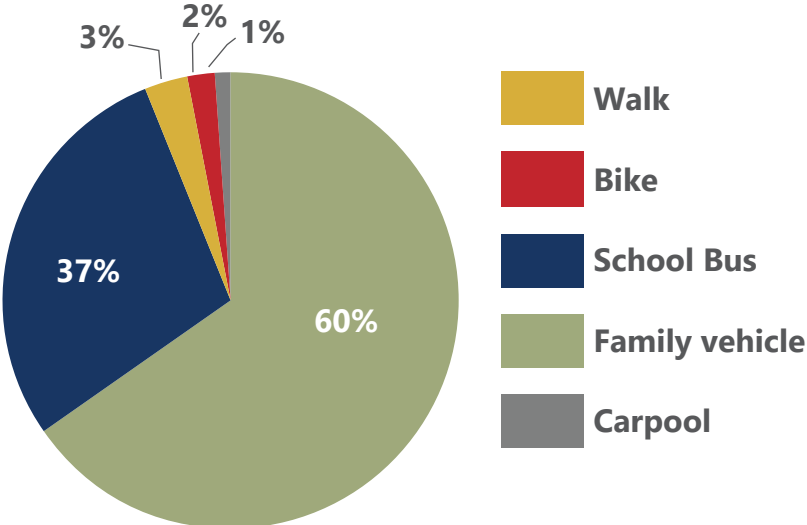
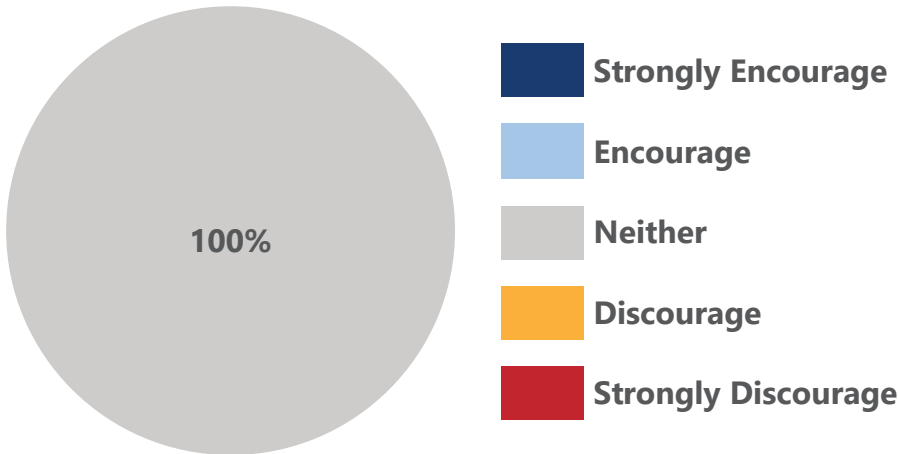
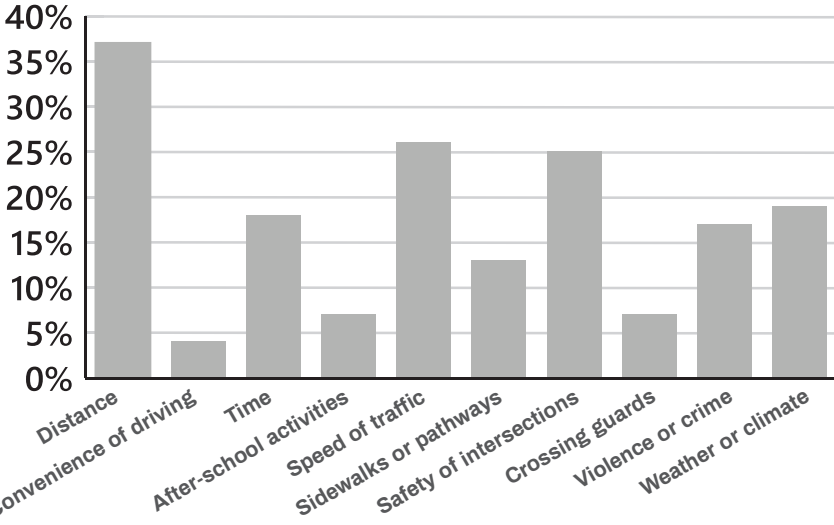


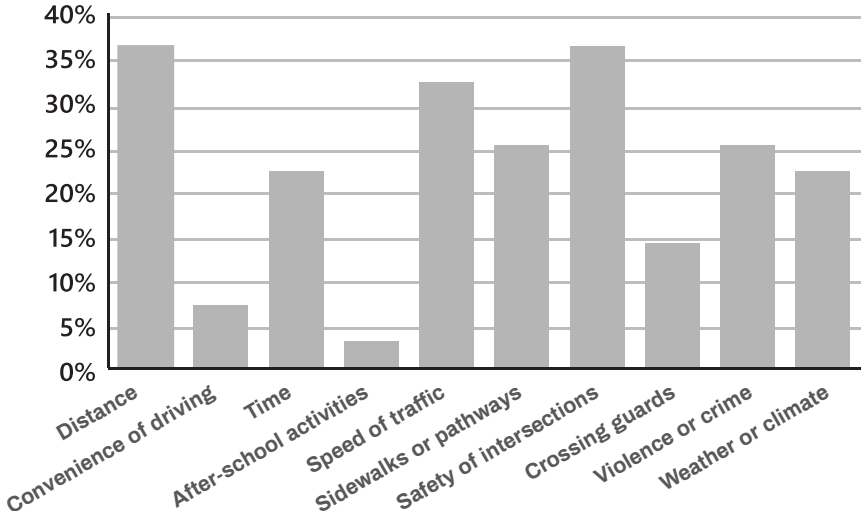
Chart showing student travel mode to/from school in percent (teacher survey tally).



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



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



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

SECTION IV. RECOMMENDED COMMUNITY STRATEGIES



This planning process resulted in a number of recommendations to implement to achieve a successful Safe Routes to School program. 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. The Bloomer area faces some challenges to safer walking and biking to school, including some which are significant. Many students live within one mile of the school and should be able to walk and bike to school if safe routes exist. In addition to making school more accessible for education purposes, 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 traveling 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 number of the district-wide recommended strategies pertain to reducing speeds around schools. In addition, there are numerous things the school district and municipalities can do to educate students and parents about SRTS and encourage walking and biking to/from school.

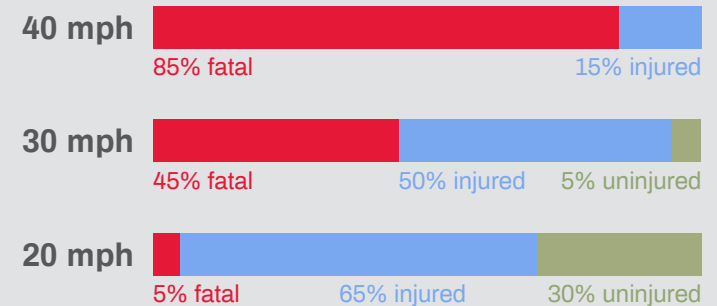


1 mile of walking each way = **2/3** of the daily recommended 60 minutes of physical activity

Source: Safe Routes Partnership, 2018

SLOW IT DOWN!

Pedestrian Injuries at Impact Speeds



Source: Traffic Advisory Unit, 1993

Recommended Strategies

There are three different time frames recommended for implementation of strategies for the School District of Bloomer, the City of Bloomer or both: ongoing, short-term (2022-2024), and medium-term (2025-2026).

Engagement

School District

- » Include a pedestrian skills section in physical education courses. (Ongoing)
- » Include route maps in the orientation packet for students each year. (Short-term)

Municipalities

- » Share updates on SRTS plan implementation annually. (Short-term)
- » Gather input from community members at opportunities such as city council meetings and community events, etc. (Short-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)

Municipalities/School District

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

Engineering

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)

Municipalities

- » Annually check school zone signs and remove vegetation and other obstructions to drivers' line of sight to the signs. (Ongoing)
- » Require 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)

Recommended Strategies



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



Decide when,
where and
how often to
meet



Plan a safe
route and
teach safety
skills



Start small,
you can
always add
more kids



- » Incorporate SRTS principles and recommendations in all applicable city plans and projects. (Short-term)
- » Locate appropriate crosswalk treatment at all SRTS intersection crossings. (Short-term)
- » Locate pedestrian crossing signage at busier intersections. (Short-term)
- » Incorporate speed limits of 25 mph or less adjacent to all schools. (Short-term)
- » Locate “school zone approaching” signs before all 15 mph school zone signs. (Short-term)
- » Create bike parking ordinances. Five percent of school’s design population. (Short-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)
- » Locate “school zone ends” signs where the school zone ends. (Medium-term)

Municipalities/School District

- » Allow school district to be able to comment on all new subdivision and rezoning applications. (Short-term)
- » Work together with law enforcement, adult crossing guards,

Recommended Strategies

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. (Medium-term)
- » Locate safety green cones in crosswalks and other crossings to slow traffic and create awareness of school crossings.

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 protect people. Source: Nelson/Nygaard



Encouragement

School District

- » 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 elementary school. (Short-term)
- » Start a district-wide walk/bike to school day event/activities. This could include larger annual events/activities and smaller monthly/weekly events/activities. (Medium-term)

Municipalities

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

Municipalities/School District

- » Work with the Bloomer Police Department to host bike rodeos at each school or as an annual district-wide event. (Short-term)
- » Distribute reflectors for backpacks as a reward for participating in national bike to school week (first week of May). (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)

Education

School District

- » Adopt resolution proclaiming the school district as a Safe Routes to School District, raising awareness of plans, strategies, partnerships, and commitment. (Short-term)
- » Distribute an annual letter to parents at the beginning of the school year stating that the school district is a Safe Routes to School District and include a map of designated SRTS corridors for the respective school. (Short-term)
- » Include vehicle/bicycle/pedestrian education in school newsletters. (Short-term)
- » Host fitness speakers at schools that promote walking/biking (athlete/coach, members of the community, etc.). (Medium-term)

Municipalities

- » Locate a sign at major entrances of the city that states that they are a Safe Routes to School community. (Short-term)
- » Adopt a resolution proclaiming city as a Safe Routes To School community, raising awareness of plans, strategies, partnerships, and city commitment. (Short-term)
- » Update comprehensive plans to include SRTS plan as part

Recommended Strategies

of an element and/or as an appendix. (Short-term)

Municipalities/School District

- » 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 importance of driving safely around schools and in school zones. (Medium-term)

Municipalities/School District

- » Continue to meet as a SRTS task force (at least twice a year). (Ongoing)

Evaluation

School District

- » Update applicable committees on SRTS issues, opportunities, and progress. (Short-term)
- » Complete a classroom tally sheet every two years, starting again in fall 2023. (Short-term)
- » Complete a parent survey every two years, starting again in fall 2023. (Short-term)

Municipalities

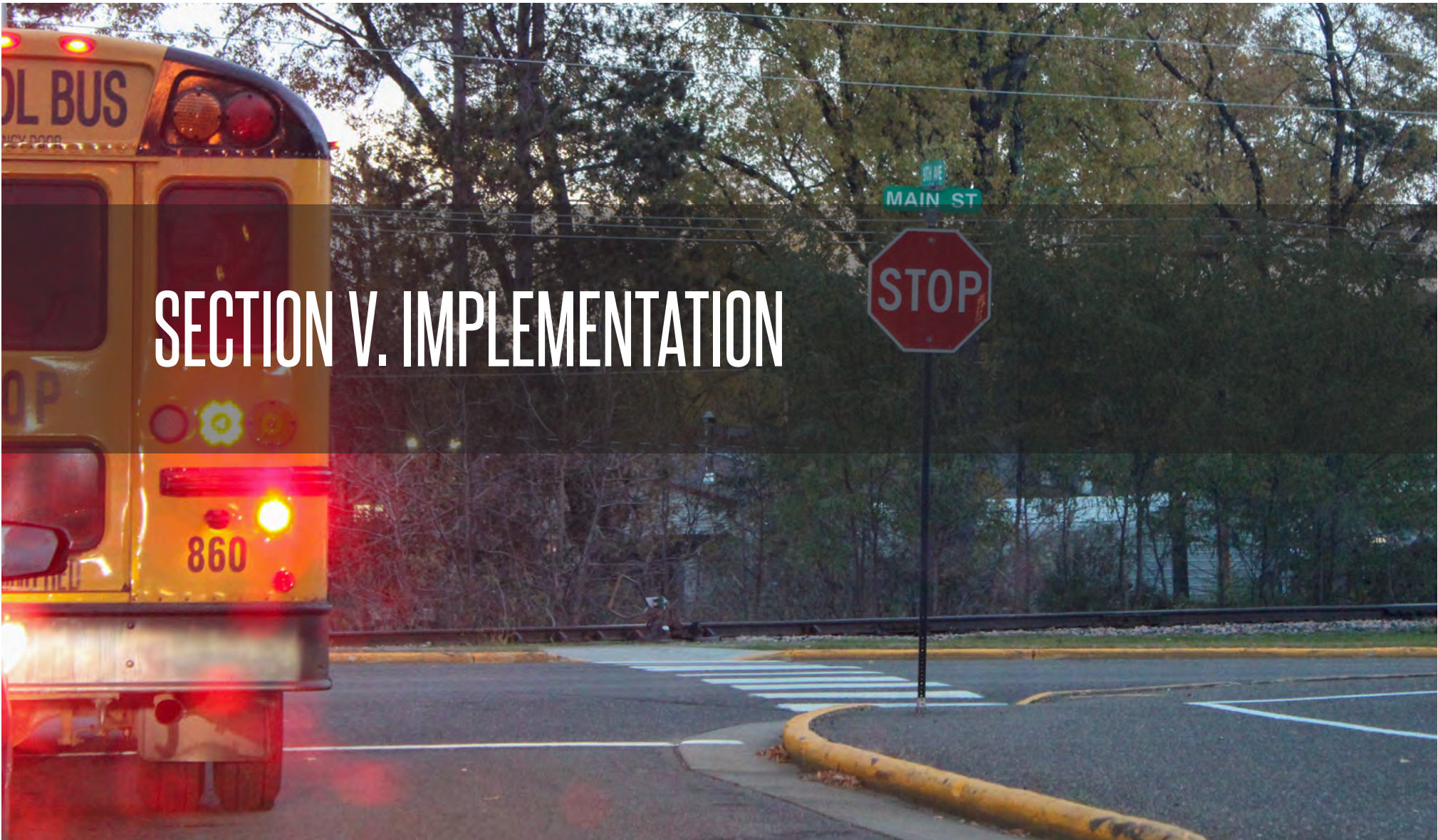
- » Update relevant committees on SRTS issues, opportunities, and progress. (Ongoing)

Recommended Strategies



SRTS 2021

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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 school district and municipalities. It is important to have a representative task force that includes members from Bloomer School District, St. Paul's Catholic, and City of Bloomer. 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 municipal and school district capital budget cycles to improve the likelihood of implementation as a function of normal municipal planning, engineering, and programming.

The list of district-wide recommendations includes a target time frame for implementation for each recommendation. There are three different time frames for starting implementation: ongoing, short-term (2022-2024), and medium-term (2025-2026). 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 WisDOT 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:

- » Address the 9th crossing at Highway 40. It is the only available crossing for families that live east of the middle and elementary school. There needs to be button operated flashing pedestrian signs, bump-outs and other traffic calming measures.
- » Incorporate sidewalks with safety green signage along SRTS corridors.
- » Install pedestrian crossing signage at all uncontrolled intersection crossings.





- » On 17th there are several issues. There needs to be a school zone west of the school for east bound traffic, painted edge lines, zebra crosswalk markings, and safety green pedestrian crossing signs at uncontrolled intersection crossings.

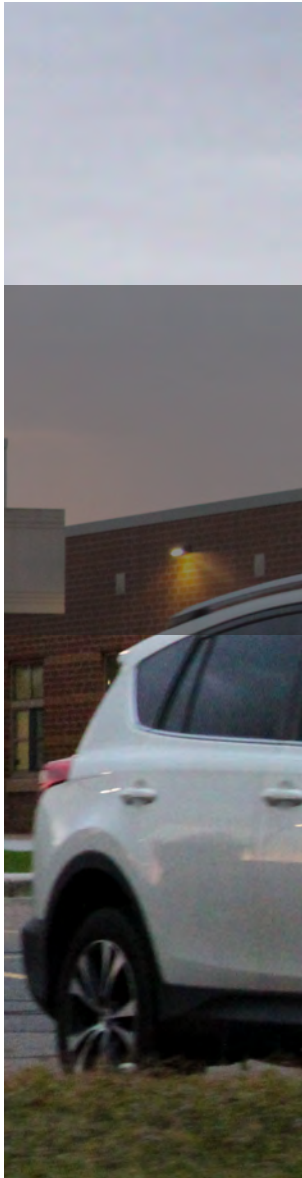
Potential funding sources are described on the following pages. This list serves as a starting point for some of the major programs that are currently available but is not an exhaustive list, as new programs addressing the health and safety of children are established every year. It is important to partner 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 Bloomer and Bloomer School District together to guide and evaluate implementation progress and activities. To ensure ongoing efforts are directed towards this program, it is recommended that SRTS implementation be assigned to an existing school district employee or a position is created to coordinate and implement the SRTS program.





SECTION VI. FUNDING & RESOURCES



Additional Funding

Action for Healthy Kids

Action for Healthy Kids helps create healthier schools by bringing all the members of a school community together and equipping them with the tools and resources they need to make change happen. “Game On” grant funds start at \$1,000 for physical activity and/or nutrition initiatives that support schools in implementing comprehensive health programming. “Parents for Healthy Kids” grants are available to parents or parent groups to lead school-based physical activity and/or nutrition initiatives. For more information, visit www.actionforhealthykids.org.

Green & Healthy Schools Program

Green & Healthy Schools Wisconsin (GHSP) empowers, supports and recognizes schools for nurturing healthy kids and sustainable communities. Participating schools may reduce environmental impacts and costs, improve health and wellness, and increase environmental and sustainability literacy and report achievements using a web-based reporting tool. This program is administered through a partnership between the DNR, DPI, and the Wisconsin Center for Environmental Education at UW-Stevens Point. For more information, visit www.ghswisconsin.org.

Mayo Hometown Health Grant

The Mayo 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. For more information, visit www.mayoclinichealthsystem.org/locations/eau-claire/about-us/hometown-health-grant/.

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. For more information, visit www.peopleforbikes.org.

Recreational Trails Program

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. Visit dnr.wisconsin.gov/aid/RTP.html for more.

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. For more information, visit www.rwjf.org.

U.S. Dept. of Transportation Federal Highway Administration Bike & Pedestrian Program

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

Wisconsin Dept. of Transportation Enforcement for Bicycle Safety

WisDOT's Enforcement for Bicycle Safety (EBS) is a training approved by Wisconsin Department of Justice Training and Standards Board for 12 hours Law Enforcement Agency (LEA) officer's credit. The course and manual teach all aspects of bicycle safety, and which laws to emphasize with child and adult bicyclists and with motorists to reduce crashes by up to 90%. Officer awareness of what bicycling is today and how to begin bicycle crash cause identification are a part



of this course. Officer as front line, on-traffic-duty educator is key. Contact Larry Corsi, larry.corsi@dot.wi.gov, WisDOT or visit www.webike.org for more information.

Wisconsin Dept. of Transportation Transportation Alternatives Program

The Transportation Alternatives Program (TAP) is a legislative program that was authorized in Fixing America's Surface Transportation Act (or "FAST Act"), the federal transportation act that was signed into law on December 4, 2015. With certain exceptions, projects that met eligibility criteria for the Safe Routes to School Program, Transportation Enhancements, and/or the Bicycle & Pedestrian Facilities Program are eligible TAP projects. For more information, visit wisconsin.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tap.aspx.

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. For more information, visit foundation.wismed.org/wisconsin/foundation/Programs/improving-community-health/grants/foundation/programs/grants.aspx.

Related Programs

Alliance for a Healthier Generation

For more than a decade, Healthier Generation has worked with schools, youth-serving organizations, businesses, and communities to empower kids to develop lifelong healthy habits by ensuring the environments that surround them provide and promote good health. Visit www.healthiergeneration.org/.

The Safe Routes Partnership

The Safe Routes Partnership is a national nonprofit organization working to advance safe walking and rolling to and from schools and in everyday life, improving the health and well-being of people of all races, income levels, and abilities, and building healthy, thriving communities for everyone. They work to strengthen and expand the Safe Routes to School effort through funding, advocacy, policy change, grass roots engagement and technical assistance. Visit www.saferoutespartnership.org for more.

National Center for Safe Routes to School

The National Center for Safe Routes to School is part of the University of North Carolina Highway Safety Research Center (HSCR), which in 2016 received funding from USDOT to lead the Collaborative Sciences Center for Road Safety, a National University Transportation Center. They work closely with the Pedestrian and Bicycle Information Center (PBIC), which is also part of HSRC and serves as the USDOT's clearinghouse

for pedestrian and bicycle research and tools. See www.saferoutesinfo.org for more information.

Safe Kids Worldwide

Safe Kids works with more than 400 coalitions in 49 states and the District of Columbia across the country. The coalitions consist of incredibly dedicated and caring volunteers who operate programs such as car seat checkup events, pedestrian safety workshops, bike rodeos, sports safety clinics, and expectant mother courses. For more information, visit: www.safekids.org/united-states-0.

Wisconsin Department of Health Services 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.

Wisconsin Department of Public Instruction Coordinated 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 critical health behaviors and they include funding opportunities; technical assistance; free resources through printed publications, internet, and media resources; and professional development events. For more information, visit dpi.wi.gov/sspw/coordinated-school-health.

Wisconsin Department of Public Instruction Local 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) are required to establish a local school wellness policy. In 2010, Congress passed the Healthy, Hunger-Free Kids Act 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: dpi.wi.gov/school-nutrition/program-requirements/local-wellness-policy.



Wisconsin Department of Public Instruction School Health Award

The Wisconsin School Health Award is 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. To learn more or to apply, visit: dpi.wi.gov/sspw/coordinated-school-health/wisconsin-school-health-award.

Other Resources

Healthy Places by Design

Healthy Places by Design is a strategic partner for communities and those who invest in them, helping turn visions of health into equitable and lasting impact. At local, state, and national scales, they connect community leaders with inspiring success stories, lessons learned, and each other to deepen their capacity as change makers. Drawing on their experience supporting hundreds of partnerships, they strengthen assets and enhance efforts to grow an enduring culture of health and wellbeing. For more information, visit healthyplacesbydesign.org.

Wisconsin Bike Fed

The Wisconsin Bike Fed is the only statewide organization that advocates for better bicycling for everyone who rides a

bike, whether for transportation, fitness or recreation. They work with the governor's office, the state legislature, and all relevant government agencies. They attend key meetings, track legislation and budgets and keep their members informed about how decisions and dollars will affect them. The Bike Fed is actively involved with Safe Routes to School Programs. For more information, visit wisconsinbikefed.org.

Girls on the Run

The mission of Girls on the Run is to inspire girls to be joyful, healthy and confident using a fun, experience-based curriculum which creatively integrates running. Meeting in small teams or connecting virtually, trained volunteer coaches inspire girls to build confidence and other important life skills through dynamic, interactive lessons and physical activity. The curriculum is 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 by using millions of people to successfully to create cultures of respect and safety and to prevent and stop harm all over the world. For more information, visit www.kidpower.org.

APPENDIX A.

Parent Survey Comments

Bloomer High School

- The High school parking lot is not safe for walking for any age person when school dismisses and high schoolers exit the parking lot with their cars. It is better when teachers or principals are present outside at that time, but still dangerous. Our children arrive early or leave late to avoid the danger and chaos. I don't feel safe as an adult to cross the parking lot at dismissal. There should be tickets given, and parking privileges removed on first offense of reckless driving or speeding through parking lot. I think most parents don't know the danger because they haven't witnessed it. I would never support a new high school being built next to middle school or elementary building if the current problem is not fixed or enforced. My opinion is high schoolers would stop the crazy parking lot driving if consequences were given and privileges to park were removed.
- (I have followed my child in my vehicle while he rode his bike to school...only twice)
- The four way stop right before the high school is horrible. My kids have had some close calls. Not all drivers yield to the pedestrians.
- We live in the country. My son does walk to his ain't house in town occasionally.
- It would be helpful if the police patrolled Duncan rd from Zodiac street all the way to Oak st during school hours. Not even the farming vehicles obey the speed limit and that is very concerning

Bloomer Middle School

- My child would love to bike to and from school. But with crossing Hwy 40, cars never stop for kids or look for them. If you can improve that, it would be great!
- There should be a tunnel, under main Street. It is hard for even a vehicle to turn onto main Street. I refuse to let my child try to cross that street alone.
- Should add a safe way for kids to cross by the memorial and Woodmuns. There is always some kid there waiting to cross to go the building where someone works.
-We live too far out of town for that!
- I don't see this as an issue! It's the crossing guards WE need! It's just a matter of time before somethings going to happen at the intersections where the bus' drop off. Especially the intersection of Oak and 9th Ave (by my house)!
- We live on a very busy street it also doubles as a county road many kids walk to school here but the traffic never follows the speed limit or stops for the kids. There are few sidewalks so the children walk on the road and no signals to allow the kids to safely cross. Parts of the town have a single that flashes letting drivers know that there are people trying to cross I believe we should have one by our home and another just down the road where there is a lot of cross traffic and children crossing for school.
- We live 8 miles North of the school. Not going to change. Too dangerous. Though my kids have said they would bike, it will not happen due to distance.
- Too far away from school to walk/bike

APPENDIX A.

- It's discouraged due to the railroad tracks. I would allow it but she would have to cross main street by Napa and that road is very busy and no one stops
- After school I will occasionally let my 3rd grader walk to the middle school and meet my 5th grader to walk home
- We live in a direct line (near golf course) to the Middle School and my student does not have to cross any major roads on their bike.

Bloomer Elementary School

- The middle school and daycare by the middle school's route isn't even safe- it's the last few blocks that scare me! You can't see these kids with street parking, there is enormous amount of vehicle traffic on the blocks nearest to school and people drive crazy- we've asked about this before and told this isn't a hazard?
- We live on the south town of town and are too far away for the kids to walk or bike.
- If there were crossing guards and sidewalks on both sides surrounding the school areas- I would allow them to bike or walk
- Adding a sidewalk on the road to the elementary school would be very helpful and safe!
- I would not let my kindergartner walk/bike regardless but I filled this out based on future years with an older child.
- Since I live across the street, I watch our kids walk or ride bike across the road. Traffic still speeds.
- A crossing guard at the railroad tracks on main st would be

great!!! Traffic tends to travel faster in that area and a lot of kids cross there

- We live too far to consider biking or walking to school. We feel it is a great option for others, though!
- My child use to bike to school with her brother who is at the middle school, but she gets out of school before him so she has to sit around at the middle school bike rack for 15/20 minutes waiting for him, which made her not want to bike anymore
- We are open enrolled and live outside of the district.
- My children are 7 and 4 years old. I would not let them walk to school or from school at their age now. When they are older possibly.
- What would help speed up drop off at the Elementary school, cause less traffic backup and avoid having kids cross in front of so many cars is to not have parents drop kids off in the parking lot and then walk across the drive through lane.
- After school I let my 3rd grader walk to middle school to meet my 5th grader to walk home on occasion.
- It is extremely frustrating that a 6 year old is expected to wait at a bus stop because of living in town. Therefore, I have to either drop her off at a friends house or just take her to school which makes me 15 minutes late to work each day. I really wish she could be picked up by the bus at our home.
- Lack of crossing guard and heavy traffic create problems at oak st and 9th ave, also danger of crossing railroad track at by 9th and hwy 40 create big safety concerns.
- Crime and behavior of middle schoolers concerns me

APPENDIX A.

- One student is special needs and the other is in 1st grade and too young. We will determine in middle school if we feel they have the ability to safely get to and school on bike. We feel comfortable with our oldest (7th grade) because he is responsible and observant.

St. Paul's Catholic Elementary School

- We have family transport our children if we cannot make it to school on time
- My children have never walked home. Only to a friend's once a week. I was difficult to fill out based on the above. If my child lived in town my answers may change.
- Our children live approx 8 miles from school parents do not work in same town. They do walk to the pool and library for after school activities sometimes.
- WE live on a main highway with a lot of traffic therefore I would not want my children walking or riding bike on it. Plus they would have to crossover Hwy 64 and it's way too busy.
- We are new to the area and my daughter is still young so I'm going off "what if" with some questions. What I have seen in town during busy hours is cars do NOT yield to children in crosswalks at the majority of times. It also has happened to us on several walks.
- We walk with an older student (8th)
- We live in the country off highway 64; riding a bike or walking is simply not in the cards.
- We live on the very edge of the school district so this survey doesn't really apply to use. But, we choose to drive our daughter to kindergarten because we strongly feel that an

hour on the bus is too long for a 5 year old. If we lived in town, we would allow our children to walk because Bloomer seems to be a very safe community.

- Distance and ability to stay focused with a larger than small child could do in a reasonable time prevents child from walking or riding a bike. Child plus second child I watch are physically picked up at the bus stop due to his lack of focus. We walk together 2+ blocks home
- My child gets tired quicker. But we encourage her to do it. We get after school activities she can't on certain days unless we pick up her bike
- My kids have to cross 95th ave which is bad in all spots - traffic doesn't stop. They walk down Newman street which there's no sidewalk, but less busy.
- We live approx. 5 miles from school.
- I allow her to walk with him. He has a phone and calls me when he gets there. He loves to ride bike, I love that we live in a small community and we are able to feel safe. My concern is Main St.






APPENDIX A.

APPENDIX B.

Proposed Sign Locations 15 mph School Zone Signs and School Zone Ahead Signs

The map to the right shows the locations of where School Zone signs should be located.

Legend

-  Public Schools
-  Parochial Schools
-  School Zone Ahead Sign Location
-  School Zone Sign Location
-  City of Bloomer Boundary

October 2021



Data Sources:
2018 Aerial Image (USDA)
Bloomer School District








Map prepared by: WCWRPC

APPENDIX B.

Proposed Sign Locations Uncontrolled Intersections

The map to the right shows the locations in Bloomer that have pedestrian crossings at uncontrolled intersections but do not have signage.

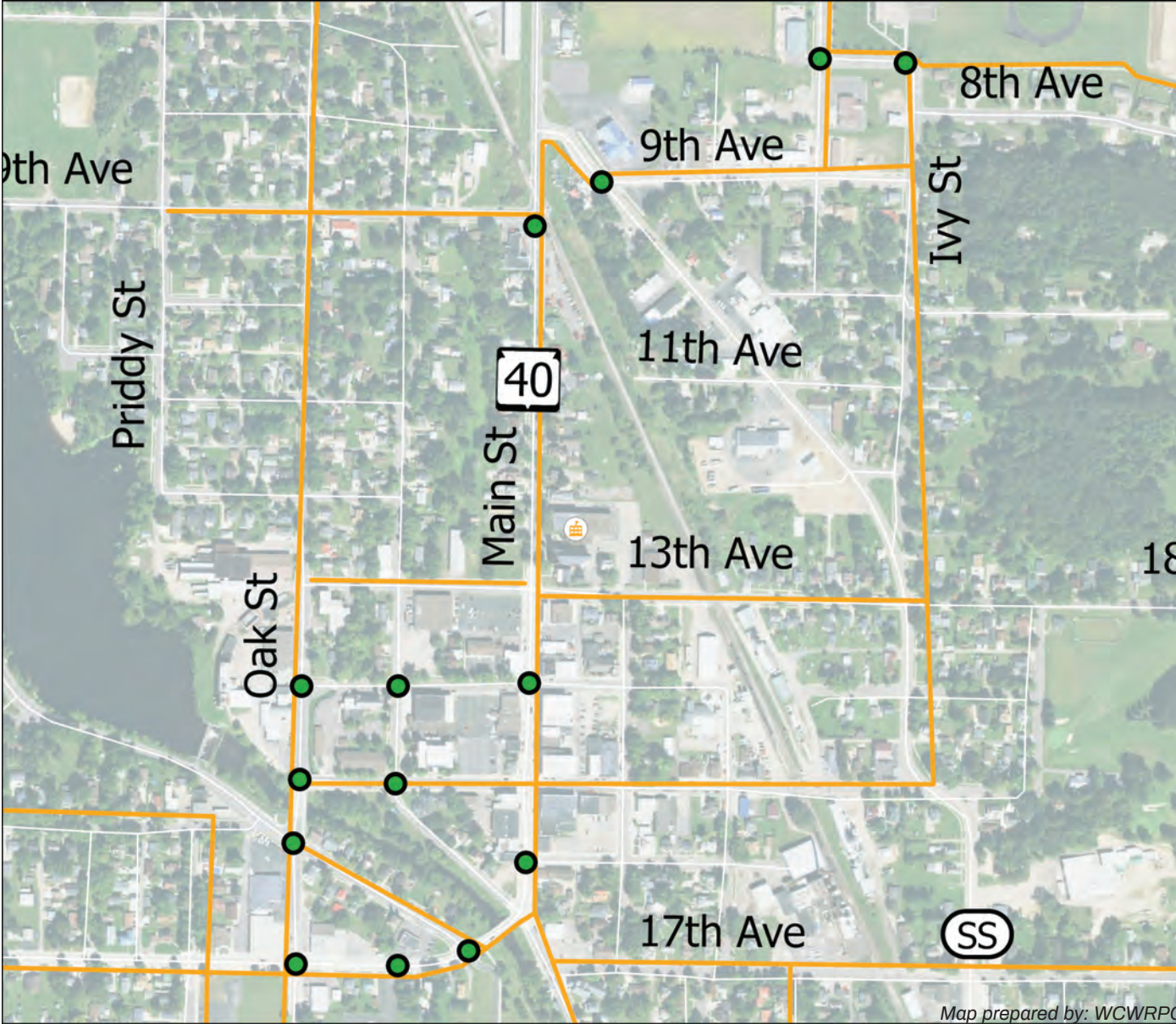
Legend

-  Public Schools
-  Parochial Schools
-  Uncontrolled Unsigned Intersections
-  Safe Route
-  City of Bloomer Boundary

October 2021



Data Sources:
2018 Aerial Image (USDA)
Bloomer School District



Map prepared by: WCWRPC





APPENDIX C.

17th and High School Entrance Crossing **Before**



APPENDIX C.

17th and High School Entrance Crossing **After**







