

St. Croix Central School District

SAFE ROUTES TO SCHOOL PLAN



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Prepared with assistance from
West Central Wisconsin Regional Planning Commission



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Special thanks to all those who volunteered for the walking/biking audit.
Your work was very valuable to the development of this 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 2010, St. Croix Central School District and the communities of Hammond and Roberts were awarded a SRTS planning grant to develop this plan.

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 Central SRTS Task Force was made up of representatives from the school district, parents, the Village of Hammond, and the Village of Roberts, as listed in the front of this report. 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 schools, and developed strategies to address the issues noted in the audit and surveys.

St. Croix Central's SRTS vision

St. Croix Central School District and the communities of Hammond and Roberts will provide and encourage safe and enjoyable environments for walking and biking to school. To allow walking and biking as viable travel choices for school children, all three entities will work together in an ongoing effort to teach and promote safe walking, biking, and driving habits; create a family-oriented SRTS environment; and address SRTS issues in existing and proposed developed areas.

Key survey findings include:

- Less than 10% of trips to/from school are made walking/biking.
- 25% of all students live within one mile of their school.
- 79% of parents said that distance was the reason their kids do not walk/bike to school.
- 34% of Middle School students live within one mile of school. 12% walk/bike to school and 16% walk/bike home.
- Speed of vehicles and traffic are significant deterrents for Middle School parents.

Key walking/biking audit findings, include:

- There is a general lack of sidewalks.
- The north entrance of the Elementary School is dangerous with Division St. and Main St. vehicle and pedestrian traffic.
- Many students and parents who are walking or biking are not obeying traffic rules.
- Davis St. and Broadway St., due to volume and speed, are both barriers.
- Division St., north of the railroad tracks, is a barrier, due to no sidewalks.
- Lack of crossing guards. Crossing guards could improve.

Existing Conditions

There were 254 (179 elementary school and 76 middle school) surveys returned. Survey data were used to paint a broad picture and not as a specific analysis tool. Task force members and volunteers participated in a very helpful walking and biking audit, which provided valuable information. Key findings from both are shown below.

Strategies

Recommendations 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 16-26.

Safe pedestrian systems for both communities were planned. This includes sidewalks, intersection and crossing improvements, signage, and rail crossing improvements. In addition to the sidewalk system (shown on Figure 7 and 8) some of the improvement recommendations include:

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 bicyclist 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 in both communities, 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 30-34.

Introduction

Safe Routes To School

An active SRTS program will help the communities of Hammond and Roberts 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, St. Croix Central School District and the two communities 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.

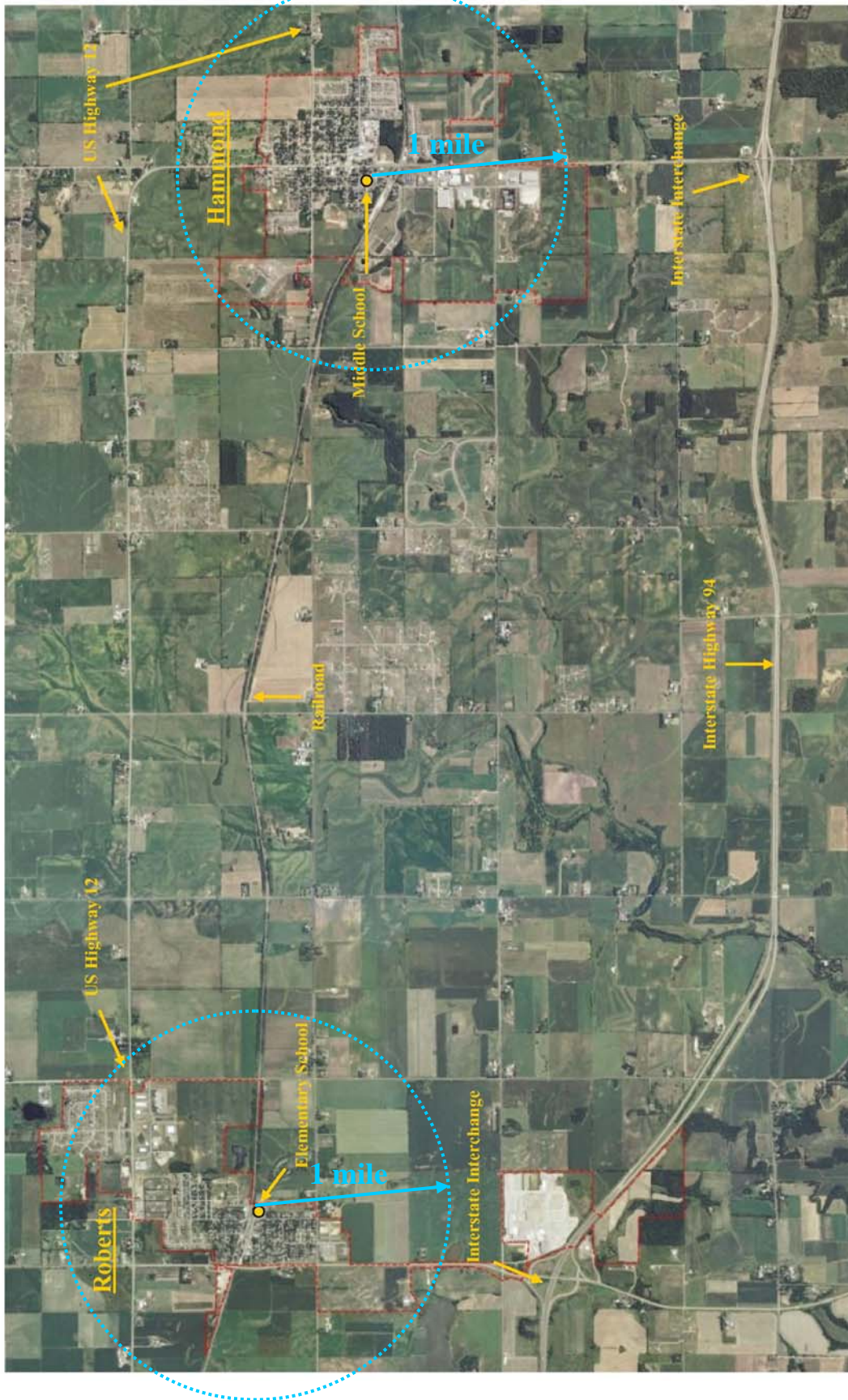
Evaluation and Sustaining a Program

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 Central School District

The St. Croix Central School District has a total enrollment of 1,396 students. The Village of Hammond is home to the middle school and Village of Roberts is home to the elementary school. Hammond had a 2010 population of 1,922 (1,153 in 2000) and Roberts had a 2010 population of 1,651 (969 in 2000). Both schools are located centrally in each community. St. Croix County has had the highest percentage of population increase in Wisconsin over the past few decades. The Hammond and Roberts area has had one of the highest growth rates over this period as well.

Figure 1
Location Map





Hammond's commercial corridor

The Middle School is located in a predominantly residential area of Hammond. A highly-traveled commercial corridor is located one block to the east. The Elementary School is located in downtown Roberts and has commercial and residential uses in close proximity. A railroad track travels adjacent to the property. There is a park across the railroad tracks to the northeast. Both communities are severely impacted by the same railroad and U.S. Highway 12 (Figure 1). Hammond is also severely impacted by County Highway T, which has an exit off of Interstate Highway 94.

In terms of population below the poverty level, St. Croix County has a low poverty rate compared to the State. While 11.1 percent of the State of Wisconsin's population was considered to be below the poverty level in 1999, 5.9 percent of St. Croix County's population fell below that line. In contrast, however, the Village of Hammond and Village of Roberts had 10.1 and 13.6 percent of the population below the poverty level. This number jumped to 18.1 (Hammond) and 16.7 (Roberts) percent when considering only those persons under the age of 18.

In order to more specifically consider the economic standing of students attending the two 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, 24.8 percent are eligible for free or reduced cost meals. The elementary school has 24.5 percent and the middle school has 25.7 percent of their students who qualify for this program.



Division Street travels in front of the Elementary School.

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 Central'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 Central'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 Central School District and the communities of Hammond and Roberts will provide and encourage safe and enjoyable environments for walking and biking to school. To allow walking and biking as viable travel choices for school children, all three entities will work together in an ongoing effort to teach and promote safe walking, biking, and driving habits; create a family-oriented SRTS environment; and address SRTS issues in existing and proposed developed areas.

Goals:

- It is safe for kids to walk/bike to school.*
- Encourage kids to walk/bike to school.*

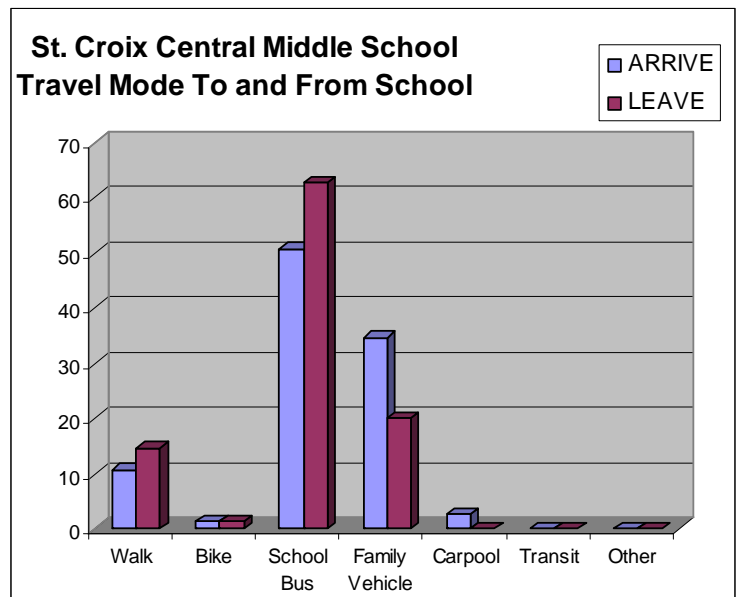
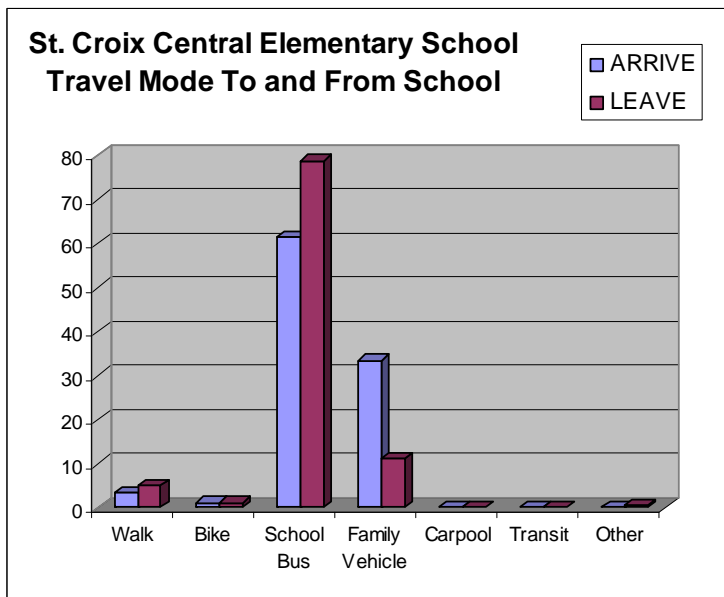
Existing Conditions

Surveys

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

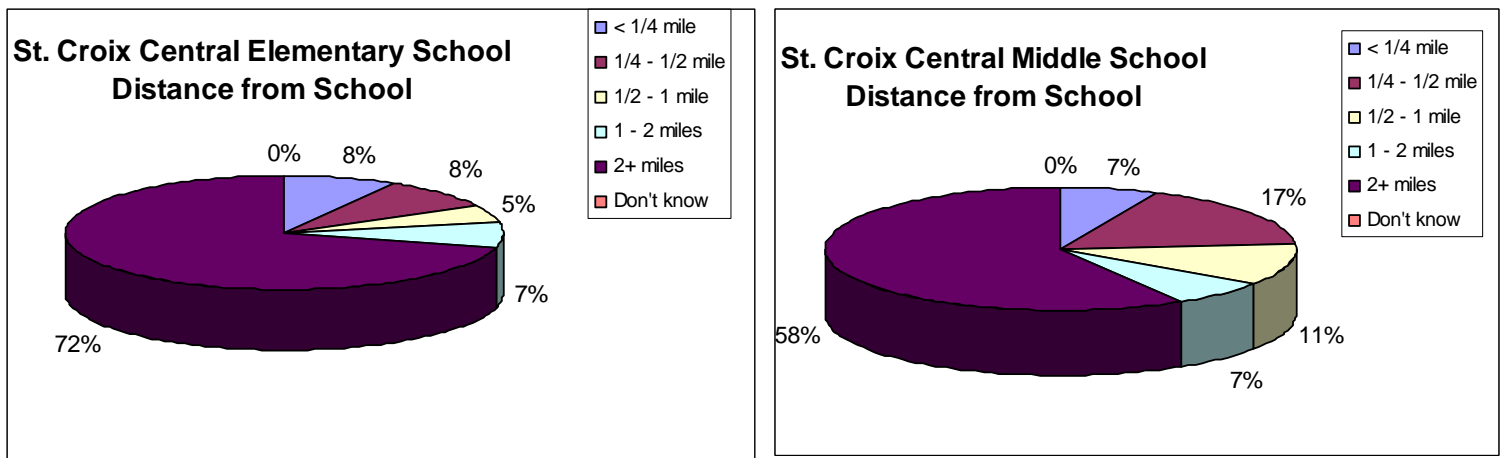
A key piece of information is the mode of travel to and from school. Parents responded that, on most days, 3.4 percent of Elementary School students and 10.7 percent of Middle School students walk to school, while biking accounts for 1.1 percent and 1.3 percent, respectively (Figure 2). Numbers for the trip back home were slightly higher for walking and the same for biking, as some parents may 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 (50.7 percent and 78.8 percent), with the remaining made by family vehicle (11.2 percent and 34.7 percent), and a very small number by carpool (zero and 2.7 percent).

Figure 2
Travel Mode to/from School

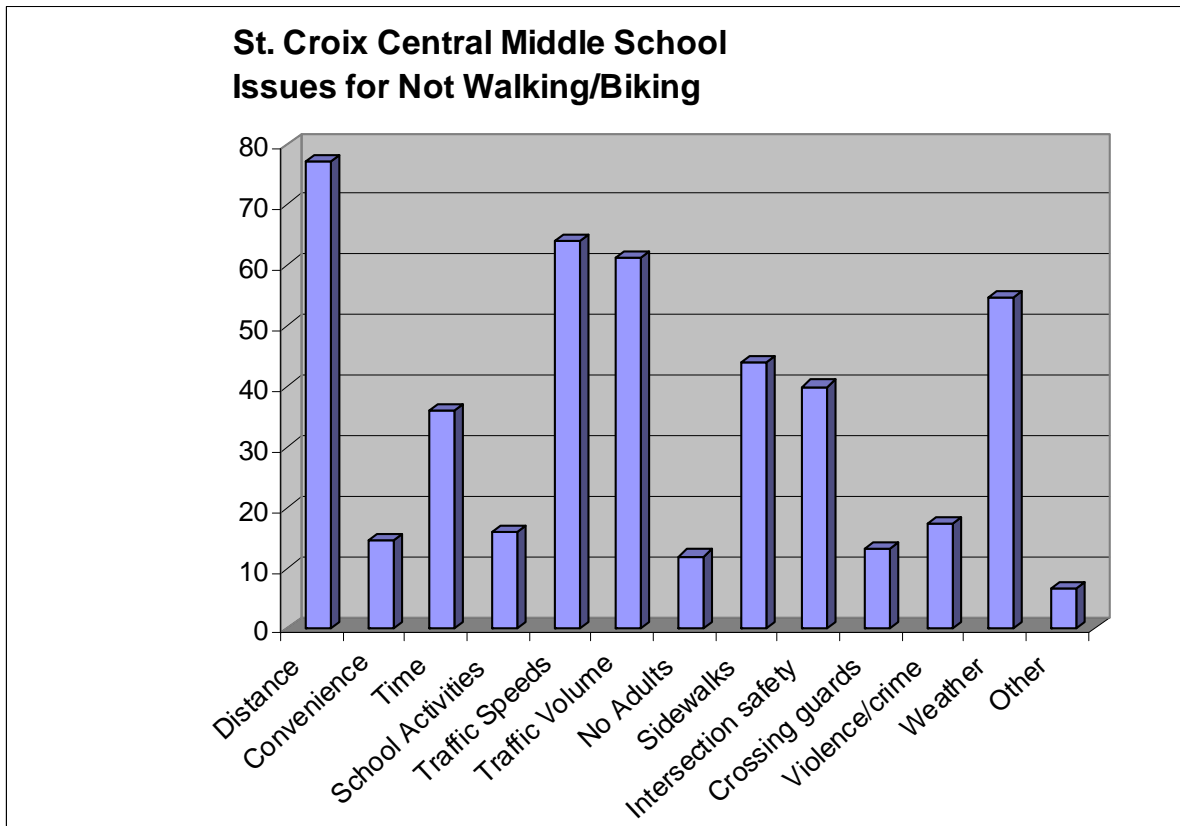
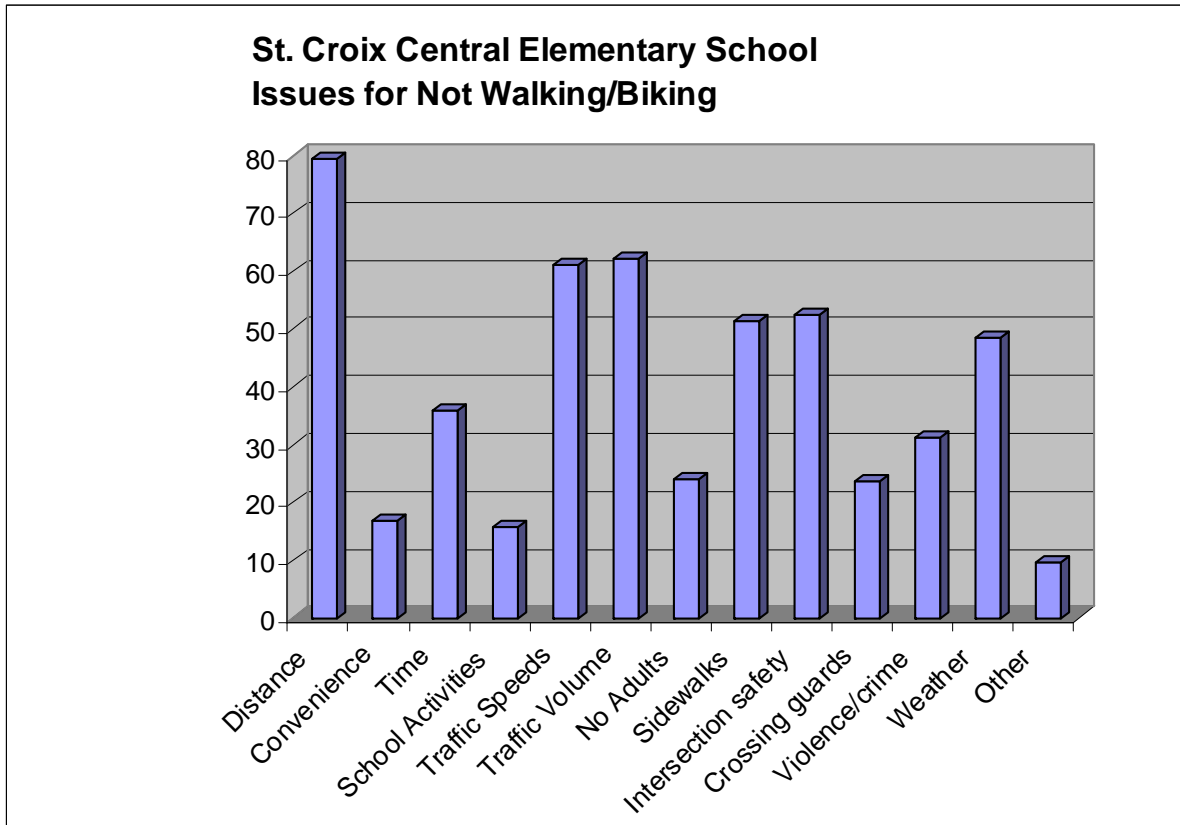


Responses to the survey indicate that 21.8 (elementary school) and 34.7 (middle school) percent of students live within one mile of their school (Figure 3). While one mile can generally be considered a reasonable distance to walk or bike, there can be many reasons why a family decides not to have their student walk a mile, or less, to school. All parents were asked what issues were considered in their decision on their student's school trip. Respondents could check as many issues as applied. Figure 4 shows what percentage of respondents considered each issue in their decision. The most dominant issue in a family's decision is distance (79.3 percent and 77.3 percent), followed closely by traffic safety issues of speed (60.9 percent and 64 percent), volume (62.0 percent and 61.3 percent), and dangerous intersections (52.5 percent and 40.0 percent). Sidewalks were also a factor at 51.4 percent and 44.0 percent. Weather was a significant consideration among 48.6 percent of elementary school parents and 54.7 percent of elementary school parents. Violence and crime was a consideration for 31.3 percent and 17.3 percent.

Figure 3
Travel Distance to School



**Figure 4
Travel Mode Decision**



Parents were also asked what they felt was an appropriate age for a child to walk or bike to school. Forty-one percent of elementary respondents felt that elementary school-aged children, at some age, were old enough to walk or bike to school. Middle school parents responding were somewhat less willing to let elementary-age children walk to school as only 28 percent feeling it was appropriate at some age. Twenty percent of elementary parents indicated that walking and biking was not appropriate until middle school, while 25 percent of middle school parents shared the same view. The option of “no age is appropriate” was selected by 35 percent of elementary school parents and 41 percent of middle school parents. (Note: While this may seem significantly high, at first glance, the high response may be due to individual circumstances, such as the respondent living over two miles from the school, and therefore walking or biking would not be appropriate at any age.)

Walking/Biking Audit

A walking/biking audit was conducted in the area surrounding the two schools, roughly within in a ¼ mile radius of each school. This occurred in the end of April and early May. Each school had an AM and PM audit. Volunteers 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 by the volunteers during the audit.



General findings

Both schools are also hubs where school buses pick-up and drop off students that attend the other school (middle school students walk to the elementary school in Roberts well before the elementary school starts to take the bus to the middle school in Hammond and vice-versa). Audits for this were also completed.

Both Schools

- The street pattern in the areas surrounding the school is a grid pattern.
- Because there are few sidewalks beyond school property, crosswalk delineation is troublesome.
- Loading and unloading of students from family vehicles in areas not designated for loading/unloading creates an unsafe environment.
- Students were witnessed walking and biking in the street, on the wrong side, and crossing mid-block.
- While the departure of the buses and release of walking/biking students is well choreographed, the lack of sidewalks results an unsafe pedestrian situation and a large number of family vehicles in the area.
- Old and uncovered bicycle racks are located in front of the schools.

Elementary School

- Throughout Roberts, sidewalks are limited. A sidewalk does exist south of the railroad tracts along part of Division St. and along some of the side streets.

- The lack of sidewalks north of the railroad tracts, specifically along Division St., creates a dangerous environment.
- The ingress/egress driveway on the north side of the school property is extremely dangerous. The issues for this driveway include the adjacent railroad crossing, Main St. not being straight across from the driveway, which creates an off-balanced intersection, no sidewalk along north side entrance, and it being a high pedestrian/bike entry point.
- There is some speeding along Division St.
- Students cross the railroad tracks behind and next to the school along a dirt path and not at Division St.



Entrance drive into Elementary School.

Other major observations from consultant review include the difficulty and danger of crossing U.S. Highway 12 for people that live on the north side of the highway.

Middle School

- Davis St. and Broadway St. are major barriers (traffic volume, traffic speed, unsafe crossings) to students walking and biking to and from school.
- Railroad tracks on south side of town and lack of pedestrian connectivity to residential areas south of the railroad tracks.

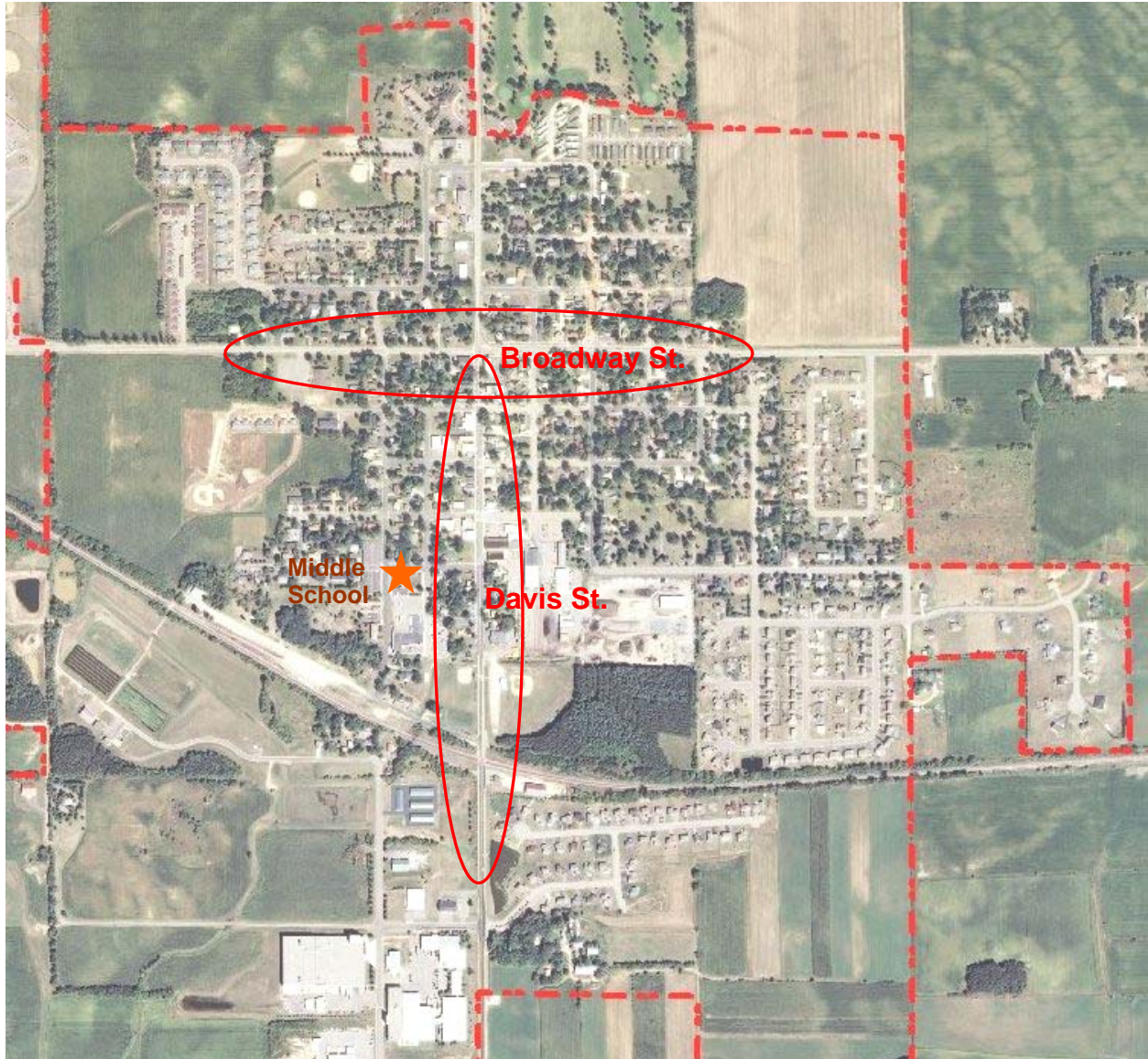
Major barriers can be seen on Figure 5 and Figure 6.

Existing Policies and Practices

Both the school district and the two villages have various policies and practices that directly or indirectly affect how students get to and from school. Perhaps the most direct affect is held in the school district's busing policy. All elementary school students who live more than .3 miles from the school and all middle school students who live more than .5 miles from the school are eligible to ride the school bus.

The two villages do not currently require that sidewalks be provided in the construction of any development. The dedication of land for sidewalks has been very inconsistent and only occurs with any regularity on school district property and in commercial areas. The Village of Roberts will be constructing a six-foot wide sidewalk along Division St. from Highway 12 to the top of the hill.

Figure 5
Hazards to Walking and Biking (Hammond)



LEGEND


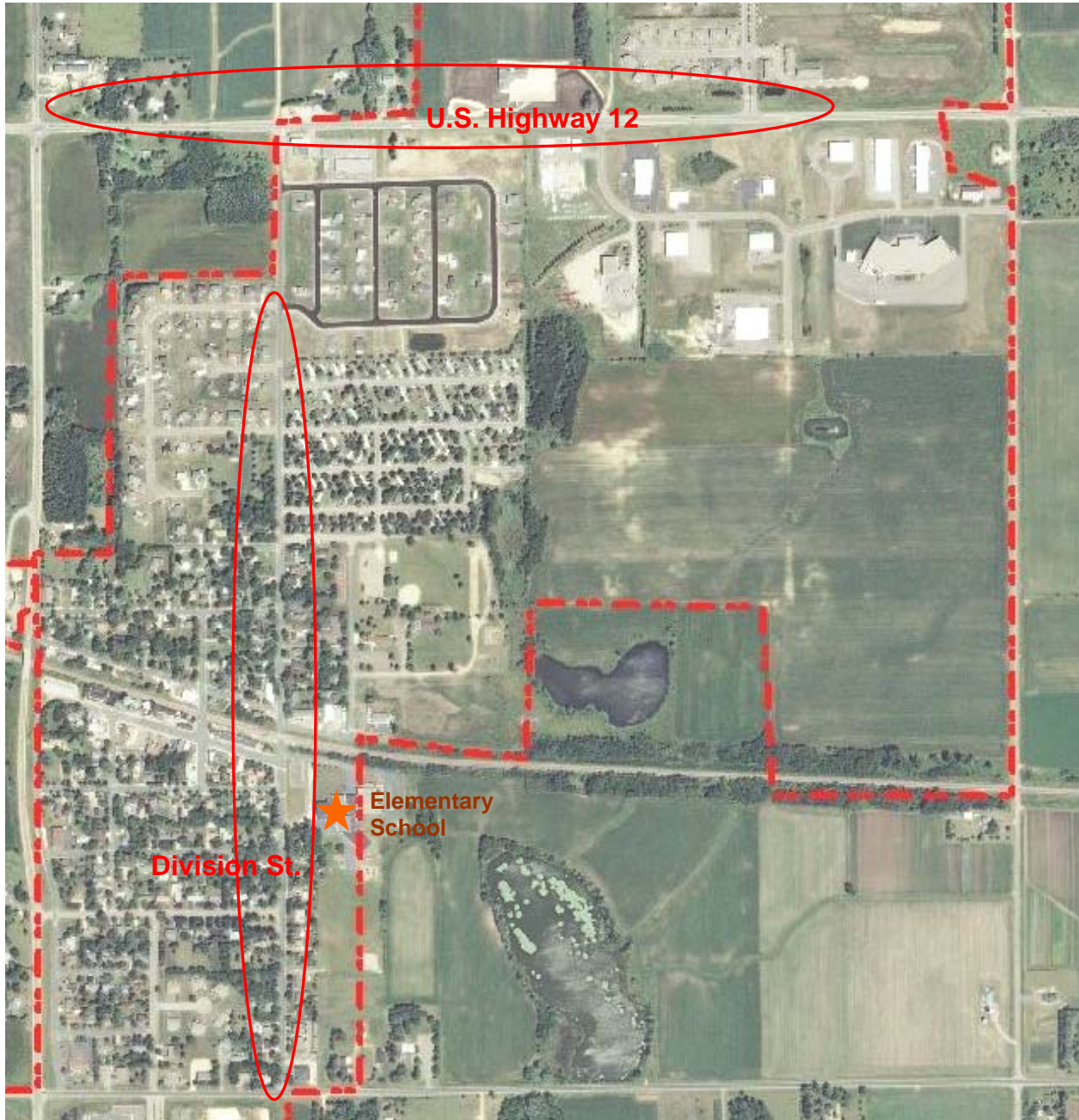

 - barriers to walking and biking

Figure 6
Hazards to Walking and Biking (Roberts)



LEGEND

 - barriers to walking and biking

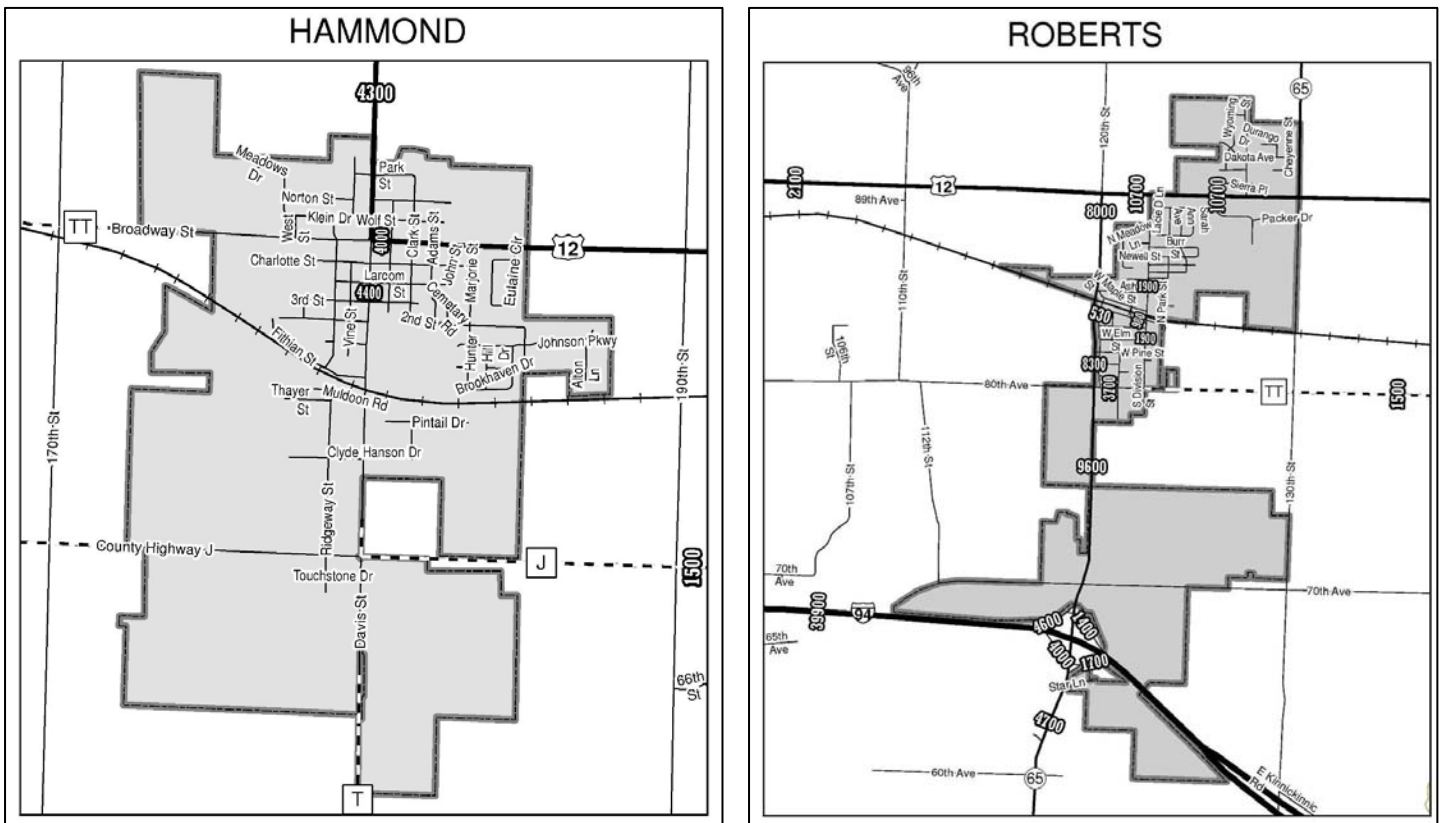
Traffic

Traffic volumes are not particularly high, on a daily basis, on the streets adjacent to the two schools (Figure 7). The street where traffic volume impacts safe routes to school the most in either village is Davis St.

Traffic volume on Division St. is not high, but again, is concentrated in the few minutes surrounding school start and release times.

There have been no reported accidents involving pedestrians or bicycles in the Village of Roberts since the beginning of 2007. There have been two reported accidents involving pedestrians or bicycles in the Village of Hammond since the beginning of 2007.

Figure 7
Traffic Volume Counts (Hammond and Roberts)



School Buses

There are four school buses that pick up students at the elementary school and then drive to the middle school/high school area to unload those students. In the opposite direction, there are four school buses that pick up students at the middle school and drive them to the elementary school. The reverse of this occurs in the afternoon. At this time, the bus loading zones are in locations that have been working well for the respective schools.

Other Plans

Both villages have comprehensive plans. Analysis conducted for the transportation section of the plans determined that a lack of dedicated bicycle and pedestrian facilities is a concern for the villages. Recommendations were made to improve pedestrian and bicycle safety in the downtown area with the development of a trail system and development of a new bike safety program. While this does not directly address school-related walking and biking, the goals are consistent with the goals of this SRTS plan. Again, these recommendations are consistent with the goals of SRTS.

Recommended Strategies

Village of Hammond

Several strategies are recommended for the Village of Hammond. It is important to remember that a community that is safe for students to walk and bike to school is a walkable and livable community for everyone. The Village faces some particularly hard challenges to safe walking and biking. The community is of a size that virtually all students who live within the Village limits should be able to walk and bike to school, and at one time did so. However, the lack of sidewalks, high traffic volume along Broadway St. and Davis St., and the presence of the railroad has caused the Village to evolve into a driving community. Traffic volumes have increased and safety concerns with truck and car traffic along Broadway St. and Davis St., and the railroad tracks have increased. In addition, a significant amount of the traffic along Davis St. is not local traffic, so these drivers do not have a vested interest in helping create a more SRTS friendly community. For these reasons, engineering and enforcement measures will be of particular importance in Hammond and at the Middle School.

Education:

- Write an article in the community newspaper stating that the SRTS plan was completed.
- Educate high school students regarding the importance of safe driving around schools.
- Locate a sign upon entering Hammond stating that Hammond is a SRTS community.

Encouragement

- Create a plan for snow removal in the safe route to school corridors.
- Hold annual bicycle rodeos. This would include a bike safety course, safety equipment education, and incentives including a raffle, reduced price helmets, etc.
- 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.
- Work with all stakeholders to identify “safe homes” along the SRTS routes where children can go if they need help.
- Locate pedestrian flags at the intersections of Davis and 2nd St. and Davis and 3rd St.

Enforcement

- Focus on speed enforcement along Davis St. and Broadway St.
- Enforcement of all parking/pick-up areas in front of schools.
- New parking/drop-off signage in front of schools.
- Safety-green colored in-street pedestrian signs on Davis St. at 2nd St. and 3rd St.

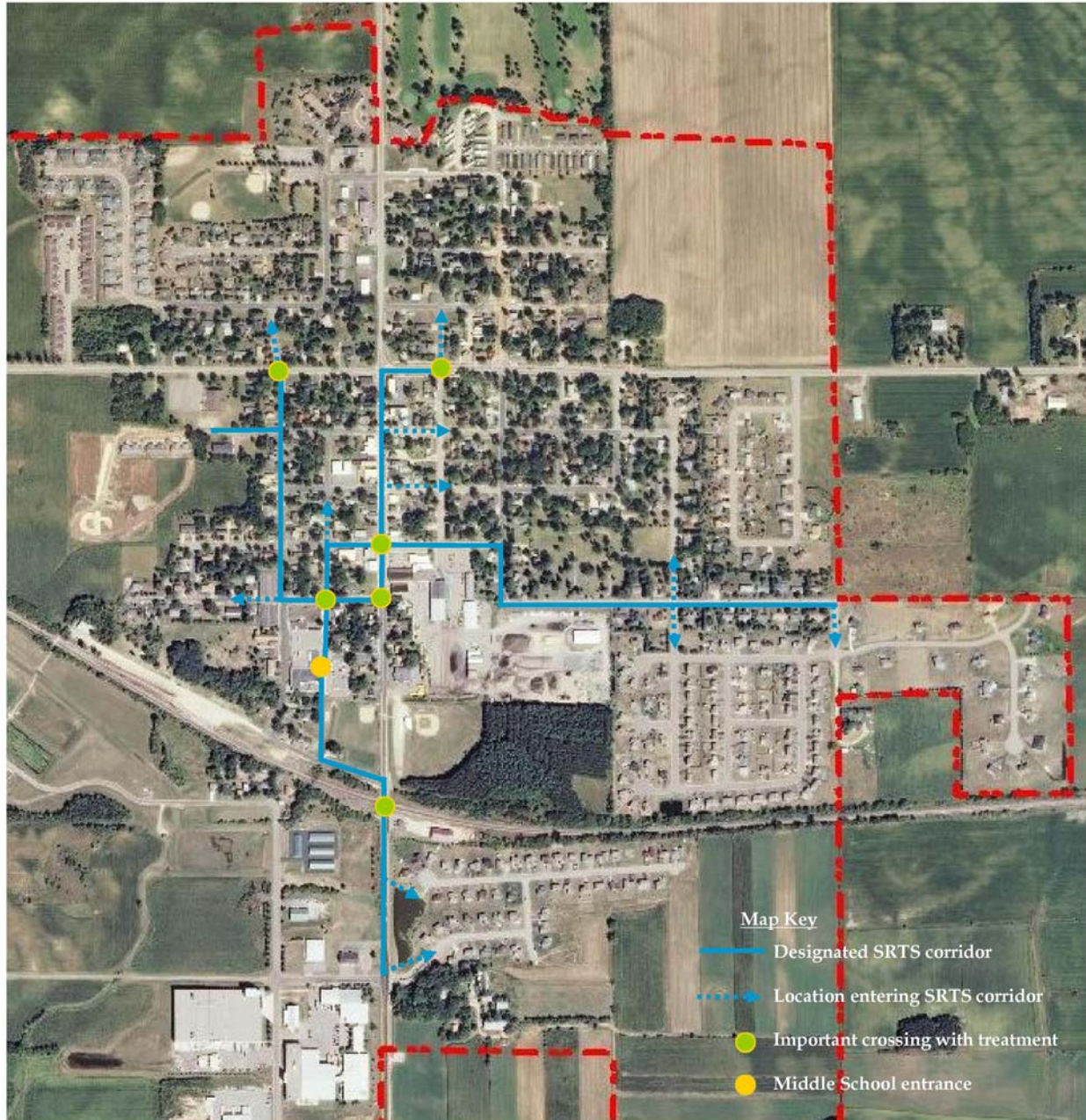
Engineering

- 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.
- Locate new safety-green colored pedestrian and school zone signs at Davis St. and 2nd St. and 3rd St. and surrounding the school.
- Create a sidewalk pedestrian system throughout the entire community (Figure 8).
- Eliminate parking adjacent to crosswalks throughout Hammond.
- Install bump-outs at Davis St. and 2nd St. and 3rd St.
- Install bump-outs at Broadway St. and Ridgeview and Main.
- Install sidewalks along Davis St. from 1st St., across railroad tracks, and to the pedestrian entrance to existing residential subdivision.
- Construct highly visible and functional railroad pedestrian/bicycle crossing on Davis St.

Evaluation

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

Figure 8
Proposed Pedestrian System - Hammond



Village of Roberts

Several strategies are recommended for the Village of Roberts. It is important to remember that a community that is safe for students to walk and bike to school is a walkable and livable community for everyone. The Village faces some particularly hard challenges to safe walking and biking. The community is of a size that virtually all students who live within the Village should be able to walk and bike to school, and at one time did so, the lack of sidewalks and the presence of residential development on the north side of Highway 12 has caused the Village to experience more students being driven and/or bussed to school. Roberts needs an intensive education and encouragement program along with infrastructure improvements in front of the school.

Education:

- Write an article in the community newspaper stating that the SRTS plan was completed.
- Educate high school students regarding the importance of safe driving around schools.
- Locate a sign upon entering Roberts stating that Roberts is a SRTS community.

Encouragement

- Create a plan for snow removal in the safe route to school corridors and along north entrance road.
- Hold annual bicycle rodeos. This would include a bike safety course, safety equipment education, and incentives including a raffle, reduced price helmets, etc.
- 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.
- Work with all stakeholders to identify “safe homes” along the SRTS routes where children can go if they need help.

Enforcement

- Focus on speed enforcement along Division St.
- Enforcement of all parking/pick-up areas in front of schools
- New parking/drop-off signage in front of schools
- Safety-green colored in-street pedestrian signs on Division St. in front of school.

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.
- Locate new safety-green colored pedestrian and school zone signs along Division St. between north of railroad tracks and one block south of school.
- Create a sidewalk pedestrian system throughout the entire community (Figure 9).
- Eliminate parking adjacent to crosswalks throughout Roberts.
- Install bump-outs along Division (Warren, Pine, Maple, Main, crossing south of south school entrance).
- Construct highly visible and functional railroad pedestrian/bicycle crossing on Division St.
- Construct sidewalk or designated walking/biking lane along Division St. (Figure 11).

Evaluation

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

Figure 9
Proposed Pedestrian System - Roberts



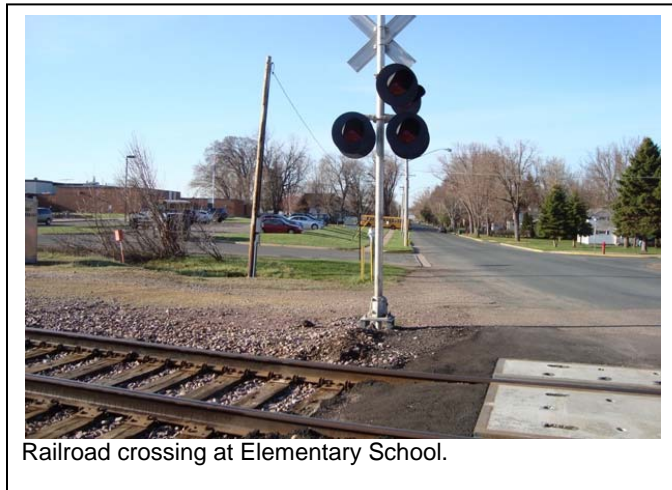
Elementary School (Roberts)

Education

- Hold pedestrian and bicycle safety classes for students in the physical education curriculum.
- Distribute an annual beginning of the year letter to the parents that describes that Roberts has completed a SRTS plan and the meaning of a SRTS plan.
- Enclose traffic and pedestrian laws in school newsletters.
- Create and provide a map that shows distances by walking and time needed to reach the school campus. In addition, showcase the designated safe routes to and from school on the map.
- Include SRTS information on the school website.

Encouragement

- Hold an assembly with a guest speaker (athlete/coach from high school, UW system, Bucky the Badger, etc.) that emphasizes the importance of physical fitness and eating healthy.
- Organize a walking school bus from north of railroad tracks and any other locations that become appropriate.



- Collaborate with local businesses and community organizations that are located in Roberts to help sponsor activities and items to award/encourage students and to help promote SRTS.
- Increase SRTS training for school crossing guards.
- Research the possibility of adult crossing guards.

Enforcement

- State in the school newsletter and community newspaper that the police department will be more proactive on

vehicle violations around the school.

- Inform and give warnings to parents regarding any vehicle violations during drop-off and pick up times for the first two weeks of each semester (fall and spring).
- Issue tickets to parents regarding any vehicle violations during the remaining periods of the school year.
- Provide safety-green vests and flags for elementary school crossing guards.

Engineering

- Re-align school north entrance to align with Main St.
- Construct sidewalk along northside of north school driveway to Division (Figure 10).
- Construct sidewalk from student drop-off area (along Division) through grass up to school.
- Improve signage for rules and add painted area for drop-off area in front of school.
- Improve bicycle parking area/facility. This would include a covered shelter, student art, etc.

Evaluation

- Conduct parent survey every two years to measure success of implemented strategies.
- Keep track of the number and types of warnings and tickets issued around the school.

Middle School (Hammond)

Education

- Hold pedestrian and bicycle safety classes for students in the physical education curriculum.
- Distribute an annual beginning of the year letter to the parents that describes that Hammond has completed a SRTS Plan and the meaning of a SRTS plan.
- Enclose traffic and pedestrian laws in school newsletters.
- Create and provide a map that shows distances by walking and time needed to reach the school campus. In addition, showcase the designated safe routes to and from school on the map.
- Include SRTS information on the school website.

Encouragement

- Hold an assembly with a guest speaker (athlete/coach from high school, UW system, Bucky the Badger, etc.) that emphasizes the importance of physical fitness and eating healthy.
- Collaborate with local businesses and community organizations that are located in Hammond to help sponsor activities and items to award/encourage students and to help promote SRTS.
- Have adult crossing guards along Broadway St. and Davis St.

Enforcement

- State in the school newsletter and community newspaper that the police department will be more proactive on vehicle violations around the school.
- Inform and give warnings to parents regarding any vehicle violations during drop-off and pick up times for the first two weeks of each semester (fall and spring).
- Issue tickets to parents regarding any vehicle violations during the remaining periods of the school year.



Engineering

- Analyze the feasibility of extending the sidewalk along east side of school south to Fithian St.
- Improve signage for rules and add painted area for drop-off area in front of school.
- Improve bicycle parking area/facility. This would include a covered shelter, student art, etc.

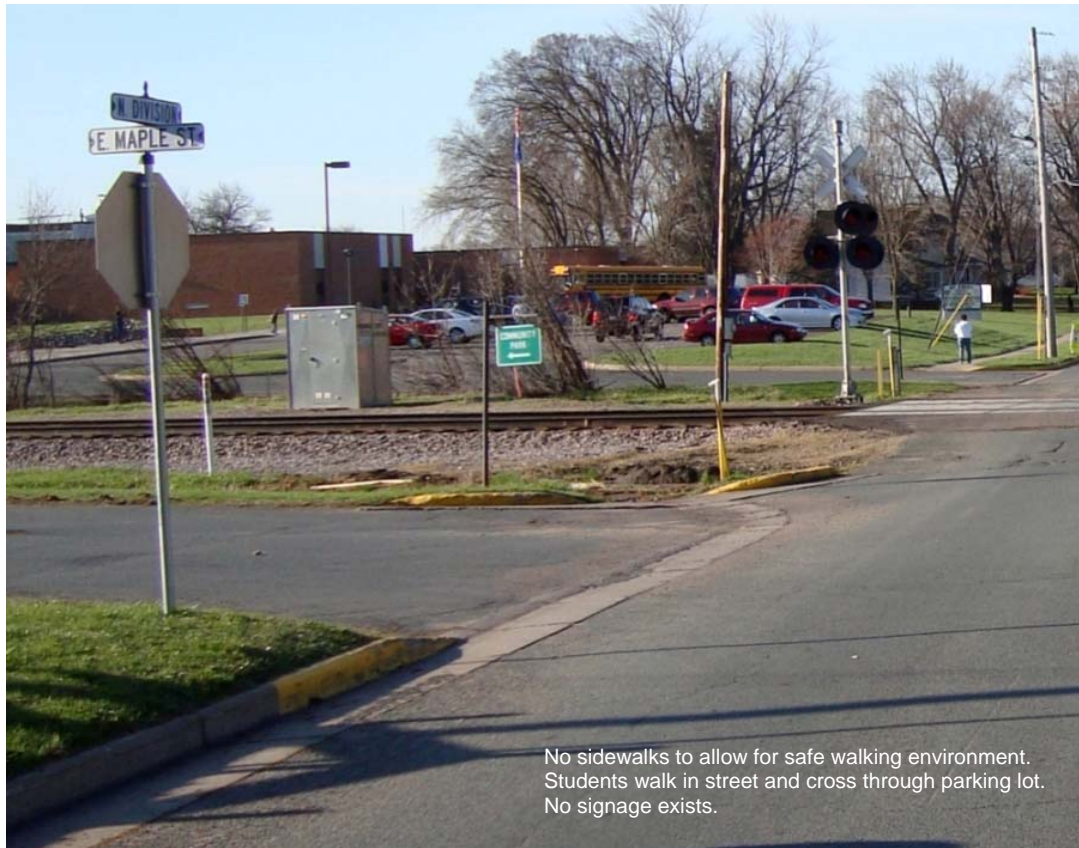
Evaluation

- Conduct parent survey every two years to measure success of implemented strategies
- Keep track of the number and types of warnings and tickets issued around the school



Figures 10-13 show examples of possible infrastructure changes in both communities.

Figure 10
Proposed Pedestrian/Bicycle Improvements – Elementary School Entrance



No sidewalks to allow for safe walking environment. Students walk in street and cross through parking lot. No signage exists.



Sidewalk along village property and railroad crossing. Sidewalk extends along north side of school entrance up to sidewalk on east side of bus drop-off area. Signage designating pedestrian traffic

Figure 11
Proposed Pedestrian/Bicycle Improvements – Division Street





Same as above option, except no green paint. White lines are used to show designated pedestrian/bicycle area.

Figure 12
Proposed Pedestrian/Bicycle Improvements – Davis Street / 3rd Street



Figure 13
Proposed Pedestrian/Bicycle Improvements – Davis Street / 2nd Street



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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 both Hammond and Roberts.

The following table (Figure 13) prioritizes the strategies presented in this plan into three categories: immediate projects, 2011-2012 projects, and 2012-2013 and beyond projects. The immediate projects are those that can be implemented without the need for specific grant funds or large coordinative efforts. The 2011-2012 category includes those projects that may require some planning to include in school curriculum during the 2011-2012 school year or would be eligible for upcoming grant cycles, such as SRTS grants. Projects included in the 2012-2013 and beyond category are longer term projects that either require more coordinative effort, design time, or may need more complex funding schemes. It is an extensive list, and while it might not be possible to complete all of the projects within the given timeframe, the table shows when projects could and, perhaps ideally, should ideally be implemented.

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 communities together and guide Hammond and Roberts toward the goal of becoming Safe Routes to School communities.

**Figure 14
Project Prioritization**

Priority	Responsible Party							Examples of suggested funding source(s)
	Hammond	Roberts	St. Croix Co.	School District	Indiv. School	Task Force	Other	
Immediate projects								
Newspaper article on SRTS plan				✓		✓		
Drivers Ed. SRTS training				✓				
Speed and parking enforcement	✓	✓			✓			
Demo walking school bus				✓	✓	✓		
Entrance signage stating SRTS communities	✓	✓						VR, VH
Clarify parking signage for Elementary School		✓		✓	✓			VR
Pedestrian flags at Davis and 2nd St. and 3rd St.	✓							
Green vests for crossing guards (elementary)				✓	✓			
2011-2012 projects								
<u>Middle School/Hammond</u>								
Distinctive pavement treatment at x-walks	✓		✓					SRTS, VH, SD
Green school crossing signs at crosswalks	✓		✓					SRTS, VH, SD
Green in-street ped signs along Davis	✓				✓			SRTS, VH, SD
Eliminate parking adjacent to crosswalks	✓							VH
Adult crossing guards-Broadway and Davis	✓				✓			SD
Study option of sidewalk along school to Fithian	✓			✓				VH, SD
Bump-outs (Davis at 2nd and 3rd)	✓							VH
Bump-outs (Broadway at Ridgeview and Main)	✓							VH
Include biking in physical education at M.S.				✓	✓	✓		SD
<u>Elementary School/Roberts</u>								
Create sidewalk on northside of entrance road		✓		✓				SRTS, VR, SD
Bump-outs along Division (e.g. Warren, Pine, Maple, Main, and crossing south of school)		✓		✓	✓	✓	✓	SRTS, VR, SD
Construct highly visible and functional railroad pedestrian/bicycle crossing on Division		✓		✓				SRTS, VR, RR
Distinctive pavement treatment at x-walks		✓						SRTS, VR, SD
Construct designated walking/biking lane along Division (east side)		✓		✓				SRTS, CC, TE
Green in-street pedestrian signs in Division St.				✓	✓			SRTS, VR, SD
Eliminate parking adjacent to x-walks		✓						VR
<u>General village-wide</u>								
Create a sidewalk pedestrian system	✓	✓	✓	✓	✓	✓	✓	SRTS, VR, VH
Construct pedestrian crossings at RR	✓	✓						SRTS, VR, VH, RR
Letter to parents about adoption of SRTS plan					✓	✓		SD
Develop and implement snow removal plan for sidewalks and x-ings on safe routes	✓	✓	✓	✓				SD, VR, VH
Acquire green/reflective vests for crossing guards				✓	✓			SRTS, SD
Create distance and time map	✓	✓		✓		✓	✓	VR, VH, RPC
Coordinate annual bike rodeo	✓	✓		✓		✓	✓	SD, BS-R, PRSFW
2012-2013 and beyond								
Promote walking/biking through newsletters, speakers, school activities				✓	✓	✓	✓	GHSP, SD, PRSFW
Include safety training in elementary curriculum				✓	✓	✓		TSB, SD
Strengthen code to require SRTS measures in all new developments and reconstructions	✓	✓	✓	✓				VR, VH, SCC
Design and construct improved bicycle parking areas				✓	✓	✓	✓	DCBA, BB, local sponsors, SD
Acquire and distribute reflectors for students				✓		✓	✓	local sponsor
<u>Hammond</u>								
Install sidewalk along Davis from 1st to pedestrian entrance of subdivision south of RR	✓		✓					SRTS, VH, RR, SCC, TE
<u>Roberts</u>								
Install sidewalk along U.S. Highway 12 from Division		✓	✓					SRTS, VR, RR, SCC, TE

Funding and Resources

Additional funding

Safe Routes to School (SRTS)

The *Wisconsin Safe Routes to School Program* provides funding for planning, infrastructure and noninfrastructure 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 : Renee Callaway Wisconsin Safe Routes to School Coordinator, E-mail: 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

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

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

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

Local Transportation Enhancements (TE)

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.w.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 or contact: Carrie Morgan, Wisconsin Department of Natural Resources, Phone: (608)267-5239, E - mail: 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

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, 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.

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

Bikes Belong (BB)

Bikes Belong accepts requests for funding of up to \$10,000 for facility, capacity, and education projects. Visit 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/

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/

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

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

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

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

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

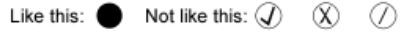
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Appendix A Survey Summary

SURVEY ABOUT WALKING AND BIKING TO SCHOOL - FOR PARENTS ELEMENTARY SCHOOL

Dear Parent or Caregiver - Your child's school wants to learn about your thoughts about children walking and biking to school. This survey will take about 10-15 minutes to complete. We would appreciate your time in filling out this survey as follows:

- Fill out one survey for each school your children attend.
- If you have more than one child at a school, fill it out for the oldest child currently attending the school.
- Please use blue or black ink to completely fill in the 'bubble' that corresponds to your selection.



These first few questions gather some general and background information.

Remember, all information will be confidential, and no identifying information will be released.

1. What is the grade of the child for whom you are filling out this survey? (K – 8)

K=15.6% 1=13.4% 2=21.8% 3=26.3% 4=22.9%

2. Is the child male or female? MALE FEMALE

53.9% 44.9%

3. How many children do you have in elementary school? 1=55.9% 2=41.9% 3=2.2%

4. How many children do you have in middle school? 1=20.8% 2=6.2%

5. What is your ZIP Code? (please provide ZIP +4 if known)

54015=44.4%	54014=0.6%
54023=48.3%	54767=1.1%
54016=1.7%	54013=0.6%
54002=2.2%	54017=0.6%

6. How far does the child live from school? (choose one)

8.4% a. less than 1/4 mile	7.3% d. 1 mile up to 2 miles
8.4% b. 1/4 mile up to 1/2 mile	70.4% e. More than 2 miles
5.0% c. 1/2 mile up to 1 mile	0.0% f. Don't know

7. On most days how does the child arrive at school and leave for home after school (check one choice per column)

Method of Transportation:	Arrive at school	Leave for home
a. Walk	3.4%	5.0%
b. Bike	1.1%	1.1%
c. School Bus	61.5%	78.8%
d. Family Vehicle (with only children from your family)	33.5%	11.2%
e. Carpool (riding with children from other families)	0.0%	0.0%
f. Transit (city bus, taxi, etc.)	0.0%	0.0%
g. Other (skateboard, scooter, inline skates, etc.)	0.0%	0.6%

8. How long does it normally take the child to get to/from school?

Time:	Travel time to school	Travel time from school
a. Less than 5 minutes	18.5%	11.2%
b. 5-10 minutes	24.2%	20.8%
c. 11-20 minutes	19.1%	18.5%

- d. More than 20 minutes 32.0% 39.3%
- e. Don't know/ not sure 6.2% 5.6%
9. Has the child asked you for permission to walk or bike to/ from school? Yes No
19.1% 77.5%

10. At what grade would you allow your child to walk or bike without an adult/older student to/from school?

K	1	2	3	4	5	6	7	8	I would not feel comfortable at any grade
0.6%	2.2%	1.1%	7.3%	14.0%	15.6%	9.5%	6.5%	3.9%	35.2%

11. Which of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school? (check all that apply)

12. Would you probably let your child walk or bike to/from school if this problem were changed or improved? (mark one per line)

- Distance 79.3%
- Convenience of driving 16.8%
- Time 35.8%
- Child's participation in before/after-school activities 15.6%
- Speed of traffic along route 60.9%
- Amount of traffic along route 62.0%
- Adults to walk or bike with 24.0%
- Sidewalks or pathways 51.4%
- Safety of intersections and crossings 52.5%
- Crossing guards 23.5%
- Violence or crime 31.3%
- Weather or climate 48.6%
- Other _____ 9.5%

4.5% My child already walks or bikes to/from school

YES

13. How much does your child's school encourage or discourage walking/biking to/from school? (check one box)

Strongly Encourage	Encourage	Neither	Discourage	Strongly Discourage
1.7%	6.1%	86.0%	1.7%	0.0%

(Questions 14 & 15) Please answer these two questions based on your feelings about your child walking or biking to/from school whether or not your child actually walks or bikes to/from school.

14. How much FUN is walking or biking to/from school for your child? (check one box)

Very Fun	Fun	Neutral	Boring	Very Boring
11.8%	39.3%	41.6%	3.9%	0.0%

15. How HEALTHY is walking or biking to/from school for your child? (check one box)

Very Healthy	Healthy	Neutral	Unhealthy	Very Unhealthy
55.1%	31.5%	9.0%	0.6%	0.0%

16. Do all of the adults in your household work full-time outside the home? YES NO (check one box)
51.4% 46.4%

SURVEY ABOUT WALKING AND BIKING TO SCHOOL - FOR PARENTS MIDDLE SCHOOL

Dear Parent or Caregiver - Your child's school wants to learn about your thoughts about children walking and biking to school. This survey will take about 10-15 minutes to complete. We would appreciate your time in filling out this survey as follows:

- Fill out one survey for each school your children attend.
- If you have more than one child at a school, fill it out for the oldest child currently attending the school.
- Please use blue or black ink to completely fill in the 'bubble' that corresponds to your selection.

Like this: Not like this:

These first few questions gather some general and background information.

Remember, all information will be confidential, and no identifying information will be released.

1. What is the grade of the child for whom you are filling out this survey? (K – 8)

5=69.3% 6=10.7% 7=6.7% 8=13.3%

2. Is the child male or female? MALE FEMALE

52.6% 46.1%

3. How many children do you have in elementary school? 1=35.5% 2=13.2%

4. How many children do you have in middle school? 1=74.7% 2=25.3%

5. What is your ZIP Code? (please provide ZIP +4 if known)

54015=56.6%

54002=1.3%

54023=38.2%

54017=1.3%

54016=2.6%

6. How far does the child live from school? (choose one)

6.7% a. less than 1/4 mile

6.7% d. 1 mile up to 2 miles

17.3% b. 1/4 mile up to 1/2 mile

58.7% e. More than 2 miles

10.7% c. 1/2 mile up to 1 mile

0.0% f. Don't know

7. On most days how does the child arrive at school and leave for home after school (check one choice per column)

Method of Transportation:	Arrive at school	Leave for home
a. Walk	10.7%	14.7%
b. Bike	1.3%	1.3%
c. School Bus	50.7%	62.7%
d. Family Vehicle (with only children from your family)	34.7%	20.0%
e. Carpool (riding with children from other families)	2.7%	0.0%
f. Transit (city bus, taxi, etc.)	0.0%	0.0%
g. Other (skateboard, scooter, inline skates, etc.)	0.0%	0.0%

8. How long does it normally take the child to get to/from school?

Time:	Travel time to school	Travel time from school
a. Less than 5 minutes	18.4%	13.2%
b. 5-10 minutes	22.4%	13.2%
c. 11-20 minutes	23.7%	27.6%
d. More than 20 minutes	35.5%	44.7%

e. Don't know/ not sure 0.0% 0.0%

9. Has the child asked you for permission to walk or bike to/ from school? Yes No
32.9% 61.8%

10. At what grade would you allow your child to walk or bike without an adult/older student to/from school?

K	1	2	3	4	5	6	7	8	I would not feel comfortable at any grade
0.0%	1.3%	1.3%	1.3%	5.3%	18.7%	13.3%	5.3%	6.7%	41.3%

11. Which of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school? (check all that apply)

12. Would you probably let your child walk or bike to/from school if this problem were changed or improved? (mark one per line)

19.7% My child already walks or bikes to/from school

	YES	NO	NOT SURE
<input type="radio"/> Distance	77.3%		
<input type="radio"/> Convenience of driving	14.7%		
<input type="radio"/> Time	36.0%		
<input type="radio"/> Child's participation in before/after-school activities	16.0%		
<input type="radio"/> Speed of traffic along route	64.0%		
<input type="radio"/> Amount of traffic along route	61.3%		
<input type="radio"/> Adults to walk or bike with	12.0%		
<input type="radio"/> Sidewalks or pathways	44.0%		
<input type="radio"/> Safety of intersections and crossings	40.0%		
<input type="radio"/> Crossing guards	13.3%		
<input type="radio"/> Violence or crime	17.3%		
<input type="radio"/> Weather or climate	54.7%		
<input type="radio"/> Other _____	6.7%		

13. How much does your child's school encourage or discourage walking/biking to/from school? (check one box)

Strongly Encourage	Encourage	Neither	Discourage	Strongly Discourage
1.3%	8.0%	76.0%	6.7%	0.0%

(Questions 14 & 15) Please answer these two questions based on your feelings about your child walking or biking to/from school whether or not your child actually walks or bikes to/from school.

14. How much FUN is walking or biking to/from school for your child? (check one box)

Very Fun	Fun	Neutral	Boring	Very Boring
10.5%	30.3%	47.4%	2.6%	0.0%

15. How HEALTHY is walking or biking to/from school for your child? (check one box)

Very Healthy	Healthy	Neutral	Unhealthy	Very Unhealthy
38.2%	42.1%	13.2%	0.0%	0.0%

16. Do all of the adults in your household work full-time outside the home? YES NO (check one box)
53.3% 44.0%

Intentionally left blank

SURVEY ABOUT WALKING AND BIKING TO SCHOOL FOR PARENTS

Comments from Surveys

Question 7. On most days how does the child arrive at school and leave for home after school.

- Uses all methods

Question 11. Which of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school?

- Age (4)
- Railroad crossing (2)
- Lack of shoulder on road
- Registered sex offenders living between our house and the school
- Blind intersections
- No sidewalks to ride on
- Traveled with others (never alone)
- Someone who would try and take him
- His ability
- Responsibility of child
- No bus to take them home – they need to walk

Additional Comments.

- I would love it if school was closer and my child could walk or bike. I walked over a mile to school in 5th grade and enjoyed it! Probably made it home sooner. Thanks!
- I would allow my kids to walk to middle school, safer side roads, but I WILL NOT allow them to walk to high school when they are in that school. No sidewalks, very busy road, very unsafe.
- She loves walking to school. However, there should be better/more stop signs or crossing guards or something as traffic can sometimes cause issues. Not all drivers stop for students and she has almost been hit more than once.
- It is too far from Roberts to Hammond (to bike or walk).
- Both of my kids walk/ride bikes to school. One child gets on the bus for the middle school. Very happy with patrol near schools.
- We need sidewalks for children to travel safely around Hammond.
- My sons walk 3 minutes to the elementary school to catch the bus.
- We live in the Rolling Meadows development in Roberts. It is not possible to walk or bike to school.
- Live in Black Duck addition. Very close to middle school, but don't feel safe having her on County Road T and the tracks. Wish there was some kind of safe pathway to travel on. We cannot walk into town just to library safely where we live!
- Our child walks to elementary school to catch bus when his brother can't drive. He walks home from school after taking bus from middle school to elementary school. I would love to see a bike path from Roberts to Hammond.
- We live in the Rolling Meadows development in Roberts and are cut off from the rest of the village of Highway 12. It is not possible to walk or bike to the elementary school.
- I don't like that there is no sidewalk down Division for safety when walking.
- What kind of question is 14 & 15. It is a yes or no question. Fun is not a consideration – teaching child trust, respect, responsibility to make it to school on time. Safety biggest issue.
- By time child/children are old enough the distance is too far and time too great for this option to be feasible.

- I believe there could be lots of positive outcomes encouraging children (who can) to walk to school. I did, it was a very positive experience. However, there are many issues regarding safety that need to be addressed in our district, first.
- We do not have sidewalks in Hammond in our neighborhood. Nor are there any year the middle school. If had some, our children would probably ride bikes or walk.
- Walking/biking is not a consideration because on distance alone.
- I think its imperative to put in sidewalks to the high school pertaining to TT closest to school not whole town. It's a main road and it's busy.
- My kids, when weather permits, walk to or ride their bikes to the bus stop, which is about 2 blocks from the house. As soon as they enter 5th grade and go to school in Hammond, they will walk/ride bike as much as possible.
- She will walk to school for 5th grade because we live close to the middle school.
- Division and the school parking lot are really crazy.
- My child would be allowed to walk to school if there were sidewalks and a crossing arm at the railroad tracks.
- We need sidewalks in Hammond so children can travel safely to bus stops/school.
- Sidewalks are a big issue. I would feel safer if my child had sidewalks to ride or walk onto school. I think there should be crossing guards at the crosswalks.
- Two factors influence my decision not to allow my kids to walk to school. Not having sidewalks or a safety gate/bar at the railroad crossing.
- I am a single mother and work fulltime. If time permitted I would fee comfortable letting him walk, but he's too young to be left alone.
- Our school is in the next town, but I think it would be great to have a bike path that connects to the school.
- I feel it is extremely unsafe for my children to walk to the school from where we live due to no sidewalks, inattentive drivers, busy major roads, as well as for personal safety reasons with stranger danger potential. I cannot afford to be forced into a position of potentially having to drive my children to middle school either. Also, the unsafe weather extremes in winter and summer.
- If we lived closer to school walking or biking would be a fantastic idea! I would start a bike/walk group for my child so they won't have to go alone.
- I would be fine with even my kindergartner walking to school if we lived in town and 10 blocks or less from school. We live in the country 20 miles from school, so no choice but the bus.
- We would definitely walk to and from school IF there were sidewalks on Division Street. I feel unsafe walking with m children when traffic is so busy on that main road.
- My children walk to the bus stop (and ride bike). As soon as they are in 5th grade and go to school in Hammond, they will walk or ride bike most everyday.
- Unless the Village of Roberts finally puts in walking/ride trails and a safe way to cross Highway 12, my children will never walk or ride bike to or form school.
- We wish now that we lived in town for this very reason. Will never purchase a home out in a rural development again! Too much driving and bus time too long!
- My children cannot walk to school as we live too far away from the school in the country. If we lived in town I would let my children walk.
- Weather, especially very cold I prefer to drive them. Would not want to walk in subzero weather. They must walk together/buddy system because of traffic, potential crime...I would prefer sidewalks all along Division, however the issue of cost and snow removal plus smaller yards would make that difficult.
- This survey is ridiculous! We live nine miles from the school. My children are very physically active and there is no way I would allow them to bike to school.

- We live in Black Duck in Hammond, and I would love to let my daughter walk/bike to school when she gets into 5th grade, but we would need to have a sidewalk on T between our development and the middle school. It would also be nice to have a parent volunteer by the train tracks for those who choose to walk/bike. That goes for the elementary and middle school.
- I would not let my son walk alone, he would have to be with another kid or kids.
- By biggest concern is there are neither sidewalks nor pedestrian lanes along N. Division Street.
- Walking/biking is not a consideration based on distance alone.
- We need sidewalks on Division Street going north towards Holiday very badly for safety.
- We are 6+ miles from all of the schools in the district. As she gets older, if she wants to try she is welcome to.
- I'm not sure if you're trying to determine if my kids fat or if you're trying to shrink the distance between Roberts and Hammond or whether to figure out if you can pull funding for busing, but nice survey!
- We live in Hammond, the school is in Roberts. Walking and biking is out of the question at this point.