

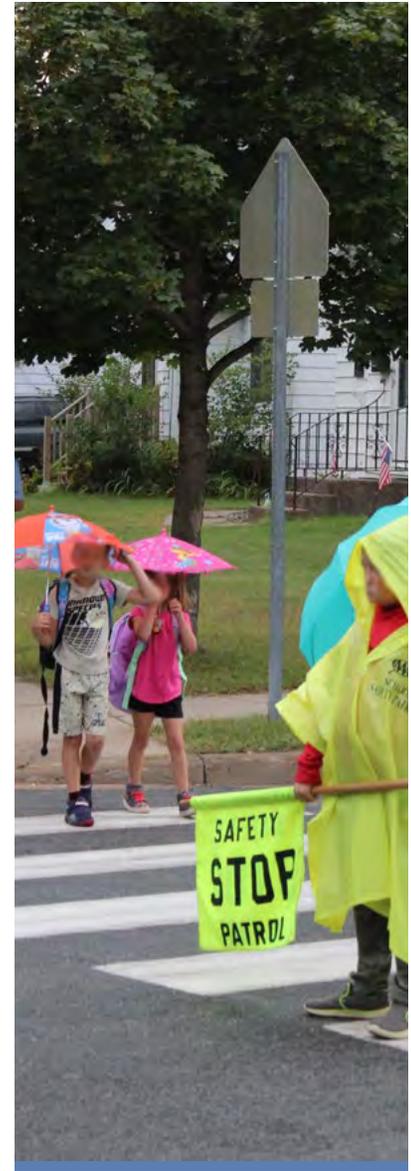


# EAU CLAIRE AREA SCHOOL DISTRICT

---

## Safe Routes to School Plan - 2023







# Prepared for:



**Eau Claire Area School District**  
500 Main Street  
Eau Claire, WI 54701  
Phone: 715-852-3000

# Prepared by:



**West Central Wisconsin Regional Planning Commission**  
800 Wisconsin Street  
Mail Box 9  
Eau Claire, WI 54703  
Phone: 715-836-2918  
[www.wcwrpc.org](http://www.wcwrpc.org)

**March 2023**





# EAU CLAIRE SAFE ROUTES TO SCHOOL TASK FORCE

**Brian Marks**

**Leah Ness**

**Billie Hufford**

**Ann Francis**

**Dave Chapman**

**Eau Claire Area School District**

**City of Eau Claire Engineering Department**

**City of Eau Claire Planning Department**

**Eau Claire Bicycle and Pedestrian Advisory Committee**

**Eau Claire Police Department/South Middle School School  
Resource Officer**

A photograph of a residential street during a safety audit. In the foreground, a green sign on a utility pole reads "SAFETY STOP PATROL". A yellow pedestrian crossing sign is also visible. Two workers in high-visibility vests are standing on the sidewalk. Orange traffic cones are placed on the road. In the background, there are houses, trees, and a stop sign.

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



# Table of Contents

<b>EAU CLAIRE SAFE ROUTES TO SCHOOL TASK FORCE</b>	<b>4</b>
<b>EXECUTIVE SUMMARY</b>	<b>10</b>
<b>SECTION I. INTRODUCTION</b>	<b>14</b>
Safe Routes To School Program . . . . .	15
Background . . . . .	18
Safe Routes To School Task Force. . . . .	18
Previous Safe Routes to School Work. . . . .	19
Vision and Goals . . . . .	19
<b>SECTION II. EXISTING CONDITIONS</b>	<b>20</b>
SRTS Task Force . . . . .	21
Walk and Bike Audit. . . . .	21
Classroom Tally Sheets . . . . .	22
Parent Surveys . . . . .	22
Attendance Area & Walk Zones . . . . .	26
Crossing Guards . . . . .	26



# Table of Contents

Crash Data . . . . .	31
Additional Items . . . . .	31
Map of ECASD Attendance Areas . . . . .	27
Map of All Bike and Ped Crashes . . . . .	28
Map of School Age Bike and Ped Crashes . . . . .	29
Map of Sidewalk Gaps . . . . .	30
Map of Elementary School Walk Zones . . . . .	31
Map of Middle School Walk Zones . . . . .	32
Map of High School Walk Zones . . . . .	33
<b>SECTION III. SCHOOL ISSUES AND STRATEGIES</b>	<b>34</b>
Delong Middle School. . . . .	36
Flynn Elementary School . . . . .	38
Lakeshore Elementary School . . . . .	40
Locust Lane Elementary School . . . . .	42
Longfellow Elementary School. . . . .	44



# Table of Contents

Manz Elementary School . . . . .	46
McKinley Charter School . . . . .	48
Meadowview Elementary School. . . . .	50
Memorial High School . . . . .	52
Montessori Charter Elementary School . . . . .	54
North High School. . . . .	56
Northstar Middle School . . . . .	58
Northwoods Elementary School . . . . .	60
Putnam Heights Elementary School . . . . .	62
Robbins Elementary School . . . . .	64
Roosevelt Elementary School . . . . .	66
Sam Davey Elementary School. . . . .	68
Sherman Elementary School . . . . .	70
South Middle School . . . . .	72
<b>SECTION IV. RECOMMENDED COMMUNITY STRATEGIES</b>	<b>74</b>



# Table of Contents

Education . . . . .	76
Encouragement . . . . .	76
Enforcement . . . . .	77
Engineering . . . . .	77
Equity . . . . .	79
Evaluation . . . . .	79
<b>SECTION V. IMPLEMENTATION</b>	<b>80</b>
<b>SECTION VI. SUPPLEMENTAL STUDIES</b>	<b>84</b>
Bike Rack Audit . . . . .	86
School Zone Speed Study . . . . .	87
School Zone Sign Prioritization . . . . .	88
<b>APPENDIX A.</b>	<b>90</b>
Parent Comments . . . . .	88
<b>APPENDIX B.</b>	<b>102</b>

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

The SRTS program has its roots in both health and transportation safety. The major program goals are to make the school trip safer for walking and biking and to encourage children to walk and bike to and from school. SRTS strives to reduce congestion around schools, improve the health of school-aged children through increased physical activity, reduce vehicle emissions and fuel consumption, increase community security, enhance community accessibility, increase community involvement, and improve partnerships among schools, local municipalities, parents, and other community groups.

In the early and mid 2000s, volunteers, along with the Eau Claire Area School District (ECASD) and City of Eau Claire (City) completed Safe STEPS plans for several schools in the ECASD. During 2017 and 2018, the ECASD and the City completed the first SRTS plan for the entire district. Starting in September 2022, ECASD and the City came together again to complete this SRTS Plan update to identify new issues and strategies.

### EAU CLAIRE'S SRTS VISION

The Eau Claire Area School District and the City of Eau Claire are national leaders with an innovative Safe Routes To School program. Safe and enjoyable environments for walking and biking to and from school are available at all schools. To allow walking and biking as viable options for students, the School District and City collaborate with other community stakeholders in enhancing and increasing interconnected walking/biking systems to and at the schools. Safe walking, biking, and driving habits; a family-oriented SRTS environment; and development that incorporate SRTS initiatives are common in the City.



The Eau Claire SRTS Task Force consisted of representatives from the ECASD, and the City. Due to the size of the ECASD and the large number of schools, the individual schools played a very important role in the planning process. The project was managed and facilitated by the West Central Wisconsin Regional Planning Commission (WCWRPC).

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

As part of the planning process, collecting and analyzing existing conditions and data are extremely important. The Task Force members discussed existing conditions for individual schools and existing conditions that are district-wide. A complete list of district-wide findings can be found in Section IV. School-specific findings can be found on the individual school pages in Section III.

## WHY SAFE ROUTES TO SCHOOL?



Roads near schools are congested, decreasing safety and air quality for children.



Kids are not getting enough physical activity

### KIDS WHO WALK OR BIKE TO SCHOOL:



Arrive alert and able to focus on school.



Get most of their recommended daily physical activity just from traveling to and from school.



Feel better about their physical health



Are more likely to have good mental health



Have better school performance and test scores.

### THE REINFORCING CYCLE OF WALKING AND BIKING TO SCHOOL

More students walking and biking to school

Greater focus on policies, infrastructure, and programs to support walking and biking

Better air quality and more pleasant bike and pedestrian environments

Safer and easier routes to and from school



## Strategies

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

Each school has a SRTS map in their two-page section. The map shows the school's current walk zone boundary, safe route to school corridors, and locations of adult crossing guards and student safety patrol. Some schools had a map of established routes prior to this process. All existing maps and new maps were reviewed and approved by the respective school and the task force.

## Funding

Funding sources vary widely in their eligibility and magnitude. Federal Transportation Alternatives Program funding 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.

However, other grants may be appropriate for funding smaller projects. Other funding sources from both health and transportation sources are listed and described at [wcwsrts.com](http://wcwsrts.com).

# SECTION I. INTRODUCTION

Lee and Laurel crossing near Flynn Elementary School.

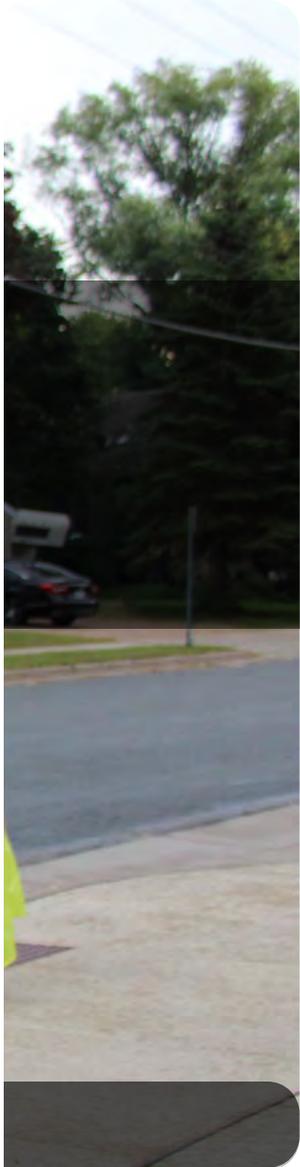
## Safe Routes To School Program

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 how we start to 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 Eau Claire 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 sidewalks and trails, congested streets, high traffic speeds, and lack of traffic calming devices 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.



Students and parents walking home from Longfellow Elementary School.



### *Healthier children*

In the past few decades, the number of active children in the United States has decreased and the number of overweight children has almost doubled. The most recent data shows that 2/3 of Wisconsin adults are overweight or obese. In addition, kids are spending more and more time indoors not being active. Numerous health organizations and associations recommend that children participate in at least 60 minutes of moderate to vigorous physical activity every day. One of the ways to achieve a large portion of this goal is to walk or bike to school. Overall, SRTS programs encourage children to be more active by walking and biking to school.

### *Cleaner environment*

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

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

- » Enhanced community accessibility.
- » Increased community involvement.
- » Reduced fuel consumption.

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

### *6 E's*

In order to accomplish the goals of SRTS programs, the ECASD and the City will use the 6 E's Framework: Engineering, Education, Encouragement, Enforcement, Equity, and Evaluation. This comprehensive approach allows communities to maximize the number of students walking and biking to school.

### *Engineering*

Problems with the physical environment around schools such as damaged or missing sidewalks, 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 and contribute to pedestrian injuries and fatalities, often to children. Clearly, a safer 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 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 SRTS may interfere with 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 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 (including enforcement of speed limits, yielding to pedestrians in crossings, and proper walking and biking behaviors), and to initiate or strengthen community enforcement such as crossing guard programs. Enforcement programs also keep an eye on any criminal or threatening behavior, which could possibly discourage walking and biking, especially around schools. Each of these approaches is necessary for a successful program. By

tackling the project from multiple angles, communities can maximize the safety of the routes to school and increase the number of students that use the routes.

## *Equity*

Work to support safe, active, and healthy opportunities for children and adults in low-income communities, communities of color, and beyond. Incorporate equity concerns throughout the other E's to understand and address obstacles, create access, and ensure safer and equitable outcomes.

## *Evaluation and Sustaining a Program*

Understanding the barriers and obstacles that prevent children from walking and biking to school is essential in implementing an effective SRTS plan. Evaluation techniques such as surveys will help communities see the current walking and biking behaviors and understand the attitudes that parents and children have towards walking and biking. With this information, communities can make the necessary adjustments (through Engineering, Education, Encouragement, Equity, and Enforcement techniques) to change behaviors and attitudes.

Also, evaluation of the program will be vital to continuing SRTS, as being able 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 not work so that adjustments can be made in the future.

## Background

The Eau Claire Area School District had a total enrollment of 10,973 K-12 students during the 2021-2022 school year. The City is home to all the ECASD's schools. These consist of 12 elementary schools, a charter elementary school, three middle schools, and two high schools and one charter high school. The ECASD has a total of 5,259 elementary school students, 2,233 middle school students, and 3,278 high school students. The ECASD does serve a significant rural area to the west and south of the City.

Eau Claire's 2021 population was 69,441. Citywide, some school attendance areas have experienced more growth than others. Overall, the area that the ECASD serves is in an area that has experienced residential growth over the past two decades. It is expected that in the near future there will be additional residential development in the ECASD. However, a significant percentage of the areas where development will occur will not be located in areas where students will be able to easily walk or bike to school, primarily due to distance.

In order to specifically consider the economic standing of students, a carefully tracked index is commonly used. This index is defined as an "economically disadvantaged" student. This student is a member of a household that meets the income eligibility guidelines for free or reduced-price meals (less than or equal to 185% of Federal Poverty Guidelines) under the National School Lunch Program (NSLP). In the 2021-2022 school year, the percentage of total ECASD students that met this income eligibility was 40.4%, with 40.8% in elementary schools, 43% in middle schools, and 27.8% in high schools. In Section III of this plan, the percent is given for each respective school. Data are showing that the total ECASD percentage, middle school percentage, and high school percentage will increase in at least the short-term.

## Safe Routes To School Task Force

A SRTS Task Force is a group of people who represent different facets of the SRTS program in the community and work together to develop and implement a plan to increase the number of students walking and biking to school.

Eau Claire's SRTS Task Force developed a vision and goals for their SRTS program, considered relevant issues, and discussed strategies to overcome the barriers to walking and biking. This was done through meetings, school walk/bike audits, classroom tally sheets, and parent surveys.

Due to the size of the ECASD, the process not only included a SRTS Task Force, but also included working closely with each individual school. Individual schools had representation during the process that ranged from one to several individuals.





## Previous Safe Routes to School Work

The City and ECASD completed a Safe STEPS plan in 2006-2007. This process started in 2002, and it included many elementary schools. In addition, a SRTS plan for South Middle School was completed in 2008. In 2018 ECASD and the City completed their first SRTS Plan, which assessed issues and opportunities at all schools in the district. Since then, some schools have implemented strategies. However, due to staff turnover, a lack of financial resources, and various other on-going responsibilities at schools, the implementation and/or continuation of projects and programs has been difficult. As would be expected in a large district, some schools are more active than others regarding implementing strategies to get more students to walk and bike to school.

Since then, ECASD joined forces with Chippewa Falls and Altoona school districts to form the Chippewa Valley Safe Routes to School Partnership. This is a collaborative partnership that works together to implement walking and biking incentive programs.



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

### *Vision:*

The Eau Claire Area School District and the City of Eau Claire are national leaders with an innovative Safe Routes To School program. Safe and enjoyable environments for walking and biking to and from school are available at all schools. To allow walking and biking as viable options for students, the School District and City collaborate with other community stakeholders in enhancing and increasing interconnected walking/biking systems to and at the schools. Safe walking, biking, and driving habits; a family-oriented SRTS environment; and development that incorporate SRTS initiatives are common in the City.

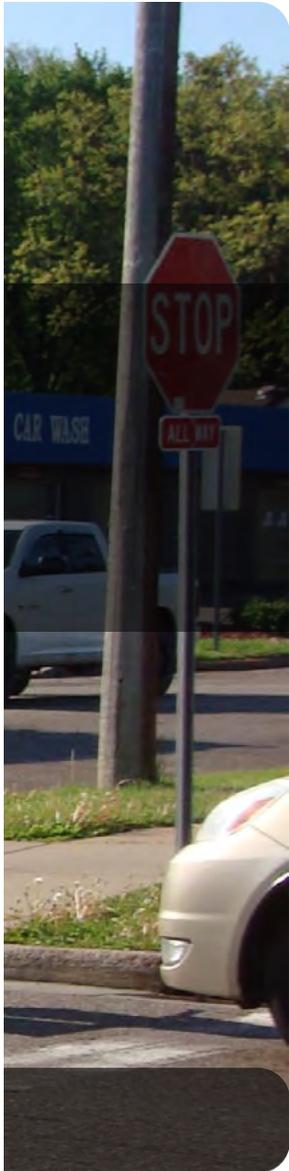
### *Goals:*

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

# SECTION II. EXISTING CONDITIONS



Starr and Eddy intersection near Sam Davey Elementary School.



## SRTS Task Force

The Eau Claire Safe Routes To School Task Force met 4 times starting in August 2022. There were a variety of district-wide and school specific issues and opportunities that were brought up and discussed during the meetings. In addition, the Task Force reviewed all the survey data and parent comments from the surveys.

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

## Walk and Bike Audit

Walk and bike audits were performed at all schools in September 2022. Both A.M. and P.M. audits were conducted at the schools. The audits also included meeting with school staff to go over issues and opportunities at that specific school. The WCWRPC facilitated all the audits. Numerous issues were either confirmed or discovered during the audits.

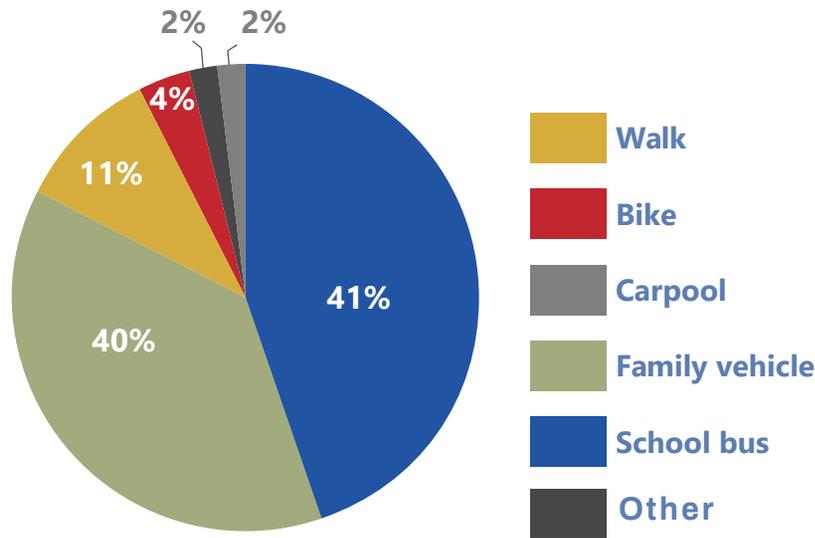
As a whole, it was found that excessive traffic speed and inattentive drivers were a district-wide issue and a major concern. In addition, a variety of other issues were found at more than one school and in some instances the vast majority or all of the schools. The walk and bike audits played a very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





## Classroom Tally Sheets

Classroom tally sheets were used to find out what modes of transportation were used by students going to and from school over a one-week period. The tally sheets were completed in late September 2022. Of the 19 schools in the District, 16 completed the classroom tally sheets (Memorial, Northwoods, and Robbins did not). Of the classrooms that took the survey, 11 percent of the trips were students walking to/from school and four percent of the trips were students biking to/from school (Figure 1 below).



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

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

## Parent Surveys

The parent survey was available for parents with children at all 19 schools in the district. There were a total of 269 parents that responded to the survey.

District-wide, the three highest reasons why parents choose to not allow their children to walk or bike to/from school, other than distance or weather, are related to traffic and intersection safety (Amount of traffic - 55 percent, Safety of intersections - 52 percent, and Speed of traffic - 46 percent).

Expectantly, parents responded that if these issues were fixed, they would be more likely to let their children walk/bike to school (Safety of intersections - 67 percent, Amount of traffic - 62 percent, and Speed of traffic - 56 percent).

Another key finding from the parent survey is the perception of how schools encourage or discourage walking and biking to/from school. 69 percent of the parents stated that their child's school neither encourages or discourages walking and biking to/from school. 29 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 process included reviewing each school's respective walk zone and how that walk zone interacts with the school's attendance area. Walk zones are the designated areas where ECASD does not provide bus transportation. For elementary schools, this is within one mile of the school, and for middle and high schools, this is within two miles of the school. Areas within that distance that are beyond streets deemed to be hazardous are not in the walk zone and are eligible for bussing. Maps on pages 31-33 show where schools are located in the ECASD and the size of their attendance area and walk zones.

The size of attendance areas and walk zones in the ECASD range significantly. For instance, the smallest attendance area in the ECASD is Flynn (1.56 square miles) and the largest is Memorial (127.74 square miles). Even within elementary schools there is a significant range, as Putnam Heights has the largest elementary attendance area with 50.92 square miles.

The size range for walk zones are not as dramatic, however there is a significant difference throughout the ECASD. District-wide, the schools with the largest walk zones are the high schools and middle schools. Memorial has the largest walk zone in the ECASD (5.44 square miles). The elementary schools range from Roosevelt (1.31 square miles) to Robbins (.23 square mile). Even though Robbins has the second largest elementary school attendance area (45.28 square miles), it has the smallest walk zone in the ECASD.

## Crossing Guards

There are 17 locations that have adult crossing guards. During the walk and bike audits, there were opportunities to have discussions with adult crossing guards at several of the schools. These discussions were very valuable and shed light on what was working well and what issues need to be addressed. These issues ranged from minor suggestions to very pressing issues. Many of these pressing issues are day-to-day.

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



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

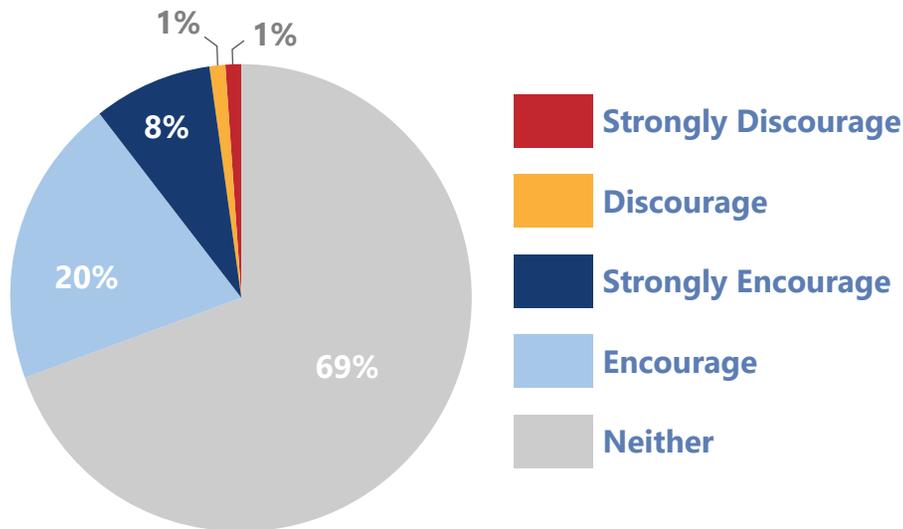
40-50% 50-60% 60%+

Schools	Distance	Convenience of driving	Time	Child's participation in after-school activities	Speed of traffic	Amount of traffic	Adults to walk with	Sidewalks or pathways	Safety of intersections	Crossing guards	Violence or crime	Weather or climate
ECASD	40%	11%	24%	19%	46%	55%	25%	15%	52%	20%	30%	53%

## 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	Amount of traffic	Adults to walk with	Sidewalks or pathways	Safety of intersections	Crossing guards	Violence or crime	Weather or climate
ECASD	49%	21%	44%	30%	56%	62%	42%	37%	67%	49%	44%	53%



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



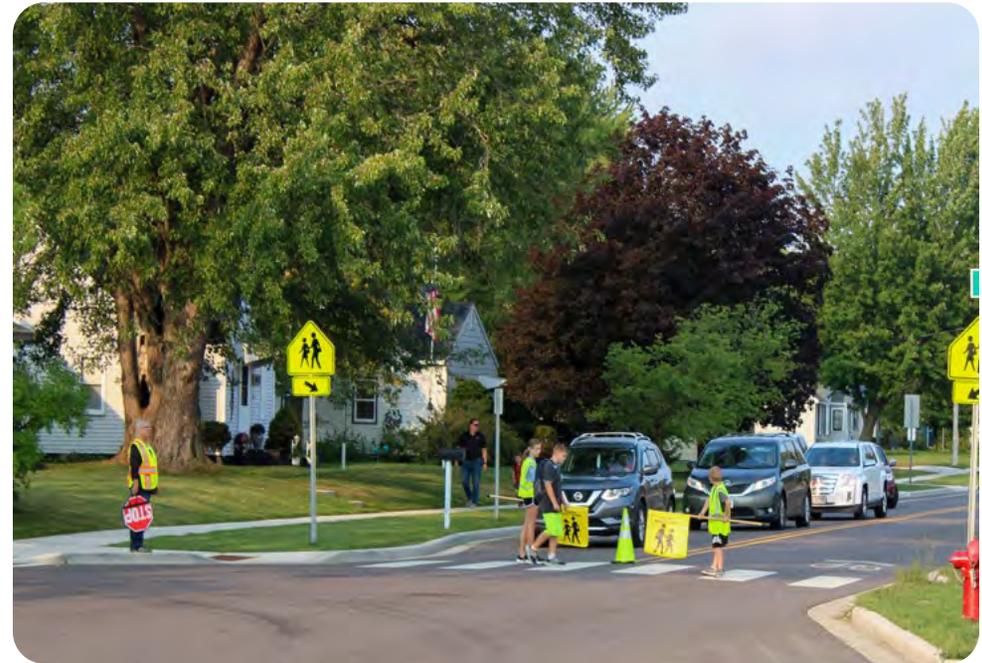
# Existing Conditions



WALK/BIKE TO SCHOOL PERCENTAGES				
	School	Walk	Bike	Walk+Bike
4	Flynn	24%	7%	31%
-	Longfellow	22%	1%	23%
-	Manz	16%	5%	21%
2	Roosevelt	12%	5%	18%
-	Sam Davey	11%	6%	18%
6	Meadowview	12%	6%	17%
New	South	10%	6%	16%
7	Locust Lane	9%	6%	15%
-	Northstar	9%	5%	14%
-	Putnam Heights	13%	2%	14%
1	Sherman	10%	3%	13%
4	DeLong	9%	3%	12%
-	Lakeshore	6%	0%	7%
New	North	5%	1%	5%
1	Montessori	1%	1%	2%
New	McKinley	1%	0%	1%

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

The left hand column indicates how many places a school moved up or down based on the total walk and bike percentages. Red indicates the number of spaces moved down, green indicates the number of spaces moved up. Blank spaces are schools that stayed in the same space.



## Crash Data

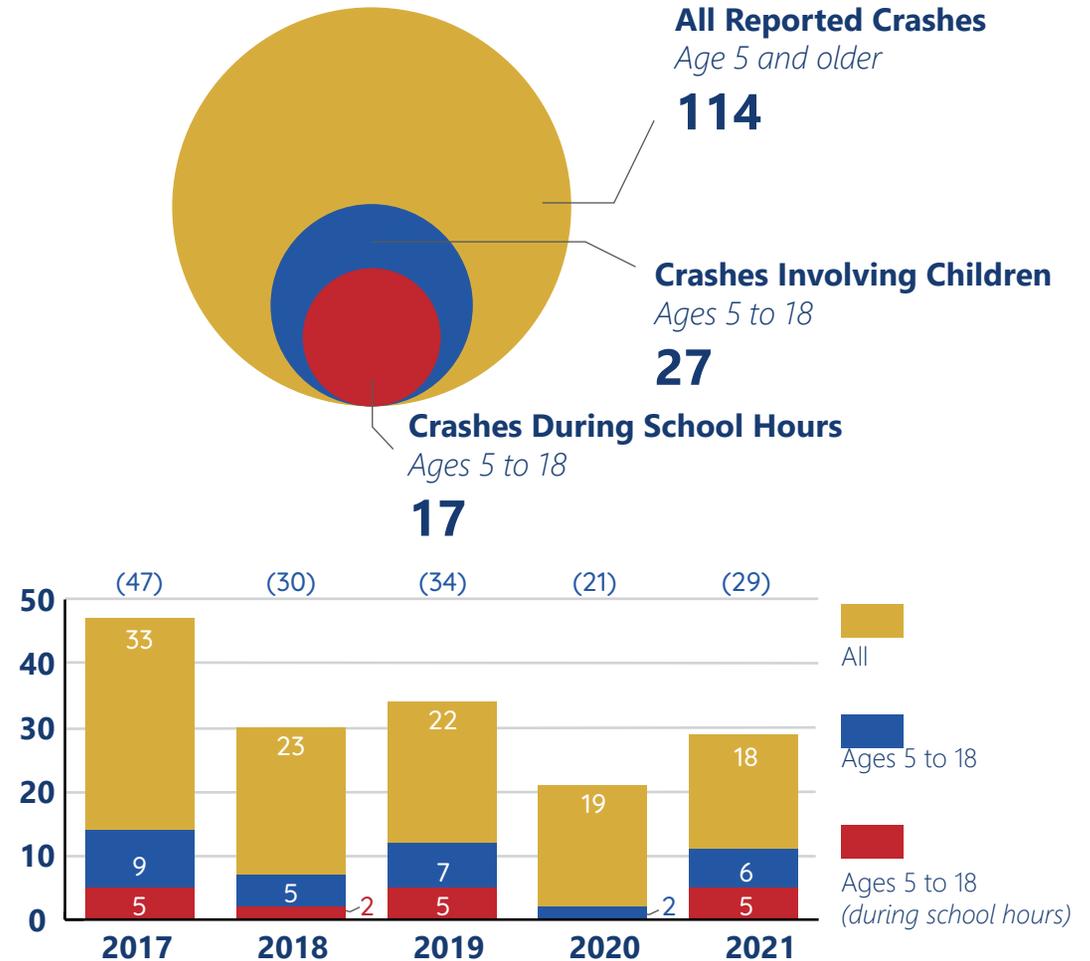
Pedestrian and bicycle crash data from the State of Wisconsin and City of Eau Claire Police Department were used to locate areas with high crash numbers. Data show that over a five-year time period from 2017-2021, there were a total of 114 reported crashes involving a pedestrian or bicyclist (Figure 3).

This total averages to 23 crashes per year or 1.9 per month. Of the 114 total crashes, 27 involved school-age children between 5 and 18 years of age. Of those 27, 17 occurred on a school day between 6:30am-4:30pm, while the other 10 occurred outside of school hours. The relationship of these incidents is shown in the graphic on the right.

## Additional Items

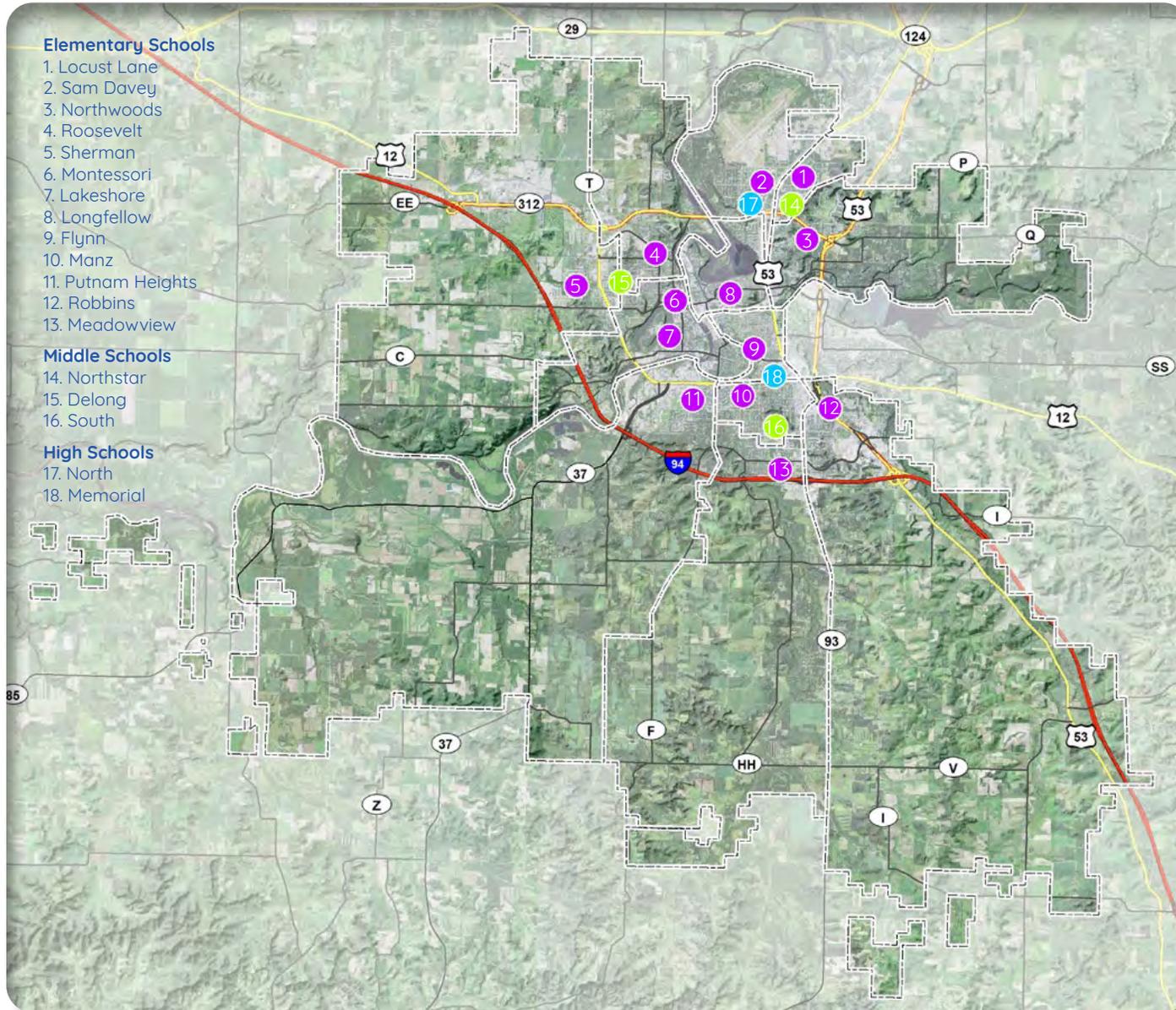
In addition to the above items, other data and information were reviewed. This included speed limits in close proximity to schools and along SRTS corridors, crosswalk locations, tunnels, and general urban design.

### CRASHES INVOLVING PEDESTRIANS OR BICYCLISTS 2017 through 2021



**Figure 3:** This graph shows the number of reported pedestrian and bicycle crashes each year in Eau Claire from 2017 through 2021.

The map to the left shows the location of all Elementary, Middle, and High Schools in the district, with the corresponding attendance areas for each elementary school.



### Elementary Schools

1. Locust Lane
2. Sam Davey
3. Northwoods
4. Roosevelt
5. Sherman
6. Montessori
7. Lakeshore
8. Longfellow
9. Flynn
10. Manz
11. Putnam Heights
12. Robbins
13. Meadowview

### Middle Schools

14. Northstar
15. DeLong
16. South

### High Schools

17. North
18. Memorial

### Legend

-  Elementary School
-  Middle School
-  High School
-  Attendance Areas

June 2022





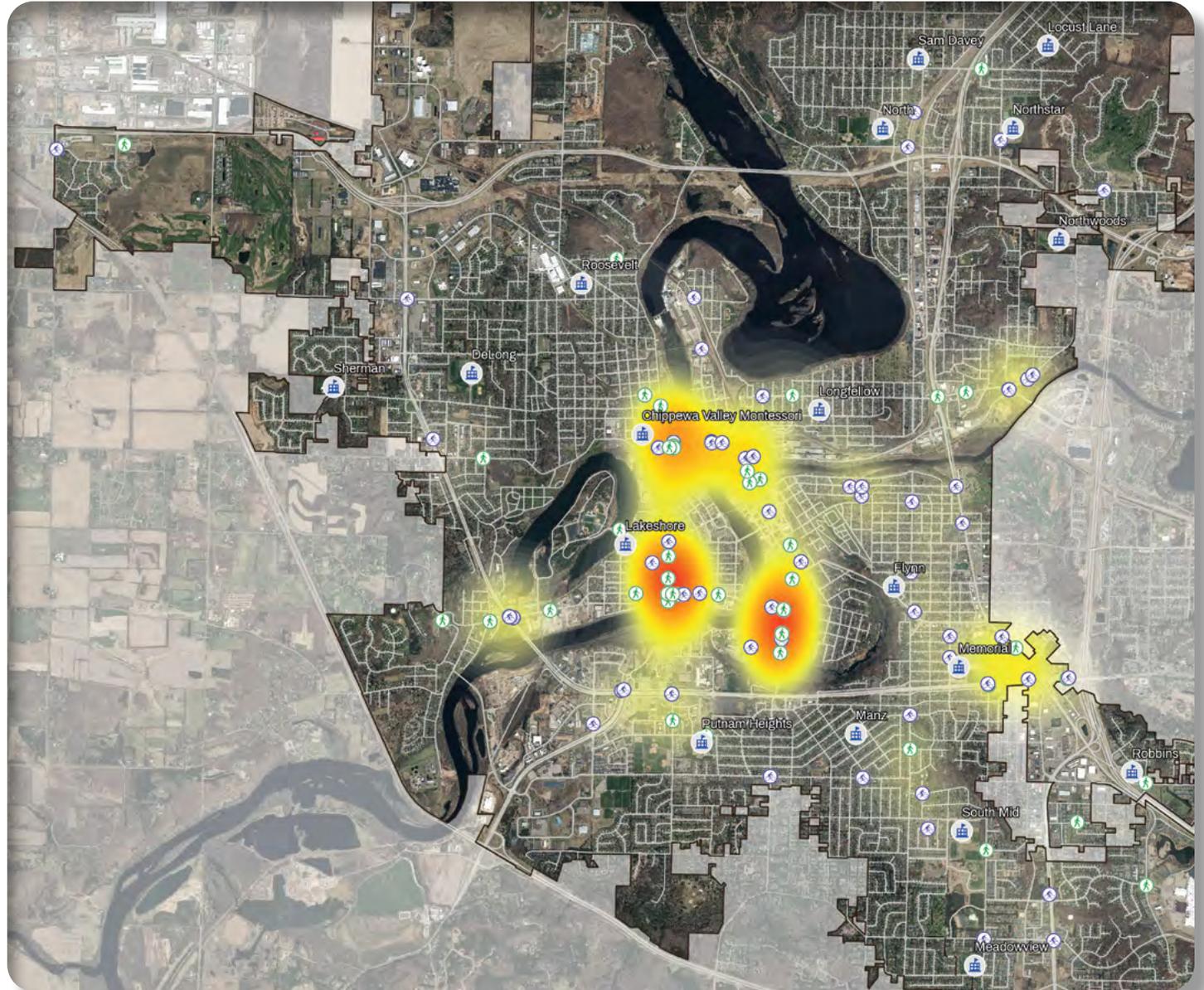
The map to the right shows the location of all reported crashes involving pedestrians and bicyclists from 2017-2021 in the City of Eau Claire.

**Legend**

-  School
-  Pedestrian Involved Crash (50)
-  Bicycle Involved Crash (64)
-  City Boundary



June 2022



*Data Sources:*

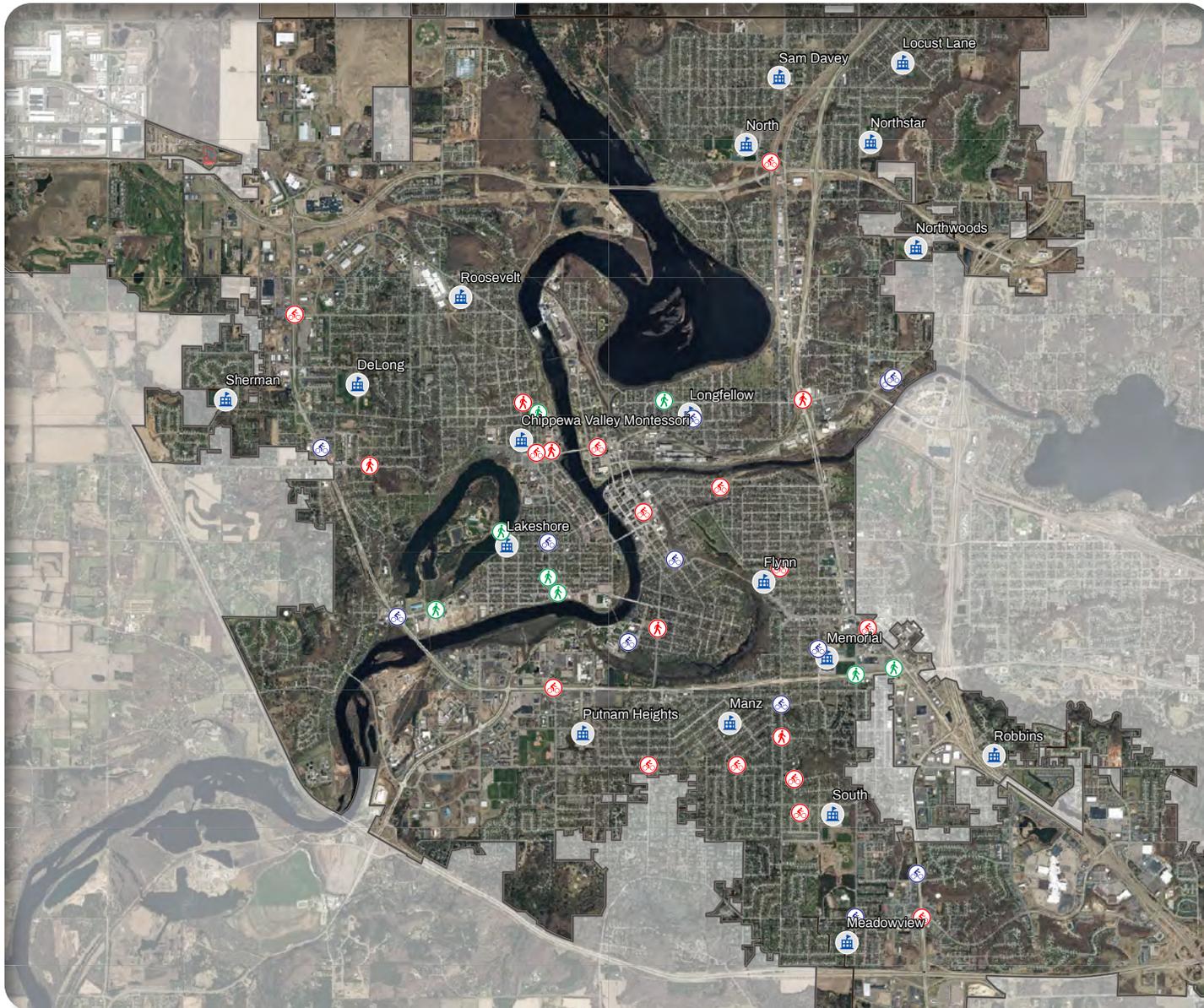
2018 Aerial Image (USDA)  
Wisconsin Traffic Operations and Safety (TOPS)  
Eau Claire Area School District  
WCWRPC



# Map of Bike and Pedestrian Crashes involving school age children

# Existing Conditions

The map to the left shows the location of reported pedestrian and bicycle crashes involving school age children, during school hours, from 2017 to 2021.



## Legend

-  School
-  Pedestrian Involved Crash (8)
-  Bicycle Involved Crash (19)
-  Pedestrian Involved Crash (4)  
During school hours
-  Bicycle Involved Crash (13)  
During school hours
-  City Boundary

June 2022



Data Sources:  
2018 Aerial Image (USDA)  
Wisconsin Traffic Operations and Safety (TOPS)  
Eau Claire Area School District  
WCWRPC



The map to the right shows the areas where sidewalks are located and where they are not.

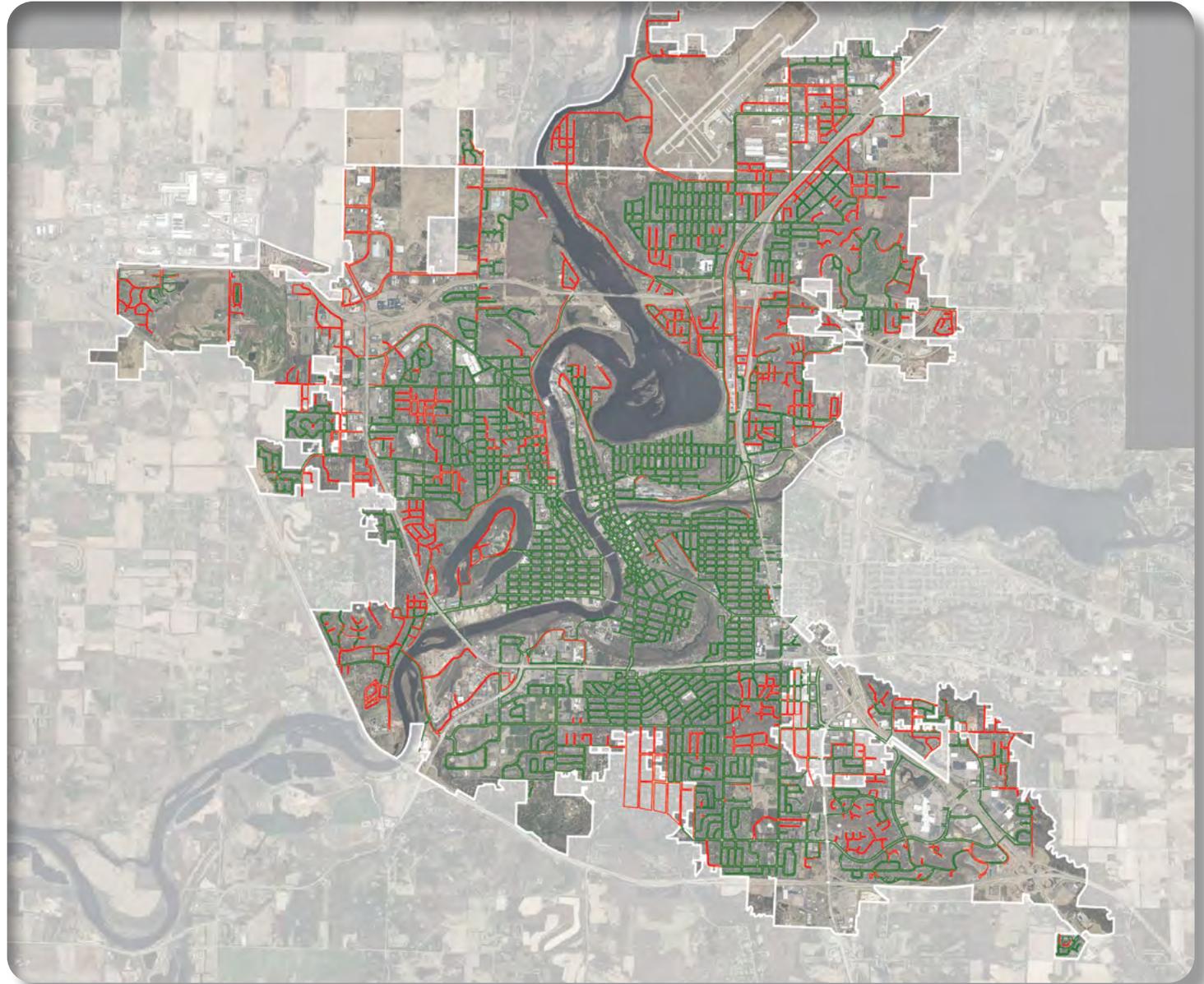
**Legend**

-  Sidewalk
-  No Sidewalk
-  City Boundary

June 2022



*Data Sources:*  
2018 Aerial Image (USDA)  
Wisconsin Traffic Operations and Safety (TOPS)  
Eau Claire Area School District  
WCWRPC



The map to the left shows the areas where sidewalks are located and where they are not within the elementary school walk zones.

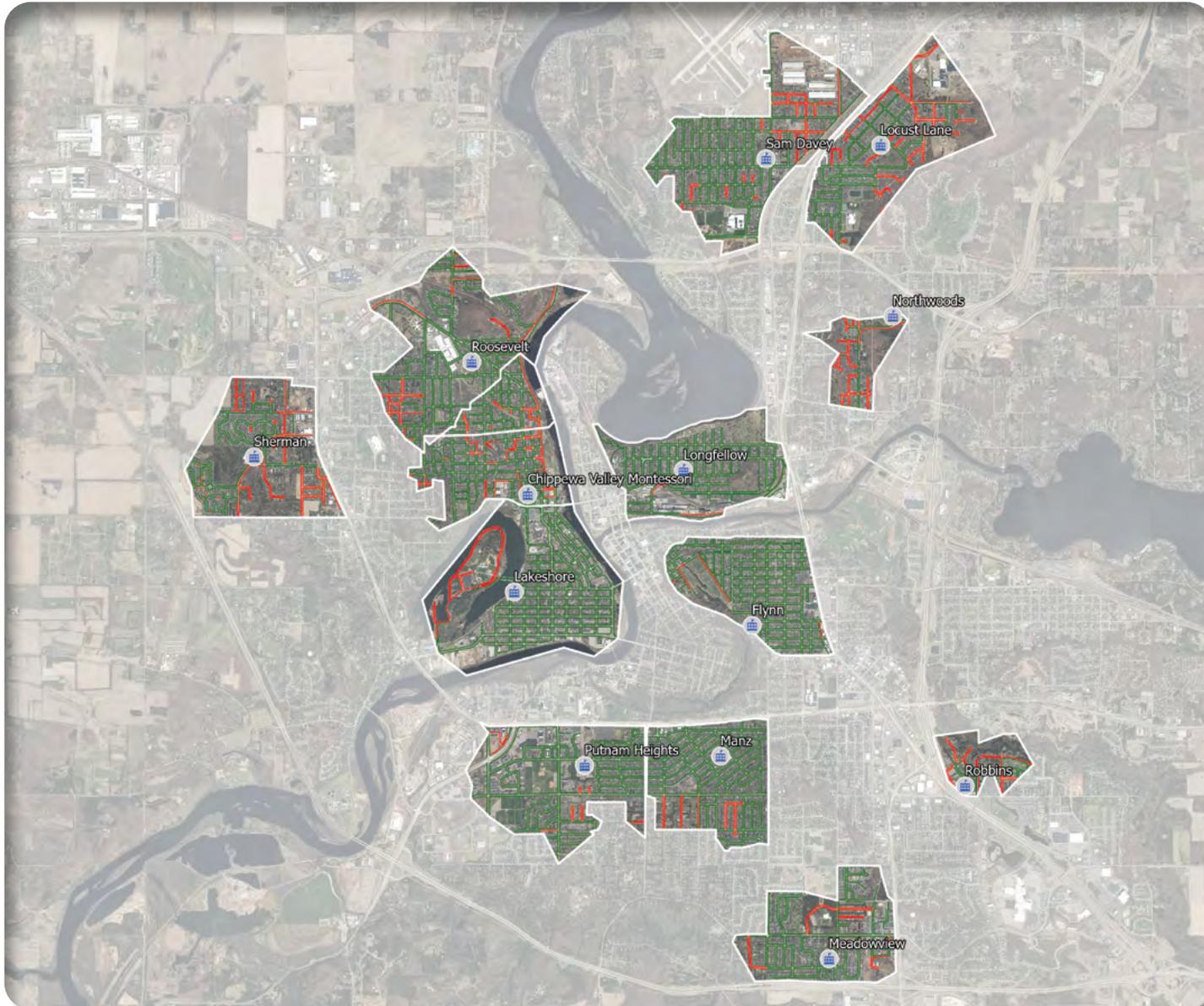
### Legend

-  School
-  Sidewalk
-  No Sidewalk
-  Walk Zones

June 2022



Data Sources:  
2018 Aerial Image (USDA)  
Wisconsin Traffic Operations and Safety (TOPS)  
Eau Claire Area School District  
WCWRPC





The map to the right shows the areas where sidewalks are located and where they are not within the middle school walk zones.

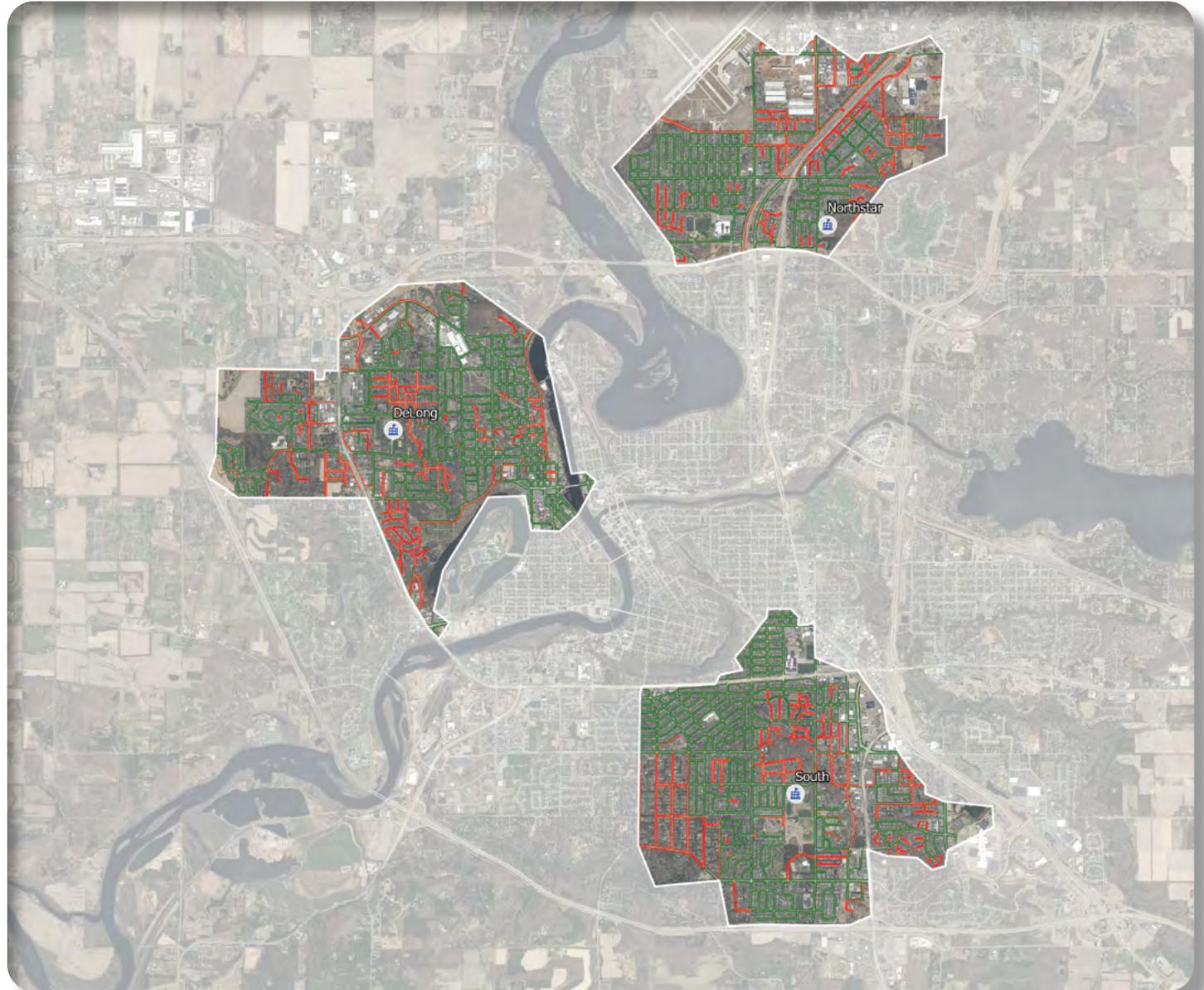
## Legend

-  School
-  Sidewalk
-  No Sidewalk
-  Walk Zones

June 2022



*Data Sources:*  
2018 Aerial Image (USDA)  
Wisconsin Traffic Operations and Safety (TOPS)  
Eau Claire Area School District  
WCWRPC



The map to the left shows the areas where sidewalks are located and where they are not within the high school walk zones.

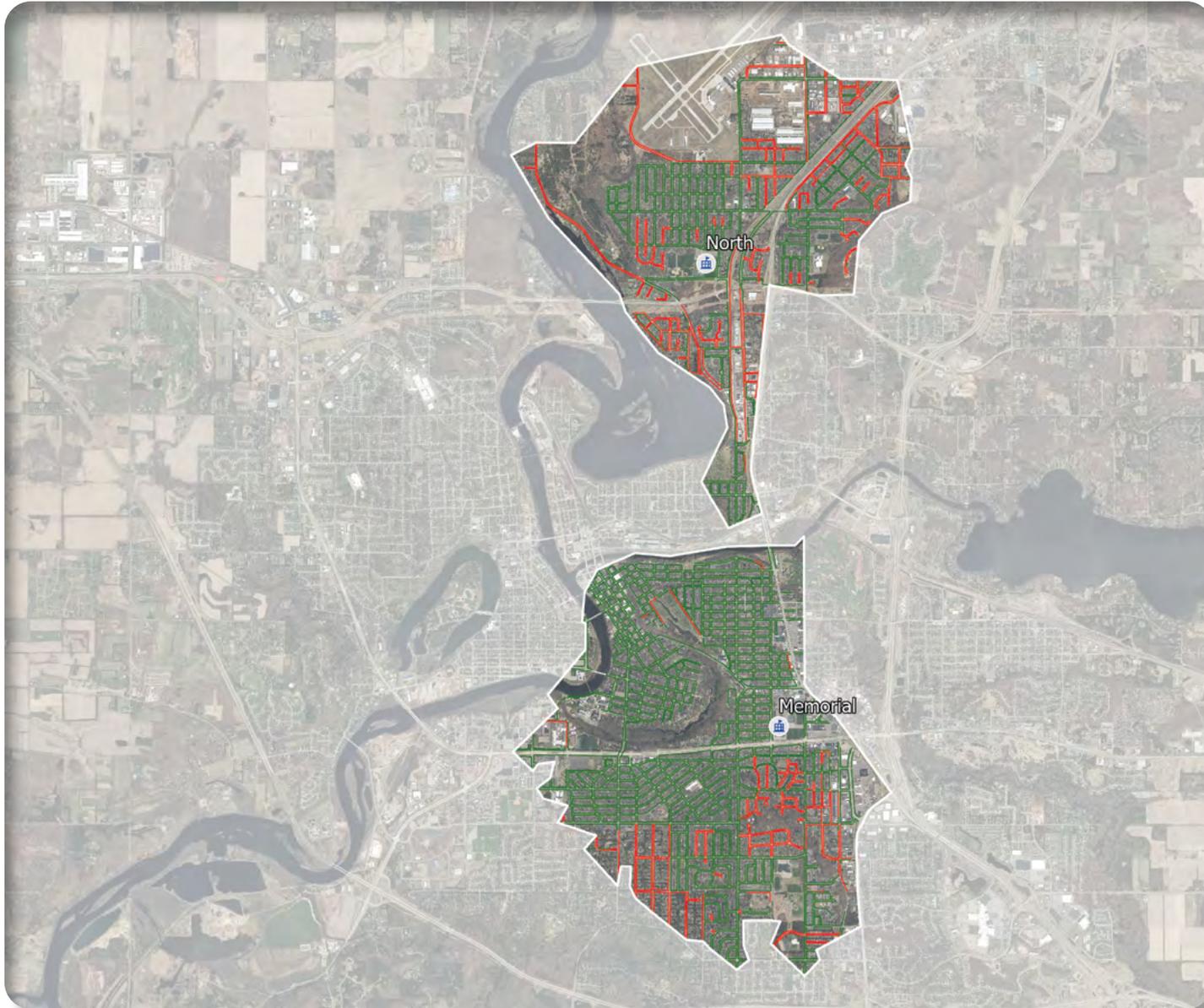
## Legend

-  School
-  Sidewalk
-  No Sidewalk
-  Walk Zones

June 2022



Data Sources:  
2018 Aerial Image (USDA)  
Wisconsin Traffic Operations and Safety (TOPS)  
Eau Claire Area School District  
WCWRPC



# SECTION III. SCHOOL ISSUES AND STRATEGIES



Safety patrol crossing near Meadowview Elementary School.



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

From these discussions, valuable local knowledge of past, existing, and possible future issues were discussed. Most of these meetings consisted of meeting with the school principal, partnership coordinator, and in many cases one or more parents. Many of the proposed strategies were formed from these meetings.

The following pages include lists of issues, strategies, and opportunities for each school. In addition, there is a SRTS map and selected data for each school. On the SRTS maps, there are some schools that have SRTS corridors that travel outside their respective walk zone, where Student Transit bus service is available. These 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 and in Section IV. Recommended Community Strategies and Section V. Implementation.

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 across a walk/bus boundary.

## ECASD'S HIGHEST PRIORITY ISSUES

1. Fairfax/Sessions Crossing
2. Birch/Balcom Crossing
3. Fairfax at Memorial
4. Flashing School Zone Signs



Legend



School



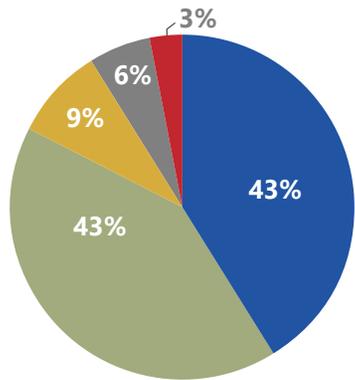
Crossing Guard

Safe Route

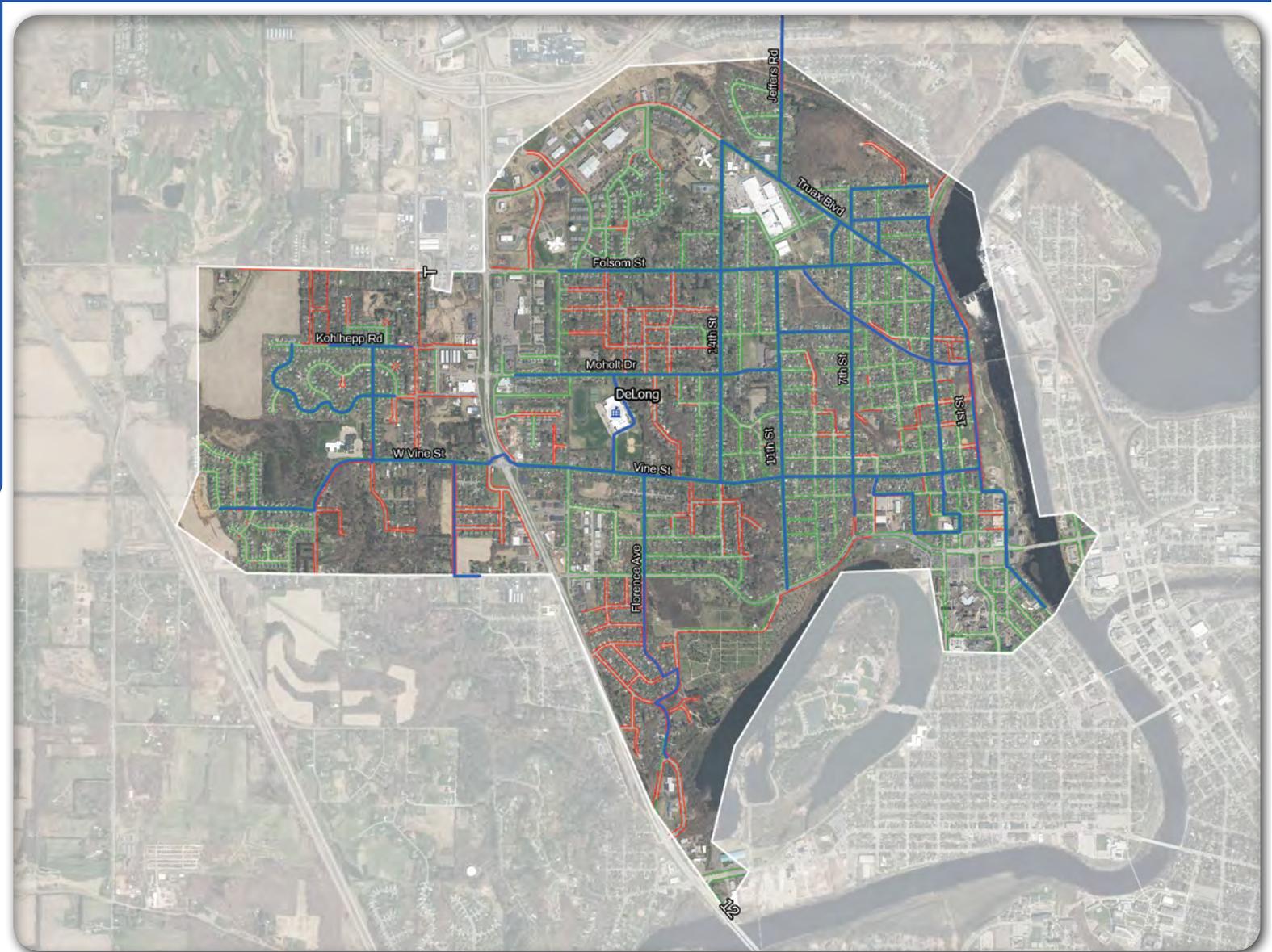
Sidewalks

No Sidewalks

Walk Zone



- Walk
- Bike
- Bus
- Carpool
- Family Vehicle



# DeLong Middle School

## Existing Conditions

1. Students that come from Sherman, Shawtown, Longfellow, Roosevelt and Putnam Heights neighborhoods are inside the two-mile bus zone. As more development occurs west of Clairemont, there will be more students needing to walk/bike to DeLong.
2. There is school-wide concern, specifically from the principal and police officer, regarding the four lanes of the on-site driveway going in and out on Vine. This entrance/exit is very dangerous for pedestrians and bicyclists.
3. Eastbound Vine traffic passes vehicles in the parking lane.
4. Many students use the Vine underpass but it is hidden, and some view it as dangerous. There is concern about students crossing the frontage road, as well.
5. The Moholt entrance is dangerous due to the hill close to the pedestrian crossing and the school zone sign is hidden by the hill from west bound traveling vehicles.
6. Many vehicles traveling along Moholt and Vine are above the speed limit and the 15mph School Zone.
7. There is a faculty member as a crossing guard for the crossing on Moholt, but they arrive after students start arriving at school.
8. If parents are traveling east bound, they are more likely to drop off along Vine than if traveling west bound.
9. In the Winter months, snow and slush make stopping for pedestrians difficult at the Moholt crossing.
10. Most parents drop off in drop off area or on Vine. Only a handful drop off on Moholt.
11. Dropping off students near the track is not encouraged because the track is not plowed in the winter.
12. Parents pulling into the driveway to drop off their child tend to shoot the gap between cars on Vine causing them to speed into the driveway and ignore students trying to cross the driveway.

## Strategies/Opportunities

1. Construct a sidewalk along the western edge of the Vine driveway.
2. Improve the Vine driveway by implementing and continuing various safety measures:
  - Continue having one exit, right turn only lane. Consider eliminating one lane by installing a median up the driveway.
  - Install button-operated flashing pedestrian signs at Vine crossing.
  - Paint crosswalk and stop line across Vine driveway.
  - Eliminate parking east and west of crosswalk along Vine.
3. Install bumpouts or a median and eliminate parking at the Moholt pedestrian crossing.
4. Construct a sidewalk around the north side of the building.
5. Reduce the speed limit on Moholt and Vine to 25mph.
6. Encourage and increase the need for students to use the Vine tunnel under Clairemont.
7. Improve the Vine, Clairemont, and service road crossing with signage, crosswalks, and other traffic calming and safer crossing options.



Legend



School



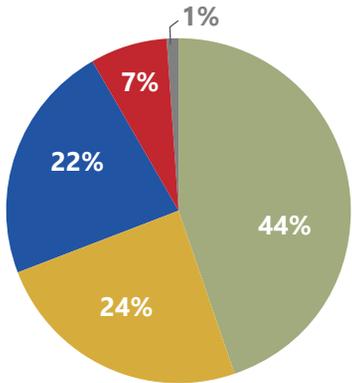
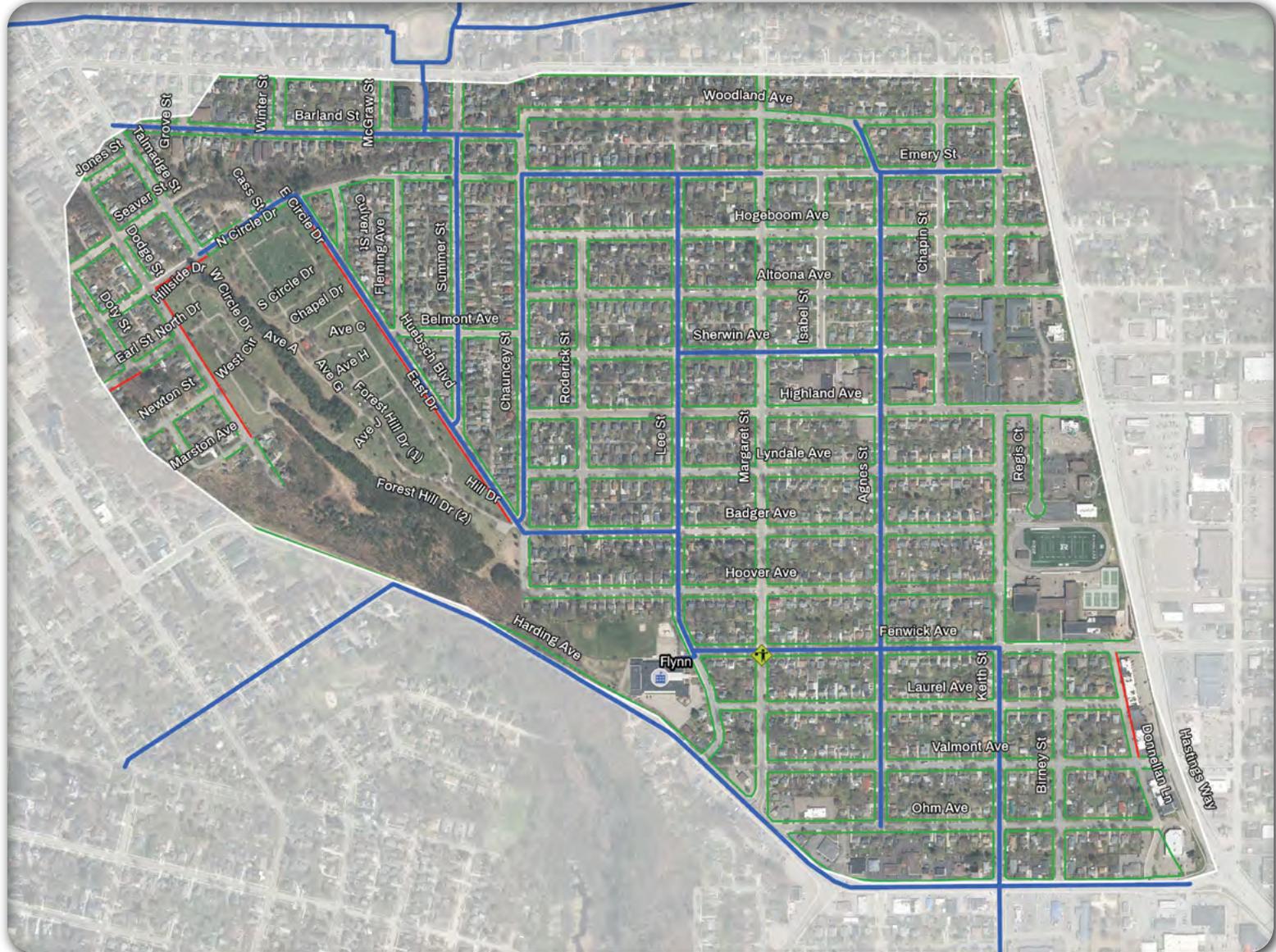
Crossing Guard

Safe Route

Sidewalks

No Sidewalks

Walk Zone



Walk Bike

Bus Carpool

Family Vehicle



# Flynn Elementary School

## Existing Conditions

1. The Thursday/Friday adult crossing guard (Margaret/Fenwick) says that this location is the busiest with students and traffic that he does in the City.
2. The School Zone sign south of the intersection at Margaret and Fenwick is hidden. It needs to go into the boulevard.
3. In the afternoon, some students cross at Laurel (no adult crossing guard) and not Fenwick (with adult crossing guard).
4. Crossing Harding at Margaret is not and does not feel safe. Cars turning onto Brackett turn into pedestrian space. The traffic light does not give pedestrians time to cross with a feeling of safety.
5. The School Zone signs are after vehicles travel past the student safety patrol.
6. There are many highly used crossings near the school that don't have a crosswalk. Locations include: Lee/Laurel and Lee/Badger.
7. Some families noted that they do not always know the best practices when riding their bikes when they get close to school.



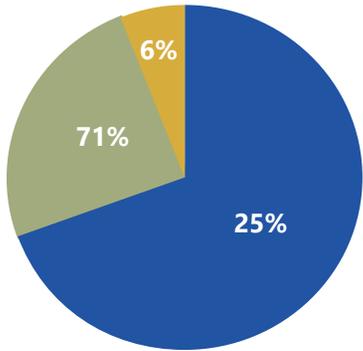
## Strategies/Opportunities

1. There needs to be a strong effort to slow traffic on Margaret and reduce traffic that uses Margaret as a cut-through. Flynn is a school, but it also operates as a neighborhood park and, in many instances, a community center.
2. Install flashing pedestrian crossing lights at Fenwick and Margaret. The lights would flash 30 minutes before and after school and manually at other times.
3. Redesign the Fenwick and Margaret intersection to slow traffic and make pedestrian and bicycle crossing more friendly/safe. This would include reducing lane widths with a median and/or extending bumpouts. Research options for street art at this location.
4. Locate a School Zone sign on Lee, north of Hoover. Relocate the sign south of Margaret and Fenwick to the boulevard.
5. Locate a four-way stop at Lee and Hoover and another at Margaret and Highland.
6. Eliminate parking adjacent to safety patrol locations.
7. Install Leading Pedestrian Interval crossings (LPIs) at Harding and Margaret for both directions. This would give pedestrians time to start walking before the cars go.
8. Research options to make the Harding and Margaret intersection more friendly and safer for pedestrians and bicycles.
9. Encourage students to use designated Margaret SRTS crossings.
10. Install crosswalks along SRTS corridors.
11. Educate parents on correct biking procedures and where to walk bikes on school properties. Look into adding "Walk your Wheels" stickers on school sidewalks.
12. Incorporate street art at intersections near the school.

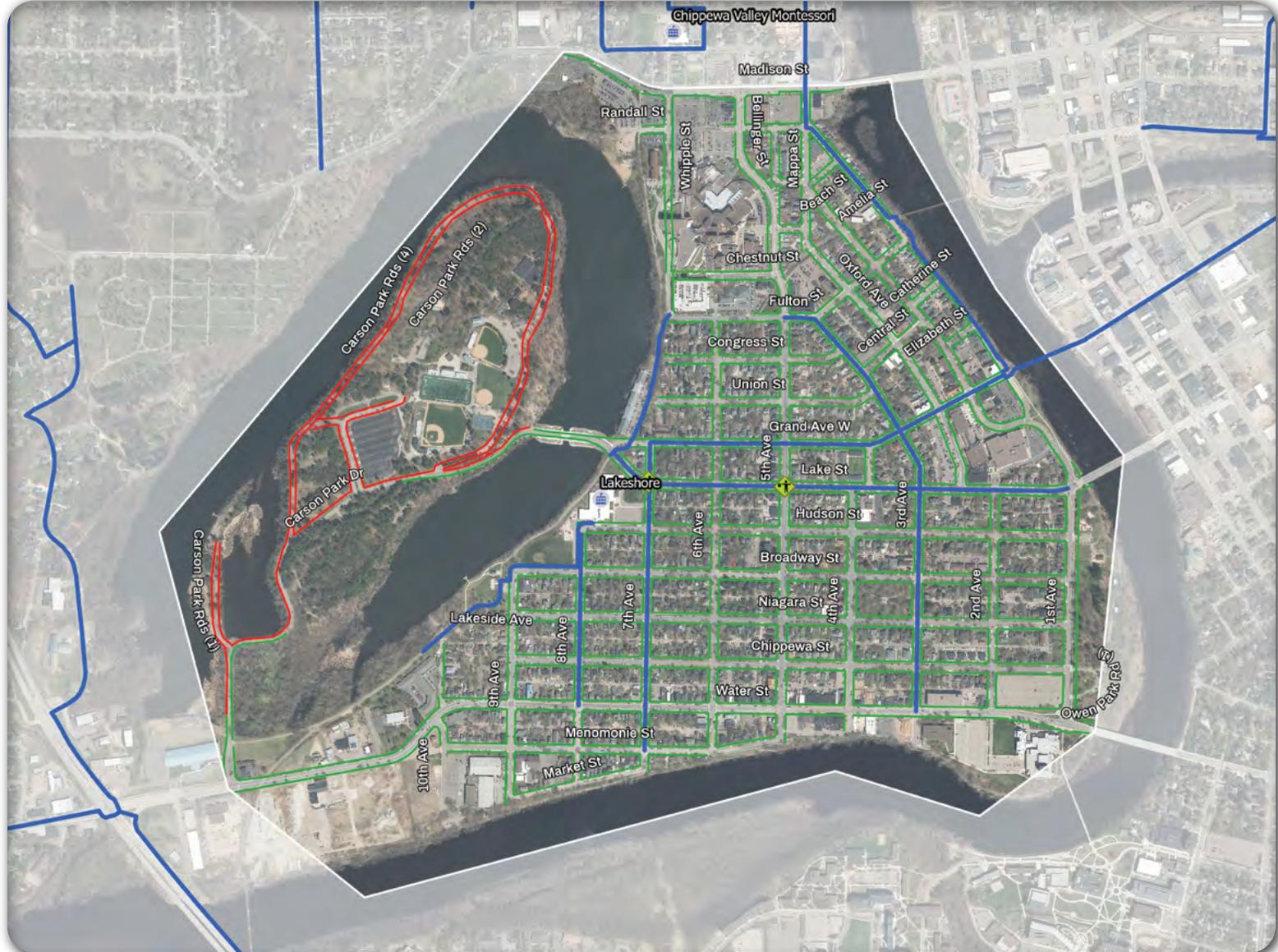


Legend

-  School
-  Crossing Guard
-  Safe Route
-  Sidewalks
-  No Sidewalks
-  Walk Zone



-  Walk
-  Bike
-  Bus
-  Carpool
-  Family Vehicle



# Lakeshore Elementary School

## Existing Conditions

1. The Safety Patrol Program is part of the culture in the school. Kids enjoy and want to do it. The safety patrol is at 7th and Hudson, 7th and Lake, and Lake and 5th.
2. There is significant illegal parking around school during pick-up and drop-off.
3. There are no pedestrian crossing signs or painted crosswalks along 7th or 8th. However, there were no kids traveling this way during the audit. University students were using these intersections.
4. Many of the bike racks are old and in bad shape.
5. The 8th and Hudson intersection does not have any signage or a crosswalk.
6. The addition of bike lanes on Lake reduce travel lane width and the fresh crosswalks at 7th and Lake make a big difference for students crossing.
7. In the PM, cars were parked over the crosswalk on Hudson and 7th.
8. Drivers do not always yield to pedestrians.
9. At the intersection of 5th and Lake:
  - There is a very high volume of traffic.
  - There is an adult crossing guard at Lake.
  - The crossing guard has great concern for the intersection for pedestrians/bikes/cars.
  - 5th has no School Zone sign for northbound traffic.

## Strategies/Opportunities

1. Install four-way stop at Lake and 7th.
2. Install bumpouts along 7th in front of the school.
3. Implement using safety green cones at crossing guard locations.
4. Install a crosswalk and pedestrian crossing signage at 8th and Hudson.
5. Install new bike racks at the school.
6. Locate School Zone signs on Hudson, west of 7th and on 5th for northbound traffic.
7. Work with landlords, the Randall Park Neighborhood Steering Committee, and the University of Wisconsin - Eau Claire to create a better environment for students walking and biking to and from school.
8. Install crosswalks along all SRTS corridors.
9. Increase speed enforcement along 5th before and after school.
10. Research speed reduction options for 5th.
11. Research options for a tunnel under Clairemont at Menomonie.





# Locust Lane Elementary School

## Existing Conditions

1. The adult crossing guard at Eddy and Locust parks in front of crosswalk.
2. At the intersection of Eddy and Abbe Hill Drive:
  - Speed is high in the morning.
  - The speed limit changes from 25mph to 30mph and then continues to be 30mph in front of the school.
3. Parked cars cause extreme vision problems for the student safety patrol.
4. The entrance into the parking lot has a wide radius which allows faster vehicle speeds.
5. There is not enough accessible bike parking.



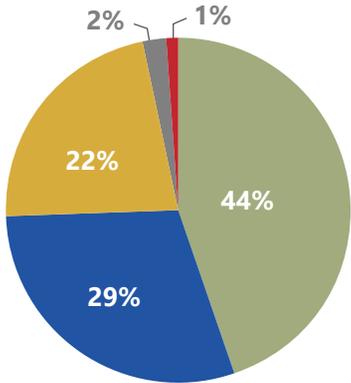
## Strategies/Opportunities

1. Reduce the speed limit on Locust to 25mph.
2. Sharpen/narrow the radius of the Locust entrance into the parking lot.
3. Eliminate parking in front of crosswalks.
4. Install speed bumps and a speed limit sign in the parking lot.
5. Paint center lines and parking lines along Locust in the School Zone.
6. Increase bike parking at the school. Bike racks are in a good location but could be rotated 90 degrees so that both sides are accessible for bikes.
7. Install one or more medians in Locust, like the median at Locust and Eddy:
  - In front of the school, just southwest of entrance.
  - Where the 15mph zone starts to the south of the school.
  - At the northeast side of the Locust and Potter intersection.
8. Review Locust Lane school walk zone.
9. Implement safety green cones at crossing guard locations.



Legend

-  School
-  Crossing Guard
-  Safe Route
-  Sidewalks
-  No Sidewalks
-  Walk Zone



-  Walk
-  Bike
-  Bus
-  Carpool
-  Family Vehicle



# Longfellow Elementary School

## Existing Conditions

1. Traffic on Birch is fast and heavy. Some drivers get angry at having to stop for kids.
2. Crossing guard on Birch does a great job of letting a mass of kids group together before stopping traffic. This helps reduce the number of traffic stops needed.
3. The crossing guard already uses her own cones, signs and flags and drivers still do not slow down.
4. On the audit day, at least, the speed feedback signs were not working. It was noted that this is a regular issue. (There is no speed feedback sign from the west.)
5. Kids cross Birch at other times without a crossing guard, such as when they arrive early or depart late, on weekends, and in summer.
6. There are instances where parents use driveway near Safety Patrol on Summit to make a U-turn. This is hazardous.
7. Some kids and parents cut through the southwest parking lot, rather than taking the designated painted walk zone.
8. Walking along Birch is not pleasant with its volume and speed of traffic.
9. At the intersection of Summit and Balcome, not all curbs have curb cuts.

## Strategies/Opportunities

1. Incorporate/continue various interventions for the Birch crossing:
  - Increase law enforcement presence.
  - Incorporate flashing signs during School Zone enforcement period.
  - Try to divert more traffic - specifically truck traffic - onto Galloway.
  - Assess whether the existing trees on the south side of Birch impede the view of drivers.
2. Increase safety for students entering and exiting the building:
  - Locate a crosswalk and pedestrian signs across Balcome in front of the school.
  - Install a gate through the fence on Centre so students do not have to pass through the parking lot.
3. Many parents already walk their kids to and from school —work with them to create Walking School Buses to organize groups of walkers led by parents.
4. Reduce the speed limit on Birch to 25mph.
5. Install flashing school zone signs in both directions on Birch to notify vehicles when they should be traveling 15mph.
6. Increase speed enforcement along Birch.
7. Install additional pedestrian refuge medians along Birch, east and west of school.
8. Install traffic calming measures along Birch in front of school. At least from Centre to Balcome.
9. Implement safety green cones at all safety patrol locations.
10. Install self-initiated pedestrian lights at Birch crossing.



Legend



School



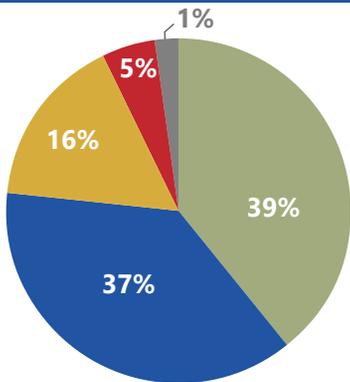
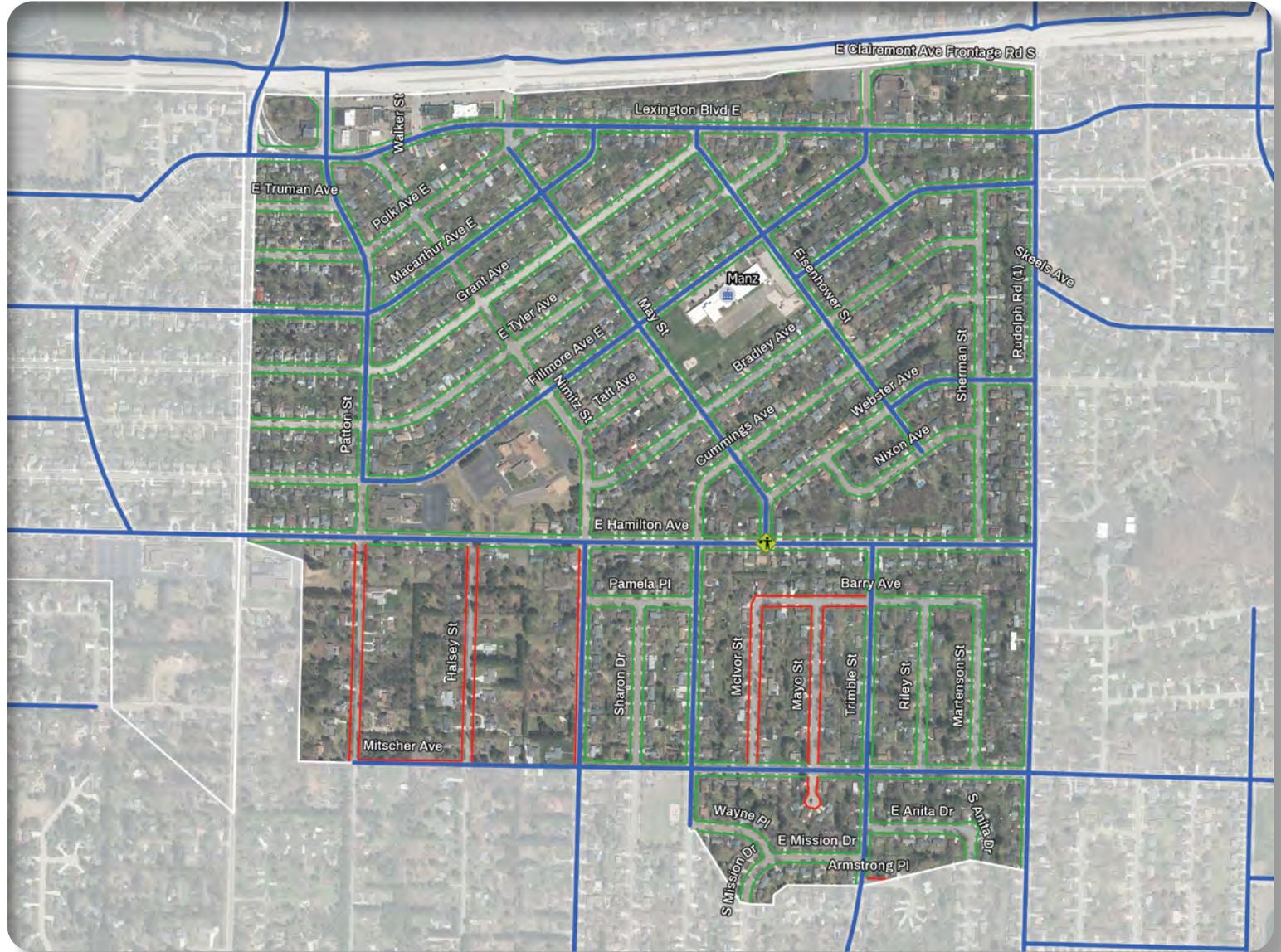
Crossing Guard

Safe Route

Sidewalks

No Sidewalks

Walk Zone



Walk Bike

Bus Carpool

Family Vehicle



# Manz Elementary School

## Existing Conditions

1. Due to traffic turning patterns, heavy traffic, and walkers/bikers, there is a concern for the safety of students on safety patrol at Taft and Eisenhower.
2. The bike rack on the east side of the school is old and located next to the dumpster.
3. Some students cross at Taft and May and do not use the crossing guards at Fillmore and May.
4. Most vehicles are not obeying the 25mph and 15mph speed limits. There is a high level of vehicle congestion in the afternoon, specifically at Fillmore and Eisenhower.
5. Parked cars block views of and for the safety patrol.
6. It is not uncommon for students to cross mid-block on streets that are adjacent to the school.
7. May and Eisenhower have several uncontrolled intersections.
8. There are no crosswalks or signage along Mitscher.
9. There is a new added crosswalk on Rudolph at Webster.
10. Some student safety patrol members are not looking both ways before entering the street.
11. School zone signs on Hamilton and Bradley are obstructed by tree branches.
12. The constant back up of vehicles waiting to exit cause vehicles to speed away once they get the chance between safety patrol stops.

## Strategies/Opportunities

1. Yield or stop signs are needed in the area around the school. May and Eisenhower should have basket weave approach to traffic control.
2. Bike racks should all be on concrete. Move bike parking east of the school away from the dumpster.
3. Research moving some student safety patrol locations. Keep May/Fillmore and Eisenhower/Fillmore. Look at moving Taft/Eisenhower to Bradley/Eisenhower or crossing Taft/Eisenhower on the south side of Taft, not the north side of Taft. Look at having a crossing guard at Taft/May.
4. Do not cross students east/west at Hamilton/May. Allow students to walk along west side of May.
5. Install pedestrian crossings and crosswalks at Mitscher and Trimble and/or Mitscher and Cummings.
6. Implement the use of safety green traffic cones at all Safety Patrol locations to bring more attention to the crossings and to slow traffic through the intersections.
7. Allow safety patrol members to let a group form before crossing them. This will reduce the number of stops being made and will make traffic flow more smoothly.
8. Remove or maintain vegetation around school zones.



Legend



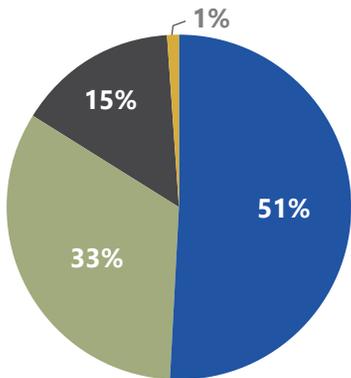
School

Sidewalk

No Sidewalk

Proposed Path Location

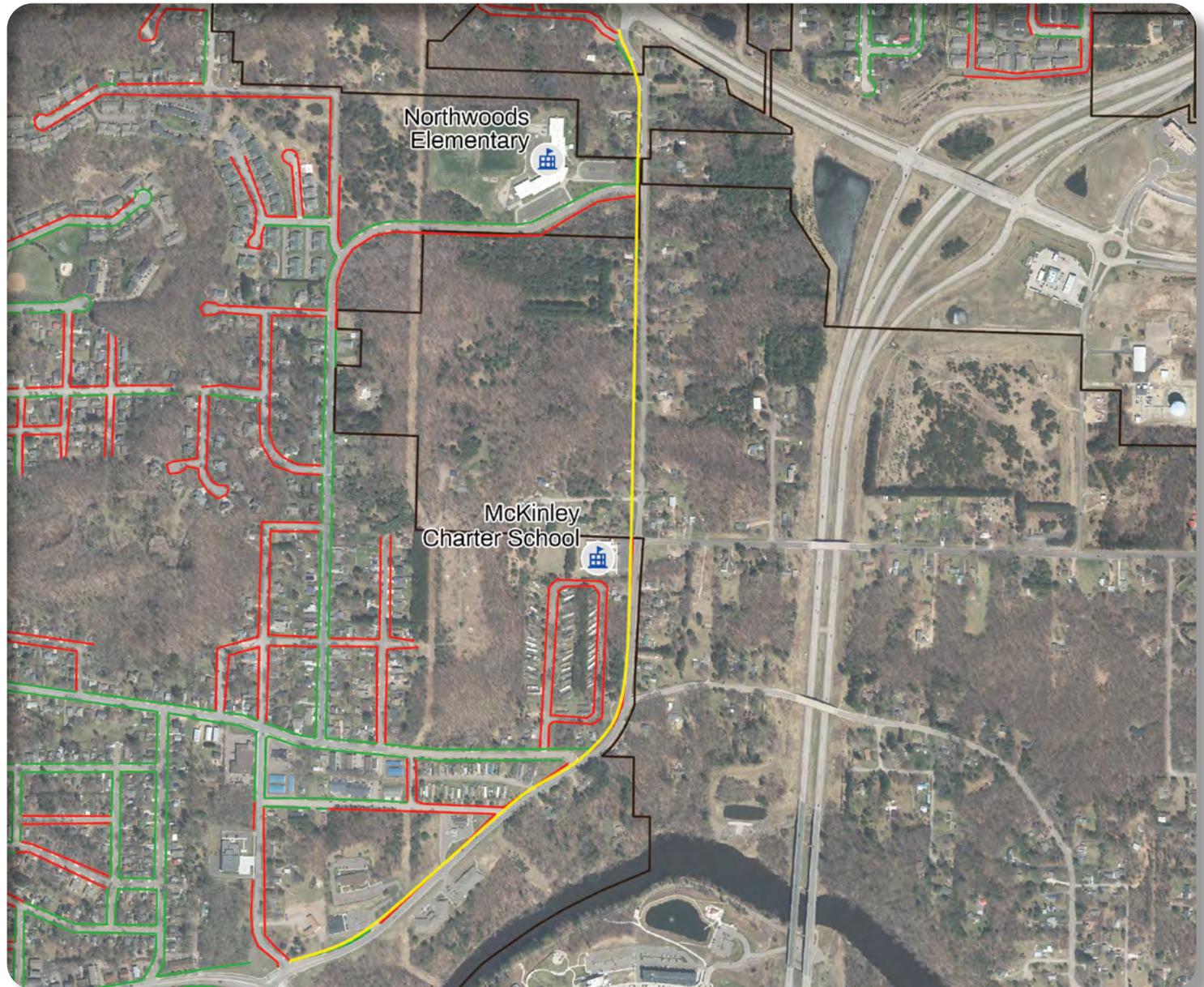
City Boundary



Walk Bike

Bus Other

Family Vehicle



# McKinley Charter School

## Existing Conditions

1. McKinley is a north/south road between Birch and North Crossing and there is no bike or pedestrian infrastructure. The speed limit along McKinley is 35mph, although it has been observed that vehicles travel 5-10mph over the posted speed limit.
2. There are two schools that can only be accessed by traveling along McKinley, Northwoods Elementary and McKinley Charter School. North High School and Northstar Middle School are also within two miles of McKinley.
3. Adding a multi-use path along McKinley would provide access to not only the schools but also connect two existing trails. There are multi-use paths along both Galloway and North Crossing.
4. A multi-use path would allow ECASD to assess and expand their walk zones, that more kids can walk and bike to school and give them the infrastructure to do so.

## Strategies/Opportunities

1. Work with the Town of Seymour, and Eau Claire County to install a multi-use path along McKinley.
2. Reduce speed along McKinley to 30mph.
3. Review walk zones and assess if they can be expanded.
4. Encourage more students to walk and bike to school through programs such as walk and roll challenges and/or fitness contests.



Legend



School



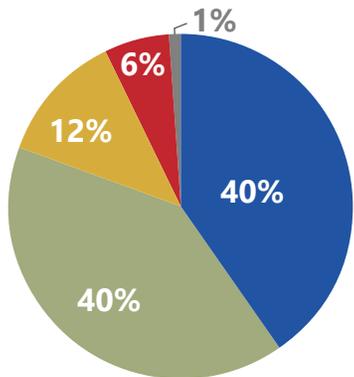
Crossing Guard

Safe Route

Sidewalks

No Sidewalks

Walk Zone



Walk Bike

Bus Carpool

Family Vehicle



# Meadowview Elementary School

## Existing Conditions

1. The intersection of Fairfax and Golf is very busy with fast-moving traffic.
2. It is difficult for the Fairfax/Golf crossing guard when different kids want to cross different sides of the intersection at the same time. Middle school students from South also cross here.
3. For the School Zone: the Speed Limit 15 mph signs are quite near the intersection, though there are warning signs preceding those.
4. Sometimes students cross Fairfax further north without a painted crosswalk.
5. Fairfax in front of the school gets full of parent cars, making it more challenging to cross safely.
6. There is no good place for parents to drop off or pick up children.
7. On Meadowview, there were a few sidewalk obstructions. During the audit, it was seen that there was an RV parked over the sidewalk causing walkers and bikers to travel around it.
8. Some Safety Patrol students noted that a lot of cars go fast through their crossings.
9. Vehicles driving on Golf may not be aware that there are schools in the area (Meadowview and South).
10. The entrance of the back parking lot has no designation between what is sidewalk and what is driveway. Many vehicles will cut off the sidewalk space thinking it is part of the driveway.
11. Meadowview from Golf to Rudolph has no sidewalks. This is a concern from some parents when allowing their child to walk or bike to school.

## Strategies/Opportunities

1. Organize one or more walking school buses to encourage kids to walk with parents.
2. At Fairfax and Golf, the crossing guard could wait for a group of students to build up, then cross them all together, reducing the number of crossings made.
3. Construct sidewalk on Meadowview from Golf to Rudolph.
4. Research ways to reduce traffic speeds on Golf.
5. Extend the School Zone distance along Golf.
6. Increase law enforcement presence along Golf during School Zone times.
7. Use paint to designate a space for pedestrians and bicyclist at the entrance of the back parking lot.
8. Implement using safety green traffic cones at all student safety patrol locations, especially at the Fairfax bumpout.
9. Look into opportunities to close Fairfax from Golf to Meadowview.





Legend



School



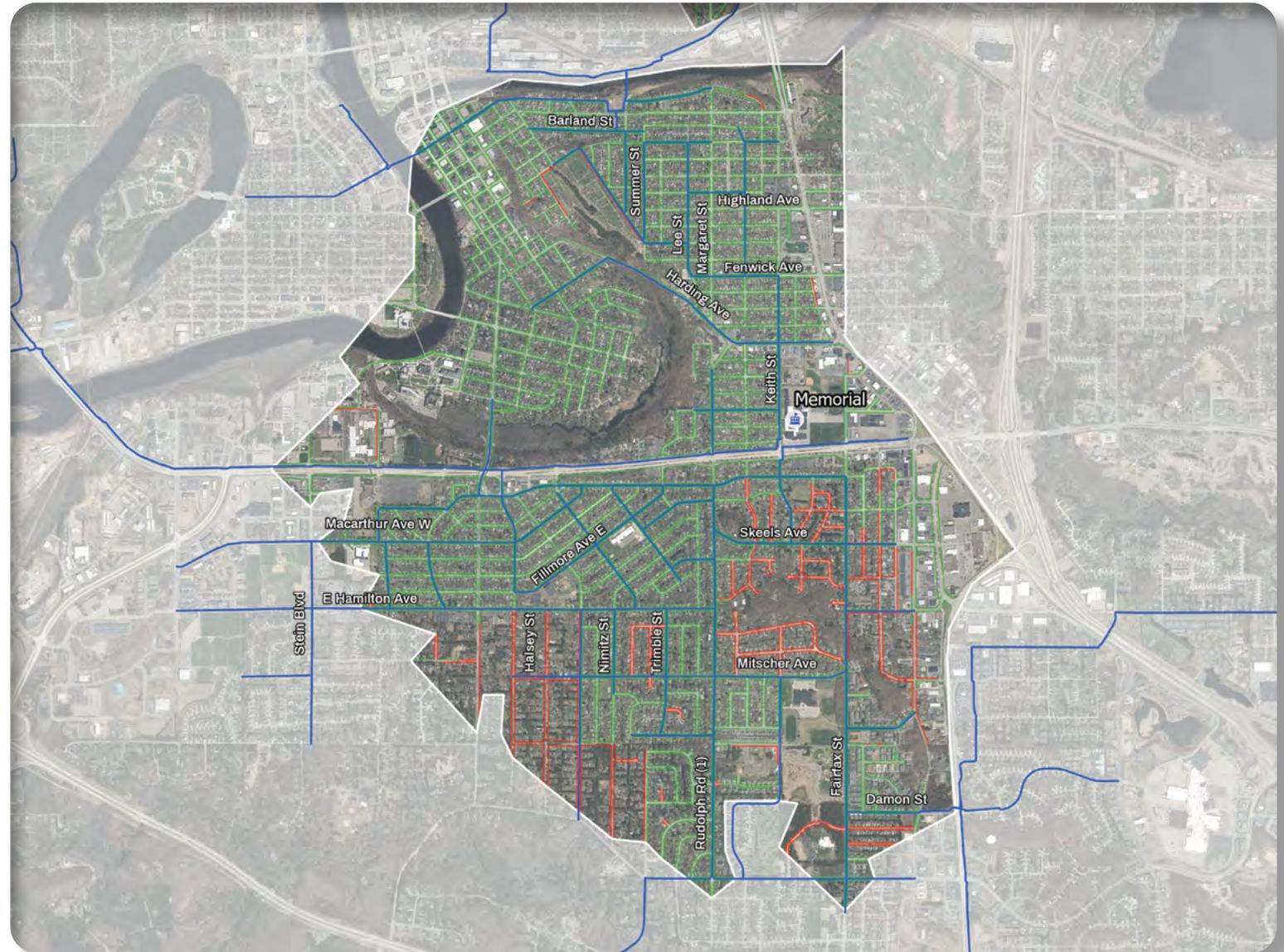
Crossing Guard

Safe Route

Sidewalks

No Sidewalks

Walk Zone



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



# Memorial High School

## Existing Conditions

1. Many students do not use crosswalks on Fairfax. Students going to HyVee and other food options along Clairemont most often use crosswalks. Students going to Jim Bobs do not use the crosswalks.
2. Severe vehicle, pedestrian, and bicycle congestion at intersection of Keith, Lloyd, and Clairemont:
  - Parents drop off along Keith and block views.
  - Pedestrians cut through the parking lot/driveway.
  - Parents make U-turns on Keith.
  - Drivers exiting parking lot block the sidewalk.
  - Crosswalk at Lloyd and Keith does not have a curb cut.
  - Vehicles are turning left, even though they are not supposed to.
  - Vehicle speeds are fast entering the parking lot and in the parking lot.
3. Many vehicles are not obeying the Keith 15mph School Zone along school.
4. At the Keith north entrance:
  - Traffic speed is high.
  - Pedestrians walk between cars, and drivers are not looking for pedestrians/bikes.
  - Bike racks are in very bad condition.
5. There is no pedestrian crossing along Rudolph between Brackett and Clairemont.
6. The Jefferson/Harding intersection is not safe and Harding is not a good environment for pedestrians and bicyclists.
7. Students that walk to HyVee do not have a sidewalk entering the Hyvee parking lot. They own the driveway that enters Fairfax.

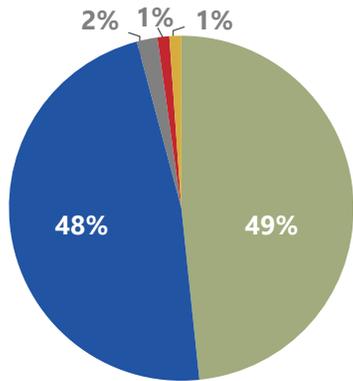
## Strategies/Opportunities

1. Install pedestrian crossings at Ridge and Fairfax and at east parking lot and entrance to commercial mall.
2. All sidewalks at parking lot entrances need to have crosswalks with a stop line before the crosswalk on the inside part of the parking lot.
3. Add more 15mph School Zone signs on Keith.
4. Add a 15mph School Zone sign south of Clairemont, south of church on Keith.
5. Add pedestrian crossing signage, crosswalk paint, and 15mph School Zone at Rudolph and Benton.
6. Install speed bumps in the parking lots, specifically immediately after entering the parking lot.
7. Add pedestrian crossing signs and zebra crosswalk across Keith just south of the frontage road. Curb cuts currently exist.
8. Add a zebra crosswalk for the frontage road at Keith.
9. Address pedestrian signage that is currently blocked due to trees.
10. Have barrier separation between vehicles and pedestrians/bikes along Harding and significantly improve Jefferson/Harding intersection.
11. Research future options to vacate all or part of Keith from Clairemont to Brackett for open space and/or for pedestrians and cyclists.
12. Relocate bike racks near north entrance closer to the soccer fields along fence.
13. Close south parking lot as an area to drop off students.
14. Install leading pedestrian interval button at Brackett and Keith.
15. Install pedestrian activated signs at both crossings on Fairfax.
16. Stripe Fairfax as a joint car/pedestrian area between the two crosswalks. Even with the signage, students are not going to use the crosswalks if they are going to the strip mall and some going to other food options as well.
17. Neighborhood west of Memorial needs basket weave approach.

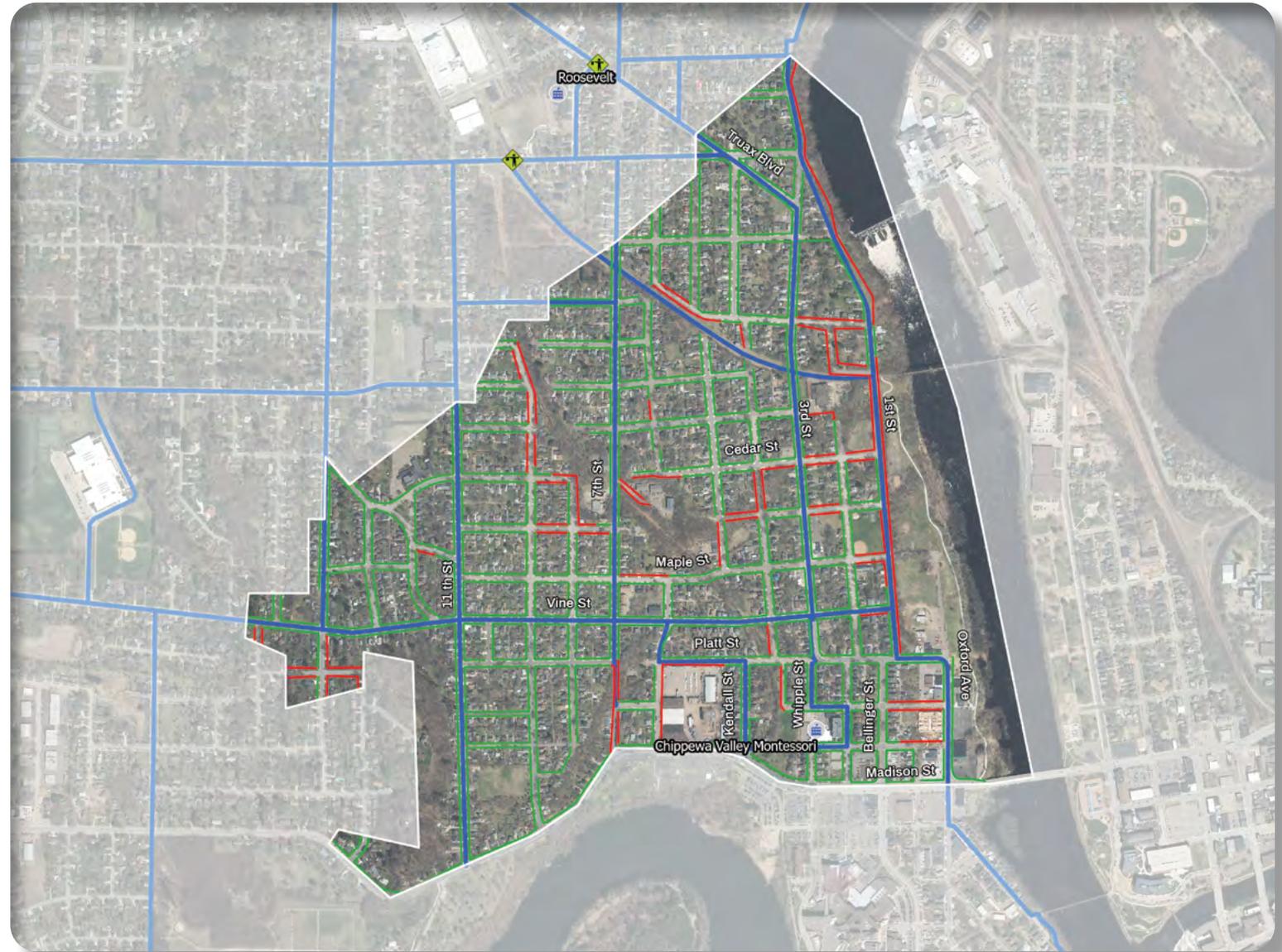


Legend

-  School
-  Crossing Guard
-  Safe Route
-  Sidewalks
-  No Sidewalks
-  Walk Zone



-  Walk
-  Bike
-  Bus
-  Carpool
-  Family Vehicle



# Montessori Charter Elementary School

## Existing Conditions

1. There are busy streets nearby: Madison, Cameron, and Bellinger. These streets act as barriers.
2. There are no pavement markings around the school.
3. The neighborhood traffic is not perceived to be as conscientious about driving safely as parents are.
4. Distance is the main deterrent for students walking and biking, since this is a charter school. Most students do not live in the neighborhood.
5. Some parents are apprehensive about transient populations in the surrounding area.
6. People driving to senior center seemed to be aware and traveled cautiously.
7. The senior center recently added a parking lot. This helped to reduce street parking on the streets adjacent to the school.

## Strategies/Opportunities

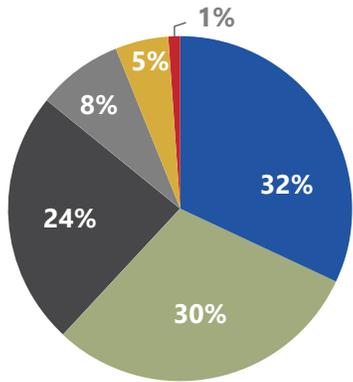
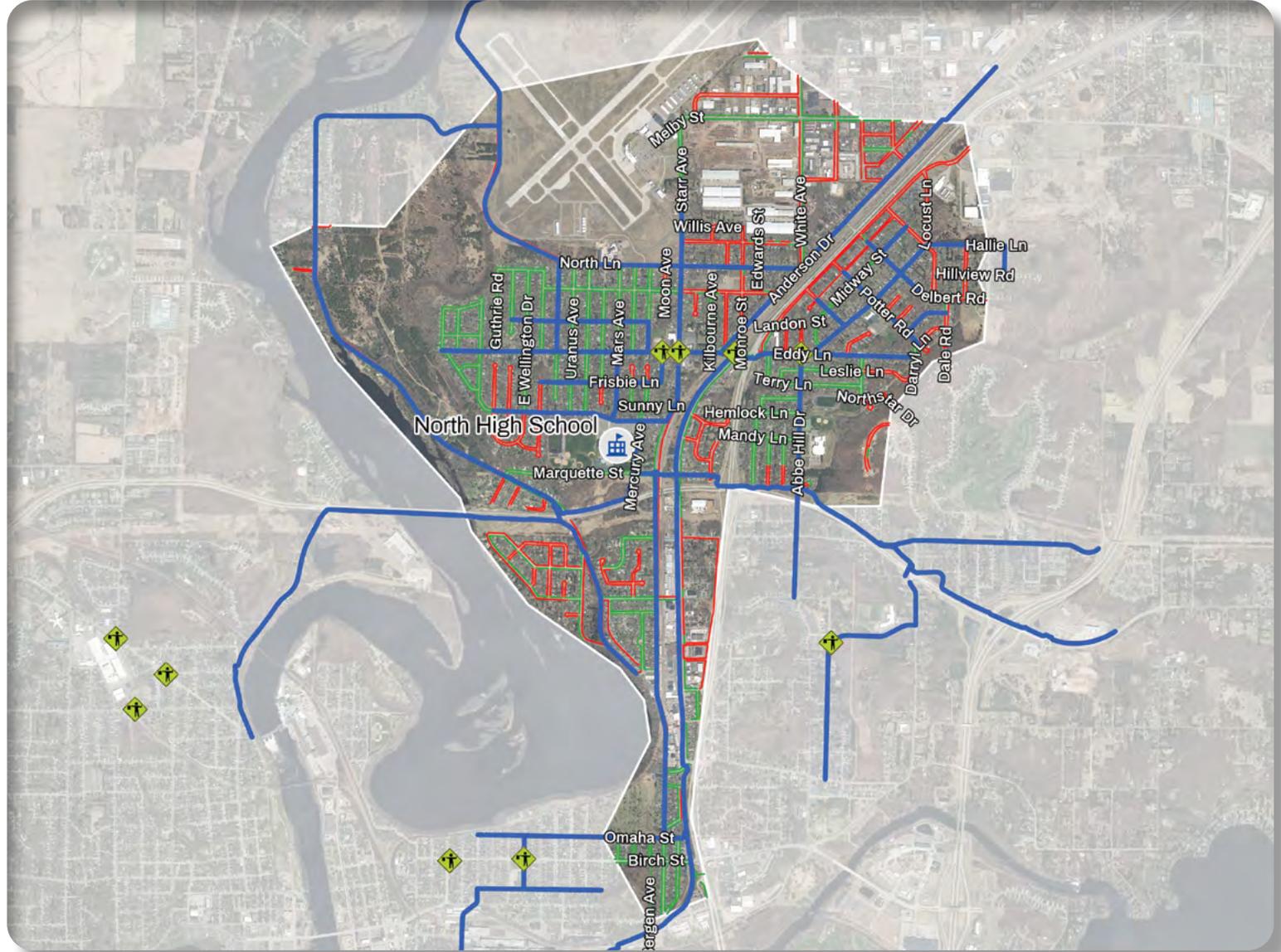
1. Continue discussion regarding Cameron turning into a one-way street.
2. Increase education and awareness of the School Zone to neighbors and others who use the streets near the school.
3. There are bike trails nearby but they don't cross the major streets—developing the old rail corridor north of the school would provide access to the school.
4. Improve the street lighting, which would help during winter darkness.





Legend

-  School
-  Crossing Guard
-  Safe Route
-  Sidewalks
-  No Sidewalks
-  Walk Zone



-  Walk
-  Bike
-  Bus
-  Carpool
-  Family Vehicle



# North High School

## Existing Conditions

1. In the past year, two students were hit by vehicles while crossing Marquette.
2. Lack of 15mph School Zone signs along most roads adjacent to school and in areas of significant crossings.
3. Overall, speed is an issue on all the streets adjacent to and surrounding the school.
4. Many drivers do not wait for pedestrians to get all the way through intersections.
5. The bike racks are in bad condition and in long grass.
6. There is a 30mph speed limit adjacent to school on Piedmont.
7. The neighborhood has a high number of uncontrolled intersections.
8. The school is less visible, so people may not know they are in a School Zone.
9. Marquette and Starr are wide, fast, and not pedestrian-friendly or safe.
10. The Western/Eddy and Anderson/Eddy intersections were recently redone with painted crosswalks and signs.
11. Many students will cross streets not on crosswalks.
12. Some vehicles will idle over crosswalks when waiting for their turn at Piedmont and Mercury intersection.
13. Parents drop off and allow their child to jaywalk from their car when traffic is slow and backed up from the Piedmont and Mercury intersection.
14. After school during pick up times, vehicles traveling east bound on Piedmont will create two lanes, one for straight traveling traffic and one for right turning traffic. This creates more lanes for pedestrians to have to cross.

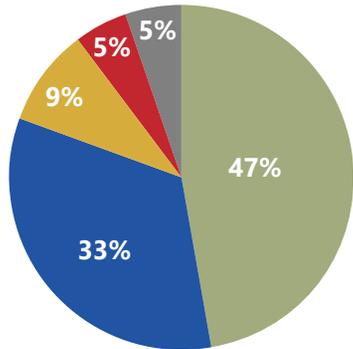
## Strategies/Opportunities

1. Reduce the speed limit adjacent to school on Piedmont to 25mph.
2. Install crosswalks and pedestrian signs at Mars and Piedmont.
3. Implement a yield/stop sign pattern in the neighborhood surrounding the high school.
4. Locate 15mph School Zone signs around the school and at Starr and Marquette.
5. Increase the number of School Zone signs on Starr.
6. Install new bike racks on pavement.
7. Narrow streets or portions of streets around the school to slow traffic. This can be done in areas where parking is not allowed.
8. Locate pedestrian crossings at Eddy and Mars and Eddy and Neptune.
9. Educate students and parents on the importance of using marked crossings and enforce using correct practices.
10. Paint stop line before crosswalk on Piedmont and Mercury.

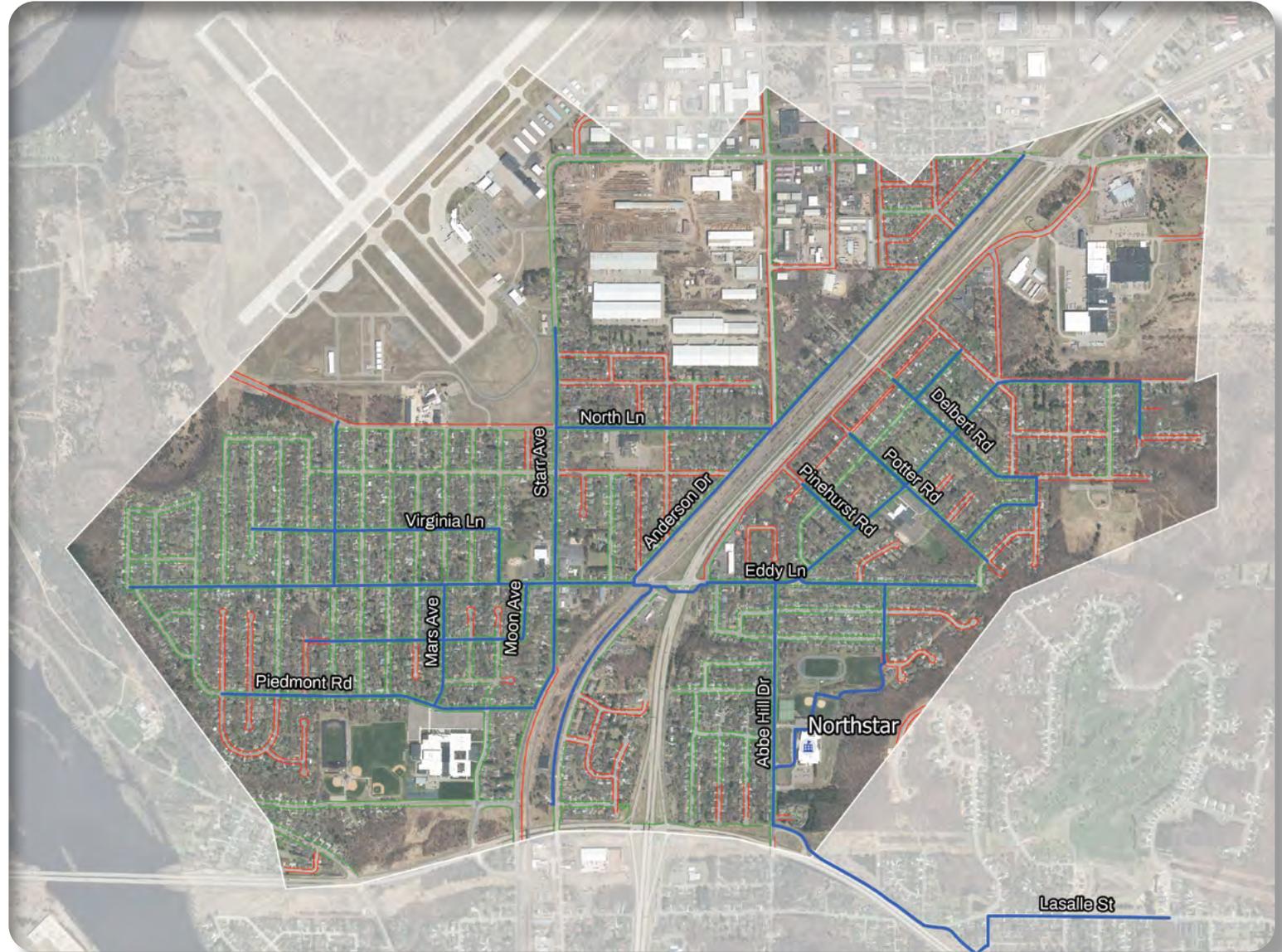


Legend

-  School
-  Crossing Guard
-  Safe Route
-  Sidewalks
-  No Sidewalks
-  Walk Zone



-  Walk
-  Bike
-  Bus
-  Carpool
-  Family Vehicle



# Northstar Middle School

## Existing Conditions

1. Abbe Hill Drive in front of the school has fast traffic and is busy, especially at arrival and dismissal times.
2. Cars do not always stop for students waiting to cross Abbe Hill Drive at the two crosswalks.
3. There is a teacher who acts as a crossing guard in the AM and PM but they do not wear a safety green vest.
4. The bike rack is not the preferred type and is just located in the parking lot. The existing racks were filled to capacity.
5. Students north of Eddy between Hastings and Starr may have a difficult time safely crossing Eddy.
6. Heavy backpacks and instruments are impediments to longer walking/biking distances.
7. There are dangerous intersections west of Hastings, including Western and Eddy.
8. Early start times and long distances make it so that students have to wake up really early to walk to school, and often walk in the dark.
9. There is an in-street pedestrian yield sign for cars coming from North Crossing. The principal picks up and places this sign over the weekend to avoid vandalism and theft.
10. Most students cross at the crossing staffed with a crossing guard than near the trail.

## Strategies/Opportunities.

1. Slow traffic on Abbe Hill Drive.
  - Paint edge lines on the travel lanes to narrow them.
  - Designate bike lanes if there is enough room for them.
  - Decrease speed limit to 25mph.
2. Ensure that the crossing guard at the Eddy and Western intersection can safely cross students across Eddy so they can make it the rest of the way to school.
3. Significantly improve the Eddy and Western intersection with median, signage, crosswalk, narrowing of crossings, sharpening of corners, etc.
4. Look for a permanent solution for an in-street pedestrian facility. This could include a pedestrian refuge island or a permanent pedestrian sign.
5. Require staff to wear safety green vest so that they are more visible when crossing students.
6. Relocate bike racks so that they are more visible from the school.
7. Look into ways to keep street lighting on longer in the mornings when students are walking and biking to school.



Legend



School



Crossing Guard

Safe Route

Sidewalks

No Sidewalks

Walk Zone



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



# Northwoods Elementary School

## Existing Conditions

1. There is a lack of signage for the School Zone in front of the school, and vehicles are traveling fast.
2. There is a lack of sidewalks along the route to and on Abbe Hill area.
3. There is a lot of illegal parking on Northwoods.
4. There is no School Zone sign until the playground. Traffic is traveling very fast down the hill.
5. There is concern about the wooded area on the west side of the school property. Students cut through the area, and walk/hangout in the woods.
6. There used to be school zone pavement markings on Brookline.
7. There is no bike and pedestrian infrastructure on McKinley south of Northwoods.
8. At the intersection of Northwoods and McKinley:
  - North of Northwoods has a sidewalk along the west side. There is no sidewalk south of Northwoods. There is a painted paved shoulder.
  - There are high traffic speeds. No cars are traveling 15mph.
  - The speed limit is 35mph at school but 30mph north of school.

## Strategies/Opportunities

1. Install a 15mph School Zone sign south of Northwoods.
2. Reduce speed on McKinley to 30mph.
3. Increase police presence on Northwoods and McKinley during drop off and pick up times.
4. Install pedestrian signage and a better crosswalk at Northwoods and Brookline.
5. Install a crosswalk and signage at Northwoods and McKinley.
6. Install a crosswalk and pedestrian crossing at the ped/bike crossing at Noble.
7. Locate a shared-use path or sidewalk along McKinley, south of Northwoods.
8. Locate safety patrol or staff part-way up the Northwoods hill, so the entire hill is visible from the bus exiting area to adult crossing guard at Brookline.
9. Install flashing lights on 15mph School Zone signs on McKinley.
10. Install crosswalks and a pedestrian crossing sign at the curb cuts across Brookline at Deerfield.
11. Install signage at the top of Brookline/Northwoods hill that states that the school and/or School Zone is approaching.
12. Work with parents to start a walking school bus along Northwoods hill.



Legend



School



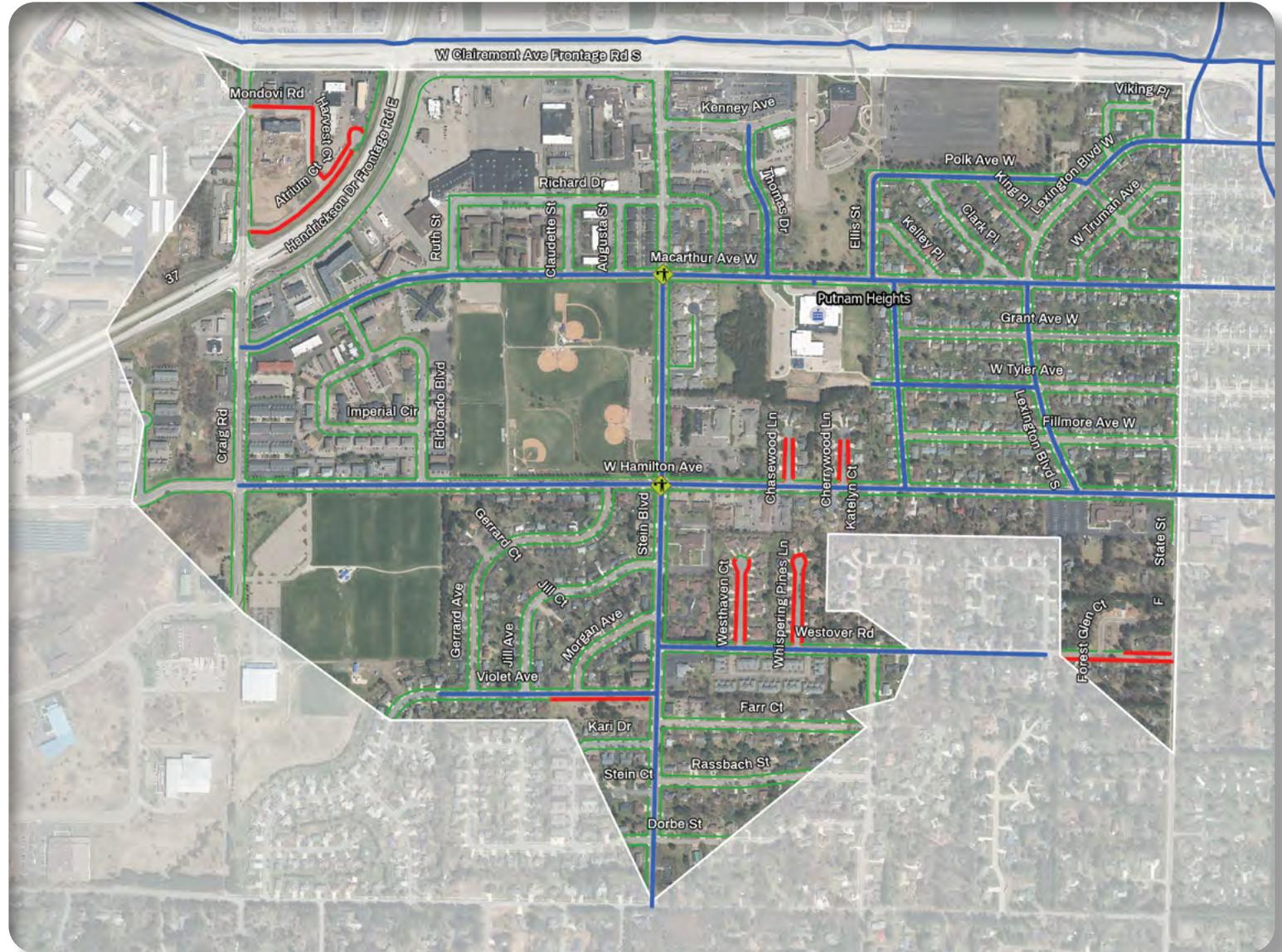
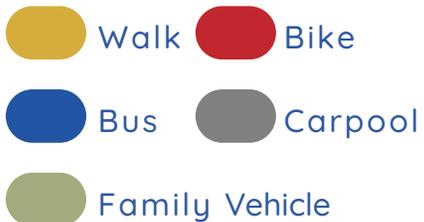
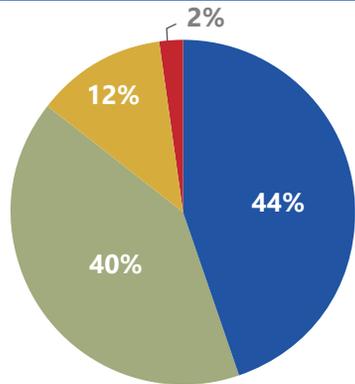
Crossing Guard

Safe Route

Sidewalks

No Sidewalks

Walk Zone



# Putnam Heights Elementary School

## Existing Conditions

1. Many students are crossing MacArthur at crossings without crosswalks and safety patrol.
2. There are concerns about crossing at Hamilton and Stein.
3. Vehicles only slow down along MacArthur right at the crosswalk in front of school. Many cars slow down so late/quickly that the rear end rises up.
4. The parking lot crosswalk is hidden, and vehicles travel fast in the parking lot.
5. Students walk and bike from all directions.
6. No vehicles slow down in the School Zone at Hamilton and Ellis. No crossing guard is located at this crossing.
7. Some parents dropping off/picking up on Thomas do not use crosswalks.
8. Ellis/Tyler has sight issues where cars are parked right up to crosswalk. In addition, many drivers are using this as a thru-street. It is dangerous to cross.
9. Crossing guards are doing a good job at crossing students/parents.
10. The cones that are being used at the bumpout on MacArthur are doing a good job at slowing down traffic through the crossing.
11. There are two pedestrian crossing signs in the parking lot. During the audit, one was not present and one was in the wrong place.
12. Vehicles often speed between student safety patrol on MacArthur.
13. Putnam could use additional bike parking.

## Strategies/Opportunities

1. Install speed bumps in the parking lot at the pedestrian crossing point.
2. Reduce the speed limit along MacArthur to 25mph.
3. Reduce the lane width with the parking line and/or curb-to-curb along MacArthur in front of the school and/or include a bike lane along MacArthur.
4. Install crosswalks and pedestrian crossing signage at the Tyler and Ellis intersection.
5. Install a speed limit sign in the parking lot.
6. Install bumpouts at the Ellis and Hamilton crossing.
7. Review different options for student crossing guard locations along MacArthur.
8. Start using a safety-green cones at the Ellis/Tyler crossing, and install school zone signs to identify as student crossing.
9. Add two more safety green cones at the Ellis/MacArthur crossing.
10. Install more bike parking and locate on concrete pad near back of school.



Legend



School



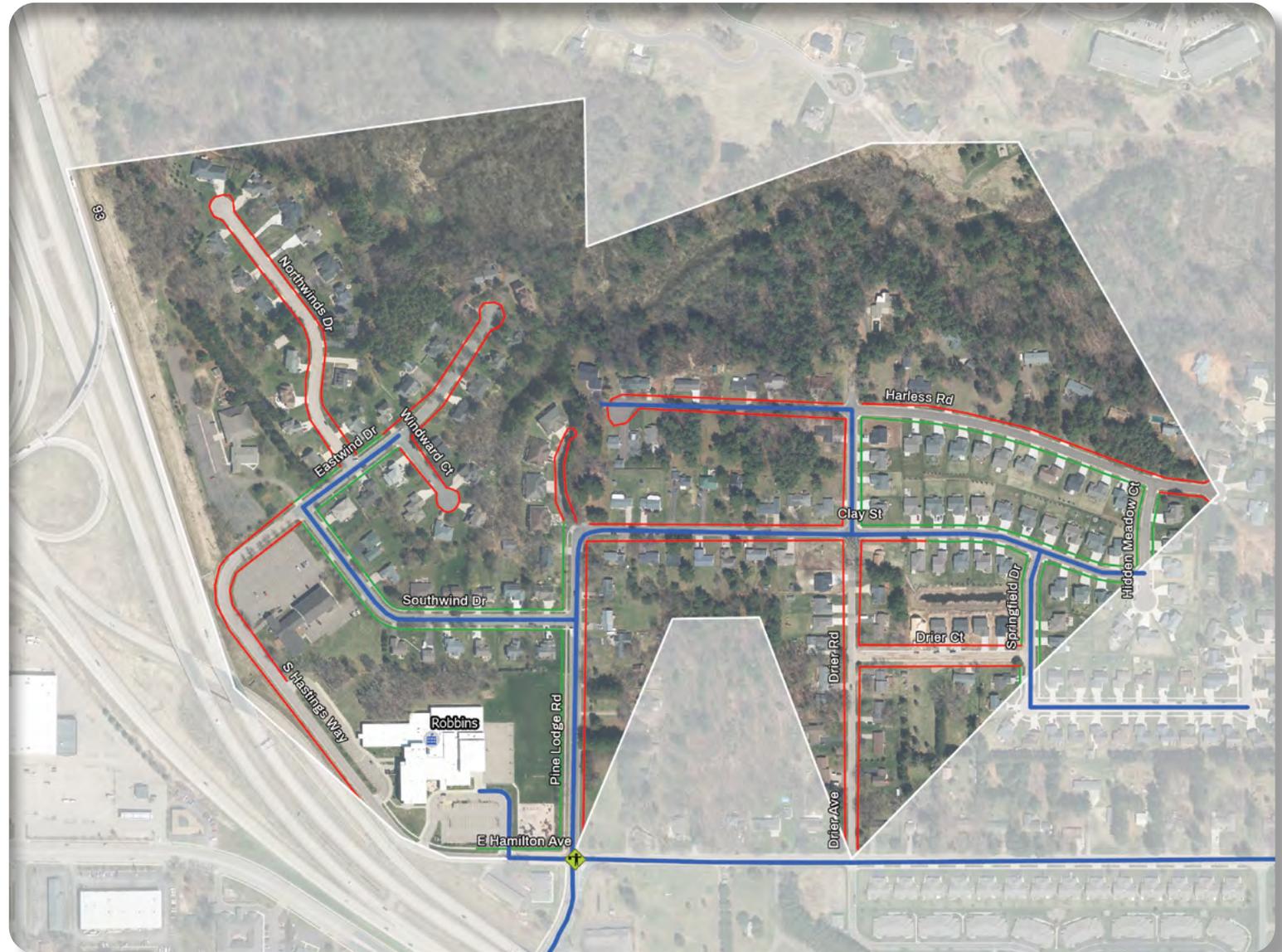
Crossing Guard

Safe Route

Sidewalks

No Sidewalks

Walk Zone



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



# Robbins Elementary School

## Existing Conditions

1. The biggest challenge at Robbins is a lack of sidewalks in many parts of its attendance area.
2. The main barrier is a lack of sidewalks on Hamilton east of the school.
3. The crossing at Hamilton and Cypress is very busy and can have fast-moving cars, making it dangerous for students to cross on their own.
4. The crossing guard stated, “The red signs are just suggestions,”, meaning many cars don’t stop for him or for the posted stop signs.
5. Snow shoveling in the winter can be inconsistent by City and property owners, making it hard to walk or bike.
6. There is a need for additional bike parking at the school.
7. There are no sidewalks along Hamilton.

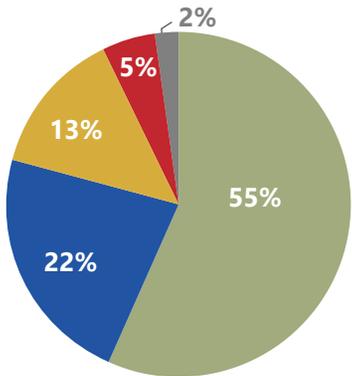
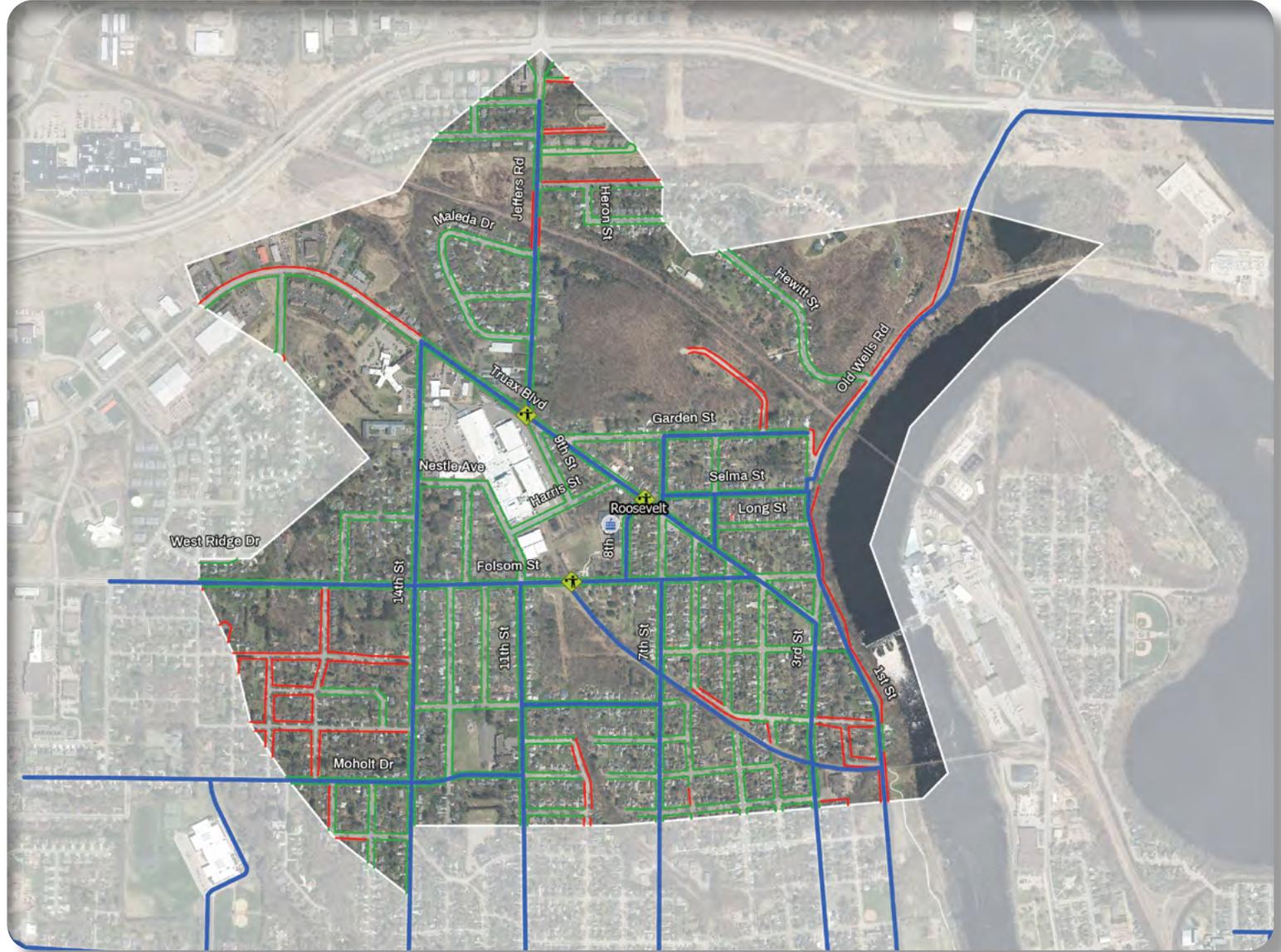
## Strategies/Opportunities

1. Install sidewalks along the south side of Hamilton to Robin Meadows, which is the north end of the Calvary Catholic Cemetery. This segment is in the City of Eau Claire and would connect to existing sidewalk. It would also need a crosswalk at Pine Lodge.
2. Place crossing guards at the intersection of Hamilton and Cypress.
3. Add bike racks to meet the demand for students biking to school.
4. Ensure consistent snow shoveling on city-owned property and enforce shoveling on private property.
5. Incorporate a new intersection design for the Pine Lodge and Hamilton intersection to make it more pedestrian and bicycle-friendly and to reduce the number of vehicles that do not stop at the stop signs.
6. As new development occurs in the walk zone, keep adding SRTS corridors where appropriate.
7. Review the walk zone area and analyze if the walk zone can be expanded.
8. Adding a sidewalk or path along Hamilton would allow for more walking and biking from the East.



Legend

-  School
-  Crossing Guard
-  Safe Route
-  Sidewalks
-  No Sidewalks
-  Walk Zone



-  Walk
-  Bike
-  Bus
-  Carpool
-  Family Vehicle



# Roosevelt Elementary School

## Existing Conditions

1. Along Truax from 8th to Jeffers:
  - Students are crossing at wrong locations.
  - There are vehicles parked across crosswalks.
  - Vehicle speed is faster than 30mph and faster than 15mph when children are present.
  - An automobile business has vehicles parked on the sidewalks.
  - Adult crossing guard uses a safety yellow traffic cone in the middle of the street. This helps slow traffic.
2. Along Folsom from 8th to bike path/9th:
  - The School Zone sign is after the bike path crossing where the crossing guard is located.
  - The crossing guard vehicle is parked in front of the crossing in morning, which hides the crossing guard and students.
  - Vehicle speed is faster than 30mph and faster than 15mph when children are present. 30mph on Folsom is not appropriate along school.
  - In the afternoon, cars park up to and on the crosswalks.
  - Students still cross at 8th and Folsom.
3. It is not uncommon to see drivers on their phone going through the school zone.
4. There have been several close calls with students in the past.
5. Sidewalks in the area are often unshoveled in the winter.
6. Property close to 8th and Folsom has overgrown lawn that makes it more difficult at that intersection for drivers and pedestrians to see.
7. Semi trucks from businesses in close proximity are going over 30mph in the school zone.

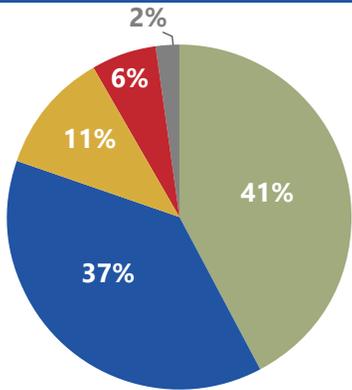
## Strategies/Opportunities

1. On 8th, buses need to park farther south and an additional parking spot should be eliminated north of the crosswalk to provide more visibility for crossing guards.
2. Eliminate parking adjacent to the Folsom/bike path/9th crossing.
3. Eliminate parking adjacent to the Folsom/8th crosswalk.
4. Crossing guards need to be stationed on the side students are coming from.
5. Install bumpouts and curb cuts at location where student safety patrol are crossing on 8th.
6. Install a median along Folsom and Truax at adult crossing guards, similar to the median at Folsom and 14th.
7. There is discussion of a possible new Roosevelt School. SRTS should be part of all design ideas in that discussion.
8. Reduce speed limit on Folsom and Truax to 25mph.
9. Contact businesses along Truax to discuss not parking vehicles on the sidewalk.
10. Research feasibility for underpass crossing at Jeffers and North Crossing.
11. Cut back vegetation and open up sight lines along the old railroad trail.
12. Paint yellow curbs on streets adjacent to school where no parking is allowed.
13. Install "Walk your Bike" sidewalk stamps along 8th.
14. Implement three safety-green cones at crossing guard locations. One cone in the middle and two on the outside to help slow traffic even more.

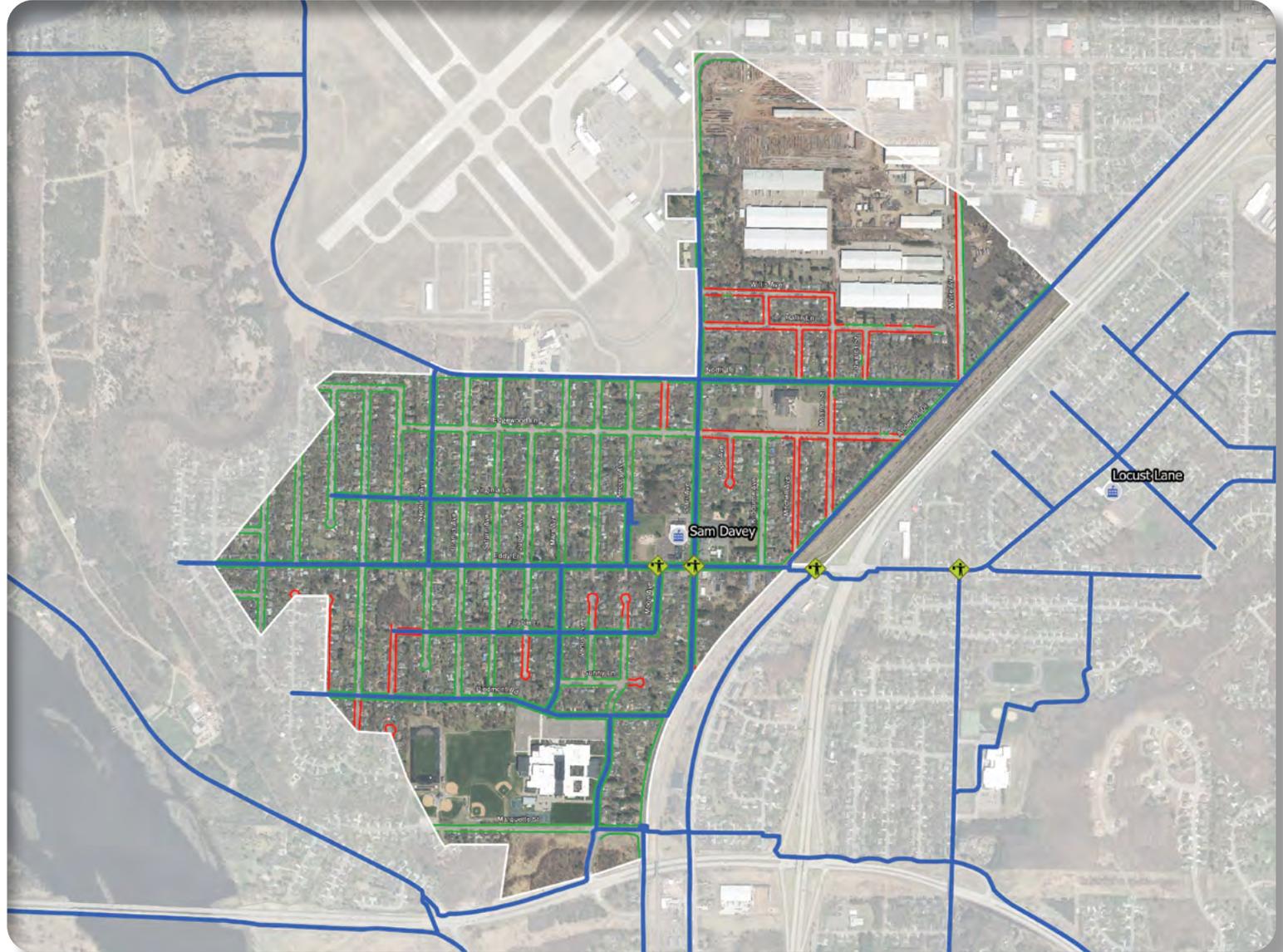


Legend

-  School
-  Crossing Guard
-  Safe Route
-  Sidewalks
-  No Sidewalks
-  Walk Zone



-  Walk
-  Bike
-  Bus
-  Carpool
-  Family Vehicle



# Sam Davey Elementary School

## Existing Conditions

1. Traffic on Starr and Eddy is busy and can be fast.
2. Some School Zone signs are a little close together, not giving drivers enough warning.
3. Pavement markings on Starr that had announced the School Zone were not replaced when the street was redone.
4. Some intersections along the designated safe routes are uncontrolled, particularly on Virginia and Frisbie.
5. Parents will park along Eddy in the bike lanes creating congestion.
6. There is a bus stop right in front of the school entrance. There are often times transient individuals are seen smoking or loitering while waiting for the bus before during and after school.



## Strategies/Opportunities

1. Draw more attention to the School Zone during active periods to slow drivers down and increase obedience to crossing guards:
  - Continue/increase law enforcement presence.
  - Install flashing signs during School Zone enforcement period.
  - Locate School Zone signs further back to increase effectiveness.
  - Starr will be redone soon. Look into installing rumble strips to warn drivers of school zone and stalling bike lanes to reduce lane width and slow traffic.
2. Install intersection controls and painted crosswalks along designated safe routes.
3. Many parents already walk their kids to and from school — perhaps Walking School Buses could be organized with these parents.
4. Eliminate the uncontrolled intersection in the neighborhoods around the school with a stop sign or yield sign pattern.
5. Research options to relocate bus stop further south on Starr.



Legend



School



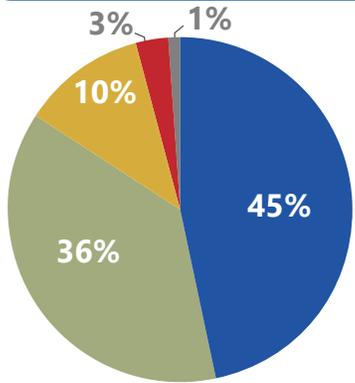
Crossing Guard

Safe Route

Sidewalks

No Sidewalks

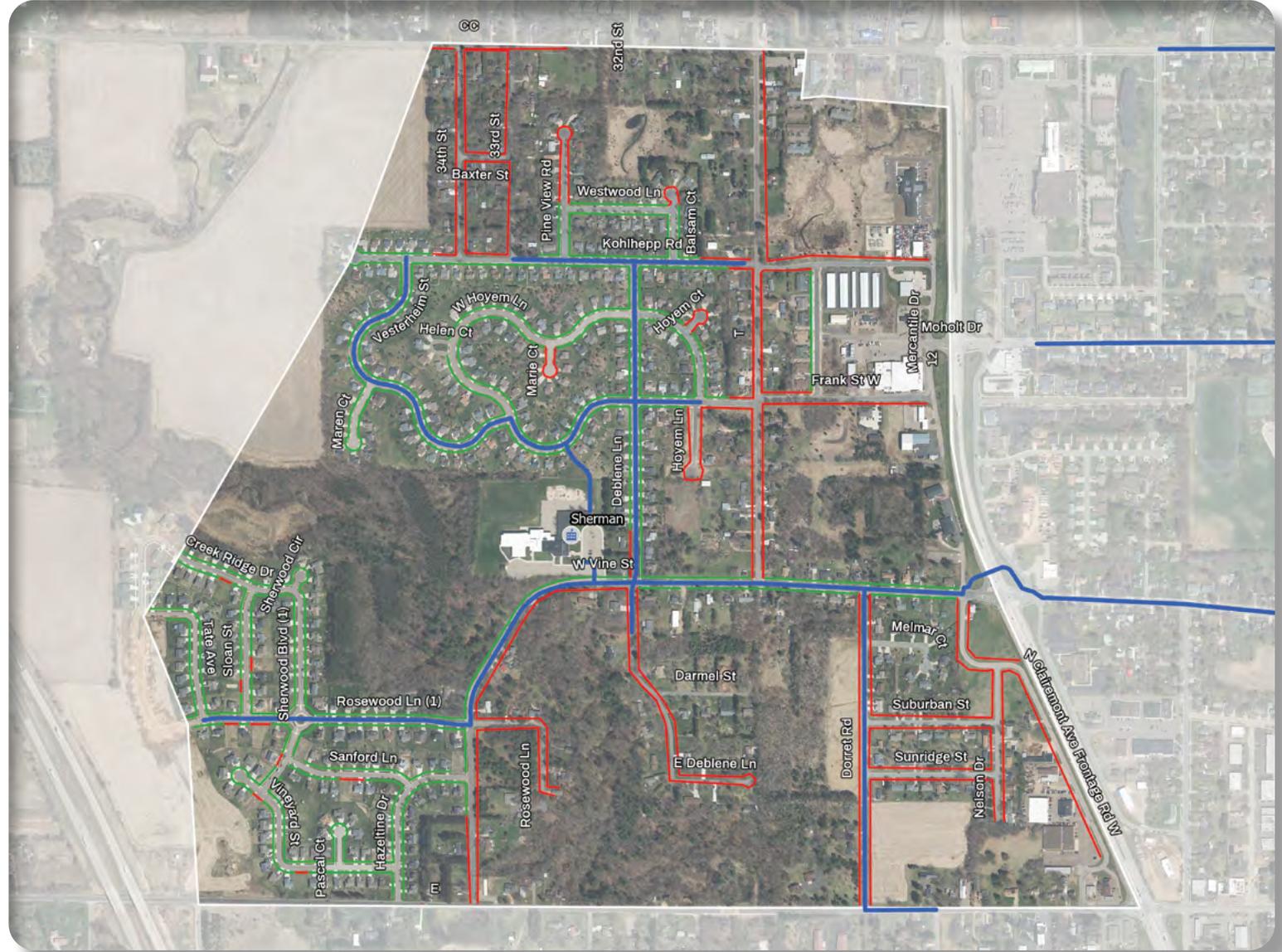
Walk Zone



Walk Bike

Bus Carpool

Family Vehicle



# Sherman Elementary School

## Existing Conditions

1. Sidewalks are not consistently present throughout the walk zone for the school.
2. Sidewalk and connectivity challenges arise because it's a patchwork of jurisdiction with the City of Eau Claire and the Town of Union.
3. Vine Street can be busy and have fast traffic.
4. There are many issues associated with walking or biking past Sherman Creek Park:
  - It is perceived to be insecure with criminal activity.
  - There is no boulevard between the sidewalk and the road, so in the winter, snow gets plowed onto the sidewalk, and often takes the city a couple of days to plow the sidewalk off. This causes students to sometimes walk in the street.
  - There is no guard rail between the sidewalk and road.
  - Vehicles travel fast up and down the curved hill.
5. The school sign and bushes block driver sight.
6. A lot of students walk and bike from the neighborhood to the north.
7. There is no AM safety patrol at Vine crossing.
8. Safety patrol is very well trained.
9. Sight lines are obstructed to vehicles trying to leave parking on in PM. This causes them to try and "shoot-the-gap" between openings and speed up really fast. This makes the Vine street intersection dangerous for people crossing as vehicles then need to slam on their breaks when traffic is stopped.

## Strategies/Opportunities

1. Determine locations where completed sidewalks would make the most difference and work to install them.
2. Install speed reader sign on Vine Street.
3. Work with the Town of Union to make Sherman Creek Park more secure. Establish a Walking School Bus from the Sherman Estates neighborhood to give parents confidence that their children will be secure walking past there.
4. Work to establish a Walking School Bus in the neighborhood to the north of the school.
5. Continue to promote the north pedestrian/bike entrance to the school.
6. Before and after school, locate a staff member on Vine along Sherman Creek Park.
7. Eliminate visual barriers at parking lot entrance.
8. Increase morning crossing guards and look into expanding adult crossing guard program.
9. Look into ways to beautify trail into school
10. Locate speed bumps and speed limit sign in parking lot.
11. Implement safety cones in the parking lot where safety patrol are located.
12. Install guard rail between the sidewalk and road in front of Sherman Creek Park.
13. Prioritize city sidewalk plowing near schools and complete in a timely manner.



Legend



School



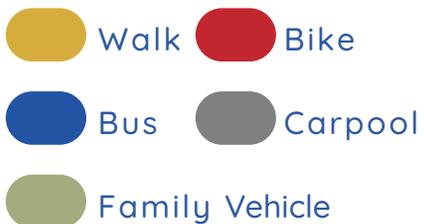
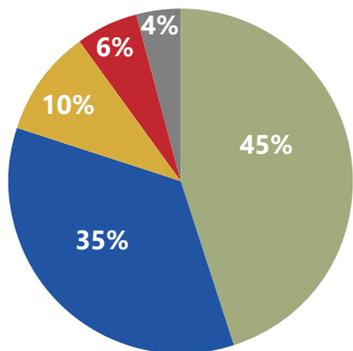
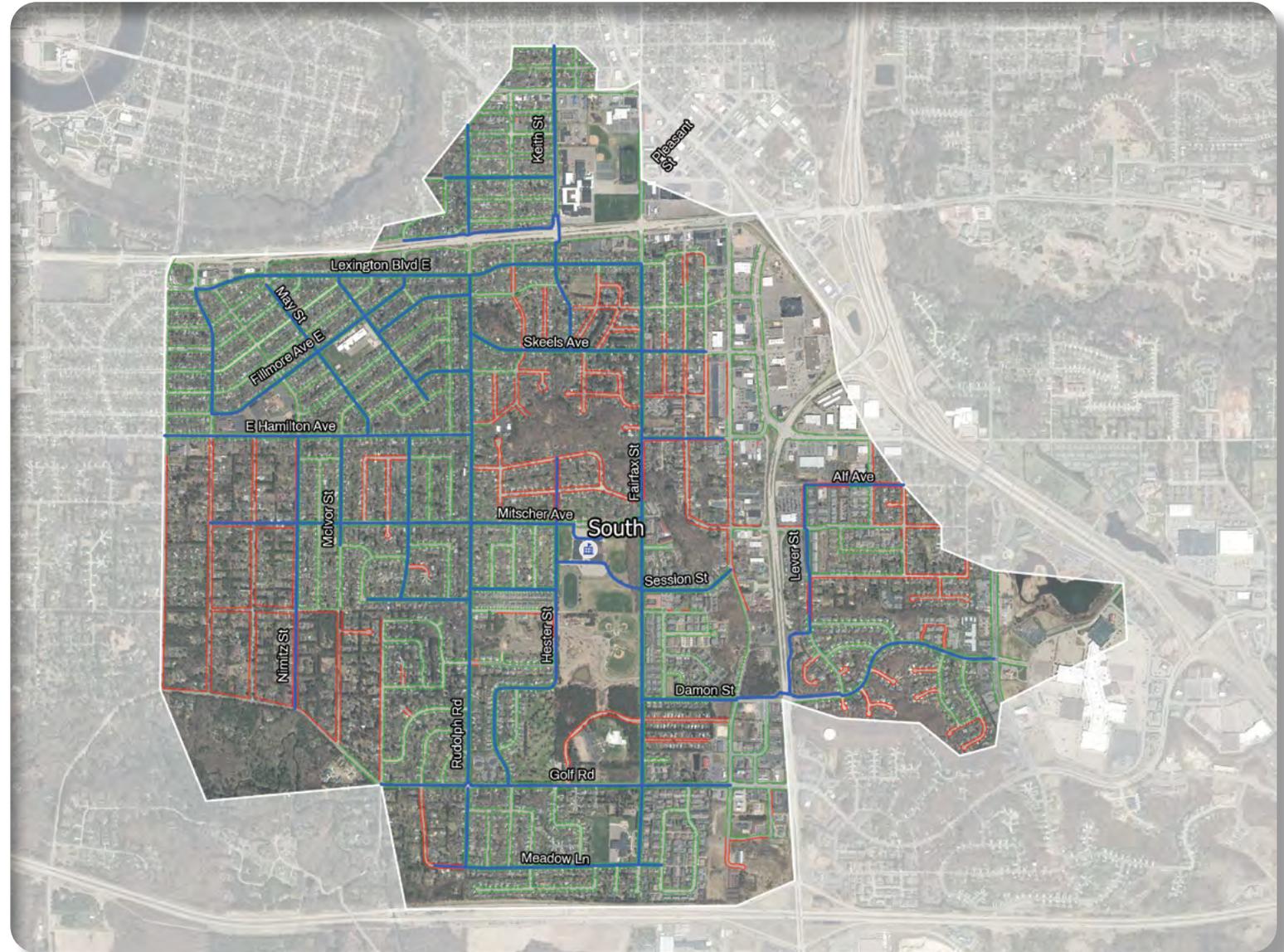
Crossing Guard

Safe Route

Sidewalks

No Sidewalks

Walk Zone



# South Middle School

## Existing Conditions

1. There is significant traffic on Hester, Rudolph, and Fairfax.
2. There are no crossing signs and crosswalks on Rudolph south of Mitscher.
3. Some students were observed to be crossing at the wrong locations like at mid-block locations or others without designated crossings.
4. Speed limits on streets adjacent to middle school:
  - Variable speed limits:
    - Fairfax: south of Mitscher = 30, north of Mitscher = 25
    - Mitscher: west of Rudolph = 25, east of Rudolph = 30
  - Speed limit signs
    - Mitscher: 30 right before School Zone coming from east, 30 in the middle of School Zone coming from west
5. During the meeting, an Eau Claire County Law Enforcement Officer noted:
  - » Highest speed recorded was 49mph on Fairfax
  - » 9/10 citation that he writes during drop off and pick up times are for parents leaving the school.
  - » He writes about 3-4 citations every morning.



## Strategies/Opportunities

1. Continue to research a roundabout at Rudolph and Mitscher.
2. Reduce Mitscher speed limit to 25mph from Rudolph to Fairfax.
3. Reduce Fairfax speed limit to 25mph south of Mitscher.
4. Continue to evaluate north and south drop off areas for conflicts with students walking and biking to/from school.
5. Increase pedestrian signage at Mitscher and Hester.
6. Locate crosswalk paint along entrance to south parking lot so the crosswalk connects the sidewalks on the east side of Hester.
7. Paint an on-street bicycle facility on Fairfax, Mitscher, and Rudolph.
8. Analyze the construction of a trail through the wooded area north of the school that would lead to Lehman.
9. Widen the sidewalk on the west side of Fairfax on top of the hill (north of Mitscher) and improve snow clearing along this stretch.
10. Connect Heartland and Hester with a paved multi-use trail.
11. Install bump-outs along Hester at the south side of the vehicle entry area. If not a bump-out, then eliminate two vehicle parking lengths, east side of Hester, south of entry driveway.
12. Extend the sidewalks along the east side of Hester along school property.
13. Install bump-outs, lighting, and add flashing lights at Fairfax and bike path crossing.
14. Locate speed limit signs and speed bumps in the southern parking lot. Install a sidewalk along the southern edge of the parking lot.
15. Keep Fairfax park road open year round for drop-off/pick-up to reduce traffic congestion around the school.
16. Research options and possible results of constructing a driveway access from Fairfax to the south parking lot of the school.



## SECTION IV. RECOMMENDED COMMUNITY STRATEGIES



Numerous strategies are recommended for the City and ECASD. It is important to remember that a neighborhood or community that is safe for students to walk and bike to school is also walk-able and more livable for everyone. Eau Claire faces some challenges to safer walking and biking to school, some of them major. Many schools are in areas where the majority of students who live within one mile of the school should be able to walk and bike to school, and at one time the vast majority did so. In addition, most 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 and 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 case extremely over. As can be seen on the graph, death and injury rates increase significantly as a vehicle's speed increases.

A significant number of the recommended strategies pertain to reducing speeds around schools. In addition, there are numerous things the ECASD and City can do to educate students and parents about SRTS and encourage walking and biking to/from school.

For the strategies, there are three different time frames recommended for implementation: ongoing, short-term (2023-2024), and medium-term (2025-2026).





## Education

### *City*

- » Locate a sign at major entrances of the City that says “Eau Claire is a Safe Routes to School Community.” (short-term)

### *School District*

- » Distribute an annual letter at the beginning of the school year with a brief description stating that the community has completed a SRTS plan and where designated SRTS corridors are located. (short-term)
- » Include vehicle/bike/pedestrian law education in school newsletters. (short-term)
- » Host fitness speakers at schools that promote walking/biking (athlete/coach from UWEC or High School, members of the community, etc.). (medium-term)

### *City/School District*

- » Continue to work so that the student safety patrol program is part of the culture in the schools and kids enjoy it and want to do it. (ongoing)
- » Promote SRTS on website and social media. (short-term)
- » Work with local media in promoting SRTS. (short-term)
- » Work with local drivers education programs to include importance of driving safely around schools and in School Zones. (medium-term)
- » Hold an annual best practices training for Student Safety Patrol supervisors. (medium-term)

## Encouragement

### *City*

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

### *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 middle schools and high schools. (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)

### *City/School District*

- » Require all adult and student crossing guards to wear safety green tops. (ongoing)
- » Keep adult crossing guards at current locations and research needs at additional locations. (ongoing)
- » Work with Eau Claire Police Department with school-specific or district-wide bike rodeos. (short-term)
- » Create an environment where adult crossing guards feel more connected to the school(s) where they work. (short-term)

# Recommended Community Strategies



- » Distribute reflectors for backpacks. (medium-term)
- » Hold meetings twice a year with adult crossing guards, school staff, and City of Eau Claire Police Department at each school. (medium-term)
- » Collaborate with community organizations (outdoor groups, health organizations, etc.) and private businesses to help promote walking and biking to/from school. (medium-term)
- » Provide annual training for adult crossing guards that reviews best practices and policies. (medium-term)

## Enforcement

### City

- » When opportunities exist, locate police officers around schools or other pertinent SRTS locations before and after school. (short-term)
- » Enforcement of all parking/pick-up areas in front of school and on school property. (short-term)
- » Increase speeding fines in schools zones and post the fine cost on School Zone signs. (short-term)
- » Increase enforcement for idling cars. (short-term)

### School District

- » Where/when necessary, have ECASD staff outside reminding parents about SRTS issues. (ongoing)
- » Research and advocate for automated speed enforcement devices in high-issue School Zones. (medium-term)

## Engineering

### City

- » Periodically maintain trees that are in the sight line of School Zone signs. (ongoing)
- » Require all future development to meet pedestrian, bicycle, and SRTS policies and needs. (short-term)
- » Require all future surrounding development to have adequate pedestrian/bicycle trails, sidewalks, and feeder systems to the school. (short-term)
- » Incorporate SRTS principles and recommendations in all applicable City plans and projects. (short-term)
- » Eliminate vegetation next to tunnel entrances that obstruct views and sight lines and research brighter light bulbs inside tunnels. (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)
- » Locate “School Zone Ends” signs where the School Zone starts/ends. (medium-term)



# Recommended Community Strategies

- » Locate 15mph School Zone signs before all student safety patrol and adult crossing guard intersections/locations. (short-term)
- » Use medians and/or pedestrian refuge islands for traffic calming and student safety around schools and other pertinent SRTS nodes. (medium-term)
- » Incorporate artwork inside tunnels. (medium-term)
- » Where needed, implement the basket-weave approach to intersections along SRTS corridors. (medium-term)
- » Paint “No Parking” yellow paint on curbs with adult crossing guards and student safety patrol. (medium-term)
- » Paint yellow hatch lines on street pavement in front of schools to designate School Zone, high pedestrian areas, and loading/unloading area. (medium-term)

### School District

- » Install speed limit signs and speed bumps in school parking lots. (short-term)
- » Improve bicycle parking areas/facilities with paved parking areas, covered bike parking, and student art. (medium-term)
- » Conform to City bike parking ordinance. 10 percent of elementary school design population. 5 percent of middle and high school design population. Research schools that need more than City required minimum. (medium-term)

**SPEED**  
**10-15**  
MPH

**STOPPING DISTANCE**  
25 feet  
**FATALITY RISK**  
2%



**SPEED**  
**20-25**  
MPH

**STOPPING DISTANCE**  
40 feet  
**FATALITY RISK**  
5%



**SPEED**  
**30-35**  
MPH

**STOPPING DISTANCE**  
75 feet  
**FATALITY RISK**  
45%



**SPEED**  
**40+**  
MPH

**STOPPING DISTANCE**  
118 feet  
**FATALITY RISK**  
85%



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

# Recommended Community Strategies



## *City/School District*

- » Allow ECASD to be able to comment on all new City subdivision and rezoning applications. (short-term)
- » Incorporate unique signage designating the SRTS route. This can include signage that has a city theme, high school theme, elementary school theme, and/or neighborhood theme. (medium-term)
- » Incorporate street art in high pedestrian/bike intersections. (medium-term)
- » Improve lighting along SRTS corridors, where needed. (medium-term)
- » Work with neighborhood associations to beautify routes and use techniques to slow and calm traffic and make pedestrians and bicyclists feel more welcome. Work to educate neighbors about the existence of SRTS and to expect students along them, perhaps with a mailing or outreach through neighborhood associations. (medium-term)

## Equity

### *School District*

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

### *City/School District*

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

## Evaluation

### *City*

- » Update the Bicycle Pedestrian Advisory Committee and any other City committees on SRTS issues, opportunities, and progress. (ongoing)

### *School District*

- » Update applicable ECASD committees and Family Advisory Council. (short-term)
- » Complete a classroom tally sheet every two years, starting again in Fall 2024. (short-term)
- » Complete a parent survey every two years, starting again in Fall 2024. (short-term)

### *City/School District*

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

# 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 ECASD and the City. It is important to have both City and ECASD representation on the SRTS Task Force. Meetings should be held at least twice a year to allow for updates and help keep implementation items on their proposed time line. It is also recommended that the implementation strategies correspond with City and School District capital budget cycles to improve the likelihood of implementation as a function of normal municipal planning, engineering, and programming.

In the list of district-wide recommendations, the strategies all have a stated time frame. There are three different time frames for starting implementation: ongoing, short-term (2023-2024), 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 Wisconsin Department of Transportation TAP grant program.

## PROJECT/PROGRAM IMPLEMENTATION CHECKLIST:



**Identify a Project**, which will be implemented to produce an identifiable and usable facility or activity



If the project includes non-infrastructure improvements:

- **Work with the Task Force** to identify costs from similar efforts elsewhere or develop estimates for anticipated costs of programs and events



If the project includes infrastructure improvements:

- **Work with an Engineer** to define specific limits of the project and begin preliminary cost estimates
- **Work with County or local Municipality** to identify mutual opportunities

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

1. Safety
2. Ease of Implementation
3. Usage
4. Cost
5. Healthy Outcomes
6. Time Required

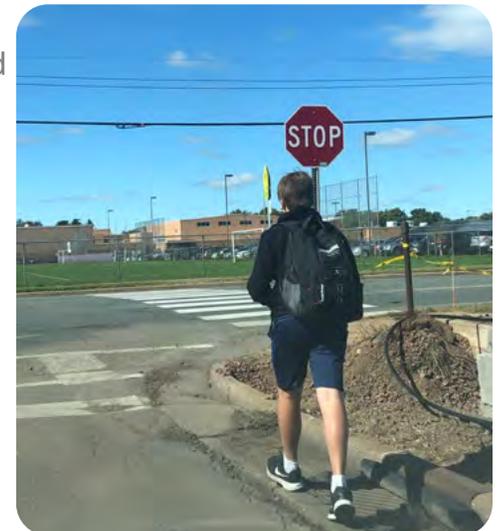
The engineering strategies of highest priority include:

- » Fairfax at Memorial: During the two lunch periods, over 100 students cross Fairfax to go to the surrounding businesses such as Hyvee, Jim Bob's Pizza and Erbert and Gerbert's. Students cross at multiple points along this street. The entire school zone should be marked with hashed paint and flashing button operated pedestrian signs and reduce speed limit to 25mph.
- » Fairfax at South: The Fairfax crossing at South is used by many students walking and biking to school. Traffic

also needs to be calmed along this stretch of road. Reduce speed limit along Fairfax to 25 mph. Install a bumpout at the crossing near Sessions. Install bicycle facilities such as a bike lane. (Appendix B.)

- » Birch/Balcome crossing: This street has heavy traffic that includes, semis, cars, and City vehicles - most travelling faster than 30 mph even through the school zone. (Appendix B.)
- » Flashing School Zone Signs: Flashing school zone signs are often use to alert drivers when they are in a school zone and also help notify them when they should be going 15 mph. Flashing school zone signs should be prioritized based on speed of traffic, amount of crossings being made, and amount of traffic. See page 83 for suggested prioritization.

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





*Page was intentionally left blank*

# SECTION VI. SUPPLEMENTAL STUDIES





The Eau Claire Area School District is one of three school districts that make up the Chippewa Valley Safe Routes to School Partnership (CV SRTS). In 2019, the ECASD, Chippewa Falls Area Unified School District, and the School District of Altoona, with the help of the West Central Wisconsin Regional Planning Commission, came together to form this collaborative group. The goal of the group is to make walking and biking to and from school safer and easier through out the whole region.

WCWRPC works as a regional SRTS coordinator for the schools. Through the coordinator position, the CV SRTS Partnership is able to participate in encouragement programs. and do many supplemental studies to further their reasoning for SRTS efforts.

In recent years, WCWRPC has done many studies for the ECASD. These studies include, a bike rack audit, school zone speed study, and a school zone sign prioritization study.

These reports and studies help the ECASD help justify the implementation of various SRTS strategies. For example, the bike rack audit helps prioritize which schools to improve bike parking. The speed survey helped give actual data about the speeds traveled through a school zone.



## Bike Rack Audit

In Fall 2020, WCWRPC completed a bike rack audit for the Eau Claire Area School District. Not only did this audit prioritize which schools needed bike parking the most, but it also gave strategies for each school to improve their current bike parking. Bike rack style, location, security, and capacity were all considered when observing the existing conditions. These characteristics along with the current need and City ordinance required parking were reviewed to determine the number of bike parking spaces needed at each school.

After reviewing data and the aesthetics of racks at each school, WCWRPC divided all schools into three categories: critical, moderate, and low need. Overall, ECASD meets the needs of students who bike to school, however there is always room for improvement.

While bike parking spaces may meet current demand, it is crucial for schools to plan for future need to accommodate growing interest in biking and walking to school as a result of the Safe Routes to School Program efforts.

The table to the right shows the findings from the 2020 bike rack audit. Five schools fall into the critical need category. Nine schools fall into the moderate need category. Finally, 5 schools fall into the low need category.

Again, it is important to note, that while a school may not need much additional parking, security, location and capacity all play an important role in determining need at each school.

### Bike Rack Prioritization

Schools	Additional Spaces Needed
Delong	25
Manz	11
North	40
Northstar	5
Sherman	45
Lakeshore	26
Locust Lane	7
Longfellow	31
Meadowview	0
Memorial	15
Northwoods	7
Putnam Heights	5
Robbins	47
South	0
CV Montessori	N/A
Flynn	0
McKinley	N/A
Roosevelt	0
Sam Davey	0



## School Zone Speed Study

In Spring of 2022, WCWRPC studied the average speeds traveled through a school zone at each school in the ECASD. While children or crossing guards are present, vehicles need to be travel 15 mph. Throughout the district the average speed traveled in the school zone was 26.1 mph. Out of the 824 vehicles that were monitored, only 24 were traveling 15 mph or less. This comes out to just 3 percent.

In addition to collecting the speeds, WCWRPC provided recommendations to slow traffic. In this study there are many traffic calming strategies provided to help slow traffic around school zones. Many of which have to do with pedestrian infrastructure.

Finally at the end of the report, WCWRPC shows what different traffic calming measures would look like if implemented. WCWRPC staff puts together before/after visualizations to help readers better picture engineering strategies.

The table on the right shows the average speed traveled through each schools' school zone.

School	Average Speed Traveled
DeLong	27
Flynn	27.5
Lakeshore	30.7
Locust Lane	28.3
Longfellow	27.6
Manz	20
Meadowview	24
Memorial	25
Montessori Charter	20.5
North	26.7
Northstar	27.9
Northwoods	28.6
Putnam Heights	24
Robbins	27.4
Roosevelt	25
Sam Davey	24.8
Sherman	21.6
South	28
<b>District Average</b>	<b>26.1</b>



# School Zone Sign Prioritization

*Critical priority locations were selected on three factors: speed of traffic, amount of traffic, and the number of crossings made by students. All of these factors are high creating a critical need for flashing school zone signs.*

*Urgent locations are areas in which traffic speeds and amounts are still high but the number of crossings are lower or there are crossing guards available near the crossings.*

*Moderate locations have high speeds but have less amounts of traffic and few crossings.*

*Lowest priority locations are often times residential streets that are only busy during drop off and pick up times. While it is very unlikely that a flashing school zone sign will be installed in these locations due to costs, it is important to highlight all of the locations in which school zone signs already exist.*

## Critical

Schools	Location
Longfellow	Birch
Memorial	Fairfax
Putnam	MacArthur
South	Fairfax
Roosevelt	Truax
Flynn	Margaret

## Urgent

Schools	Location
DeLong	Vine
Lakeshore	5th
Locust Lane	Locust
McKinley	McKinley
Meadowview	Golf
Memorial	Keith
North	Mercury
North	Starr
Northstar	Abbe Hill
Northwoods	McKinley
Roosevelt	Folsom
Sam Davey	Starr

## Moderate

Schools	Location
DeLong	Moholt
Lakeshore	Lake
Manx	Eisenhower
Manz	Fillmore
Meadowview	Fairfax
Montessori	Cameron
North	Piedmont
Northstar	Eddy
Putnam	Hamilton
Putnam	Stein
Robbins	Hamilton
Sam Davey	Eddy
Sherman	Vine
South	Mitscher

## Lowest

Schools	Location
Flynn	Lee
Lakeshore	Hudson
Lakeshore	7th
Lakeshore	8th
Locust Lane	Potter
Longfellow	Summit
Longfellow	Balcome*
Longfellow	Centre*
Manz	Hamilton
Meadowview	Meadowview
Montessori	Babcock
North	Marquette
Northwoods	Brookeline
Northwoods	Northwoods
Putnam	Ellis*
Robbins	S. Hastings
Robbins	Pine Lodge
Roosevelt	8th
South	Hester

*\*These locations do not have any school zone signage near their school. Locate non-flashing school zone signs on these streets.*



*Page was intentionally left blank*

# APPENDIX A.

---

## Parent Survey Comments

### DeLong

- Survey didn't allow me to answer 1.5-2 miles away, which is where we are. I wish they would bus from our neighborhood to DeLong. I won't allow either of my kids to walk/ride bike to school without someone else of their age or older with them. Bullying/harassment, traffic, lack of sidewalks on both sides of the street, and lack of visibility in the tunnel and in Sherman Creek valley are all concerns.
- The volume of parents that have to drive kids because they live 1-2 miles away is a problem. It makes the drop off area congested and dangerous. It is unrealistic to ask kids to walk 2 miles in the freezing cold and dark, so the burden is put on parents to drive them. Also, the sidewalk on the Vine Street hill outside Sherman has never been plowed in a reasonable time after a snowfall for kids to walk. Nearly 100 kids utilize that hill to go to Sherman and DeLong. Because there is no boulevard between the sidewalk and street, the snow plowed from the street piles on the sidewalk, so the kids end up walking on the street. The school district needs to contact the city and town of union about this before a child gets hit by a car.
- Walking and biking is a huge priority for our family. However, given the realities of the 3+ mile route, not feasible.
- My students bike as often as able. However, rain, cold temps and snow limit the biking to Fall and Spring. We are able to drive so choose so in bad weather and when kids have activities.
- I believe your decision to close the back lot to drop off was a poor and dangerous choice. I have witnessed several close

calls on the road including staff driving too fast (green subaru) busses blocking view, IFD blocking road and non drop off cars driving too fast. Someone will be injured this year.

- My child enjoys walking or biking to school with her friends on nice weather days. The biggest barrier is the distance and the fact that it takes 20 minutes to walk and on very cold days or days where time is short, this isn't possible. Having the bus as an option on those days would be very nice. I feel it's unreasonable to expect middle schoolers to walk a mile to school in the climate we live in, especially when they'll be in the dark in the winter months since school starts so early.
- There is no crosswalk at the back of the school.
- Students should have option for bus ride regardless of where they live
- The DeLong entrance from vine street has to be crossed if the child lives west of the school. Heavy traffic there.
- Bus the west side of Clairmont! Kids should not be walking across Clairmont and going to the tunnel adds too much time in cold conditions. No public busses are available on the west side of Clairmont either! Long dangerous walk or family car are only choices.
- I've seen a lot of kids making a run for it to cross the drive at DeLong and too many parents in cars either not noticing them, or trying to exit and not stopping and waiting for the kids to cross. Crossing Vine to get to underpass with no crosswalks, cars speeding to light at intersection, too many cars and my son trying to cross with no crosswalk, parents not caring if kids are in crosswalk to cross school driveway to the other side where the sidewalk is
- The tunnel under Clairemont concerns me for crime/violence

# APPENDIX A.

---

- This has become a busier street. With a hill, most cars are not going the speed limit. There are no crosswalks to get from our neighborhood to cross Folsom. The speed limit sign is blocked by a tree.

## Flynn

- Crosswalks should be painted on all cross streets on Margaret street
- Really appreciate the sense of community/walkers/bikers at Flynn.
- Currently, my child enjoys biking to school (weather permitting) along with me. We haven't really given much thought to when we'd like her to bike without adult supervision.
- We walk everyday unless the weather is really bad.
- As an incoming kindergarten family biking to school, we realized right away that we were not sure where the school wants us to bike vs walk bikes, what the yellow line on the sidewalk means, etc. That could be great info to share w incoming families.

## Lakeshore

- There are many college students in our neighborhood. Many drive very fast in our neighborhood and are not looking when leaving driveway for walkers. There is a lot of transient individuals in the area as well, making the route not safe. There are not enough kids to all walk together. A bus pick up would be great.
- I have found Lakeshore's "Green Bus" that picks kids up in our neighborhood to be a lovely, safe, and wholesome experience. Ms. Bitsy is the best bus driver I could have imagined!

- Crossing 5th, we live on the south side of Lake Street, does the current crossing guard cross kids to both side of the 5th & Lake St intersection
- With all the crime, child abductions, kidnapping and drugs in our area, its not safe for our children to on the streets alone as sad as it is
- My children would have to cross at the intersection of State and Summit, which is just so busy, I can't justify it. While the bike trail could safely get them to Lakeshore after crossing the Water Street bridge, I'm also concerned about how secluded

## Locust Lane

- The only place near Locust Lane to cross is by Potter. The other intersections that are closer for many families near Eddy Lane don't have crossing guards. This results in my kids having to bike extra intersections to get to crossing guards, which is unsafe. It would be great if crossing guards were present on Locust Lane near Pinehurst as well.
- No I would never let my children walk or ride bike to school it is not safe at all. People don't slow down, watch for kids and run stop signs

# APPENDIX A.

---

## Longfellow

- We are on the edge of the district zone, .7 miles from school along a busy street so no buses go by at all. Route to school would be along two very busy streets, crossing 8+ busy intersections. Walking is not a viable option. And with 3 additional younger children, having to drive every day is very stressful and exhausting. I am not pleased with lack of flexibility with bussing.
- Busy road right by the school
- Love this initiative thank you! No crossing guard at Galloway and Putnam (I realize it's not a common intersection for Longfellow students to cross)
- Short St/Ferry St interaction would likely greatly improve by the addition of a traffic circle.

## Manz

- There are no crosswalks or safe places for kids to cross e Lexington blvd. And cars go as fast as claremont down it. Would like a crosswalk or at least painted lines in the road somewhere
- We are .9 miles from school and a bus picks up about 2 houses away from ours and drops off only 1 house away. I do not feel safe letting my elementary school aged child walk nearly a mile to school and having to cross at intersections that can be difficult to judge the speed/distance of cars coming.
- Crossing Rudolph Rd is my primary concern. Traffic moves fast and is heavy here. We see car accidents on a regular basis in the area. Cars don't stop to allow pedestrians to cross so how long would a child have to wait to cross.

- I would love to have a flashing light when pedestrians cross at Webster and Rudolph. People do not stop for pedestrians often there. I don't let my 4th grader cross Rudolph alone. We often bike or walk together.
- Flashing pedestrian light needed here.
- I also have 2 younger children, 1 who is currently in first grade. If the older kid walks or bikes the younger also wants to, so I need to go along at these times mostly for the street intersections. Eisenhower/Bradley, Eisenhower/Cummings. There are a lot of uncontrolled intersections near Manz, if there were more stop signs in that area I might also feel more comfortable or having more adults in the area supervising. Even the crossing guards don't consistently act in a safe manner as they are of course children.

## Meadowview

- Heading east on Meadowview lane from Golf Td - there are not sidewalks until you hit Rudolph. In the morning the sun is so bright you can't see anything going around the corner. I feel this is unsafe and my child could get hit so we follow them to school either in a vehicle or on our bikes.
- Our drop off lane at school needs to be discussed. Too many parents exit their vehicles to walk their children to the playground. They "park" in the drop off lane instead of using the available parking spaces. This causes congestion every morning and makes the parking lot area unsafe.

# APPENDIX A.

---

## Memorial

- The pathway to Memorial is NUTS- no leader. The vehicles are all over the place. No taking turns
- We live just outside the bussing area. It would take too long for my son to walk/bike to school. I wouldn't want him to do that in the winter. The route includes busy roads that I don't want him walking along. It is really inconvenient for me to drive him but I would rather do that than have him walk or bike.
- Memorial Door 2 intersection says "No Left Turn" when leaving the parking lot as school let's out. Many drivers wait to turn left any way constantly holding up the line. Be nice if someone from admin stood out there once in a while to inform these people of the sign.
- I think anyone who is close to school should walk on good weather days if there is a safe way for the student to get to school and the student wouldn't be slone
- I have had 4 kiddos go through school in EC. This survey was answered with my HS sophomore in mind though. When the kids were little, they walked to/from school in the East Hill Neighborhood as soon as there was a third grader among them. I would've like crossing guards across Highland Ave and Margaret Ave. The only issue I've had with my kids commuting by bike in H.S. is bike theft on the bike racks near the National Guard facility and high school attitude towards biking as a mode of transportation.
- Bike parking is limited and not secure at Memorial. Kids bikes get stolen.
- There's no crosswalk and the cars do not stop. My daughter waits up to five minutes for there to be a break in traffic.

- We need to make our streets safer for bikers and pedestrians as whole. But mostly we need to help the most vulnerable... including kids. Why do we not do that at all costs. Make it safer in schools zones and high pedestrian areas with lowering speed limits and enhanced traffic calming through engineering. We need both. Why are we not doing it?

## CV Montessori

- Crossing Cameron- crosswalk should have cones, possibly a crossing guard, and a bigger sign. Too many speeding cars during pickup, way above speed limit and buses parked there block view to see safely if cars are coming
- Student transit refuses to bus my child because she goes to a charter school and there are convicted sex offenders living in the neighborhood near the school.

## North

- On every map there is, in addition to my own car odometer, it shows we live 2.1-2.2 miles to North, yet transit says it is 2 miles and hence walking distance. Two miles in rain, snow or bitter air temps is not acceptable no matter what their age is.
- Unless a bridge or tunnel is built to cross North Crossing at our neighborhood to cross safely my child will not cross alone without an adult. It is a very dangerous intersection. North Crossing-way too many accidents here even tho there is stop lights. Cars go way too fast
- There are no bike lanes on these streets. Also, too many 4 way stops- makes it dangerous for my child to ride bike or to even cross the street around NHS. So much traffic and many cars in a hurry to make it to school/work on time.
- My child is also able to ride the bus so walking, biking and the family vehicle are not the only options. We're thankful to

# APPENDIX A.

---

have so many options to work with. Thank you for making this survey available.

- "We drive our son to the bus stop. On winter mornings he has to walk almost a mile in the dark on a road with no shoulder, no sidewalk, and no street lights to get to the bus stop. How is this safe?"

Check out hoyem acres bussing practices. Just because homes are higher priced does not mean every family has the ability to drive child to school. We deserve safe bussing too!

Bus the west side of Clairmont! Kids should not be walking across Clairmont and going to the tunnel adds too much time in cold conditions. No public busses are available on the west side of Clairmont either! Long dangerous walk or family car are only choices."

## Northstar

- I find it ridiculous my children are expected to walk from Wellington court to northstar. In most other districts children are not forced to walk 2 miles to school or 7 blocks to a bus stop.
- There is a lot of traffic on McKinley Road and at intersections along that road from Birch Street to North Crossing.
- There is no safe route from our house to Northstar that doesn't involve walking all the way down to McKinley to go under 312 then have to walk all the way back up to Northstar on the bike path. Once you get past the apprtments on Brookline there are no sidewalks until you get tonAbbe Hill. People speed down Wilson/Brookline. We live in Brookline Ave. 17 years ago when we moved in the road actual had school zone painted on it as traffic went up the hill to Northwoods. The

road was repaved and it was never put back in the pavement. The 15 mph speed zone starts by our house. It's a 25 mph street. And cars fly up and over the hill at all times. Half the time we don't have a crossing guard at the intersection above Northwoods on Brookline. And people roll that stop sign all the time.

- We live just under 2 miles from the middle school so bussing is not an option. While I understand a 2 mile walk is not horrible, adding on rain, snow, cold weather, fog, HEAVY backpacks, extra bags for activities and a lunch makes the 2 miles much worse. It takes my child 20-25 minutes to walk and I'm really not comfortable with it. While we want to assume the neighbor is safe, you never know who is watching your child DAILY walk and their routine. I've had to adjust my work schedule often after school to allow for me to pick them up. Bussing should be provide to ALL houses.
- Lack of sidewalk on Abbe Hill Dr. from Mountary Dr. to La Salle St.
- We live on the opposite side of the North Crossing from Northstar. The walk/bike route to avoid busy crossings and highways is a long detour. It's easy to drive to pick up/drop off, but difficult to manage with parent work schedules. The bus ride is also long (30+ min when we live within 1.5 miles) and bus atmosphere is a bit rowdy, son doesn't like riding the bus because of student behaviors and length of ride. Even we he goes to North, he will have to cross at Starr and 312 exit.
- I just think it's to far to walk in the winters we have. Plus to many kids being taken scares me.

# APPENDIX A.

---

## Northwoods

- It's really too far to walk at 7am when the weather is cold and it is dark. street

## Putnam Heights

- No crossing guard, dangerous/busy road/corner with drivers traveling too fast, vehicles parked near or in the crosswalk, vehicles parked on both sides of Ellis so unable to see oncoming traffic.
- Although we have crossing guards at the beginning and end of the school year, we have none for the winter months. Traffic along MacArthur and in the Putnam parking lot is incredibly dangerous!
- My biggest concern was not listed. so I just clicked on items as it wouldn't let me proceed without doing so. It is safety of my child--too far for her to walk alone and I wouldn't be sure she made it safely.
- Having a consistent adult/supervisor to walk with a large group would be helpful in the neighborhood
- Parents picking up their children drive very fast in my neighborhood. I live on West Tyler and often see cars speeding by house. Cars are congested on Ellis and Tyler, hard to see pedestrians.
- The entire street of Ellis between Hamilton Ave and MacArthur is so congested before and after school you can barely drive a vehicle through and only one way! Two vehicles going opposite directions have a very difficult time getting through the congestion. We have driven, Biked and walked down that side street to get to school and it's very dangerous with all the traffic before and after school. Even though it's a side street

and our direct path to school it's also the back entrance to the playground and school a lot of people use. I would never let my child walk or bike alone through all that congestion... which is the quickest and shortest distance for us to go to school from where we live.

- thank you for bringing back a crossing guard at this intersection
- Crossing MacArthur is my biggest concern. Cars drive way too fast and I do worry about my child walking alone to school.
- We live a short distance from school with a crossing guard at the intersection he crosses in the afternoon . I do worry about the kids crossing McArthur and the amount of traffic from parents alone that drop their kids off across from the school. I do not want to see that traffic pushed down Ellis at all.
- The street in front of the school is very busy and crossing guards aren't always present or cars don't stop even when they are. In one incident, my husband actually grabbed the crossing guard (5th grader) since he was about to step into traffic and get hit by a car that didn't stop. A pedestrian light like the one on Menomonie Street would be ideal. That crosswalk should also be staffed by an adult, not kids.
- We live too far away for him to walk or bike regardless.
- When the back lot area is open (like it is in winter) that seems to improve it. Maybe force those parents to park there and have a traffic attendant dismissing them. All of ellis st. Parents park over there to "walk" and get their kids. That leads to additional traffic on Ellis st, which already is a chaotic st not having stop signs at the cross streets. We live on ellis and i see how fast people drive, forgetting that little kids are still trying to make their way home.

# APPENDIX A.

---

- Our house is the cut off for the bus route. Other years my daughter had been able to get on the bus except for this year. I feel my daughter is unsafe walking to school because of her father and the no contact that is issued against him. I fear everyday that someone will take her as she walks to school. But what I don't understand is the night bus she takes to the boys and girls club is actually the bus she would ride normally ride if the were to be able to get on the bus. In fact the bus drives right by our house. So there is room on the bus at night for extra kids. But there isn't any room in the morning for her. Doesn't make much sense. So basically if we moved into the house right next door to us or moved into the house across the street my daughter wouldn't have a problem getting on the bus. It angers me very much that there is like 8 extra kids on the bus at night but not enough room in the am. And the bus driver wouldn't even let her off the bus even if I was or her step dad was home after school. Hamilton is the most concerning since it is a very busy intersection. There is a guard there though so it makes me feel a little better .
- Many vehicles do NOT go only 15MPH on McArthur between the times of 8:20-8:40 when there are children present. The crossing guards are GREAT when I see them when driving to school but I still worry about my child being injured or taken on the way to and from school without me with them.
- Cars speed on Ellis either getting on our off West Hamilton. I would like a sign on Ellis encouraging/ reminding people to drive slowly and be vigilant of children.
- There is way to much violence and sick people out there preying on children I just don't know if there's anything anyone can do to change that.
- My child does not walk to school from home but walks from Tyler-Ellis and also does patrol. I am amazed how fast some cars go even with students and patrol kids present.
- Would be nice to have crossings lights
- We live close, but wish for our children to always be so to an adult we trust.
- The crossing guard Tom does an amazing job, we are so lucky to have him and his wife. When he is not there I do feel unsafe letting my children cross the four way. I personally have seen my son almost get hit once.
- My child has to walk up Stein to McArthur past a covered bus stop where a homeless man sleeps. There are the potential for spangers/panhandlers on the corner of Hamilton and Stein at the end of each month. There are drug addicts that frequent the sport park and in the summer there were homeless people sleeping in Putnam Woods outside the school. If she comes to play at Putnam I sit in the parking lot and wait for her. Get your homeless/substance abuser population under control and out of my neighborhood. We have awesome crossing guards! The care and concern they show for our kids is fantastic.
- My child is special needs and unable to get to school by herself
- We do not live close to our school and due to my daughters special education classroom forcing us to go to Putnam Heights there is never an opportunity for my children to walk to school.

# APPENDIX A.

---

## Robbins

- Near Robbins: Clay St and Drier Rd, but the intersection isn't too busy. The fact that Clay St (from Drier Rd to Pine Lodge Rd) doesn't have a sidewalk. It's just one block section that doesn't have a sidewalk and it would feel a lot safer for my child to walk or bike to school if that one section did have a sidewalk. Thanks for this survey!
- No sidewalks on Clay Street (or Hamilton that could be an alternate route), turning the corner of Pine Lodge and Clay (limited visibility to see cars around corner when going to school)

## Roosevelt

- Please do consider the safety of our crossing guards. Have some flashing warning lights or something to warn drivers of crossing lanes.
- Delong will not bus to our neighborhood so when we go to middle school we have no choice but to drive as the cross streets are way too busy and less than safe for a young child alone.
- Drivers are not slowing down at intersections. We have heard and seen many drivers either slamming on their breaks or driving without even noticing that the crossing guard was about to cross someone.

## Sam Davey

- I drop off 2 days per week in the AM (other AMs are bus), and I park my car on Moon Ave so I can walk her into the building for Y-care. At 7:10, crossing Eddy @ Moon Ave is really busy; so many high school kids driving. Because I have

go to work right afterwards and I take Starr to Marquette to Mercury Ave to North Crossing, it doesn't make sense to park on Eddy Ln alongside the Sam Davey drop-off zone by Door #1. I don't dare try to drive down Moon Ave to get back toward westbound North Crossing; too much North HS traffic.

- I would be more comfortable letting my child walk to middle school (Northstar) with a group, but weather is also a factor so I've already started talking about carpooling with another family. None now, but I have some concern with the Eddy/Western area and under Hastings tunnel. I will probably drive my 6th grader next year.
- Individuals in drop off lane on Eddy St leave car parked and get out of vehicle. Please relay to parents dropping off students, that lane is for pick-up/drop-off only
- It's concerning to me how many parents at Sam Davey park their car and get out to walk their kid into the playground while parked at the dropoff. I think those cars should be parked further down and not be able to park at the drop off section (near school playground) - it creates a large back up on Eddy/Starr, making that corner hard for the crossing guard as people are waiting to cross Eddy or turn onto Eddy as they wait for a drop off spot. I think that space should be drop off only, no parking/exiting the car for drivers.
- I usually feel comfortable with my kids biking and the safety patrol is great but we have no choice. Our children HAVE to walk or bike because we do not have a bus option even though we are a half a mile away. I wish there was a bus option for days when the weather is not good. My husband or I are late to start work when we have to drop off due to when you start letting kids come to the school.
- High schoolers drive very fast on Saturn and other roads that

# APPENDIX A.

---

go through from eddy to piedmont.

- My daughter always walks with an adult, but our main concern is crime and that's why I don't allow her to walk alone, even though we know she knows the routes and where to go.
- My children walk with me otherwise I give them a ride. To many creeps in the world to trust that my children will make it to and from school unharmed. Silly thing is the school bus won't let my kids ride but picks kids up for the same school 1 block away and drives past us daily. So unfair that my kids can't go to that block to hitch a ride
- My children are unable to walk to school in the morning due to lack of care. I don't feel like my first and fifth grader are able to make sure they get everything ready and be on time when my husband and I are already at work. They do walk home as I am home within 15 minutes of their arrival; however I do have concerns about them walking almost a full mile (we are 0.9 miles so miss the bussing cut off) on very cold days.
- Our 2 Davey students get a ride to school and walk/bike home. The walk to school is often too dark or too cold for small children, and it is time-sensitive (don't want to be late!) They enjoy the walk home and have enjoyed meeting neighborhood kids as they walk.
- Recently a man attempted to pick up a boy with his truck on piedmont /starr, but the boy knew better and was able to make it home to call police
- I don't feel enough drivers are aware of all the kids walking. I see drivers going too fast and not looking for pedestrians crossing intersections. I also don't feel like it's safe for kids to walk, it just takes one kid in the wrong place at the wrong time and I don't want that to be my kid

## Sherman

- Children utilize before school care and bus home.
- There should be an adult at all high risk intersections the entire time the safety patrol is out....Sherman has zero. Shame on you ECASD for not caring about the safety of our children
- My daughter asks me to walk with her everyday she walks to school. It feels safe to both of us.
- In the morning, there is no crossing guard entering the parking lot. My kids would have to cross two intersection within the school parking lot with cars and busses crossing. Plus the way the sun shines many morning it is hard for drivers to see. It makes no sense that are safety patrol, adults present after school but not before.
- (Continued) priority plowing of the side walk from the school to Sherman neighborhood in the winter. The lack of shoulder and speeding vehicles is not a good combo. Not sure there is much that can be done other than priority plowing and maybe asking for an occasional speed trap to deter speeders while the kids are walking home. The entrance to Sherman park, vehicles speeding around the curve in the depression that passes the entrance to Sherman park and there not being a buffer between the sidewalk and curve, the lack of priority plowing of the
- Vine St by Sherman Creek has cars that drive very fast around the curve and the sidewalk is narrow. Bikers and walkers share it and often time kids are close to the edge or stepping in the road.
- We have to walk down sherman creek and then back up to sherman elementary. If there could be some type of barrier

# APPENDIX A.

---

between the sidewalk and street on vine st, for that area, that'd make me feel better about allowing my child walk or bike to school

- The vine st hill by Sherman: people drive too fast and the sidewalk is right next to the street (there is no boulevard)
- Something needs to be done about the traffic on Vine street before and after school before someone gets hurt or killed. I have caused an accident by simply crossing the street. Our 15 year old was nearly hit walking to the bus stop. I'm an adult and I am afraid to cross at Vine and Deblene often.
- Walking past Sherman park. Fast cars coming down the curvy hill and some sketchy people can be found around Sherman park.
- My children have been at Sherman since 2015 and EVERY year we have had problems with lack of plowing on the Vine Street hill creating VERY dangerous conditions. When it snows, the City of EC plows the Vine Street hill for cars. Because this hill has no boulevard, the snow from the plow turns the sidewalk into the snowbank. The school district only plows the first portion of the hill and the rest goes unplowed for days. After snowfall, I regularly see kids walking in the street because the sidewalk is a snowbank. The curve of that hill makes visibility an issue, and it is a miracle a kid hasn't been hit by a car yet. The City of EC and Town of Union have an agreement that the City will plow the sidewalk, but it DOES NOT get done in a timely manner after snowfall. I wish the school district would reach out to city and advocate that it gets prioritized. There are 50+ kids who are walkers to Sherman or Delong that when the snow falls do NOT have a safe route.
- The new pick up procedure can be frustrating when people are parked on the same street that vehicles are needing to

use to pull over and wait to get into the parking lot. It would be nice to have vehicles who are picking up, park on other side streets.

- Crossing West Vine Street isn't too bad in the morning. It's after school that's not as safe even with the crossing guards. Traffic is heavy and people aren't patient enough to wait for students to cross. Crossing Deblene going west to east isn't safe because the tall evergreen trees at the corner are a blind spot for drivers. Plus, people don't stop behind the stop sign.
- The sidewalk during winter is not kept up. It's rarely cleared and presents a major hazard along the school road/Sherman park. (Between Sherman school and Rosewood Ave)
- We live extremely close but still will drive our daughter because the intersection she would be crossing is so fast and has reckless drivers all hours of the day. Speed on Vine Street, drivers coming up the hill and down the hill way too fast. We live on Deblene and see first hand how fast people turn onto Deblene from Vine at a horribly fast speed. Vine and Deblene is a terrifying intersection for kids.
- I have seen a lot of people not stop at the stop signs on Vine. Too many people on their cell phones and not paying attention.
- We live in town of Union and there are no sidewalks to get to Sherman.
- "Having an adult at home until 8:30 (before elementary school starts) and back home by the time school is over are our reasons. We utilize before and after school care, so dropping off there on our way to work is just convenient. When I answered "No," to "would I allow my child to walk/ride bike if each of the following were improved/changed," it isn't that I wouldn't allow walking or biking. It's just that changing those things wouldn't change our reason for dropping her off.

# APPENDIX A.

---

When my child is in middle school, which is a longer commute (but still close enough that bussing isn't an option), then my answers to this survey will be quite different. "

- Too young to stay home alone, students start time and parents work hours don't mesh for this to be an option.
- The sidewalk on W. Vine between Rosewood and the Sherman Elementary entrance has no boulevard. The sidewalk is at the back of the curb. Traffic through this area consistently exceeds the speed limit making it dangerous for students to walk or ride alone. There is no bike lane which pushes the bikes onto the sidewalk making it dangerous for pedestrians. There have been several pedestrian + bike collisions. Bikes should not be allowed to be ridden on this section of sidewalk.
- The corner of Deblene and vine is my main concern because my daughter does crossing guard there, not because we walk him that way. Parent pick up rules have changed and now that intersection seems even more dangerous because of the pick up line obstructing the view until you are a car's width already into the road. Not everyone slows down on that road. I wish there was a cop everyday or flashing lights or something.
- I'd love to see an improved pedestrian/bike lane for the hill in front of Sherman Creek Park and on the top of the hill by the Sherman Elementary School entrance! :) We live on Vine Street and there is only one sidewalk up the road past Sherman Creek Park and to the school. If we're biking, we should be following bike rules on the road (plus the sidewalk is congested) but again, there's only 1 sidewalk -- biking on the right side can be pretty dangerous. Lots of traffic and no great way to cross. I'll probably continue making time to walk my kids to school (and bike) until they're older because it's just

SO hard to cross Vine to get into the Sherman parking lot.

- A bike/walking path on Cameron st (town of union) would be wonderful!
- I'd let our 2nd grader walk with more kids instead of an adult, but we don't have many kids that go to Sherman on our block.
- Bus the west side of Clairemont! Kids should not be walking across Clairemont and going to the tunnel adds too much time in cold conditions. No public busses are available on the west side of Clairemont either! Long dangerous walk or family car are only choices.
- A guardrail along Vine St. near Sherman Park would be a smart move and could potentially save a life, or lives, in the future. Predictable is preventable. Not sure if this is the city's, union's, or the school district's responsibility, but whomever's it is, it should be done sooner rather than later. This is a relatively low cost way to make our community safer for our kids. There is no guardrail near Sherman Park and vehicles sometimes drive awfully fast near the park/curve in the road. When it gets icy or slick, that curve makes me nervous.

## South

- I probably let my child walk or bike to school weather permitting if there were flashing pedestrian lights and bigger signs at the crosswalk at Mitscher and Hester. When dropping off, I also notice children trying to cross Fairfax Street having to run between cars.
- I walk my 6th grader to and from South Middle School because the drop off traffic near the school is unreasonable. Outside of pick up/drop off time I would have no problem with her walking on her own. At pick up/drop off, there is no break in the traffic, cars are driving over the speed limit, people don't

# APPENDIX A.

---

yield to pedestrians or bikers, and bikers ride on the sidewalk because they perceive it is too dangerous to ride in the street. I agree with them and told my daughter I don't mind kids riding on the sidewalk because I don't think they're safe in the street. We have been talking a lot about the safety of crossing streets and agree that the intersections on Mitscher should have crossing guards. Every day when I walk her to or from school I feel anxious that I am going to see a kid be hit by a car. I don't think we will continue walking during winter when roads are slippery as it will make intersections even more dangerous. I am really appalled that most of the bad drivers are parents of South kids.

- "Parents drop off their students unsafely on either side of the entrance to the parking lot. Also some parents turn left instead of right which is a case for concern. When dropping off, parents don't pull all the way ahead to the sign. There should be someone out there telling them to pull all the way up to the sign. I also see parents drop off in the parking lot daily. "
- School traffic on Hester is concerning during drop off and pick up.
- We live just at 1 mile from school. In the mornings this is too far to walk in the dark to arrive at school in time. London and Damon...noone ever stops for that Crosswalk. It needs a light/or a crosswalk light. Also, Damon and Fairfax, but this intersection is safer than the previously mentioned.
- My daughter's backpack is SO big that I feel it would unreasonable to ask her to bike. South Middle School is also a very dangerous place for walkers and bikers. There are too many cars in the area and the drivers are often driving dangerously and are not looking for bikers or pedestrians.
- I do not feel safe allowing my daughter to walk or bike alone at

her age due to safety concerns.

- We live 2.5 miles from South Middle School and Clairemont Ave. is difficult to cross.
- Crossing mitscher street, the westbound lane has two lanes and sometimes one car stops and the other doesn't. Wish it was one lane and had bump outs like Margaret street so you can't pass on the right
- Need a cross guard at that location please
- I think a child is going to get hurt at the entrance of south middle school. One suggestion is to add an entrance south of the track and then have a road around the track to bring people into the parking lot. I would make that traffic one way so cars are not entering and exiting the same spot. Then I would say no stopping on the street to drop kids. Those kids being dropped Ed off right by the current entrance block traffic and make it hard to see kids coming from all directions. More bussing might reduce car traffic and solve this problem too.
- Proper signage and a light for pedestrians to allow safe crossing at Rudolph and Hamilton in particular would be very helpful in allowing more students to walk to South from the Manz area
- I don't have any issues with my 8th grader walking to school. She walks with a friend daily. It is very close. They cross 2 small intersections.















CITY OF  
**EAU  
CLAIRE**



**EAU CLAIRE**  
AREA SCHOOL DISTRICT



An innovative leader in responsible planning and development for over 40 years  
**coordinate. partner. advocate. serve.**



**Safe Routes  
to School**

Chippewa Valley