

EAU CLAIRE AREA SCHOOL DISTRICT

Safe Routes to School Plan - 2018







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EAU CLAIRE
AREA SCHOOL DISTRICT

EAU CLAIRE SAFE ROUTES TO SCHOOL TASK FORCE

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SRTS 2018

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

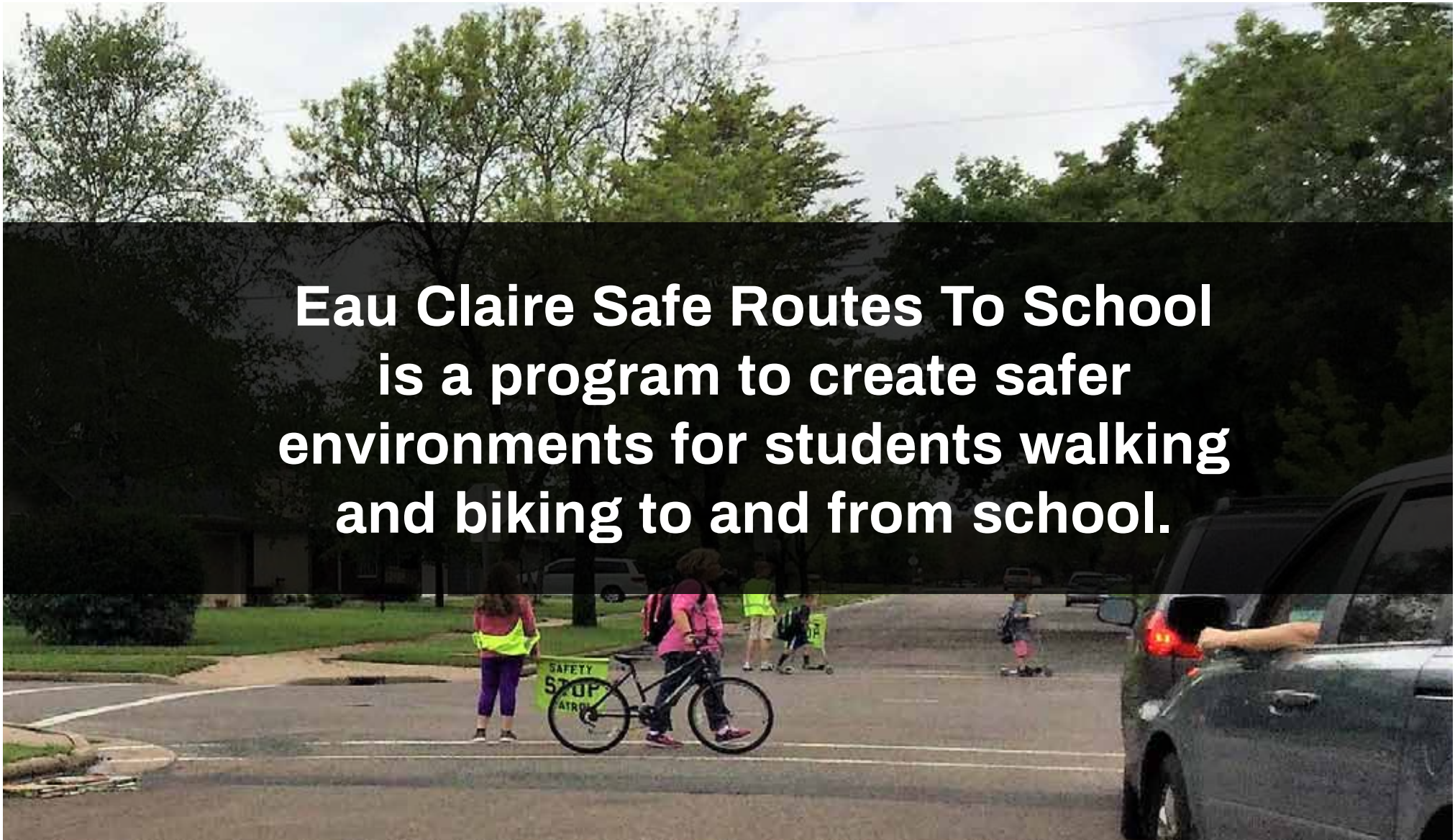




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EXECUTIVE SUMMARY



Introduction

Safe Routes to School (SRTS) is an international movement that promotes walking and biking to school. SRTS began in the 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 this SRTS plan for the entire district.

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.



Bike parking at Flynn Elementary School. In the classroom tally sheets, Flynn had the highest percentage of bikers.

The Eau Claire SRTS Task Force consisted of representatives from the ECASD, City, and City/County Health Department. 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. Key district-wide findings are shown in the colored box. 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.

KEY FINDINGS INCLUDE:

- Over the past 30 years, there have been too many student fatalities and injuries while walking and biking to/from school.
- Over the past 15 years, the City and School District have made good strides to create a more walkable/bikeable environment for students.
- District busing policies require the vast majority of elementary students within one mile and middle and high school students within two miles to walk, bike, or use personal or public transportation.
- The District has great practices for their student safety patrol and adult crossing guards.
- Speeding and inattentive drivers are extremely common adjacent to schools and the surrounding areas.
- Due to traffic volume and/or speed, parents and school staff at each school view certain areas around the school as dangerous for walkers and bikers.
- Opportunities exist for an increase in SRTS programs and projects.



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 four-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 (formerly Safe Routes To School and Transportation Enhancement programs) 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 in Section VI.



SECTION I. INTRODUCTION



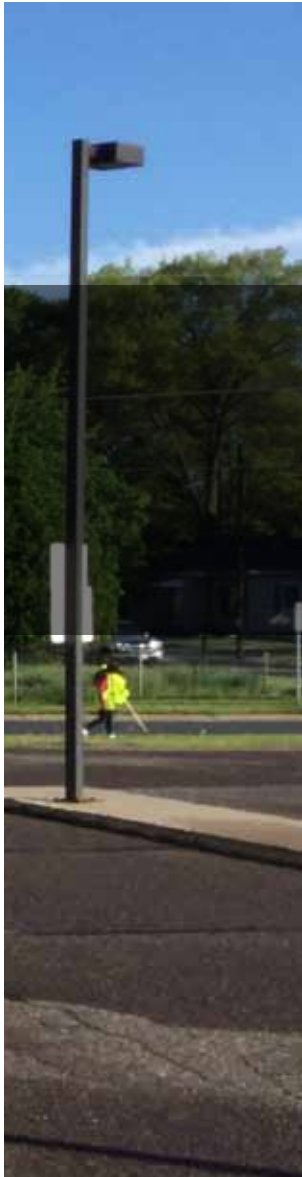
Safe Routes To School Program

Safe and enjoyable environments for students to walk and bike to/from school should not be viewed as an extreme concept. Rather, it should be 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. In the classroom tally sheet, Longfellow had the highest percent of walkers.



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

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



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.

Eau Claire Area School District and City of Eau Claire

The Eau Claire Area School District has a total enrollment of 10,442 K-12 students. The City is home to all the ECASD's schools. These consist of 12 elementary schools, one charter elementary school, three middle schools, and two high schools. The ECASD has a total of 4,875 elementary school students, 3,062 middle school students, and 3,235 high school students. The ECASD does serve a significant rural area to the west and south of the City.

Eau Claire's 2010 population was 65,883, and its estimated 2016 population was 68,339. 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 anticipated 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 2016-2017 school year, the percentage of total ECASD students that met this income eligibility was 37.4%, with 42.0% in elementary schools, 36.2% in middle schools, and 29.8% 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. Since then, some schools have implemented strategies. However, due to staff turnover, a lack of financial resources, and various other ongoing 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.

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.

A photograph of a residential street scene. The foreground is a paved road with a yellow line, heavily dappled with shadows from trees. In the background, there are lush green trees and a house. On the right side, a speed limit sign is visible, which reads "SCHOOL SPEED LIMIT 15".

SECTION II. EXISTING CONDITIONS

SRTS Task Force

The Eau Claire Safe Routes To School Task Force met five times starting in April 2017. There were a variety of district-wide and school specific issues and opportunities that were brought up and discussed during the meetings. In addition, the Task Force reviewed all the survey data and parent comments from the surveys.

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

Walk and Bike Audit

Walk and bike audits were performed at all schools in May 2017. 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.

Adult crossing guard quotes...

“Drivers act like these red signs are just suggestions.” - Robbins

“I have seen five crashes in five years.” - Meadowview

“This intersection has the highest combination of vehicles and students of any crossing I substitute at.” - Flynn

“I’ve laid on hoods to get people to stop.” - Davey

“Drivers think Birch is a race track.” - Longfellow

Classroom Tally Sheets

Classroom tally sheets were used to find out what modes of transportation were used by students going to and from school over a one-week period. The tally sheets were completed in the first half of May 2017. Of the 18 schools in the District, 13 completed the classroom tally sheets (Memorial, North, South, Northwoods, and Robbins did not). Of the classrooms that took the survey, 11 percent of the trips were students walking to/from school and five percent of the trips were students biking to/from school (Figure 1 below).

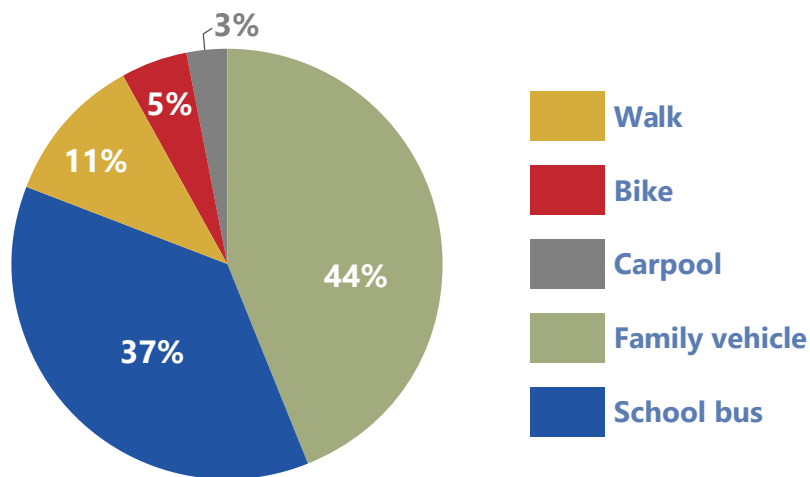


Figure 1: Chart showing total District student travel mode to/from school in percent (Classroom tally).

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.

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

Parent Surveys

The parent survey was available for parents with children at 17 of the 18 schools (not including South). There were a total of 1,313 parents that responded to the survey. The number of surveys returned from each school had a significant range from 188 surveys at Memorial to 26 surveys at Lakeshore. Of the 1,313 responses, 46 percent stated that they lived within one mile of the respective school.

District-wide, the three highest reasons why parents choose to not allow their children to walk or bike to/from school, other than distance, are related to traffic and intersection safety (Safety of intersections - 43 percent, Amount of traffic - 42 percent, and Speed of traffic - 40 percent). The table on page 24 shows what issues are most important at each of the schools.



WALK/BIKE TO SCHOOL PERCENTAGES				
School	Walk	Bike	Walk+Bike	% of Walk Zone*
Locust Lane	20%	8%	28%	58%
Longfellow	26%	1%	27%	43%
Manz	16%	10%	27%	63%
Flynn	17%	10%	27%	43%
Sam Davey	13%	7%	20%	38%
Roosevelt	12%	6%	18%	30%
DeLong	8%	9%	17%	56%
Northstar	9%	7%	16%	47%
Putnam Heights	12%	4%	15%	40%
Meadowview	11%	3%	14%	37%
Sherman	7%	4%	12%	41%
Lakeshore	6%	1%	8%	47%
Montessori	1%	0%	2%	34%

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).

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

Expectedly, parents responded that if these issues were fixed, they would be more likely to let their children walk/bike to school (Safety of intersections - 47 percent, Amount of traffic - 41 percent, and Speed of traffic - 38 percent). The table on page 25 shows solutions to the issues from page 24 and how fixing the issues would change a parent's opinion on letting their child walk or bike to school.

Another key finding from the parent survey is the perception of how schools encourage or discourage walking and biking to/from school. Three-fourths of the parents stated that their child's school neither encourages or discourages walking and biking to/from school. 23 percent of the respondents answered that the school encouraged or strongly encouraged walking and biking to/from school.

However, there was very significant fluctuation in the percentage of respondents that thought that their school encouraged biking and walking to/from school. Manz (43 percent), Flynn (39 percent), Putnam Heights (38 percent), and Roosevelt (37 percent) all had over 30 percent of respondents stating that the school encouraged or strongly encouraged walking and biking. At the same time, six schools had under 20 percent and four schools had under 10 percent.

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
DeLong	68%	11%	31%	19%	43%	43%	6%	23%	39%	8%	17%	46%
Flynn	31%	17%	31%	21%	45%	52%	24%	10%	45%	14%	17%	41%
Lakeshore	69%	12%	27%	12%	42%	62%	31%	35%	69%	19%	23%	31%
Locust Lane	62%	24%	28%	26%	41%	38%	26%	28%	48%	24%	36%	55%
Longfellow	57%	30%	39%	28%	59%	67%	42%	29%	55%	41%	51%	55%
Manz	64%	21%	35%	20%	48%	55%	32%	34%	63%	27%	27%	51%
Meadowview	57%	9%	16%	10%	42%	45%	18%	10%	40%	6%	22%	31%
Memorial	59%	30%	33%	37%	23%	15%	-	15%	24%	3%	4%	31%
Montessori	69%	11%	29%	0%	46%	60%	26%	26%	54%	20%	23%	23%
North	58%	30%	33%	33%	31%	34%	4%	16%	34%	6%	15%	48%
Northwoods	62%	8%	31%	12%	50%	50%	27%	42%	38%	19%	12%	35%
Northstar	54%	13%	31%	17%	35%	38%	17%	15%	40%	8%	15%	52%
Putnam Heights	53%	13%	19%	14%	33%	44%	27%	9%	39%	6%	23%	27%
Robbins	60%	12%	16%	16%	48%	53%	19%	35%	42%	6%	16%	31%
Roosevelt	34%	14%	22%	5%	47%	49%	32%	18%	59%	8%	22%	43%
Sam Davey	32%	16%	16%	9%	34%	36%	30%	9%	41%	7%	25%	39%
Sherman	39%	7%	16%	14%	37%	37%	19%	23%	34%	6%	22%	36%

Existing Conditions



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



Schools	Distance	Convenience of driving	Time	Child's participation in after-school activities	Speed of traffic	Amount of traffic	Adults to walk with	Sidewalks or pathways	Safety of intersections	Crossing guards	Violence or crime	Weather or climate
DeLong	65%	22%	45%	33%	51%	55%	26%	50%	58%	33%	35%	47%
Flynn	41%	19%	26%	15%	56%	59%	48%	30%	70%	33%	22%	37%
Lakeshore	62%	31%	46%	31%	62%	77%	58%	69%	77%	46%	50%	42%
Locust Lane	21%	5%	5%	5%	17%	19%	17%	14%	26%	7%	12%	19%
Longfellow	34%	9%	13%	11%	32%	34%	30%	13%	30%	15%	32%	43%
Manz	39%	11%	23%	11%	30%	34%	23%	15%	46%	18%	14%	14%
Meadowview	37%	3%	13%	15%	28%	31%	21%	19%	34%	22%	16%	13%
Memorial	56%	27%	42%	30%	30%	35%	0%	35%	37%	16%	21%	37%
Montessori	41%	18%	24%	12%	32%	38%	38%	38%	47%	29%	21%	21%
North	47%	23%	42%	29%	37%	37%	16%	39%	44%	21%	26%	29%
Northwoods	46%	17%	29%	21%	50%	58%	46%	58%	58%	42%	33%	29%
Northstar	63%	25%	55%	39%	53%	59%	33%	45%	65%	49%	41%	65%
Putnam Heights	41%	19%	25%	24%	37%	37%	34%	21%	43%	21%	26%	35%
Robbins	46%	15%	31%	21%	41%	36%	42%	44%	44%	26%	21%	28%
Roosevelt	34%	18%	26%	19%	46%	44%	47%	37%	56%	34%	31%	37%
Sam Davey	50%	18%	23%	18%	53%	55%	55%	35%	60%	33%	33%	40%
Sherman	39%	21%	31%	26%	40%	44%	38%	41%	49%	36%	31%	44%

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 27-30 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.





MAP OF ECASD ATTENDANCE AREAS

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

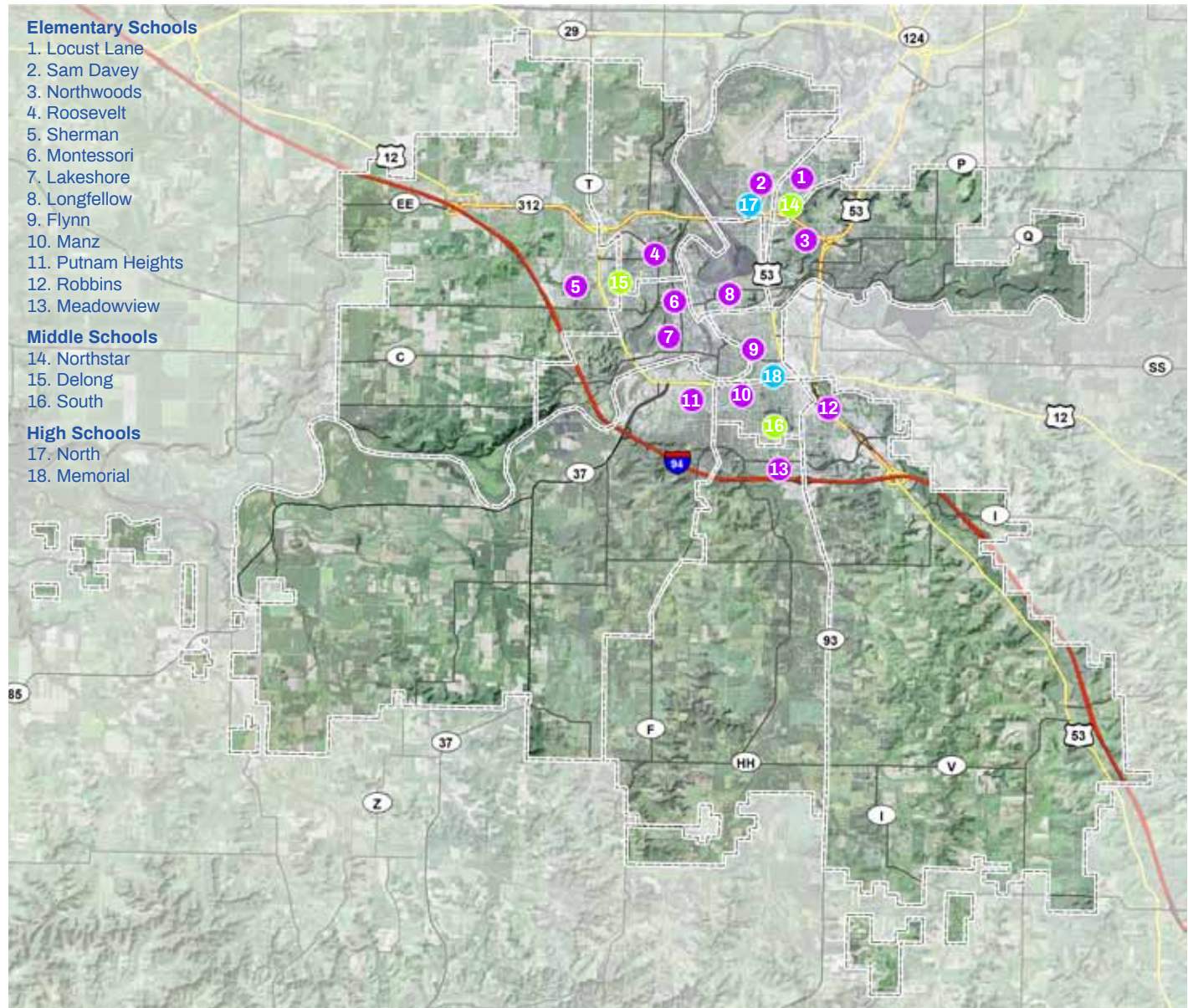
Legend

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

January 2018



Data Sources:
2015 Aerial Image (USDA)
Eau Claire Area School District
WCWRPC





MAP OF ELEMENTARY SCHOOL WALK ZONES

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

Legend

● Elementary School

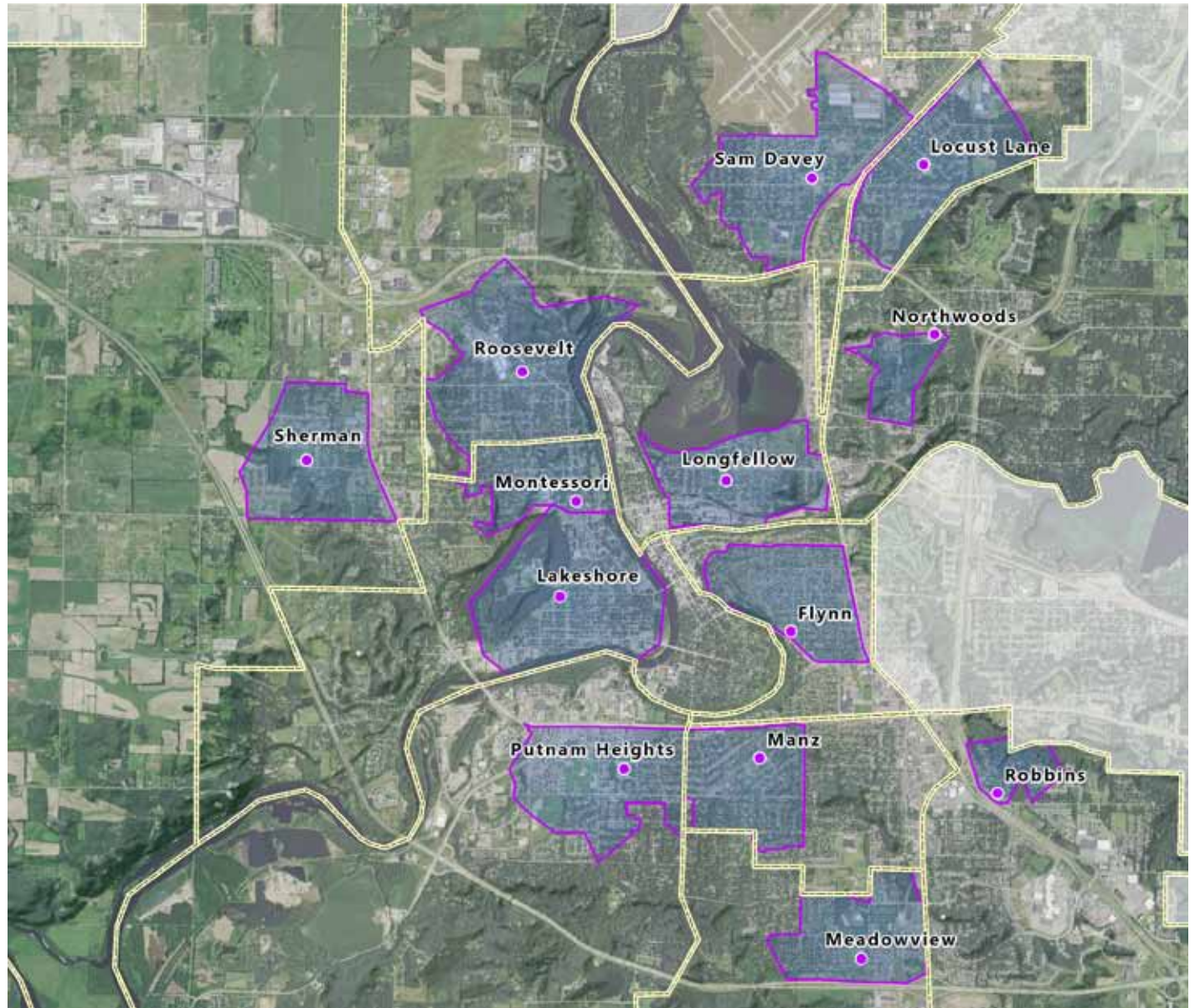
□ Walk Zones

□ Attendance Areas

January 2018

0 0.25 0.5 1
Miles

Data Sources:
2015 Aerial Image (USDA)
Eau Claire Area School District
WCWRPC








MAP OF MIDDLE SCHOOL WALK ZONES

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

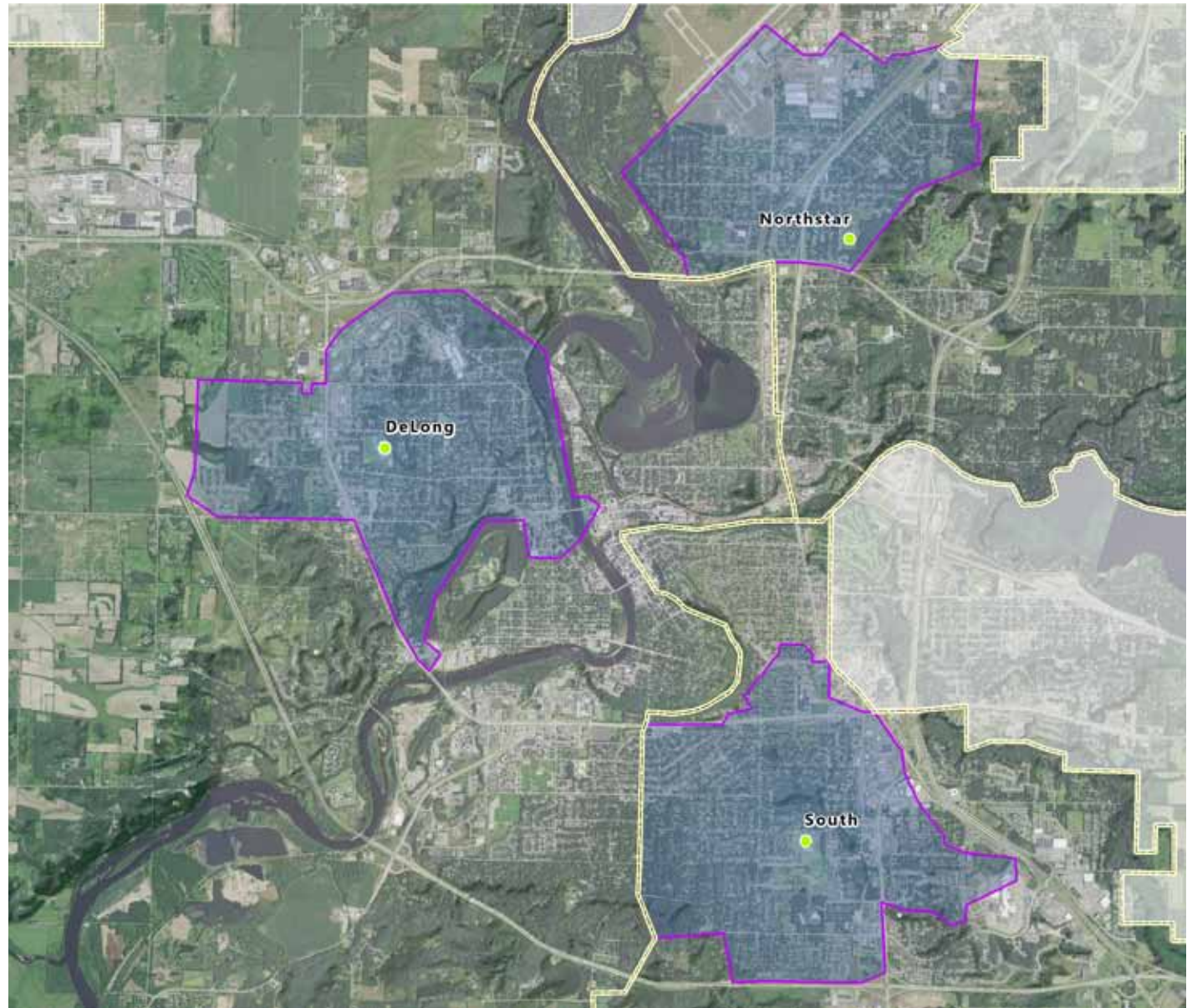
Legend

-  Middle School
-  Walk Zones
-  Attendance Areas

January 2018



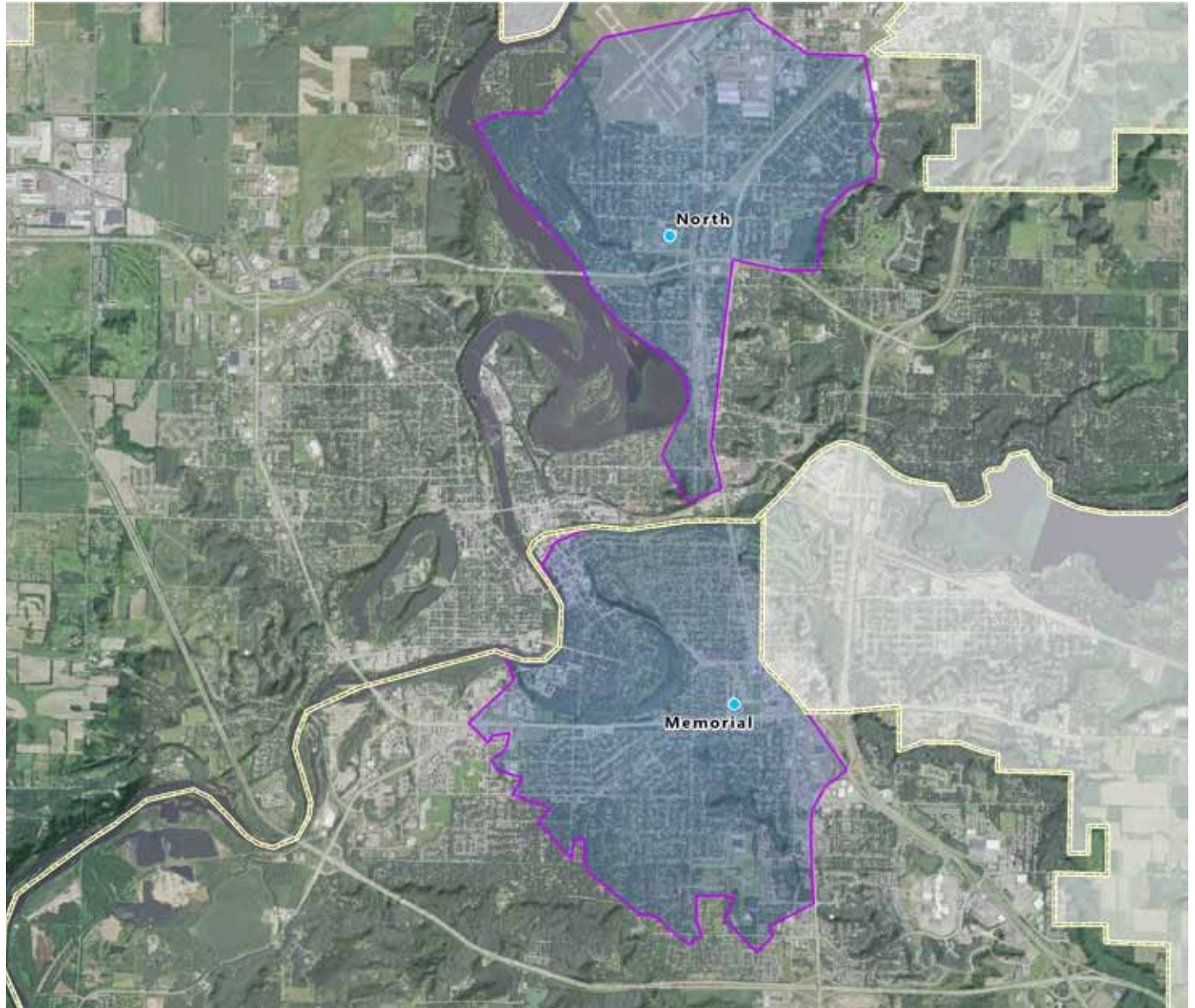
Data Sources:
2015 Aerial Image (USDA)
Eau Claire Area School District
WCWRPC





MAP OF HIGH SCHOOL WALK ZONES

The map to the right shows the location and walk zone of all high schools in the district. Portions of the attendance area boundaries are also shown for reference.



Legend

● High School

□ Walk Zones

□ Attendance Areas

January 2018



Data Sources:
2015 Aerial Image (USDA)
Eau Claire Area School District
WCWRPC





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 2012-2016, there were a total of 220 reported crashes involving a pedestrian or bicyclist (Figure 3).

This total averages to 44 crashes per year or 3.7 per month. Of the 220 total crashes, 45 involved school-age children between 5 and 18 years of age. Of those 45, 21 occurred on a school day between 6:30am-4:30pm, while the other 24 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

2012 through 2016

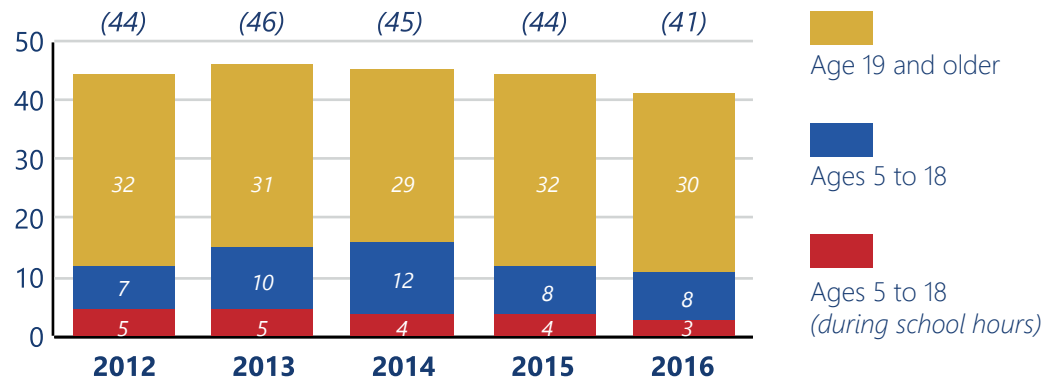
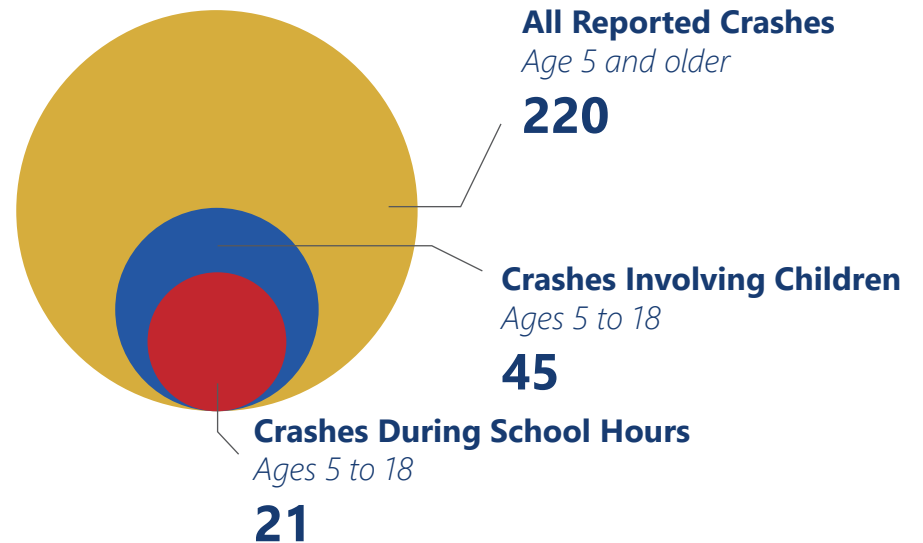


Figure 3: This graph shows the number of reported pedestrian and bicycle crashes each year in Eau Claire from 2012 through 2016.



MAP OF ALL REPORTED CRASHES

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

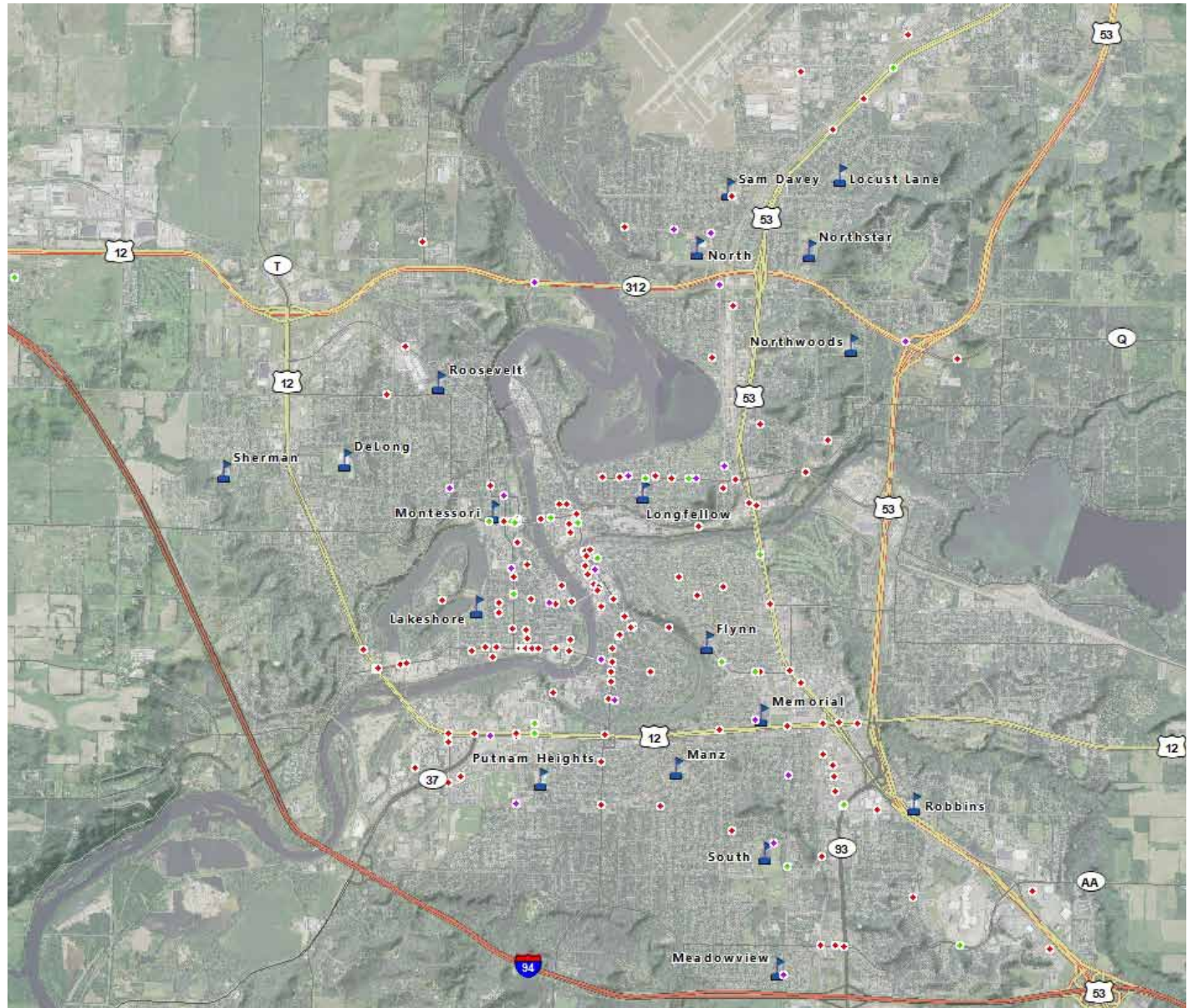
Legend

- Age 18 and under (during school)
- Age 18 and under (not during school)
- Age 19 and older (all hours)
- Schools

January 2018



Data Sources:
 2015 Aerial Image (USDA)
 Eau Claire Area School District
 WCWRPC





MAP OF SCHOOL AGE CRASHES

The map to the right shows the location and heat map (kernel density) of reported pedestrian and bicycle crashes involving school age children, during school hours, from 2012 through 2016.

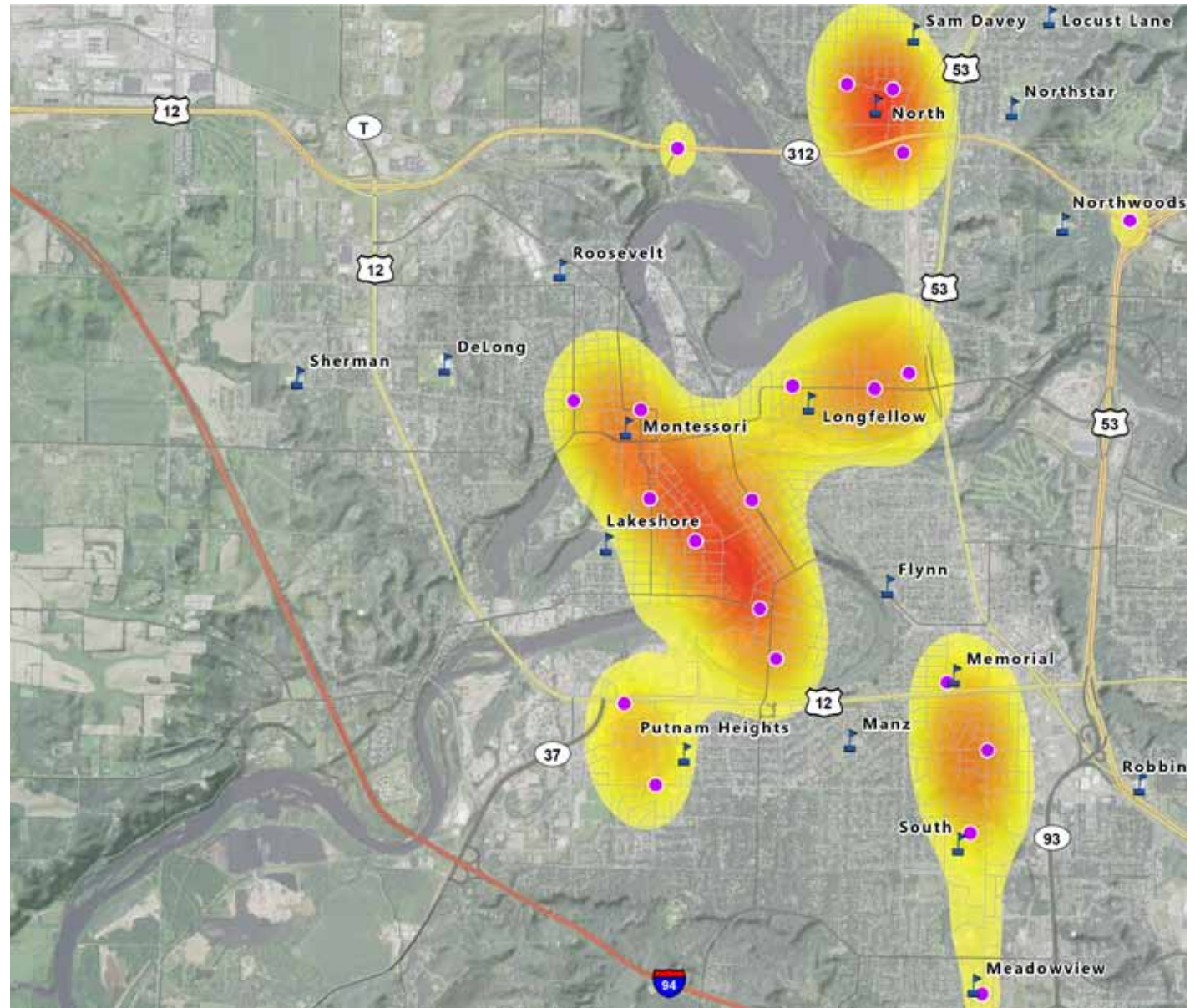
Legend

- Crashes
(18 and under, during school hours)
- ▬ Schools

January 2018



Data Sources:
2015 Aerial Image (USDA)
Eau Claire Area School District
WCWRPC





SECTION III. SCHOOL ISSUES AND STRATEGIES



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.

Of all parents surveyed,

43%

ranked **Safety of Intersections** as their biggest concern for allowing their children to walk or bike to school.

Of all parents surveyed,

47%

indicated that **Safer Intersections** would help them feel more comfortable with allowing their child to walk or bike to school.



Mascot
Knights

Year School Built
1970

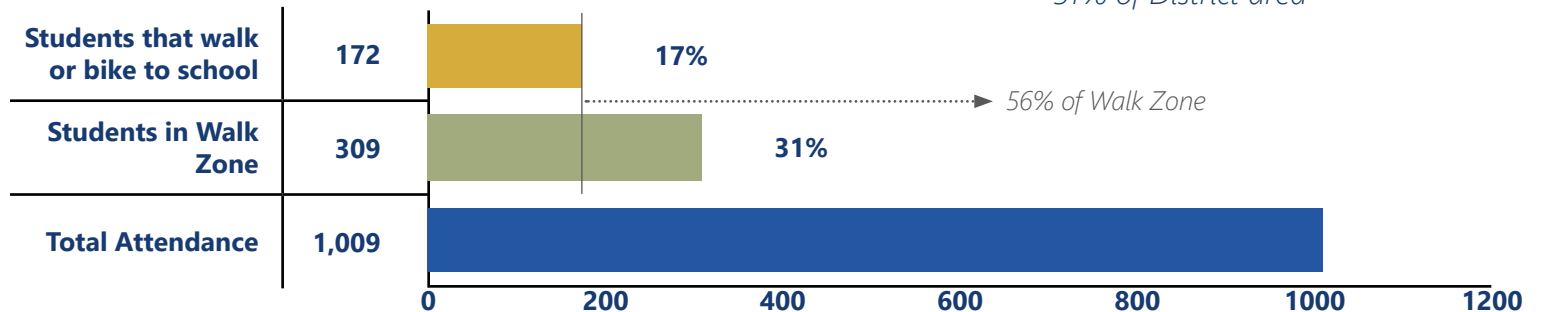
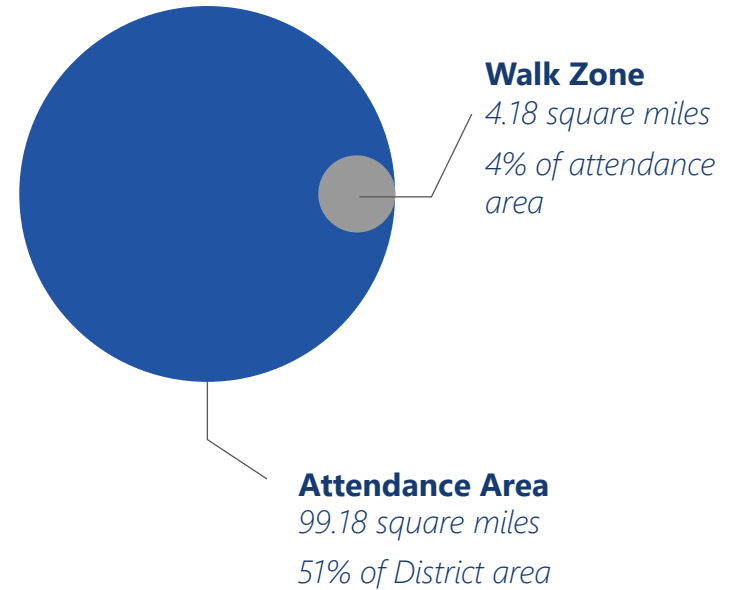
Number of Students
1,009

Economically Disadvantaged
41.1%

DELONG MIDDLE SCHOOL

The graphic to the right shows the size of the walk zone in relation to the size of the attendance area for the school. DeLong has the largest middle school attendance area and third largest walk zone in the District.

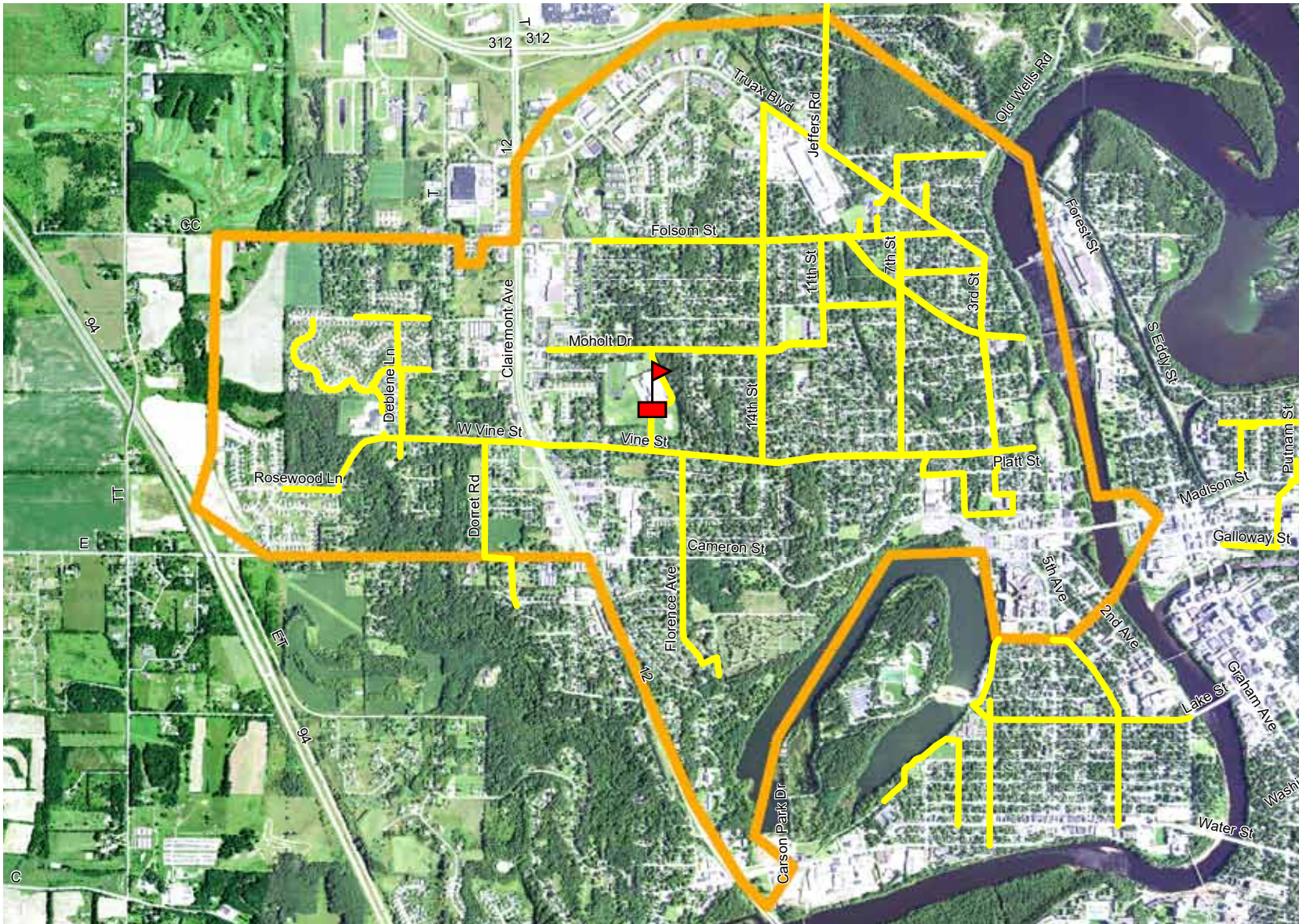
The graph below shows the number of students that walk or bike to school, the number of students in the walk zone, and total attendance for the school. Estimates of students walking or biking to school were gathered from classroom tally sheets that were administered to students in May of 2017. DeLong has one of the highest percentages of students walking/ biking compared to the number of students in their walk zone, only trailing Locust Lane and Manz.



Delong Middle School



SRTS 2018



Legend

-  School
-  Crossing Guard
-  Walk Zone
-  Safe Route

December 2017



Data Sources:
2015 Aerial Image (USDA)
Eau Claire Area School District
WCWRPC





Issues

1. DeLong has had three student fatalities while walking to/from school in 25 years.
2. Clairemont is a huge concern. Some students cross at Moholt, instead of Vine, though there is no tunnel at Moholt.
3. Students that come from Sherman, Shawtown, Longfellow, 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.
4. 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.
5. Eastbound Vine traffic passes vehicles in the parking lane.
6. The Vine underpass is hidden, and some view it as dangerous. There is concern about students crossing the frontage road, as well.
7. The Moholt entrance is dangerous due to the hill close to the pedestrian crossing.
8. People use DeLong as a cut-through from Moholt to Vine.
9. The traffic speed along Moholt and Vine is above the speed limit and the 15mph School Zone.

Strategies/Opportunities

1. Construct a sidewalk along the western edge of the Vine Street driveway.
2. Reduce the number of lanes at the entrance. An option would be one entrance lane and two exit lanes.
3. Install bumpouts or a median and eliminate parking at the Vine Street pedestrian crossing.
4. Install bumpouts or a median and eliminate parking at the Moholt Street pedestrian crossing.
5. Construct a sidewalk around the north side of the building.
6. Construct a sidewalk from the building to between the tennis courts and track and to the northwestern entrance of track.
7. Install new bike racks on the west and east sides of the school, and shovel more in winter.
8. Install speed bumps and/or other traffic slowing devices to help reduce cut-through traffic and reduce the speed of cut-through traffic. The devices should go on the southeast corner of the building.
9. Reduce the speed limit on Moholt and Vine to 25mph.
10. Encourage and increase the need for students to use the Vine Street tunnel under Clairemont.
11. Improve the Vine, Clairemont, and service road crossing with signage, crosswalks, and other traffic calming and safer crossing options.
12. Increase the number of safe crossings of Cameron/Madison.
13. Find ways for students with instruments to leave them at home on some/all days.

Delong Middle School

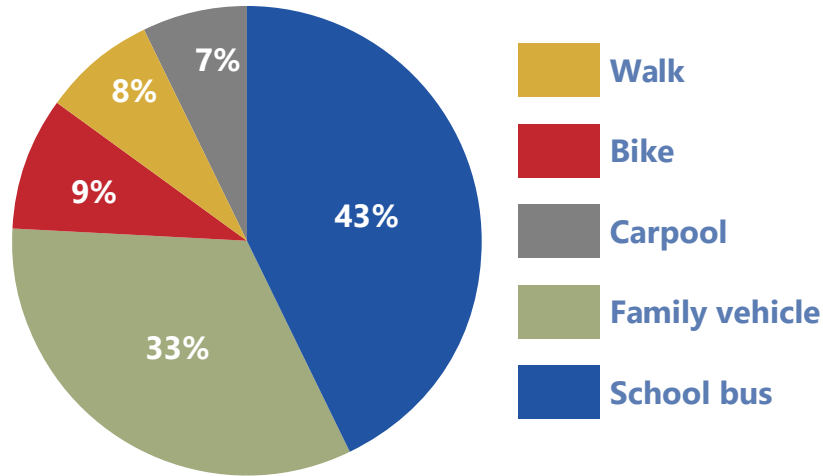
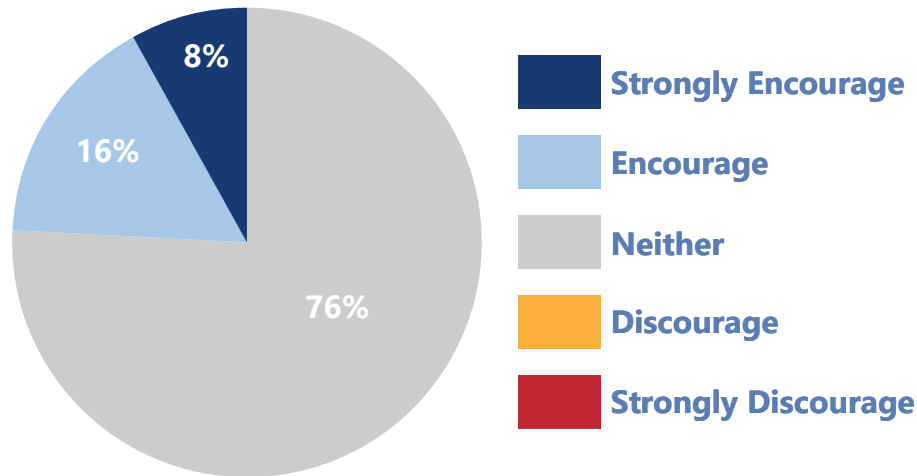
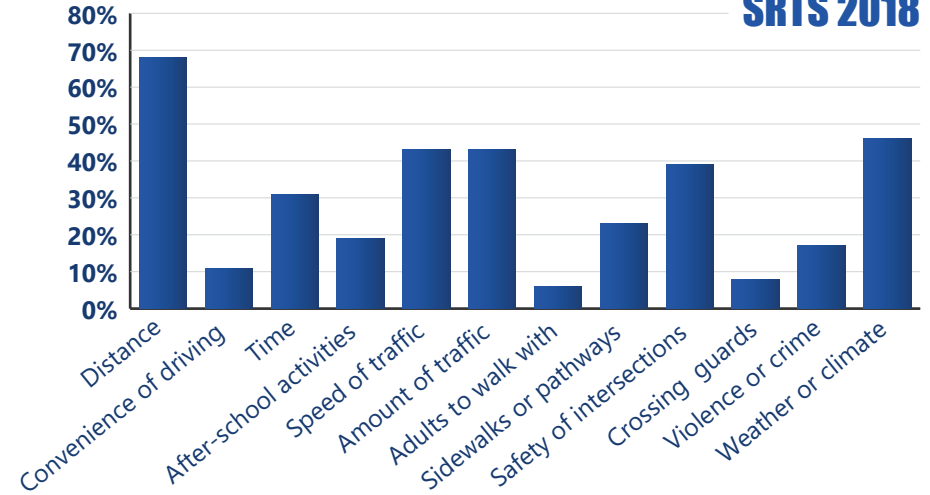


Chart showing student travel mode to/from school in percent (teacher survey tally).

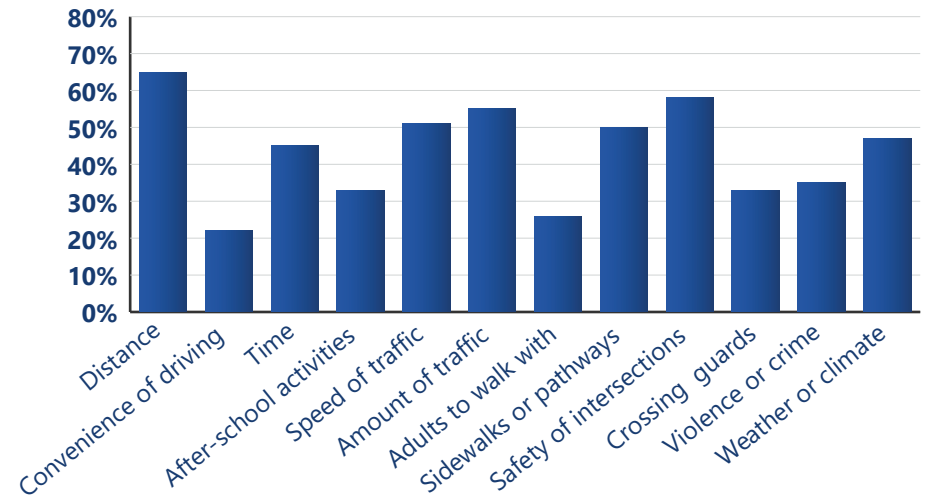


Results of Parent Survey Question: "How much does your child's school encourage or discourage walking/biking to/from school?"

SRTS 2018



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



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



Mascot
Flyers

Year School Built
2001

Number of Students
281

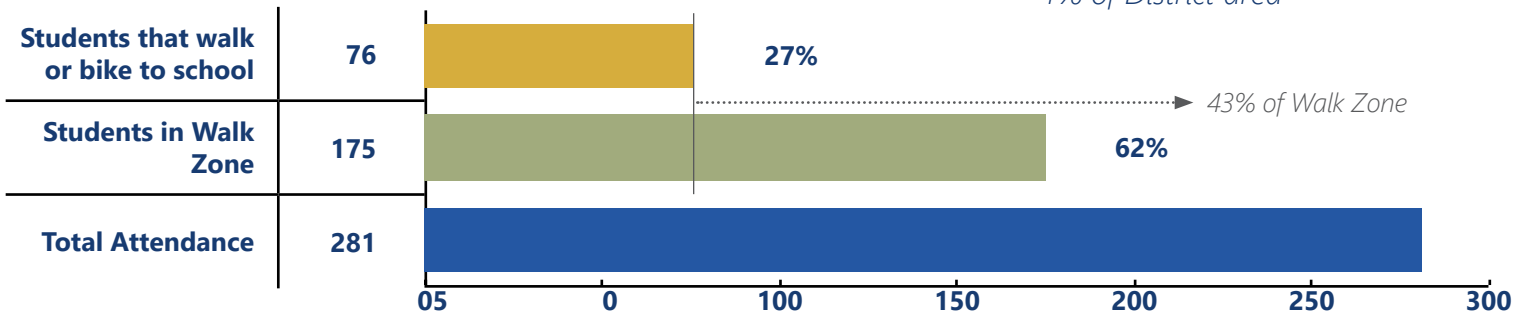
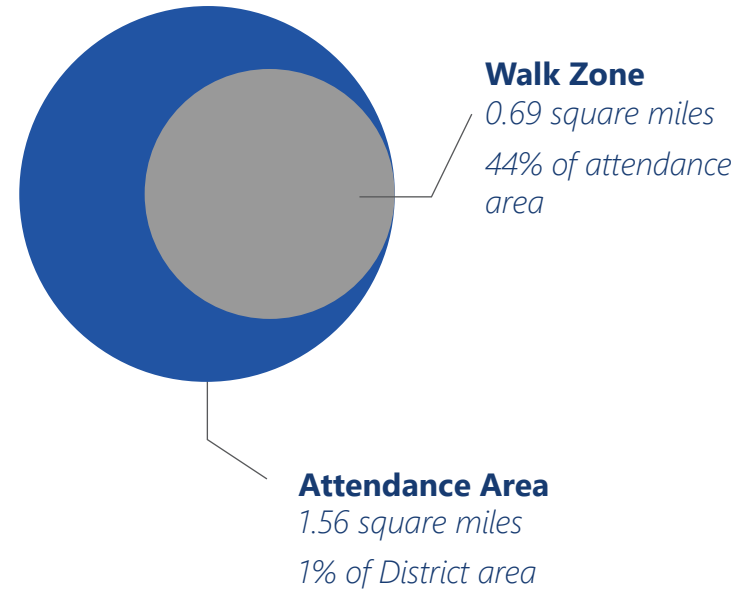
Sections
2

Economically Disadvantaged
52.2%

FLYNN ELEMENTARY SCHOOL

The graphic to the right shows the size of the walk zone in relation to the size of the attendance area for the school. Flynn has the smallest attendance area and its walk zone is third smallest in the District.

The graph below shows the number of students that walk or bike to school, the number of students in the walk zone, and total attendance for the school. Estimates of students walking or biking to school were gathered from classroom tally sheets that were administered to students in May of 2017. Flynn is tied for the highest percentage of bikers in the District, tied for second highest for percentage of walkers/bikers, and fifth highest percentage of students walking/biking compared to the number of students in the walk zone.



Flynn Elementary School



SRTS 2018



Legend

-  School
-  Crossing Guard
-  Walk Zone
-  Safe Route

December 2017



Data Sources:
2015 Aerial Image (USDA)
Eau Claire Area School District
WCWRPC





Issues

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. According to the adult crossing guard at Margaret and Fenwick:
 - #1 issue is traffic speed. Margaret is used as a through street between Main and Brackett.
 - Margaret traffic is heavy and does not obey speed limits.
 - Some drivers are distracted.
 - He questions why there are several traffic control intersections along Hastings Way and none on Margaret.
 - There is a four-way stop at Keith and Fenwick, why not Fenwick and Margaret.
3. The School Zone sign south of the intersection at Margaret and Fenwick is hidden. It needs to go into the boulevard.
4. In the afternoon, some students cross at Laurel (no adult crossing guard) and not Fenwick (with adult crossing guard).
5. 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.
6. The School Zone signs are after vehicles travel past the student safety patrol.

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.
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 Margret intersection more friendly and safer for pedestrians and bicycles.
9. Close vehicle traffic access at Lee and Harding.
10. Encourage students to use designated Margaret SRTS crossings.

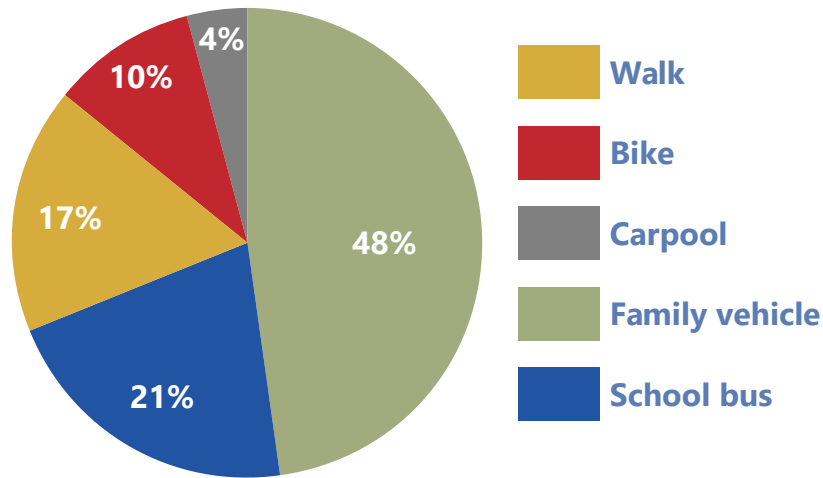
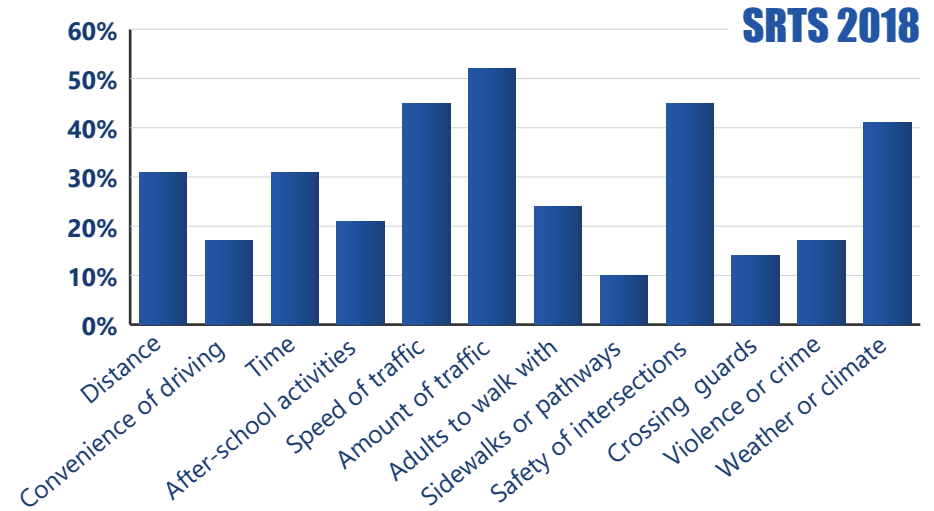
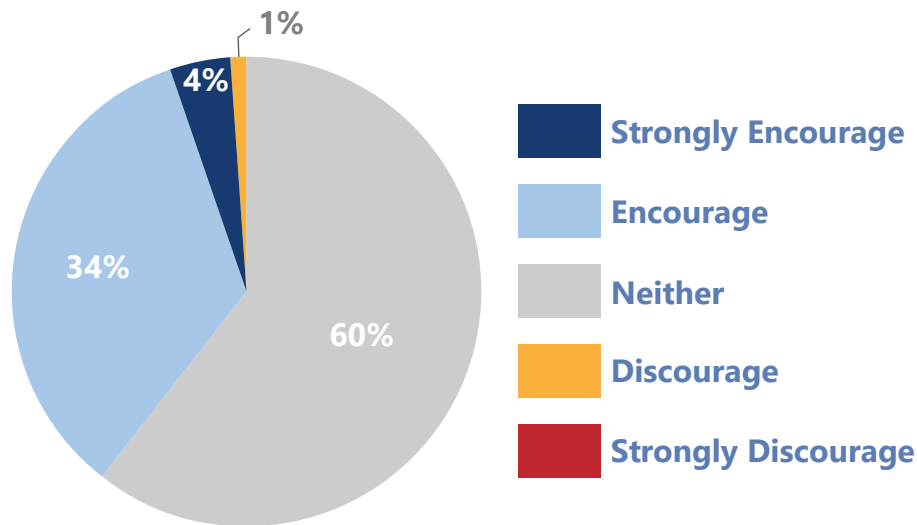


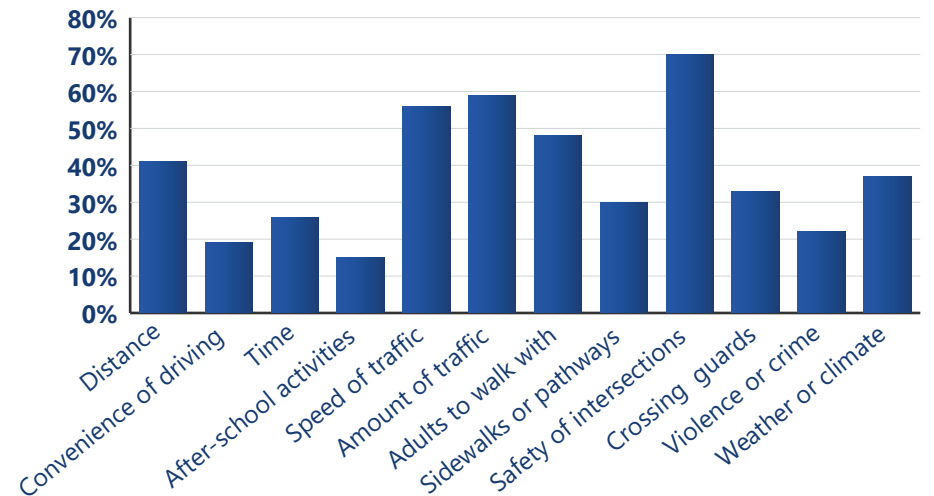
Chart showing student travel mode to/from school in percent (teacher survey tally).



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



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



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



Mascot
Wave

Year School Built
1996

Number of Students
450

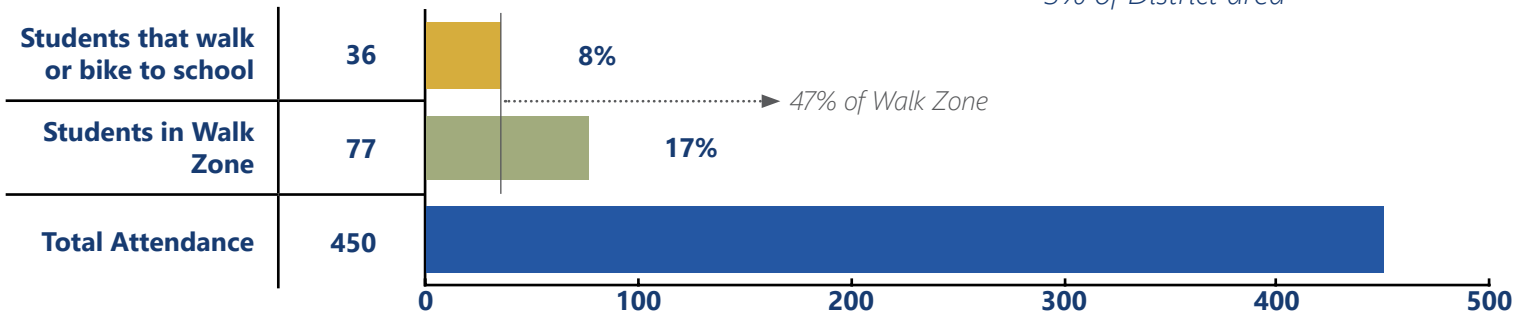
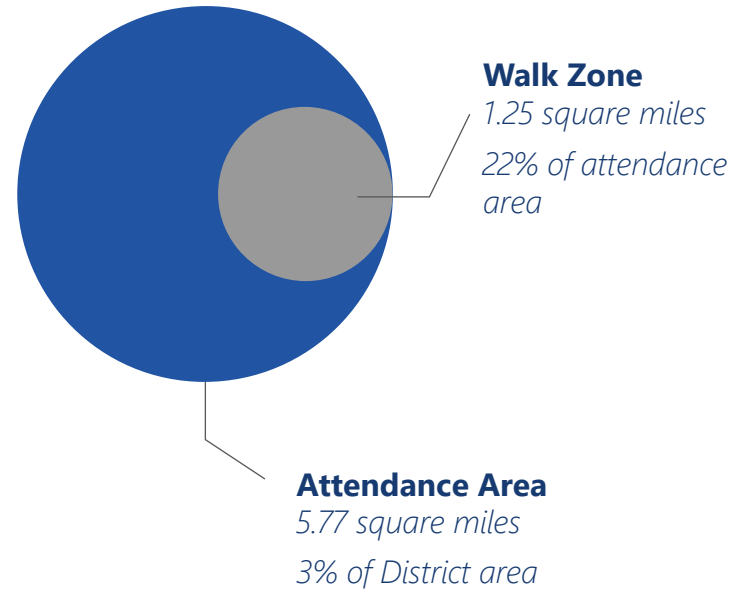
Sections
3

Economically Disadvantaged
58.6%

LAKESHORE ELEMENTARY SCHOOL

The graphic to the right shows the size of the walk zone in relation to the size of the attendance area for the school. Lakeshore has the 8th largest elementary school attendance area and 2nd largest elementary school walk zone.

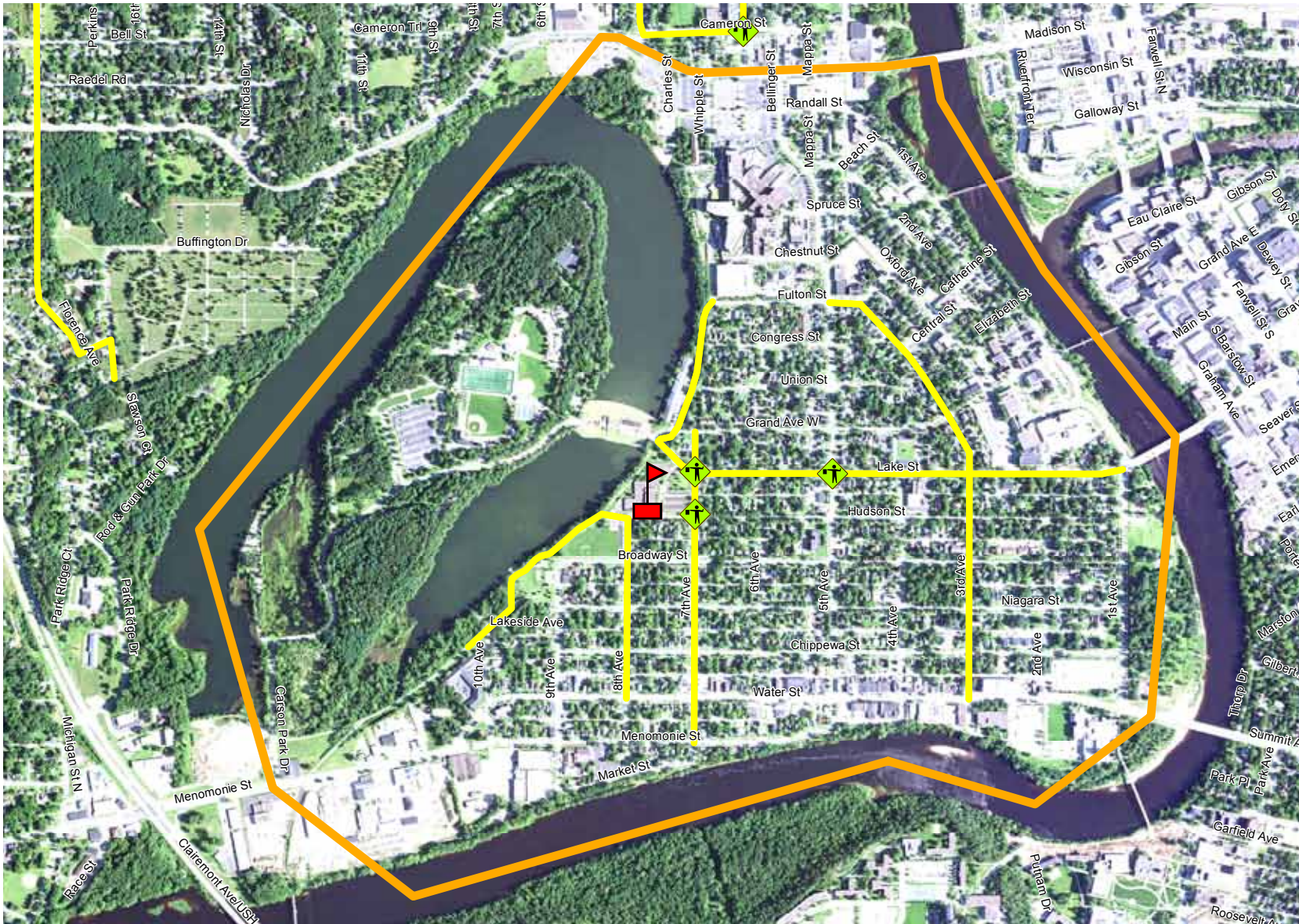
The graph below shows the number of students that walk or bike to school, the number of students in the walk zone, and total attendance for the school. Estimates of students walking or biking to school were gathered from classroom tally sheets that were administered to students in May of 2017. Lakeshore has the second smallest elementary school percentage of students that walk/bike to school. However, the number of walkers/bikers is 47 percent of the number of students in the walk zone.



Lakeshore Elementary School



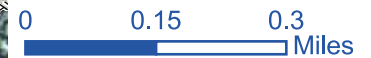
SRTS 2018



Legend

-  School
-  Crossing Guard
-  Walk Zone
-  Safe Route

December 2017



Data Sources:
 2015 Aerial Image (USDA)
 Eau Claire Area School District
 WCWRPC





Issues

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. At the intersection of Lake and 7th:
 - The southeast corner house does not shovel, drinks while students walk by, and is unkind to/bullies the adult crossing guard.
 - The 15mph sign and pedestrian crossing signs are hidden by trees.
 - Most cars do not stop at the stop sign and most cars cut the corner short.
4. There are no pedestrian crossing signs or painted crosswalks along any of the SRTS corridors.
5. Many of the bike racks are old and in bad shape.
6. The 8th and Hudson intersection does not have any signage or a crosswalk.
7. At the intersections of 5th and Lake, 5th and Hudson:
 - 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.
 - In the afternoon, some kids do not cross with the crossing guard but at other intersections.
 - 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. Install an enhanced crossing at 7th and Water.
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. Incorporate stop signs and/or yield signs in the residential area around the school, primarily along SRTS corridors.
12. Research options for a tunnel under Clairemont at Menomonie.

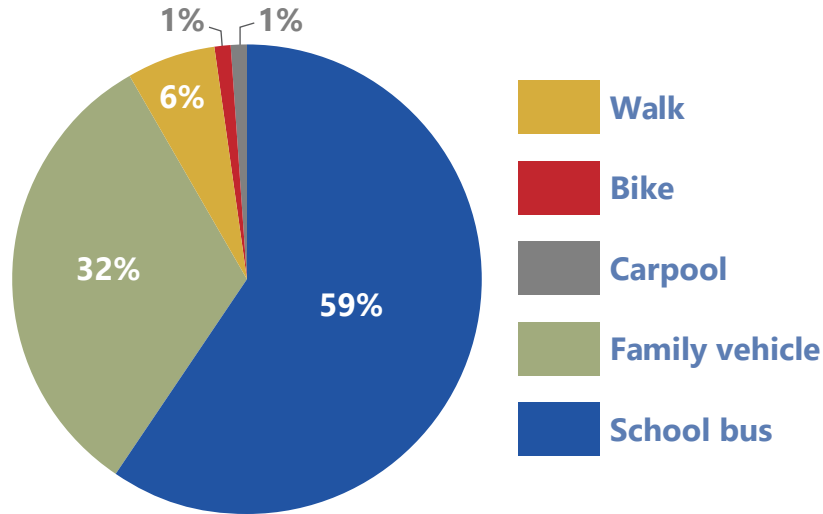
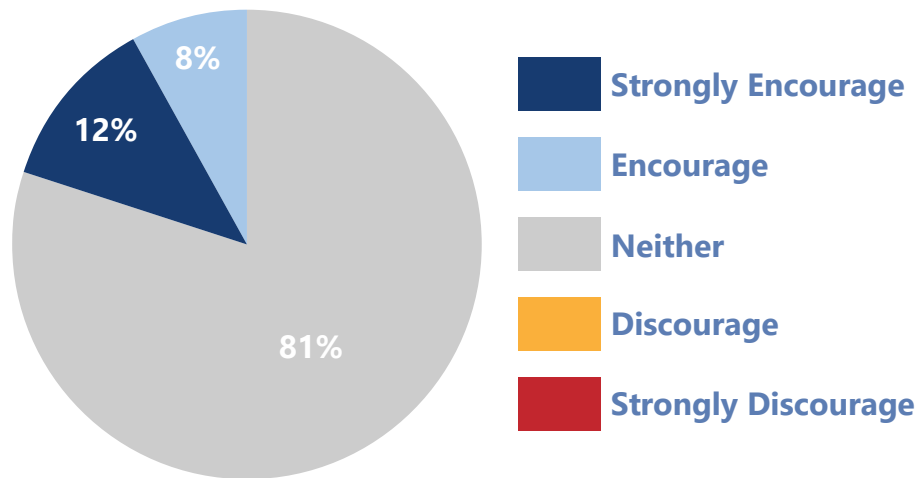
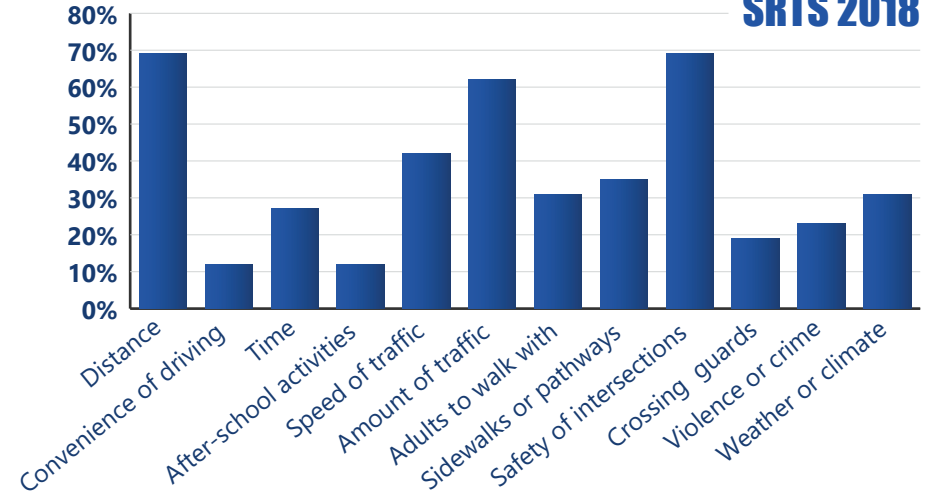


Chart showing student travel mode to/from school in percent (teacher survey tally).

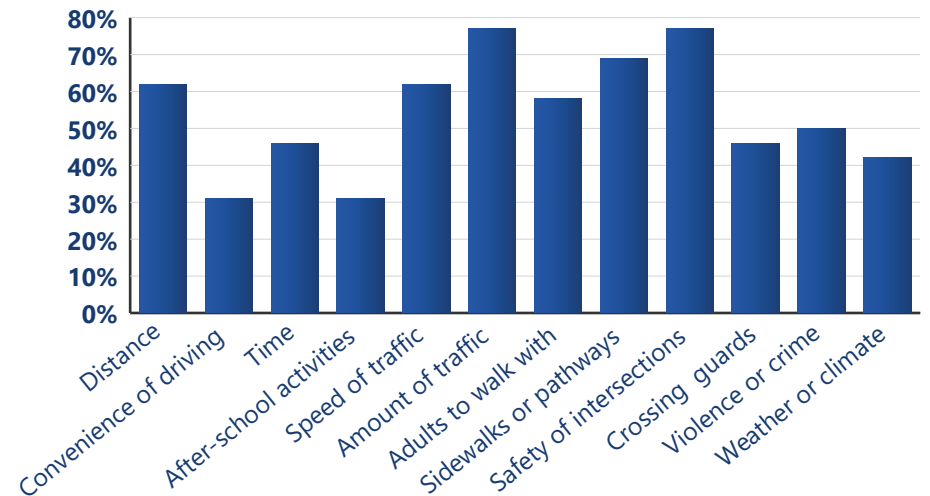


Results of Parent Survey Question: "How much does your child's school encourage or discourage walking/biking to/from school?"

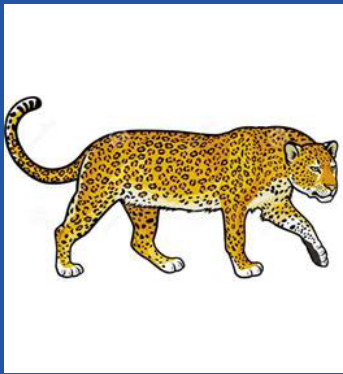
SRTS 2018



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



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



Mascot
Leopards

Year School Built
1955

Number of Students
265

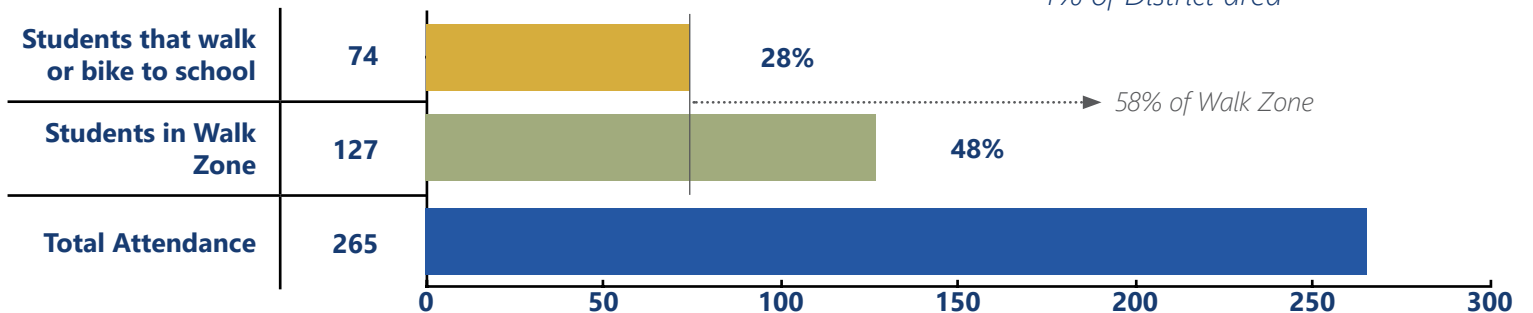
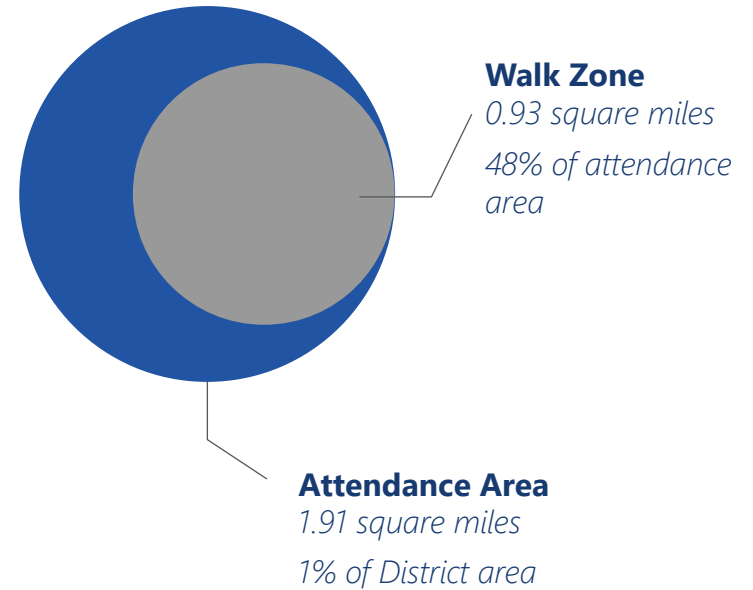
Sections
3

Economically Disadvantaged
56%

LOCUST LANE ELEMENTARY SCHOOL

The graphic to the right shows the size of the walk zone in relation to the size of the attendance area for the school. Locust Lane has the 2nd smallest elementary school attendance area and 4th largest elementary school walk zone.

The graph below shows the number of students that walk or bike to school, the number of students in the walk zone, and total attendance for the school. Estimates of students walking or biking to school were gathered from classroom tally sheets that were administered to students in May of 2017. Locust Lane has the highest percentage of students that walk/bike and the 2nd highest percentage of students that walk/bike compared the number of students in their walk zone.



Issues

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.
 - Crosswalks need to be repainted.
 - The speed limit changes from 25mph to 30mph and then continues to be 30mph in front of the school.
3. There are a noticeably high number of teenagers driving fast in the afternoon.
4. Barking dogs across from the school have an invisible fence.
5. Parked cars cause extreme vision problems for the student safety patrol.
6. The entrance into the parking lot has a wide radius which allows faster vehicle speeds.
7. Bus, car, and pedestrian congestion at the Locust entrance.
8. There is not enough bike parking.
9. The Locust pedestrian crossing in front of the school does not have curb cuts.
5. Install speed bumps and a speed limit sign in the parking lot.
6. Paint center lines and parking lines along Locust in the School Zone.
7. Increase bike parking at the school.
8. 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.
9. Research opportunities to add bike lanes along Locust.
10. Work with the developer of Highclere to provide pedestrian access to school.
11. Review Locust Lane school walk zone.

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. Change parking lot so Locust is the entrance and Potter is the exit.



Along Locust Lane, student safety patrol are hidden behind parked cars and there are no curb cuts at crosswalk. Traffic speed is well above 15mph.

Locust Lane Elementary School

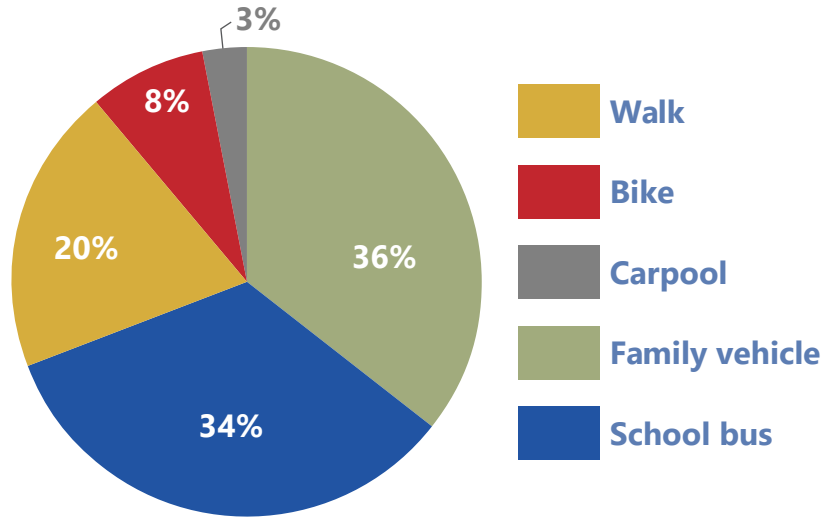
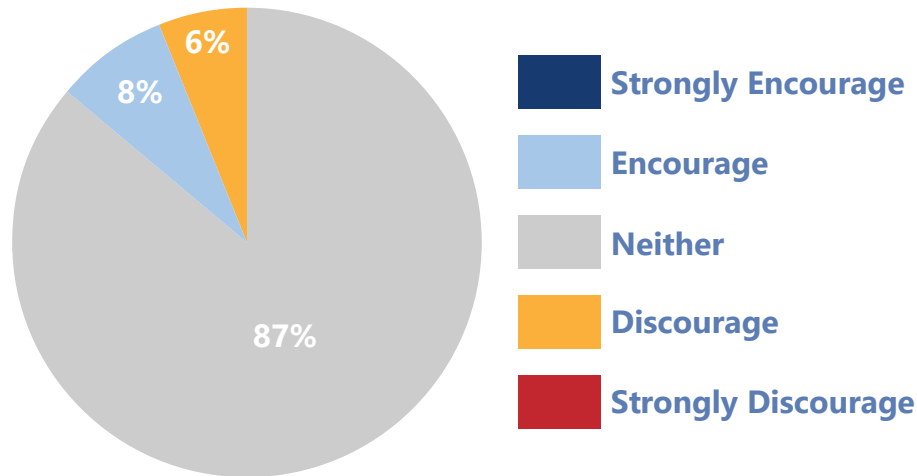
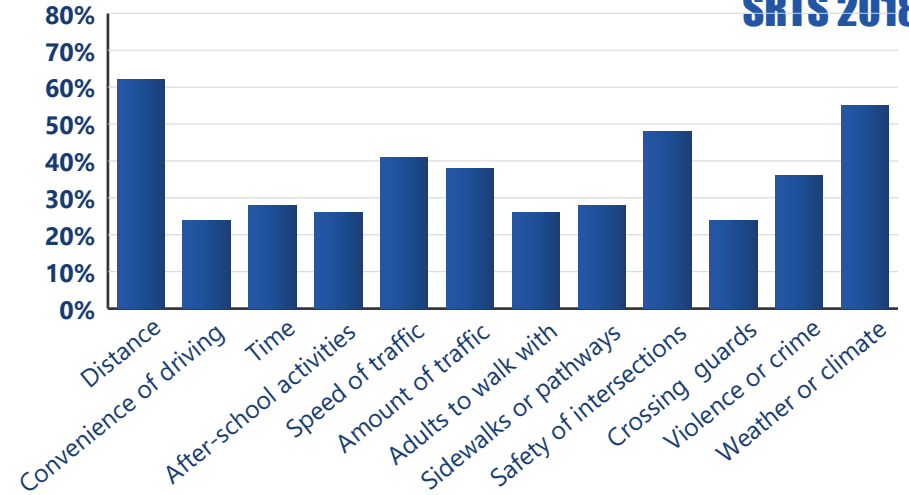


Chart showing student travel mode to/from school in percent (teacher survey tally).

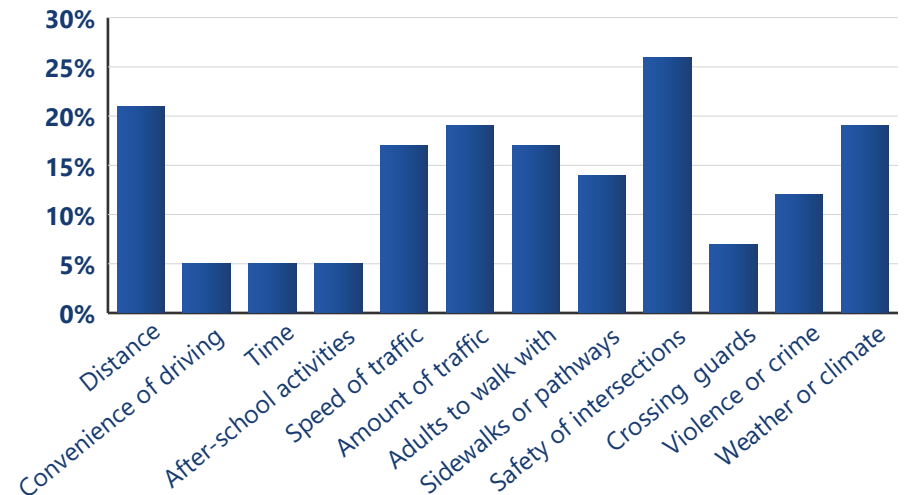


Results of Parent Survey Question: "How much does your child's school encourage or discourage walking/biking to/from school?"

SRTS 2018



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



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



LONGFELLOW ELEMENTARY SCHOOL



Mascot
Lions

Year School Built
1919

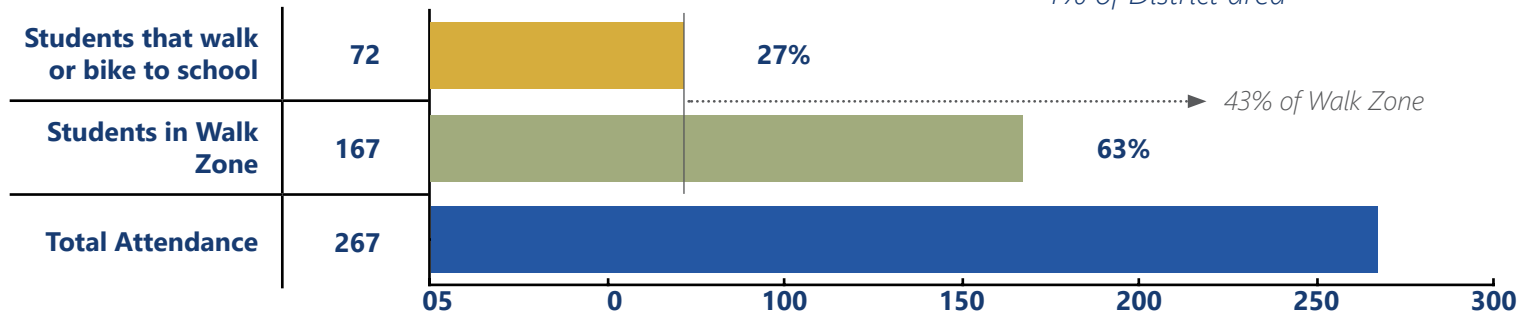
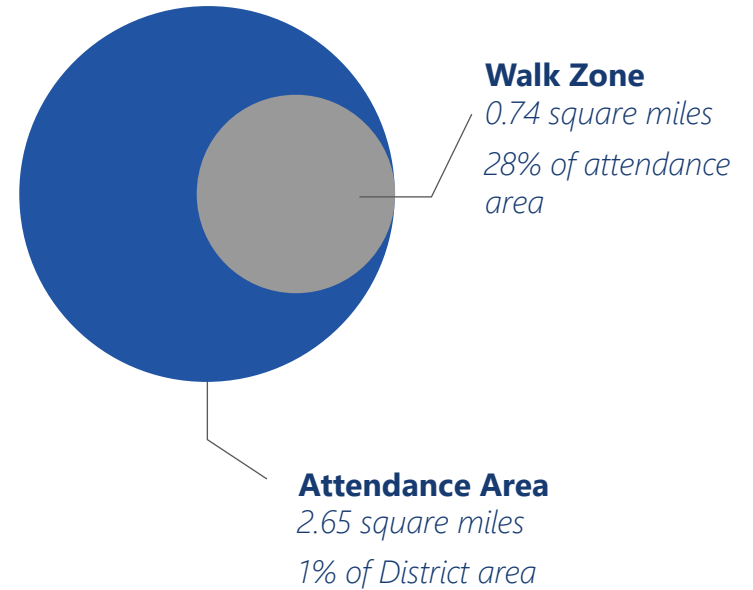
Number of Students
267

Sections
3

Economically Disadvantaged
66.1%

The graphic to the right shows the size of the walk zone in relation to the size of the attendance area for the school. Longfellow has the 4th smallest elementary school attendance area and 5th smallest elementary school walk zone.

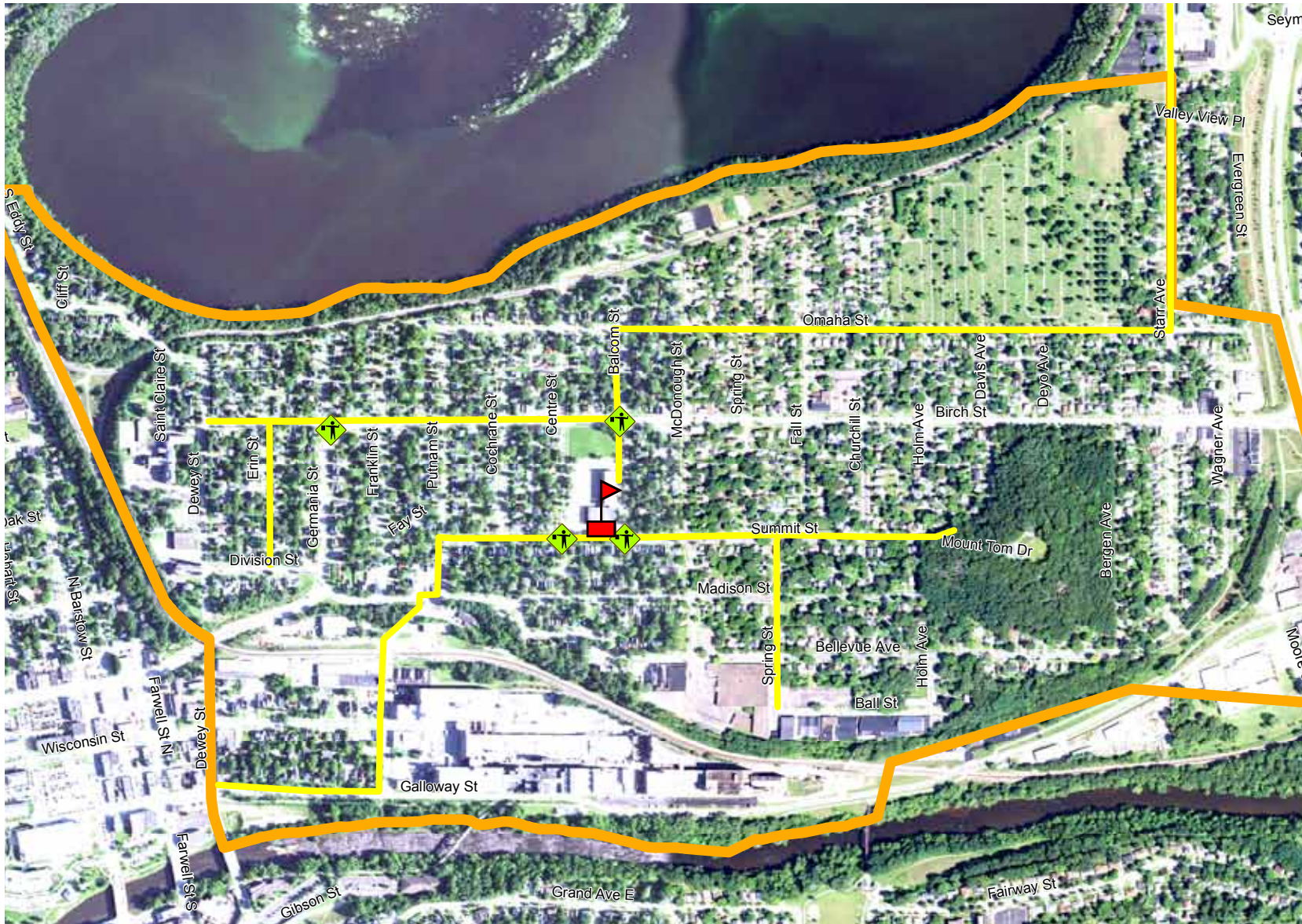
The graph below shows the number of students that walk or bike to school, the number of students in the walk zone, and total attendance for the school. Estimates of students walking or biking to school were gathered from classroom tally sheets that were administered to students in May of 2017. Longfellow is tied for the second highest percentage of students that walk/bike to school and has the 4th highest elementary school percentage of walkers/bikers compared to students that live in the walk zone.



Longfellow Elementary School



SRTS 2018



Legend

-  School
-  Crossing Guard
-  Walk Zone
-  Safe Route

December 2017



Data Sources:
2015 Aerial Image (USA)
Eau Claire Area School District
WCWRPC



Issues

1. Traffic on Birch is fast and heavy. Some drivers get angry at having to stop for kids.
 2. On the audit day, at least, the speed feedback signs were not working. (There is no speed feedback sign from the west.)
 3. Kids cross Birch at other times without a crossing guard, such as when they arrive early or depart late, on weekends, and in summer.
 4. Some drivers use Summit Street instead of Birch, causing traffic problems there.
 5. Some challenges exist regarding how kids enter and exit the school.
 6. Some kids and parents cut through the southwest parking lot, rather than taking the designated painted walk zone.
 7. Walking along Birch is not pleasant with its volume and speed of traffic.
2. Increase safety for students entering and exiting the building:
 - Locate a crosswalk and pedestrian signs across Balcom 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. Repaint faded crosswalks.
 4. 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.
 5. Reduce the speed limit on Birch to 25mph.
 6. Increase speed enforcement along Birch.
 7. Research opportunities to eliminate truck traffic along Birch.
 8. Install additional pedestrian refuge medians along Birch, east and west of school.

Strategies/Opportunities

1. Incorporate/continue various interventions for the Birch crossing:
 - Increase law enforcement presence.
 - Incorporate flashing signs during School Zone enforcement period.
 - Research an underpass or overpass.
 - Try to divert more traffic onto Galloway.
 - Assess whether the existing trees on the south side of Birch impede the view of drivers.



Along Birch, traffic volume and speed are high. The median and traffic speed monitor from the east help, but more needs to be done along this stretch of Birch.

Longfellow Elementary School

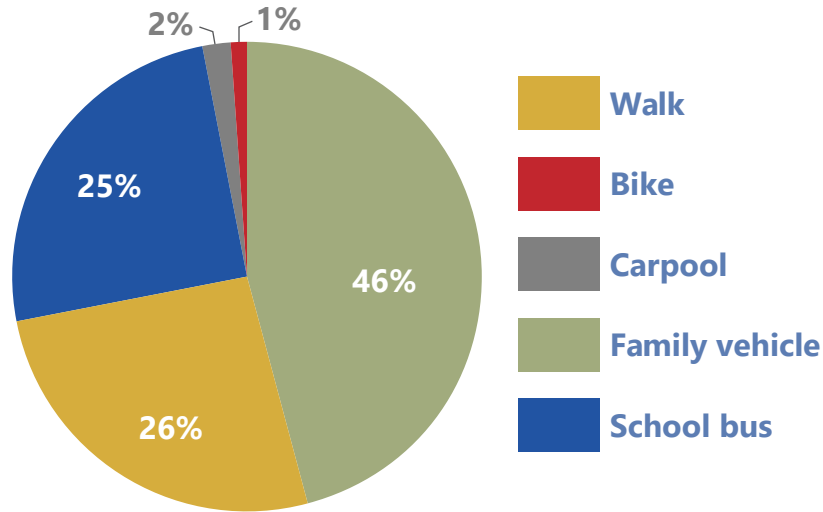
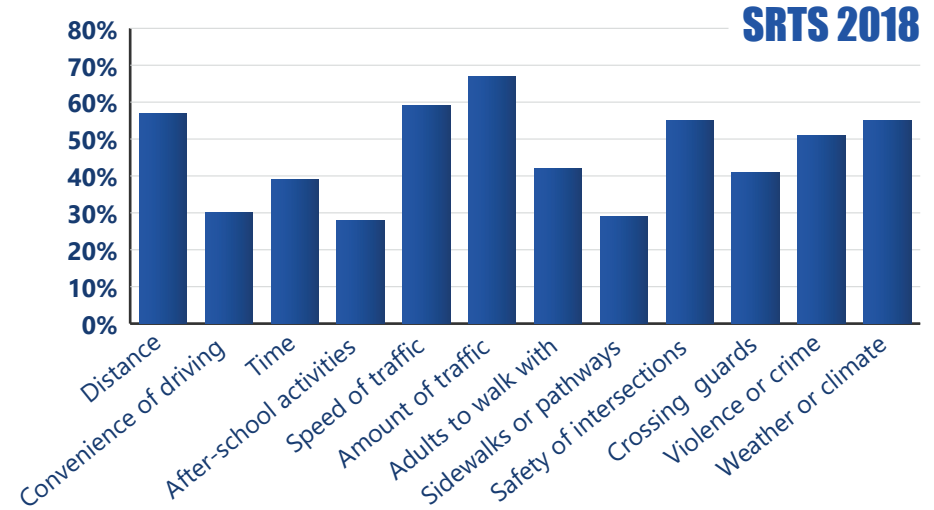
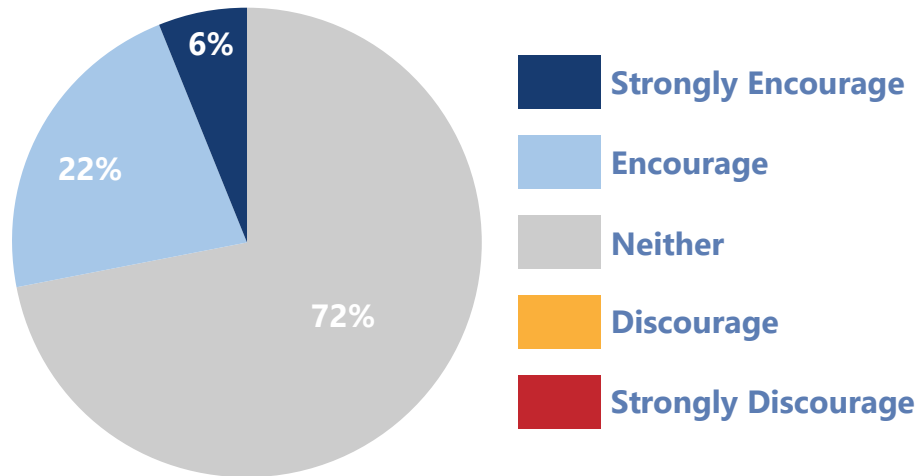


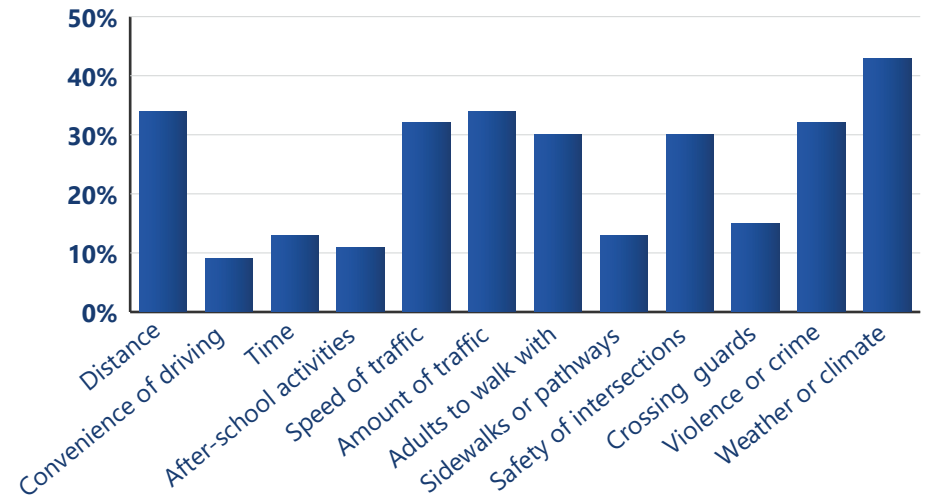
Chart showing student travel mode to/from school in percent (teacher survey tally).



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



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



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



Mascot
Mustangs

Year School Built
1966

Number of Students
443

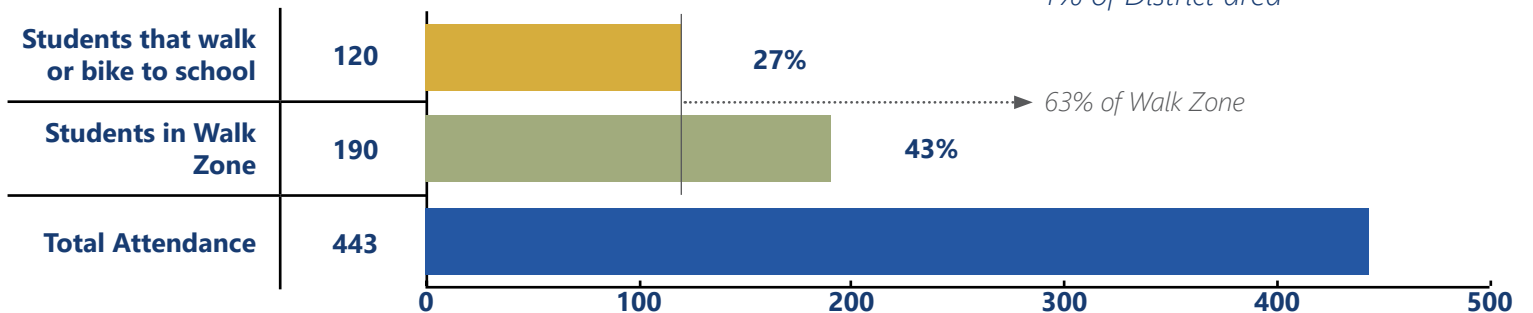
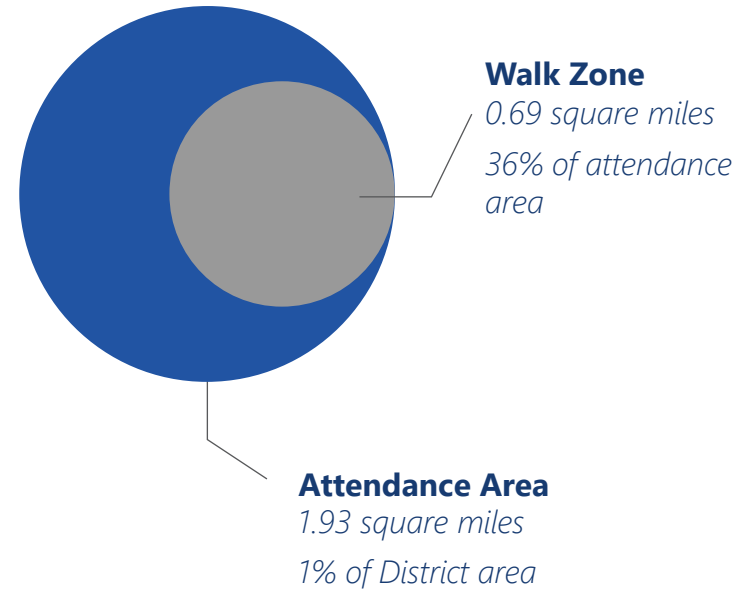
Sections
3

Economically Disadvantaged
43.5%

MANZ ELEMENTARY SCHOOL

The graphic to the right shows the size of the walk zone in relation to the size of the attendance area for the school. Manz has the 3rd smallest elementary school attendance area and 4th smallest elementary school walk zone.

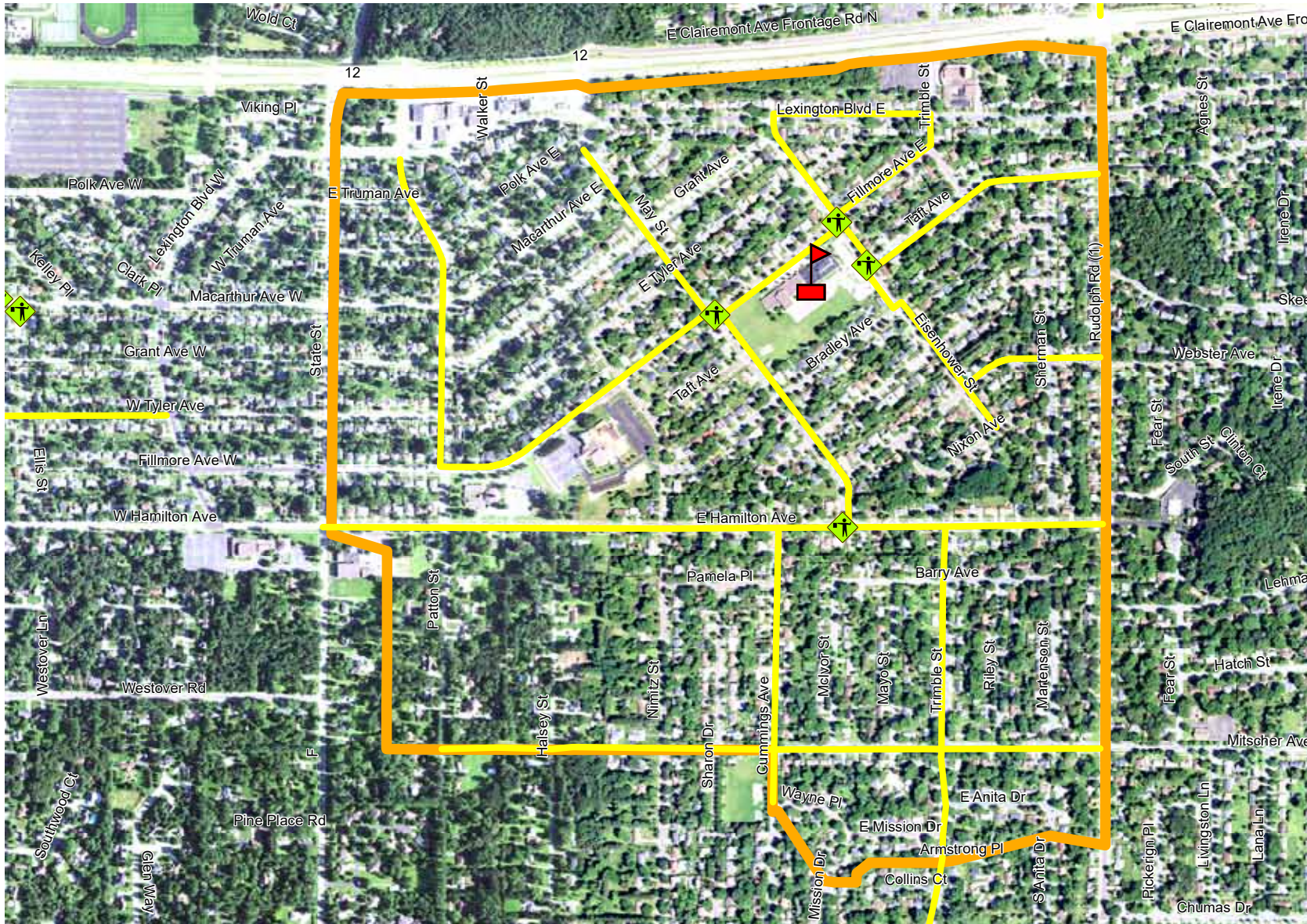
The graph below shows the number of students that walk or bike to school, the number of students in the walk zone, and total attendance for the school. Estimates of students walking or biking to school were gathered from classroom tally sheets that were administered to students in May of 2017. Manz is tied for the second highest percentage of students that walk/bike to school and has the highest percentage of walkers/bikers compared to students that live in the walk zone.



Manz Elementary School



SRTS 2018



Legend

-  School
-  Crossing Guard
-  Walk Zone
-  Safe Route

December 2017



Data Sources:
 2015 Aerial Image (USDA)
 Eau Claire Area School District
 WCWRPC



Issues

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. 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. Rudolph has no designated crossings.
10. Some student safety patrol members are not looking both ways before entering the street.

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 a pedestrian refuge median at Hamilton and May.
6. Install pedestrian crossings and crosswalks at Mitscher and Trimble and/or Mitscher and Cummings.
7. Install at least one Rudolph pedestrian crossing south of Lexington with pedestrian crossing signs and a crosswalk. This would include a median and bumpouts.
8. Install bumpouts at Fillmore and May and Fillmore and Eisenhower.



The area around Manz has many uncontrolled intersections. In addition, there are some crossings that do not have pedestrian crossing signs.

Manz Elementary School

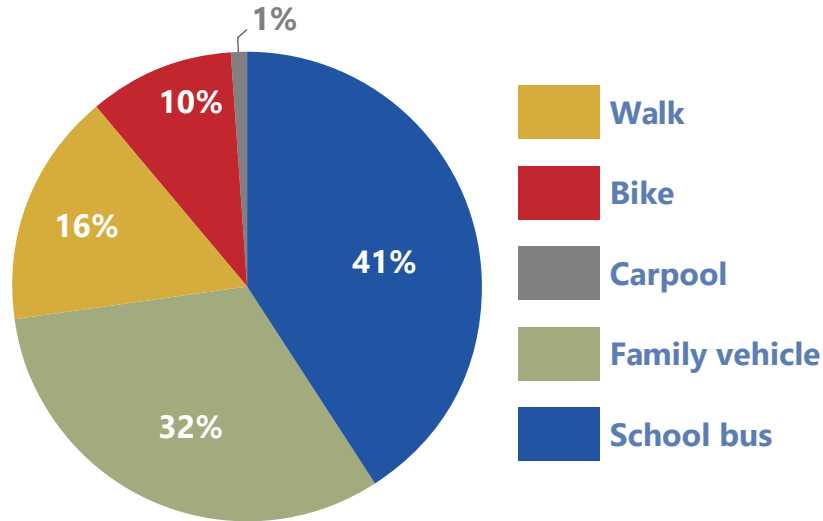
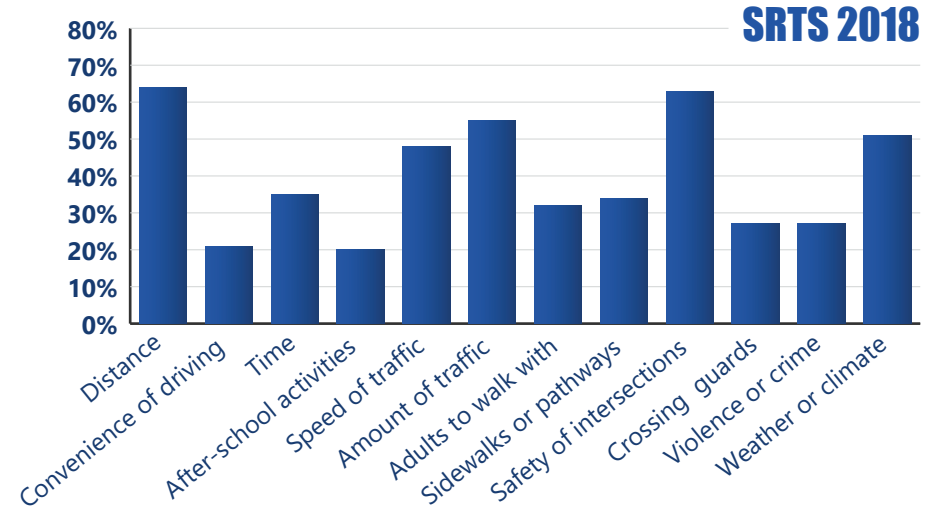
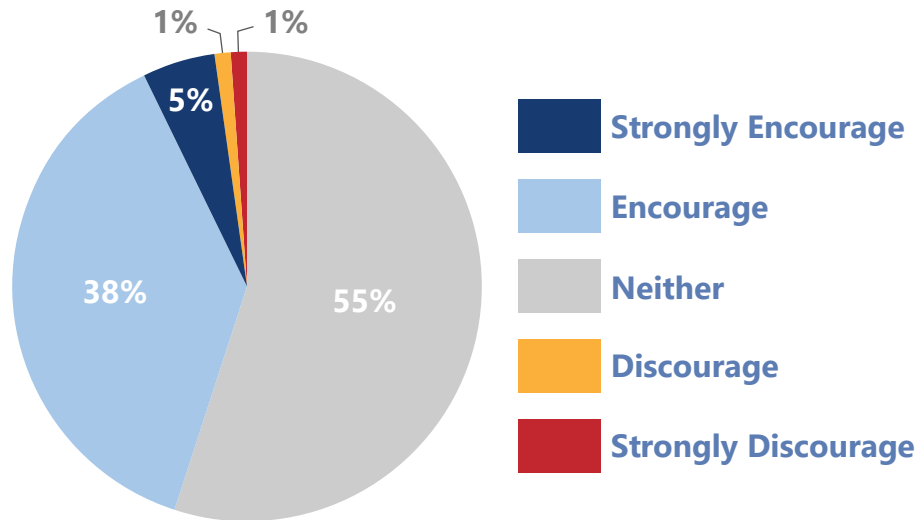


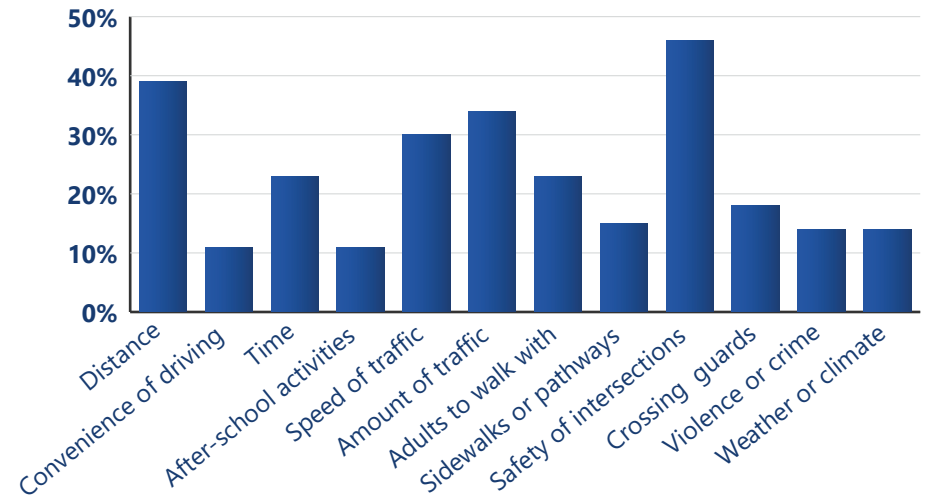
Chart showing student travel mode to/from school in percent (teacher survey tally).



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



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



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



Mascot
Hawks

Year School Built
1989

Number of Students
446

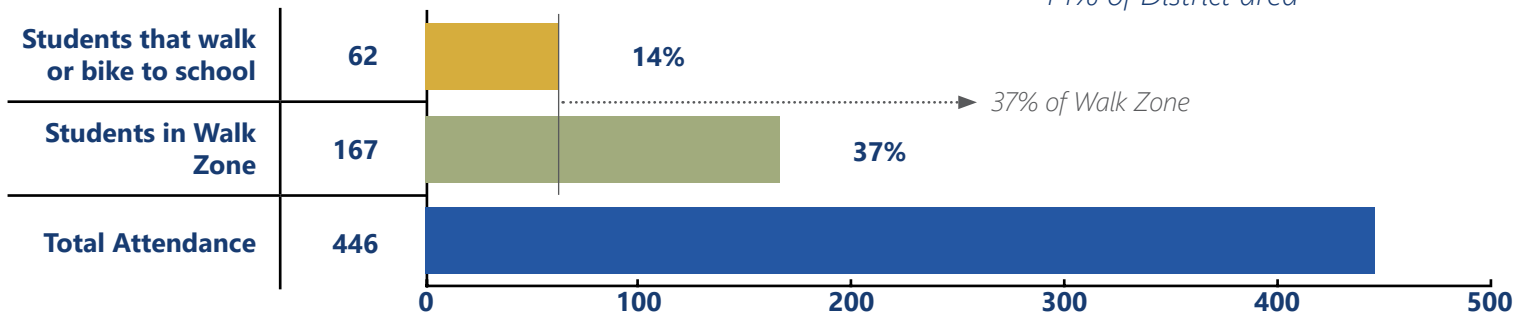
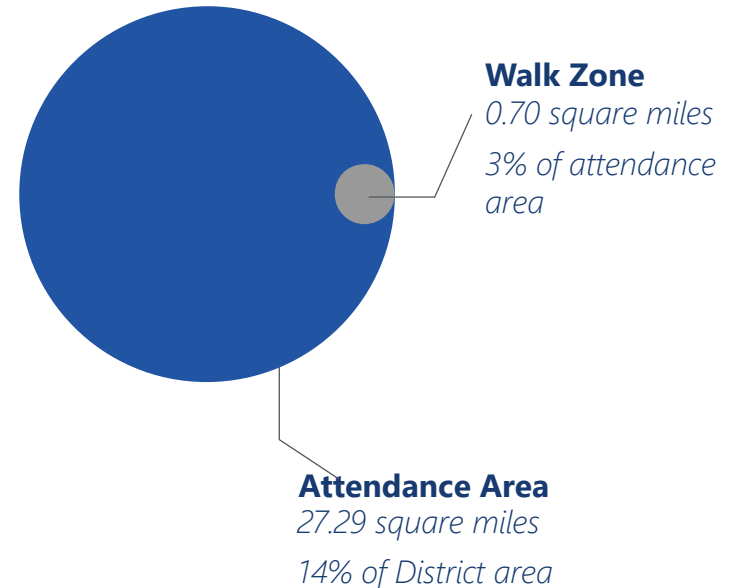
Sections
3

Economically Disadvantaged
35.1%

MEADOWVIEW ELEMENTARY SCHOOL

The graphic to the right shows the size of the walk zone in relation to the size of the attendance area for the school. Meadowview has the 4th largest elementary school attendance area and 9th largest elementary school walk zone.

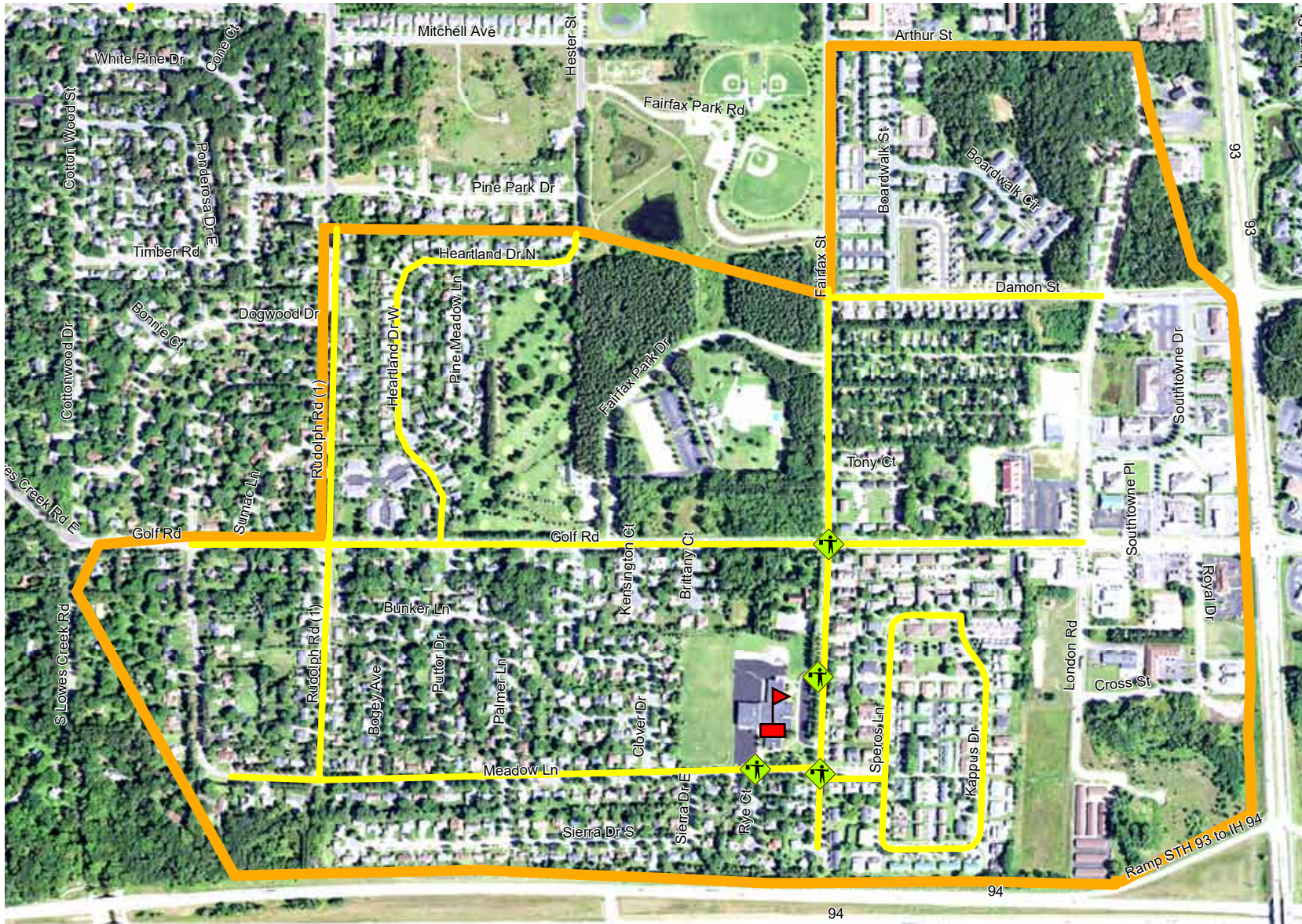
The graph below shows the number of students that walk or bike to school, the number of students in the walk zone, and total attendance for the school. Estimates of students walking or biking to school were gathered from classroom tally sheets that were administered to students in May of 2017. Meadowview has the 8th highest percentage of students that walk/bike to school and has the 9th highest elementary school percentage of walkers/bikers compared to students that live in the walk zone.



Meadowview Elementary School



SRTS 2018



Legend

-  School
-  Crossing Guard
-  Walk Zone
-  Safe Route

December 2017



Data Sources:
2015 Aerial Image (USA)
Eau Claire Area School District
WCWRPC



Issues

1. The intersection of Fairfax and Golf is very busy with fast-moving traffic.
2. The adult crossing guard at that intersection has witnessed five crashes in five years.
3. It is difficult for that crossing guard when different kids want to cross different sides of the intersection at the same time.
4. Middle school students from South also cross here.
5. For the School Zone: the Speed Limit 15 signs are quite near the intersection, though there are warning signs preceding those.
6. The crosswalks need repainting.
7. Sometimes students cross Fairfax further north without a painted crosswalk.
8. Fairfax in front of the school gets full of parent cars, making it more challenging to cross safely.
9. There is no good place for parents to drop off or pick up children.
10. There is no crosswalk on Fairfax, so parents and students end up jaywalking across.

Strategies/Opportunities

1. Include the Speros and Kappus loop among the Safe Routes.
2. Organize one or more walking school buses to encourage kids to walk with parents.
3. 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.
4. Paint a crosswalk across Fairfax to connect to the one through the main parking lot, giving a clear place to cross Fairfax.

5. Research ways to reduce traffic speeds on Golf.
6. Extend the School Zone distance along Golf.
7. Increase law enforcement presence along Golf during School Zone times.



Golf and Fairfax is the major concern at Meadowview. Even with School Zone signs and an adult crossing guard, this intersection is viewed as unsafe.

Meadowview Elementary School

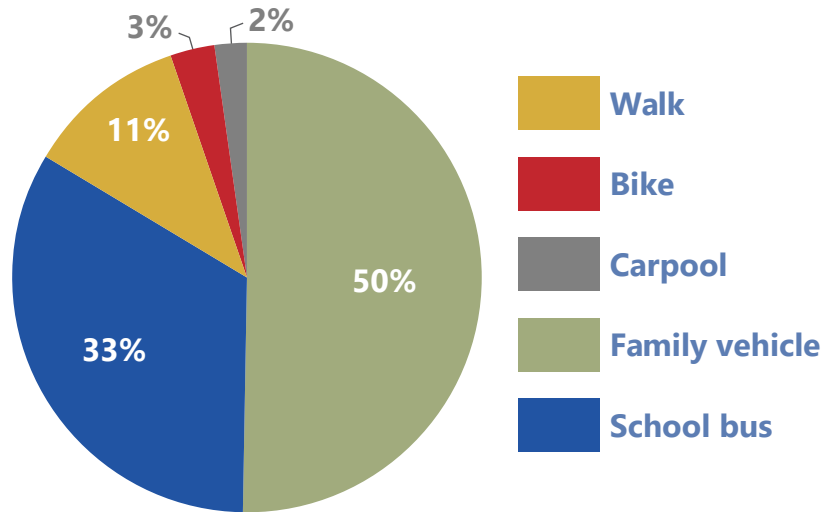
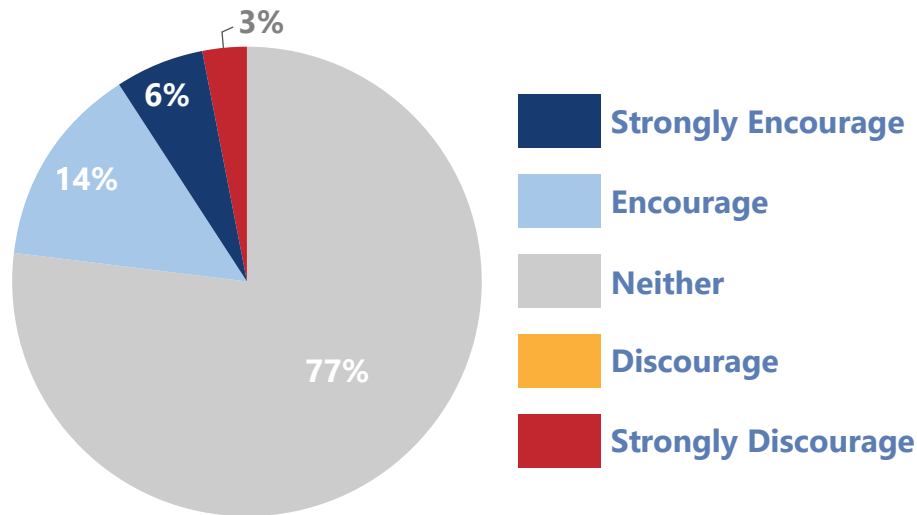
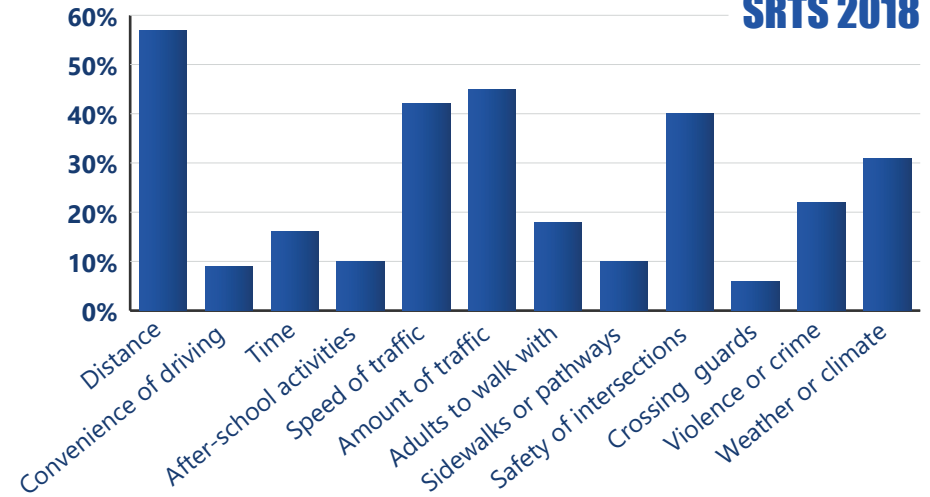


Chart showing student travel mode to/from school in percent (teacher survey tally).

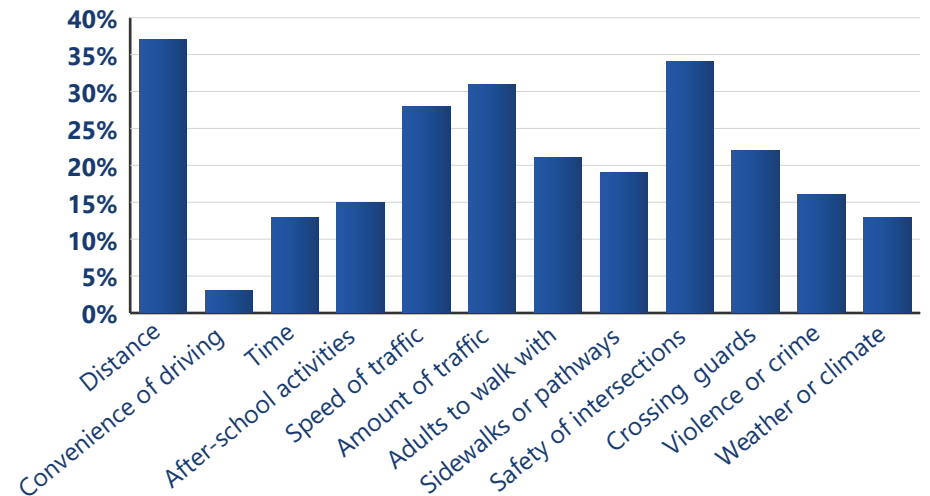


Results of Parent Survey Question: "How much does your child's school encourage or discourage walking/biking to/from school?"

SRTS 2018



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



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



Mascot
Old Abes

Year School Built
1954

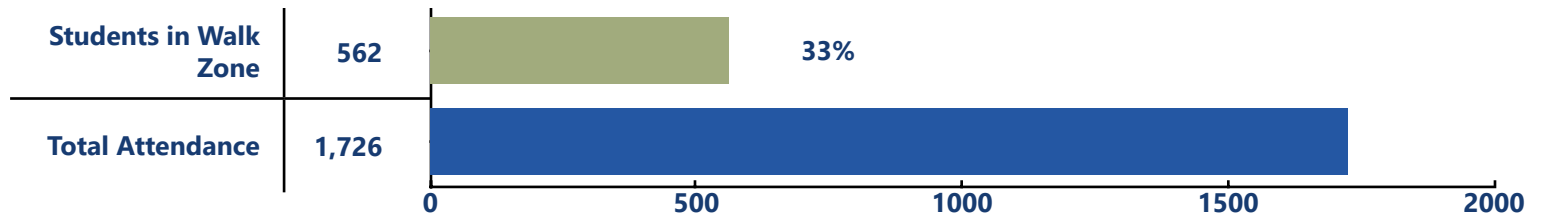
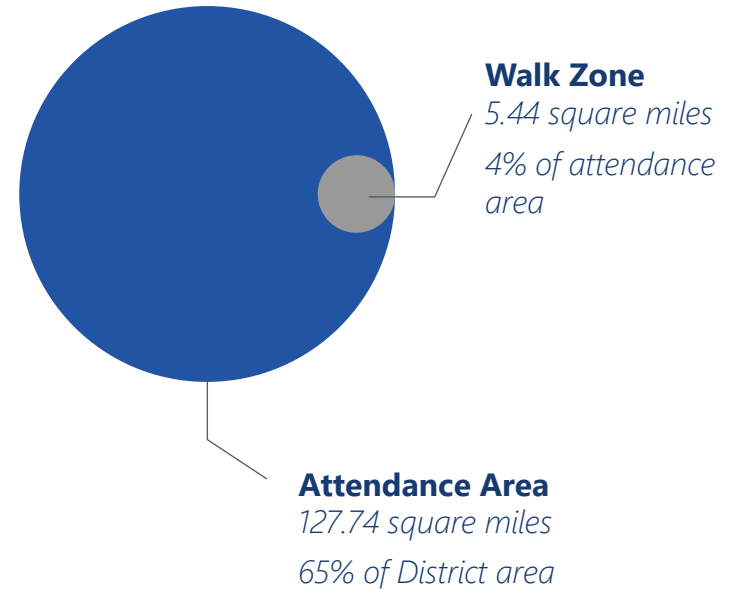
Number of Students
1,726

Economically Disadvantaged
23%

MEMORIAL HIGH SCHOOL

The graphic to the right shows the size of the walk zone in relation to the size of the attendance area for the school. Memorial has the largest school attendance area and school walk zone in the District.

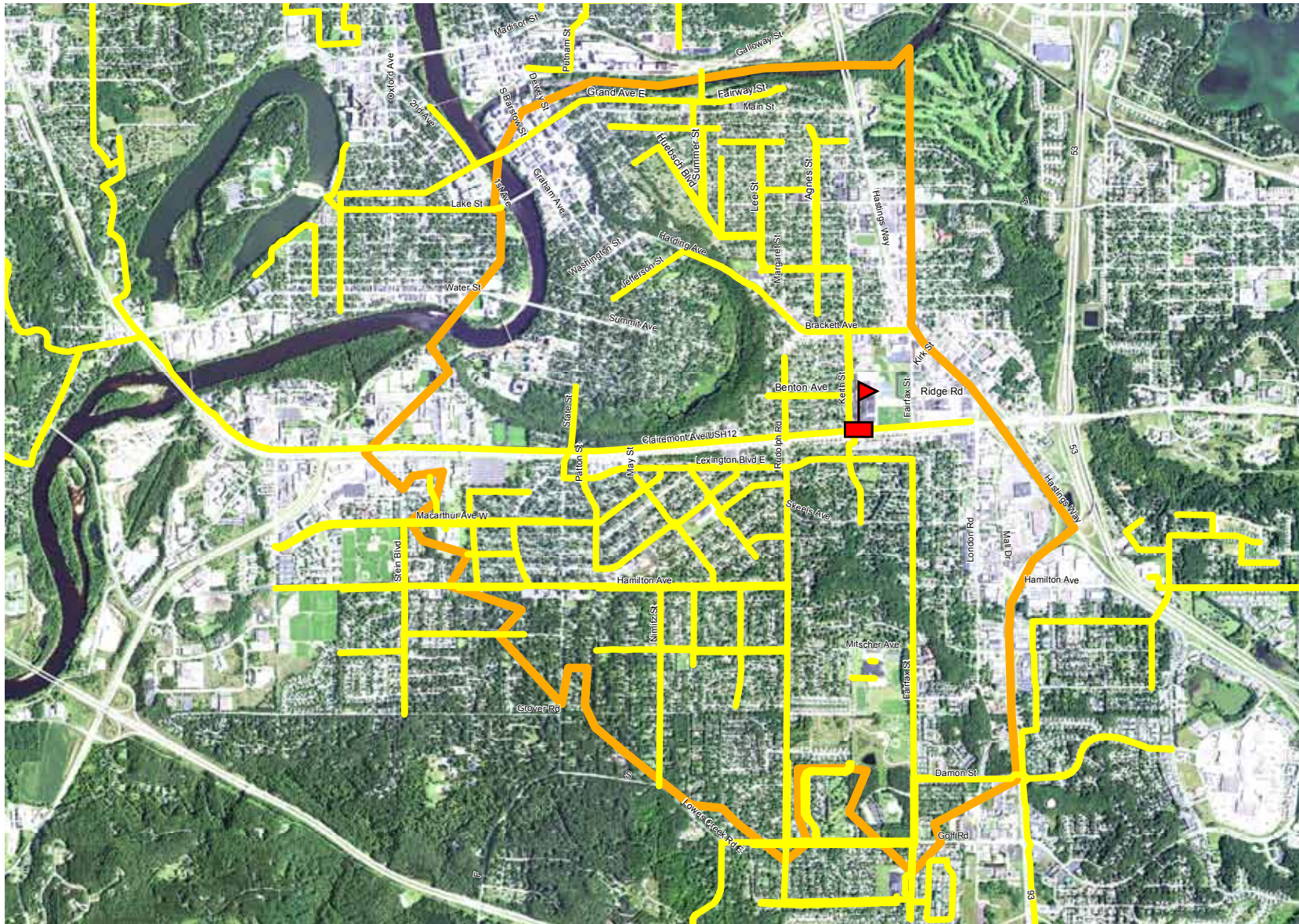
The graph below shows the number of students in the walk zone, and total attendance for the school. No data were gathered on students walking and biking. With over 500 students living in the walk zone, Memorial has the highest number of students that live in a walk zone.



Memorial High School



SRTS 2018



Legend

-  School
-  Crossing Guard
-  Walk Zone
-  Safe Route

December 2017



Data Sources:
2015 Aerial Image (USDA)
Eau Claire Area School District
WCWRPC





Issues

1. Fairfax is crossed hundreds of times a day before school, during school, and after school. There are no pedestrian signs, crosswalks, or 15mph School Zone signs. Traffic travels faster than the posted 30mph.
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.
 - There are no signs directing traffic in and out of the parking lot.
 - Vehicle speeds are fast entering the parking lot and in the parking lot.
3. No vehicles are obeying the Keith 15mph School Zone along school.
4. At the tunnel and area south of the tunnel:
 - Church sprinklers require students to cross over to the wrong side.
 - Limited sidewalks in some areas south of the school.
 - No vehicle stopped at the stop sign.
 - Vehicles traveling very fast.
 - Bikes are not using the crossing area.
 - Female students have stated that they do not feel safe using the tunnel.
5. At the intersection of Brackett and Keith:
 - Vehicles are making illegal right on red turns.
 - Vehicles that turn right from Keith to Brackett are looking to the left and not at students crossing Brackett.
 - Students ride their bikes on the sidewalk.
6. 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.
7. There is no pedestrian crossing along Rudolph between Brackett and Clairemont.
8. The Jefferson/Harding intersection is not safe and Harding is not a good environment for pedestrians and bicyclists.

Strategies/Opportunities

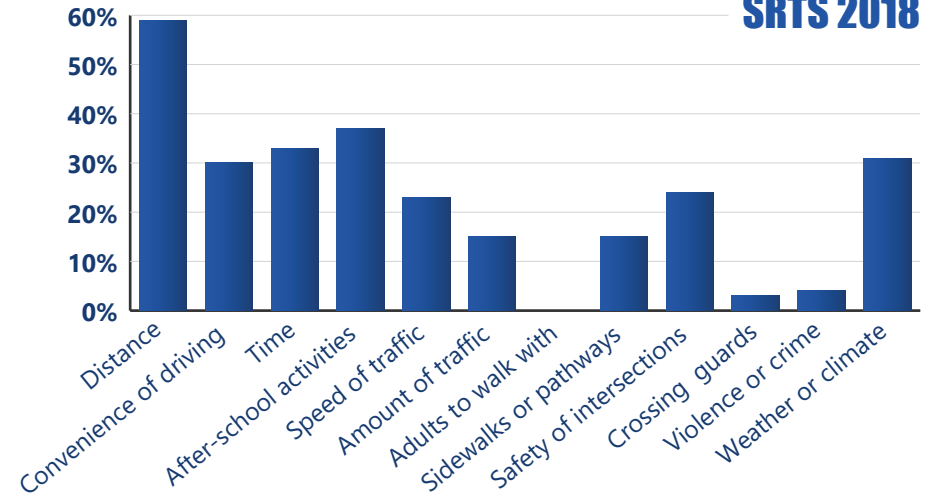
1. Install medians separating traffic coming in and going out of the north and south parking lots and preventing left turns out of the south lot.
2. Reduce the Fairfax speed limit to 25mph, and install 15mph School Zone signs along school property.
3. Install pedestrian crossings at Ridge and Fairfax and at east parking lot and entrance to commercial mall.
4. 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.
5. Add more 15mph School Zone signs on Keith.
6. Add a 15mph School Zone sign south of Clairemont, south of church.
7. Redesign Keith from Clairemont to Brackett. This can include reducing pavement width and/or adding paint to identify lanes and bike lanes. This also needs to include adding pedestrian crossing signage.
8. Add pedestrian crossing signage, crosswalk paint, and 15mph School Zone at Rudolph and Benton.
9. Extend the safe walking area in the east parking lot to the Fairfax sidewalk with a sidewalk.
10. Install speed bumps in the parking lots, specifically immediately after entering the parking lot.
11. Add pedestrian crossing signs and zebra crosswalk across Keith just south of the frontage road. Curb cuts currently exist.
12. Add a zebra crosswalk for the frontage road at Keith.
13. Address pedestrian signage that is currently blocked due to trees.
14. Add a No Turn On Red sign on Keith on the south side of Brackett.
15. Contact the church south of Clairemont to change the time of sprinklers.
16. Have barrier separation between vehicles and pedestrians/bikes along Harding and significantly improve Jefferson/Harding intersection.
17. Make changes at the Keith and Brackett intersection to make it safer and improve the perception of safety. Educate students (bikers and drivers) on the proper function of the bike boxes.
18. Research future options to vacate all or part of Keith from Clairemont to Brackett for open space and/or for pedestrians and cyclists.

Memorial High School

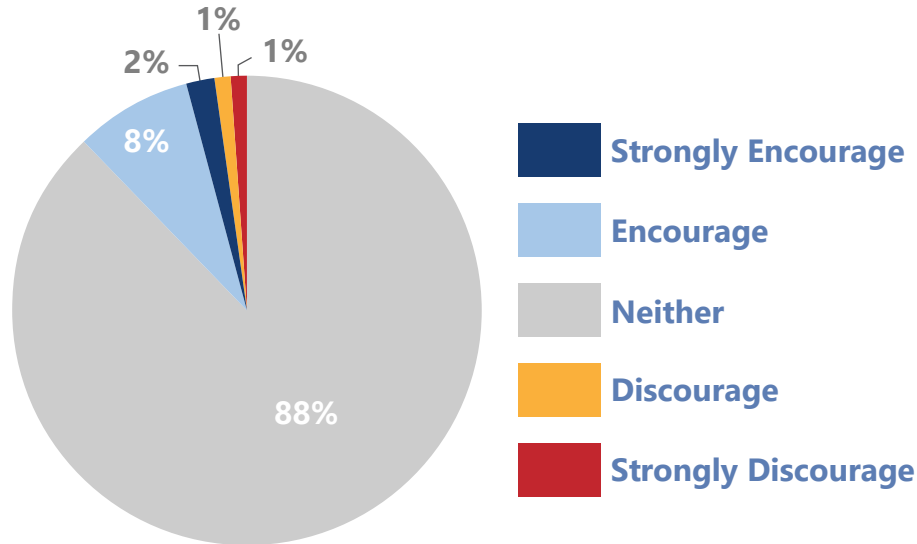


SRTS 2018

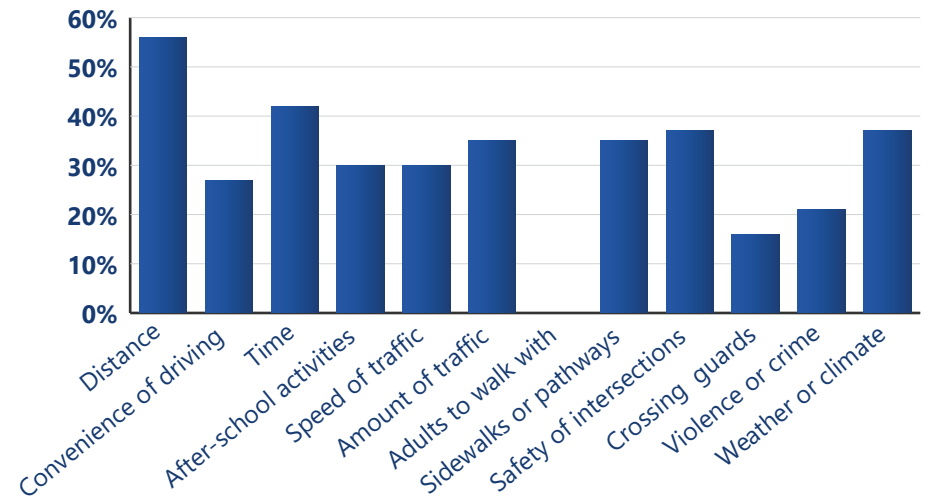
(No graphic - school did not complete walk/bike Classroom Tally Sheet)



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



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



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



Mascot
Mountain Lions

Year School Built
1908

Number of Students
269

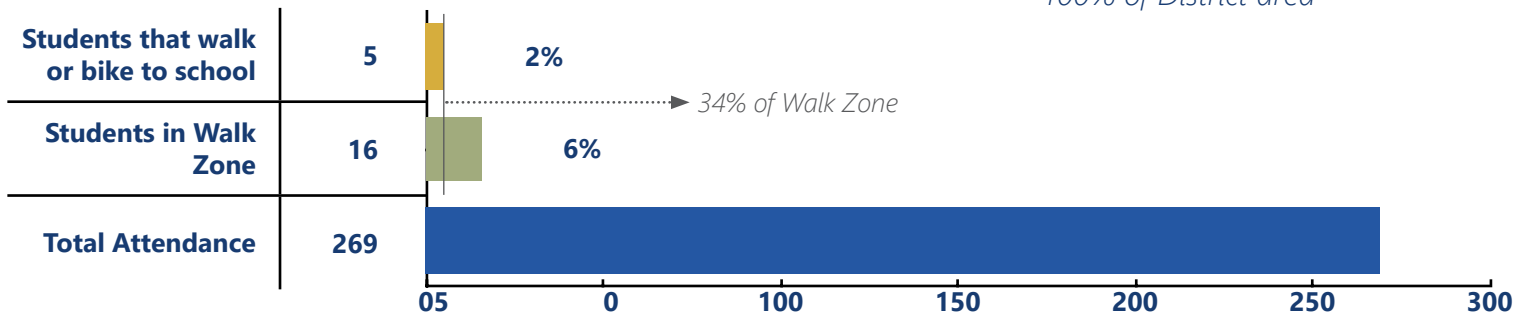
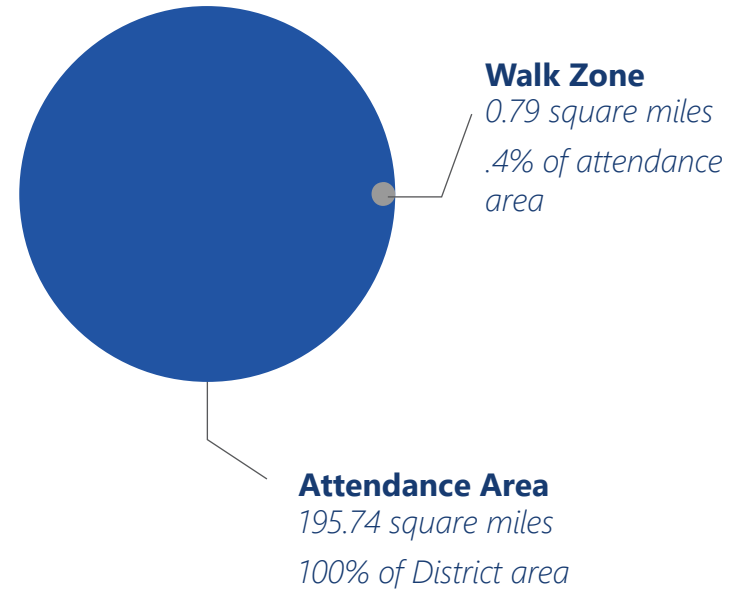
Sections
3

Economically Disadvantaged
25.6%

MONTESSORI CHARTER ELEMENTARY SCHOOL

The graphic to the right shows the size of the walk zone in relation to the size of the attendance area for the school. Montessori's school attendance area consists of the entire District. Montessori has the 7th largest elementary school walk zone.

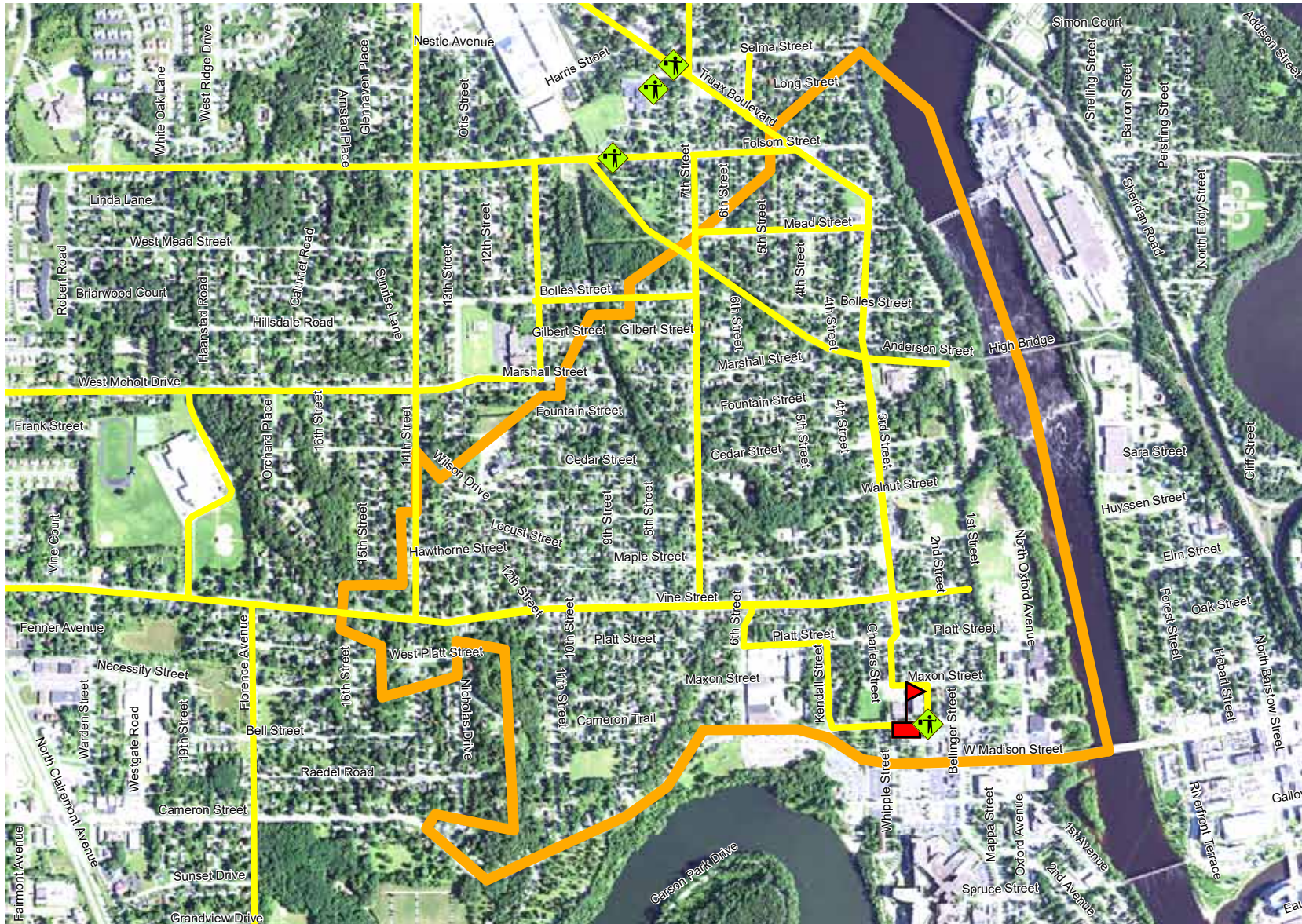
The graph below shows the number of students that walk or bike to school, the number of students in the walk zone, and total attendance for the school. Estimates of students walking or biking to school were gathered from classroom tally sheets that were administered to students in May of 2017. Montessori has the lowest percentage of students that walk or bike to school. However, 1/3 of the students that do live in the walk zone walk or bike to school.



Montessori Charter Elementary School



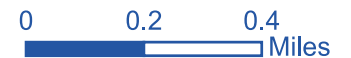
SRTS 2018



Legend

-  School
-  Crossing Guard
-  Walk Zone
-  Safe Route

December 2017



Data Sources:
2015 Aerial Image (USA)
Eau Claire Area School District
WCWRPC



Issues

1. There are busy streets nearby: Madison, Cameron, and Bellinger. These streets act as barriers.
2. The neighborhood traffic is not perceived to be as conscientious about driving safely as parents are.
3. Distance is the main deterrent for students walking and biking, since this is a charter school. Most students do not live in the neighborhood.
4. Some parents are apprehensive about sex offenders and transient populations in the surrounding area.
5. This is a busy area with the Senior Center and Mayo Clinic nearby—lots of people park on-street near 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.



Montessori Charter has the highest percentage of family vehicle as a mode of transportation. With that, it makes it even more challenging for the students that do walk or bike to/from school.

Montessori Charter Elementary School

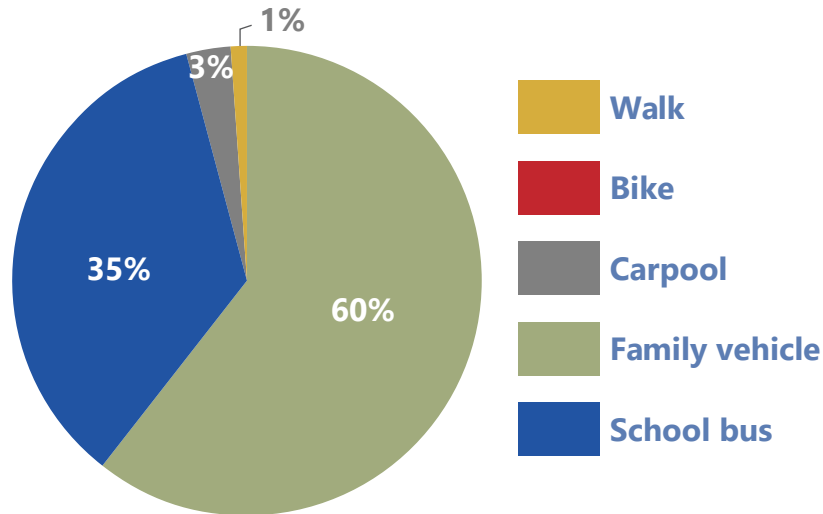
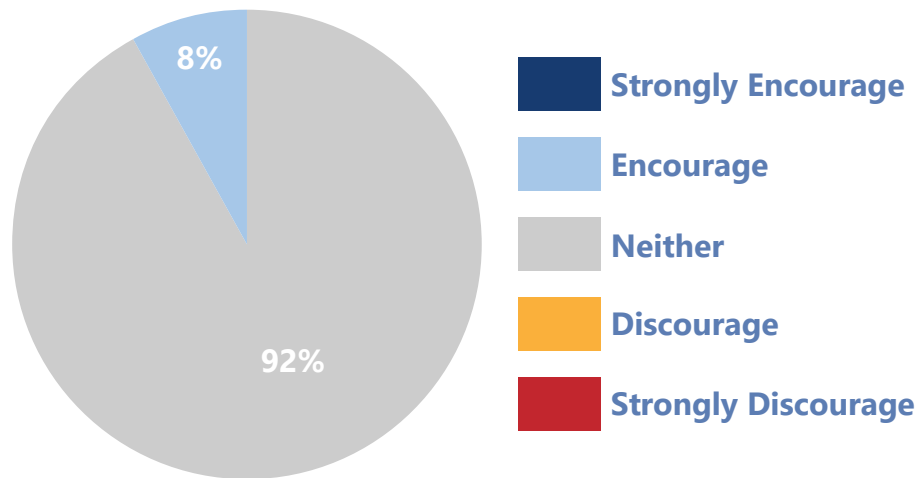
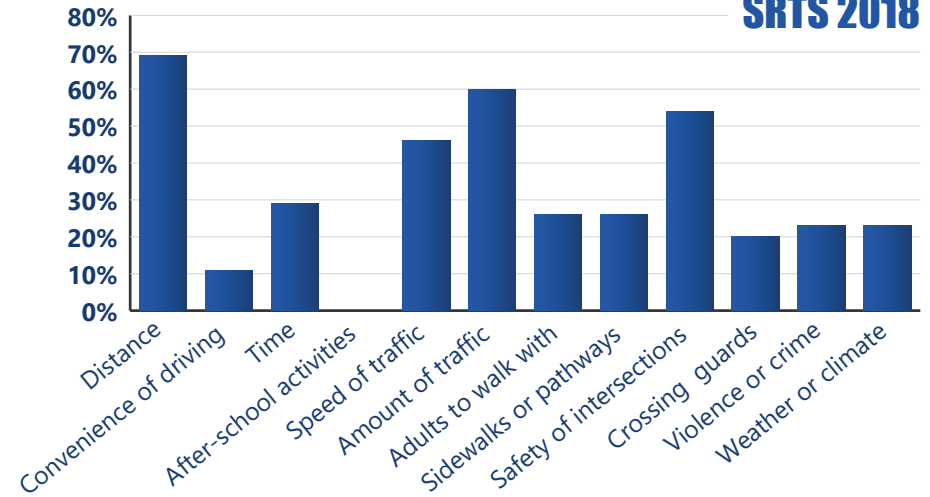


Chart showing student travel mode to/from school in percent (teacher survey tally).

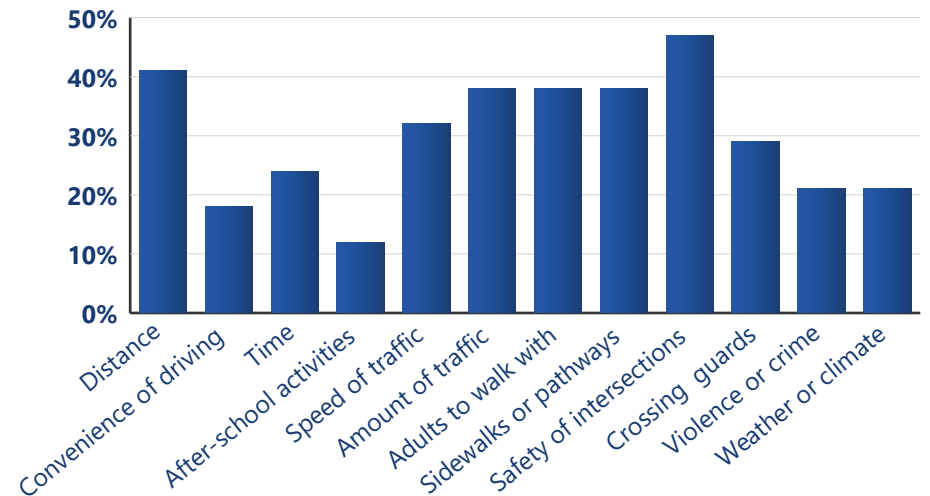


Results of Parent Survey Question: "How much does your child's school encourage or discourage walking/biking to/from school?"

SRTS 2018



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



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



Mascot
Huskies

Year School Built
1959

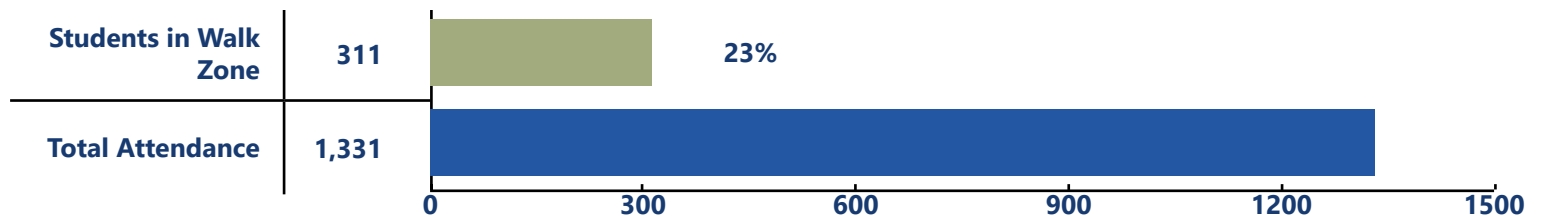
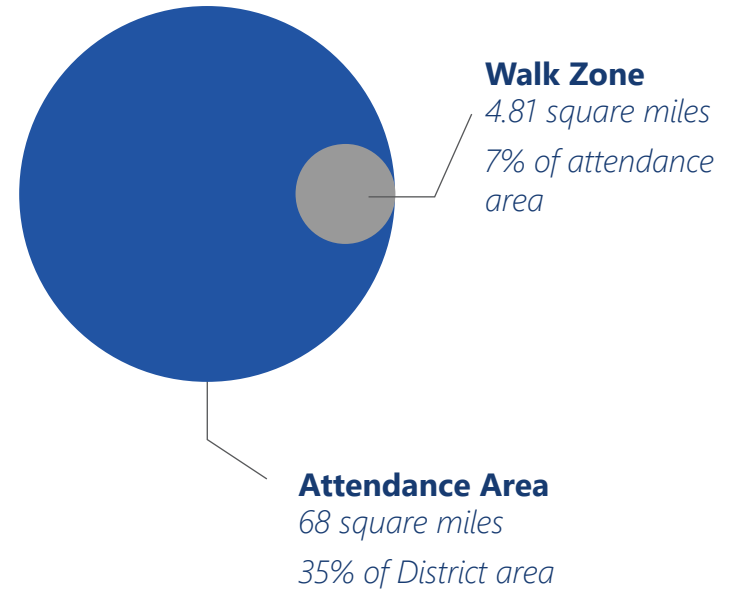
Number of Students
1,331

Economically Disadvantaged
36.1%

NORTH HIGH SCHOOL

The graphic to the right shows the size of the walk zone in relation to the size of the attendance area for the school. North has the 4th largest school attendance area and 2nd largest walk zone in the District.

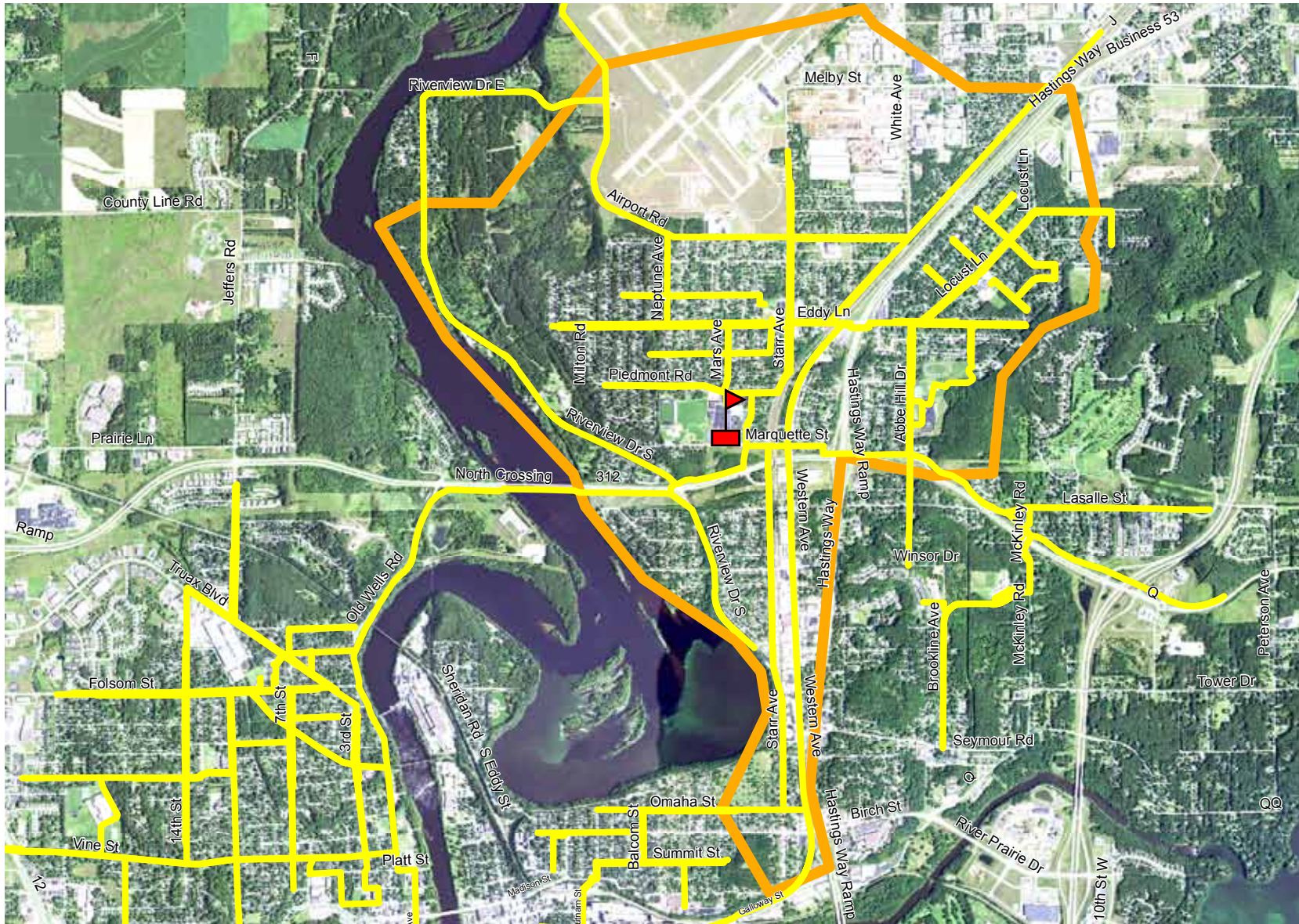
The graph below shows the number of students in the walk zone, and total attendance for the school. No data were gathered on students walking and biking. With over 300 students living in the walk zone, North has the 3rd highest number of students that live in a walk zone.



North High School



SRTS 2018



Legend

-  School
-  Crossing Guard
-  Walk Zone
-  Safe Route

December 2017



Data Sources:
2015 Aerial Image (USDA)
Eau Claire Area School District
WCWRPC





Issues

1. Lack of 15mph School Zone signs along most roads adjacent to school and in areas of significant crossings.
2. Overall, speed is an issue on all the streets adjacent to and surrounding the school.
3. Many drivers do not wait for pedestrians to get all the way through intersections.
4. The Western and Eddy intersection is dangerous and there are major concerns regarding pedestrian/bicyclist safety. There are high speeds, no signs for crossing, constant high volume of traffic, faded painted crosswalk, and no identification that this area is used by students.
5. The Mars/Piedmont/school entrance intersection is extremely dangerous:
 - Cars do not yield to pedestrians.
 - There are no pedestrian crossing signs or crosswalks.
 - Cars do not stop at stop signs.
 - Students cross in front of traffic in several different locations.
 - Students walk through a gap in the fence and cross through parked cars.
 - At one time, cars were backed up 13 vehicles deep on Mars.
6. The bike racks are in bad condition and in long grass.
7. There is a 30mph speed limit adjacent to school on Piedmont.
8. There are no pedestrian crossings along Eddy.
9. The neighborhood has a high number of uncontrolled intersections.
10. The school is less visible, so people may not know they are in a School Zone.
11. Marquette and Starr is wide, fast, and not pedestrian-friendly or safe.

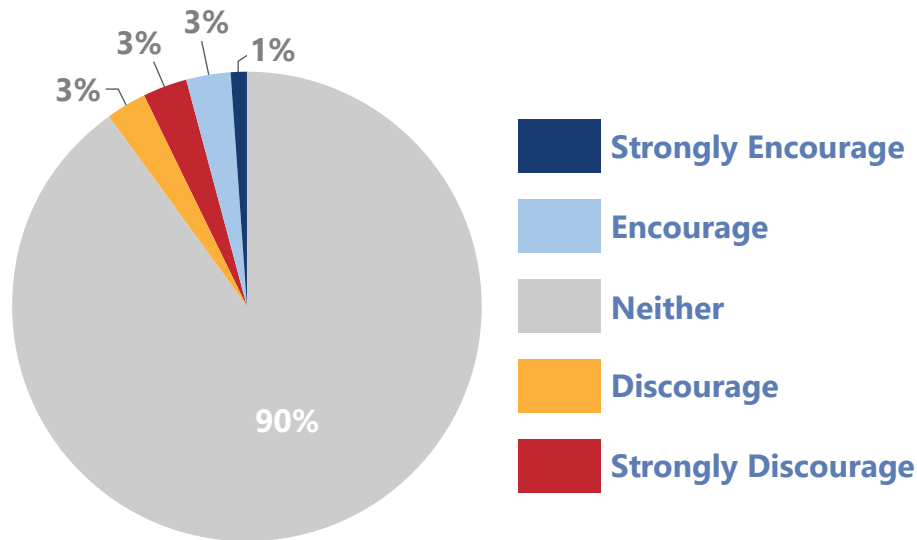
Strategies/Opportunities

1. Connect the school entrance to the Piedmont sidewalk with a pedestrian area in the parking lot.
2. Redesign the parking lot to be more pedestrian and bike-friendly. Align the parking lot entry with Mars or eliminate the middle entry.
3. Install traffic calming devices and pedestrian safety measures (painted crosswalk, signage, bumpouts, etc.) at Western and Eddy.
4. Reduce the speed limit adjacent to school on Piedmont to 25mph.
5. Install crosswalks and pedestrian signs at Mars and Piedmont.
6. Implement a yield/stop sign pattern in the neighborhood surrounding the high school.
7. Locate 15mph School Zone signs around the school and at Starr and Marquette.
8. Install new bike racks on pavement.
9. Narrow streets or portions of streets around the school to slow traffic. This can be done in areas where parking is not allowed.
10. Locate pedestrian crossings at Eddy and Mars and Eddy and Neptune.

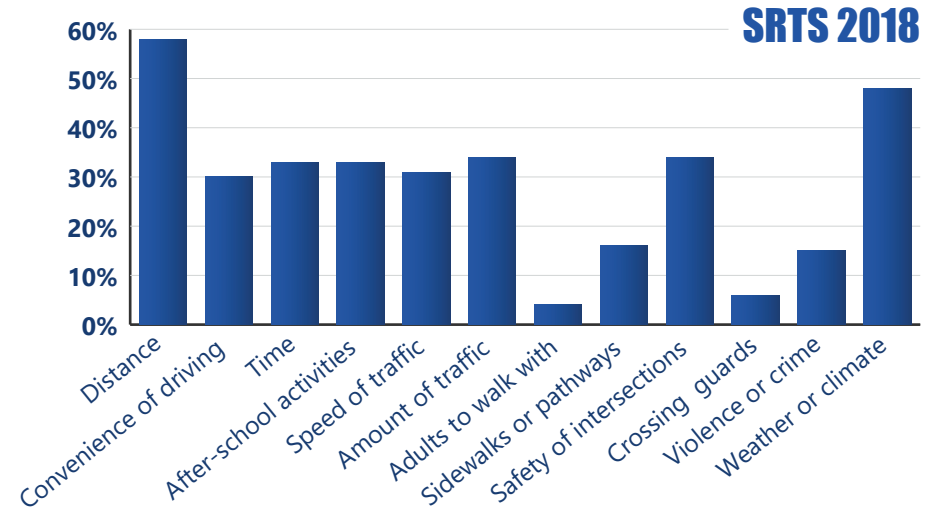
North High School



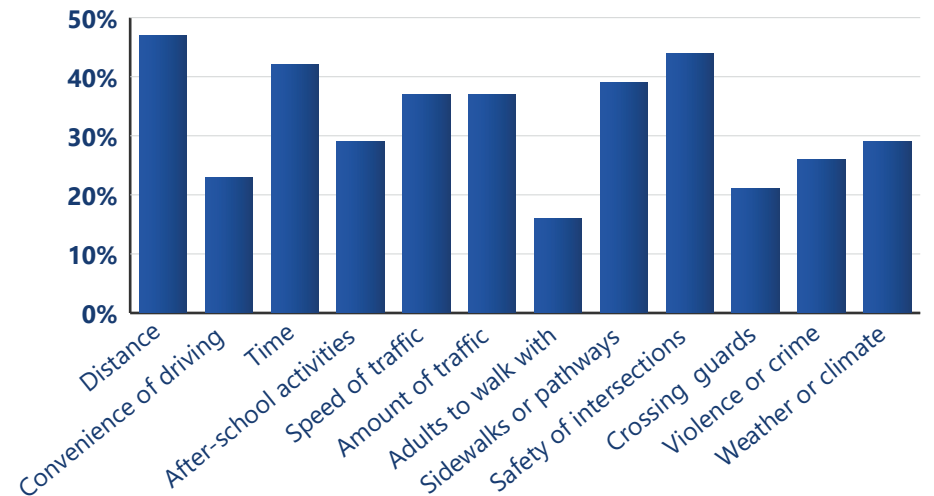
(No graphic - school did not complete walk/bike Classroom Tally Sheet)



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



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



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



Mascot
Polar Bears

Year School Built
1993

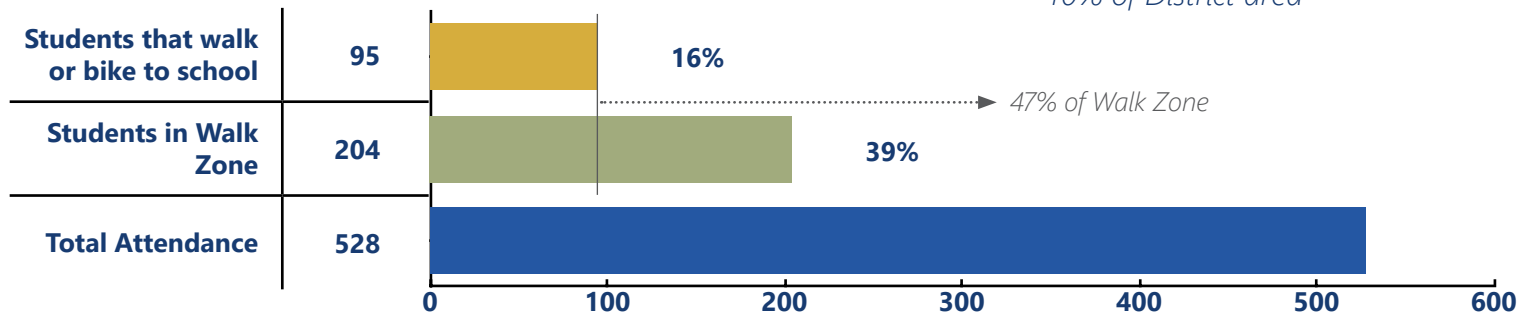
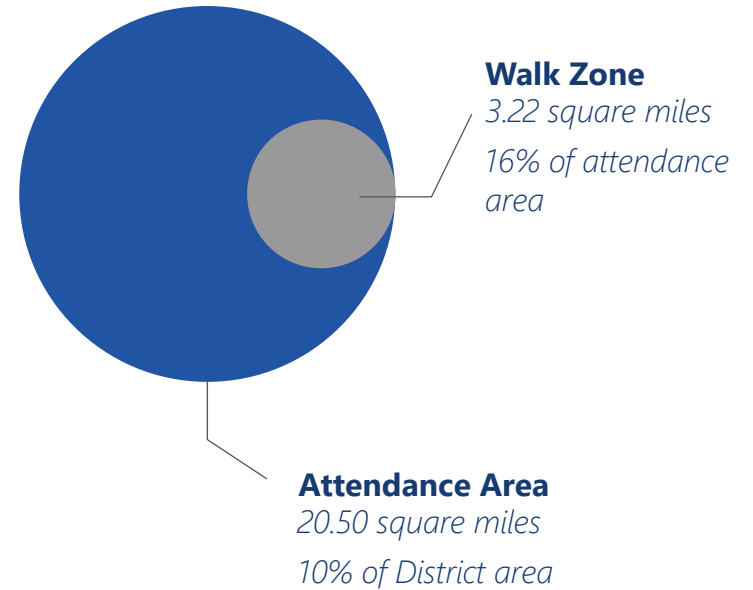
Number of Students
528

Economically Disadvantaged
40.1%

NORTHSTAR MIDDLE SCHOOL

The graphic to the right shows the size of the walk zone in relation to the size of the attendance area for the school. Northstar has the smallest middle school attendance area and walk zone.

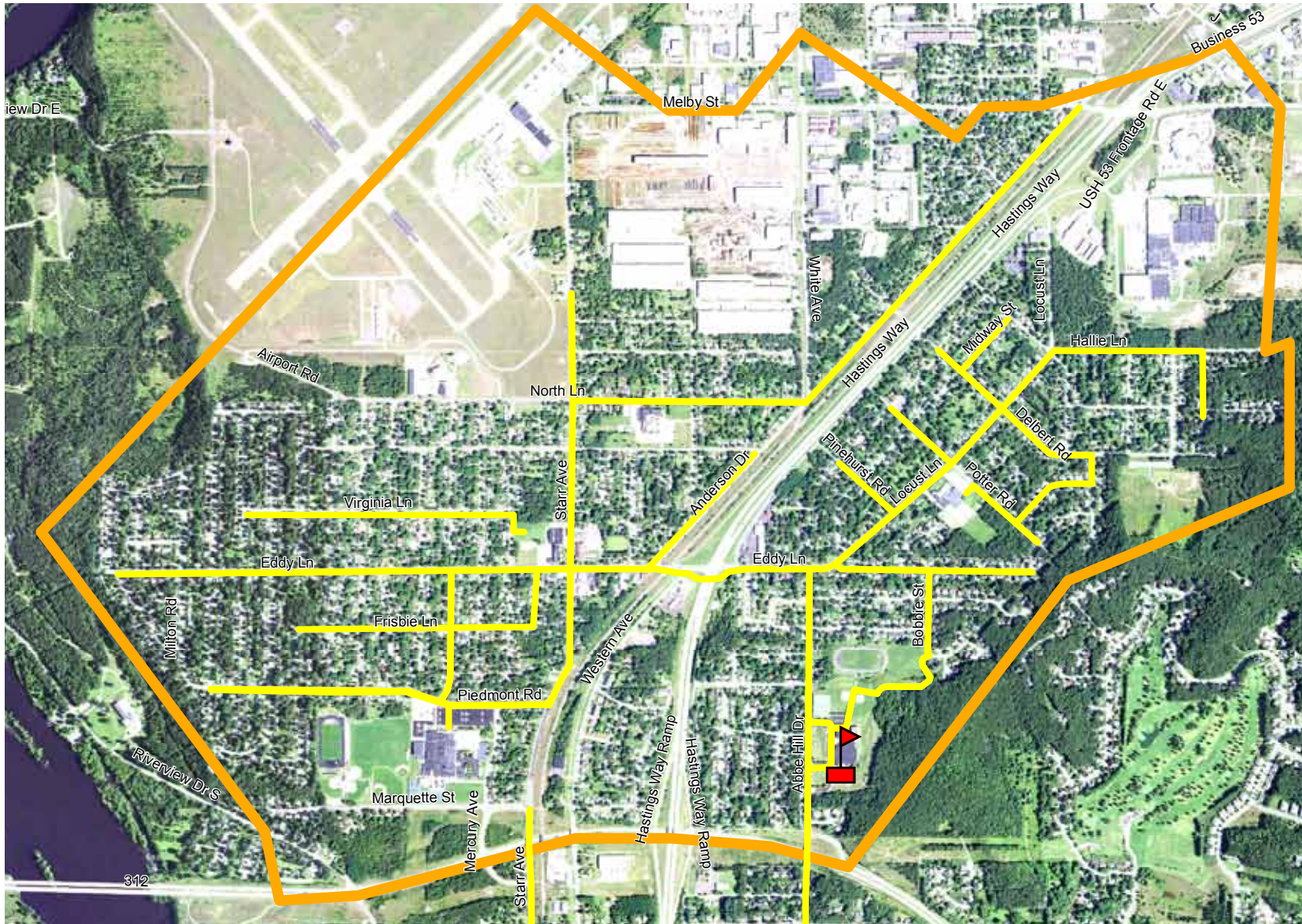
The graph below shows the number of students that walk or bike to school, the number of students in the walk zone, and total attendance for the school. Estimates of students walking or biking to school were gathered from classroom tally sheets that were administered to students in May of 2017. Northstar's percentage of students that walk/bike to school is the same as the District average. Northstar is tied for the 3rd highest percentage of walkers/bikers compared to students that live in the walk zone.



Northstar Middle School



SRTS 2018



Legend

-  School
-  Crossing Guard
-  Walk Zone
-  Safe Route

December 2017



Data Sources:
 2015 Aerial Image (USDA)
 Eau Claire Area School District
 WCWRPC



Issues

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 monitoring the north Abbe Hill Drive crosswalk but no crossing guards.
 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.
- Incorporate bumpouts to slow traffic.
 2. 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.
 - Consider installing a digital speed sign.
 3. Designate a space exclusively for bike racks, providing a sufficient quantity of the preferred type.
 4. 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.
 5. Significantly improve the Eddy and Western intersection with median, signage, crosswalk, narrowing of crossings, sharpening of corners, etc.
 6. Work with the developer of Highclere to provide pedestrian access to school.

Strategies/Opportunities

1. Improve the crossing of Abbe Hill Drive.
 - Lower speed limit to 25 mph.
 - Utilize crossing guards, at least at the north crosswalk.
 - Place in-street pedestrian yield signs in the middle of the crosswalk.
 - Install a pedestrian refuge island in the middle of the street.



Abbe Hill is congested in the morning and afternoon. Most of this traffic does not obey the 15mph speed limit and make crossing the street very challenging.

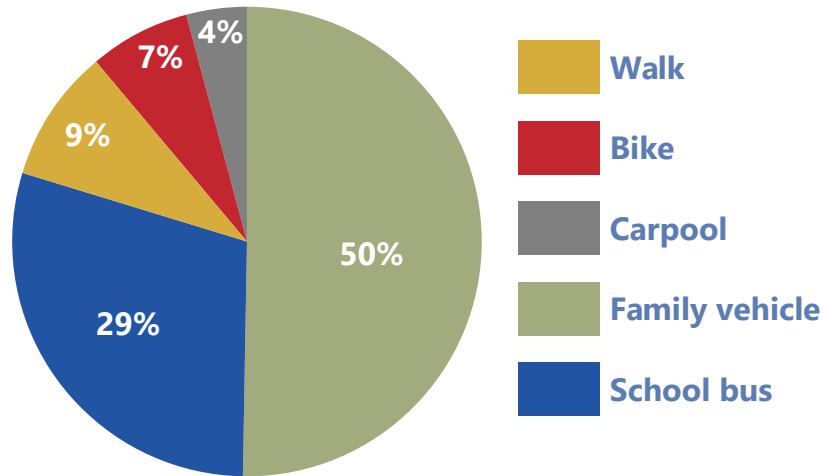
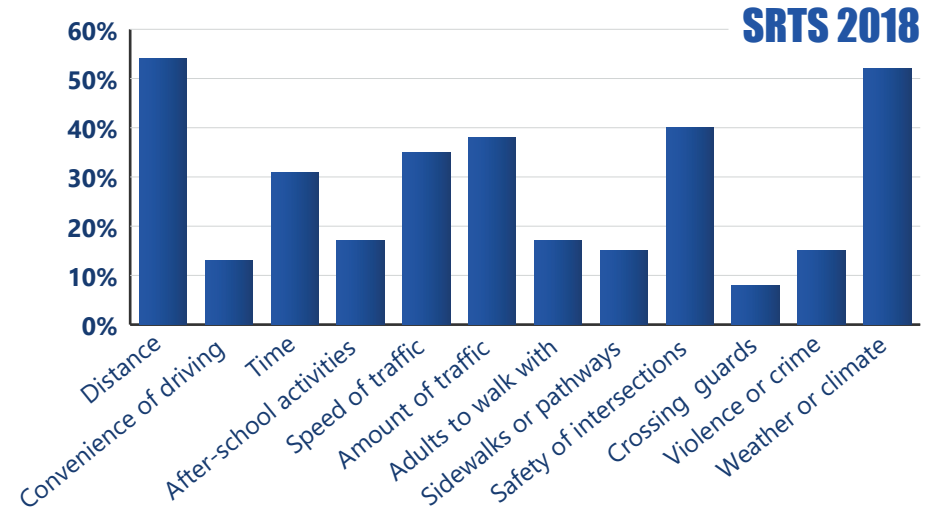
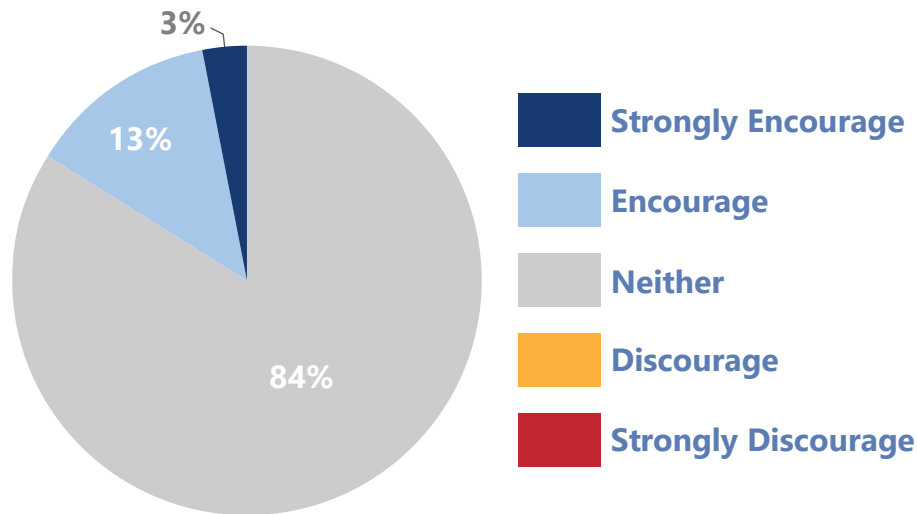


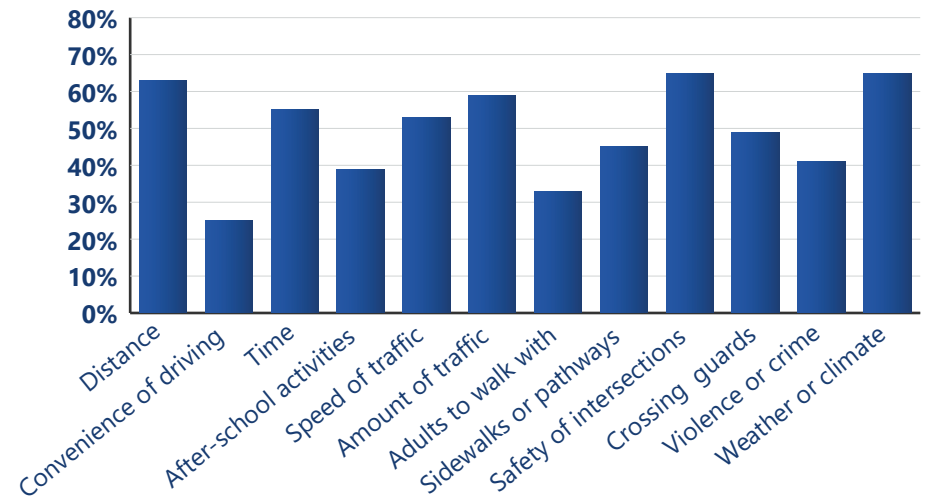
Chart showing student travel mode to/from school in percent (teacher survey tally).



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



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



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



Mascot
Eagles

Year School Built
1993

Number of Students
393

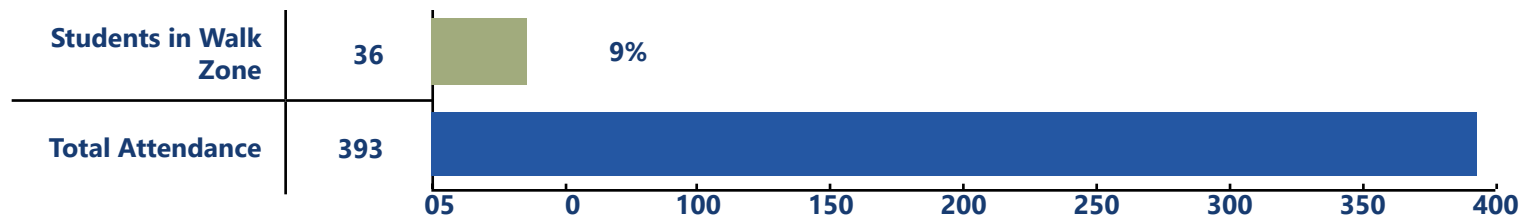
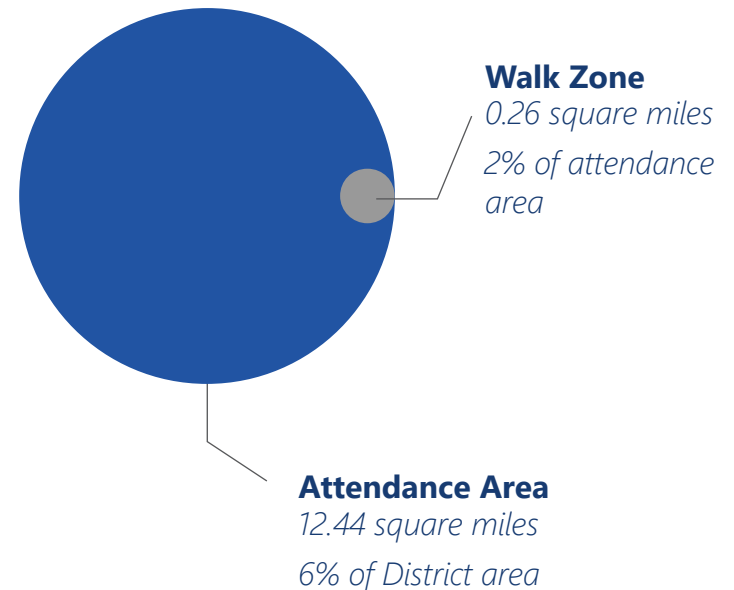
Sections
3

Economically Disadvantaged
47.8%

NORTHWOODS ELEMENTARY SCHOOL

The graphic to the right shows the size of the walk zone in relation to the size of the attendance area for the school. Northwoods has the 5th largest elementary school attendance area and 2nd smallest elementary school walk zone.

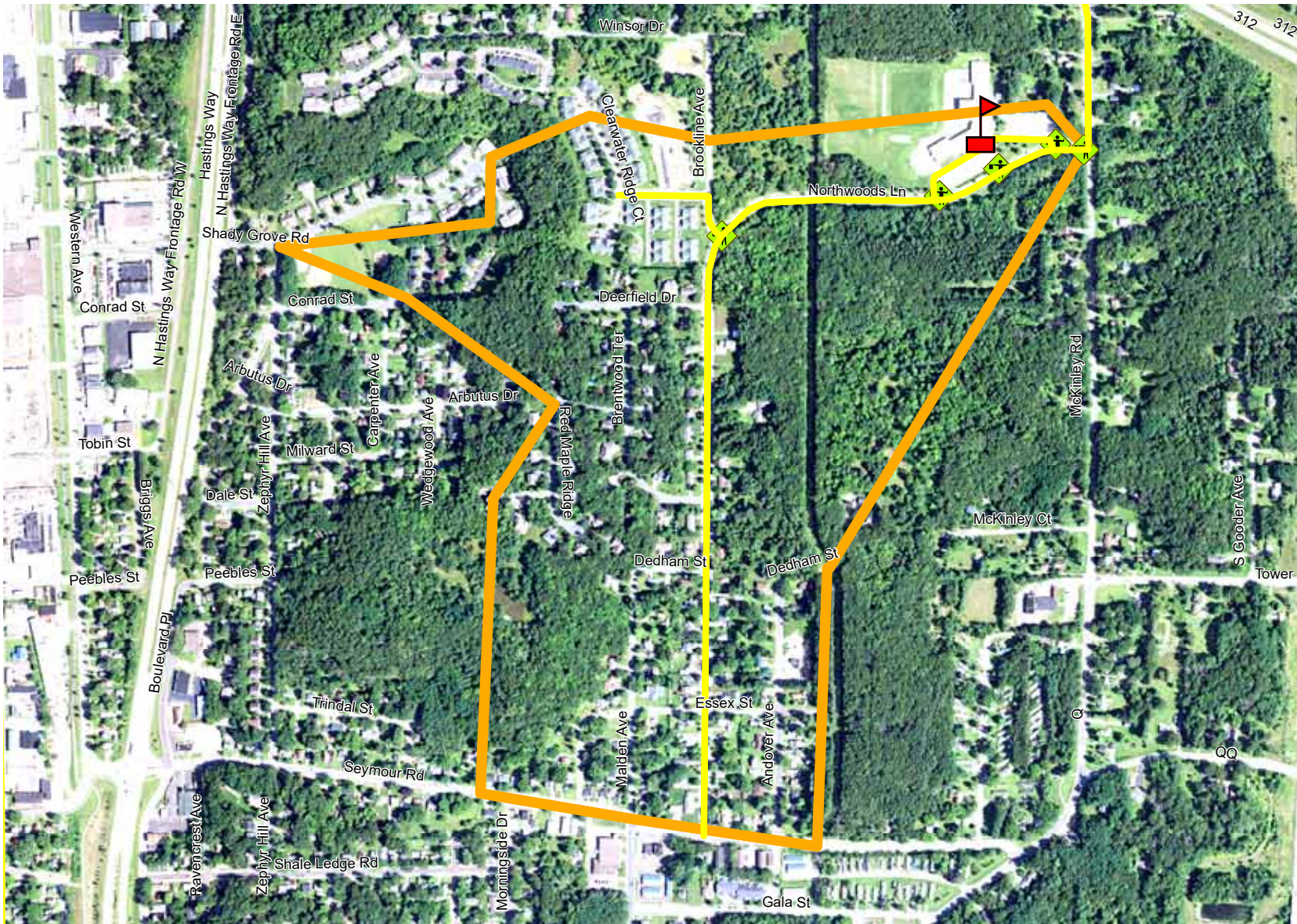
The graph below shows the number of students in the walk zone, and total attendance for the school. No data were gathered on students walking and biking. With only two percent of the school's attendance area being in the walk zone, Northwoods is tied with Putnam Heights and only trails Robbins and Montessori for smallest percentage in the District. In addition, Northwoods only trails Robbins and Montessori for the fewest number of students living in the walk zone.



Northwoods Elementary School



SRTS 2018



Legend

-  School
-  Crossing Guard
-  Walk Zone
-  Safe Route

December 2017



Data Sources:
2015 Aerial Image (USDA)
Eau Claire Area School District
WCWRPC





Issues

1. There is a lack of signage for the School Zone in front of the school, and vehicles are traveling fast.
2. At the intersection of Northwoods and Brookline:
 - The crossing guard was not wearing a safety vest.
 - There is a lack of sidewalks on Brookline and Clearwater Ridge.
 - Cars are traveling fast along Northwoods and Brookline.
 - Some drivers do not stop at the stop sign, many yield.
 - There is a lack of sidewalks along the route to and on Abbe Hill area.
 - There is no School Zone sign until the playground. Traffic is traveling very fast down the hill.
 - 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.
3. 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 is no 15mph School Zone sign from the south.
 - There are high traffic speeds. No cars are traveling 15mph.
 - The speed limit is 35mph at school but 30mph north of school.
4. At the intersection of McKinley and Noble:
 - McKinley is a highly traveled route.
 - There is no crosswalk or signage for pedestrians/bikes from tunnel to cross Noble.
 - There are no sidewalks on Noble.

Strategies/Opportunities

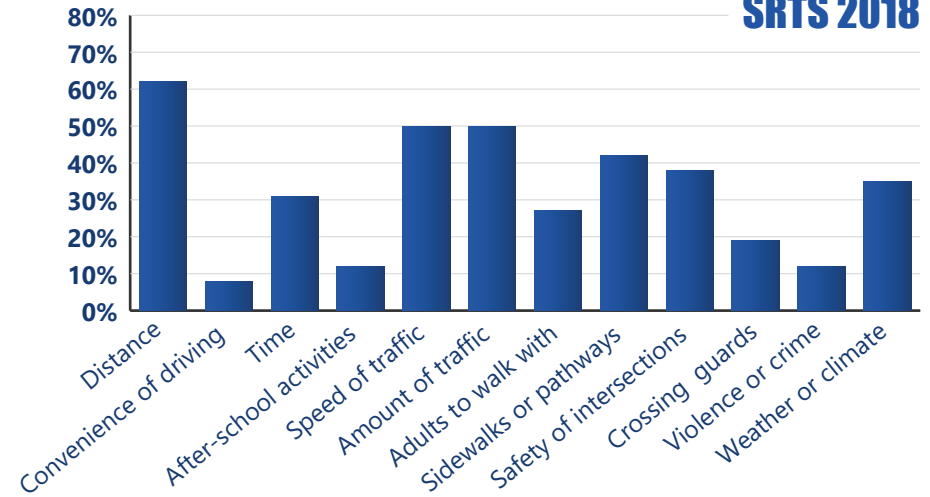
1. Install a 15mph School Zone sign south of Northwoods.
2. Reduce speed on McKinley to 30mph.
3. Install pedestrian signage and a better crosswalk at Northwoods and Brookline.
4. Install a crosswalk and signage at Northwoods and McKinley.
5. Install a crosswalk and pedestrian crossing at the ped/bike crossing at Noble.
6. Locate a shared-use path or sidewalk along McKinley, south of Northwoods.
7. 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.
8. Install flashing lights on 15mph School Zone signs on McKinley.
9. Install crosswalks and a pedestrian crossing sign at the curb cuts across Brookline at Deerfield.
10. Install bike/walk lanes along Brookline, Winsor, and Noble.
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.

Northwoods Elementary School

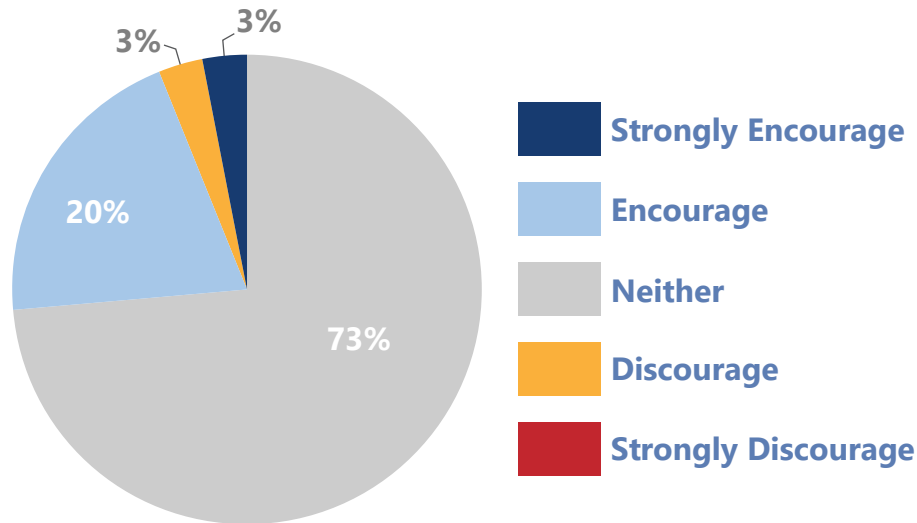


SRTS 2018

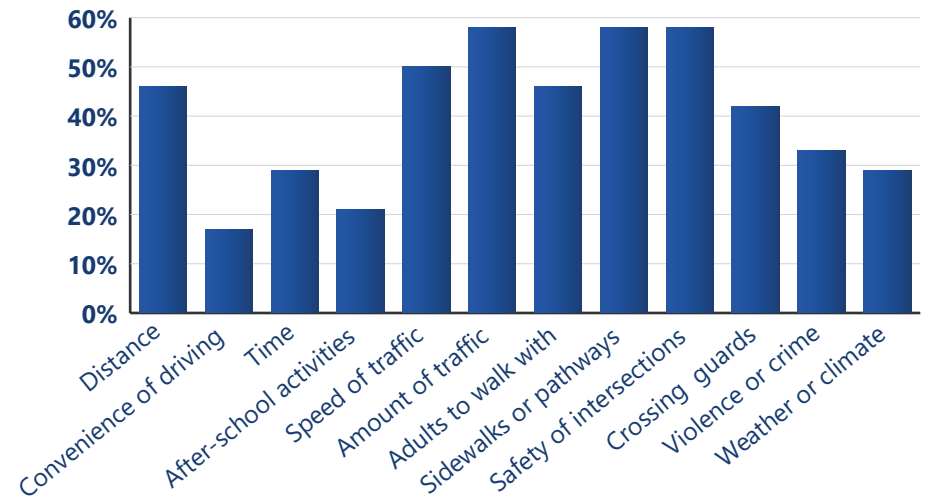
(No graphic - school did not complete walk/bike Classroom Tally Sheet)



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



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



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



Mascot
Panthers

Year School Built
1993

Number of Students
437

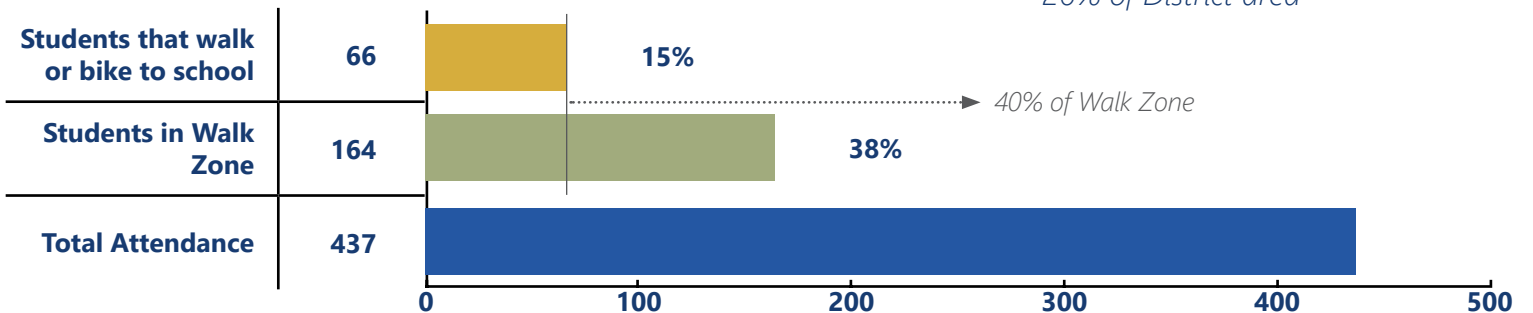
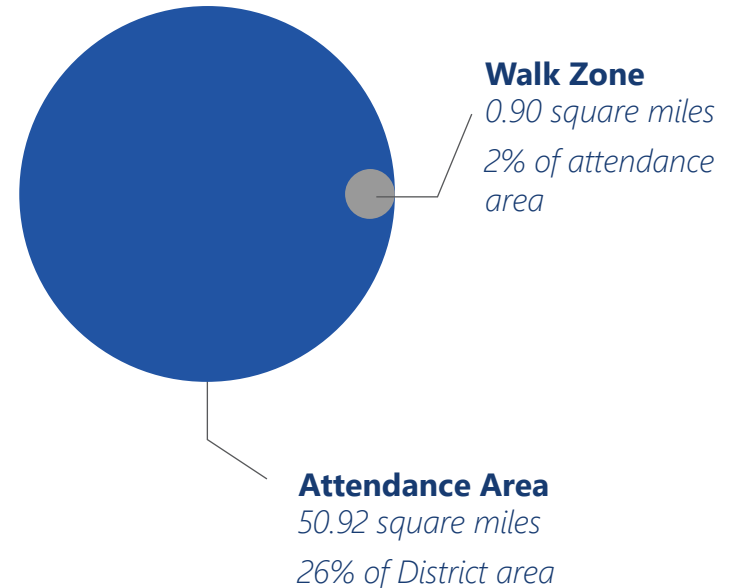
Sections
3

Economically Disadvantaged
36%

PUTNAM HEIGHTS ELEMENTARY SCHOOL

The graphic to the right shows the size of the walk zone in relation to the size of the attendance area for the school. Putnam Heights has the largest elementary school attendance area and 5th largest elementary school walk zone.

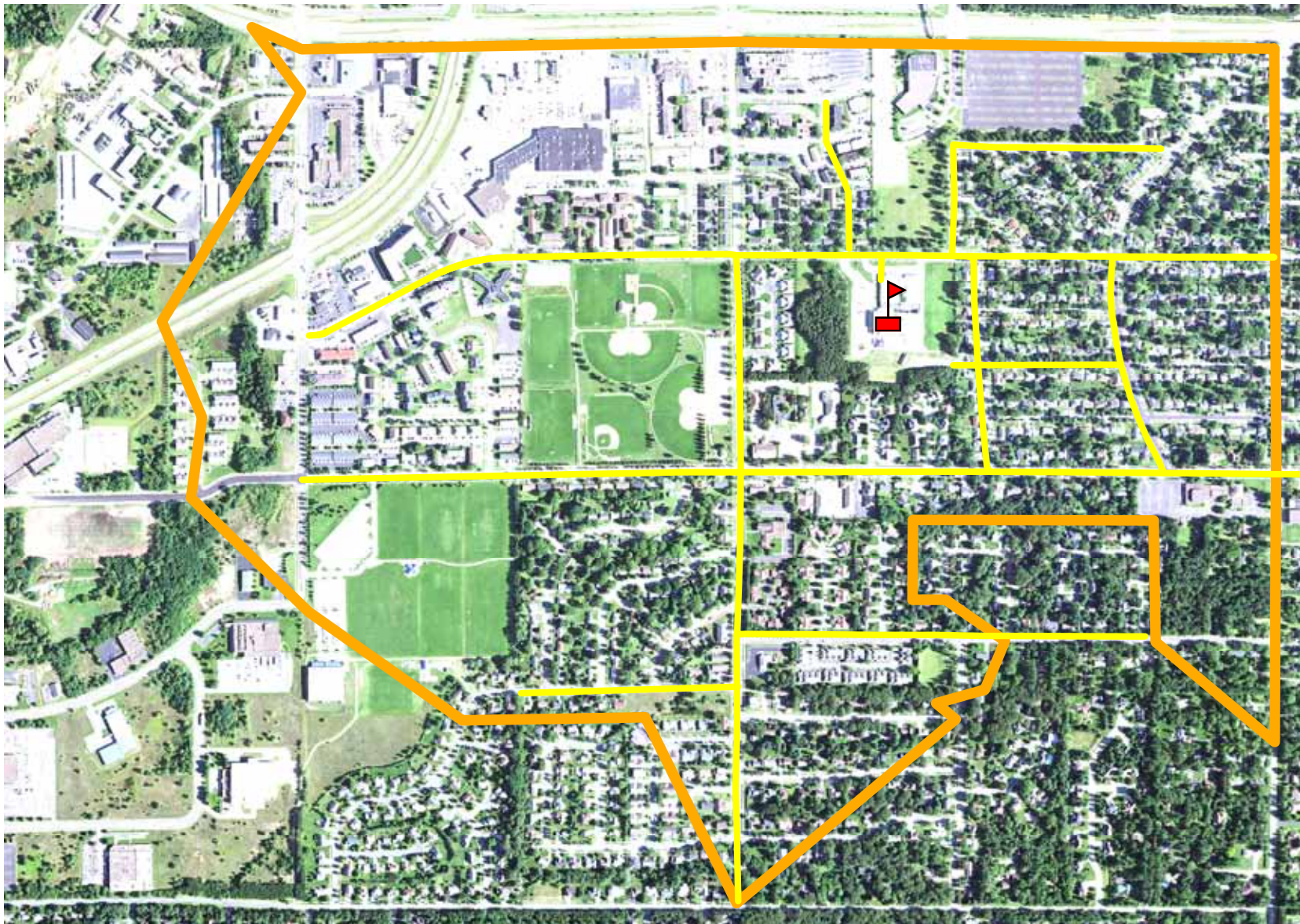
The graph below shows the number of students that walk or bike to school, the number of students in the walk zone, and total attendance for the school. Estimates of students walking or biking to school were gathered from classroom tally sheets that were administered to students in May of 2017. Putnam Heights has the 7th highest percentage of students that walk/bike to school and has the 7th highest elementary school percentage of walkers/bikers compared to students that live in the walk zone.



Putnam Heights Elementary School



SRTS 2018



Legend

-  School
-  Crossing Guard
-  Walk Zone
-  Safe Route

December 2017



Data Sources:
2015 Aerial Image (USDA)
Eau Claire Area School District
WCWRPC



Issues

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. Afternoon pickup is extremely congested and makes it difficult to cross in the parking lot.
5. The parking lot crosswalk is hidden, and vehicles travel fast in the parking lot.
6. Students walk and bike from all directions.
7. No vehicles slow down in the School Zone at Hamilton and Ellis. No crossing guard is located at this crossing.
8. Tyler should be a SRTS corridor.
7. Install bumpouts at the Ellis and Hamilton crossing.
8. Implement best practices at adult crossing guard locations.
9. Review different options for student crossing guard locations along MacArthur.

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. Increase the amount of bike parking.



The student safety patrol crosswalk along MacArthur is not a safe environment. Several cars quickly slowing down from fast speeds so that their rear ends lifted up was witnessed in the AM and PM walk/bike audits by different volunteers.

Putnam Heights Elementary School

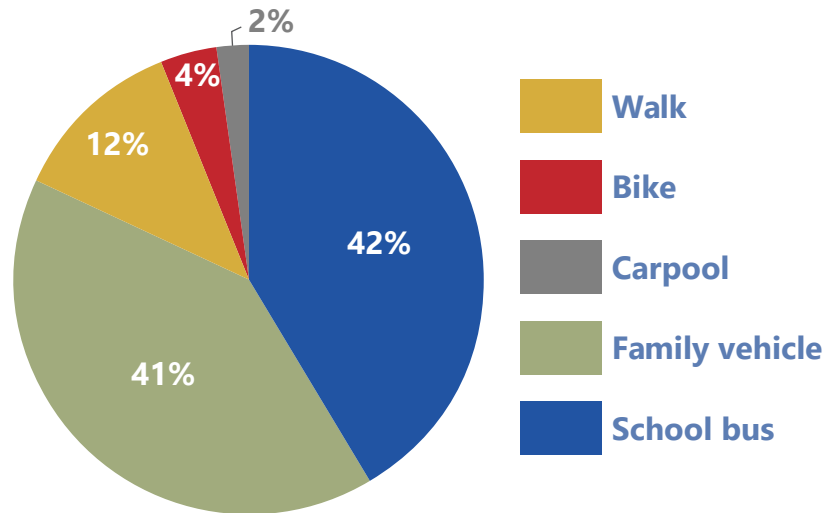
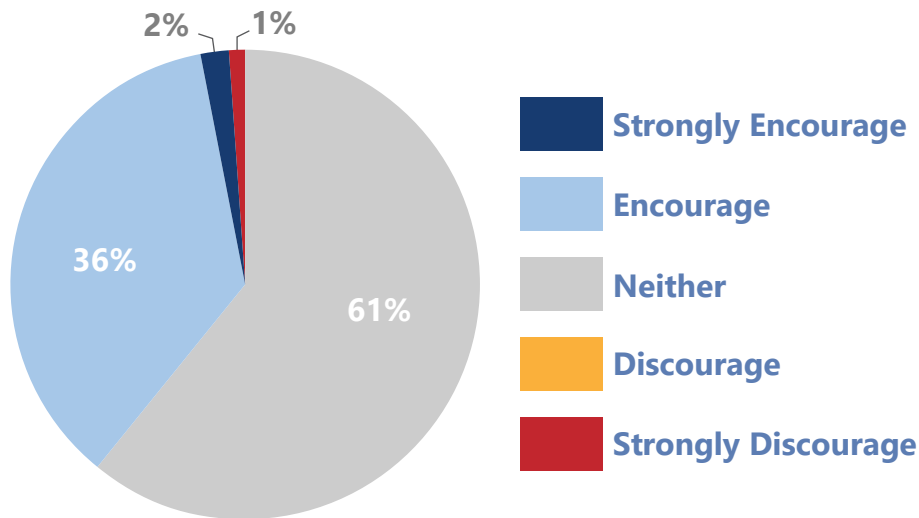
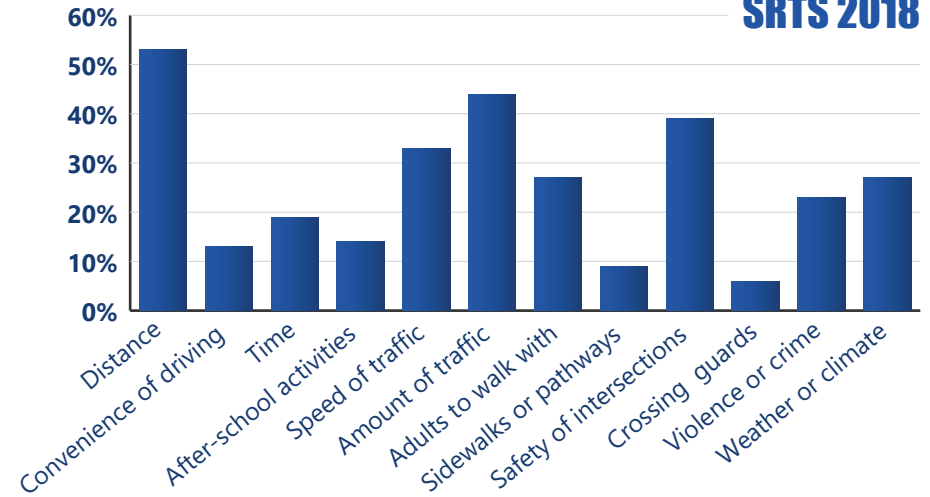


Chart showing student travel mode to/from school in percent (teacher survey tally).

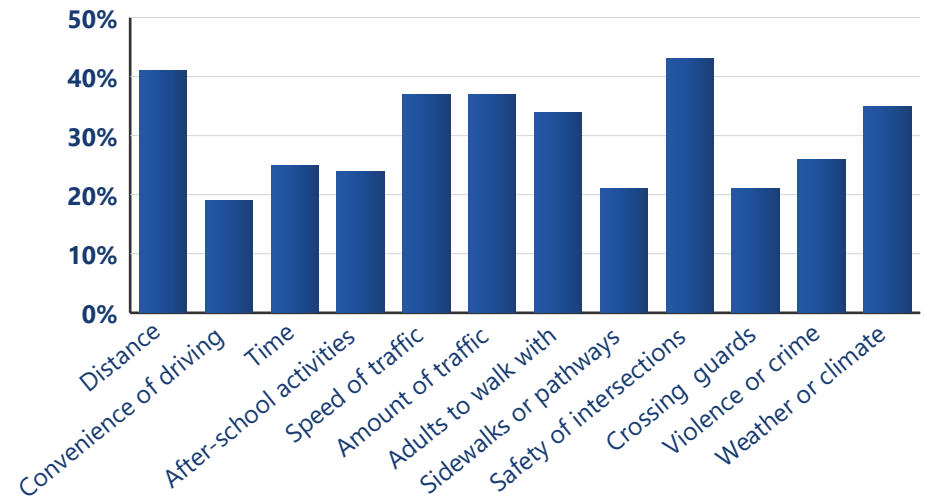


Results of Parent Survey Question: "How much does your child's school encourage or discourage walking/biking to/from school?"

SRTS 2018



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



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



Mascot
Eagles

Year School Built
1952

Number of Students
513

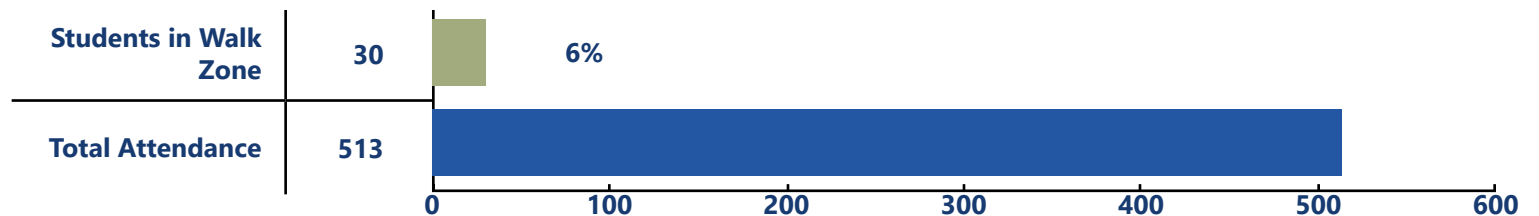
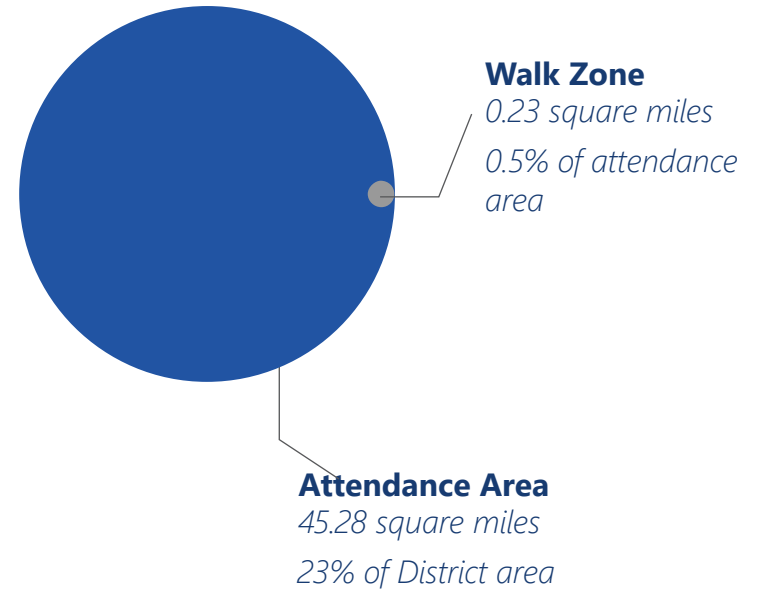
Sections
4

Economically Disadvantaged
25.9%

ROBBINS ELEMENTARY SCHOOL

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

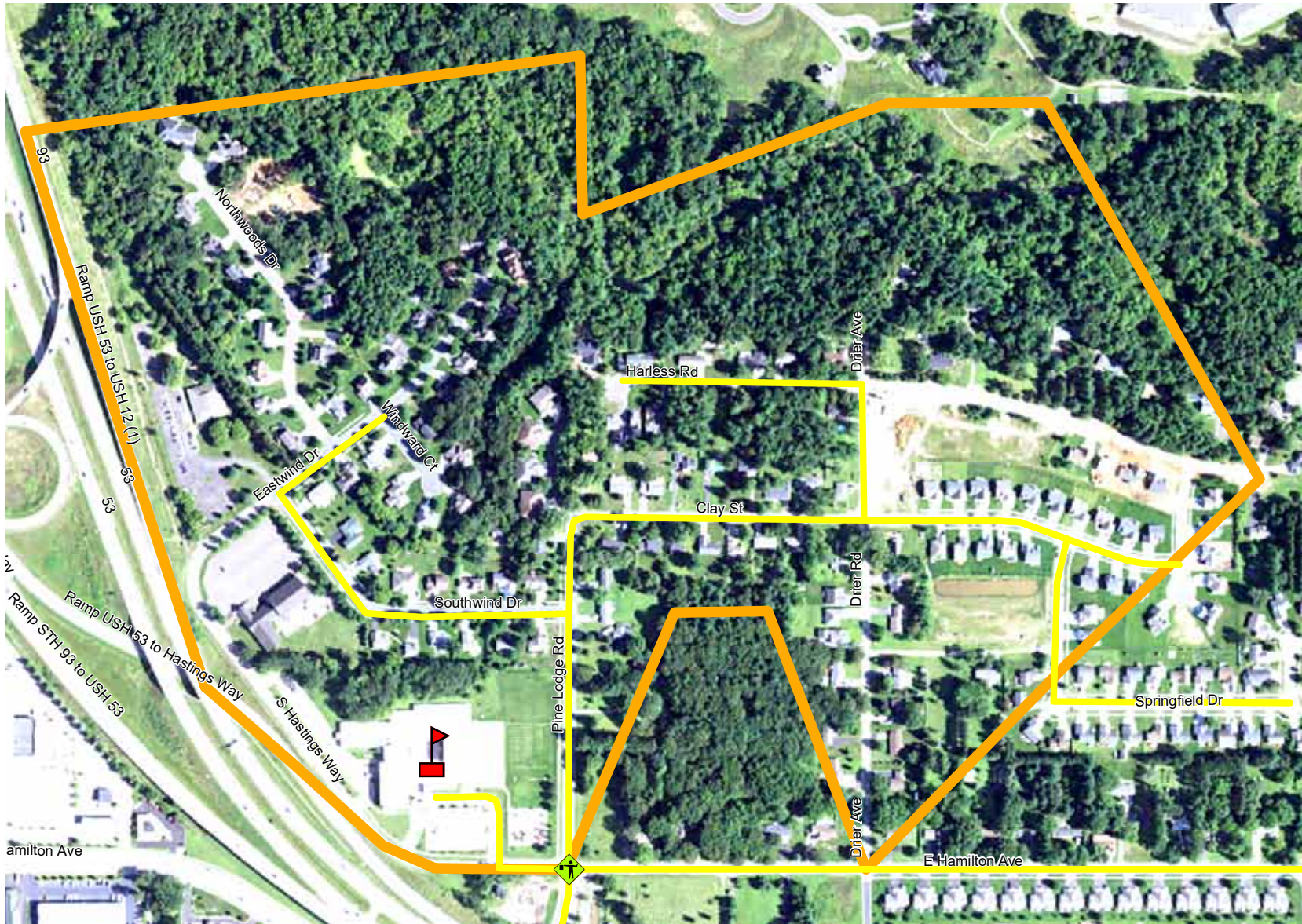
The graph below shows the number of students in the walk zone, and total attendance for the school. With less than one percent of the school's attendance area being in the walk zone, Robbins trails only Montessori for smallest percentage in the District. In addition, Robbins trails only Montessori for the fewest number of students living in the walk zone.



Robbins Elementary School



SRTS 2018



Legend

-  School
-  Crossing Guard
-  Walk Zone
-  Safe Route

December 2017



Data Sources:
2015 Aerial Image (USDA)
Eau Claire Area School District
WCWRPC



Issues

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.

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.

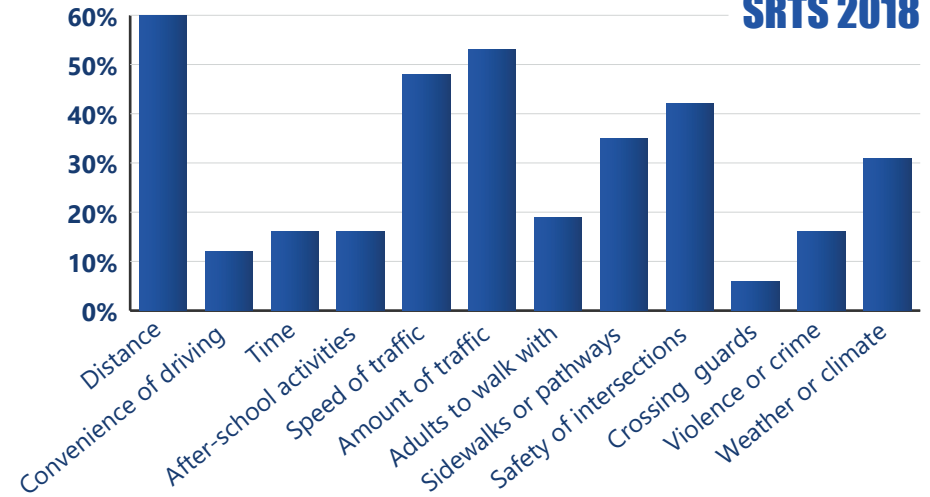
6. As new development occurs in the walk zone, keep adding SRTS corridors where appropriate.
7. Review the walk zone area and analyze if the walk zone can be expanded.



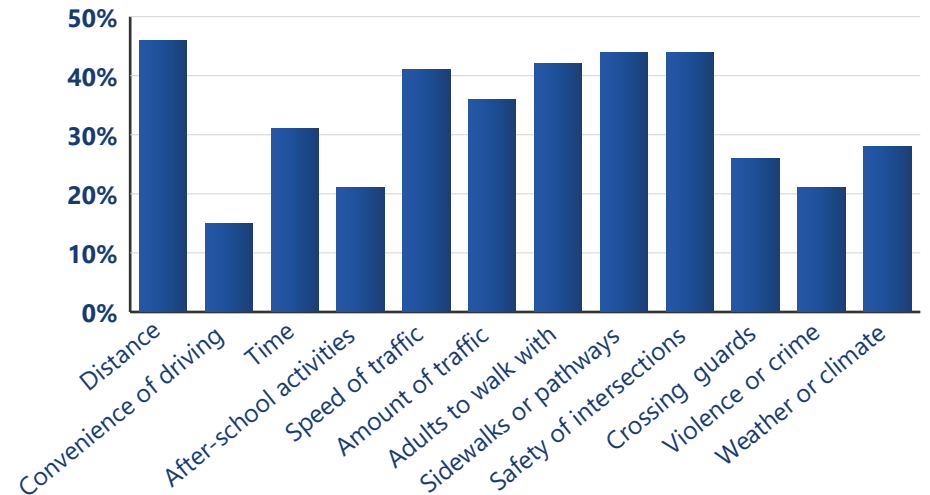
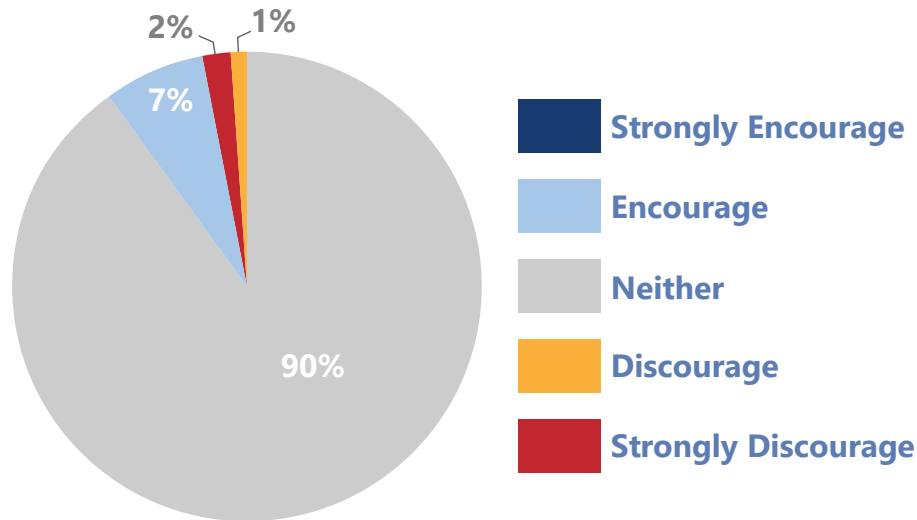
More students than previously-thought walk or bike to Robbins from west of USH 53. The Hamilton crossing is designated as hazardous, but students still use it. Many vehicles at the Hamilton and Pine Lodge intersection do not obey the stop sign.



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



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



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

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



Mascot
Tigers

Year School Built
1953

Number of Students
295

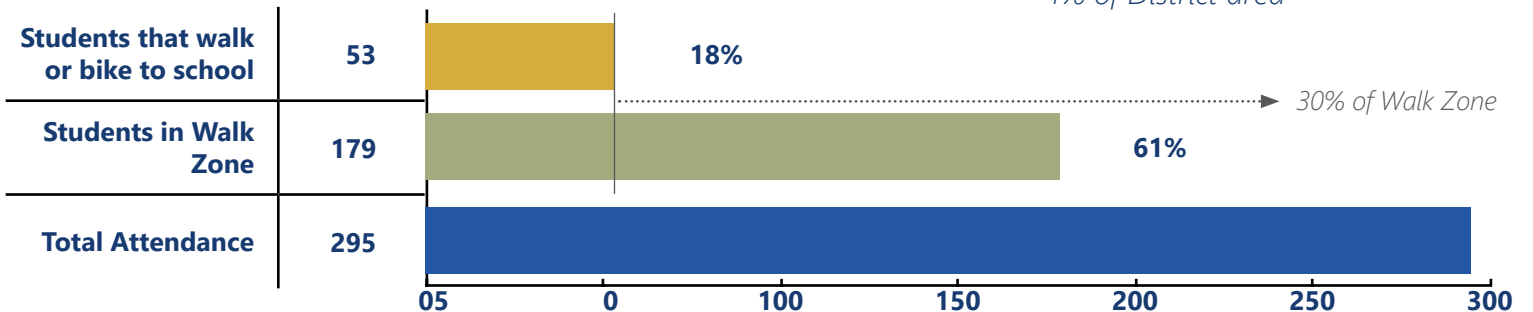
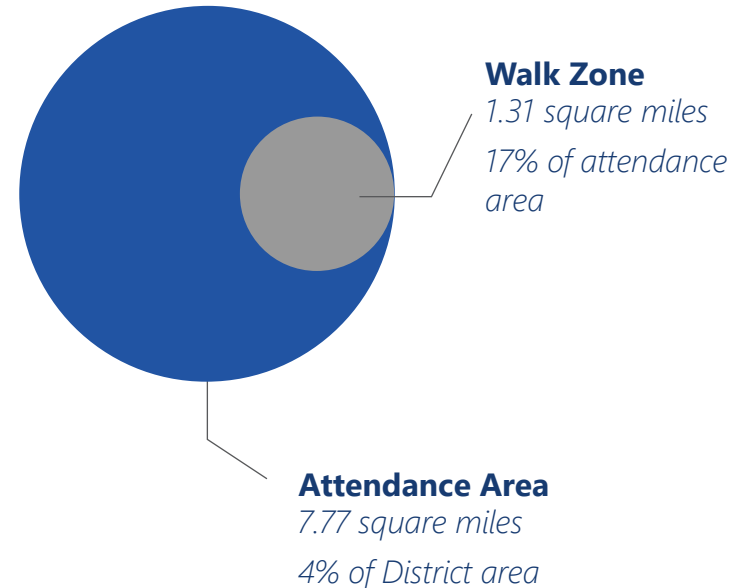
Sections
2

Economically Disadvantaged
31.9%

ROOSEVELT ELEMENTARY SCHOOL

The graphic to the right shows the size of the walk zone in relation to the size of the attendance area for the school. Roosevelt has the 6th largest elementary school attendance area and largest elementary school walk zone.

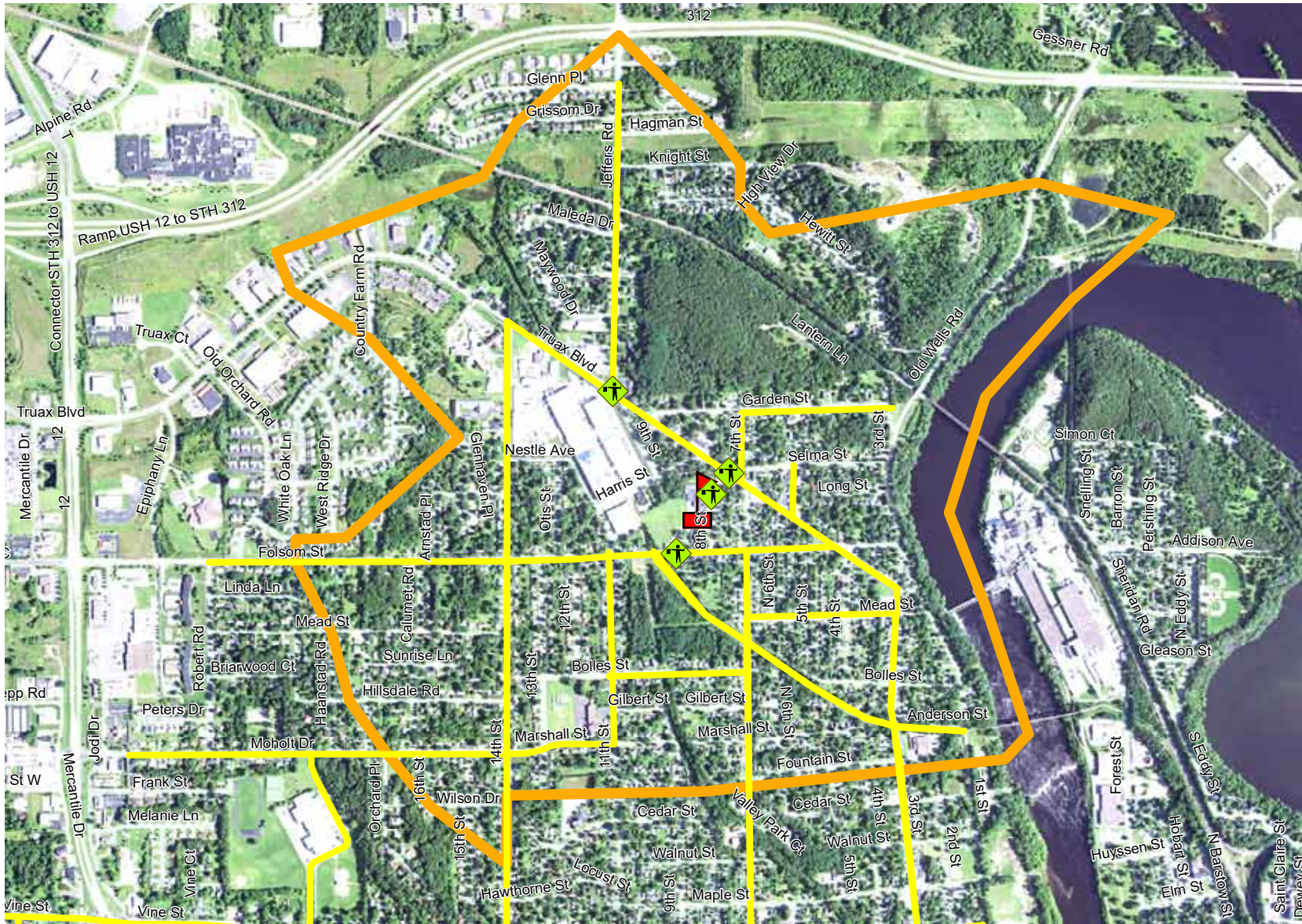
The graph below shows the number of students that walk or bike to school, the number of students in the walk zone, and total attendance for the school. Estimates of students walking or biking to school were gathered from classroom tally sheets that were administered to students in May of 2017. Roosevelt has the 6th highest percentage of students that walk/ bike to school. Of the schools that did the classroom tally sheet, Roosevelt has the lowest elementary school percentage of walkers/bikers compared to students that live in the walk zone.



Roosevelt Elementary School



SRTS 2018



Legend

-  School
-  Crossing Guard
-  Walk Zone
-  Safe Route

December 2017



Data Sources:
 2015 Aerial Image (USDA)
 Eau Claire Area School District
 WCWRPC





Issues

1. The student safety patrol on 8th is hidden due to parked cars and two buses.
2. 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.
 - The crossing guard sign lights do not work.
 - An automobile business has vehicles parked on the sidewalks.
3. 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.
4. There is suspected drug activity within close proximity of the school.
5. There was recent non-school hours violence on the school grounds and a murder three years ago on Harris.
6. There is concern regarding a lack of communication from City with City projects adjacent to school.

7. Unsure who to contact for SRTS issues.
8. Bike parking is located across the street. There is a need for permanent bike parking next to the school.
9. Traffic volume and speed along Jeffers are both high.

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. Locate additional and permanent bike parking on the school site.
9. Reduce speed limit on Folsom and Truax to 25mph.
10. Contact businesses along Truax to discuss not parking vehicles on the sidewalk.
11. Research feasibility for underpass crossing at Jeffers and North Crossing.
12. Cut back vegetation and open up sight lines along the old railroad trail.

Roosevelt Elementary School

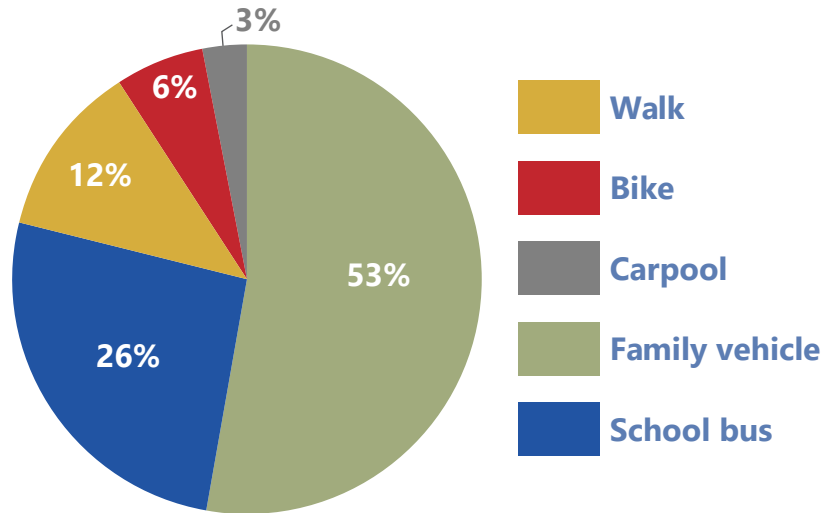
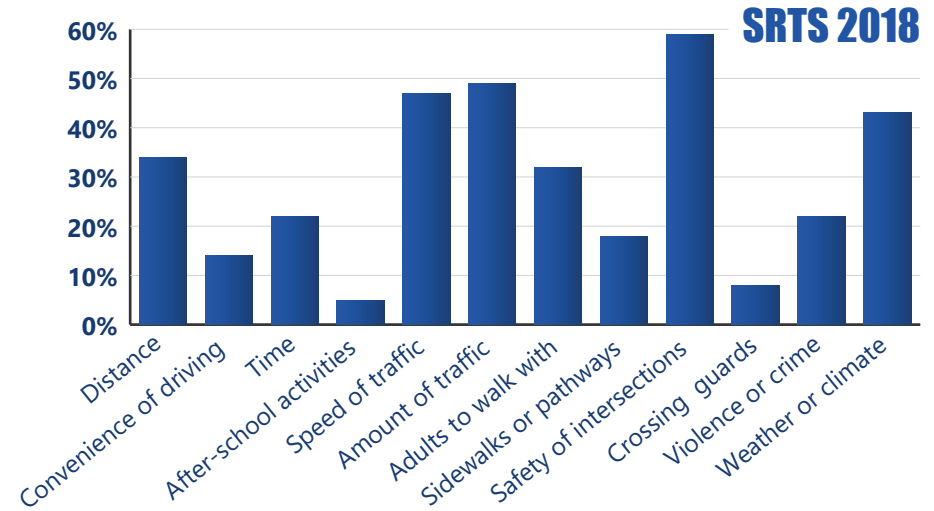
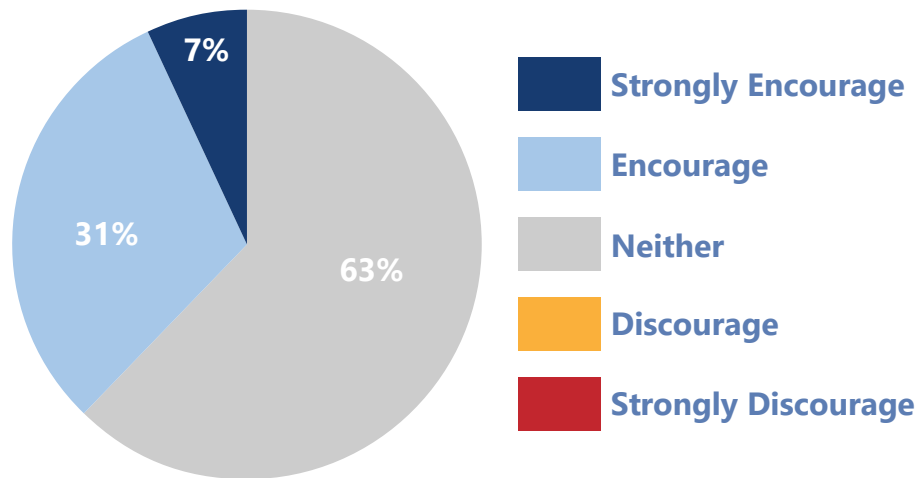


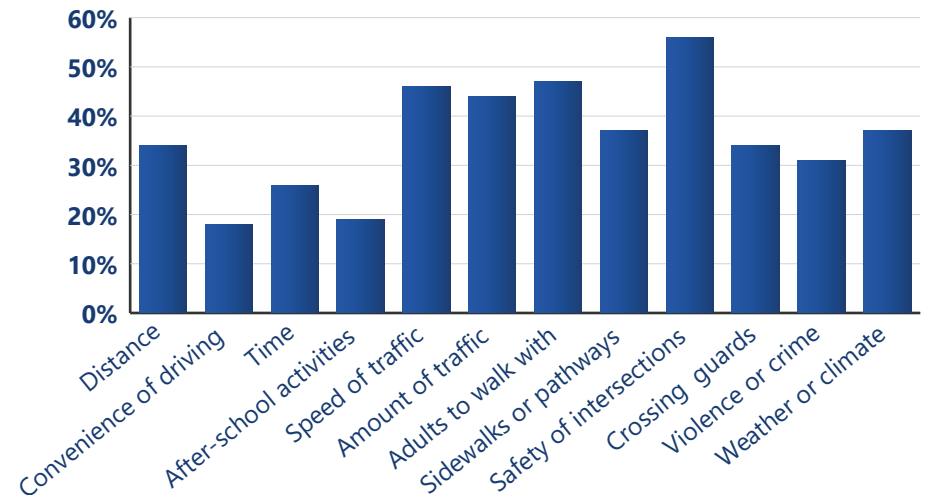
Chart showing student travel mode to/from school in percent (teacher survey tally).



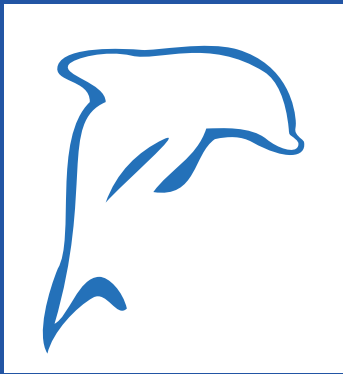
The graph above shows the reasons parents do not to allow their children to walk/bike to/from school (parent survey).



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



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



Mascot
Dolphins

Year School Built
1948

Number of Students
338

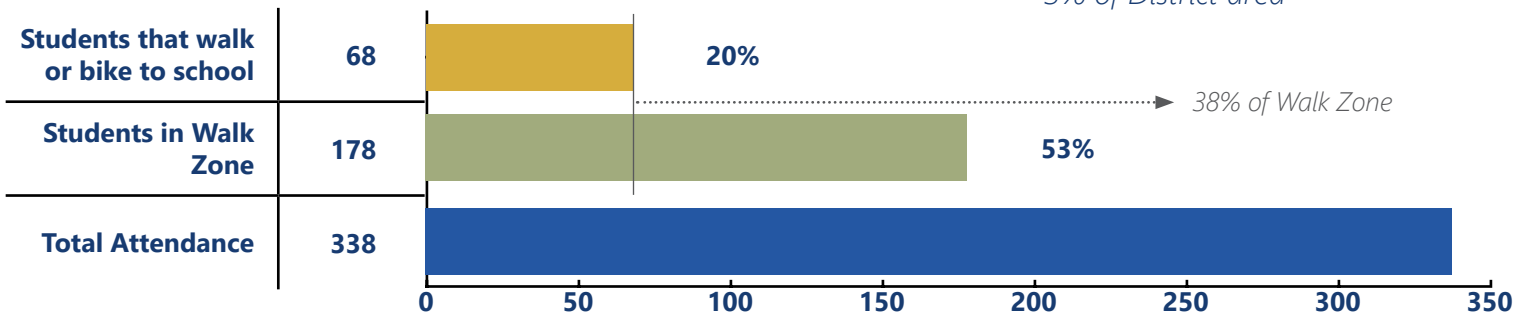
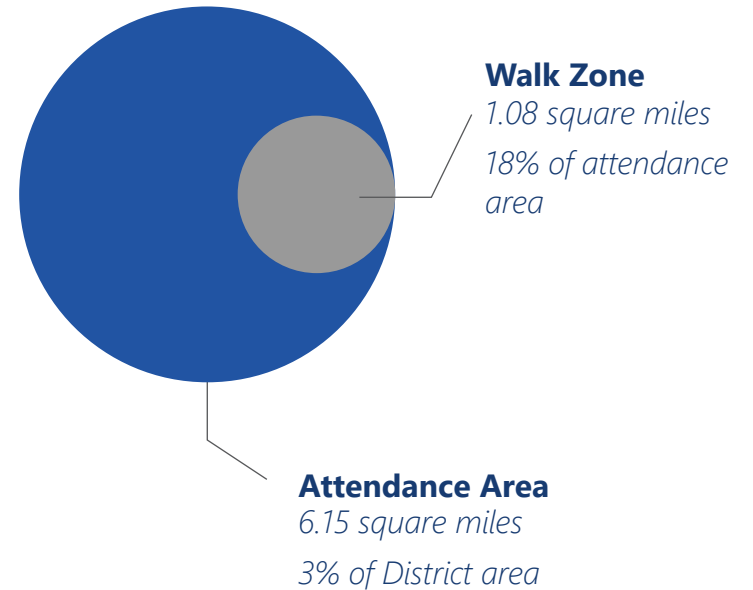
Sections
3

Economically Disadvantaged
36.9%

SAM DAVEY ELEMENTARY SCHOOL

The graphic to the right shows the size of the walk zone in relation to the size of the attendance area for the school. Sam Davey has the 7th largest elementary school attendance area and 3rd largest elementary school walk zone.

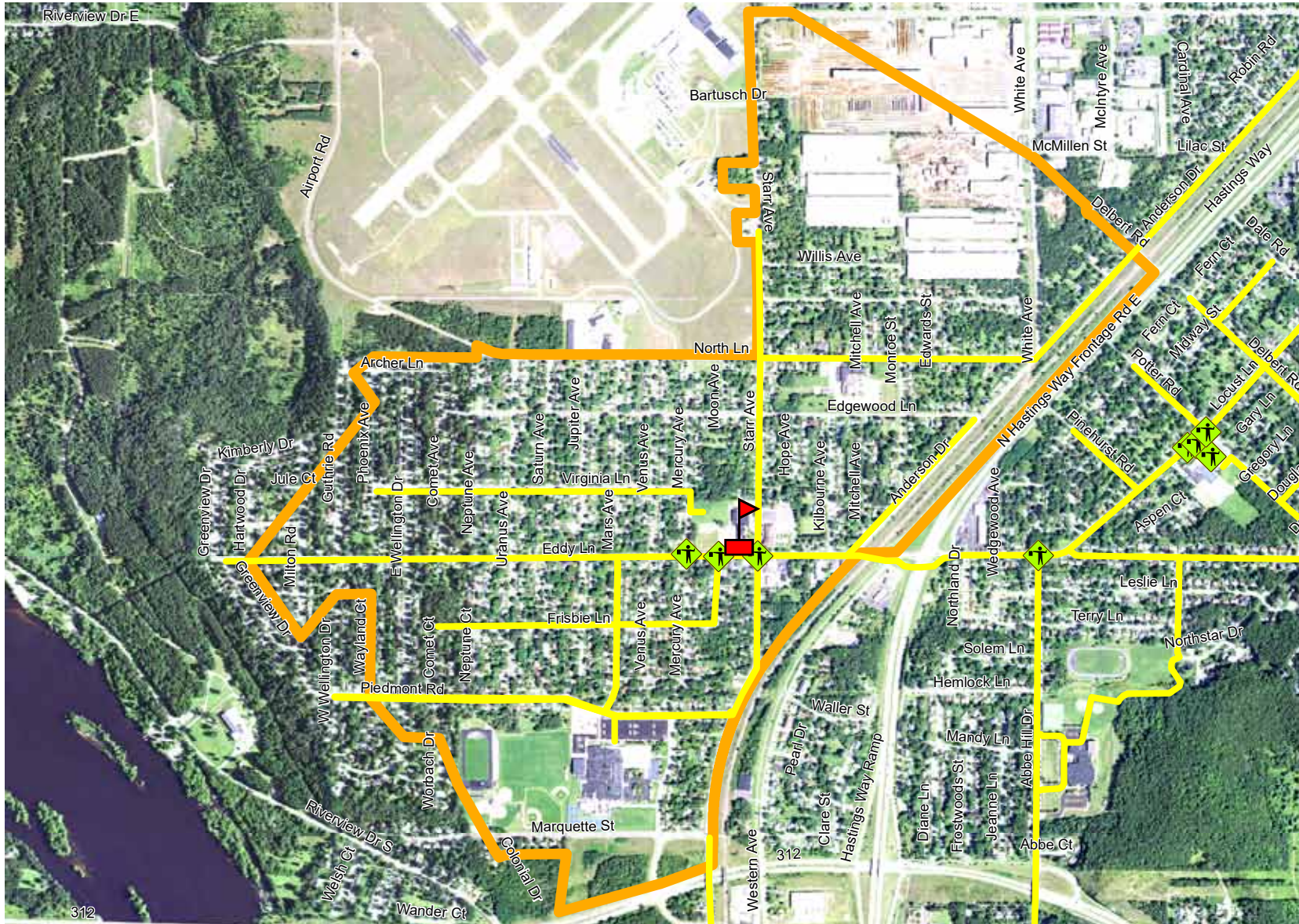
The graph below shows the number of students that walk or bike to school, the number of students in the walk zone, and total attendance for the school. Estimates of students walking or biking to school were gathered from classroom tally sheets that were administered to students in May of 2017. Sam Davey has the 5th highest percentage of students that walk/bike to school and has the 8th highest elementary school percentage of walkers/bikers compared to students that live in the walk zone.



Sam Davey Elementary School



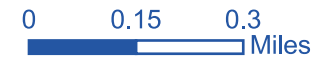
SRTS 2018



Legend

-  School
-  Crossing Guard
-  Walk Zone
-  Safe Route

December 2017



Data Sources:
2015 Aerial Image (USA)
Eau Claire Area School District
WCWRPC



Issues

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.

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—consider a roundabout at Starr and Eddy.
2. Install intersection controls and painted crosswalks along designated safe routes.
3. Send a mailing to residents of the neighborhood to remind them of the safe routes and encourage them to expect students along the routes and to drive with caution.
4. Many parents already walk their kids to and from school —perhaps Walking School Buses could be organized with these parents.
5. Eliminate the uncontrolled intersection in the neighborhoods around the school with a stop sign or yield sign pattern.



Both Starr and Eddy have high volumes of traffic while students are arriving and departing. Before and after the Starr and Eddy intersection, vehicles are often travelling over the speed limit.

Sam Davey Elementary School

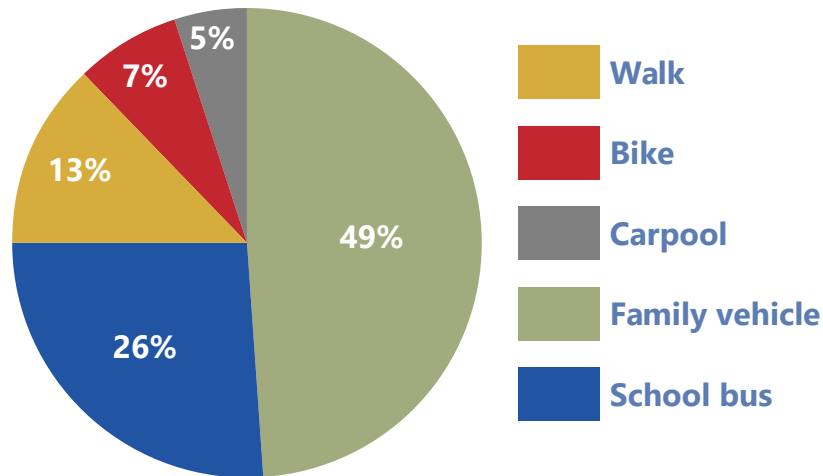
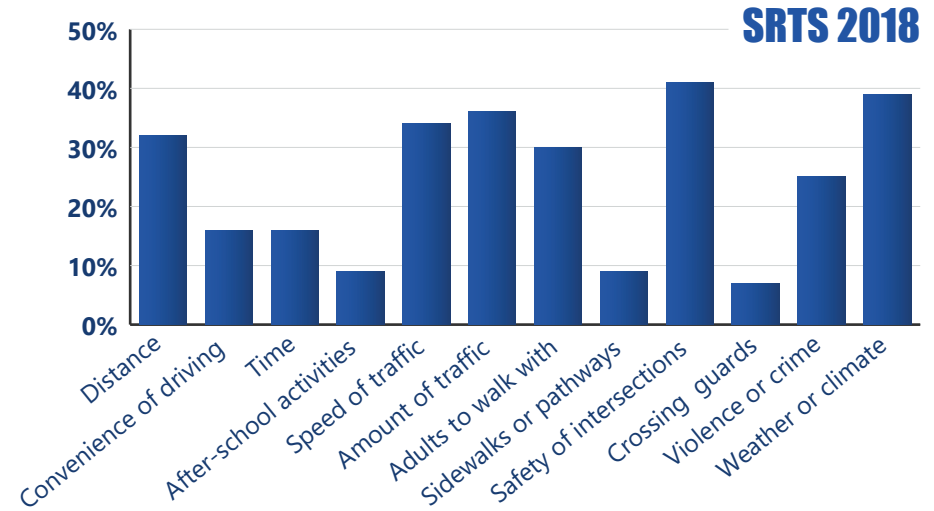
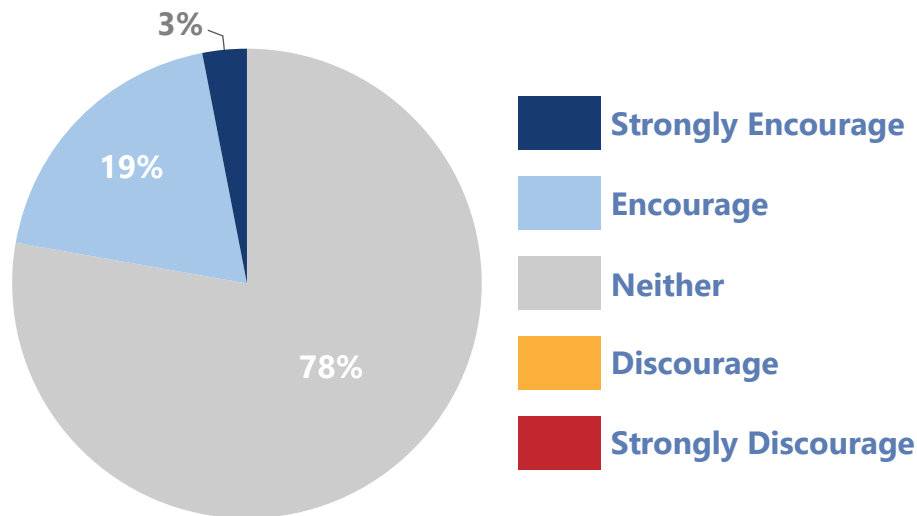


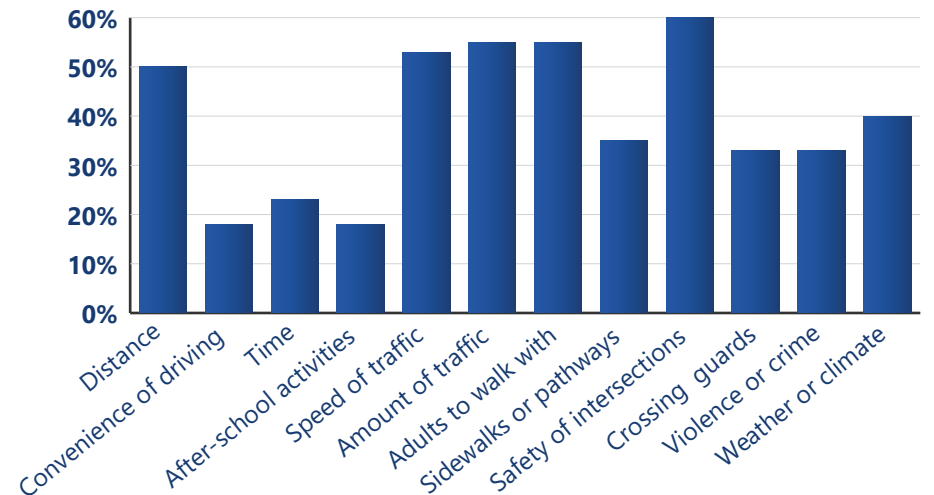
Chart showing student travel mode to/from school in percent (teacher survey tally).



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



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



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



SHERMAN ELEMENTARY SCHOOL



Mascot
Stars

Year School Built
1952

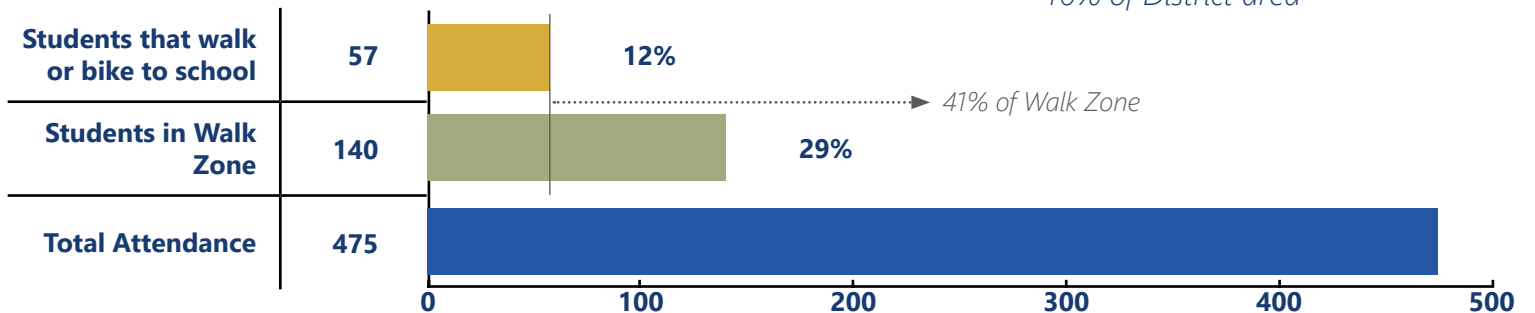
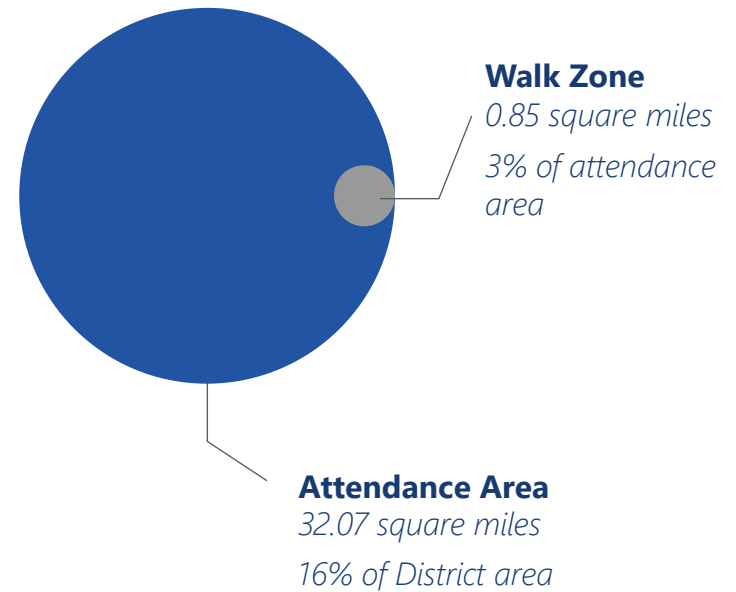
Number of Students
475

Sections
4

Economically Disadvantaged
39.8%

The graphic to the right shows the size of the walk zone in relation to the size of the attendance area for the school. Sherman has the 3rd largest elementary school attendance area and 6th largest elementary school walk zone.

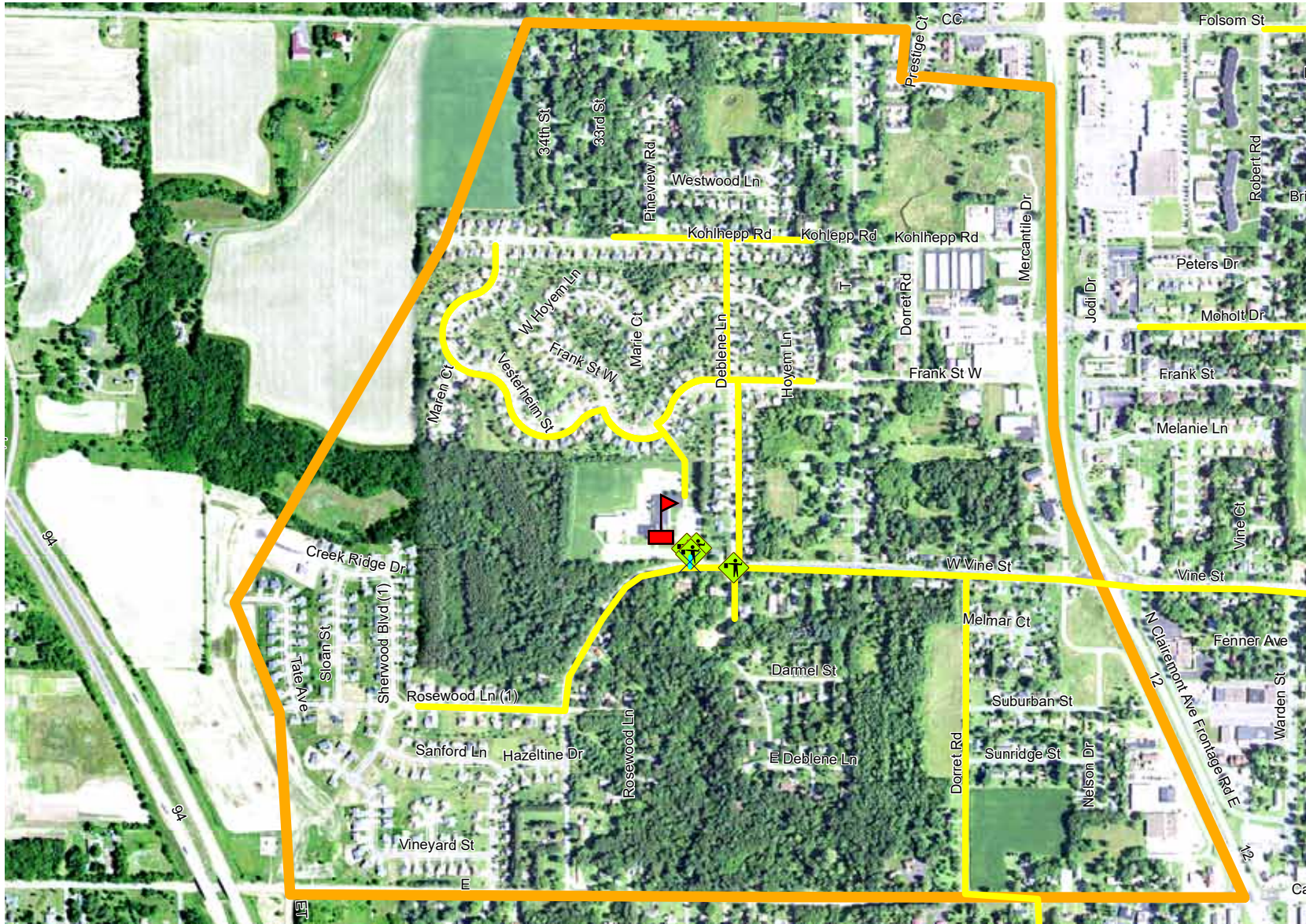
The graph below shows the number of students that walk or bike to school, the number of students in the walk zone, and total attendance for the school. Estimates of students walking or biking to school were gathered from classroom tally sheets that were administered to students in May of 2017. Among elementary schools, Sherman has the 9th highest percentage of students that walk/bike to school and has the 6th highest elementary school percentage of walkers/bikers compared to students that live in the walk zone.



Sherman Elementary School



SRTS 2018



Legend

-  School
-  Crossing Guard
-  Walk Zone
-  Safe Route

December 2017



Data Sources:
2015 Aerial Image (USDA)
Eau Claire Area School District
WCWRPC



Issues

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. Sherman Creek Park is perceived to be unsecure with criminal activity. Consequently, many parents do not let their kids walk past it and choose to drive them instead.
5. The school sign and bushes block driver sight.

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 staff member on Vine along Sherman Creek Park.
7. Eliminate visual barriers at parking lot entrance.
8. Increase morning crossing guards.

9. Located speed bumps and speed limit sign in parking lot.



Walkers and bikers coming from any direction other than the north have to walk through the parking lot. Vehicular activity is high before and after school.

Sherman Elementary School

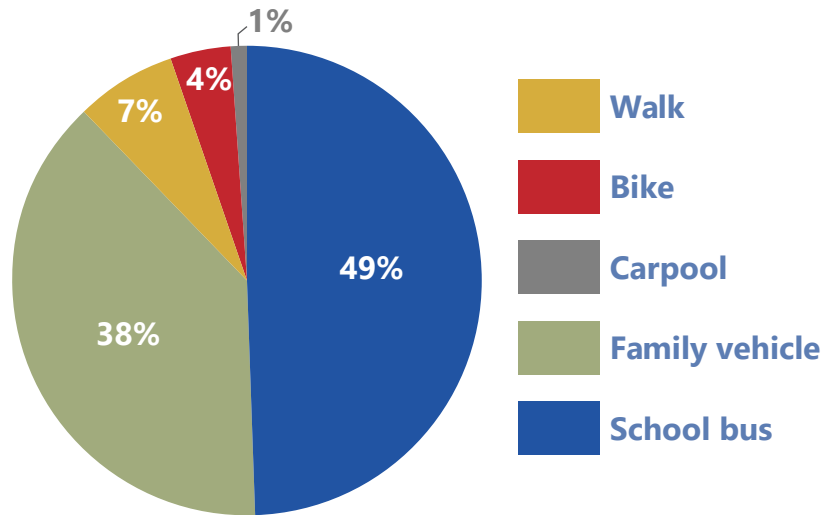
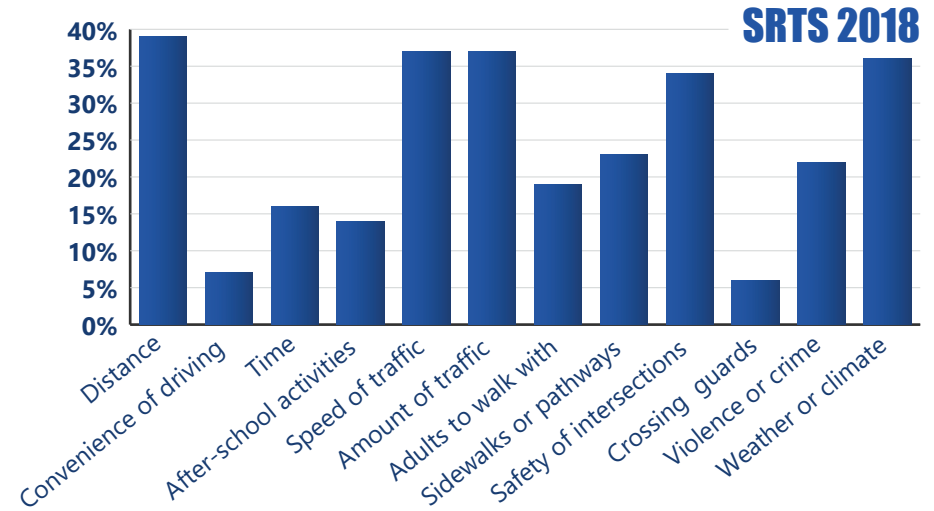
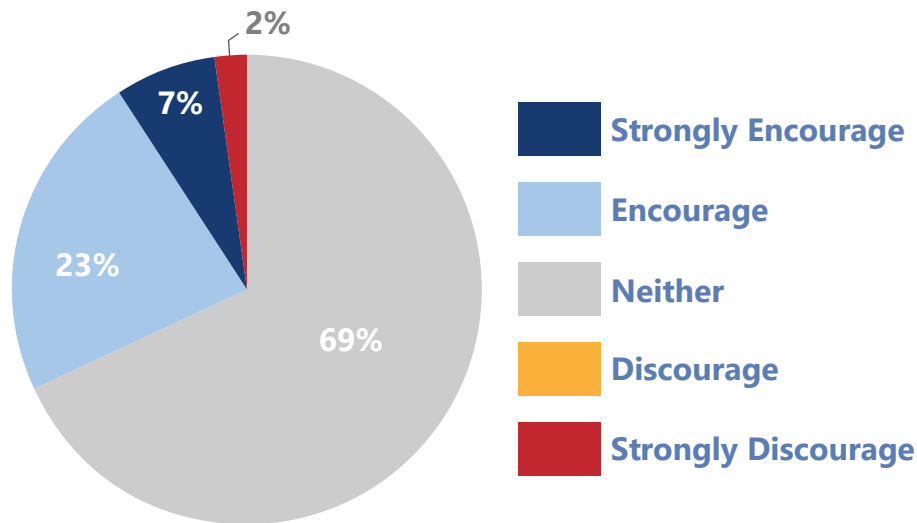


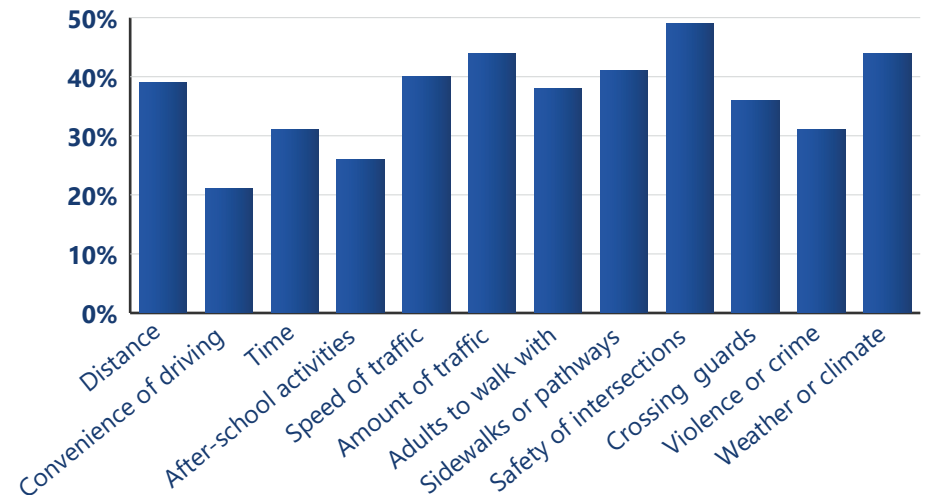
Chart showing student travel mode to/from school in percent (teacher survey tally).



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



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



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



Mascot
Falcons

Year School Built
1980

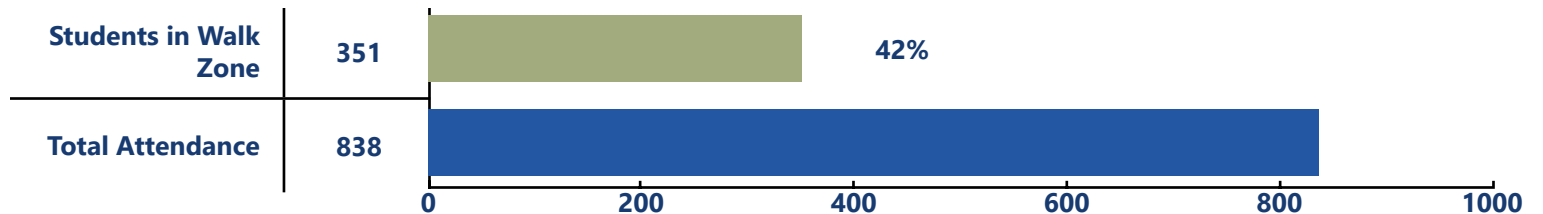
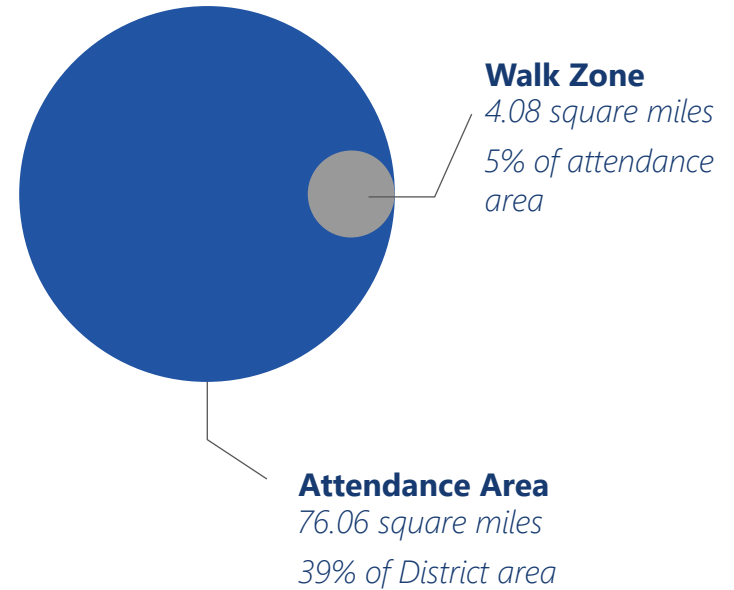
Number of Students
838

Economically Disadvantaged
28%

SOUTH MIDDLE SCHOOL

The graphic to the right shows the size of the walk zone in relation to the size of the attendance area for the school. South has the 3rd largest school attendance area and 4th largest school walk zone in the District.

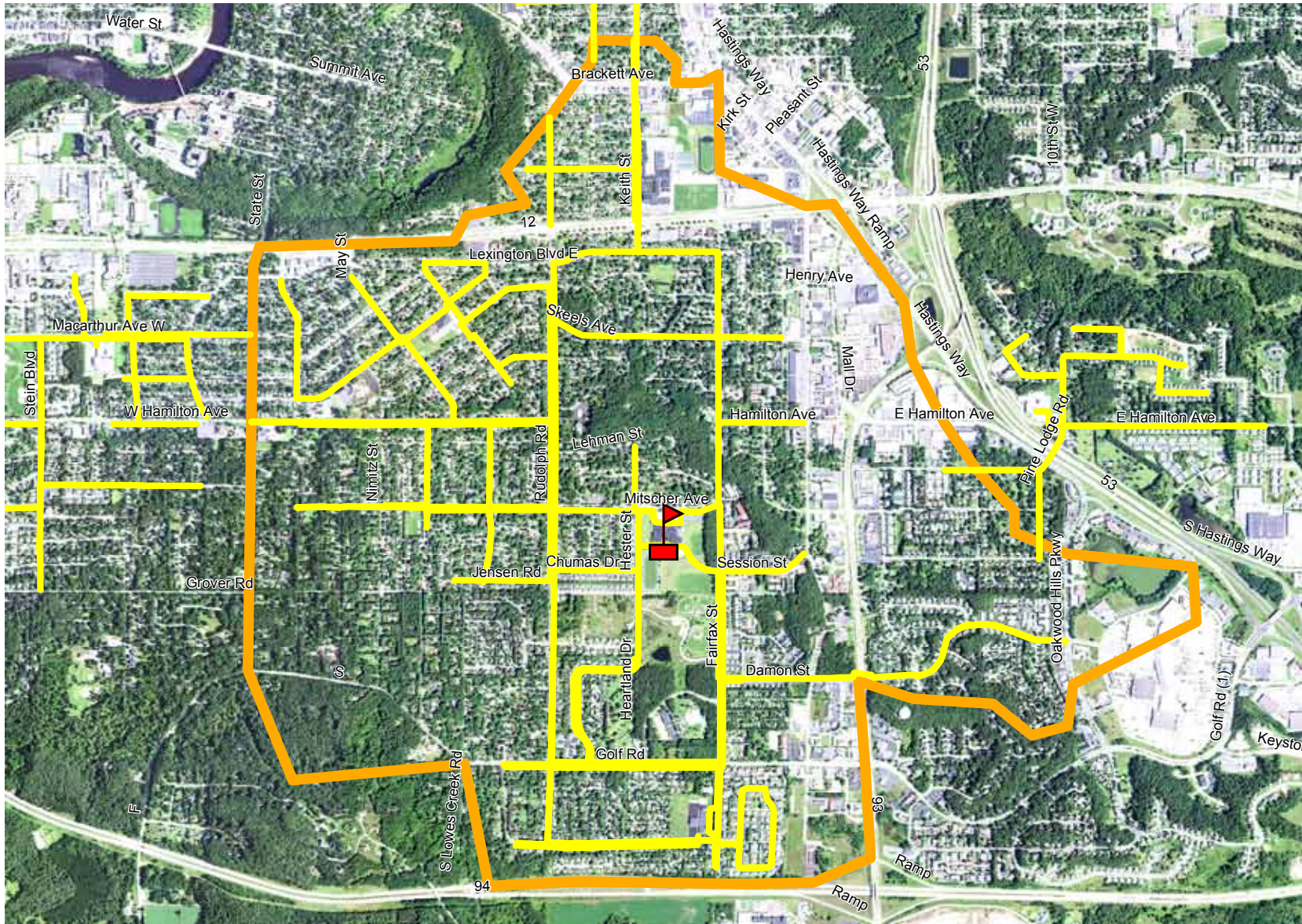
The graph below shows the number of students in the walk zone, and total attendance for the school. No data were gathered on students walking and biking. With approximately 350 students living in the walk zone, South has the 2nd highest number of students that live in a walk zone, district-wide. In addition, South has the highest middle school and high school percentage of students that live in the walk zone.



South Middle School



SRTS 2018



Legend

-  School
-  Crossing Guard
-  Walk Zone
-  Safe Route

December 2017



Data Sources:
 2015 Aerial Image (USDA)
 Eau Claire Area School District
 WCWRPC





Issues

1. There is significant traffic on Hester, Rudolph, and Fairfax.
2. There are no crossing signs and crosswalks on Rudolph south of Mitscher.
3. The bike racks are old and worn.
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. The new drop-off system seems to reduce congestion and interaction between vehicles and pedestrians/bikes.
8. Paint an on-street bicycle facility on Fairfax, Mitscher, and Rudolph.
9. Analyze the construction of a trail through the wooded area north of the school that would lead to Lehman.
10. Widen the sidewalk on the west side of Fairfax on top of the hill (north of Mitscher) and improve snow clearing along this stretch.
11. Connect Heartland and Hester with a paved multi-use trail.
12. 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.
13. Extend the sidewalks along the east side of Hester along school property.
14. Install bump-outs, lighting, and add flashing lights at Fairfax and bike path crossing.
15. Locate speed limit signs and speed bumps in the southern parking lot. Install a sidewalk along the southern edge of the parking lot.
16. Keep Fairfax park road open year round for drop-off/pick-up to reduce traffic congestion around the school.
17. Research options and possible results of constructing a driveway access from Fairfax to the south parking lot of the school.

Strategies/Opportunities

1. Install pedestrian crossing signs and crosswalks at Rudolph and Chumas.
2. Continue to research a roundabout at Rudolph and Mitscher.
3. Reduce Mitscher speed limit to 25mph from Rudolph to Fairfax.
4. Reduce Fairfax speed limit to 25 mph south of Mitscher.
5. Continue to evaluate north and south drop off areas for conflicts with students walking and biking to/from school.
6. Increase pedestrian signage at Mitscher and Hester.
7. Locate crosswalk paint along entrance to south parking lot so the crosswalk connects the sidewalks on the east side of Hester.

South Middle School



SRTS 2018

(No graphics or graphs - school did not complete Classroom Tally Sheet and Parent Survey. The photos below show and explain some of the existing conditions at South Middle School.)



A significant number of walkers and bikers were observed at South. Bike racks are located on all sides of the building. New bike racks are needed.



There is no signed pedestrian crossing or crosswalks along Rudolph, south of Mitscher. Most vehicles travel over the speed limit along this stretch.



A multi-use path connects the middle school to Fairfax. This path does not cross any traffic on school property.



The sidewalk on the hill along Fairfax is challenging and sometimes dangerous for walkers and bikers throughout the winter months and early spring.



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

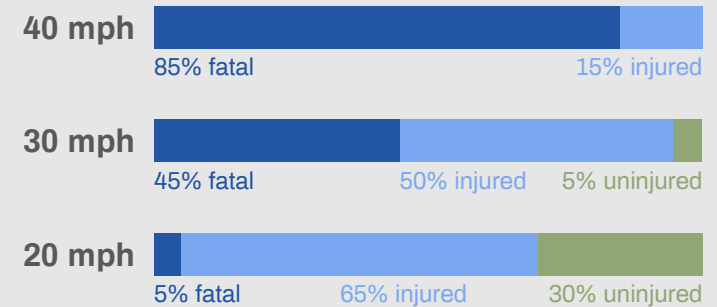


1 mile of walking each way = **2/3** of the daily recommended 60 minutes of physical activity

Source: Safe Routes Partnership, 2018

SLOW IT DOWN!

Pedestrian Injuries at Impact Speeds



Source: Traffic Advisory Unit, 1993

Education

City

- » Locate a sign at major entrances of the City that says “Eau Claire is a Safe Routes to School Community.” (short-term)
- » Adopt City Council Proclamation proclaiming Eau Claire as a “Safe Routes To School Community,” raising awareness of plans, strategies, partnerships, and City commitment. (short-term)

School District

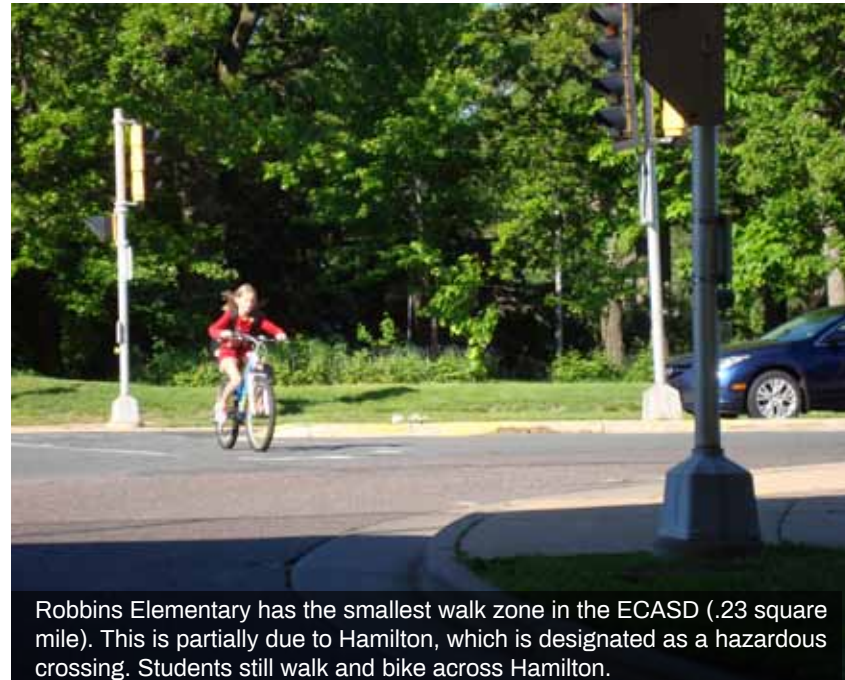
- » Distribute an annual letter at the beginning of the school year with a brief description stating that the community has completed a SRTS plan and where designated SRTS corridors are located. (short-term)
- » Include vehicle/bike/pedestrian law education in school newsletters. (short-term)
- » Adopt Proclamation proclaiming ECASD as a “Safe Routes To School School District,” raising awareness of plans, strategies, partnerships, and commitment. (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)



Robbins Elementary has the smallest walk zone in the ECASD (.23 square mile). This is partially due to Hamilton, which is designated as a hazardous crossing. Students still walk and bike across Hamilton.



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

- » Keep consistency of Safety Patrol and Crossing Guard uniforms and flags and replace broken hand-held stop signs. (ongoing)
- » Distribute maps that shows distances by walking, calories burned, and designated safer routes. Distribute annually. (short-term)
- » Help facilitate the creation of walking school buses from strategic locations along SRTS routes. (short-term)
- » Research and consider feasibility of student safety patrol at 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 yellow 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)
- » 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

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

- » 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)

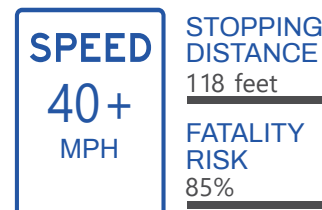
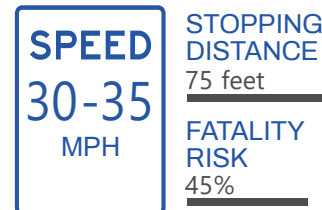
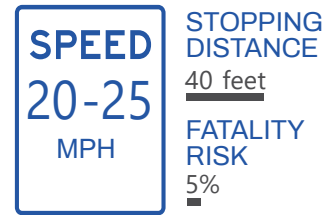
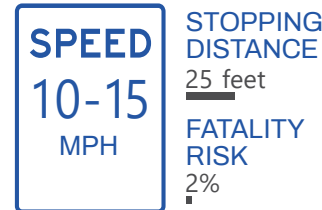
School District

- » 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)

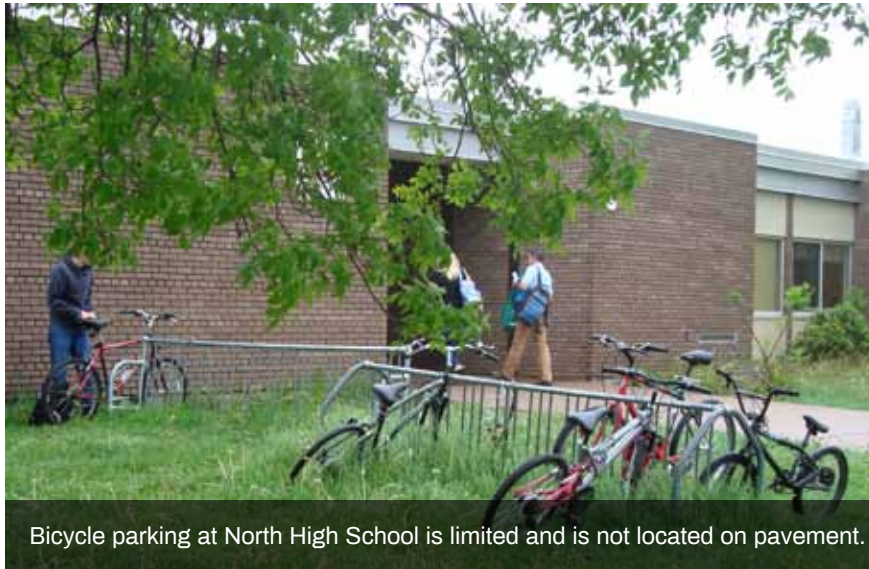
Engineering

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)



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



Bicycle parking at North High School is limited and is not located on pavement.

- » 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)
- » Paint crosswalks at all locations with student safety patrol and adult crossing guards. (short-term)
- » Locate “School Zone” or similar wording on street pavement when entering School Zone. (short-term)
- » Locate “School Zone Approaching” signs before all 15 mph School Zone signs. (short-term)
- » Locate 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)
- » Where they do not currently exist, construct sidewalks along all SRTS routes. If existing sidewalks are in poor condition, they should be improved. (medium-term)
- » Incorporate artwork inside tunnels. (medium-term)
- » Where needed, implement the basket-weave approach to intersections along SRTS corridors. (medium-term)
- » Locate “School Zone Ends” signs where the School Zone starts/ends. (medium-term)
- » Paint “No Parking” yellow paint on curbs with adult crossing guards and student safety patrol. (medium-term)
- » Paint yellow hatch lines on 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)

City/School District

- » Allow ECASD to be able to comment on all new City subdivision and rezoning applications. (short-term)
- » Explore opportunities for gates along fences for pedestrians/cyclists to enter/exit to eliminate need to interact with more dangerous intersections and crossings. (short-term)
- » Work together with law enforcement, adult crossing guards, and other applicable stakeholders to determine how street designs are working in regards to speeds in relation to speed limits. Incorporate design options that increase the number of vehicles that drive at or below the speed limit to a highly significant number. (medium-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

- » Hire a staff person to implement the SRTS Plan/Program. (short-term)
- » Update applicable ECASD committees and Parent Advisory Council. (short-term)

- » Complete a classroom tally sheet every two years, starting again in Spring 2019. (short-term)
- » Complete a parent survey every two years, starting again in Spring 2019. (short-term)

City/School District

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



Manz Elementary is a classic neighborhood school. This allows for a high percent of walkers and bikers. Manz had one of the highest percentages of students that walk or bike to school and tied for the highest percentage of bikers.

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

PROJECT/PROGRAM IMPLEMENTATION CHECKLIST:



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



If the project includes non-infrastructure improvements:

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



If the project includes infrastructure improvements:

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

The following is a list of criteria that could be used by the SRTS Task Force. During the planning process, it was discussed that 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:

- » School Zones district-wide: Install traffic calming measures around schools to significantly reduce vehicle speeds in School Zones and along SRTS corridors.
- » Western and Eddy intersection - Redesign intersection: Options include sharpening the southwest corner and southeast corner and extending sidewalks, installing medians west of the intersection and south of the intersection, repainting crosswalks and travel lanes, and adding a crosswalk and travel lanes



The Western and Eddy intersection was often brought up as an issue for students walking and biking to and from school. There are a variety of improvements that could be implemented at this intersection.

entering the commercial property on the southeast corner of the intersection.

- » Memorial High School: There are several major issues at Memorial High School. They consist of Fairfax, Keith, and the western parking lot entrances. Along Fairfax, install a School Zone, median in center lane with pedestrian access, designated pedestrian crossing signage with painted crosswalks, and reducing the speed limit to 25mph. Along Keith, install bumpouts and install pedestrian crossing signs. At parking lot entrances, install speed bumps, crosswalks, and limit turning options.

Implementation



SRTS 2018

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

The best means of implementation is an organized and diligent task force working to bring the City of Eau Claire and Eau Claire Area School District together and guide them toward the goal of becoming a Safe Routes to School community. To ensure continuous implementation, it is recommended that a position is created to coordinate and implement SRTS activity.



Hundreds of walking trips are made across Fairfax daily from Memorial High School. No signage or crosswalks are present.



SECTION VI. FUNDING & RESOURCES

Additional funding

Bicycle Safety – Rodeo (BS-R)

This grant is intended to provide one-time funding that will contribute to a community's ability to set-up a bicycle-training rodeo or similar hands-on event. The purpose of this event is to teach safer bicycling operation, skill and judgment to elementary and middle school children and their parents. Many of the skills and attitudes developed in this training are precursors for skills and attitudes necessary for safe driving. For more information, contact: Larry Corsi, Wisconsin Bureau of Transportation Safety, Phone: 608.709.0081, email: larry.corsi@dot.wi.gov

Green & Healthy Schools Program (GHSP)

Green & Healthy Schools is a Web-based, voluntary program available to all public and private elementary, middle and high schools across Wisconsin. The program encourages teachers, staff, students and parents to work together to use the school, its grounds and the whole community as learning tools to teach, promote and apply healthy, safe, and environmentally sound practices. Green & Healthy Schools is an integrated program that addresses many of the same issues as Safe Routes to School such as transportation alternatives, improved air quality, a safer transportation environment, and community involvement. Small grants are available for schools that show a



Bicycle Safety - Rodeo event at Northwoods Elementary School, 2015.

commitment towards these goals. For more information, visit: www.dnr.wi.gov/education/educatorresources/ghs/ or contact DNR staff at: DNRGHSchools@Wisconsin.gov

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

The Transportation Enhancements program funds projects that increase multi-modal transportation alternatives and enhance communities and the environment. Federal funds administered through this program provide up to 80% of costs for a wide variety of projects including “provision of facilities for bicycles or pedestrians” and “provision of safety and educational activities for pedestrians and bicyclists.” Projects must meet federal and state requirements. Local governments with taxing authority, state agencies and Indian tribes are eligible for funding. A project sponsor must pay for a project and then seek reimbursement for the project from the state. Federal funds will provide up to 80% of project costs, while the sponsor must provide at least the other 20%. For more information, contact: Tanya Iverson, Department of Transportation, Phone: 608.266.2574, email: tanya2.iverson@dot.wi.gov

Mayo Hometown Health Grant

The Hometown Health Grant supports innovative efforts to improve mental health, prevent obesity, and reduce chronic

disease in local schools, workplaces, and neighborhoods. This grant works in partnership with community-based organizations and residents to translate their vision for healthy communities into visible, concrete changes — and, ultimately, a healthier hometown. Visit: <https://mayoclinichealthsystem.org/locations/eau-claire/about-us/hometown-health-grant>

People For Bikes

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

Recreational Trails Program (RTP)

Funding for the Recreational Trails Program (RTP) is provided through federal gas excise taxes paid on fuel used by off-highway vehicles and administered by the Wisconsin Department of Natural Resources. Towns, cities, counties, tribal governing bodies, school districts, state agencies, federal agencies and incorporated organizations are eligible to receive reimbursement for development and maintenance of recreational trails and trail-related facilities for both



motorized and non-motorized recreational trail uses. Eligible sponsors may be reimbursed for up to 50 percent of the total project costs. Visit: <https://dnr.wi.gov/Aid/RTP.html>

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

The Wisconsin Safe Routes to School Program provides funding for planning, infrastructure, and non-infrastructure projects within two miles of an elementary or middle school (kindergarten through eighth grade). For information about the guidelines and funding cycles, contact the program coordinator: Wisconsin Safe Routes to School Coordinator, email: srts@dot.state.wi.us

Teaching Safe Bicycling (TSB)

This “Training for Trainers” is normally scheduled in April and designed to work with teachers, YMCA staff, summer program instructors, law enforcement officers, programs and organizations putting on bike rodeos, and people interested in teaching safe bicycling to children. This is a one-day course at no cost to the participants. The course teaches attendees how and why children are different from adults when it comes to bicycling and what the most common child bicycle crashes are. It also provides useful information that can be used at future training sessions, hands-on training for participants and strategies for developing better ideas and methods for teaching children. Sponsors will also receive useful safety

materials for children. For more information, contact : Larry Corsi, Wisconsin Bureau of Transportation Safety, Phone: 608.709.0081, email: larry.corsi@dot.wi.gov

U.S. Department of Transportation – Federal Highway Administration

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

Wisconsin Medical Society Community Grant

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

Wisconsin Partnership Program

The Wisconsin Partnership Program supports community-driven work and recognizes that successful research and interventions depend on engaging communities as partners. The Community Grant Programs help implement a wide range of initiatives that align with the Wisconsin Idea and work toward the Partnership Program's overarching goal of improving the health and well-being of Wisconsinites. For information about this funding source: <https://www.med.wisc.edu/wisconsin-partnership-program/community-grant-programs/>

Wisconsin Pedestrian and Bicycle Law Enforcement Training Course

This two-day course provides Wisconsin law enforcement officers with the training and information that they need to manage traffic for pedestrian and bicycle safety and enjoyment in their communities. It will explain the causes of crashes and the chief countermeasures for preventing these crashes, teach Wisconsin laws and statutes relating to pedestrians and bicyclists and provide hands-on training. For more information, contact: Larry Corsi, Wisconsin Bureau of Transportation Safety, Phone: 608.709.0081, email: larry.corsi@dot.wi.gov

Related Programs

National SAFE KIDS Campaign

The National SAFE KIDS Campaign is a national nonprofit organization dedicated exclusively to the prevention of unintentional childhood injuries (motor vehicle crashes, fires and other injuries), which is the number one cause of death of children under the age of 14. The Campaign's aim is to stimulate changes in attitudes, behavior, and the environment. Since its inception in 1998, the Campaign has focused on developing injury prevention strategies - conducting public outreach and awareness campaigns, stimulating hands-on grass roots activity, and working to make injury prevention a public policy priority.

The National SAFE KIDS Campaign and program sponsor FedEx Express developed SAFE KIDS Walk this Way in 2000 to bring national and local attention to pedestrian safety issues. The SAFE KIDS Walk This Way program involves Walk to School Day events, data collection, school pedestrian safety committees, and community pedestrian safety task forces. The Campaign relies on the support of more 400 grass roots coalitions in 49 states and the District of Columbia to reach out to local communities. For more information, visit: <http://www.safekids.org/united-states-0>



Nutrition, Physical Activity, and Obesity Program

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

School Wellness Policy

With the passing of the Child Nutrition and WIC Reauthorization Act of 2004, school districts participating in federally subsidized child nutrition programs (e.g., National School Lunch Program, School Breakfast Program, Special Milk Program and After School Snack Program) will be required to establish a local school wellness policy by the beginning of the 2006-07 school year. In 2010, Congress passed the Healthy, Hunger-Free Kids Act of 2010 and added new provisions for local school wellness policies related to implementation, evaluation, and publicly reporting on progress of local school wellness policies. Part of Wisconsin's School Wellness Policy requires schools to set goals for physical activity for their students. Safe Routes to School Programs will help meet these goals. For more information

visit: <https://dpi.wi.gov/school-nutrition/wellness-policy>

Wisconsin School Health Award

State Superintendent Evers supports the Wisconsin School Health Award as a way to recognize and celebrate schools with policies, programs, and the infrastructure to support and promote healthy eating, physical activity, parental and community involvement, and staff wellness. The goal of this award is to motivate and empower Wisconsin schools as they create and maintain healthy school environments. For more information on how your school can apply for the award, visit <https://dpi.wi.gov/sspw/coordinated-school-health/wisconsin-school-health-award>

Other Resources

Active Living by Design

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

Bicycle Federation of Wisconsin (BFW)

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

Girls on the Run

Girls on the Run is a non-profit prevention program that encourages preteen girls to develop self-respect and healthy lifestyles through running. Girls on the Run International (GOTRI) is the parent organization of more than 225 Girls on the Run councils across the United States and Canada. GOTRI establishes, trains and supports a network of community-level councils with local volunteers. The volunteers serve as role models to the girls through coaching the 12-week, 24 lesson curricula. The curriculum is delivered in these areas through after-school programs, recreation centers and other non-profit settings. For more information, visit www.girlsontherun.org

Kid Power

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



SRTS 2018



6 E'S

**ENGINEERING
EDUCATION
EQUITY**

**ENCOURAGEMENT
ENFORCEMENT
EVALUATION**

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Parent Survey Comments

DeLong

- A safer way across Cameron Avenue from the hospital to the north side would alleviate many of our concerns. As of now, there is no safe crossing, and traffic has increased in recent years.
- Again, I want to mention the instruments they have to carry. I know it is just every other day, but it stops a routine being able to be made and often if they can cycle with a friend, then the friend has an instrument to carry on the alternate day. I WISH they could leave them at school. They really don't practice at home anyway!
- Also, the UNSAFENESS of crossing the roads is extremely worrying to me. Even though there are walk lights, on a right turn cars don't stop, I think it makes it MORE unsafe, as the child thinks it is OK to cross and cars often just don't look. I wish we had crossing guards to help with this.
- Another factor is how heavy their backpacks are. Walking/riding bike with that heavy of a load is not good for their backs.
- As weather permits we allow our kids to walk/bike to school. Most of late fall, all winter, and most of early spring we carpool. Once the temp is above 40 in the morning they will bike to school.
- Because of our location, walking will never happen and biking isn't completely safe. There is no safe way (unless going completely out of our way) to get from Clairemont and Menomonie St. to DeLong. It still would be long, but I suppose my child might bike occasionally on nice days if there were a bike path or sidewalk from Menomonie St.
- Delong is too far and Clairemont is too busy for him to bike to school. It takes at least 15 minutes by car on a good day.
- I do think biking would be great, but we live on the South side, too far to safely bike to DeLong.
- I realize a mile isn't that far to walk but I take the kids because school starts at 7:30. If they would walk it would take about 20 minutes (bike, maybe 10 minutes). They should get there by 7:15, so that would mean leaving our house before 7:00 am. I'm lucky that I am able to drop them off and pick them up (especially on cold days in winter and rainy days in spring and fall).
- I think it would be great for her to bike, but school start time is pretty early, and we live on the other side of Clairemont from DeLong, so I'm not sure it'll be a regular option. I appreciate you encouraging more students to bike & walk, though!
- I worry about the crossing at Vine Street and service road in front of Advanced Auto Parts. I've seen a number of near accidents, some involving DeLong Students, on my way to and from DeLong. Driver in a rush and children not paying attention! The traffic from northbound Clairemont crossing Vine to connect with service road is terrible and buses often create blind spots. I also worry about student crossing at the Vine entrance to DeLong. I no longer see that corner monitored in the a.m. and it's often not monitored in the p.m. That area near the DeLong sign is extremely hectic and a terrible accident waiting to happen. I also think it's important for Officer Major or the ECPD to have a presence at that corner because so many people drive way too fast on Vine Street and do not slow down in the School Zone. I don't use Moholt but the same concerns may be true there. Thank you so much for taking the time to provide this survey!
- I would feel much better about my child biking to school if

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Cameron Street was less busy at that hour. It is a dangerous street to cross.

- I would let my child bike the three miles to school if we'd had a chance to practice competency navigating the route together/ with a competent cyclist.
- My 6th walk/ride his bike when he went to Longfellow.
- My child carools during winter and rides bike with four peers in spring and fall. Our rule of thumb is 40 degrees and above = bikes (unless rain)
- My child will be done at Delong this year and will be able to bike to Memorial.
- My child would definitely bike/walk to school if it was a reasonable distance.
- My son was hit by a car in the cross walk on his bike on his way home at 8th street last October. He was NOT crossing Vine.
- My son's bike was stolen from Delong this fall and never recovered.
- The school administration/school police officers have made bicycle racks for locking and storing bikes less/non accessible during the school year. If the school is to make biking more of a priority it should provide bike racks year round and not discourage biking. Over the mild winters, these bike racks are piled up with snow from the parking lot and sidewalk and thus discriminating against students that bike to school. It would be helpful to provide equal access to all commuters.
- The traffic in the morning is way too busy and there are too many distracted drivers. I have seen several children almost hit in the morning trying to cross Moholt.
- There is one road without a sidewalk. Also the crime/fighting that happens on the way home. Seems like the older grades pick on the younger grades.
- We live on an ECASD bus route, too far to walk. Would have to walk Clairemont from Crescent Avenue to Delong, which is too far and too dangerous.
- Transporting my 6th grade child was a learning curve! Because of the distance (we are just under 2 mile mark for busing), he does not enjoying walking, but does enjoy biking. Fall/Spring-In the mornings, if it is raining or cold, we drop him off. That would leave him to walk or find a ride from a friend's parent (as we are working and unable to pick him up from school). If it is nice, he would bike. Winter- too cold to bike, so we would drop him off in AM and then he would be left to walk or find a ride home. Also, at the beginning of the year, my son did not bike on band days because he is in band and riding bike with a trumpet, carrying backpack, and carrying a case-it is difficult. So he would walk home or try to ride with a friend. He didn't like walking because of having to carry all of it home. We are just shy of 2 miles, which is the distance needed to be eligible for the bus. This Spring, it did help buying a rack for his bike that he could bungee his trumpet to, an idea he got from seeing someone else do that. Maybe add that to school supply list for band students. Thank goodness he doesn't play trombone!
- We do not have a bus option. When the weather is not good, we use a neighborhood carpool. When the weather is good, the kids bike.
- We drive our son, plus 2 neighbor boys to school each day and they walk home. (We alternate with the other parents.) When it is nice in Fall and Spring, they ask if they can bike and they enjoy it. My son has always enjoyed riding his bike,

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and there is a good tunnel under Clairemont at Vine that accommodates safe crossing.

- We live too far from Delong, 4 miles away, for our kids to walk/bike to school and after school activities would make it too late for them to get home for homework/supper/nighttime activities.
- We live under the water tower and my child needs to cross Folsom from our back yard on West Ridge Dr.- not safe due to the hill and cars speeding on that section of Folsom.

Flynn

- I stated that my child bikes to school most days, but really it is about half time due to weather (a bit slippery to bike in winter, and awkward in full winter gear). I also have a kindergartener, not yet mature enough to go without an adult, who I would love to walk/bike to school, but she moves so slowly in the morning I usually need to drive her. This means my older child winds up catching a ride with us some days even though he could bike.
- My child has special needs, and I do not trust my child to get to and from school by himself.
- Our children do sometimes walk or bike to or from school when an adult from our household is available to walk or bike with them.
- Traffic along Margaret is often too fast. Lee can be sometimes fast. Highland can be sometimes fast. Crossing guards do a great job. Traffic in the School Zone can be sometimes over 15mph. Would like to see law enforcement in the area before and after school.
- We are about 12 blocks from the school but not across what is considered a major road, so I was told we couldn't be bussed. I think Margaret is a very busy and unsafe street, and people

are often speeding along it during school hours. For this reason, I wouldn't allow my child to bike at LEAST until 4th grade, and probably never, actually.

- We bike because we don't always have access to a vehicle. We enjoy it most of the year, but it is a problem in the winter. Unfortunately we are not allowed to sign up for the school bus because we are too "close" (we asked). Walking 30 minutes to school in the winter is too hard for a small child. A winter bus service (December-March) would be helpful. Walking to the nearest school bus pick up is a lot closer than walking to school for us.

Lakeshore

- Age of my child and convenience of bus service/safety/ distance to school is why my child generally rides the bus (or is driven to school on occasion). If Lakeshore was located within our neighborhood (Third Ward), I would most likely walk/ bike to and from school with my child.
- My child is dropped off & picked up by the YMCA due to parents work schedules.
- My child would encounter heavy traffic on Cameron and would need to cross traffic. While there is a beautiful walk path between the hospital and Half Moon Lake, there is a large body of water that I would not feel comfortable having my child walk or bike independently. My child does walk to daycare several days a week where she crosses Broadway without adult supervision. The traffic is heavy at this intersection due to parents exiting the Lakeshore drop off area. Lakeshore's parent drop off area is very congested and dangerous.
- My child would have to cross Clairemont. Also it's a fear of something happening to my child on the way there (getting hurt or worse).

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- My son would LOVE the opportunity to ride his bike to school. If this were a possibility, he would be able to utilize city sidewalks, and the Chippewa bike trail to and from our house. However, we are not comfortable with him biking to school because he would have to cross Clairemont Ave. at Menomonie St. It would be wonderful for the children in the Shawtown neighborhood if there were a tunnel under Clairemont Ave. at Menomonie St. There are tunnels for other ECASD students to utilize under Clairemont Ave. at Keith St. And Vine St. The traffic on Clairemont Ave. is simply too unpredictable for us to allow our son to cross at his age.
- We are moving to a location that is within two blocks of Lakeshore (Union Street) and I am currently planning to train my KG student on walking the couple of blocks, safely, to school. I guess I wish there was a crossing guard at the Lake and 6th intersection to help act as a reminder that they are going the right direction.

Locust Lane

- Fear of violence/crime is not directly related to our area, but rather in the “world” today. We live one mile from the school, but several roads/turns to get there. If the school was visible from our house, I may consider letting my child walk/bike to school earlier.
- I’m not sure that the school promotes walking/biking to school specifically, but they do promote making healthy choices.
- When weather permits, he does walk home. In the morning he gets a ride because of our morning schedule. I do feel our neighborhood is safe enough for him to walk.
- I will probably never be comfortable with my daughter walking or biking to school because of sex offenders that live in our area.

Longfellow

- In the next few years, I hope to work with neighbors to form walking groups to school. While we drive most often, it’s also nice to be able to walk and bike with our daughter. I’m not sure when or if I’d allow my daughter to walk on her own because:
- It’s a bit far: .8 mi.
- One route is along Birch Street and I worry that drivers are not watching for a small kid at intersections and driveways.
- The other route has a sidewalk-less stretch, so she’d have to walk in the street or down several steps and up a hill to rejoin the sidewalk.
- We walk our children to and from school as it is close and good exercise whenever possible. Our oldest is too far at Delong so we drive him.
- We only live a block from the school and I’m able to get home from work in time to meet my child at home after school. If there were no crossing guards, I would absolutely not allow her to walk home without an adult – Birch Street is too dangerous.
- We would definitely encourage our daughter to walk/bike to school in the morning (as one of us could take her) if she would be able to get up earlier. It just doesn’t fit our schedule though. We do very much see the benefit in it!
- If there were adult volunteers posted in the neighborhoods to keep an eye on kids walking, I would consider. Otherwise, too many creeps out there!
- If we lived closer (within a few blocks) and he had a friend to walk with, I would definitely consider him walking/biking.

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- Our child is a “school choice” child.
- School is directly on the way to work – after school arrangements are in Altoona.
- Both our kids like biking to and from school, but it is 1 mile away and there is a busy street to cross.
- The crossing guard near the school does a great job! That being said, I have also witnessed vehicles ignore the guard and drive through the intersection and come close to hitting the crossing guard. If drivers don't care about hitting the crossing guard, how safe are the kids?
- I have always been afraid of this neighborhood. Now that I live in it, I'm not so scared, as I know some of the people and they're just struggling to live life and provide for their kids. But I have learned that no matter what neighborhood you live in, crimes occur. I would never forgive myself if something happened to one of my kids because I was too tired to drop off/pick up or walk/bike with them.
- These answers change a bit as my child heads to middle school next year: Will be closer at that school to her dad's home; and higher maturity level of middle-schoolers means kids are more aware of their surroundings and alert/responsible/capable of handling unexpected environmental challenges (potential).

Manz

- Age is my main concern at this time, however, I wouldn't let my daughter (son will also be there next year) cross Rudolph Road by herself – way too busy! If there was a safe way for my kids to cross the road, I would be more likely to let them walk. Start/End time for school is an issue too. We use Ycare.
- There are very few crosswalks between Manz and the neighborhoods east of Rudolph Road and no crossing guards.
- Since we walk to school some days, I have twice seen drivers using their cell phones at drop off/pickup. Once I saw a bus driver using her phone while driving (I did contact transportation). I am concerned about drivers using phones near school.
- We would love for her to walk to school, but she'd need to cross Rudolph and Hamilton. When she's older, I'll let her, but probably assist with those crossings at first.
- My son will walk when in middle school. To us elementary school is still too young to be alone.
- I see cars going down May Street up to 40 MPH when children are present. I've seen a few kids almost get hit. A crossing guard at May Street and Bradley Avenue would be great. Cars also don't yield to kids, but the kids assume they will!
- Our child walks/bikes with older neighborhood kids.
- I saw a van almost hit a safety patrol student just this past week. I don't understand parents not concerned about the safety of others, it is absolutely disheartening. Since many of our streets are unmarked, no yields or stops south of Manz, it's hard to trust my son when adults are not cautious.
- I currently do not feel comfortable letting my child (age 7) walk/bike from school alone. He would have no one to walk/bike with for 2 blocks of the trip. If he had someone I may feel different when he is older.
- It is a great way to foster independence and responsibility.
- It would be nice to have a pedestrian crossing at the

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intersection of Rudolph and Hamilton (a light that would allow people to cross if button is pushed).

- We love that we live so close to Manz that our student can walk, but he gets dropped off by a babysitter on her way to UWEC.
- For South Middle School – Fairfax Street is busy and my son who attends there says traffic rarely stops for kids to cross and he can hardly see when cars park along the road.
- I wish the district and our school would do more to encourage parents to have kids walk to school so that it is normalized, not unusual, for kids to walk.
- I would love to allow him to walk or ride his bike, but he would be home alone for an hour in the mornings and afternoons and that's just not feasible.
- My child walks to/from school every day. I have to be to work by 8:00 am and school starts at 8:35 am, so I am not able to drive him to school. I worry about traffic and people not watching when backing in/out of driveways.
- Essentially, weather and after school events are the major reason for not walking/biking daily.
- I would love her to bike to school, but it's too far to go for a 3rd grader.
- In the fall and spring, we often walk or bike to school as a family.
- My children must go as a group or with an adult because they have to cross a road that is a city bus line route and is the only cross traffic controlled street in neighborhood, but does not have a crossing guard.

- My kids had to cross Rudolph, which was my biggest concern.
- I am concerned about next year when he attends South and has to cross Rudolph Road at Mitscher – very busy.
- Student transit won't allow my kids onto the bus due to our address. Even in the snow, rain, and hot weather they have to walk to school a mile because the bus won't stop. Even though we contacted them several times about it, the answer is still NO!
- Our daughter is going into 6th grade (school years 2017-2018) at South Middle School. We live less than a mile from this school. She will be walking/riding bike for the most part.
- When she was younger we'd walk her and get her across Nimitz Street (traffic) then she'd be OK to get to safety patrols at next intersection. We also drive her to school in winter.
- Rudolph Road is not a safe road for kids to bike on or across. Needs to add a stop sign.

Meadowview

- Crossing Golf Road is a challenge even with crossing guards.
- I answered I don't know how long to go from school to home because most days they are going to Boys and Girls Club and they stop at several schools along the way. Whenever it is possible for my child and neighbors children to walk or bike we do that. Schedules and weather are the most limiting factors.
- If we lived closer to school, my kids would definitely be biking/walking to school.
- It would be so nice if the bus could pick up my kids since they drive right past us but 'we live too close.'

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- Long bus rides.
- My daughter would love to ride her bike (on warm days) and ride the bus (on cold days) to school. My husband and I have decided that we will let her ride the bus home when she is in 5th grade as a part of her transition into getting ready for middle school as she will be walking to and from South Middle School.
- Our home is adjacent to the school with no street crossings. I would be very comfortable letting her walk alone.
- The survey is not entirely clear when it asks if my daughter walks home. She DOES walk home, but only with an adult right now. I have it set up with her teacher to meet her further from the school outside of the gate to encourage her to be more independent. We live very close to school so I walk across the street & wave to the teacher, the teacher waves to me and then sends her on her way to meet me to cross the street.
- I really wish there was a crosswalk directly; to cross the street from the school. Most parents who park to get their kids and some kids who need to get to the other side are not willing to walk the entire block+ to get to the crosswalk in order to cross the street.
- We are outside of the city limits and it would take too long.
- We live a distance from school along a route that is prohibitive to biking to school, however, if we lived closer, we would have no problem with biking or walking to school.
- We live too far of distance for this to be an option, if we lived closer it still would not be an option because of the traffic congestion around the school and the lack of supervision before and after school on and near the sidewalks!

Memorial

- 1.8 miles is way too far for my asthmatic child to walk to school, especially in the winter!
- Another factor is that there is an instrument and a heavy backpack that goes back and forth each day.
- Before they obtained their driver license, both children rode bikes to school. Had two bikes stolen while they attended even though they were locked up during the school day. Once one started driving, the other would be dropped off for earlybird class by parent and then ride home with the driver. After school events just made it easier to have them drive, though bike would have worked too. Fall events meant getting home after dark so preferred safety of vehicle.
- Child has special needs so she could only walk if we lived very very close.
- Conditions to walk are fine. We are almost 2 miles so it's a long walk and hard to allow that much time in the morning for a teen! The walk home is doable but takes 25 minutes and in bad weather it is not ideal. As a result we drive her most days both ways.
- Distances kids are expected to walk during poor weather situations are frustrating for a parent. I also believe there's a potential to expose students to dangerous intersections as well as potential to have harm brought upon them.
- Good to provide adequate bike racks for parking.
- Having to cross the intersection at Keith and Brackett is a huge deterrent in walking to and from school. The traffic is incredibly heavy in the morning between 7 and 7:30 AM. Drivers also often fail to follow traffic rules and signage or

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respect people in the crosswalk. We do not live far beyond this intersection but my student as well as other students in our neighborhood state they feel very unsafe crossing at this intersection. These students are all finding ways to get rides to school or drive to school themselves to avoid walking through that intersection.

- High schoolers smoking at the park.
- I do not want my daughter walking to school, it is too far and too many sex predators live along her route to Memorial!
- I don't have much opinion as I don't know what the conditions are. It doesn't seem that walking and biking are really promoted at MHS. It seems like a great idea, but with early bird activities and after school activities, it isn't always practical. It is hard to carry a trombone or baseball gear on your bike.
- I drive by the Jefferson St & Brackett Hill a minimum of 4 times a day. And cars DO. NOT. STOP! for pedestrians in crosswalk. I seem to be the only one (who stops) & I fear of being rear - ended. I am in the turning lane, but the other laneNO ONE STOPS! Either direction. I used to see groups of runners, (possibly with a coach) & cars would not stop! I can't say it enough. There needs to be a sign for pedestrian crossing. Maybe then.
- I will drive student to school because of time.
- I would encourage, support, and promote my daughter walking or biking to school weather permitting, if I had such an opportunity. Unfortunately, that opportunity is being denied by their mother.
- It is very unsafe for bikers and walkers to come out of the tunnel and use the sidewalk/cross the intersection by the Little

Theater. Technically the users of the sidewalk should have the right of way, but I saw on Monday that there is now a stop sign for the bikers/walkers. Sight lines are poor and drivers are turning and in a hurry and not looking, so I guess the stop sign is the best idea- put the owner of safety on those most at risk.

- My child is picked up by car by a friend. This was not an option.
- My child does not like to walk because cars DO NOT yield to pedestrians coming out of the tunnel onto school property, school parking lot.
- Even for bikers trying to cross over to get to bike racks.
- A crosswalk needs to be boldly painted into pavement & yield signs put up in center of driveway.
- My son drives his own car now but he used to either take the bus or bike to school before he got his license. The route he would take would require crossing the intersection by Festival, which I was always nervous about. There are lights, crosswalk and walking signals, but the traffic over there always feels so rushed.
- My son walks or bikes if he has something before or after school and I'm already busy with something else. He thinks it's "unreasonable." Sigh...I wish there were more discussion and/or encouragement of walking/biking to and from school. I walked or took the city bus for 6 years and somehow survived (and maintained a healthy weight).
- My student rides with another student daily. We live 6 miles from Memorial.
- My student's backpack is so heavy from all her books that it strains her back to carry it 0.8 miles to and from school. This

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makes me very reluctant to have her walk.

- My two kids ride in car together. Your survey assumes that kids aren't walking or biking because they aren't allowed to. Mine are allowed to bike but they choose to drive.
- Provide incentives for students to bike or walk to school rather than drive. My child would drive part way to school then bike on the path to school along HWY 93 if trail head parking was available. More designated bike paths are needed in Eau Claire that lead to school. Increase the permit fees. Issue different options for parking such as odd/even parking days to encourage ride share and carpooling.
- Son loves to bike when weather permits and not taking early bird classes
- The Memorial child is dropped off by a parent on his way to work. The other child that goes to South walks home and I feel it is very difficult because the backpack that she wears is so heavy. She has a good quality backpack but because she lives between two homes she tries to take along everything that she needs. She loves to read and therefore has books along with her binder. I also question if it is safe with so many sexual predators that live in this town. I have checked and there are two living right on her way home. I think that transportation should be provided to all the students to make sure they arrive home safely.
- The two mile rule is not tenable. School starting so early makes it impossible for kids to have kids walk. Up a steep hill and in winter weather. So many parents drive the kids to school, creating a traffic jam and dangerous conditions. Redoing the parking lot was a joke as you have to drive even more and past more pedestrians to pick up and drop off. Teenagers driving in and out, super-fast and without paying

proper attention makes it all worse. Bus kids in please! A very wide dedicated crosswalk in the middle of the block (like on the street in front of Zorn) might help a bit, as kids walk out from between cars all the time.

- We are too far for biking/walking but I wanted to complete the survey because I feel like improvements in safety can be made. Many kids use the walking underpass coming from the south side of Clairemont. Bikers sometimes use the sidewalk at a high speed. During drop off in the morning, it is difficult to anticipate these kids when turning into the south parking lot (by the eagle door).
- We live approx. 17 miles from MHS. My daughter would ride her bike if we were closer. She rides the bus home except during track season.
- We live in the East Hill. Marked bikeways with route(s) to from Memorial would be excellent. Also, I've seen only ONE bike rack at Memorial. It looks horrible and is far away from the main entrances. Additionally, driving is a rite-of-passage for sophomores and MANY students drive themselves. There is pressure to drive and not to clean commute. The school could emphasize clean commuting for students. Also, small groups riding together from the same neighborhood. Thanks!
- We live out of district, so I have to drive my kids to school. Many of these questions do not pertain to our situation.
- We live too far out of town to have my child ride his bike.
- Winter months are dark outside when my daughter would be walking/biking to school, I don't like the idea of her walking or biking over 3 miles in the dark, especially in bad weather. Physically, there is no way she could carry or haul on a bike the stuff taken to school. AP textbooks alone are over 5

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pounds each. Add a lunch, backpack, workout gear, extra snacks for before practice, and let's not forget any school projects that need to get hauled in periodically. The idea is good, but not feasible, for my student.

Montessori

- My son could bike all the way to Montessori on bike trails, but the traffic gets very busy after he passes the hospital and needs to cross Madison Street.
- Montessori needs to address the pickup/drop off route. Right now, simply too much traffic around this area for cars to be lined up in the morning and afternoons.
- Often in good weather I bike with my child to school on a tag-a-long but my biggest concern is really that crossing Madison Street is dangerous. There currently is no good place to cross without going way out my way, which is not that appealing in the morning when we feel a bit more rushed. If the bike trail is created behind Lazy Monk to go under the bridge that would help quite a bit.
- Thinking of all of our schools, there are several that do need safer conditions. One of the greatest challenges is drivers honoring normal speed zones and cautious driving practices when they are more than a block or two from the school.
- We live in a neighborhood known to have crime issues as well as sex offenders. I believe this is also the case for the neighborhood Montessori is in. My kids' bus stop is 2.5 blocks from our house and not visible from any part of our property. I feel it's necessary to pick them up from the bus stop every day to keep them from potential harm, especially since a bus stop puts my kids at the same location at the same time 5 days a week. I just don't think it's worth the risk in our neighborhood

to let them walk alone.

- We live too far from CVMCS for our kids to walk or bike there.
- We practiced a bike ride just last weekend and it is great with the bike path and sidewalks except there are multiple sections that have neither a sidewalk or path and therefore it is quite dangerous. He also has to cross side street intersections that neither way has a stop making it more challenging to figure out what he needs to do.
- We used to bike to school, but the road crossing on State Street was LEATHAL. MANY times a car pulled into us when we were crossing the road on the walk light.
- I think it is SO SO infuriating that our country is full of unhealthy children and we cannot even allow them to walk or bike to school because there is NO safe place for them to cross the road. “

North

- It would be impossible for him to walk to school. He needs the bus for the distance. He rides his bike in the summer for athletics.
- My child's high school backpack is extremely heavy and I don't like for her to carry for half a mile.
- My kids couldn't walk related to distance of where we live, but I believe high school age children would be the age I would feel most comfortable walking/biking for the most reason they are a little more mature to handle situations related to weather, traffic choices and mostly “stranger danger”. It is an unfortunate society we live in that our kids cannot walk home without certain dangers.

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- My kids ride the bus due to distance (typically I drive though). However, 5 miles is not unrealistic to ride a bike given my child is very athletic and enjoys physical activity (time in the morning is a separate issue though). One of my main concerns (driving or biking) as a parent is the traffic congestion outside of the main parking lot. Although as high schoolers I'm sure they can handle being safe, it is still concerning as a parent because I watch every morning the race to get in and out of the lot. Almost every car (beside the few that park in the back parking lot) has to turn onto Piedmont to get to the parking lot (students, staff, parents dropping off)... this is so congested! Memorial, for example, has a front entrance to the parking lot and a back entrance ... dispersing the traffic to several different driveways/entrances. Even though North has three driveways in front, they are all on Piedmont and almost all traffic (including many buses) is coming from the same direction creating lots of congestion and grid-lock.
- My son enjoys walking home, weather permitting, but he is just under two miles from the school, and has to cross Western Avenue to get to the underpass for Hastings Way, which is a pretty iffy crossing.
- Recommendations crossing guard at: McKinley Rd and Noble Dr. I live near there and many kids do not stop before crossing the street and often times cars fly around the corner too fast. I have seen 3 accidents in the School Zone near that corner during times kids are heading to school. Thank goodness no kids were there at the time.
- Our two sons often walked to grade school and biked to middle school in good weather. We bought an extra family car when older son started a job after 10th grade and to help with getting both sons to school and between their divorced parents, shared custody. Older son is in college now at UMN with just a bike and no car, physically fit. Younger son is graduating high school this year, works weekends at Oakwood Mall. I wish he were a little more physically fit but when he goes to college with no car we think that will change. The route for our bike paths and roads to Locust Lane, Northstar, and NHS were fine for all grade levels, no problem with bullying in our experience. A bike awareness promotional event in the fall would be a good idea, points and rewards for kids biking a lot, but when the weather gets wet or cold my family would still want a car ride.
- Teens especially need to shower after working up a sweat. Winter is long, making biking impossible and walking more of a danger.
- The biggest issue is that there is a stretch of road along McKinley that has no sidewalk and a large blind spot. If it wasn't for that we likely wouldn't worry.
- The primary reason we do not encourage walking/biking is because of the heavy backpack -- much heavier than should be considered safe for his weight. The other factor is that he would enjoy rollerblading or long boarding, but doesn't have a place to store the equipment once he arrives at school. Thanks!
- The roads don't have a bike/walking path and is very dangerous to ride/walk on road from our house to North.
- We drop him off in the morning, and he rides the bus home at night. Then he walks about 10-12 minutes from the bus stop. He would ride the bus in the morning too if he could wake up on time to get to the bus stop. :-) Once he gets his license, it will depend on vehicle availability. He has asthma, so a 5 mile bike/walk would not help him the rest of the school day. Thanks!

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- Winter weather and having a 1.7 mile walk to school, is very time prohibitive and unsafe when it gets as cold as it does, and they're "not eligible" to be bussed. So therefore we drive our kids. This is not convenient, but we do it anyway. I will not allow them to endure a 45 minute walk in below zero temps. Frostbite is much too likely of a result. Student transit expects high schoolers to walk 2 miles, and middle schoolers to walk a mile, before they will bus them. That's ridiculous! That's much too long a distance when it's zero degrees and windy.
- You can't fix the safety issue for students that live on the other side of the river. Unless, school district lines are redrawn.

Northstar

- We live more than 2 miles away. Our children bike when the weather permits, but once the ground is covered in snow our children are driven to school all winter long. This scenario was not an option in the survey. It was one or the other, not both.
- #12 was hard to answer as my child is allowed, but chooses not to. Any change would not change my stance to allow them to bike.
- Both children like to bike to school. We drive them only when it is too cold or too wet (rain or snow).
- I like when they bike in a group but won't allow either of them to bike alone. If kids knew more kids were biking from the neighborhood, I would feel more safe.
- If you live 1.8 miles from school, the district should bus the kids to and from school.
- Increase after school crossing guards by school or label crosswalk in middle of road. Traffic does not slow down for School Zone or stop for bikes/kids crossing.
- It's dark in the morning much of the time for 7:30 start time.
- I've noticed that when it is dark, school grounds lighting is extremely poor.
- More bike racks and space are needed at Northstar.
- My daughter has complained there is not enough room on the bike racks at Northstar when she does bike to school. More bike racks would increase the likelihood of her biking to school.
- My son enjoys biking, walking and skateboarding to and from school. We encourage him to have fun and use that time to prepare and/or reflect on the day. This last week I was disappointed to hear that while his bike was locked on the bike rack someone damaged it by applying force to the gear box. We were able to have it fixed the following day but our son is now apprehensive about the safety of his bike while on the rack.
- My son goes to Northstar. We live on the opposite side of 53 way down Eddy Lane. 1.7 miles away. It doesn't matter that there's a tunnel under 53. It's too far to walk/bike in the winter and when they have an instrument to carry. Plus there are too many dangerous intersections. Eddy and Starr, Eddy and Western, Eddy and Abbe Hill. All children on this side of 53 should be bussed. My older son rode the bus every day. He went to Northstar before the tunnel was there. It has been a huge problem for me to find people to pick up my son and bring him home after school. My property taxes should be paying for busses. It really doesn't matter now because my son will be going to North next year.
- No choice, supposedly too close to school for bus service
- Some of these questions were difficult as my older child would

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have no interest in walking to /from school but my younger child would probably walk, no question. We also don't make them walk because each day one of them would have to carry a large instrument case for a whole mile and we don't want their instruments to get damaged in transit.

- Thank you for taking the time to collect our feedback.
- The bike path from school to Bobbie St. should be maintained during winter. Significant snow makes the path nearly unusable, and then it gets packed and is very icy most of the winter. This is dangerous. In addition, the school should add a sidewalk extending the last 1/2 block from the South end of Bobbie Street connecting to the bike path. The grass is "worn" from constant pedestrian use and in imperfect weather (and all winter) pedestrians must use the road there.
- There are so many sex offenders in the area that it is to worrisome for me to let her bike or walk. The tunnel is disgusting and unsafe.
- There is one sidewalk by our home if my child takes a shorter route to school. This shorter route will eventually lead to more sidewalks where there is more traffic. If my child takes a longer way, my child has access to sidewalks. My child would not want to walk a longer route to school and my child would have to walk alone. I don't like the fact that there are no sidewalks by our home and that my child does not have access to a bus. It most CONCERNS me in the winter. I don't want my child to walk in the street with cars when the roads are slippery. I am lucky to have a friend who takes my child to school and can take him home.
- Traffic gets very backed up at the lights on Hastings and Eddy Lane in the A.M. Sometimes wish there was a crossing guard at Eddy and Western Ave. in the afternoon, at the Holiday Gas station.
- Two miles is way too far for anyone to have to walk in the bitter cold of winter. Maybe the school board should walk 2 miles to and from work for a month since they feel it's ok for our children. No other schools in Wisconsin have such ridiculous rules.
- We are a little concerned about the bike trail going along Western Ave. to the south. We are concerned with all of the trees. Our son has been confronted with a few things that are making him now take Eddy Lane to Starr Ave., so he can stay in the public view.
- We have very few/if any children, my daughter's age that live nearby. I'm not comfortable having her walk almost 2 miles (we live near the airport just inside the two mile rule) by herself, there are too many safety risks. Also, in the wintertime when it is quite cold and windy, it's not safe for her to walk/ride a bike.
- We live 1.97 miles from Northstar. This easily takes my son 30 minutes to walk. In the winter, he would have to leave our house when it is still dark out to make it to school on time. There are also concerns regarding walking that far and being outside for that amount of time in the winter during extreme temperatures. I have safety concerns regarding crossing the railroad tracks in the morning, as often there is a train that goes through. I also find the Western Avenue intersection to be a busy area both before and after school, in which drivers are focused on traffic not pedestrians. I actually find it extremely inconvenient to drive my child to school, but due to his maturity level and safety concerns, it is what our family considers to be the best option.
- We live behind the airport. We live in Eau Claire and the road around it is in poor condition, curvy, narrow and people travel very fast. Not safe for anyone to bike especially early in

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morning.

- We live in Seymour Township, where the roads are not very safe with a narrow shoulder in places. Once the kids get to the bike path that goes along the North Crossing, it is a better area to bike.

Northwoods

- I will not ever feel comfortable with my child walking or biking alone. I do not feel that it is safe for her to do so.
- In winter my son bikes or if it is raining other than that he bikes with friends. I would only allow him to bike in a group until he is 4th or 5th grade.
- Unfortunately due to Birch St traffic and sexual predators in the area, I refuse to let her walk or bike.
- When traveling to Northwoods Elementary School from the East, traveling from Tower Drive, the hill going over McKinley is VERY unsafe. It has little area to the side to allow for biking, and the side actually narrows as you approach the bottom of the hill getting closer to school. It is very busy at that intersection, and that is the area most often missing a crossing guard. I never let either of my boys ride their bikes to school due to this concern. If we were living in the Princeton Valley area, my children would have rode bikes to school on a regular basis, because there are nice sidewalks from that direction.

Putnam Heights

- Because our daughter goes to before and after school care at the YMCA, she has to be signed in by a parent, so arriving on her own via foot or bike isn't an option at this time.
- Boys have a 40min bus drive; sometimes they like it,

sometimes it's a long time to be on the bus...

- Had an incident the beginning of the school year with lack of supervision and mix up in after schools placement and my 5 yr. old kindergartener was left alone and picked up by another adult.
- I would like to see a crossing guard help kids cross MacArthur at Ellis. There is a crossing guard who helps kids cross Ellis to continue on MacArthur and then cross further down on MacArthur, but kids then have to double back; it makes more sense/would be more efficient for a crossing guard to help kids cross MacArthur where there is actually a crosswalk. They could walk along the sidewalk (school side) then cross MacArthur at the crosswalk and continue on the side of MacArthur that we live on.
- If there were sidewalks along our route and attending adults and crossing guards, I would be more likely to allow my children to ride their bikes to school.
- Involves crossing State Street- not comfortable with that with a third grader.
- It would be great if there was a crossing guard at Tyler and Ellis as this is an uncontrolled intersection and many parents pick up their kids here now so there is a lot of traffic, etc.
- MacArthur is a busy street and there are a few streets to cross. I am also concerned about safety of him being young and walking alone. I work full time and he attends the Y before and after school program at this time. I would love for him to walk or bike to and from school. Hopefully when he is older.
- My child attends the YMCA in the morning and we need to sign him in upon drop off. He walks home from school, but we wish there was a crossing safety guard on the corner of Ellis

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and MacArthur - going across MacArthur. This would ease my fears of him walking home alone.

- My child does not have to cross any streets to get to school, so it was an easy decision for us. It would be nice if there were adult monitors at the back of the school to deal with issues with kids on the playground/fields at the end of the school day.
- My girls are six and eight. Even if distance was not an issue I would be very upset if their mom allowed them to travel by themselves to school before the ages of 12 and 14. From what I have seen the school is on a busy road as well but the school and city have taken all necessary precautions to slow traffic and make it safe for pedestrians.
- Parents parking in the cross walk while waiting to pick up their child after school makes it difficult for the crossing guards to safely get walking students across parking lot.
- The helper on MacArthur and Stein (guy with the brown truck) only helps with a one way direction. There have been several times where my son walks towards Gordy's wanting to cross the Stein and MacArthur intersection so he can ride his bike longer down that sidewalk going straight to the school but he's not able to because he doesn't walk across the street and over onto the other corner. I hope that makes sense but if he could cover all the corners that would be fantastic. Also, some of the students don't seem too confident in their decisions to stop traffic for the pedestrians and other times I've seen them not look at all before they step out into the road. Thanks for the survey.
- We are just too far away to walk or bike.
- We have to cross both State Street and East Hamilton to get to school. That intersection is dicey for grownups to cross, let

alone kids. That is the only intersection I am concerned about at the time of day my kids would be crossing.

- We live .9 miles from school. My next door neighbor and across the street neighbor all ride the bus to Putnam but they say there is no room for my 2 kids. It is not safe for them to walk that far with one crossing guard. It is a hardship for our family.
- We live too far out for my child to walk or ride a bike. Besides it is dangerous for children to do this alone.
- We really need to address a sidewalk or bike path along highway 37 from Highway B into the city. This is really needed for safety of students coming from the south. Adults could use this as well. With the new subdivisions being built in the south off of B, we need a safe route to the city.
- When both of our kids are older maybe!
- Would let my kids walk or bike if the intersection of State and Hamilton was safer.
- My child does not bike we live too far away. My child would have to ride on county highways to get to school not an option.

Robbins

- I let her do it once with a couple of friends the same age. It just makes me nervous with all the construction going on in our area and not knowing the construction workers backgrounds. She is almost 10 and a lot of her friends do, I guess I just am not that trusting of people. :-)
- I would love to see more completed sidewalks and/or bike trails in the ECASD and city of Eau Claire

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- I'm not comfortable with my children riding to school because part of the route is highway without a bike/walking path. Too dangerous.
- Obviously biking is fun and healthy, but where we live it's just not an option.
- Regarding the question about changes and allowing him to bike, I still wouldn't feel comfortable given his age. We still would not let any of our children bike to school before 5th grade.
- We live much closer to Meadowview elementary but because we are on the other side of 93 he must attend Robbins. Robbins is too far from our home to walk or ride a bike for an elementary school student.
- We live over 5 miles away from Robbins which makes bussing the main mode of getting to and from school due to distance, weather, time, etc... occasionally in the spring we will bike together once or twice to school. I have had middle school kids bike to school in the past on more occasions. We are fortunate to have the bike path start at the entrance of our neighborhood and run the length of Hwy 93 into town, otherwise we would not ever bike into school.
- We live right off a major highway. We would never walk or bike to school.
- We live too far to walk or bike to school. However, if we lived closer, it still would not be safe. School is located near busy roads and there are not enough sidewalks.
- Wish there was a sidewalk on Hamilton

Roosevelt

- A safe underway passing that would allow him to cross North Crossing as well as sidewalks all the way down Jeffers Road. It would also make a safe crossing to the new baseball park.
- At the end of 8th St., on Folsom, there used to be a crossing guard. Now there isn't and it's so busy over there! Plus all the cars parked, blocking little kids sight. It's unsafe.
- I would be more open to the idea of my child biking to school if there was a sidewalk/pathway along Jeffers Road, and if there was a underpass at the North Crossing/Jeffers Road intersection.
- If I got home from work earlier we would walk home more often.
- Because my child does not and will not ride or walk to school due to our location from school, some of the survey questions do not fit our family situation. It's not so much that we would not encourage our child to walk or ride his bike, but the choice that we have made to live where we live makes it a distance too far for either. The "healthy" factor of walking or riding to school is high but because my child does not do either the question does not allow to answer in meaningful and accurate way.
- My wife and I feel that Roosevelt has a very safe walking and biking environment. Although it would be a good idea to us if there were another crossing guard on the corner of 11th St. and Folsom St. That would then give another set of eyes to a few more sidewalks and streets for some of the kids that aren't right by the school. But again, Roosevelt does a darn good job, in our opinion, and us not sending them by themselves is more of a fear that we as parents need to, and

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will, overcome in the future and not anything to do with what the school is or isn't doing.

- Since we live just across the bridge on Jeffers I can't allow my child to walk or bike safely to school since she has to cross Jeffers just to walk across the bridge.
- The business of Folsom St and the amount of streets they need to cross makes me nervous to allow my kids to walk/bike to school. We live off of West Ridge Dr.
- The crossing guard's vehicle on Folsom is often parked so close to the crossing area that it prevents drivers on Folsom from seeing whether the crossing guard or children are about to use the crossing area. This is especially a problem after school when multiple vehicles are parked close to the crossing area. I love the gal that is working the crossing guard area as she is very pleasant and happy to help the kids.
- There are also lots of hills involved with walking/biking to school
- There have been NUMEROUS times that there has NOT been a crossing guard at the Jeffers Rd. crosswalk. This concerns me as it's a busy intersection.
- There is no way I'd let my kindergarten student walk/bike to school alone in this day and age.
- Trying to encourage my child to bike to school. Great idea!
- Walking/biking will most likely never be an option for us because both parents work full-time and would not be able to be at home when she leaves or comes home from school.
- We are hopeful that the City will see a strong need for putting in sidewalks and an underpass connecting Jeffers to the other side of North Crossing! This would allow safe access to

Roosevelt and the new ball fields on Jeffers.

- We are too far. She would have to cross a busy road and walk along a busy street. At 6 and a girl... I don't get why they would have kids so little walk.
- We bike/walk as much as we can. With Wisconsin weather it doesn't happen as much as we would like. An adult goes with the kids on their route to ensure safety. Too many weird people in this world.
- When deciding if she should walk/bike to school we thought about... main roads that had a sidewalk, number of cars on the route, and distance. We wanted her on a road that had safe sidewalks and not too busy (possible accidents or abductions). It's also a good plan to find a close friend to ride or walk with.
- Would love my boy to ride his bike and walk but we still working on safety crossing streets. He forgets to cross on corners.
- Working in the criminal justice field, I think there are far too many unattended and young children walking by themselves to school throughout Eau Claire.

Sam Davey

- I let my 2 kindergarteners walk to and from school with their big sister who is in 4th grade. I meet them frequently as well to walk them home whenever I am able. I definitely do not feel safe letting my children walk home from school alone and only allow so in a group/with a walking buddy. Even my 4th grader. I think a walking buddy program would be beneficial to all. I also think it is very hard to expect parents to be able to drive their kids to school and not provide bussing, especially when you live a mile away like us. That's a long ways for a

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kindergartener. We can't always manage to give a ride, and due to weather, it is sometimes necessary. I think a carpool program would also be beneficial for all. We are fortunate enough to have met some wonderful neighbors who help us with carpooling when needed but I'm sure not everyone has that.

- I would love a walk/bike path that was to the school, maybe connected to the main bike path as well, to make their walk safer. I think speed limits/yielding to pedestrians around Eddy Lane definitely need to be more strictly enforced as well. Also along Frisbee. There are a lot of new drivers (high school kids) that speed and don't mind the little kids walking.
- My children usually walk to and from school together (usually with me). Occasionally they are picked up by me or my husband or a neighbor.
- I also filled out the ""if you don't let them walk"" part of the survey because if they don't have a walking buddy or adult, I don't let them walk due to the reasons I selected. Thank you.
- I would love to see more encouragement from the school for kids to wear bike helmets. It would be easier for my son to habitually wear a helmet if all his friends were too.
- My child attends Rachel's place before and after school so she walks from there daily.
- My daughter generally walks with in a small group (2-5 kids) and our preference is for her to not walk alone, but we have allowed it on a couple of occasions when it seemed necessary.
- My main reason to not having my kids walk to school is due to strangers and the traffic. I would prefer to bring them and pick them up just to make sure they are safe!

- The 2 mile radius for middle school is what is worrisome for me we are 1.9 from the middle school and with weather and traffic my son will have to walk and or bike almost 4 miles daily next year starting 6th grade
- The crosswalks and streets are very well covered but my child would have to go past driveways of businesses with a lot of traffic too and that is where my concern along with lack of initial familiarity/distractibility is.
- We are very lucky to have Rosie and Marty for our crossing guards every day!! Eddy and Starr is a very busy intersection and we are SO lucky to have one adult there!! They are very much appreciated!!!
- We live .98 miles away from Sam Davey. A far walk in -20 degrees in winter. There is also an increase in pedophilia from methamphetamine use and child sex offenders who live on ***** Ave. who have multiple meth/drug charges to name a few. If I could be 100% sure that my child would not get abducted by a pedophile, I'd let her walk/bike to school starting in 3rd grade. Just never going to be a guarantee on this.

Sherman

- At Sherman Elementary, the school sign at the end of the driveway impedes parents' vision to the right as they proceed to the exit. I feel the kids crossing at this spot is a danger with the sign and big bush impeding sight of oncoming children.
- Dangerous where Sherman school sign is and kids behind it that fly out into the parking lot.
- I do feel that I would let my child walk/bike to school at a younger age if she was not near such a busy road. To get

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home she has to walk along Vine St. and pass Sherman Creek Park. I do not feel comfortable letting her walk home alone in elementary school due to the traffic on the road and the sketchy people seen occasionally in Sherman Creek Park. I will continue to escort her home throughout elementary school.

- I let her take her bike at times but it scares me. You never know who's out there.
- I love the idea of walking or biking to and from. That is my son's means to get home. If he could leave when we left for work, he would also walk or bike to school. We drop him so we do not have to worry about items being turned off or doors being closed or locked. (Disappointed when an aid sent our son home one day before school to get pants and our garage door was left open all day..... especially because we dropped our son at before school care and don't expect him to leave the property until after school.)
- I work from home, but based on a full time schedule, which I have altered just to get her to and from school every day. It would be of great benefit to me if she (at this age) were able to be bussed or have adult supervision walking/biking to and from school that allowed me to keep working through the start and end times of school.
- If the weather is nice we walk/bike on my days off. This is not necessary on cold/rainy days. When I work I need to arrive at work 40 min before school starts and stay 40 min past school ending. Therefore we do before and after school care so the children are safely supervised.
- Kids do learn more responsibility if walking to school. When the bell rings they know they should be at school by then.
- My child will have to walk down a steep, curvy hill and past a park that tends to attract trouble to get to elementary school. I'm also concerned about the safety of the parking lot she will have to cross to get to school even though there are safety patrol. I'm already dreading middle school when my child will have to walk close to 2 miles to DeLong. That will be a 30 minute walk. In the cold (especially -30 degrees) and rain, it makes for an unsafe, uncomfortable environment. It puts the burden of transportation on parents-many of us who work full time. In my opinion, 2 miles is TOO FAR to walk to school.
- My concern with having my child walk independently to school is maturity. I would have concern that they don't always make the smartest choices and I would hate for that to end tragically. I would have to feel comfortable in my child's decision making ability before I would feel comfortable letting them walk bike alone.
- Our main issue is distance from school and the only options are 55 MPH roads with small shoulders.
- Parking for pickup at Sherman could definitely be improved. There is not adequate parking and many cars could be eliminated if there was one bus that went to the surrounding neighborhoods. The kids that have to walk to DeLong from our neighborhood is a long way and I cannot believe busing is not offered mainly for safety of students. If my spouse worked outside the home it would be very difficult to drop off and pick up our family from school.
- Some concern with walking, on extreme cold winter days, or if getting out of school early for winter weather.
- The intersection at Vine and Preston is not monitored in the morning by crossing guards. Our children walk/ride bike usually once a week as allowed by the parent's

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work schedule. A parent is with. Drivers do not stop for pedestrians at this intersection. Our children and I (parent) were nearly run down by someone who had stopped at the stop sign, but still did not pay attention to see that there were people walking. I needed to shove one of my children out of harm's way and hollered/waved my arms before the driver acknowledged that we were there. In the afternoon, both of our children are released on the 2nd bell and by the time both are outside and we reach the same intersection, the crossing guards have already left the intersection. They are usually called in at 3:45pm. Our children aren't outside until at least 3:42. That does not give a lot of time to get all the way down to the street intersection. We would like to allow our children to get to/from school on their own, but until they can demonstrate that they can safely cross the street by making eye contact with drivers and looking both ways consistently, or the intersection becomes safer before and after school, we are hesitant to allow this. Too many drivers not paying attention or in too much of a hurry to get to/from school with their own children. I don't want my children to become a statistic in traffic injury/fatality.

- The only thing that is stopping me from letting my child ride her bike to and from school on days when I can be home is the park that she has to pass on the way. Sometimes there are some creepy people in that park and it is heavily wooded which limits visibility on people.
- We are leery to have him bike to school because his older brother's bike was stolen from the middle school this fall.
- We currently walk our kids to/from school every day except for bad weather days. I feel that our kids are perfectly capable of getting to/from school. However, in the society that we live in today, I personally do not feel it is safe for these young kids to

be alone. Sex trafficking is a very real thing that I do not take lightly. I absolutely trust my kids but do not trust the creeps out there. Therefore, we will continue to enjoy the exercise of walking to/from school with our kids

- We live over 3 miles from school, and she would have to navigate Hwy E.
- We love our walks in the morning and afternoon.
- Wish there were crossing guards in the morning, also. They are very helpful.

South

- No survey

