Lac du Flambeau School District
Safe Routes to School Plan

November 2020

Prepared by: North Central Wisconsin Regional Planning Commission

ACKNOWLEDGEMENTS

The Lac du Flambeau School District Safe Routes to School Plan was developed with the following residents and staff. Special thanks are extended to the following:

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Cover photo: Lac du Flambeau School District, NCWRPC map

November 2020

This plan was developed by NCWRPC in conjunction with the Lac du Flambeau School District and the Lac du Flambeau SRTS Task Force as part of the North Central Wisconsin Regional Safe Routes to School Program. This Regional program was made possible in part by a Transportation Alternatives Program grant from the Wisconsin Department of Transportation. Additional funding provided by the NCWRPC.

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PREFACE

NCWRPC

The North Central Wisconsin Regional Planning Commission (NCWRPC) is a voluntary association of governments created in 1973 under Wisconsin State Statute 66.945, now 66.0309. NCWRPC provides assistance throughout the region in the areas of economic development, geographic information systems (GIS), intergovernmental cooperation, land use, and transportation. Staff regularly provides professional planning services to communities, for projects of both local and regional significance.

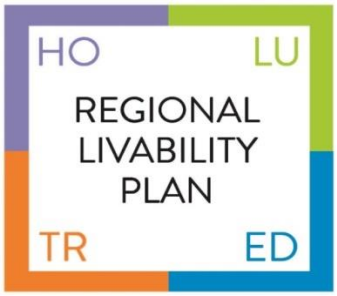
Under Wisconsin law ss. 66.0309(9), “The regional planning commission shall have the function and duty of making and adopting a master plan for the physical development of the region”. The statute was later revised to add that the master plan must incorporate the elements described in ss. 66.1001 – the state's comprehensive planning law. To comply with that requirement, the NCWRPC adopted the "Regional Livability Plan" in 2015.

THE REGION

The Region consists of a ten-county area stretching one hundred and eighty-five miles in a north-south direction, extending from Forest and Vilas Counties in the north to Adams and Juneau Counties in the south. The Region roughly follows the upper Wisconsin River Valley and covers 9,328 square miles, or about 17 percent of the state’s total land mass.

The ten counties are: Adams, Juneau, Forest, Langlade, Lincoln, Marathon, Oneida, Portage, Wood, and Vilas. The Region includes 268 local units of government: 198 towns, 39 villages, 21 cities, and ten counties.

REGIONAL LIVABILITY PLAN



The Regional Livability Plan identifies ways to address the region’s opportunities and weaknesses to become more livable for all residents. The plan addresses four specific areas: Housing, Economic Development, Transportation, and Land Use. The RLP introduces goals, objectives, and recommendations that can help the region use the money we have more effectively and efficiently by investing in solutions that solve multiple problems. Mainly, livable and sustainable developments are less expensive to build, require fewer municipal services, result in higher property values, and generate a range of long-term social and environmental benefits.

Working as a region, all communities can be made more livable. When residents are able to live near their place of employment, travel costs, transportation maintenance, pollution, and congestion are reduced. Efficient use of land and support for walking, biking, and

access to transit reduces energy consumption saving money for individuals, communities, and the region. The successful implementation of the RLP will save tax dollars, create more housing options, provide more transportation choices, increase economic development, accommodate an aging population, retain and attract a knowledgeable workforce, improve community health, protect the region's rural character, and enhance the region's scenic beauty.

The process to develop the plan included the creation of long term goals for the region in addition to more specific objectives and recommendations that economic development organizations, businesses, community organizations, and county and local governments can adopt to make a more livable region a reality.

THE NORTH CENTRAL REGIONAL SAFE ROUTES TO SCHOOL PROGRAM

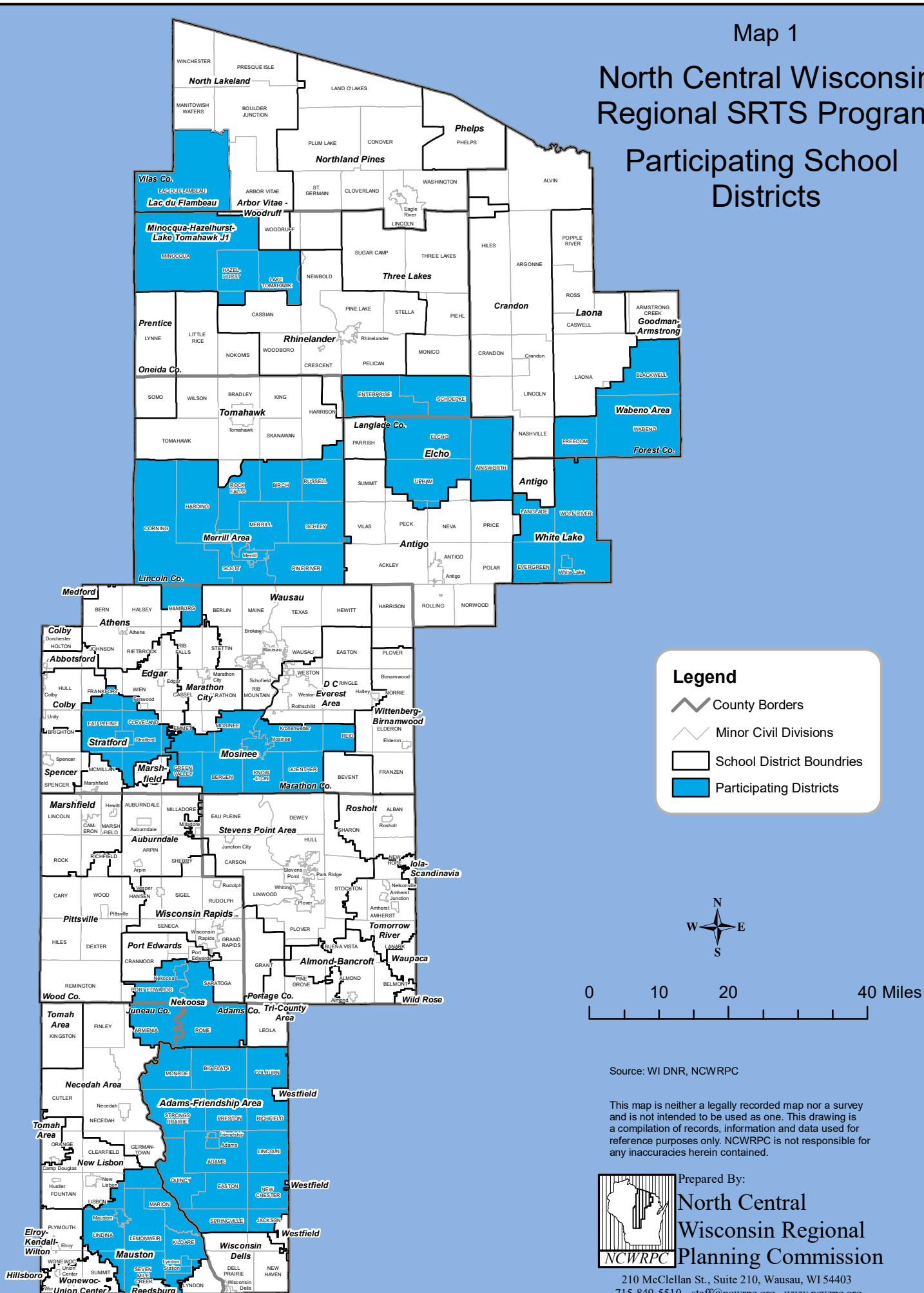
As part of its on-going commitment to implementation of the Regional Livability Plan, the North Central Wisconsin Regional Planning Commission (NCWRPC) has undertaken a regional Safe Routes to School (SRTS) program. Implementing safe routes to school advances livability principles by making it safer and more enjoyable for people to walk and bike within their communities. The program allows the NCWRPC to assist eleven school districts comprised of a total of 25 school sites, see Map 1, with the development of SRTS plans. This Safe Routes to School Plan document and the associated school SRTS Action Plans are an outcome of the regional SRTS program.

To fund the program, the NCWRPC applied for and received a Transportation Alternatives Program (TAP) grant from the Wisconsin Department of Transportation. Additional funding to support the grant was provided by the NCWRPC. The regional SRTS Program will provide resources and ongoing support for public and private schools, as well as communities, within the North Central Region. This regional effort will effectively leverage local funds with state funds to greatly increase safe routes programming in the region and state.

Map 1

North Central Wisconsin Regional SRTS Program

Participating School Districts



Source: WI DNR, NCWRPC

This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCWRPC is not responsible for any inaccuracies herein contained.

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CHAPTER 1: INTRODUCTION

PURPOSE AND OVERVIEW

The purpose of the Safe Routes to School (SRTS) program is to provide safe pedestrian and bicycle facilities that encourage healthier lifestyles. Programs can be established to educate students, parents, and the community on the benefits of walking and bicycling to school and provide tips to do so safely. Major SRTS goals are:

1. To enable and encourage children, including those with disabilities, to walk and bike to school.

2. To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age.

3. To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

SAFE ROUTES TO SCHOOL (SRTS) PROGRAM:

PROBLEMS:

- **Pedestrian crashes**
- **Rising childhood obesity**

SOLUTIONS:

- **Use planning process and 5 E's to:**
- **Create safe routes to school; and**
- **Get students walking and biking to school again**

SRTS planning efforts assess the facilities and conditions near school, examine how students are currently traveling to/from school, and identify safety concerns/issues raised by parents and the community. Infrastructure and non-infrastructure recommendations are then created and implemented, sometimes with grant funding assistance, by the SRTS Task Force and other community members. SRTS plans focus on projects within two miles of an elementary or middle school (Kindergarten-8th grade) and address the five E's which are:

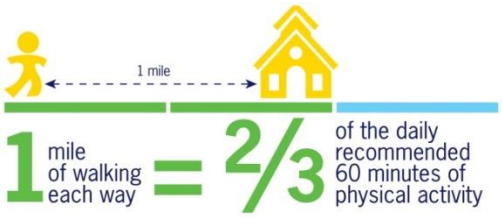
- Engineering
- Education
- Encouragement
- Enforcement
- Evaluation

WHAT IS SAFE ROUTES TO SCHOOL?

Safe Routes to School is a nationwide effort to increase the safety and health of children walking or bicycling to and from school. Nationally, walking and bicycling to school is viewed as a realistic way for children to achieve higher levels of daily physical activity and for communities to reduce the number and speed of vehicles in school zones.

Health and Obesity

- Over the past 40 years, rates of obesity have soared among children of all ages in the United States, and approximately 25 million children and adolescents—more than 33%—are now overweight or obese or at risk of becoming so.
- Kids are less active today, and 23% of children get no free time physical activity at all.
- The prevalence of obesity is so great that today's generation of children may be the first in over 200 years to live less healthy and have a shorter lifespan than their parents.
- Today, approximately one-quarter of health care costs in the United States are attributable to obesity, and health care costs just for childhood obesity are estimated at approximately $14 billion per year.
- People living in auto-oriented suburbs drive more, walk less, and are more obese than people living in walkable communities. For each hour of driving per day, obesity increases 6 percent, but walking for transportation reduces the risk of obesity.



Physical Activity and Academic Performance

- Physical activity and fitness boost learning and memory in children; fitness-associated performance benefits are largest for those situations in which initial learning is the most challenging.
- Sixth- and ninth-grade students with high fitness scored significantly better on math and social studies tests compared with less fit students, even after controlling for socioeconomic status. Muscular strength and muscular endurance were significantly associated with academic achievement in all grades.
- Lower performing students appear to derive particular benefit from physical activity. In addition, short bicycling exercise periods resulted in enhanced neuronal activity and increased cognitive performance for teenagers with intellectual and developmental disabilities.

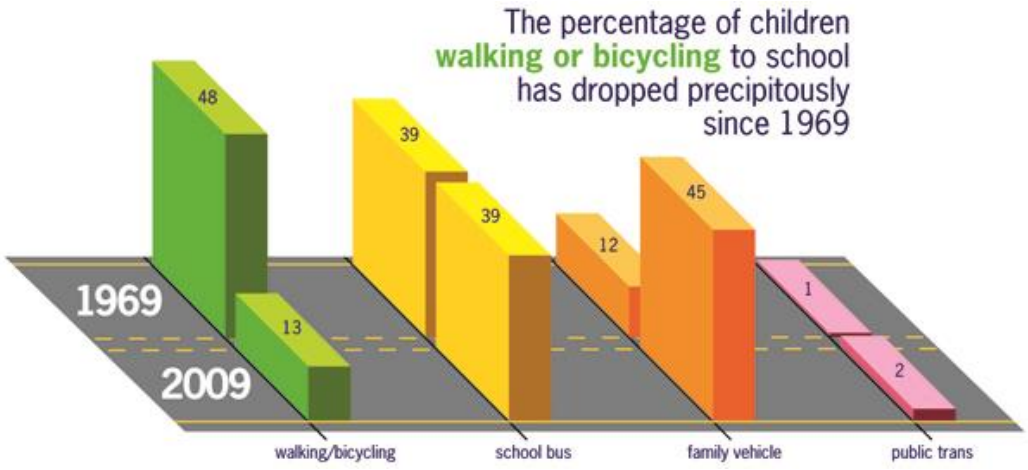
- When children get physical activity before class, they are more on task and fidget less. This is true for both girls and boys, and has been shown to be particularly beneficial for children who have the most trouble paying attention and those with attention deficit disorders.

Safety

- People walking are more than twice as likely to be struck by a vehicle in locations without sidewalks.
- In 2009, approximately 23,000 children ages 5-15 were injured and more than 250 were killed while walking and bicycling in the United States.

Traffic Congestion

- Neighborhoods are becoming increasingly clogged by traffic. By boosting the number of children walking and bicycling, Safe Routes to School projects reduce traffic congestion.
- Within the span of one generation, the percentage of children walking or bicycling to school has dropped precipitously, from approximately 50% in 1969 to just 13% in 2009.
- While distance to school is the most commonly reported barrier to walking and bicycling, private vehicles still account for half of school trips between 1/4 and 1/2 mile—a distance easily covered on foot or bike.



SAFE ROUTES TO SCHOOL PLANNING PROCESS

This Safe Routes to School (SRTS) Plan was prepared by the North Central Wisconsin Regional Planning Commission (NCWRPC) as part of its Regional Safe Routes to School Program. This program was made possible by a Transportation Alternatives Program (TAP) grant from the Wisconsin Department of Transportation. The School District was one of 11 to partner with the NCWRPC for the application submitted in January of 2016. Funding for the award was made available in the fall of 2018, and the NCWRPC coordinated with district officials to conduct student travel tallies and parent surveys and to organize a safe routes to school planning task force. Task force meetings were held over winter of 2018-19 into summer of 2019.

The planning process followed the recommended "5-E" approach. The process was driven by an ad-hoc citizen advisory committee and public input. An inventory of existing facilities was analyzed, including crash statistics and roadway suitability in order to determine ways to improve safety and security for bicyclists and pedestrians.

Goals and Objectives

1. Use planning process to create recommendations to establish safe routes to school

2. Use collaboration to help educate and encourage the schools, parents, and community members to encourage and implement use of safe routes and thereby increase the amount of students that choose biking and walking to school rather than parents driving students to school

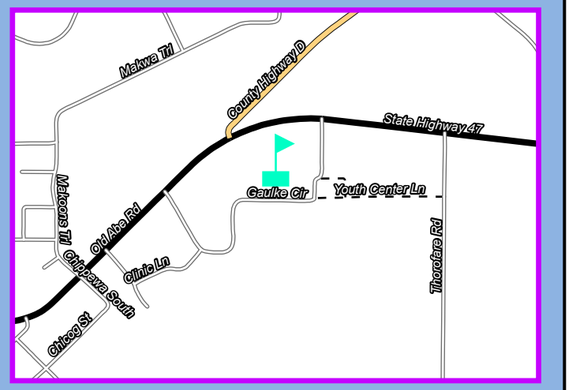
LAC DU FLAMBEAU #1 SCHOOL DISTRICT

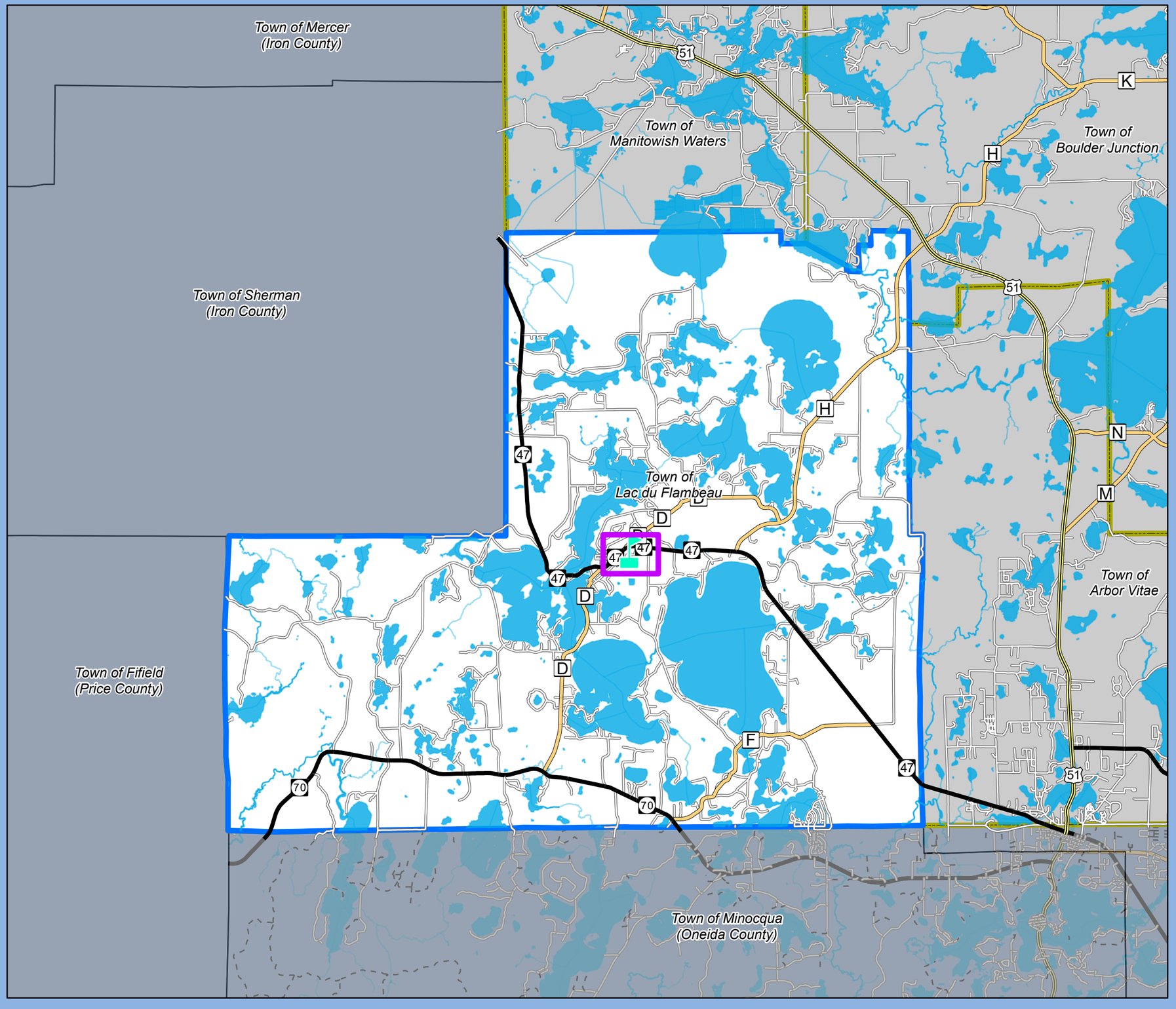
The Lac du Flambeau #1 School District serves the Town of Lac du Flambeau and is located in the southwestern portion of Vilas County, Wisconsin. Map 2 details the School District boundaries. The Lac du Flambeau School District includes Lac du Flambeau Public School, which is located in the Town of Lac du Flambeau. Lac du Flambeau Public School had 510 students in pre-kindergarten through 8th grade that were enrolled in 2018-2019. These students are the focus of this Safe Routes to School (SRTS) Plan.

Map 2

School District Location

Lac du Flambeau
Safe Routes To School





Legend

- Lac du Flambeau Elementary School
- Lac du Flambeau School District
- U.S. Highways
- State Highways
- County Highways
- Local Roads
- Water

0 5,000 10,000 20,000 Feet

N W E S

Source: WI DNR, NCWRPC, Town of Lac du Flambeau

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Enrollment numbers have decreased significantly over the past several years and are summarized in Table 1. The most significant enrollment decline occurred at the pre-kindergarten, kindergarten, and high school levels. Elementary school (grades 1-8) enrollment declined also but at a somewhat slower rate. Elementary school students are the main priority of this SRTS Plan.

Table 1: Lac du Flambeau School Enrollment				
	2011	**2013**	**2015**	**2017**
Total 3 years and over enrolled	873	921	775	688
Nursery School/Preschool	104	119	63	56
Kindergarten	30	39	34	18
Elementary School (Grades 1-8)	375	363	302	341
High School (Grades 9-12)	223	232	183	79

Source: American Community Survey

COMMUNITY DEMOGRAPHICS

The following demographic information came from the U.S. Census and the Wisconsin Department of Administration (WDOA) Demographic Service Center. The Town of Lac du Flambeau and the Lac du Flambeau Band of Lake Superior Chippewa (known as the Tribe) share jurisdiction within the Town boundaries. The U.S. Census provides information for all residents within the Town (Tribal and non-Tribal), and Tribal residents within the Reservation that extend outside of the Town. The Lac du Flambeau School District boundaries are the same as the Town of Lac du Flambeau boundaries. The demographic information included in this plan will include data from the Town of Lac du Flambeau. The WDOA projections include residents within the Town. In 2017 the Town was 51.3 percent American Indian or Alaska Native (49.7 percent Chippewa tribal grouping), 42.2 percent white, 2.5 percent Asian, and 4 percent other.

Table 2 displays population information for the Town of Lac du Flambeau, Vilas County, and the State of Wisconsin. The Town of Lac du Flambeau's population grew from 1990-2010, but has leveled off and dropped slightly since 2010. Vilas County and the State of Wisconsin have grown steadily from 1990 to 2017. From 2010-2017 Lac du Flambeau experienced a 0.2 percent reduction in population.

Table 2: Population					
Minor Civil Divisions	**1990**	**2000**	**2010**	**2017**	**2010-2017 % change**
Town of Lac du Flambeau	2,433	3,004	3,441	3,434	-0.2%
Vilas County	17,707	21,033	21,430	21,465	0.2%
State of Wisconsin	4,891,769	5,363,675	5,686,986	5,763,217	1.3%

Source: US Census Data/American Community Survey Estimates

Household numbers for the Town of Lac du Flambeau, Vilas County, and the State of Wisconsin are displayed in Table 3. The number of households in the Town of Lac du Flambeau has been growing steadily since 1990. This is true in the county and state as well. From 2010-2017 the Towns of Lac du Flambeau experienced a 35.9 percent increase in the number of households. This change was of a significantly higher proportion than that of the county (11.4%) or the state (2.1%). Additionally, the increase in the number of households far outpaced the rate of population increase for the Town of Lac du Flambeau and for Vilas County. The State of Wisconsin change has been a marginal increase both in population and for households.

Table 3: Households

Minor Civil Divisions	1990	2000	2010	2017	2010-2017 % change
Town of Lac du Flambeau	875	1,093	1,269	1,725	35.9%
Vilas County	7,294	9,066	9,658	10,758	11.4%
State of Wisconsin	1,822,118	2,084,544	2,279,768	2,328,754	2.1%

Source: US Census Data/American Community Survey Estimates

Table 4 outlines average household size information for the Town of Lac du Flambeau, Vilas County, and the State of Wisconsin. The average household size has decreased far more significantly in Vilas County (10.0%) than in the State of Wisconsin (0.8%). That is true to an even greater degree in the Town of Lac du Flambeau where the average household size has dropped from 2.71 in 2010 to 1.97 2017, for a 27.3 percent decrease. This explains why there are far more households in the Town of Lac du Flambeau and the county from 2010. Although the population has remained fairly stable, there are fewer people in each household and therefore, a greater number of households.

Table 4: Average Household Size

	2000	2010	2017	2010-2017 % change
Town of Lac du Flambeau	2.72	2.71	1.97	27.3%
Vilas County	2.29	2.20	1.98	10.0%
State of Wisconsin	2.50	2.43	2.41	0.8%

Source: US Census Data/American Community Survey Estimates

Table 5 includes population estimates and projections taken from the Wisconsin DOA Demographic Services Center in 2013. The population projections begin for year 2015, but in many communities across North Central Wisconsin, the DOA population projections have been lower than expected. From 2010 to 2040 the Town of Lac du Flambeau is projected to increase by 854 persons or 24.8 percent. This forecasted growth rate is greater than that of the county or the state at 11.5 percent and 14.1 percent respectively. Additionally, Table 6 shows an additional 440 households, or 34.7 percent, are expected for the Town of Lac du Flambeau from 2010-2040. Again, this projected growth rate exceeds that of the county and the state at 19.2 percent and 22.4 percent respectively. The NCES estimated that in 2017 of the 1,725 households in the School District, 987 were families, and 223 included those with their own children under 18 years of age.

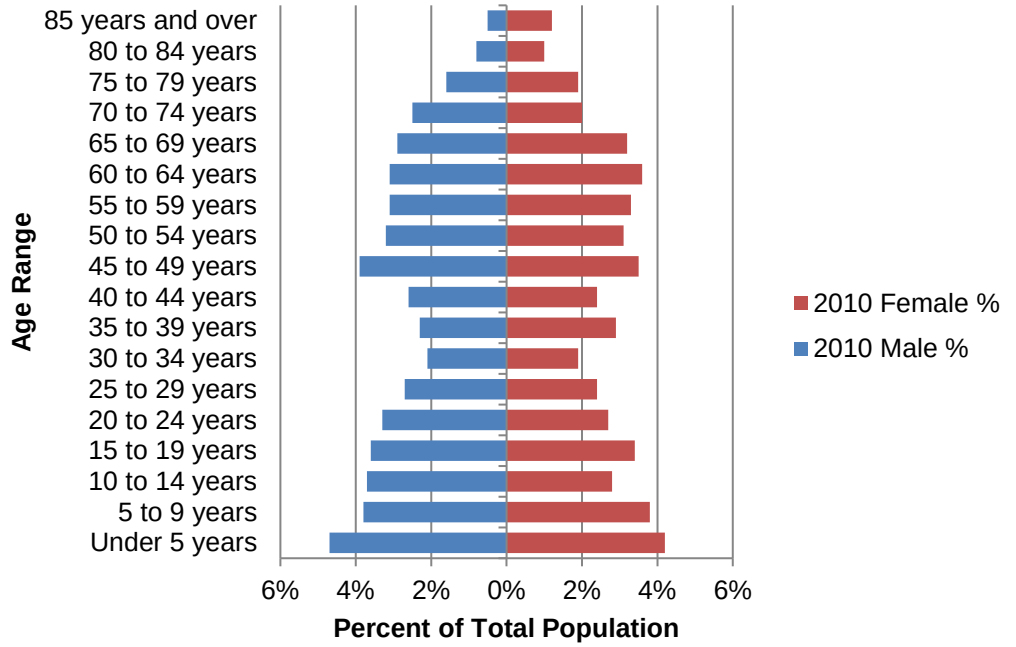
Table 5: Population Projections					
	2010	2020	2030	2040	% Change 2010-2040
Town of Lac du Flambeau	3,441	3,750	4,225	4,295	24.8%
Vilas County	21,430	22,535	24,395	23,890	11.5%
State of Wisconsin	5,686,986	6,005,080	6,375,910	6,491,635	14.1%

Source: Wisconsin Department of Administration Population Projections 2013

Table 6: Household Projections					
	2010	2020	2030	2040	% Change 2010-2040
Town of Lac du Flambeau	1,269	1,429	1,640	1,709	34.7%
Vilas County	9,658	10,469	11,512	11,517	19.2%
State of Wisconsin	2,279,768	2,491,982	2,697,884	2,790,322	22.4%

Source: Wisconsin Department of Administration Household Projections, 2013

Figure 1: Town of Lac du Flambeau 2010 Age Cohorts



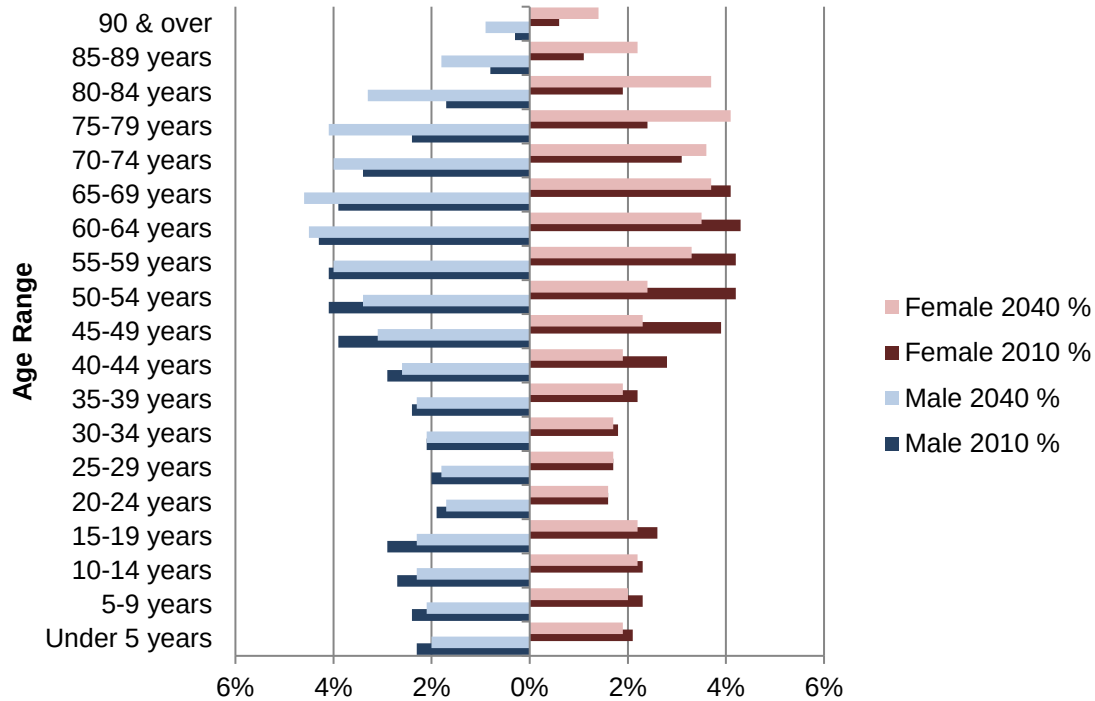
Source: 2010 US Census

The median age for the Town of Lac du Flambeau was 39.7, which was 11 years lower than the county and 1.2 years higher than the state, at 50.7 and 38.5 respectively in 2010. Lac du Flambeau's median age was 2.4 years higher than it was in 2000, which reflects the general aging population of Wisconsin. Figure 1 shows an age population pyramid for

the Town of Lac du Flambeau illustrating population distribution with respect to age cohorts. The population pyramid for the Town of Lac du Flambeau is slightly expansive, with the greatest concentrations in the very young. This indicates that the Town has growth potential. However, the lower age groupings are still balanced with those in the middle age categories.

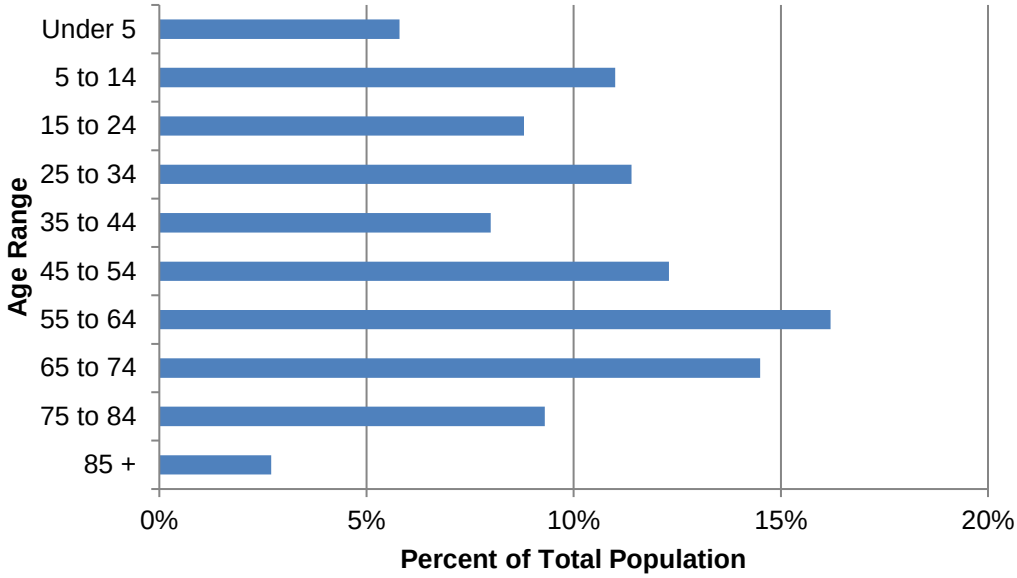
Figure 2 details the same interrelation for Vilas County both presently and with 2040 population projections. Vilas County's population pyramid is constrictive and expected to become more so in upcoming decades. Most people are in the older age categories which will become increasingly true with time. The lowest numbers are in the young adult categories and this is not expected to change. The somewhat sizeable number of young people shows some growth potential, but the numbers are still not significant enough to balance out the larger aging population. Figure 3 outlines age categories for the population within the Lac du Flambeau School District and reiterates that there is growth potential throughout the District with population representation in the lower, middle, and older age categories.

Figure 2: Vilas County 2010/2040 Age Cohorts



Source: 2010 Census, State of Wisconsin Demographic Services Center Projections

Figure 3: Lac du Flambeau School District Population by Age



Source: American Community Survey 2013-2017

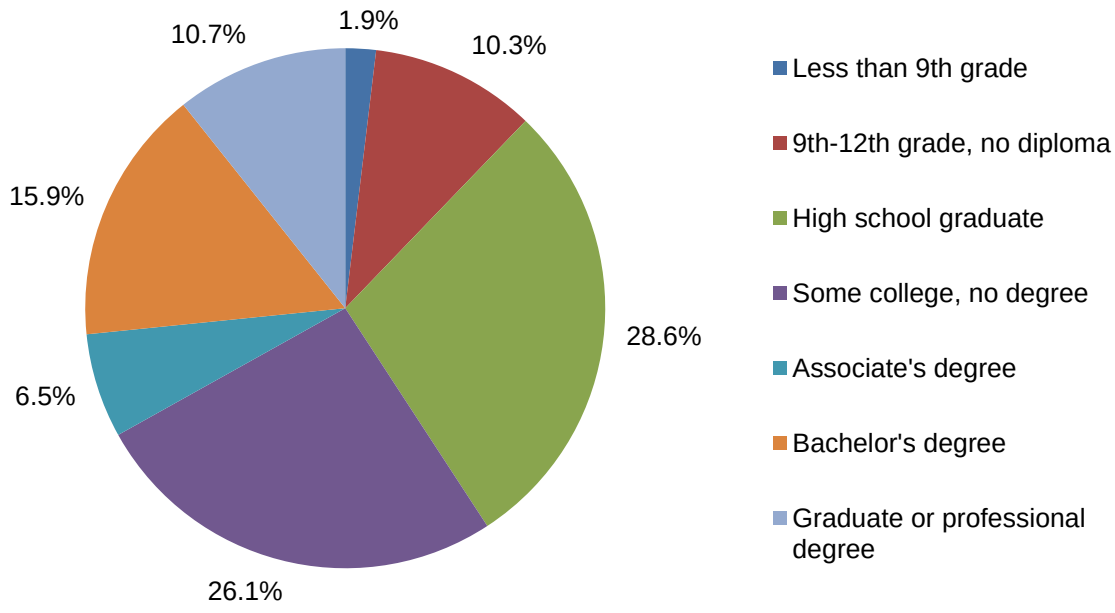
In Table 7, according to 2017 Census data, 87.8 percent of the Town of Lac du Flambeau residents were high school graduates and 26.6 percent had bachelor's degrees, as shown on Table 5. The number of bachelor's degree recipients was up from 23.2 percent in 2010. The number of high school graduates was down slightly from 90.0 percent in 2010. At 87.8 percent, the Town of Lac du Flambeau has a slightly lower percentage of high school graduates than either the county or the state, at 92.6 percent and 91.7 percent respectively. This is true regarding the percentage of bachelor's recipients as well, with the Town at 26.6 percent, the county at 27.1 percent, and the state at 29.0 percent.

Figure 4 shows the breakdown of educational attainment within the Lac du Flambeau School District population. In 2017, 87.8 percent (2,243) of the population age 25 and older had received a high school diploma or higher and 26.6 percent (680) of people 25 and older had graduated with bachelor's degree or higher.

Table 7: Educational Attainment (25 and Over)			
Educational Attainment	**Town of Lac du Flambeau**	**Vilas County**	**State of Wisconsin**
Less than 9th Grade	1.9%	1.0%	2.8%
9th to 12th Grade, No Diploma	10.3%	6.4%	5.5%
High School Graduate	28.6%	31.0%	31.3%
Some College, No Degree	26.1%	25.0%	20.9%
Associates Degree	6.5%	9.5%	10.5%
Bachelor's Degree	15.9%	17.8%	19.2%
Graduate or Professional Degree	10.7%	9.3%	9.9%
Percent high school graduate or higher	87.8%	92.6%	91.7%
Percent bachelor's degree or higher	26.6%	27.1%	29.0%

Source 2013-2017 American Community Survey

Figure 4: Lac du Flambeau School District Educational Attainment (age 25 and over)



Source: American Community Survey 2013-2017

CHAPTER 2: EXISTING CONDITIONS

This chapter analyzes a range of background material and information used to help develop the recommended safe routes to school strategies, including: a review of the results of the student travel tallies and parent surveys conducted as part of this plan; discussion of information gleaned from the planning meetings and site assessments; and background information on the planning area including policies and practices that are in place, as well as traffic and crash data.

STUDENT TALLY OVERVIEW

In August of 2019 student tallies were administered by homeroom teachers at Lac du Flambeau Public School. The 3-day Students Arrival and Departure Tally Sheet (student tally) from the National Safe Routes to School Center was used (See Attachment A). In the student tally, homeroom teachers documented how students traveled to and from school and had opportunity to note other relevant comments.

Student tallies occurred over a three-day period, so one student could equal six trips if they attended school all three days. However it is possible that some students attended only one or two days due to illness or absence.

Lac du Flambeau Public School
Student Tally

Lac du Flambeau Public School serves students in kindergarten through 8th grade.

- **Main modes of travel by Lac du Flambeau students:**
  1. School Bus (69%)
  2. Family Vehicle (21-26%)

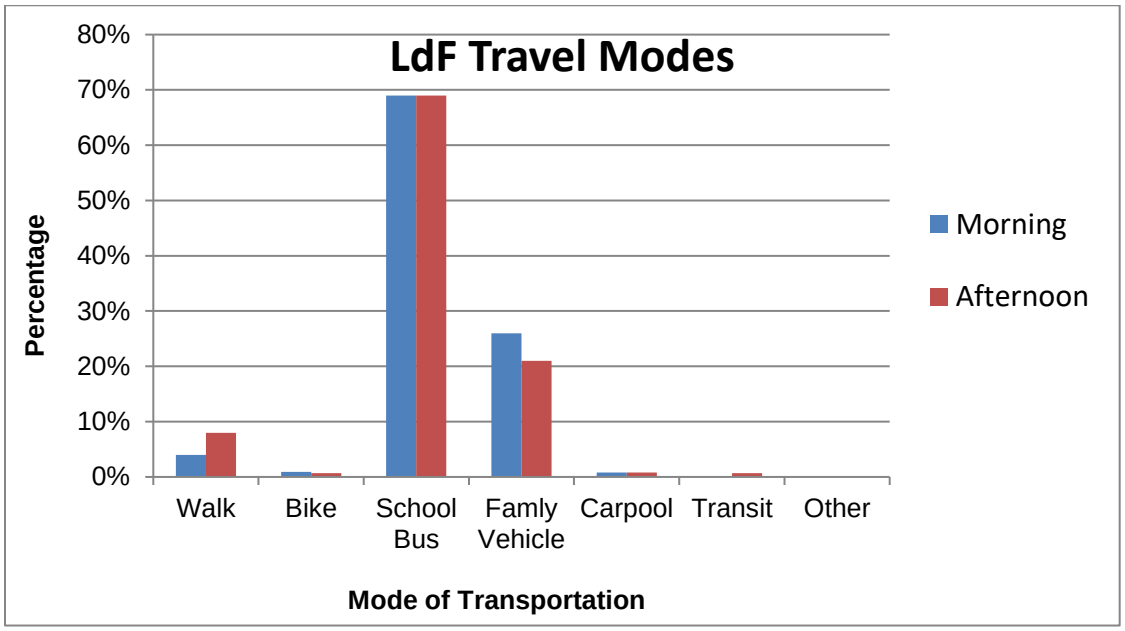
The discrepancy between morning and afternoon travel in Table 8 shows that 5% more parents are driving their kids to school in the morning. That same 5% get home by walking (4%), and LDF Transit (0.7%). Percentages do not equal 100% due to rounding.

Table 8 — Lac du Flambeau Public School Morning & Afternoon Travel Comparison

	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	4%	0.9%	69%	26%	0.8%	0%	0%
Afternoon	8%	0.7%	69%	21%	0.8%	0.7%	0%

Source: Student Tallies, August 2019

Figure 5: Lac du Flambeau Public School Student Tally Results Morning and Afternoon Comparison



Source: Student Tallies, August 2019

PARENT SURVEY OVERVIEW

While student tallies were being coordinated at school, parent surveys were collected in August of 2019 at a table for parents to complete. The Parent Survey from the National Safe Routes to School Center was used (See Attachment A). On the form, parents described how children got to and from school, total travel time, and factors that influence their decision to allow or not allow their children to walk/bike to and from school. Additionally they were asked if in their opinion biking/walking is fun and healthy and to what degree they felt that the school encouraged biking/walking.

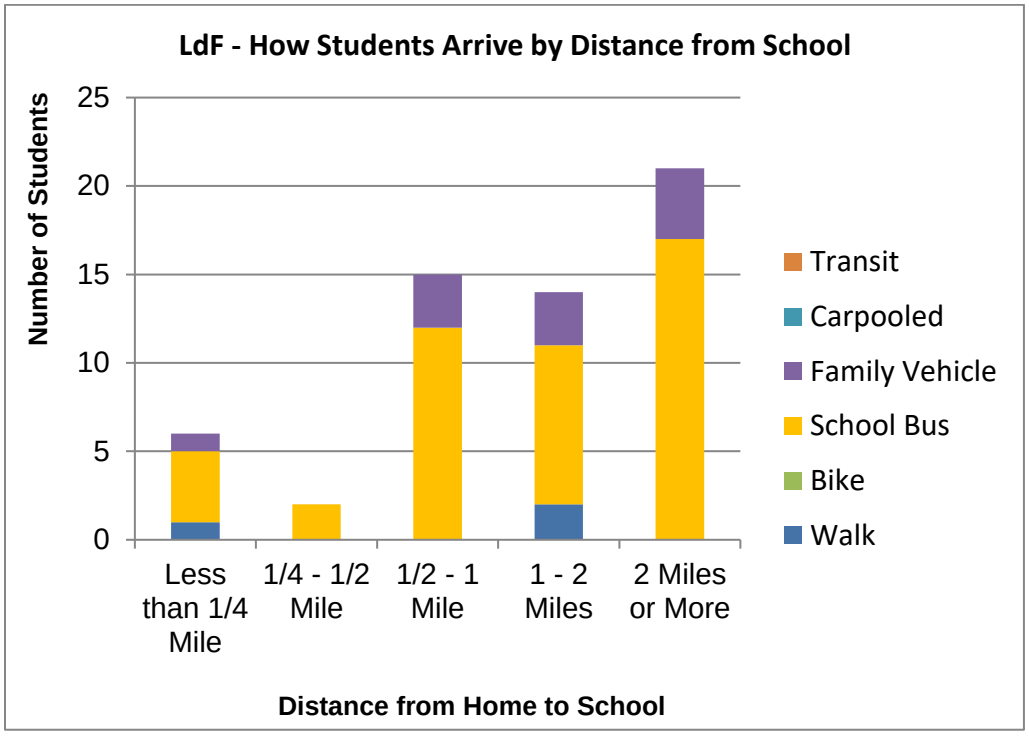
Parents were instructed to fill out only one survey per school. If multiple children attended the same school, they were asked to fill out one survey for the child with the next birthday from that day's date.

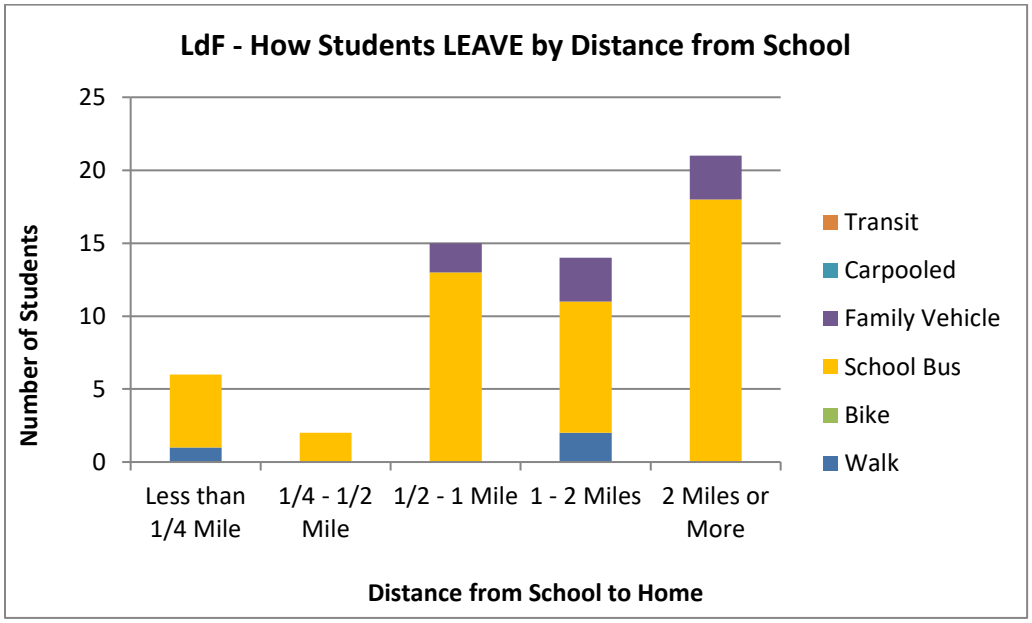
There were 61 parent surveys collected for Lac du Flambeau Public School. Expanded parent survey results can be seen in Attachment B.

Among parents who answered the survey, 23 of 61 students live within 1-mile of school - with only 1 student (2%) walking or biking to school. About 76% of students represented in this survey took the school bus, which is much higher than the student tally (69%).

By comparing student arrival in the parent survey vs. the student tally, it appears that parent survey results show a similar representation as the student tally. These are not statistical results, but should be used to assess the general mood of parents from Lac du Flambeau Public School.

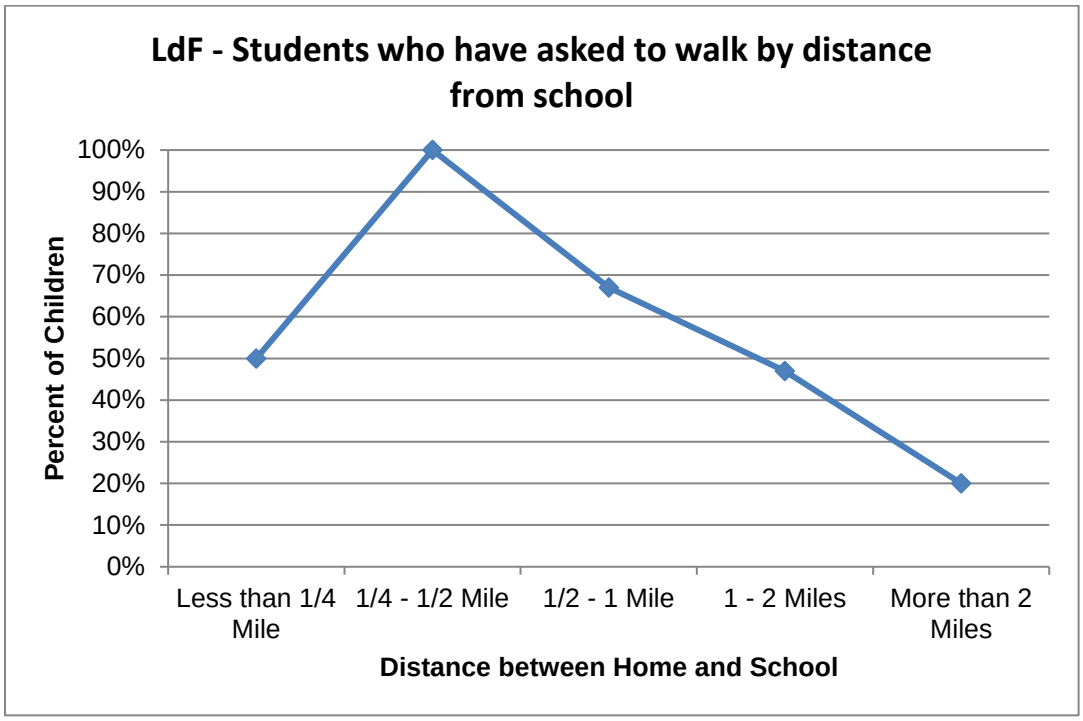
FIGURE 6: How does your child arrive and depart from school?





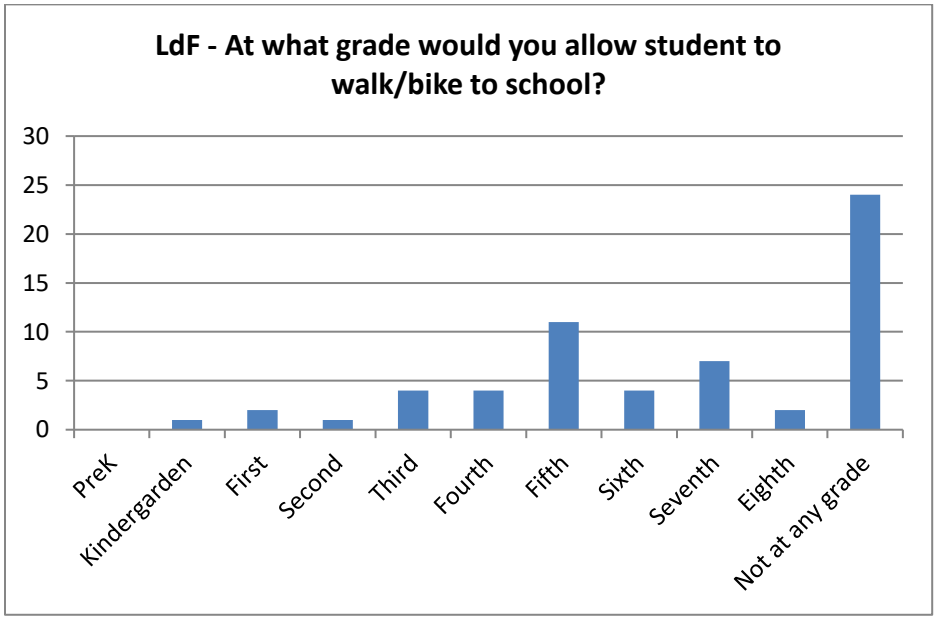
Source: Parent Surveys, August 2019

FIGURE 7: Has your child asked to walk?



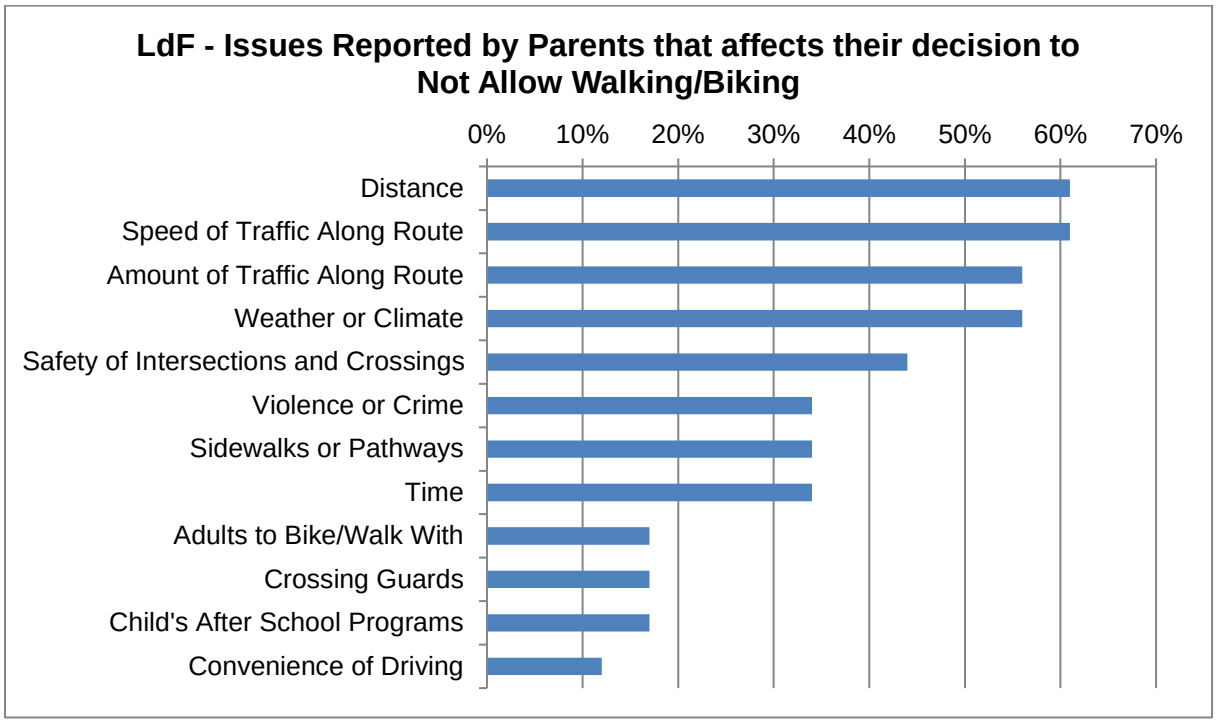
Source: Parent Surveys, August 2019

FIGURE 8: At what grade would you allow your child to walk/bike to school without an adult?



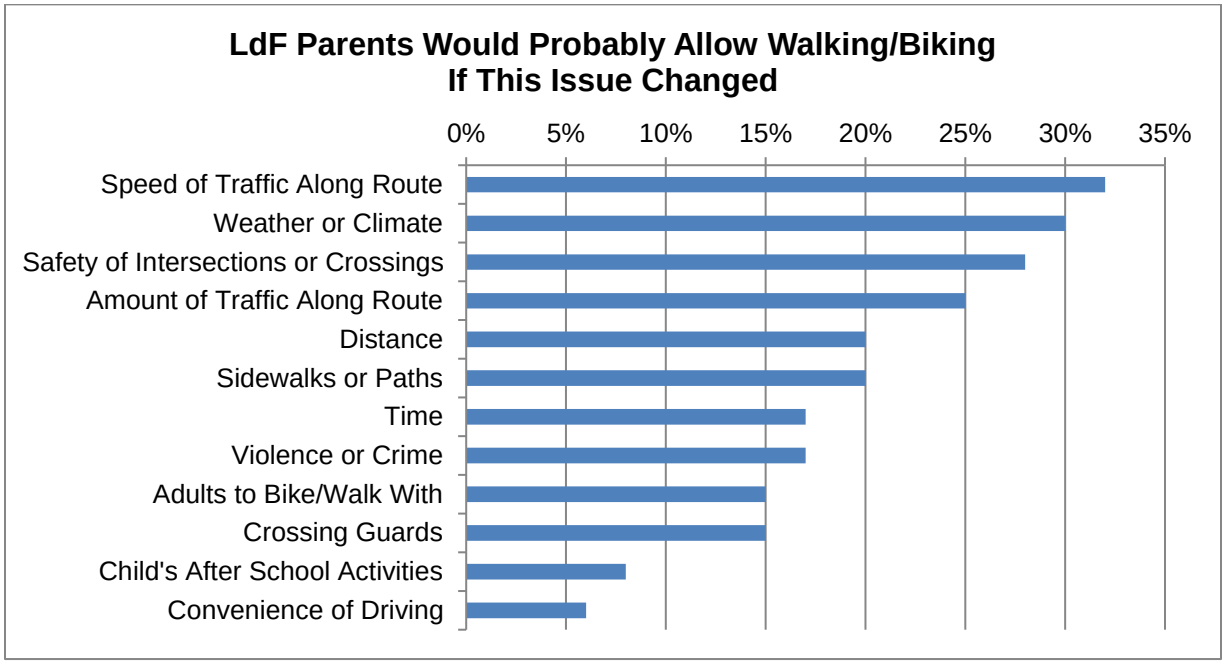
Source: Parent Surveys, August 2019

FIGURE 9: Which of the following issues affect your decision to not allow walking or biking?



Source: Parent Surveys, August 2019

FIGURE 10: Would you probably let child bike or walk if the following were improved?

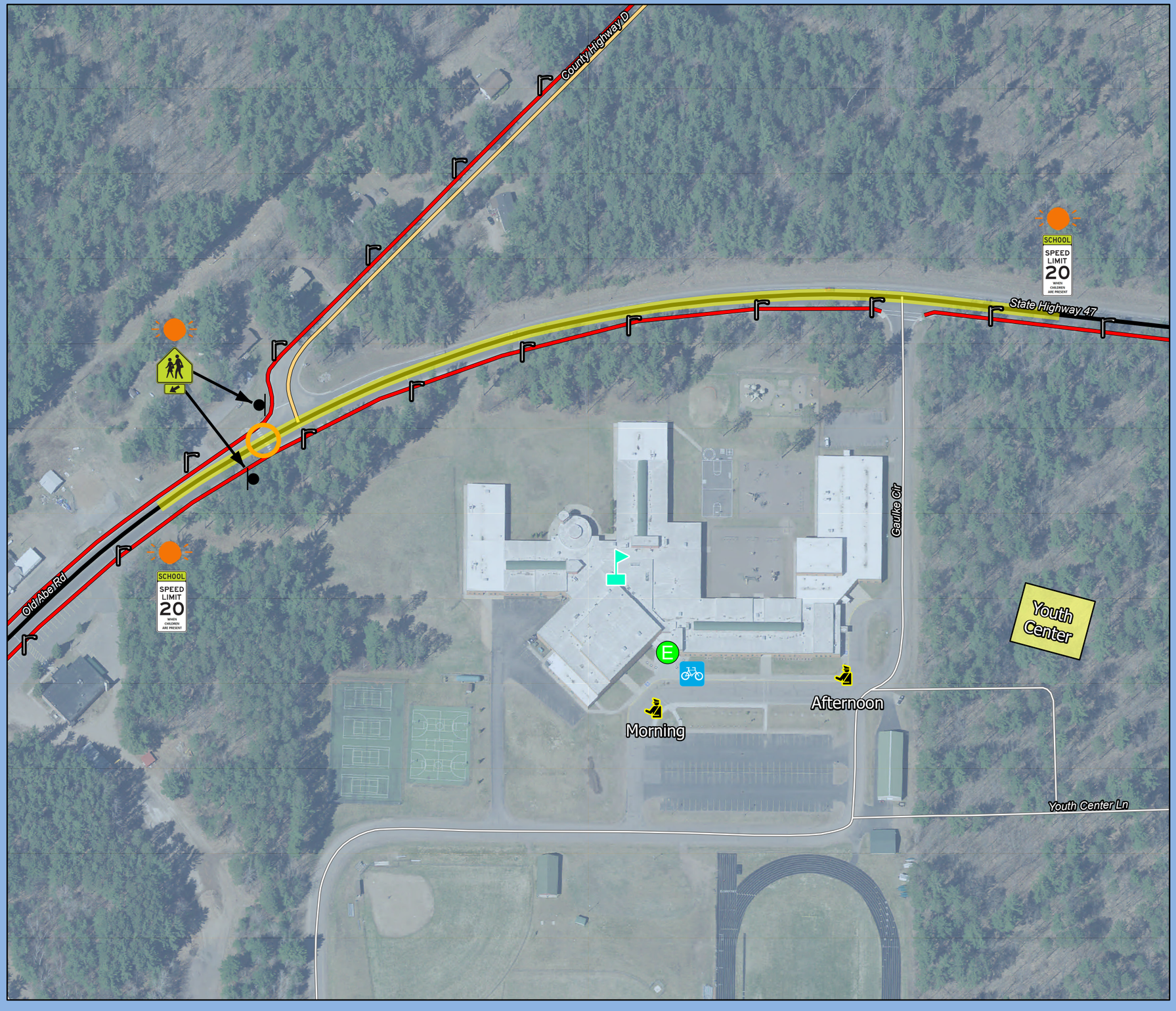


Source: Parent Surveys, August 2019

Map 3

Site Assessment

Lac du Flambeau
Safe Routes To School



Legend

- Lac du Flambeau Elementary School
- 20 mph School Speed Limit
- 24-hr blinking amber light
- School Crossing
- School Speed Limit "When Children Are Present"
- Sidewalks
- Bike Rack
- Crossing Guard
- School Entrance
- Street Light
- High Visibility Crosswalk
- U.S. Highways
- State Highways
- County Highways
- Local Roads

0 115 230 460 Feet

N W E S

Source: WI DNR, NCWRPC, Town of Lac du Flambeau

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SITE ASSESSMENT

As part of this Safe Routes to School planning process, a walking and bicycling site assessment was conducted within a few blocks around Lac du Flambeau Public School encompassed in this Plan, and the overall community where this school is located. The assessment was conducted by NCWRPC staff. Some of the data collected from the assessment is shown on Map 3.

A walking and bicycling assessment is a process that involves a systematic gathering of data about the physical conditions that affect walking and bicycling in an area or site. The objective of the assessment is to document factors that help or hinder safe walking and bicycling. These factors include, but are not limited to, street lighting; existence of sidewalks and their width or condition; traffic volume, road widths, and topography.

TASK FORCE MEETING OUTCOMES

The SRTS Task Force includes a diverse group of individuals (school, city, safety, health, etc.) that work toward the common goal of creating safe routes to school within the community. Through a series of meetings, the Task Force identified issues and objectives that helped to shape the recommendations put forth in this Plan. The Task Force will continue to be instrumental in the implementation and evaluation stages.

January 14, 2020

The parent survey and student tally results were reviewed at this introductory meeting of the Task Force. A very high percent of parents rely on school buses to get their kids to school (69%). Decades ago it was 50/50 walking/school bus in Lac du Flambeau.

The Task Force wanted to host a parent conference to discuss ideas with them.

The COVID-19 pandemic has shut down in-person meetings. NCWPRC and the Task Force will work to revise this SRTS Plan remotely.

See Attachment C for adoption documentation.

EXISTING POLICIES AND PRACTICES

Busing

According to Wisconsin law, a K-12 public school student living more than two miles from a public school is entitled to busing provided by the School District. Additionally, §121.5(9)(a), Wis. Stats., establishes the procedures to be followed in the development of an usually hazardous transportation (UHT) plan within a two mile radius. An “unusual hazard” is an existing transportation condition that constitutes more than an ordinary hazard and seriously jeopardizes the safety of pupils traveling to and from school. LdF’s major hazard is listed in the UHT plan as STH 47, which cuts off most families from the school. Most students live on the other side of STH 47, so they are all bused to and from school.

Bike Racks
There are old style bike racks that are seasonally available near the main school entrance facing the parking lot to the south of the building. None of these racks meet current bike rack design guidelines found in Attachment D, which is typical for any school in Wisconsin. Site Assessment Map 3 shows where bike racks are located.

Crossing Guards
Adult crossing guards are usually assigned at heavily traveled intersections. The presence of crossing guards can significantly increase safety for youth by ensuring that they are learning and obeying pedestrian safety rules as they cross the street under their watch. There is one adult crossing guard on LdF School grounds (See Map 3).

Safety Patrols
For inventory purposes, no student safety patrols exist in the LdF School District.

TRAFFIC COUNTS

A majority of traffic that passes through the Town of Lac du Flambeau comes through on State Highway 47. The Lac du Flambeau school is located on State Highway 47. This roadway is the most significant barrier to walking and biking to and from school. Table 9 displays data from 2004, 2010, 2019, and the percent change from 2010-2019. Traffic has increased quite significantly on State Highway 47 south of County Highway D over the past several years. This traffic count was taken in close proximity to the school entrance. Additionally, in most cases traffic is highest when students are walking and biking to school. The locations that are relevant to the SRTS Plan include:

Table 9: Traffic Volumes

Street	AADT 2004	AADT 2010	AADT 2019	Percent Change 2010-2019
STH 47, south of Gaulke Circle	6,100	4,400	4,800	-21.3%
STH 47, east of Potts Bay Lane	3,900	3,800	3,900	0%
CTH D, northeast of STH 47	990	1,100	880	-18.2%

Source: Wisconsin Department of Transportation

Children have little concept of how fast cars are traveling, or how to anticipate what a driver is going to do, so it is up to adults to be responsible.

Map 4 shows the most current traffic volume counts within a half mile radius of the schools. It also details five pedestrian accidents and two bicycle accidents that occurred within a half mile radius.

CRASH DATA

Safety is often cited as the primary reason people do not bike or walk more often. Creating a safer environment for these activities is an important factor that requires an understanding of safety issues and proven actions that can be taken to improve safety. Crashes involving motor vehicles that result in injuries or fatalities to bicyclists and pedestrians have been recorded at the state and federal levels for many years.

Over the past few decades, traffic safety experts have been moving away from the term "accident" in favor of the term "crash" to describe a collision. An accident is defined as an unforeseen and unplanned event or circumstance. WisDOT made this change in 1990 because traffic crashes are not accidents, but avoidable events caused by a single variable or chain of variables.

Crash data is reported universally for Wisconsin on form DT4000. A reportable crash is one that results in injury or death of any person, any damage to government owned property of $200 or more, or private property damage of $1,000 or more. However, it is important to highlight some shortcomings:

1. *Some studies indicate that as few as ten percent of all bicycle cashes are reported;*
2. *Some roads with a higher frequency of bicycle crashes may have higher bicycle use;*
3. *Very likely that there will be no detectable pattern of bicycle crashes because of the small number reported in rural areas and small cities.*

Crashes from 2010 to 2018 near LdF School are shown in Table 10. Reducing bicyclist and pedestrian traffic injuries and fatalities can be accomplished through safety and education efforts. See Map 4 – Transportation for the locations of crashes that occurred between 2010-2018.

Table 10: Crash Data

Address	Type	Date
Old Abe Rd. & Little Pines Rd.	Bicycle	6/27/2014
STH 47 & Old Abe Rd.	Pedestrian	10/22/2014
Cemetery Rd. & STH 47	Bicycle	6/21/2017
402 Chicog St.	Bicycle	6/29/2014
403 Chicog St.	Pedestrian	12/12/2016
1800 E Fence Lake Rd.	Pedestrian	5/27/2011
Indian Village Rd. & Old Prairie Rd.	Pedestrian	7/7/2013
15512 Indian Village Rd.	Pedestrian	8/17/2016
Little Pines Rd. & Makawa Trl.	Pedestrian	2/22/2013
Little Pines Rd. & Wazhask Trl.	Bicycle	5/30/2014
2791 Maang Ave.*	Bicycle	5/7/2013
Simpson Ave. & Peace Pipe Rd.	Bicycle	7/10/2013

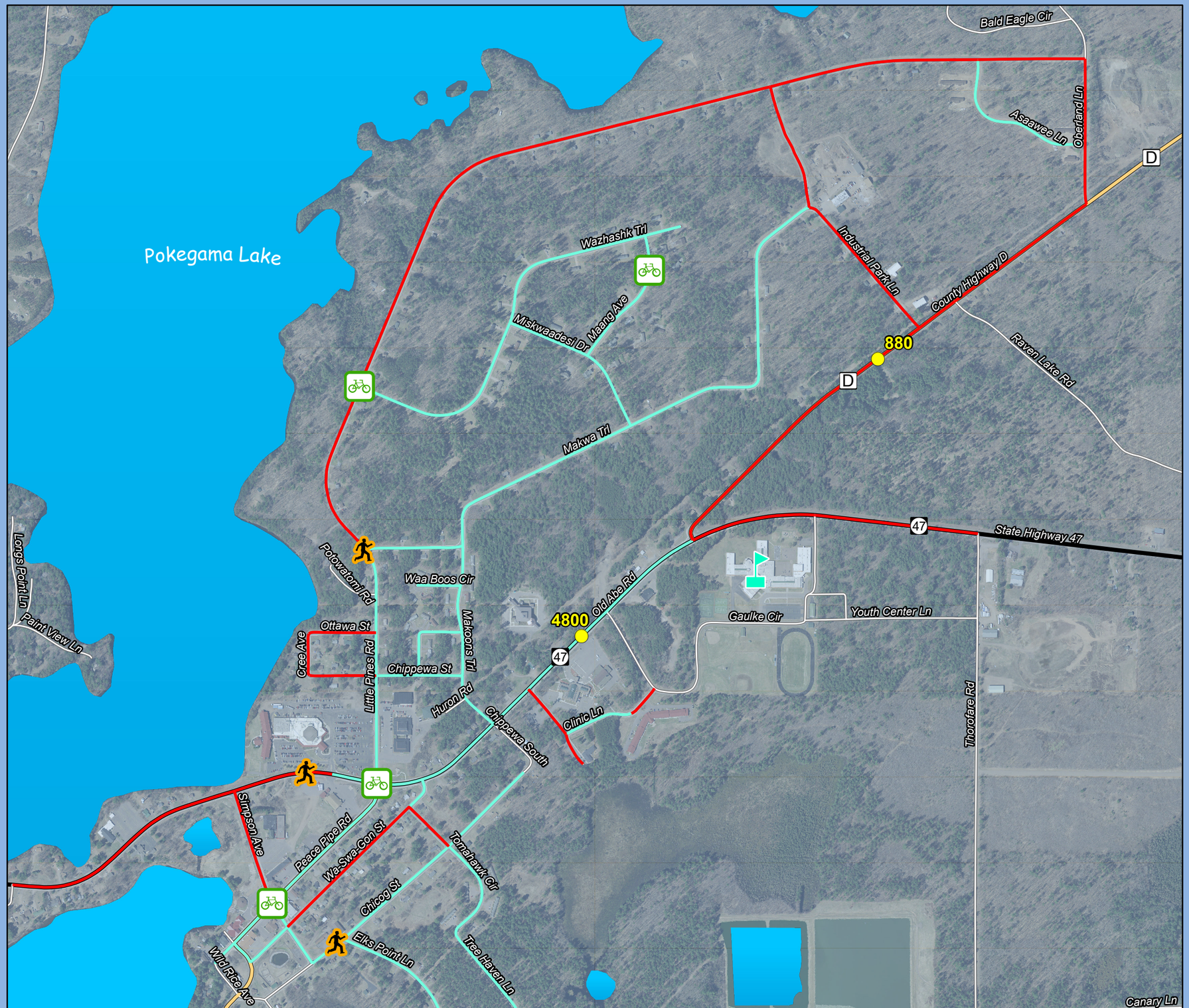
* *Denotes crash that occurred within a half mile of Lac du Flambeau Elementary School*

Source: Wisconsin Department of Transportation

Map 4

Transportation

Lac du Flambeau
Safe Routes To School



Legend

- Lac du Flambeau Elementary School
- Sidewalk Both Sides
- Sidewalk One Side
- U.S. Highways
- State Highways
- County Highways
- Local Roads
- Water

Crash Type (2010-2018)

- Bicycle
- Pedestrian
- Traffic Count Location

0 500 1,000 2,000 Feet

N W E S

Source: WI DNR, NCWRPC, Town of Lac du Flambeau

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CHAPTER 3: RECOMMENDED STRATEGIES

This chapter was developed to address the issues and opportunities observed by school officials, Task Force members, parents, and NCWRPC staff throughout the development of this SRTS Plan. Moreover, this chapter presents possible solutions to improve existing conditions and concerns.

The SRTS Task Force and NCWRPC have developed the following recommendations around the 5 E's for Safe Routes to School. A successful SRTS program incorporates components of each classification (i.e., the 5 E's: engineering, education, encouragement, enforcement, and evaluation).

CDC research discovered that three low-cost strategies are associated with schools that have a higher percentage of students who walk or bike to school (Attachment E):

1 of 3 – Having crossing guards;
2 of 3 – Having bicycle racks; and
3 of 3 – Providing promotional materials to students and families.

Chapter 4 contains an SRTS Action Plan for LdF School that assigns responsibility and provides specifics about the timeframe for completion. Maps 5A & 5B show the location of physical recommendations under Engineering and Enforcement.

Note: Any Recommendations for STH 47 will need WisDOT permits.

Engineering

Engineering is a broad concept used to describe the design, implementation, operation, and maintenance of traffic control devices or physical measures. Children and adolescents need well designed paths, safe crossings, and well-maintained roads and pathways. The goal of these recommendations is to create a balanced roadway environment that can accommodate traffic, bicycles, and pedestrians of all types including those with disabilities. With regard to engineering, it is best to implement low-cost solutions first and then seek funding for the larger cost-intensive projects.

Issue: Bicycle and Pedestrian Facility Gaps

Sidewalks exist along many Tribal residential roads. The topography in Lac du Flambeau is generally flat, which is great for walking or biking. The road network provides some connections, but distances between "blocks" are long where short-cuts would significantly reduce walk times.

Recommendations

- Install 10-foot wide asphalt short-cut paths in various areas of Lac du Flambeau as shown on the Recommendations maps (Maps 5A & 5B) to reduce walking distances. Paving the paths allows them to be cleared of snow.
- Install sidewalks in various areas of Lac du Flambeau as shown on the Recommendations maps (Maps 5A & 5B) to make critical connections to improve walkability.

Issue: Bicycle Parking

Bike racks at LdF School are placed close to where students enter school, which reinforces that bicycling to school is important and provides basic security and convenience.

The best way to lock a bike is to make 2 points of contact between the bike frame and bike rack to keep the bike upright, and then to lock the front wheel and bike frame to the rack. Very few Wisconsin schools are equipped with bike racks that allow the front tire and frame to be locked to the rack; and LdF is no different.

Recommendation:

- When replacing or adding more bike racks, purchase racks that meet the bike rack design guidance in Attachment D.

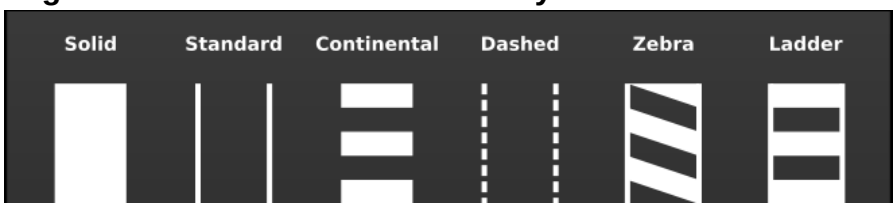
Issue: Maintain High Visibility Crosswalks

Crosswalk markings provide guidance for people crossing roads by defining the appropriate paths for them – especially helpful for children. All intersections in Wisconsin are legal crosswalks, regardless of if markings exist. While basic crosswalk markings consist of two parallel lines ("Standard," **Figure 11**), high visibility crosswalk styles are normally twice as visible to drivers.

Recommendation:

- Continue maintaining high visibility crosswalks on STH 47 at:
  - CTH D (this one is key for kids traveling to and from school),
  - Peter Christensen Dental Campus driveway, and
  - Chippewa Street.

Figure 11 Crosswalk Styles



WisDOT approved High Visibility Crosswalks Are: Continental, Zebra, and Ladder.

Note: Continue to use one style of high visibility crosswalk for the whole community.

Education

Education activities include teaching pedestrian and bicyclist traffic safety, and may provide guidance on how to handle potentially dangerous or scary situations.

The "Resources" webpage has various support materials for a successful Safe Routes to School program: https://www.ncwrpc.org/vilas/ldf/srts/resources.html

Issue: Traffic Speed and Traffic Volume

The most frequent concerns cited by parents who don't allow their kids to walk or bike to school (per the Parent Survey results) are distance, speed and amount of traffic, and weather. The Parent Survey responses also showed that if traffic speed, and/or if weather changed, and/or if crossings were safer, then they would allow their children to walk or bike to school.

We have limited ability to reduce the concerns of distance from school or the weather. We can improve conditions to limit the effects of traffic speed and volume so that it is much safer for kids to walk or bike to school. Part of that improvement is empowering parents to teach their kids how to walk or bike within the community. Sidewalks provide safe spaces to walk, so additional care should be taken to teach kids how to cross streets. On busier streets like STH 47, an adult crossing guard would be necessary since children's cognitive ability to judge speed and distance is still developing.

Those who travel on STH 47 westbound in front of LdF School are transitioning from 55 MPH to 35 MPH. It is standard to clock drivers traveling 40-45 MPH in front of the school during school arrival and departure times. Drivers need additional reminders that this is a school zone.

Note: Use the WMUTCD for all signage guidance.

Recommendations:

- Provide materials to LdF School families to assist them with teaching their children on how to walk and bike safely.
- Consider field trips that integrate safe walking and biking practices into the curriculum.
- Possibly create a bicycle training program (see WI Bike Fed on "Resources" webpage).
- As interest in bicycling increases, consider reinforcing bicycling through creation of a middle school aged bicycle mechanics program (see Omro WI example on "Resources" webpage).
- Add speed feedback sign for westbound traffic on STH 47 west of Thorofare Road to provide driver speed feedback.
- See Enforcement for additional improvements on STH 47 at CTH D related to this issue.

Encouragement

Before beginning Encouragement strategies, children should receive pedestrian and bicyclist safety education.

Encouragement strategies are about having fun; they generate excitement and interest in walking and bicycling. Encouragement activities also play an important role moving the overall SRTS program forward, because they build interest and enthusiasm, which can maintain support for changes that might require more time and resources – like a new road or building expansion.

Issue: Need for Motivation

The Lac du Flambeau area has a significant amount of walking and biking potential since it is mainly level ground, and many streets have sidewalks.

Since most of the infrastructure is in place for safe walking and bicycling, then there is a need to generate excitement about walking and biking to school.

Recommendations:

- Planning an annual fall "Walk & Bike to School Week" encourages those on the fence to walk or bike one day or the whole week to try out walking or biking to school.
- To continue momentum after a Walk & Bike to School Week event, consider organizing a walking/biking club that promotes student walking/biking. A student logs their mileage or number of times they walked/biked to school and has a chance to win prizes or as a competition between classrooms throughout the school.

Enforcement

Enforcement includes students, parents, adult school crossing guards, school personnel, and neighborhood watch programs all working in conjunction with law enforcement. Working together to enforce rules for safe walking, bicycling and driving makes it safer and easier for everyone to walk and bicycle.

Issue: STH 47 Crossing Not Perceived as Safe Enough

There is concern about students not being able to cross STH 47 at CTH D. A high visibility crosswalk, 24-hour flashing amber beacons, and related crosswalk signage exists at CTH D. Beacons should either flash only during morning and afternoon student travel times or should be button actuated so drivers don't become acclimated to a constantly "on" warning beacon. No crossing guard exists at this intersection. Crossing guards generally aid in deterring motorists from unsafe behaviors in addition to stopping traffic, while reinforcing safe habits in pedestrians and bicyclists.

Recommendations:

- Add crossing guard on STH 47 at CTH D.
- Set the amber beacons on the **crosswalk signs** to either flash during school arrival and departure times, or to flash only when the crosswalk button is pushed.
- Set the amber beacons on the **school speed zone signs** to only flash during school arrival and departure times.
- Continue maintaining school speed zone signs per the federal MUTCD and any additional WisDOT guidance.

Evaluation

Evaluation can determine if the aims of the strategies are being met. It can also be used to ensure that resources are being directed toward efforts that show the greatest likelihood of success. Future evaluation can aid in determining what adjustments if any are needed. Therefore, it is important that evaluation measures are taken before, during, and after the creation of SRTS activities.

Issue: Measurement of Results Needed

A variety of issues have been identified and recommendations have been made to work toward creating Safe Routes to School for the Lac du Flambeau School. However, it is imperative that student tallies and other measurement tools are utilized to determine if the suggestions that have been implemented have been effective. In this way, the Task Force can continue to make new observations and recommendations to help work toward the goal of creating safe routes for the students in the community.

Recommendations:

- Conduct student tallies in the fall when Task Force members want to see if walking and biking have increased – not necessary every fall. Usually, after a series of recommendations have been implemented, then student tallies in the fall would be useful to determine how effective at changing behavior those recommendations worked.
- Evaluate ability of crossing guard to stop traffic on STH 47 at CTH D.
- If walking and biking have not increased, then review various educational programming on "Resources" webpage and consider implementing additional changes.

"Resources" webpage:
https://www.ncwrpc.org/vilas/ldf/srts/resources.html

Table 11

In Table 11 each recommendation has a specific timeframe or a general suggested timeframe of either: short, medium, or long term. Ongoing or Annually are also used for constant or regularly occurring activities. The short-term projects are those that can be implemented without the need for specific grant funds or large coordinative efforts. The medium-term category includes those projects that may require some planning to include in school curriculum or would be eligible for upcoming grant cycles, such as applications to Wisconsin Department of Transportation up to 80% TAP grant program. Long-term projects require a more coordinated effort, design time, or may need a more complex funding scheme.

With different funding sources and a coordinated effort, some of these activities could start sooner. If activities are no longer relevant, then updates to this SRTS Plan should be adopted.

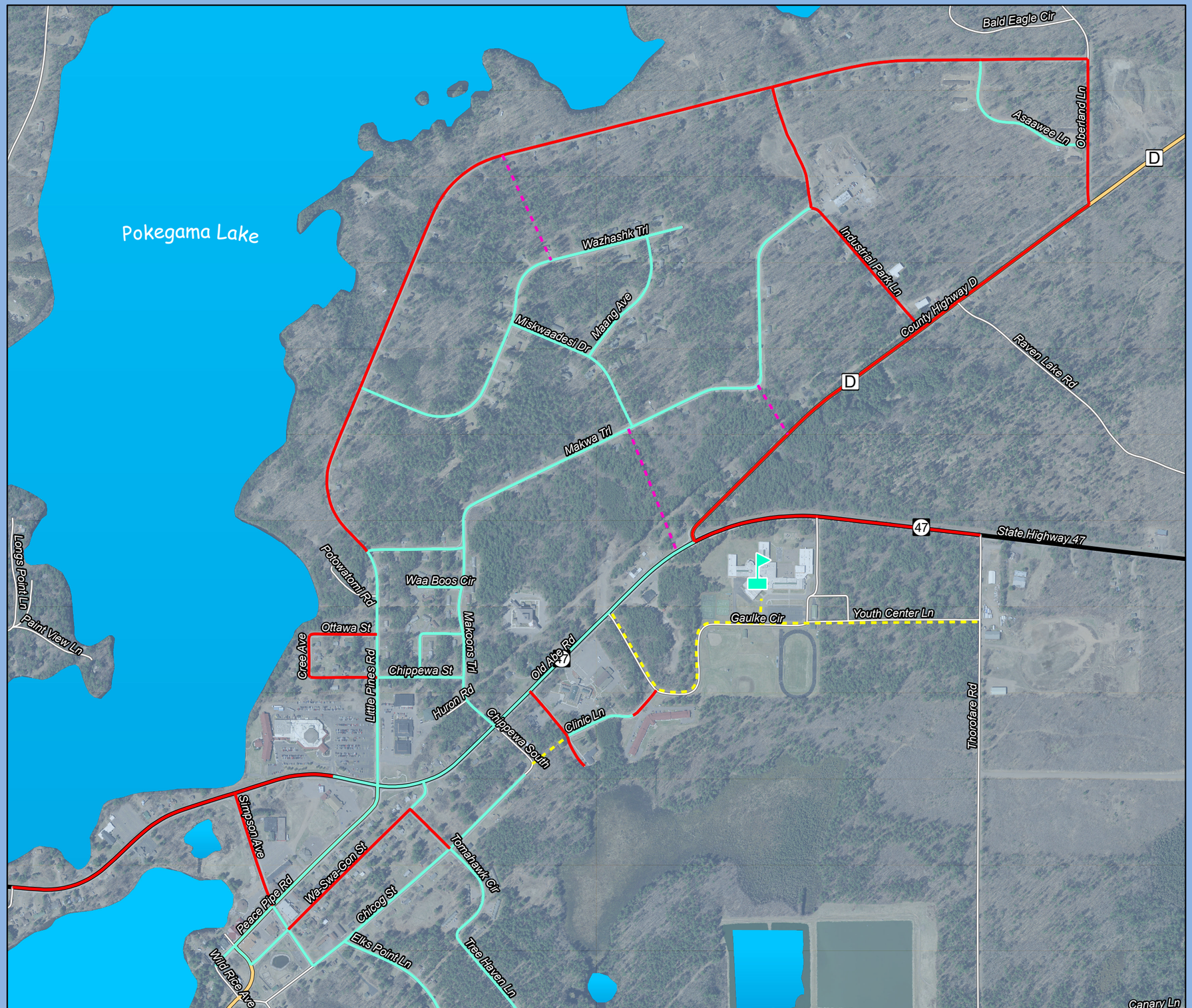
Table 11: Recommendations				
ACTIVITY	**LOCATION**	**FUNDING**	**LEAD AGENCY (BOLD)**	**TIME FRAME**
Engineering				
Add 10-foot wide asphalt short-cut paths.	See Map 5A & 5B	WisDOT 80%, local funds, or federal funds	**LdF Planning**	Medium term (TAP application every other year)
Add concrete sidewalks to connect the other sidewalks.	See Map 5A & 5B	WisDOT 80%, local funds, or federal funds	**LdF Planning**	Medium term (TAP application every other year)
Continue maintaining high visibility crosswalks.	Several locations on STH 47	WisDOT	**WisDOT**	Ongoing
Replace all bike racks.	LdF School	Local funds	**School Dist.**	Short term
Education				
Add speed feedback sign for west-bound traffic.	On STH 47 at Gaulke Rd	WisDOT	**WisDOT, LdF Planning,** School Dist., Town	Short term
Consider school field trips that integrate safe walking and biking practices into the curriculum.	LdF School	School Dist.	**School Dist.**	Short term
Provide materials to student's families about how to walk or bike with your kids.	LdF School families	Local funds	**School Dist.,** NCWRPC, WI Bike Fed.	Annually or as needed
Possibly begin a bicycle training program (possible bicycle rodeo).	Communitywide	Local funds	**School Dist.,** community groups, WI Bike Fed.	Annually
Consider creating middle school aged bicycle mechanics program.	LdF School	Volunteers, WisDOT 80%, local funds, or federal funds	**School Dist.,** community groups	Medium term (TAP application every other year)

ACTIVITY	LOCATION	FUNDING	LEAD AGENCY (BOLD)	TIME FRAME
Encouragement				
Create a “Walk & Bike to School Week” every fall.	Communitywide	Current staff	**School Dist.,** Police, Town, LdF Planning	Annually in fall
Review creating a walking/biking club.	LdF School	Current staff	**School Dist.,** NCWRPC	Short term Ongoing
Enforcement				
Change the 24-hour flashing amber beacons on the **school speed zone signs** to only flash during school arrivals and departures.	On STH 47. See Map 5B.	WisDOT staff	**WisDOT, LdF Planning**	Short term
Change the 24-hour flashing amber beacons on the **crosswalk warning signs** to only flash (choose one – see plan text).	On STH 47 at CTH D. See Map 5B.	WisDOT staff	**WisDOT, LdF Planning**	Short term
Add crossing guard.	On STH 47 at CTH D	Local funds	**LdF Planning,** School Dist., Town, WisDOT	Short term
Continue maintaining school speed limit zone.	See Map 3	WisDOT staff	**WisDOT**	Ongoing
Evaluation				
Conduct student tallies to see if walking and biking have increased.	LdF School	Current staff	**School Dist.**, NCWRPC	After initial changes are made, or as new modifications are made.
Evaluate ability of the crossing guard to stop traffic on STH 47 at CTH D.	LdF School	Current Staff	**LdF Planning**	Annually
If walking or biking have not increased, then review various educational programming on “Resources” webpage and implement one or more of the resources such as the following: • Wisconsin Bike Fed programming • Middle school bicycle mechanics program • Middle school bicycle physical education unit	LdF School	Current staff	**School Dist., LdF Planning, SRTS Task Force,** NCWRPC	After student tally information has been collected

Map 5A

Recommendations

Lac du Flambeau
Safe Routes To School



Legend

- Lac du Flambeau Elementary School
- Proposed Sidewalk
- Proposed Asphalt Path
- Sidewalk Both Sides
- Sidewalk One Side
- U.S. Highways
- State Highways
- County Highways
- Local Roads
- Water

0 500 1,000 2,000 Feet

N W E S

Source: WI DNR, NCWRPC, Town of Lac du Flambeau

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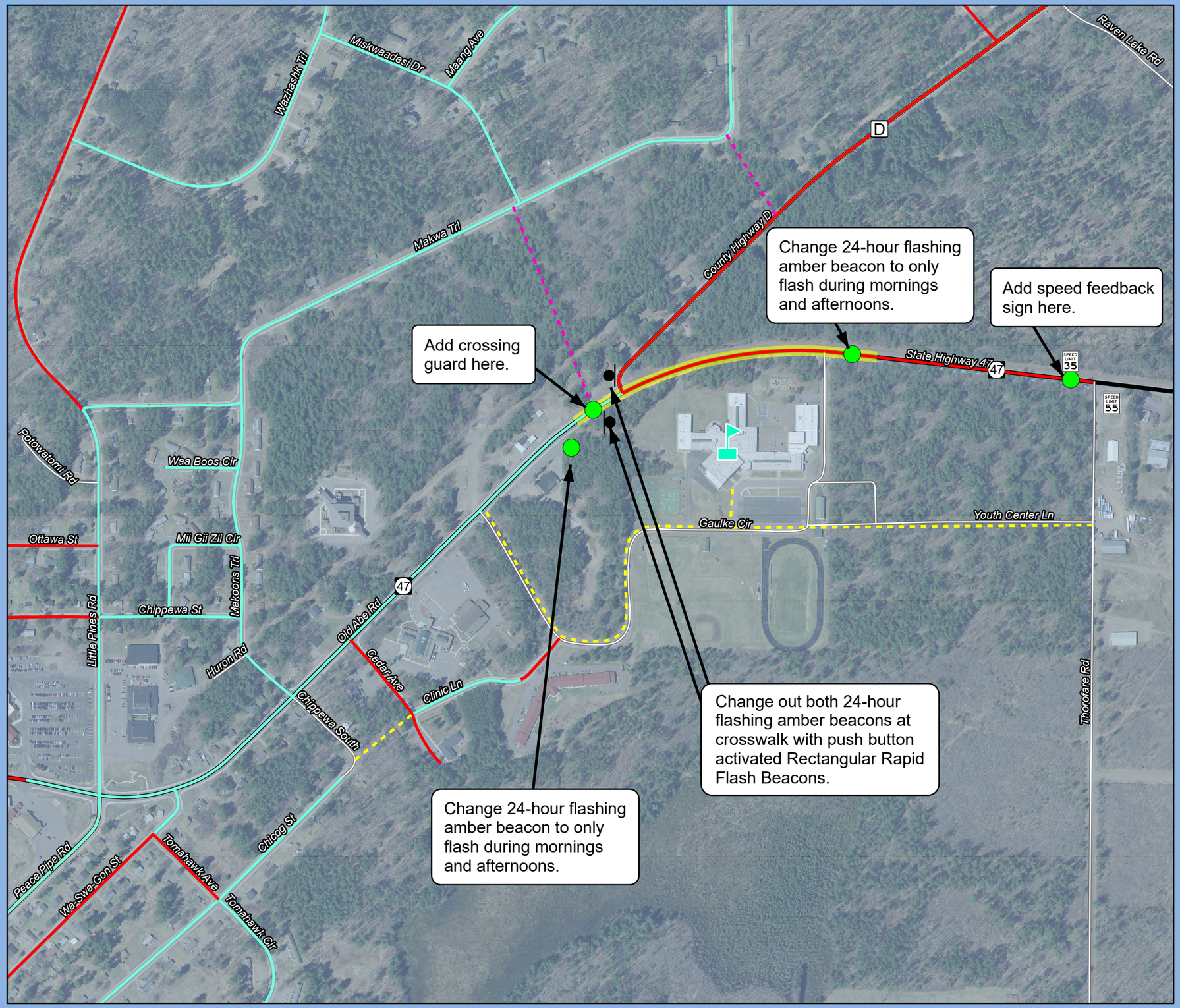
Map 5B

Recommendations

Lac du Flambeau
Safe Routes To School



Legend

- Lac du Flambeau Elementary School
- Recommendation
- 20 mph School Speed Limit
- Proposed Sidewalk
- Proposed Asphalt Path
- Sidewalk Both Sides
- Sidewalk One Side
- Speed Limit
- U.S. Highways
- State Highways
- County Highways
- Local Roads

0 355 710 1,420 Feet

N W E S

Source: WI DNR, NCWRPC, Town of Lac du Flambeau

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CHAPTER 4: SCHOOL ACTION PLAN

This SRTS Plan contains a considerable amount of information including community demographics, facts and figures about the School District, student and parent survey information, recommendations, and guidelines for implementation. There may be circumstances in which a brief summary of this SRTS Plan is preferable to sharing the Plan in its entirety. It is for this reason that a School Action Plan was created. In this way, School District administration, teachers, and Task Force members can convey the SRTS Plan highlights in addition to having the entire SRTS Plan online.

The School Action Plan contain a brief description of the Safe Routes to School program, background information about the school, key survey data, community data, Task Force highlights, and a site assessment map. The culmination on the last page is a recommendations table. This table is consistent with the recommendations section within the SRTS Plan but is contained within one page. The columns include the recommended activity, location, funding, lead agency, and the time frame within which the recommendation could be realistically completed.

The identified strategies each have a suggested timeframe: short, medium, or long term. With different funding sources, or other administrative changes, some of these activities could start sooner or may no longer be relevant.

- The short-term projects are those that can be implemented in 1-5 years (e.g. changing policies, activities with little cost, etc.).
- Medium-term projects may require more planning and cost, which could take 6-10 years (e.g. projects that require grant programs to implement).
- Long-term projects require generally more than 10 years of coordinated effort, design time, or may need more complex funding. Infrastructure projects, like a new road or building expansion would both be considered long-term projects.

A School Action Plan is included in this SRTS Plan. However, they can also be printed in a four-page newsletter format for each school. Having copies of a School Action Plan available may be more useful than the whole SRTS Plan to distribute to student families, potential community partnership groups (e.g. bike and pedestrian committees, community health committees, and PTO/PTA's), and school neighbors.

An annual or biannual review of the School Action Plan by the SRTS Task Force will provide guidance to determine progress, set goals, and make modifications as needed. New activities to consider may become apparent when data from newly administered student tallies and parent surveys are reviewed.

Resources for encouraging walking and biking are available on the Lac du Flambeau Safe Routes to School website under the "Resources" tab:

https://www.ncwrpc.org/vilas/ldf/srts/resources.html

Lac du Flambeau Elementary School
Lac du Flambeau School District

School Demographics:

Enrollment: 510

Grades: Pre-K-8th grade

Start Time: 8:10 a.m.

End Time: 3:00 p.m.

Principal: Ben Fieck

2899 Highway 47 South
Lac du Flambeau, WI

2020

Safe Routes to School Background Information

The purpose of the SRTS program is to provide safe pedestrian and bicycle facilities that encourage healthier lifestyles. Programs can be established to educate students, parents, and the community on the benefits of walking and bicycling to school and provide tips to do so safely. Major SRTS goals are:

- To enable and encourage children, including those with disabilities, to walk and bike to school.
- To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age.
- To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

SRTS Planning efforts assess the facilities and conditions near school, examine how students are currently traveling to /from school, and identify safety concerns/issues raised by parents and the community. Infrastructure and non-infrastructure recommendations are then created and implemented, sometimes with grant funding assistance, by the SRTS Task Force and other community members. SRTS Plans focus on projects within two miles of an elementary or middle school (Kindergarten-8th grade) and address the 5 E's:

⇒ **Engineering**

⇒ **Enforcement**

⇒ **Education**

⇒ **Encouragement**

⇒ **Evaluation**

The main goal of SRTS programs is to get children safely walking and biking to school.

Lac du Flambeau Elementary School Background Information

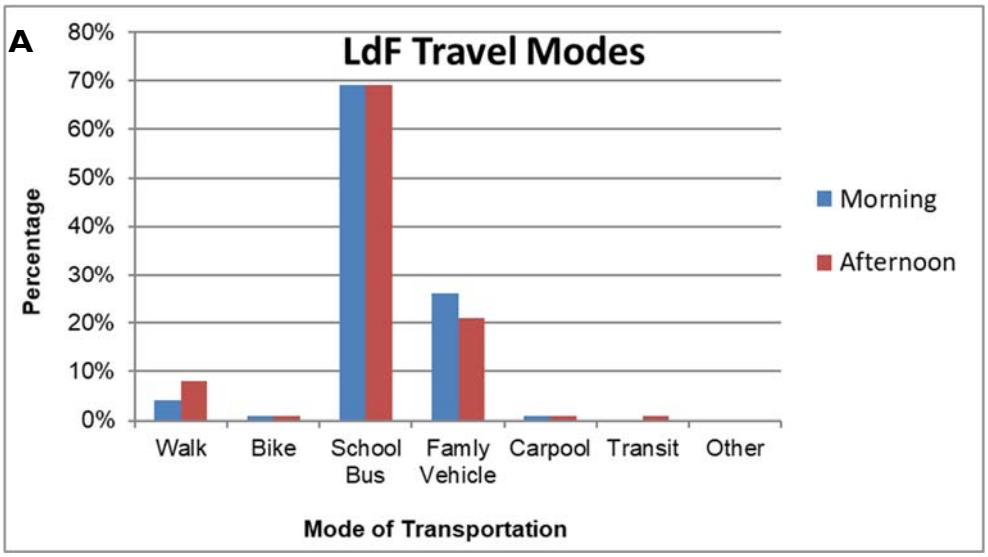
Lac du Flambeau Elementary School is located in the Town of Lac du Flambeau, in Vilas County. The School District boundaries correspond to the Lac du Flambeau Town boundaries. The majority of students travel to and from school in a school bus (69%) or the family vehicle (21-26%). In comparison, an average of 4-8% of students travel to and from school on foot. The top three concerns of parents who do not allow their children to walk or bike to school are distance from school, speed of traffic along the route, and the amount of traffic along the route. Most traffic comes through the town on STH 47 and the school is located on this highway. On STH 47 south of CTH D the AADT was 5,000 in 2019.

The vast majority of students arrive and depart by school bus (69%), followed by the family vehicle (21-26%) compared with very few walkers (4-8%).

"LdF Travel Modes" bar chart (Fig. A) shows that 4% more parents are driving their kids to school in the morning, but those kids get home by walking (4%).

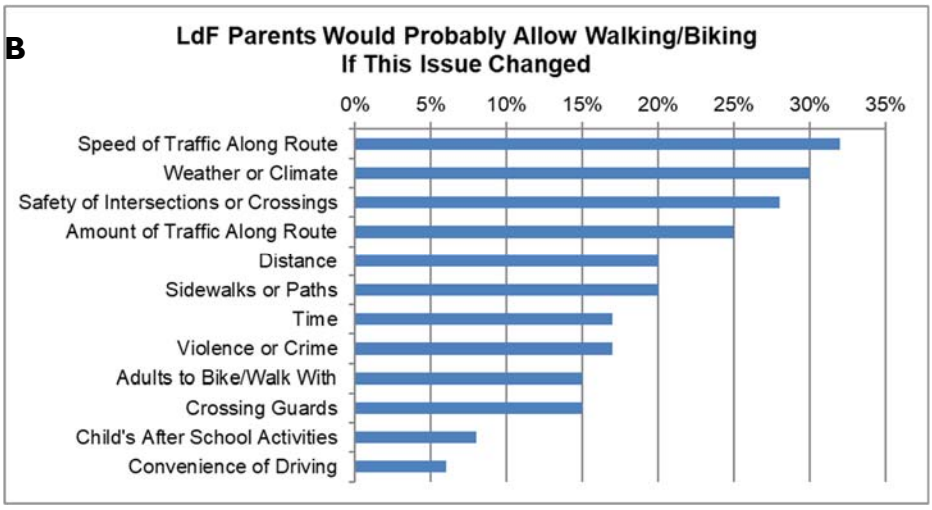
"Speed of Traffic Along Route" is the most commonly cited barrier by parents (Fig. B). Fig. C shows 40% living within a mile of school and only one (2%) walker; therefore the potential to increase walking & biking is 38%

Fig. A



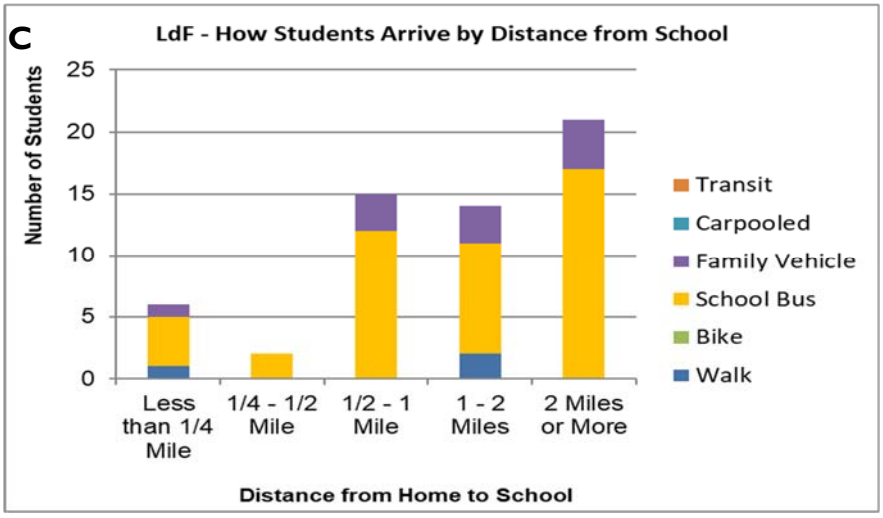
Survey Data Collected Fall of 2019

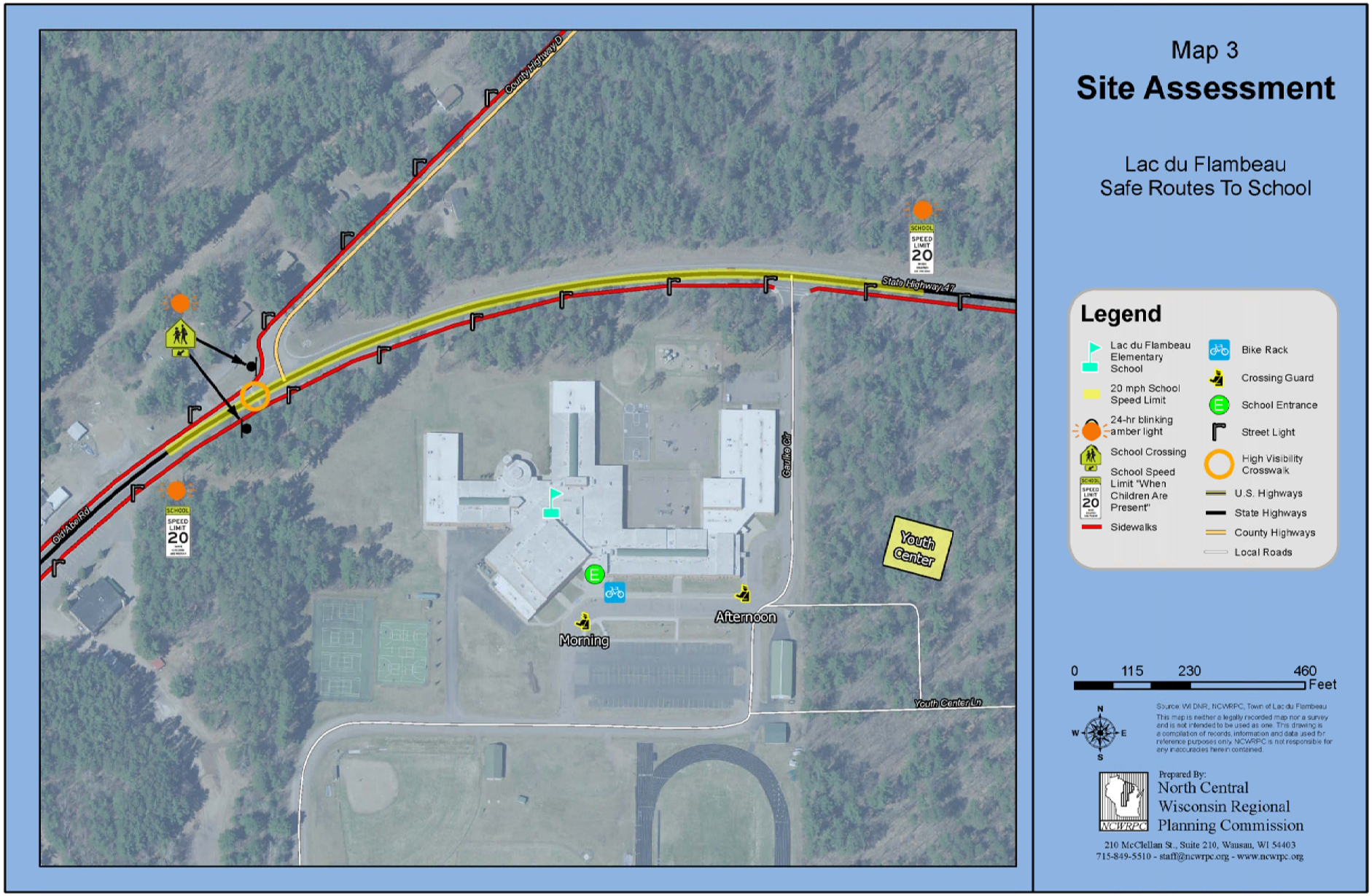
Fig. B



Survey Data Collected Fall of 2019

Fig. C




Map 3
Site Assessment
Lac du Flambeau
Safe Routes To School
County Highway D
State Highway 47
Old Abel Rd
Garlic Cir
Youth Center
Youth Center Ln
Morning
Afternoon
SCHOOL SPEED LIMIT 20
Legend
Lac du Flambeau Elementary School
20 mph School Speed Limit
24-hr blinking amber light
School Crossing
School Speed Limit "When Children Are Present"
Sidewalks
Bike Rack
Crossing Guard
School Entrance
Street Light
High Visibility Crosswalk
U.S. Highways
State Highways
County Highways
Local Roads
0 115 230 460
Feet
N
W
E
S
Source: WI DNR, NCWRPC, Town of Lac du Flambeau
This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCWRPC is not responsible for any inaccuracies herein contained.
Prepared By:
North Central
Wisconsin Regional
Planning Commission
NCWRPC
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NORTH CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION (NCWRPC)

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SRTS Action Plan prepared by North Central Wisconsin Regional Safe Routes to School Program. For additional information please contact Fred Heider or Carrie Edmondson, Regional SRTS Coordinators at 715-849-5510 or visit www.ncwrpc.org.

RECOMMENDATIONS TABLE

ACTIVITY	LOCATION	FUNDING	LEAD AGENCY (BOLD)	TIME FRAME
Engineering				
Add 10-foot wide asphalt short-cut paths.	See Map 5A & 5B	WisDOT 80%, local funds, or federal funds	**LdF Planning**	Medium term (TAP application every other year)
Add concrete sidewalks to connect the other sidewalks.	See Map 5A & 5B	WisDOT 80%, local funds, or federal funds	**LdF Planning**	Medium term (TAP application every other year)
Continue maintaining high visibility crosswalks.	Several locations on STH 47	WisDOT	**WisDOT**	Ongoing
Replace all bike racks.	LdF School	Local funds	**School Dist.**	Short term
Education				
Add speed feedback sign for west-bound traffic.	On STH 47 at Gaulke Rd	WisDOT	**WisDOT, LdF Planning,** School Dist., Town	Short term
Consider school field trips that integrate safe walking and biking practices into the curriculum.	LdF School	School Dist.	**School Dist.**	Short term
Provide materials to student's families about how to walk or bike with your kids.	LdF School families	Local funds	**School Dist.,** NCWRPC, WI Bike Fed	Annually or as needed
Possibly begin a bicycle training program (possible bicycle rodeo).	Communi-tywide	Local funds	**School Dist.,** community groups, WI Bike Fed	Annually
Consider creation of a middle school age bicycle mechanics program.	LdF School	Volunteers, WisDOT 80%, local funds, or federal funds	**School Dist.,** community groups	Medium term (TAP application every other year)
Encouragement				
Create a "Walk to School Week" every fall.	Communi-tywide	Current staff	**School Dist.,** Police, Town, LdF Planning	Annually in fall
Review creating a walking/biking club.	LdF School	Current staff	**School Dist.,** NCWRPC	Short term Ongoing
Enforcement				
Change 24-hr flashing beacon on **school speed zone signs.**	Map 5B	WisDOT staff	**WisDOT, LdF Planning**	Short term
Change 24-hr flashing beacon on **crosswalk warning signs**.	STH 47 at CTH D		**WisDOT, LdF Planning**	Short term
Add crossing guard on STH 47 at CTH D.	STH 47 & CTH D	Local funds	**LdF Planning,** School Dist., Town, WisDOT	Short term
Continue maintaining school speed limit zone.	See Map 3	WisDOT staff	**WisDOT**	Ongoing
Evaluation				
Conduct student tallies to see if walking and biking have increased.	LdF School	Current staff	**School Dist.,** NCWRPC	Whenever needed to determine improvement
Evaluate ability of the crossing guard to stop traffic on STH 47 at CTH D.	LdF School	Current staff	**LdF Planning**	Annually
If walking or biking have not increased, then review educational programming on "Resources" webpage.	LdF School	Current staff	**School Dist., LdF Planning, SRTS Task Force,** NCWRPC	After student tally information has been collected

CHAPTER 5: IMPLEMENTATION

In order for this SRTS Plan's recommendations 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. The Task Force will serve as the champion of Safe Routes to School within the Lac du Flambeau area.

The identified strategies each have a suggested timeframe: short, medium or long term. The short-term projects are those that can be implemented without the need for specific grant funds or large coordinative efforts. The medium-term category includes those projects that may require some planning to include in school curriculum or would be eligible for upcoming grant cycles, such as applications to Wisconsin Department of Transportation TAP grant program. Long-term projects require a more coordinated effort, design time, or may need a more complex funding scheme. With different funding sources and a coordinated effort, some of these activities could start sooner.

The following is a list of criteria that could be used by the SRTS Task Force to evaluate projects and assign a priority level. Resources can then be directed to the strategies of high priority. As projects are completed over time, the SRTS Task Force will re-evaluate the remaining strategies to determine which activities to focus on. 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. Prioritization criteria include:

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

FUNDING OPPORTUNITIES

Determining how to fund various bicycle and pedestrian improvements is a key issue that communities face when implementing safe routes to school plans. While there are many funding options, each source may have limitations making it more or less appropriate for certain types of projects. Some funding sources are targeted to infrastructure while others target education and encouragement efforts. Some sources are not directly bicycle or pedestrian related but can be applied to bikeway and pedestrian projects that may have a nexus with another public priority such as historic preservation or public health. Some sources may support grants of hundreds of thousands or millions of dollars; others may be targeted to smaller amounts and require citizen volunteers or community involvement, as a part of the required local match.

Federal Funding Administered by State Agencies

The primary Federal Transportation funding programs for bicycling were consolidated under the MAP-21 legislation of 2012. The Transportation Enhancements, Safe Routes to School and National Recreational Trails programs were combined into the Transportation Alternatives Program (TAP). Funding levels were reduced over previous years, and some changes were made in project eligibility. Table 12 provides a summary of the types of potential safe routes to school projects that would be eligible for a wide range of Federal Transportation funding programs.

Programs that remain unchanged by MAP-21 include the following. Most of these programs are under a larger Surface Transportation Program known as STP with allocations to sub-programs.

- The Surface Transportation Program provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. These funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects such as maps, brochures, and public service announcements related to safe bicycle use and walking. Although seldom used for bicycle and pedestrian projects, this is still an excellent source of funding for hard to finance safe routes to school projects. Up to 80% of project costs can be covered by STP funds.

- The Transportation Alternatives program will provide the best opportunity for federal funding of safe routes to school projects. Projects that exceed $400,000 are the best fit for this program since a significant amount of administrative work is involved. As indicated above, this program combines several former programs.

- The Highway Safety Improvement Program and Railway-Highway Crossing Program are funded through a set aside of 10 percent of the State's annual Surface Transportation Program allocation and can address bicycle and pedestrian safety at hazardous locations.

- Funds from the Recreational Trails Program (RTP) may be used for development and maintenance of recreational trails and trail-related facilities. This is the only federal transportation funding source that can be used for maintenance activities, and it is administered by the WDNR.

- The Highway Safety Grant Program (Section 402) is administered by Wisconsin DOT. Federal 402 funds are used for pedestrian and bicycle public information and education programs. Funds are distributed to states annually from the National Highway Traffic Safety Administration (NHTSA) according to a formula based on population and road mileage. Government agencies or government-sponsored entities are eligible to apply for 402 funds. WisDOT has a program for teaching

safe bicycling and “mini-grants” for new bike rodeo programs and law enforcement activities.

State Funding Sources

The Wisconsin Department of Transportation and the Wisconsin Department of Natural Resources both administer federally funded programs, all of which are listed on the previous page under: “Federal Funding Administered by State Agencies.”

Currently, the only state funded program that funds bicycle and pedestrian projects is the Department of Natural Resources’ Stewardship Program. The set of eligible activities includes paths, but only within a park. The need for such a path as a safe route to school is a possibility in some communities.

Local Funding Sources

Any physical improvements suggested on Maps 5A & 5B can be funded through a school district’s or municipality’s general fund. Less strings and paperwork come with such funding too. Generally, the maintenance of any improvements that are installed with state or federal funding will need to be made with local funds.

Generally, the majority of the bikeway recommendations that are implemented as stand-alone projects will need to be funded through a municipality’s general fund. This is particularly true of any on-street markings. Projects that have a longer life than street markings (e.g., paths or sidewalks) may be able to be financed through general obligation debt in the same manner that many street or other infrastructure projects are financed. One effective approach is that bicycle and pedestrian facilities should be included as part of reconstruction projects and perhaps with resurfacing projects. However, to set the plan in motion, higher priority projects may need to be funded as independent projects. In order to do that, local funds will need to be used either on their own and/or as a match for federal funding.

Partnering with local or state service groups or organizations is a way of bringing additional resources to help implement some of the recommended programming activities in this SRTS Plan.

Table: 12 Potential Funding Sources For Safe Routes to School Projects										
Activity/Project	FTA	ATI	HSIP	NHPP/NHS	STP	TAP	RTP	PLAN	402	FLH
Access enhancements to public transportation	X	X			X	X				X
Bicycle and/or pedestrian plans	X					X		X		X
Bicycle lanes on road	X	X	X	X	X	X				X
Bicycle parking	X	X			X	X				X
Bike racks on transit	X	X			X	X				X
Bicycle share (capital/equipment; not operations)	X	X		X	X	X				X
Bicycle storage or service centers	X	X			X	X				
Bridges / overcrossings	X	X	X	X	X	X	X			X
Bus shelters	X	X			X	X				X
Coordinator positions (State or local)					X	X				
Crosswalks (new or retrofit)	X	X	X	X	X	X	X			X
Curb cuts and ramps	X	X	X	X	X	X	X			X
Helmet promotion						X			X	
Historic preservation (bike, ped, transit facilities)	X	X				X				X
Land/streetscaping (bike/ped route; transit access)	X	X			X	X				X
Maps (for bicyclists and/or pedestrians)	X	X				X			X	
Paved shoulders			X	X	X	X				X
Police patrols						X			X	
Recreational trails					X	X	X			X
Safety brochures, books						X			X	
Safety education positions						X			X	
Shared use paths / transportation trails	X	X	X	X	X	X	X			X
Sidewalks (new or retrofit)	X	X	X	X	X	X	X			X
Signs / signals / signal improvements	X	X	X	X	X	X				X
Signed bicycle or pedestrian routes	X	X		X	X	X				X
Spot improvement programs	X		X		X	X	X			
Traffic calming	X		X	X	X	X				
Trail bridges			X	X	X	X	X			X
Trail/highway intersections			X	X	X	X	X			X
Training						X	X		X	
Tunnels / undercrossings	X	X	X	X	X	X	X			X

Source: US Dept. of Transportation, 2018

FTA: Federal Transit Administration Capital Funds
ATI: Associated Transit Improvement
HSIP: Highway Safety Improvement Program
NHPP/NHS: National Highway Performance Program

STP: Surface Transportation Program
TAP: Transportation Alternatives Program
RTP: Recreational Trails Program
PLAN: Statewide or Metropolitan Planning

402: State and Community Traffic Safety Program
FLH: Federal Lands Highway Program (Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program)

ATTACHMENT A:
Student Tally and Parent Survey Forms

From: National Center for Safe Routes to School

Parent Survey About Walking and Biking to School

Dear Parent or Caregiver,

Your child's school wants to learn your thoughts about children walking and biking to school. This survey will take about 5 - 10 minutes to complete. We ask that each family complete only one survey per school your children attend. If more than one child from a school brings a survey home, please fill out the survey for the child with the next birthday from today's date.

After you have completed this survey, send it back to the school with your child or give it to the teacher. Your responses will be kept confidential and neither your name nor your child's name will be associated with any results.

Thank you for participating in this survey!

+ CAPITAL LETTERS ONLY – BLUE OR BLACK INK ONLY +

School Name:

1. What is the grade of the child who brought home this survey? ☐☐ Grade (PK,K,1,2,3…)

2. Is the child who brought home this survey male or female? ☐ Male ☐ Female

3. How many children do you have in Kindergarten through 8th grade? ☐☐

4. What is the street intersection nearest your home? (Provide the names of two intersecting streets)

and

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box.

5. How far does your child live from school?

- ☐ Less than ¼ mile
- ☐ ¼ mile up to ½ mile
- ☐ ½ mile up to 1 mile
- ☐ 1 mile up to 2 miles
- ☐ More than 2 miles
- ☐ Don't know

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box. +

6. On most days, how does your child arrive and leave for school? (Select one choice per column, mark box with X)

Arrive at school	**Leave from school**
☐ Walk	☐ Walk
☐ Bike	☐ Bike
☐ School Bus	☐ School Bus
☐ Family vehicle (only children in your family)	☐ Family vehicle (only children in your family)
☐ Carpool (Children from other families)	☐ Carpool (Children from other families)
☐ Transit (city bus, subway, etc.)	☐ Transit (city bus, subway, etc.)
☐ Other (skateboard, scooter, inline skates, etc.)	☐ Other (skateboard, scooter, inline skates, etc.)

+ Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box +

7. How long does it normally take your child to get to/from school? (Select one choice per column, mark box with X)

Travel time to school	**Travel time from school**
☐ Less than 5 minutes	☐ Less than 5 minutes
☐ 5 – 10 minutes	☐ 5 – 10 minutes
☐ 11 – 20 minutes	☐ 11 – 20 minutes
☐ More than 20 minutes	☐ More than 20 minutes
☐ Don't know / Not sure	☐ Don't know / Not sure

+ +

8. Has your child asked you for permission to walk or bike to/from school in the last year? ☐ Yes ☐ No

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

(Select a grade between PK,K,1,2,3…) ☐☐ grade **(or)** ☐ I would not feel comfortable at any grade

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box

10. What of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school? (Select ALL that apply)

11. Would you probably let your child walk or bike to/from school if this problem were changed or improved? (Select one choice per line, mark box with X)

	My child already walks or bikes to/from school		
☐ Distance	☐ Yes	☐ No	☐ Not Sure
☐ Convenience of driving	☐ Yes	☐ No	☐ Not Sure
☐ Time	☐ Yes	☐ No	☐ Not Sure
☐ Child's before or after-school activities	☐ Yes	☐ No	☐ Not Sure
☐ Speed of traffic along route	☐ Yes	☐ No	☐ Not Sure
☐ Amount of traffic along route	☐ Yes	☐ No	☐ Not Sure
☐ Adults to walk or bike with	☐ Yes	☐ No	☐ Not Sure
☐ Sidewalks or pathways	☐ Yes	☐ No	☐ Not Sure
☐ Safety of intersections and crossings	☐ Yes	☐ No	☐ Not Sure
☐ Crossing guards	☐ Yes	☐ No	☐ Not Sure
☐ Violence or crime	☐ Yes	☐ No	☐ Not Sure
☐ Weather or climate	☐ Yes	☐ No	☐ Not Sure

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box

12. In your opinion, how much does your child's school encourage or discourage walking and biking to/from school?

☐ Strongly Encourages ☐ Encourages ☐ Neither ☐ Discourages ☐ Strongly Discourages

13. How much fun is walking or biking to/from school for your child?

☐ Very Fun ☐ Fun ☐ Neutral ☐ Boring ☐ Very Boring

14. How healthy is walking or biking to/from school for your child?

☐ Very Healthy ☐ Healthy ☐ Neutral ☐ Unhealthy ☐ Very Unhealthy

Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box

15. What is the highest grade or year of school you completed?

☐ Grades 1 through 8 (Elementary)
☐ Grades 9 through 11 (Some high school)
☐ Grade 12 or GED (High school graduate)
☐ College 1 to 3 years (Some college or technical school)
☐ College 4 years or more (College graduate)
☐ Prefer not to answer

16. Please provide any additional comments below.

Safe Routes to School Students Arrival and Departure Tally Sheet

CAPITAL LETTERS ONLY – BLUE OR BLACK INK ONLY

School Name:

Teacher's First Name:

Teacher's Last Name:

Grade: (PK,K,1,2,3...) 0 2

Monday's Date (Week count was conducted) M M D D Y Y Y Y

Number of Students Enrolled in Class: 1 5

- Please conduct these counts **on two of the following three days Tuesday, Wednesday, or Thursday. (Three days would provide better data if counted)**
- **Please do not conduct these counts on Mondays or Fridays.**
- Before asking your students to raise their hands, please read through all possible answer choices so they will know their choices. Each Student may only answer once.
- Ask your students as a group the question "**How did you arrive at school today?**"
- Then, reread each answer choice and record the number of students that raised their hands for each. **Place just one character or number in each box.**
- Follow the same procedure for the question **"How do you plan to leave for home after school?"**
- You can conduct the counts once per day but during the count please ask students both the school arrival and departure questions.
- Please conduct this count regardless of weather conditions (i.e., ask these questions on rainy days, too).

Step 1.
Fill in the weather conditions and number of students in each class

Step 2.
AM – "**How did you arrive at school today?**" Record the number of hands for each answer.
PM – "**How do you plan to leave for home after school?**" Record the number of hands for each answer.

Key	Weather	Student Tally	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
	S= sunny R= rainy O=overcast SN=snow	Number in class when count made	-	-	-	Only with Children from your family	Riding with children from other families	City bus, subway, etc.	Skate-board, scooter, etc.
Sample AM	S N	2 0	2	3	8	3		3	1
Sample PM	R	1 9	3	3	8	1	2	2	
Tues. AM									
Tues. PM									
Wed. AM									
Wed. PM									
Thurs. AM									
Thurs. PM									

Please list any disruptions to these counts or any unusual travel conditions to/from the school on the days of the tally.

ATTACHMENT B:
Student Tally and Parent Survey Results

From: National Center for Safe Routes to School Data Collection System

Student Travel Tally Report: One School in One Data Collection Period

School Name: Lac Du Flambeau Elementary School

School Group: Lac du Flambeau School District

School Enrollment: 508

% of Students reached by SRTS activities: Not Applicable

Number of Classrooms Included in Report: 38

Set ID: 30088

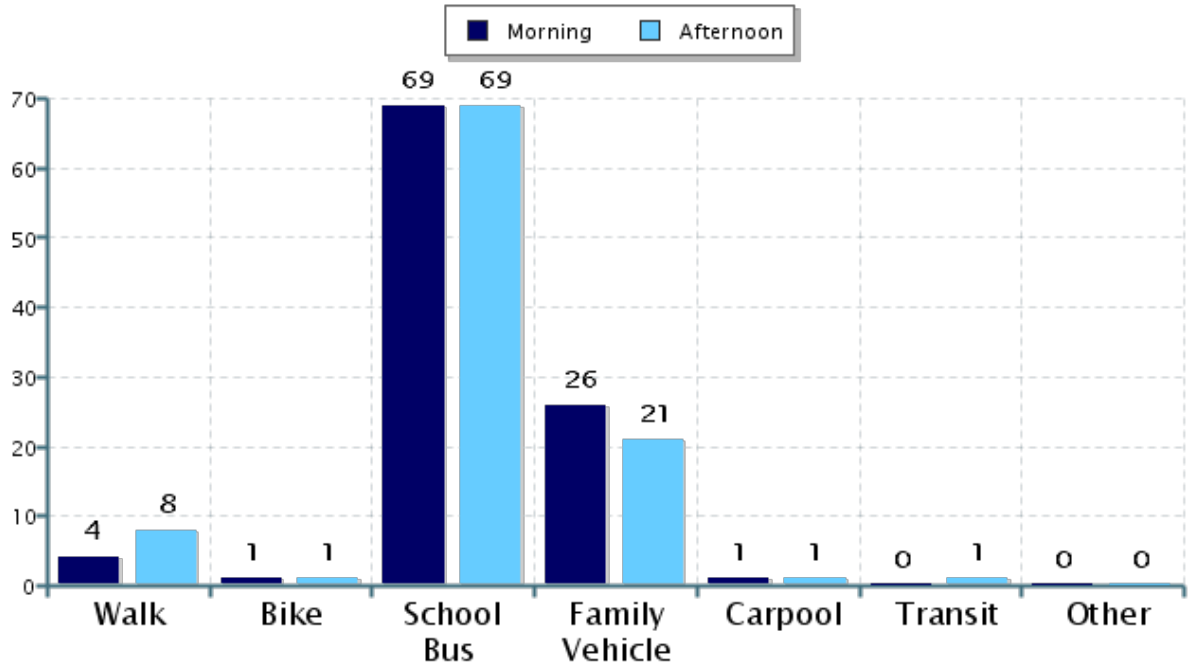
Month and Year Collected: August 2019

Date Report Generated: 11/06/2019

Tags:

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

Morning and Afternoon Travel Mode Comparison

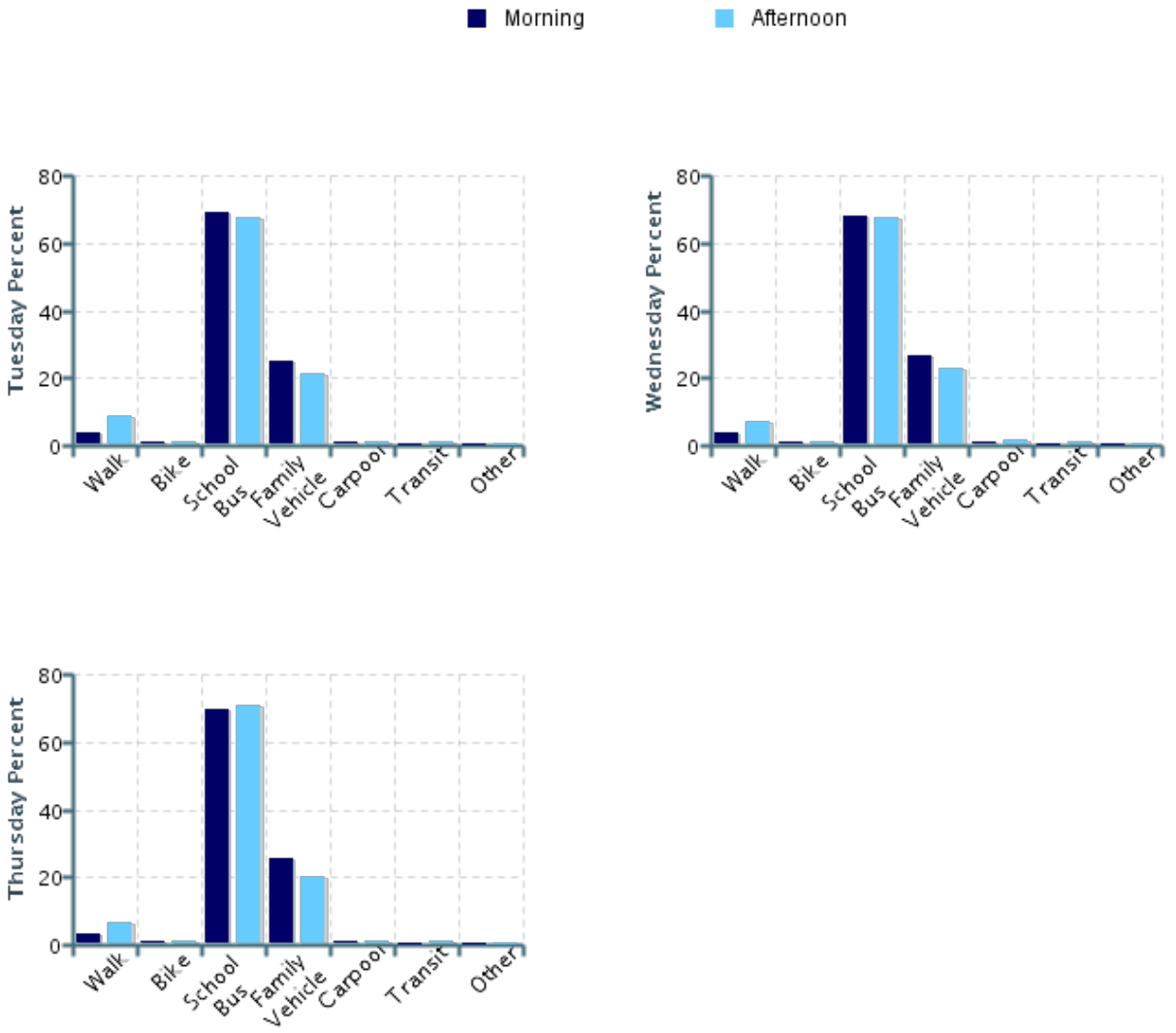


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1418	4%	0.9%	69%	26%	0.8%	0%	0%
Afternoon	1412	8%	0.7%	69%	21%	0.8%	0.7%	0%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

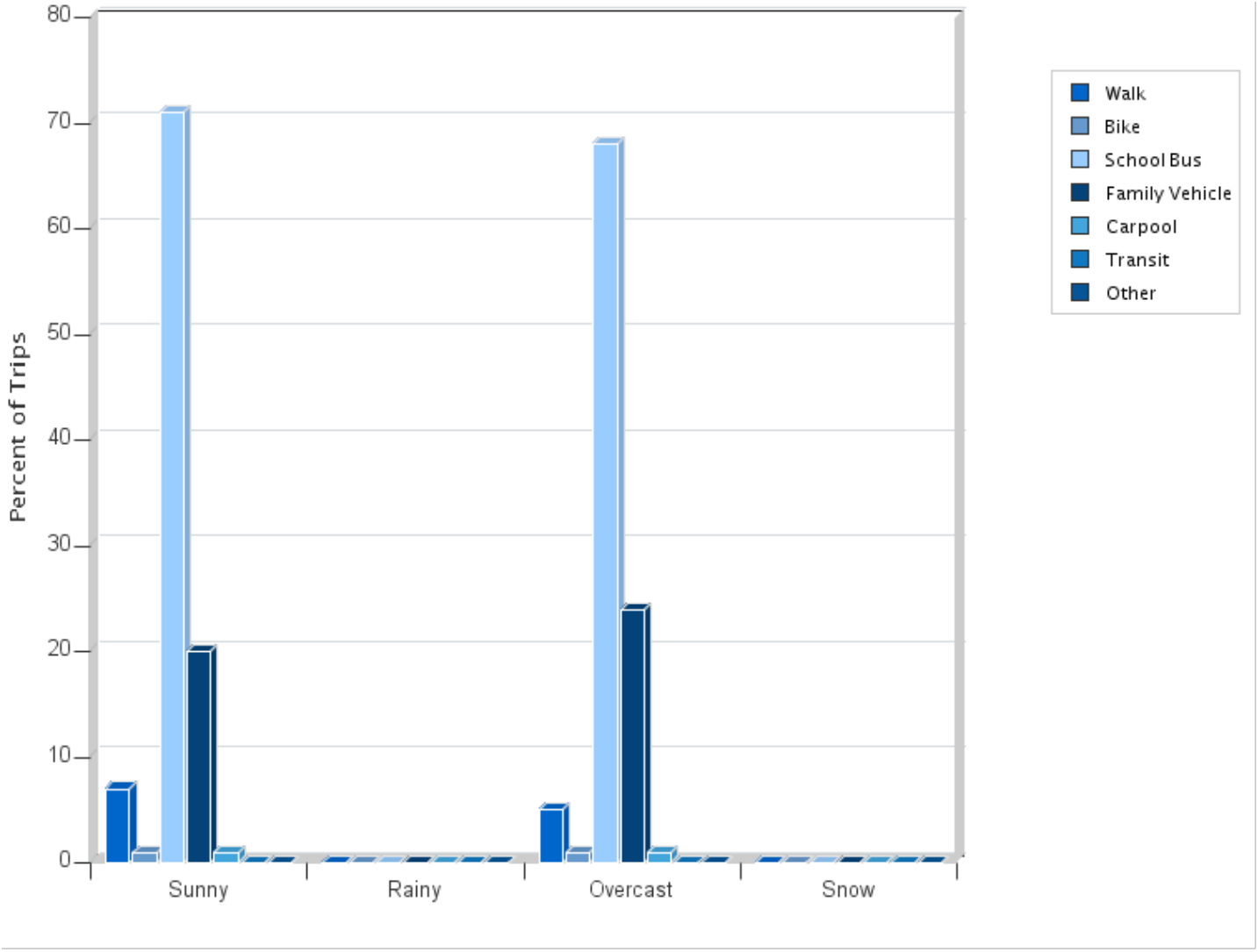


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	463	4%	1%	69%	25%	0.9%	0%	0%
Tuesday PM	461	9%	1%	68%	21%	0.2%	0.9%	0%
Wednesday AM	474	4%	0.6%	68%	27%	1%	0%	0%
Wednesday PM	475	7%	0.4%	68%	23%	1%	0.8%	0%
Thursday AM	481	3%	1%	70%	26%	0.4%	0%	0%
Thursday PM	476	7%	0.6%	71%	20%	0.8%	0.4%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	476	7%	0.6%	71%	20%	0.8%	0.4%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	2354	5%	0.8%	68%	24%	0.8%	0.3%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Parent Survey Report: One School in One Data Collection Period

School Name: Lac Du Flambeau Elementary School

Set ID: 19145

School Group: Lac du Flambeau School District

Month and Year Collected: August 2019

School Enrollment: 508

Date Report Generated: 11/06/2019

% Range of Students Involved in SRTS: Don't Know

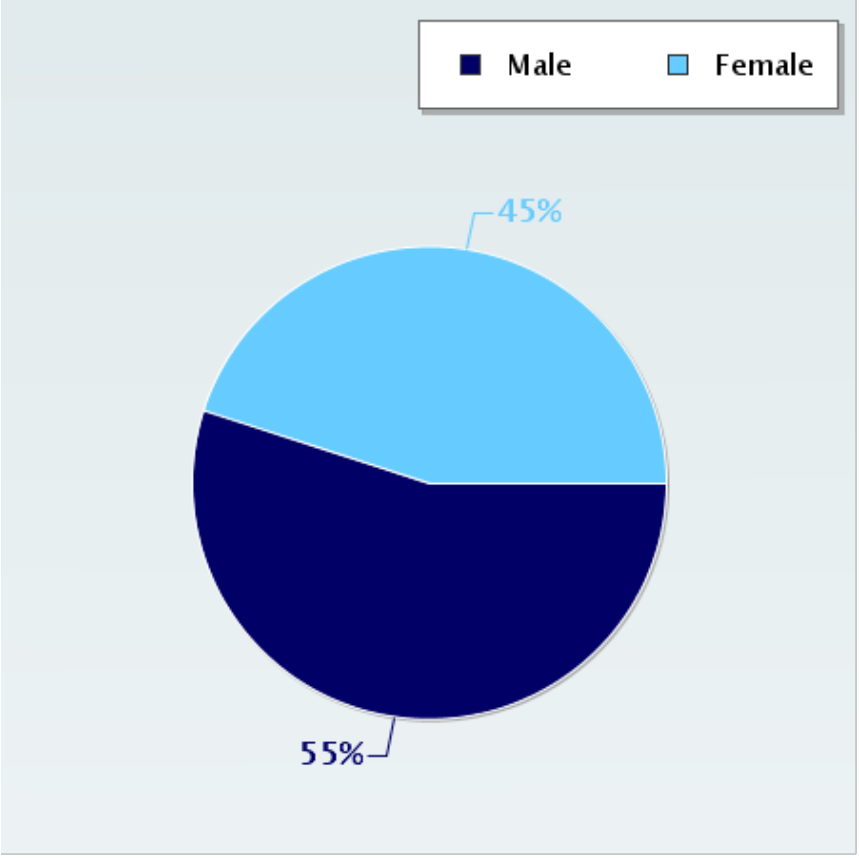
Tags:

Number of Questionnaires Distributed: 0

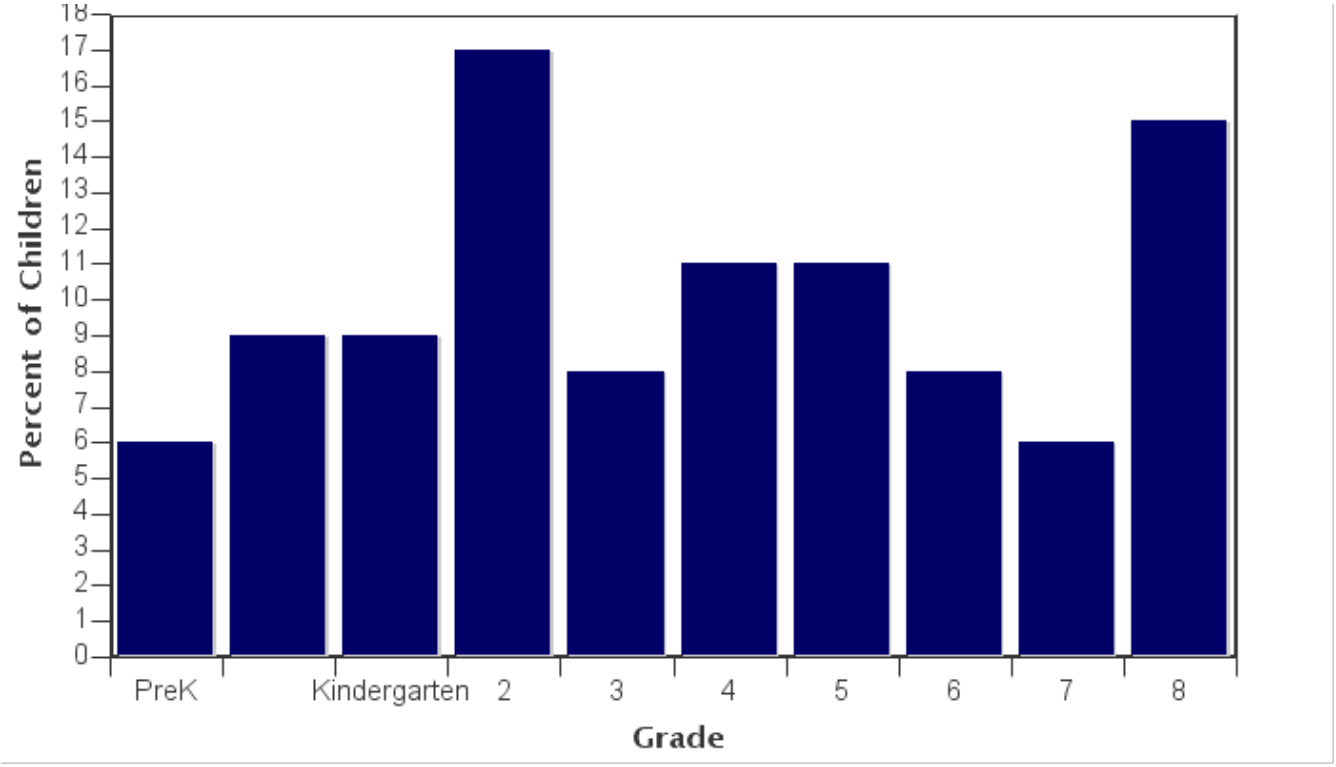
Number of Questionnaires Analyzed for Report: 61

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey



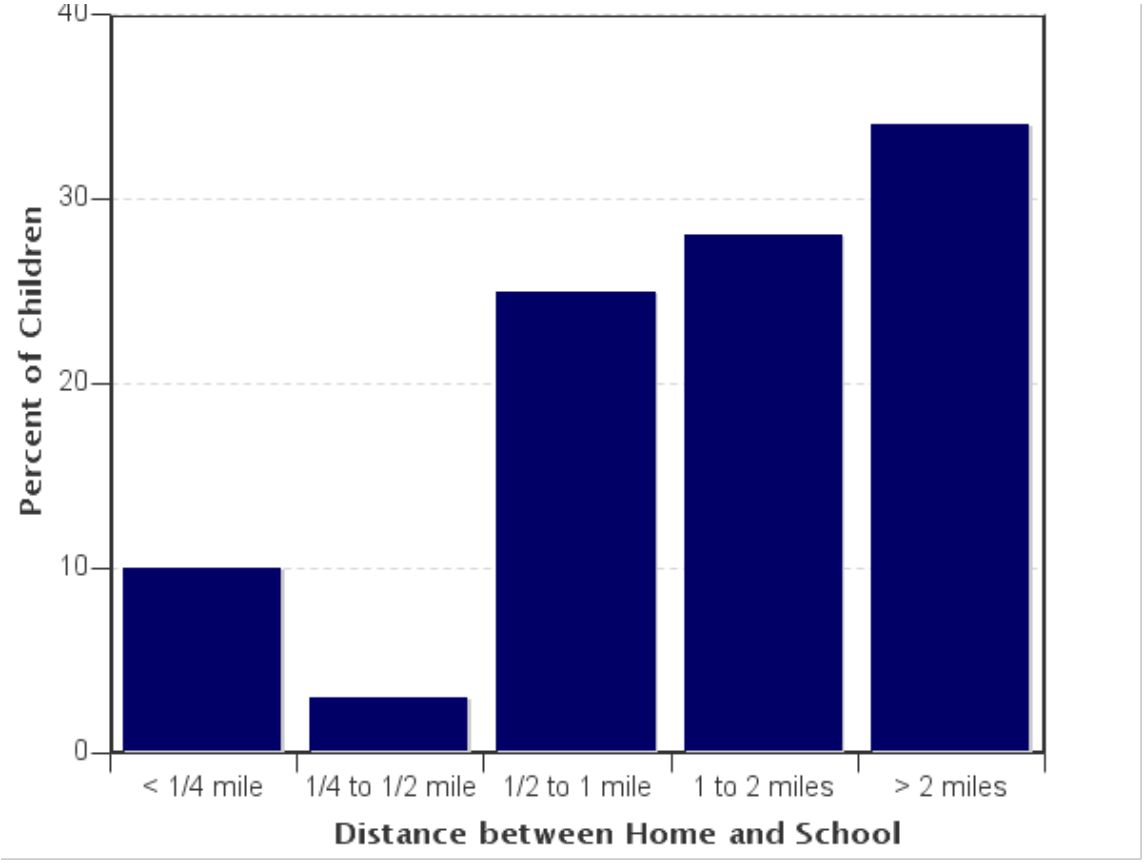
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	3	6%
Kindergarten	5	9%
1	5	9%
2	9	17%
3	4	8%
4	6	11%
5	6	11%
6	4	8%
7	3	6%

8	8	15%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

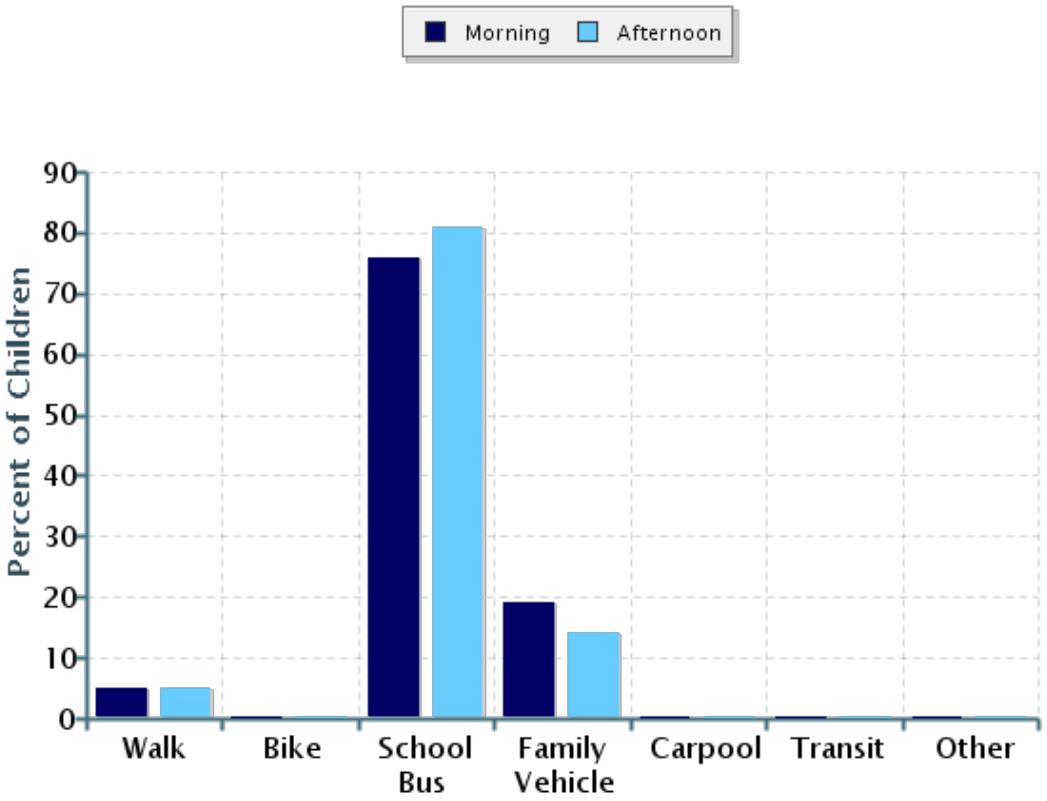


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	6	10%
1/4 mile up to 1/2 mile	2	3%
1/2 mile up to 1 mile	15	25%
1 mile up to 2 miles	17	28%
More than 2 miles	21	34%

Don't know or No response: 0
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

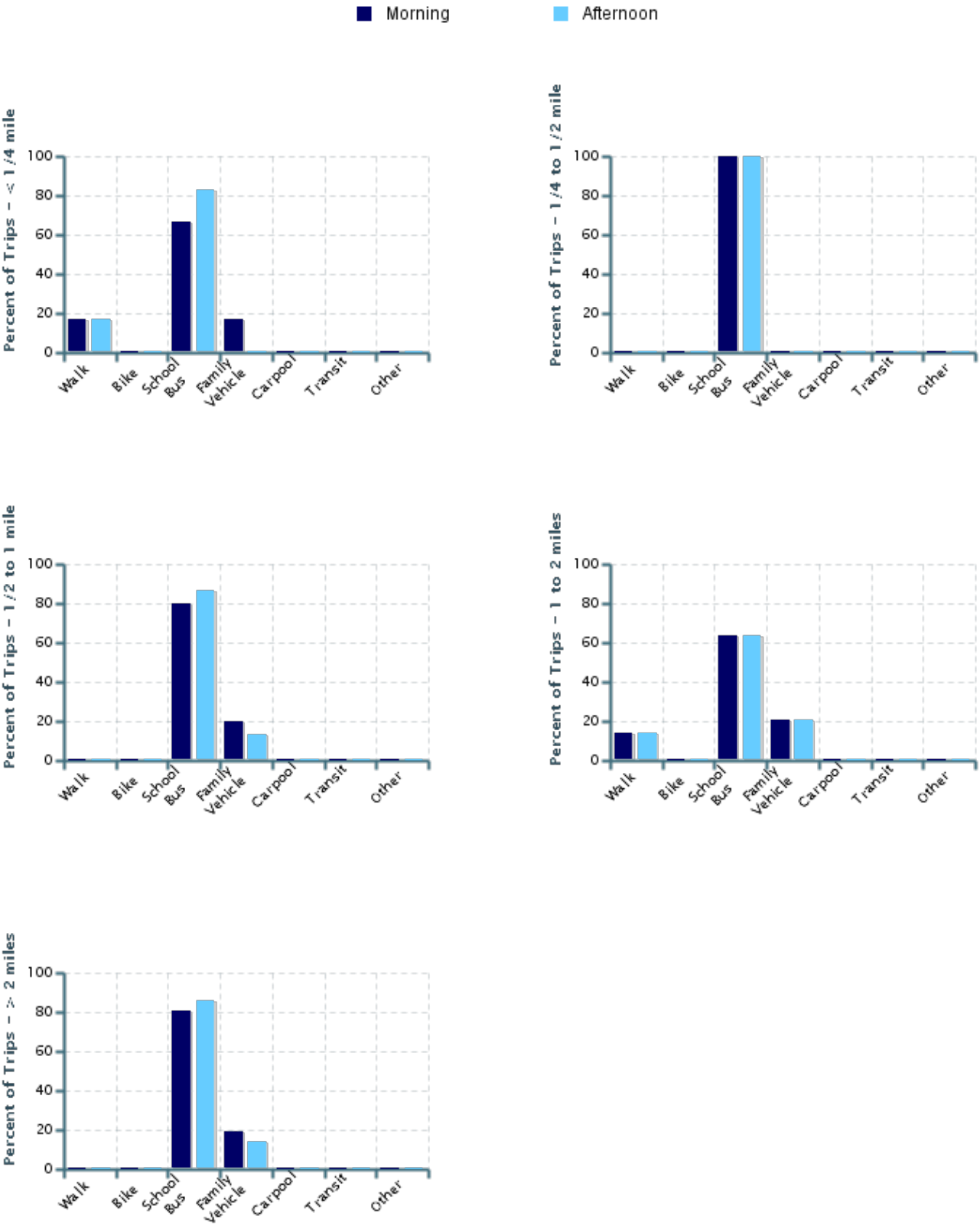


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	58	5%	0%	76%	19%	0%	0%	0%
Afternoon	58	5%	0%	81%	14%	0%	0%	0%

No Response Morning: 3
No Response Afternoon: 3
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	6	17%	0%	67%	17%	0%	0%	0%
1/4 mile up to 1/2 mile	2	0%	0%	100%	0%	0%	0%	0%
1/2 mile up to 1 mile	15	0%	0%	80%	20%	0%	0%	0%
1 mile up to 2 miles	14	14%	0%	64%	21%	0%	0%	0%
More than 2 miles	21	0%	0%	81%	19%	0%	0%	0%

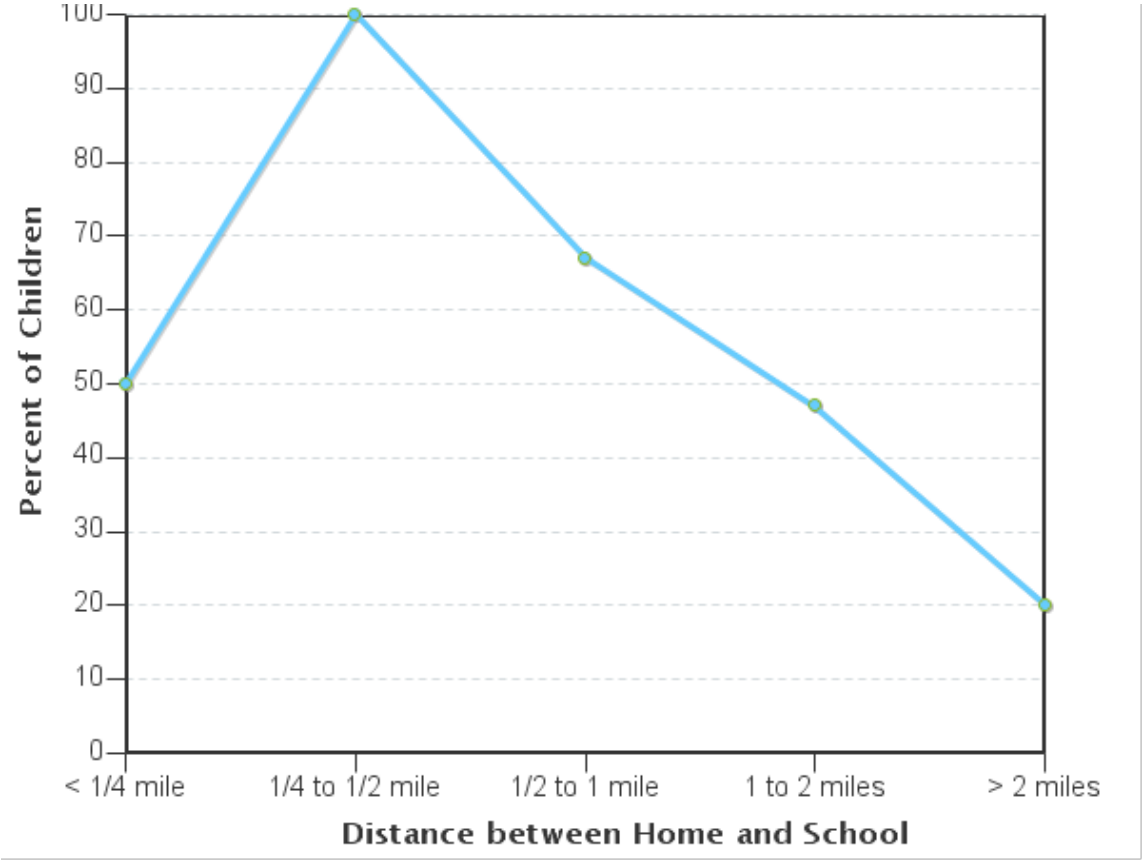
Don't know or No response: 3
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	6	17%	0%	83%	0%	0%	0%	0%
1/4 mile up to 1/2 mile	2	0%	0%	100%	0%	0%	0%	0%
1/2 mile up to 1 mile	15	0%	0%	87%	13%	0%	0%	0%
1 mile up to 2 miles	14	14%	0%	64%	21%	0%	0%	0%
More than 2 miles	21	0%	0%	86%	14%	0%	0%	0%

Don't know or No response: 3
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

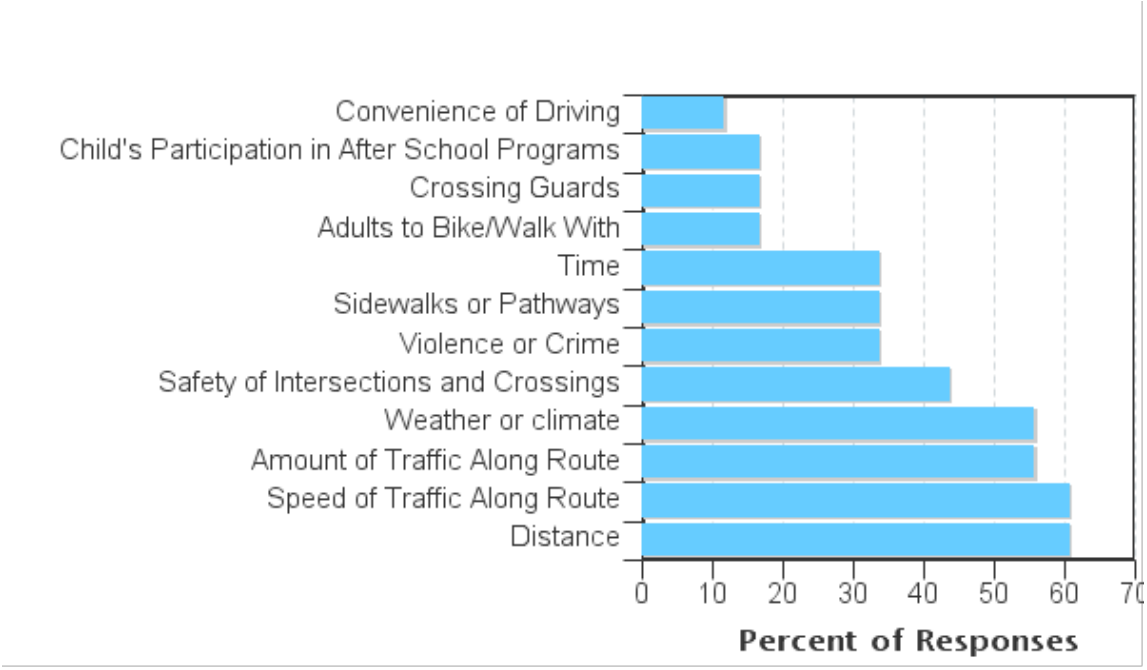


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	27	50%	100%	67%	47%	20%
No	33	50%	0%	33%	53%	80%

Don't know or No response: 1
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	61%	0
Speed of Traffic Along Route	61%	0
Amount of Traffic Along Route	56%	0
Weather or climate	56%	0
Safety of Intersections and Crossings	44%	0
Violence or Crime	34%	0
Sidewalks or Pathways	34%	0
Time	34%	0
Adults to Bike/Walk With	17%	0
Crossing Guards	17%	0
Child's Participation in After School Programs	17%	0

Convenience of Driving	12%	0
Number of Respondents per Category	**41**	**0**

No response: 20

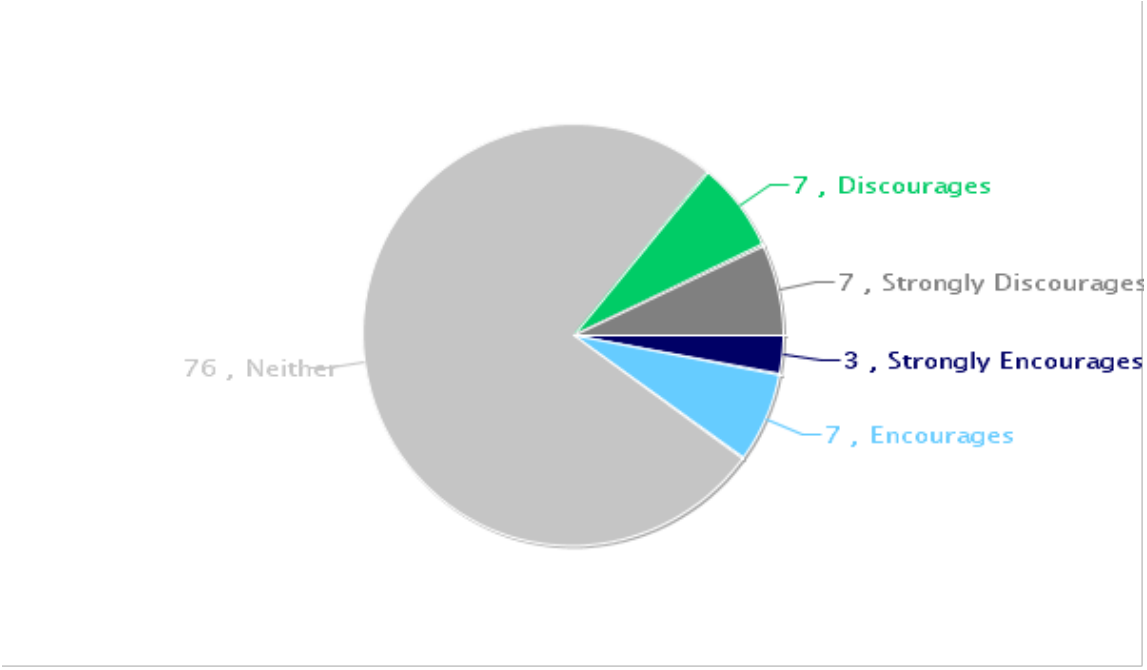
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

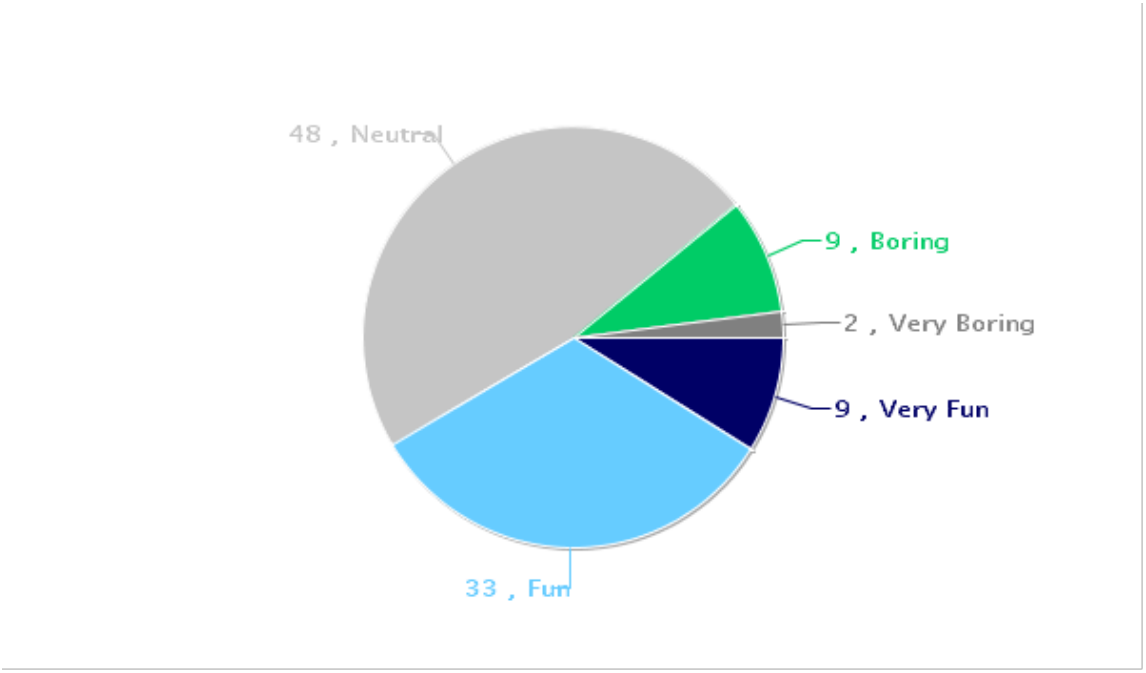
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

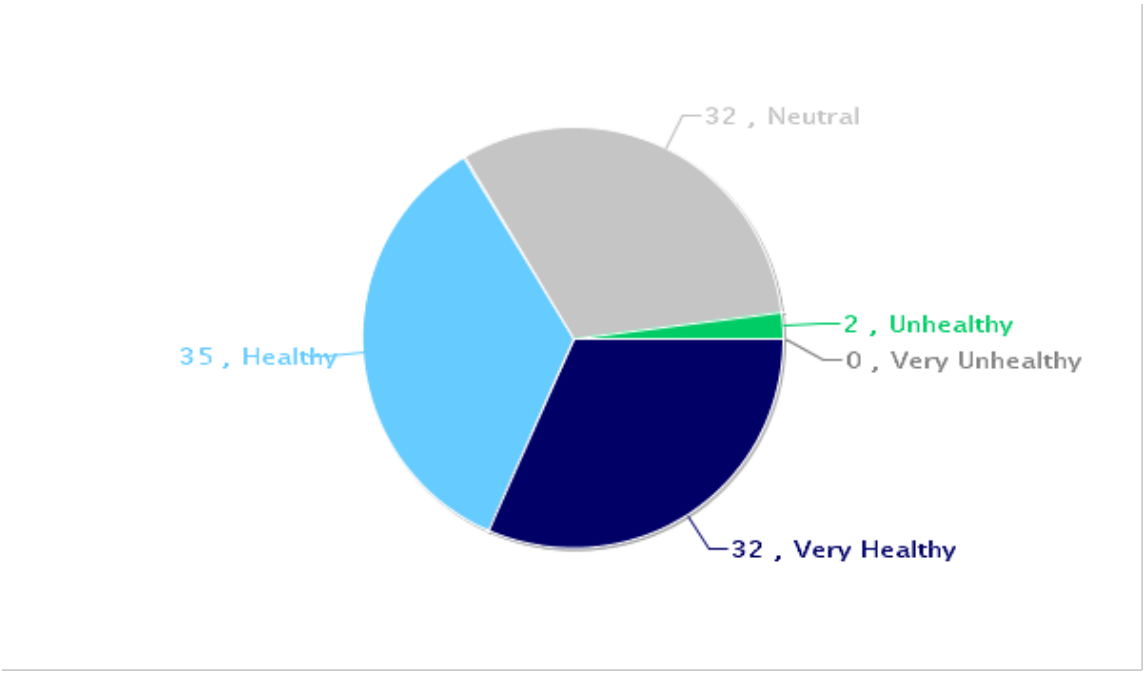
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1683945	It would be great if they had designated bike/walking paths to and from school for our youth.
1683885	Allowed to walk to school only if she has an older person w/ her.
1684216	I really don't feel comfortable with the highway.
1683923	Children will be riding bus especially after school activities.
1683925	Encourage to be active now but too inattentive to let ride a bike & may get afraid if walked alone.
1683930	We live 7.5 miles from town.

ATTACHMENT C:
Adoption Documentation

From: Local Governing Bodies

Resolution Adopting the
Lac du Flambeau Safe Routes to School Plan

WHEREAS, the Lac du Flambeau School District #1 supports policies and programs that focus on health and wellness and healthier community environments; and

WHEREAS, the health and safety of children is of highest concern to the Lac du Flambeau School District #1; and

WHEREAS, Safe Routes to School efforts help remove barriers to walking and biking to school, and reduce traffic congestion and speed in and around schools; and

WHEREAS, the Lac du Flambeau School District #1 has developed a Safe Routes To School (SRTS) Plan for the dual purposes of serving as a guide for future programming and infrastructure improvements (the 5 E's of education, encouragement, engineering, enforcement, and evaluation), and in order to be eligible for various funding programs including the Transportation Alternatives Program (TAP grant); and

WHEREAS, the Wisconsin Department of Transportation (WisDOT) requires, that in order to be eligible for funding of needed projects, municipalities to either create or amend their SRTS Plan; and

WHEREAS, the Lac du Flambeau School District #1 had members/staff on the SRTS Task Force; and

WHEREAS, the SRTS Task Force collected data, reviewed the results, and provided direction for SRTS Plan development, and then incorporated those results into the SRTS Plan; and

NOW THEREFORE, BE IT RESOLVED, that the Lac du Flambeau School District #1 hereby adopts the Lac du Flambeau Safe Routes to School Plan Resolution.

Adopted this 7th **day of** July **, 2021.**

Gary Smith
School Board President

Patricia Mann
School Board Clerk

ATTACHMENT D:
Bicycle Parking Guidelines

From: Association of Pedestrian and Bicycle Professionals (APBP)
One page summary sheet.

Bicycle Parking Guidelines

A summary of recommendations from the Association of Pedestrian and Bicycle Professionals

Bicycle Parking Design

- Required spaces shall be at least 2 feet by 6 feet.
- An access aisle of at least 5 feet shall be provided in each facility.
- Racks shall be situated to allow a minimum of 2 feet between adjacent bike parking stalls.
- Spaces shall have a vertical clearance of at least 80 inches.

Bicycle Rack Design

Structures that require a user-supplied locking device:

- must accommodate U-shaped locking devices;
- support the bike frame at two points;
- be securely anchored to the ground or the building structure; and
- be designed and maintained to be mud and dust free.

Bicycle Rack Location

- Racks should be located in a clearly designated safe and convenient location.
- Racks should be designed and located to be harmonious with the surrounding environment.
- Racks should be at least as convenient as the majority of auto parking spaces provided.

To learn more about bicycle parking guidelines, visit the Association of Pedestrian and Bicycle Professionals at: www.apbp.org.

These bicycle racks do NOT meet the design guidelines:

Grid or Fence Style Racks

Wave or Ribbon Style Racks

These bicycle racks DO meet the design guidelines:

Inverted-U Style Racks

Angled Wave Style Racks

Freestanding Style Racks

The above images are examples only. NCWRPC does not endorse any particular bicycle rack manufacturers.

If you have questions about whether a particular bicycle parking rack you are considering using meets these requirements, please contact NCWRPC planner **Fred Heider**, AICP at **fheider@ncwrpc.org**.

ATTACHMENT E:
School factors that increase walking and biking

From: Centers for Disease Control and Prevention article
One page summary sheet.

PREVENTING CHRONIC DISEASE
PUBLIC HEALTH RESEARCH, PRACTICE, AND POLICY
Volume 13, E63 MAY 2016

ORIGINAL RESEARCH

School Factors Associated With the Percentage of Students Who Walk or Bike to School, School Health Policies and Practices Study, 2014

Sherry Everett Jones, PhD, JD, MPH; Sarah Sliwa, PhD

Suggested citation for this article: Everett Jones S, Sliwa S. School Factors Associated With the Percentage of Students Who Walk or Bike to School, School Health Policies and Practices Study, 2014. Prev Chronic Dis 2016;13:150573. DOI: http://dx.doi.org/10.5888/pcd13.150573.

PEER REVIEWED

Abstract

Introduction
Active school transport, such as by walking or biking, increases physical activity levels, which has health and academic benefits for children. We examined school demographic and other characteristics to determine their association with the percentage of students who walk or bike to school.

Methods
We analyzed data from the Centers for Disease Control and Prevention's 2014 School Health Policies and Practices Study. The response rate for the module containing questions about transportation was 70% (N = 577). Multivariate logistic regression models examined whether certain school characteristics were associated with a school having 26% or more of students who walk or bike to school in the morning on an average school day.

Results
In most (61.5%) schools, 10% or fewer students walked or biked to school in the morning on an average school day; in 22.7% of schools, 26% or more students did so. Although having crossing guards (adjusted odds ratio [AOR] = 3.3; 95% confidence interval [CI], 1.9–6.0), having bicycle racks (AOR = 2.7; 95% CI, 1.2–5.8), and providing promotional materials to students or families on walking or biking to school (AOR = 2.9; 95% CI, 1.7–5.1) were associated with having 26% or more students who walk or bike to school, only 47.7% of schools had crossing guards, 62.4% had bicycle racks, and 33.3% provided promotional materials.

Conclusion
Several low-cost or no-cost strategies were associated with having 26% or more students who walked or biked to school, but these strategies are not commonly used in schools.

Introduction

Active transport to school, such as walking or biking, increases physical activity levels in children (1,2), and physical activity has health (1) and academic (3–5) benefits; however, the percentage of students who walk or bike to school has declined in recent decades (6,7). Concerns about time or convenience, distance from home to school, weather, and safety (related to traffic and crime) are common barriers to active school transport (8–12). Estimates vary, but studies generally find that fewer than 20% of students walk or bike to school (7,8,10). Factors that have been shown to support active school transport are the location of schools near students' homes as well as infrastructure and policies that address safety support (12–14). Historically, schools were sited near the families they served (15), but that practice has declined: in 1969, slightly more than half of students lived a mile or more from their schools; in 2001, three-quarters did (16).

Recognizing the benefits of active school transport, the 2015 campaign "Step it up! The Surgeon General's Call to Action to Promote Walking and Walkable Communities" encourages walking to school through community-wide approaches that address safety concerns (17). In addition, *Healthy People 2020* includes 2 developmental objectives focusing on students walking and biking to school (18). Strategies meant to promote active transportation are not well evaluated (1). Studies that try to quantify the benefits of school and environmental policies have limited generalizability because of the specific populations or regions studied

The opinions expressed by authors contributing to this journal do not necessarily reflect the opinions of the U.S. Department of Health and Human Services, the Public Health Service, the Centers for Disease Control and Prevention, or the authors' affiliated institutions.