Rhinelander
Safe Routes To School Plan
2012 – 2017

May 2012

NCWRPC

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Acknowledgements

Rhinelander SRTS Task Force

Roger Erdahl, School District of Rhinelander Superintendent
Tim Howell, Central Elementary Principal
Paul Johnson, James Williams Middle School Principal
Teri Phalin, Northwoods Community Secondary School Principal
Shirley Heise, Nativity Principal
Randy Knuth, Rhinelander Public Works Director
Michael Steffes, Rhinelander Chief of Police
Jackie Cody, Oneida County Bicycling and Walking Trail Committee (OCBWTC)

Participating Schools

Central Elementary
James Williams Middle School
Nativity-South
Nativity-North
Northwoods Community Secondary School

Cover Photo: East King St & Conro St (NCWRPC)

May 2012

Under the direction of the Rhinelander Safe Routes To School Task Force, North Central Wisconsin Regional Planning Commission (NCWRPC) prepared this plan with a grant from the Wisconsin Department of Transportation (WisDOT).

For more information contact:

North Central Wisconsin Regional Planning Commission
210 McClellan Street, Suite 210
Wausau, WI 54403
Phone: 715-849-5510

NCWRPC

www.ncwrpc.org

TABLE OF CONTENTS

ATTACHMENTS

A. Student Tally & Parent Survey

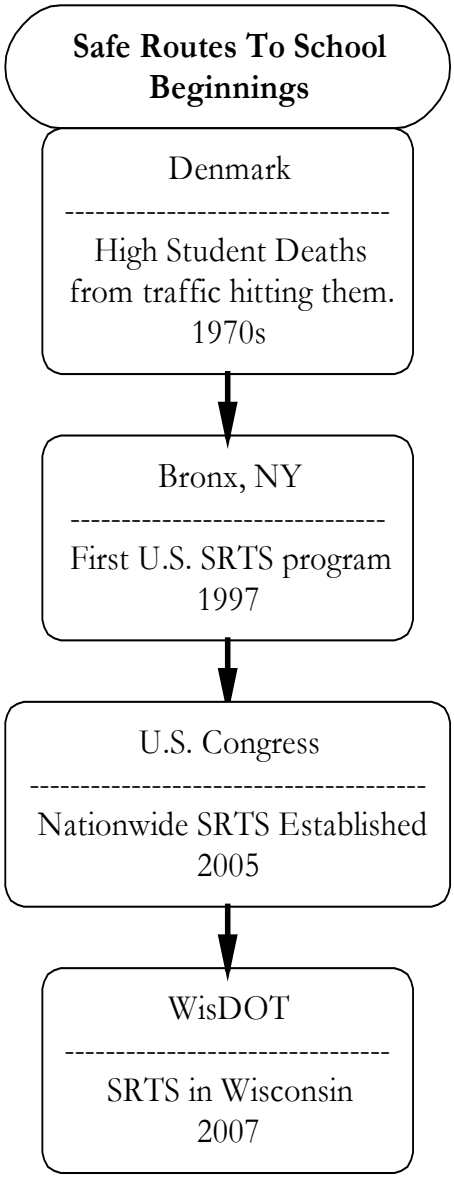
B. City Sidewalk Ordinances

C. Healthy School Environment Policy

D. Bicycle Rack Purchase Guide

E. Pedestrian Actuator Sign Samples

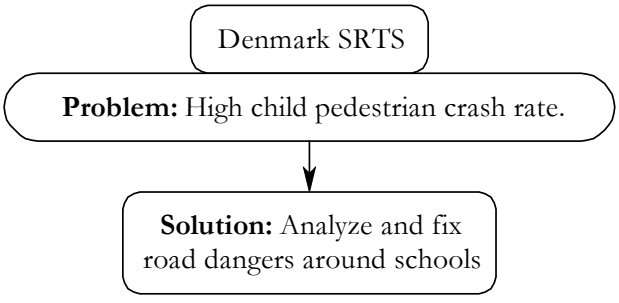
Chapter 1: Introduction

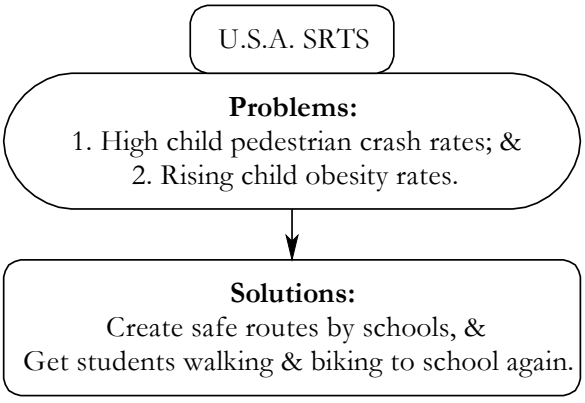


History

Safe Routes to School (SRTS) began as a European phenomenon about thirty years ago and caught on in New York City in 1997. In the 1970s, Denmark had Europe's highest child pedestrian accident rate. Implementing the first Safe Routes to School program, planners in Denmark identified specific road dangers around the country's schools and took steps to remedy the hazards. Since 1970, the child pedestrian crash rate has dropped by 80% in Denmark.

Inspired by such success and faced with rising childhood obesity and crash rates, the Bronx neighborhood in New York tested their own SRTS program. In 1998, Congress funded two pilot SRTS programs through the National Highway Traffic Safety Administration (NHTSA). Marin County, California, and Arlington, Massachusetts were the first SRTS pilot programs. Within a year after launching these pilot programs, grassroots SRTS efforts were launched in other parts of the country. After the initial success of Safe Routes to School pilot programs in the United States, subsequent federal funding facilitated SRTS's expansion nationwide. The 2005 passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) institutionalized Safe Routes to School.





Why focus on Safe Routes to School?

Safe Routes to School is a nationwide effort to increase the safety and regularity of children walking or bicycling to and from school for two primary reasons.

- **Increase walking and bicycling as part of a daily routine**: Currently, there is a nationwide health and quality of life concern about rising rates of children overweight and obese. Excess weight is associated with an increased incidence of many chronic conditions, such as cardiovascular disease, type 2 diabetes, hypertension, stroke, osteoarthritis and several cancers. Without daily physical activity, today's children may be the first generation to have a shorter lifespan than their parents.

- **Reduce vehicle trips and traffic congestion around schools:** This effort also deals with concerns about the amount of vehicle traffic, high speeds, and traffic congestion around schools. The amount and speed of traffic pose increased injury risks to children who currently walk and bicycle to school. Traffic congestion reduces air quality and increases asthma risks as more car engines idle waiting to pick up and drop off children.

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.

Planning Process & Public Involvement

After addressing the lack of sidewalks along Lincoln Street, the City of Rhinelander and the School District of Rhinelander joined together to see where other pedestrian issues existed throughout the city. Applying for a Safe Routes To School planning grant was the next step. Many of the elementary schools, the police, city administration, and local citizens were part of the Task Force. The approved planning grant paid for NCWRPC's planning services to assist with creating a Safe Routes To School plan. The Safe Routes program goes beyond suggesting changes to the physical infrastructure. It also has actions for encouraging more students to walk and bike to school; enforcing traffic regulations; educating students, parents, and the community about non-motorized travel; and evaluating how each action is working to see if different strategies are needed.

Participating Schools:

- Central Elementary School
- James Williams Middle School
- Nativity Catholic Elementary School-South
- Nativity Catholic Elementary School-North
- Northwoods Community Secondary School

Task Force Members:

- Roger Erdahl, School District of Rhinelander Superintendent
- Tim Howell, Central Elementary Principal

- Paul Johnson, James Williams Middle School Principal
- Teri Phalin, Northwoods Community Secondary School Principal
- Shirley Heise, Nativity Principal
- Randy Knuth, Rhinelander Public Works Director
- Michael Steffes, Rhinelander Chief of Police
- Jackie Cody, Oneida County Bicycling and Walking Trail Committee (OCBWTC)

After the planning grant was approved, the Task Force developed the following vision and goal for this Safe Routes To School Plan:

Rhinelander SRTS Goal 1

Create safer areas to walk and bike to school.

Rhinelander SRTS Goal 2

Improve children's safety around schools during drop-off and pick-up, so children can walk and bike safely to school.

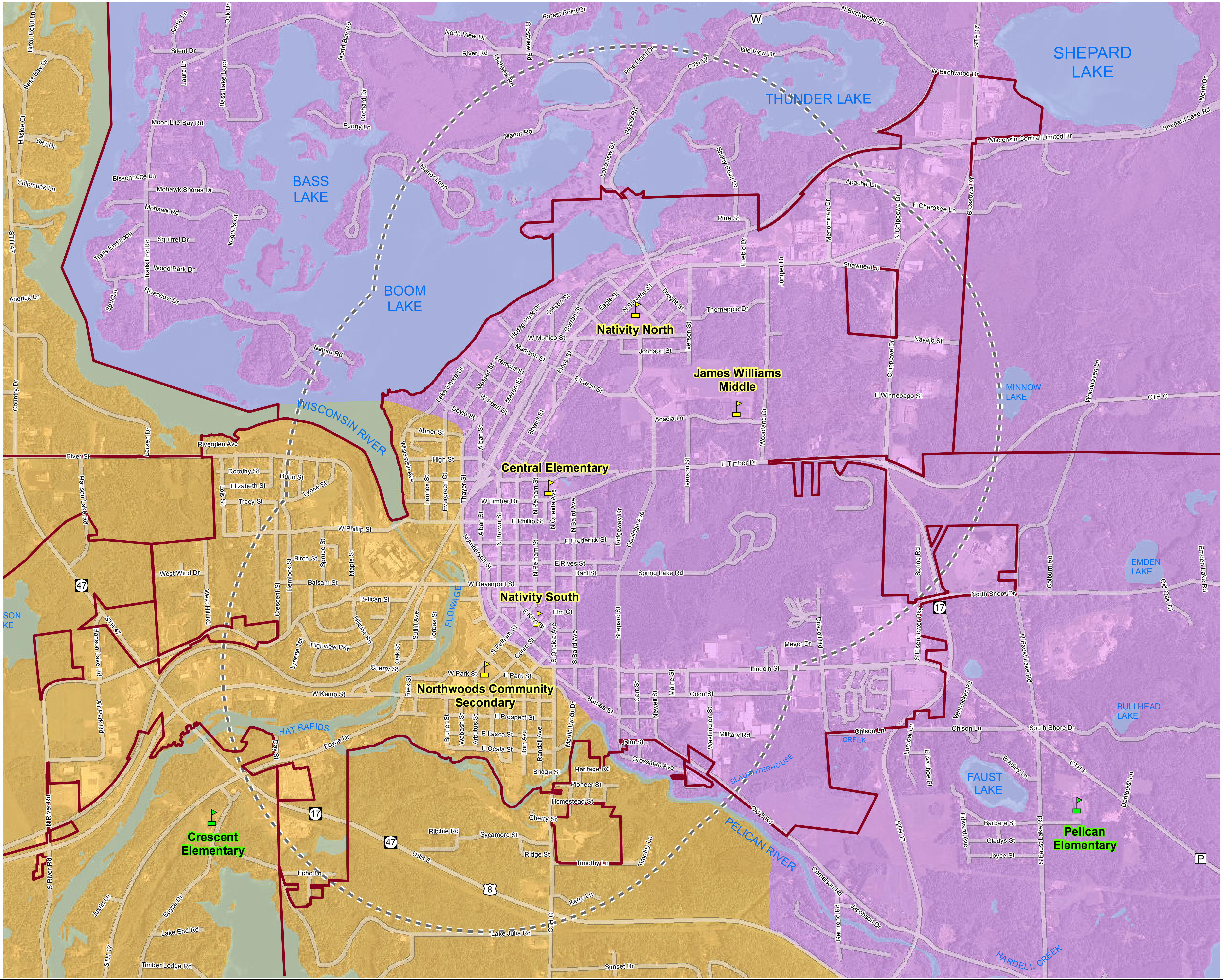
NCWRPC and the Task Force met to gather and analyze data. In the fall of 2010, Student Tallies and a Parental Survey were conducted to determine how students were getting to school, and what issues were holding back parents from allowing their children from walking or biking to school. Future progress will be compared with both sets of data, and recommendations will take all this background data into account.

School staff, community members, and Task Force members conducted the May 2011 Walk Audit with training from NCWRPC staff. Specific attention was paid to the behaviors that exist at pick-up times and determine the physical barriers to walking and biking by each school. Maps were created from the Walk Audit results to see where physical barriers to walking exist.

Slide shows were created by NCWRPC and presented by Task Force members to various groups. The Task Force gathered comments at each of the meetings where they presented the slide shows.

Recommendations were created, modified, and approved by the Task Force. Resolutions of adoption show the approval of the City Council and both school boards.

Map 1
Rhinelander SRTS Study Area



- Minor Civil Divisions
- Other Schools
- Schools in Study
- Crescent Enrollment Boundary
- Pelican Enrollment Boundary
- 1 Mile SRTS School Buffer
- Water

Notes

- Central, JWMS & NCSS students live anywhere within the school district of Rhinelander.
- Nativity North and Nativity South do not have enrollment boundaries.

N

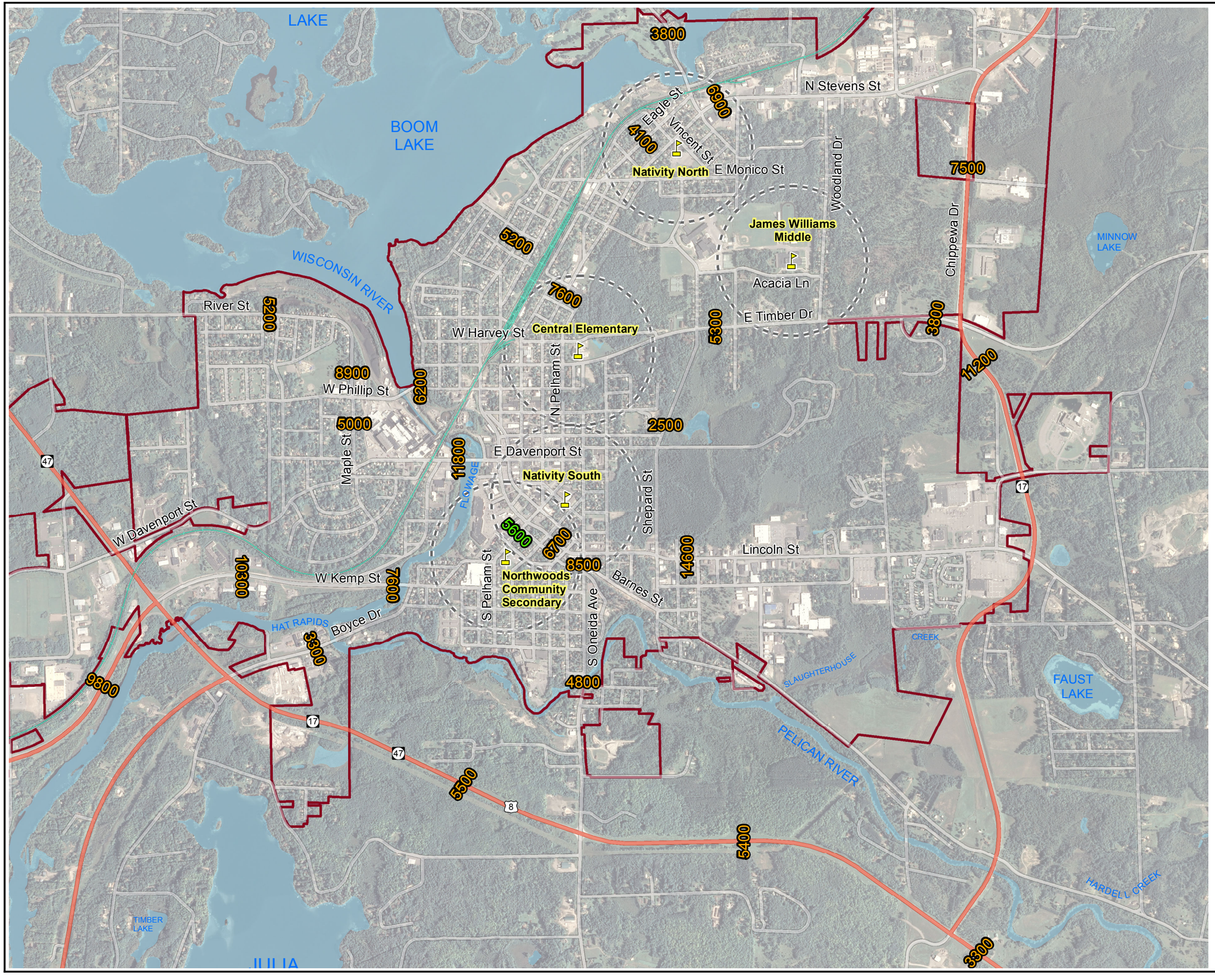
0 0.15 0.3 0.6 0.9 Miles

Source: WI DNR, NCWRPC, Oneida Co

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
210 McClellan St., Suite 210, Wausau, WI 54403
715-849-5510 - staff@ncwrpc.org - www.ncwrpc.org

Map 2
Rhinelander
Transportation Facilities



- City Limits
- Schools in Study
- Walk Audit Area (1/4 Mile)
- Truck Routes
- Railroad
- 500 2006 Daily Traffic Counts
- 500 2009 Daily Traffic Counts
- Water

N

0 0.125 0.25 0.5 0.75 Miles

Source: WI DNR, NCWRPC, Oneida Co, WI DOT

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715-849-5510 - staff@ncwrpc.org - www.ncwrpc.org

Map 3
Rhinelander
Crash Locations

BOOM LAKE

WISCONSIN RIVER

N Stevens St

Vincent St

Nativity North

James Williams Middle

Woodland Dr

Chippewa Dr

Acacia Ln

E Timber Dr

River St

Central Elementary

W Timber Dr

W Phillip St

S Courtney St

E Davenport St

W Davenport St

Nativity South

FLOWAGE

S Pelham St

Conro St

Lincoln St

W Kemp St

Northwoods Community Secondary

S Oneida Ave

HAT RAPIDS

CREEK

SLAUGHTERHOUSE

FAUST LAKE

PELICAN RIVER

17

47

Legend

- City Limits
- Schools in Study
- US Highways
- State Highways
- County Highways
- Local Roads
- Railroad

Crash Locations

- 2007 Bicycle
- 2007 Pedestrian
- 2008 Pedestrian
- 2010 Bicycle
- Water

N

0 0.1 0.2 0.4 0.6 Miles

Source: WI DNR, NCWRPC, Oneida Co

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Chapter 2: Community-wide Analysis

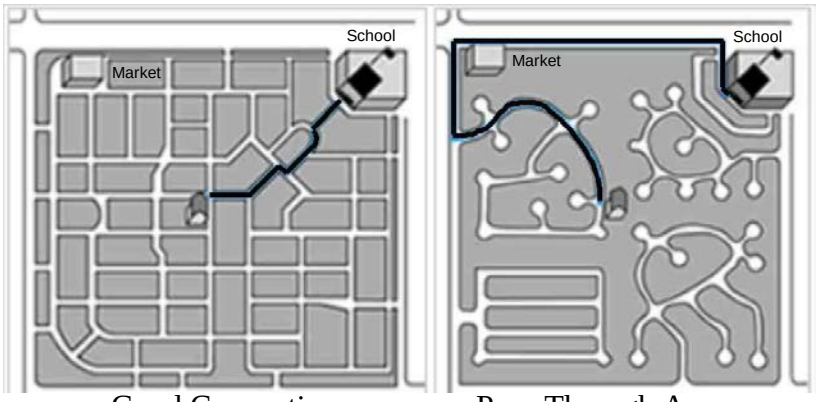
This chapter provides a community-wide inventory of physical conditions and local government policies. Assessments include traffic data, local ordinances, and non-motorized travel conditions community-wide.

Overall Development Pattern

The City of Rhinelander has a population of 7,798[1], and is the county seat for Oneida County. There are over 3,400 housing units (apartments, condos, and houses) in Rhinelander, with about 66% of them as houses. Roads are generally in a grid pattern across the city. Boom Lake, The Wisconsin River, and the Pelican River run through the city. Railroads serve the paper mill, and one railroad track separates a part of the city from the schools, but an underpass exists for both cars and pedestrians. See Maps 1 and 2 for a general layout of Rhinelander.

The "walkability" of school sites in Rhinelander varies tremendously based on the location of the school within the city and the location of students relative to the school. The possibility of walking or bicycling is heavily influenced by whether or not the school is in the central part of the city. Schools within high housing density neighborhoods have a high proportion of students living in close proximity to the schools, and road connectivity makes it easy to use residential streets to get to school. On the other hand, schools on the city periphery are generally surrounded by less dense residential development with fewer students living within a reasonable walking distance, and narrow town roads that make walking and biking dangerous even with low volumes, because of many blind corners.

The connectivity of various bicycle and pedestrian facilities directly impacts the ability to walk or bicycle to school. Characteristics of a well-connected road or path network include short block lengths, numerous three and four-way intersections and minimal dead-ends (cul-de-sacs). See Figure 1. As connectivity increases, travel distance decreases and route options increase. A network of streets, sidewalks, bicycle lanes and paths in which all parts are well-connected to each other reduces the distance children travel from home to school, allows for the use of more local streets rather than major roadways and provides a greater choice of routes to travel to and from school.



Good Connections Poor Through Access

Figure 1

See the Walk Audit maps and auditor comments within each school assessment in Chapter 3 to view how local residents perceive the walkability of their school neighborhoods.

[1] U.S. Census 2010.

Bicycle Facilities

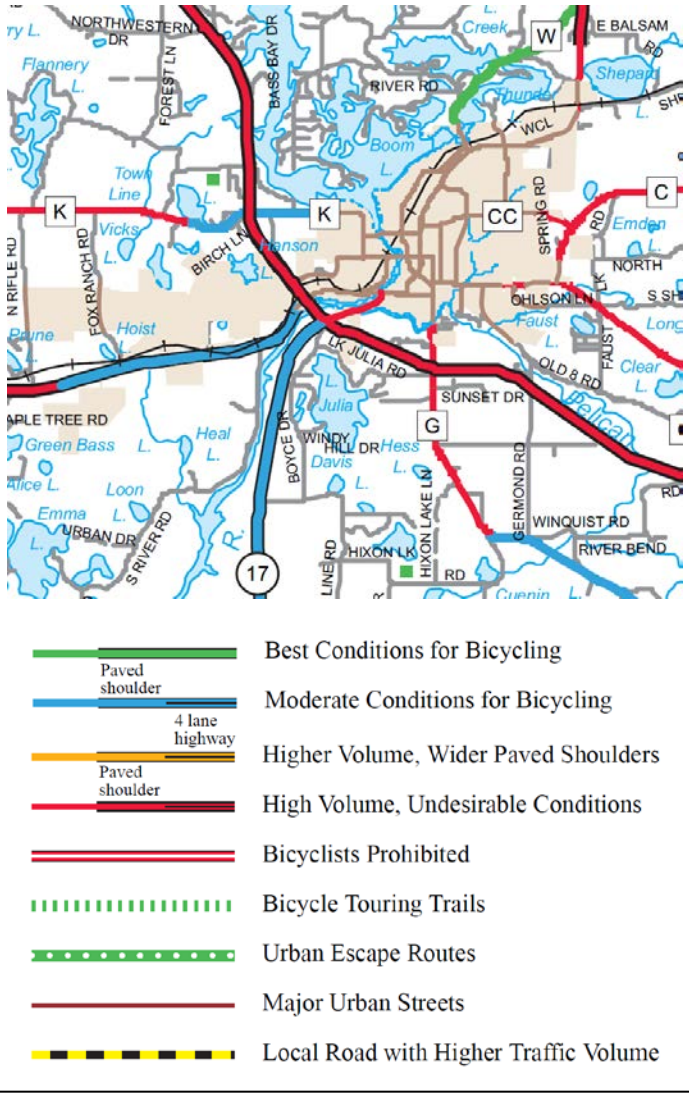
All roads in Rhinelander are available for bicycle travel.

The types of bicycle facilities found in the Rhinelander area include shared roadways, improved shoulders on state and county highways leading into Rhinelander, off-road shared use paths, and sidewalks (for children only).

A 10-foot wide asphalt path is planned for 2011 installation on Lincoln Street between Coolidge Ave and County Highway 17.

WisDOT has determined what the bicycling conditions are on all county and state highways. All of the highways shown in Figure 2 are within 2-miles of at least one of the five chosen safe routes schools. No city roads were rated either good or bad for bicycle suitability by WisDOT.

Figure 2 **Highway Bicycling Conditions**



Pedestrian Facilities

Sidewalks play an important role in the lives of children. Destinations such as neighborhood homes, schools, and parks are all accessible to children who use sidewalks. A safe sidewalk in good condition encourages kids to stay on the sidewalk and provides a barrier from street traffic.

Rhinelander continues to add sidewalk curb ramps where sidewalks exist throughout the city. Many intersections have curb ramps already. This plan will show where high priority sidewalk curb ramps and sidewalks are necessary by schools.

Map 2 has an airphoto, which shows where housing exists relative to each school. The Walk Audit maps for each school show where sidewalks exist, and sidewalk ramps, within a ¼-mile of each school.

Most non-motorized uses are allowed on sidewalks in Rhinelander (e.g. walking, rollerblading, skateboarding, wheelchair use, etc.).

Sidewalk Installation and Replacement Policy

The City of Rhinelander has a sidewalk ordinance that requires installation, maintenance, and reconstruction by the property owner. The full sidewalk ordinance text is in Attachment B.

3.01.05(1) – Snow and ice removal.
Generally the property owner or lessee abutting a sidewalk shall clear the full width of sidewalk within 24 hours following completing of any snowfall. Pedestrian access to any corner intersection must also be kept clear as described above. Upon failure to remove said snow and/or ice, the City may summarily remove any snow and/or ice and cause the cost of said removal to be charged to the owner of the property from which said snow and/or ice has been removed.

3.01.12(1) – Minimum roadway, maximum sidewalk and boulevard widths.
On residential streets having a minimum roadway width, from curb face to curb face, of 36 feet shall have a maximum sidewalk width of 5 feet. A 22-foot wide residential street shall have a maximum sidewalk width of 3.5 feet.

School Zone Speed Limits-Wisconsin Law

Rhinelander has school zone speed limit of 15 mph per Wisconsin Statutes 346.57(4)(a) through (c), when children are present and failure to comply can result in fines. State-wide statistics show that less than half of drivers slow down in school zones.

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 drivers.

Transit Facilities

A. Para-transit is a specialized transit service for elderly and handicapped people who require more accessible vehicles and flexible routing. The Oneida County Department on Aging operates 3 medium wheelchair equipped vans that provide demand response service from 8:30 a.m.-3:30 p.m. weekdays.

B. A 24-hour shared-ride cab service operates in Rhinelander. The Shared Ride Taxi program subsidizes the cab operator with Federal, State, and City funding for about 75-80% of the expenses. Fares cover the remaining 20-25%.

Truck Routes

U.S. Highway 8 and State Trunk Highways 17, and 47 are designated long truck routes within Rhinelander. These highways do not cross student access to any schools in this plan, because they loop around most of Rhinelander. See Map 2.

Traffic Counts

The most recent traffic counts recorded for Rhinelander came from WisDOT Annual Average Daily Traffic (AADT) data from 2009. There is no surprise that truck routes in Rhinelander have the highest traffic volumes. See Map 2.

Crossing Guards & Student Safety Patrols

Adult crossing guards and student safety patrols are not used at Rhinelander schools.

Crash Data

Highway and bicycle safety specialists now use the term “crash” instead of “accident” to emphasize that most automobile and bicycle interactions are predictable and preventable occurrences.

It is important to note that crash data, while useful for analysis, does not include the potentially many "near misses" or minor crashes that may be unreported. The knowledge and experience of people walking in and through neighborhoods around schools is also critical to the assessment of pedestrian safety. Documentation from school staff and walk audit participants about where "near misses" may occur exists under each school in this plan.

Understanding bicycle crash data helps to identify methods for preventing future crashes. Detailing statistics, such as who is typically involved in a crash (children or adults), where crashes occur (specific intersections or streets) and what time of day crashes occur allows bicycle planners and engineers to more accurately implement safety programs and roadway design enhancements.

The following table shows where pedestrian and bicycle related crashes were reported in Rhinelander from 2007 to 2010. See Map 3 to view where these crashes occurred.

Table 1	Rhinelander Crash Data	
Year	**Bicycle/Pedestrian**	**Location**
2007	Bicycle	Lincoln St & Eisenhower Pkwy
2007	Bicycle	Parking Lot & S Courtney St
2007	Bicycle	Davenport St & Stevens St
2007	Pedestrian	Courtney St & Pelham St
2007	Pedestrian	Courtney St & Shiek Plaza Dr
2008	Pedestrian	Parking lot & Lincoln St
2010	Bicycle	Davenport St & Sutliff Ave

Source: Rhinelander Police Department

Chapter 3: School Area Inventory and Analysis

This chapter provides a physical conditions inventory of school sites & surrounding neighborhoods, school policies related to wellness & transportation, school staff & walk audit commentary, and parent's survey responses. Assessments include policies and observed behaviors in and around school sites.

School Enrollment Boundaries

The School District of Rhinelander boundary encompasses all of the City of Rhinelander and extends into the neighboring towns. The entire district is 388 square miles. There are no boundaries for the two private schools in this study. Map 1 shows the school enrollment boundaries of both public elementary schools (Crescent and Pelican) that cover Rhinelander. Neither Crescent nor Pelican were included in this study because all of those students are eligible for busing. Both Crescent and Pelican serve Kindergarten through 3rd grade.

School District Wellness Policies

The Healthy School Environment policy focuses attention at providing nutrition education and promotion, and including daily physical activity. High caloric drinks, like soda, juice, and sports drinks, are singled out as having no place on a school campus, because they displace consumption of milk. The promotion of 5-9 daily servings of fruits and vegetables is also strongly encouraged. See Attachment C for the full policy.

The PEP Grant paid for bicycles at both the middle school and high school for inclusion into the curriculum. All of the middle school students ride two weeks in the fall and two weeks in the spring. Not all high school students ride. There is an outdoor adventure class that rides too.

James Williams Middle School (JWMS) provides the following wellness opportunities for staff and students:

- Fitness facility that is open to students 4 days per week both before and after school; open to staff after school;
- CHAMPS after school program (one hour academic, one hour enrichment which includes use of gym, fitness facility and playing games on outside fields);
- Intramural sports grade 6;
- Interscholastic sports grades 6-8;
- Summer school course Hodag Fitness (strength, conditioning, speed, agility, quickness training);
- Tug for Victory competition in spring (school-wide);
- 3K Run/Walk during school day that starts at JWMS and makes a loop by Rhinelander High School and Central school; and
- Facility used year round by community groups/youth athletic programs.

Busing Policies

The Rhinelander School District provides transportation for those students, of any age, whose distance from their school makes this service necessary within the limitations established by State law and the regulations of the Department of Public Instruction or other appropriate agency. Transportation for private school students, eligible for transportation under State law, shall be provided on the same basis as for District students.

Part of the policy related to walking distances to a school or bus stop are listed below:

State statutes 121.54(1)(2) require that transportation be provided for students that live more than two (2) miles from the school they attend.

Student safety, winter weather conditions and transportation efficiency require that students be expected to walk less than two (2) miles to a bus stop. Therefore, the following walking distances have been established. The Sheriffs Department of the County will determine safe bus stops.

A. Walking distance outside the City of Rhinelander to a safe bus stop will be:

1. Secondary (6-12) students – up to three quarters (3/4) of a mile
2. Elementary (4-5) students – up to three quarters (3/4) of a mile
3. Elementary (1-3) students – up to one-half (1/2) of a mile
4. Kindergarten and Four-Year-Old Kindergarten students are expected to walk the same distance elementary students walk. Kindergarten students will be dropped off or picked up at their home or a safe bus stop within one-half mile (1/2) mile of their home. Kindergarten and Four-Year-Old Kindergarten students must have their parent(s) or another responsible adult present to send and/or receive them to and from the school bus stop

B. Walking distance in the City of Rhinelander to school will be:

1. Secondary (6-12) students – up to two (2) miles
2. Elementary (4-5) students – up to two (2) miles
3. Elementary (1-3) students – up to one (1) mile
4. Kindergarten and Four-Year-Old Kindergarten students - up to three-quarters (3/4) of a mile Kindergarten and Four-Year-Old Kindergarten students must have their parent(s) or another responsible adult present to send and/or receive them to and from the school bus stop.

C. Walking distance for special education students will be determined by the Individual Educational Plan (IEP).

D. A student not eligible for transportation may be transported if there is room on an existing bus route and the bus does not have to alter the bus route or incur any additional cost to the District.

E. Exceptions can be approved by the Superintendent or his/her designee in the event of a safety issue, and decisions by the Superintendent can be appealed to the Board of Education.

Transportation for private school students, eligible for transportation under State law, shall be provided on the same basis as for District students.

Hazard Boundaries and Plans

State statutes require school districts with unusual hazards that prohibit walking and bicycling to school to develop a transportation plan to address the hazard. Such a plan shows a map of the hazard to student travel, with explination, and proposes a plan of transportation to provide safe travel to school for affected students. Copies of the plan are filed with the sheriff to make suggestions for revision, and investigate the site and plan to make a determination as to whether unusual hazards exist. The sheriff reports the findings in writing to the state superintendent and the school board concerned.

Rhinelander does not have any hazard busing routes for the schools included in this study.

Central Elementary
418 North Pelham Street

Grades Served: 4th-5th

Student Geography

According to an address analysis of students, 25.7% of students attending Central live within 2 miles of school (see Table 2). The graphic on the right shows that most of these students live northwest and south of the school, so any physical barriers to walking or biking from those directions should be fixed first.

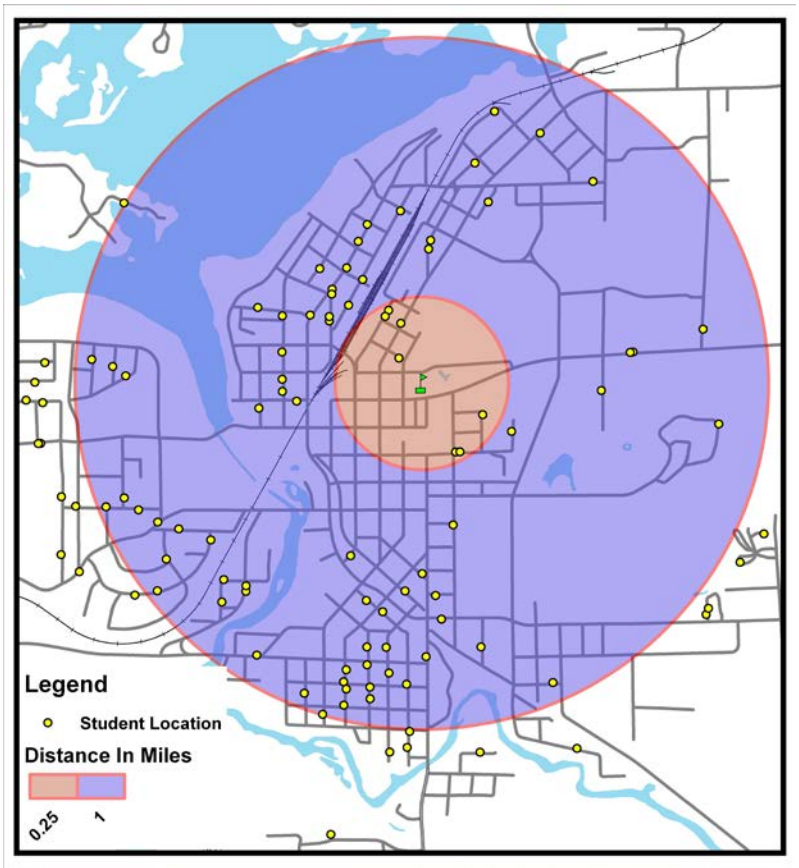


Table 2	Central Student Travel Potential	
Students living within ¼ mile	7	1.4%
Students living from ¼ mile to 1 mile	79	15.6%
Students living from 1 to 2 miles	44	8.7%
Total Central Student Body (September 2010)	508*	100%**

Source: School District of Rhinelander, and
*In-class Student Tally, September 2010.
**Data does not equal 100% due to students who live farther than 2 miles from school.

Table 3	Central Morning & Afternoon Travel Comparison						
	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	4%	2%	59%	33%	0%	0%	2%
Afternoon	5%	2%	56%	33%	0%	0%	3%

Source: In-class Student Tally, September 2010

Central Walk Audit Results

Each school walk audit consists of a visual review of the behaviors and physical walking conditions that exist within ¼-mile of each school. Most schools were divided into 4 quadrants for participants to walk. Two participants volunteered to walk each quadrant. The walk audit was conducted on a clear day in May 2011. As the group gathered in the Rhinelander High School Library Media Center Tiered Classroom, participants were trained by NCWRPC on what to look for. All participants started by standing on the sidewalk outside the school closest to their quadrant at dismissal time. Participants noted general behaviors that they saw whether good or bad, and then they walked their specific quadrant to locate any physical barriers of walking to school. Broken sidewalks, existence of corner curb ramps, low hanging branches, and scary situations of all types were documented on **Map 4 –Central Elementary Walk Audit**.

Here are the participant comments for each Central Elementary quadrant:

Central – North Walk Audit
Northwest of school

Behavior Notes

Pelham Street Walkers/Bikers
Walked - Used sidewalks - Crossings -Looked for traffic
Cars: Both sides - aware of other traffic and kids.
Bikers: Crossed in middle of street. Jumped curbs. Rode across p-lot. Rode on streets - no sidewalks.

Walk Audit Notes

None

Central – East Walk Audit
South and east of school

Behavior Notes

Start location of auditor: Back of school Bus Exits 3 & 5
Minority of Students} - Kids running - later it got the more running to catch buses.
- Sliding down hand rails - 1 student.
- Running down ramp rather than using stairs - 20 students.

Overall students were walking and following safety rules.

Walk Audit Notes

None

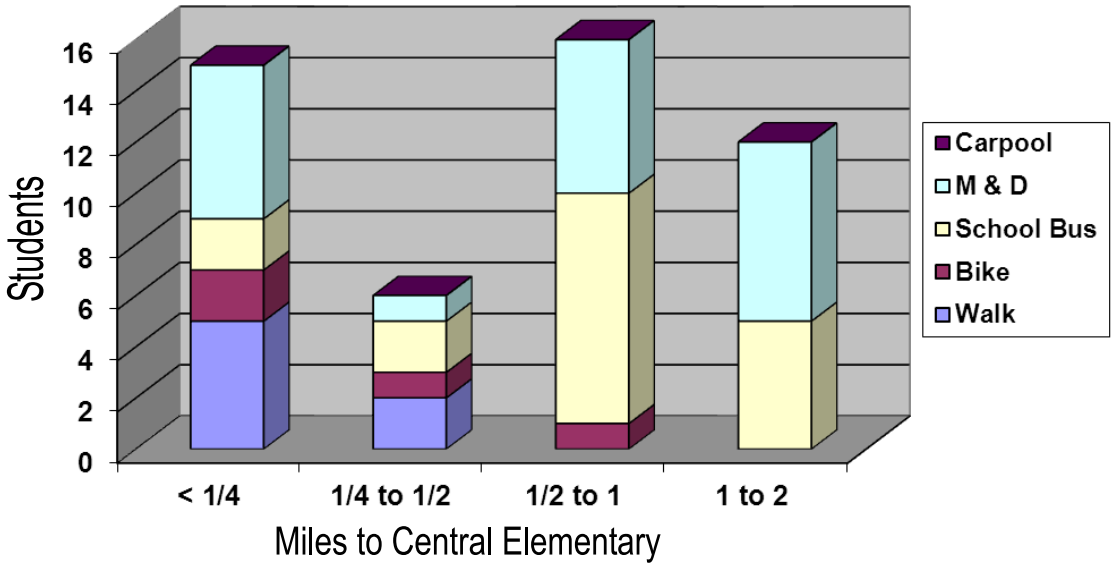
****

Parent Survey Results

Each family was mailed a survey in Fall 2010. 138 questionnaires analyzed for Central's report. Two basic sets of questions revolved around: "How did your child get to school?" and "What change is needed before you allow your child to walk to school?"

Here are the results from Central Elementary parents:

How do students arrive at Central?
(14 people did not respond)
("M & D" = Family vehicle)



How many Central Elementary students have asked to walk?

41 students have asked to walk, and 86 students have not asked to walk.

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

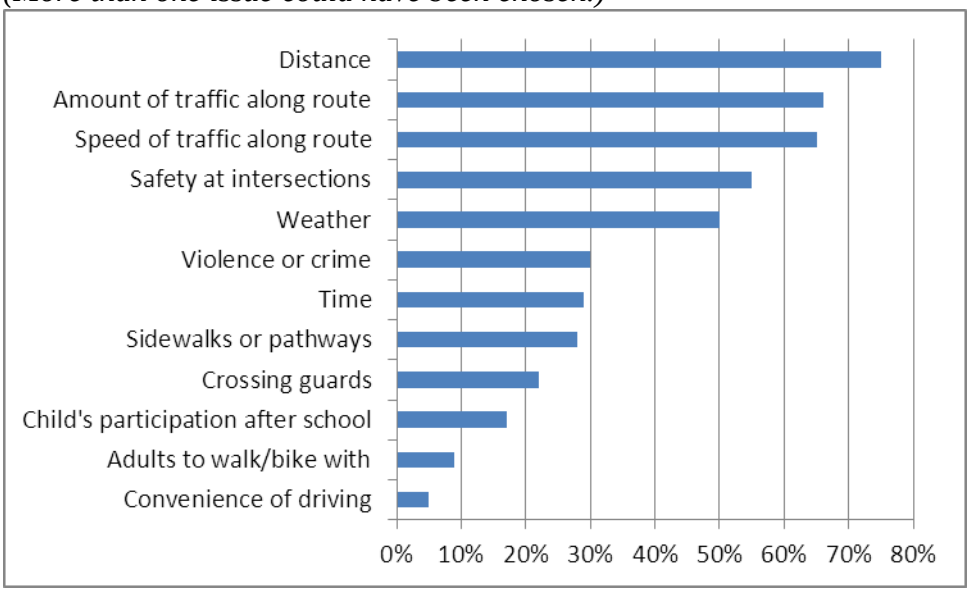
89% neither; 2% discourages; and 7% encourages

The high number of parents that chose "neither" is a good sign that no policies of the school or district are affecting parent's decisions to allow their child to walk or bike to school.

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

57% neutral; 28% fun; 12% very fun; 2% boring; and 1% very boring

Central parents do not allow walking or biking because of this issue:
(More than one issue could have been chosen.)



Central Elementary parent comments on the survey:

- (3 responded) If we didn't live so far away, I would let my children walk/bike.
- (3 responded) We live too far away.
- She only walks home after school after softball, other than that she always takes the bus home
- My child walks from school to library once or twice a week.
- Maybe have an assigned volunteer parent walk groups to school.
- My son lives 15 minutes from school, is on bus for 1 hour both ways – that's 2 hr/day.
- My son takes his bike only when the weather is good.
- When I pick up my daughter at Central, I see a lot of kids walking & biking that almost always goes out into traffic. I'm surprised no one is killed yet! We live 15+ miles out of town, so there is no way my daughter will walk or bike to school.
- Question #10 (Issue that affected your decision to allow/not allow child to walk/bike) "She doesn't want to."
- Need a crossing guard light at Stevens & Harvey.
- My child has been asking to be allowed to walk to school.
- I worry about my child crossing Stevens St / Hwy 17.
- If there were crossing guards at least on Stevens St, I would consider letting him bike.
- My child rides with a friend – buddy system! Always.
- Question #9 (At what age would you allow child to walk/bike) – I'm not sure how I feel. I'm always cautioned at any age.
- Not a health issue – a safety one – comfort of knowing.
- My child will never ride or walk to school. Very dangerous!!
- Rhinelander has a driving culture. Walking biking is too dangerous for younger students under 7th grade.
- He rides the school bus.
- District looking 4 way to cut expenses.

Central Elementary Pictures

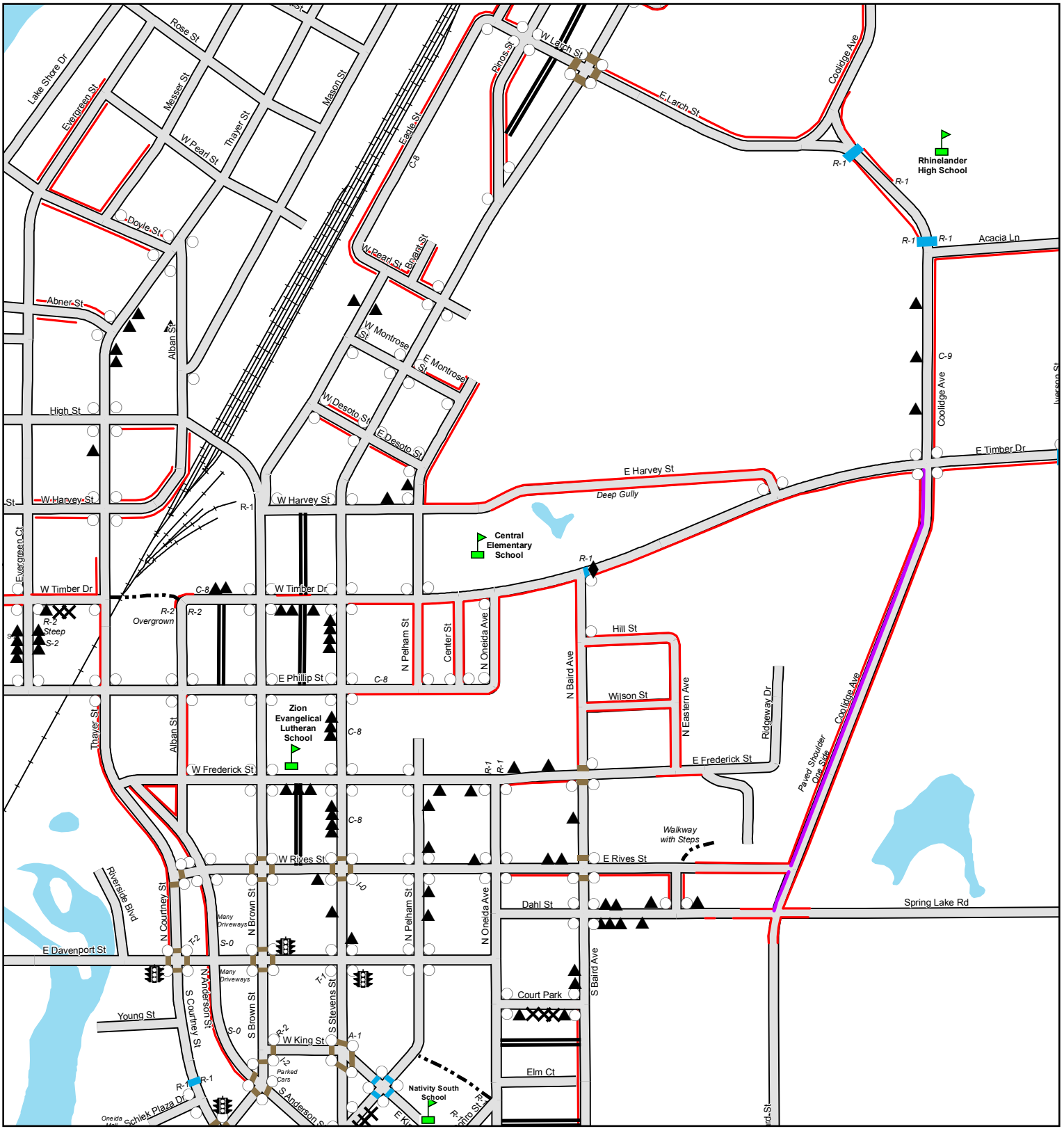
Bike racks prominently located at an entrance, but are not well used.

No crosswalks directly next to school are painted.
How well are these non-painted crosswalks respected by drivers?

Well designed crosswalk – 1. high visibility painted crosswalk 2. appropriate sign 3. in-street paddle sign for extra emphasis.

Map 4

Central Elementary School Walk Audit



School
Roads
Railroad
Bike Lane
Gravel Path

Asphalt Alley
Crosswalk
Faded Crosswalk
Sidewalk Ramp
Traffic Light

In Street Crosswalk Sign

Sidewalk Problems

Broken (Wheelchair Passable)
Broken (Wheelchair Un-Passable)
No Sidewalks

N
W
E
S

0 0.0325 0.065 0.13 0.195 0.26
Miles

Map 5

Central Elementary School
Site Assessment

- Bike Racks
- Parking
- Entrance
- School Sign
- Vehicle Driveway
- In Street Crosswalk Sign
- Sidewalk Ramp
- Crosswalks
- No Sidewalk
- School Building Footprint
- Chain Link Fence
- Play Area (Paved)

N W E S

0 30 60 120 180 240 Feet

Source: WI DNR, NCWRPC, City of Rhinelaander, 2005 Airphoto

Prepared By:
North Central Wisconsin Regional Planning Commission
210 McClellan St., Suite 210, Wausau, WI 54403
715-849-5510 - staff@ncwrpc.org - www.ncwrpc.org

James Williams Middle School

915 Acacia Lane

Grades Served: 6th-8th

Student Geography

According to an address analysis of students, 36.7% of students attending JWMS live within 2 miles of school (see Table 4). The graphic on the right shows that most of these students live northwest, west, and southwest of the school, so any physical barriers to walking or biking from those directions should be fixed first.

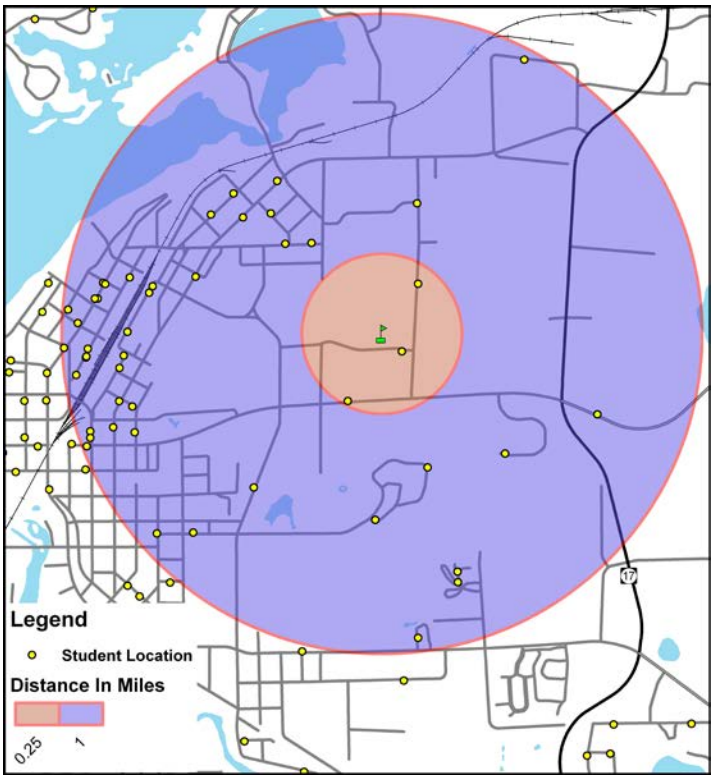


Table 4	JWMS Student Travel Potential	
Students living within ¼ mile	4	0.8%
Students living from ¼ mile to 1 mile	51	10.3%
Students living from 1 to 2 miles	127	25.6%
Total JWMS Student Body (September 2010)	497*	100%**

Source: School District of Rhinelander, and
*In-class Student Tally, September 2010.
**Data does not equal 100% due to students who live farther than 2 miles from school.

Table 5	JWMS Morning & Afternoon Travel Comparison						
	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	6%	7%	46%	38%	0%	0%	3%
Afternoon	10%	7%	40%	40%	0%	0.8%	3%

Source: In-class Student Tally, September 2010

JWMS Walk Audit Results

Each school walk audit consists of a visual review of the behaviors and physical walking conditions that exist within ¼-mile of each school. Most schools were divided into 4 quadrants for participants to walk. Two participants volunteered to walk each quadrant. The walk audit was conducted on a clear day in May 2011. As the group gathered in the Rhinelander High School Library Media Center Tiered Classroom, participants were trained by NCWRPC on what to look for. All participants started by standing on the sidewalk outside the school closest to their quadrant at dismissal time. Participants noted general behaviors that they saw whether good or bad, and then they walked their specific quadrant to locate any physical barriers of walking to school. Broken sidewalks, existence of corner curb ramps, low hanging branches, and scary situations of all types were documented on **Map 6 – JWMS Walk Audit**.

Here are the participant comments for each JWMS quadrant:

JWMS Walk Audit

Behavior Notes

Auditor location: Door 3

A lot of students walking trail by apartment building.
Student threw ball under bus.
Students clinging to each other - girl/boy

Auditor location: Doors 4 - 7 3:00 pm dismissal

4 - going to woods - didn't use path.
Most going to front of building.
1 - going to waiting vehicle in back of building.
Parents parked in back to pick up students.
1 - going into woods using path.

Safety concern about woods so close to building.
Perhaps place cameras in back of building since it's so deserted - no buses, vehicles (no people watching).
Family crossed in middle of road on Acacia in front of bus.

Students getting off bus near Acacia, running up sidewalk to create pedestrian contraflow
Students standing in bus lane, running, walking in bus lane.
Students sitting on curb.
Students climbing on and shaking stop sign.
Little kids dropped off and walking in bus lane.
Aides do good job of clearing lane before buses leave.

Auditor location: East Entry, bus loop, & west parking lot

- Access entry to east parking lot crowded with (2) lanes of traffic and parked vehicles.
- Parking problems were worse earlier in the year in front of school on Acacia Lane.
- Students getting in vehicles parked in the lot.
- 2 vehicles struck curb at one way sign coming in.

Auditor location: Door 16 & 18
A few students being picked up out in the road, not by the curb.
Kids riding bikes in park lot - area where traffic goes through.
Student running through parking lot towards friends.
Kids riding bike on grass through school grounds where students are walking.
Some cars driving too fast.

Auditor location: Doors 9 & 14, bike racks
1. Kids not wearing helmets.
2. Kids not looking both ways when leaving the campus for cars.
3. Lines should be painted on road to separate the cars.
4. Cars going too fast with the bikes and walkers.
5. No directional signal on some cars.
6. Kids walking behind parked cars in lot.
7. Bikes weaving in between cars.
8. Some people no seat belts.
9. Congestion with two buses and one car all trying to go same way.
10. Gate locked by RHS entrance to keep RHS traffic from coming through.

Auditor location: East entry bus loop & west parking lot
- Students and parents crossing traffic to get to parking area (numerous occasions).
- Doors opening into flow of traffic.
- Vehicles stopping in flow of traffic.
- Groups of students outside doors.

Morning Traffic Issue:
Buses parked on Acacia Lane facing east waiting for NCSS bus to arrive.
Cars driving east and west have difficult passage between JWMS island & buses.

Walk Audit Notes
Auditor location: Doors 4 - 7
No sidewalks from building.
* Old path parallel w/JWMS building.
  Two walking trail between green house goes into woods.
  Concern w/broken glass in and around green house.
* Path very neglected. Lots of tripping hazards.

4 - into woods, didn't use path.

Lack of appropriate signage (Ped x-ing)
No crosswalks.
No wheelchair access from end of bus lane to RHS parking lot.

- Woodland Drive North from Acacia Ln, no markings.
- Street identification sign to JWMS.
- Bike marker and white line from Acacia Ln to Timber Drive (west side of roadway)

- Bike route sign on corner of Acacia and Woodland (faded)
- Bike route sign on corner of Woodland and Timber (faded)
- No school zone signage on Timber Drive.
- Three rampings to apartment complex's no signage (stop signs)
- (2) faded crosswalks on E. Timber Drive.
- (1) crosswalk, no ramping on E. Timber Dr & Iverson St
- (1) bike route sign on E. Timber at Iverson
- No crosswalk signs on roadway at Coolidge Ave on E. Timber Drive.
- No school zone signage on Acacia La. (westbound)
- Portable one-way sign in east parking lot.

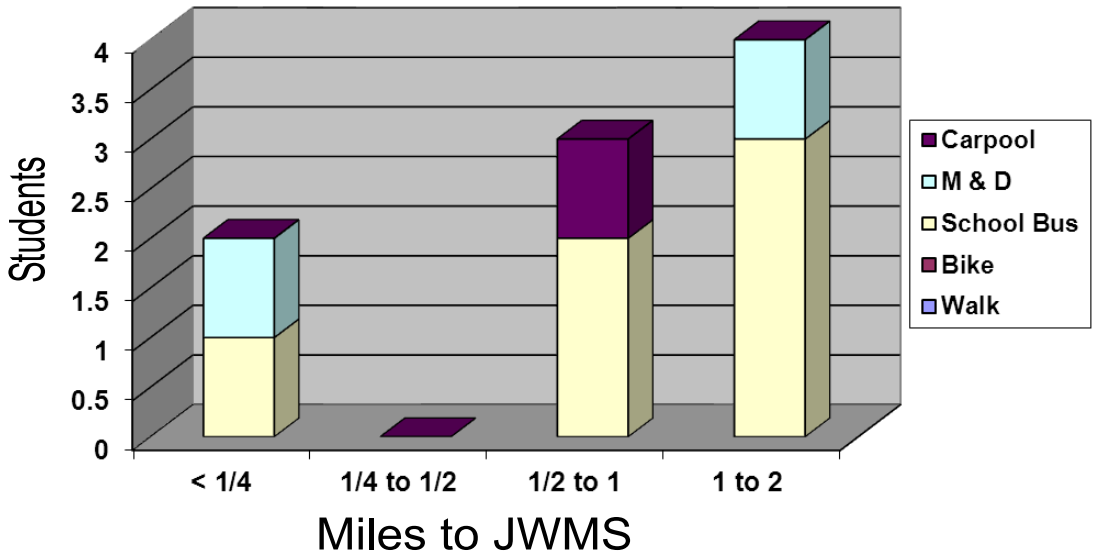
****

Parent Survey Results

Each family was mailed a survey in Fall 2010. 27 questionnaires analyzed for JWMS's report. Two basic sets of questions revolved around: "How did your child get to school?" and "What change is needed before you allow your child to walk to school?"

Here are the results from JWMS parents:

How do students arrive at JWMS? ***17 students live farther than 2 miles, and half take the bus, with the other half riding in a family vehicle (M & D).***



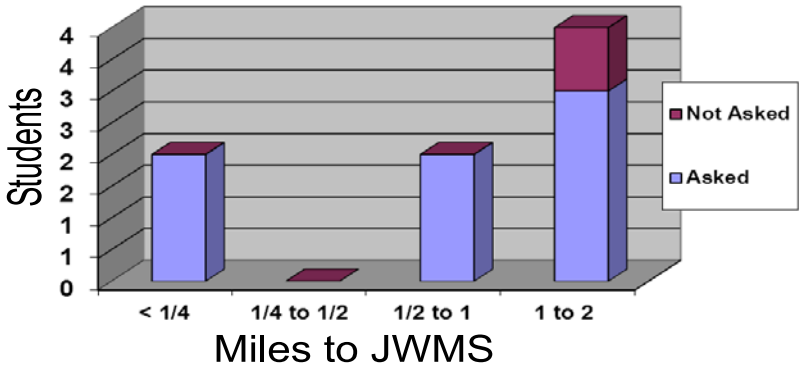
Parents' opinions about how much their child's school encourages or discourages walking and biking to school:

21parents said "neither"; 2 parents said "discourages"; and 1 said "encourages"
The high number of parents that chose "neither" is a good sign that no policies of the school or district are affecting parent's decisions to allow their child to walk or bike to school.

How many JWMS students have asked to walk?

13 students have asked to walk, and 12 students have not asked to walk.

Of the 17 students who live over 2 miles away, 6 students have asked to walk, and 11 have not.

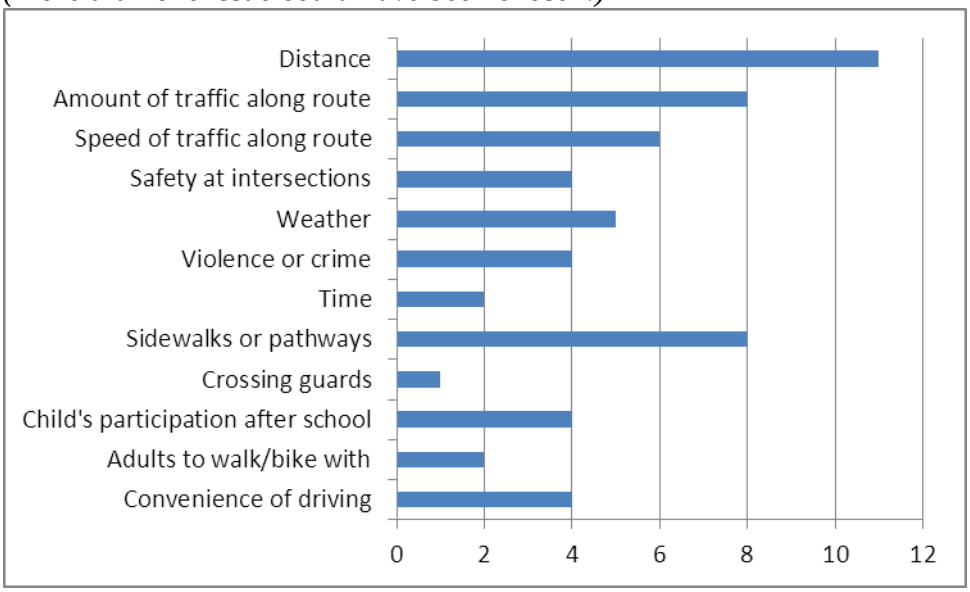


Parents' opinions about how much fun walking and biking to school is for their child:

15 parents chose "neutral"; 6 chose "fun"; none chose "very fun"; none chose "boring"; and none chose "very boring"

JWMS parents do not allow walking or biking because of this issue:

(More than one issue could have been chosen.)



JWMS parent comments on the survey:

- Would like to see bike paths in Rhinelander to encourage bike commuting.
- Usually, we bring bike to school so son can ride with friends in town.

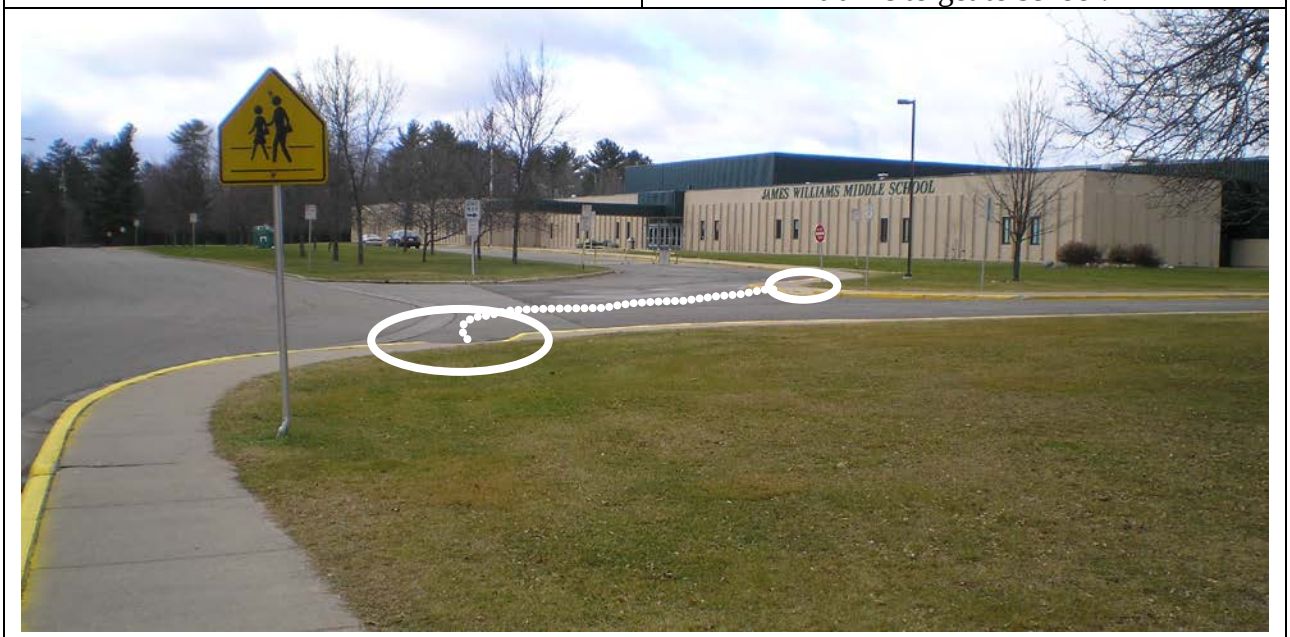
James Williams Middle School Pictures

Acacia Ln, west of JWMS building

Missing curb ramp, no crosswalk markings

On Woodland Dr at Acacia Ln looking south

A bike lane exists only on one side of the road. No bike lane treatment exists on the other side, which forces bikes to ride against traffic (illegal) if they use the bike lane or in mixed traffic to get to school.



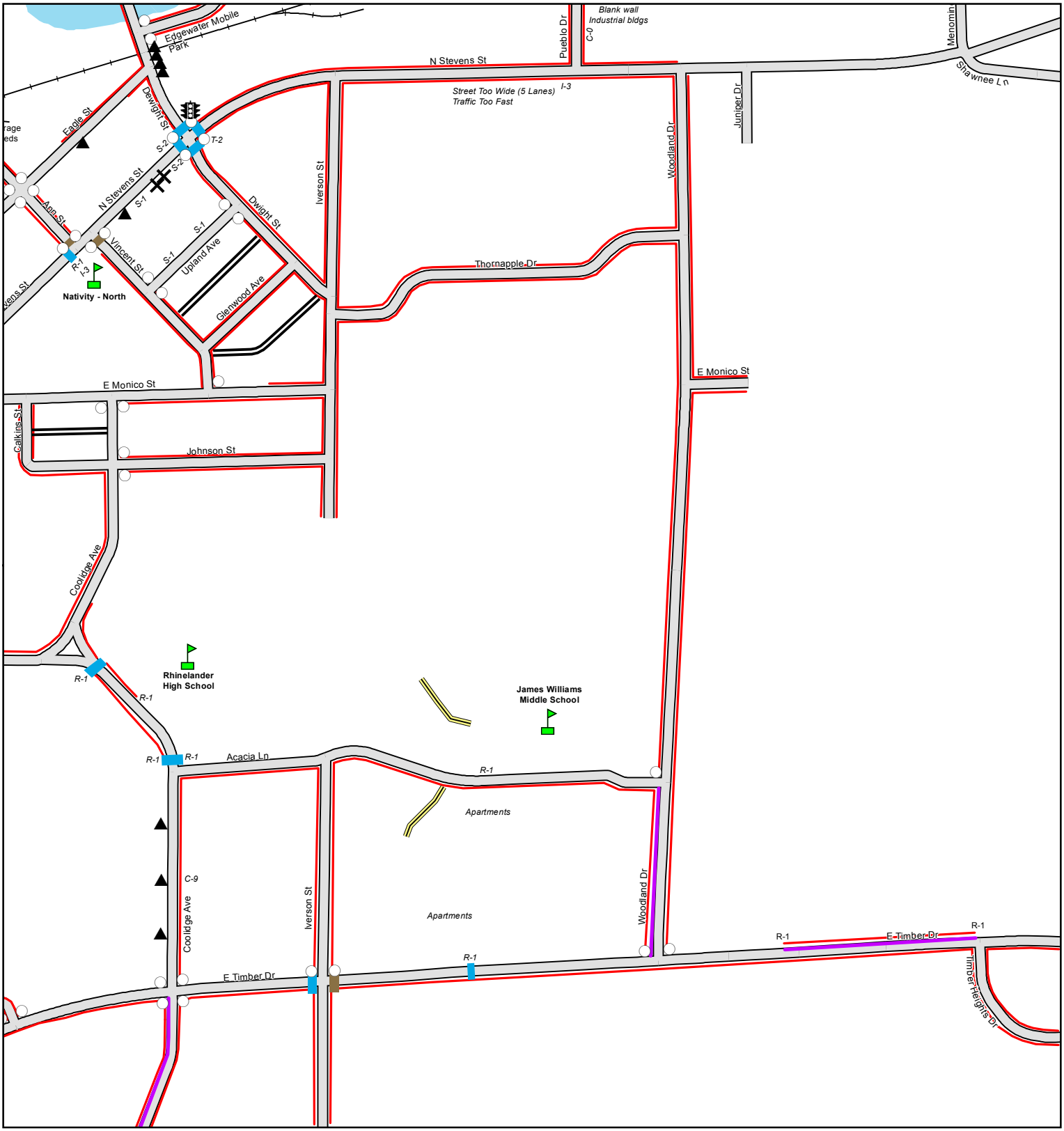
Curb ramp to curb ramp crossing (shown above) forces pedestrians to navigate several lanes of driveway traffic on an angle.

Bike racks not prominently located next to entrance.
Many bike locks show that these racks are used.

No bicyclists today.
Extra bike racks locked behind fence.

Map 6

James Williams Middle School Walk Audit



School
Roads
Railroad
Dirt Path
Asphalt Alley

Crosswalk
Faded Crosswalk
Sidewalk Ramp
Traffic Light
Bike Lane

Sidewalk Problems

- ▲ Broken (Wheelchair Passable)
- ✕ Broken (Wheelchair Un-Passable)
- No Sidewalks

N
W
E
S

0 0.04 0.08 0.16 0.24 Miles

Map 7

James Williams Middle School Site Assessment

- Bike Racks
- Parking
- Entrance
- School Sign
- Vehicle Driveway
- Sidewalk Ramp
- Crosswalks
- No Sidewalk
- School Building Footprint

N W E S

0 40 80 160 240 320 Feet

Source: WI DNR, NCWRPC, City of Rhinelaander, 2005 Airphoto

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
210 McClellan St., Suite 210, Wausau, WI 54403
715-849-5510 - staff@ncwrpc.org - www.ncwrpc.org

Northwoods Community Secondary School

511 S. Pelham Street

Grades Served: Charter 6th-12th

Student Geography

According to an address analysis of students, 8.2% of students attending NCSS live within 2 miles of school (see Table 6). The graphic on the right shows that almost no students live within a reasonable walking distance from NCSS.

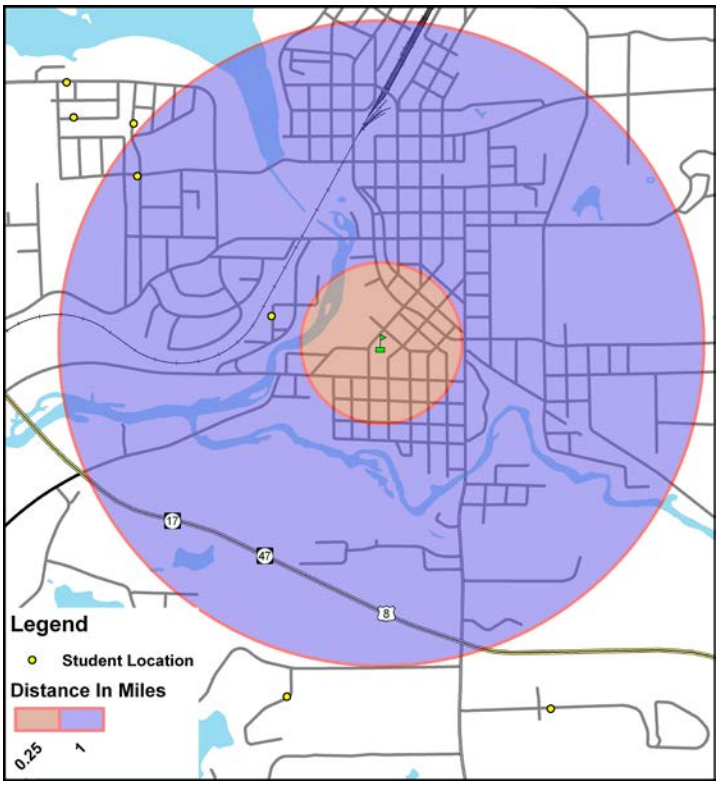


Table 6	NCSS Student Travel Potential	
Students living within ¼ mile	0	0%
Students living from ¼ mile to 1 mile	2	1.8%
Students living from 1 to 2 miles	7	6.4%
Total NCSS Student Body (January 2011)	110*	100%**

Source: School District of Rhinelander, and
*In-class Student Tally, January 2011.
**Data does not equal 100% due to students who live farther than 2 miles from school.

Table 7	NCSS Morning & Afternoon Travel Comparison						
	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	0%	0%	51%	47%	0.9%	0%	0.9%
Afternoon	4%	0%	55%	36%	3%	0%	3%

Source: In-class Student Tally, January 2011

NCSS Walk Audit Results

Each school walk audit consists of a visual review of the behaviors and physical walking conditions that exist within ¼-mile of each school. Most schools were divided into 4 quadrants for participants to walk. Two participants volunteered to walk each quadrant. The walk audit was conducted on a clear day in May 2011. As the group gathered in the Rhinelander High School Library Media Center Tiered Classroom, participants were trained by NCWRPC on what to look for. All participants started by standing on the sidewalk outside the school closest to their quadrant at dismissal time. Participants noted general behaviors that they saw whether good or bad, and then they walked their specific quadrant to locate any physical barriers of walking to school. Broken sidewalks, existence of corner curb ramps, low hanging branches, and scary situations of all types were documented on **Map 8 – NCSS Walk Audit**.

Here are the participant comments for each NCSS quadrant:

NCSS – East Walk Audit
Southeast and east of school

Behavior Notes

Jay-walking
Cars drive up to pick students up.
Cross at cross walks.
Kids circling bikes around parking lots.
Corner of Keenan & Margaret bus stop, cars parked on all four corners, and kids crossing - jaywalking.

Walk Audit Notes

Keenan St. broken - rough.
Keenan/Margaret - handicapped into grass.
Park St. - gravel over sidewalk due to driveways.
Kemp & Dorr corner both sides ruff uneven
N Dorr - right side, ruff - uneven
S. Margaret - right side 3" raised.
S. Margaret - left side uneven.

A lot of sidewalk, where drives are gravel, gravel covers sidewalk.
Martin Lynch Dr. - goes through Pioneer Park, first part of Oneida Ave is bike/walk path.

NCSS – West Walk Audit
Southwest and west of school

Behavior Notes

Students use faded crosswalk to cross S. Pelham.
Not very safe. Lots of traffic.
Cars pass each other if one has stopped to turn.

Walk Audit Notes
Kemp St. Bridge, on west side, sidewalk ends on both sides without ramps.
Kemp St. and Pelham up to Kemp St – not very nice streets, very busy, cars driving too fast.
Hard to cross street (Kemp).

****

Parent Survey Results
Each family was mailed a survey in Fall 2010. 15 questionnaires analyzed for NCSS' report. Two basic sets of questions revolved around: "How did your child get to school?" and "What change is needed before you allow your child to walk to school?"

Here are the results from NCSS parents:

How do students arrive at NCSS?

12 students live more than 2 miles from NCSS, with 5 taking the school bus, and 7 riving in the family vehicle. One person did not respond. 2 students live from 1-2 miles away, and both take the school bus.

How many NCSS students have asked to walk?

3 students have asked to walk, and 11 students have not asked to walk.

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

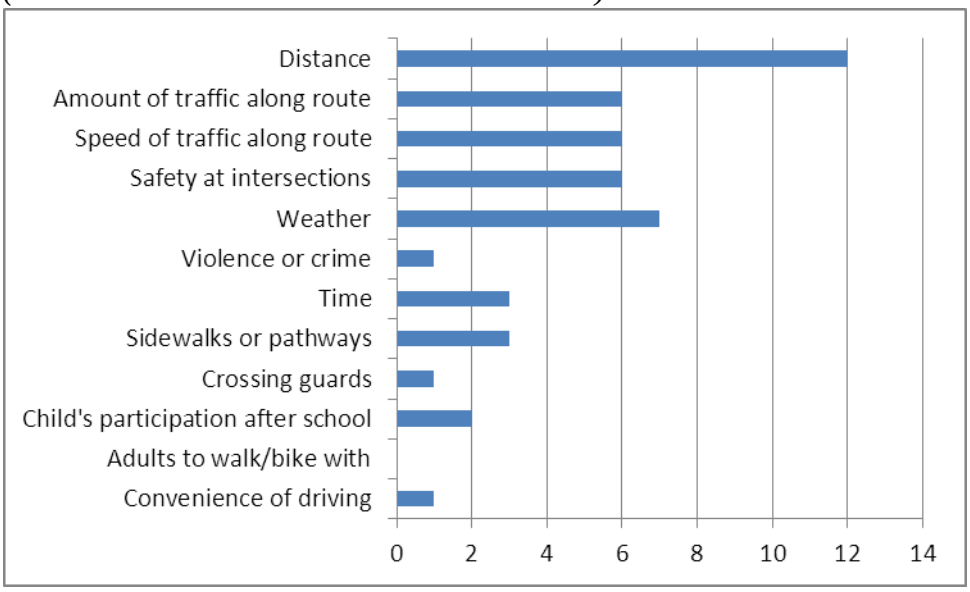
15 parents said "neither"; no parents said "discourages"; and none said "encourages"

The high number of parents that chose "neither" is a good sign that no policies of the school or district are affecting parent's decisions to allow their child to walk or bike to school.

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

10 parents chose "neutral"; none chose "fun"; 1 chose "very fun"; 2 chose "boring"; and none chose "very boring"

NCSS parents do not allow walking or biking because of this issue:
(More than one issue could have been chosen.)



NCSS parent comments on the survey:

- Unless we lived on the same block as the school, I would not allow my child to bike or walk.
- Too far to school. My kids would not make it to school on time if they walked or rode a bike, and highway traffic is bad. If we lived closer, I would highly encourage.
- In the months that the weather is good and it is light outside, then I don't have as much of an issue with walking, but it is dark after school programs, and winter is cold.
- We live 15 miles away, but we love to walk the bike paths in good weather.

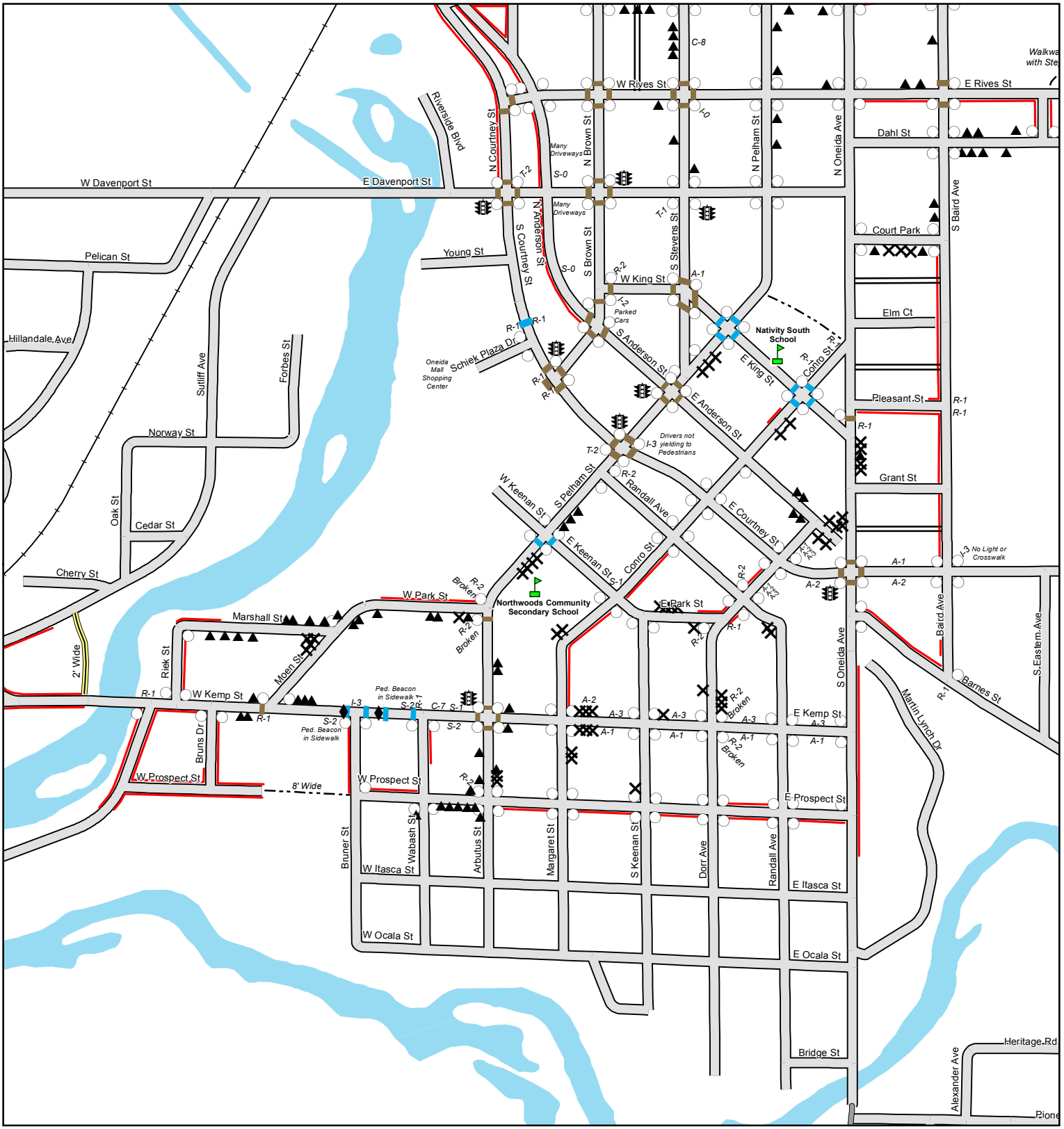
Northwoods Community Secondary School Pictures

Not all crosswalks are painted. Crosswalk signs need new arrow.

Bike rack located on an all-weather service next to an entrance.

Map 8

Northwoods Community Secondary School
Walk Audit



School
Roads
Railroad
Dirt Path
Gravel Path

Asphalt Alley
Crosswalk
Faded Crosswalk
Sidewalk Ramp
Traffic Light

Sidewalk Problems

- ▲ Broken (Wheelchair Passable)
- ✕ Broken (Wheelchair Un-Passable)
- — No Sidewalks

N W E S

0 0.03 0.06 0.12 0.18 0.24 Miles

Map 9

Northwoods Community Seconday School
Site Assessment

- Bike Racks
- Parking
- Entrance
- School Sign
- Vehicle Driveway
- Sidewalk Ramp
- Crosswalks
- No Sidewalk
- School Building Footprint
- Chain Link Fence
- Gate

N W E S

0 30 60 120 180 240 Feet

Source: WI DNR, NCWRPC, City of Rhinelaander, 2005 Airphoto

Prepared By:
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210 McClellan St., Suite 210, Wausau, WI 54403
715-849-5510 - staff@ncwrpc.org - www.ncwrpc.org

Nativity-South Catholic Elementary

103 East King Street

Grades Served: 3rd-8th

Student Geography

According to an address analysis of students, 4.9% of students attending Nativity-South live within 2 miles of school (see Table 8). The graphic on the right shows that almost no students live within a reasonable walking distance from Nativity-South.

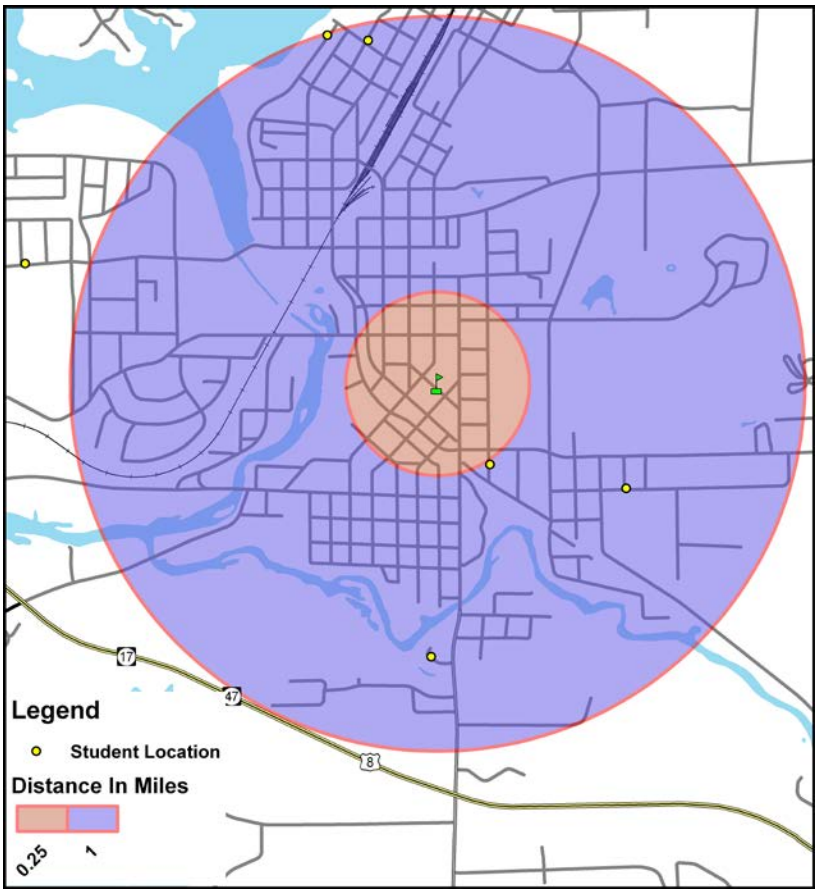


Table 8	Nativity-South Student Travel Potential	
Students living within ¼ mile	0	0%
Students living from ¼ mile to 1 mile	5	1.9%
Students living from 1 to 2 miles	8	3.0%
Total Nativity-South Student Body (November 2010)	190*	100%**

Source: Nativity Catholic School, and
*In-class Student Tally, November 2010.
**Data does not equal 100% due to students who live farther than 2 miles from school.

Table 9	Nativity-South Morning & Afternoon Travel Comparison						
	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	2%	0%	13%	83%	0%	0%	0.6%
Afternoon	6%	0%	15%	77%	0%	0%	2%

Source: In-class Student Tally, November 2010

Nativity-South Walk Audit Results

Each school walk audit consists of a visual review of the behaviors and physical walking conditions that exist within ¼-mile of each school. Most schools were divided into 4 quadrants for participants to walk. Two participants volunteered to walk each quadrant. The walk audit was conducted on a clear day in May 2011. As the group gathered in the Rhinelander High School Library Media Center Tiered Classroom, participants were trained by NCWRPC on what to look for. All participants started by standing on the sidewalk outside the school closest to their quadrant at dismissal time. Participants noted general behaviors that they saw whether good or bad, and then they walked their specific quadrant to locate any physical barriers of walking to school. Broken sidewalks, existence of corner curb ramps, low hanging branches, and scary situations of all types were documented on **Map 10 – Nativity-South Walk Audit**.

Here are the participant comments for each Nativity South Elementary quadrant:

City Hall – West Walk Audit
West of school

Behavior Notes

** Parents are talked to frequently and reminded where to park and how to cross.**

Stood at corner of Pelham & King

- 4 way stop signs - faded crosswalks - good sidewalks - good ramps

Service truck parked in "no parking" area just in front of bus slots - No parking signs clear.

Bus from St Joe's (Nativity-North) arrives 2:45pm

- Parents cross with kids outside of crosswalk area.
- Crossing guard – both sides King and across Pelham.
- Cars parked in "no parking" area on King that is marked "No Parking 7am-4 pm."
- Teachers help watch – a lot of parents watching.
- Cars observed crossing guard's instructions.
- Parents J-walk (2)
- Crossing guards exist from 2:50-3pm

Courtney & Pelham

- Sidewalk ramp not with crosswalk
- Crossing Courtney going towards LaSalle

Walk Audit Notes

Courtney & Pelham intersection

- Walk signals are not long enough.
- All faded crosswalks.

Davenport & Stevens intersections

- Push button for walk signal, but time not long enough.

Stevens St. & Rivers St. intersection

- Half the traffic on Stevens does not stop for pedestrians in crosswalk.
- Cars moving very fast too.

Nativity – South (City Hall – East) Walk Audit
North of school

Behavior Notes
Jaywalking across Pelham from city parking lot to school bus drop off.
No crossing guard till 2:45pm, 1st bell.
No person supervising bus @ 2:53pm

City Hall parking lot, west of Nativity South
- Kids going through parking lot and cross roads wherever.
- Kids leave Nativity out Pelham St. door and cross road wherever they want.

Walk Audit Notes – None

Nativity – South (City Hall – South) Walk Audit
South of school

Behavior Notes
- Conro St & Oneida Ave – crossing sign, but no crosswalk.
- At Baird Ave & end of Elm Ct – dirt path & barriers between streets.
- Lincoln St & Oneida Ave – some ramps not at corner/crosswalk.
- At school ends - parents parking in handicapped.

Walk Audit Notes
Pelham St. & Courtney
Review pedestrian lights to verify correct.
Problem with cars not stopping to give right-of-way to pedestrian.

****

Parent Survey Results
Each family was mailed a survey in Fall 2010. 30 questionnaires analyzed for Nativity-South's report. Two basic sets of questions revolved around: "How did your child get to school?" and "What change is needed before you allow your child to walk to school?"

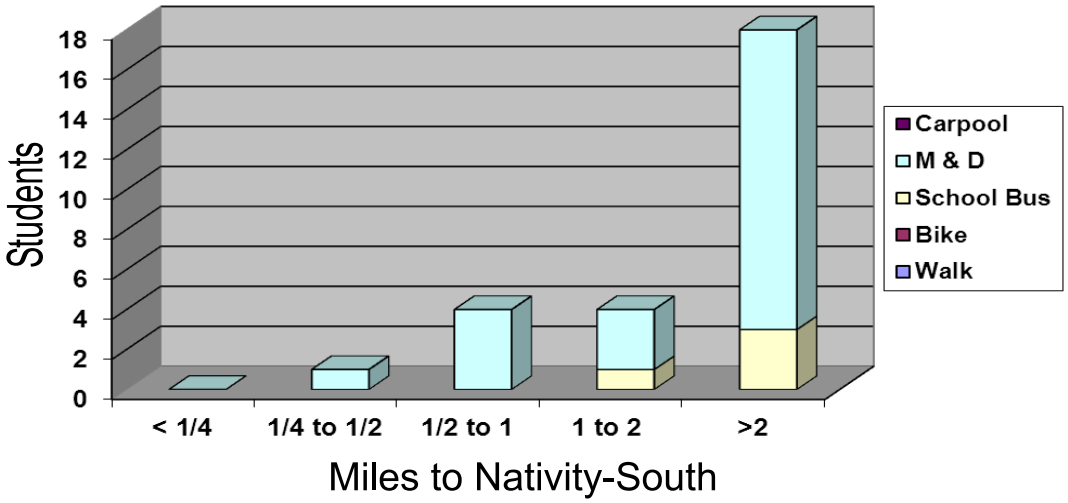
Here are the results from Nativity-South parents:

How many Nativity-South students have asked to walk?
8 students have asked to walk, and 19 students have not asked to walk.

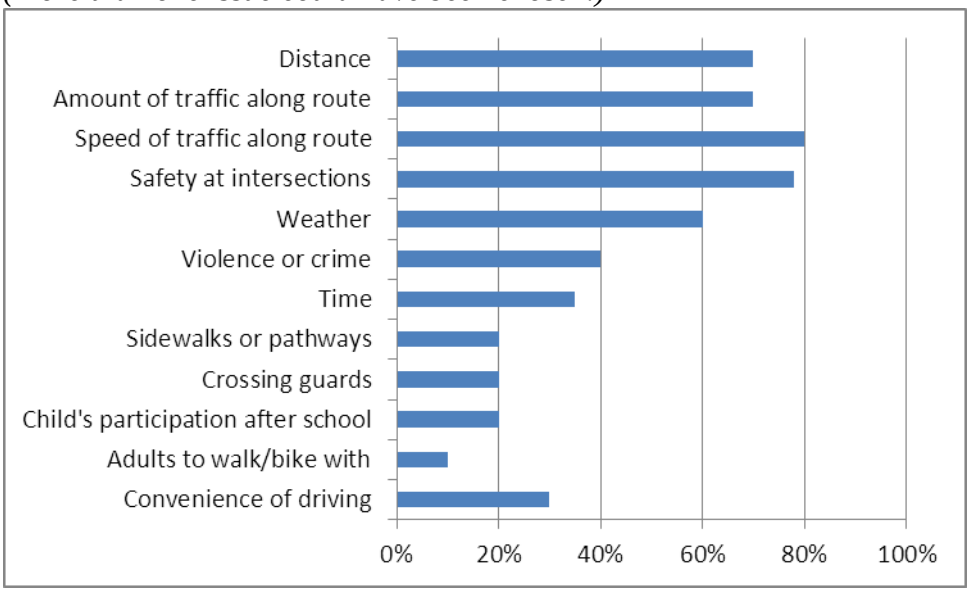
Parents' opinions about how much their child's school encourages or discourages walking and biking to school:
78% neither; 7% discourages; 4% strongly discourages; and 11% encourages
The high number of parents that chose "neither" is a good sign that no policies of the school are affecting parent's decisions to allow their child to walk or bike to school.

Parents' opinions about how much fun walking and biking to school is for their child:
62% neutral; 31% fun; 4% very fun; 4% boring; and none said very boring

How do students arrive at Nativity-South?
(Three people did not respond.)



Nativity-South parents do not allow walking or biking because of this issue:
(More than one issue could have been chosen.)



Nativity-South parent comments on the survey:

- Our children think walking or riding would be fun, but it's simply not safe. Mostly due to River Road: too curvy, no sidewalks or paths
- I would be more likely to have my child bike if they were in a group!
- We live in another school district – it's not feasible to ride bike 23 miles away.
- Many drivers do not "yield to pedestrians" as the law requires, and many significantly exceed the posted speed limits. Some children wait for a very long time before crossing (overly cautious), while others just get frustrated and finally race across when they shouldn't. A crossing guard at major intersections would make our children safer.
- I allow my 5th grader to ride his bike depending on the weather.
- Daughter is in walking club after school.
- My child occasionally walks or bikes to school. Intersection crossing could be improved.

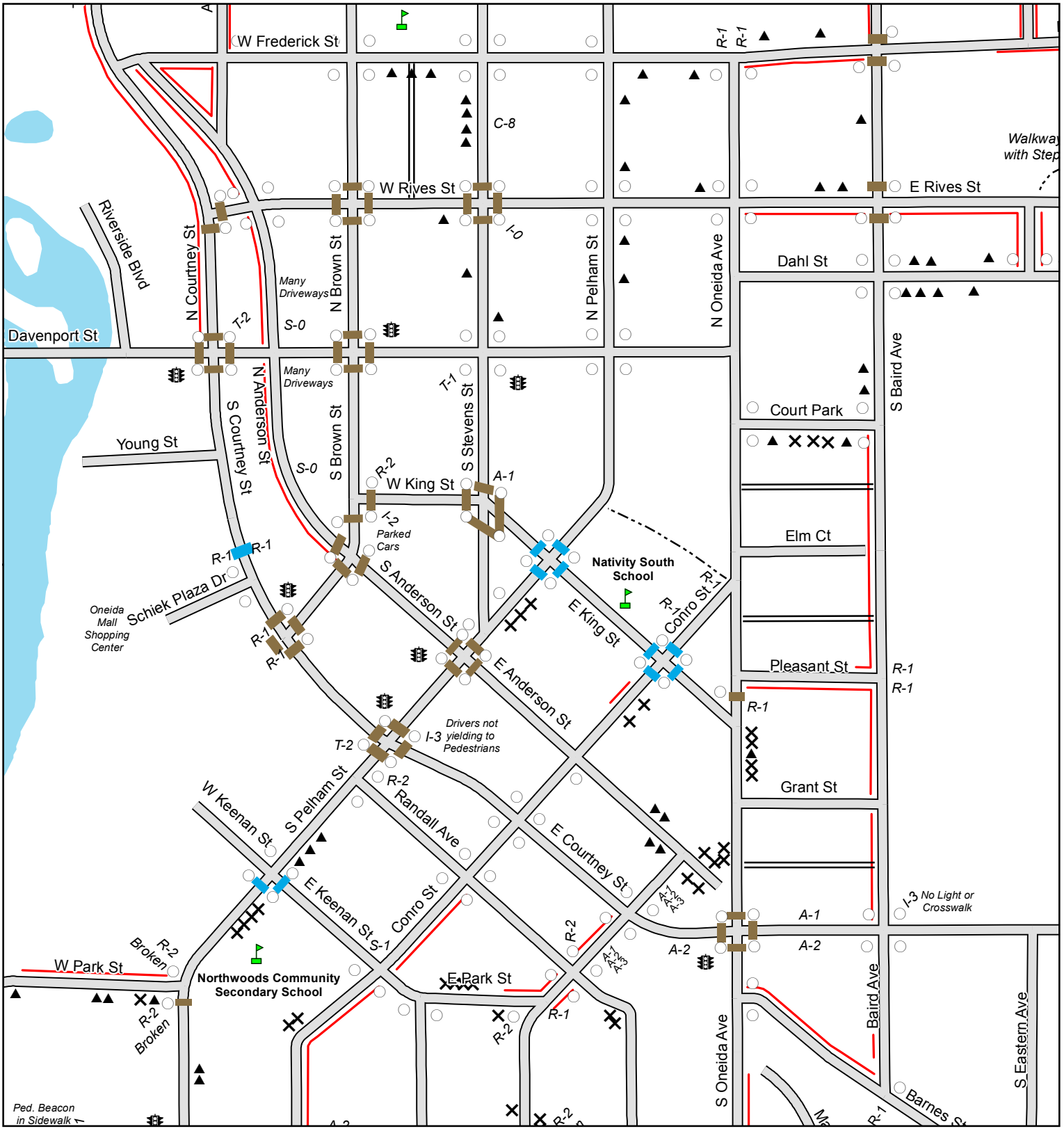
Nativity–South Elementary Pictures

Bike racks conveniently located on paved area in school yard.

Standard yellow school zone signs.

Map 10

Nativity South School Walk Audit



School
Roads
Railroad
Asphalt Alley
Gravel Path
Crosswalk
Faded Crosswalk
Sidewalk Ramp
Traffic Light

Sidewalk Problems

- Broken (Wheelchair Passable)
- Broken (Wheelchair Un-Passable)
- No Sidewalks

N W E S

0 0.02 0.04 0.08 0.12 0.16 Miles

Map 11

Nativity South School
Site Assessment

- Bike Racks
- Parking
- Entrance
- School Sign
- Vehicle Driveway
- Sidewalk Ramp
- Crosswalks
- No Sidewalk
- School Building Footprint
- Chain Link Fence
- 4 ft wide path
- Asphalt Alley
- Play Area (Paved)

N W E S

0 30 60 120 180 240 Feet

Source: WI DNR, NCWRPC, City of Rhinelaander, 2005 Airphoto

Prepared By:
North Central Wisconsin Regional Planning Commission
210 McClellan St., Suite 210, Wausau, WI 54403
715-849-5510 - staff@ncwrpc.org - www.ncwrpc.org

Nativity–North Catholic Elementary

1360 North Stevens Street

Grades Served: K-2nd

Student Geography

According to an address analysis of students, 2.2% of students attending Nativity-North live within 2 miles of school (see Table 10). The graphic on the right shows that almost no students live within a reasonable walking distance from Nativity-North.

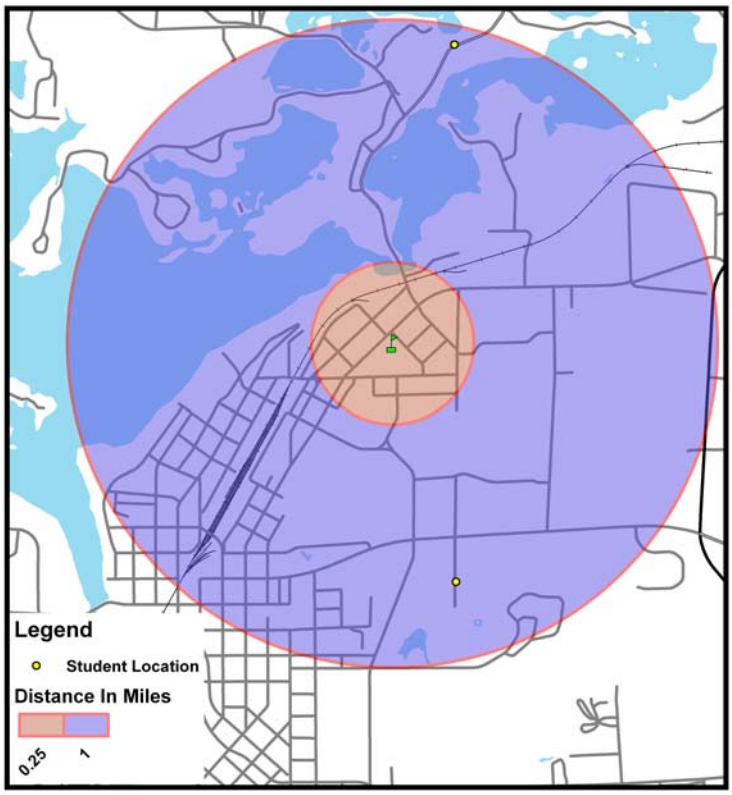


Table 10	Nativity-North Student Travel Potential	
Students living within ¼ mile	0	0%
Students living from ¼ mile to 1 mile	2	1.1%
Students living from 1 to 2 miles	2	1.1%
Total Nativity-North Student Body (November 2010)	101*	100%**

Source: Nativity Catholic School, and
*In-class Student Tally, November 2010.
**Data does not equal 100% due to students who live farther than 2 miles from school.

Table 11	Nativity-North Morning & Afternoon Travel Comparison						
	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	0%	0%	14%	86%	0%	0%	0%
Afternoon	0%	0%	17%	83%	0%	0%	0%

Source: In-class Student Tally, November 2010

Nativity-North Walk Audit Results

Each school walk audit consists of a visual review of the behaviors and physical walking conditions that exist within ¼-mile of each school. Most schools were divided into 4 quadrants for participants to walk. Two participants volunteered to walk each quadrant. The walk audit was conducted on a clear day in May 2011. As the group gathered in the Rhinelander High School Library Media Center Tiered Classroom, participants were trained by NCWRPC on what to look for. All participants started by standing on the sidewalk outside the school closest to their quadrant at dismissal time. Participants noted general behaviors that they saw whether good or bad, and then they walked their specific quadrant to locate any physical barriers of walking to school. Broken sidewalks, existence of corner curb ramps, low hanging branches, and scary situations of all types were documented on **Map 12 – Nativity-North Walk Audit**.

Here are the participant comments for each Nativity North Elementary quadrant:

Nativity – North (Nativity – West) Walk Audit
Northwest of school

Behavior Notes

I-3 Heavy traffic. Some cars traveling faster than posted (Stevens St.) speed limit (25).
Faded crosswalk from school NW across Stevens to Ann & northbound cars would have trouble seeing small kids because cars are coming over hill just south of crosswalk.
Also traffic light intersection one block north of school, so heavy traffic when light turns green.

I-3 Triangle intersection @ Monico/Eagle difficult to check all streets before crossing – three- way stop but with elevation, seems difficult for small children.

North Stevens Street very busy.

Walk Audit Notes

- None

Nativity – North (Rhinelander HS) Walk Audit
South of school

Behavior Notes

Observed Stevens Street in front of school. No issues. Lots of traffic, but no students.

Walk Audit Notes

Larch St. - intersection configuration changed.
CO - Johnson St. retaining wall broken, falling on sidewalk, whole length.
Iverson St. does have sidewalk 100 ft. from Vincent St.
Vincent St. driveway to school is coned off. Drivers observed this and driveway is open to traffic away from the school building.
D3 - from Nativity N to Monico Street is a walking path, dirt from parking lot through 7th Day Adventist property to Monico St. /Coolidge intersection - frequently walked by H.S. students.
Stevens Street is very busy at dismissal time.

Nativity – North (North) Walk Audit
Northeast of school

Walk Audit Notes

- Corner of Vincent and Steven (North) very busy with traffic difficulty passing/crossing.
- Walk light is very short (only halfway across intersection).

Pueblo Dr. - Pine St. -- too isolated for young children to walk alone.
Make map larger for detailing.

Behavior Notes

- Nativity's parking lot (NE entrance) is coned off to control traffic flow. (Separates vehicles & students). Parents or guardian must personally get K-students and take to vehicle.
- Student dismissal is bus and then parent pick-up.
- Parents stand in school lot by coned areas and vehicles when picking up children.
- Bus parks and pickups ___ children on (NE) side of building located on Vincent Street.
- Parents are leaving parking lot while children are still being dismissed and parents are still standing waiting for children.
- Upon leaving, cars are cutting through the parking lot between other parked cards.
- Parents not monitoring their children after pickup and allowing children to run through parking lot.

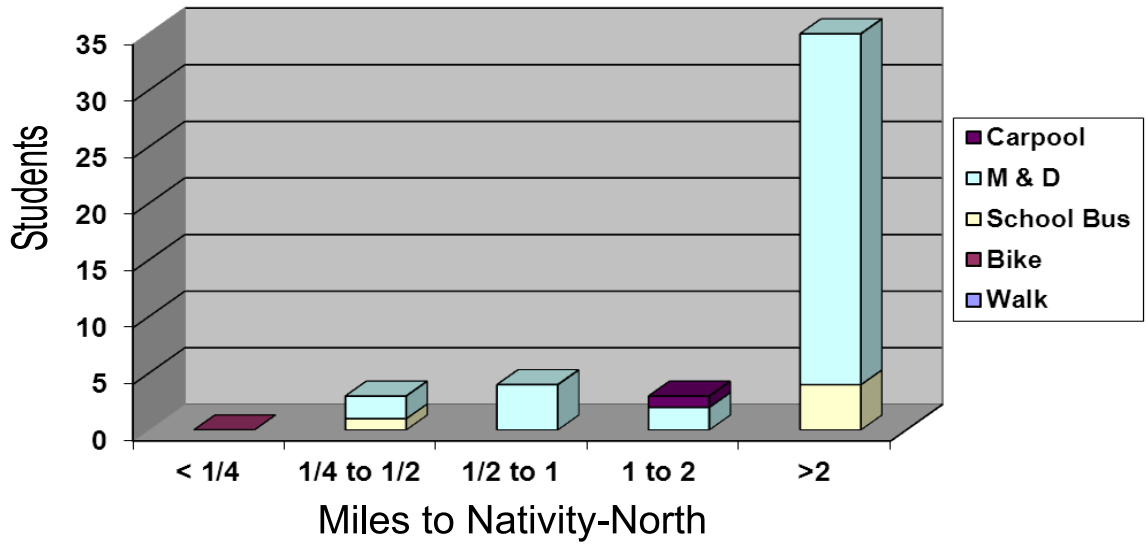
****

Parent Survey Results

Each family was mailed a survey in Fall 2010. 46 questionnaires analyzed for Nativity-North's report. Two basic sets of questions revolved around: "How did your child get to school?" and "What change is needed before you allow your child to walk to school?"

Here are the results from Nativity-North parents:

How do students arrive at Nativity-North? *(One person did not respond. "M & D"=family vehicle)*



How many Nativity-North students have asked to walk?

1 student has asked to walk, and 44 students have not asked to walk.

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

86% neither; 0% discourages; and 14% encourages

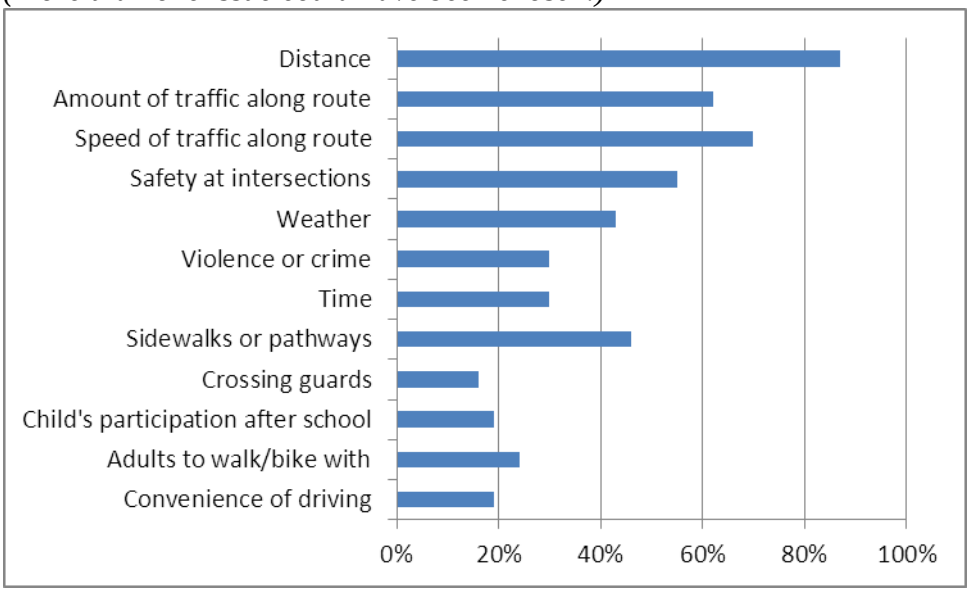
The high number of parents that chose "neither" is a good sign that no policies of the school are affecting parent's decisions to allow their child to walk or bike to school.

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

79% neutral; 10% fun; 10% very fun; 2% boring; and none said very boring

Nativity-North parents do not allow walking or biking because of this issue:

(More than one issue could have been chosen.)



Nativity-North parent comments on the survey:

- Regardless of circumstance – 5-6 year old is much too young to be walking or riding bike, anywhere unattended.
- We live far from school, and the traffic is not conductive to safe conditions.
- It just isn't feasible given our distance from town, traffic, etc. They bike at home for exercise.
- My children walk to the library each day after school and I feel they are safe. The importance of safety however strongly depends on what parents teach and instill in their children.

Nativity–North Catholic Elementary Pictures

Yellow school crosswalk signs need replacement city-wide.
Sign also needs to be moved to directly next to crosswalk.

No bicycle racks on site.

Map 12

Nativity North School Walk Audit

School
Roads
Railroad
Bike Lane
Gravel Path

Asphalt Alley
Crosswalk
Faded Crosswalk
Sidewalk Ramp
Traffic Light

Sidewalk Problems

- Broken (Wheelchair Passable)
- Broken (Wheelchair Un-Passable)
- No Sidewalks

N
W
E
S

0 0.03 0.06 0.12 0.18 Miles

Map 13

Nativity North School
Site Assessment

- P Parking
- E Entrance
- S School Sign
- Vehicle Driveway
- Sidewalk Ramp
- Crosswalks
- No Sidewalk
- School Building Footprint
- Chain Link Fence
- Dirt Path
- Gate
- Play Area (Paved)

N W E S

0 35 70 140 210 280 Feet

Source: WI DNR, NCWRPC, City of Rhinelaander, 2005 Airphoto

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
210 McClellan St., Suite 210, Wausau, WI 54403
715-849-5510 - staff@ncwrpc.org - www.ncwrpc.org

Chapter 4: Recommendations

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 plan. Previous chapters identified existing policies and ordinances, quantified attitudes toward walking and biking, and compiled other information about existing conditions. This chapter will present possible solutions to improve existing conditions and concerns.

The recommendations in this chapter have been developed around the 5 E's for Safe Routes to School. A successful SRTS program will incorporate components of each of these approaches:

Engineering...	Encouragement...	Education...	Enforcement...	Evaluation...
focuses on changing the built walking & biking environment. Bike racks, curb lanes crosswalks, traffic signals, and sidewalks are types of infrastructure that may need changing to improve walking and biking safety near each school.	uses events and contests to mobilize parents and students to try walking and biking to school.	includes identifying safe routes, teaching students to look both ways at intersections, trains students on proper bike riding, and may provide guidance on how to handle potentially dangerous or scary situations.	uses local law enforcement to ensure drivers obey traffic laws. Others are involved in enforcement too, like parents, schools, crossing guards and student safety patrols.	involves monitoring the outcomes and documenting the trends through data collection before and after SRTS activities. Surveys and audits provide quantitative support for improvements that become known through the SRTS planning process.

There are two sections of recommendations:

1) Community-wide; and

2) School Site and Vicinity.

The community-wide recommendations are general actions relating to the 5 E's for the whole community. The school site and vicinity recommendations relate to school-specific policy changes, curriculum modifications, infrastructure changes, and programs to improve the conditions for walking and bicycling at the school site and its immediate vicinity. All sets of recommendations should occur in tandem within one school at a time to enhance their effectiveness.

The chapter concludes with an **SRTS Action Plan** that consolidates those actions into a spreadsheet to be implemented within a one to three year timeframe. The Action Plan also assigns responsibility for implementation and an approximate timeframe for completion.

Community-wide Recommendations
CW 1. Encourage Walking.
CW 2. School Sign Replacement.
CW 3. Pedestrian Street Crossings.
CW 4. Motorist Education.
CW 5. Bicyclist Education.
CW 6. Bicycle & Pedestrian Facilities.
CW 7. Evaluate SRTS.

Issue CW 1 Encourage Walking

Traffic increases near schools because parents are driving their kids to school instead of allowing them to walk or bike. This flow of traffic increases the likelihood of a variety of traffic incidents that includes crashes, speeding, illegal parking, and failure to yield the right of way.

There are no public elementary schools within walking distance (3/4-mile for K-5) of most school children in Rhinelander. Over the years, cost savings have occurred by closing elementary schools. Two have re-opened as schools – one as Nativity North, and the other as Northwoods Community Secondary School. Crescent and Pelican K-3rd grade elementary schools are on the edges of town (see Map 1). Since the walking distances are too great, then a combination of actions is needed to get kids active again. Creating Walking School Buses throughout the city, and then connecting them to school bus routes would complete their route to school. When kids graduate to 4th grade, then their Walking School Bus may take them directly to Central Elementary without a school bus connection.

While all the engineering activities are being installed at a particular school, create and plan how to implement the following encouragement activities. Now is the time to get students excited to walk or bike to school.

Recommendations:

CW 1a. Create a Walk To School Day event every October. Also encourage the public to walk or bike to work on that same day.

CW 1b. Support Bicycle Rodeo teachers to get "Train the Trainer" education from WisDOT's annual workshop.

CW 1c. Create Walking School Buses throughout the city to rendezvous at corner school bus stops. Each public and private elementary school would be served by one or more city-wide school bus route that would operate like city bus routes with locally spaced stops and a direct stop in front of every elementary school.

CW 1d. Develop student incentive program such as WisDOT's Mileage Club (http://www.dot.wisconsin.gov/localgov/aid/saferoutes-club.htm).

Issue CW 2 School Sign Replacement

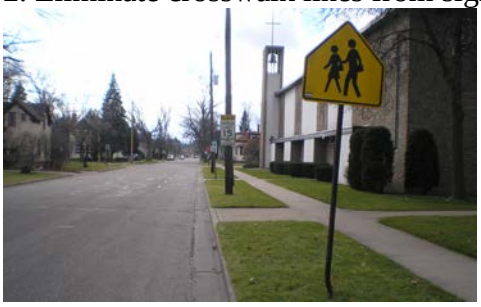
http://guide.saferoutesinfo.org/engineering/the_school_zone.cfm

Every few years the national standards for signs are reviewed and revised. The standard color, type, and location for school signs have all changed. Since most school signs are at the end of their lives, with reduced reflectivity and some with chipping graphics, then now is the time to replace all signs citywide.

Recommendation:

CW 2a. Perform school-by-school analysis of school speed limits and school signs to determine if they are still warranted.

CW 2b. Relocate and replace all school signs citywide that need replacement per MUTCD standards.

One sign example that needs to change is:	
From: 1. Yellow background 2. Eliminate crosswalk lines from signs 	To: 1. Fluorescent yellow-green background 2. Use diagonal downward pointing arrow when sign is at a crosswalk 

Issue CW 3 Pedestrian Street Crossings

There were many comments from *volunteer walk auditors* that traffic light pedestrian signals did not stay lit long enough to cross. Each pedestrian signal when activated starts with a solid white walk symbol light, then after a short period a red flashing do not walk symbol comes on. This symbol tells pedestrians that there is not enough time to cross if you are just thinking of crossing now, but any pedestrians within the crosswalk will have enough time to finish crossing.

NCWRPC Staff reviewed the pedestrian signals at all four corners of every intersection where volunteers noted that there was not enough time to cross. Results are summarized in **Table 12**.

The findings in Table 12 show that the signals provide plenty of time for the average child to cross at most intersections. The slowest pedestrian is one that uses a walker, and the design speed of 3 feet/second for that pedestrian has enough time to cross at most of Rhinelander's traffic light controlled intersections. 3.5 ft/s is sufficient for most pedestrians to cross (MUTCD 2009 [4E.06]).

Only about 50 percent of pedestrians actually push the buttons based on a FHWA research project.
[Report No. FHWA/RD-83-102]

Note: This is only traffic light timing, which does not take into account pedestrians not given the right-of-way by turning cars.

Table 12 Traffic Light Controlled Intersection Pedestrian Signal Analysis

Intersection	Length of crosswalk (feet)	Total time of pedestrian signal (seconds)	Resulting design speed (feet per second)	Need to change signal
N. Stevens St & Dwight St	51 to 73	20 or 25	2.6 to 3.2	**No**
E. Courtney St & S. Pelham St	55 to 79	20 or 27	2.3 to 4.0	**Review**
S. Stevens St & E. Davenport St	41 to 48	17 or 18	2.3 to 2.7	**No**
E. Courtney St & E. Davenport St	57, 51, 57.4	16, 17, 16	3 to 3.6	**No**

Source: NCWRPC

Recommendations:

CW 3a. Review pedestrian signal timing and button actuation at E. Courtney St. & S. Pelham St. and change signal if necessary.

CW 3b. Use WisDOT created educational materials to remind residents how to recognize what a flashing red hand means about crossing the road ("Crosswalk Safety" brochure HS 211).

CW 3c. Replace pedestrian signal actuator signs at each traffic signal button to the new sign with colored symbols and text. See Attachment E.

Countdown timer

Issue CW 4 Motorist Education

http://guide.saferoutesinfo.org/education/all_drivers_near_the_school.cfm

The biggest danger posed to bicyclists and pedestrians is motor vehicles. According to a study by the UNC Highway Safety Research Center conducted for the Federal Highway Administration, the likelihood of a site with a paved sidewalk being a crash site is 88.2 percent lower than a site without a sidewalk after accounting for traffic volume and speed limits. (http://www.walkinginfo.org/library/details.cfm?id=51).

Schools are vehicle trip generators when parents drop off their children. Residential streets with low average daily traffic volumes near schools become congested during drop-off and pick-up times.

Recommendations:

CW 4a. Use public service announcements and WisDOT materials to educate drivers about how to share the road with bicyclists and pedestrians.

CW 4b. After all engineering changes are made near a school, then create a public education campaign for the surrounding neighborhood and the school parents.

CW 4c. Provide a web page that shows motorists how to share the road with bicyclists and pedestrians:

- http://www.dot.wisconsin.gov/safety/**motorist/pedestrians/rules**.htm
- http://www.dot.wisconsin.gov/safety/**vehicle/bicycle/rules**.htm

CW 4d. Send police officers to 16-hour WisDOT training course on pedestrian and bicycle training ("Pedestrian & Bicycle Law Enforcement Training Course").

Issue CW 5 Bicyclist education

Walk Auditor comments show that there is concern about children not riding their bicycles correctly. Parents may not know the correct ways to ride a bicycle in traffic, so community-wide training may be necessary. Focus should be on educating parents about the responsibilities of being a bicyclist.

Recommendations:

CW 5a. Send information to parents in emails, newsletters, websites, or handouts illustrating proper ways to walk or bike, and bicycle upkeep tips.

CW 5b. Add sections to current classroom curricula on the benefits of walking or biking to school. Program examples include: *Moving and Munchin,'* the *Green and Healthy School Program*, and Bike Federation's *Walking Wisdom* and *Bike Drivers Ed*.

CW 5c. Continue providing community-wide bicycle training events (e.g. bicycle rodeo with helmet distribution or Bike Fed's *Share and Be Aware Ambassadors*).

CW 5d. Train a school district employee to assist with implementing Walking School Buses, Bike Trains, and other school implementation actions listed in the Action Plan.

Issue CW 6 Bicycle & Pedestrian Facilities

Extensive sidewalks exist in the heart of Rhinelander, but newer developments do not have sidewalks. Children on bicycles are allowed to ride on all roads and sidewalks within Rhinelander. Lincoln Street lacks sidewalks or bike paths that connect the schools with the housing developments on this street, but there is a plan being implemented to add a variety of bike and pedestrian accommodations soon via a WisDOT Transportation Enhancement.

The city road system provides a grid of connected roads that make travel possible throughout the City on bike. Adding bike lanes to some streets instead of sidewalks will still allow students to walk or bike in safe zones. Parking may need to be restricted from one side of a street if the lane width is too narrow for parking and a bike lane to exist on both sides. See WisDOT's *Bicycle Facility Design Handbook* for specific guidance.

- ❖ Sidewalk access to James Williams Middle School and Nativity-North are missing critical links by each school.
- ❖ Sidewalks exist on most routes to school for Central.
- ❖ Extensive connected sidewalks exist around Nativity-South and Northwoods Community Secondary School.

Recommendations:

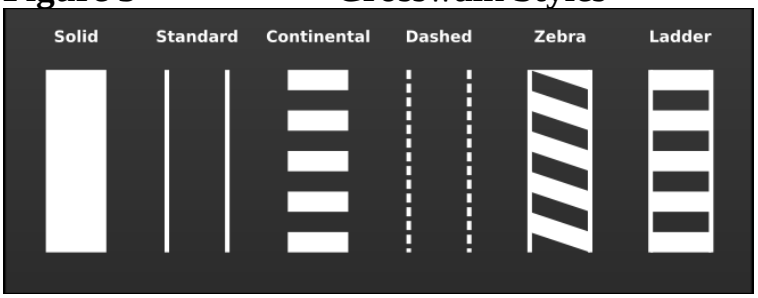
CW 6a. Continue to install curb ramps where existing sidewalks exist to benefit all non-motorized users.

CW 6b. Install sidewalk links per each school's recommendation in this plan.

CW 6c. Paint crosswalks that are adjacent to schools in the "Ladder" style (Figure 3) to add visibility to each crossing.

CW 6d. Revise the parking ordinance to require bicycle parking that provides 2 points of contact with a bicycle to be locked (see Attachment D).

Figure 3 Crosswalk Styles



Source: U.S. FHWA

Issue CW 7 Evaluate SRTS

Each recommendation gets a particular school closer to reaching the goal and the vision of SRTS in Rhinelander. The measurement tool is used to determine if an activity undertaken had the desired outcome.

If progress is not occurring, then try a different action, and measure the results again.

Indicators of Success		
Outcome	**Measurement Tool**	**Timeframe**
Change in children's behavior (e.g. more walking & biking, and traveling safely).	CW 7a. Parent Survey & homeroom Student Tally. CW 7b. Teacher & staff observations.	Annually for 2 years after Encouragement activity completed
Change in driver behavior (e.g. fewer parents driving kids to school, and those who drive are obeying on-site procedures and traffic laws).	CW 7b. Teacher & staff observations. CW 7c. Evaluate on-site traffic management plan.	Regularly
Children using new or modified paths, sidewalks, and bike racks.	CW 7a. Parent Survey & homeroom Student Tally.	Semester after installation
Community & school buy-in.	CW 7d. Walking & biking integrated into curriculum with various lesson plans and school policy revisions. CW 7e. Community regularly announces Walk To School Day events, or recognizes other press releases.	Regular or annual review by school admin.

Central Elementary **School Site and Vicinity Recommendations**
C 1. Lack of sidewalks C 2. Bicycle parking

Issue C 1 Lack of Sidewalks

Walk Audits were conducted to show where sidewalks or bike paths exist and if they were in good condition. Sidewalk access to Central Elementary is missing some links for some kids.

Recommendation

C 1 Install sidewalks per Figure 4.

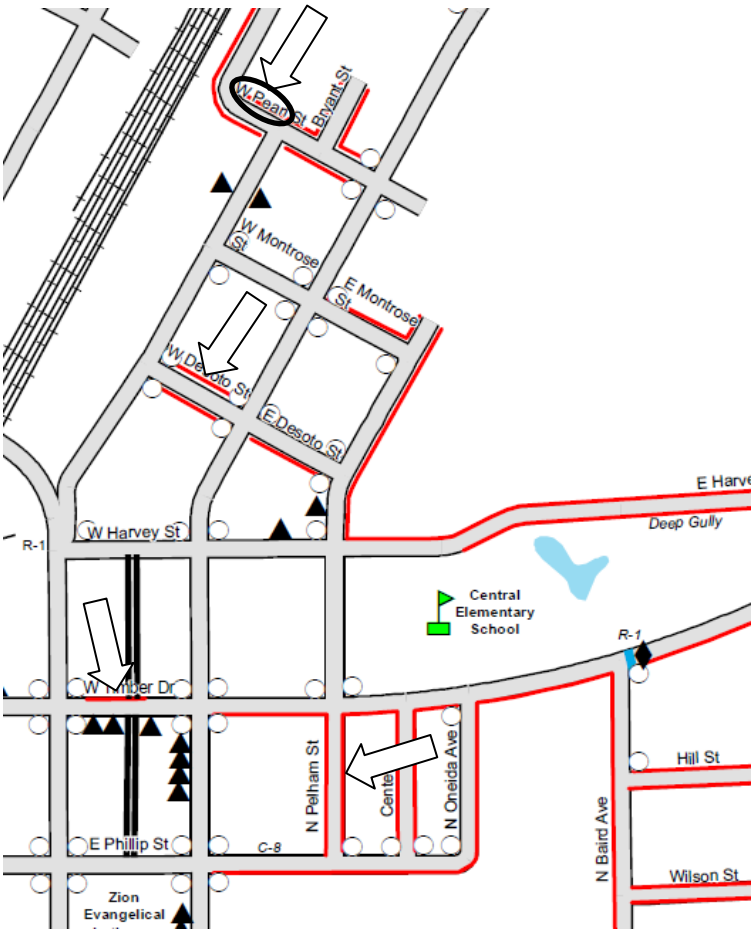
Issue C 2 Bicycle Parking

Bicycle parking is prominently located next to an entrance. The bike racks do not allow 2 points of contact with each bike for stability and secure locking.

Recommendations

C 2a. Install new bike racks that allow for two points of contact with every bike. See Attachment D to determine what an adequate bike rack looks like.

Figure 4 **Add Sidewalks by Central** (See C1.)



Central Walk Audit map (Map 4).
Red lines represent no sidewalk. **Blue** lines are crosswalks.

"⇨" = An area to install sidewalk. There are 4 segments.

James Williams Middle School **School Site and Vicinity Recommendations**
JW 1. Lack of Sidewalks JW 2. Bicycle Parking JW 3. Bicycle Programs

Issue JW 1 Lack of Sidewalks

Walk Audits were conducted to show where sidewalks or bike paths exist and if they were in good condition. Sidewalk access to James Williams Middle School is missing some critical links.

Recommendation

JW 1 Install sidewalks per Figures 5 & 7.

Issue JW 2 Bicycle Parking

Bicycle parking is hidden behind cars. When all the cars are parked in the lot, then there is no access to the bike racks except by going between cars. The bike racks do not allow 2 points of contact with each bike for stability and secure locking.

Recommendations

JW 2a. Move bike racks to an all-weather bicycle parking pad that is not obstructed by vehicles. See Figure 8 for possible locations.

JW 2b. Install new bike racks that allow for two points of contact with every bike. See Attachment D for bike rack suggestions.

Issue JW 3 Bicycle Programs

A PRP grant paid for bicycles at James Williams Middle School (JWMS) and Rhinelander High School (RHS) for curriculum inclusion. An outdoor adventure class uses the bikes to ride also. It was noted that not many high school students use the bikes. Possible additions to JWMS and RHS may come from Omro, WI.

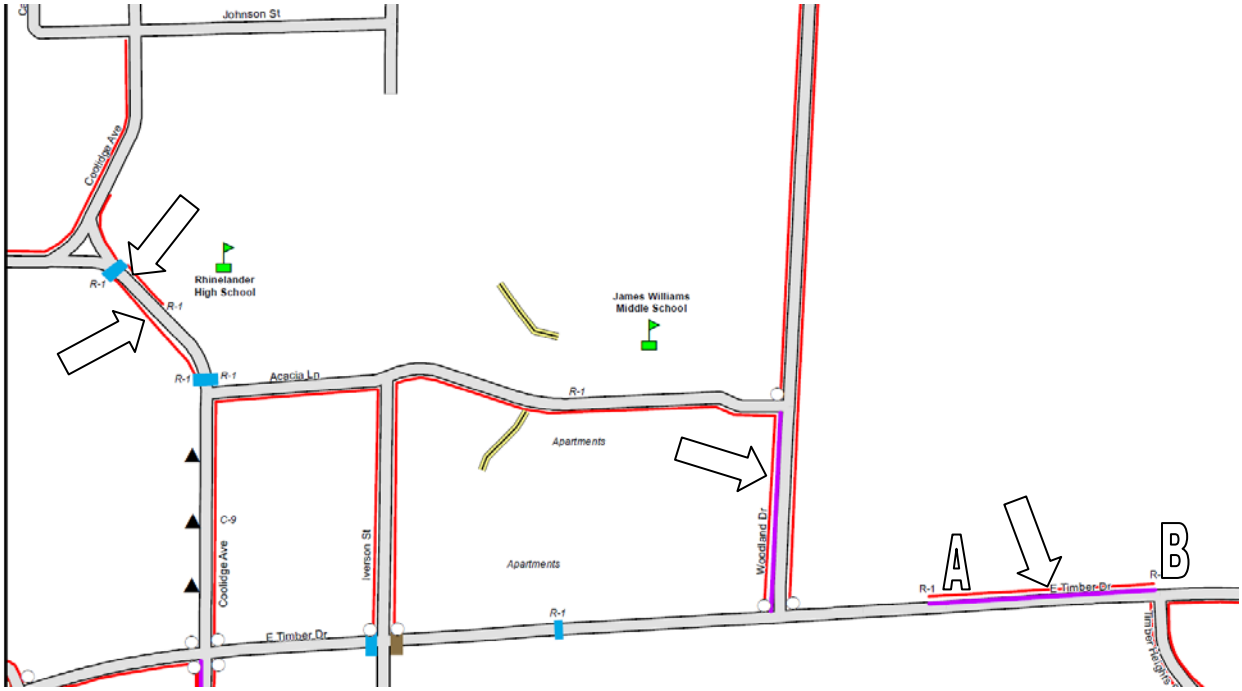
Omro Middle School created a host of bicycle programs including an on-site bike shop, a school based bike-share program with 35 bikes for PE classes, lunch break rides, and a cyclocross course. In addition, Omro teachers supervise walking school bus stops to help keep students safe as they walk or bike to class. Omro Middle School is one of only two schools in the country to receive the 2011 James L. Oberstar Safe Routes to School Award. According to Renee Callaway of the WisDOT SRTS program "Ninety percent of Omro Middle School students have the option of riding the bus to school; however, more than 40 percent of those students, who live within two miles of the school, chose to either walk or bike."

Recommendations

JW 3a. Investigate how Omro's bicycle programs began, and determine feasibility of creating a similar program in Rhinelander.

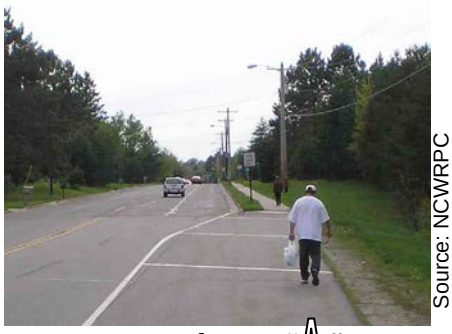
JW 3b. Paint bicycle lane lines on residential streets that will double as walkways for students. Woodland Dr, Coolidge Ave, Acacia Ln, and Timber Dr are some of the roads for review. See Figure 6 for a Residential Road Diet. (Note: Implementation will only occur after a traffic study verifies its effectiveness.).

Figure 5 Add Sidewalks by JWMS (See JW 1.)



JWMS Walk Audit map (Map 6).
Red lines represent no sidewalk. **Purple** lines are bike lanes. **Blue** lines are crosswalks.

"⇨" = An area to install sidewalk. There are 4 segments.



Source: NCWRPC

Picture taken at "A"
E. Timber Dr bike lane

Source: NCWRPC

Picture taken at "B"
Sidewalk ends and bike lane begins.

Figure 6 **Residential Road Diet** (See JW 3b.)

BEFORE:

Source: NCWRPC

Bike lane on one side, parking allowed on other side.
Woodland Dr looking south from Acacia Ln.

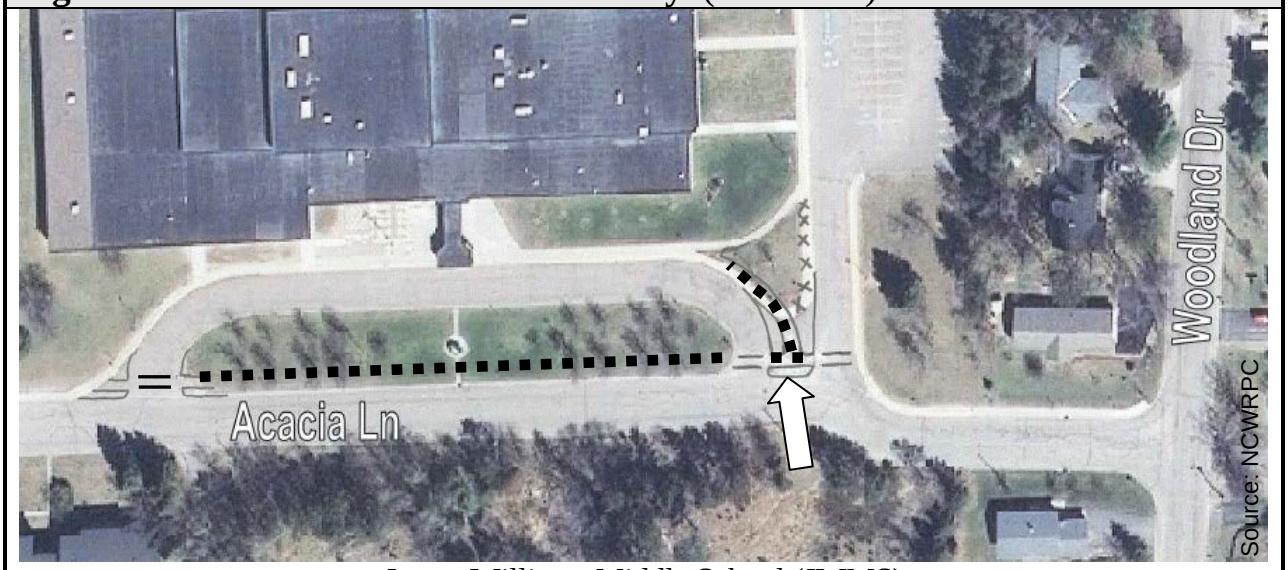
AFTER:

Source: WisDOT

Curbed street with parking: On a curbed street with parking, the bicycle lane should be on the roadway side of the parking. The standard width of a bicycle lane in such conditions is 5-feet. This width allows a bicyclist to stay to the left in case someone in a parked car opens the door. If parking volume is substantial or turnover high, then 1-2 more feet of additional bike lane width is desirable. The parking lane width must be 8-10 feet wide, for a total parking & bike lane width of 13-19 feet wide.

Use the ***Wisconsin Bicycle Facility Design Handbook*** from WisDOT for specifications.

Figure 7 **JWMS Driveway** (See JW 1.)



James Williams Middle School (JWMS)

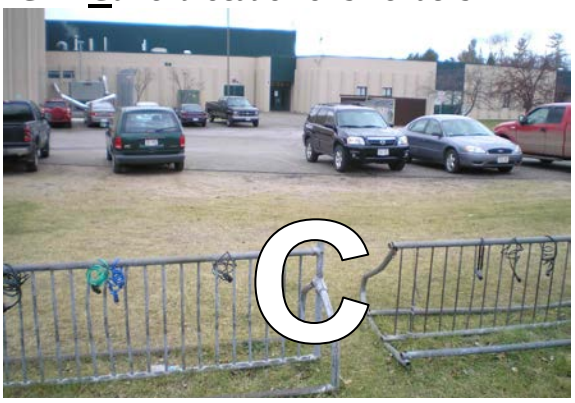
Source: JWMS

JWMS' architectural drawing. Notice the entry driveway is not the same as what exists now.

⇧ This new driveway median will create two defined drives, so a safe walk area can be created. The parking lot driveway is 2-way. The drop-off driveway is 1-way.	▪▪▪▪▪▪▪▪▪ Add sidewalk in this area This suggested new sidewalk alignment will direct pedestrians to cross at the new mid-driveway crossing.
Remove sidewalk where **"X"** occurs.	= Crossing the driveway perpendicular to traffic flow is safer than crossing diagonally, and safer than without a defined crossing.

Figure 8 **JWMS Bike Parking** (See JW 2a.)

"**C**" = **C**urrent location of bike racks



Source: NCWRPC

"**F**" = **F**uture location for bike racks

Source: NCWRPC

Source: NCWRPC

James Williams Middle School (JWMS).

Northwoods Community Secondary School **School Site and Vicinity Recommendations**
NC 1. Bicycle parking NC 2. Congestion around school during arrival & dismissal

Issue NC 1 Bicycle Parking

Bicycle parking is next to the rear entrance to the school on a paved surface. The bike rack does not allow 2 points of contact with each bike for stability and secure locking.

Recommendation

NC 1 Install new bike racks that allow for two points of contact with every bike. See Attachment D for bike rack suggestions

Issue NC 2 Congestion around school during arrival & dismissal

Many parents are driving their children to school, and therefore cause congestion around the school property. Most children live farther than a mile from school.

Recommendations

NC 2a. Evaluate the on-site traffic management plan on an annual basis.
NC 2b. Use staff for enforcement.
NC 2c. Promote carpooling among parents to reduce the number of cars from parents that live far from school.
NC 2d. Promote school bus use.
NC 2e. Promote biking to school.

Nativity-South Elementary **School Site and Vicinity Recommendations**
NS 1. School zone enforcement of traffic regulations NS 2. Congestion around school NS 3. Bicycle parking

Issue NS 1 School zone enforcement of traffic regulations.

Many parents are driving their children to school, and therefore cause congestion around the school property. Walk Auditors found that many dangerous driving and walking behaviors are occurring among both parents and children. These negative behaviors increase the likelihood of a variety of traffic incidents that includes crashes (pedestrian injuries due to jaywalking & failures to yield the right of way), speeding, and illegal parking.

Recommendations:

NS 1a. Work with police to teach parents and children how to cross the street and obey rules of the road. Possibly including additional information during student/parent orientation in the fall of each year.

NS 1b. Review location and condition of all traffic control signs within one block from the school. Replace or reposition signs per MUTCD standards.

NS 1c. Police to provide visibility in school zone on a random basis, so parents remember to continue obeying traffic laws.

NS 1d. Dismiss students in Walking School Bus (WSB) style that is led and followed up by school staff. Each WSB would walk students out of school, across the street in the crosswalk, and released to their parents, or to walk and bike for the rest of their journey home.

NS 1e. Prohibit standing, stopping, and parking on both sides of Pelham St and King St in front of the school on school days so parents don't stop or park on the road (See Figure 11). Police, DPW, and Nativity staff will determine specifically where this prohibition will be. School bus parking would remain wherever it is now.

NS 1f. Enforce on-site traffic management plan with school staff and police.

NS 1g. As a last resort, install a snow fence between City Hall parking lot and sidewalk on Pelham St side to persuade parents in parking lot to use crosswalks instead of jaywalking. See Figure 11. If the snow fence works, then consider installing a permanent fence with car wheel stops to protect the fence.

Issue NS 2 Congestion around school during arrival & dismissal

Many parents are driving their children to school, and therefore cause congestion around the school property. Most children live farther than a mile from school.

Recommendations

NS 2a. Evaluate the on-site traffic management plan on an annual basis.
NS 2b. Promote carpooling among parents to reduce the number of cars.
NS 2c. Promote school bus use.
NS 2d. Promote biking to school.

Issue NS 3 Bicycle Parking

Bicycle parking is in the paved courtyard. The bike racks do not allow 2 points of contact with each bike for stability and secure locking.

Recommendation

NS 3 Install new bike racks that allow for two points of contact with every bike. See Attachment D for bike rack guidance.

Nativity-North Elementary **School Site and Vicinity Recommendations**
NN 1. Lack of sidewalks NN 2. Congestion around school during arrival & dismissal

Issue NN 1 Lack of sidewalks

Walk Audits were conducted to show where sidewalks or bike paths exist and if they were in good condition. Most of the sidewalks in the area around Nativity-North will not be used by these pre-K students, but Central and JWMS students would use them.

Recommendation

NN 1 Install sidewalks per Figure 10.

Issue NN 2 Congestion around school during arrival & dismissal

Many parents are driving their children to school, and therefore cause congestion around the school property. Most children live farther than a mile from school.

Recommendations

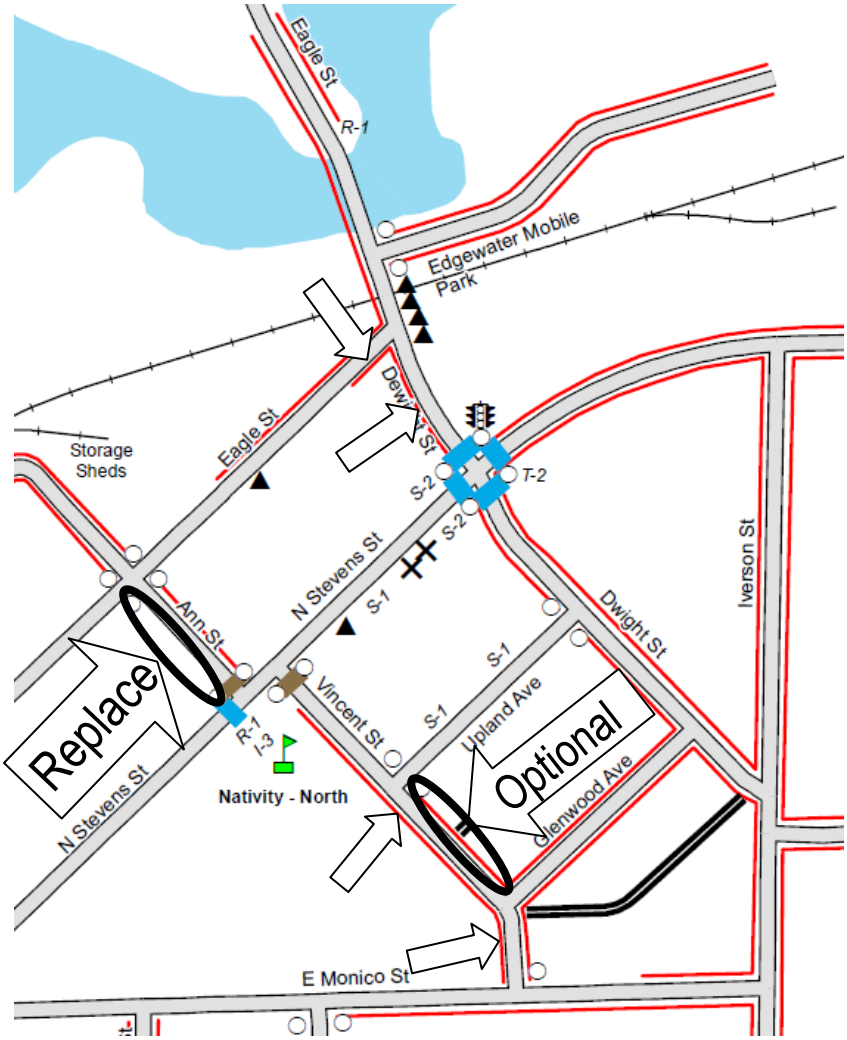
NN 2a. Evaluate the on-site traffic management plan on an annual basis.
NN 2b. Use staff and police for traffic management plan enforcement.
NN 2c. Promote carpooling among parents to reduce the number of cars.
NN 2d. Promote school bus use, or bike school bus use per Figure 9.

Figure 9 Dutch Kid's Bus (See NS 2i.)

The bike bus also comes with a roof and side flaps to keep out the wind and rain.

Source: http://www.fastcoexist.com/1679248/dutch-kids-pedal-their-own-bus-to-school

Figure 10 **Add Sidewalks by Nativity-North** (See NN 1.)

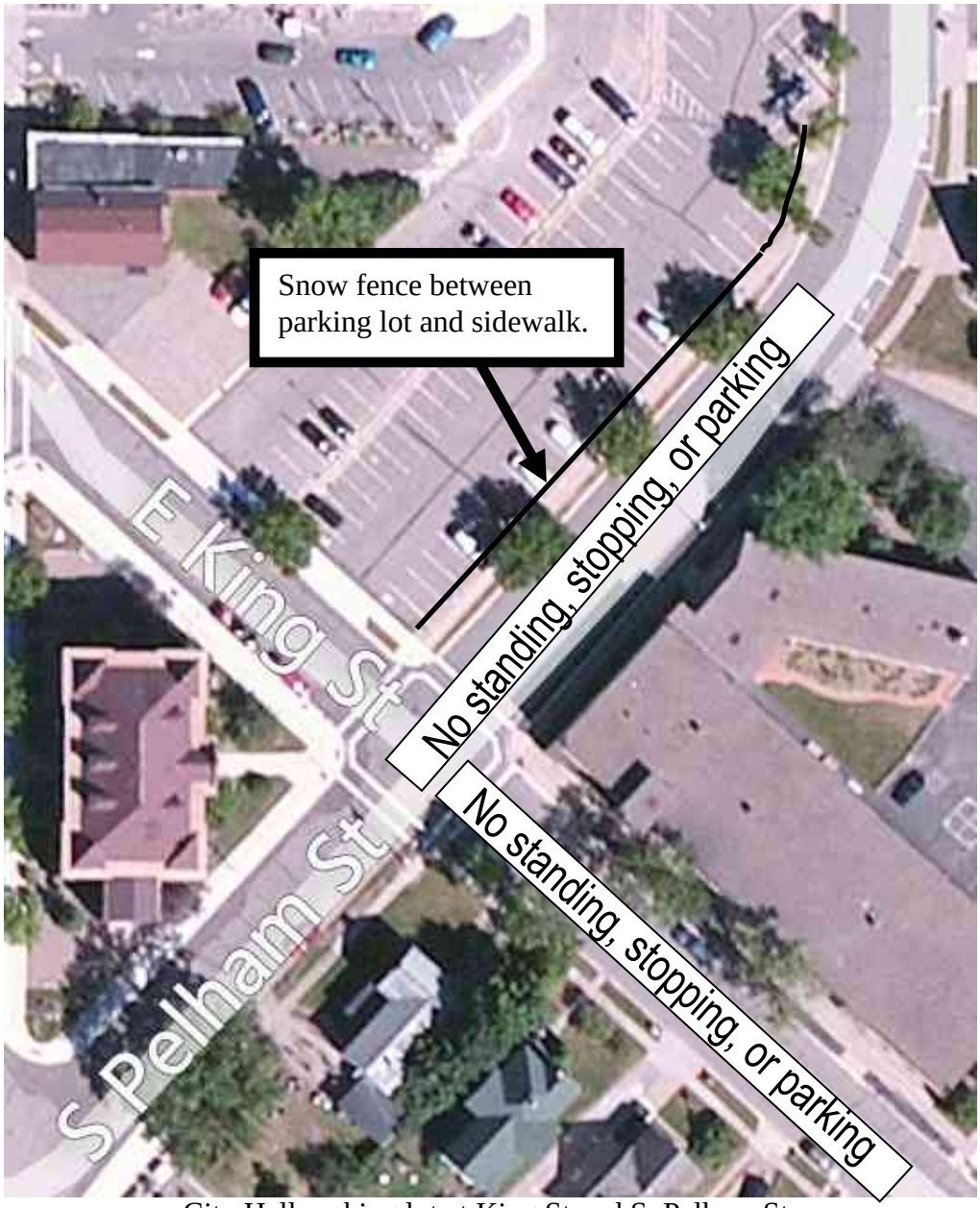


Nativity-North Walk Audit map (Map 12).

Red lines represent no sidewalk. **Purple** lines are bike lanes. **Blue** lines are crosswalks.

"⇨" = An area to install sidewalk. There are 6 segments; one is optional, and one is a total replacement.

Figure 11 **Nativity-South Area** (See: NS 1e & 1g)



City Hall parking lot at King St and S. Pelham St.

NS 1e. Prohibit standing, stopping, and parking on both sides of Pelham St & King St on school days (Fig. 11).

NS 1g. Install snow fence between parking lot and sidewalk on Pelham St side. Make fence permanent if it works. See Figure 11.

Rhinelander
SRTS Action Plan

The following **SRTS Action Plan** lists all of the previous recommendations, provides a cost estimate, and a lead entity to implement each action.

There are **Community-wide SRTS actions** for all the activities that will affect more than one school, and there are **SRTS actions for each safe routes school**.

These Action Plans are lists of reasonably attainable actions that may occur in 2-3 years. Each Action Plan contains activities within each strategy area: 1) Engineering; 2) Encouragement; 3) Education; 4) Enforcement; and, 5) Evaluation. A successful SRTS program will incorporate components of each of these approaches.

The Action Plans are meant to complement the recommendations discussed throughout this chapter by assigning each action with a cost, a timeframes to complete the activity, and responsibility for implementation.

An annual review of these Action Plans by the SRTS Task Force will provide guidance to make additional changes if low results occur. New activities to consider may become apparent when data received annually after each Class Tally and Parental Survey, or from the WisDOT SRTS website.

Abbreviated terms:

Central = Central Elementary

City = City of Rhinelander Administration

DPW = Rhinelander Public Works Department

Eng. = An engineering action

BFW = Bicycle Federation of Wisconsin

NCWRPC = North Central Wisconsin Regional Planning Commission

Police = Rhinelander Police Department

Safe Routes schools = Central Elementary, Nativity-North, Nativity-South, James Williams Middle School, and Northwoods Community Secondary School

School Dist. = School District of Rhinelander

Nativity = Nativity Catholic Schools

SRTS = Safe Routes To School

UWEX = University of Wisconsin Extension in Oneida County

WisDOT = Wisconsin Department of Transportation

City-wide SRTS Action Plan

Strategy Type	Activities	Location of Activity	Funding Source	Responsible Agencies (Lead agency in bold)	Time Frame
Engineering	**CW 2a.** Perform school-by-school analysis of school speed limits and school signs to determine if they are still warranted.	Central, JWMS, NCSS, Nativity-North	Current staff	**DPW**	2012
	CW 2b. Relocate and replace all school signs citywide that need replacement per MUTCD standards.	Nativity-South	Current staff	**DPW**	2013
	CW 3c. Install pedestrian signal countdown timers.	Courtney & Oneida Courtney & Pelham Courtney & Davenport	SRTS grant	**DPW**	2015-2017
	CW 6b. Install sidewalk links per each school's recommendation in this plan.	See each school	SRTS grant	**DPW**	2015-2017
	CW 6c. Paint crosswalks that are adjacent to schools in the "Ladder" style (Figure 3) to add visibility to each crossing.	All schools	Current staff	**DPW**	2013
Enforcement	**CW 6d.** Revise the parking ordinance to require bicycle parking that provides 2 points of contact with a bicycle to be locked (see Attachment E).	Citywide	Current staff	**DPW, City,** NCWRPC	2012-2014
	CW 4d. 16-hour WisDOT training course on pedestrian and bicycle training for police.	Citywide	SRTS to pay overtime	**Police**	2015-2017
Evaluation	**CW 7a.** Parent Survey & homeroom Student Tally.	Safe Routes schools	Current staff	**School Dist., Nativity**	Semester after actions are completed
	CW 7b. Teacher & staff observations	Safe Routes schools @ drop-off & pick-up	Current staff	**School Dist., Nativity**	Regularly
	CW 7c. Evaluate on-site traffic management plan	Safe Routes schools	Current staff	**SRTS Task Force**	Annually to check progress
	CW 7d. Walking & biking integrated into curriculum with various lesson plans and school policy revisions.	Safe Routes schools	Current staff	**SRTS Task Force**	Annually to check progress
	CW 7e. Community regularly announces Walk To School Day events, or recognizes other press releases.	Communitywide	Current staff	**SRTS Task Force**	Annually to check progress

City-wide SRTS Action Plan continued

Strategy Type	Activities	Location of Activity	Funding Source	Responsible Agencies (Lead agency in bold)	Time Frame
Encouragement	**CW 1a.** . Create a Walk To School Day event every October	Citywide	Current staff	**SRTS Task Force,** NCWRPC	Start in Fall 2012
	CW 1b. Support Bicycle Rodeo teachers to get "Train the Trainer" education from WisDOT's annual workshop	Citywide	Current volunteers	**Police,** WisDOT	Bi-annually
	CW 1c. Create Walking School Buses (see Attachment A) throughout the city to rendezvous at corner school bus stops.	All Safe Routes schools	SRTS grant	**School Dist.,** NCWRPC	2012-2015
	CW 1d. Develop student incentive program such as WisDOT's Mileage Club	All Safe Routes schools	Current staff	**School Dist., Nativity,** NCWRPC	Start after each Walk To School Day
Education	**CW 3b.** Use public service announcements to educate pedestrians how to recognize what a flashing red hand means about crossing the road	Citywide	Current staff	**City,** UWEX, NCWRPC	Annually to coincide with SRTS actions.
	CW 4a. Use public service announcements & WisDOT materials to educate drivers about how to share the road with bicyclists and pedestrians.	Citywide	Current staff	**City,** UWEX, NCWRPC	Annually to coincide with SRTS actions.
	CW 4b. Create a public education campaign for the surrounding neighborhood and the school parents.	Safe Routes schools where Eng. activities are planned	Current staff	**School Dist., Nativity**, City, UWEX, NCWRPC	After Eng. actions complete
	CW 4c. Provide a web page that shows motorists how to share the road with bicyclists and pedestrians.	Citywide	Current staff	**City, School Dist., Nativity**, UWEX, NCWRPC	2012
	CW 5a. Send information to parents illustrating proper ways to walk or bike.	Safe Routes schools	Current staff	BFW, **School Dist., Nativity**	2013
	CW 5b. Add sections to current classroom curricula on the benefits of walking or biking to school.	Safe Routes schools	Current staff	**Safe Routes schools,** BFW	2014-2017
	CW 5c. Continue providing community-wide bicycle training events.	Citywide	Current staff, SRTS grant	**Oneida County Health dept.,** Police	Bi-Annually
	CW 5d. Train school district employee to implement Walking School Buses, Bike Trains, and other school implementation actions listed in this SRTS Action Plan.	Citywide	Current staff, SRTS grant	**School Dist.,** NCWRPC	2012-2014

Central Elementary SRTS Action Plan

Strategy Type	Activities	Location of Activity	Funding Source	Responsible Agencies (Lead agency in bold)	Time Frame
Engineering	**C1.** Install sidewalks.	See Figure 4	SRTS grant	**DPW**	2014-2016
	C2. Install new bike racks that allow for two points of contact with every bike. See Attachment E to determine what an adequate bike rack looks like.	In prominent locations (directly replacing existing bike racks)	PEP grant or SRTS grant	**School Dist.**	2012-2015
Encouragement	**CW 1a.** Create a Walk To School Day event every October	Citywide	Current staff	**SRTS Task Force,** NCWRPC	Start in Fall 2012
	CW 1d. Develop student incentive program such as WisDOT's Mileage Club.	All Safe Routes schools	Current staff	**School Dist., Nativity,** NCWRPC	Start after each Walk To School Day
Education	**CW 4b**. Create a public education campaign for the surrounding neighborhood and the school parents.	Central	Current staff	**City, School Dist., Nativity**, UWEX, NCWRPC	After Eng. actions complete
	CW 5a. Send information to parents illustrating proper ways to walk or bike.	Central	Current staff	**School Dist., Nativity,** BFW	2013
	CW 5b. Add sections to current classroom curricula on the benefits of walking or biking to school.	Central	Current staff	**Safe Routes schools,** BFW	Possibly 2013-2017
Evaluation	**CW 7a.** Parent Survey & homeroom Student Tally.	Central	Current staff	**School Dist.**	Semester after actions are completed
	CW 7b. Teacher & staff observations	Central @ drop-off & pick-up	Current staff	**School Dist.**	Regularly
	CW 7c. Evaluate on-site traffic management plan	Central	Current staff	**SRTS Task Force**	Annually to check progress
	CW 7d. Walking & biking integrated into curriculum with various lesson plans and school policy revisions.	Central	Current staff	**SRTS Task Force**	Annually to check progress
	CW 7e. Community regularly announces Walk To School Day events, or recognizes other press releases.	Communitywide	Current staff	**SRTS Task Force**	Annually to check progress

James Williams Middle School SRTS Action Plan

Strategy Type	Activities	Location of Activity	Funding Source	Responsible Agencies (Lead agency in bold)	Time Frame
Engineering	**JW 1.** Install sidewalks per Figures 5 & 7.	A variety of locations	SRTS grant	**DPW, School Dist**	2014-2016
	JW 2a. Move bike racks to an all-weather bicycle parking pad that is not obstructed by vehicles. See Figure 8 for possible locations.	See Figure 8	Current staff	**School Dist**	2012
	JW 2b. Install new bike racks that allow for two points of contact with every bike. See Attachment E for bike rack suggestions.	See Figure 8	PEP grant or SRTS grant	**School Dist**	2013-2015
	JW 3b. Paint bicycle lane lines on residential streets that will double as walkways for students.	Woodland Dr, Coolidge Ave, Acacia Ln, and Timber Dr	Current staff	**DPW**	2013
Education	**JW 3a.** Investigate how Omro's bicycle programs began, and how to make them transferrable to Rhinelander.		Current staff, SRTS grant	**NCWRPC, City, School Dist**	2013-2015
	CW 4b. Create a public education campaign for the surrounding neighborhood and the school parents.	Central	Current staff	**City, School Dist., Nativity**, UWEX, NCWRPC	After Eng. actions complete
Encouragement	**CW 1a.** Create a Walk To School Day event every October	Citywide	Current staff	**SRTS Task Force,** NCWRPC	Start in Fall 2012
Evaluation	**CW 7a.** Parent Survey & homeroom Student Tally.	Safe Routes schools	Current staff	**School Dist.**	Semester after actions are completed
	CW 7b. Teacher & staff observations	Safe Routes schools @ drop-off & pick-up	Current staff	**School Dist.**	Regularly
	CW 7c. Evaluate on-site traffic management plan	Safe Routes schools	Current staff	**SRTS Task Force**	Annually to check progress
	CW 7d. Walking & biking integrated into curriculum with various lesson plans and school policy revisions.	Safe Routes schools	Current staff	**SRTS Task Force**	Annually to check progress
	CW 7e. Community regularly announces Walk To School Day events, or recognizes other press releases.	Communitywide	Current staff	**SRTS Task Force**	Annually to check progress

Northwoods Community Secondary School SRTS Action Plan

Strategy Type	Activities	Location of Activity	Funding Source	Responsible Agencies (Lead agency in bold)	Time Frame
Engineering	**NC 1.** Install new bike racks that allow for two points of contact with every bike. See Attachment E for bike rack suggestions.	On paved area	PEP grant or SRTS grant	**School Dist**	2013-2015
Education	**CW 4b**. Create a public education campaign for the surrounding neighborhood and the school parents.	NCSS	Current staff	**City, School Dist., Nativity**, UWEX, NCWRPC	After Eng. actions complete
	CW 5a. Send information to parents illustrating proper ways to walk or bike.	NCSS	Current staff	BFW**, School Dist., Nativity**	2013
	CW 5b. Add sections to current classroom curricula on the benefits of walking or biking to school.	NCSS	Current staff	**Safe Routes schools**	2014-2017
Encouragement	**NC 2c.** Promote carpooling among parents to reduce the number of cars from parents that live far from school.	NCSS	Current staff	**School Dist**	Start in 2012
	NC 2d. Promote school bus use.	NCSS	Current staff	**School Dist**	Start in 2012
	NC 2e. Promote biking to school.	NCSS	Current staff	**School Dist**	Start in 2012
	CW 1a. Create a Walk To School Day event every October	Citywide	Current staff	**SRTS Task Force,** NCWRPC	Start in Fall 2012
Enforcement	**NC 2b.** Use staff for enforcement.	NCSS	Current staff	**School Dist**	Regularly
Evaluation	**CW 7a.** Parent Survey & homeroom Student Tally.	Safe Routes schools	Current staff	**School Dist.**	Semester after actions are completed
	CW 7b. Teacher & staff observations	Safe Routes schools @ drop-off & pick-up	Current staff	**School Dist.**	Regularly
	NC 2a. & CW 7c. Evaluate on-site traffic management plan	Safe Routes schools	Current staff	**SRTS Task Force**	Annually to check progress
	CW 7d. Walking & biking integrated into curriculum with various lesson plans and school policy revisions.	Safe Routes schools	Current staff	**SRTS Task Force**	Annually to check progress

Nativity-South Elementary SRTS Action Plan

Strategy Type	Activities	Location of Activity	Funding Source	Responsible Agencies (Lead agency in bold)	Time Frame
Engineering	**NS 1b.** Review location and condition of all signs and revise per MUTCD standards.	Within 1 block of Nativity South	Current staff	**DPW, Police,** Nativity	2012-2013
	NS 1e. Prohibit standing, stopping, and parking on both sides of Pelham St & King St on school days (Fig. 11).	Pelham St & King St in front of school	Current staff	**DPW, Police,** Nativity	2012-2013
	NS 3. Install new bike racks that allow for two points of contact with every bike. See Attachment E for bike rack guidance.	Nativity courtyard	SRTS grant	**Nativity,** DPW	2014
	NS 1g. Install snow fence between parking lot and sidewalk on Pelham St side. Make fence permanent if it works. See Figure 11.	City Hall parking lot	Current staff, SRTS grant	DPW, Nativity	As a last resort - Possibly 2016
Education	**NS 1a.** Work with police to teach parents and children how to cross the street and obey rules of the road.	Nativity-South	Current staff	**Nativity**, Police	Annually - fall orientation, or other time
Encouragement	**NS 2c.** Promote carpooling among parents to reduce the number of cars.	Nativity-South	Current staff	**Nativity**	Annually
	NS 2d. Promote school bus use.	Nativity-South	Current staff	**Nativity**	Annually
	NS 2e. Promote biking to school.	Nativity-South	Current staff	**Nativity**	Annually
	NS 1d. Let out students in Walking School Bus style across street at intersection to parking areas.	Pelham St & King St	Current staff	**Nativity**	Annually
	CW 1a. Create a Walk To School Day event every October	Citywide	Current staff	**Nativity, SRTS Task Force,** NCWRPC	Start in Fall 2012
Enforcement	**NS 1c.** Police to provide visibility in school zone on a random basis, so parents remember to continue obeying traffic laws.	Nativity-South	Current staff	**Police**, Nativity	Annually
	NS 1f. Enforce on-site traffic management plan.	Nativity-South	Current staff	**Police, Nativity**	Regularly

Nativity-South SRTS Action Plan continued

Strategy Type	Activities	Location of Activity	Funding Source	Responsible Agencies (Lead agency in bold)	Time Frame
Evaluation	**CW 7a.** Parent Survey & homeroom Student Tally.	Nativity-South	Current staff	**Nativity**	Semester after actions are completed
	CW 7b. Teacher & staff observations	Nativity-South @ drop-off & pick-up	Current staff	**Nativity**	Regularly
	NS 2a. & CW 7c. Evaluate on-site traffic management plan	Nativity-South	Current staff	**SRTS Task Force**	Annually to check progress
	CW 7d. Walking & biking integrated into curriculum with various lesson plans and school policy revisions.	Nativity-South	Current staff	**SRTS Task Force**	Annually to check progress

Nativity-North Elementary SRTS Action Plan

Strategy Type	Activities	Location of Activity	Funding Source	Responsible Agencies (Lead agency in bold)	Time Frame
Engineering	**NN 1.** Install sidewalks per Figures 10 & 11.	See Figures 10 & 11	SRTS grant	**DPW**	2015
Encouragement	**NN 2h.** Promote carpooling among parents to reduce the number of cars.	Nativity-North	Current staff	**Nativity**	Annually
	NN 2i. Promote school bus use, or bike school bus use per Figure 9.	Nativity-North	Current staff	**Nativity**	Annually
Enforcement	**NN 2g.** Use staff and police for traffic management plan enforcement.	Nativity-North	Current staff	**Nativity, Police**	Annually
Education	**NN 2f. & CW 7a.** Parent Survey & homeroom Student Tally.	Nativity-North	Current staff	**Nativity**	Semester after actions are completed
	CW 7b. Teacher & staff observations	Nativity-North @ drop-off & pick-up	Current staff	**Nativity**	Regularly
	NC 2a. & CW 7c. Evaluate on-site traffic management plan	Nativity-North	Current staff	**SRTS Task Force**	Annually to check progress
	CW 7d. Walking & biking integrated into curriculum with various lesson plans and school policy revisions.	Nativity-North	Current staff	**SRTS Task Force**	Annually to check progress

ATTACHMENT A
STUDENT TALLY & PARENT SURVEY

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.

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.

ATTACHMENT B
CITY SIDEWALK ORDINANCES

City of Rhinelander

3.01.05. - Snow and ice removal.

(1) (a) The owner or lessee of every lot or parcel of land in the City fronting or abutting upon a sidewalk shall clear the full width of any the sidewalk in front of or abutting upon said premises of snow and/or ice, within 24 hours following the completion of any snowfall. Said sidewalk(s) shall be kept reasonably clear as to allow for safe pedestrian traffic. Pedestrian access to any corner intersection must also be kept clear as described above. Upon failure to remove said snow and/or ice, the City may summarily remove any snow and/or ice and cause the cost of said removal to be charged to the owner of the property from which said snow and/or ice has been removed.

(b) No person shall place, push or move snow from private property onto any sidewalk, alley or street in the City, except that snow removed from a sidewalk or driveway approach may be deposited on the boulevard, or where no boulevard exists, snow may be deposited at the curb line. No person may place snow in such an area that would obstruct the view of vehicular traffic at an intersection or place snow in such a manner that would hinder pedestrians in any way.

(c) The deposit of any snow or ice upon any sidewalk, alley or street of the City contrary to the provisions of this Section shall be and is declared to be a nuisance, and in addition to the penalty provided for violation of this Section, the City may summarily remove any snow so deposited and cause the cost of said removal to be charged to the owner of the property from which said snow or ice has been removed.

(d) If said charge is not paid upon presentation of the statement, the same shall be collected as an ordinary debt to the City or placed in the tax roll and be collected in the same manner as ordinary taxes against said property.

(Code 1993, § 8.05; Ord. No. 02-10, 2-12-2010)

3.01.02. - Sidewalk construction and repair.

(1) Owner to construct. It shall be the duty of the abutting owner to construct the sidewalk along or upon any street or alley in the City. The Common Council shall decide by motion, resolution or ordinance as to which streets shall require the construction of new sidewalks.

(2) Maintenance of sidewalks. It shall be the duty of the abutting property owner in a B-1, B-2, B-3, I-1, I-2 or I-3 District or a mixed use block to perpetually maintain the sidewalks at the owner's cost along or upon any street or alley in the City. Alleys or sidewalks in conservation recreation and residential districts which abut single-family, duplex, or multifamily residential properties of three units or less shall be maintained by the City and the cost of the same shall be obligation of the Public Works Department. It shall be the duty of the abutting property owner of property on which is located a multifamily dwelling of four or more units to perpetually maintain the sidewalks at the owner's cost along or upon any street or alley in the City. The City Building Inspector shall order repairs and replacements of existing sidewalks in commercial, industrial and residential districts as set out above. The Public Works Department shall inspect, replace and repair sidewalks in residential districts which abut single-family, duplex and multifamily [residential properties] of three or less in an amount equal to the funds budgeted.

(3) Council may order construction. The Council may, from time to time by ordinance or resolution, establish the width, determine the material and prescribe the method of construction of standard sidewalks and the standard so fixed may be different for different

streets and alleys, and may order by ordinance or resolution sidewalks to be laid in the manner provided in Wis. Stats. § 66.0907.

(4) Director of Public Works may order repair. The Director of Public Works shall have the powers of the Board of Public Works under Wis. Stats. § 66.0907 and may order the repair or replacement of any sidewalk which is unsafe, defective or insufficient in the manner provided therein.

(5) Inspection prior to construction. Prior to the owner pouring or placing concrete for any sidewalk repair, replacement or new construction, the owner shall be responsible for inspection by the City Inspector of sidewalk grades and placement of forms to insure compliance with existing sidewalk construction and grade.

(Code 1993, § 8.02)

3.01.12. - Minimum roadway, maximum sidewalk and boulevard widths.

(1) On residential streets having a right-of-way width in excess of 55 feet, the minimum roadway width from curb face to curb face shall be 36 feet.

(2) On through or primary residential streets carrying more than local traffic and, where parking is permitted, the minimum roadway width shall be 38 feet.

(3) On commercial or heavily traveled collector streets, the minimum roadway width shall be 42 feet.

(4) On residential streets having a right-of-way less than 55 feet, the following chart shall be used if additional right-of-way is not available.

Right-of-way (feet)	Minimum roadway width (feet)	Maximum sidewalk width (feet)	Maximum boulevard width (feet)
55	36	5.0	4.0
50	34	5.0	2.5
45	32	5.0	1.0
40	30	4.5	0
36	27	4.0	0
33	25	3.5	0
30	22	3.5	0

All roadway widths shall be established symmetrical about the right-of-way centerline. On streets with right-of-way widths 55 feet or less, the inside edge of the sidewalks shall be placed on the right-of-way line. For right-of-way widths not shown, the street width shall be determined by interpolation within the table. Whenever curb and gutter is replaced or installed, it shall conform to these minimum standards. The Board of Public Works may increase these minimum standards whenever heavy parking or traffic counts so indicate the need for it. The Board of Public Works may, on the recommendation of the Director of Public Works, modify the above if adverse grade differentials prevail or other conditions are such that it is not practical or it is not possible to conform to the minimum standards.

(Code 1993, § 8.12)

ATTACHMENT C
HEALTHY SCHOOL ENVIRONMENT POLICY

Healthy School Environment

Whereas**,** children need access to healthful foods and opportunities to be physically active in order to grow, learn, and thrive;

Whereas, good health fosters student attendance and education;

Whereas**,** obesity rates have doubled in children and tripled in adolescents over the last two decades, and physical inactivity and excessive calorie intake are the predominant causes of obesity;

Whereas, many school age children are not physically fit due to poor eating habits and insufficient physical activity;

Whereas, community participation is essential to the development and implementation of successful school wellness policies.

Thus**,** the School District of Rhinelander is committed to providing a school environment that promotes and protects children's health, well-being, and ability to learn and practice positive lifestyle behavior. Therefore, it is the policy of the School District of Rhinelander that:

1. The school district will engage students, parents, teachers, food service professionals, health professionals, and other interested community members in developing, implementing, monitoring, and reviewing district-wide nutrition and physical activity policies.

2. All schools will strive to provide all children with opportunities to engage in physical activity.

3. Schools will provide nutrition education and physical education to foster lifelong habits of healthy eating and physical activity.

4. All schools will strive to adopt procedures ensuring that foods and beverages available on school campuses and at school events are consistent with Dietary Guidelines for Americans.

5. Qualified child nutrition professionals will provide students with appealing choices of nutritious foods and will provide pleasant eating areas and adequate time for students to eat.

42 USC 1751 Note, P.L. 108-265, Section 204

Approved 01/15/07

HEALTHY SCHOOL ENVIRONMENT

With the District's commitment to provide a school environment that promotes and protects children's health, wellbeing, by September, 2009, all schools will provide all children with daily opportunities to engage in physical activity in addition to quality physical education that helps develop the knowledge, attitudes, skills, behaviors and confidence needed to be physically active for life. All schools will adopt procedures ensuring that foods and beverages available on school campuses and at school events are consistent with the Dietary Guidelines for Americans (DGA).

At the elementary school level, the school environment should model a healthy lifestyle from the cafeteria to the classroom. Children should be given the opportunity to learn healthy eating practices during young ages without being influenced by unhealthy food options.

At the secondary school level, competitive beverages are a concern pertaining to healthy lifestyle decisions of students in grades 6-12. Many soft and sports drinks are high in calories. Some are fortified with unnecessary and potentially harmful additives that children do not need at any time. They should not be allowed on the school campus at any time. Sports drinks are only recommended for times of vigorous physical activity that lasts 60-90 minutes, and diet drinks, while not a source of calories, should be excluded as they may displace consumption of healthier beverages. There are potential health problems associated with high intake of sweetened drinks, i.e. overweight or obesity attributable to additional calories in the diet; displacement of milk consumption, resulting in calcium deficiency with an attendance risk of osteoporosis and fractures; dental cavities and potential enamel erosion. The sale of fruit juice drinks, which provide little nutritional value and usually replace more healthful option, should be eliminated. Low calcium intake is one of the most significant nutrient deficiencies identified. Milk and milk products are high in nutritional value (see Appendix A) and provide calcium, protein, and vitamin D for bone growth and development.

The District encourages daily consumption of a variety of grains, especially whole grains, and fruits and vegetables (5-9 services per day).

Nutrition Education and Promotion

Schools should provide nutrition education and engage in nutrition promotion that:

- *Is offered at each grade level as part of a sequential, comprehensive, standards-based program designed to provide students with the knowledge and skills necessary to promote and protect their health;*
- *Is part of not only health education classes, but also classroom instruction in subjects such as math, science, language arts, social sciences, and elective subjects;*
- *Includes enjoyable, developmentally appropriate, culturally relevant participatory activities, such as contests,*
- *promotions, taste-testing, farm visits, and school gardens;*
- *Promotes fruits, vegetables, whole-grain products, low-fat and fat-free dairy products, healthy food preparation methods and health-enhancing nutrition practices;*
- *Emphasizes caloric balance between food intake and energy expenditure (physical activity/exercise); ~ Links with school meal programs, other school foods and nutrition-related community services;*
- *Teachers media literacy with an emphasis on food marketing; and*
- *Includes training for teachers and other staff.*

Physical Activity

Schools will explore ways to provide physical education that:

- *Is daily;*
- *Is for all students in grades K-12 for the entire school years;*
- *Is taught by a certified physical education teacher;*
- *Includes students with disabilities, special health-care needs, and in alternative educational settings;*
- *Will not allow substitution for meeting the physical education requirement by student involvement in other activities involving physical activity (e.g. interscholastic or intramural sports);*
- *Engages students in moderate to vigorous activity during at least 50 percent of physical education class time; and*
- *Increases the amount of physical education class time for elementary students.*

ATTACHMENT D
BICYCLE RACK PURCHASE GUIDE

City of Madison Bike Rack Requirements

1) Bicycle Parking Space Size, Access Aisles, and Vertical Clearance

a) Required bicycle parking spaces shall be at least 2 feet by 6 feet.
b) An access aisle of at least 5 feet shall be provided in each bicycle parking facility.
c) Such space shall have a vertical clearance of at least 6 feet.

2) Bicycle Rack Design

Structures that require a user-supplied locking device

a) shall be designed to accommodate U-shaped locking devices.
b) All lockers and racks must be securely anchored to the ground or the building structure to prevent the racks and lockers from being removed from the location.
c) The surfacing of such facilities shall be designed and maintained to be mud and dust free.

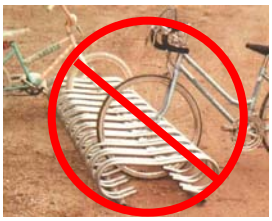
3) Bicycle Rack Location on Site

a) Bicycle parking facilities shall be located in a clearly designated safe and convenient location.
b) The design and location of such facility shall be harmonious with the surrounding environment.
c) The facility location shall be at least as convenient as the majority of auto parking spaces provided.

Examples of Bicycle racks that <u>do not</u> meet the design requirements above:

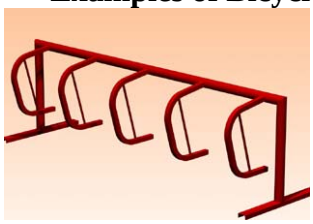
Grid or Fence Style Racks

Wave or Ribbon Style racks



Racks that hold the bike by the wheel with no way to lock the frame and wheel to the rack with a U-lock

Examples of Bicycle racks that do meet the design requirements above:



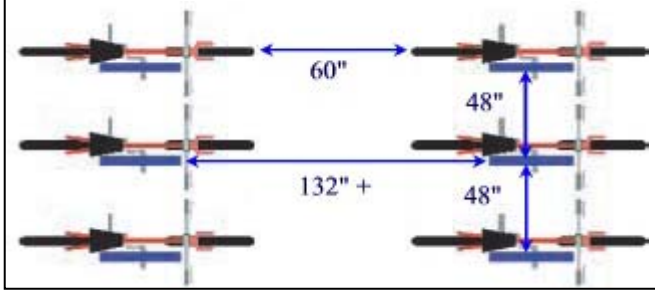
Madrax Spartan Rack

Madrax Sentry Rack

Dero Campus Rack

Saris City Rack

Layout for inverted-U type rack installation, two bicycles to be parked on each inverted-U.



Inverted-U Type Racks

Dero Bike Hitch

Saris Post & Ring

Dero Swerve Rack

If you have questions about whether a particular bicycle parking rack you are considering using meets these requirements, please contact
Arthur Ross, Pedestrian-Bicycle Coordinator, 608/266-6225

ATTACHMENT E
PEDESTRIAN ACTUATOR SIGN SAMPLES

Change from one of these signs:

373-2812 (R10-2A)

373-2813 (R10-3)

373-2814 (R10-3A)

373-1761 (R10-4)

NOTE: Also available as a 5" x 7" sticker.

373-2815 (R10-4A)

To one of these signs:

373-1763 (R10-3B)

373-1764 (R10-3BR)

373-1766 (R10-3BL)

373-1767 (R10-3BD)