

# **Oshkosh Area Safe Routes to School Plan**

**November 2008**

**Prepared by: The Oshkosh Area Safe Routes to School Task Force &  
East Central Wisconsin Regional Planning Commission**

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## ABSTRACT

TITLE: Oshkosh Area Safe Routes to School Plan

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SUBJECT: A safe routes to school plan to address safety issues at and around schools within the City of Oshkosh and the surrounding municipalities.

DATE: November 2008

LOCAL PLANNING AGENCY: East Central Wisconsin Regional Planning Commission

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## **EXECUTIVE SUMMARY**



# EXECUTIVE SUMMARY

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## INTRODUCTION

The Safe Routes to School program is an international program that encourages walking and biking to school. In the 1970s, Denmark experienced an alarming rate of child fatalities due to pedestrian/vehicle accidents. In response, Denmark began working with communities and school districts to create a Safe Routes to School (SRTS) Program. The first SRTS Program in the United States was started in 1997 in Bronx, New York. In 2005, Congress recognized the value of the SRTS Program and passed federal legislation to establish a National Safe Routes to School Program. These funds were distributed to each state based on their school enrollment and were then used by communities and school districts to implement their recommendations through infrastructure and non-infrastructure funds. Projects located within two miles of an elementary or middle school are eligible (currently this program only funds projects for Kindergarten-8<sup>th</sup> grade).

The SRTS program focuses on teaching children bike and pedestrian safety along with healthy lifestyles. It encourages children to walk and bike to school and also looks to improve the air quality at and around schools, reduce the traffic congestion at and around school, increase the physical activity of children, increase community involvement, and have intergovernmental cooperation through a number of departments including planning, the police department, the school district, local units of government, and parents.



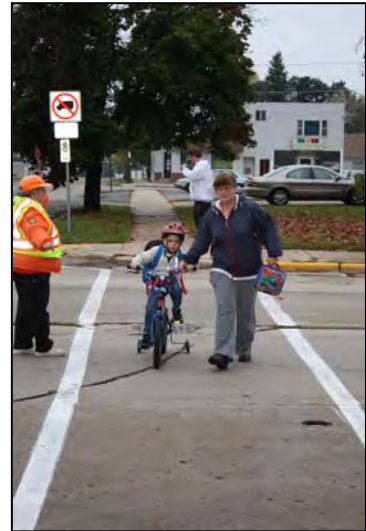
Crossing guard assisting a student  
Source: Dan Burden

The Oshkosh SRTS Task Force is comprised of representatives from the City of Oshkosh, the Oshkosh Police Department, representatives from the schools within the City of Oshkosh, community members, and parents. This task force has worked together to create visions and goals for the school district and local communities, collected information with regards to parent concerns and how students currently get to and from school, along with conducting bike and walk audits of the school grounds and the areas around the schools. The task force developed recommendations to address the safety concerns and issues that were brought forth through collecting this data.

## PRESENT CONDITIONS

The Oshkosh SRTS Task force used student surveys and parent surveys to assess the current conditions at each of the schools within the Oshkosh Area School District and private schools within the City of Oshkosh. Student surveys revealed that the primary mode of transportation for students to and from school was by school bus followed by the family vehicle.

Parent surveys were distributed to find out the concerns parents had with having their child(ren) biking or walking to school. The top parent concerns for allowing their walking or biking to school include the distance, the speed of traffic along route, the safety of intersections and crossings, and the amount of traffic along a route.



## IDENTIFYING SAFETY ISSUES

The Oshkosh SRTS Task Force conducted bike and walk audits at and around the participating schools to assess safety concerns for children walk or bicycling to and from school. There were a number of factors that volunteers considered when assessing the safety concerns at and around the schools. The volunteers also noted the positive things that are being done in the community to encourage students and citizens of the community to bike or walk.

## SAFE ROUTES TO SCHOOL AND SAFETY RECOMMENDATIONS

The Oshkosh SRTS Task Force developed recommendations using the five E's: Engineering, Education, Encouragement, Enforcement, and Evaluation. Engineering recommendations were made for each school and those areas surrounding the school. One engineering recommendation was to paint ladder style crosswalks at key intersections around the participating schools and to include traffic calming devices (i.e. bump outs) at key intersections. The task force recommended a number of educational and encouragement activities to provide incentives for students to walk or bike to school. These activities included walk to school days, bike rodeos, and a mileage club punch card program.

## **DEVELOPING A SCHOOL SAFETY AND SECURITY CAMPAIGN**

There is a wide variety of funding sources for the Safe Routes to School Program, however, it is the Federal Safe Routes to School funding that is the primary source of funding for planning, infrastructure, and non-infrastructure projects. The SRTS task force may look for businesses within their community to partner with them in the SRTS efforts. Also many health organizations are also teaching children bike safety or teaching healthy lifestyle choices. Additional funding sources related to the objectives of the SRTS program can be found on the pages 5-2 thru 5-8.

## **CHAPTER 1: INTRODUCTION**

# CHAPTER 1: INTRODUCTION

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## BACKGROUND INFORMATION

The Safe Routes to School Program is international in scope. In the 1970s, Denmark experienced an alarming rate of child fatalities due to pedestrian/vehicle accidents. In response, Denmark began working with communities and school districts to create a Safe Routes to School (SRTS) Program. Word of the SRTS initiative took hold and spread throughout the world to Europe, Australia, New Zealand, and the United States.

The United State's first SRTS program was started in Bronx, New York in 1997. The SRTS program in the Bronx received funds to reduce the number of child accidents and fatalities around schools. In 1998, the National Highway Traffic Safety Administration (NHTSA) funded two pilot SRTS Programs funded in Marin County, California and Arlington, Massachusetts.



In 2005, Congress recognized the value of the SRTS Program and passed federal legislation to establish a National Safe Routes to School Program. The Federal transportation bill, SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) was signed into law in August 2005, designating funds for each state for the SRTS Program. These funds were distributed to each state based on their school enrollment and were then used by communities and school districts to implement their recommendations through infrastructure and non-infrastructure funds. The funds can only be used for projects within two miles of an elementary or middle school (currently the program only funds projects for K-8<sup>th</sup> grade).

In 2007, the Wisconsin Department of Transportation (WisDOT) conducted their first grant cycle for SRTS planning grants, infrastructure grants, and non-infrastructure grants. There were 162 grant applications submitted. WisDOT received 91 infrastructure and non-infrastructure grants totaling \$15,661,202. WisDOT's selection committee recommended 22 infrastructure and non-infrastructure projects for funding which totaled \$3,140,357. There were also 71 planning grant applications which totaled approximately \$2,028,000. Of the 71 planning grant applications, 25 projects were funded.

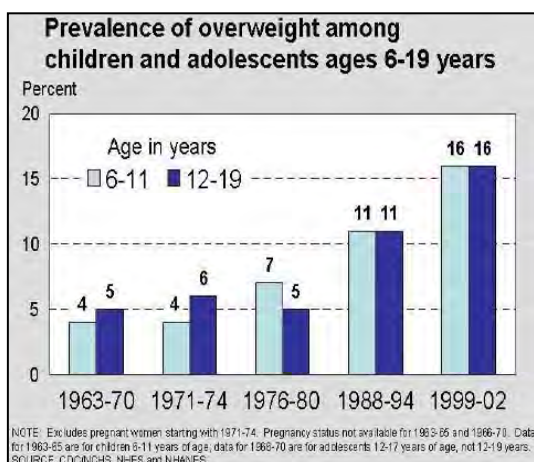
## NATIONAL TRENDS

There are Safe Routes to School programs across the country. Each of these programs has focused on the issues and concerns in their community at large or specifically around their schools. However, there are a few trends that have been consistent with SRTS Programs nationwide. These trends include a reduced rate of physical activity for school-aged children, increased traffic congestion around schools and on the roadways, and changing land use trends. Thirty years ago approximately 90% of the students who lived within one mile of the school walked or biked to school (USDOT, 1972). This number has dropped dramatically over the past 30 years.

### Physical Activity

In 1969, approximately half of all U.S. school aged children walked or bicycled to or from school. This number plummeted to approximately 17% today. The number of hours of physical activity that a child partakes in every day/week has also decreased. The Center for Disease Control reported that nearly half of American young people aged 12-21 years are not vigorously active on a regular basis. Approximately 14% of young people report no physical activity (CDC, 2007).

Over the past 20 years, obesity rates in adults and children have increased dramatically. The National Health and Nutrition Examination Surveys (NHANES) show an increase in overweight children aged 6-11 years from 6.5% (1976-1980 survey) to 18.8% (2003-2004 survey). The increasing rates of overweight children are cause for concern regarding health conditions and diseases. These health conditions and diseases include hypertension, dyslipidemia, type 2 diabetes, coronary heart disease, stroke, gallbladder disease, osteoarthritis, sleep apnea and respiratory problems and some cancers (CDC, 2007).



Potential benefits of physical activity for children include building and maintaining a healthy lifestyle, controlling weight, building lean muscle and reducing fat, improving a sense of self-image and fostering healthy social and emotional development. Preliminary data from the Centers of Disease Control also suggests that physical activity may improve academic performance and alertness in youth.

Physical activity for kids has been promoted through a number of programs. One program is the Kids Walk-to-School program which encourages physical activity as an integral part of a child's daily routine. The program teaches children the importance and the enjoyment that can be found in walking or biking to school, with the sense that a child may be inclined to engage in additional physical activity. Physical activity has also been promoted through physical education classes and community activities.

### Cleaner Environment

Vehicle usage in the United States has increased over the past decade. Vehicle transportation is no longer a luxury, but the norm. At many of the schools across the nation, one can see traffic congestion occurring with an increased prevalence in busing, parents dropping off or picking up their kids, and the through traffic trying to get to their end destination.



With the increase in the number of vehicles on U.S. highways, air pollution has become a greater concern. The Federal Highway Administration stated that the personal motor vehicle is the predominant mode of transportation (FHWA, 2007). By reducing the number of vehicles on the road, the amount of vehicle-related pollution and the number of respiratory diseases is likely to decrease.

### Land Use Trends

Current land use trends within the United States have been to develop land on the outskirts of urban areas. Land in these areas tends to be cheaper to purchase and develop, resulting in a lower overall cost for a housing unit. Development outside of the urban areas began to grow in the 1950s with the assistance of the Federal National Mortgage Association, which allowed American citizens to financially be able to afford to buy homes of their own and move out of the urban areas. The Federal Interstate Highway Act of 1956 created a national freeway system that made it easier to travel to rural areas. With the convenience of the vehicle and the perception that transportation costs for this mode would remain low, suburban residential development became the majority of residential land use development. For future development, communities may want to look at walkable community designs that promote walking, bicycling, and healthier lifestyles.

## WHY SAFE ROUTES TO SCHOOL?

The purpose of the SRTS program is to provide safe pedestrian and bicycle facilities that encourage the community and students to have healthier lifestyles. Programs can be established to educate students, parents, and the community on the benefits of walking and bicycling to school and provide safety tips when they are participating in these activities. Planning efforts assess the pedestrian and bicycle facilities at and around schools, how students are currently traveling to school, and concerns and issues that parents and the community have with students walking and/or bicycling to school. Recommendations are then created to be implemented by communities, participating schools, and parents. SRTS Plans should address the 5 E's: Engineering, Enforcement, Education, Encouragement, and Evaluation.

### *Engineering*

Engineering changes may be needed to create safe routes for students to get to and from school. Infrastructure changes may include fixing damaged or missing sidewalks, adjusting an intersection to make pedestrians more visible, or infrastructure changes on a roadway to decrease traffic speeds. Engineering changes may be very effective and can be implemented in a roadway project during a construction project on that roadway.

### *Education*

Education for students, parents, and the community is essential when implementing a SRTS program. Students walking or biking to school need to know how to safely cross roadways and what routes are the best ones for them to take to and from school. Effective education on bicycle safety is extremely important for students. Bike rodeos or other community events can teach students and parents the proper bicycling safety tips. Having billboards or public service announcements regarding pedestrian/bicycle safety issues is another way a SRTS task force can make the community aware of pedestrian and bicyclist issues at and around school zones.

### *Enforcement*

Driving behaviors and safety campaigns do not ensure the success of a SRTS program. Therefore, a SRTS task force should partner with local law enforcement agencies to make sure that proper traffic laws are obeyed (i.e. speed regulations, driver behavior, and appropriate walking and biking behavior) and initiate safety programs such as safety patrol or crossing guard programs. Enforcement presence can discourage dangerous behaviors for pedestrians, bicyclists, and drivers on and off of school campuses.



### *Encouragement*

Encouragement programs are needed in conjunction with engineering changes, education programs, and enforcement programs. Convincing children as well as parents that biking or walking to school is a safe, fun, and healthy activity can be difficult. It is for this reason that encouragement programs are recommended. These programs will promote walking and bicycling with students and the community and assist them in applying what they have learned. These programs may provide incentives to students who walk a certain number of days in a row or a number of miles that a student has walked or bicycled to school. Programs can also get parents and the community involved by conducting a communitywide Walk to School Day. Local businesses can contribute by sponsoring signs for the Walk to School Day.



### *Evaluation*

Once recommendations are implemented it is important to evaluate the SRTS program and continue to re-evaluate the SRTS program over time. A task force may want to evaluate the program by doing a student survey to see if there is an increase in the number of students walking or biking to school. The school or SRTS task force may also conduct a parent survey to see if behaviors or concerns have changed with parents over time. A successful SRTS program is dependent on the success of the 5 E's.

## TRAFFIC CALMING

Schools and the communities within which they reside, now must face the challenges that an increase in vehicle traffic, bus traffic and pedestrian/bicyclist traffic at and around schools generate. There is an increase in the number of parents that drive their child(ren) to and from school. This family vehicle congestion ideally should be managed in a way that provides a safe route for students who are walking, biking, and even if students are just walking from the bus they rode to school on.

To address the increase in traffic congestion at and around elementary and middle schools, communities have looked at a number of traffic calming devices to slow traffic

down. Traffic calming is defined in the *Traffic Calming: State of the Practice* (ITE, 1999) as the "the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users." In this report, there are number of examples that have used these traffic calming methods. Additional information can be found by referencing this report at <http://www.ite.org/traffic/tcstate.asp>.

### **Speed Control Measures**

The purpose of speed control measures is to slow traffic. Examples include:

#### **Vertical Measures**

- *Speed Humps: Road humps, undulations*
- *Speed Tables: Trapezoidal humps, speed platforms*
- *Raised Crosswalks: Raising crossings, sidewalk extensions*
- *Raised Intersections: Intersection humps, plateaus*
- *Textured Pavements*

#### **Horizontal Measures**

- *Neighborhood Traffic Circles: Intersection islands*
- *Roundabouts: Rotaries*
- *Chicanes: Deviations, reversing curves*
- *Lateral Shifts*
- *Realigned Intersections: Modified intersections*

#### **Narrowings**

- *Neckdowns: Bulbouts, knuckles, intersection narrowings, corner bulges*
- *Center Island Narrowings: midblock medians, median slow points*
- *Chokers: Pinch points, midblock narrowings, parallel chokers, angled chokers*
- *Other Speed Control Measures*
- *Combined Measures*

### **Volume Control Measures**

The purpose of volume control measures are to discourage or eliminate through traffic. Examples include:

- *Street Closures: Full street closures i.e. cul-de-sacs, dead ends; Half street closures i.e. partial, one-way*
- *Diverters: Semi-Diverters i.e. full lane bulb out; Diagonal*
- *Median Barriers*
- *Forced Turn Islands*
- *Other Volume Control Measures*

## OSHKOSH AREA SAFE ROUTES TO SCHOOL PLANNING PROCESS

The Oshkosh Area Safe Routes to School (SRTS) Program is located in the Oshkosh Urbanized Area. The Oshkosh SRTS program has thirteen public schools and one private school participating. The Oshkosh School District is comprised of sixteen Elementary Schools, five Middle Schools, two High Schools, and six Charter Schools. There are eight private schools located within the City of Oshkosh. UW-Oshkosh is also located along the Fox River in the City of Oshkosh. The school district includes municipalities along Lake Winnebago including the City of Oshkosh, Town of Nekimi, the Town of Black Creek, and portions of the Town of Algoma, the Town of Vinland, and the Town of Oshkosh.

The Oshkosh Area Safe Routes to School (SRTS) task force was formed in the fall of 2006. The committee is comprised of representatives from a variety of entities (See Figure 1) including the Oshkosh Area School District, law enforcement, parents, and representatives from local units of government within the Oshkosh Area School District. Fourteen schools are participating in the SRTS program at this time. Each of these schools have specific safety issues pertaining to their school grounds and the areas surrounding the school.

**Figure 1: Oshkosh Safe Routes to School Task Force**

Name	Organization
Lisa Voss	Franklin Elementary School - Parent
Natalie Pratt	Grace Lutheran School
Shirley Rose	Jacob Shapiro Elementary School
Rob Becker	Jefferson Elementary School
Jason Jischke	Merrill Middle School
Lorie Yaste-Zajicek	Read Elementary School
Chris Richards	Smith Elementary School
Ann Rumbuc	South Park Middle School/Jefferson Elementary School
Tanya Schmidt	Webster Stanley Elementary and Middle Schools
Garth Larson	Webster Stanley Middle School
Teresa Collins	Oshkosh School District: Central Administration
Shirley Brabender Mattox	Retired Teacher/City Council
Steve Sagmeister	City of Oshkosh Police Department
Justin Mitchell	City of Oshkosh Citizen/City Council
Chris Strong	City of Oshkosh, Transportation Director
Mark Huddleston	City of Oshkosh, Transportation Director
Melissa Kraemer Badtke	East Central Wisconsin Regional Planning Commission

<b>Participating Schools</b>
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As mentioned previously, there are ten elementary schools (4 year old kindergarten-6<sup>th</sup> grade) and four middle schools (7<sup>th</sup>-8<sup>th</sup> grades) within the Oshkosh Area participating in the Oshkosh Area SRTS Program (See Exhibit 1).

**Figure 2: Oshkosh Participating Schools**

<u>Name of School</u>	<u>Enrollment</u>
Carl Traeger Elementary & Middle Schools	506; 530
Emmeline Cook Elementary School	261
Franklin Elementary School	406
Grace Lutheran School	136
Jacob Shapiro Elementary School	234
Jefferson Elementary School	214
Merrill Elementary & Middle School	252; 435
Read Elementary School	376
Smith Elementary School	199
South Park Middle School	370
Webster Stanley Elementary & Middle School	281; 389

Source: Wisconsin Department of Instruction, 2008.

- ***Carl Traeger Elementary and Middle Schools:*** Carl Traeger Elementary and Middle Schools are located at 3000 West 20<sup>th</sup> Avenue in the City of Oshkosh. The Elementary School was opened in 1997. The Carl Traeger Elementary and Middle Schools have the largest enrollment of students within the Oshkosh Area School District. This school is also located near the Oshkosh YMCA.
- ***Emmeline Cook Elementary School:*** Emmeline Cook Elementary School is a neighborhood school, which is located at 1600 Hazel Street in the City of Oshkosh.
- ***Franklin Elementary School:*** Franklin Elementary School is the 2<sup>nd</sup> largest enrollment for an elementary school within the Oshkosh School District, with an enrollment of 406 students. This school is located at 1401 West 5<sup>th</sup> Street in the City of Oshkosh.
- ***Grace Lutheran School:*** Grace Lutheran School is a private school located in just south of the Fox River in the City of Oshkosh.

- ***Jacob Shapiro Elementary School:*** Jacob Shapiro Elementary School is located at 1050 West 18<sup>th</sup> Avenue and has enrollment of 234 students. This school does have a safety patrol program.
- ***Jefferson Elementary School:*** Jefferson Elementary School is located south of the Fox River within the City of Oshkosh at 244 West 11<sup>th</sup> Avenue.
- ***Merrill Elementary and Middle Schools:*** Merrill Elementary and Middle Schools are located within the City of Oshkosh at 108 West New York Avenue. Merrill Middle School is located in a 100 year old historic building and has the second largest enrollment with 435 students.
- ***Read Elementary School:*** Read Elementary School is located at 1120 Algoma Boulevard near the University of Wisconsin - Oshkosh in the City of Oshkosh. This school was built in 1879 and is listed on the National and State Registers of Historic Places.
- ***Smith Elementary School:*** Smith Elementary School is located on 1745 Oregon Street and the school was built in 1895. This school has an enrollment of 199 students.
- ***South Park Middle School:*** South Park Middle School is in a 100-year-old building located at 1551 Delaware Street in the City of Oshkosh. The South Park Middle School is the only middle school in the Oshkosh School District that houses a pool.
- ***Webster Stanley Elementary and Middle Schools:*** Webster Stanley Elementary and Middle Schools are located along Lake Winnebago at 915 Hazel Street. The elementary school and middle school are located on the same campus.

<b>Goals and Visions</b>
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Goals and visions were developed by the task force to address general concerns and safety issues.

- **Goal 1:** To provide safe and adequate routes leading to schools so that more students are able to safely walk or bike to school.
- **Goal 2:** Create an environment for safe pick up and drop off zones around the schools.
- **Goal 3:** Increase awareness by decreasing speed violators in schools zones.
  - **Objective:** To reduce speeders in school zones by 10%.

- **Goal 4:** Increase student knowledge of their responsibilities for using safe routes to school.
- **Goal 5:** Increase awareness of safety procedures for picking up and dropping off students around schools.
- **Goal 6:** Provide training and maps to the parents, as to where they are allowed to park and where the buses will be parking.
- **Goal 7:** Create incentive programs to encourage community members, parents, and students to participate in walking and biking activities.

**Exhibit 1**  
**Oshkosh Study Area**

## **CHAPTER 2: PRESENT CONDITIONS**



## CHAPTER 2: PRESENT CONDITIONS

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The schools located within the City of Oshkosh and surrounding municipalities do have pedestrian facilities or transit services available for students to use. There are a few non-motorized transportation facilities located within the Oshkosh area. The City of Oshkosh recognizes the need for non-motorized transportation facilities as being a major transportation facilities as well as recreation facilities.

### NON-MOTORIZED TRANSPORTATION FACILITIES

Sidewalks and non-motorized transportation facilities are the main pedestrian facilities within the Oshkosh area (see Exhibit 2). The City of Oshkosh does have a few non-motorized transportation facilities including:

- the WIOUWASH Trail,
- trails within Memorial Park, and
- a trail located just north of the Carl Traeger Elementary and Middle School campus.

There are future plans to develop a pedestrian and bicycle facility on the new USH 41 Bridge over Lake Butte des Morts. Construction for this project is set to begin in 2009. Sidewalk facilities are found throughout the City of Oshkosh.

### TRANSIT ROUTES

Oshkosh Transit has a number of tripper routes that are provided to the Oshkosh Area School District (see Exhibit 3). In 2005, the City of Oshkosh in coordination with East Central Wisconsin Regional Planning Commission developed the Transit Development Plan (TDP). Based on the results from the on-board surveys over one-third of the Oshkosh Transit Systems users are K-12 students (35%) (Source: Oshkosh Transit Development Plan). For additional information regarding the tripper routes contact the City of Oshkosh Transportation Department or go to their website at <http://www.ci.oshkosh.wi.us/Transit/Transit.htm>.

### STUDENT SURVEYS

Student surveys are a means of determining how students are currently getting to and from school. The survey is conducted over the course of a week during the school year. Teachers ask students how they traveled to school in the morning and then how they will

be traveling home providing a base line to the SRTS committee. The student survey can then be conducted at a later date once recommendations have been implemented to see if there is an increase in the number of students biking and walking to school.

Student surveys were conducted in the fall of 2007 at each of the participating schools. The 5-day student survey form from the National Safe Routes to School Center was used (See Appendix B). It was found that the student survey results varied based on the pedestrian and bicycle facilities available at and around the schools. The results for the individual schools can be found below.

<b>Carl Traeger Elementary School</b>
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➤ ***Mode of travel by Carl Traeger Elementary School Students:***

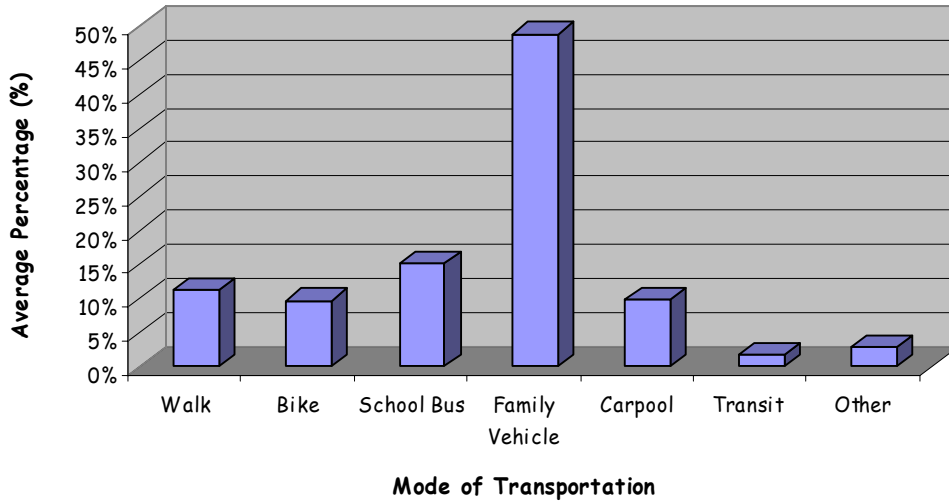
1. *Family Vehicle (49%)*
2. *School Bus (15%)*
3. *Walking (11%)*
4. *Biking (10%)*
5. *Carpooling (10%)*

<b><i>Figure 3: Carl Traeger Elementary School - Student Survey Results</i></b>			
<b>Mode</b>	<b>Average Percentage</b>	<b>AM</b>	<b>PM</b>
Walk	11%	10%	13%
Bike	10%	10%	10%
School Bus	15%	15%	15%
Family Vehicle	49%	51%	46%
Carpool	10%	11%	9%
Transit	2%	1%	2%
Other	3%	2%	4%

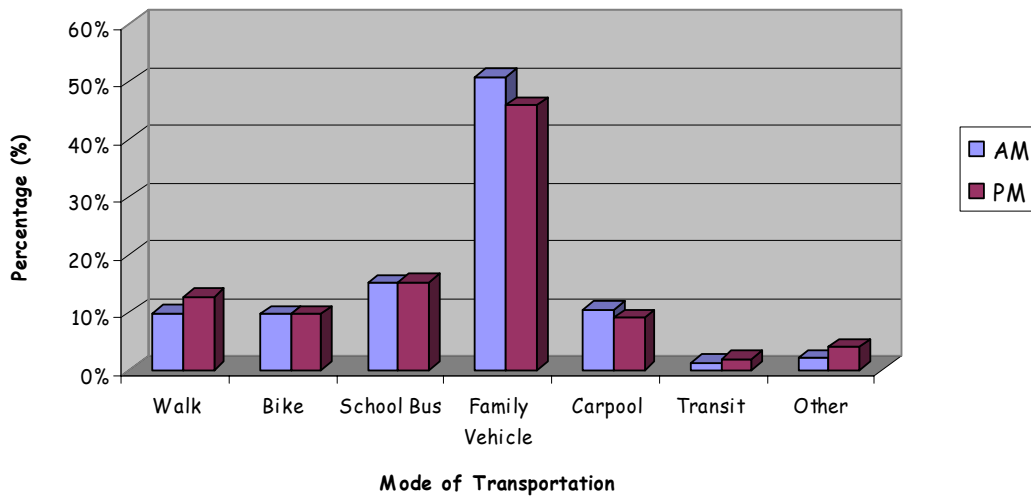
**Exhibit 2**  
**Oshkosh Area Non-Motorized Transportation Facilities**

**Exhibit 3**  
**Oshkosh Transit Routes**

**Figure 4: Carl Traeger Elementary School Student Survey Results**



**Figure 5: Carl Traeger Elementary School Student Survey Results - Morning and Afternoon Comparison**



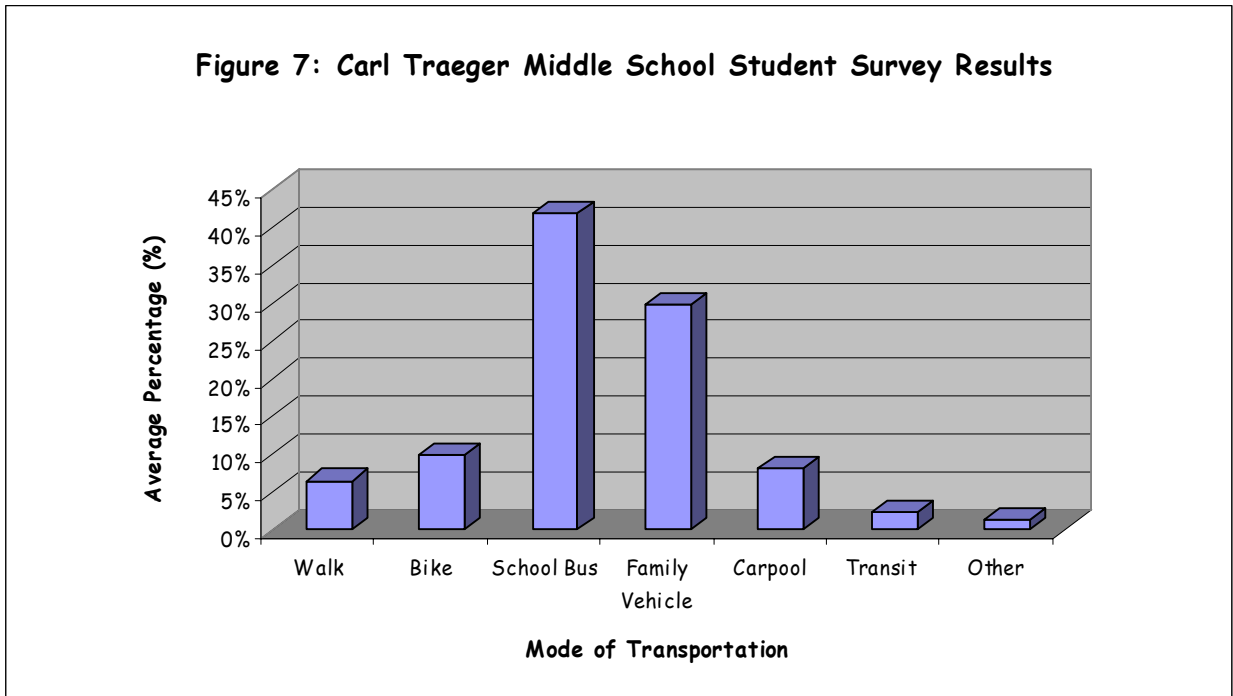
**Carl Traeger Middle School**

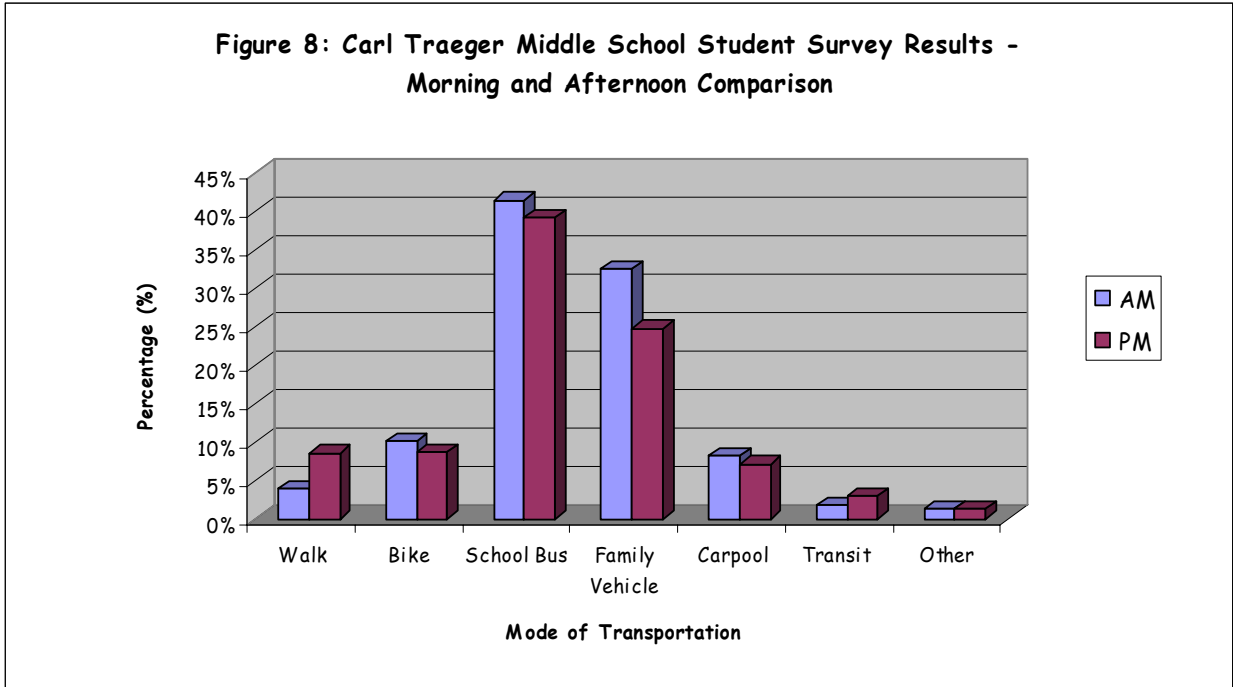
➤ **Mode of travel by Carl Traeger Middle School Students:**

1. School Bus (42%)
2. Family Vehicle (30%)
3. Bicycling (10%)
4. Carpooling (8%)
5. Walking (6%)

**Figure 6: Carl Traeger Middle School - Student Survey Results**

Mode	Average Percentage	AM	PM
Walk	6%	4%	9%
Bike	10%	10%	9%
School Bus	42%	41%	39%
Family Vehicle	30%	33%	25%
Carpool	8%	8%	7%
Transit	2%	2%	3%
Other	1%	1%	1%





**Emmeline Cook Elementary School**

Student surveys for Emmeline Cook Elementary School were not conducted at this time.

**Franklin Elementary School**

Student surveys for Franklin Elementary School were not conducted at this time.

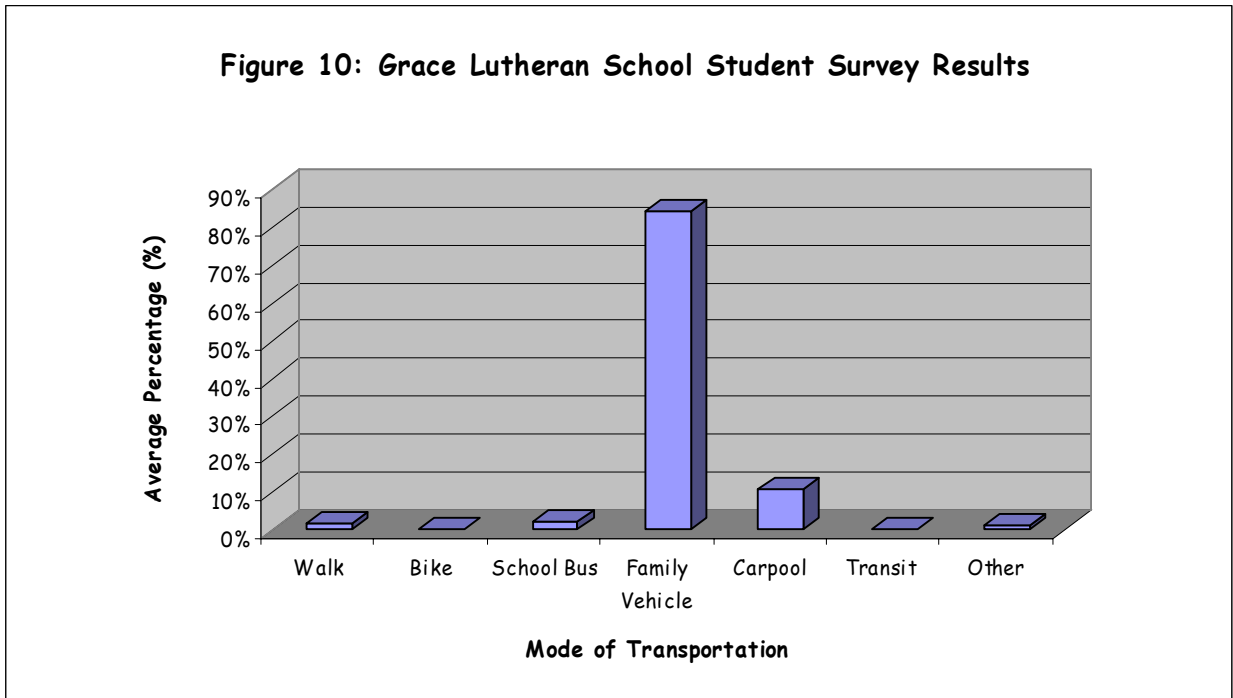
**Grace Lutheran School**

➤ **Mode of travel by Grace Lutheran School Students:**

1. Family Vehicle (84%)
2. Carpooling (11%)
3. Walking (2%)
4. School Bus (2%)
5. Other (1%)

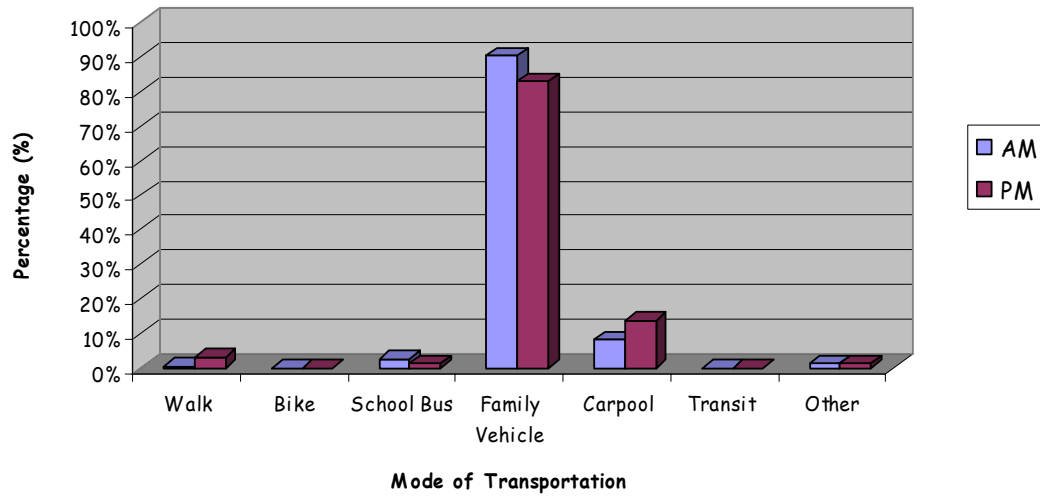
**Figure 9: Grace Lutheran School - Student Survey Results**

Mode	Average Percentage	AM	PM
Walk	2%	1%	3%
Bike	0%	0%	0%
School Bus	2%	3%	1%
Family Vehicle	84%	90%	83%
Carpool	11%	8%	14%
Transit	0%	0%	0%
Other	1%	1%	1%





**Figure 11: Grace Lutheran School Student Survey Results - Morning and Afternoon Comparison**



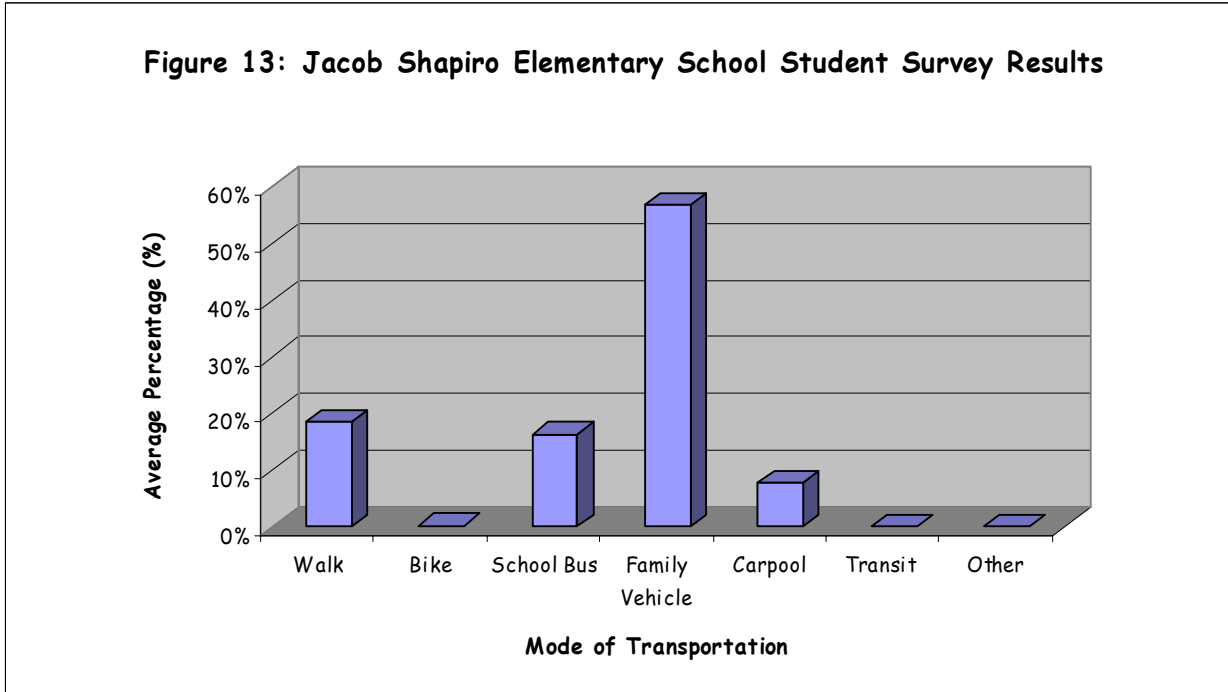
**Jacob Shapiro Elementary School**

➤ **Mode of travel by Jacob Shapiro Elementary School Students:**

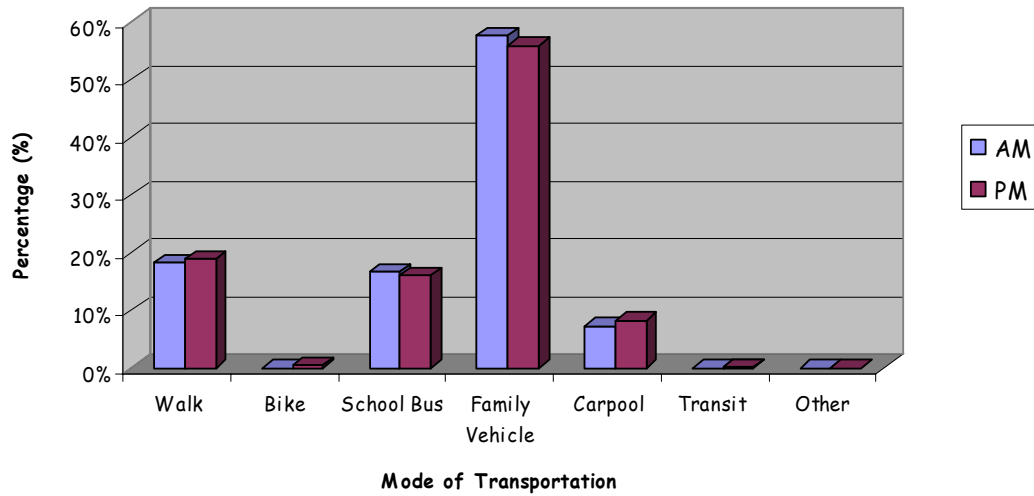
1. Family Vehicle (57%)
2. Walking (19%)
3. School Bus (16%)
4. Carpooling (8%)

**Figure 12: Jacob Shapiro Elementary School - Student Survey Results**

Mode	Average Percentage	AM	PM
Walk	19%	18%	19%
Bike	0%	0%	0%
School Bus	16%	17%	16%
Family Vehicle	57%	58%	56%
Carpool	8%	7%	8%
Transit	0%	0%	0%
Other	0%	0%	0%



**Figure 14: Jacob Shapiro Elementary School Student Survey Results - Morning and Afternoon Comparison**



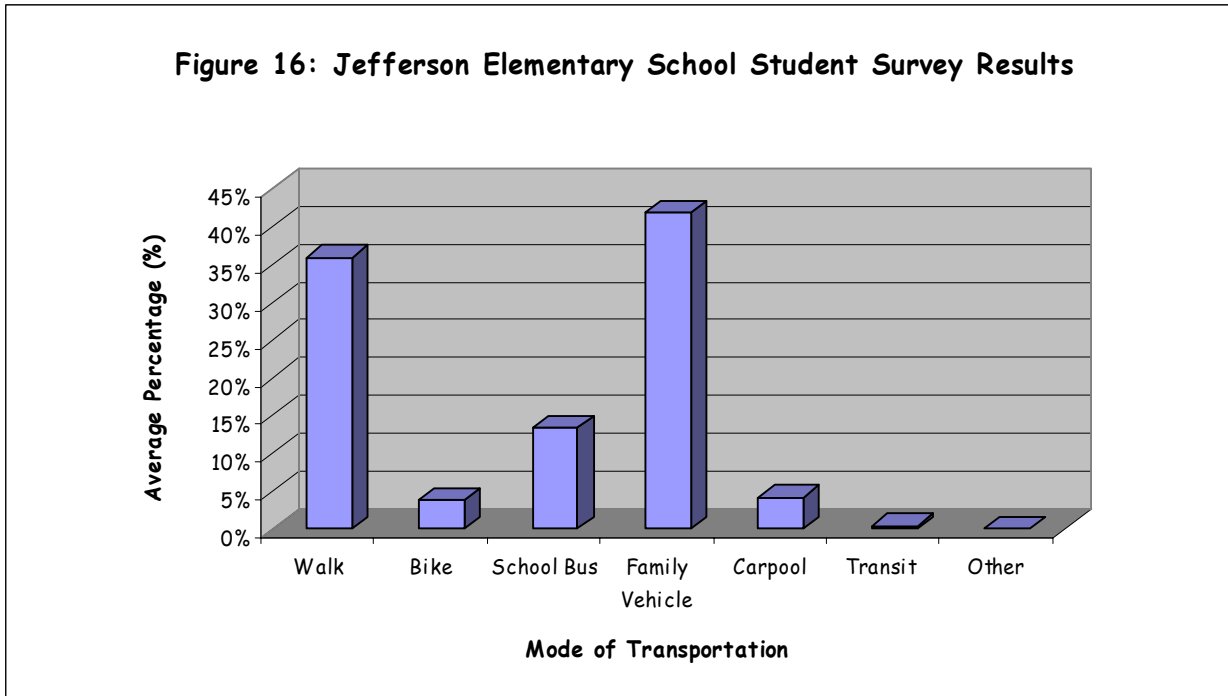
**Jefferson Elementary School**

➤ **Mode of travel by Jefferson Elementary School Students:**

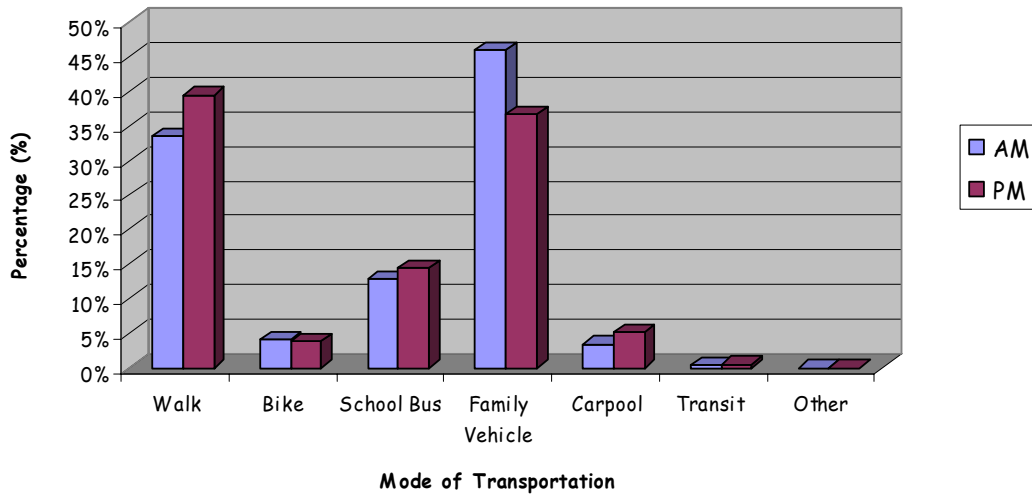
1. Family Vehicle (42%)
2. Walking (36%)
3. School Bus (14%)
4. Carpooling (4%)
5. Bicycling (4%)

**Figure 15: Jefferson Elementary School - Student Survey Results**

Mode	Average Percentage	AM	PM
Walk	36%	33%	39%
Bike	4%	4%	4%
School Bus	14%	13%	14%
Family Vehicle	42%	46%	37%
Carpool	4%	3%	5%
Transit	0%	0%	0%
Other	0%	0%	0%



**Figure 17: Jefferson Elementary School Student Survey Results - Morning and Afternoon Comparison**



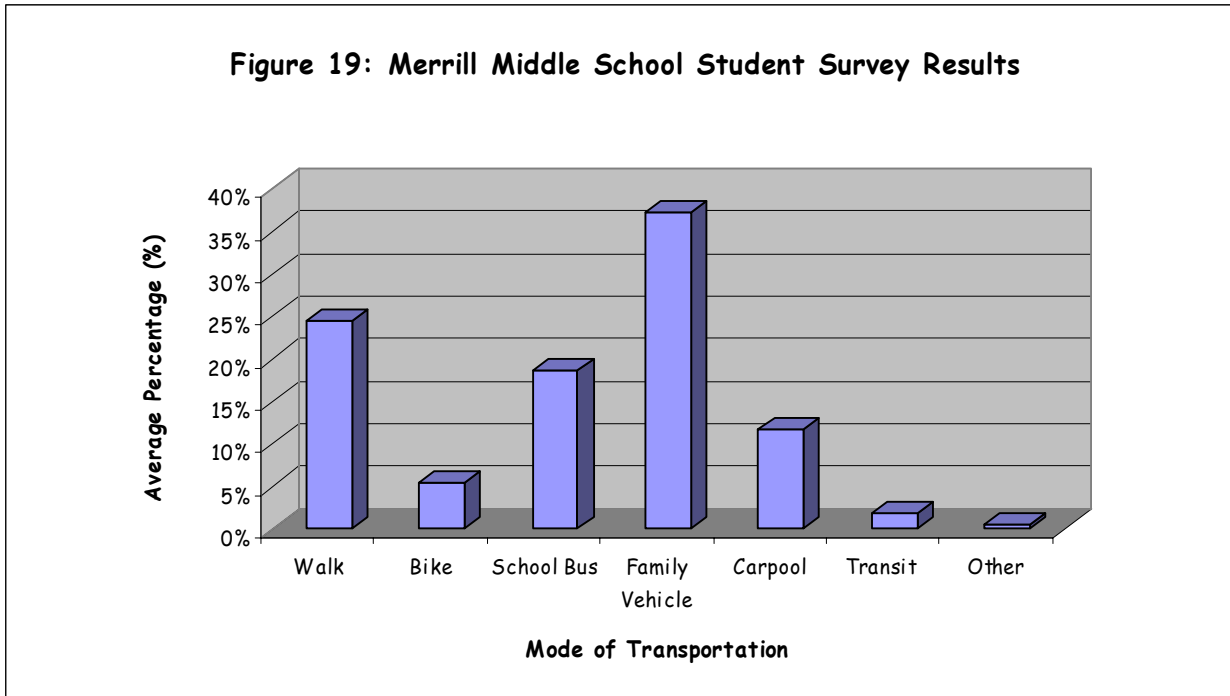
**Merrill Middle School**

➤ **Mode of Travel for Merrill Middle School Students:**

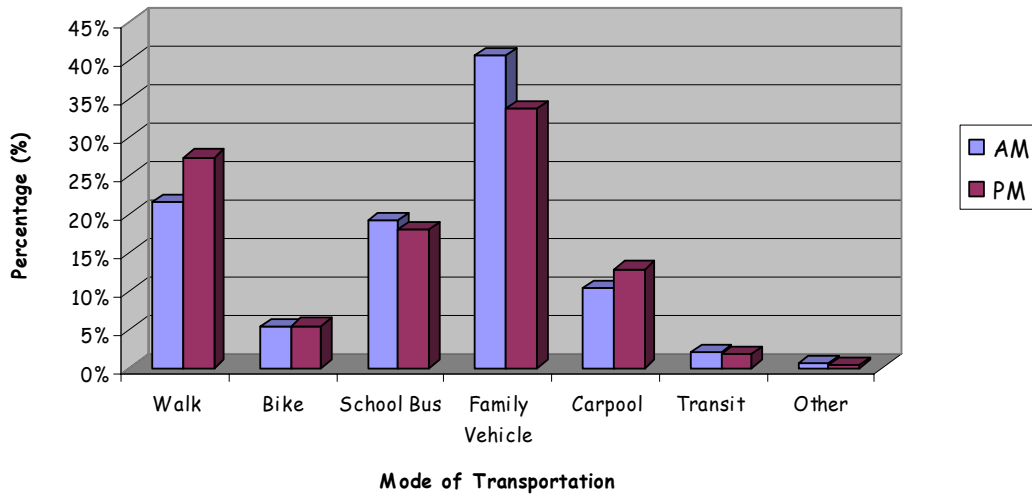
1. Family Vehicle (37%)
2. Walking (25%)
3. School Bus (19%)
4. Carpooling (12%)
5. Bicycling (5%)

**Figure 18: Merrill Middle School - Student Survey Results**

Mode	Average Percentage	AM	PM
Walk	25%	22%	27%
Bike	5%	5%	6%
School Bus	19%	19%	18%
Family Vehicle	37%	41%	34%
Carpool	12%	10%	13%
Transit	2%	2%	2%
Other	0%	1%	0%



**Figure 20: Merrill Middle School Student Survey Results - Morning and Afternoon Comparison**



**Read Elementary School**

Student surveys were not conducted for Read Elementary School at this time.

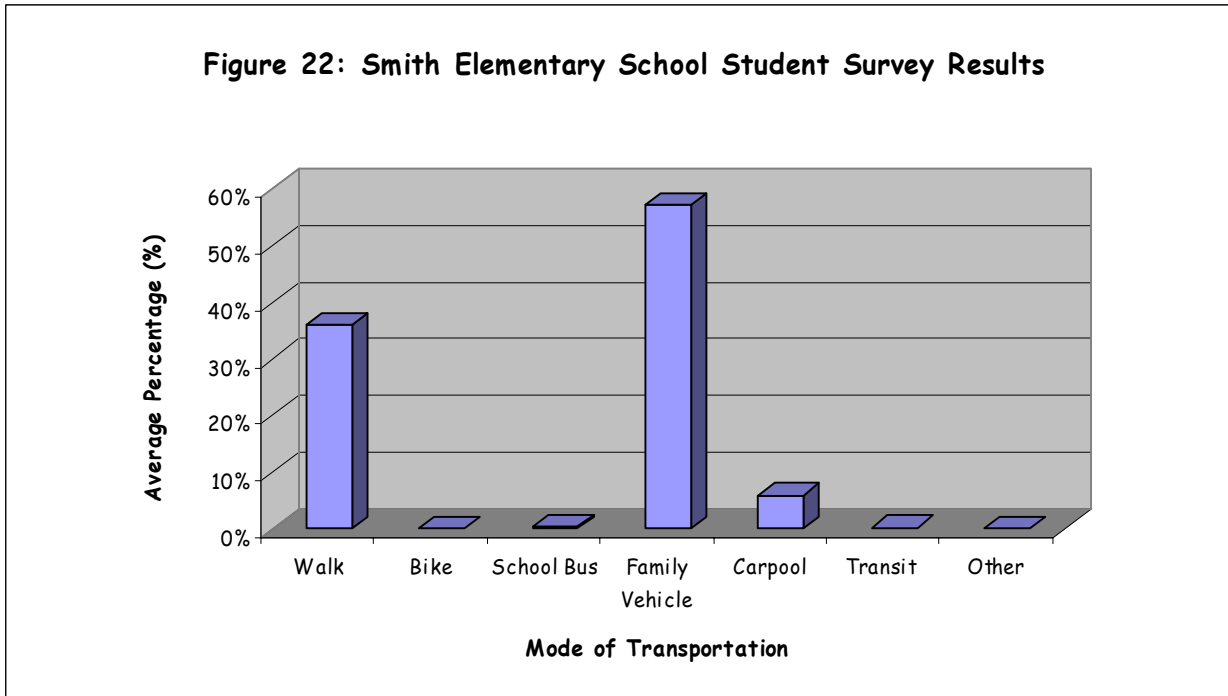
**Smith Elementary School**

➤ **Mode of travel by Smith Elementary School students:**

1. Family Vehicle (57%)
2. Walking (36%)
3. Carpooling (6%)

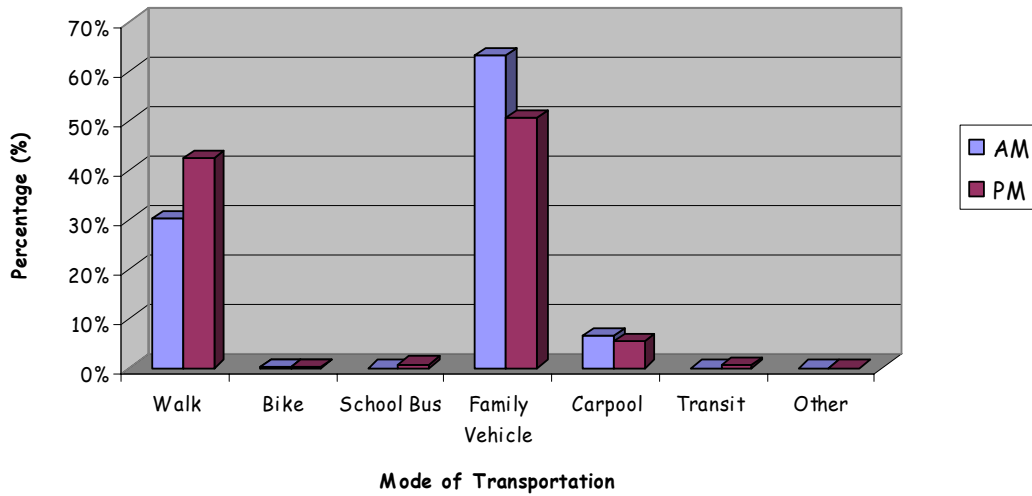
**Figure 21: Smith Elementary School - Student Survey Results**

Mode	Average Percentage	AM	PM
Walk	36%	30%	43%
Bike	0%	0%	0%
School Bus	0%	0%	0%
Family Vehicle	57%	63%	51%
Carpool	6%	7%	5%
Transit	0%	0%	0%
Other	0%	0%	0%





**Figure 23: Smith Elementary School Student Survey Results - Morning and Afternoon Comparison**

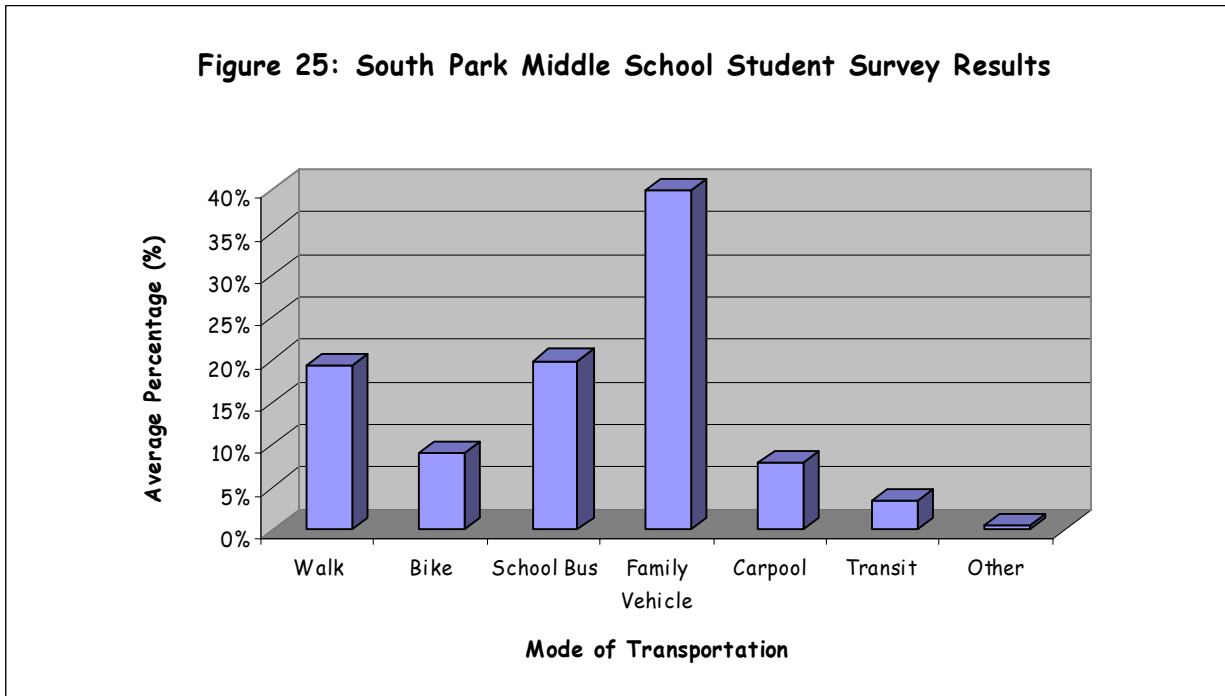


**South Park Middle School**

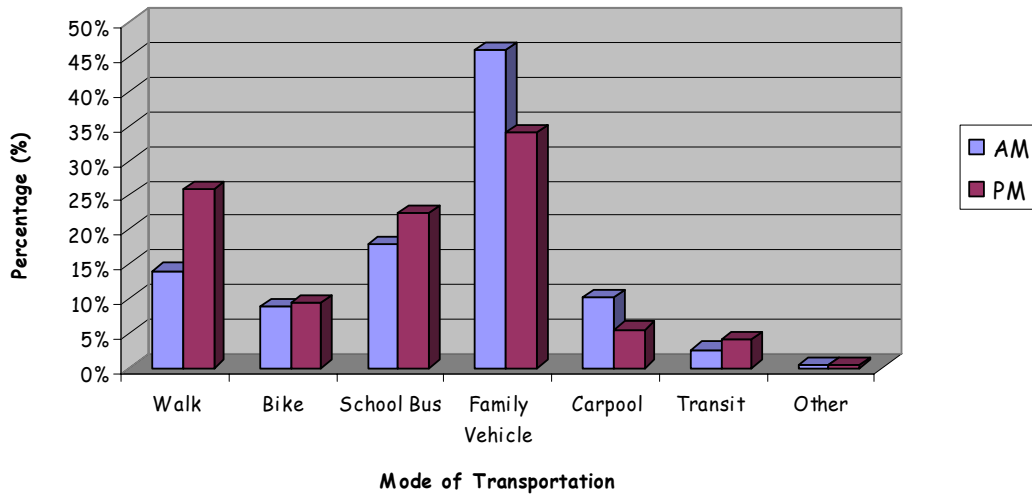
- **Mode of travel by South Park Middle School students:**
  4. Family Vehicle (40%)
  5. School Bus (20%)
  6. Walking (19%)
  7. Bicycling (9%)
  8. Carpooling (8%)

**Figure 24: South Park Middle School - Student Survey Results**

Mode	Average Percentage	AM	PM
Walk	19%	14%	26%
Bike	9%	9%	9%
School Bus	20%	18%	22%
Family Vehicle	40%	46%	34%
Carpool	8%	10%	6%
Transit	3%	3%	4%
Other	0%	0%	0%



**Figure 26: South Park Middle School Student Survey Results - Morning and Afternoon Comparison**



<b>Webster Stanley Middle School</b>
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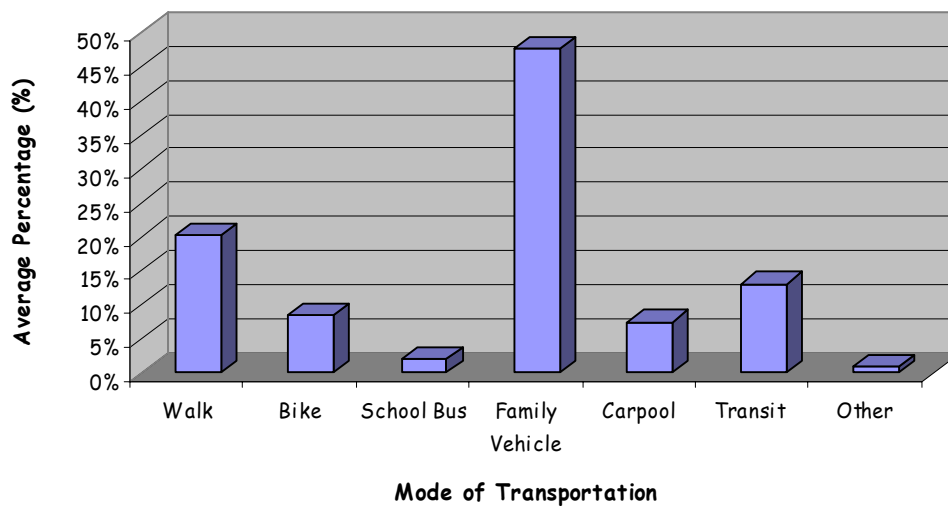
➤ **Mode of travel by Webster Stanley Middle School students:**

1. Family Vehicle (48%)
2. Walking (20%)
3. Transit (13%)
4. Bicycling (9%)
5. Carpooling (8%)

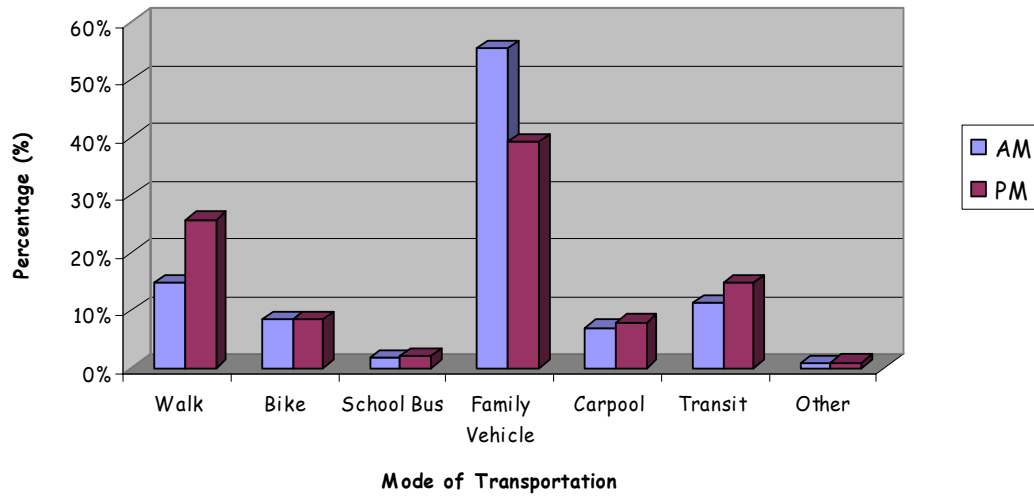
**Figure 27: Webster Stanley Middle School - Student Survey Results**

Mode	Average Percentage	AM	PM
Walk	20%	15%	26%
Bike	9%	9%	8%
School Bus	2%	2%	2%
Family Vehicle	48%	55%	39%
Carpool	8%	7%	8%
Transit	13%	11%	15%
Other	1%	1%	1%

**Figure 28: Webster Stanley Middle School Student Survey Results**



**Figure 29: Webster Stanley Middle School Student Survey Results - Morning and Afternoon Comparison**



## PARENT SURVEYS

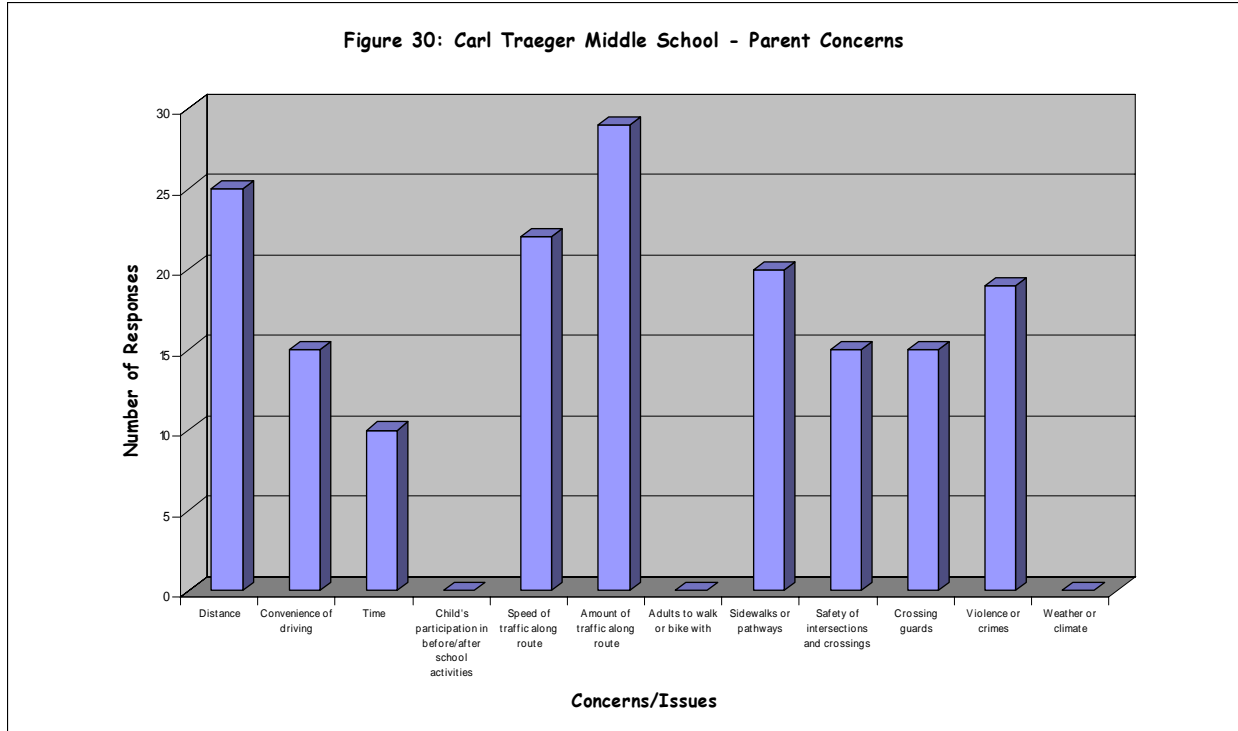
A parent survey was conducted in the fall of 2007 to get a better idea of the concerns and safety issues that parents may have with regards to allowing their children to walk and bike to school. The survey was conducted for the entire Oshkosh School District and some of the schools within the district are not participating in the Safe Routes to School program at this time. A complete copy of the parent survey results and comments from the parents can be found in Appendix C. Below are the results of the parent survey for each of the individual schools participating in the SRTS program at this time.

### Carl Traeger Middle School

There were 37 parent surveys returned and of those returned 41% of the parents stated that their child(ren) live less than a  $\frac{1}{4}$  mile from the school. The top concern for allowing their child(ren) to walk or bike to school is distance.

***Parents top concerns for walking and biking to school:***

1. Amount of traffic along route
2. Distance
3. Speed of traffic along route
4. Sidewalk or pathways

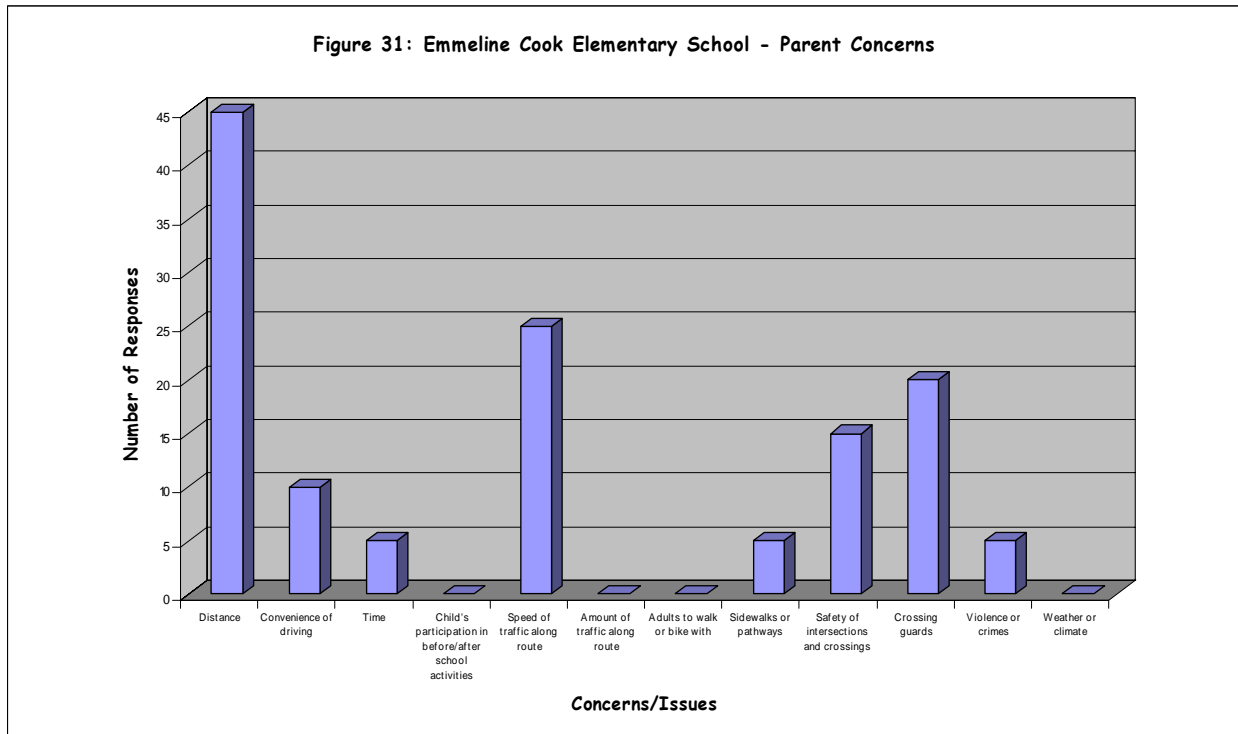


**Emmeline Cook Elementary School**

There were 70 parent surveys returned and of those surveys returned, 64% of the students live less than  $\frac{1}{4}$  mile away from the school. Most students arrive to and leave school by walking or by the family vehicle.

***Parents top concerns for walking and biking to school:***

1. Distance
2. Speed of traffic along route
3. Crossing guards
4. Safety of intersections and crossings



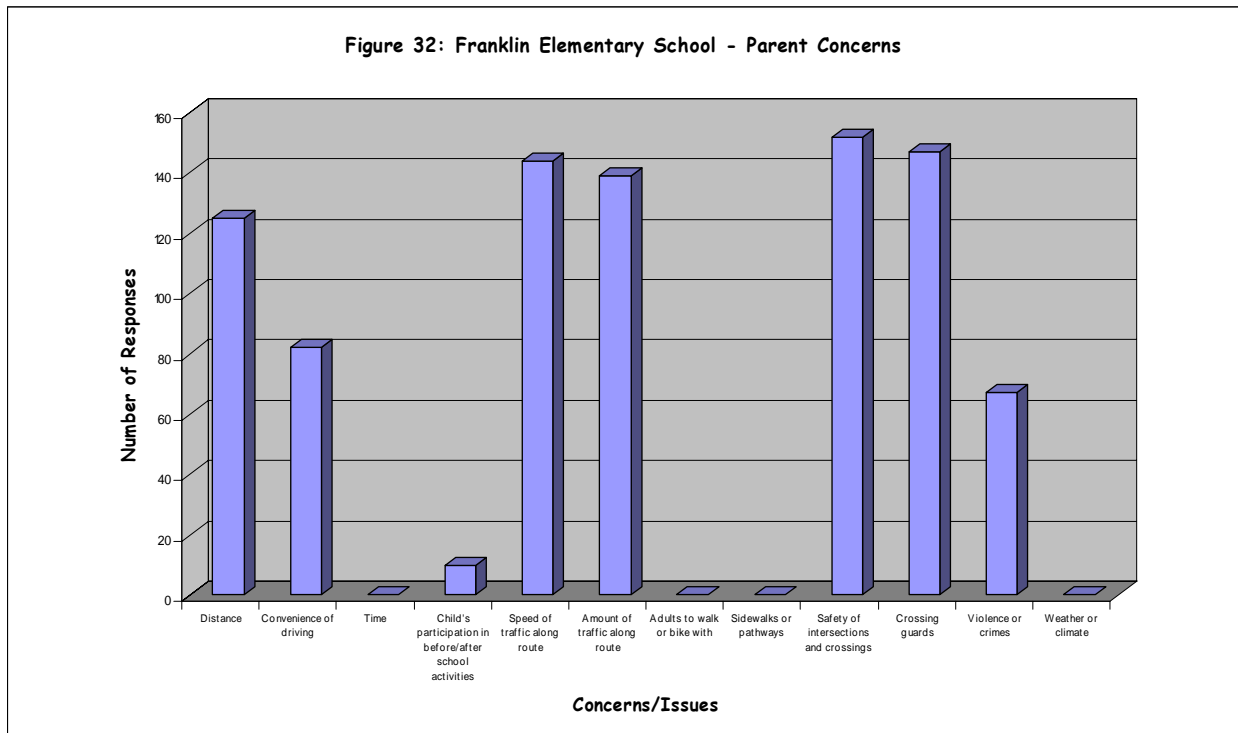


**Franklin Elementary School**

Parent surveys were conducted to see what the major concerns are for parents with regards to allowing their child(ren) to walk or bike to school. There were 199 parent surveys returned for Franklin Elementary School and of those responses, approximately 82% of the students live within a mile of the school.

***Parents top concerns for walking and biking to school:***

1. Safety of intersections and crossings
2. Crossing guards
3. Speed of traffic along route
4. Amount of traffic along route

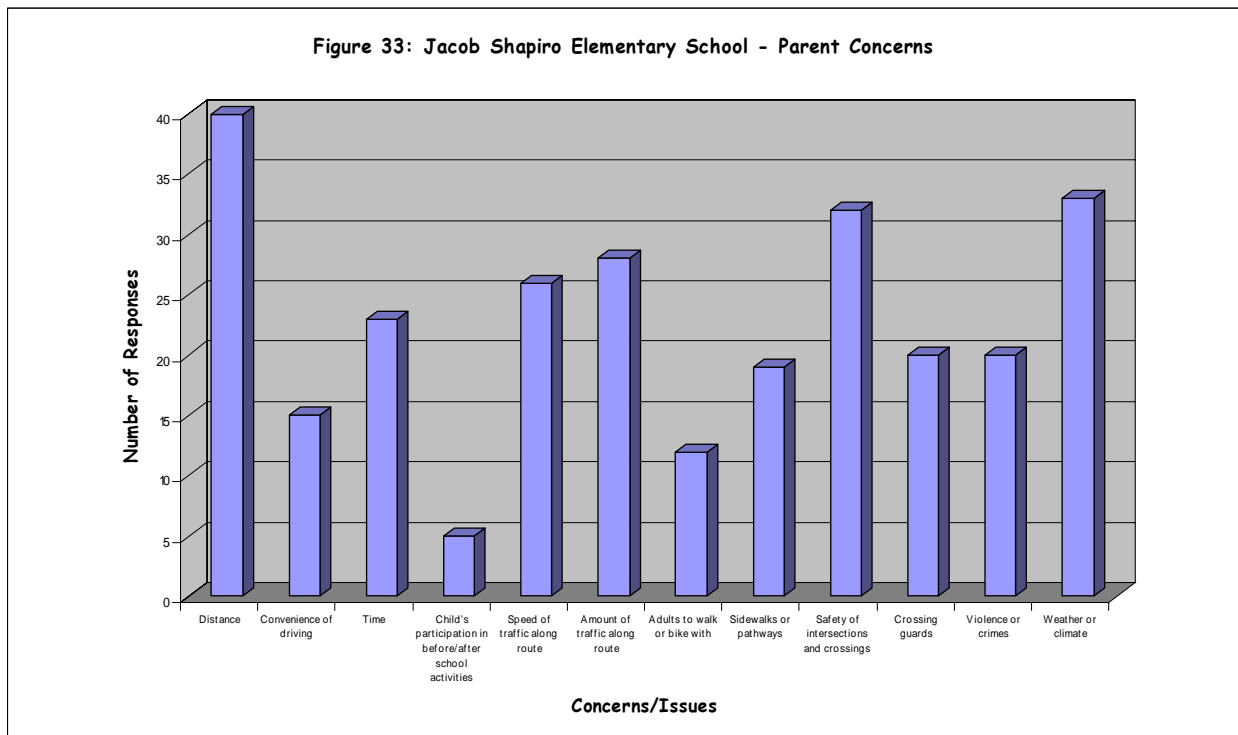


### Jacob Shapiro Elementary School

There were 69 parents surveys returned and of those returned approximately 39% of those students live less than a  $\frac{1}{4}$  mile away from school.

***Parents top concerns for walking and biking to school:***

1. Distance
2. Weather or climate
3. Safety of intersections and crossing
4. Amount of traffic along route

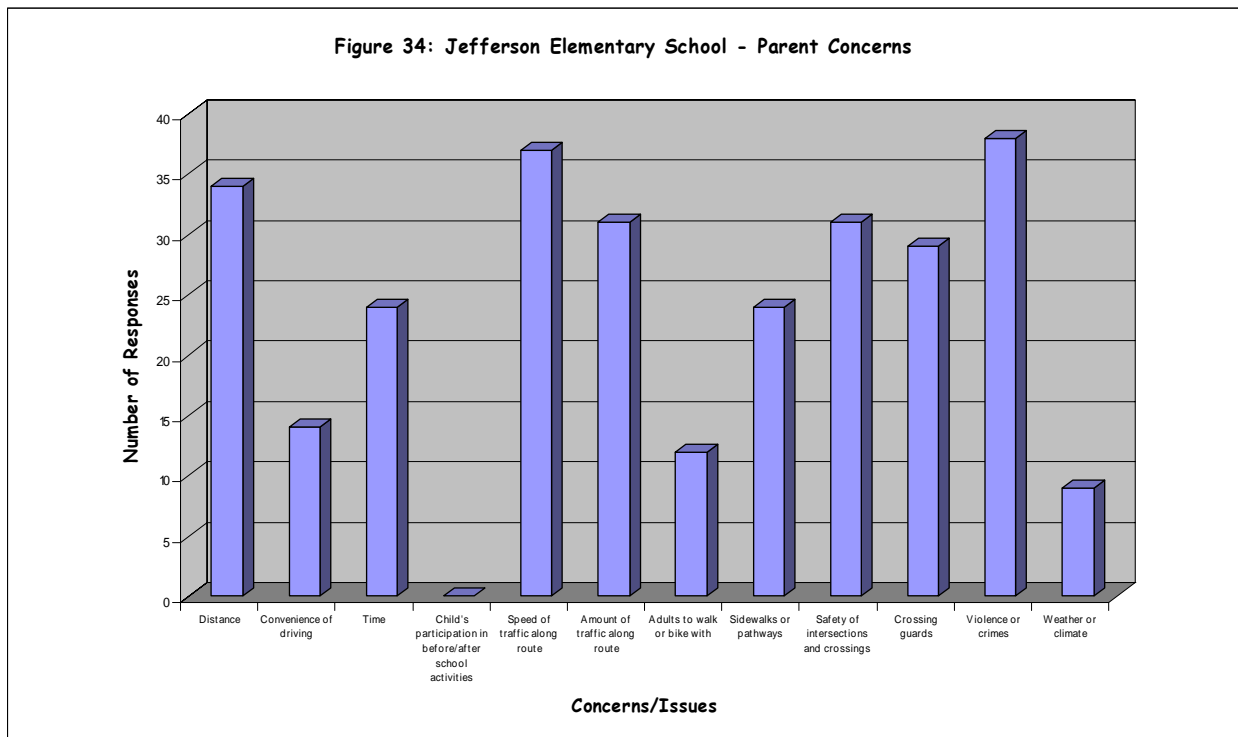


**Jefferson Elementary School**

There were 59 parents surveys returned and of those returned approximately 64% of those students live less than a  $\frac{1}{4}$  mile away from school.

***Parents top concerns for walking and biking to school:***

1. Violence or crime
2. Speed of traffic along route
3. Amount of traffic along route
4. Distance

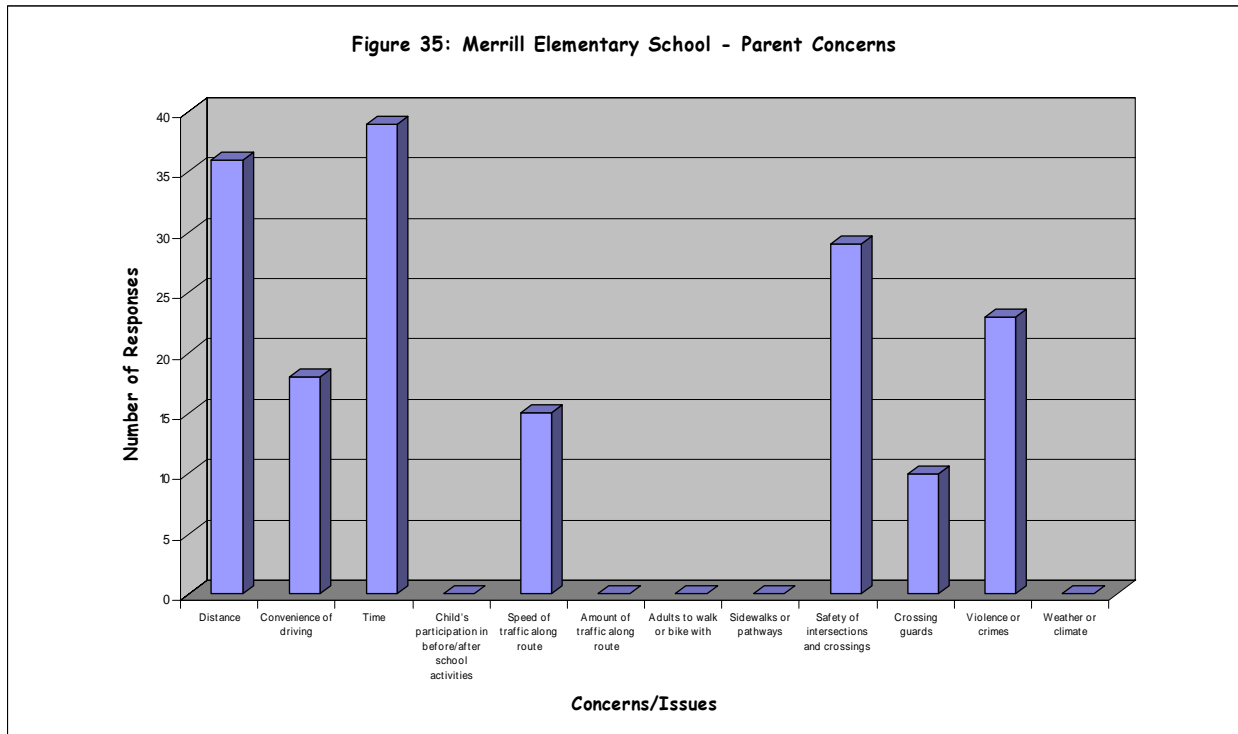


**Merrill Elementary School**

Merrill Elementary School received 72 responses and of those who responded 65% of the students live within a mile of the school. The major concern for parents allowing their child(ren) to walk or bike to school was time.

***Parents top concerns for walking and biking to school:***

1. Time
2. Distance
3. Safety of intersections and crossings
4. Violence or crime

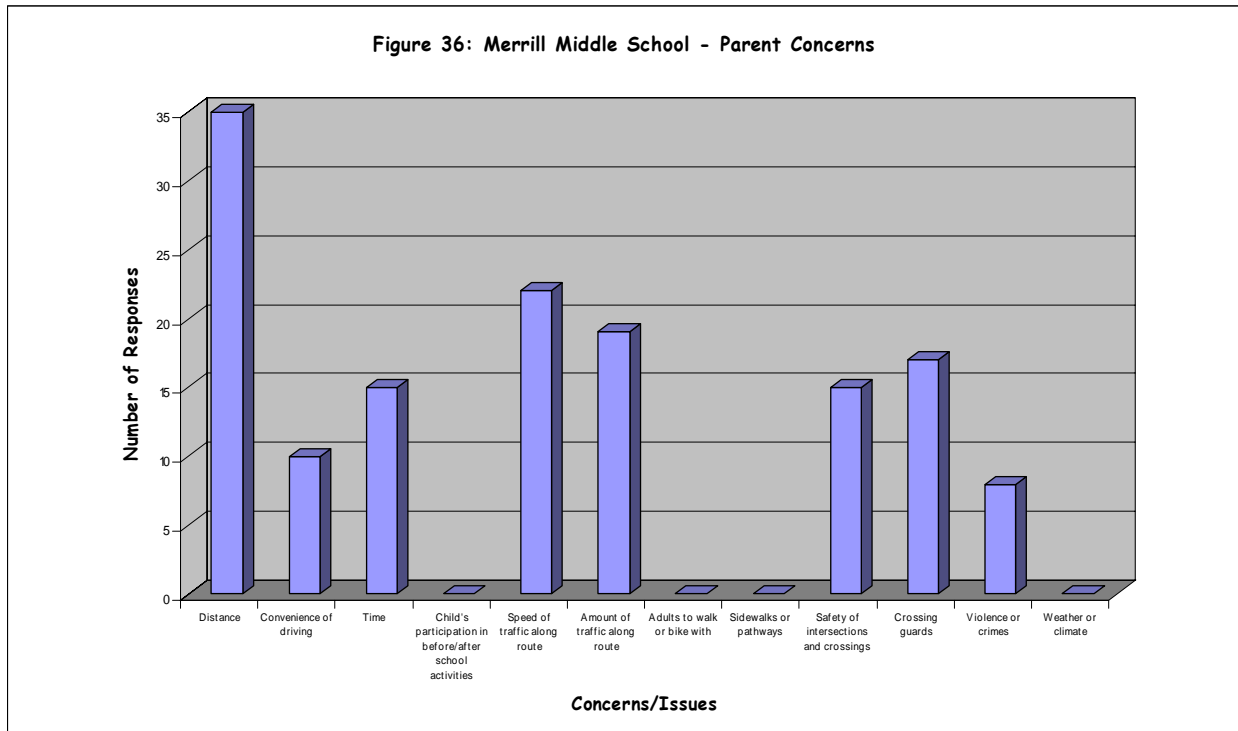


<b>Merrill Middle School</b>
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There were 52 parent surveys returned and of those returned 48% of the parents stated that their child(ren) live less than a  $\frac{1}{4}$  mile from the school. The top concern for allowing their child(ren) to walk or bike to school is distance.

***Parents top concerns for walking and biking to school:***

1. Distance
2. Speed of traffic along route
3. Amount of traffic along route
4. Crossing guards

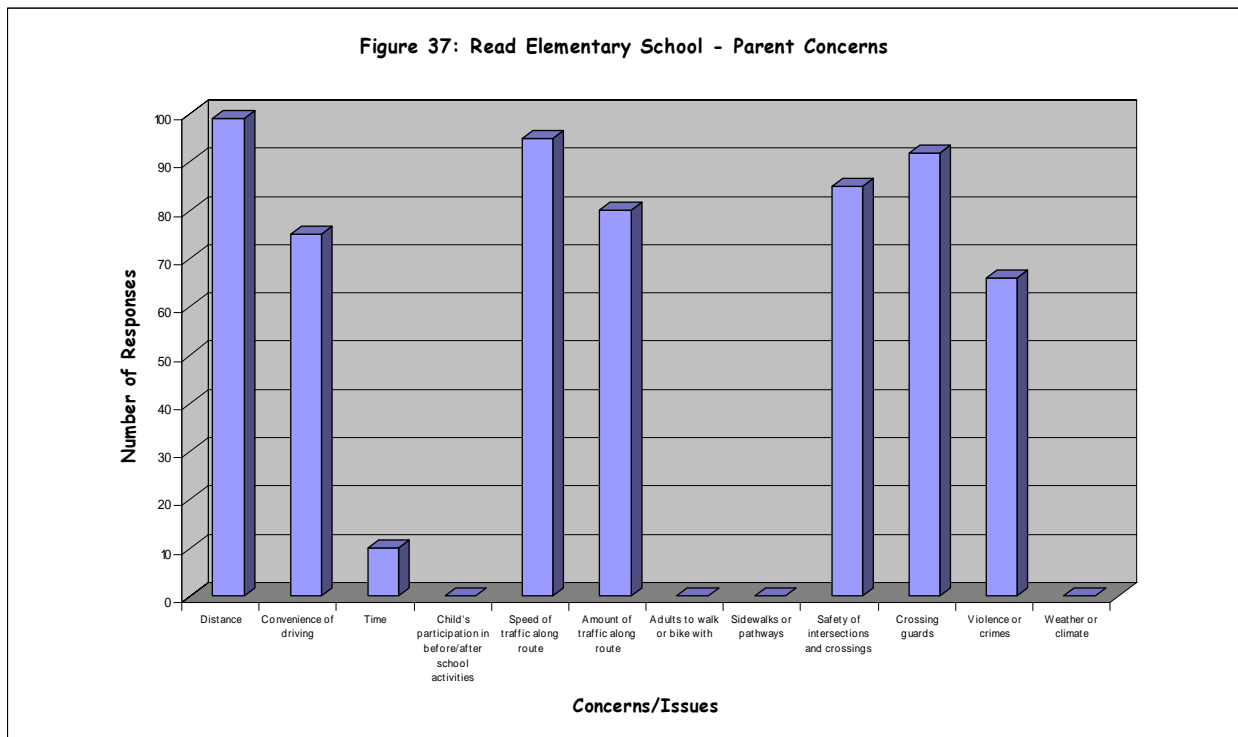


**Read Elementary School**

Read Elementary School received 146 of the parent surveys and approximately 80% of the responses returned stated that their child(ren) live within a mile of the school.

***Parents top concerns for walking and biking to school:***

1. Distance
2. Speed of traffic along route
3. Amount of traffic along route
4. Safety of intersections and crossings

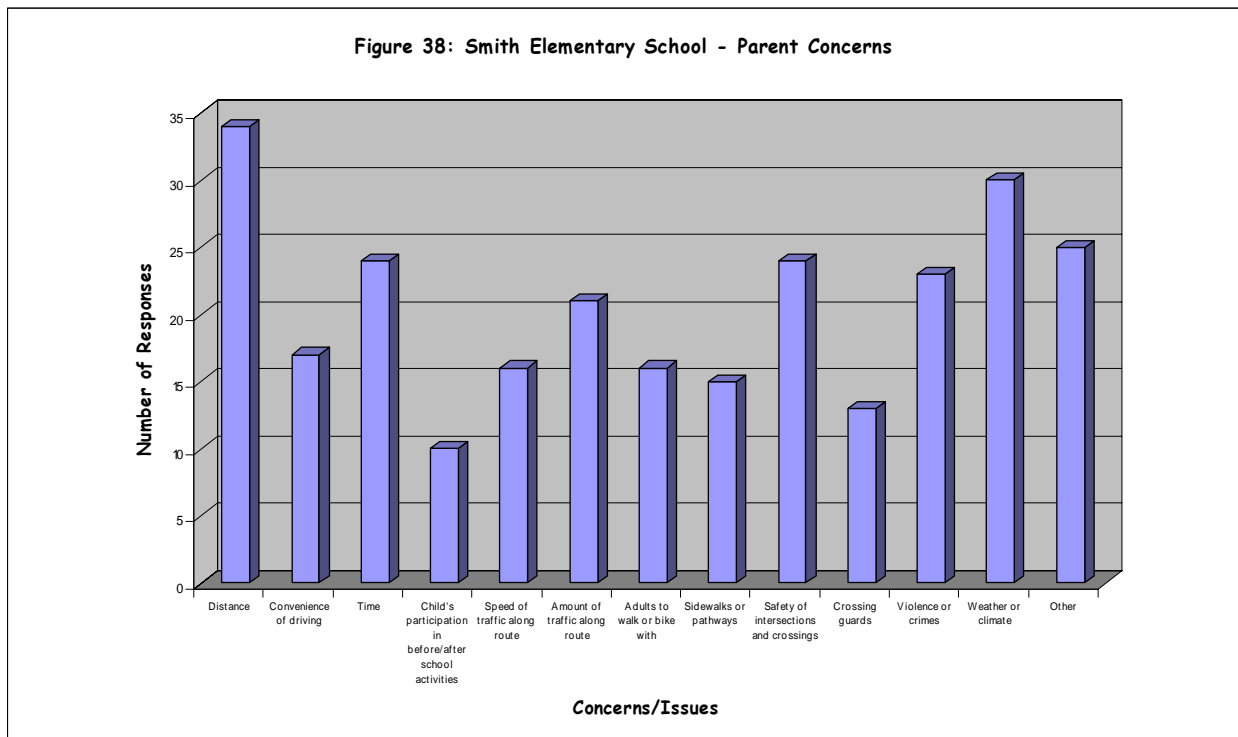


**Smith Elementary School**

Smith Elementary School had 70 of the parent surveys returned and approximately 89% of the responses returned stated that their child(ren) live within a mile of the school.

***Parents top concerns for walking and biking to school:***

1. Distance
2. Weather or climate
3. Other
4. Time

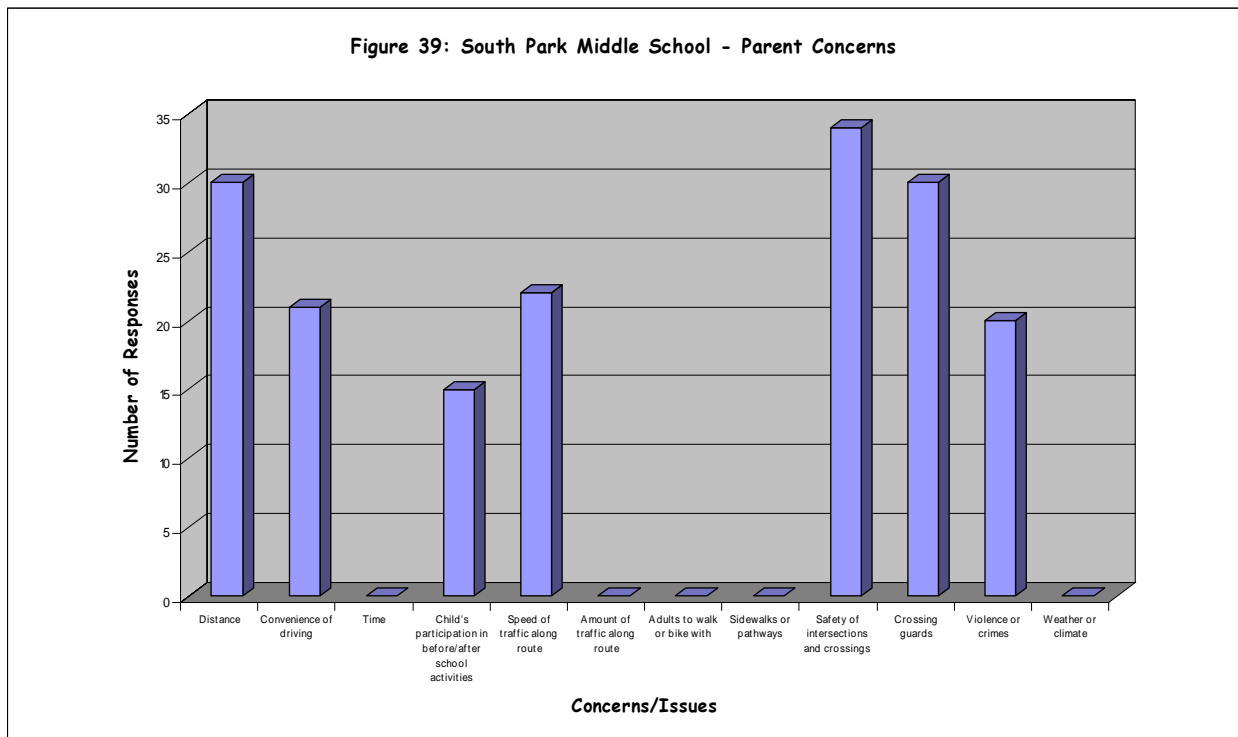


**South Park Middle School**

South Park Middle School received 43 responses from the parent surveys. Twenty-nine of those responses stated that their child(ren) live less than  $\frac{1}{4}$  mile away from the school.

***Parents top concerns for walking and biking to school:***

1. Safety of intersections and crossings
2. Distance
3. Crossing guards
4. Speed of traffic along route



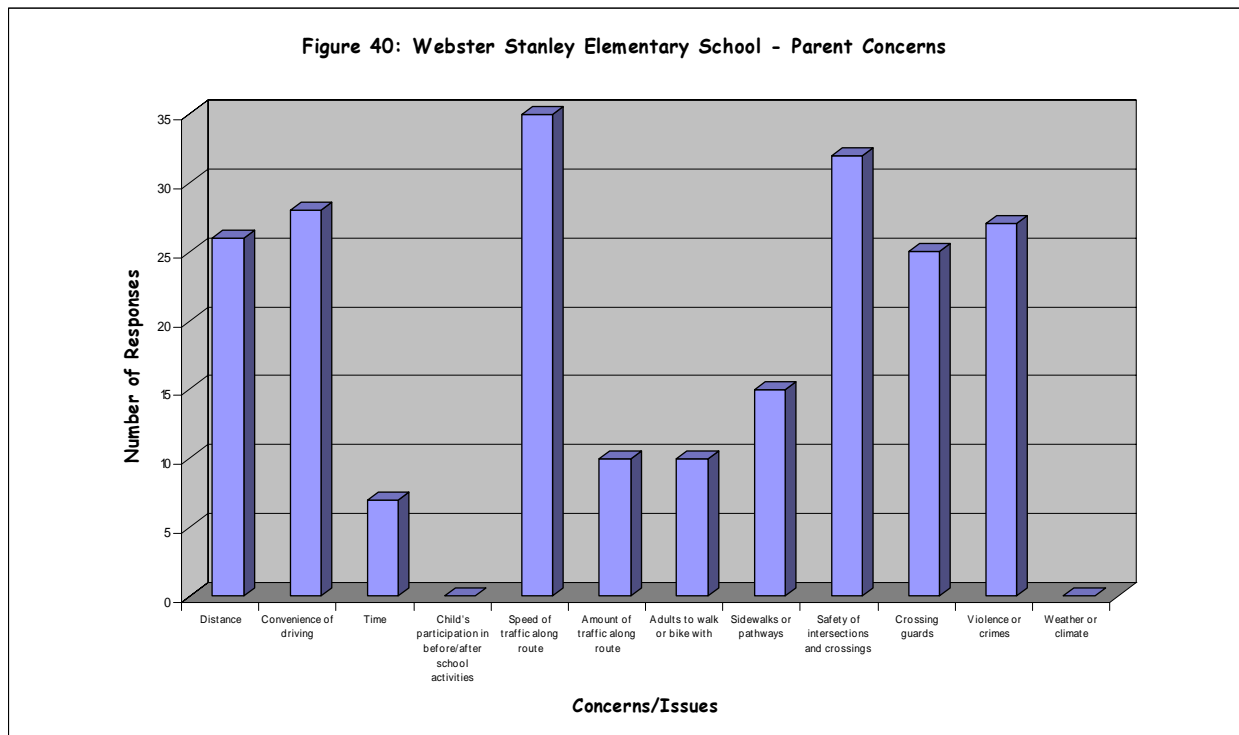


## Webster Stanley Elementary School

Webster Stanley Elementary School had 71 parent surveys returned. Of those responses approximately 58% of the students live within a mile of the school.

***Parents top concerns for walking and biking to school:***

1. Distance
2. Speed of traffic along route
3. Crossing guards
4. Safety of intersections and crossings

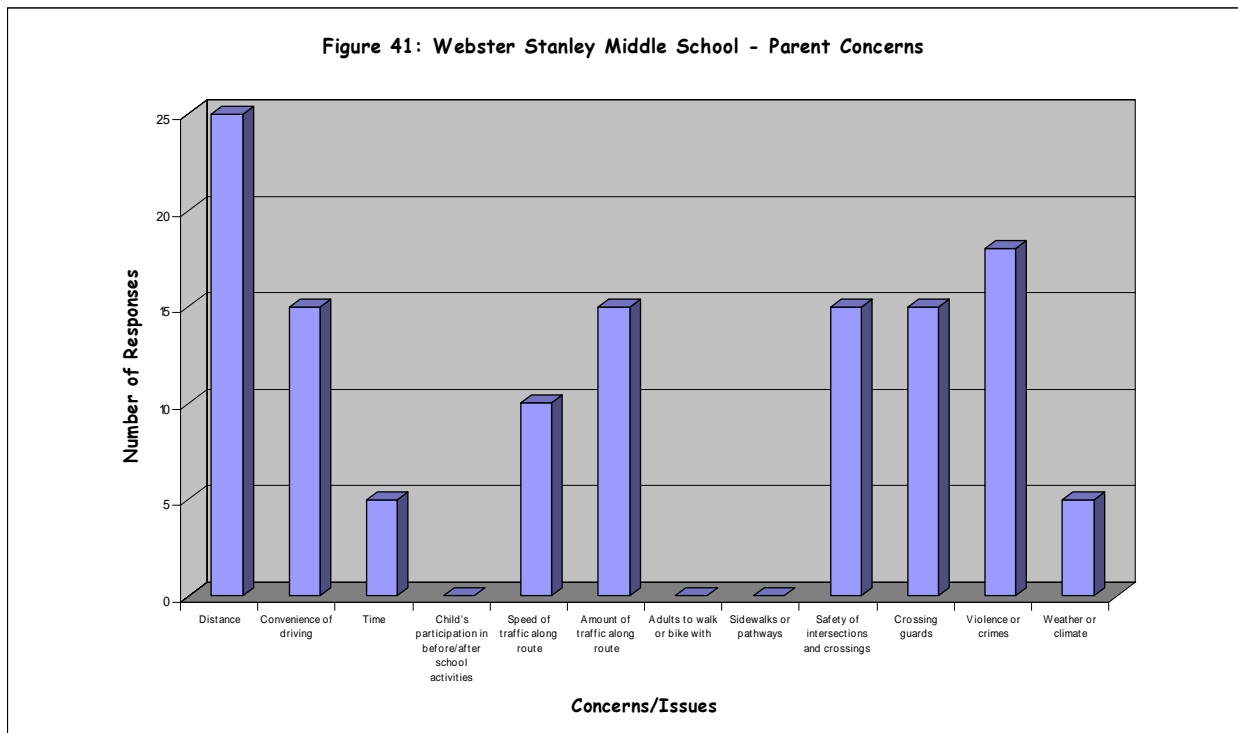


## Webster Stanley Middle School

Webster Stanley Middle School is located on the same campus as the Webster Stanley Elementary School. Based on the survey results the majority of the students live less than a mile from the school.

### *Parents top concerns for walking and biking to school:*

1. Distance
2. Violence or crime
3. Safety of intersections and crossings
4. Amount of traffic along route



## BUSING POLICIES AND HAZARDOUS BOUNDARIES

The Oshkosh Area School District provides free school bus transportation to students who live outside of the Oshkosh city limits or who live in various areas without sidewalks. Students who do not live in areas served by school buses can choose to ride the city bus (Source: Oshkosh Area School District, 2008).

## **CHAPTER 3: IDENTIFYING SAFETY ISSUES**

# CHAPTER 3: IDENTIFYING SAFETY ISSUES

## SCHOOL SITE TRAFFIC OBSERVATIONS

Bike and walk audits were used to assess areas at and around the participating school and noted any safety concerns for pedestrian and bicyclists. Community volunteers, parents, and safe routes to school task force members were given maps of the schools, a comment sheet, and a checklist (See Appendix D). On each map of the school, there was a  $\frac{1}{4}$  mile buffer surrounded the school. Volunteers were asked to observe activities at and around the school before the start or at dismissal and write down any concerns or observations they had regarding safety around the schools. These results were mapped and discussed by the Oshkosh SRTS task force.

### Carl Traeger Elementary and Middle Schools

Carl Traeger Elementary and Middle Schools are located near the outskirts of the City of Oshkosh. Directly south of this school campus is the Oshkosh YMCA. Currently, there is a law enforcement officer on 20<sup>th</sup> Avenue directing traffic during dismissal. During the bike and walk audit it was also identified that there is a large number of parents coming to the school to pick up their child(ren). There is a non-motorized trail located directly north of the school campus. Volunteers noted that parents will pick up their child(ren) in the subdivision where the non-motorized trail connects to. Additional concerns regarding the school are listed below (see Exhibit 4):

- Amount of traffic on 20<sup>th</sup> Avenue;
- Speed at which vehicles are driving on 20<sup>th</sup> Avenue;
- Concerns with the proper way to pick up and drop off students;
- Vehicles parking in no parking zones;
- Congestion at and around the school campus.



### Emmeline Cook Elementary School

Emmeline Cook Elementary School is located on Hazel Street in the City of Oshkosh. Majority of the students live less than  $\frac{1}{4}$  mile from the school and the primary mode of travel for students is by walking or the family vehicle. Parents noted that one of their

concerns was the distance that children would have to walk to get to and from school. Additional concerns include (see Exhibit 5):

- Bent Street and Oak Street: There is a yield sign only and drivers are not yielding for students crossing this intersection;
- High speed of traffic on Bent Street, Oak Street, and Hazel Street;
- Safety Patrol Students;
- Students are being dropped off or picked up in the street, causing students to have to cross traffic and walk in between vehicles;
- No pick up or drop off area on East Hazel Street, however, parents are parking there causing severe congestion on Hazel Street;
- Circle drive in front of school is to be only utilized by buses during pick up and drop off times;
- Crossing guard at Hazel Street and Murdock Avenue.

### Franklin Elementary School

Franklin Elementary School is located 1401 West 5<sup>th</sup> Street. This school does not have any on-site parking and the staff and faculty at this school park on the street. There is a very busy traffic pattern around the school on 5<sup>th</sup> Avenue and 9<sup>th</sup> Avenue. Additional bike and walk audit observations include (see Exhibit 6):

- Safety Patrol Students (5<sup>th</sup> grade);
- High speed of traffic at and near school;
- Parking issues on 5<sup>th</sup> Avenue;
- There large number of students walk to and from school;
- Amount of traffic and speed of traffic on 9<sup>th</sup> Avenue.

### Grace Lutheran School

Grace Lutheran School is located only a few blocks east of Jefferson Elementary School. There are a small number of students that use the school bus to get to and from school. The bike and walk audit identified a few issues of concern with allowing children to walk or bike to school (see Exhibit 7). These include:

- Children running between cars on 10<sup>th</sup> Avenue near the school;
- Parent parking is located on the south side of 10<sup>th</sup> Avenue;
- The pavement and the sidewalks are in poor condition;
- Designated bus parking;
- Safety patrol student was located at 10<sup>th</sup> Avenue and Nebraska Street;
- Concerns with the visibility of pedestrians at intersections near the school.

### Jacob Shapiro Elementary School

Jacob Shapiro Elementary School has a large safety patrol program. There are quite a few safety patrol students at various locations near Jacob Shapiro Elementary School. Additional bike and walk audit observations include (see Exhibit 8):

- Safety patrol students located at bus parking area on school grounds, the walk way that leads to Knapp Street, at Knapp Street and 17<sup>th</sup> Avenue, parent pick up and drop off area (in the parking lot);
- Separate parent and pick up and drop off area;
- Separate busing area;
- Crossing guards located at Knapp Street and W. 18<sup>th</sup> Avenue & at W. South Park Avenue and Knapp Street.

### Jefferson Elementary School

Jefferson Elementary School is a neighborhood school. The school does have a designated school bus pick up and drop off area. Parents are encouraged to bike or walk with their child(ren). The bike and walk audit results are as follows (See Exhibit 9):

- Staff parking on 10<sup>th</sup> Avenue makes it hard to see pedestrians at the corner of 10<sup>th</sup> Avenue and Minnesota Avenue;
- Designated bus pick up and drop off on 11<sup>th</sup> Avenue;
- Heavy traffic on 12<sup>th</sup> Avenue;
- Safety patrol students located at 11<sup>th</sup> Avenue & Minnesota Avenue; 10<sup>th</sup> Avenue & Minnesota Avenue; on Minnesota Avenue across from the church parking area;
- Parents pick up students in the middle of Minnesota Avenue;
- Staff and faculty park near in church parking area;
- There is designated parent pick up and drop off, but a number of parents park on the street;
- 10<sup>th</sup> Avenue is a wide street with on-street parking on both sides.



### Merrill Elementary and Middle Schools

Merrill Elementary and Middle Schools are located on the same campus. Dismissal and start times for these schools vary slightly. Additional observations from the bike and walk audit include (see Exhibit 10):

- This school is located in between a one-way pair of roadways;
- Proposed no parking along Central Street on the east side;
- Crossing guards are located at W. New York Avenue and Jackson Street; E. New York Avenue and Main Street;
- There is a separate area for bus parking;
- Currently there is no parking on Kentucky Street (west side of the street).

### Read Elementary School

Read Elementary School is located near the University of Wisconsin - Oshkosh. The concerns that parents and school officials have include the amount of traffic at and around the school during the start and the dismissal of school and the speed of those vehicles. Additional bike and walk audit observations include (see Exhibit 11):

- Separate area for bus drop off and pick up;
- Separate parent drop off and pick up (use church parking lot for this);
- Use green cones to designate school zone area.

### Smith Elementary School

At Smith Elementary School there is no on-site parking. Buses are lined up on both sides of the school. There is a concern with the traffic from shift change at Oshkosh Truck and school dismissal. Additional bike and walk audit observations include (see Exhibit 12):

- Traffic on 18<sup>th</sup> Street;
- Area where parents pick up and drop off;
- No on-site parking;
- Concerns with speeds and traffic on Oregon Street.



### South Park Middle School

South Park Middle School also has a number of concerns with regards to making it safe for students to walk and bike to school. One concern is the proper proceed for parents to pick up or drop off their children in the proper area. The Oshkosh Police Department has been near this school trying to provide a police presence near this school and it has been unsuccessful. It was reported that a student was hit by a vehicle at this school. Additional observations were made including (see Exhibit 13):

- The parent pick up and drop off area is located in the parking lot at W. South Park Avenue and Delaware Street;
- Dangerous intersection at Florida Avenue and Delaware Street - Did not feel comfortable crossing;
- Bus parking is located along Florida Avenue, just west of the Florida Avenue/Delware Street Intersections;
- Parents park along Florida Avenue on the south side of the road and along Delaware Avenue along the east side of the road (concerns with students darting out into traffic).

### Webster Stanley Elementary and Middle Schools

Webster Stanley Elementary and Middle Schools are located near Memorial Park within the City of Oshkosh. The major concern near this campus is the on-street parking that is occurring due to the number of parents picking up and dropping off their child(ren) (see Exhibit 14).

- Crossing guards located at Melvin Avenue and Bowen Street & Bowen Street and Irving Street;
- Concerns with drivers using excessive speed on Hazel Street and Evans Street;
- Designated bus loading area on Melvin Avenue and on Hazel Street;
- Congestion area located along Hazel Avenue and the entrance to Memorial Park;
- Dangerous dumpster located at south end of the campus;
- No designated area for parents to pick up and drop off.



**Exhibit 4**

**Carl Traeger Elementary and Middle School - Bike and Walk Audit Results**

**Exhibit 5**  
**Emmeline Cook Elementary School - Bike and Walk Audit Results**

**Exhibit 6**  
**Franklin Elementary School - Bike and Walk Audit Results**

**Exhibit 7**  
**Grace Lutheran School - Bike and Walk Audit Results**

**Exhibit 8**  
**Jacob Shapiro Elementary School - Bike and Walk Audit Results**

**Exhibit 9**  
**Jefferson Elementary School - Bike and Walk Audit Results**

**Exhibit 10**  
**Merrill Elementary and Middle Schools - Bike and Walk Audit Results**

**Exhibit 11**  
**Read Elementary School - Bike and Walk Audit Results**



**Exhibit 12**  
**Smith Elementary School - Bike and Walk Audit Results**

**Exhibit 13**  
**South Park Middle School - Bike and Walk Audit Results**

**Exhibit 14**

**Webster Stanley Elementary and Middle Schools - Bike and Walk Audit Results**

**CHAPTER 4: SAFE ROUTES TO SCHOOL &  
SAFETY RECOMMENDATIONS**

# CHAPTER 4: SAFE ROUTES TO SCHOOL AND SAFETY RECOMMENDATIONS

## DEVisING SAFE ROUTES TO SCHOOL

Once the Oshkosh Area SRTS task force gathered the results from the student surveys, the parent surveys, and the bike and walk audits, they began to decide how they were going to address the safety concerns at and around the school. Solutions included educational programs to educate students on the proper way to safely ride a bike, encouragement programs to motivate students to walk and bike to school, and engineering solutions included traffic calming devices or painting ladder style crosswalks. The task force came up with a number of recommendations that can be found in Figure 42.

## GENERAL POLICY RECOMMENDATIONS

The Oshkosh SRTS task force has devised a number of recommendations for their program. The task force is committed to implementing these recommendations and the recommendations can be found in Figure 42.

### Education

There are number of educational programs that the Oshkosh SRTS Task Force would like to incorporate into the curriculum at the school and as community programs. These include:

- **Host an Annual Bike Rodeo/Bike Safety Course for kids**
- **Math Class** - Have students to statistics on the student survey and parent survey results
- **Art Class** - Have a poster contest regarding bike safety or have studnets create signs that say no parking or no idling. Then have the Dad's Club create signs with the winning poster.
- **Pick up and Drop off Procedures** - Educate parents and the community on the pick up and drop off procedures at and around the school
- **Pedestrian/Community Fair** - Have a bike rodeo and pedestrian safety training before school starts. Invite parents, students, and the community to your school.
- **Public Service Announcements (PSAs)**- Create PSAs with the local radio station to address pedestrian/bicycling issues and seasonal issues.



- **Parent Pledge Program** - Have parents sign a sheet stating that they are a member of the Safe Kids Program and they will obey traffic safety laws (i.e. slow down in school zones, park in designated areas, and not talk on their cell phone.

### Encouragement

As mentioned previously, the task force deems that it is important to have encouragement programs to supplement the education programs. Such events could include:

- **Community Walk to School Day** - The Community Walk to School Day could include "superstars" (i.e. football players, basketball players, the mayor, principal, or teachers) to walk with students.
- **Walking Wednesdays Program**
- **Themed Walk to School Days**
- **Walk to Win Program**
- **Competitions** - Have competitions between schools to see who can walk the most miles
- **Mileage Punch Card Program** - Have principals or faculty members stand at a particular spot on different days and punch cards. On days of bad weather (i.e. raining or snowing) students may receive double punches. Reward students with toe tokens or prizes donated by the community.
- **Recess Rovers/Morning Mile**
- **Walking School Bus Program:** Students who are walking to school meet at a particular spot and all walk together to school.



### Enforcement

There are a number of enforcement activities that the Oshkosh SRTS Task Force, the Oshkosh Police Department and the Oshkosh Area School District already incorporate. These include:

- **Speed Zone Campaign** - Continue to do the speed zone campaign in the fall and spring of each school year.
- **Safety Patrol Program** - There are a few schools that do have a safety patrol program. The task force is concerned with how the younger students (pre-K -3<sup>rd</sup> grade) will be able to cross the street if grades within the elementary and middles are changed to pre-K-3<sup>rd</sup> grade and 4<sup>th</sup> grade - 8<sup>th</sup> grade respectively.
- **Crossing Guards**
- **Enforce No Parking Areas** - Enforcing No Parking Areas around schools using a progressive approach (i.e. 1<sup>st</sup> time offender - flyer; 2<sup>nd</sup> time offender - warning is

issued; 3<sup>rd</sup> time offender - the person receives a citation; 4<sup>th</sup> time offender - the fine will double).

- **Corner Captains** - Have adults spaced at equal intervals along a route to make sure that children who are walking to or from school get there safely.

## Engineering

The Oshkosh task force discussed several recommendations for engineering projects at and around the schools. School specific engineering recommendations can be found in the next section. The task force did make a few general engineering recommendations:

- **Paint ladder style crosswalks**
- **Use traffic calming devices near key intersections (i.e. bump outs) at and around schools**
- **Flashing lights for school zones**
- **Have the PTO form a "Dad's Club"** - The Dad's Club could make signs or help with the construction of a project.

## Evaluation

The Oshkosh SRTS task force would like to continue to evaluate the SRTS Program. They will do this by conducting:

- **Student Surveys**
- **Parent Surveys**
- **Bike and Walk Audits** - To assess safety concerns areas at and around the school.
- **Geography Class** - Have students put a push pin on a map where they live and color code the push pin to match a mode of transportation.

## SCHOOL SPECIFIC POLICY RECOMMENDATIONS

The Oshkosh SRTS Task Force devised school specific recommendations to address the individual needs of each school. To see the complete listing of recommendations see Figure 42.

### **Carl Traeger Elementary and Middle Schools**

The major concern at Carl Traeger Elementary and Middle Schools is the amount of congestion at and around these schools. The task force is proposing that a traffic study is done to see what can be done to alleviate the traffic congestion and also remove the law enforcement officer from 20<sup>th</sup> Avenue. It was also recommended to provide some incentive programs to get students to bike and walk to school and see if that would assist in alleviating the traffic congestion. Additional recommendations include:

- Designated area for parent pick-up and drop off;
- Sidewalks or a non-motorized transportation facility along 20<sup>th</sup> Avenue;
- Activities that promote walking/biking to school.

### **Emmeline Cook Elementary School**

One concern at Emmeline Cook Elementary School is the students walking between vehicles when being dropped off and picked up. One recommendation is to have a designated parent drop off and pick up area with signage and educate parents on where that is located. It was also recommended to have the parents sign a parent pledge form. The parent pledge form would be a form that states that parents would park in designated areas, not talk on cell phones, drive the speed limit, etc. Additional recommendations include:

- Work with the City of Oshkosh and the Oshkosh Police Department regarding a traffic calming device (i.e. bump outs) or enforcement device (i.e. stop sign) at the intersection of Bent Street and Oak Street;
- Potentially look at some traffic calming devices on the Hazel Street, Oak Street, and Bent Street;
- Have the Safety Patrol students barricade the circle (that is to be used only by buses) in front school and only allow buses in during drop off and pick up.

### **Franklin Elementary School**

The major concern at Franklin Elementary School are the parking issues on 5<sup>th</sup> Avenue. The task force is proposing to have a designated area for parents to pick up and drop off at and to educate the parents on the proper parking procedures. The task force also recommended having a walking school bus program that may assist in getting more students to walk or bike to school. Additional recommendations include:

- Potentially look at a traffic calming device on 9<sup>th</sup> Avenue near the school;
- More enforcement for drivers in school zones;
- Education of parents regarding the benefits of walking/biking to school (i.e. walking school bus program).



### Grace Lutheran School

Grace Lutheran School is located near an older part of the City of Oshkosh. Many of the comments from the bike and walk audit included poor pavement, cracked sidewalks, and no lighting at or near the school. Recommendations for this school include:

- Ladder crosswalks at key intersections;
- To work with the City of Oshkosh regarding the urban design of the area (i.e. Community Clean-up Project or lighting at or near the school);
- Designated parent parking along with signage for the area.

### Jacob Shapiro Elementary School

At Jacob Shapiro Elementary School one of the concerns was with parents picking up and dropping off their child(ren) at the walkway on Knapp Street . There is a large amount of traffic near this pick up area and currently there are two safety patrol students at this location. Additional recommendations include:

- Educating the parents regarding pick up and drop off procedures;
- A traffic calming device (i.e. bump outs) at the walkway and Knapp Street;
- No parent parking on Knapp Street;
- Take a look at the bike rack locations.

### Jefferson Elementary School

Jefferson Elementary School had a number of safety concerns with on-street parking. The task force had the following recommendations:

- Ladder style crosswalks at designated intersections;
- Curb extensions or bump outs at 11<sup>th</sup> Avenue and Minnesota Avenue & 10<sup>th</sup> Avenue and Minnesota Avenue;
- Change angled parking at the church to back in only;
- Signage for designated bus parking;
- Signage for designated parent parking;
- No parking on the south side of 11<sup>th</sup> Avenue (potential bike lane there);



### Merrill Elementary and Middle Schools

Merrill Elementary and Middle Schools are located on the same campus and they have different start and dismissal times. Another challenge is that this school is located between a one-way pair of roadways. The task force made the following recommendations:

- No parking on Central Street;
- Crossing Guard location at New York Avenue;
- Incorporating a safety patrol program;
- Take a look at the bike rack locations.

### Read Elementary School

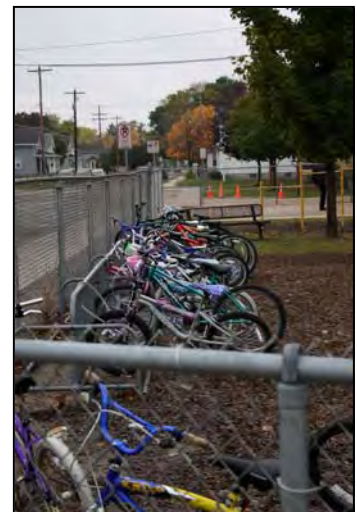
The amount of traffic and the speed of the traffic at and around Read Elementary School is a major concern especially with having elementary students crossing the road. It was recommended by the task force to:

- Work with the City of Oshkosh and the University of Wisconsin - Oshkosh to see if there would be a way to re-direct the university traffic during the start of school and dismissal times;
- Continue to use the church parking lot as an area for parents to drop off or pick up their child(ren).

### Smith Elementary School

At Smith Elementary School, there are concerns with the amount of traffic and the speed of traffic on Oregon Street. It was recommended by the task force to consider using traffic calming devices (i.e. bump outs) at Oregon Street and 19<sup>th</sup> Avenue. Additional recommendations include:

- No parking on the south side of 18<sup>th</sup> Avenue in front of the school;
- Designated parent parking area and signage for this area along with education for the parents on how to use the pick up and drop off area;
- Activities to encourage students to walk or bike to school;
- Ladder style crosswalks at key intersections at and around the school.



### South Park Middle School

The speed of traffic and the amount of traffic South Park Avenue was one safety issue that the task force saw at South Park Middle School. It was recommended to consider using traffic calming devices (i.e. bump outs) on South Park Avenue along with educating parents on the proper way to pick up and drop off their child(ren) if they choose to do so. Additional recommendations included:

- Begin a Parent Pledge Program;
- No parking on Delaware Street;
- Designated parent parking with signage;
- Work with the City of Oshkosh to make South Park Avenue two travel lanes, two bike lanes, and a middle turn lane;
- Use traffic calming devices at key intersections at and around the school (i.e. South Park Avenue & Delaware Street; Delaware Street & Florida Avenue).

### Webster Stanley Elementary and Middle Schools

Webster Stanley Elementary and Middle Schools are located across the street from Memorial Park in the City of Oshkosh. There are a number of issues with parents parking in No Parking Areas or in the transit bus loading area. The Oshkosh Task Force made the following recommendations:

- Enforce no parking along Hazel Street;
- Work with the City of Oshkosh to design a bus stop pad at the Oshkosh Transit bus stop across from the school;
- Have a designated parent pick up and drop off area with signage;
- Move the dumpster to a new location;
- Take a look at the bike rack locations;
- Add bump outs at key intersections near or around the school. (Potentially this could include the Oshkosh Transit Bus Stop located on Hazel Street).

Figure 42: Oshkosh Area Safe Routes to School Recommendations

Projects								Suggested Funding Source(s)
	C. Oshkosh	Oshkosh P.D.	Winnebago Cty.	Oshkosh S.D.	Individual School	Task Force	Other	
<b>EDUCATION</b>								
Annual Bike Rodeo/Bike safety course for kids		X		X	X	X		BS-R; TSB
Incorporate bicycle safety curriculum in PE Class					X			TSB
Math Class - Have students do statistics on the student/parent survey results					X			
Educate parents on the pick up and drop off procedures		X		X	X			
Art Class - Poster contest regarding bike safety or have students create signs that say no parking or no idling and then have the "Dad's Club" create signs with the winning poster					X			SRTS
Collaborate with the Fire Department for Fire Safety Week and Walk to School Days					X			
Pedestrian Fair/Community Fair - Have a bike rodeo and pedestrian safety training before school starts, invite parents, students, and the community to your school		X		X	X	X		PRS; TSB
Public Service Announcements with local radio station to address pedestrian/bicycling issues and seasonal issues					X	X		SRTS; Local sponsors
Incorporate a Parent Pledge Program					X	X		
Open House Promotion to distribute safety materials and maps					X	X		SRTS
<b>ENCOURAGEMENT</b>								
Community Walk to School Day - include high school "superstars" (i.e. Football players, basketball players, etc) or the mayor, the principal, or teachers	X	X	X	X	X	X	X	SRTS
Walking Wednesdays					X	X		SRTS
Walk to Win Program					X	X		Winnebago Cty
Early Release for students walking/biking					X			
Mileage Punch Card Program (i.e. double punch days) - Principals don't tell students when they will punch cards and on days with very bad weather tell students they may get "double" punches					X	X		WisDOT
Recess Rovers/Morning Mile					X			
Movin' Schools - Competitions between schools on who can walk the most miles/steps					X	X		
Participate in the Sovereign State Days event with a booth or a float in the parade							X	
<b>ENFORCEMENT</b>								
Enforce No Parking Areas around schools using the progressive approach (i.e. 1st - flyer, 2nd - warning, 3rd - ticket person, & 4th - double the fine)		X		X	X	X		
Corner Captains (i.e. adults spaced at equal intervals to watch children walking to school)		X		X	X			
Enforce pick up and drop off procedures at and around schools		X		X	X			
Safety patrol program		X		X	X			
Crossing guard program		X		X	X			
Keep Kids Alive Drive 25 Program		X				X		
New vests for students and adult crossing guards		X		X		X		SRTS
Handheld stop signs for crossing guards		X		X		X		SRTS
<b>EVALUATION</b>								
Continue to do student surveys annually						X		
Continue to do parent surveys annually						X		
Access school and areas around school						X		
Do Push Pin mapping to reveal where students are walking and biking from and to demonstrate change					X	X		

Figure 42: Oshkosh Area Safe Routes to School Recommendations

Projects	C. Oshkosh	Oshkosh P.D.	Winnebago Cty.	Oshkosh S.D.	Indiv. School	Task Force	Other	Notes	Suggested Funding Source(s)
<b>ENGINEERING</b>									
Paint ladder style crosswalks	X		X	X	X	X	X		SRTS
Flashing light for school zone	X		X	X	X	X	X		SRTS
PTO to form a "Dad's Club" - which could make signs to help with construction					X				
<b>Carl Traeger Elementary &amp; Middle School</b>									
Designated parent pick-up and drop off areas & education on how to use those areas	X				X	X			
Sidewalks or a non-motORIZED transportation facility on 20th Avenue	X				X				
Activities to promote walking or biking to school					X	X			
<b>Emmeline Cook Elementary School</b>									
Work with the City of Oshkosh and the Oshkosh Police Department regarding a traffic calming device (i.e. bump outs) or enforcement device at the intersection of Bent Street and Oak Street	X	X			X	X			
Potentially look at some traffic calming devices on Hazel Street, Oak Street, and Bent Street	X				X				
Have safety patrol students barricade the circle in front of school and only allow buses in during drop off and pick up.					X	X			
<b>Franklin Elementary School</b>									
Potentially look at a traffic calming device on 9th Avenue near the school	X				X				
More enforcement for drivers in school zones		X			X	X			
Education of parents regarding the benefits of walking/biking to school (i.e. walking school bus program)					X	X			
<b>Grace Lutheran School</b>									
Ladder crosswalks at key intersections	X				X				
To work with the City of Oshkosh regarding the urban design of the area (i.e. Community Clean-Up project or lighting at or near the school.	X				X	X			
Designated parent parking along with signage for the area.	X				X				
<b>Jacob Shapiro Elementary School</b>									
Educate the parents regarding pick up and drop off procedures					X	X			
A traffic calming device (i.e. bump outs) at the walkway and Knapp St.	X				X				
No parent parking on Knapp Street	X	X			X				
Take a look at bike rack locations					X	X			
<b>Jefferson Elementary School</b>									
Ladder style crosswalks at designated intersections	X				X				
Curb extensions or bump outs at 11th Avenue and Minnesota Avenue & 10th Avenue and Minnesota Avenue	X				X				
Change angled parking at the church to back in only	X				X				
Signage for designated bus parking	X	X			X				
Signage for designated parent parking	X	X			X				
No parking on the south side of 11th Avenue (potential bike lane there	X	X			X				
<b>Merrill Elementary and Middle Schools</b>									
No parking on Central Street	X	X			X				
Crossing guard location at New York Avenue		X			X				
Incorporating a safety patrol program		X			X				
Take a look at bike rack locations					X	X			

Figure 42: Oshkosh Area Safe Routes to School Recommendations

Projects	C. Oshkosh	Oshkosh P.D.	Winnebago Cty.	Oshkosh S.D.	Indiv. School	Task Force	Other	Notes	Suggested Funding Source(s)
<b>Read Elementary School</b>									
Work with the City of Oshkosh and the University of Wisconsin Oshkosh to see if there would be a way to re-direct the university traffic during the start of school and dismissal times	X	X			X				
Continue to use the church parking lot as an area for parents to drop off or pick up their child(ren)					X		X		
<b>Smith Elementary School</b>									
No parking on the south side of 18th Avenue in front of the school	X	X			X				
Designated parent parking area and signage for this area along with education for the parents on how to use the pick up and drop off area	X	X			X				
Activities to encourage students to walk or bike to school					X	X			
Ladder style crosswalks at key intersections at and around the school	X				X				
<b>South Park Middle School</b>									
Begin a parent pledge program					X	X			
No parking on Delaware Street	X	X			X				
Designated parent parking with signage	X	X			X				
Work with the City of Oshkosh to make South Park Avenue two travel lanes, two bike lanes and a middle turn lane	X	X			X				
Use traffic calming devices at key intersections at and around the school (i.e. South Park Avenue & Delaware Street; Delaware Street & Florida Avenue)	X	X			X				
<b>Webster Stanley Elementary and Middle Schools</b>									
Enforce no parking along Hazel Street		X			X				
Work with the City of Oshkosh to design a bus stop pad at the Oshkosh Transit bus stop across from the school	X				X				
Designated parent parking along with signage for the area.	X	X			X				
Move the dumpster to a new location					X				
Take a look at bike rack locations					X				
Add bump out at key intersections near or around the school. (Potentially this could include the Oshkosh Transit Bus Stop located on Hazel Street.)	X				X				

**CHAPTER 5: DEVELOPING A SCHOOL SAFETY  
& SECURITY CAMPAIGN**

# CHAPTER 5: DEVELOPING A SAFETY AND SECURITY CAMPAIGN

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## COMMUNITY PARTNERS

The Oshkosh SRTS Task Force has a number of partners within their task force already, including local businesses. The Oshkosh Police Department has partnered with schools in the Oshkosh Area to promote their Speed Zone Watch Campaign. For the first week of this campaign, local business sponsor banners that are used by parent and community volunteers and students to make drivers aware of the school zones. The second week parent and community volunteers use radar devices to track how fast drivers are driving in school zones. The third week of this campaign, a law enforcement officer, if available will write citations to those drivers speeding in school zones. The Speed Zone Watch Campaign has been done in the fall and the spring of each school year and a number of schools have participated in the campaign.

Additional community partners may include:

- local businesses,
- Children's Hospital of Wisconsin,
- the Oshkosh YMCA, and
- SAFE KIDS of the Fox Valley.

## WALK TO SCHOOL ACTIVITIES

International Walk to School Day is held in October of each year. One of the recommendations the Oshkosh SRTS Task Force has is to encourage students to walk or bike to school by hosting an event such as Walk to School Day. There were a few schools how have participated in Walk to School Day in the past with sponsorship from SAFE KIDS of the Fox Valley and local businesses. Schools could also do themed walk to school days or have a Walking Wednesdays Program. Students could be rewarded for walking using the Mileage Club Punch Card and for so many days or punch cards that a student fills up he/she would receive a toe token.



Students participating in Walk to School Day at Jefferson Elementary School



## FUNDING AND RESOURCES

There are a number of funding resources and other resources that can assist the Oshkosh Safe Routes to School Program. A few of these resources are listed below.

### Additional Funding

***WisDOT Safe Routes to School (SRTS) Program:*** The Wisconsin Safe Routes to School Program provides funding on a biannual basis for planning, infrastructure, and non-infrastructure projects within two miles of an elementary school or middle school (kindergarten through eighth grade).

*For more information about the guidelines and funding cycles, contact the program coordinator:*

- Renee Callaway, Wisconsin Safe Routes to School Coordinator,  
Email: [srts@dot.state.wi.us](mailto:srts@dot.state.wi.us)

***Bicycle Safety - Rodeo (BSR):*** This grant is intended to provide one-time funding that will contribute to a community's ability to set-up a bicycle training rodeo or similar hands-on event. The purpose of this event is to teach safe bicycling operation skill and judgment to elementary and middle school children and their parents. Many of the skills and attitudes developed in this training are precursors for skills and attitudes necessary for safe driving.

*For more information, contact:*

- Larry Corsi  
Wisconsin Bureau of Transportation Safety  
Phone: (608) 267-3154  
Email: [larry.corsi@dot.state.wi.us](mailto:larry.corsi@dot.state.wi.us)

***Pedestrian Road Show-Walking Workshop (PRS):*** The Pedestrian Road Show-Walking Workshop provides funding to communities that are working on local expertise and on-going commitment to increase public safety by reducing pedestrian related traffic crashes and injuries while improving the community's Walkability. The grantee will arrange a Pedestrian Road Show/Walking Workshop with a trained facilitator from a BOTS list. The Pedestrian Road Show/Walking Workshop is the initial event to a pedestrian improvement commitment by this community. The invitation of community leaders encourages the formation of a local group of pedestrian advocates and experts to focus on identifying and solving potential problems that affect pedestrian safety and walkability in the local community. They also identify good pedestrian environments and determine how those can be replicated in the less desirable locations for pedestrians.

*For more information, contact:*

- Larry Corsi  
Wisconsin Bureau of Transportation Safety  
Phone: (608) 267-3154  
Email: [larry.corsi@dot.state.wi.us](mailto:larry.corsi@dot.state.wi.us)

***Teaching Safe Bicycling (TSB):*** This training is normally scheduled in April and designed to work with teachers, YMCA staff, summer program instructors, law enforcement officers, programs and

organizations putting on bike rodeos and people interested in teaching safe bicycling to children. This is a one-day course at no cost to the participants. The course teaches attendees how and why children are different from adults when it comes to bicycling and what the most common child bicycle crashes are. It also provides useful information that can be used at future training sessions, hands on training for participants and strategies for developing better ideas and methods for teaching children. Sponsors will also receive useful safety materials for children.

*For more information, contact:*

- Larry Corsi  
Wisconsin Bureau of Transportation Safety  
Phone: (608) 267-3154  
Email: [larry.corsi@dot.state.wi.us](mailto:larry.corsi@dot.state.wi.us)

***Wisconsin Pedestrian and Bicycle Law Enforcement Training Course:*** This two-day course provides Wisconsin law enforcement officers with the training and information that they need to manage traffic for pedestrian and bicycle safety and enjoyment in their communities. It will explain the causes of crashes and the chief countermeasures for preventing these crashes, teach Wisconsin laws and statutes relating to pedestrians and bicyclists and provide hands on training.

*For more information, contact:*

- Larry Corsi  
Wisconsin Bureau of Transportation Safety  
Phone: (608) 267-3154  
Email: [larry.corsi@dot.state.wi.us](mailto:larry.corsi@dot.state.wi.us)

***Local Transportation Enhancements (TE):*** The Transportation Enhancements program funds projects that increase multi-modal transportation alternatives and enhance communities and the environment. Federal funds administered through this program provide up to 80% of the costs for a wide variety of projects including "provision of facilities for bicycles or pedestrians" and "provision of safety and educational activities for pedestrians and bicyclists." Projects must meet federal and state requirements. Local governments with taxing authority, state agencies, and Indian tribes are eligible for funding. A project sponsor must pay for a project and then seek reimbursement for the project from the state. Federal funds will provide up to 80% of project costs, while the sponsor must provide at least the other 20%.

*For more information, contact:*

- John Duffe  
Department of Transportation  
Phone: (608) 264-8723  
Email: [john.duffe@dot.state.wi.us](mailto:john.duffe@dot.state.wi.us)

***Recreational Trails Program:*** Funding for the Recreational Trails Program (RTP) is provided through federal gas excise taxes paid on fuel used by off-highway vehicles. Towns, villages, cities, counties, tribal governing bodies, school districts, state agencies, federal agencies and incorporated organizations are eligible to receive reimbursement for development and maintenance of recreational trails and trail-related facilities for both motorized and non-motorized recreational trail uses. Eligible sponsors may be reimbursed for up to 50% of the total project costs.

*For more information, visit:*

<http://www.dnr.state.wi.us/org/caer/cfa/LR/Section/rectrails.html>

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

For more information, visit [www.dnr.wi.gov/greenandhealthyschools](http://www.dnr.wi.gov/greenandhealthyschools) or contact:

- Carrie Morgan  
Wisconsin Department of Natural Resources  
Phone: (608) 267-5239  
Email: [carrie.morgan@dnr.state.wi.us](mailto:carrie.morgan@dnr.state.wi.us)
- Elizabeth Kane  
Wisconsin Department of Instruction  
Phone: (608) 266-2803  
Email: [elizabeth.kane@dpi.state.wi.us](mailto:elizabeth.kane@dpi.state.wi.us)

**School Health Education and Physical Activity:** Physical activity involves the development, implementation, and evaluation of school-based, school-linked efforts to increase exercise among students, staff, and community. There are a number of way the Department of Instruction is addressing this important issue. *Movin' and Munchin' Schools* is one such program that addresses this important issue. It is a DPI sponsored program to engage families in physical activity and healthy eating by having students and their families count moving miles based on the amount of physical activity they complete, and the food choices a person makes.

To find out more about how you school can begin a *Movin' and Munchin' Schools* program contact:

- Jon Hisgen  
Email: [jon.hisgen@dpi.state.wi.us](mailto:jon.hisgen@dpi.state.wi.us)  
Web: <http://dpi.wi.gov/sspw/pdf/movnmunchn.pdf>

**Wisconsin Medical Society Public Health Grant:** Up to \$15,000 is awarded to organizations with innovative programs to promote controllable (modifiable) lifestyle choices affecting health with a focus on prevention and incorporating principals of public health. Preference will be given to programs that will ultimately be self-sustaining and encourage appropriate partnerships and/or collaboration.

More information is online at: [www.wisconsinmedicalsociety.org](http://www.wisconsinmedicalsociety.org)

**Dane County Bicycle Association:** The mission of this foundation is to provide a perpetual source of grant funding for projects and initiatives that will improve the quality, scope and effectiveness of bicycling education, usage, and advocacy in Wisconsin. DCBA has provided funding for a variety of bicycling projects, ranging from bicycle facilities, to bicycle advocacy efforts, to programs that promote bicycling among children as a healthy and regarding activity, to books of popular bicycle touring routes. Although the amounts of individual grants and loans vary, on average DCBA awards a total of \$10,000 per year for bicycling-related projects. Grants are awarded to organizations through the state of Wisconsin.

More information is available online at: [www.danecountybicycle.org](http://www.danecountybicycle.org)

***Bike Belong:*** Bikes Belong accepts requests for funding of up to \$10,000 for facility, capacity, and education projects. Visit [www.bikesbelong.org](http://www.bikesbelong.org) and click on the 'grants program' link on the left side toolbar for more information.

***General Mills Champions for Healthy Kids:*** In partnership with the American Dietetic Association Foundation and the President's Challenge, the General Mills Foundation developed the Champions for Healthy Kids grant program in 2002. Each year, the Foundation awards 50 grants of \$10,000 each to community-based groups that develop creative ways to help youth adopt a balanced diet and physically active lifestyle.

For more information visit:

<http://www.generalmills.com/corporate/commitment/champions.aspx>

***Community Academic Partnership Fund:***

For information about this funding source visit: <http://wphf.med.wisc.edu/index.php>

***Saucony Run For Good:*** The Saucony Run For Good Foundation is a grant program that encourage active and healthy lifestyles in children. The grants are open to non-profit organizations that initiate and support running and fitness programs for kids - which in turn will help them live longer, healthier lives.

For additional information visit: <http://www.sauconyrunforgood.com/>

## Related Programs

***National SAFE KIDS Campaign:*** The National SAFE KIDS Campaign is a national nonprofit organization dedicated exclusively to the prevention of unintentional childhood injuries (motor vehicle crashes, fires, and other injuries), which is the number one cause of death of children under the age of 14. The Campaign's aim is to stimulate changes in attitudes, behavior and the environment. Since its inception in 1998, the Campaign has focused on developing injury prevention strategies-conducting public outreach and awareness campaigns, stimulating hands-on grassroots activity and working to make injury prevention a public policy priority. The National SAFE KIDS Campaign and program sponsor FedEx Express developed SAFE KIDS Walk This Way in 2000 to bring national and local attention to pedestrian safety issues. The SAFE KIDS Walk This Way program involves *Walk to School Day* events, data collection, school pedestrian safety committees, and community pedestrian safety task forces. The Campaign relies on the support of more 300 grassroots coalitions in all 50 states, the District of Columbia and Puerto Rico to reach out to local communities.

For more information visit: <http://www.safekids.org>

***School Wellness Policy:*** With the passing of the Child Nutrition and WIC Reauthorization Act of 2004, school districts participating in federally subsidized child nutrition programs (e.g. National School Lunch Program, School Breakfast Program, Special Milk Program and After School Snack Program) will be required to establish a local school wellness policy beginning of the 2006-07 school year. Part of Wisconsin's School Wellness Policy requires schools to set goals for physical activity for their students. *Safe Routes to School Programs* will help meet these goals.

For more information visit: <http://dpi.wi.gov/fns/wellnessplcy.html>

**Governor's School Health Award:** Governor Doyle and State Superintendent Burmaster have initiated the Governor's School Health Award recognizing and celebrating schools with policies, programs, and the infrastructure to support and promote among other things physical activity and parental and community involvement. The goal of this award is to motivate and empower Wisconsin schools as they create and maintain healthy school environments. Walking and biking to school is a step in the right direction in meeting the goals of the award.

For more information on how your school can apply for the award visit:

<http://www.schoolhealthaward.wi.gov/>

**Nutrition and Physical Activity Program:** The Nutrition and Physical Activity Program encourages healthy eating as well as increased physical activity among students. One of its strategies is to institute school policies that increase student activity such as getting more children walking and biking to school or starting *Safe Routes to School Programs*.

For more information visit: <http://dhfs.wisconsin.gov/health/physicalactivity/>

**Comprehensive School Health Program:** Healthy Children are Better Learners! Because of this the Department of Public Instruction (DPI), in partnership with others, is implementing a Comprehensive School Health Program (CSHIP) initiative that supports such programs in school communities throughout the state to develop healthy resilient, successful learners. The initiative includes providing grants, staff development, and technical assistance (described in other sections) as well as building a strong state support system for CSHP. This support system includes communications, intra- and interagency collaboration, funding, policies, and resources. Current state level partners include the American Cancer Society - WI Division, Children's Health Alliance of Wisconsin, Governor's Council on Fitness and Health, University of Wisconsin, Wisconsin Clearinghouse for Prevention Resources, Wisconsin Congress of Parents and Teachers (PTA), Wisconsin Department of Health and Family Services, Wisconsin School Health Coalition, cooperative educational service agencies (CESAs), and a variety of professional organizations.

For additional information visit: <http://dpi.wi.gov/sspw/chspprog1.html>

## Other Resources

**Bicycle Federation of Wisconsin:** The Bicycle Federation of Wisconsin (BFW) is a statewide, nonprofit, bicycle advocacy organization with more than 2,500 members working to make Wisconsin a better place to bicycle. The BFW is actively involved with SRTS Programs.

For more information visit: [www.bfw.org](http://www.bfw.org)

**Wisconsin Walks:** Wisconsin Walks promotes walking for transportation, health and recreation and collaborates with individuals and communities to create walkable places that are delightful, safe and accessible for everyone. Wisconsin Walks is actively involved with SRTS Programs.

For more information visit: [www.wisconsinwalks.org](http://www.wisconsinwalks.org)

**Active Living by Design:** Active Living by Design is a national program of The Robert Wood Johnson Foundation and was established to create and promote environments that make it safe and convenient for people to be more physically active. The goal of Active Living by Design is to

encourage changes in design, transportation, and policies to cultivate and support active living, a way of life that integrates physical activity into daily routines.

For more information visit: [www.activelivingbydesign.org](http://www.activelivingbydesign.org)

**Kid Power:** Kid Power is a program that works to develop a wide range of upbeat, effective community violence prevention and self esteem building services.

For more information visit: [www.kidpower.org](http://www.kidpower.org)

**America on the Move:** America On the Move Foundation (AOM) is a national non-profit organization. Their mission is to improve health and quality of life by promoting healthful eating and active living among individuals, families, communities, and society.

For more information visit: [www.americaonthemove.org](http://www.americaonthemove.org)

**YMCA Activate America:** YMCA Activate America is a long-term public health initiative of the YMCA movement that is focused on making healthy living a reality for millions of Americans. This initiative is the YMCA's response to America's growing obesity, chronic disease and health care crisis.

For more information visit: [www.ymca.net/activateamerica](http://www.ymca.net/activateamerica)

- **Activate Fox Cities:** A wide-ranging group of Fox Cities organizations has joined together to encourage people in our community to get moving and live healthier. We call our effort Activate Fox Cities. We are dedicated to making the Fox Cities and the surrounding area the healthiest communities in Wisconsin.

For more information visit: <http://www.focol.org/activatefoxcities/INDEX.HTM>

- **Walk to Win:** Have you always wanted to get in the exercise habit but never found an enjoyable activity you could do easily and fit in your hurried daily routine? What about walking? Through Walk to Win, a free program, you can begin a lifelong habit that will improve your heart health, help you maintain or lose weight, enhance your mental sharpness and add energy to your day!

For more information visit: <http://www.walktowin.org/>

**Girls on the Run:** Girls on the Run is a non-profit prevention program that encourages preteen girls to develop self-respect and healthy lifestyles through running. Girls on the Run International (GOTRI) is the parent organization of more than 120 Girls on the Run councils across the United States and Canada. GOTRI establishes, trains and supports a network of community-level councils with local volunteers. The volunteers serve as role models to the girls through coaching the 12-week, 24 lesson curricula. The curriculum is delivered in these areas through after-school programs, recreation centers, and other non-profit settings.

For more information visit: [www.girlsontherun.org](http://www.girlsontherun.org)

**PTA Healthy Lifestyles:** PTA Healthy Lifestyles is helping communities make health and wellness a priority. In 2007, hundreds of PTAs across the country held health fairs; encouraged students to walk or ride their bikes to school; introduced families to new, nutritious foods; and launched ongoing fitness programs to celebrate Healthy Lifestyles. There were recipe contests, cooking demonstrations, parent education nights, walkathons, yoga classes, and more. For their outstanding

commitment to promoting health and wellness in their communities, 40 PTAs received PTA Healthy Lifestyle Awards.

For more information visit: [www.pta.org/healthylifestyles](http://www.pta.org/healthylifestyles)

**CDC Guide and National Parks Service "Rivers & Trails Grants" assistance grants:** The CDC and "Partnership for Prevention" offer this new action guide with resources and key steps to facilitate community trail develop. It also combines information about promoting trail use among youth and adults. Community trails have a unique advantage in that they can accommodate different types of physical activity by people of all ages.

For more information visit: [www.nps.gov/rtca](http://www.nps.gov/rtca)

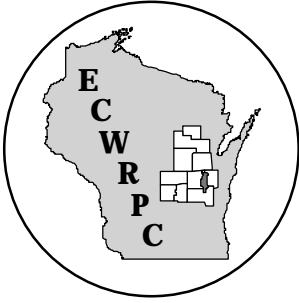
**Complete Streets:** Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and bus riders of all ages and abilities are able to safely move along and across a complete street.

For more information visit: [www.completestreets.org](http://www.completestreets.org)

## **APPENDICES**



**APPENDIX A: MEETING AGENDAS &  
SUMMARY OF PROCEEDINGS**



## **EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION**

132 Main Street Menasha Wisconsin 54952-3100 (920) 751-4770 Fax (920) 751-4771  
Website: [www.eastcentralrpc.org](http://www.eastcentralrpc.org) Email: [staff@eastcentralrpc.org](mailto:staff@eastcentralrpc.org)

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### **MEETING NOTICE**

#### **OSHKOSH AREA SAFE ROUTES TO SCHOOL (SRTS) COMMITTEE**

DATE: Tuesday, April 17th, 2007

TIME: 3:30 p.m.

PLACE: Oshkosh Police Department Community Room

#### **AGENDA**

1. Welcome and Introductions
2. Mini-Visioning Session
  - a. What has been done
  - b. What each school wants to accomplish
3. Discussion SRTS Plan Steps
  - a. What data has been or needs to be collected
  - b. Surveys
  - c. Walk and Bike Audit
  - d. Individual School Boundaries
  - e. Next Steps
4. Radar Gun Training Session
5. Other Business
6. Next Meeting



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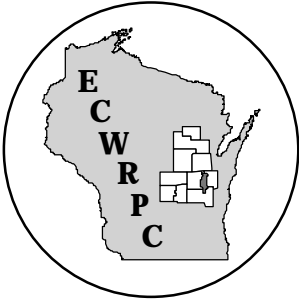
### **MEETING NOTICE**

#### **OSHKOSH AREA SAFE ROUTES TO SCHOOL (SRTS) COMMITTEE**

DATE: Monday, May 14th, 2007  
TIME: 3:30 p.m.  
PLACE: Oshkosh Police Department Community Room

#### **AGENDA**

1. Welcome and Introductions
2. Reviewing the Summary of Proceedings from the April 17<sup>th</sup> meeting
3. SRTS Data
  - a. List of Participating schools
  - b. Draft Table of Contents for SRTS Plan
  - c. Parent survey results from each school
  - d. Form for the Walk and Bike Audit
4. Reviewing maps with data discussed at the last meeting for each school
5. Other Business
6. Next Meeting



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# **MEETING NOTICE**

## **OSHKOSH AREA SAFE ROUTES TO SCHOOL (SRTS) COMMITTEE**

DATE: Monday, October 1, 2007  
TIME: 3:30 p.m.  
PLACE: Oshkosh Police Department, Community Room

### **AGENDA**

1. Welcome and Introductions
2. SRTS Data
  - a. List of Participating Committee Members
    - i. Selection of a Committee Chair
  - b. Overview of the SRTS Planning Efforts
  - c. Visions and Goals for the Committee
  - d. Draft Table of Contents for SRTS Plan
  - e. Review data gathered at May meeting
  - f. Walk and Bike Audit Information
    - i. Day/Week to do Bike/Walk Audit
    - ii. Volunteers (Parents and Students)
  - g. Student Survey
3. Walk to School Day
4. Other Business
5. Next Meeting

## SUMMARY OF PROCEEDINGS

Oshkosh Safe Routes to School Task Force  
Oshkosh Area Police Department  
Monday, October 1, 2007

### Committee Members Present

Natalie Pratt .....Grace Lutheran School  
Kathy Poehlman.....Jacob Shapiro Elementary school  
Ann Rumbuc ..... South Park Middle School  
Steve Sagmeister .....Oshkosh Police Department  
Garth Larson.....Webster Stanley School – Dean of Students  
Jason Jischke .....Merrill School – Dean of Students  
Jean Stebbins.....Smith Elementary School  
Melissa Kraemer Badtke.....East Central WI Regional Planning Commission

#### 1. Welcome and Introductions

Ms. Kraemer Badtke welcomed the committee and began introductions.

#### 2. SRTS Data

##### a. List of Participating Committee Members

Ms. Kraemer Badtke handed out a list of committee members. Ms. Kraemer Badtke stated that she has also included Matt Halada from WisDOT-NE Region on the committee. The committee selected Mr. Rob Becker as the chair for this committee.

##### b. Overview of the SRTS Planning Efforts

Ms. Kraemer Badtke gave a brief overview of the planning efforts that are currently going on in the Oshkosh Area. Ms. Kraemer Badtke mentioned the 2008 WisDOT SRTS Grant applications will be able in January 2008. The deadline for those applications will be April 4<sup>th</sup>, 2008. Ms. Kraemer Badtke stated that there is approximately \$3.5 million dollars available for planning, infrastructure, and non-infrastructure grants in 2008.

##### c. Visions and Goals for the Committee

The committee discussed and created goals for the Safe Routes to School Plan. One committee member suggested maps for where the parents and buses should park and making sure that the parents are aware of the parking procedures. Another idea is to increase the public awareness of the school zones. There will be radar gun training in the spring for the Safe Kid Zone Campaign.

d. Draft Table of Contents for SRTS Plan

Ms. Kraemer Badtke provided the committee with a draft table of contents. Ms. Kraemer Badtke asked the committee to review it and let her know of any changes that the committee would like to see. It was noted that Grace Lutheran School and E. Cook Elementary School needed to be added to the table of contents.

e. Review data gathered at May meeting

Ms. Kraemer Badtke stated that she is continuing to map out the data from the May meeting for each of the participating. Ms. Kraemer Badtke stated that she would have maps available for the January meeting.

f. Walk and Bike Audit Information

Ms. Kraemer Badtke handed out a checklist for the bike and walk audit. Ms. Kraemer Badtke stated that one of the items that WisDOT would like to be completed is an assessment of the school grounds and the areas around the school. Ms. Kraemer Badtke suggested using a checklist, a comment sheet, an overview map, and a quadrant map and asking parent and student volunteers to look for the items noted on the checklist. The bike and walk audits would be delivered to Jefferson Elementary School and Grace Lutheran School and the audits are to be completed late November to early December. Ms. Kraemer Badtke stated that she would then map the data and provide comments to the committee at the next meeting.

g. Student Survey

Ms. Kraemer Badtke handed out the student survey and explained that the data gathered from this survey would be the base data for the schools. For the student survey, teachers would ask students how they get to and from school for a week. This data will then be tabulated. Once the school and community has implemented a few of their recommendations, they will then be able to again do the survey and see if there is an increase in the number of students walking and biking to school.

3. Walk to School Day

Ms. Kraemer Badtke mentioned that the International Walk to School day is Wednesday, October 3<sup>rd</sup>. Ms. Kraemer Badtke stated that schools could participate in this anytime during the school year and it is just one way to promote walking to school.

4. Other Business

Ms. Rumbuc mentioned that there will be Radar Gun training in the spring and she would provide schools with a schedule for the Safe Kid Zone Program.

5. Next Meeting

The next meeting is scheduled for January 7<sup>th</sup>, 2008 at 3:30 p.m. at the Oshkosh Police Department Community Room.



# EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

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## MEETING NOTICE OSHKOSH SAFE ROUTES TO SCHOOL COMMITTEE MEETING

DATE: Monday, January 28, 2008  
TIME: 3:30 P.M.  
PLACE: Oshkosh Police Department, Community Room

### AGENDA

1. Welcome and Introductions
2. Comments on meeting minutes from October 19<sup>th</sup>, 2007 meeting
3. Comments on goals from October 19<sup>th</sup>, 2007 meeting
4. SRTS Plan Update
5. Student Survey Results
6. Bike and Walk Audit Results
7. Discussion Safe Routes to School Recommendations
8. Discussion on Neighborhood/community meeting
9. 2008 WisDOT SRTS Grant Applications (Enclosed)
10. Next Meeting
11. Adjourn



SUMMARY OF PROCEEDINGS

Oshkosh Safe Routes to School Task Force  
Oshkosh Area Police Department  
Monday, January 28, 2008

Committee Members Present

Rob Becker .....  
Chris Richards..... Smith Elementary School  
Kathy Poehman..... Jacob Shapiro Elementary School  
Leah Jones ..... Jacob Shapiro Elementary School  
Garth Larson..... Webster Stanley School - Dean of Students  
Jason Jischke ..... Merrill School - Dean of Students  
Jean Stebbins..... Smith Elementary School  
Justin Mitchell..... Parent/Community Member  
Lisa Voss ..... Parent  
Dan Kussman..... City of Oshkosh Transit Department  
Melissa Kraemer Badtke..... East Central WI Regional Planning Commission

Jef

1. Welcome and Introductions

Ms. Kraemer Badtke welcomed the committee and began introductions.

2. Comments on meeting minutes from October 19<sup>th</sup>, 2007 meeting

Ms. Kraemer Badtke stated the meeting minutes from the October 19<sup>th</sup> meeting were enclosed with the meeting materials. Ms. Kraemer Badtke asked if there were any comments or questions on the minutes. The committee had none at this time.

3. Comments on goals from October 19<sup>th</sup>, 2007 meeting

Ms. Kraemer Badtke stated that also enclosed were the goals that the committee created and discussed at the October 19<sup>th</sup> meeting. Ms. Kraemer Badtke asked the committee if there were any comments or questions on those. The committee had none at this time.

Mr. Mitchell asked if the community is aware of the Safe Routes to School (SRTS) Program. Mr. Becker explained that there was a committee established a few years ago to address the safety of students at and around schools and explained what the SRTS committee has done to date. Ms. Kraemer Badtke suggested that a press release could be distributed to the Oshkosh Northwestern to provide more media coverage of the program. Ms. Kraemer Badtke stated that the media has covered the safe kid zone campaign, which is done in the spring and the fall. The committee mentioned that Oshkosh has a Neighborhood Community Policing program.

#### 4. SRTS Plan Update

Ms. Kraemer Badtke stated that she is working on chapters for the SRTS Plan and she will get draft copies of those to the committee when they become available.

#### 5. Student Survey Results

Ms. Kraemer Badtke handed out the student survey results. Ms. Kraemer Badtke stated that there were a few schools that she did not receive data for and those were Jacob Shapiro Elementary School, Smith Elementary School, and Franklin Elementary School. Ms. Kraemer Badtke stated that she will get copies of those to Ms. Poehlman and Ms. Richards. A brief discussion regarding the student survey results occurred.

#### 6. Bike and Walk Audit Results

Ms. Kraemer Badtke provided maps of each participating school with the bike and walk audit results. Discussions regarding the results occurred and adjustments to the maps were made.

#### 7. Discussion on Safe Routes to School Recommendations

The committee tabled this item until the next meeting.

#### 8. Discussion on the Community/Neighborhood meeting

Ms. Kraemer Badtke stated that as part of SRTS Planning Process a Neighborhood/Community meeting should be completed. A neighborhood/community meeting would allow parents and community members to voice concerns regarding pedestrian safety at and around the participating schools. The committee discussed some ideas regarding the neighborhood/community meeting. The committee mentioned that the Neighborhood Community Watch program may provide some insight regarding concerns and issues.

#### 9. 2008 WisDOT SRTS Grant Applications

Ms. Kraemer Badtke stated that 2008 WisDOT SRTS Grant Applications are available. Funding for infrastructure and non-infrastructure (i.e. education projects) projects is available through this program. The deadline for the applications is Friday, April 4, 2008.

#### 10. Next Meeting

The next meeting is scheduled for Monday, February 25<sup>th</sup>, 2008 at 3:30 p.m. at the Oshkosh Police Department Community Room.



# EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

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132 Main Street Menasha Wisconsin 54952-3100 (920) 751-4770 Fax (920) 751-4771  
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## MEETING NOTICE OSHKOSH SAFE ROUTES TO SCHOOL COMMITTEE MEETING

DATE: Monday, February 25, 2008  
TIME: 3:30 P.M.  
PLACE: Oshkosh Police Department, Community Room

### AGENDA

1. Welcome and Introductions
2. Comments on meeting minutes from January 28<sup>th</sup>, 2008 meeting
3. Safe Routes to School Recommendations
4. Radar Gun Training
5. Next Meeting
6. Adjourn

## SUMMARY OF PROCEEDINGS

Oshkosh Safe Routes to School Task Force  
Oshkosh Area Police Department  
Monday, February 25, 2008

### Committee Members Present

Chris Richards.....Smith Elementary School  
Kathy Poehlman.....Jacob Shapiro Elementary School  
Leah Jones .....Jacob Shapiro Elementary School  
Garth Larson.....Webster Stanley School - Dean of Students  
Lisa Voss .....Parent - Franklin Elementary School  
Dan Kussman.....City of Oshkosh Transit Department  
Melissa Kraemer Badtke.....East Central WI Regional Planning Commission

#### 1. Welcome and Introductions

Ms. Kraemer Badtke welcomed the committee and began introductions.

#### 2. Comments on meeting minutes from January 28<sup>th</sup>, 2008 meeting

Ms. Kraemer Badtke stated the meeting minutes from the January 28<sup>th</sup> meeting were enclosed with the meeting materials. Ms. Kraemer Badtke asked if there were any comments or questions on the minutes. The committee had none at this time.

#### 3. Safe Routes to School Recommendations

The committee tabled this item until the next meeting.

#### 4. Radar Gun Training

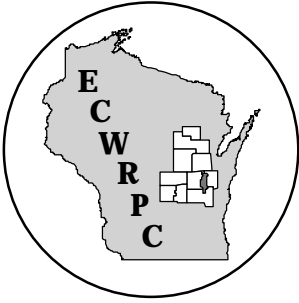
Ms. Kraemer Badtke mentioned that the Speed Zone Watch Program will be occurring this spring. If there are schools that are interested in participating, they should contact Mr. Rob Becker, with Jefferson School or Mr. Steve Sagmeister with the City of Oshkosh Police Department.

#### 5. Next Meeting

Ms. Kraemer Badtke stated that East Central's offices will be moving the last week in March. Ms. Kraemer Badtke stated that she would contact Mr. Becker and see when they would be available to attend the next meeting to discuss recommendations. Ms. Kraemer Badtke stated that she would send out meeting materials and an agenda for the upcoming meeting.

6. Adjourn

The committee adjourned at 4:15 p.m.



## EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

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### **MEETING NOTICE OSHKOSH SAFE ROUTES TO SCHOOL COMMITTEE MEETING**

DATE: Monday, May 12, 2008  
TIME: 3:30 P.M.  
PLACE: Oshkosh Police Department, Community Room

### **AGENDA**

1. Welcome and Introductions
2. Comments on meeting minutes February 25<sup>th</sup>, 2008 meeting
3. Update on the Speed Zone Watch
4. Draft Chapters for the Safe Routes to School Plan
5. Safe Routes to School Recommendations
  - a. General (i.e. Educational, Enforcement, Evaluation)
  - b. School Specific
6. Next Meeting
7. Adjourn

## SUMMARY OF PROCEEDINGS

Oshkosh Safe Routes to School Task Force  
Oshkosh Area Police Department  
Monday, May 12th, 2008

### Committee Members Present

Rob Becker .....Jefferson Elementary School  
Ann Rumbuc..... South Park & Jefferson Elementary School  
Shirley Brabender Mattox..... Citizen/Retired Teacher/Councilor  
Chris Richards.....Smith Elementary School  
Chris Strong.....City of Oshkosh Transportation Department  
Adam Prarsd ..... Citizen  
Melissa Kraemer Badtke..... East Central WI Regional Planning Commission

#### 1. Welcome and Introductions

Ms. Kraemer Badtke welcomed the committee and began introductions.

#### 2. Comments on meeting minutes from February 25<sup>th</sup>, 2008 meeting

Ms. Kraemer Badtke stated the meeting minutes from the February 25<sup>th</sup>, 2008 meeting were enclosed with the meeting materials. Ms. Kraemer Badtke asked if there were any comments or questions on the minutes. The committee had none at this time.

#### 3. Update on the Speed Zone Watch

Ms. Kraemer Badtke stated that the speed zone watch program is currently being conducted. If you have any questions, please contact Ms. Rumbuc or Mr. Sagmeister.

#### 4. Draft Chapters of the Oshkosh Safe Routes to School Plan

Ms. Kraemer Badtke stated that she is finalizing Chapter 1: Introduction and Chapter 2: Present Conditions for the SRTS Plan and she will get draft copies of those to the committee when they become available. The committee discussed the concerns expressed by Mr. Prarsd.

#### 5. Safe Routes to School Recommendations

Ms. Kraemer Badtke handed out and explained the safe routes to school recommendations. The committee discussed and revised some of the recommendations. A finalized copy of the recommendations will be included in the Oshkosh SRTS Plan.

#### 6. Next Meeting

The next meeting is scheduled for Tuesday, August 19<sup>th</sup>.

7. Adjourn

The committee adjourned at 5:00 p.m.





## EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

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### **MEETING NOTICE** **OSHKOSH SAFE ROUTES** **TO SCHOOL COMMITTEE MEETING**

DATE: Monday, September 29th, 2008  
TIME: 3:30 P.M.  
PLACE: Jefferson Elementary School

### **AGENDA**

1. Welcome and Introductions
2. Comments on meeting minutes August 12th, 2008 meeting
3. Comments on Final Draft of the Oshkosh Safe Routes to School Plan
4. Walk to School Day Events
5. Next Steps
6. Adjourn

SUMMARY OF PROCEEDINGS

Oshkosh Safe Routes to School Task Force  
Jefferson Elementary School  
Monday, September 29, 2008

Committee Members Present

Rob Becker .....  
Ann Rumbuc..... South Park & Jefferson Elementary School  
Shirley Brabender Mattox..... Citizen/Retired Teacher/Councilor  
Chris Richards..... Smith Elementary School  
Chris Strong .....City of Oshkosh Transportation Department  
Melissa Kraemer Badtke..... East Central WI Regional Planning Commission

Jef

1. Welcome and Introductions

Ms. Kraemer Badtke welcomed the committee and began introductions.

2. Comments on meeting minutes from May 12<sup>th</sup>, 2008 meeting

Ms. Kraemer Badtke stated the meeting minutes from the May 12<sup>th</sup>, 2008 meeting were enclosed with the meeting materials. Ms. Kraemer Badtke asked if there were any comments or questions on the minutes. The committee asked that the adjourn time be adjusted to 10:30 a.m. versus 10:30 p.m.

3. Comments on Final Draft of the Oshkosh Safe Routes to School Plan

Ms. Kraemer Badtke handed out final draft copies of the Oshkosh Safe Routes to School Plan. Ms. Kraemer Badtke explained each chapter of the plan. She asked the committee to review the plan and let her know of any comments or questions that the committee members had. Ms. Kraemer Badtke stated that there were a few things missing from the plan including information regarding Franklin Elementary School and Cook Elementary School. Ms. Kraemer Badtke stated that she would be contacting Ms. Lisa Voss regarding Franklin Elementary School and the principal at Cook Elementary School to get each of the school's information.

4. Walk to School Day Events

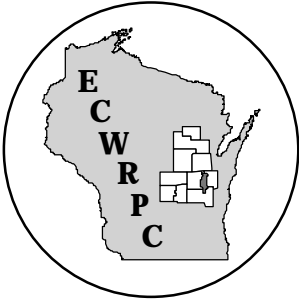
Ms. Rumbuc stated that Walk to School Day events at Jefferson Elementary School include having local dignitaries (i.e. the Mayor, police department, etc.) at particular corners around Jefferson Elementary School. Students will pick up a safety booklet at the playground and then be asked to go and get the signatures of those local dignitaries. Once students have collected all of the signatures, they will be able to receive some prizes that have been donated by WisDOT, AAA, and local businesses.

5. Next Steps

The next meeting is scheduled for Monday, November 3<sup>rd</sup>, 2008 at 3:30 p.m. at Jefferson Elementary School.

6. Adjourn

The committee adjourned at 10:30 a.m.



## EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

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400 Ahnaip Street, Suite 100 Menasha Wisconsin 54952-3100 (920) 751-4770 Fax (920) 751-4771  
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### **MEETING NOTICE** **OSHKOSH SAFE ROUTES** **TO SCHOOL COMMITTEE MEETING**

DATE: Monday, November 3rd, 2008  
TIME: 3:30 P.M.  
PLACE: Jefferson Elementary School

### **AGENDA**

1. Welcome and Introductions
2. Comments on meeting minutes September 29th, 2008 meeting
3. Draft copy of Oshkosh SRTS Project Ranking Criteria
4. Discussion on safety concerns at Roosevelt Elementary School
5. Adjourn

## **APPENDIX B: STUDENT SURVEY RESULTS**

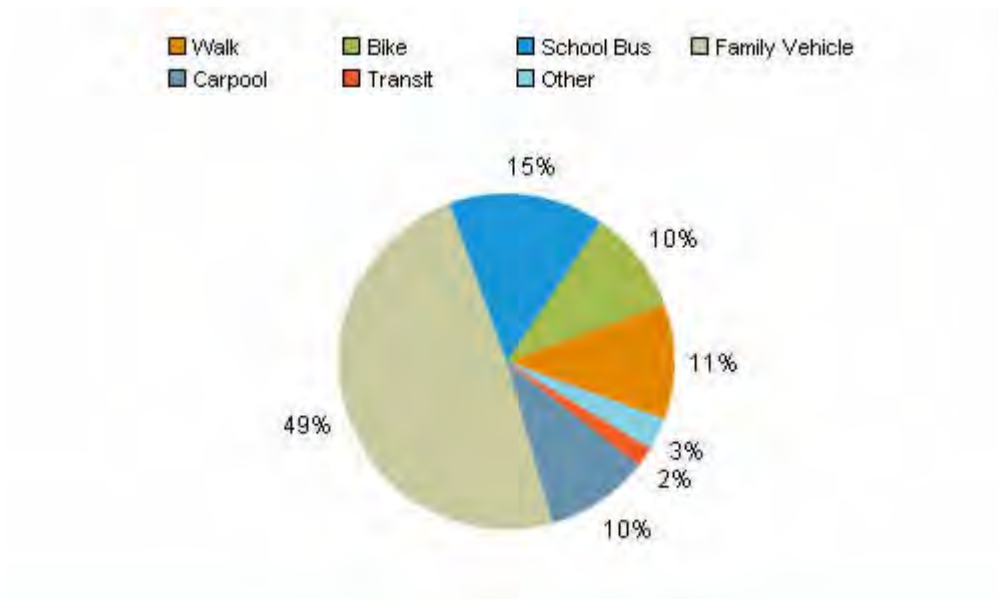
# Carl Traeger Elementary School: Student Travel Tally Sheet Summary Report

## Process Summary Information:

Program Name:	Oshkosh Area School District	Time Frame:	Fall2007
School Name:	Carl Traeger Elementary School	Data Type:	mid
		Reported School Enrollment:	538
		Number Classrooms:	23
		Number of Tallies Included:	24

## Main Summary Results:

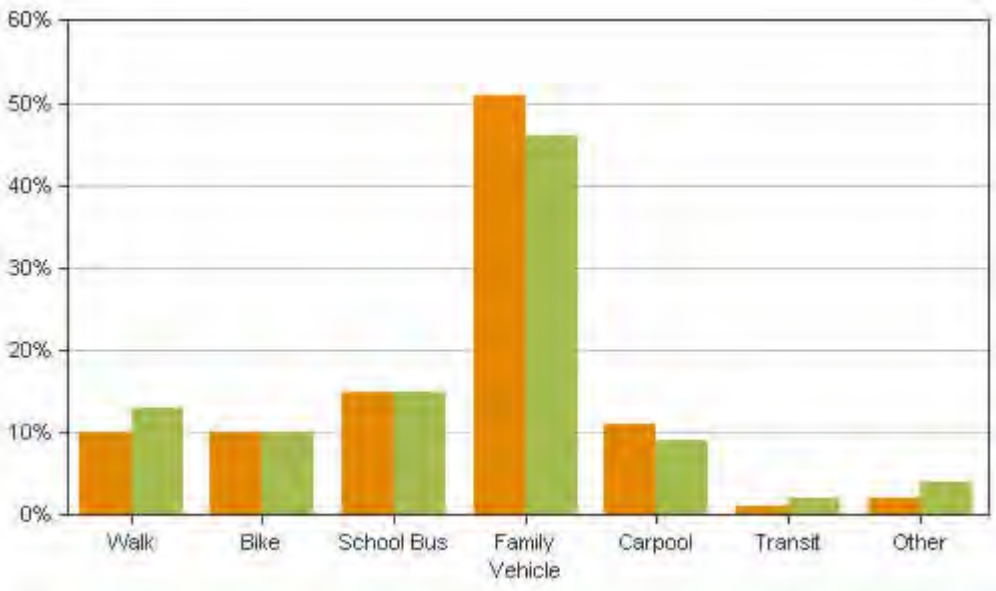
### Students Traveling by each Mode (averaged across all reported days)



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
<b>Average</b>	51.90	44.50	69.80	223.10	45.30	7.60	13.60
<b>Percent</b>	11.39%	9.76%	15.31%	48.95%	9.94%	1.67%	2.98%

Average daily number of students: 455.80

**Morning to Afternoon Travel Mode Comparison (by percent)**



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
<b>Morning</b>	9.81%	9.64%	15.04%	50.82%	10.54%	1.34%	1.99%
<b>Afternoon</b>	12.71%	9.66%	15.24%	45.93%	9.10%	1.96%	3.92%

**Summary Table (Totals):**

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Mon AM	467	57	63	71	219	36	7	10
Mon PM	465	51	64	77	204	29	10	18
Tues AM	467	38	10	70	273	61	7	5
TuesPM	462	68	12	74	226	52	11	12
Wed AM	466	53	84	70	201	39	5	10
Wed PM	464	55	83	74	189	31	5	22
Thur AM	463	40	25	71	239	64	7	10
Thur PM	456	63	23	64	220	53	11	20
Fri AM	451	39	41	66	244	44	5	11
Fri PM	465	55	40	61	216	44	8	18

**Summary Table (Averages):**

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Mon AM	19.46	2.38	2.63	2.96	9.13	1.50	0.29	0.42
Mon PM	19.38	2.13	2.67	3.21	8.50	1.21	0.42	0.75
Tues AM	19.46	1.58	0.42	2.92	11.38	2.54	0.29	0.21
TuesPM	19.25	2.83	0.50	3.08	9.42	2.17	0.46	0.50
Wed AM	19.42	2.21	3.50	2.92	8.38	1.63	0.21	0.42
Wed PM	19.33	2.29	3.46	3.08	7.88	1.29	0.21	0.92
Thur AM	19.29	1.67	1.04	2.96	9.96	2.67	0.29	0.42
Thur PM	19.00	2.63	0.96	2.67	9.17	2.21	0.46	0.83
Fri AM	18.79	1.63	1.71	2.75	10.17	1.83	0.21	0.46
Fri PM	19.38	2.29	1.67	2.54	9.00	1.83	0.33	0.75



**Summary Table (Percentages):**

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Mon AM	463	12.31%	13.61%	15.33%	47.30%	7.78%	1.51%	2.16%
Mon PM	453	11.26%	14.13%	17.00%	45.03%	6.40%	2.21%	3.97%
Tues AM	464	8.19%	2.16%	15.09%	58.84%	13.15%	1.51%	1.08%
Tues PM	455	14.95%	2.64%	16.26%	49.67%	11.43%	2.42%	2.64%
Wed AM	462	11.47%	18.18%	15.15%	43.51%	8.44%	1.08%	2.16%
Wed PM	459	11.98%	18.08%	16.12%	41.18%	6.75%	1.09%	4.79%
Thur AM	456	8.77%	5.48%	15.57%	52.41%	14.04%	1.54%	2.19%
Thur PM	454	13.88%	5.07%	14.10%	48.46%	11.67%	2.42%	4.41%
Fri AM	450	8.67%	9.11%	14.67%	54.22%	9.78%	1.11%	2.44%
Fri PM	442	12.44%	9.05%	13.80%	48.87%	9.95%	1.81%	4.07%

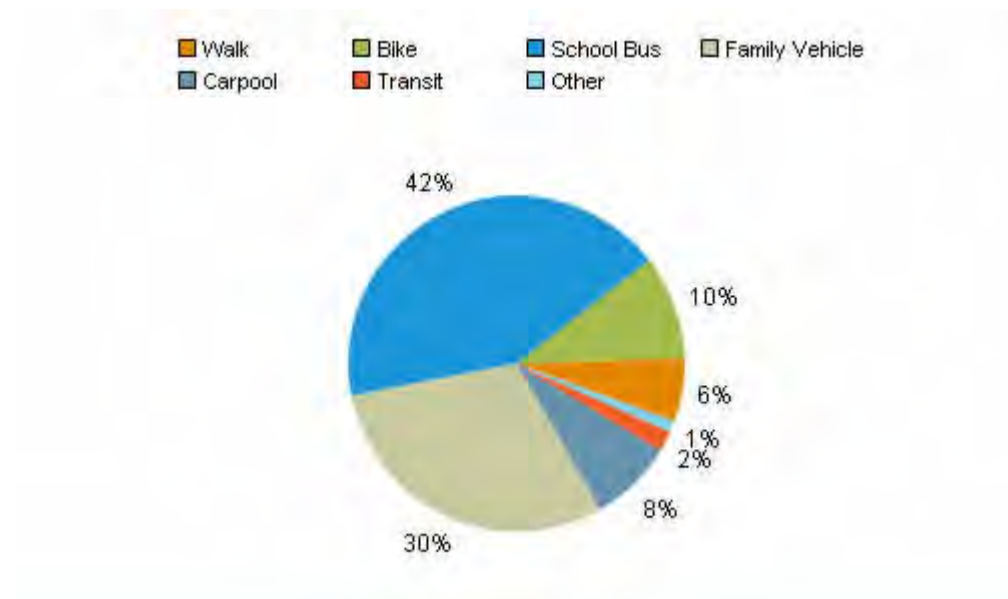
# Carl Traeger Middle School: Student Travel Tally Sheet Summary Report

## Process Summary Information:

Program Name:	Oshkosh Area School District	Time Frame:	Fall2007
School Name:	Carl Traeger Middle School	Data Type:	mid
		Reported School Enrollment:	530
		Number Classrooms:	37
		Number of Tallies Included:	38

## Main Summary Results:

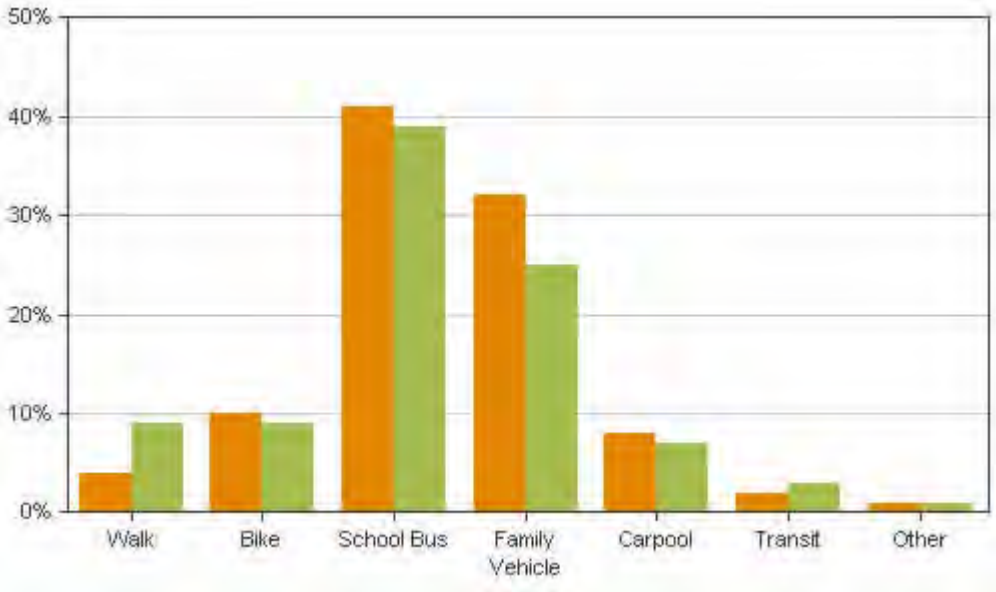
### Students Traveling by each Mode (averaged across all reported days)



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
<b>Average</b>	31.10	47.10	201.30	143.20	38.60	11.70	6.30
<b>Percent</b>	6.49%	9.83%	42.00%	29.88%	8.05%	2.44%	1.31%

Average daily number of students: 479.30

**Morning to Afternoon Travel Mode Comparison (by percent)**



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
<b>Morning</b>	3.99%	10.13%	41.45%	32.50%	8.29%	1.80%	1.25%
<b>Afternoon</b>	8.60%	8.73%	39.23%	24.74%	7.16%	2.92%	1.28%

**Summary Table (Totals):**

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Mon AM	527	24	63	215	172	39	9	3
Mon PM	618	43	56	200	132	38	14	4
Tues AM	514	8	19	224	194	52	11	2
TuesPM	475	40	14	194	139	31	18	2
Wed AM	505	26	91	208	133	24	7	11
Wed PM	445	51	69	198	80	26	6	12
Thur AM	504	14	34	209	177	55	8	4
Thur PM	451	36	21	186	135	50	17	6
Fri AM	507	30	52	204	155	42	11	12
Fri PM	618	39	52	175	115	29	16	7

**Summary Table (Averages):**

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Mon AM	13.87	0.63	1.66	5.66	4.53	1.03	0.24	0.08
Mon PM	16.26	1.13	1.47	5.26	3.47	1.00	0.37	0.11
Tues AM	13.53	0.21	0.50	5.89	5.11	1.37	0.29	0.05
TuesPM	12.50	1.05	0.37	5.11	3.66	0.82	0.47	0.05
Wed AM	13.29	0.68	2.39	5.47	3.50	0.63	0.18	0.29
Wed PM	11.71	1.34	1.82	5.21	2.11	0.68	0.16	0.32
Thur AM	13.26	0.37	0.89	5.50	4.66	1.45	0.21	0.11
Thur PM	11.87	0.95	0.55	4.89	3.55	1.32	0.45	0.16
Fri AM	13.34	0.79	1.37	5.37	4.08	1.11	0.29	0.32
Fri PM	16.26	1.03	1.37	4.61	3.03	0.76	0.42	0.18

**Summary Table (Percentages):**

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Mon AM	525	4.57%	12.00%	40.95%	32.76%	7.43%	1.71%	0.57%
Mon PM	487	8.83%	11.50%	41.07%	27.10%	7.80%	2.87%	0.82%
Tues AM	510	1.57%	3.73%	43.92%	38.04%	10.20%	2.16%	0.39%
Tues PM	438	9.13%	3.20%	44.29%	31.74%	7.08%	4.11%	0.46%
Wed AM	500	5.20%	18.20%	41.60%	26.60%	4.80%	1.40%	2.20%
Wed PM	442	11.54%	15.61%	44.80%	18.10%	5.88%	1.36%	2.71%
Thur AM	501	2.79%	6.79%	41.72%	35.33%	10.98%	1.60%	0.80%
Thur PM	451	7.98%	4.66%	41.24%	29.93%	11.09%	3.77%	1.33%
Fri AM	506	5.93%	10.28%	40.32%	30.63%	8.30%	2.17%	2.37%
Fri PM	433	9.01%	12.01%	40.42%	26.56%	6.70%	3.70%	1.62%

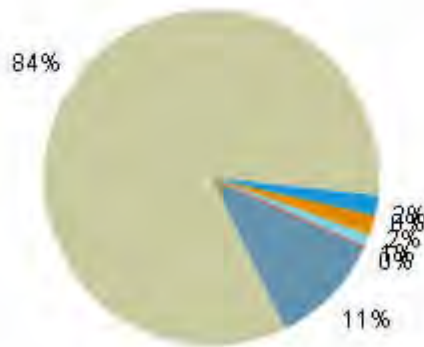
# Grace Lutheran School: Student Travel Tally Sheet Summary Report

## Process Summary Information:

Program Name:	Oshkosh Area School	Time Frame:	Fall2007
School Name:	Grace Lutheran	Data Type:	mid
		Reported School Enrollment:	128
		Number Classrooms:	9
		Number of Tallies Included:	9

## Main Summary Results:

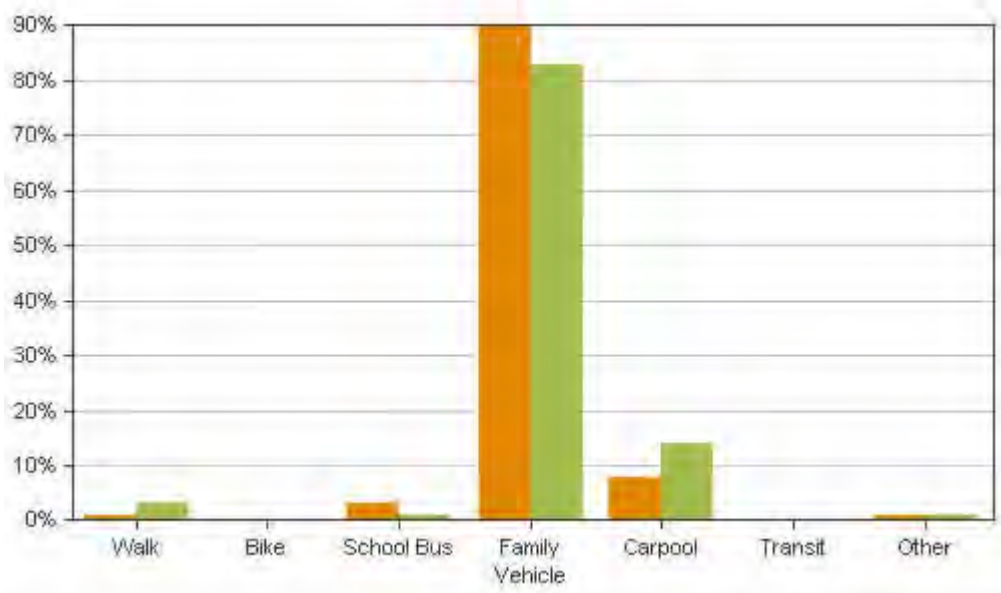
### Students Traveling by each Mode (averaged across all reported days)



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
<b>Average</b>	2.20	0.00	2.40	101.00	12.90	0.00	1.50
<b>Percent</b>	1.83%	0.00%	2.00%	84.17%	10.75%	0.00%	1.25%

Average daily number of students: 120.00

**Morning to Afternoon Travel Mode Comparison (by percent)**



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
<b>Morning</b>	0.51%	0.00%	2.74%	90.07%	8.22%	0.00%	1.37%
<b>Afternoon</b>	3.25%	0.00%	1.37%	82.88%	13.87%	0.00%	1.20%

**Summary Table (Totals):**

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Mon AM	117	1	0	4	107	6	0	1
Mon PM	120	4	0	2	95	31	0	2
Tues AM	108	0	0	4	107	10	0	2
TuesPM	123	9	0	3	98	13	0	1
Wed AM	122	0	0	4	105	11	0	2
Wed PM	122	3	0	1	106	11	0	1
Thur AM	121	1	0	4	103	11	0	2
Thur PM	121	1	0	2	99	17	0	2
Fri AM	116	1	0	0	104	10	0	1
Fri PM	120	2	0	0	86	9	0	1

**Summary Table (Averages):**

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Mon AM	13.00	0.11	0.00	0.44	11.89	0.67	0.00	0.11
Mon PM	13.33	0.44	0.00	0.22	10.56	3.44	0.00	0.22
Tues AM	12.00	0.00	0.00	0.44	11.89	1.11	0.00	0.22
TuesPM	13.67	1.00	0.00	0.33	10.89	1.44	0.00	0.11
Wed AM	13.56	0.00	0.00	0.44	11.67	1.22	0.00	0.22
Wed PM	13.56	0.33	0.00	0.11	11.78	1.22	0.00	0.11
Thur AM	13.44	0.11	0.00	0.44	11.44	1.22	0.00	0.22
Thur PM	13.44	0.11	0.00	0.22	11.00	1.89	0.00	0.22
Fri AM	12.89	0.11	0.00	0.00	11.56	1.11	0.00	0.11
Fri PM	13.33	0.22	0.00	0.00	9.56	1.00	0.00	0.11



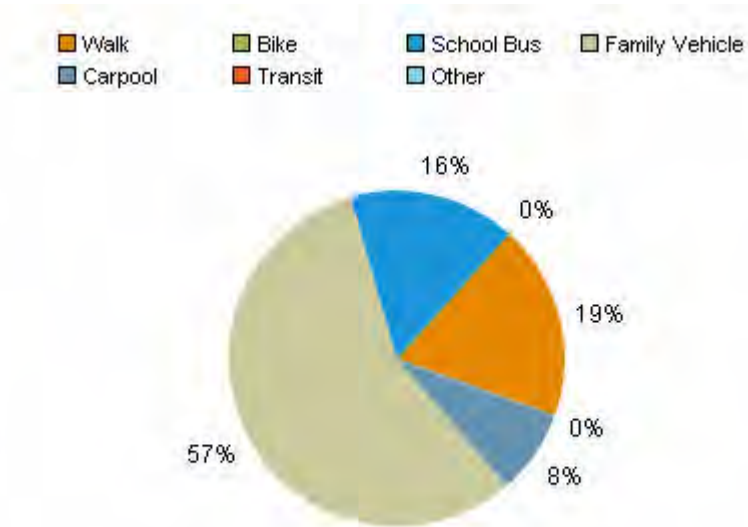
**Summary Table (Percentages):**

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Mon AM	119	0.84%	0.00%	3.36%	89.92%	5.04%	0.00%	0.84%
Mon PM	134	2.99%	0.00%	1.49%	70.90%	23.13%	0.00%	1.49%
Tues AM	123	0.00%	0.00%	3.25%	86.99%	8.13%	0.00%	1.63%
Tues PM	124	7.26%	0.00%	2.42%	79.03%	10.48%	0.00%	0.81%
Wed AM	122	0.00%	0.00%	3.28%	86.07%	9.02%	0.00%	1.64%
Wed PM	122	2.46%	0.00%	0.82%	86.89%	9.02%	0.00%	0.82%
Thur AM	121	0.83%	0.00%	3.31%	85.12%	9.09%	0.00%	1.65%
Thur PM	121	0.83%	0.00%	1.65%	81.82%	14.05%	0.00%	1.65%
Fri AM	116	0.86%	0.00%	0.00%	89.66%	8.62%	0.00%	0.86%
Fri PM	98	2.04%	0.00%	0.00%	87.76%	9.18%	0.00%	1.02%

# Jacob Shapiro Elementary School: Student Travel Tally Sheet Summary Report

**Program Name:** City of Oshkosh      **Season Collected:** Winter2008  
**School Name:** Jacob Shapiro Elementary School      **Data Type (Pre/Mid/Post):** mid  
**Reported School Enrollment:** 234  
**Number Classrooms:** 11  
**Number of Tallies Reported:** 11

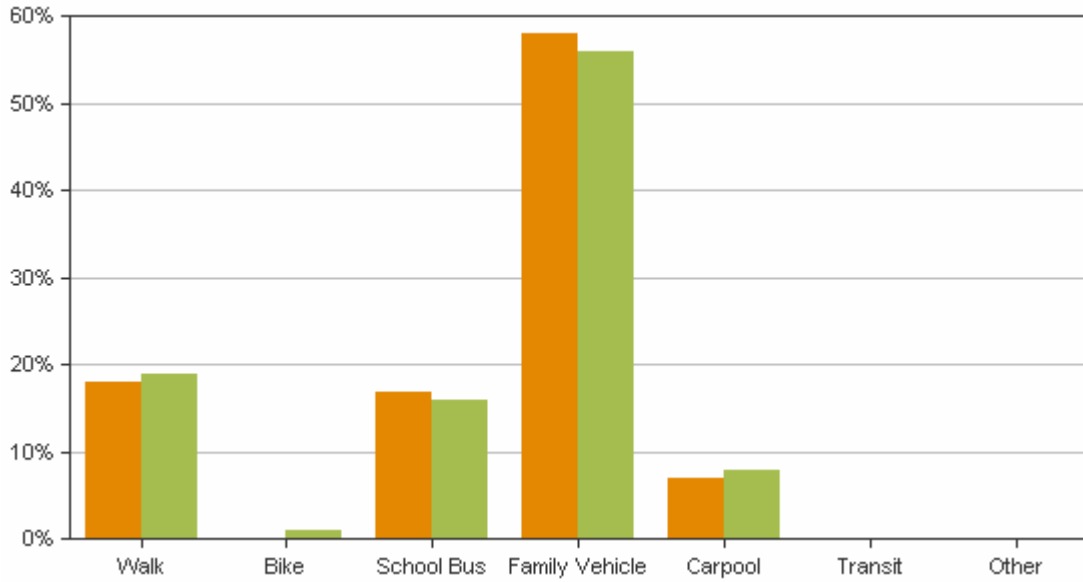
Students Traveling by Each Mode (across all reported days)



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
<b>Average Number of Student Trips for Morning and Afternoon</b>	35.0	0.5	30.8	106.7	14.7	0.2	0.0
<b>Percent</b>	18.6%	0.3%	16.4%	56.8%	7.8%	0.1%	0.0%

Average number of students per day responding to in-class tally counts: **187.8**

### Morning to Afternoon Travel Mode Comparison



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
<b>Morning</b>	18.3%	0.0%	16.7%	57.7%	7.3%	0.0%	0.0%
<b>Afternoon</b>	18.9%	0.5%	16.1%	55.9%	8.3%	0.2%	0.0%

Number of students by travel mode to and from school:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues AM	222	41	0	44	123	14	0	0
Tues PM	223	35	3	41	126	17	1	0
Wed AM	220	39	0	41	127	13	0	0
Wed PM	221	42	0	43	119	17	0	0
Thur AM	120	23	0	9	74	14	0	0
Thur PM	121	30	0	7	71	13	0	0

Averages for classes submitting travel tallies:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues AM	20.2	3.7	0.0	4.0	11.2	1.3	0.0	0.0
Tues PM	20.3	3.2	0.3	3.7	11.5	1.5	0.1	0.0
Wed AM	20.0	3.5	0.0	3.7	11.5	1.2	0.0	0.0
Wed PM	20.1	3.8	0.0	3.9	10.8	1.5	0.0	0.0
Thur AM	10.9	2.1	0.0	0.8	6.7	1.3	0.0	0.0
Thur PM	11.0	2.7	0.0	0.6	6.5	1.2	0.0	0.0

Percentages of students by travel mode to and from school:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues AM	222	18.5%	0.0%	19.8%	55.4%	6.3%	0.0%	0.0%
Tues PM	223	15.7%	1.3%	18.4%	56.5%	7.6%	0.4%	0.0%
Wed AM	220	17.7%	0.0%	18.6%	57.7%	5.9%	0.0%	0.0%
Wed PM	221	19.0%	0.0%	19.5%	53.8%	7.7%	0.0%	0.0%
Thur AM	120	19.2%	0.0%	7.5%	61.7%	11.7%	0.0%	0.0%
Thur PM	121	24.8%	0.0%	5.8%	58.7%	10.7%	0.0%	0.0%

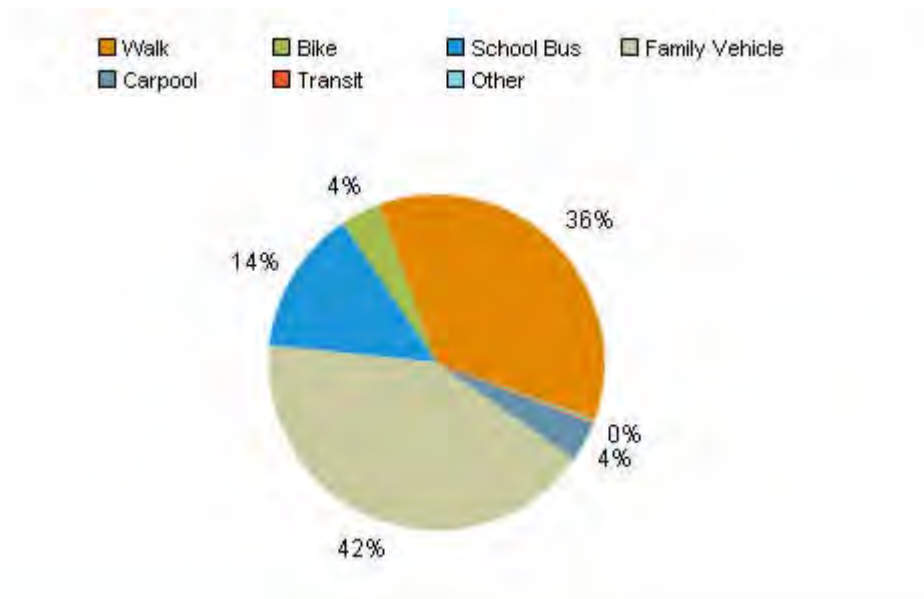
# Jefferson Elementary School: Student Travel Tally Sheet Summary Report

## Process Summary Information:

Program Name:	Oshkosh School District	Time Frame:	Winter2007
School Name:	Jefferson Elementary School	Data Type:	mid
		Reported School Enrollment:	200
		Number Classrooms:	13
		Number of Tallies Included:	13

## Main Summary Results:

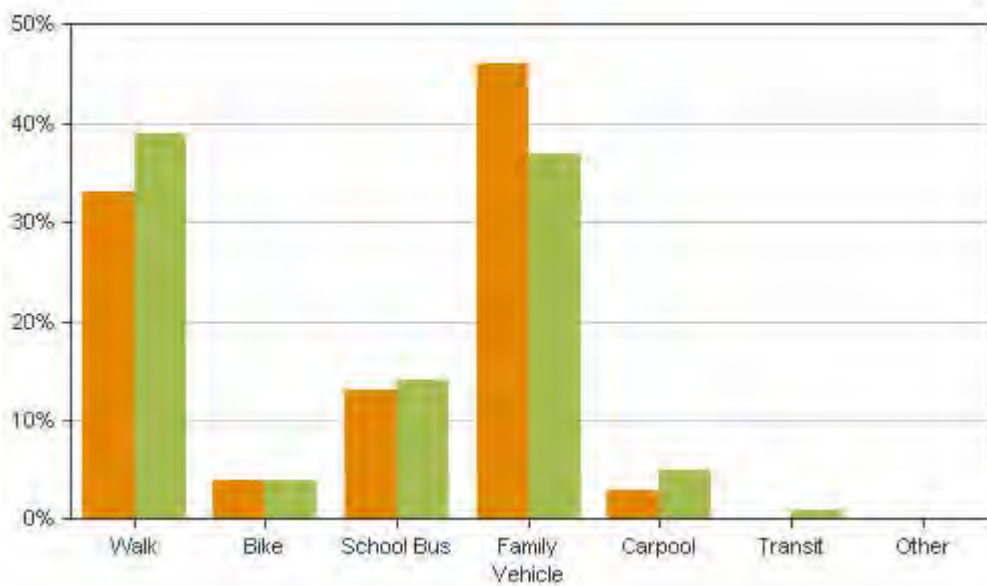
Students Traveling by each Mode (averaged across all reported days)



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
<b>Average</b>	57.25	6.25	21.50	66.63	6.75	0.75	0.00
<b>Percent</b>	35.98%	3.93%	13.51%	41.87%	4.24%	0.47%	0.00%

Average daily number of students: 159.13

### Morning to Afternoon Travel Mode Comparison (by percent)



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
<b>Morning</b>	33.43%	4.04%	12.81%	45.96%	3.48%	0.42%	0.00%
<b>Afternoon</b>	39.42%	3.80%	14.47%	36.71%	5.24%	0.54%	0.00%

**Summary Table (Totals):**

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues AM	192	62	6	26	91	5	2	0
TuesPM	145	60	5	22	51	6	1	0
Wed AM	192	63	4	26	89	10	0	0
Wed PM	126	52	3	21	43	6	1	0
Thur AM	166	57	8	21	76	5	0	0
Thur PM	143	56	6	17	54	10	1	0
Fri AM	168	58	11	19	74	5	1	0
Fri PM	0	50	7	20	55	7	0	0

**Summary Table (Averages):**

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues AM	14.77	4.77	0.46	2.00	7.00	0.38	0.15	0.00
TuesPM	11.15	4.62	0.38	1.69	3.92	0.46	0.08	0.00
Wed AM	14.77	4.85	0.31	2.00	6.85	0.77	0.00	0.00
Wed PM	9.69	4.00	0.23	1.62	3.31	0.46	0.08	0.00
Thur AM	12.77	4.38	0.62	1.62	5.85	0.38	0.00	0.00
Thur PM	11.00	4.31	0.46	1.31	4.15	0.77	0.08	0.00
Fri AM	12.92	4.46	0.85	1.46	5.69	0.38	0.08	0.00
Fri PM	0.00	3.85	0.54	1.54	4.23	0.54	0.00	0.00

**Summary Table (Percentages):**

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues AM	192	32.29%	3.13%	13.54%	47.40%	2.60%	1.04%	0.00%
Tues PM	145	41.38%	3.45%	15.17%	35.17%	4.14%	0.69%	0.00%
Wed AM	192	32.81%	2.08%	13.54%	46.35%	5.21%	0.00%	0.00%
Wed PM	126	41.27%	2.38%	16.67%	34.13%	4.76%	0.79%	0.00%
Thur AM	167	34.13%	4.79%	12.57%	45.51%	2.99%	0.00%	0.00%
Thur PM	144	38.89%	4.17%	11.81%	37.50%	6.94%	0.69%	0.00%
Fri AM	168	34.52%	6.55%	11.31%	44.05%	2.98%	0.60%	0.00%
Fri PM	139	35.97%	5.04%	14.39%	39.57%	5.04%	0.00%	0.00%



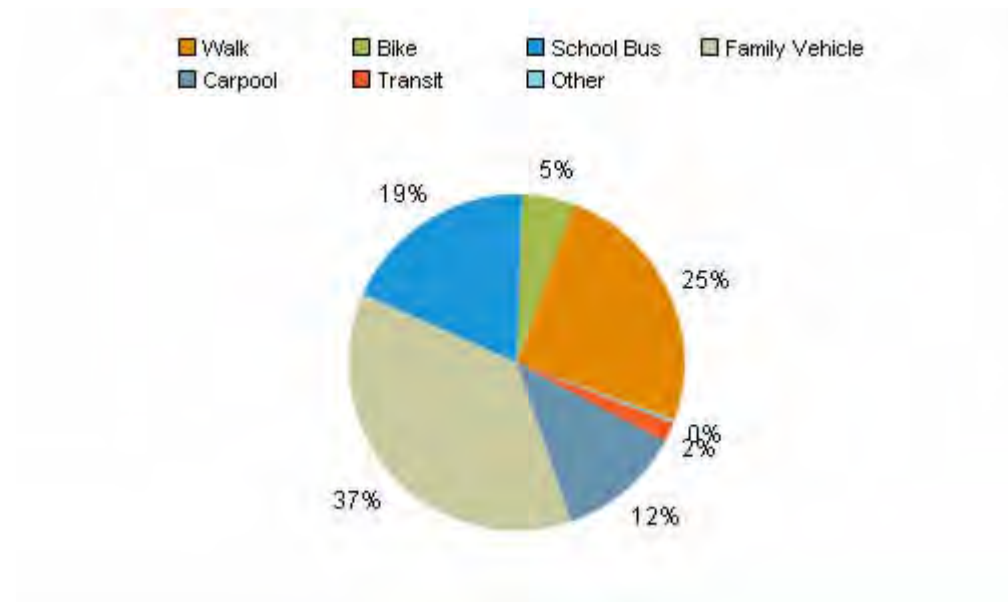
# Merrill Middle School: Student Travel Tally Sheet Summary Report

## Process Summary Information:

<b>Program Name:</b>	<b>Oshkosh Area School District</b>	<b>Time Frame:</b>	Fall2007
<b>School Name:</b>	<b>Merrill Middle School</b>	<b>Data Type:</b>	mid
		<b>Reported School Enrollment:</b>	507
		<b>Number Classrooms:</b>	0
		<b>Number of Tallies Included:</b>	12

## Main Summary Results:

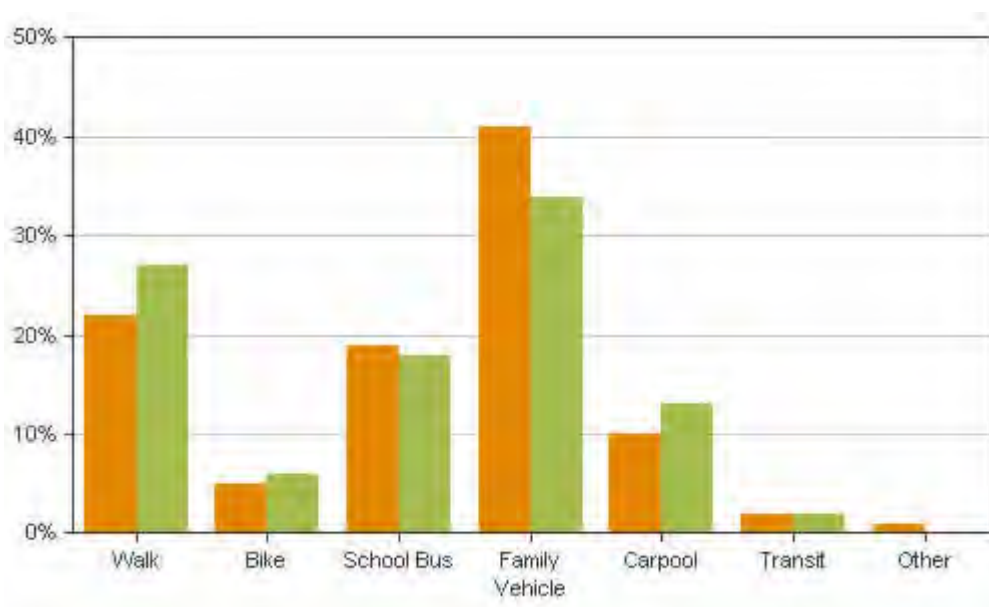
### Students Traveling by each Mode (averaged across all reported days)



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
<b>Average</b>	26.80	6.00	20.40	40.80	12.70	2.10	0.50
<b>Percent</b>	24.52%	5.49%	18.66%	37.33%	11.62%	1.92%	0.46%

Average daily number of students: 109.30

### Morning to Afternoon Travel Mode Comparison (by percent)



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
<b>Morning</b>	21.56%	5.43%	19.20%	40.58%	10.33%	1.99%	0.54%
<b>Afternoon</b>	27.34%	5.50%	17.98%	33.76%	12.84%	1.83%	0.37%

**Summary Table (Totals):**

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Mon AM	123	25	6	22	53	13	2	1
Mon PM	123	32	6	19	46	16	1	0
Tues AM	122	25	6	23	51	12	3	1
TuesPM	123	34	7	20	45	16	2	0
Wed AM	125	30	7	25	49	12	2	0
Wed PM	124	33	8	27	39	15	3	0
Thur AM	123	25	9	27	49	11	2	0
Thur PM	124	37	6	25	36	16	3	1
Fri AM	59	14	2	9	22	9	2	1
Fri PM	123	13	3	7	18	7	1	1

**Summary Table (Averages):**

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Mon AM	10.25	2.08	0.50	1.83	4.42	1.08	0.17	0.08
Mon PM	10.25	2.67	0.50	1.58	3.83	1.33	0.08	0.00
Tues AM	10.17	2.08	0.50	1.92	4.25	1.00	0.25	0.08
TuesPM	10.25	2.83	0.58	1.67	3.75	1.33	0.17	0.00
Wed AM	10.42	2.50	0.58	2.08	4.08	1.00	0.17	0.00
Wed PM	10.33	2.75	0.67	2.25	3.25	1.25	0.25	0.00
Thur AM	10.25	2.08	0.75	2.25	4.08	0.92	0.17	0.00
Thur PM	10.33	3.08	0.50	2.08	3.00	1.33	0.25	0.08
Fri AM	4.92	1.17	0.17	0.75	1.83	0.75	0.17	0.08
Fri PM	10.25	1.08	0.25	0.58	1.50	0.58	0.08	0.08

**Summary Table (Percentages):**

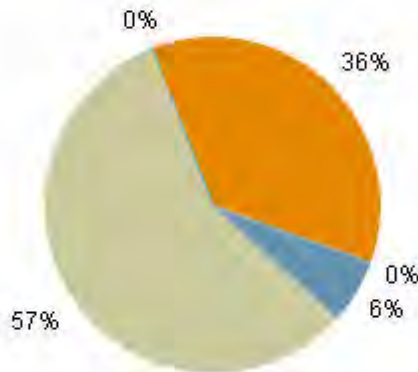
	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Mon AM	122	20.49%	4.92%	18.03%	43.44%	10.66%	1.64%	0.82%
Mon PM	120	26.67%	5.00%	15.83%	38.33%	13.33%	0.83%	0.00%
Tues AM	121	20.66%	4.96%	19.01%	42.15%	9.92%	2.48%	0.83%
Tues PM	124	27.42%	5.65%	16.13%	36.29%	12.90%	1.61%	0.00%
Wed AM	125	24.00%	5.60%	20.00%	39.20%	9.60%	1.60%	0.00%
Wed PM	125	26.40%	6.40%	21.60%	31.20%	12.00%	2.40%	0.00%
Thur AM	123	20.33%	7.32%	21.95%	39.84%	8.94%	1.63%	0.00%
Thur PM	124	29.84%	4.84%	20.16%	29.03%	12.90%	2.42%	0.81%
Fri AM	59	23.73%	3.39%	15.25%	37.29%	15.25%	3.39%	1.69%
Fri PM	50	26.00%	6.00%	14.00%	36.00%	14.00%	2.00%	2.00%

# Smith Elementary School: Student Travel Tally Sheet Summary Report

**Program Name:** City of Oshkosh      **Season Collected:** Spring2008  
**School Name:** Smith Elementary School      **Data Type (Pre/Mid/Post):** mid  
**Reported School Enrollment:** 199  
**Number Classrooms:** 9  
**Number of Tallies Reported:** 9

Students Traveling by Each Mode (across all reported days)

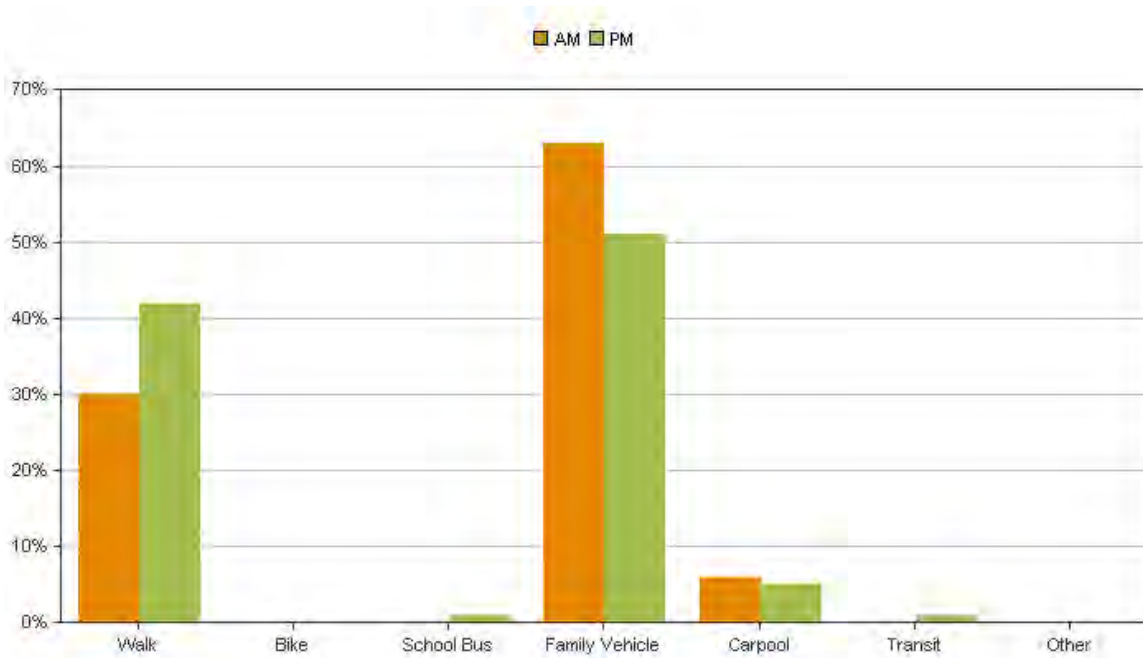
■ Walk      ■ Bike      ■ School Bus      ■ Family Vehicle  
■ Carpool      ■ Transit      ■ Other



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
<b>Average Number of Student Trips for Morning and Afternoon</b>	54.3	0.2	0.6	86.2	9.0	0.4	0.0
<b>Percent</b>	36.0%	0.1%	0.4%	57.2%	6.0%	0.3%	0.0%

Average number of students per day responding to in-class tally counts:  
**150.7**

### Morning to Afternoon Travel Mode Comparison



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	30.2%	0.1%	0.0%	63.2%	6.5%	0.0%	0.0%
Afternoon	42.5%	0.1%	0.8%	50.6%	5.4%	0.6%	0.0%

Number of students by travel mode to and from school:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Mon AM	161	45	1	0	110	5	0	0
Mon PM	142	58	1	6	70	7	0	0
Tues AM	160	49	0	0	102	9	0	0
Tues PM	141	64	0	0	62	14	1	0
Wed AM	144	50	0	0	88	6	0	0
Wed PM	145	63	0	0	74	7	1	0
Thur AM	164	55	0	0	102	7	0	0
Thur PM	146	66	0	0	75	4	1	0
Fri AM	160	39	0	0	97	24	0	0
Fri PM	144	54	0	0	82	7	1	0

Averages for classes submitting travel tallies:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Mon AM	17.9	5.0	0.1	0.0	12.2	0.6	0.0	0.0
Mon PM	15.8	6.4	0.1	0.7	7.8	0.8	0.0	0.0
Tues AM	17.8	5.4	0.0	0.0	11.3	1.0	0.0	0.0
Tues PM	15.7	7.1	0.0	0.0	6.9	1.6	0.1	0.0
Wed AM	16.0	5.6	0.0	0.0	9.8	0.7	0.0	0.0
Wed PM	16.1	7.0	0.0	0.0	8.2	0.8	0.1	0.0
Thur AM	18.2	6.1	0.0	0.0	11.3	0.8	0.0	0.0
Thur PM	16.2	7.3	0.0	0.0	8.3	0.4	0.1	0.0
Fri AM	17.8	4.3	0.0	0.0	10.8	2.7	0.0	0.0
Fri PM	16.0	6.0	0.0	0.0	9.1	0.8	0.1	0.0

Percentages of students by travel mode to and from school:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Mon AM	161	28.0%	0.6%	0.0%	68.3%	3.1%	0.0%	0.0%
Mon PM	142	40.8%	0.7%	4.2%	49.3%	4.9%	0.0%	0.0%
Tues AM	160	30.6%	0.0%	0.0%	63.7%	5.6%	0.0%	0.0%
Tues PM	141	45.4%	0.0%	0.0%	44.0%	9.9%	0.7%	0.0%
Wed AM	144	34.7%	0.0%	0.0%	61.1%	4.2%	0.0%	0.0%
Wed PM	145	43.4%	0.0%	0.0%	51.0%	4.8%	0.7%	0.0%
Thur AM	164	33.5%	0.0%	0.0%	62.2%	4.3%	0.0%	0.0%
Thur PM	146	45.2%	0.0%	0.0%	51.4%	2.7%	0.7%	0.0%
Fri AM	160	24.4%	0.0%	0.0%	60.6%	15.0%	0.0%	0.0%
Fri PM	144	37.5%	0.0%	0.0%	56.9%	4.9%	0.7%	0.0%



# South Park Middle School: Student Travel Tally Sheet Summary Report

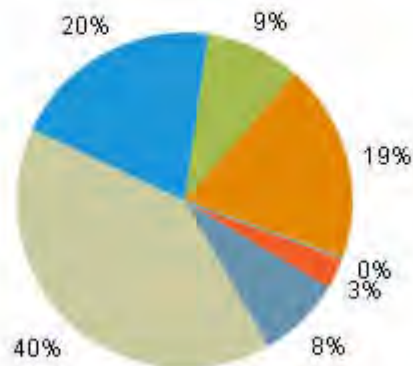
## Process Summary Information:

Program Name:	Oshkosh Area School District	Time Frame:	Fall2007
School Name:	South Park Middle School	Data Type:	mid
		Reported School Enrollment:	370
		Number Classrooms:	33
		Number of Tallies Included:	33

## Main Summary Results:

Students Traveling by each Mode (averaged across all reported days)

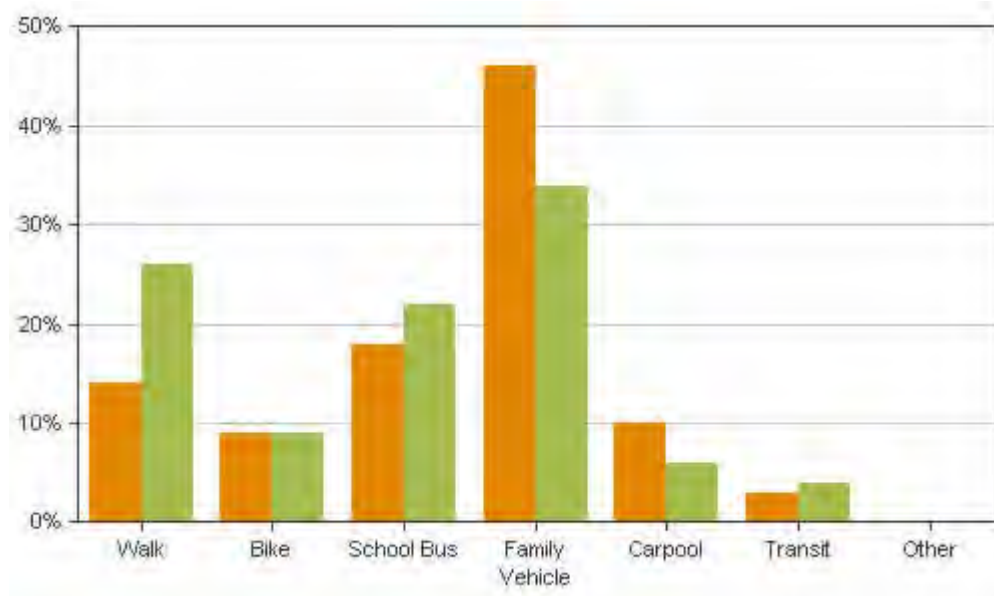
Walk      Bike      School Bus      Family Vehicle  
Carpool      Transit      Other



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
<b>Average</b>	63.00	29.60	64.70	129.70	25.70	10.90	1.50
<b>Percent</b>	19.38%	9.10%	19.90%	39.90%	7.91%	3.35%	0.46%

Average daily number of students: 325.10

### Morning to Afternoon Travel Mode Comparison (by percent)



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
<b>Morning</b>	13.51%	8.95%	17.78%	45.83%	10.15%	2.64%	0.48%
<b>Afternoon</b>	25.83%	9.37%	22.39%	34.06%	5.61%	4.15%	0.45%

**Summary Table (Totals):**

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Mon AM	330	52	42	51	147	30	7	1
Mon PM	311	82	42	63	92	17	13	1
Tues AM	333	35	12	56	175	42	10	1
TuesPM	313	77	15	57	123	25	13	1
Wed AM	340	54	37	67	132	33	9	3
Wed PM	331	94	35	123	88	13	15	3
Thur AM	324	42	27	66	143	31	9	2
Thur PM	304	78	27	58	107	13	12	2
Fri AM	338	42	31	56	166	33	9	1
Fri PM	311	74	28	50	124	20	12	0

**Summary Table (Averages):**

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Mon AM	10.00	1.58	1.27	1.55	4.45	0.91	0.21	0.03
Mon PM	9.42	2.48	1.27	1.91	2.79	0.52	0.39	0.03
Tues AM	10.09	1.06	0.36	1.70	5.30	1.27	0.30	0.03
TuesPM	9.48	2.33	0.45	1.73	3.73	0.76	0.39	0.03
Wed AM	10.30	1.64	1.12	2.03	4.00	1.00	0.27	0.09
Wed PM	10.03	2.85	1.06	3.73	2.67	0.39	0.45	0.09
Thur AM	9.82	1.27	0.82	2.00	4.33	0.94	0.27	0.06
Thur PM	9.21	2.36	0.82	1.76	3.24	0.39	0.36	0.06
Fri AM	10.24	1.27	0.94	1.70	5.03	1.00	0.27	0.03
Fri PM	9.42	2.24	0.85	1.52	3.76	0.61	0.36	0.00

**Summary Table (Percentages):**

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Mon AM	330	15.76%	12.73%	15.45%	44.55%	9.09%	2.12%	0.30%
Mon PM	310	26.45%	13.55%	20.32%	29.68%	5.48%	4.19%	0.32%
Tues AM	331	10.57%	3.63%	16.92%	52.87%	12.69%	3.02%	0.30%
Tues PM	311	24.76%	4.82%	18.33%	39.55%	8.04%	4.18%	0.32%
Wed AM	335	16.12%	11.04%	20.00%	39.40%	9.85%	2.69%	0.90%
Wed PM	371	25.34%	9.43%	33.15%	23.72%	3.50%	4.04%	0.81%
Thur AM	320	13.13%	8.44%	20.63%	44.69%	9.69%	2.81%	0.63%
Thur PM	297	26.26%	9.09%	19.53%	36.03%	4.38%	4.04%	0.67%
Fri AM	338	12.43%	9.17%	16.57%	49.11%	9.76%		

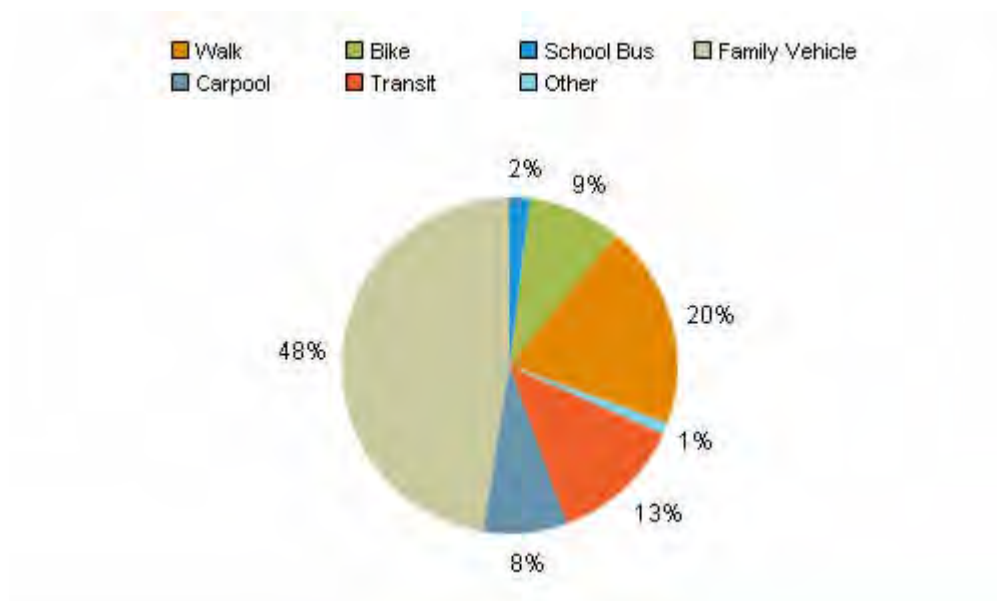
# Webster Stanley Middle School: Student Travel Tally Sheet Summary Report

## Process Summary Information:

Program Name:	Oshkosh Area School District	Time Frame:	Fall2007
School Name:	Webstery Stanely Middle School	Data Type:	mid
		Reported School Enrollment:	443
		Number Classrooms:	0
		Number of Tallies Included:	26

## Main Summary Results:

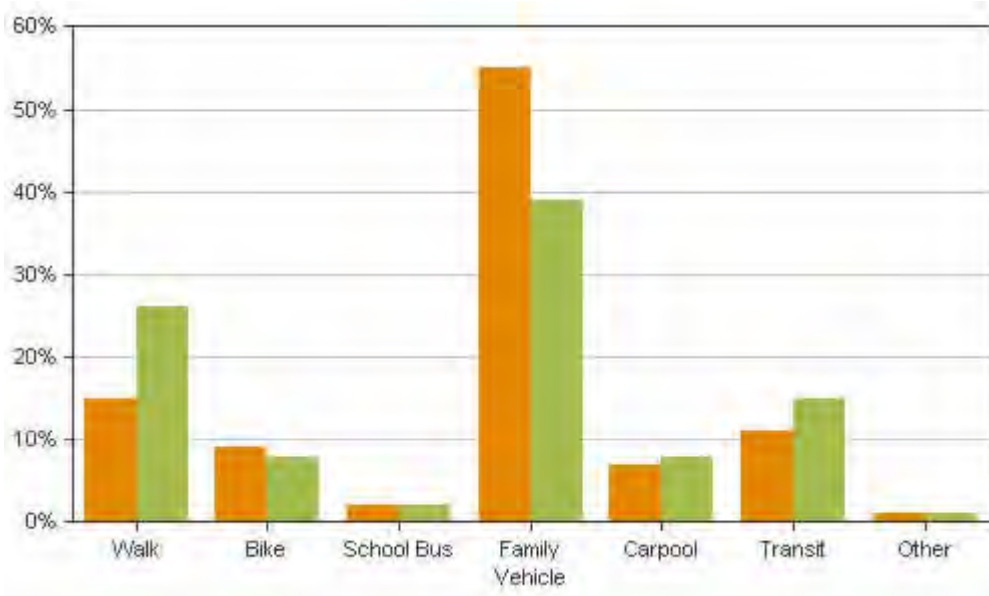
### Students Traveling by each Mode (averaged across all reported days)



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
<b>Average</b>	49.50	20.80	4.80	116.40	18.30	32.00	2.10
<b>Percent</b>	20.30%	8.53%	1.97%	47.72%	7.50%	13.12%	0.86%

Average daily number of students: 243.90

### Morning to Afternoon Travel Mode Comparison (by percent)



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
<b>Morning</b>	14.79%	8.52%	1.85%	55.39%	6.99%	11.33%	0.72%
<b>Afternoon</b>	25.68%	8.42%	2.06%	39.22%	7.93%	14.78%	0.99%

**Summary Table (Totals):**

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Mon AM	294	43	26	5	166	18	31	2
Mon PM	292	75	26	4	116	26	42	2
Tues AM	292	42	24	6	159	22	35	2
TuesPM	291	83	24	5	107	25	44	3
Wed AM	297	46	29	4	162	21	33	2
Wed PM	295	69	29	3	118	27	43	3
Thur AM	294	39	21	6	174	19	32	2
Thur PM	280	72	21	11	114	15	38	2
Fri AM	67	14	6	2	28	7	10	1
Fri PM	292	12	2	2	20	3	12	2

**Summary Table (Averages):**

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Mon AM	11.31	1.65	1.00	0.19	6.38	0.69	1.19	0.08
Mon PM	11.23	2.88	1.00	0.15	4.46	1.00	1.62	0.08
Tues AM	11.23	1.62	0.92	0.23	6.12	0.85	1.35	0.08
TuesPM	11.19	3.19	0.92	0.19	4.12	0.96	1.69	0.12
Wed AM	11.42	1.77	1.12	0.15	6.23	0.81	1.27	0.08
Wed PM	11.35	2.65	1.12	0.12	4.54	1.04	1.65	0.12
Thur AM	11.31	1.50	0.81	0.23	6.69	0.73	1.23	0.08
Thur PM	10.77	2.77	0.81	0.42	4.38	0.58	1.46	0.08
Fri AM	2.58	0.54	0.23	0.08	1.08	0.27	0.38	0.04
Fri PM	11.23	0.46	0.08	0.08	0.77	0.12	0.46	0.08

**Summary Table (Percentages):**

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Mon AM	291	14.78%	8.93%	1.72%	57.04%	6.19%	10.65%	0.69%
Mon PM	291	25.77%	8.93%	1.37%	39.86%	8.93%	14.43%	0.69%
Tues AM	290	14.48%	8.28%	2.07%	54.83%	7.59%	12.07%	0.69%
Tues PM	291	28.52%	8.25%	1.72%	36.77%	8.59%	15.12%	1.03%
Wed AM	297	15.49%	9.76%	1.35%	54.55%	7.07%	11.11%	0.67%
Wed PM	292	23.63%	9.93%	1.03%	40.41%	9.25%	14.73%	1.03%
Thur AM	293	13.31%	7.17%	2.05%	59.39%	6.48%	10.92%	0.68%
Thur PM	273	26.37%	7.69%	4.03%	41.76%	5.49%	13.92%	0.73%
Fri AM	68	20.59%	8.82%	2.94%	41.18%	10.29%	14.71%	1.47%
Fri PM	53	22.64%	3.77%	3.77%	37.74%	5.66%	22.64%	3.77%



**APPENDIX C: PARENT SURVEY  
RESULTS & COMMENTS**

E LOOK  
10

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

Phone Number

(Will only be used to notify winners of the gift certificates)

1. How far does your child live from school? (choose one)

- a. less than 1/4 mile **45**
- b. 1/4 mile up to 1/2 mile **15**
- c. 1/2 mile up to 1 mile **5**
- d. 1 mile up to 2 miles **5**
- e. More than 2 miles
- f. Don't know

2. On most days, how does your child arrive at school and leave for home after school? (circle one choice per column)

Arrive at School	Leave for Home
<input type="checkbox"/> a. Walk <b>35</b>	<input type="checkbox"/> a. Walk <b>35</b>
<input type="checkbox"/> b. Bike <b>5</b>	<input type="checkbox"/> b. Bike <b>5</b>
<input type="checkbox"/> c. School Bus <b>2</b>	<input type="checkbox"/> c. School Bus <b>2</b>
<input type="checkbox"/> d. Family vehicle (only with children from your family) <b>20</b>	<input type="checkbox"/> d. Family vehicle (only with children from your family) <b>20</b>
<input type="checkbox"/> e. Carpool (riding with children from other families) <b>5</b>	<input type="checkbox"/> e. Carpool (riding with children from other families) <b>5</b>
<input type="checkbox"/> f. Transit (city bus, subway, etc.)	<input type="checkbox"/> f. Transit (city bus, subway, etc.)
<input type="checkbox"/> g. Other (skateboard, scooter, inline skates, etc.) <b>3</b>	<input type="checkbox"/> g. Other (skateboard, scooter, inline skates, etc.) <b>3</b>

3. How long does it normally take your child to get to/from school? (check one choice per column)

Travel time to school	Travel time from school
<input type="checkbox"/> a. Less than 5 minutes <b>30</b>	<input type="checkbox"/> a. Less than 5 minutes <b>30</b>
<input type="checkbox"/> b. 5 - 10 minutes <b>25</b>	<input type="checkbox"/> b. 5 - 10 minutes <b>25</b>
<input type="checkbox"/> c. 11 - 20 minutes <b>15</b>	<input type="checkbox"/> c. 11 - 20 minutes <b>15</b>
<input type="checkbox"/> d. More than 20 minutes	<input type="checkbox"/> d. More than 20 minutes
<input type="checkbox"/> e. Don't know / Not sure	<input type="checkbox"/> e. Don't know / Not sure

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

5. Would you probably let your child walk or bike to/from school if this problem were changed or improved? (circle one per line)  
( My child already walks or bikes to/from school)

<input type="checkbox"/> Distance <b>45</b>	YES	NO	Not Sure
<input type="checkbox"/> Convenience of driving <b>10</b>	YES	NO	Not Sure
<input type="checkbox"/> Time <b>5</b>	YES	NO	Not Sure
<input type="checkbox"/> Child's participation in before/after-school activities	YES	NO	Not Sure
<input type="checkbox"/> Speed of traffic along route <b>25</b>	YES	NO	Not Sure
<input type="checkbox"/> Amount of traffic along route	YES	NO	Not Sure
<input type="checkbox"/> Adults to walk or bike with	YES	NO	Not Sure
<input type="checkbox"/> Sidewalks or pathways <b>5</b>	YES	NO	Not Sure
<input type="checkbox"/> Safety of intersections and crossings <b>15</b>	YES	NO	Not Sure
<input type="checkbox"/> Crossing guards <b>20</b>	YES	NO	Not Sure
<input type="checkbox"/> Violence or crime <b>5</b>	YES	NO	Not Sure
<input type="checkbox"/> Weather or climate	YES	NO	Not Sure
<input type="checkbox"/> Other _____	YES	NO	Not Sure
<input type="checkbox"/> Other _____	YES	NO	Not Sure

(199) franklin

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

\_\_\_\_\_  
Phone Number

*(Will only be used to notify winners of the gift certificates)*

1. How far does your child live from school? (choose one)

- a. less than 1/4 mile 92
- b. 1/4 mile up to 1/2 mile 45
- c. 1/2 mile up to 1 mile 26
- d. 1 mile up to 2 miles 26
- e. More than 2 miles 10
- f. Don't know

2. On most days, how does your child arrive at school and leave for home after school? (circle one choice per column)

Arrive at School	Leave for Home
<input type="checkbox"/> a. Walk 102	<input type="checkbox"/> a. Walk 102
<input type="checkbox"/> b. Bike	<input type="checkbox"/> b. Bike
<input type="checkbox"/> c. School Bus 10	<input type="checkbox"/> c. School Bus 10
<input type="checkbox"/> d. Family vehicle (only with children from your family) 45	<input type="checkbox"/> d. Family vehicle (only with children from your family) 45
<input type="checkbox"/> e. Carpool (riding with children from other families) 35	<input type="checkbox"/> e. Carpool (riding with children from other families) 35
<input type="checkbox"/> f. Transit (city bus, subway, etc.)	<input type="checkbox"/> f. Transit (city bus, subway, etc.)
<input type="checkbox"/> g. Other (skateboard, scooter, inline skates, etc.) 7	<input type="checkbox"/> g. Other (skateboard, scooter, inline skates, etc.) 7

3. How long does it normally take your child to get to/from school? (check one choice per column)

Travel time to school	Travel time from school
<input type="checkbox"/> a. Less than 5 minutes 99	<input type="checkbox"/> a. Less than 5 minutes 99
<input type="checkbox"/> b. 5 - 10 minutes 50	<input type="checkbox"/> b. 5 - 10 minutes 50
<input type="checkbox"/> c. 11 - 20 minutes 30	<input type="checkbox"/> c. 11 - 20 minutes 30
<input type="checkbox"/> d. More than 20 minutes 15	<input type="checkbox"/> d. More than 20 minutes 15
<input type="checkbox"/> e. Don't know / Not sure 5	<input type="checkbox"/> e. Don't know / Not sure 5

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

- Distance 125
- Convenience of driving 82
- Time
- Child's participation in before/after-school activities 10
- Speed of traffic along route 144
- Amount of traffic along route 139
- Adults to walk or bike with
- Sidewalks or pathways
- Safety of intersections and crossings 152
- Crossing guards 147
- Violence or crime 67
- Weather or climate
- Other \_\_\_\_\_
- Other \_\_\_\_\_

5. Would you probably let your child walk or bike to/from school if this problem were changed or improved? (circle one per line)  
( My child already walks or bikes to/from school)

	YES	NO	Not Sure
<input type="checkbox"/> My child already walks or bikes to/from school			
<input type="checkbox"/> Distance			
<input type="checkbox"/> Convenience of driving			
<input type="checkbox"/> Time			
<input type="checkbox"/> Child's participation in before/after-school activities			
<input type="checkbox"/> Speed of traffic along route			
<input type="checkbox"/> Amount of traffic along route			
<input type="checkbox"/> Adults to walk or bike with			
<input type="checkbox"/> Sidewalks or pathways			
<input type="checkbox"/> Safety of intersections and crossings			
<input type="checkbox"/> Crossing guards			
<input type="checkbox"/> Violence or crime			
<input type="checkbox"/> Weather or climate			
<input type="checkbox"/> Other _____			
<input type="checkbox"/> Other _____			

Jefferson  
59

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

Phone Number \_\_\_\_\_  
*(Will only be used to notify winners of the gift certificates)*

1. How far does your child live from school? (choose one)

- a. less than 1/4 mile **38**
- b. 1/4 mile up to 1/2 mile **4**
- c. 1/2 mile up to 1 mile **8**
- d. 1 mile up to 2 miles **4**
- e. More than 2 miles **5**
- f. Don't know

2. On most days, how does your child arrive at school and leave for home after school? (circle one choice per column)

Arrive at School	Leave for Home
<input type="checkbox"/> a. Walk <b>18</b>	<input type="checkbox"/> a. Walk <b>13</b>
<input type="checkbox"/> b. Bike <b>4</b>	<input type="checkbox"/> b. Bike <b>4</b>
<input type="checkbox"/> c. School Bus <b>6</b>	<input type="checkbox"/> c. School Bus <b>6</b>
<input type="checkbox"/> d. Family vehicle (only with children from your family) <b>19</b>	<input type="checkbox"/> d. Family vehicle (only with children from your family) <b>17</b>
<input type="checkbox"/> e. Carpool (riding with children from other families) <b>10</b>	<input type="checkbox"/> e. Carpool (riding with children from other families) <b>10</b>
<input type="checkbox"/> f. Transit (city bus, subway, etc.)	<input type="checkbox"/> f. Transit (city bus, subway, etc.)
<input type="checkbox"/> g. Other (skateboard, scooter, inline skates, etc.)	<input type="checkbox"/> g. Other (skateboard, scooter, inline skates, etc.)

3. How long does it normally take your child to get to/from school? (check one choice per column)

Travel time to school	Travel time from school
<input type="checkbox"/> a. Less than 5 minutes <b>33</b>	<input type="checkbox"/> a. Less than 5 minutes <b>33</b>
<input type="checkbox"/> b. 5 - 10 minutes <b>15</b>	<input type="checkbox"/> b. 5 - 10 minutes <b>15</b>
<input type="checkbox"/> c. 11 - 20 minutes <b>4</b>	<input type="checkbox"/> c. 11 - 20 minutes <b>4</b>
<input type="checkbox"/> d. More than 20 minutes	<input type="checkbox"/> d. More than 20 minutes
<input type="checkbox"/> e. Don't know / Not sure	<input type="checkbox"/> e. Don't know / Not sure

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

- Distance **29+5**
- Convenience of driving **10+4**
- Time **24**
- Child's participation in before/after-school activities
- Speed of traffic along route **32+5**
- Amount of traffic along route **29+2**
- Adults to walk or bike with **10+2**
- Sidewalks or pathways **22+2**
- Safety of intersections and crossings **26+5**
- Crossing guards **25+4**
- Violence or crime **35+3** *Sex offenders*
- Weather or climate **8+1**
- Other \_\_\_\_\_
- Other \_\_\_\_\_

5. Would you probably let your child walk or bike to/from school if this problem were changed or improved? (circle one per line)  
( My child already walks or bikes to/from school)

YES	NO	Not Sure
<b>6</b>	<b>36</b>	<b>10</b>
<b>4</b>	<b>4</b>	<b>2</b>
<b>23</b>		<b>1</b>
<b>24</b>		<b>8</b>
<b>15</b>		<b>14</b>
<b>26</b>	<b>2</b>	
<b>14</b>	<b>11</b>	<b>1</b>
<b>15</b>		<b>10</b>
	<b>15</b>	<b>15</b>

Lincoln  
24

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

Phone Number \_\_\_\_\_  
  
(Will only be used to notify winners of the gift certificates)

1. How far does your child live from school? (choose one)
- a. less than 1/4 mile 10
  - b. 1/4 mile up to 1/2 mile 5
  - c. 1/2 mile up to 1 mile 1
  - d. 1 mile up to 2 miles 1
  - e. More than 2 miles
  - f. Don't know /

2. On most days, how does your child arrive at school and leave for home after school? (circle one choice per column)

- Arrive at School**
- a. Walk 10
  - b. Bike 1
  - c. School Bus 2
  - d. Family vehicle (only with children from your family) 5
  - e. Carpool (riding with children from other families)
  - f. Transit (city bus, subway, etc.)
  - g. Other (skateboard, scooter, inline skates, etc.)

- Leave for Home**
- a. Walk 10
  - b. Bike 1
  - c. School Bus 2
  - d. Family vehicle (only with children from your family) 5
  - e. Carpool (riding with children from other families)
  - f. Transit (city bus, subway, etc.)
  - g. Other (skateboard, scooter, inline skates, etc.)

3. How long does it normally take your child to get to/from school? (check one choice per column)

- Travel time to school**
- a. Less than 5 minutes 12
  - b. 5 - 10 minutes 8
  - c. 11 - 20 minutes 4
  - d. More than 20 minutes
  - e. Don't know / Not sure

- Travel time from school**
- a. Less than 5 minutes 12
  - b. 5 - 10 minutes 8
  - c. 11 - 20 minutes 4
  - d. More than 20 minutes
  - e. Don't know / Not sure

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

5. Would you probably let your child walk or bike to/from school if this problem were changed or improved? (circle one per line)  
( My child already walks or bikes to/from school)

<input type="checkbox"/> Distance 22	YES	NO	Not Sure
<input type="checkbox"/> Convenience of driving	YES	NO	Not Sure
<input type="checkbox"/> Time	YES	NO	Not Sure
<input type="checkbox"/> Child's participation in before/after-school activities	YES	NO	Not Sure
<input type="checkbox"/> Speed of traffic along route 20	YES	NO	Not Sure
<input type="checkbox"/> Amount of traffic along route 18	YES	NO	Not Sure
<input type="checkbox"/> Adults to walk or bike with	YES	NO	Not Sure
<input type="checkbox"/> Sidewalks or pathways	YES	NO	Not Sure
<input type="checkbox"/> Safety of intersections and crossings 18	YES	NO	Not Sure
<input type="checkbox"/> Crossing guards 15	YES	NO	Not Sure
<input type="checkbox"/> Violence or crime	YES	NO	Not Sure
<input type="checkbox"/> Weather or climate	YES	NO	Not Sure
<input type="checkbox"/> Other _____	YES	NO	Not Sure
<input type="checkbox"/> Other _____	YES	NO	Not Sure

Merrill Eke  
72

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

Phone Number \_\_\_\_\_

(Will only be used to notify winners of the gift certificates)

1. How far does your child live from school? (choose one)

- a. less than 1/4 mile 23
- b. 1/4 mile up to 1/2 mile 14
- c. 1/2 mile up to 1 mile 10
- d. 1 mile up to 2 miles 9
- e. More than 2 miles 10
- f. Don't know 6

2. On most days, how does your child arrive at school and leave for home after school? (circle one choice per column)

Arrive at School	Leave for Home
<input type="checkbox"/> a. Walk 32	<input type="checkbox"/> a. Walk 32
<input type="checkbox"/> b. Bike 9	<input type="checkbox"/> b. Bike 9
<input type="checkbox"/> c. School Bus 10	<input type="checkbox"/> c. School Bus 10
<input type="checkbox"/> d. Family vehicle (only with children from your family) 8	<input type="checkbox"/> d. Family vehicle (only with children from your family) 8
<input type="checkbox"/> e. Carpool (riding with children from other families) 7	<input type="checkbox"/> e. Carpool (riding with children from other families) 7
<input type="checkbox"/> f. Transit (city bus, subway, etc.) 4	<input type="checkbox"/> f. Transit (city bus, subway, etc.) 4
<input type="checkbox"/> g. Other (skateboard, scooter, inline skates, etc.) 2	<input type="checkbox"/> g. Other (skateboard, scooter, inline skates, etc.) 2

3. How long does it normally take your child to get to/from school? (check one choice per column)

Travel time to school	Travel time from school
<input type="checkbox"/> a. Less than 5 minutes 28	<input type="checkbox"/> a. Less than 5 minutes 28
<input type="checkbox"/> b. 5 - 10 minutes 15	<input type="checkbox"/> b. 5 - 10 minutes 15
<input type="checkbox"/> c. 11 - 20 minutes 10	<input type="checkbox"/> c. 11 - 20 minutes 10
<input type="checkbox"/> d. More than 20 minutes 9	<input type="checkbox"/> d. More than 20 minutes 9
<input type="checkbox"/> e. Don't know / Not sure 10	<input type="checkbox"/> e. Don't know / Not sure 10

4. Which of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school? (check all that apply)	5. Would you probably let your child walk or bike to/from school if this problem were changed or improved? (circle one per line) ( <input type="checkbox"/> My child already walks or bikes to/from school)
<input type="checkbox"/> Distance 36	YES NO Not Sure
<input type="checkbox"/> Convenience of driving 18	YES NO Not Sure
<input type="checkbox"/> Time 39	YES NO Not Sure
<input type="checkbox"/> Child's participation in before/after-school activities	YES NO Not Sure
<input type="checkbox"/> Speed of traffic along route 15	YES NO Not Sure
<input type="checkbox"/> Amount of traffic along route	YES NO Not Sure
<input type="checkbox"/> Adults to walk or bike with	YES NO Not Sure
<input type="checkbox"/> Sidewalks or pathways	YES NO Not Sure
<input type="checkbox"/> Safety of intersections and crossings 29	YES NO Not Sure
<input type="checkbox"/> Crossing guards 10	YES NO Not Sure
<input type="checkbox"/> Violence or crime 23	YES NO Not Sure
<input type="checkbox"/> Weather or climate	YES NO Not Sure
<input type="checkbox"/> Other _____ 15	YES NO Not Sure
<input type="checkbox"/> Other _____	YES NO Not Sure



*3akwon*  
*46*

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

\_\_\_\_\_  
Phone Number

*(Will only be used to notify winners of the gift certificates)*

1. How far does your child live from school? (choose one)
- a. less than 1/4 mile *12*
  - b. 1/4 mile up to 1/2 mile *9*
  - c. 1/2 mile up to 1 mile *7*
  - d. 1 mile up to 2 miles *5*
  - e. More than 2 miles *12*
  - f. Don't know *1*

2. On most days, how does your child arrive at school and leave for home after school? (circle one choice per column)

Arrive at School	Leave for Home
<input type="checkbox"/> a. Walk <i>7</i>	<input type="checkbox"/> a. Walk <i>13</i>
<input type="checkbox"/> b. Bike <i>2</i>	<input type="checkbox"/> b. Bike <i>1</i>
<input type="checkbox"/> c. School Bus <i>4</i>	<input type="checkbox"/> c. School Bus <i>6</i>
<input type="checkbox"/> d. Family vehicle (only with children from your family) <i>32</i>	<input type="checkbox"/> d. Family vehicle (only with children from your family) <i>29</i>
<input type="checkbox"/> e. Carpool (riding with children from other families) <i>1</i>	<input type="checkbox"/> e. Carpool (riding with children from other families) <i>1</i>
<input type="checkbox"/> f. Transit (city bus, subway, etc.) <i>0</i>	<input type="checkbox"/> f. Transit (city bus, subway, etc.) <i>0</i>
<input type="checkbox"/> g. Other (skateboard, scooter, inline skates, etc.) <i>0</i>	<input type="checkbox"/> g. Other (skateboard, scooter, inline skates, etc.) <i>0</i>

3. How long does it normally take your child to get to/from school? (check one choice per column)

Travel time to school	Travel time from school
<input type="checkbox"/> a. Less than 5 minutes <i>22</i>	<input type="checkbox"/> a. Less than 5 minutes <i>16</i>
<input type="checkbox"/> b. 5 - 10 minutes <i>15</i>	<input type="checkbox"/> b. 5 - 10 minutes <i>15</i>
<input type="checkbox"/> c. 11 - 20 minutes <i>6</i>	<input type="checkbox"/> c. 11 - 20 minutes <i>9</i>
<input type="checkbox"/> d. More than 20 minutes <i>3</i>	<input type="checkbox"/> d. More than 20 minutes <i>5</i>
<input type="checkbox"/> e. Don't know / Not sure <i>2</i>	<input type="checkbox"/> e. Don't know / Not sure <i>2</i>

*1 - answer*      *2 - answer*

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

5. Would you probably let your child walk or bike to/from school if this problem were changed or improved? (circle one per line)  
( My child already walks or bikes to/from school) *12*

<input type="checkbox"/> Distance <i>32</i>	YES	NO	Not Sure
<input type="checkbox"/> Convenience of driving <i>8</i>	YES	NO	Not Sure
<input type="checkbox"/> Time <i>14</i>	YES	NO	Not Sure
<input type="checkbox"/> Child's participation in before/after-school activities <i>9</i>	YES	NO	Not Sure
<input type="checkbox"/> Speed of traffic along route <i>16</i>	YES	NO	Not Sure
<input type="checkbox"/> Amount of traffic along route <i>16</i>	YES	NO	Not Sure
<input type="checkbox"/> Adults to walk or bike with <i>15</i>	YES	NO	Not Sure
<input type="checkbox"/> Sidewalks or pathways <i>12</i>	YES	NO	Not Sure
<input type="checkbox"/> Safety of intersections and crossings <i>20</i>	YES	NO	Not Sure
<input type="checkbox"/> Crossing guards <i>8</i>	YES	NO	Not Sure
<input type="checkbox"/> Violence or crime <i>13</i>	YES	NO	Not Sure
<input type="checkbox"/> Weather or climate <i>24</i>	YES	NO	Not Sure
<input type="checkbox"/> Other <i>7</i>	YES	NO	Not Sure
<input type="checkbox"/> Other	YES	NO	Not Sure

*3-0 answers*



READ 146

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

\_\_\_\_\_  
Phone Number  
  
(Will only be used to notify winners  
of the gift certificates)

1. How far does your child live from school? (choose one)

- a. less than 1/4 mile **79**
- b. 1/4 mile up to 1/2 mile **27**
- c. 1/2 mile up to 1 mile **10**
- d. 1 mile up to 2 miles
- e. More than 2 miles **20**
- f. Don't know

2. On most days, how does your child arrive at school and leave for home after school? (circle one choice per column)

Arrive at School	Leave for Home
<input type="checkbox"/> a. Walk <b>65</b>	<input type="checkbox"/> a. Walk <b>65</b>
<input type="checkbox"/> b. Bike <b>20</b>	<input type="checkbox"/> b. Bike <b>20</b>
<input type="checkbox"/> c. School Bus <b>10</b>	<input type="checkbox"/> c. School Bus <b>10</b>
<input type="checkbox"/> d. Family vehicle (only with children from your family) <b>22</b>	<input type="checkbox"/> d. Family vehicle (only with children from your family) <b>22</b>
<input type="checkbox"/> e. Carpool (riding with children from other families) <b>10</b>	<input type="checkbox"/> e. Carpool (riding with children from other families) <b>10</b>
<input type="checkbox"/> f. Transit (city bus, subway, etc.)	<input type="checkbox"/> f. Transit (city bus, subway, etc.) <b>9</b>
<input type="checkbox"/> g. Other (skateboard, scooter, inline skates, etc.) <b>10</b>	<input type="checkbox"/> g. Other (skateboard, scooter, inline skates, etc.) <b>10</b>

3. How long does it normally take your child to get to/from school? (check one choice per column)

Travel time to school	Travel time from school
<input type="checkbox"/> a. Less than 5 minutes <b>87</b>	<input type="checkbox"/> a. Less than 5 minutes <b>87</b>
<input type="checkbox"/> b. 5 - 10 minutes <b>20</b>	<input type="checkbox"/> b. 5 - 10 minutes <b>20</b>
<input type="checkbox"/> c. 11 - 20 minutes <b>20</b>	<input type="checkbox"/> c. 11 - 20 minutes <b>20</b>
<input type="checkbox"/> d. More than 20 minutes <b>19</b>	<input type="checkbox"/> d. More than 20 minutes <b>19</b>
<input type="checkbox"/> e. Don't know / Not sure	<input type="checkbox"/> e. Don't know / Not sure

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

5. Would you probably let your child walk or bike to/from school if this problem were changed or improved? (circle one per line)  
( My child already walks or bikes to/from school)

<input type="checkbox"/> Distance <b>99</b>	YES	NO	Not Sure
<input type="checkbox"/> Convenience of driving <b>75</b>	YES	NO	Not Sure
<input type="checkbox"/> Time <b>10</b>	YES	NO	Not Sure
<input type="checkbox"/> Child's participation in before/after-school activities	YES	NO	Not Sure
<input type="checkbox"/> Speed of traffic along route <b>95</b>	YES	NO	Not Sure
<input type="checkbox"/> Amount of traffic along route <b>80</b>	YES	NO	Not Sure
<input type="checkbox"/> Adults to walk or bike with	YES	NO	Not Sure
<input type="checkbox"/> Sidewalks or pathways	YES	NO	Not Sure
<input type="checkbox"/> Safety of intersections and crossings <b>85</b>	YES	NO	Not Sure
<input type="checkbox"/> Crossing guards <b>92</b>	YES	NO	Not Sure
<input type="checkbox"/> Violence or crime <b>66</b>	YES	NO	Not Sure
<input type="checkbox"/> Weather or climate	YES	NO	Not Sure
<input type="checkbox"/> Other _____	YES	NO	Not Sure
<input type="checkbox"/> Other _____	YES	NO	Not Sure

Koosevelt  
90

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

Phone Number \_\_\_\_\_

(Will only be used to notify winners of the gift certificates)

1. How far does your child live from school? (choose one)

- a. less than 1/4 mile **35**
- b. 1/4 mile up to 1/2 mile **18**
- c. 1/2 mile up to 1 mile **14**
- d. 1 mile up to 2 miles **7**
- e. More than 2 miles **17**
- f. Don't know **2**

1-0 Answer

2. On most days, how does your child arrive at school and leave for home after school? (circle one choice per column)

Arrive at School	Leave for Home
<input type="checkbox"/> a. Walk <b>19</b>	<input type="checkbox"/> a. Walk <b>19</b>
<input type="checkbox"/> b. Bike <b>2</b>	<input type="checkbox"/> b. Bike <b>2</b>
<input type="checkbox"/> c. School Bus <b>8</b>	<input type="checkbox"/> c. School Bus <b>13</b>
<input type="checkbox"/> d. Family vehicle (only with children from your family) <b>65</b>	<input type="checkbox"/> d. Family vehicle (only with children from your family) <b>57</b>
<input type="checkbox"/> e. Carpool (riding with children from other families) <b>1</b>	<input type="checkbox"/> e. Carpool (riding with children from other families) <b>1</b>
<input type="checkbox"/> f. Transit (city bus, subway, etc.) <b>0</b>	<input type="checkbox"/> f. Transit (city bus, subway, etc.) <b>0</b>
<input type="checkbox"/> g. Other (skateboard, scooter, inline skates, etc.) <b>0</b>	<input type="checkbox"/> g. Other (skateboard, scooter, inline skates, etc.) <b>0</b>

1-0 answer

3. How long does it normally take your child to get to/from school? (check one choice per column)

Travel time to school	Travel time from school
<input type="checkbox"/> a. Less than 5 minutes <b>53</b>	<input type="checkbox"/> a. Less than 5 minutes <b>53</b>
<input type="checkbox"/> b. 5 - 10 minutes <b>24</b>	<input type="checkbox"/> b. 5 - 10 minutes <b>26</b>
<input type="checkbox"/> c. 11 - 20 minutes <b>7</b>	<input type="checkbox"/> c. 11 - 20 minutes <b>7</b>
<input type="checkbox"/> d. More than 20 minutes <b>4</b>	<input type="checkbox"/> d. More than 20 minutes <b>4</b>
<input type="checkbox"/> e. Don't know / Not sure <b>1</b>	<input type="checkbox"/> e. Don't know / Not sure <b>1</b>

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

<input type="checkbox"/> Distance <b>54</b>
<input type="checkbox"/> Convenience of driving <b>22</b>
<input type="checkbox"/> Time <b>54</b>
<input type="checkbox"/> Child's participation in before/after-school activities <b>7</b>
<input type="checkbox"/> Speed of traffic along route <b>37</b>
<input type="checkbox"/> Amount of traffic along route <b>41</b>
<input type="checkbox"/> Adults to walk or bike with <b>23</b>
<input type="checkbox"/> Sidewalks or pathways <b>11</b>
<input type="checkbox"/> Safety of intersections and crossings <b>38</b>
<input type="checkbox"/> Crossing guards <b>16</b>
<input type="checkbox"/> Violence or crime <b>31</b>
<input type="checkbox"/> Weather or climate <b>41</b>
<input type="checkbox"/> Other <b>2</b>
<input type="checkbox"/> Other <b>4</b>

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

( My child already walks or bikes to/from school) **22**

	YES	NO	Not Sure
<input type="checkbox"/> Distance			
<input type="checkbox"/> Convenience of driving			
<input type="checkbox"/> Time			
<input type="checkbox"/> Child's participation in before/after-school activities			
<input type="checkbox"/> Speed of traffic along route			
<input type="checkbox"/> Amount of traffic along route			
<input type="checkbox"/> Adults to walk or bike with			
<input type="checkbox"/> Sidewalks or pathways			
<input type="checkbox"/> Safety of intersections and crossings			
<input type="checkbox"/> Crossing guards			
<input type="checkbox"/> Violence or crime			
<input type="checkbox"/> Weather or climate			
<input type="checkbox"/> Other			
<input type="checkbox"/> Other			



Smith  
70

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

Phone Number \_\_\_\_\_

(Will only be used to notify winners of the gift certificates)

1. How far does your child live from school? (choose one)

- a. less than 1/4 mile 34
- b. 1/4 mile up to 1/2 mile 24
- c. 1/2 mile up to 1 mile 7
- d. 1 mile up to 2 miles 1
- e. More than 2 miles 5
- f. Don't know 0

2 - ANSWER

2. On most days, how does your child arrive at school and leave for home after school? (circle one choice per column)

Arrive at School	Leave for Home
<input type="checkbox"/> a. Walk <u>24</u>	<input type="checkbox"/> a. Walk <u>24</u>
<input type="checkbox"/> b. Bike <u>3</u>	<input type="checkbox"/> b. Bike <u>3</u>
<input type="checkbox"/> c. School Bus <u>0</u>	<input type="checkbox"/> c. School Bus <u>0</u>
<input type="checkbox"/> d. Family vehicle (only with children from your family) <u>54</u>	<input type="checkbox"/> d. Family vehicle (only with children from your family) <u>51</u>
<input type="checkbox"/> e. Carpool (riding with children from other families) <u>2</u>	<input type="checkbox"/> e. Carpool (riding with children from other families) <u>2</u>
<input type="checkbox"/> f. Transit (city bus, subway, etc.) <u>0</u>	<input type="checkbox"/> f. Transit (city bus, subway, etc.) <u>0</u>
<input type="checkbox"/> g. Other (skateboard, scooter, inline skates, etc.) <u>0</u>	<input type="checkbox"/> g. Other (skateboard, scooter, inline skates, etc.) <u>0</u>

3. How long does it normally take your child to get to/from school? (check one choice per column)

Travel time to school	Travel time from school
<input type="checkbox"/> a. Less than 5 minutes <u>39</u>	<input type="checkbox"/> a. Less than 5 minutes <u>35</u>
<input type="checkbox"/> b. 5 - 10 minutes <u>23</u>	<input type="checkbox"/> b. 5 - 10 minutes <u>28</u>
<input type="checkbox"/> c. 11 - 20 minutes <u>11</u>	<input type="checkbox"/> c. 11 - 20 minutes <u>2</u>
<input type="checkbox"/> d. More than 20 minutes <u>0</u>	<input type="checkbox"/> d. More than 20 minutes <u>2</u>
<input type="checkbox"/> e. Don't know / Not sure <u>0</u>	<input type="checkbox"/> e. Don't know / Not sure <u>1</u>

1 - ANSWER

4. Which of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school? (check all that apply)	5. Would you probably let your child walk or bike to/from school if this problem were changed or improved? (circle one per line) ( <input type="checkbox"/> My child already walks or bikes to/from school) <u>16</u>		
	YES	NO	Not Sure
<input type="checkbox"/> Distance <u>34</u>			
<input type="checkbox"/> Convenience of driving <u>17</u>			
<input type="checkbox"/> Time <u>24</u>			
<input type="checkbox"/> Child's participation in before/after-school activities <u>10</u>			
<input type="checkbox"/> Speed of traffic along route <u>16</u>			
<input type="checkbox"/> Amount of traffic along route <u>21</u>			
<input type="checkbox"/> Adults to walk or bike with <u>16</u>			
<input type="checkbox"/> Sidewalks or pathways <u>15</u>			
<input type="checkbox"/> Safety of intersections and crossings <u>24</u>			
<input type="checkbox"/> Crossing guards <u>13</u>			
<input type="checkbox"/> Violence or crime <u>23</u>			
<input type="checkbox"/> Weather or climate <u>30</u>			
<input type="checkbox"/> Other <u>25</u>			
<input type="checkbox"/> Other _____			

South Park  
43

(43)

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

Phone Number \_\_\_\_\_  
*(Will only be used to notify winners of the gift certificates)*

1. How far does your child live from school? (choose one)

- a. less than 1/4 mile **29**
- b. 1/4 mile up to 1/2 mile **5**
- c. 1/2 mile up to 1 mile **2**
- d. 1 mile up to 2 miles **3**
- e. More than 2 miles **3**
- f. Don't know

2. On most days, how does your child arrive at school and leave for home after school? (circle one choice per column)

- Arrive at School**
- a. Walk **25**
  - b. Bike **4**
  - c. School Bus **4**
  - d. Family vehicle (only with children from your family) **3**
  - e. Carpool (riding with children from other families) **3**
  - f. Transit (city bus, subway, etc.) **2**
  - g. Other (skateboard, scooter, inline skates, etc.) **3**

- Leave for Home**
- a. Walk **25**
  - b. Bike **4**
  - c. School Bus **4**
  - d. Family vehicle (only with children from your family) **3**
  - e. Carpool (riding with children from other families) **3**
  - f. Transit (city bus, subway, etc.) **2**
  - g. Other (skateboard, scooter, inline skates, etc.) **3**

3. How long does it normally take your child to get to/from school? (check one choice per column)

- Travel time to school**
- a. Less than 5 minutes **29**
  - b. 5 - 10 minutes **9**
  - c. 11 - 20 minutes **5**
  - d. More than 20 minutes
  - e. Don't know / Not sure

- Travel time from school**
- a. Less than 5 minutes **29**
  - b. 5 - 10 minutes **6**
  - c. 11 - 20 minutes **5**
  - d. More than 20 minutes
  - e. Don't know / Not sure

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

- Distance **30**
- Convenience of driving **21**
- Time
- Child's participation in before/after-school activities **15**
- Speed of traffic along route **22**
- Amount of traffic along route
- Adults to walk or bike with
- Sidewalks or pathways
- Safety of intersections and crossings **34**
- Crossing guards **30**
- Violence or crime **20**
- Weather or climate
- Other \_\_\_\_\_
- Other \_\_\_\_\_

5. Would you probably let your child walk or bike to/from school if this problem were changed or improved? (circle one per line)  
( My child already walks or bikes to/from school)

	YES	NO	Not Sure
<input type="checkbox"/> Distance			
<input type="checkbox"/> Convenience of driving			
<input type="checkbox"/> Time			
<input type="checkbox"/> Child's participation in before/after-school activities			
<input type="checkbox"/> Speed of traffic along route			
<input type="checkbox"/> Amount of traffic along route			
<input type="checkbox"/> Adults to walk or bike with			
<input type="checkbox"/> Sidewalks or pathways			
<input type="checkbox"/> Safety of intersections and crossings			
<input type="checkbox"/> Crossing guards			
<input type="checkbox"/> Violence or crime			
<input type="checkbox"/> Weather or climate			
<input type="checkbox"/> Other _____			
<input type="checkbox"/> Other _____			

Tipler  
32

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

\_\_\_\_\_  
Phone Number

(Will only be used to notify winners  
of the gift certificates)

1. How far does your child live from school? (choose one)
- a. less than 1/4 mile 15
  - b. 1/4 mile up to 1/2 mile 6
  - c. 1/2 mile up to 1 mile 6
  - d. 1 mile up to 2 miles 5
  - e. More than 2 miles
  - f. Don't know

2. On most days, how does your child arrive at school and leave for home after school? (circle one choice per column)

**Arrive at School**

- a. Walk 20
- b. Bike
- c. School Bus 5
- d. Family vehicle (only with children from your family) 6
- e. Carpool (riding with children from other families)
- f. Transit (city bus, subway, etc.)
- g. Other (skateboard, scooter, inline skates, etc.)

**Leave for Home**

- a. Walk 20
- b. Bike
- c. School Bus 5
- d. Family vehicle (only with children from your family) 6
- e. Carpool (riding with children from other families)
- f. Transit (city bus, subway, etc.)
- g. Other (skateboard, scooter, inline skates, etc.)

3. How long does it normally take your child to get to/from school? (check one choice per column)

**Travel time to school**

- a. Less than 5 minutes 10
- b. 5 - 10 minutes 10
- c. 11 - 20 minutes 5
- d. More than 20 minutes 6
- e. Don't know / Not sure

**Travel time from school**

- a. Less than 5 minutes 10
- b. 5 - 10 minutes 10
- c. 11 - 20 minutes 5
- d. More than 20 minutes 6
- e. Don't know / Not sure

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

5. Would you probably let your child walk or bike to/from school if this problem were changed or improved? (circle one per line)  
( My child already walks or bikes to/from school)

<input type="checkbox"/> Distance <u>21</u>	YES	NO	Not Sure
<input type="checkbox"/> Convenience of driving <u>15</u>	YES	NO	Not Sure
<input type="checkbox"/> Time	YES	NO	Not Sure
<input type="checkbox"/> Child's participation in before/after-school activities	YES	NO	Not Sure
<input type="checkbox"/> Speed of traffic along route <u>22</u>	YES	NO	Not Sure
<input type="checkbox"/> Amount of traffic along route <u>10</u>	YES	NO	Not Sure
<input type="checkbox"/> Adults to walk or bike with	YES	NO	Not Sure
<input type="checkbox"/> Sidewalks or pathways	YES	NO	Not Sure
<input type="checkbox"/> Safety of intersections and crossings <u>15</u>	YES	NO	Not Sure
<input type="checkbox"/> Crossing guards <u>10</u>	YES	NO	Not Sure
<input type="checkbox"/> Violence or crime <u>22</u>	YES	NO	Not Sure
<input type="checkbox"/> Weather or climate	YES	NO	Not Sure
<input type="checkbox"/> Other _____	YES	NO	Not Sure
<input type="checkbox"/> Other _____	YES	NO	Not Sure

Traege Mid.  
37

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

\_\_\_\_\_  
Phone Number

(Will only be used to notify winners of the gift certificates)

1. How far does your child live from school? (choose one)

- a. less than 1/4 mile **15**
- b. 1/4 mile up to 1/2 mile **10**
- c. 1/2 mile up to 1 mile **5**
- d. 1 mile up to 2 miles **7**
- e. More than 2 miles
- f. Don't know

2. On most days, how does your child arrive at school and leave for home after school? (circle one choice per column)

Arrive at School	Leave for Home
<input type="checkbox"/> a. Walk <b>18</b>	<input type="checkbox"/> a. Walk <b>18</b>
<input type="checkbox"/> b. Bike <b>10</b>	<input type="checkbox"/> b. Bike <b>18</b>
<input type="checkbox"/> c. School Bus <b>5</b>	<input type="checkbox"/> c. School Bus <b>5</b>
<input type="checkbox"/> d. Family vehicle (only with children from your family) <b>4</b>	<input type="checkbox"/> d. Family vehicle (only with children from your family) <b>4</b>
<input type="checkbox"/> e. Carpool (riding with children from other families)	<input type="checkbox"/> e. Carpool (riding with children from other families)
<input type="checkbox"/> f. Transit (city bus, subway, etc.)	<input type="checkbox"/> f. Transit (city bus, subway, etc.)
<input type="checkbox"/> g. Other (skateboard, scooter, inline skates, etc.)	<input type="checkbox"/> g. Other (skateboard, scooter, inline skates, etc.)

3. How long does it normally take your child to get to/from school? (check one choice per column)

Travel time to school	Travel time from school
<input type="checkbox"/> a. Less than 5 minutes <b>15</b>	<input type="checkbox"/> a. Less than 5 minutes <b>15</b>
<input type="checkbox"/> b. 5 - 10 minutes <b>18</b>	<input type="checkbox"/> b. 5 - 10 minutes <b>18</b>
<input type="checkbox"/> c. 11 - 20 minutes <b>9</b>	<input type="checkbox"/> c. 11 - 20 minutes <b>9</b>
<input type="checkbox"/> d. More than 20 minutes	<input type="checkbox"/> d. More than 20 minutes
<input type="checkbox"/> e. Don't know / Not sure	<input type="checkbox"/> e. Don't know / Not sure

4. Which of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school? (check all that apply)	5. Would you probably let your child walk or bike to/from school if this problem were changed or improved? (circle one per line) ( <input type="checkbox"/> My child already walks or bikes to/from school)		
	YES	NO	Not Sure
<input type="checkbox"/> Distance <b>25</b>			
<input type="checkbox"/> Convenience of driving <b>15</b>			
<input type="checkbox"/> Time <b>10</b>			
<input type="checkbox"/> Child's participation in before/after-school activities			
<input type="checkbox"/> Speed of traffic along route <b>22</b>			
<input type="checkbox"/> Amount of traffic along route <b>29</b>			
<input type="checkbox"/> Adults to walk or bike with			
<input type="checkbox"/> Sidewalks or pathways <b>20</b>			
<input type="checkbox"/> Safety of intersections and crossings <b>15</b>			
<input type="checkbox"/> Crossing guards <b>15</b>			
<input type="checkbox"/> Violence or crime <b>19</b>			
<input type="checkbox"/> Weather or climate			
<input type="checkbox"/> Other _____			
<input type="checkbox"/> Other _____			

Washington

59

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

Phone Number \_\_\_\_\_  
(Will only be used to notify winners of the gift certificates)

1. How far does your child live from school? (choose one)
- a. less than 1/4 mile 37
  - b. 1/4 mile up to 1/2 mile 12
  - c. 1/2 mile up to 1 mile 3
  - d. 1 mile up to 2 miles 2
  - e. More than 2 miles 4
  - f. Don't know 1

2. On most days, how does your child arrive at school and leave for home after school? (circle one choice per column)

Arrive at School	Leave for Home
<input type="checkbox"/> a. Walk 37	<input type="checkbox"/> a. Walk 24
<input type="checkbox"/> b. Bike 3	<input type="checkbox"/> b. Bike 3
<input type="checkbox"/> c. School Bus 3	<input type="checkbox"/> c. School Bus 3
<input type="checkbox"/> d. Family vehicle (only with children from your family) 40	<input type="checkbox"/> d. Family vehicle (only with children from your family) 33
<input type="checkbox"/> e. Carpool (riding with children from other families) 2	<input type="checkbox"/> e. Carpool (riding with children from other families) 3
<input type="checkbox"/> f. Transit (city bus, subway, etc.)	<input type="checkbox"/> f. Transit (city bus, subway, etc.)
<input type="checkbox"/> g. Other (skateboard, scooter, inline skates, etc.) 1	<input type="checkbox"/> g. Other (skateboard, scooter, inline skates, etc.) 0

3. How long does it normally take your child to get to/from school? (check one choice per column)

Travel time to school	Travel time from school
<input type="checkbox"/> a. Less than 5 minutes 37	<input type="checkbox"/> a. Less than 5 minutes 35
<input type="checkbox"/> b. 5 - 10 minutes 13	<input type="checkbox"/> b. 5 - 10 minutes 13
<input type="checkbox"/> c. 11 - 20 minutes 5	<input type="checkbox"/> c. 11 - 20 minutes 7
<input type="checkbox"/> d. More than 20 minutes 1	<input type="checkbox"/> d. More than 20 minutes 1
<input type="checkbox"/> e. Don't know / Not sure 2	<input type="checkbox"/> e. Don't know / Not sure 3

1 - Answer

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

5. Would you probably let your child walk or bike to/from school if this problem were changed or improved? (circle one per line)  
( My child already walks or bikes to/from school) 16

<input type="checkbox"/> Distance 21	YES	NO	Not Sure
<input type="checkbox"/> Convenience of driving 14	YES	NO	Not Sure
<input type="checkbox"/> Time 13	YES	NO	Not Sure
<input type="checkbox"/> Child's participation in before/after-school activities 5	YES	NO	Not Sure
<input type="checkbox"/> Speed of traffic along route 16	YES	NO	Not Sure
<input type="checkbox"/> Amount of traffic along route 20	YES	NO	Not Sure
<input type="checkbox"/> Adults to walk or bike with 12	YES	NO	Not Sure
<input type="checkbox"/> Sidewalks or pathways 8	YES	NO	Not Sure
<input type="checkbox"/> Safety of intersections and crossings 20	YES	NO	Not Sure
<input type="checkbox"/> Crossing guards 11	YES	NO	Not Sure
<input type="checkbox"/> Violence or crime 14	YES	NO	Not Sure
<input type="checkbox"/> Weather or climate 27	YES	NO	Not Sure
<input type="checkbox"/> Other 17	YES	NO	Not Sure
<input type="checkbox"/> Other	YES	NO	Not Sure

3 - Answer



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

Phone Number \_\_\_\_\_

(Will only be used to notify winners of the gift certificates)

1. How far does your child live from school? (choose one)

- a. less than 1/4 mile <sup>10</sup>
- b. 1/4 mile up to 1/2 mile <sup>22</sup>
- c. 1/2 mile up to 1 mile <sup>3</sup>
- d. 1 mile up to 2 miles <sup>15</sup>
- e. More than 2 miles <sup>12</sup>
- f. Don't know <sup>3</sup>

2. On most days, how does your child arrive at school and leave for home after school? (circle one choice per column)

Arrive at School	Leave for Home
<input type="checkbox"/> a. Walk <sup>10</sup>	<input type="checkbox"/> a. Walk <sup>10</sup>
<input type="checkbox"/> b. Bike <sup>5</sup>	<input type="checkbox"/> b. Bike <sup>5</sup>
<input type="checkbox"/> c. School Bus <sup>22</sup>	<input type="checkbox"/> c. School Bus <sup>22</sup>
<input type="checkbox"/> d. Family vehicle (only with children from your family) <sup>26</sup>	<input type="checkbox"/> d. Family vehicle (only with children from your family) <sup>26</sup>
<input type="checkbox"/> e. Carpool (riding with children from other families) <sup>8</sup>	<input type="checkbox"/> e. Carpool (riding with children from other families) <sup>8</sup>
<input type="checkbox"/> f. Transit (city bus, subway, etc.)	<input type="checkbox"/> f. Transit (city bus, subway, etc.)
<input type="checkbox"/> g. Other (skateboard, scooter, inline skates, etc.)	<input type="checkbox"/> g. Other (skateboard, scooter, inline skates, etc.)

3. How long does it normally take your child to get to/from school? (check one choice per column)

Travel time to school	Travel time from school
<input type="checkbox"/> a. Less than 5 minutes <sup>26</sup>	<input type="checkbox"/> a. Less than 5 minutes <sup>26</sup>
<input type="checkbox"/> b. 5 - 10 minutes <sup>15</sup>	<input type="checkbox"/> b. 5 - 10 minutes <sup>15</sup>
<input type="checkbox"/> c. 11 - 20 minutes <sup>18</sup>	<input type="checkbox"/> c. 11 - 20 minutes <sup>18</sup>
<input type="checkbox"/> d. More than 20 minutes <sup>12</sup>	<input type="checkbox"/> d. More than 20 minutes <sup>12</sup>
<input type="checkbox"/> e. Don't know / Not sure	<input type="checkbox"/> e. Don't know / Not sure

4. Which of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school? (check all that apply)	5. Would you probably let your child walk or bike to/from school if this problem were changed or improved? (circle one per line) ( <input type="checkbox"/> My child already walks or bikes to/from school)		
<input type="checkbox"/> Distance <sup>26</sup>	YES <sup>20</sup>	NO	Not Sure <sup>6</sup>
<input type="checkbox"/> Convenience of driving <sup>28</sup>	YES <sup>22</sup>	NO <sup>3</sup>	Not Sure <sup>3</sup>
<input type="checkbox"/> Time <sup>7</sup>	YES <sup>7</sup>	NO	Not Sure
<input type="checkbox"/> Child's participation in before/after-school activities	YES	NO	Not Sure
<input type="checkbox"/> Speed of traffic along route <sup>35</sup>	YES <sup>30</sup>	NO <sup>2</sup>	Not Sure <sup>3</sup>
<input type="checkbox"/> Amount of traffic along route <sup>10</sup>	YES <sup>10</sup>	NO	Not Sure
<input type="checkbox"/> Adults to walk or bike with <sup>10</sup>	YES	NO	Not Sure <sup>10</sup>
<input type="checkbox"/> Sidewalks or pathways <sup>15</sup>	YES <sup>5</sup>	NO	Not Sure <sup>10</sup>
<input type="checkbox"/> Safety of intersections and crossings <sup>32</sup>	YES <sup>17</sup>	NO	Not Sure <sup>15</sup>
<input type="checkbox"/> Crossing guards <sup>25</sup>	YES <sup>20</sup>	NO	Not Sure <sup>5</sup>
<input type="checkbox"/> Violence or crime <sup>27</sup>	YES	NO <sup>7</sup>	Not Sure <sup>20</sup>
<input type="checkbox"/> Weather or climate	YES	NO	Not Sure
<input type="checkbox"/> Other _____	YES	NO	Not Sure
<input type="checkbox"/> Other _____	YES	NO	Not Sure

Webster Mid.  
32

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

\_\_\_\_\_  
Phone Number  
  
(Will only be used to notify winners  
of the gift certificates)

1. How far does your child live from school? (choose one)
- a. less than 1/4 mile **15**
  - b. 1/4 mile up to 1/2 mile **10**
  - c. 1/2 mile up to 1 mile **5**
  - d. 1 mile up to 2 miles **2**
  - e. More than 2 miles
  - f. Don't know

2. On most days, how does your child arrive at school and leave for home after school? (circle one choice per column)

- Arrive at School**
- a. Walk **22**
  - b. Bike
  - c. School Bus **5**
  - d. Family vehicle (only with children from your family) **5**
  - e. Carpool (riding with children from other families)
  - f. Transit (city bus, subway, etc.)
  - g. Other (skateboard, scooter, inline skates, etc.)

- Leave for Home**
- a. Walk **22**
  - b. Bike
  - c. School Bus **5**
  - d. Family vehicle (only with children from your family) **5**
  - e. Carpool (riding with children from other families)
  - f. Transit (city bus, subway, etc.)
  - g. Other (skateboard, scooter, inline skates, etc.)

3. How long does it normally take your child to get to/from school? (check one choice per column)

- Travel time to school**
- a. Less than 5 minutes **20**
  - b. 5 - 10 minutes **5**
  - c. 11 - 20 minutes **5**
  - d. More than 20 minutes **2**
  - e. Don't know / Not sure

- Travel time from school**
- a. Less than 5 minutes **20**
  - b. 5 - 10 minutes **5**
  - c. 11 - 20 minutes **5**
  - d. More than 20 minutes **2**
  - e. Don't know / Not sure

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

5. Would you probably let your child walk or bike to/from school if this problem were changed or improved? (circle one per line)  
( My child already walks or bikes to/from school)

<input type="checkbox"/> Distance <b>25</b>	YES	NO	Not Sure
<input type="checkbox"/> Convenience of driving <b>15</b>	YES	NO	Not Sure
<input type="checkbox"/> Time <b>5</b>	YES	NO	Not Sure
<input type="checkbox"/> Child's participation in before/after-school activities	YES	NO	Not Sure
<input type="checkbox"/> Speed of traffic along route <b>10</b>	YES	NO	Not Sure
<input type="checkbox"/> Amount of traffic along route <b>15</b>	YES	NO	Not Sure
<input type="checkbox"/> Adults to walk or bike with	YES	NO	Not Sure
<input type="checkbox"/> Sidewalks or pathways	YES	NO	Not Sure
<input type="checkbox"/> Safety of intersections and crossings <b>15</b>	YES	NO	Not Sure
<input type="checkbox"/> Crossing guards <b>15</b>	YES	NO	Not Sure
<input type="checkbox"/> Violence or crime <b>18</b>	YES	NO	Not Sure
<input type="checkbox"/> Weather or climate <b>5</b>	YES	NO	Not Sure
<input type="checkbox"/> Other _____	YES	NO	Not Sure
<input type="checkbox"/> Other _____	YES	NO	Not Sure

**APPENDIX D: BIKE & WALK AUDIT CHECKLIST**

## Webster Stanley Elementary and Middle School Bike & Walk Audit

### Comments

- Hazel St. and Park – No crosswalk, many cracks, edging need trimming; Field is full of poop; Cars and bikers not stopping; Only one bike one way, narrow sidewalk; Road to baseball field not safe; No bus stop awareness; No place for bus to stop
- Oak Street – random alley way; witt own dumpster; one pedestrian sign and one 15 mph sign; littering; house nights at 1760 Oak Street – No solvating go away, if you come to sell me something you may be shot; weeds and cracks
- Lincoln St. – bushes covering street huge trees; scary loud dogs;
- Others – landscaping leaves – edging – cracks; Siewart and Hazel – one side only sidewalks, no crossing lines, corners not yellow, no separate bike paths, aren't able to bike on both sides.
- No crosswalk at Siewart and Oak
- 806 Oak St – exposed pipe; Goose poo on recess area
- Oak and Siewart – driveway and no crosswalk;
- Sidewalk distance – 10 ft from road
- Uneven sidewalk – 807 Oak; jetting out path – danger
- Oak and Lincoln – stop sign instead of yield; gravel on sidewalk;
- No crosswalk line
- Grove and Lincoln – uneven sidewalk; poor and fast dangerous driver – Lincoln and Evans
- Scary Loud Dot – E. Lincoln towards Evans
- Evans – sidewalks uneven
- 929 Evans – dangerous fence
- no curb on Melvin off of Evans
- Bowen no yielding to pedestrians
- Road work ahead sign on sidewalk – cigarette butts
- Bad sidewalks
- Rusty pipe Bowen and Lincoln
- Cracked sidewalk on Evans off of E Lincoln
- Not enough street lights
- 741 Evans – gravel on sidewalk
- bad sidewalk on 139 Grove
- Sub pump hose at 745 Grove
- Wire loose on pole corner of grove and Lincoln house 758
- House 758 E. Lincoln tree in sidewalk
- No sidewalk on east side of Hazel
- Oak – yield signs ? (Oak and Baldwin); weak lighting; cracked sidewalk
- New York – Poorly lit; no school signs
- Baldwin – tree branches over sidewalk; no school signs
- Bowen – school signs 15 mph – fast cars; loud scary dog; big trees into sidewalk

- Bowen and Melvin – first intersection painted crosswalk ( worn out lines); Melvin no curb
- Melvin is not a safe looking street.
- Many cracks in the sidewalk
- Roads are about 30 ft in width
- Poorly lighted
- Yield signs can be a problem when trying to cross the road
- 25 mph – saw many cars go faster
- there are warning signs of school ahead; Slow down to 15 mph
- Not many crosswalks
- Baldwin – cars drove fast
- No curb on Melvin
- Rough Road on Melvin
- Bowen branches hanging over sidewalk.
- No sidewalk on the east side of Hazel
- No biking lanes on Hazel
- All street intersections yield only
- Bowen and Melvin crosswalk paint is worn
- Bowen concrete missing where the trees were.
- Sidewalks were continuous
- Many cracks and raised corners/sidewalk squares
- Trees and overhang blocking sidewalks
- Accessible for wheelchairs, not well lit anywhere
- Only 1 intersection with painted crosswalk (worn lines though)
- Street width 33'
- Dangerous dumpster
- Only a few school zone signs
- Brisk driving, no bike paths, litters
- dogs were all tied up
- all intersections have yield signs – stops = safer
- missing/broken curbs
- Melvin = shady
- Hazel St – In front of school one raised section of sidewalk; Melvin St. crosswalks and school crossing signs OK; “No Parking” signs and 15 mph speed limit signs; Hedge blocks view of driveway at 1033 Hazel; utility pole has loose wires at Hazel and Baldwin; New York and Hazel has hedge blocking view for motorist
- New York St – No crosswalks at any intersection
- Oak St = several hedges and fences blocking view from driveways; one section raised sidewalk between New York and Baldwin – east side
- Baldwin and Oak – tree blocked view for motorists; intersection controlled by yield signs – recommend stop signs
- Oak St – numerous raised sidewalks
- Melvin St – No curb on either side of the street along school

- Melvin and Oak – recessed man hole cover in middle of sidewalk
- No crosswalks at any intersection within 2 blocks of school
- All intersections are handicap accessible.
- Many cracks , uneven sidewalks
- No crosswalk lines, trash pedestrian
- 760 Oak Street – shooting sign
- Narrow streets; trees to low; ramps are good; turns corner aren't yellow
- Bushes are covering dumpsters
- Siewert and Hazel sidewalk on one side only;
- One way streets no bicycle route; no separate bicycle path; isolated zones; littering; horrible landscaping/sidewalks leaves, edging, no crossing lines, able to bike both ways; scary dogs.

## Read Elementary School Bike & Walk Audit Comments

- My biggest concern is the New York and Algoma intersections. Crossing this on foot, I have almost been hit twice this fall – both times I had to yell at the drivers who started to pull out from NY onto Algoma without even looking north (since traffic comes only from the south on Algoma – they watch only in that direction. Walkers in either crosswalk are in danger of being hit. Children should not serve as crossing guards here because they don't understand the mentality of drivers on a one-way street. Either the intersection must be controlled or an adult should serve as a crossing guard there.
- On the corner of Reed and Elmwood there is a yard covered with fallen and chopped down branches. The sidewalk also has broken glass.
- NE corner of Elmwood and New York house has a wagon full of trash.
- The intersection of New York and Algoma is a disaster. The crosswalks are really just decorative because motorists do not see children crossing the street (New York). This area desperately needs an adult crossing guard.
- New York and high - another disaster waiting to happen. The crosswalks are in the wrong place. Motorists going in any direction won't see kids crossing High.
- Reed Ave property on corner of Reed and Elmwood has fallen tree limbs on ground and sidewalk, also broke glass on walk and brush in yard.
- Elmwood Ave – House on NE Corner (yellow siding) Trash in the yard – unleashed dog – trailer full of broken furniture
- Elmwood and New York Aves – Very congested crosswalk before and after schools. Cars rarely stop at intersection. Many exceed speed limit after stop.
- Methodist Church Parking lot is a major pick up and drop off point for Read students – Kids must negotiate through cars to and from school ground.
- Algoma Blvd – in front of school is very difficult to cross both before and after classes. Cars consistently exceed speed limits especially after school. It often takes more than five minutes to get an opening for safe crossing. The city bus is one of the most dangerous of the obstacles – often exceeding 35-40 mph in the school zone. I have never seen a car yield to pedestrians in crosswalks at New York or Vine.
- Property on corner of New York and High (southeast) overgrown bushes – trash in the yard. Sidewalk often not shoveled in winter.
- Cars don't yield to pedestrians at crosswalk on New York and High Ave.
- Summit row of houses look pretty dilapidated. More dumpsters and garbage next to Wiouwash Trail.
- High Ave – traffic moves very fast. Trash in yards of student housing. Broken glass on sidewalk.
- University property and sidewalk very well maintained throughout the year.
- General Comments: Sidewalks are all in reasonably good condition. Speed limits and parking is well marked. Crosswalks and school zones are well marked. However, traffic consistently exceeds posted limits and does not stop for pedestrians. Neighborhoods are reasonably well maintained and appear safe with

the exception of the area near the Summit Row Houses and High Avenue between New York and Vine.

- The biggest benefit to this quadrant would be the ability to stop traffic at the corners of Algoma and New York. I consider this to be the most dangerous intersection near Read School.
- The route was very scenic but with it being in the college district, I would not let my children walk to school.



## Grace Lutheran School Bike and Walk Audit Comments

- 10th St. is too dark
  - 10<sup>th</sup> and Oregon – Intersection is dangerous, poor view with parked cars
  - Sidewalks at 11<sup>th</sup> and Nebraska are in need of repair
  - 12<sup>th</sup> and 13<sup>th</sup> Streets – Houses and landscaping were too close to streets, it would be very difficult for a car backing out to see a pedestrian
  - 12<sup>th</sup> and Nebraska – No crosswalks marked on the street
  - Oregon St. has many questionable properties
  - Driver behavior – not good, a lot of speeding
  - On Main St. There are traffic lights only on 9<sup>th</sup> and South Park
  - Overall, I really don't see this as a safe area for kids to be walking or biking.
- I think that the area we covered was very dark at night and I also think that it is not safe to ride your bike on the sidewalk because there is very little time to react if a car pulled out in front of you. The sidewalk was also cracked and tilted. There is a church across from our school that I think is abandoned and doesn't look like it is used. There is a building next to or connected to Oaks Chocolate Shop both of them look run down and not worth being there. I also think on all the intersections there should be crosswalks because there is not many. There is also a power line thing coming down in front of the sidewalk which if you were biking or walking you could hit your head or something and get hurt.
- The sidewalks are broken and cracked.
  - There were areas that are obstructed by a dumpster. The view of the cars backing out onto the street are obstructed. Very Dangerous. Only a few are wheelchair accessible.
  - The lighting is very poor on 10<sup>th</sup> Street.
  - The widths of the roads are narrow. The cars parked on the side make it impossible for two cars to navigate at the same time.
  - Only ¼ of the corners had crosswalks.
  - The cars parked on Oregon St. make it very difficult to see traffic coming on Oregon St. and the traffics is usually exceeding the speed limit.
  - The school zone signs are placed right at the school. Not far enough to warn traffic ahead of time.
  - Oregon and 9<sup>th</sup> St. traffic is very heavy at times. The Oregon and 9<sup>th</sup> corner is not safe for biking or walking the buildings are very close to the sidewalk so cars peek out into the crosswalk to see and many speed up to make it through the yellow light.
  - I don't believe any place on this area is safe to bicycle there is no room on the streets with all of the parked cars. There are many taverns in this area and also Nebraska Street between 10<sup>th</sup> and 11<sup>th</sup> has very questionable house and abandoned cars. This areas does not seem safe. The area east of Main is very run down as an adult I would not walk or bike at anytime. The area by 9<sup>th</sup> and Oregon and 10<sup>th</sup> and Oregon are very dangerous for bikes or pedestrians.

## Merrill Elementary and Middle School Bike & Walk Audit Comments

- No crosswalks:
  - Central and Prospect
  - Melvin and Fredrick
  - Jackson and Prospect
  - Merrill and Prospect
- Central St. off of New York – road is very rough and too narrow
- Merrill St. off of New York – cracked and dangerous sidewalks
- No crosswalk at the corner of Central and Prospect
- No crosswalk at the corner of Central and Prospect
- No crosswalk at the corner of Central and Melvin – very bad streets
- No crosswalk at the corner of Central and Prospect
- No crosswalk at the corner of Central and Melvin
- No crosswalk at the corner of Central and Prospect
- No crosswalk at the corner of Central and Melvin
- No crosswalk at the corner of Prospect and Central
- No crosswalk at the corner of Central and Melvin
- On the walk we observed that many sidewalks were in need of repair. Cracks and grade variances were common. Some bushes and branches obstructed us too. A few areas had blind driveways (fences or bushes blocking one's view).
- We walked near heavy traffic areas. The highest volume of traffic is on Main St., which is approximately 1 block from our school. A variety of commercial and residential areas are nearby. As one approaches, there are more dumpsters (we counted at least 8), more trash, and noise.
- A city bus drop off/pick up area is on Main Street. It is commonly used by many of our students. Clear markings of this as a pedestrian area would increase safety and aid in traffic slowing down.
- The next highest volume of traffic is on New York Avenue, right in front of Merrill Middle School. Today a police vehicle was parked across from the school near the crosswalk. The crosswalk could use fresh paint and speed bumps to slow the traffic.
- Many drivers were not slowing down on the side roads, even with our larger pedestrian group. We had one car speed by us and then abruptly stop at an intersection not far from us. We were in a 25 MPH area at this time and the car was traveling close to 40.
- Recommendations for safer walking would be to have clearer markings of School zones and signs for approaching school zones, as well as fresh paint on crosswalks and speed bumps. All this is to increase driver awareness. Sidewalk repairs should be done too.
- If traffic is slowed the areas near school, bicyclists too would be safer. Wider curb areas on surrounding streets is another suggestion for biking safety.
- The sidewalks are in poor condition along with the streets. Potholes, cracks and bumps are pretty much along every street. In many places, there were no curbs,

thus it did not have uniform width on the streets (could not tell where the street ended and lawn began.) Most crossings were not painted.

- Roads were bumpy – could get hurt
- Vicious dog fenced in
- Car didn't yield
- 2 cars didn't stop
- no crossing lines
- Litter
- Old man on bike with helmet
- A lot of cracks on sidewalks
- uneven sidewalks
- Cluttered sidewalks (leaves)
- Bush obstructing sidewalk
- A lot of garbage
- Sidewalks clean
- Jackson St busy – not follow school speed limite
- Central Street – fix
- Leaves on sidewalk – Jackson
- Little college house – Prospect
- 1 stray cat
- No curb on Prospect
- Central St. – Terrible condition for bikes or cars
- Cars on grass Central and Prospect
- Gasoline on porch on Central St.
- Police radar being done on N. school zone
- Window out on house on Prospect
- No bike lanes on any streets
- driver courteous at cross walks
- crossing guard on New York/Jackson intersection
-

## **Smith Elementary School Bike & Walk Audit Comments**

- 18<sup>th</sup> St. is not considered a school zone
- Oregon is a very busy street. Traffic does not always slow down like it should.
- 19<sup>th</sup> and Arizona is a yield sign intersection which has had several accidents in the past weeks. A woman was killed at that intersection about 7:30 AM on a weekday.
- 18<sup>th</sup> Ave can become very congested with stuff parking and parents coming to school for drop offs. 18<sup>th</sup> is also a very bad road, potholes, no curb and gutter.

**APPENDIX E: SAFE ROUTES TO SCHOOL FLYER**



## ***Oshkosh Area Safe Routes to School Program***

**"Dedicated to Keeping Kids Safe."**

Oshkosh Area Safe Routes to School (SRTS) Program encourages communities and school districts to provide safe routes for students K-8 to walk and bike to school. This program is designed to reduce congestion around schools, promote healthy lifestyles, and a cleaner environment.

### **What will be done:**

- Parent Surveys
- Bike & Walk Audits of areas around schools and school grounds
- Walk to School Day
- Speed Zone Watch Program



For further information:  
contact

### **What you can do:**

- Slow down in school zones
- Be Alert
- Be Patient
- Cross at crosswalks
- Stay off of cell phones
- Stop the car completely when loading and unloading your children
- Pick up and drop off students at designated areas
- It is getting dark earlier, head lights on for safety
- Enjoy the time with your children

