

# OMRO AREA SAFE ROUTES TO SCHOOL PLAN



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

**November 2009**

**Prepared by: The Omro Safe Routes to School Task Force and  
East Central Wisconsin Regional Planning Commission**

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## **ABSTRACT**

TITLE: Omro 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 Omro School District.

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## **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 Kindergarten-8<sup>th</sup> grade).

In 2008, the Wisconsin Department of Transportation (WisDOT) conducted their second grant cycle for SRTS planning grants, infrastructure grants, and non-infrastructure grants. WisDOT funded 38 infrastructure, non-infrastructure, and planning projects with funds totaling nearly \$3 million dollars. Of the 38 projects, there were 18 planning projects awarded and 28 infrastructure and non-infrastructure projects awarded. The Omro School District was awarded a Safe Routes to School Planning Grant.

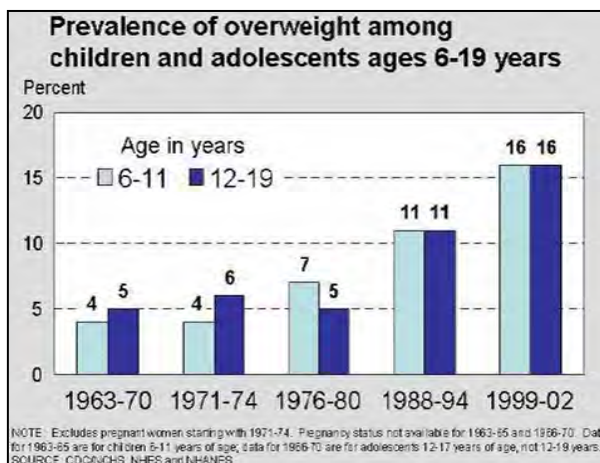
## NATIONAL TRENDS

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 the 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 (CDC) 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 (CDC) 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.

## 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 will be created and then 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 community wide 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 district 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 communities must now face the challenges due to the increased amount of all traffic at and around schools including vehicle traffic, bus traffic, and pedestrian/bicyclist traffic. 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, bicycling, 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/htm>.

### **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*

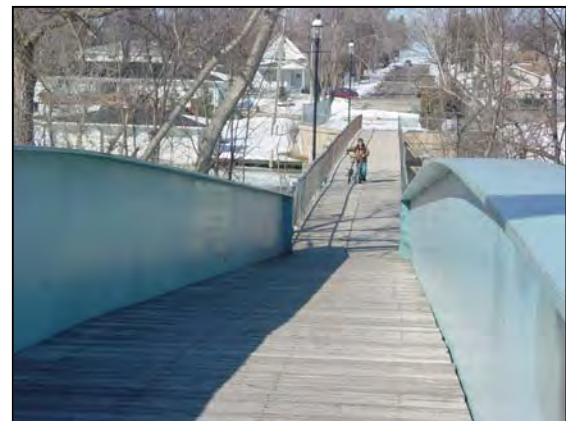


## OMRO AREA SAFE ROUTES TO SCHOOL PLANNING PROCESS

The Omro School District is located approximately 11 miles west of the City of Oshkosh. The Omro School District covers approximately 99 square miles including the Town of Algoma, Aurora, Nekimi, Nepeskun, Omro, Poygan, Poy Sippi, Rushford, Utica, and Winneconne in Waushara and Winnebago Counties. Omro School District is comprised of two elementary schools (pre-Kindergarten-5<sup>th</sup> grade), one middle school (6<sup>th</sup>-8<sup>th</sup> grade), and one high school (9<sup>th</sup>-12<sup>th</sup> grade).

The Omro Area Safe Routes to School (SRTS) task force was formed in the winter of 2008. The task force is comprised of representatives from a variety of entities (See Figure 1) include the Omro School District, WisDOT, Winnebago County, law enforcement, parents, and representatives from local units of government within the Omro School District.

In the winter of 2008, the Omro SRTS task force pursued a WisDOT SRTS planning grant. The Omro Area SRTS Program was awarded a WisDOT planning grant in the summer of 2008. The SRTS Planning process began in the fall of 2008 with the assistance of the East Central Wisconsin Regional Planning Commission (ECWRPC).



*Student walks across his bike on the pedestrian bridge over the Fox River*

**Figure 1: Omro Area Safe Routes to School Task Force**

<b>Name</b>	<b>Agency</b>
Linda Kutchenriter	City of Omro Administrator, Clerk, Treasurer
Kim Biederman	City of Omro, Community Development Director
Joe Horvath	Omro Middle School, Physical Education Teacher
Paul Williams	Omro Middle School, Principal
Jim Daubert	Omro Assistant Police Chief
Gary Marks	Director of Public Works, City of Omro
Mark Van Petl	Director of Public Works, City of Omro
Cindy Draws	Winnebago County Health Department
Cheryl Laabs	Winnebago County Health Department
Dave Wellhoefer	Omro Elementary School, Principal
Christine Engle	Parent Teacher Organization, Co-President
John Zimmerman	Winnebago County Sheriff's Department
Rob Way	Winnebago County Parks Department
John Haese	Winnebago County Highway Department
Matt Halada	WisDOT - NE Region
Melissa Kraemer Badtke	East Central Wisconsin Regional Planning Commission

### Participating Schools

There are two elementary schools (Kindergarten-5<sup>th</sup> grade) and one middle school (6<sup>th</sup>-8<sup>th</sup> grades) within the Omro School District participating in the Omro Area Safe Routes to School Program.

- ***H. B. Patch Elementary School:***
  - **Location:** 607 Tyler Avenue, Omro
  - **Grade:** pre-Kindergarten-1<sup>st</sup> grade students
  - **Enrollment:** 187 students
- ***Omro Elementary School:***
  - **Location:** 1000 N. Webster Avenue, Omro
  - **Grade:** 2<sup>nd</sup> grade students - 5<sup>th</sup> grade students
  - **Enrollment:** 391 students
- ***Omro Middle School:***
  - **Location:** 455 Fox Trail, Omro
  - **Grade:** 6<sup>th</sup> grade students - 8<sup>th</sup> grade students
  - **Enrollment:** 301 students

*Source: Wisconsin Department of Public Instruction, 2009*








## Goals

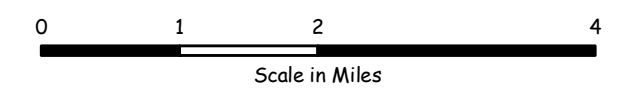
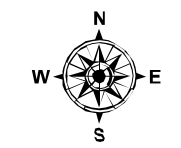
Goals and visions were developed by the task force to address general concerns and safety issues.

- **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:** Provide education to the community and parents regarding school zones along with pick up and drop off zones around schools.
- **Goal 3:** Increase sidewalk infrastructure within the City of Omro and improve the quality of the existing sidewalks.
- **Goal 4:** Identify potential sidewalk or non-motorized transportation facilities (i.e. sidewalks or non-motorized transportation facilities) within the City of Omro and prioritize them.
- **Goal 5:** Rehabilitate the pedestrian bridge over the Fox River.
- **Goal 6:** Work with local businesses, Winnebago County Health Department, school district, and City of Omro on encouragement programs (i.e. Walk to Win).

# Exhibit 1 OMRO SCHOOL LOCATIONS

-  H.B. Patch Elementary School
-  Omro Elementary School
-  Omro Middle/High School
-  Omro School District
-  Municipality Boundaries

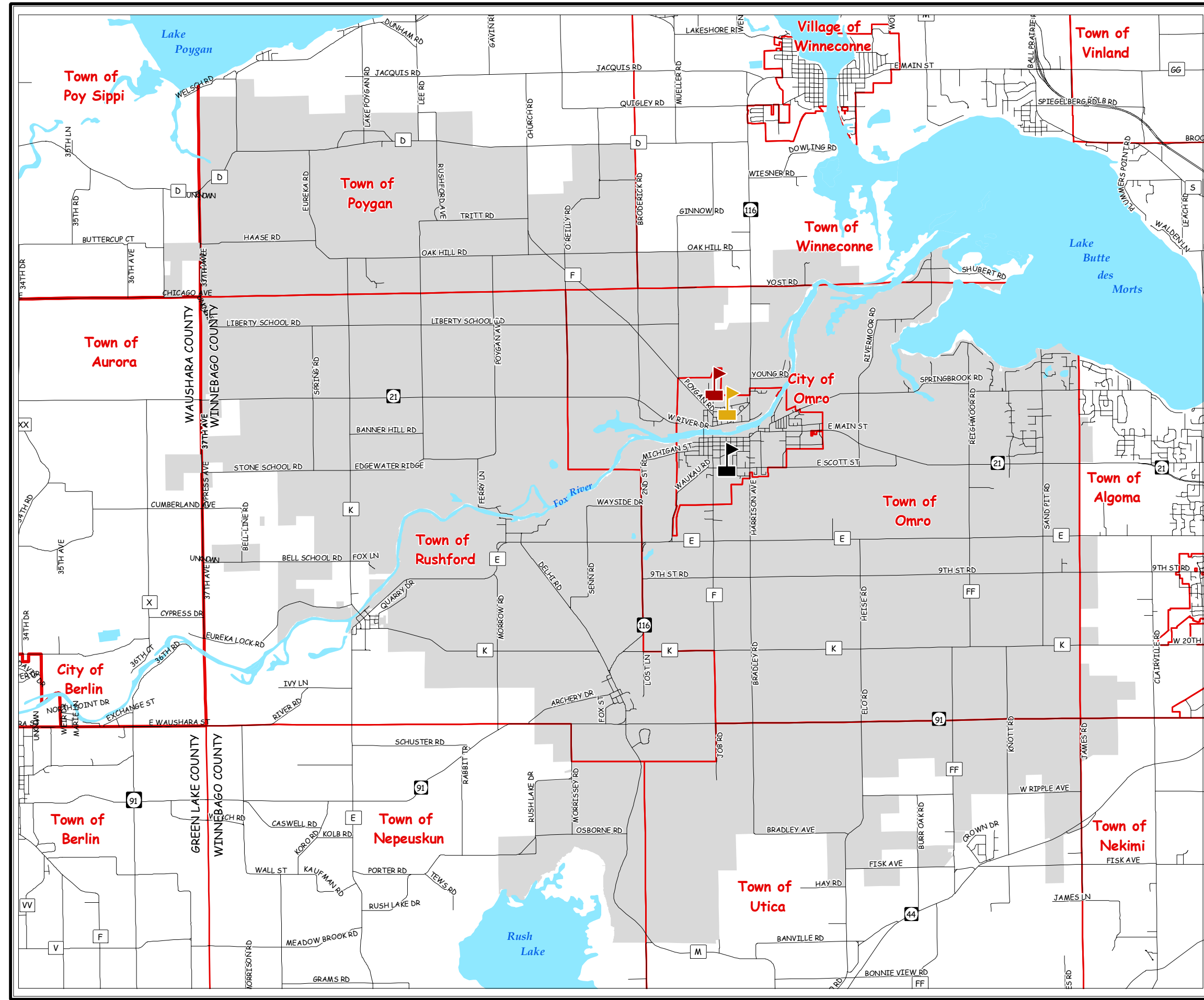
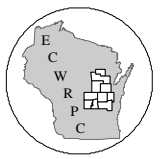
Source: Waushara County and Winnebago County provided 2008 centerline, municipality boundaries, school district, and hydrology data. Green Lake County provided 2007 centerline, municipality boundaries, hydrology data. ECWRPC provided school location data.



This data was created for use by the East Central Wisconsin Regional Planning Commission Geographic Information System. Any other use/application of this information is the responsibility of the user and such use/application is at their own risk. East Central Wisconsin Regional Planning Commission disclaims all liability regarding fitness of the information for any use other than for East Central Wisconsin Regional Planning Commission business.

This map shows the approximate relative location of property boundaries but was not prepared by a professional land surveyor. This map is provided for informational purposes only and may not be sufficient or appropriate for legal, engineering, or surveying purposes.

Prepared By  
EAST CENTRAL WISCONSIN  
REGIONAL PLANNING COMMISSION-NOVEMBER 2009



## **CHAPTER 2: PRESENT CONDITIONS**

## CHAPTER 2: PRESENT CONDITIONS

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The Omro School District is a very large school district with a number of rural areas. The primary mode of transportation for students attending schools within the district is by school bus and followed by family vehicle. Non-motorized transportation facilities are located within the school district areas. The Fox River Trail is located on the Omro Elementary School, Middle School, and High School campuses.

### NON-MOTORIZED TRANSPORTATION FACILITIES

Sidewalks and non-motorized transportation facilities are the main pedestrian facilities within the Omro area. There are sidewalks within the City of Omro however; there are gaps within the sidewalk network. The east side of Tyler Street near H. B. Patch Elementary School for example, sidewalks are rare and intermittent.

#### *Non-Motorized Transportation Facilities within Omro School District:*

- ***Pedestrian Bridge over the Fox River:***

The pedestrian bridge over the Fox River and is used by students and community members living on the south side of the city to get to and from school. However, this bridge is not ADA accessible and the bridge is in rather poor condition.



*Pedestrian bridge over the Fox River*

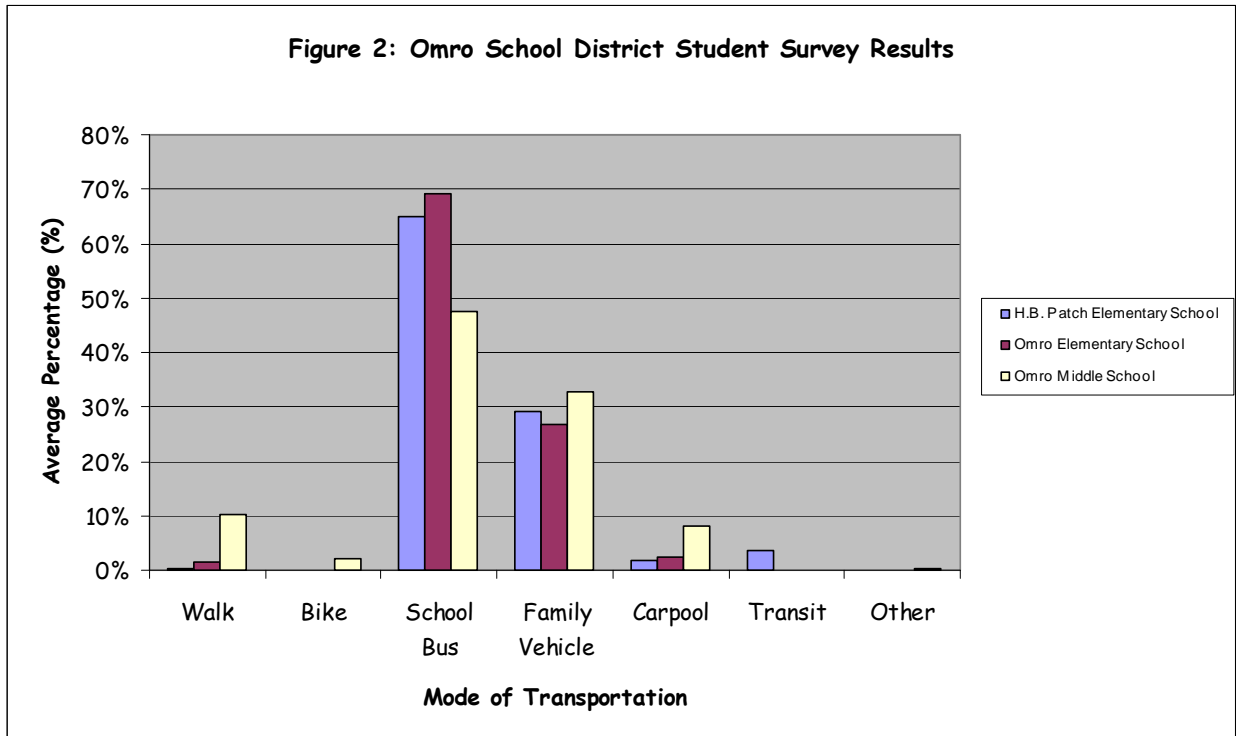
- ***Fox River Trail - Trail on School Campus:***

The Fox River Trail is a 2.2 mile trail located on the school campus. This trail is used by students for athletic activities as well as physical educational classes. Fitness stations are also located around the trail.

### STUDENT SURVEY RESULTS

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 winter of 2008 at each of the participating schools. The 3-day student survey form from the National Safe Routes to School Center was used (See Appendix C). It was found that the primary mode of transportation for students is the school bus, followed by the family vehicle. The results for the individual schools can be found below.



## H.B. Patch Elementary School Student Survey Results

Students attending H.B. Patch Elementary School are students pre-Kindergarten through 1<sup>st</sup> grade. The primary mode of transportation for these students is by school bus and family vehicle.

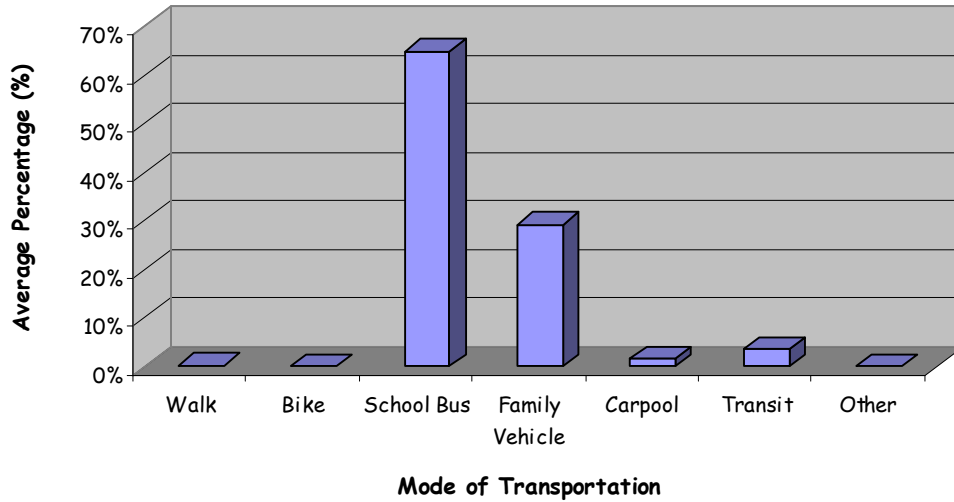
➤ **Modes of Travel by H.B. Patch Elementary School Students:**

1. *School Bus (65%)*
2. *Family Vehicle (29%)*
3. *Transit (4%)*
4. *Carpooling (2%)*

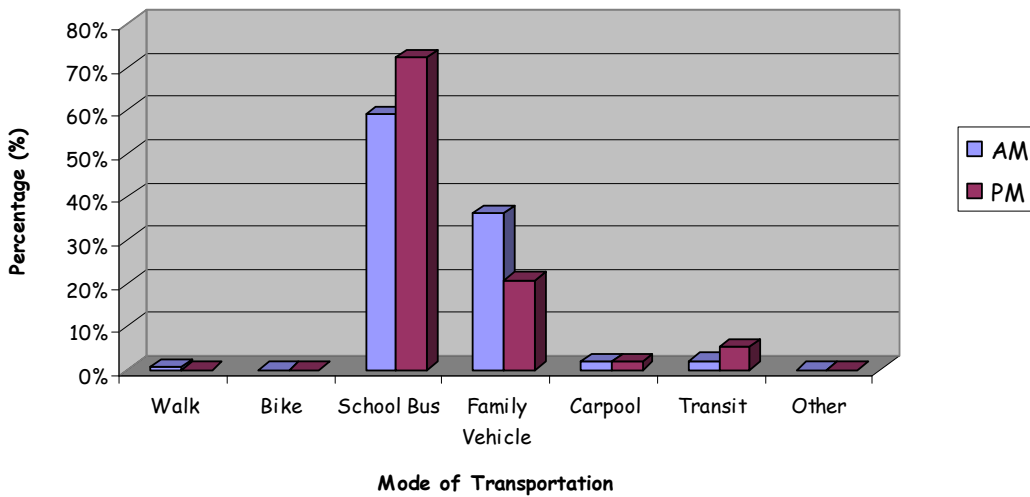
<i>Figure 3: H.B. Patch Elementary School - Student Survey Results</i>			
<b>Mode</b>	<b>Average Percentage</b>	<b>AM</b>	<b>PM</b>
Walk	0%	1%	0%
Bike	0%	0%	0%
School Bus	65%	59%	72%
Family Vehicle	29%	36%	21%
Carpool	2%	2%	2%
Transit	4%	2%	5%
Other	0%	0%	0%

*\*Transit services are not provided within the City of Omro. However, transit refers to daycare buses.*

**Figure 4: H.B. Patch Elementary School Student Survey Results**



**Figure 5: H.B. Patch Elementary School Student Survey Results - Morning and Afternoon Comparison**



## Omro Elementary School Student Survey Results

Omro Elementary School students have some major barriers to across to get to and from school. These barriers include STH 116, STH 21, and the Fox River. The primary mode of transportation for students attending this school is school bus and family vehicle.

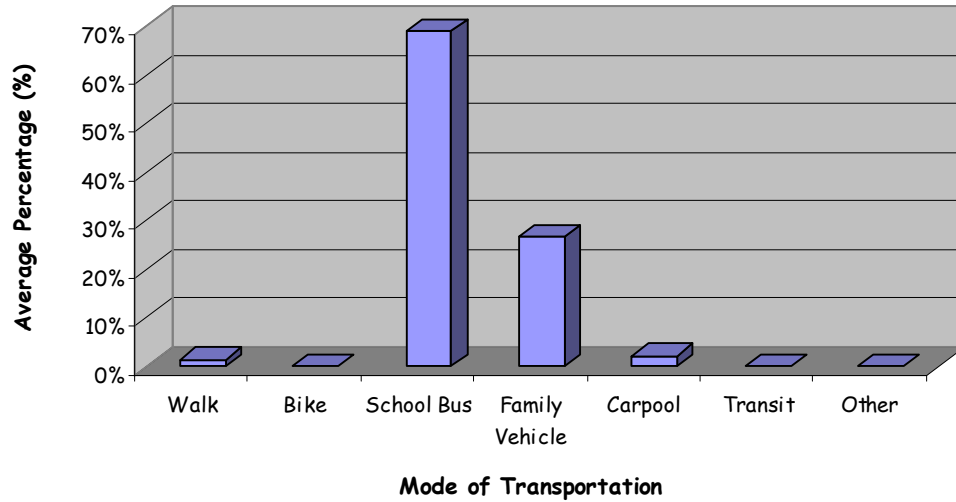
➤ **Modes of Travel by Omro Elementary School Students:**

1. *School Bus (69%)*
2. *Family Vehicle (27%)*
3. *Walking (2%)*
4. *Carpooling (2%)*

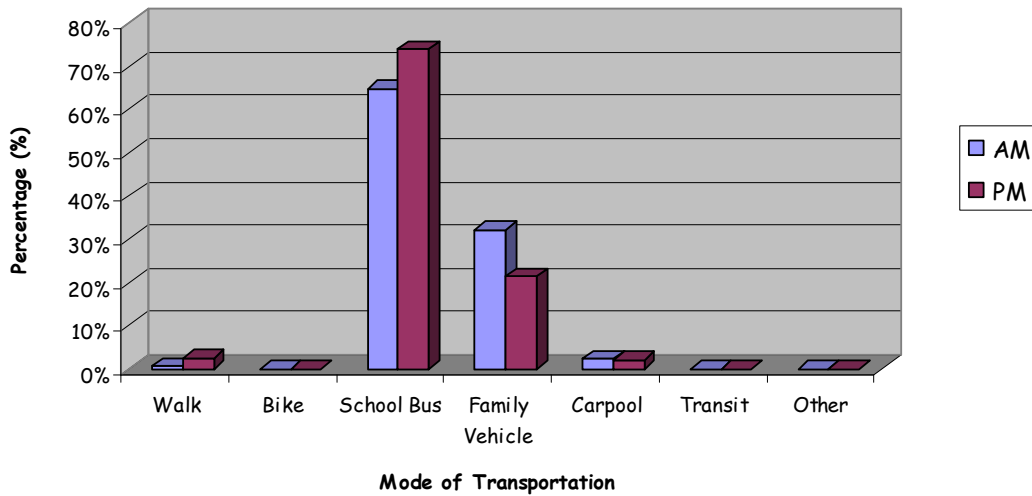
<b>Mode</b>	<b>Average Percentage</b>	<b>AM</b>	<b>PM</b>
Walk	2%	1%	3%
Bike	0%	0%	0%
School Bus	69%	65%	74%
Family Vehicle	27%	32%	22%
Carpool	2%	2%	2%
Transit	0%	0%	0%
Other	0%	0%	0%



**Figure 7: Omro Elementary School Student Survey Results**



**Figure 8: Omro Elementary School Student Survey Results - Morning and Afternoon Comparison**



## Omro Middle School Student Survey Results

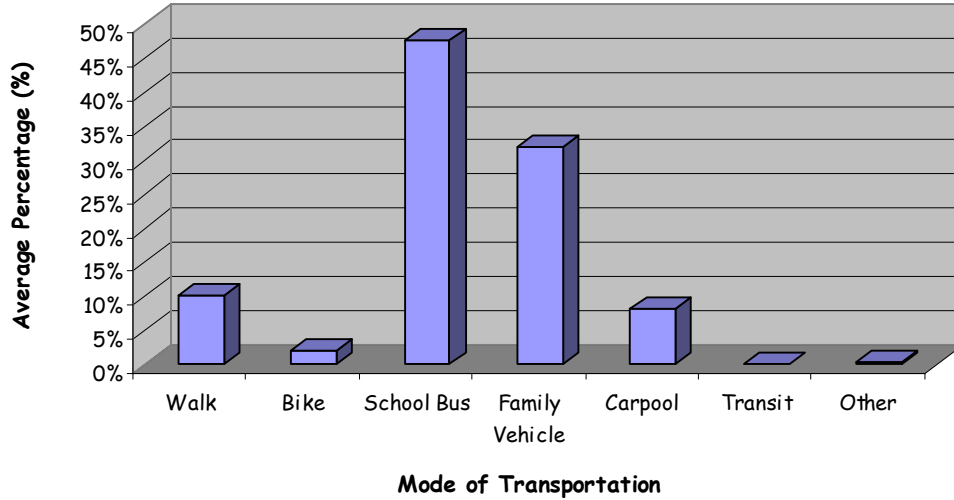
Omro Middle School students have the same barriers as the elementary school students, however, with the student survey we did see an increased percentage of the number of students that walked and bicycled to and from school. However, the school bus and the family vehicle are the primary modes of transportation for these students.

➤ **Modes of Travel by Omro Middle School Students:**

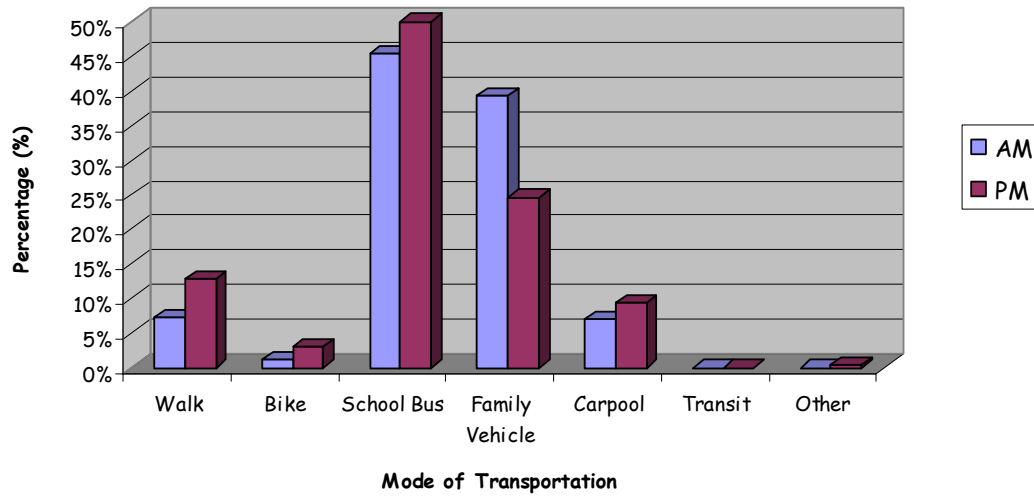
1. *School Bus (48%)*
2. *Family Vehicle (32%)*
3. *Walking (10%)*
4. *Carpooling (8%)*
5. *Bicycling (2%)*

<i>Figure 9: Omro Middle School - Student Survey Results</i>			
<b>Mode</b>	<b>Average Percentage</b>	<b>AM</b>	<b>PM</b>
Walk	10%	7%	13%
Bike	2%	1%	3%
School Bus	48%	45%	50%
Family Vehicle	32%	39%	25%
Carpool	8%	7%	9%
Transit	0%	0%	0%
Other	0%	0%	0%

**Figure 10: Omro Middle School Student Survey Results**



**Figure 11: Omro Middle School Student Survey Results - Morning and Afternoon Comparison**



## PARENT SURVEY RESULTS

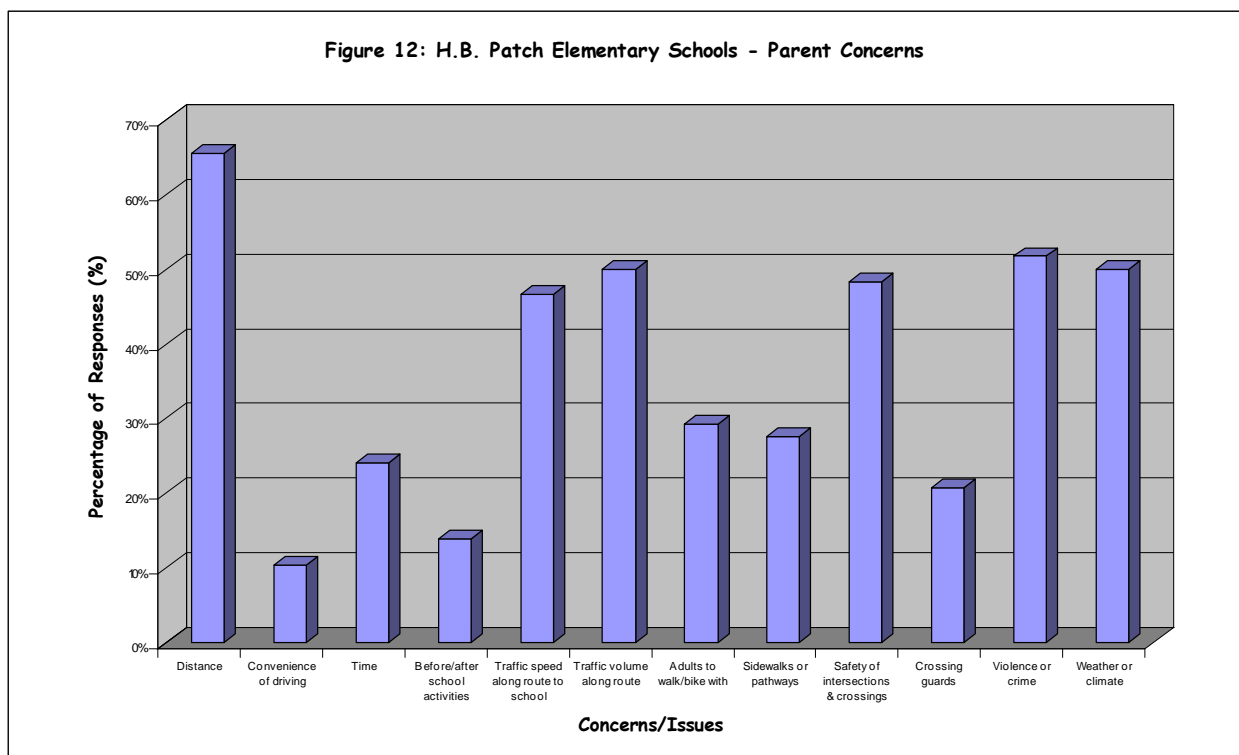
A parent survey was conducted to get a better idea of the concerns and safety issues that parents may have with regards to allowing their children to walk and bike to school. The survey also asked parents what they would like to see improved with regards to the safety at and around the schools. Parent surveys were conducted in the winter of 2008. A copy of the parent survey and comments from the parents can be found in the Appendix C. Below are the results of the parent survey for each of the individual schools.

### H.B. Patch Elementary Schools Parent Survey Results

Students attending this school are in grades ranging from pre-Kindergarten through 1<sup>st</sup> grade. The major concern for parents is the distances in which their children would have to walk or bike to school.

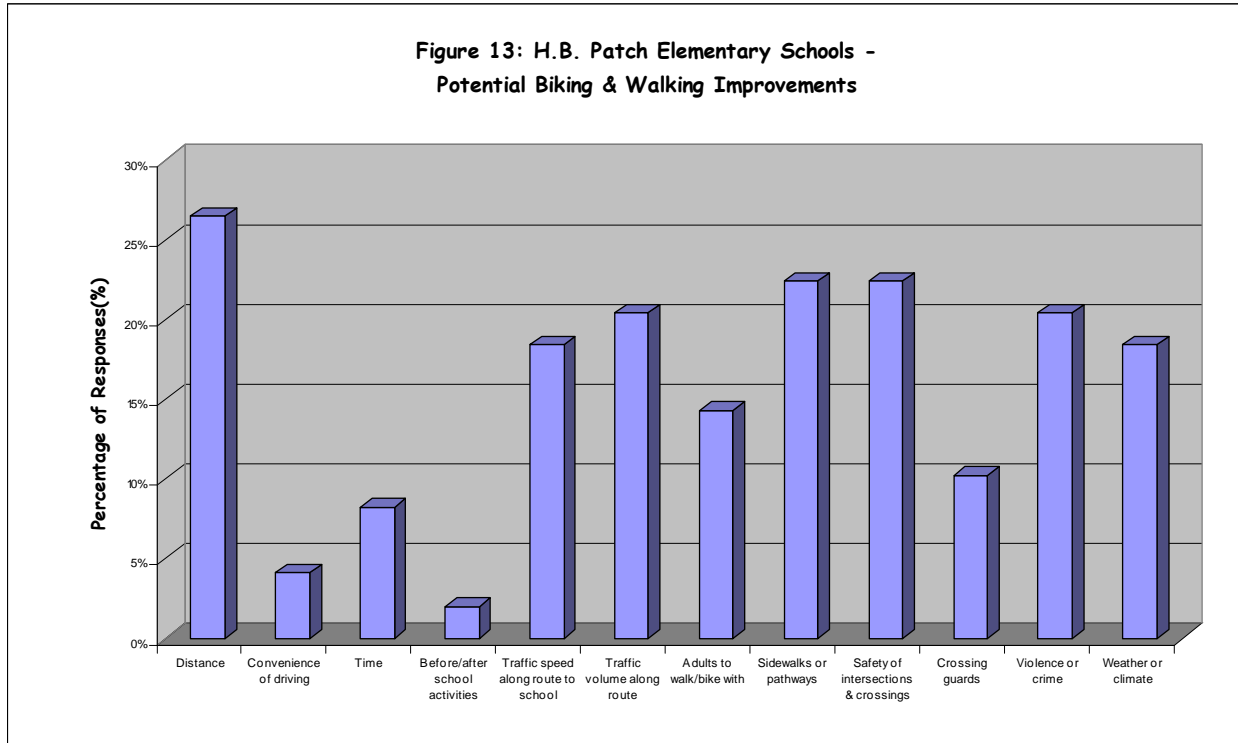
➤ **Parents top concerns for walking and biking to school:**

1. Distance (66%)
2. Violence or crime (52%)
3. Traffic volume along route (50%)
4. Weather or climate (50%)
5. Safety of intersections and crossings (48%)



➤ The top three provisions that would allow parents to have their children walk or bike to school if the following issues were changed or improved were:

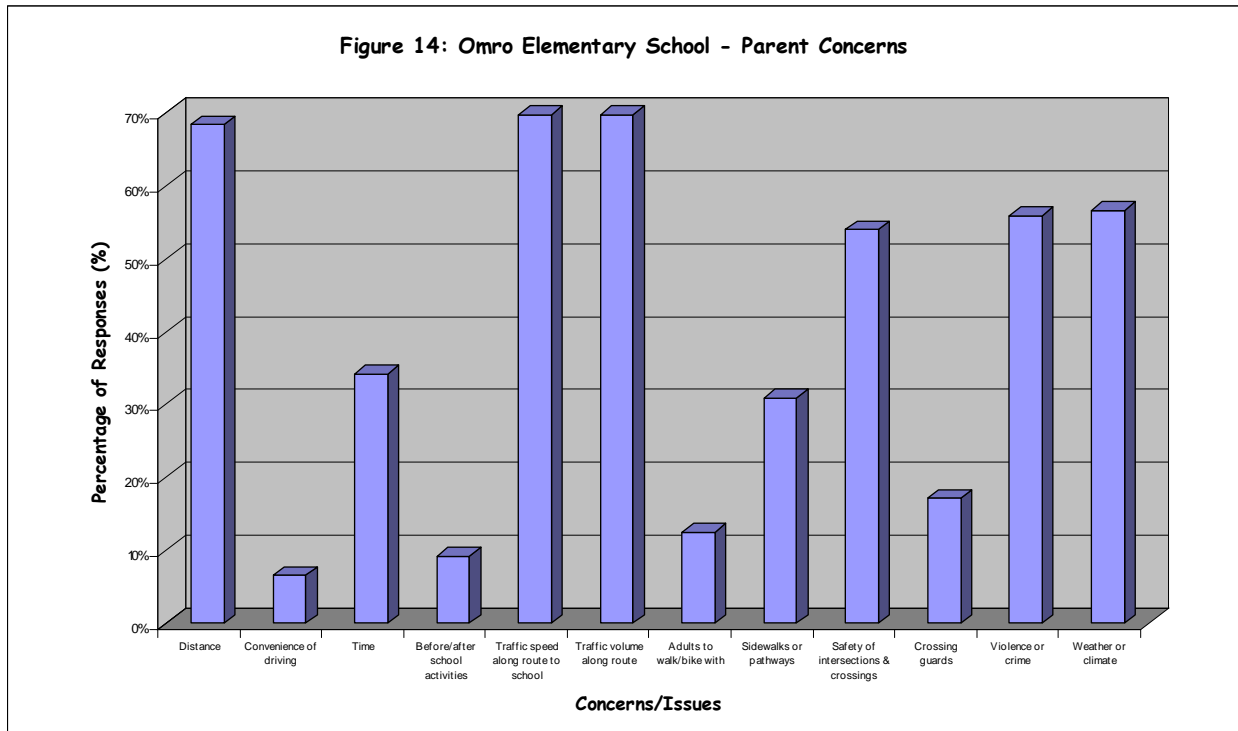
1. Distance (27%)
2. Sidewalks or pathways (22%)
3. Safety of intersections and crossings (22%)



## Omro Elementary Schools Parent Survey Results

The majority of Omro Elementary School students must cross STH 21 and STH 116 which has a high number of vehicles per day. Speed is along the walking route is a major concern for parents.

- **Parents top concerns for walking and biking to school:**
  1. Traffic speed along route to school (70%)
  2. Traffic volume along route (70%)
  3. Distance (68%)
  4. Weather or climate (57%)
  5. Violence or crime (56%)



- **The top provisions that would allow parents to have their children walk or bike to school if the following issues were changed or improved were:**
  1. Traffic speed along route to school (41%)
  2. Traffic volume along route (39%)
  3. Safety of intersections and crossings (38%)
  4. Distance (38%)

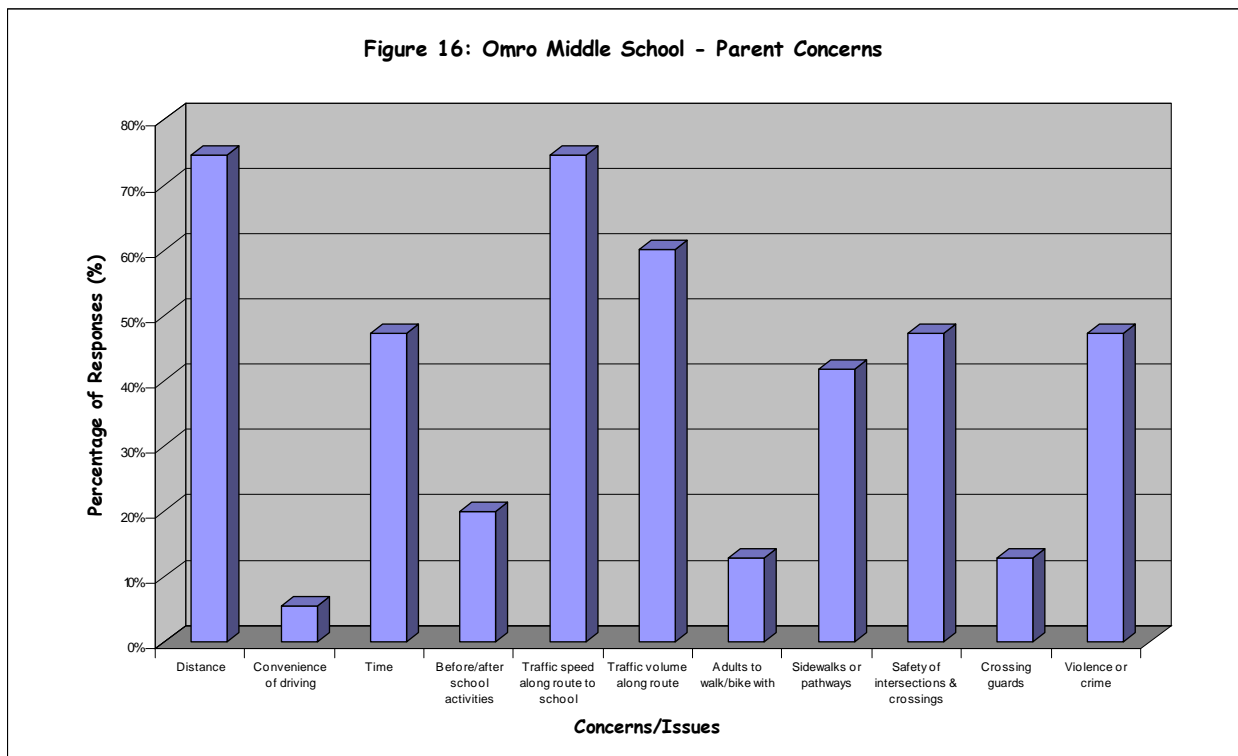


## Omro Middle Schools Parent Survey Results

Top concerns for parents with children attending Omro Middle School include the distance at which students would have to bike or walk and the traffic volume along the route. Parents indicated that two major concerns for allowing their children to walk or bike to school are STH 116 and STH 21

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

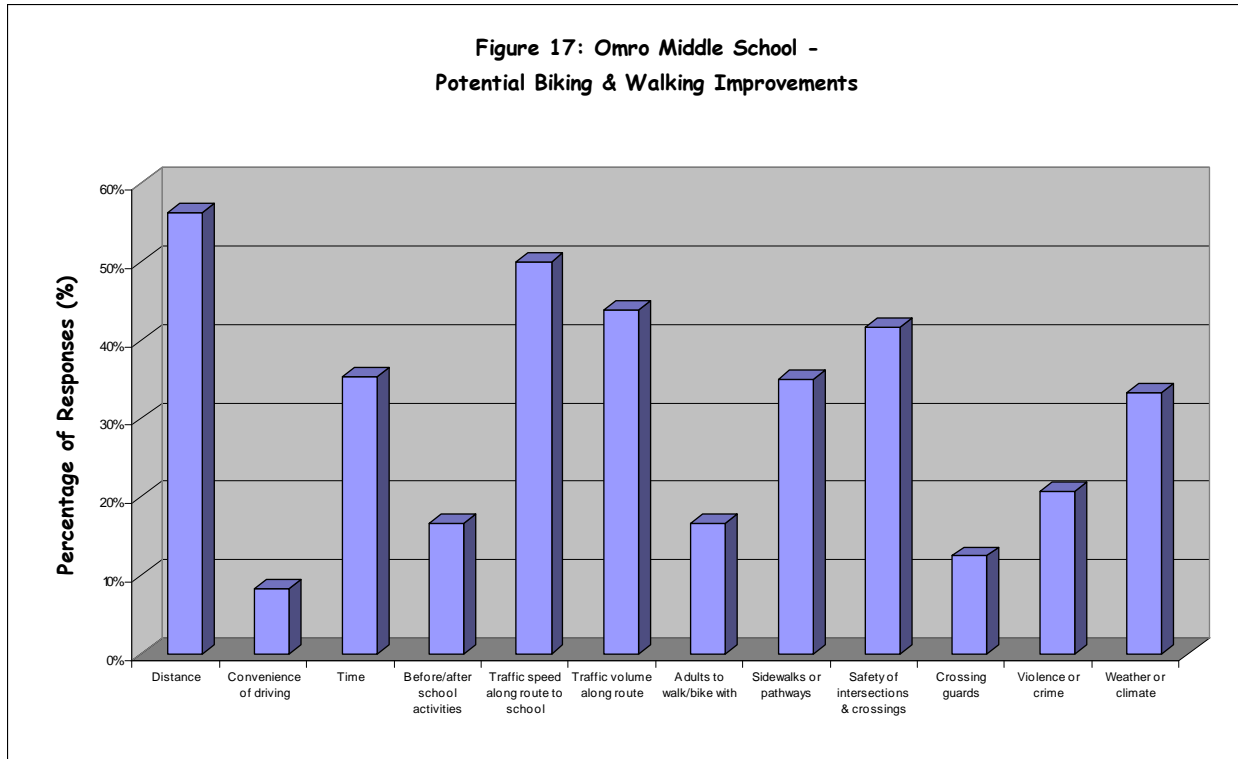
1. Distance (50%)
2. Traffic volume along route (50%)
3. Sidewalks or pathways (43%)
4. Safety of intersections and crossings (43%)
5. Weather or climate (43%)



➤ **The top provisions that would allow parents to have their children walk or bike to school if the following issues were changed or improved were:**

1. Distance (56%)
2. Traffic speed along route (50%)
3. Traffic volume along route (44%)





## BUSING POLICIES AND HAZARDOUS BOUNDARIES

The current busing policy for the Omro Area School District is that bussing is provided for all students pre-Kindergarten through 5<sup>th</sup> grade. Students in grades 6<sup>th</sup> through 8<sup>th</sup> will be bused within 2 miles of the school and if students have to cross an unusually hazardous situation (i.e. STH 21 or STH 116).

S. 121.54 (9)(a), Wis. Stats, establishes the procedures to be followed in the development of an unusually hazardous transportation (UHT) plan (*Source: Wisconsin Department of Public Instruction, 2009*). Local county sheriff's departments review a school district's UHT Plan, suggest recommendations, and determine if there are additional unusually hazardous situations. The UHT plans are sent down to the State Superintendent's office for review.






Suggested criteria for designating unusually hazardous situations includes, but is not limited to:

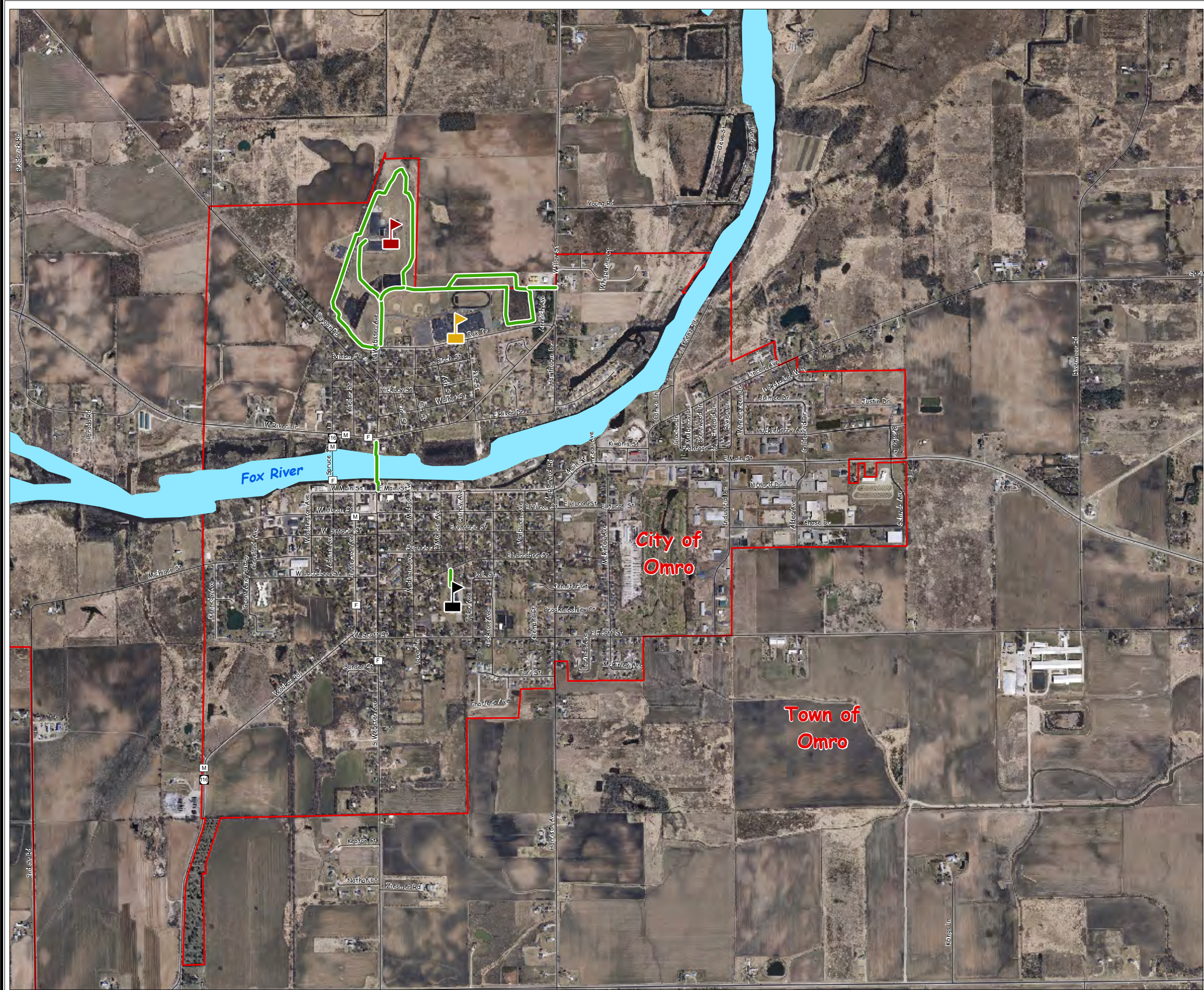
- Age of pupils
- Lack of sidewalks
- Lack of crossing guards
- Lack of local law enforcement
- Railroad crossings

- Width of shoulder of road/highway
  - Traffic counts
  - Temporary hazards such as construction projects or street repairs
  - Other conditions identified by local units of government
- Source: Wisconsin Department of Public Instruction, 2009*

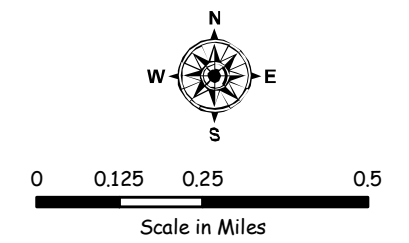
*For more information regarding, unusually hazardous transportation visit:*  
<http://dpi.wi.gov/sms/haztrans.html>

## Exhibit 2 OMRO AREA NON-MOTORIZED TRANSPORTATION FACILITIES

-  H.B. Patch Elementary School
-  Omro Elementary School
-  Omro Middle/High School
-  Existing Non-Motorized Transportation Facility
-  Municipality Boundaries



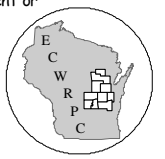
Source: Winnebago County provided 2009 aerial photography, 2008 centerline, municipality boundaries, school district, and hydrology data. ECWRPC provided school location data and non-motorized transportation facility data.



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Prepared By  
EAST CENTRAL WISCONSIN  
REGIONAL PLANNING COMMISSION-NOVEMBER 2009



## **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. Safe routes to school task force members were given maps of the schools, a comment sheet, and a checklist (See Appendix D). Volunteers attended a training session and were asked to observe activities at and around the school before the start or at dismissal. Volunteers wrote down any concerns or observations they had regarding safety at or around the schools. These results were then mapped (See Exhibit 3 & Exhibit 4) and discussed by the Omro SRTS task force.

### H.B. Patch Elementary School

H.B. Patch Elementary School is located within the City of Omro and there are sidewalks within this community, however, there are gaps within the sidewalk network.

- *Located on Tyler Avenue.*
- *Pre-Kindergarten through 1<sup>st</sup> grade students attend this school.*
- *Students are not encouraged to walk or bike to school due to the heavy traffic on STH 21.*
  - WisDOT noted that average daily traffic counts on STH 21 were 11,600 (Source: WisDOT, 2007).
- *No continuous sidewalks around this school.*
- *Bus loading and unloading area is the same area where parents pick up and drop off their children.*
  - Causing heavy congestion during the start and end of each school day.
- *There are aides that assist students at H.B. Patch Elementary School to get into and out of their parent's vehicles.*
- *Parents walking in between buses.*
- *Handicap parking*
  - You are unable to see students loading onto buses.
- *Path from Tyler Street to H.B. Patch Elementary School*



*Students getting on the bus at H.B. Patch Elementary School*



*Parent pick-up at H.B. Patch Elementary School*

- *One school zone sign missing.*
- *Students are not encouraged to bike or walk to school because of hazardous conditions.*
- *Elementary students are walked out by a staff member.*

### Omro Elementary and Middle Schools

Volunteers noted that parking violations and speed of vehicles were major concerns when conducting the bike and walk audit.

#### ➤ *Omro Elementary School*

- Located on the corner of Fox Trail Drive and Webster Avenue.
- Students attending this school must cross two major highways (STH 116 and STH 21) and the Fox River to get to and from school.
- WisDOT noted that average daily traffic (ADT) counts on STH 21 were 11,600 and STH 116 were 4,100 respectively (Source: WisDOT, 2007).
- Separate bus loading and unloading area.
- Designated lane for parents who are picking up and dropping off their children.
- School district has provided signage and education for parents to use this lane.
- There is a designated crosswalk in front of the school and a safety patrol student and a teacher assist parents and students to cross it.
- Heavy traffic on Fox Trail Drive.
- Speed bumps in the parking lot.
- Late comers are speeding into the parking lot
- Safety patrol students are present.



*Traffic backed up on STH 116 at STH 21*

#### ➤ *Omro Middle School and High School*

- Located on Fox Trail Dr.
- Students attending this school will have major barriers to cross including STH 116, STH 21, and the Fox River.
- No designated bus loading zone in front of the school.
- Buses unload students in the back of school and then in the afternoon students board the buses in the front of school.

- This was done in order to reduce traffic congestion, but there is no easy exit from the back of school and concerns with the buses loading onto Fox Trail Drive have been expressed by school officials.
    - Parents park where the buses are parked.
    - Traffic congestions issues with buses and parents.
  - Middle School and High School are located on the same campus.
    - High School traffic also loading onto Fox Trail Drive.
    - Frequent accidents with students coming out of the high school and parent(s) trying to pick up their child(ren) in front of the middle school.
    - One incident included a school employee was stuck by a vehicle in the school parking lot by a vehicle.
  - Bike Lane on Fox Trail Drive
    - Drivers park in the bike lane.
    - No parking during school hours from 7:00 a.m. to 4:00 p.m.
    - Drivers use bike lane as a passing lane.
    - Drivers are using the school maintenance road as a thoroughfare.
- **Corner of Webster Avenue and River Drive**
  - Drivers not yielding to pedestrians.
  - Bikers paused to look for traffic and then raced across the road.
  - Concerns with speed of vehicles on Fox Trail Dr.
  - Police officer left around 3:05 p.m.
- **Corner of Main Street/ STH 21 and Pedestrian Bridge**
  - With bump outs at this area and signage, drivers cannot see students trying to cross. Perhaps remove one parking area for the street or use a push button for pedestrians.
  - Drivers not yielding to pedestrians on STH 21.
  - There is a flashing light located at this crosswalk.
- **Pedestrian Bridge**
  - Bikers not allowed to ride over the bridge. Bikes must be walked across - enforced by police.
  - Not wide enough for two people to cross.
  - Not American Disabilities Act (ADA) accessible.
  - Bridge in need of repair.
  - Students will walk bikes to the top of the bridge and then ride them down the other side.
  - No helmets on students.

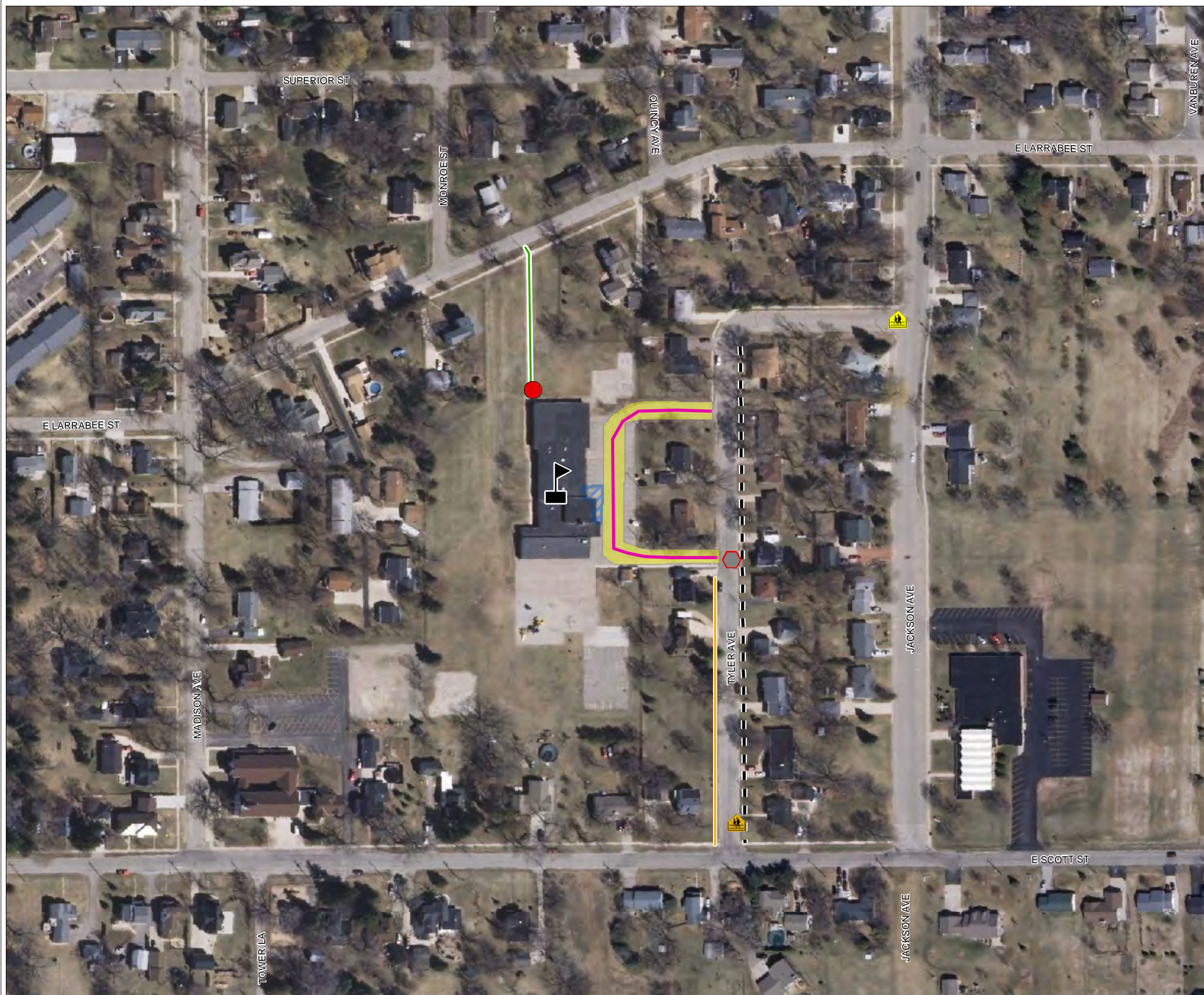


*Student using the pedestrian bridge going home from school*

## NEIGHBORHOOD/COMMUNITY MEETING RESULTS

The Omro Area Safe Routes to School task force will be conducting their neighborhood/community meeting at each of the schools during the school's open house. At the open house, there will be maps regarding drop off and pick up procedures, a story board with an overview of the Omro Area Safe Routes to School Program and upcoming activities, and brochures on the Omro Safe Routes to School program. These materials are located in Appendix E. Comments from the neighborhood/community meeting included parents at Omro Middle School were very interested in the walking school bus program, concerns regarding STH 21, STH 116, and the condition of the pedestrian bridge.

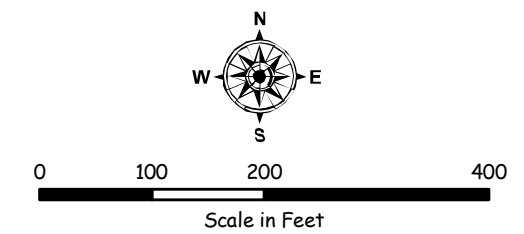




# Exhibit 3 H.B. PATCH ELEMENTARY SCHOOL - BIKE AND WALK AUDIT RESULTS

- H.B Patch Elementary School
- Concerns with sidewalk width
- Existing signage faded, damaged, or outdated
- Existing signage missing
- Pavement is bad where bikes ride
- No Sidewalk
- Parent pick up and drop off
- Pedestrian Walkway
- Sidewalks intermittent
- Bus Pick up and Drop Off
- Parents Parking in Handicap Parking

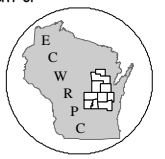
Source: Winnebago County provided 2009 aerial photography, 2008 centerline, municipality boundaries, school district, and hydrology data. ECWRPC provided school location data and bike and walk audit data.
















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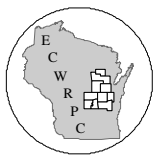
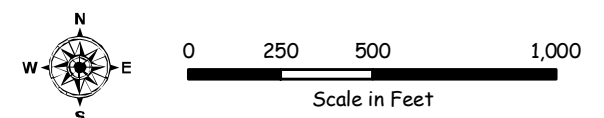
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# Exhibit 4 OMRO ELEMENTARY & MIDDLE SCHOOLS - BIKE AND WALK AUDIT RESULTS

-  Approaching speed limit signs
-  Bike Racks
-  Bikers races across
-  Bump out
-  Concerns with speed of traffic
-  Crosswalk sign
-  Drivers not yielding to pedestrians
-  Hard to see pedestrians
-  Rolling stops
-  School speed limit sign
-  Students riding bikes over the bridge
-  Too much traffic
-  Bike Lane
-  Bus drop off
-  Bus pick up
-  Crosswalk
-  Narrow sidewalk
-  Parent drop off and pick up area
-  Student crossing in between vehicles
-  Existing Non-Motorized Transportation Facility
-  Bus drop off and pick up
-  Staff and faculty parking
-  Student parking

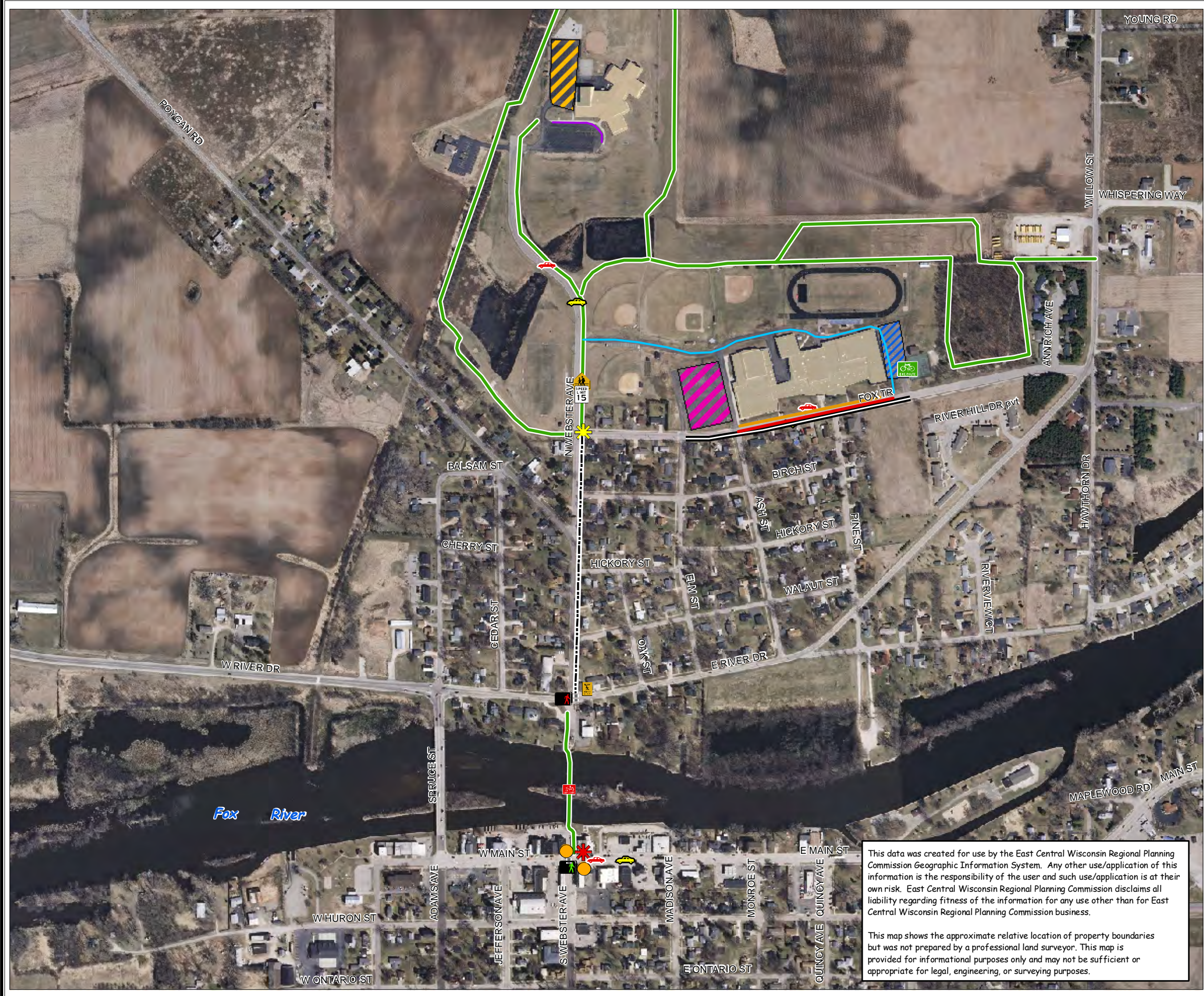
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**CHAPTER 4: SAFE ROUTES TO SCHOOL &  
SAFETY RECOMMENDATIONS**

# CHAPTER 4: SAFE ROUTES TO SCHOOL & SAFETY RECOMMENDATIONS

## GENERAL POLICY RECOMMENDATIONS

The Omro 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 18. All recommendations are subject to funding availability and stakeholder approval. The Omro SRTS task force will also participate in the East Central Regional SRTS program and activities.

### Education

#### Task Force - Preferred Ideas

1. 8th Grade Bicycle Field Trip
2. Bike Rodeo/Safety Course
3. Assemblies/Guest Speakers
4. Classroom Activities (i.e. Bike safety in P.E. class; Art Class - Poster Contest)
5. Pace Car Program/Parent Pledge Program

#### **1. 8th Grade Bicycle Field Trip**

- Organizer: School Administration/Physical Education Instructor
- Level of Effort: Medium
- Cost: Low

The 8th Grade Bicycle Field Trip is a field trip required by all 8th grade students. Students are taught bicycle safety tips a few weeks before the trip is scheduled. Students are divided into groups of 10 with 2 adult chaperones. The groups go through a quiz on bicycling safety before they are allowed to get on their bicycles. Students then ride to various stations along the course

#### **2. Bike Rodeo/Safety Course**

- Organizer: School Administration and Police Department
- Level of Effort: Medium
- Cost: \$200-\$500



A Bike Rodeo is usually a bicycle safety clinic featuring bike safety inspections (and optionally quick tune-ups), and a safety lecture about the rules of the road (10 to 15 minutes). The Omro SRTS task force would like to add bicycle equipment including a fleet of bikes and helmets for Omro Elementary School and teach the elementary school students bike safety.

### 3. Assemblies/Guest Speakers

- Organizer: School Administration
- Level of Effort: Low
- Cost: \$0-\$500

Guest speakers can address bicycle and pedestrian safety. This could happen as part of a field day, a special assembly or even in lieu of a class trip.



### 4. Classroom Activities (i.e. Bike safety in P.E. class; Art Class - Poster Contest)

- Organizer: School Administration
- Level of Effort: Medium
- Cost: \$0-\$500

Bike safety taught in Physical Education class, or the art class could have a poster contest on bike safety or pedestrian safety.



### 5. Pace Car Program/Parent Pledge Program

- Organizer: School Administration
- Level of Effort: Medium
- Cost: \$100-\$500

Pace car participants or Parents sign a pledge agreeing to keep their children safe in and around school zones. Parents agree to the following: slow down, be alert, be patient, review and know their school rules, cross at cross walks, stay off cell phones, etc.



## Other Ideas

1. Media Campaign
2. Walk or Bike Across America
3. Walking Math
4. Pedestrian Fair/Community Fair

### 1. Media Campaign

- Organizer: SRTS Committee
- Level of Effort: Medium
- Cost: \$200-\$1,000

A media campaign could be completed by the SRTS task force by including signage reminding drivers to slow down in school zones. Also public service announcements could be developed and aired over the radio to remind the community the importance of pedestrian awareness and school zones. The committee could use local colleges to assist in the development of media campaign materials.



## 2. Walk or Bike Across America

- Organizer: School Administration and teachers
- Level of Effort: Medium
- Cost: \$0

Walk or Bike Across America involved students to keep track of the miles they accumulate when they walk or bike to school. This may be combined with a geography class and students "travel" to a particular destination and learn about it.



## 3. Walking Math

- Organizer: School Administration and teachers
- Level of Effort: Low
- Cost: \$0

Walking Math offers lesson plans that link math with walking. For example, students can calculate gas mileage, auto emissions, and compare the miles per gallon (MPG) for different vehicles.



## 4. Pedestrian Fair/Community Fair

- Organizer: SRTS Committee
- Level of Effort: Medium
- Cost: \$200-\$1,000

Pedestrian safety fair that will involve the community with opportunities for skills practicing, crossing at crosswalks, rules for the road for walking and biking in the village, crossing the bridge, personal safety and promotion the designated safe routes. This will involve parents so they can reinforce safety guidelines.



## Encouragement

As mentioned previously, the task force deems that it is important to have encouragement programs to supplement the education programs.

### Task Force Preferred Ideas

1. Recess Rovers/Moving Miles
2. Walking School Bus Program or Cycle Train
3. Frequent Walker Card/Frequent Rider Miles
4. Walking Wednesdays/Tuesday Truckers
5. Walk to Win Program

### 1. Recess Rovars/Moving Miles

- Organizer: School Administration
- Level of Effort: Medium
- Cost: \$0

For Recess Rovars, students who would ride the bus would be able to walk a marked route on the playground to redeem punches for their frequent walker card. The Moving Miles program would allow teachers take a break from teaching in the morning and walk with the students around the block.



### 2. Walking School Bus Program or Cycle Train

- Organizer: PTA and/or other parent group
- Level of Effort: High
- Cost: \$0-\$200

The Walking School Bus (WSB) is a group of children walked to school by a designated parents or adult. The Cycle trail is basically the bicycle version of the WSB. Several adult leaders would arrange to lead the WSB or Cycle Trail on different days.

The children would meet the WSB or Cycle Trail at designated stops at designated times.



### 3. Frequent Walker Card/Frequent Rider Miles

- Organizer: School Administration
- Level of Effort: Medium
- Cost: \$0

Students are given cards that get punched every time they walk or bike to school. Once their card is full they will receive a toy token or reward for their efforts.



### 4. Walking Wednesdays/Tuesday Truckers

- Organizer: School Administration
- Level of Effort: Medium
- Cost: \$0

These walking or biking days can be weekly or monthly, complete with themes to encourage students to bike or walk to school.

### 5. Walking to Win

- Organizer: Winnebago County Health Department and School Administration
- Level of Effort: Low
- Cost: \$0

Families and students can participate in the walk to win challenge. The challenge begins in October for schools that participate. Schools can have classroom walking competitions or challenge each grade level. The program runs through November.

### Other Ideas

1. Golden Sneaker Award
2. Pollution Punch Card Contest
3. Bicycle and Pedestrian Quiz Show

#### 1. Golden Sneaker Award

- Organizer: School administration and teachers
- Level of Effort: Medium
- Cost: \$0-\$500

The Golden Sneaker Award contest is a challenge between homeroom classes that rewards the class with the greatest number of students who walk, bike, carpool or ride the bus to school in a given month.



#### 2. Pollution Punch Card Contest

- Organizer: School Administration
- Level of Effort: Medium
- Cost: \$0-\$500

The Pollution Punch card contest rewards students when they choose green modes of travel - walking, biking, and can include carpooling and bus or transit.



#### 3. Bicycle and Pedestrian Quiz Show

- Organizer: School administration
- Level of Effort: Medium
- Cost: \$0-\$200

Based on the television quiz show, Jeopardy, this activity involved students playing a game in order to learn about pedestrian and bicycle safety.





## Enforcement

### Task Force Preferred Ideas

1. School Zone Campaign
2. Law Enforcement Presence
3. Speed Trailers/Speed Boards

#### 1. School Zone Campaign

- Organizer: Police Department
- Level of Effort: Medium
- Cost: \$500-\$1000

The School Zone Campaign is using the progressive approach to reduce speeders within school zones. The first week volunteers, parents and students, are outside of the school holding banners to remind drivers to slow down in school zones; the second week parent volunteers use radar guns to track drivers who are speeding in school zones and they receive a letter in the mail; the third week a law enforcement officer, if available, write citations to drivers speeding in school zones.



#### 2. Law Enforcement Presence

- Organizer: Police Department
- Level of Effort: Low
- Cost: Medium

Increasing the presence of law enforcement at or around the school when children are present during dismissal and the start of school. Some communities law enforcement officers have been on foot or on bike which has proven to be very effective. There may be an opportunity to partner with Fox Valley Technical College Law Enforcement Program and allow some of the law enforcement students to provide a presence around the schools.



#### 3. Speed Trailers/Speed Boards

- Organizer: Police Department
- Level of Effort: Low
- Cost: \$5,000-\$10,000

These can be parked at or near schools to show passing motorists the speed at which they are traveling.



### Other Ideas

1. Neighborhood Watch Programs
2. Sidewalk, Building, and Property Maintenance Laws
3. Corner Captains

### 1. Neighborhood Watch Programs

- Organizer: Police Department
- Level of Effort:
- Cost: \$0-\$100

Residents volunteer their homes as "safehouses" where kids can go if they feel threatened or endangered on the way to or from school.

### 2. Sidewalk, Building, and Property Maintenance Laws

- Organizer: Town Administration and Police Department
- Level of Effort: High
- Cost: \$0

Sidewalk, building and property maintenance laws that support a safer, friendlier walking environment (i.e. cleared sidewalks after snow fall or overgrown vegetation) must be in forced.



### 3. Corner Captains

- Organizer: Police Department
- Level of Effort: Medium
- Cost: \$0-\$200

Parents or adult volunteers that station themselves at corners along a walking route. They can be given walkie talkie or cell phones to report unusual behavior.



## Engineering

School specific engineering recommendations can be found in the next section. General engineering recommendations made by the Omro SRTS task force are listed below.

### Task Force Preferred Ideas

1. Sidewalk Stencils
2. Portable raised crosswalks or speed bumps
3. Traffic Calming Measures
4. High Visibility Crosswalks

#### 1. Sidewalk Stencils

- Organizer: Town Administration and School Administration
- Level of Effort: Low
- Cost: \$200-\$1,000

Families who live along identified school routes



will see a visual reminder that the sidewalk in front of their home is part of a route and it would encourage students to walk to school along the designated routes.

## 2. Portable raised crosswalks or speed bumps

- Organizer: Town Administration and School Administration
- Level of Effort: Medium
- Cost: \$2,500-\$8,000 (*Source: Virginia DOT, 2009*)

Raised crosswalks are crosswalks constructed 3-4 inches above the elevation of the street.

## 3. Traffic Calming Measures

- Organizer: Town Administration
- Level of Effort: High
- Cost: \$2,000-\$15,000 (*Source: Virginia DOT, 2009*)

Include traffic calming measures when reconstructing roadways near schools or on routes that students use to walk or bike to school.



## 4. High Visibility Crosswalks

- Organizer: Town Administration
- Level of Effort: Low
- Cost: \$400-\$1,200 (*Source: Pedestrian and Bicycle Information Center, 2009*)

High visibility crosswalks should be used to improve safety and to emphasize the recommended path for crossing an intersection. They are at least 10' wide and "ladder" style.



## Other Ideas

1. No Idling Policy
2. Sidewalk Ordinance
3. Complete Streets Ordinance

### 1. No Idling Policy

- Organizer: Town Administration
- Level of Effort: Medium
- Cost: \$0

Diesel exhaust from idling school buses can accumulate in and around the bus and pose as a health risk to children, drivers, and the community at large. Exposure to diesel exhaust can cause lung damage and respiratory problems. Diesel exhaust also exacerbates asthma and existing allergies and long term



exposure is thought to increase the risk of lung cancer. Idling buses also waste fuel and financial resources.

## 2. Sidewalk Ordinance

- Organizer: Town Administration
- Level of Effort: Medium
- Cost: \$0

When urbanizing a roadway section, sidewalk facilities would also be constructed.



## 3. Complete Streets Ordinance

- Organizer: Town Administration
- Level of Effort: Medium
- Cost: \$0

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.



# Evaluation

## Task Force Preferred Ideas

1. Parent Surveys
2. Student Surveys
3. Geography Class
4. Bike and Walk Audits

### 1. Parent Surveys

- Organizer: School Administration and SRTS Committee
- Level of Effort: Low
- Cost: \$0

Continue to address issues that parents have regarding allowing their child(ren) to walk or bike to and from school. Have one of the math classes do the statistical analysis on the surveys.

### 2. Student Surveys

- Organizer: School Administration and SRTS Committee
- Level of Effort: Low
- Cost: \$0

Continue to see what mode of transportation students are using to get to and from school. The student survey will allow the SRTS task force to see if more students are walking or biking to and from school. Have one of the math classes do the statistical analysis on the surveys.

### ***3. Geography Class***

- Organizer: School Administration
- Level of Effort: Medium
- Cost: \$0-\$100

Have each student put a push pin on a map as to where they live. The color of the push pin would match a mode of transportation (i.e. Blue push pin = biking). This map could be utilized by the SRTS Task Force to see where the majority of students who are walking or biking to school are coming from.

### ***4. Bike and Walk Audits***

- Organizer: SRTS Committee
- Level of Effort: Medium
- Cost: \$0

Continue to assess each school and areas around the school for additional safety concerns.

The Omro SRTS Task Force will continue to do parent and student surveys to see if attitudes and behaviors are changing.

## SCHOOL SPECIFIC RECOMMENDATIONS

### H.B. Patch Elementary School

There were very few school specific engineering improvements that the task force would like to see done at H.B. Patch Elementary School. For the most part, the primary modes of transportation by students to this school is the school bus or the family vehicle.

- *Additional sidewalks along the west side of Tyler Street*
- *Make the sidewalk on the east side of Tyler Street continuous*

### Omro Elementary and Middle Schools

With Omro Elementary and Middle Schools, so close in proximity to each other, the task force discussed engineering improvements that would benefit both schools. There are a number of concerns with the speed of vehicles, which is in part due to the Omro High School is in the same building as Omro Middle School. The task force will also use education, encouragement, and enforcement activities to enhance the engineering recommendations when they are completed.

- *Rehabilitate the pedestrian bridge over the Fox River*
  - This pedestrian bridge is a key component to connecting the Omro Community. The bridge is the only way that pedestrians are able to cross the Fox River. Currently, the bridge is in disrepair and there are a few holes in the concrete of the bridge.



*Pedestrian bridge over the Fox River in Omro*



*An example of a hole in the concrete of the pedestrian bridge*

- ***Intersection Improvements (i.e. traffic calming measure, improved pedestrian crossings, etc.) at particular intersections:***
  - Webster Avenue and Fox Trail Drive
  - Webster Avenue and Poygan Road
  - Webster Avenue and River Drive (STH 116)
  - Webster Avenue and Main Street (STH 21)
    - Possibly look at the HAWK System for this pedestrian crossing.
  - Webster Avenue and Willow Street (STH 116)
  
- ***Pedestrian Crossing Signs at the following intersections:***
  - Fox Trail Drive and Ash Street
  - Fox Trail Drive and Pine Street
  - Fox Trail Drive and S. Webster Avenue
  - E. River Street and Webster Avenue
  - Main Street and Webster Avenue
  
- ***Develop a Park and Walk Program for students***
  
- ***Develop signs for walking school bus "pick up stops"***
  
- ***Sheltered bike rack for Omro Middle School***
  
- ***Paint the curb for the bus drop off area one color and paint the curb for the parent drop off area a different color (See Exhibit 5 for more details)***
  
- ***Eliminate parking on the south side of the Fox River Trail (from Elm Street to the school boundary on the east - See Exhibit 5 for more detail)***
  - During pick up and drop off times, there were a few vehicles that were parked in the bike lane.
  
- ***Reverse the entrance and exit into the Omro High School parking lot***
  
- ***Consider Bicycle and Pedestrian facilities on STH 116 (E. River Street and Willow Street)***
  
- ***Move the bicycle racks near the Omro Middle School entrance in front of the school***
  
- ***Expansion of the sidewalks on Webster Avenue.***
  
- ***Coordinate projects with WisDOT on STH 116 and STH 21***
  
- ***Update school zone signage near Omro Middle School.***

Figure 18: Omro Safe Routes to School Recommendations









Projects	City of Omro	Omro P.D.	Omro S. D.	Winnebago Cty	Task Force	Other	Suggested Funding Source(s)
<b>EDUCATION</b>							
8th Grade Bicycle Field Trip	X	X	X		X		
Annual Bike Rodeo/Bike safety course for kids		X	X		X		BS-R; TSB
Incorporate bicycle safety curriculum in PE Class			X				TSB
Assemblies/Guest Speakers			X				
Classroom activities (i.e. art class - poster contest, walk math)			X				
Pace Car/Parent Pledge Program			X		X		SRTS
Media Campaign			X		X		SRTS; Local sponsors
Walk or Bike Across America			X				
Pedestrian/Community Fair	X	X	X	X	X		SRTS; Local sponsors
Open House Promotion to distribute safety materials and maps			X		X		SRTS
<b>ENCOURAGEMENT</b>							
Recess Rovers/Morning Mile			X				
Walking School Bus Program or Cycle Train	X	X	X				
Frequent Walker Card/Frequent Rider Miles			X		X		WisDOT
Walking Wednesdays/Tuesday Truckers			X		X		SRTS
Walk to Win Program			X		X		Winnebago Cty
Golden Sneaker Award			X		X		
Pollution Card Contest			X		X		
Bicycle and Pedestrian Quiz Show			X		X		
<b>ENFORCEMENT</b>							
School Zone Campaign	X	X	X	X	X	X	SRTS
Law enforcement Presence		X		X			
Speed Trailers/Speed Board	X	X					
Neighborhood Watch Program	X	X	X	X	X		
Sidewalk, building, and Property Maintenance Laws	X						
Corner Captains (i.e. adults spaced at equal intervals to watch children walking to school)							
<b>EVALUATION</b>							
Student Surveys					X		
Parent Surveys					X		
Access school and areas around school (i.e bike and walk audits)					X		
Do Push Pin mapping to reveal where students are walking and biking from and to demonstrate change			X		X		



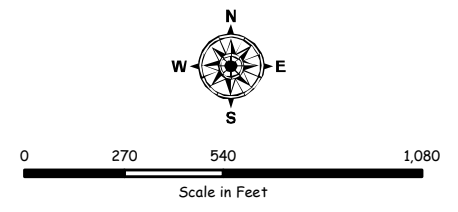
Figure 18: Omro Safe Routes to School Recommendations (cont'd)

Projects							Suggested Funding Source(s)
	C. Omro	Omro P.D.	Omro S.D.	Winnebago Cty.	Task Force	Other	
<b>ENGINEERING</b>							
Sidewalk stencils	X				X		
Portable raised crosswalks or speed bumps	X				X		
Traffic calming measures	X	X	X	X	X		
High visibility crosswalks	X	X			X		
Flashing light for school zone	X			X	X		SRTS
<b>H.B. Patch Elementary School</b>							
Additional sidewalks along the west side of Tyler Street	X						
Make the sidewalk on the east side of Tyler Street	X						
<b>Omro Elementary and Middle School</b>							
Designate a parent pick up and drop off area with signage	X	X	X		X		SRTS
Rehabilitate the pedestrian bridge over the Fox River	X	X	X	X	X	WisDOT; WDNR	SRTS; WisDOT - TE
Intersection Improvements	X	X	X	X	X		
Pedestrian Crosswalk Signs	X	X					
Develop a park and walk program	X	X	X		X		
Develop signs for walking school bus "pick up stops"	X	X	X		X		
Sheltered bike rack for Omro Middle School			X		X		
Painted the curb for bus drop off area one color and paint the curb the parent drop off area a different color	X						SRTS
Eliminate parking on the south side of Fox River Trail	X		X				
Reverse the entrance and exit into the Omro High School Parking lot			X				
Consider bicycle and pedestrian facilities on STH 116	X	X	X		X	WisDOT	TE; SRTS
Move bicycle racks near the Middle School entrance			X				
Expansion of sidewalks on Webster Avenue	X				X		
Coordinate construction projects on STH 116 and STH 21 with WisDOT	X				X		
Update school zone signage near Omro Middle School	X		X		X		

# Exhibit 5 OMRO ELEMENTARY & MIDDLE SCHOOLS - INFRASTRUCTURE PROPOSALS

-  Intersection Improvement
-  New Bike Rack Location
-  Eliminate Parking
-  Enter Only
-  Exit Only
-  Rehabilitate Bridge Structure
-  Replace Sidewalk
-  Slated for Construction 2015/2016

Source: Winnebago County provided 2009 aerial photography, 2008 centerline, municipality boundaries, school district, and hydrology data. ECWRPC provided school location data, bike and walk audit results, and non-motorized transportation facility data.



This data was created for use by the East Central Wisconsin Regional Planning Commission Geographic Information System. Any other use/application of this information is the responsibility of the user and such use/application is at their own risk. East Central Wisconsin Regional Planning Commission disclaims all liability regarding fitness of the information for any use other than for East Central Wisconsin Regional Planning Commission business.

This map shows the approximate relative location of property boundaries but was not prepared by a professional land surveyor. This map is provided for informational purposes only and may not be sufficient or appropriate for legal, engineering, or surveying purposes.

Prepared By  
EAST CENTRAL WISCONSIN  
REGIONAL PLANNING COMMISSION-NOVEMBER 2009



**CHAPTER 5: IMPLEMENTATION STRATEGIES  
& FUNDING SOURCES**

# CHAPTER 5: IMPLEMENTATION STRATEGIES AND FUNDING SOURCES

## IMPLEMENTATION STRATEGIES AND TIMELINE

The Omro SRTS task force made a number of recommendations of activities and programs that they could implement in the future. For the 2009-2010 school year, the task force discussed upcoming activities that they would like to continue and pursue. Figure 20 shows the implementation timeline for the Omro SRTS task force for the 2009-2010 school year. These activities include:

- SRTS Booth at school's open house;
- International Walk to School Day (October 7<sup>th</sup>, 2009)
- Walk to Win Program (Fall 2009)
- Walking School Bus Program (Fall 2009 and Spring 2010)
- 8<sup>th</sup> Grade Bicycle Field (Spring 2010)
- Bicycle Rodeo (Spring 2010)

## COMMUNITY PARTNERS

The Omro SRTS task force has a number of partners within their task force already, however they would like to work with local businesses and the community on implementing additional safe routes to school activities and programs.

The City of Omro Police Department has also partnered with the Omro Area School District to do a bike rodeo and teach children safety skills that they need when they are out on their bicycle. Additional community partners may include:

- Local businesses (i.e. Affinity Health System, Aurora Health Care, & Subway);
- Children's Hospital of Wisconsin;
- the local YMCA; &
- SAFE KIDS of the Fox Valley.



*Students participating in Walk to School Day*

## FUNDING SOURCES AND ADDITIONAL RESOURCES

There are a number of funding resources and other resources that can assist the Omro Area Safe Routes to School Program. In Figure 19, the funding source quick guide, provides a brief description of the funding source, if there is a local match and who to contact for more information.

**Figure 19: Funding Source Quick Guide**

Grant Source/Name	Description	Local Match	Contact Information
<b>Wisconsin Safe Routes to School Grants</b>			
Planning Grants	SRTS Planning Grants provide funding to communities or school districts to develop a SRTS Plan and address safety issues and concerns through recommendations.	0%	<b>Renee Callaway</b> , WisDOT SRTS Coordinator (608) 266-3973 <a href="mailto:srts@dot.state.wi.us">srts@dot.state.wi.us</a> .
Infrastructure Grants	SRTS Infrastructure Grants provide funding for infrastructure projects within 2 miles of an elementary or middle school.	0%	<b>Renee Callaway</b> , WisDOT SRTS Coordinator (608) 266-3973 <a href="mailto:srts@dot.state.wi.us">srts@dot.state.wi.us</a> .
Non-Infrastructure Grants	SRTS Non-Infrastructure grants provide funding for education, encouragement, enforcement, and evaluation activities that have been identified in a local SRTS Plan.	0%	<b>Renee Callaway</b> , WisDOT SRTS Coordinator (608) 266-3973 <a href="mailto:srts@dot.state.wi.us">srts@dot.state.wi.us</a> .
<b>Wisconsin Bureau of Transportation Safety</b>			
Bicycle Safety-Rodeo	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.	0%	<b>Larry Corsi</b> , WisDOT (608) 267-3154 <a href="mailto:larry.corsi@dot.state.wi.us">larry.corsi@dot.state.wi.us</a>
Pedestrian Road Show/Walking Workshop	<i>The Pedestrian Road Show-Walking Workshop</i> 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.	0%	<b>Larry Corsi</b> , WisDOT (608) 267-3154 <a href="mailto:larry.corsi@dot.state.wi.us">larry.corsi@dot.state.wi.us</a>

Teaching Safe Bicycling	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.	N/A	Larry Corsi, WisDOT (608) 267-3154 <a href="mailto:larry.corsi@dot.state.wi.us">larry.corsi@dot.state.wi.us</a>
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.	Varies	Larry Corsi, WisDOT (608) 267-3154 <a href="mailto:larry.corsi@dot.state.wi.us">larry.corsi@dot.state.wi.us</a>
<b>Wisconsin Department of Transportation</b>			
Local Transportation Enhancement (TE) Grants	The Transportation Enhancements program funds projects that increase multi-modal transportation alternatives and enhance communities and the environment.	20%	John Duffe, WisDOT (608) 264-8723 <a href="mailto:john.duffe@dot.state.wi.us">john.duffe@dot.state.wi.us</a>
Bicycle and Pedestrian Facilities Program (BFPF)	The Bicycle and Pedestrian Facilities Program funds projects that construct or plan for bicycle or bicycle/pedestrian facilities.	20%	John Duffe, WisDOT (608) 264-8723 <a href="mailto:john.duffe@dot.state.wi.us">john.duffe@dot.state.wi.us</a>
<b>Wisconsin Department of Natural Resources</b>			
Recreational Trails Grants	Funding for the Recreational Trails Program (RTP) is provided through federal gas excise taxes paid on fuel used by off-highway vehicles.	50%	
<b>Wisconsin Department of Public Instruction</b>			
Movin' and Munchin' Schools	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.	N/A	Jon Hisgen, WDPI <a href="mailto:jon.hisgen@dpi.state.wi.us">jon.hisgen@dpi.state.wi.us</a>
Green and Healthy Schools Program	<i>Green &amp; Healthy Schools</i> is a Web-based, voluntary program available to all public and private elementary, middle, and high schools across Wisconsin.	N/A	Carrie Morgan, WDNR (608) 267-5239 <a href="mailto:carrie.morgan@dnr.state.wi.us">carrie.morgan@dnr.state.wi.us</a>  Elizabeth Kane, WDPI (608) 266-2803 <a href="mailto:elizabeth.kane@dpi.state.wi.us">elizabeth.kane@dpi.state.wi.us</a>

<b>Additional Funding Sources</b>			
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.	N/A	
Dane County Bicycle Association (DCBA)	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.	N/A	<a href="http://www.danecountybicycle.org">www.danecountybicycle.org</a>
Bikes Belong	Bikes Belong accepts requests for funding of up to \$10,000 for facility, capacity, and education projects.	N/A	<a href="http://www.bikesbelong.org">www.bikesbelong.org</a>
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.	N/A	<a href="http://www.generalmills.com/corporate/-/commitment/champions.aspx">http://www.generalmills.com/corporate/-/commitment/champions.aspx</a>
The Carol M. White Physical Education Program	The Carol M. White Physical Education Program provides grants to LEAs and community-based organizations (CBOs) to initiate, expand, or enhance physical education programs, including after-school programs, for students in kindergarten through 12th grade.	N/A	<a href="http://www.ed.gov/programs/-/whitephysed/index.html">http://www.ed.gov/programs/-/whitephysed/index.html</a>

Robert Wood Johnson Foundation (RWJF)	The mission of the Robert Wood Johnson Foundation is to improve the health and health care of all Americans. The RWJF offers grants available for programs and activities dealing with childhood obesity, active living, and public health issues.	N/A	<a href="http://www.rwjf.org/">http://www.rwjf.org/</a>
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## Additional Information Regarding Funding Sources

***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:*** 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:*** *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:*** 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 integrated 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 ways the Department of Instruction (DPI) 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 your 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 rewarding 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>

**The Carol M. White Physical Education Program:** The Carol M. White Physical Education Program provides grants to LEAs and community-based organizations (CBOs) to initiate, expand, or enhance physical education programs, including after-school programs, for students in kindergarten through 12th grade. Grant recipients must implement programs that help students make progress toward meeting state standards. Funds may be used to provide equipment and support to enable students to participate actively in physical education activities. Funds also may support staff and teacher training and education.

For more information visit: <http://www.ed.gov/programs/whitephysed/index.html>

**Robert Wood Johnson Foundation (RWJF):** The mission of the Robert Wood Johnson Foundation is to improve the health and health care of all Americans. The RWJF offers grants available for programs and activities dealing with childhood obesity, active living, and public health issues.

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

**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 encourages 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 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 development. 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.

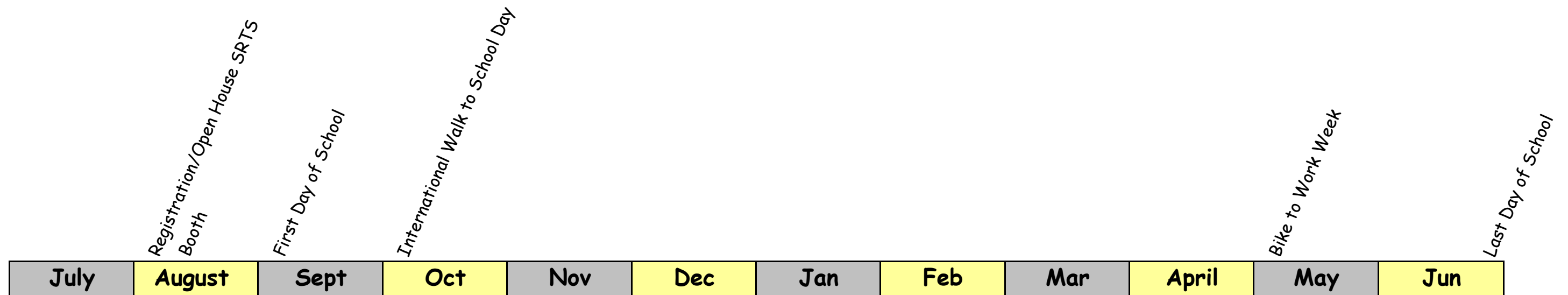
For more information visit: [www.nps.gov/rtca](http://www.nps.gov/rtca)

**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)

# FIGURE 20: OMRO SAFE ROUTES TO SCHOOL

Implementation Schedule 2009-2010



2009

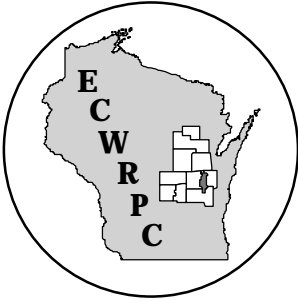
- Parent Surveys with Registration Materials
- Walk to Win Program
- Begin Walking School Bus Program
- East Central SRTS Grant Workshop

2010

- WisDOT SRTS Grant Application Available
- WisDOT TE Grant Application Available
- Deadline for WisDOT SRTS Grant Application
- Deadline for WisDOT TE Grant Application
- 8th Grade Bicycle Field Trip
- Bicycle Rodeo



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



## EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

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

DATE: Thursday, November 6th, 2008  
TIME: 1:45 P.M.  
PLACE: Omro Elementary School Library

### **AGENDA**

1. Welcome and Introductions
2. Timeline for the Omro SRTS Planning Process
3. Discussion on upcoming meetings (bring your calendars)
4. Conduct Bike and Walk Audit at each of the participating schools
5. Discussion on Bike and Walk Audit results
6. Adjourn

## SUMMARY OF PROCEEDINGS

Omro Safe Routes to School Task Force  
Omro Elementary School  
Thursday, November 6, 2008

### Task Force Members Present

Linda Kutchenriter ..... City of Omro Administrator, Clerk, Treasurer  
Joe Horvath..... Omro Middle School, Physical Education Teacher  
Jim Daubert..... Omro Assistant Police Chief  
Dave Wellhoefer ..... Omro Elementary School Principal  
Cindy Draws ..... Winnebago County Health Department  
Cheryl Laabs ..... Winnebago County Health Department  
Melissa Kraemer Badtke..... East Central WI Regional Planning Commission

#### 1. Welcome and Introductions

Ms. Kraemer Badtke welcomed the task force and began introductions.

#### 2. Timeline for the Omro SRTS Planning Process

Ms. Kraemer Badtke stated a copy of a draft timeline was included with the meeting information. Ms. Kraemer Badtke anticipated having the Omro SRTS Plan completed by June 2009 with four meetings scheduled.

#### 3. Discussion on upcoming meetings

Ms. Kraemer Badtke stated that it would be helpful if the committee could schedule all of the upcoming meetings for this planning process. The committee decided on the following meeting dates:

- Thursday, January 22<sup>nd</sup> at 2:00 p.m. at Omro Elementary School
- Thursday, March 26<sup>th</sup> at 2:00 p.m. at Omro Elementary School
- Thursday, May 21<sup>st</sup> at 2:00 p.m. at Omro Elementary School

#### 4. Conduct Bike and Walk Audits at each of the participating schools

Ms. Kraemer Badtke handed out bike and walk audit checklists, maps and comment sheets. One of the requirements of the safe routes to school program is to conduct bike and walk audits at each of the participating school. Task force members will observe dismissal and record any safety issues at or around the schools that they observe. After observing dismissal, task force members will report back to the other members what their observations were.

## 5. Discussion on Bike and Walk Audit Results

### **H.B. Patch Elementary School Observations:**

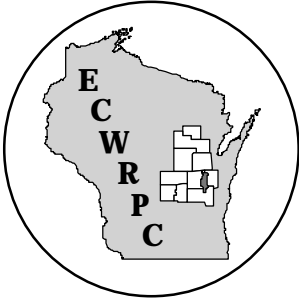
- Parents walking in between buses.
- Handicap parking – You are unable to see students loading onto buses. One recommendation maybe to move the parking.
- Fox Trail limited sidewalks
- Path from Tyler St. to Elementary School
- One school zone sign missing
- Tyler St. – Speed limit sign faded.
- Students are not encouraged to bike or walk because of hazardous conditions.
- Elementary students walked out by staff member

### **Omro Elementary School and Middle School Observations:**

- Students not stopping at Fox Trail and N. Webster Avenue
- M.S. and H.S. using side of the road for parking (Fox Trail) and also using the maintenance road located on this facility to a thoroughfare
- Corner of Webster Avenue and River Drive
  - Drivers not yielding to pedestrians
  - Bikers paused to look for traffic and then raced across the road
  - Police officer left at 3:05 p.m.
- Middle School/High School
  - Bike lane
    - Drivers park in bike lane
    - No parking during school hours from 7:00 am to 4:00 pm
    - Drivers use bike lane as a passing lane
- Elementary School
  - Heavy traffic
  - Speed bumps in parking lot
  - Late comers speeding into the parking
  - Safety Patrol students present
- 13 walkers, 1 biker with helmet
- Corner of Main Street/STH 21 and the Pedestrian bridge
  - With bump outs at this area and signage, drivers cannot see students trying to cross. Perhaps remove one parking area for the street or use a push button for pedestrians.
  - Drivers not yielding to pedestrians on STH 21
- Pedestrian bridge –
  - Bikers not allowed to ride over the bridge, bikes must be walked across – enforced by police.
  - Not wide enough for two people to cross
  - Not ADA accessible and in need of repair
  - Students will walk bikes to the top of bridge and then ride them down the other side.
  - No helmets on students

6. Adjourn

The committee adjourned at 6:30 p.m. and the next meeting will be held on Thursday, January 22<sup>nd</sup>, at 2:00 p.m. at Omro Elementary School.



## EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

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

DATE: Thursday, January 22, 2009  
TIME: 2:00 P.M.  
PLACE: Omro Elementary School

### **AGENDA**

1. Welcome and Introductions
2. Comments on the summary of proceedings from the November 6th, 2008 meeting
3. Discussion on Goals and Visions
4. Discussion on draft Chapters – 1: Introduction, 2: Present Conditions, and 3: Identifying Safety Issues
5. Discussion on Bike and Walk Audit Results Maps
6. Discussion on Recommendations
7. Neighborhood/Community Meeting
8. Adjourn

## SUMMARY OF PROCEEDINGS

Omro Safe Routes to School Task Force  
Omro Elementary School  
Thursday, January 22, 2009

### Task Force Members Present

Linda Kutchenriter ..... City of Omro Administrator, Clerk, Treasurer  
Joe Horvath ..... Omro Middle School, Physical Education Teacher  
James Daubert ..... Omro Assistant Police Chief  
Dave Wellhoefer ..... Omro Elementary School Principal  
Patti Wotefeul ..... Waushara County Health Department  
Tammy Walker ..... Waushara Health Department  
Cheryl Laabs ..... Winnebago County Health Department  
Melissa Kraemer Badtke ..... East Central WI Regional Planning Commission

#### 1. Welcome and Introductions

Ms. Kraemer Badtke welcomed the task force and began introductions.

#### 2. Comments on the summary of proceedings from the November 6<sup>th</sup>, 2008 meeting

Ms. Kraemer Badtke handed out the summary of proceedings from the November 6<sup>th</sup>, 2008 meeting. She asked the task force to look over the summary of proceedings and asked if there were any changes to the summary of proceedings. The task force had no comments at this time.

#### 3. Discussion on goals and visions

**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:** Provide education to the community and parents regarding school zones along with pick up and drop off zones around schools.

**Goal 3:** Increase sidewalk infrastructure within the City of Omro and improve the quality of the existing sidewalks.

**Goal 4:** Identify potential sidewalk or non-motorized transportation facilities (i.e. sidewalks or off-road facilities) within the City of Omro and prioritize them.

**Goal 5:** Reconstruct the pedestrian bridge over the Fox River.

**Goal 6:** Work with local businesses, Winnebago County Health Department, school district, and City of Omro on encouragement programs (i.e. Walk to Win).

#### 4. Parent Survey Results

Ms. Kraemer Badtke handed out the results from the parent surveys, which were conducted in the fall of 2008. The surveys were sent to the National Safe Routes to School Center to be

tallied. Ms. Kraemer Badtke noted that the school district listed is Winneconne and she has a call into the National Center to have that changed. The primary mode of transportation for students attending each of the school is by bus followed by family vehicle.

5. Discussion on draft Chapters 1: Introduction and Chapter 2: Present Conditions

Ms. Kraemer Badtke handed out Chapters – 1: Introduction and 2: Present Conditions for the task force to review. Ms. Kraemer Badtke stated that she is currently working on Chapter 3: Identifying Safety Issues and would have that available for the task force once that is complete. Ms. Kraemer Badtke asked the task force to review the chapters and let her know of any comments or changes they may have.

6. Discussion on Bike and Walk Audit Result Maps

Ms. Kraemer Badtke stated that she had bike and walk audit maps with the results from the audit. Ms. Kraemer Badtke reviewed the bike and walk audit results for the task force....

7. Discussion on Recommendations

Ms. Kraemer Badtke stated another requirement of the WisDOT Safe Routes to School Planning process is to develop recommendations for each of the 5 E's: Engineering, Education, Enforcement, Encouragement, and Evaluation. Ms. Kraemer Badtke stated that she had developed some draft recommendations for each of the 5 E's for the Omro Safe Routes to School Plan. The task force proceeded to go through an exercise where they ranked each of the recommendations for 4 of the 5 E's as to what they felt was of highest priority. Afterwards, the task force reconvened and discussed the results. The task force will discuss recommendations for the Education portion of the plan as well as school specific engineering recommendations at the next meeting.

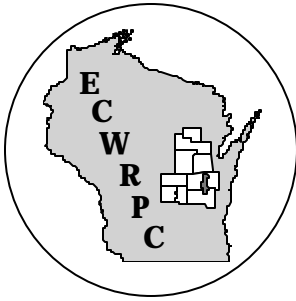
8. Neighborhood/Community Meeting

The committee discussed hosting the Neighborhood/Community meeting in the fall of 2009 at parent teacher conference in November or at school registration. The committee also suggested that the school district wellness committee could be involved.

9. Adjourn

The committee adjourned at 6:30 p.m. and the next meeting will be held on Thursday, March 26th, at 2:00 p.m. at Omro Elementary School.





# EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

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

DATE: Thursday, March 26th, 2009

TIME: 2:00 P.M.

PLACE: Omro Elementary School

### **AGENDA**

1. Welcome and Introductions
2. Comments on the summary of proceedings from the January 22nd, 2009 meeting
3. Discussion on draft Chapters – 3: Identifying Safety Issues, 4: Safe Routes to School Recommendations and 5: Developing a School Safety and Security Plan
4. Discussion on Recommendations (Education and Specific Engineering Recommendations for each school)
5. Neighborhood/Community Meeting
6. Adjourn

## SUMMARY OF PROCEEDINGS

Omro Safe Routes to School Task Force  
Omro Elementary School  
Thursday, March 26th, 2009

### Task Force Members Present

Linda Kutchenriter .....City of Omro Administrator, Clerk, Treasurer  
Joe Horvath .....Omro Middle School, Physical Education Teacher  
Cory Andersen .....Omro Police Department  
Cheryl Laabs.....Winnebago County Health Department  
Matt Halada.....WisDOT, Northeast Region  
Melissa Kraemer Badtke.....East Central WI Regional Planning Commission

#### 1. Welcome and Introductions

Ms. Kraemer Badtke welcomed the task force and began introductions.

#### 2. Comments on the summary of proceedings from the January 22<sup>nd</sup>, 2009 meeting

Ms. Kraemer Badtke handed out the summary of proceedings from the January 22<sup>nd</sup>, 2009 meeting. Ms. Kraemer Badtke noted on the summary of proceedings that Goal 5: stated "Reconstruct the pedestrian bridge over the Fox River." Ms. Kraemer Badtke asked the task force if they would like to revise that statement. Ms. Kutchenriter stated that perhaps rehabilitate versus reconstruct would be more appropriate.

- **Goal 5: Rehabilitate the pedestrian bridge over the Fox River.**

Ms. Kraemer Badtke asked the task force to look over the summary of proceedings and asked if there were any changes to the summary of proceedings. The task force had no comments at this time.

#### 3. Discussion on draft Chapters – 3: Identifying Safety Issues, 4: Safe Routes to School Recommendations and 5: Developing School Safety and Security Plan

Ms. Kraemer Badtke handed out Chapters 3: Identifying Safety Issues, 4: Safe Routes to School Recommendations and 5: Developing School Safety and Security Plan. She stated that copies of these were available on the Omro Safe Routes to School website. Ms. Kraemer Badtke explained that Chapter 3 discussed the safety issues identified at each of the schools; Chapter 4 discussed potential recommendations for each of those safety concerns; and Chapter 5 will include implementation strategies and funding sources. Ms. Kraemer Badtke stated with the consent of the task force she would like to change the title on Chapter from to Implementation Strategies and Funding Resources. The reason to revise the chapter is to give the task force a bit more guidance regarding implementation strategies and funding resources. Ms. Kraemer Badtke stated that she is currently working on a table with potential funding sources and when grant application deadlines would occur. Once Ms. Kraemer Badtke completes this task, she will

get copies out to the task force. Ms. Kraemer Badtke asked the task force to review the chapters and let her know of any comments that they may have. Ms. Kraemer Badtke stated that she will be including additional photographs regarding the safety concerns at Omro Elementary School and Omro Middle School/High School.

4. Discussion on Recommendations (Education and Specific Engineering Recommendations for each school)

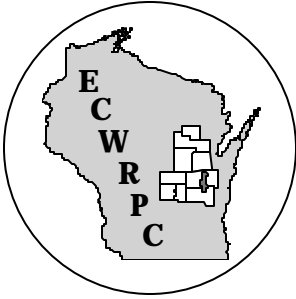
Ms. Kraemer Badtke stated that there were a few additional recommendations that she would like the task force to discuss. With Mr. Wellhoefer unable to attend the meeting, she recommends that the task force wait until the next meeting to discuss the educational recommendations. The task force discussed school specific engineering recommendations for Omro Elementary School and Omro Middle School/High School. Mr. Halada noted that STH 116 may potentially be reconstructed in 2015/2016. The task force also discussed recommendations for STH 21, Fox Trail, and at each of the schools. Ms. Kraemer Badtke stated that she will map out the recommendations that were discussed and bring them back to the task force at the next meeting.

5. Neighborhood/Community Meeting

Ms. Kraemer Badtke stated that she spoke with Ms. Callaway, WisDOT Safe Routes to School Coordinator, regarding hosting the neighborhood/community meeting in the fall of 2009 during an open house or registration and Ms. Callaway stated that would be fine. Ms. Kraemer Badtke stated that she would follow up with Mr. Wellhoefer regarding when school registration and if there is a school open house in the beginning of the year. Perhaps at either of these events, the task force could have a booth with information regarding the safe routes to school program (i.e. pick up and drop off procedures at each of the schools, a list of upcoming safe routes to school events, and a parent survey).

6. Adjourn

The committee adjourned at 4:45 p.m. and the next meeting will be held on Thursday, May 21st, at 2:00 p.m. at Omro Elementary School.



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## MEETING NOTICE OMRO SAFE ROUTES TO SCHOOL COMMITTEE MEETING

DATE: Thursday, May 21st, 2009  
TIME: 2:00 P.M.  
PLACE: Omro Elementary School

### AGENDA

1. Welcome and Introductions
2. Comments on the summary of proceedings from the March 26th, 2009 meeting
3. Discussion on Education Recommendations
4. Discussion on School Specific Engineering Recommendations (Review Maps)
5. Discussion on the materials needed for Neighborhood/Community Meeting
6. Discussion on the Implementation Timeline
7. Next Meeting
8. Adjourn

## SUMMARY OF PROCEEDINGS

Omro Safe Routes to School Task Force  
Omro Elementary School  
Thursday, May 21st, 2009

### Task Force Members Present

Linda Kutchenriter ..... City of Omro Administrator, Clerk, Treasurer  
Kim Biedermann ..... City of Omro  
David Wellhoefer ..... Omro Elementary Principal  
Joe Horvath ..... Omro Middle School, Physical Education Teacher  
Cheryl Laabs ..... Winnebago County Health Department  
Renee Callaway ..... WisDOT - Madison  
Melissa Kraemer Badtke ..... East Central WI Regional Planning Commission

#### 1. Welcome and Introductions

Ms. Kraemer Badtke welcomed the task force and began introductions.

#### 2. Comments on the summary of proceedings from the March 26th, 2009 meeting

Ms. Kraemer Badtke stated that the summary of proceedings from the March 26<sup>th</sup>, 2009 meeting were included in the meeting materials. The committee had no comments on the summary of proceedings from the March 26<sup>th</sup>, 2009 meeting.

#### 3. Discussion on Education Recommendations

Ms. Kraemer Badtke stated that for the SRTS Plan the committee needs to discuss education recommendations. Ms. Kraemer Badtke showed the committee a few examples of some education recommendations and the committee discussed new recommendations. Mr. Horvath stated that the school district currently teaches bicycle curriculum in the physical education classes and they do a bike rodeo every year. Mr. Horvath also noted that a mandatory field trip for the 8<sup>th</sup> grade students is a bicycle field trip. Students learn bicycle safety tips a few weeks before the ride and then the students practice their skills on the field trip. The students are in groups and stop at various stations along the bike route to do team activities or solve different problems. Ms. Kraemer Badtke stated that she will add the bicycle field trip to the Omro SRTS Plan. The committee continued to discuss and rank the education recommendations.

#### 4. Discussion on School Specific Engineering Recommendations

Ms. Kraemer Badtke stated that she would like to hear what engineering recommendations the committee would like to see. Ms. Kraemer Badtke mentioned that the committee discussed the STH 116 reconstruction project at the previous meeting, but asked the committee if there are other engineering changes that the committee would like done at any of the participating

schools. The committee mentioned that they would like to have sidewalk across from H.B. Patch Elementary School. The committee also discussed engineering improvements around Omro Middle and High Schools.

5. Discussion on the materials needed for the Neighborhood/Community Meeting

The committee decided to discuss the materials needed for the neighborhood/community meeting at the next Omro SRTS meeting.

6. Discussion on the Implementation Timeline

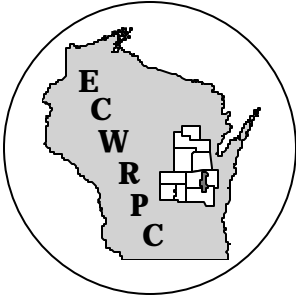
The committee decided to discuss the implementation timeline at the next meeting.

7. Next meeting

The next meeting will be held on Monday, June 22<sup>nd</sup> at 9:00 a.m. at Omro Elementary School.

8. Adjourn

The committee adjourned at 4:30 p.m.



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### MEETING NOTICE OMRO SAFE ROUTES TO SCHOOL COMMITTEE MEETING

DATE: Monday, June 22, 2009  
TIME: 9:00 A.M.  
PLACE: Omro Elementary School

#### AGENDA

1. Welcome and Introductions
2. Comments on the summary of proceedings from the May 21st, 2009 meeting
3. Discussion on Draft Safe Routes to School Plan
4. Discussion on the Neighborhood/Community Meeting
5. Discussion on the Implementation Strategies/Timeline
6. Next Meeting
7. Adjourn

SUMMARY OF PROCEEDINGS

Omro Safe Routes to School Task Force  
Omro Elementary School  
Monday, June 22nd, 2009

Task Force Members Present

Kim Biedermann .....City of Omro  
James Daubert..... City of Omro, Police Department  
David Wellhoefer .....Omro Elementary Principal  
Joe Horvath..... Omro Middle School, Physical Education Teacher  
Cheryl Laabs .....Winnebago County Health Department  
Matt Halada..... WisDOT – NE Region  
Melissa Kraemer Badtke.....East Central WI Regional Planning Commission

1. Welcome and Introductions

Ms. Kraemer Badtke welcomed the task force and began introductions.

2. Comments on the summary of proceedings from the May 21<sup>st</sup>, 2009 meeting

Ms. Kraemer Badtke stated that the summary of proceedings from the May 21<sup>st</sup>, 2009 meeting were included in the meeting materials. The committee had no comments on the summary of proceedings from the May 21<sup>st</sup>, 2009 meeting.

3. Discussion on Draft Safe Routes to School Plan

Ms. Kraemer Badtke stated that she was finishing draft Chapters 4: Safe Routes to School and Safety Recommendations and 5: Implementation Strategies and Funding Sources. Ms. Kraemer Badtke stated that once she has these chapters complete, she will mail them out the committee members to read over. The committee began discussing engineering changes

4. Discussion on Neighborhood/Community Meeting

Ms. Kraemer Badtke stated one of the requirements of the WisDOT planning grant is to hold a neighborhood/community meeting. The committee decided to host the neighborhood/community meeting at the Omro Open House on August 27<sup>th</sup>. Ms. Kraemer Badtke discussed potential materials to have at the booth in August. These included having a brochure discussing the Omro SRTS program and upcoming activities, a story board with results from the surveys and the bike and walk audit results, and a map of the school. Ms. Kraemer Badtke stated that she would try to be there for part of the time, but stated that it would be beneficial to have the committee members attend as well.



5. Discussion on the Implementation Strategies/Timeline

Ms. Kraemer Badtke handed out a draft implementation timeline and asked the committee what SRTS activities they would like to pursue for the 2009-2010 school year. The committee decided to do the Walk to Win Program, a Walking School Bus Program, the bicycle rodeo and the 8<sup>th</sup> grade bicycling field trip.

6. Walk to Win Program

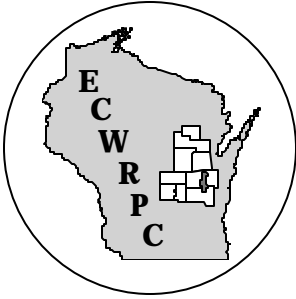
Ms. Laabs stated that the walk to win program for the schools would begin in October with materials being mailed out in September.

7. Next meeting

The next meeting will be held on Monday, August 10<sup>th</sup>, 2009 at 1:00 p.m. at the Omro Community Center.

8. Adjourn

The committee adjourned at 10:30 a.m.



# EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

400 Ahnaip Street, Suite 100 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 OMRO SAFE ROUTES TO SCHOOL COMMITTEE MEETING

DATE: Monday, August 10th, 2009

TIME: 1:00 P.M.

PLACE: Omro Community Center  
130 W. Larrabee Street, Omro

### AGENDA

1. Welcome and Introductions
2. Comments on the summary of proceedings from the June 22nd, 2009 meeting
3. Discussion on Draft Safe Routes to School Plan
4. Review of Neighborhood/Community Meeting Materials
5. Update on the Regional SRTS Program
6. Walk to Win Program
7. Next Meeting
8. Adjourn

## SUMMARY OF PROCEEDINGS

Omro Safe Routes to School Task Force  
Omro Elementary School  
Monday, August 10<sup>th</sup>, 2009

### Task Force Members Present

Kim Biedermann .....City of Omro  
David Wellhoefer..... Omro Elementary Principal  
Joe Horvath..... Omro Middle School, Physical Education Teacher  
Cheryl Laabs ..... Winnebago County Health Department  
Melissa Kraemer Badtke..... East Central WI Regional Planning Commission  
Mike Patza..... East Central WI Regional Planning Commission

#### 1. Welcome and Introductions

Ms. Kraemer Badtke welcomed the task force and began introductions.

#### 2. Comments on the summary of proceedings from the June 22<sup>nd</sup>, 2009 meeting

Ms. Kraemer Badtke stated that the summary of proceedings from the June 22<sup>nd</sup>, 2009 meeting were included in the meeting materials. The committee had no comments on the summary of proceedings from the June 22<sup>nd</sup>, 2009 meeting.

#### 3. Discussion on Draft Safe Routes to School Plan

Ms. Kraemer Badtke stated that she had mailed out a final draft of the Omro Safe Routes to School Plan to each of the committee members. Ms. Kraemer Badtke asked each committee member to review the document and let her know of any changes or corrections that they would like to see. Ms. Kraemer Badtke mentioned that the executive summary was not included in the final draft and she would get that out the committee by the next meeting.

#### 4. Review of Neighborhood/Community Meeting Materials

Ms. Kraemer Badtke stated that she had brought the bike and walk audit maps for each of the schools along with SRTS brochures and story boards with information regarding the results for each of the schools. Ms. Kraemer Badtke asked the committee if there were other materials that they would like to have on display. Ms. Laabs stated that she would have information regarding the Walk to Win Program. Ms. Kraemer Badtke worked with the committee to set up a schedule for each of the schools for community members to be at the booths. The open house date for all of the schools is Thursday, August 27<sup>th</sup>. Below are the times and the committee members that were willing to assist with the booth.

- H.B. Patch Elementary School: 2:30 p.m. - 5:30 p.m. - Linda
- Omro Elementary School: 4:30 p.m. - 6:30 p.m. - Kim/Dave/Cheryl
- Omro Middle School: 4:30 p.m. - 6:30 p.m. - Joe/Mike

5. Update on the Regional Safe Routes to School Program

Ms. Kraemer Badtke stated that she has been working with WisDOT-Madison to develop a Regional SRTS Program. Activities for this program would include media/marketing campaign, developing a website and an electronic newsletter, developing a regional SRTS Plan, assisting with International Walk to School Day and Bike to School Week and being a resource to schools and communities that have or want to start a SRTS Program. Ms. Kraemer Badtke stated that she would have more information regarding what EC could provide for International Walk to School Day.

6. Walk to Win Program

Ms. Laabs stated that information was mailed out to each of the schools for the Walk to Win Program. Ms. Laabs stated that she would have registration forms for the program at each of the schools for the open houses. The program kicks off on August 27<sup>th</sup> for the general public and it kicks off for the schools in October.

7. Next meeting

The next meeting will be held on Thursday, September 10<sup>th</sup>, 2009 at 1:00 p.m. at Omro Elementary School.

8. Adjourn

The committee adjourned at 2:30 p.m.



## EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

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# MEETING NOTICE OMRO SAFE ROUTES TO SCHOOL COMMITTEE MEETING

DATE: Thursday, September 10th, 2009

TIME: 1:00 P.M.

PLACE: Omro Elementary School

## AGENDA

1. Welcome and Introductions
2. Comments on the summary of proceedings from the August 10th, 2009 meeting
3. Comments regarding Final Draft Safe Routes to School Plan
4. Discussion on Results of Neighborhood/Community Meeting
5. Activities for International Walk to School Day
  - a. Walking School Bus Program
6. Regional SRTS Program
  - a. Recap of National SRTS Conference
7. Pedestrian Bridge Committee Discussion
8. Next Meeting
9. Adjourn

SUMMARY OF PROCEEDINGS

Omro Safe Routes to School Task Force  
Omro Elementary School  
Thursday, September 10th, 2009

Task Force Members Present

David Wellhoefer.....Omro Elementary School, Principal  
Linda Kutchenriter.....City of Omro  
Joe Horvath.....Omro Middle School, Physical Education Teacher  
Cheryl Laabs.....Winnebago County Health Department  
Melissa Kraemer Badtke.....East Central WI Regional Planning Commission  
Mike Patza.....East Central WI Regional Planning Commission

1. Welcome and Introductions

Ms. Kraemer Badtke welcomed the task force and began introductions.

2. Comments on the summary of proceedings from the August 10<sup>th</sup>, 2009 meeting

Ms. Kraemer Badtke stated that the summary of proceedings from the August 10<sup>th</sup>, 2009 meeting were included in the meeting materials. The committee had no comments on the summary of proceedings from the August 10<sup>th</sup>, 2009 meeting.

3. Comments regarding Final Draft Safe Routes to School Plan

Ms. Kutchenriter brought up a concern about bicyclists/pedestrians crossing to go to Omro Elementary School at the intersection of N. Webster Avenue and Fox Trail Drive. Mr. Horvath agreed that was a problem intersection and ideas were discussed to improve the situation. Mr. Horvath suggested that Omro High School students could be used as crossing guards in the morning which would satisfy a community learning requirement for the students. Another idea was placing a biker stop sign on the sidewalk, or placing a pedestrian crossing sign/cone in the crosswalk. Mr. Horvath stated he would take the initiative to explore these ideas and get them in place.

4. Discussion on Results of Neighborhood/Community Meeting

The committee discussed the SRTS displays at the open house for H.B. Patch Elementary School, Omro Elementary School, and Omro Middle School. There was a positive response from the parents/students that stopped by the displays but the consensus was that the open houses may not be the best venue to reach the largest number of people.

## 5. Activities for International Walk to School Day

There was a discussion on whether or not Omro was interested in implementing a walking school bus program. Mr. Horvath expressed interest in organizing a walking school bus with middle school students. After discussing all of the issues and concerns, the decision was that Mr. Horvath would organize a walking school bus for the middle school students for International Walk to School Day on October 7<sup>th</sup>. Ms. Kraemer Badtke will send Mr. Horvath information on International Walk to School Day. After evaluating the October 7<sup>th</sup> event a decision will be made on whether it is practical to make the walking school bus a more regular event (i.e. weekly, monthly).

For the elementary school, Mr. Wellhoefer thought it would be best to have some sort of an event at the school for International Walk to School Day. An idea of a parent lunch/walk with their child was discussed as a possibility.

Ms. Kraemer Badtke stated that incentives for the participants in the International Walk to School Day event could be funded by the Regional SRTS Program. Food was brought up as an idea for middle school students and some sort of trinket/charms for the elementary school students.

## 6. Regional SRTS Program

Ms. Kraemer Badtke talked about the Regional SRTS program and discussed some of the aspects that will be included in the project. As part of the regional program, ECWRPC will be producing an electronic SRTS newsletter, developing a regional SRTS website with informational resources, helping with incentives for SRTS events within the region; assist communities with their local SRTS plans; host a SRTS grant workshop on October 27<sup>th</sup>; and the development of a regional SRTS plan document.

## 7. Pedestrian Bridge Committee Discussion

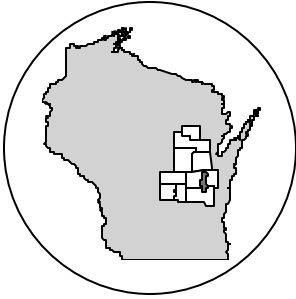
Ms. Kraemer Badtke stated that if the City of Omro would like to apply for Transportation Enhancement (TE) grant money to assist in the rehabilitation of the pedestrian bridge, that it would be beneficial to have a committee discuss the options for the bridge. Ms. Kutchenriter stated that the City had just applied for an EDA grant and so staff time was limited. The committee had a discussion regarding this topic.

## 8. Next meeting

The next meeting will be held on Thursday, October 15<sup>th</sup>, 2009 at 2:00 p.m. at Omro Elementary School.

## 9. Adjourn

The committee adjourned at 2:45 p.m.



## EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

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

DATE: Thursday, October 15th, 2009  
TIME: 2:00 P.M.  
PLACE: Omro Elementary School

#### **AGENDA**

1. Welcome and Introductions
2. Comments on the summary of proceedings from the September 10th, 2009 meeting
3. Recap of the Walk to School Day Event
4. Comments regarding Final Draft Safe Routes to School Plan
5. Safe Routes to School Grant Workshop
  - a. Tuesday, October 27<sup>th</sup>, 2009
6. Next Meeting
7. Adjourn



## SUMMARY OF PROCEEDINGS

Omro Safe Routes to School Task Force  
Omro Elementary School  
Thursday, October 15th, 2009

### Task Force Members Present

David Wellhoefer..... Omro Elementary School, Principal  
Linda Kutchenriter ..... City of Omro  
Kim Biedermann..... City of Omro, Community Development Director  
Joe Horvath ..... Omro Middle School, Physical Education Teacher  
Cheryl Laabs..... Winnebago County Health Department  
Matt Halada..... WisDOT - NE Region  
Melissa Kraemer Badtke..... East Central WI Regional Planning Commission

#### 1. Welcome and Introductions

Ms. Kraemer Badtke welcomed the task force and began introductions.

#### 2. Comments on the summary of proceedings from the September 10<sup>th</sup>, 2009 meeting

Ms. Kraemer Badtke stated that the summary of proceedings from the September 10<sup>th</sup>, 2009 meeting were included in the meeting materials. The committee had no comments on the summary of proceedings from the September 10<sup>th</sup>, 2009 meeting.

#### 3. Recap of the Walk to School Day Event

Ms. Kraemer Badtke asked how the International Walk to School Day Event went. Mr. Horvath stated that they had good participation by the Middle School students for the Walking School Bus. Mr. Wellhoefer stated that they did a walk at lunch with the elementary school students. The Elementary School is also looking into doing a Fit Fox Program for 3 days a week to walk on a course in the back of the school.

#### 4. Comments regarding the Final Draft Safe Routes to School Plan

Ms. Kraemer Badtke asked the committee if there were any comments on the draft. Mr. Halada had a for new average daily traffic counts that should be used. East Central staff also needed to update Exhibit 7 with a few changes. The committee agreed that the final draft plan should to go City Council and the School Board for review. The next City of Omro City Council meeting is scheduled for Tuesday, November 3<sup>rd</sup>. Ms. Kutchenriter asked that she have copies for the council by October 28<sup>th</sup>. Mr. Wellhoefer noted that the next school board meeting will be held on Tuesday, November 17<sup>th</sup>.

5. Safe Routes to School Grants Workshop

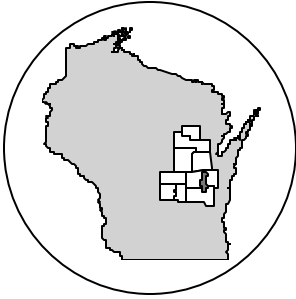
Ms. Kraemer Badtke stated that East Central will be hosting a SRTS Grants Workshop on Tuesday, October 27<sup>th</sup>, 2009 at 8:00 a.m. at the Radisson Paper Valley Hotel. There is no charge to attend the workshop. Speakers include Sarah Higgins, City of Appleton Grants Administrator and Renee Callaway, WisDOT SRTS Coordinator. The purpose of this workshop is for attendees to get ideas regarding items or activities that would be funded and also a chance to hear what the SRTS selection committees look for in a grant application.

6. Next meeting

The next meeting will be held on Thursday, November 19<sup>th</sup>, 2009 at 2:00 p.m. at Omro Elementary School.

7. Adjourn

The committee adjourned at 3:00 p.m.



## EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

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

DATE: Thursday, November 19th, 2009  
TIME: 2:00 P.M.  
PLACE: Omro Elementary School

#### **AGENDA**

1. Welcome and Introductions
2. Comments on the summary of proceedings from the October 15th, 2009 meeting
3. Comments on final draft plan from Omro City Council, School Board and Committee members
4. Discussion regarding potential SRTS grant or TE Grant Projects
5. Update on Regional SRTS Program
6. Next Meeting
7. Adjourn

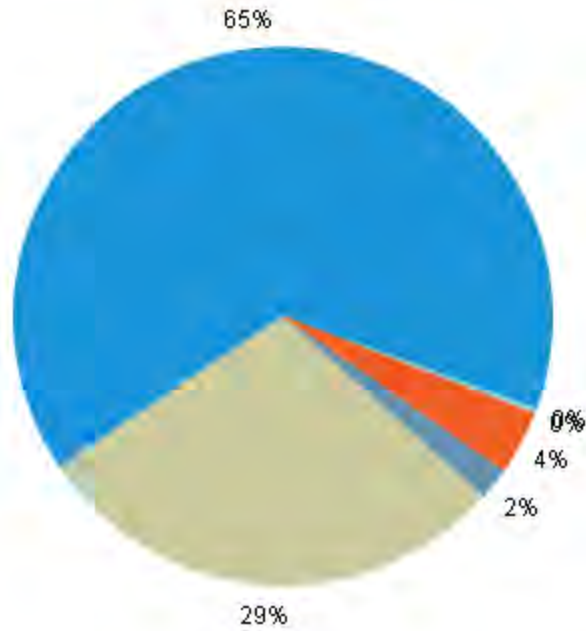
## **APPENDIX B: STUDENT SURVEY RESULTS**

## Student Travel Summary

<b>Program Name:</b>	Winneconne Area School District	<b>Season Collected:</b>	Winter2008
<b>School Name:</b>	H.B. Patch Elementary School	<b>Data Type (Pre/Mid/Post):</b>	
		<b>Reported School Enrollment:</b>	130
		<b>Number Classrooms:</b>	10
		<b>Number of Tallies Reported:</b>	8

### Students Traveling by Each Mode (across all reported days)

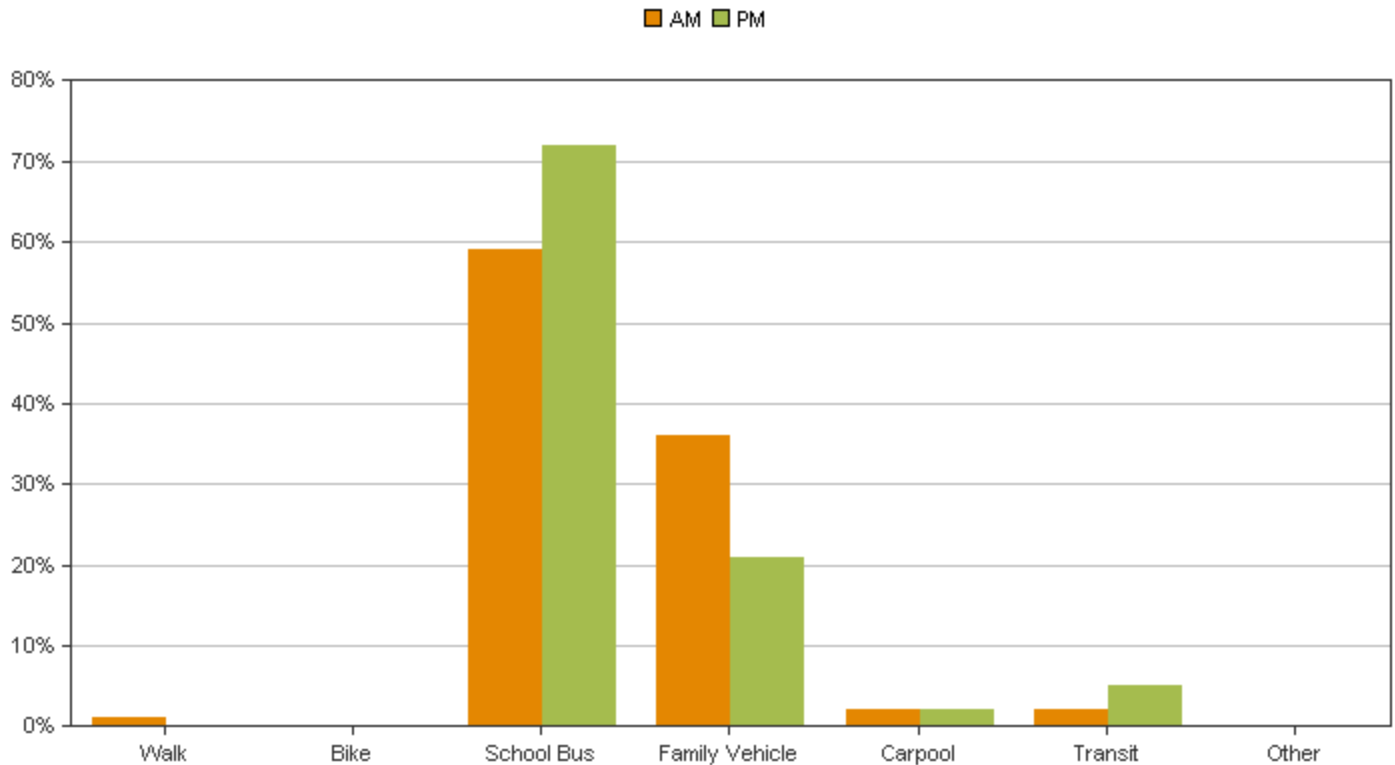
■ Walk    
 ■ Bike    
 ■ School Bus    
 ■ Family Vehicle    
 ■ Carpool    
 ■ Transit    
 ■ Other



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
<b>Average Number of Student Trips for Morning and Afternoon</b>	0.3	0.0	64.7	29.2	1.8	3.5	0.0
<b>Percent</b>	0.3%	0.0%	65.0%	29.3%	1.8%	3.5%	0.0%

Average number of students per day responding to in-class tally counts: **99.5**

### Morning to Afternoon Travel Mode Comparison



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
<b>Morning</b>	0.6%	0.0%	59.1%	36.3%	1.8%	2.1%	0.0%
<b>Afternoon</b>	0.0%	0.0%	72.1%	20.8%	1.9%	5.2%	0.0%

### Number of students by travel mode to and from school:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
<b>Tues AM</b>	133	1	0	78	50	2	2	0
<b>Tues PM</b>	113	0	0	90	18	1	4	0
<b>Wed AM</b>	113	1	0	68	39	3	2	0
<b>Wed PM</b>	113	0	0	79	27	3	4	0
<b>Thur AM</b>	82	0	0	48	30	1	3	0
<b>Thur PM</b>	43	0	0	25	11	1	6	0

### Averages for classes submitting travel tallies:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
<b>Tues AM</b>	16.6	0.1	0.0	9.8	6.3	0.3	0.3	0.0
<b>Tues PM</b>	14.1	0.0	0.0	11.3	2.3	0.1	0.5	0.0

<b>Wed AM</b>	14.1	0.1	0.0	8.5	4.9	0.4	0.3	0.0
<b>Wed PM</b>	14.1	0.0	0.0	9.9	3.4	0.4	0.5	0.0
<b>Thur AM</b>	10.3	0.0	0.0	6.0	3.8	0.1	0.4	0.0
<b>Thur PM</b>	5.4	0.0	0.0	3.1	1.4	0.1	0.8	0.0

**Percentages of students by travel mode to and from school:**

	<b>Number of Students</b>	<b>Walk</b>	<b>Bike</b>	<b>School Bus</b>	<b>Family Vehicle</b>	<b>Carpool</b>	<b>Transit</b>	<b>Other</b>
<b>Tues AM</b>	133	0.8%	0.0%	58.6%	37.6%	1.5%	1.5%	0.0%
<b>Tues PM</b>	113	0.0%	0.0%	79.6%	15.9%	0.9%	3.5%	0.0%
<b>Wed AM</b>	113	0.9%	0.0%	60.2%	34.5%	2.7%	1.8%	0.0%
<b>Wed PM</b>	113	0.0%	0.0%	69.9%	23.9%	2.7%	3.5%	0.0%
<b>Thur AM</b>	82	0.0%	0.0%	58.5%	36.6%	1.2%	3.7%	0.0%
<b>Thur PM</b>	43	0.0%	0.0%	58.1%	25.6%	2.3%	14.0%	0.0%

**End of Report**

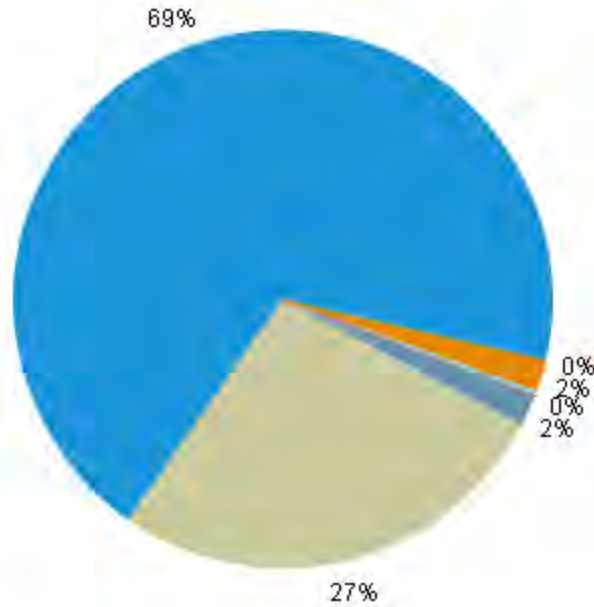


## Student Travel Summary

<b>Program Name:</b>	Winneconne Area School District	<b>Season Collected:</b>	Winter2008
<b>School Name:</b>	Omro Elementary School	<b>Data Type (Pre/Mid/Post):</b>	
		<b>Reported School Enrollment:</b>	390
		<b>Number Classrooms:</b>	18
		<b>Number of Tallies Reported:</b>	18

### Students Traveling by Each Mode (across all reported days)

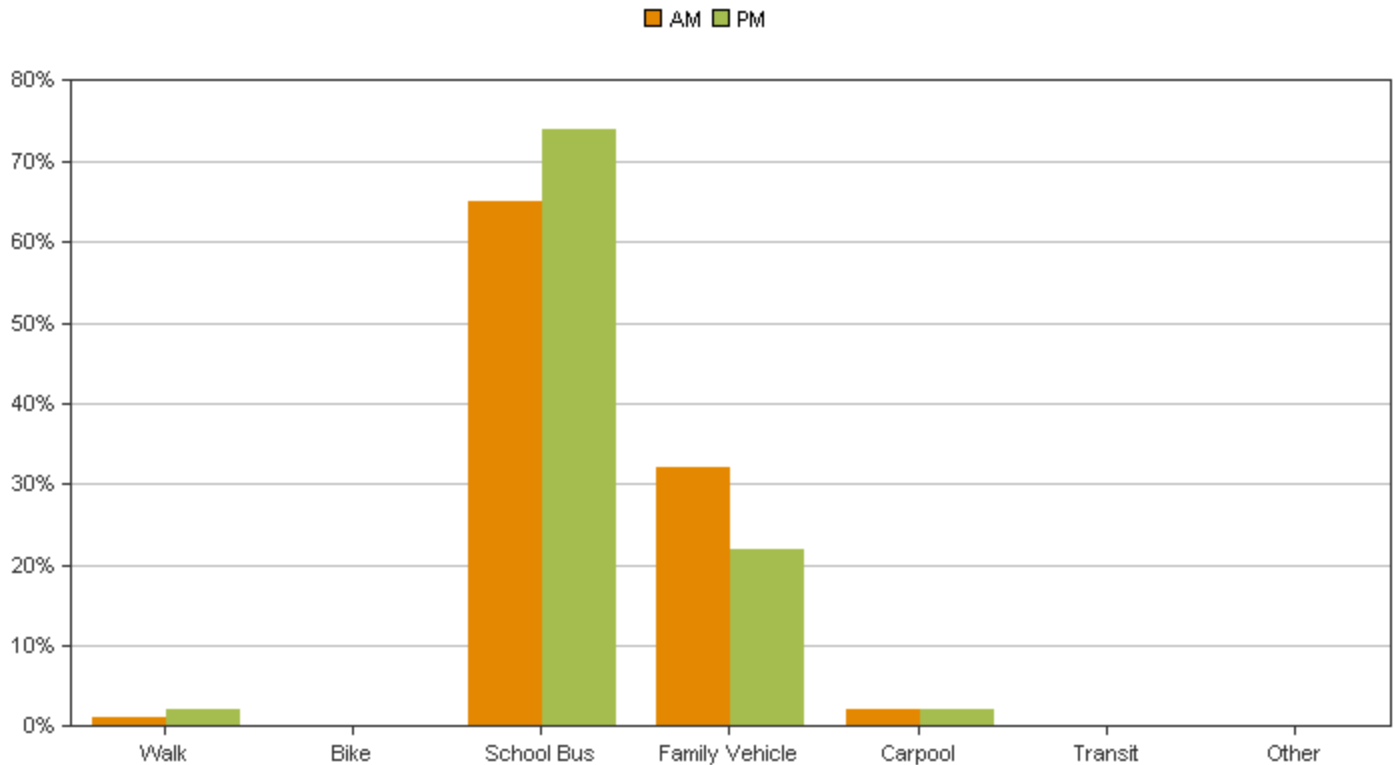
■ Walk    
 ■ Bike    
 ■ School Bus    
 ■ Family Vehicle    
 ■ Carpool    
 ■ Transit    
 ■ Other



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
<b>Average Number of Student Trips for Morning and Afternoon</b>	4.8	0.2	217.0	84.3	7.2	0.0	0.0
<b>Percent</b>	1.5%	0.1%	69.2%	26.9%	2.3%	0.0%	0.0%

Average number of students per day responding to in-class tally counts: **313.5**

### Morning to Afternoon Travel Mode Comparison



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
<b>Morning</b>	0.6%	0.0%	64.7%	32.2%	2.4%	0.0%	0.0%
<b>Afternoon</b>	2.5%	0.1%	73.8%	21.5%	2.1%	0.0%	0.0%

### Number of students by travel mode to and from school:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
<b>Tues AM</b>	345	3	0	221	113	8	0	0
<b>Tues PM</b>	342	7	1	257	69	8	0	0
<b>Wed AM</b>	375	2	0	249	115	9	0	0
<b>Wed PM</b>	374	13	0	269	84	8	0	0
<b>Thur AM</b>	223	1	0	140	76	6	0	0
<b>Thur PM</b>	222	3	0	166	49	4	0	0

### Averages for classes submitting travel tallies:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
<b>Tues AM</b>	19.2	0.2	0.0	12.3	6.3	0.4	0.0	0.0
<b>Tues PM</b>	19.0	0.4	0.1	14.3	3.8	0.4	0.0	0.0

<b>Wed AM</b>	20.8	0.1	0.0	13.8	6.4	0.5	0.0	0.0
<b>Wed PM</b>	20.8	0.7	0.0	14.9	4.7	0.4	0.0	0.0
<b>Thur AM</b>	12.4	0.1	0.0	7.8	4.2	0.3	0.0	0.0
<b>Thur PM</b>	12.3	0.2	0.0	9.2	2.7	0.2	0.0	0.0

**Percentages of students by travel mode to and from school:**

	<b>Number of Students</b>	<b>Walk</b>	<b>Bike</b>	<b>School Bus</b>	<b>Family Vehicle</b>	<b>Carpool</b>	<b>Transit</b>	<b>Other</b>
<b>Tues AM</b>	345	0.9%	0.0%	64.1%	32.8%	2.3%	0.0%	0.0%
<b>Tues PM</b>	342	2.0%	0.3%	75.1%	20.2%	2.3%	0.0%	0.0%
<b>Wed AM</b>	375	0.5%	0.0%	66.4%	30.7%	2.4%	0.0%	0.0%
<b>Wed PM</b>	374	3.5%	0.0%	71.9%	22.5%	2.1%	0.0%	0.0%
<b>Thur AM</b>	223	0.4%	0.0%	62.8%	34.1%	2.7%	0.0%	0.0%
<b>Thur PM</b>	222	1.4%	0.0%	74.8%	22.1%	1.8%	0.0%	0.0%

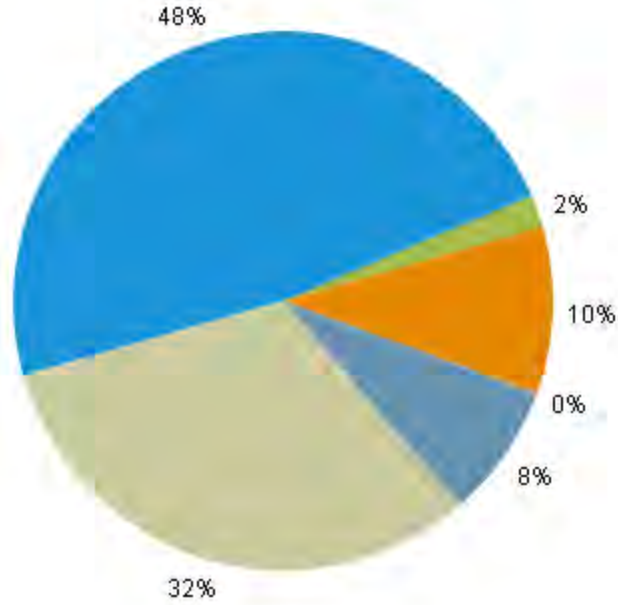
**End of Report**

## Student Travel Summary

<b>Program Name:</b>	Winneconne Area School District	<b>Season Collected:</b>	Winter2008
<b>School Name:</b>	Omro Middle School	<b>Data Type (Pre/Mid/Post):</b>	
		<b>Reported School Enrollment:</b>	299
		<b>Number Classrooms:</b>	12
		<b>Number of Tallies Reported:</b>	12

### Students Traveling by Each Mode (across all reported days)

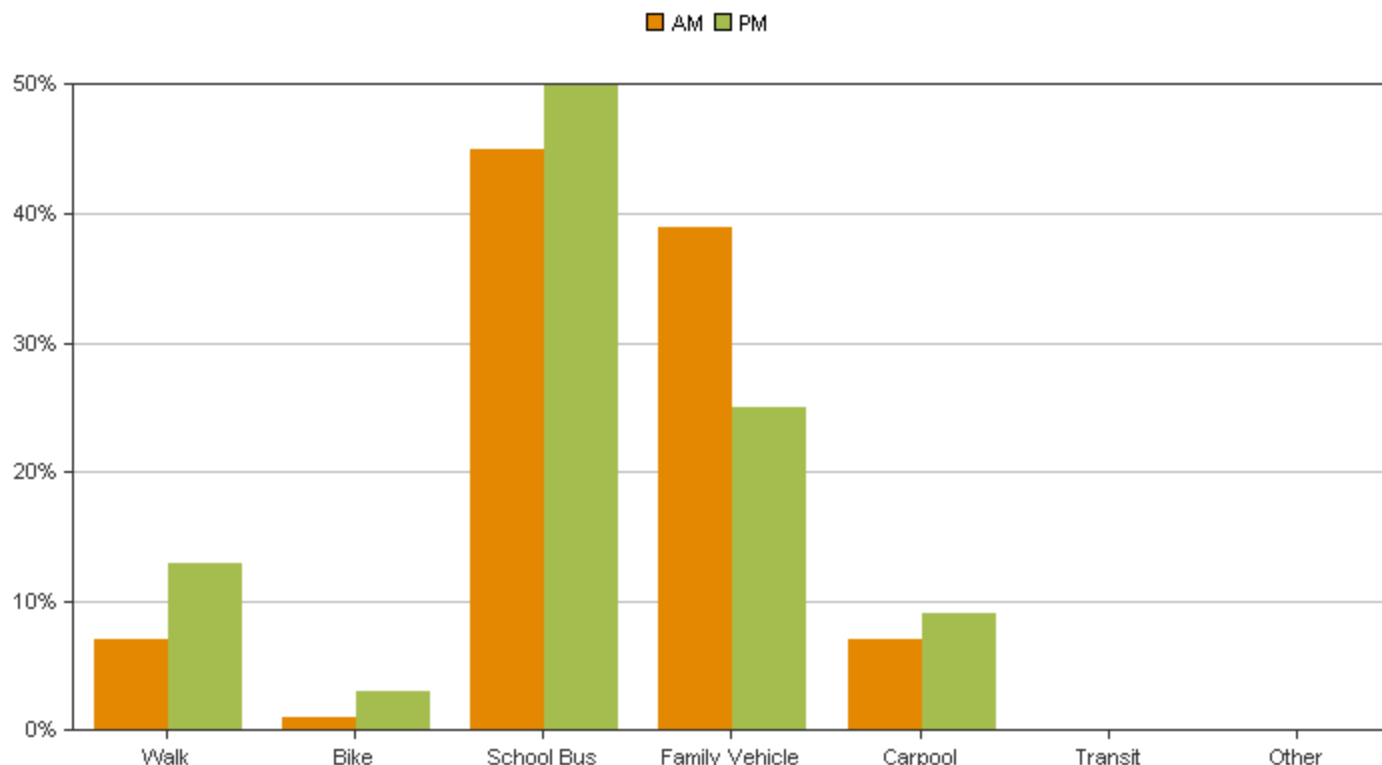
■ Walk    
 ■ Bike    
 ■ School Bus    
 ■ Family Vehicle    
 ■ Carpool    
 ■ Transit    
 ■ Other



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
<b>Average Number of Student Trips for Morning and Afternoon</b>	28.3	6.0	133.0	89.3	22.8	0.0	0.0
<b>Percent</b>	10.1%	2.1%	47.6%	32.0%	8.1%	0.0%	0.0%

Average number of students per day responding to in-class tally counts: **279.3**

### Morning to Afternoon Travel Mode Comparison



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
<b>Morning</b>	7.3%	1.2%	45.3%	39.2%	7.0%	0.0%	0.0%
<b>Afternoon</b>	12.9%	3.1%	50.0%	24.6%	9.4%	0.0%	0.0%

### Number of students by travel mode to and from school:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
<b>Tues AM</b>	280	19	5	126	113	17	0	0
<b>Tues PM</b>	276	31	5	137	76	27	0	0
<b>Wed AM</b>	281	22	2	128	107	22	0	0
<b>Wed PM</b>	280	41	12	141	61	25	0	0

### Averages for classes submitting travel tallies:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
<b>Tues AM</b>	23.3	1.6	0.4	10.5	9.4	1.4	0.0	0.0
<b>Tues PM</b>	23.0	2.6	0.4	11.4	6.3	2.3	0.0	0.0
<b>Wed AM</b>	23.4	1.8	0.2	10.7	8.9	1.8	0.0	0.0
<b>Wed PM</b>	23.3	3.4	1.0	11.8	5.1	2.1	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
<b>Tues AM</b>	280	6.8%	1.8%	45.0%	40.4%	6.1%	0.0%	0.0%
<b>Tues PM</b>	276	11.2%	1.8%	49.6%	27.5%	9.8%	0.0%	0.0%
<b>Wed AM</b>	281	7.8%	0.7%	45.6%	38.1%	7.8%	0.0%	0.0%
<b>Wed PM</b>	280	14.6%	4.3%	50.4%	21.8%	8.9%	0.0%	0.0%

**End of Report**



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

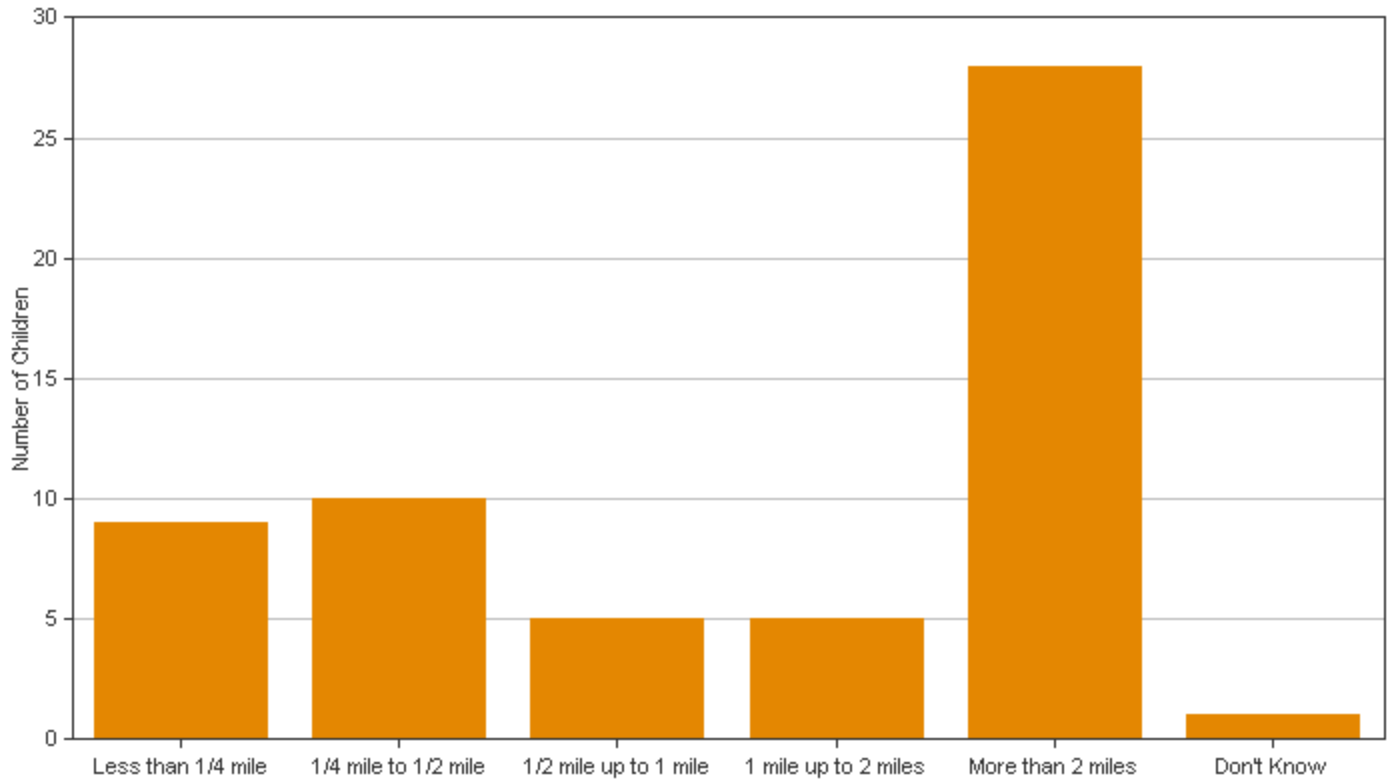
## Parent Survey Summary Report:

### Process Summary Information:

<b>Program Name:</b>	Winneconne Area School District	<b>Survey Data Collected:</b>	Winter2008
<b>School Name:</b>	H.B. Patch Elementary School	<b>Data Collection Phase:</b> (pre = Before program began mid = During program; post = After program ended)	pre
<b>Reported Enrollment:</b>	130	<b>Number of Surveys Distributed:</b>	100
<b>Date Report Generated:</b>	01/13/2009	<b>Number of Surveys in Report:</b>	60

This report provides information from parents about their perceptions and attitudes on their child walking and bicycling to school. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

**Number of Children by Distance They Live From School:**

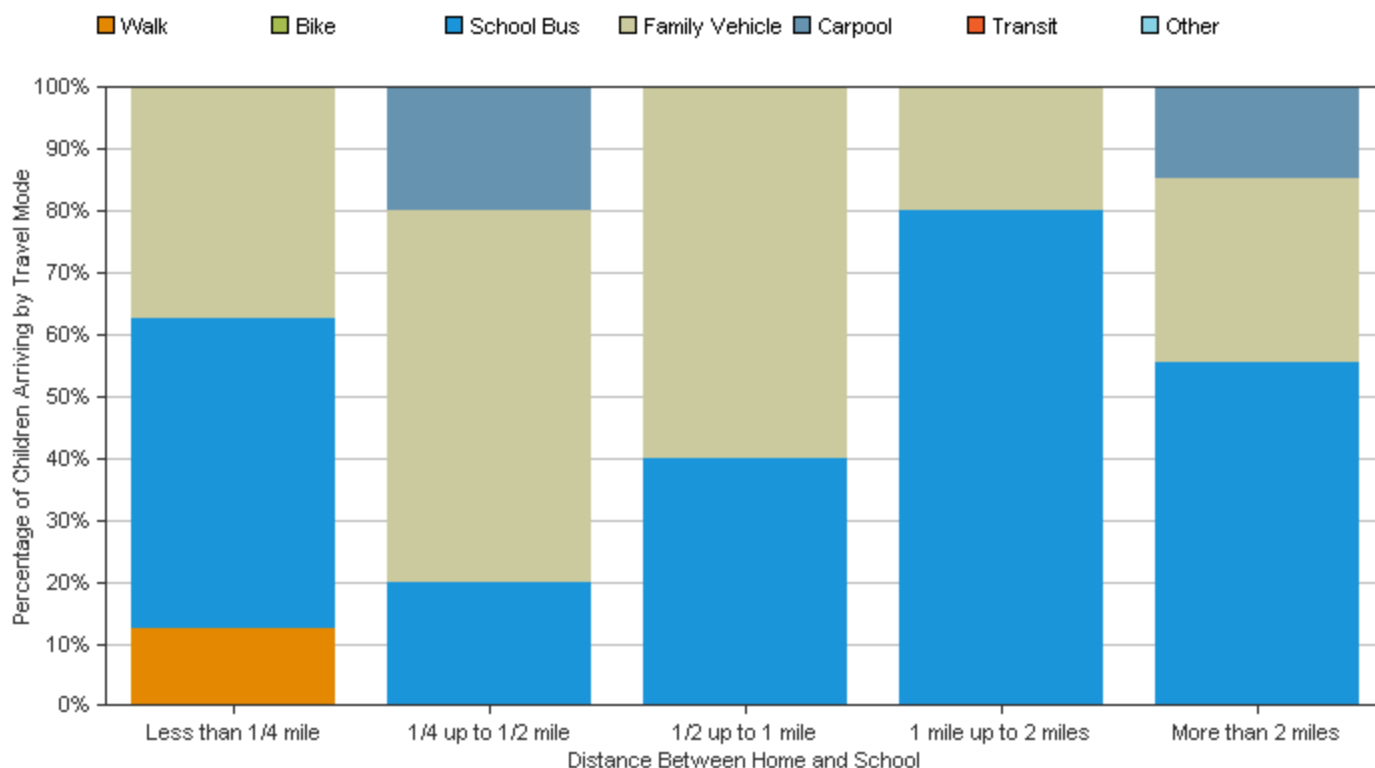


**Number of Children by Distance They Live From School:**

Distance from School	Number of Children
Less than 1/4 mile	9 (15.5%)
1/4 mile up to 1/2 mile	10 (17.2%)
1/2 mile up to 1 mile	5 (8.6%)
1 mile up to 2 miles	5 (8.6%)
More than 2 miles	28 (48.3%)
Don't know	1 (1.7%)
No response: 2	

(Percentages may not total 100% due to rounding.)

### Percentage of Children by Travel Mode to School and Distance Between Home and School:



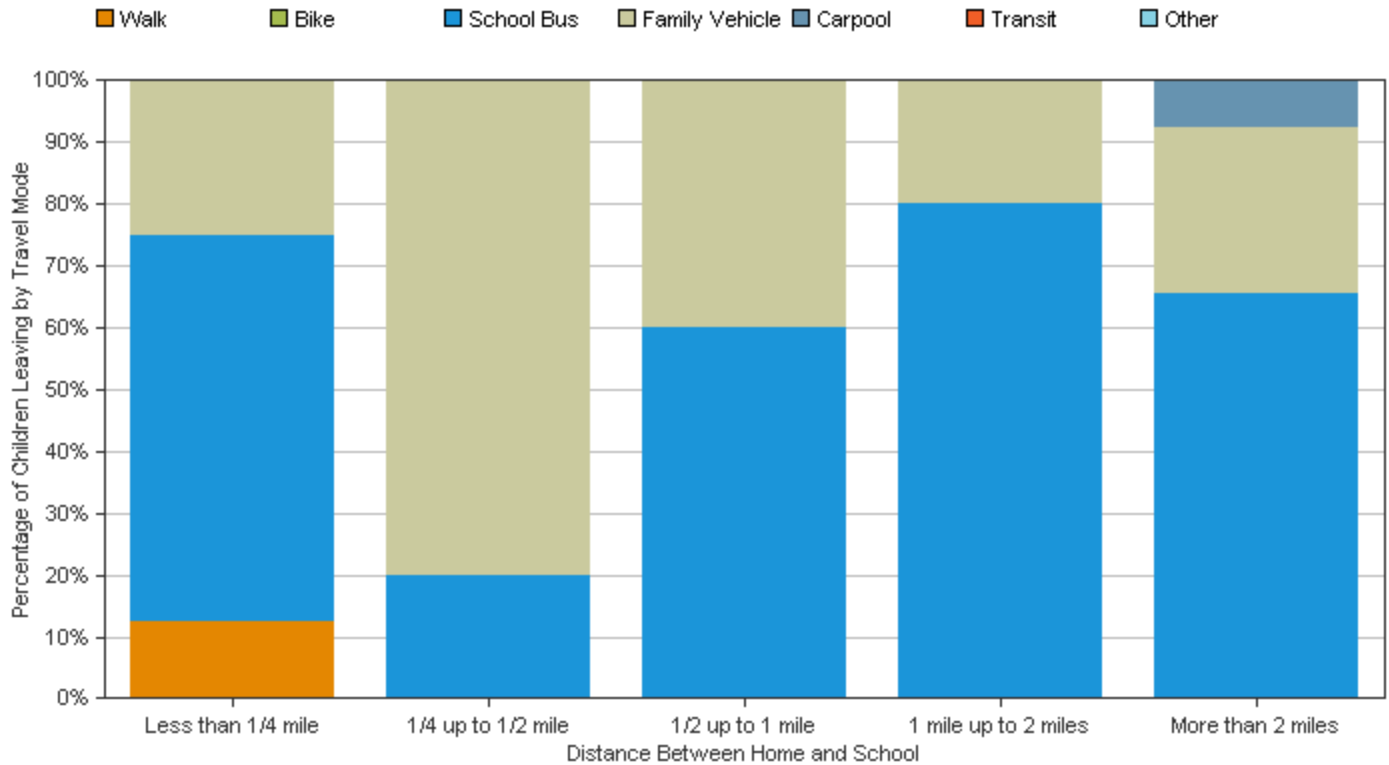
### Number of Children by Travel Mode to School and Distance Between Home and School:

Mode	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles	Row Totals by Mode
Walk	1 (1.8%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (1.8%)
Bike	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
School Bus	4 (7.1%)	2 (3.6%)	2 (3.6%)	4 (7.1%)	15 (26.8%)	28 (50%)
Family Vehicle	3 (5.4%)	6 (10.7%)	3 (5.4%)	1 (1.8%)	8 (14.3%)	21 (37.6%)
Carpool	0 (0%)	2 (3.6%)	0 (0%)	0 (0%)	4 (7.1%)	6 (10.7%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
<b>Column Totals by Distance</b>	8 (14.3%)	10 (17.9%)	5 (9%)	5 (8.9%)	27 (48.2%)	

No Response: 4

(Percentages may not total 100% due to rounding.)

**Percentage of Children by Travel Mode from School and Distance Between Home and School:**



**Number of Children by Travel Mode from School and Distance Between School and Home:**

Mode	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles	Row Totals by Mode
Walk	1 (1.8%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (1.8%)
Bike	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
School Bus	5 (9.1%)	2 (3.6%)	3 (5.5%)	4 (7.3%)	17 (30.9%)	32 (58.2%)
Family Vehicle	2 (3.6%)	8 (14.5%)	2 (3.6%)	1 (1.8%)	7 (12.7%)	20 (36.2%)
Carpool	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (3.6%)	2 (3.6%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
<b>Column Totals by Distance</b>	8 (14.5%)	10 (18.1%)	5 (9.1%)	5 (9.1%)	26 (47.2%)	

No Response: 5

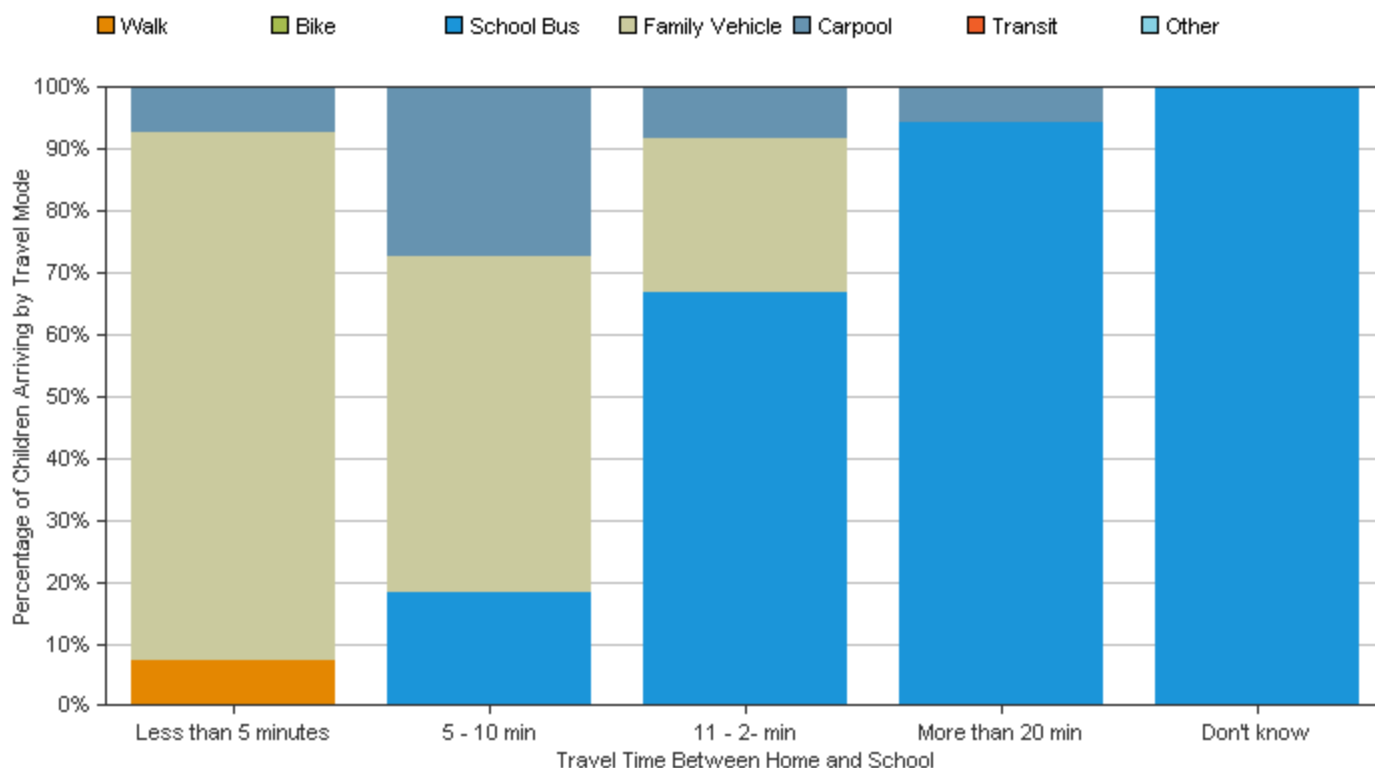
(Percentages may not total 100% due to rounding.)

**Number of Children by School Arrival Travel Mode and Travel Time to School:**

<b>Travel Mode</b>	<b>Less than 5 min</b>	<b>5 - 10 min</b>	<b>11 - 20 min</b>	<b>More than 20 min</b>	<b>Don't know</b>	<b>Row Totals by Mode</b>
Walk	1 (1.8%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (1.8%)
Bike	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
School Bus	0 (0%)	2 (3.5%)	8 (14.0%)	17 (29.8%)	2 (3.5%)	29 (50.8%)
Family Vehicle	12 (21.1%)	6 (10.5%)	3 (5.3%)	0 (0%)	0 (0%)	21 (36.9%)
Carpool	1 (1.8%)	3 (5.3%)	1 (1.8%)	1 (1.8%)	0 (0%)	6 (10.7%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
<b>Column Totals by Time</b>	14 (24.7%)	11 (19.3%)	12 (21.1%)	18 (31.6%)	2 (3.5%)	
<i>No Response: 3</i>						

(Percentages may not total 100% due to rounding.)

### Percentage of Children by Travel Time to School and School Arrival Travel Mode:



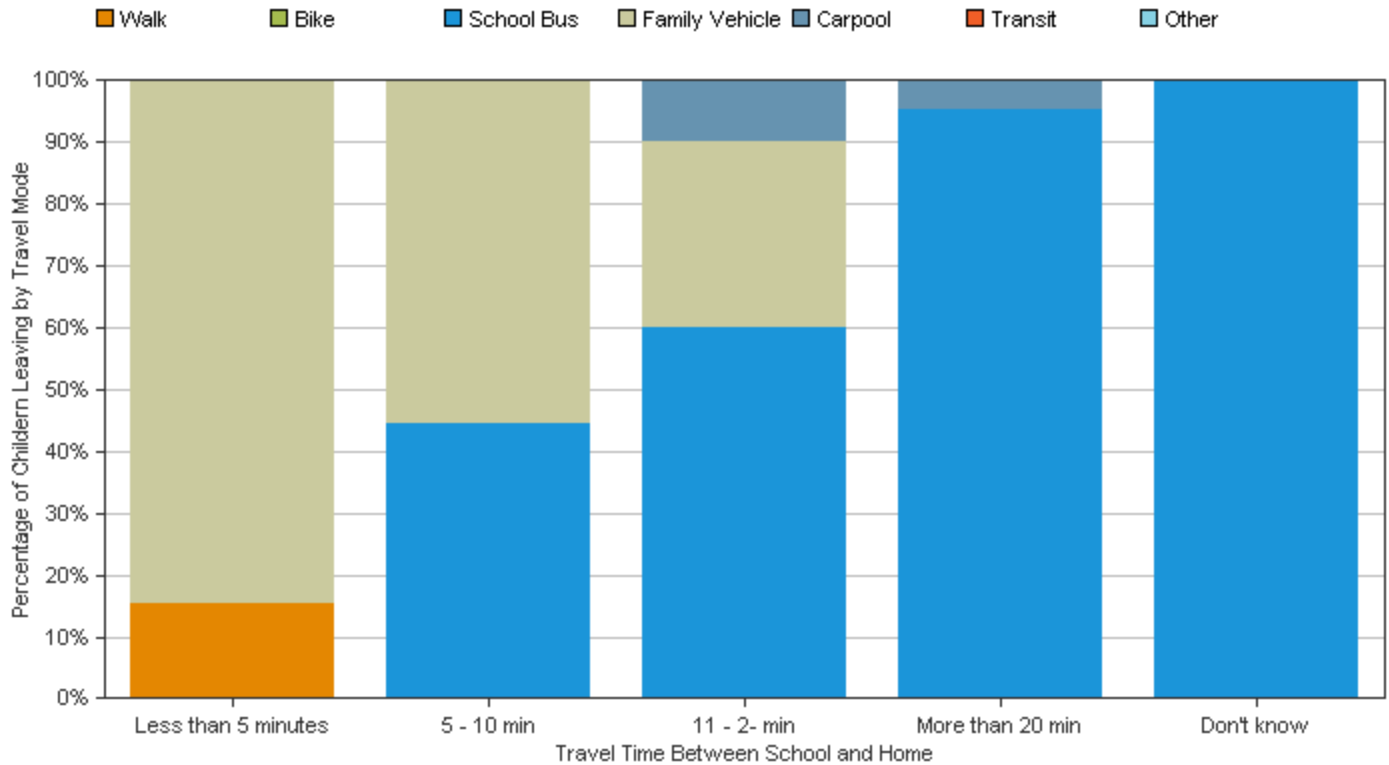
### Number of Children by School Departure Mode and Travel Time from School:

Travel Mode	Less than 5 min	5 - 10 min	11 - 20 min	More than 20 min	Don't know	Row Totals by Mode
Walk	2 (3.6%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (3.6%)
Bike	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
School Bus	0 (0%)	4 (7.1%)	6 (10.7%)	21 (37.5%)	2 (3.6%)	33 (58.9%)
Family Vehicle	11 (19.6%)	5 (8.9%)	3 (5.4%)	0 (0%)	0 (0%)	19 (33.9%)
Carpool	0 (0%)	0 (0%)	1 (1.8%)	1 (1.8%)	0 (0%)	2 (3.6%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
<b>Column Totals by Time</b>	13 (23.2%)	9 (16%)	10 (17.9%)	22 (39.3%)	2 (3.6%)	

No Response: 4

(Percentages may not total 100% due to rounding.)

**Percentage of Children by Travel Time from School and School Departure Travel Mode:**



**Number of Children Who Have Asked Their Parent for Permission to Walk or Bike to/from School in the Last Year Separated by Distance They Live from School:**

Distance from School	Have Asked	Have Not Asked
Less than 1/4 mile	4 (6.9%)	5 (8.6%)
1/4 mile up to 1/2 mile	4 (6.9%)	6 (10.3%)
1/2 mile up to 1 mile	1 (1.7%)	4 (6.9%)
1 mile up to 2 miles	0 (0%)	5 (8.6%)
More than 2 miles	1 (1.7%)	27 (46.6%)
<i>No Response: 2</i>		

(Percentages may not total 100% due to rounding.)



**Grade When Parent Would Allow Child Walk or Bike to/from School without an Adult Separated by Distance They Live from School:**

Grade	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Kindergarten	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
1st Grade	2 (3.6%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
2nd Grade	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
3rd Grade	1 (1.8%)	1 (1.8%)	1 (1.8%)	1 (1.8%)	0 (0%)
4th Grade	1 (1.8%)	1 (1.8%)	0 (0%)	0 (0%)	3 (5.4%)
5th Grade	2 (3.6%)	2 (3.6%)	2 (3.6%)	1 (1.8%)	2 (3.6%)
6th Grade	1 (1.8%)	1 (1.8%)	0 (0%)	1 (1.8%)	2 (3.6%)
7th Grade	1 (1.8%)	1 (1.8%)	0 (0%)	0 (0%)	0 (0%)
8th Grade	0 (0%)	1 (1.8%)	0 (0%)	0 (0%)	0 (0%)
Not at any Grade	0 (0%)	3 (5.4%)	2 (3.6%)	2 (3.6%)	20 (35.7%)

*No Response: 4*

(Percentages may not total 100% due to rounding.)

**Issues which Affect Parent's Decision to Allow or Not Allow Their Child to Walk or Bike to/from School Separated by Children who Do and Do Not Already Walk or Bike To/From School:**

Issue	Child walks/bikes to school	Child does not walk/bike to school
Distance	1 (50.0%)	38 (65.5%)
Convenience of driving	0 (0.0%)	6 (10.3%)
Time	0 (0.0%)	14 (24.1%)
Before/after-school activities	0 (0.0%)	8 (13.8%)
Traffic speed along route to school	0 (0.0%)	27 (46.6%)
Traffic volume along route	1 (50.0%)	29 (50.0%)
Adults to walk/bike with	1 (50.0%)	17 (29.3%)
Sidewalks or pathways	0 (0.0%)	16 (27.6%)
Safety of intersections & crossings	1 (50.0%)	28 (48.3%)
Crossing guards	1 (50.0%)	12 (20.7%)
Violence or crime	0 (0.0%)	30 (51.7%)
Weather or climate	2 (100.0%)	29 (50.0%)
Number of Respondents Per Category	2	58

*No Response: 0*

(Percentages may not total 100% due to rounding.)

**For Parents Whose Children Do Not Walk or Bike to/from School, Number of Parents Responding to question: Would You Probably let Your Child Walk or Bike to/from School Issues Were Changed or Improved?**

Issue	Number of parents reporting that:		
	Change Would affect decision	Change Would Not affect decision	Not Sure if change would affect decision
Distance	13 (26.5%)	25 (51.0%)	12 (24.5%)
Convenience of driving	2 (4.1%)	14 (28.6%)	7 (14.3%)
Time	4 (8.2%)	18 (36.7%)	9 (18.4%)
Before/after-school activities	1 (2.0%)	15 (30.6%)	9 (18.4%)
Traffic speed along route to school	9 (18.4%)	20 (40.8%)	8 (16.3%)
Traffic volume along route	10 (20.4%)	21 (42.9%)	10 (20.4%)
Adults to walk/bike with	7 (14.3%)	14 (28.6%)	8 (16.3%)
Sidewalks or pathways	11 (22.4%)	13 (26.5%)	6 (12.2%)
Safety of intersections & crossings	11 (22.4%)	18 (36.7%)	6 (12.2%)
Crossing guards	5 (10.2%)	16 (32.7%)	7 (14.3%)
Violence or crime	10 (20.4%)	16 (32.7%)	8 (16.3%)
Weather or climate	9 (18.4%)	21 (42.9%)	11 (22.4%)
Number of Respondents That Selected at Least 1 Issue: 49			
<i>No Response: 9</i>			

(Percentages may not total 100% due to rounding.)

**Number of Parents Who Feel Their Child's School Encourages or Discourages Walking and Biking to/from School:**

	<b>Strongly Encourage</b>	<b>Encourage</b>	<b>Neutral</b>	<b>Discourage</b>	<b>Strongly Discourage</b>
Number	0 (0%)	4 (7.7%)	45 (86.5%)	2 (3.8%)	1 (1.9%)
<i>No Response: 8</i>					

**Number of Parents Reporting the Level of Fun Walking and Biking to/from School is for Their Child:**

	<b>Very Fun</b>	<b>Fun</b>	<b>Neutral</b>	<b>Boring</b>	<b>Very Boring</b>
Number	9 (18.0%)	14 (28.0%)	26 (52.0%)	1 (2.0%)	0 (0%)
<i>No Response: 10</i>					

**Number of Parents Reporting How Healthy Walking and Biking to/from School is for Their Child:**

	<b>Very Healthy</b>	<b>Healthy</b>	<b>Neutral</b>	<b>Unhealthy</b>	<b>Very Unhealthy</b>
Number	30 (54.5%)	15 (27.3%)	10 (18.2%)	0 (0%)	0 (0%)
<i>No Response: 5</i>					

## Parent Comments

This table displays the comments provided by parents as part of this Parent Survey. These comments have been entered in two ways — they may have been entered by the local program, or they may have been scanned and processed by the National Center for Safe Routes to School (NCSRTS). Comments scanned and processed by NCSRTS may have not been edited for content, spelling, and other typographical errors that may have as part of the scanning and handwriting recognition process.

Comments from: H.B. Patch Elementary School

SurveyID	Comment
45648	I WOULD LIKE TO KNOW YOUR REAL MOTIVE IS IT CUT DOWN BUSING?
45663	WE LIVE TOO FAR AWAY-WALK OR RIDING BIKE WILL NEVER BE OPTION
45664	THIS IS NOT APPLICABLE TO OUR FAMILY AS WE LIVE TOO FAR FROM SCHOOL. IF WE LIVED WITHIN WALKING DISTANCE
45666	WE LIVE IN THE COUNTRY
45668	CROSSING GUARDS AT THE ENTRANCES OF THE SCHOOLS DRIVE WAYS
45669	MY FEAR IS THAT MY CHILD WOULD BE TAKEN
45674	NO SIDEWALKS FOR SAFELY WALKING.
45679	THE PEOPLE FROM PCS DRIVE TO FAST FROM THE DRIVEWAY - NO SIDEWALKS
45681	WE ARE 7 MILES FROM SCHOOL. TO FAR TO WALK OR BIKE
45684	A CONVICTED SEX OFFENDER LIVES ON OUR STREET -> OUR KIDS ARE NEVER UNSUPERVISED!
45689	WE LIVE IN WINNECONNE & OSHKOSH. THAT IS WHY 12
45691	WE LIVE TOO FAR AWAY FOR THIS TO APPLY TO OUR FAMILY
45695	OES IS QUIT FAR OUT FOR MOST KIDS TO WALK TO CROSSING HWY 21
45697	QUESTION 4 - WE ARE OUT OF DISTRICT
45698	OUR CHILD WILL NOT WALK OR RIDE A BIKE DUE TO THE DISTANCE
45700	READ ATTACHED PAPER
45704	IT IS NOT REALISTIC FOR MY CHILDREN TO WALK/RIDE BIKE TO SCHOOL.
45705	QUESTION #4 - GRANDMA'S HOUSE (IF I DID NOT DRIVE HER TO SCHOOL SHE WOULD BE DROPPED OFF/PICKED UP HERE)
45706	MY CHILD WALKS TO GRANDMA'S HOUSE AFTER SCHOOL APPROX. 2 DAYS A WEEK.

## End of Report

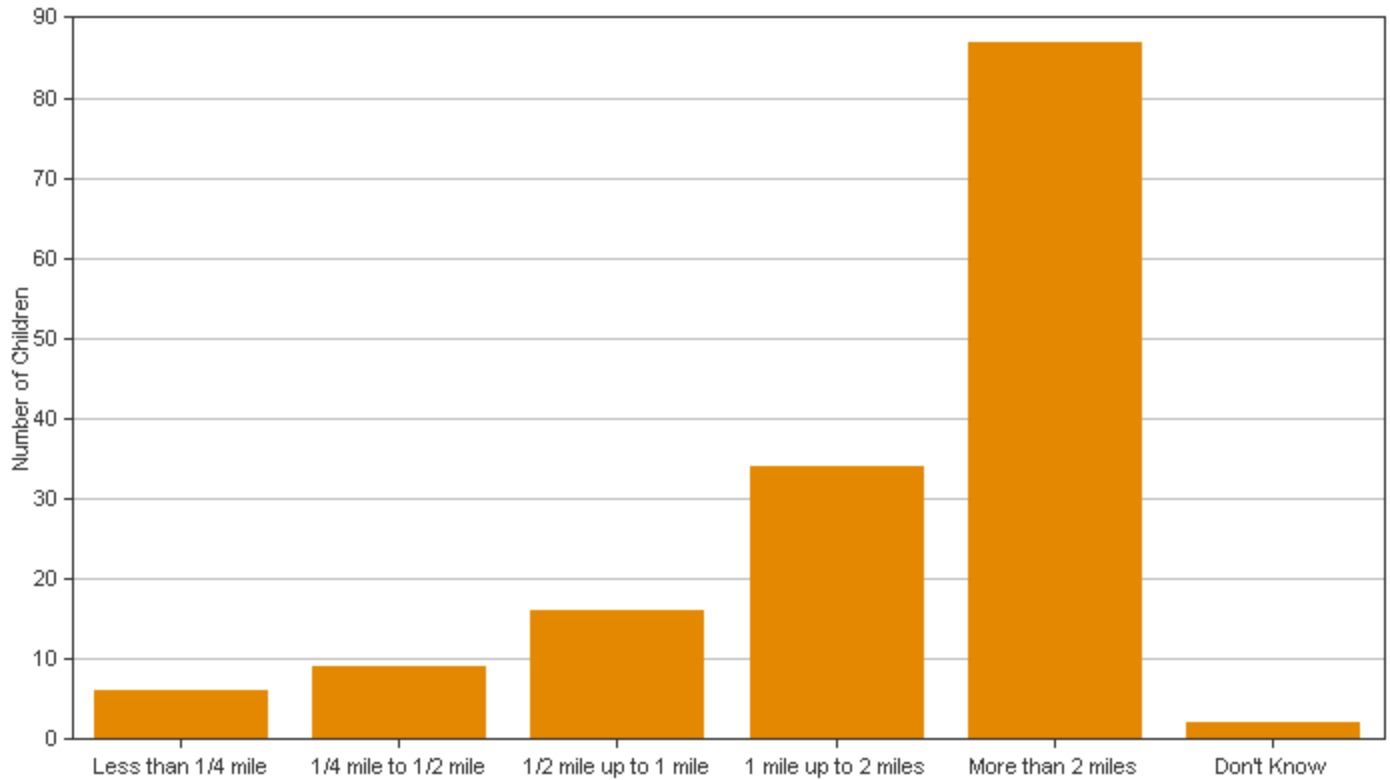
## Parent Survey Summary Report:

### Process Summary Information:

<b>Program Name:</b>	Winneconne Area School District	<b>Survey Data Collected:</b>	Winter2008
<b>School Name:</b>	Omro Elementary School	<b>Data Collection Phase:</b> (pre = Before program began mid = During program; post = After program ended)	pre
<b>Reported Enrollment:</b>	390	<b>Number of Surveys Distributed:</b>	400
<b>Date Report Generated:</b>	01/13/2009	<b>Number of Surveys in Report:</b>	155

This report provides information from parents about their perceptions and attitudes on their child walking and bicycling to school. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

**Number of Children by Distance They Live From School:**

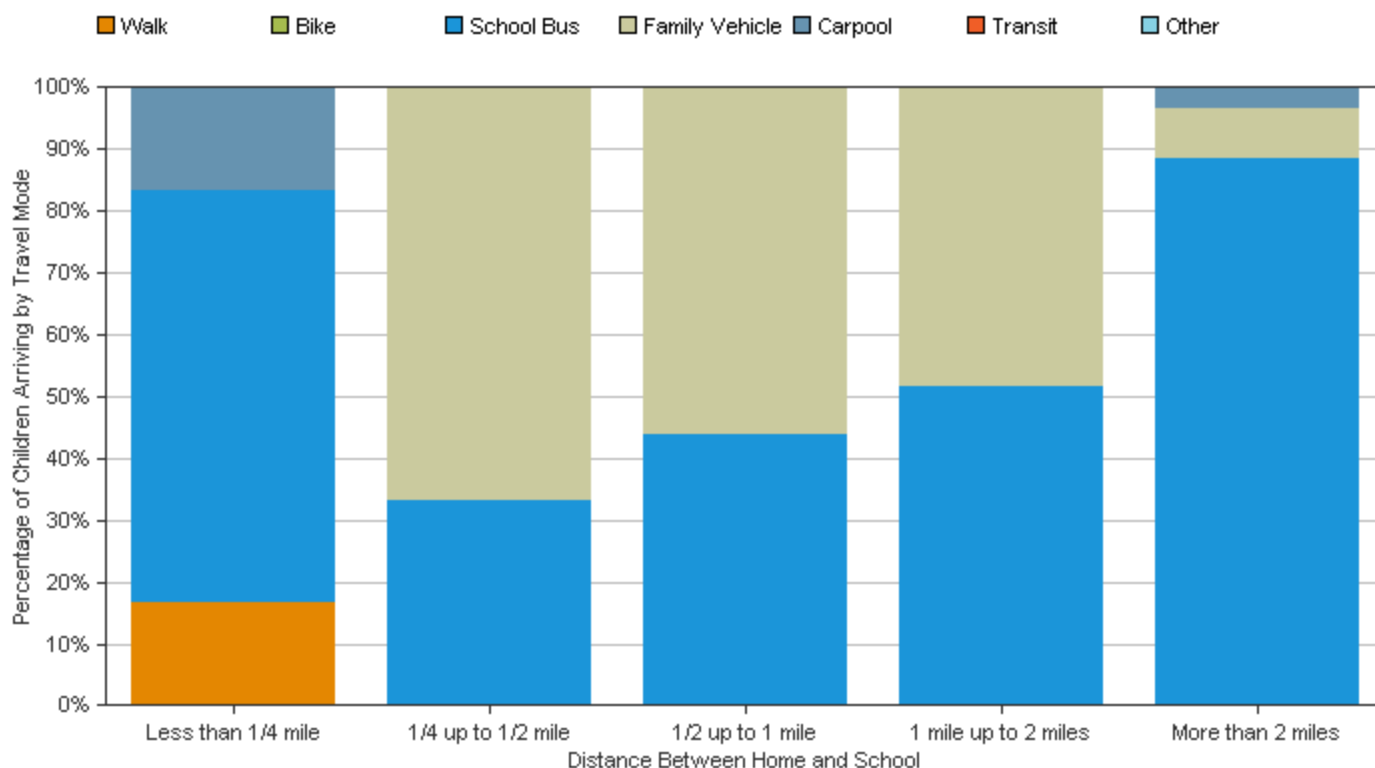


**Number of Children by Distance They Live From School:**

Distance from School	Number of Children
Less than 1/4 mile	6 (3.9%)
1/4 mile up to 1/2 mile	9 (5.8%)
1/2 mile up to 1 mile	16 (10.4%)
1 mile up to 2 miles	34 (22.1%)
More than 2 miles	87 (56.5%)
Don't know	2 (1.3%)
No response: 1	

(Percentages may not total 100% due to rounding.)

### Percentage of Children by Travel Mode to School and Distance Between Home and School:



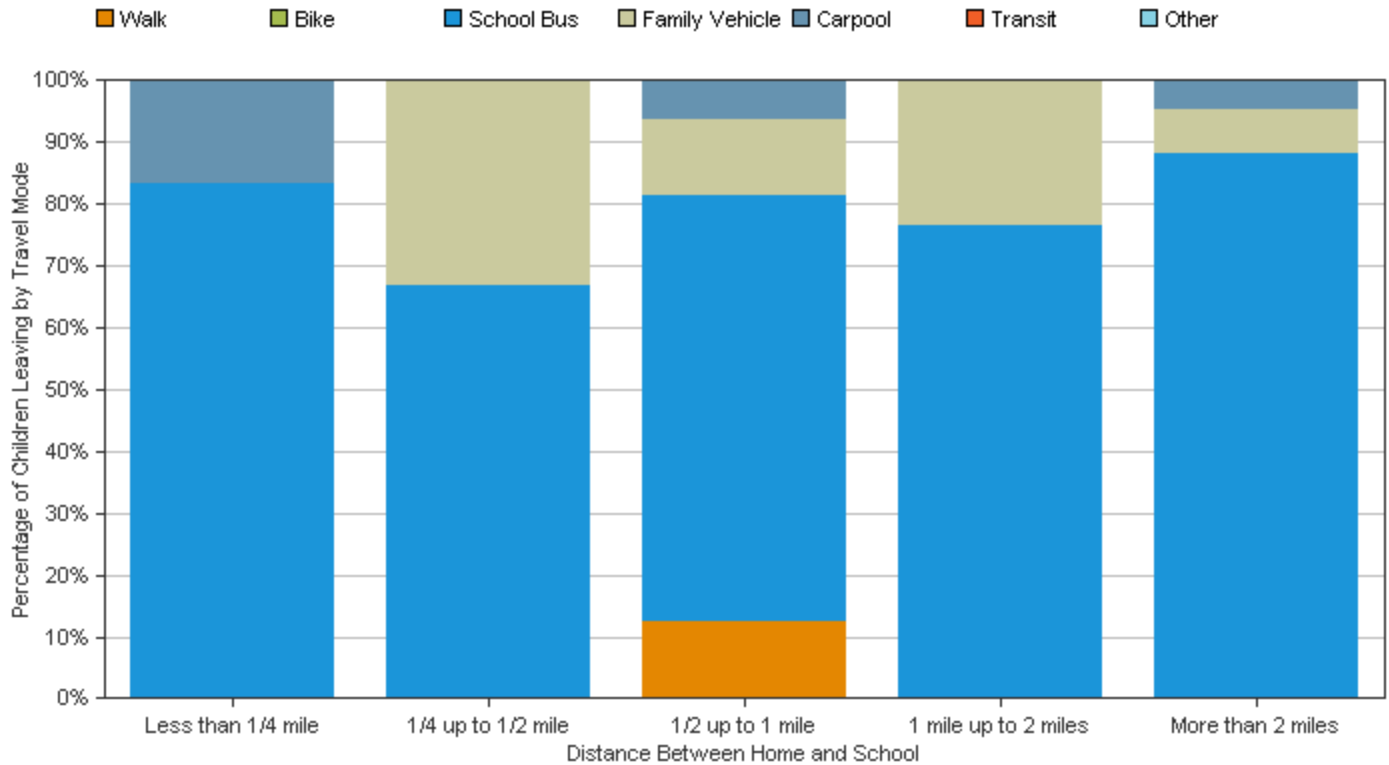
### Number of Children by Travel Mode to School and Distance Between Home and School:

Mode	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles	Row Totals by Mode
Walk	1 (0.7%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (0.7%)
Bike	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
School Bus	4 (2.7%)	3 (2.0%)	7 (4.8%)	15 (10.2%)	76 (51.7%)	105 (71.4%)
Family Vehicle	0 (0%)	6 (4.1%)	9 (6.1%)	14 (9.5%)	7 (4.8%)	37 (25.2%)
Carpool	1 (0.7%)	0 (0%)	0 (0%)	0 (0%)	3 (2.0%)	4 (2.7%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
<b>Column Totals by Distance</b>	6 (4.1%)	9 (6.1%)	16 (10.9%)	29 (19.7%)	86 (58.5%)	

No Response: 8

(Percentages may not total 100% due to rounding.)

**Percentage of Children by Travel Mode from School and Distance Between Home and School:**



**Number of Children by Travel Mode from School and Distance Between School and Home:**

Mode	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles	Row Totals by Mode
Walk	0 (0%)	0 (0%)	2 (1.4%)	0 (0%)	0 (0%)	2 (1.4%)
Bike	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
School Bus	5 (3.4%)	6 (4.1%)	11 (7.5%)	23 (15.6%)	74 (50.3%)	120 (81.6%)
Family Vehicle	0 (0%)	3 (2.0%)	2 (1.4%)	7 (4.8%)	6 (4.1%)	18 (12.3%)
Carpool	1 (0.7%)	0 (0%)	1 (0.7%)	0 (0%)	4 (2.7%)	7 (4.8%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
<b>Column Totals by Distance</b>	6 (4.1%)	9 (6.1%)	16 (11%)	30 (20.4%)	84 (57.1%)	

No Response: 8

(Percentages may not total 100% due to rounding.)

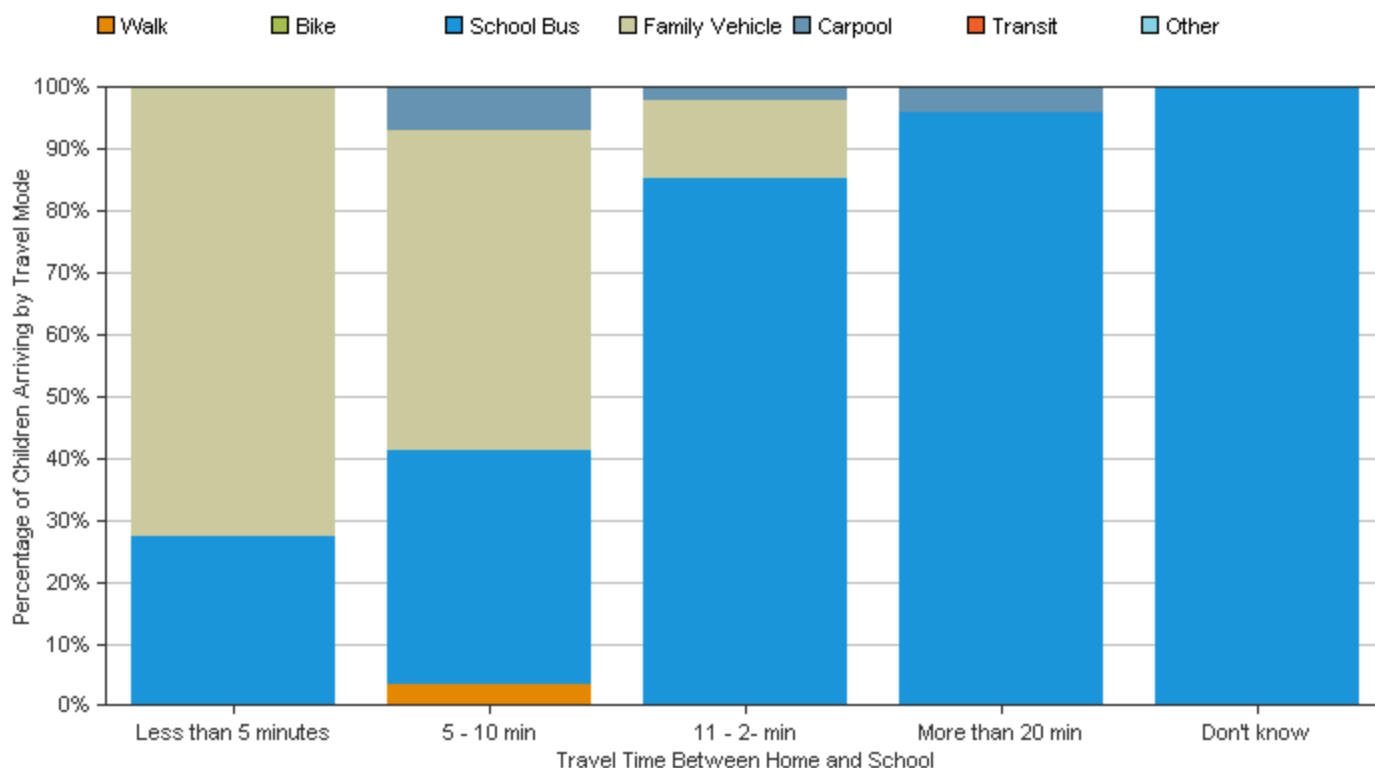


**Number of Children by School Arrival Travel Mode and Travel Time to School:**

<b>Travel Mode</b>	<b>Less than 5 min</b>	<b>5 - 10 min</b>	<b>11 - 20 min</b>	<b>More than 20 min</b>	<b>Don't know</b>	<b>Row Totals by Mode</b>
Walk	0 (0%)	1 (0.7%)	0 (0%)	0 (0%)	0 (0%)	1 (0.7%)
Bike	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
School Bus	6 (4.1%)	11 (7.4%)	41 (27.7%)	46 (31.1%)	1 (0.7%)	105 (71%)
Family Vehicle	16 (10.8%)	15 (10.1%)	6 (4.1%)	0 (0%)	0 (0%)	37 (25%)
Carpool	0 (0%)	2 (1.4%)	1 (0.7%)	2 (1.4%)	0 (0%)	5 (3.5%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
<b>Column Totals by Time</b>	22 (14.9%)	29 (19.6%)	48 (32.5%)	48 (32.5%)	1 (0.7%)	
<i>No Response: 7</i>						

(Percentages may not total 100% due to rounding.)

### Percentage of Children by Travel Time to School and School Arrival Travel Mode:



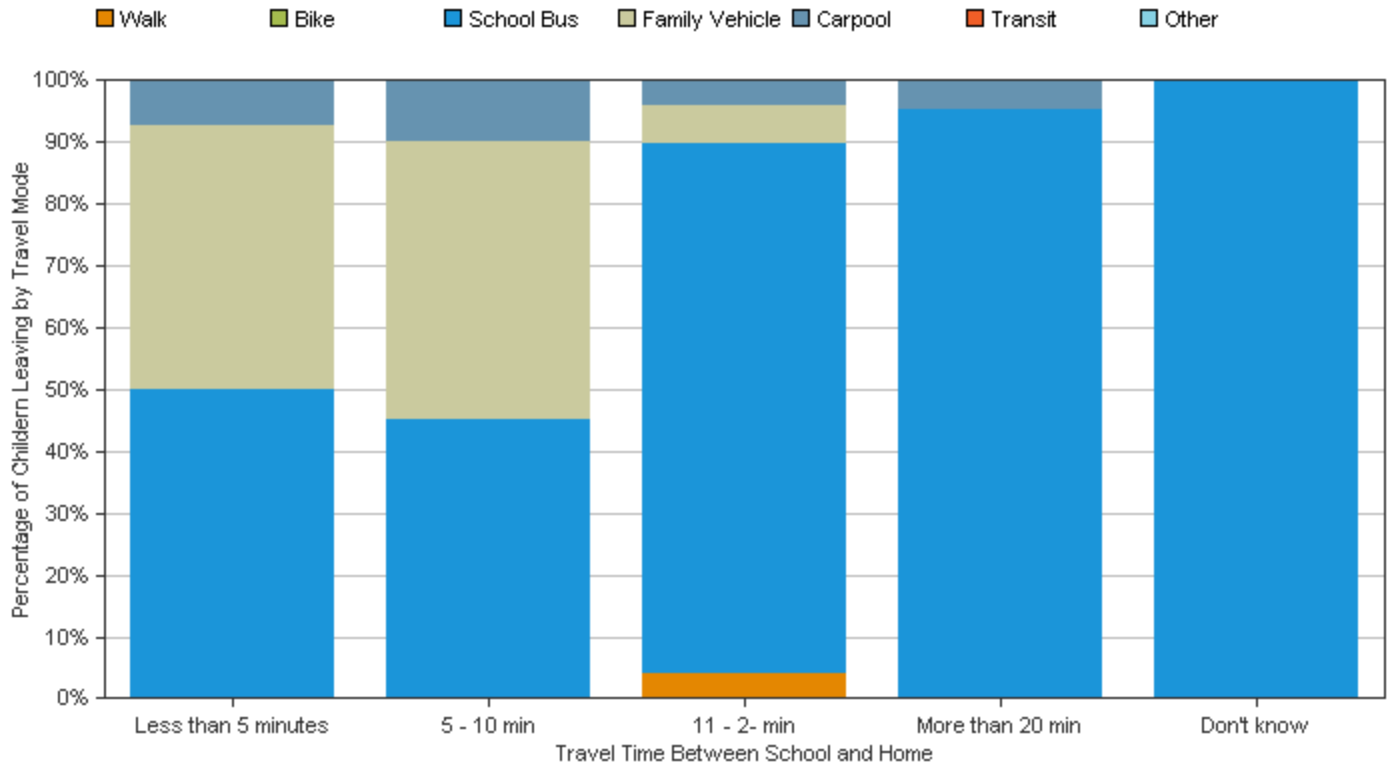
### Number of Children by School Departure Mode and Travel Time from School:

Travel Mode	Less than 5 min	5 - 10 min	11 - 20 min	More than 20 min	Don't know	Row Totals by Mode
Walk	0 (0%)	0 (0%)	2 (1.4%)	0 (0%)	0 (0%)	2 (1.4%)
Bike	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
School Bus	7 (4.8%)	9 (6.2%)	42 (28.8%)	59 (40.4%)	1 (0.7%)	118 (80.9%)
Family Vehicle	6 (4.1%)	9 (6.2%)	3 (2.1%)	0 (0%)	0 (0%)	18 (12.4%)
Carpool	1 (0.7%)	2 (1.4%)	2 (1.4%)	3 (2.1%)	0 (0%)	8 (5.6%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
<b>Column Totals by Time</b>	14 (9.6%)	20 (13.8%)	49 (33.7%)	62 (42.5%)	1 (0.7%)	

No Response: 9

(Percentages may not total 100% due to rounding.)

**Percentage of Children by Travel Time from School and School Departure Travel Mode:**



**Number of Children Who Have Asked Their Parent for Permission to Walk or Bike to/from School in the Last Year Separated by Distance They Live from School:**

Distance from School	Have Asked	Have Not Asked
Less than 1/4 mile	6 (3.9%)	0 (0%)
1/4 mile up to 1/2 mile	7 (4.6%)	2 (1.3%)
1/2 mile up to 1 mile	9 (5.9%)	7 (4.6%)
1 mile up to 2 miles	16 (10.5%)	17 (11.1%)
More than 2 miles	17 (11.1%)	70 (45.8%)
<i>No Response: 2</i>		

(Percentages may not total 100% due to rounding.)

**Grade When Parent Would Allow Child Walk or Bike to/from School without an Adult Separated by Distance They Live from School:**

Grade	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Kindergarten	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
1st Grade	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
2nd Grade	0 (0%)	0 (0%)	1 (0.7%)	0 (0%)	0 (0%)
3rd Grade	3 (2.1%)	1 (0.7%)	2 (1.4%)	0 (0%)	1 (0.7%)
4th Grade	0 (0%)	5 (3.4%)	1 (0.7%)	10 (6.8%)	3 (2.1%)
5th Grade	0 (0%)	0 (0%)	1 (0.7%)	5 (3.4%)	3 (2.1%)
6th Grade	0 (0%)	0 (0%)	4 (2.7%)	8 (5.5%)	13 (8.9%)
7th Grade	0 (0%)	1 (0.7%)	0 (0%)	1 (0.7%)	4 (2.7%)
8th Grade	0 (0%)	0 (0%)	0 (0%)	1 (0.7%)	8 (5.5%)
Not at any Grade	1 (0.7%)	1 (0.7%)	6 (4.1%)	7 (4.8%)	53 (36.3%)

*No Response: 9*

(Percentages may not total 100% due to rounding.)

**Issues which Affect Parent's Decision to Allow or Not Allow Their Child to Walk or Bike to/from School Separated by Children who Do and Do Not Already Walk or Bike To/From School:**

Issue	Child walks/bikes to school	Child does not walk/bike to school
Distance	1 (33.3%)	104 (68.4%)
Convenience of driving	0 (0.0%)	10 (6.6%)
Time	0 (0.0%)	52 (34.2%)
Before/after-school activities	1 (33.3%)	14 (9.2%)
Traffic speed along route to school	0 (0.0%)	106 (69.7%)
Traffic volume along route	0 (0.0%)	106 (69.7%)
Adults to walk/bike with	0 (0.0%)	19 (12.5%)
Sidewalks or pathways	0 (0.0%)	47 (30.9%)
Safety of intersections & crossings	1 (33.3%)	82 (53.9%)
Crossing guards	0 (0.0%)	26 (17.1%)
Violence or crime	0 (0.0%)	85 (55.9%)
Weather or climate	2 (66.7%)	86 (56.6%)
Number of Respondents Per Category	3	152

*No Response: 0*

(Percentages may not total 100% due to rounding.)

**For Parents Whose Children Do Not Walk or Bike to/from School, Number of Parents Responding to question: Would You Probably let Your Child Walk or Bike to/from School Issues Were Changed or Improved?**

Issue	Number of parents reporting that:		
	Change Would affect decision	Change Would Not affect decision	Not Sure if change would affect decision
Distance	48 (37.5%)	51 (39.8%)	17 (13.3%)
Convenience of driving	13 (10.2%)	30 (23.4%)	13 (10.2%)
Time	21 (16.4%)	42 (32.8%)	19 (14.8%)
Before/after-school activities	9 (7.0%)	30 (23.4%)	14 (10.9%)
Traffic speed along route to school	52 (40.6%)	49 (38.3%)	21 (16.4%)
Traffic volume along route	50 (39.1%)	48 (37.5%)	24 (18.8%)
Adults to walk/bike with	19 (14.8%)	22 (17.2%)	9 (7.0%)
Sidewalks or pathways	32 (25.0%)	28 (21.9%)	9 (7.0%)
Safety of intersections & crossings	49 (38.3%)	34 (26.6%)	14 (10.9%)
Crossing guards	28 (21.9%)	19 (14.8%)	7 (5.5%)
Violence or crime	25 (19.5%)	30 (23.4%)	12 (9.4%)
Weather or climate	34 (26.6%)	45 (35.2%)	21 (16.4%)
Number of Respondents That Selected at Least 1 Issue: 128			
<i>No Response: 24</i>			

(Percentages may not total 100% due to rounding.)

**Number of Parents Who Feel Their Child's School Encourages or Discourages Walking and Biking to/from School:**

	<b>Strongly Encourage</b>	<b>Encourage</b>	<b>Neutral</b>	<b>Discourage</b>	<b>Strongly Discourage</b>
<b>Number</b>	4 (2.7%)	14 (9.6%)	124 (84.9%)	3 (2.1%)	1 (0.7%)

*No Response: 9*

**Number of Parents Reporting the Level of Fun Walking and Biking to/from School is for Their Child:**

	<b>Very Fun</b>	<b>Fun</b>	<b>Neutral</b>	<b>Boring</b>	<b>Very Boring</b>
<b>Number</b>	24 (17.6%)	37 (27.2%)	70 (51.5%)	3 (2.2%)	2 (1.5%)

*No Response: 19*

**Number of Parents Reporting How Healthy Walking and Biking to/from School is for Their Child:**

	<b>Very Healthy</b>	<b>Healthy</b>	<b>Neutral</b>	<b>Unhealthy</b>	<b>Very Unhealthy</b>
<b>Number</b>	72 (49.7%)	43 (29.7%)	26 (17.9%)	0 (0%)	4 (2.9%)

*No Response: 10*

## Parent Comments

This table displays the comments provided by parents as part of this Parent Survey. These comments have been entered in two ways — they may have been entered by the local program, or they may have been scanned and processed by the National Center for Safe Routes to School (NCSRTS). Comments scanned and processed by NCSRTS may have not been edited for content, spelling, and other typographical errors that may have as part of the scanning and handwriting recognition process.

Comments from: Omro Elementary School

SurveyID	Comment
45780	CAN ONLY BIKE OR WALK WITH A GROUP OR AN ADULT
45786	CROSSING AT MAIN - WEBSTER IS A LITTLE SCARY. CARS PASS ON THE SIDE OF THE CARS THAT ARE STOPPED!
45789	(* ) WE LIVE IN WINNECONNE SO THIS IS NOT AN OPTION FOR US. QUESTION #10 - AGE &/OR MATURITY IS THE DECIDING FACTOR FOR ME.
45798	LIVE OUT OF TOWN SURVEY DOES NOT APPLY
45806	I HAVE SEEN 1ST HAND HOW VEHICLES DO NOT STOP OR GO AROUND ON THE RIGHT TO PASS
45810	WE LIVE IN THE COUNTRY 6 MILES FROM SCHOOL
45816	HAS TO CROSS MAIN ST & HWY 116 TOO BUSY W/O CROSSING GUARDS
45819	WE LIVE 5 MILES FROM SCHOOL WALKING OR BIKING IS NOT AN OPTION!
45820	(* ) WE LIVE IN WINNECONNE SO THIS IS NOT AN OPTION FOR US
45823	I ONLY LET THEM WALK OR BIKE IN A GROUP OR AN ADULT
45826	IF THEIR WERE CROSSING GUARDS ON THE CORNER OF MAIN ST.
45829	I LIKE KNOWING WHERE MY KIDS ARE. MY SON MIGHT GET DISTRACTED ON HIS WAY TO SCHOOL!
45830	MY CHILDREN LIVE OVER 5 MILES FROM SCHOOL
45839	WE LIVE TO FAR AWAY
45840	SEE ATTACHED PAGE
45843	WE LIVE IN THE COUNTRY CHILDS MATURITY IS DETERMING FACTOR
45846	WE LIVE IN THE TOWN OF OMRO THE BUS IS OUR ONLY OPTION
45849	QUESTION #11 - NOT PRACTICAL TO CHANGE
45864	MY CHILD DOES NOT LIVE CLOSE ENOUGH TO SCHOOL TO WALK OR RIDE BIKE
45870	WE HAVE SCHOOL CHOICE SO MY KIDS GO TO THEIR GRANDPARENTS HOUSE BEFORE & AFTER SCHOOL
45871	ONE OF MY CHILDREN WAS HIT BY A CAR IN FRONT OF THE SCHOOL!
45875	WE LIVE ON CTY RD D. TOO FAR TO RIDE BIKE OR WALK.
45876	LIVE TOO FAR AWAY TO CONSIDER BIKING OR WALKING
45890	MY CHILDREN CAN ONLY WALK OR BIKE WITH A GROUP OR AN ADULT

45901	MY SON GOES TO BEFORE & AFTER SCHOOL CARE BECAUSE OF OUR JOBS. OTHERWISE I WOULD CONSIDER ALLOWING HIM TO WALK
45904	BUS
45905	I ENCOURAGE MY CHILDREN TO RIDE TO TOWN. IN THE SUMMER IT IS THEIR ONLY TRANSPORTATION.
45917	QUESTION #13 - IS NOT ABLE WE LIVE TOO FAR AWAY
45918	WE LIVE 8 MILES OUT IN THE COUNTRY
45920	WE WILL NEVER ALLOW OUR CHILD TO CROSS TWO HIGHWAYS ALONE!
45922	UNSAFE BUS DRIVERS TAKE OFF BEFORE KIDS ARE SEATED
45924	WE LIVE FARTHER OUT IN THE COUNTRY & THE TRAFFIC HERE IS TOO FAST AND NO ONE SLOWS FOR KIDS
45926	WE LIVE IN THE COUNTRY

## End of Report



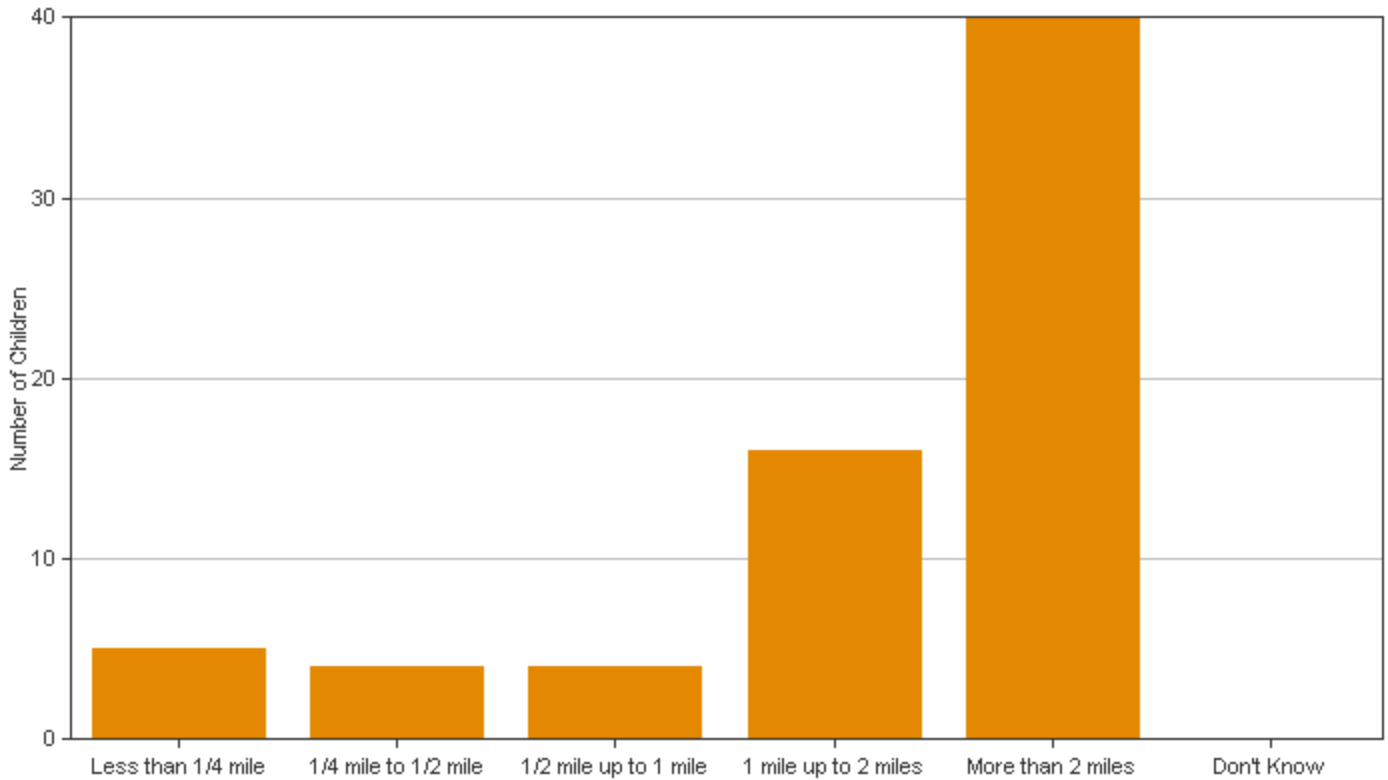
## Parent Survey Summary Report:

### Process Summary Information:

<b>Program Name:</b>	Winneconne Area School District	<b>Survey Data Collected:</b>	Winter2008
<b>School Name:</b>	Omro Middle School	<b>Data Collection Phase:</b> (pre = Before program began mid = During program; post = After program ended)	pre
<b>Reported Enrollment:</b>	299	<b>Number of Surveys Distributed:</b>	250
<b>Date Report Generated:</b>	01/13/2009	<b>Number of Surveys in Report:</b>	69

This report provides information from parents about their perceptions and attitudes on their child walking and bicycling to school. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

**Number of Children by Distance They Live From School:**

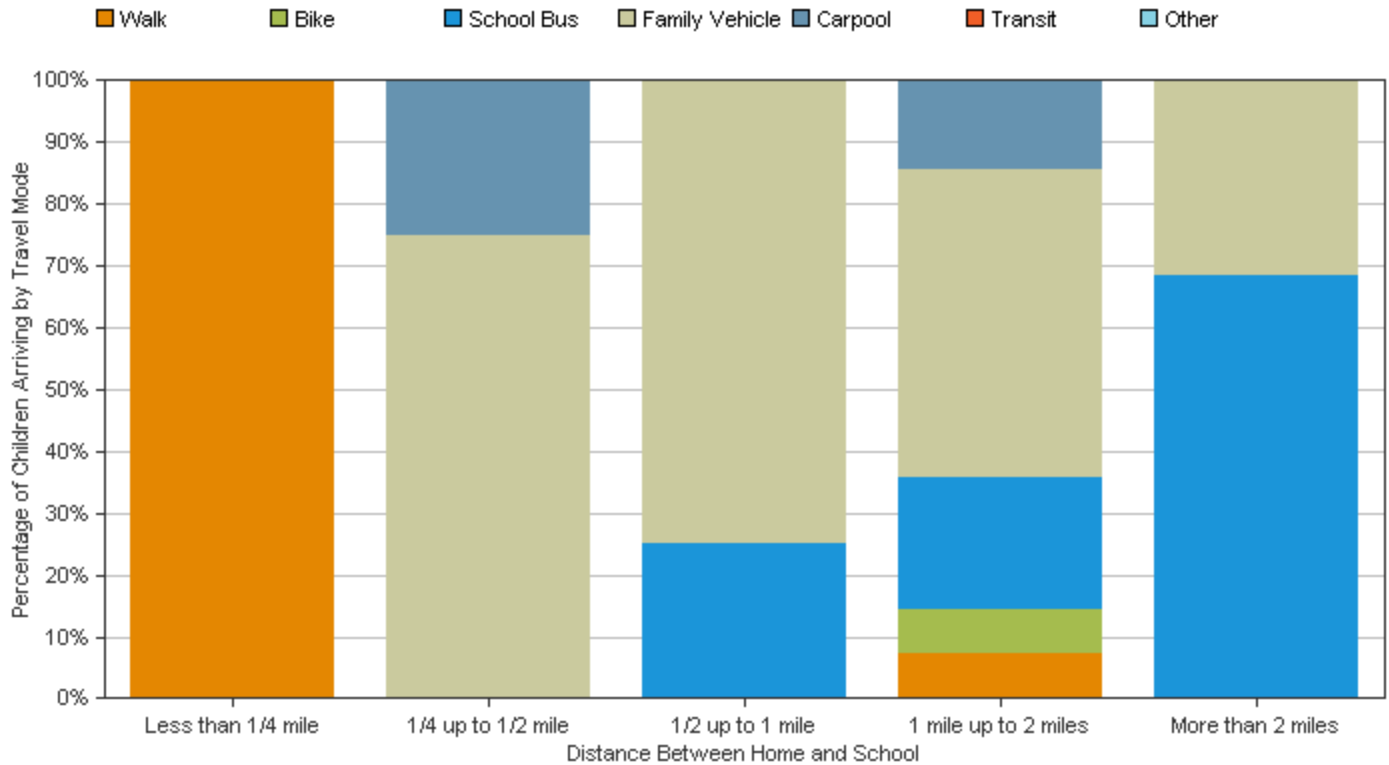


**Number of Children by Distance They Live From School:**

Distance from School	Number of Children
Less than 1/4 mile	5 (7.2%)
1/4 mile up to 1/2 mile	4 (5.8%)
1/2 mile up to 1 mile	4 (5.8%)
1 mile up to 2 miles	16 (23.2%)
More than 2 miles	40 (58.0%)
Don't know	0 (0%)
No response: 0	

(Percentages may not total 100% due to rounding.)

### Percentage of Children by Travel Mode to School and Distance Between Home and School:



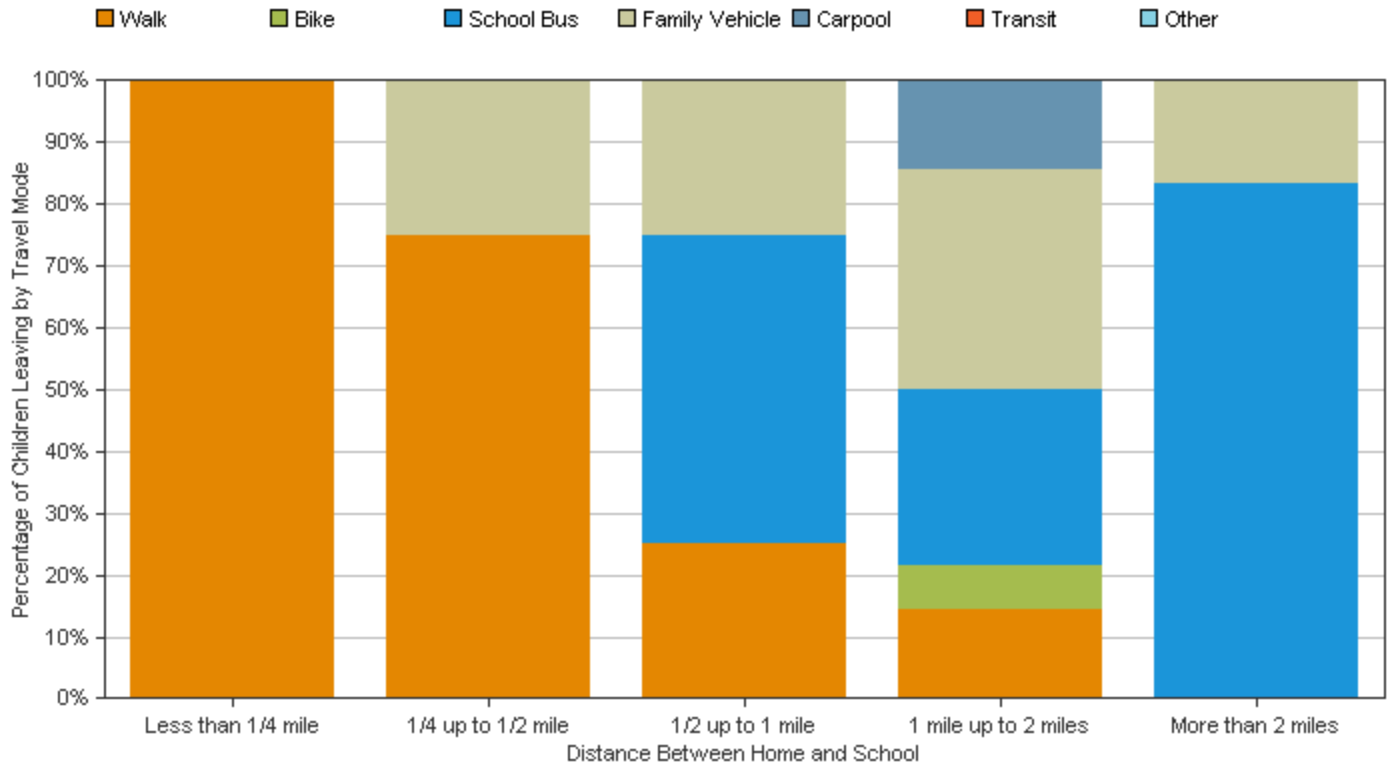
### Number of Children by Travel Mode to School and Distance Between Home and School:

Mode	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles	Row Totals by Mode
Walk	5 (7.7%)	0 (0%)	0 (0%)	1 (1.5%)	0 (0%)	6 (9.2%)
Bike	0 (0%)	0 (0%)	0 (0%)	1 (1.5%)	0 (0%)	1 (1.5%)
School Bus	0 (0%)	0 (0%)	1 (1.5%)	3 (4.6%)	26 (40.0%)	30 (46.1%)
Family Vehicle	0 (0%)	3 (4.6%)	3 (4.6%)	7 (10.8%)	12 (18.5%)	25 (38.5%)
Carpool	0 (0%)	1 (1.5%)	0 (0%)	2 (3.1%)	0 (0%)	3 (4.6%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
<b>Column Totals by Distance</b>	5 (7.7%)	4 (6.1%)	4 (6.1%)	14 (21.5%)	38 (58.5%)	

No Response: 4

(Percentages may not total 100% due to rounding.)

**Percentage of Children by Travel Mode from School and Distance Between Home and School:**



**Number of Children by Travel Mode from School and Distance Between School and Home:**

Mode	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles	Row Totals by Mode
Walk	5 (7.9%)	3 (4.8%)	1 (1.6%)	2 (3.2%)	0 (0%)	11 (17.5%)
Bike	0 (0%)	0 (0%)	0 (0%)	1 (1.6%)	0 (0%)	1 (1.6%)
School Bus	0 (0%)	0 (0%)	2 (3.2%)	4 (6.3%)	30 (47.6%)	36 (57.1%)
Family Vehicle	0 (0%)	1 (1.6%)	1 (1.6%)	5 (7.9%)	6 (9.5%)	13 (20.6%)
Carpool	0 (0%)	0 (0%)	0 (0%)	2 (3.2%)	0 (0%)	2 (3.2%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
<b>Column Totals by Distance</b>	5 (7.9%)	4 (6.4%)	4 (6.4%)	14 (22.2%)	36 (57.1%)	

No Response: 6

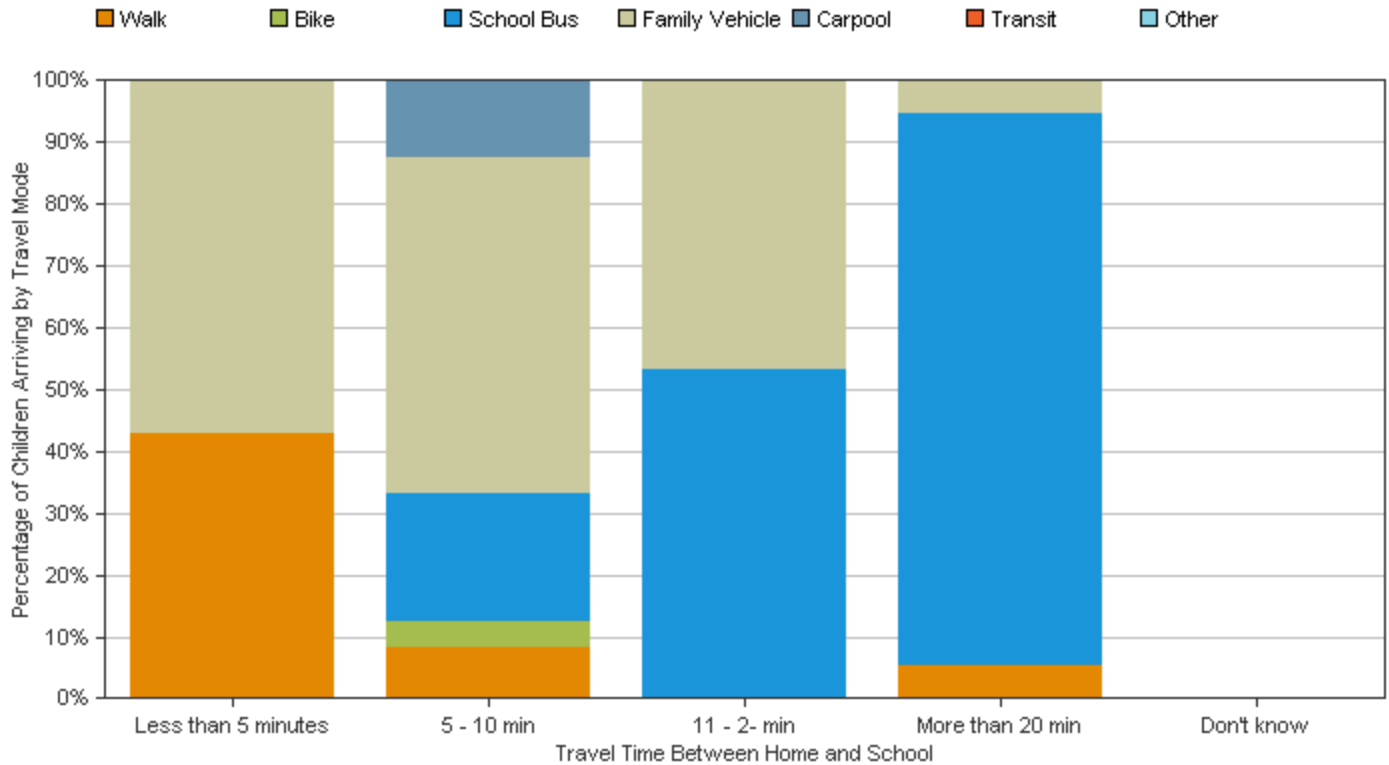
(Percentages may not total 100% due to rounding.)

**Number of Children by School Arrival Travel Mode and Travel Time to School:**

<b>Travel Mode</b>	<b>Less than 5 min</b>	<b>5 - 10 min</b>	<b>11 - 20 min</b>	<b>More than 20 min</b>	<b>Don't know</b>	<b>Row Totals by Mode</b>
Walk	3 (4.6%)	2 (3.1%)	0 (0%)	1 (1.5%)	0 (0%)	6 (9.2%)
Bike	0 (0%)	1 (1.5%)	0 (0%)	0 (0%)	0 (0%)	1 (1.5%)
School Bus	0 (0%)	5 (7.7%)	8 (12.3%)	17 (26.2%)	0 (0%)	30 (46.2%)
Family Vehicle	4 (6.2%)	13 (20.0%)	7 (10.8%)	1 (1.5%)	0 (0%)	25 (38.5%)
Carpool	0 (0%)	3 (4.6%)	0 (0%)	0 (0%)	0 (0%)	3 (4.6%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
<b>Column Totals by Time</b>	7 (10.8%)	24 (36.9%)	15 (23.1%)	19 (29.2%)	0 (0%)	
<i>No Response: 4</i>						

(Percentages may not total 100% due to rounding.)

**Percentage of Children by Travel Time to School and School Arrival Travel Mode:**



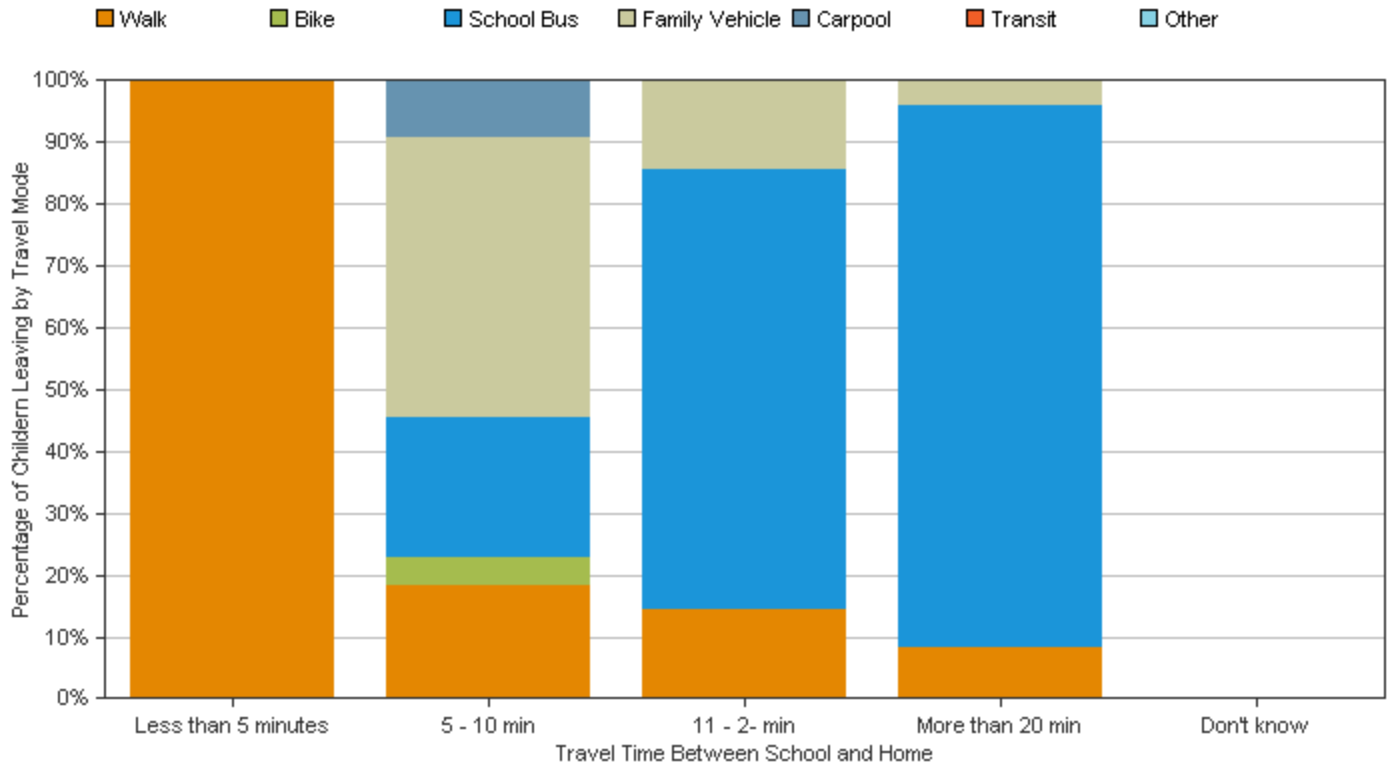
**Number of Children by School Departure Mode and Travel Time from School:**

Travel Mode	Less than 5 min	5 - 10 min	11 - 20 min	More than 20 min	Don't know	Row Totals by Mode
Walk	3 (4.8%)	4 (6.3%)	2 (3.2%)	2 (3.2%)	0 (0%)	11 (17.5%)
Bike	0 (0%)	1 (1.6%)	0 (0%)	0 (0%)	0 (0%)	1 (1.6%)
School Bus	0 (0%)	5 (7.9%)	10 (15.9%)	21 (33.3%)	0 (0%)	36 (57.1%)
Family Vehicle	0 (0%)	10 (15.9%)	2 (3.2%)	1 (1.6%)	0 (0%)	13 (20.7%)
Carpool	0 (0%)	2 (3.2%)	0 (0%)	0 (0%)	0 (0%)	2 (3.2%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
<b>Column Totals by Time</b>	3 (4.8%)	22 (34.9%)	14 (22.3%)	24 (38.1%)	0 (0%)	

*No Response: 6*

(Percentages may not total 100% due to rounding.)

**Percentage of Children by Travel Time from School and School Departure Travel Mode:**



**Number of Children Who Have Asked Their Parent for Permission to Walk or Bike to/from School in the Last Year Separated by Distance They Live from School:**

Distance from School	Have Asked	Have Not Asked
Less than 1/4 mile	4 (5.8%)	1 (1.4%)
1/4 mile up to 1/2 mile	3 (4.3%)	1 (1.4%)
1/2 mile up to 1 mile	4 (5.8%)	0 (0%)
1 mile up to 2 miles	13 (18.8%)	3 (4.3%)
More than 2 miles	15 (21.7%)	25 (36.2%)

*No Response: 0*

(Percentages may not total 100% due to rounding.)

**Grade When Parent Would Allow Child Walk or Bike to/from School without an Adult Separated by Distance They Live from School:**

Grade	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Kindergarten	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
1st Grade	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
2nd Grade	0 (0%)	0 (0%)	0 (0%)	1 (1.5%)	0 (0%)
3rd Grade	1 (1.5%)	1 (1.5%)	0 (0%)	0 (0%)	0 (0%)
4th Grade	1 (1.5%)	2 (3.0%)	1 (1.5%)	2 (3.0%)	0 (0%)
5th Grade	1 (1.5%)	0 (0%)	2 (3.0%)	3 (4.5%)	4 (6.1%)
6th Grade	2 (3.0%)	0 (0%)	1 (1.5%)	4 (6.1%)	6 (9.1%)
7th Grade	0 (0%)	1 (1.5%)	0 (0%)	2 (3.0%)	2 (3.0%)
8th Grade	0 (0%)	0 (0%)	0 (0%)	3 (4.5%)	5 (7.6%)
Not at any Grade	0 (0%)	0 (0%)	0 (0%)	0 (0%)	21 (31.8%)

*No Response: 3*

(Percentages may not total 100% due to rounding.)

**Issues which Affect Parent's Decision to Allow or Not Allow Their Child to Walk or Bike to/from School Separated by Children who Do and Do Not Already Walk or Bike To/From School:**

Issue	Child walks/bikes to school	Child does not walk/bike to school
Distance	7 (50.0%)	41 (74.5%)
Convenience of driving	1 (7.1%)	3 (5.5%)
Time	2 (14.3%)	26 (47.3%)
Before/after-school activities	3 (21.4%)	11 (20.0%)
Traffic speed along route to school	5 (35.7%)	41 (74.5%)
Traffic volume along route	7 (50.0%)	33 (60.0%)
Adults to walk/bike with	0 (0.0%)	7 (12.7%)
Sidewalks or pathways	6 (42.9%)	23 (41.8%)
Safety of intersections & crossings	6 (42.9%)	26 (47.3%)
Crossing guards	2 (14.3%)	7 (12.7%)
Violence or crime	5 (35.7%)	26 (47.3%)
Weather or climate	6 (42.9%)	28 (50.9%)
Number of Respondents Per Category	14	55

*No Response: 0*

(Percentages may not total 100% due to rounding.)



**For Parents Whose Children Do Not Walk or Bike to/from School, Number of Parents Responding to question: Would You Probably let Your Child Walk or Bike to/from School Issues Were Changed or Improved?**

Issue	Number of parents reporting that:		
	Change Would affect decision	Change Would Not affect decision	Not Sure if change would affect decision
Distance	27 (56.3%)	14 (29.2%)	8 (16.7%)
Convenience of driving	4 (8.3%)	12 (25.0%)	6 (12.5%)
Time	17 (35.4%)	12 (25.0%)	7 (14.6%)
Before/after-school activities	8 (16.7%)	9 (18.8%)	6 (12.5%)
Traffic speed along route to school	24 (50.0%)	14 (29.2%)	10 (20.8%)
Traffic volume along route	21 (43.8%)	13 (27.1%)	8 (16.7%)
Adults to walk/bike with	8 (16.7%)	7 (14.6%)	3 (6.3%)
Sidewalks or pathways	17 (35.4%)	7 (14.6%)	4 (8.3%)
Safety of intersections & crossings	20 (41.7%)	5 (10.4%)	4 (8.3%)
Crossing guards	6 (12.5%)	9 (18.8%)	5 (10.4%)
Violence or crime	10 (20.8%)	9 (18.8%)	7 (14.6%)
Weather or climate	16 (33.3%)	10 (20.8%)	5 (10.4%)
Number of Respondents That Selected at Least 1 Issue: 48			
<i>No Response: 7</i>			

(Percentages may not total 100% due to rounding.)

**Number of Parents Who Feel Their Child's School Encourages or Discourages Walking and Biking to/from School:**

	<b>Strongly Encourage</b>	<b>Encourage</b>	<b>Neutral</b>	<b>Discourage</b>	<b>Strongly Discourage</b>
<b>Number</b>	2 (3.0%)	12 (17.9%)	51 (76.1%)	1 (1.5%)	1 (1.5%)

*No Response: 2*

**Number of Parents Reporting the Level of Fun Walking and Biking to/from School is for Their Child:**

	<b>Very Fun</b>	<b>Fun</b>	<b>Neutral</b>	<b>Boring</b>	<b>Very Boring</b>
<b>Number</b>	3 (4.4%)	27 (39.7%)	35 (51.5%)	2 (2.9%)	1 (1.5%)

*No Response: 1*

**Number of Parents Reporting How Healthy Walking and Biking to/from School is for Their Child:**

	<b>Very Healthy</b>	<b>Healthy</b>	<b>Neutral</b>	<b>Unhealthy</b>	<b>Very Unhealthy</b>
<b>Number</b>	27 (40.3%)	30 (44.8%)	10 (14.9%)	0 (0%)	0 (0%)

*No Response: 2*

## Parent Comments

This table displays the comments provided by parents as part of this Parent Survey. These comments have been entered in two ways — they may have been entered by the local program, or they may have been scanned and processed by the National Center for Safe Routes to School (NCSRTS). Comments scanned and processed by NCSRTS may have not been edited for content, spelling, and other typographical errors that may have as part of the scanning and handwriting recognition process.

Comments from: Omro Middle School

SurveyID	Comment
45708	OMRO NEEDS TO PROVIDE BUS SERVICE FOR ALL KIDS. US FINDING MY SONS OWN TRANSPORTATION IS VERY INCONVIENENT ON OUR FAMILY. JOBS LIMITED WHEN YOU HAVE TO START LATE BECAUSE I HAVE TO TAKE MY SON TO SCHOOL.
45723	WE LIVE TOO FAR AWAY. IF IN TOWN
45732	SPEED ON FOX TRAIL TOO FAST NEED CROSSING GUARDS ALSO
45736	NEED SIDEWALKS IN OMRO FOR PEOPLE TO WALK ON - I'M ALWAYS DODGING PEOPLE (KIDS) WALKING IN STREET!
45737	WE'D LIKE CROSSING GUARDS ON HIGHWAYS
45745	MY SON WALKS NOW WITH NO PROBLEM TO SCHOOL
45747	QUESTION #9 - WE LIVE TO FAR AWAY
45754	CROSSING GUARDS SHOULD BE PRESENT FOR THE 2 HWY CROSSINGS ON HWY 21 & 116.
45769	LIVING 7+ MILES FROM SCHOOL
45771	QUESTION #9 - TO FAR
45774	MY CHILD HAS A HEALTH ISSUE WHICH PREVENTS THIS OPTION

## End of Report

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

# Auditing Walking and Bicycling Routes In Omro

School \_\_\_\_\_ Date \_\_\_\_\_ Time \_\_\_\_\_

This "Walking/Bicycling Audit" tool will be used by an individual or team to identify both the positive things and areas of concern during the auditing of neighborhood walking routes to the schools. This front page identifies the conditions to be observed and recorded by the auditor(s).

**Directions:** Please indicate with circles on the map (the inside page) where you have made observations of walking/ bicycling conditions and any concerns you have along the route. Number your circles and add comments on the left side of the map page about each location using the same numbers you used in the circles. This process can be simplified by using the codes below for common observations or concerns.

## General Traffic Concerns

- A-1 Too much traffic
- A-2 Sidewalk too close to the street
- A-3 People driving too fast
- A-4 Drivers yield to pedestrians in the crosswalks
- A-0 Other general traffic concerns

## Sidewalk

- S-1 No Sidewalk
- S-2 Part of the block has sidewalk but there are gaps with no sidewalk
- S-3 Sidewalk cracked or lifted making walking or wheeling difficult
- S-4 Sidewalk width reduced by poles, trees, etc. making it difficult for a wheelchair to get through or for two people to walk side-by-side or to pass
- S-5 Visibility at driveways blocked by bushes or fences
- S-6 Drivers going in or out of driveways did not yield
- S-7 Building obstructing visibility at intersections
- S-0 Other sidewalk concerns or observations

## Intersections

- I-1 No curb ramp at the corner
- I-2 Diagonal curb ramp
- I-3 Straight curb ramp
- I-4 Curb ramp difficult for wheel chair user (please give reasons - too steep, gap, or lip where meets street, not enough room at the top, etc.)
- I-5 Crosswalk painted
- I-6 Crosswalk not painted
- I-7 Problems seeing drivers or for drivers seeing you at the corner (please give reasons)
- I-8 I did not feel safe crossing the street (please add reasons why)
- I-0 Other intersection concerns or observations to turn on (Yes or No)

## School Zones

- Z-1 Advanced signs indicating an approaching school zone
- Z-2 Signs specifying a school zone speed limit
- Z-3 Speed bumps, speed tables, traffic circles or other traffic calming infrastructure in area of school
- Z-4 Existing signage faded, damaged or outdated
- Z-5 Signage is not visible (i.e. trees/bushes covering sign, etc.)
- Z-0 Other school zone concerns

## Bicyclists: Use the following codes in addition to whatever codes above are still relevant.

- B-1 Quiet street with low traffic volume and speed
- B-2 Busier street with bike lane or wide curb lane
- B-3 Busy street, uncomfortable to ride on
- B-4 Not enough space (width) for bikes and cars to share
- B-5 Pavement is bad where bikes ride
- B-6 Bike path concerns along the path (please list)
- B-7 Bike path concerns at intersections (please list)
- B-0 Other bicycling concerns or observations

## Other Concerns

- C-1 Concern about dogs or other animals
- C-2 Concern about scary people
- C-3 Steep or long hills
- C-4 Narrow or no terrace, cars on the street are too close to where you are walking
- C-0 Other concerns or observations



**APPENDIX E: NEIGHBORHOOD/COMMUNITY  
MEETING MATERIALS**