



GREEN LAKE SCHOOL ACTION PLAN

GREEN LAKE SAFE ROUTES TO SCHOOL PROGRAM



920.294.6411 | 612 Mill Street | Green Lake, WI 54941 | EastCentralSRTS.org

SAFE ROUTES TO SCHOOL BACKGROUND INFORMATION

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

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

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

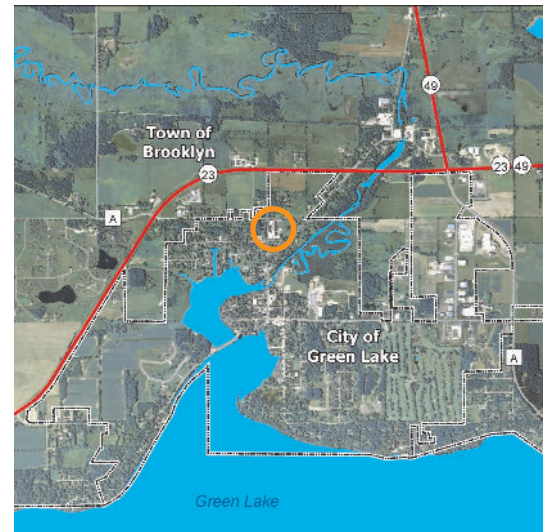
Engineering Enforcement Education Encouragement Evaluation

GREEN LAKE SCHOOL BACKGROUND INFORMATION

Green Lake School is located in the City of Green Lake on Mill St. between North St. and Scott St. The majority of students, approximately 49 percent, travel to and from school via family vehicle. In comparison, an average of only 10 percent of students travel by foot or bike (even though about 32 percent of students live within one mile of school). For parents of children that do not walk or bike to/from school, their top three concerns deal with the speed of traffic, amount of traffic, and safety of intersections/crossings. In 2008, STH 23 had an average daily traffic count of 6,900 vehicles. Crossing this highway presents a challenge for students walking and biking. Other traffic counts for streets near school are as follows: CTH A / North St. – 1,100; N. Lawson Dr. – 2,500; Mill St. – 3,400 vehicles. In the fall of 2011, Green Lake School District piloted a Walking School Bus (WSB) program that featured two routes and more than 25 participating students. Because of its success and popularity, the WSB program will continue and grow in the spring of 2012.

SCHOOL DEMOGRAPHICS

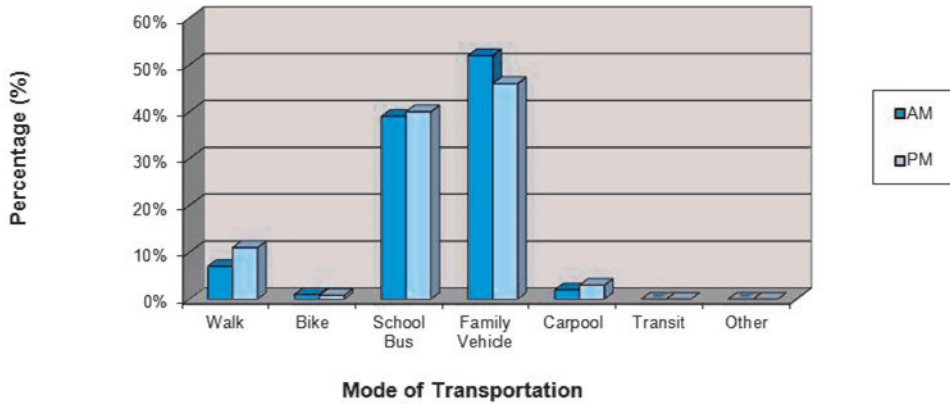
Enrollment:	183
Grades:	K - 8
Principal:	Mary Allen
Start Time:	8:00 a.m.
End Time:	3:15 p.m.
Task Force Rep.:	Lauree Renaud Barry Rogers Dawn Morgan



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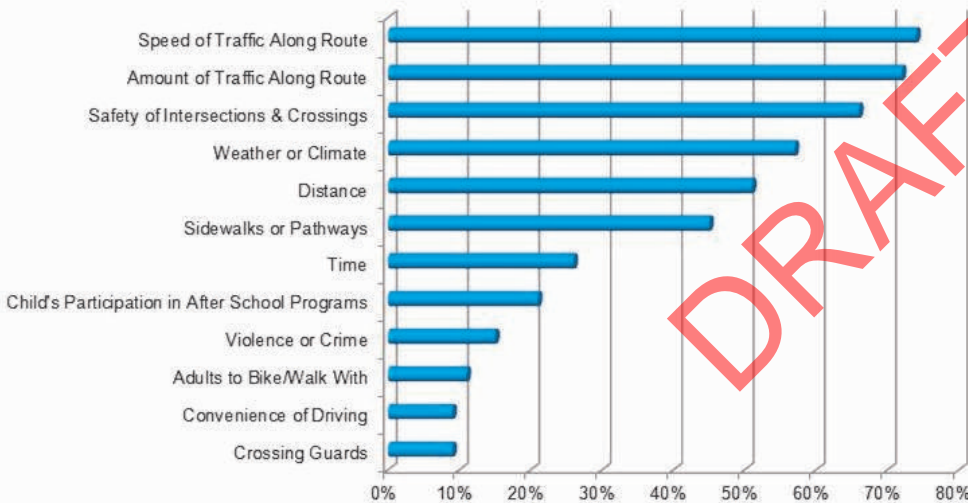
PARENT & STUDENT SURVEY RESULTS

**Green Lake School Student Survey Results
Morning and Afternoon Comparison**



Survey Data Collected in Spring 2010

**Green Lake School
Parent Concerns of Children That Do Not Walk or Bike to School**



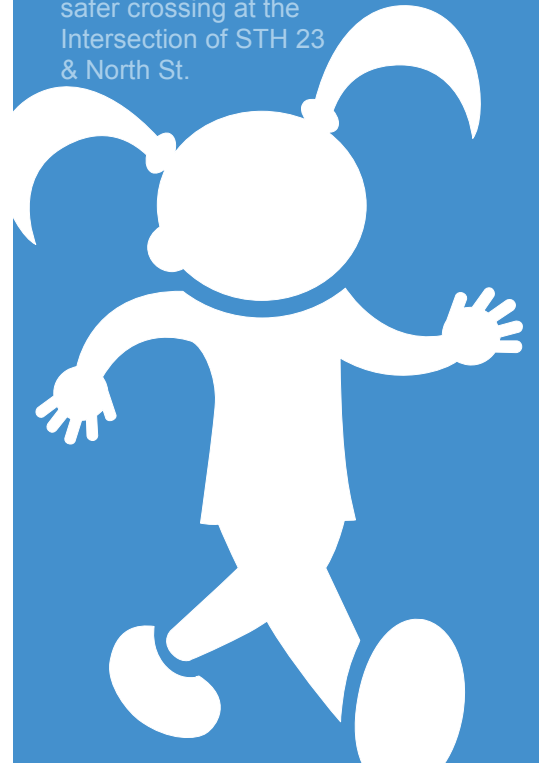
Survey Data Collected in Spring 2010

EXISTING FACILITIES: NON-MOTORIZED

Sidewalks are located along a number of streets within the City of Green Lake, although on some of these, sidewalks are only found on one side. In the Town of Brooklyn, no sidewalk facilities are in place. Recently, other non-motorized transportation facilities have been developed within the area, including a trail alongside STH 23 (from S. Lawson Dr. to Stonehouse Rd.).

WORK IN PROGRESS

The *City of Green Lake Bicycle Master Plan* was completed in 2007; this document identifies and prioritizes bicycle facility project needs. In 2010, GLSD applied for SRTS grant funding to construct a path along North St. (from STH 23 to N. Lawson Dr.), add bicycle parking, and hire a ¼-time SRTS Coordinator. Although these projects were not awarded funding, they can still be pursued in the future. As a part of STH 23 Reconstruction Project (scheduled for 2014), different bicycle/pedestrian alternatives are being discussed, including an extension of the multi-use trail to North St. and a safer crossing at the Intersection of STH 23 & North St.



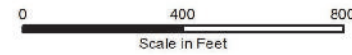
Walk to School Day - October 2010



WSB along North St. - October 2011

GREEN LAKE SCHOOL BIKE/WALK AUDIT RESULTS

Source: Data provided by Green Lake County, 2010 and NAIP, 2010. ECWRPC provided the school location and bike and walk audit results. Audit Conducted 12/13/2012 - A.M.



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.

Map Prepared By
EAST CENTRAL WISCONSIN
REGIONAL PLANNING COMMISSION-FEBRUARY 2013



- | | | | |
|--|---|--|---|
| | Crossing Guard | | Bus Loading Area |
| | A Few Vehicles Traveling Too Fast - Most Driving Cautiously | | Area Used by Most Parents Picking-Up Students |
| | Excessive Traffic Volume & Speed | | No Sidewalk |
| | Bike Racks | | Walking School Bus Route |



RECOMMENDATIONS

~ Engineering ~

- **Construct a five-foot wide sidewalk along North St. (from STH 23 to N. Lawson Dr.).**
- **Install additional bicycle parking facilities on school grounds.**
- **Continue to explore options for extending the multi-use trail along STH 23** - done in conjunction with the scheduled 2014 reconstruction project.
- **Continue to explore options for a safer crossing at the intersection of STH 23 and North St.** - done in conjunction with the scheduled 2014 reconstruction project.
- **Consider traffic calming measures and bicycle/pedestrian accommodations during the (re)construction of nearby streets.**

~ Enforcement ~

- **Law Enforcement Presence** - Work with the Police Department and Sheriff's Department to increase enforcement (when officers are available) at and around school, particularly during arrival and dismissal times.
- **Crossing Guards**
- **Corner Captains** - Have adults spaced at equal intervals along a designated route to make sure that children who are walking to or from school get there safely.
- **Enforce Sidewalk Snow Removal Ordinance** - Work with the City of Green Lake to ensure sidewalks are clear during the winter months.

~ Education ~

- **Classroom Activities** - Add bicycle/pedestrian safety to the curriculum (i.e. bike education in P.E. class, poster contest in Art class, etc.).
- **Bicycle/Pedestrian Safety Speakers**
- **Bike Rodeo/Safety Course** - Coordinate bike rodeos featuring bike safety lessons and tune-ups.
- **Parent Pledge Program** - Continue participating in the Regional SRTS Parent Pledge Program.
- **Pick-up & Drop-off Procedures** - Educate parents and the community on the pick-up and drop-off procedures at and around the school.

~ Encouragement ~

- **Walking School Bus Program** - Continue to coordinate and enhance the Green Lake WSB Program. Accompanied by at least one trained adult, students meet at designated locations and walk to school together.
- **Walk to School Day/Bike Safety Day** - Participate in these annual events to promote walking and biking safely.
- **Themed Walk to School Days**
- **Golden Sneaker Award** - A competition between classrooms to have the greatest number of students walking/biking to school.
- **Mileage Punch Card Program** - Have principals or faculty members stand at a particular spot on different days and punch cards. On days of bad weather (i.e. rain or snow) students may receive double punches. Reward students with toe tokens or prizes donated by the community.

~ Evaluation ~

- **Student and Parent Surveys** - Conduct periodic parent and student surveys in conjunction with the Regional SRTS Program.
- **Bike/Walk Audits** - Continue annual audits to assess safety concerns at and around the school.

EXAMPLES



The street design elements shown above help increase connectivity and provide a buffer between pedestrians and vehicles. This same approach could be used on streets near Green Lake School.



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