



# ***Weyauwega Fremont School District***

## ***Safe Routes to School Action Plan***

**EAST CENTRAL WISCONSIN REGIONAL  
PLANNING COMMISSION**

**March 11<sup>th</sup>, 2019**

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## **ABSTRACT**

TITLE: Weyauwega Fremont School District Safe Routes to School Action Plan

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SUBJECT: Safe Routes to School Action Plan

DATE: March 11<sup>th</sup>, 2019

PLANNING AGENCY: East Central Wisconsin Regional Planning Commission  
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This Safe Routes to School Action Plan describes the existing conditions around schools within the Weyauwega Fremont School District. This action plan also includes future community improvements based on these conditions and information gathered by student teacher tally surveys.

## ***Table of Contents***

<b>1.1 Safe Routes to School and WFSD Background Information.....</b>	<b>1</b>
<b>1.2 District Wide Student Tally Survey Results .....</b>	<b>2</b>
<b>1.3 Bicycle &amp; Pedestrian Infrastructure Recommendations.....</b>	<b>3 – 16</b>
<b>Weyauwega Bicycle &amp; Pedestrian Facilities .....</b>	<b>5</b>
<b>Fremont Bicycle &amp; Pedestrian Facilities .....</b>	<b>7</b>
<b>Weyauwega Sidewalk Extensions.....</b>	<b>9 – 10</b>
<b>Weyauwega Crosswalk Design .....</b>	<b>11 – 12</b>
<b>Weyauwega School District on Site Trail .....</b>	<b>13 – 14</b>
<b>Weyauwega School Parking Lot Turning .....</b>	<b>15 – 16</b>
<b>Weyauwega School North Parking Lot Limitations.....</b>	<b>17 – 18</b>
<b>Fremont Sidewalk Extensions.....</b>	<b>19 – 20</b>
<b>1.4 School Educational &amp; Enforcement Recommendations.....</b>	<b>21 – 26</b>
<b>Weyauwega Elementary, Middle, &amp; High School Action Plan .....</b>	<b>23 – 24</b>
<b>Fremont Elementary School Action Plan .....</b>	<b>25 – 26</b>

## ***1.1 Safe Routes to School Background Information***

The East Central Wisconsin Regional Safe Routes to School (SRTS) Program focuses on engaging and empowering schools and communities to foster healthy lifestyles through environmental changes and safe walking and bicycling. By working to make it safer and more appealing for students in grades K-8 to walk and bike to school, the Regional SRTS Program is continually making strides to improve childhood health, reduce traffic congestion and pollution, and create more livable communities.

This Action Plan identifies current transportation behaviors within the Weyauwega Fremont School District. It lists known walking, bicycling, and driving barriers, and it identifies potential engineering and programmatic strategies to address those barriers. This Action Plan is available for use by the City of Weyauwega, Village of Fremont, Town of Waupaca, Town of Royalton, Town of Lind, Town of Weyauwega, Town of Fremont, Town of Saxeville, Town of Bloomfield, Town of Wolf River, Town of Poygan, and the Weyauwega Fremont School District, parents, students, and community members to guide the communities work on Safe Routes to School.

## ***Weyauwega Fremont School District Background Information***

The Weyauwega-Fremont School District serves students from Waupaca, Waushara, and Winnebago Counties with an enrollment of about 871 students in grades 4K-12. The district includes two elementary schools, a middle school and a high school. One elementary building is located in the village of Fremont, while the high school, middle school and additional elementary school are a combined complex in the city of Weyauwega.

The School District of Weyauwega-Fremont will continue to pursue the goals developed through the strategic planning process by:

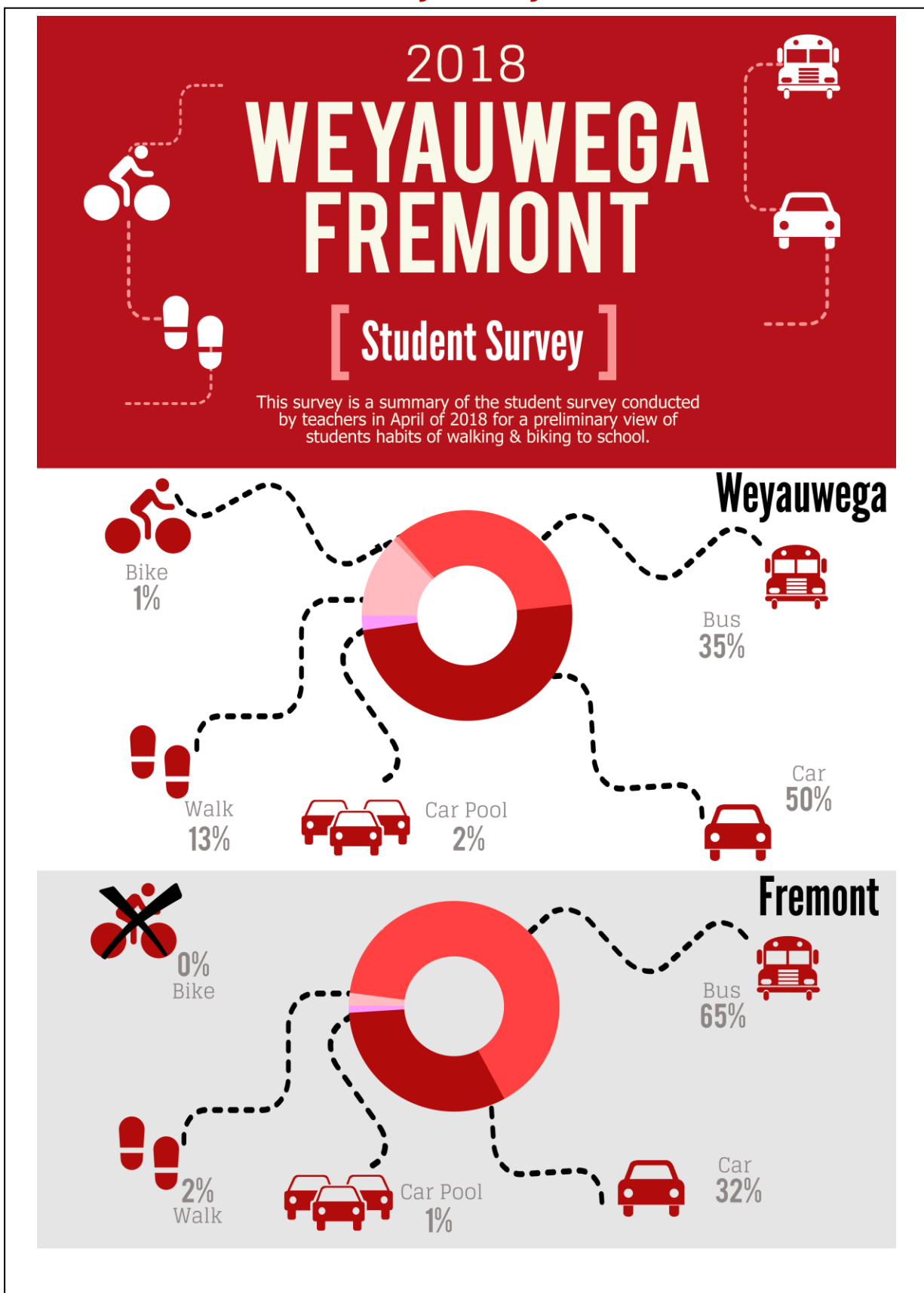
- Continuing to develop and maintain strong school/community partnerships.
- Focusing on learning that will continue to enhance student achievement.
- Using all of its resources in efficient and proactive ways.

## ***District Transportation Policy***

The Weyauwega Fremont School District provides transportation for:

1. Students who live outside of a two mile range from their assigned school.
2. Students whose paths to their school are found to be unusually hazardous (the school district will follow Wisconsin statute 121.54 (9) each time it receives a request for transportation in hazardous areas).

## 1.2 District-Wide Student Tally Survey Results



## ***1.3 Bicycle & Pedestrian Infrastructure Recommendations***

This portion of the Weyauwega Fremont School District Action Plan will cover bicycle and pedestrian facility gaps and opportunities. While education and encouragement are vital elements for students to use bicycling and walking as a means of transportation to school, these efforts are futile without having safe and easily accessible facilities. Parents and students alike should have the peace of mind knowing that there is a safe way to walk and bike to school, without the worry of encountering unusually hazardous situations. Weyauwega Fremont School District is very uniquely situated across multiple municipal & county jurisdictions, making cross collaboration between multiple parties of the utmost importance. This section should be used to help Weyauwega Fremont School District and all of their stakeholders cross collaborate to increase safety for students and the general public alike.

Included in this action plan is a student tally survey about walking and biking to school within Weyauwega Fremont School District. This survey was available to every student within the district, and reached well over half of the total student population. Of the surveys we received, only 10% of students walk or bicycle to school.

In addition to increased safety, there are also numerous economic impacts that would favor increasing bicycle and pedestrian facilities. By law, Weyauwega Fremont School District must bus all students who cross or walk along unusually hazardous roadways that lack facilities. According to Weyauwega Fremont School District, there are a total of 541 students (over 60%) within Weyauwega Fremont School District that must be bused because of unusually hazardous roadways. This is a huge financial burden for the school district, and in turn, for the tax payers that fall within the school district.

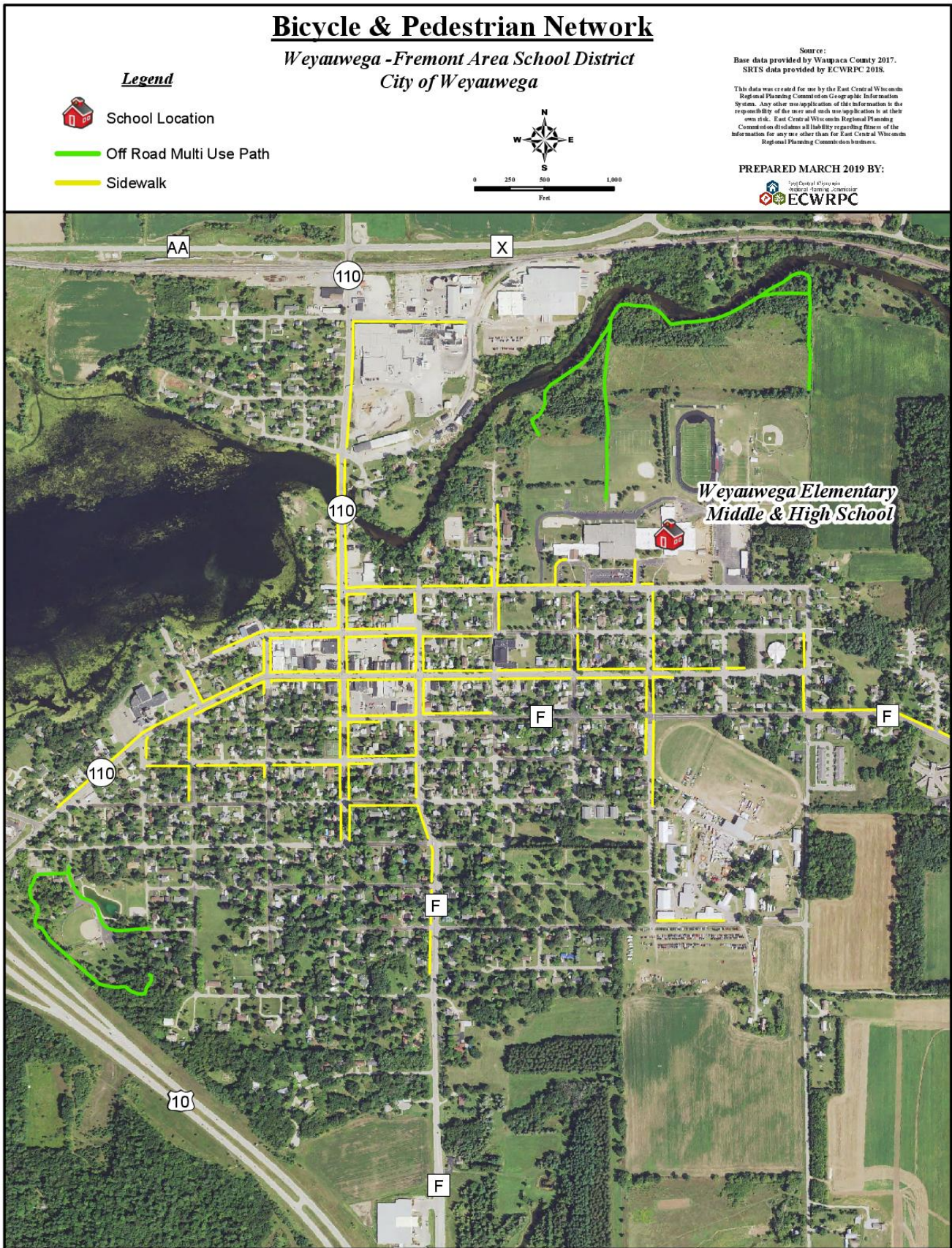
When looking at all of the projects listed in this section, it must be noted that not every single project can possibly be done. There are many limitations and barriers that communities must overcome, so prioritizing projects is extremely important. Priority levels will be noted and ranked based on the number of people impacted by the project and overall feasibility. Many of these projects will also have a longer time frame, looking many years into the future. Most outside funding sources run on multi-year cycles, to help lessen the burden of cost to the communities, many apply for additional outside funding to supplement the cost. Some projects have already been in the planning stages for years now, but it's a good assumption that these projects will take 5+ years from the time of initial planning.

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# Weyauwega Bicycle & Pedestrian Facilities

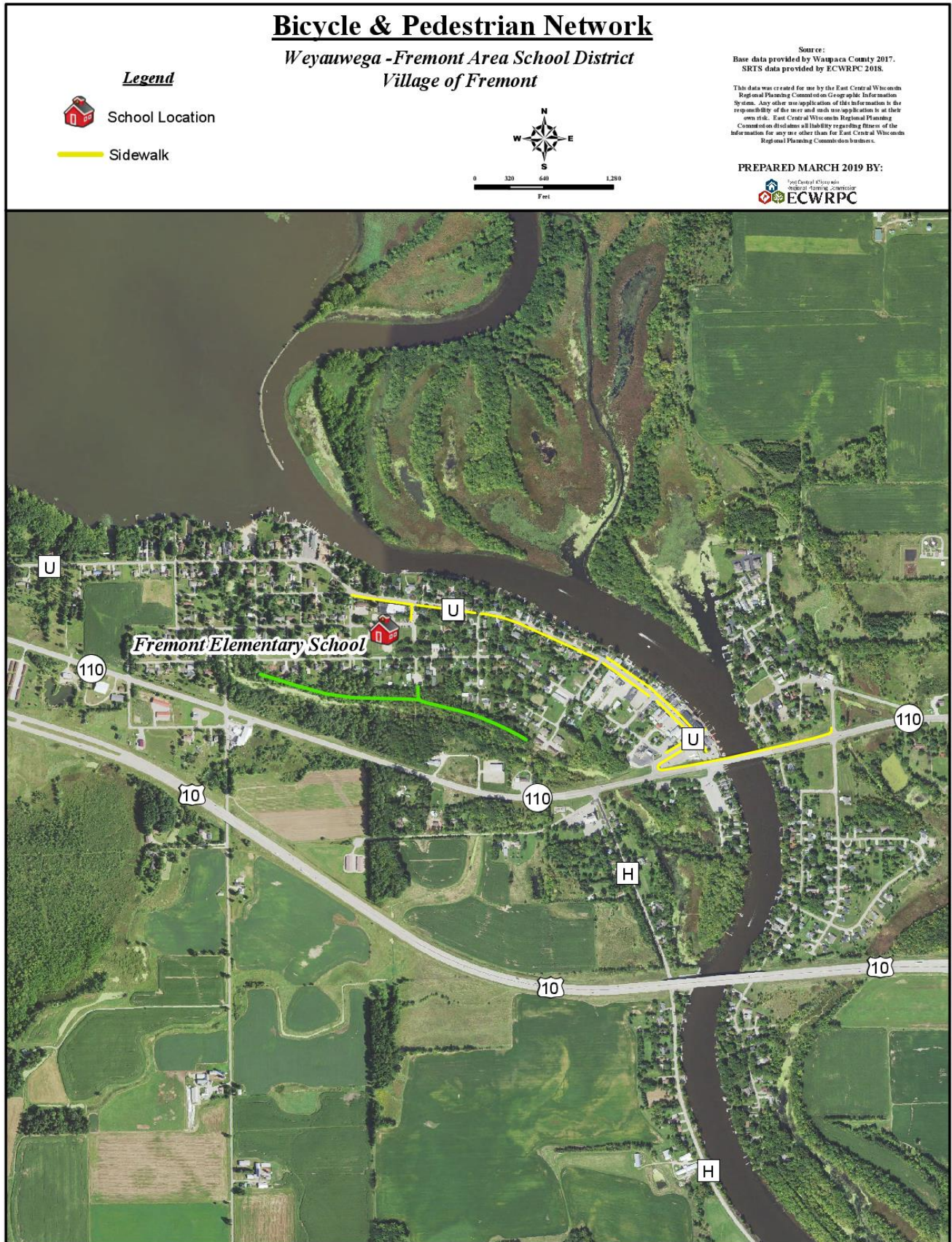


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# Fremont Bicycle & Pedestrian Facilities



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## **Weyauwega Sidewalk Extensions**

### **Background:**

The City of Weyauwega overall has quite a few miles of sidewalk, but the total overall network has many gaps and limitations. The City of Weyauwega currently has roughly 6.3 miles of sidewalk, in conjunction with about a half mile of off road trail facilities. Many of the roadways have low speed limits, but they vary anywhere from 25 to 35 mph. The sidewalk network that runs throughout the City of Weyauwega is very important because it connects many points of interest throughout the city.

### **Communities Involved:**

- City of Weyauwega
- Waupaca County

### **Recommendation:**

Based on the current conditions, installation of sidewalks to help connect current gaps and connect points of interest would be extremely beneficial. This doesn't mean installing a sidewalk on every street initially, but identifying the main connections for community points of interest. Based on this, it'd be recommended installing sidewalks on these streets: Ann Street, Lincoln Street, E Main Street, County Highway F (to East Street), S Elizabeth Street (north of F), N East Street (north of F), S Elizabeth Street (south of F), South Street (East of F), Pine Street (south to Hillside Drive), High Street (west of F), La Salle Street, and N Mill Street (west side of roadway to W 3<sup>rd</sup> Avenue). It would also be recommended in conjunction with this to consider a complete street policy for the City of Weyauwega.

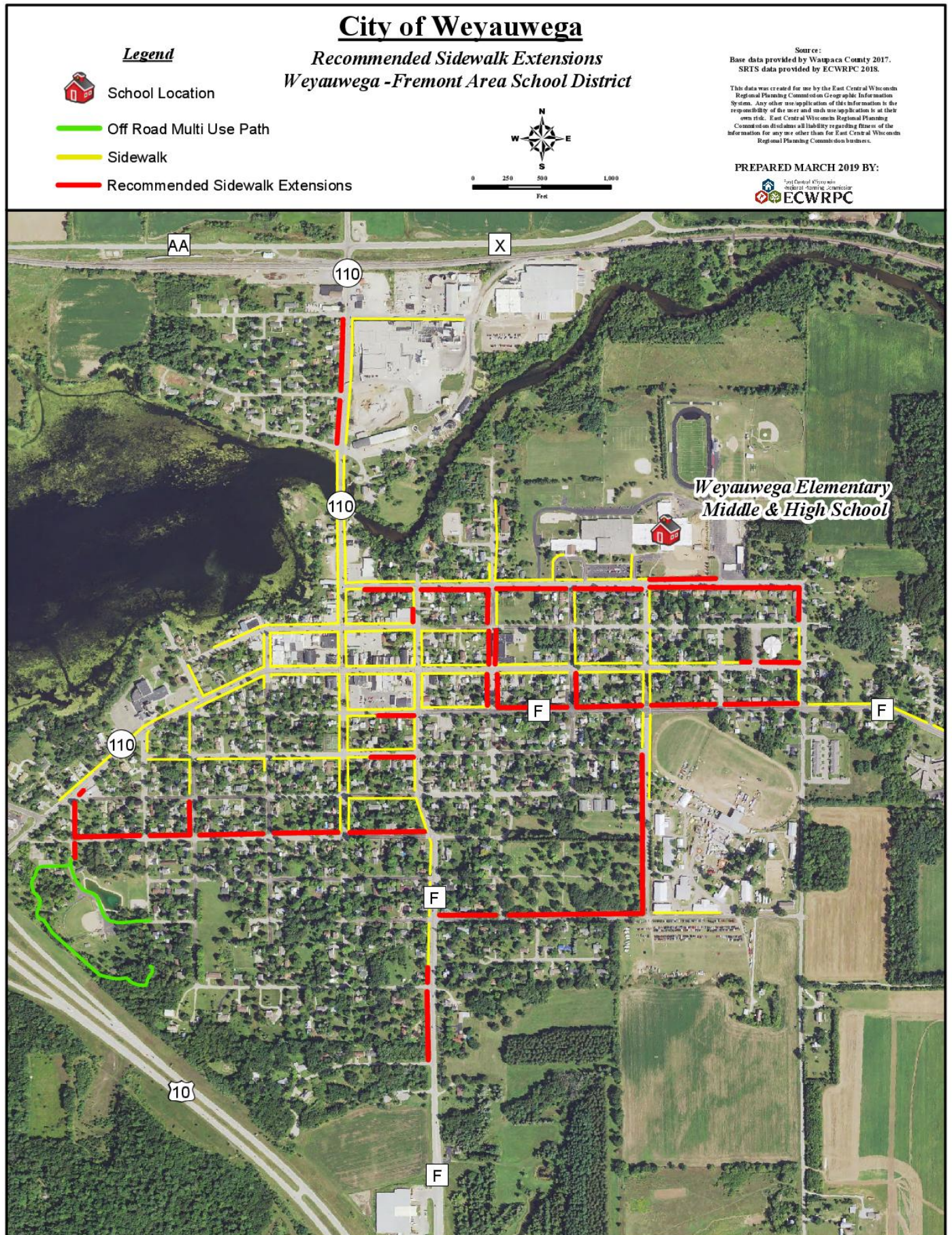
### **Importance:**

Installing sidewalks at these locations would provide vital connections to the school and many other locations throughout the community. Adding sidewalks to these locations would give direct sidewalk connection to over 45% of households compared to 28% right now. It would also give over 80% of households a one block or less walk to the overall city network. It would also connect major points of interest such as Waupaca County Fairgrounds to the overall network.

### **Planning Documents:**

None

**Priority:** Low  High



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## **Weyauwega Crosswalk Design**

Along State Highway 110 & other major roadways

### **Background:**

Where there are current sidewalk facilities, many crossings have curb cuts and crosswalks. Many of these crosswalks are unmarked on low volume traffic roadways, but on busier streets, many of these are marked. Most of these crosswalks however, have flaws in their design. Looking at ADA requirements, crosswalks are required to have their curb cuts guide users towards their respected crossings. This is very important for people who are visually impaired or have other physical limitations. Many of the current crosswalks have a traditional “kitty corner” design where it directs crossing pedestrians into the middle of the intersection, and not to its respected crossing.

### **Communities Involved:**

- City of Weyauwega
- Waupaca County

### **Recommendation:**

Reconstruction of current crosswalks wouldn't be recommended outside of an ongoing project. Reconstruction of these crosswalks should be considered when new roadway projects are planned throughout the years though. This should be elevated for those crosswalks on major roadways, where crossing may be difficult. When considering less traveled roadways, it's still recommended to create ADA compliant crosswalks, but these can be a wide variety of crossings or number of crossings. For example, you can have a single crossing location or limit the additional features such as rumble strips to save cost.

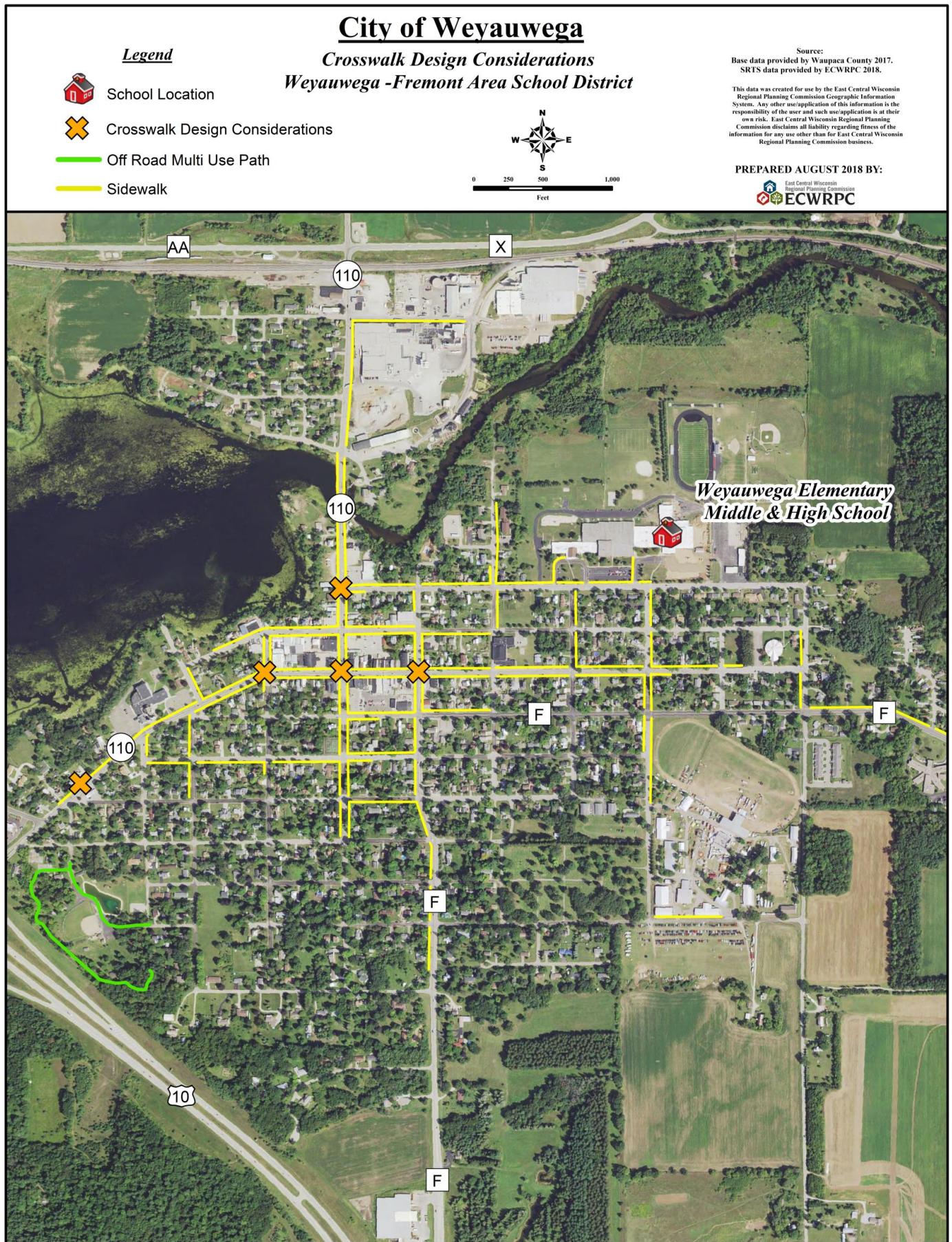
### **Importance:**

While the current crosswalks are adequate in the sense that there is a curb cut, it's still important to make walking and biking inclusive, especially for those who may depend on it as their only means of transportation. Designing curb cuts that meet ADA requirements makes walking and biking more inclusive and safer for the community as a whole.

### **Planning Documents:**

None

**Priority:** Low  High



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## **Weyauwega School District on Site Trail Expansion**

North of Weyauwega High, Middle, and Elementary School

### **Background:**

Many students have limited opportunities to get outside and get their recommended level of physical activity each day. This is especially true for students from rural communities who may not be near facilities that promote walking and biking safely. One place students can always count on safely getting their activity in is at school. Expansion of the current walking and biking trail on campus can help promote active and healthy lifestyles at a young age. Connecting this amenity throughout the community will attract families and students alike to have a stronger connection to the school.

### **Communities Involved:**

- Weyauwega Fremont School District
- City of Weyauwega

### **Recommendation:**

Weyauwega Fremont School District's main location in the City of Weyauwega has an abundance of land on the Waupaca River, giving it an amazing opportunity to create a safe walking and biking location for students and their families. This facility can be created for a relative minimal cost by keeping it unpaved and utilizing non-profit organization like the Boy or Girl Scouts of America to complete it in phases. This expansion can be done by raising money or having them do the physical installation as well.

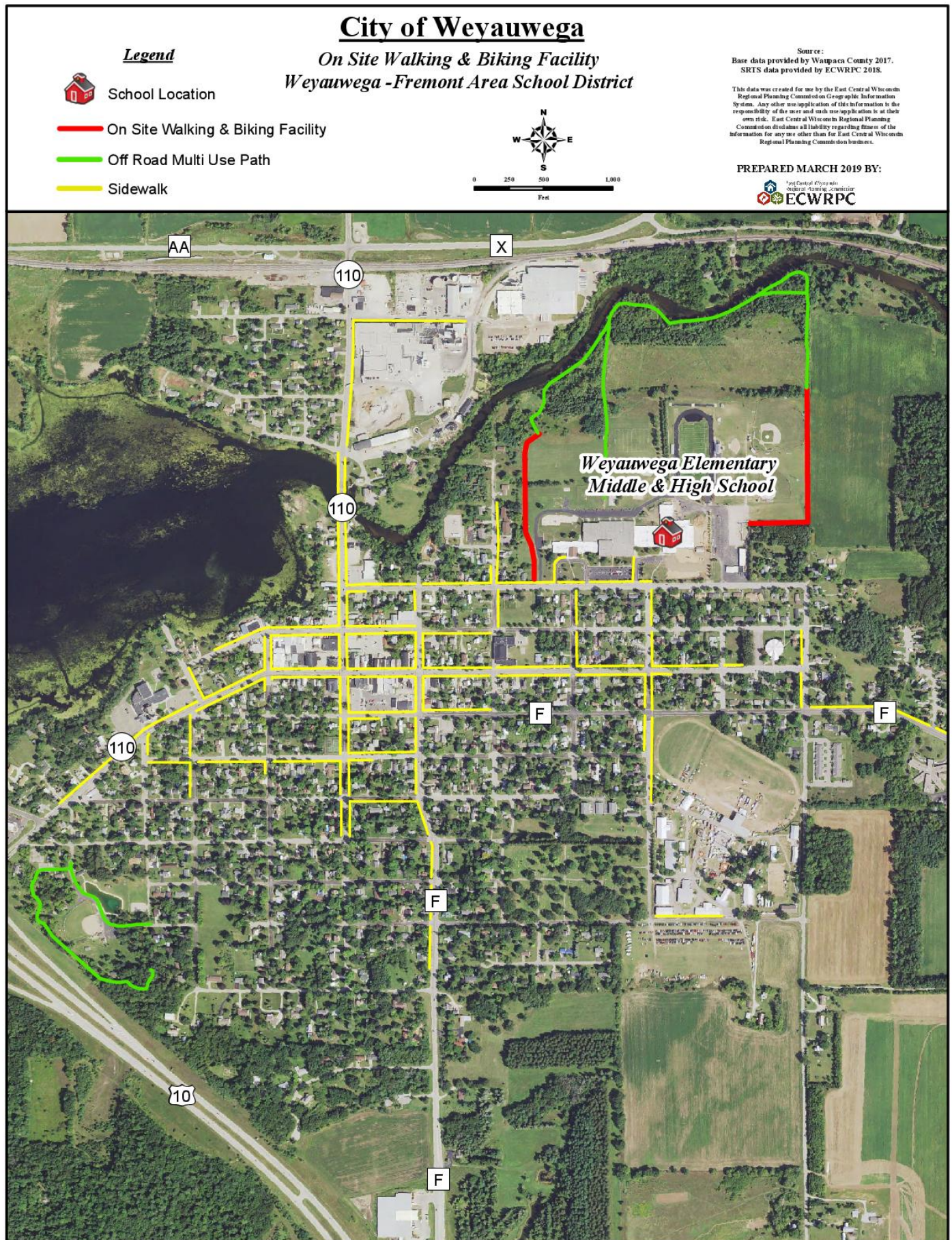
### **Importance:**

As stated in the background, many students depend on their time at school to get their recommended daily physical activity. Expansion of this facility would give them a place to get this activity in, any time of the day and with their families involved as well. When families have a sense of community that an attraction like this can help instill, it helps to strengthen teaching kids from an early age that walking and biking can be a fun and beneficial activity.

### **Planning Documents:**

None

**Priority:** Low  High



## **Weyauwega School Parking Lot Turning**

Creation of One Way in & Right Turn Out Only

### **Background:**

Weyauwega's single campus location for the Elementary, Middle, and High School can create some unique traffic situations. This is evident when looking at the different entrances/exits for the separate but combined schools. Most of these entrances work very well, but there are pinch points when you have entrances and exits in close proximity. The exit for the middle school and high school are essentially on top of one another, which can cause conflict points when cars are turning opposite directions at the same time.

### **Communities Involved:**

- Weyauwega Fremont School District
- City of Weyauwega

### **Recommendation:**

Based on the parking lot configurations, it'd be recommended to make all the exits "right out only". This would eliminate conflict points at exits, and would also prevent traffic stacking by keeping the flow of traffic moving. Looking at the major connections in the Town of Weyauwega, it seems a vast majority of cars would be exiting to the right anyways. When cars exit to the right only, it also alleviates traffic conflicts for cars entering the parking area as well.

### **Importance:**

Making traffic flow at a more consistent rate and reducing accidents would help relieve congestion around the school. It also makes traffic more predictable for pedestrians and bikers if traffic only exits to the right. This helps improve safety for not only the cars, but pedestrians and bicyclists alike. This is also important for the crossing guards and parents who help children cross to school. When traffic is more predictable for these groups as well, it lessens the risk for accidents involving people walking & biking.

### **Planning Documents:**

None

**Priority:** Low ★ ★ ★ ★ ★ High

# City of Weyauwega

## Parking Lot Entry & Exit

### Weyauwega -Fremont Area School District

Source:  
Base data provided by Waupaca County 2017.  
SRTS data provided by ECWRPC 2018.

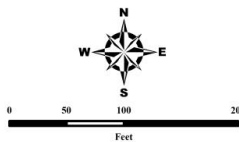
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**Legend**

Sidewalk



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## **Weyauwega School North Parking Lot Limitations**

### Expand Parking Lot & Eliminate Western Entrance to Lot

#### **Background:**

Weyauwega's single campus location for the Elementary, Middle, and High School can create some unique traffic situations. This is evident when looking at the staff parking lot on the north side of the school. Having two exits to this parking lot can cause numerous problems during drop off and pick up times. One of the biggest issues is parents utilizing this area to drop students off, or even as a roadway to bypass parking lot traffic. With the playground and students so close by to this area, it is important to limit as much through traffic as possible.

#### **Communities Involved:**

- Weyauwega Fremont School District

#### **Recommendation:**

Based on current capacity, it would be recommended to expand the parking lot to the north. Considering the entire campus as a whole, it would also be recommended to permanently close the entrance/exit furthest to the west. This would be replaced by a turning circle in the expanded parking lot, and designated bus exit near the bus facility. Taking both of these considerations into account, we would recommend a separated turning/drop off lane for buses, and staff parking in the remainder of the lot. With consideration to traffic patterns on Ann Street, we would also recommend that buses only be permitted to turn left onto Ann Street.

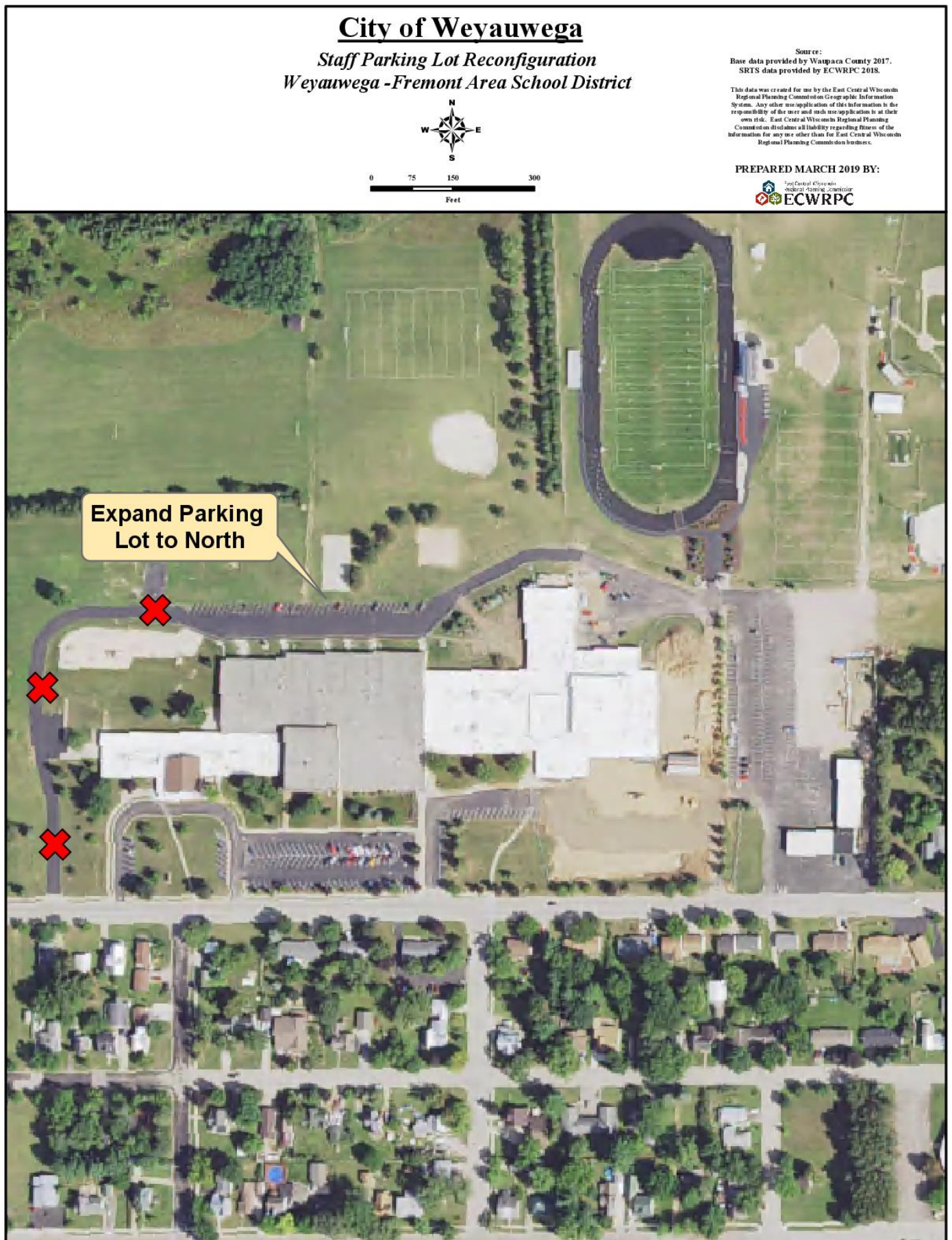
#### **Importance:**

This recommendation is very important because of the proximity of students at play. With having staff parking and busing so close together to this area, making sure it's very safe for all users is of vital importance. It also becomes even more important because this area can be accessed by two different locations. This means that traffic can increase in speed and be used essentially as a through-street. Keeping all users safe when considering reconstruction of the parking lot will be very important.

#### **Planning Documents:**

None

**Priority:** Low ★ ★ ★ ★ ★ High



## **Fremont Sidewalk Extensions**

Connecting Community Facilities in the Village

### **Background:**

The Village of Fremont has two major roadways that run through the village. State Highway 115 and Wolf River Road (County Highway U) run along the northern end of the village, through most of the village's main attractions and subdivisions. Both of these roadways have sidewalk, which helps connect the major destinations throughout the village. This sidewalk network however does have some limitations. One of the biggest limitations is that it ends abruptly and is totally linear along these roadways. There are a few major points of interest and residential areas this sidewalk does not reach currently.

### **Communities Involved:**

- Village of Fremont
- Waupaca County

### **Recommendation:**

The Village of Fremont has many low traveled roadways, which may not need sidewalks. It would be recommended however to install more sidewalk near the school, specifically on the block the school is located. This would improve the walkability for the entire community, and give students a safer means to walk to school. It would also be recommended to extend the sidewalk along Wolf River Road to the municipal beach and to Wolf River Crossing Park. Many of the community amenities are already connected by this sidewalk network, but adding these small segments would help create a more complete network.

### **Importance:**

With the Village of Fremont being a relatively smaller community, when considering both population and over area, it's very important to connect the amenities and community assets it has. This helps create a greater sense of community small villages/towns are sought out for. This is extremely important when considering the safety of its children when they walk and bike to school. Having a more complete network throughout the village and around the elementary school helps the Village of Fremont's children learn and play safely.

### **Planning Documents:**

None

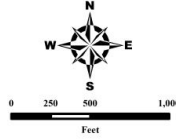
**Priority:** Low  High

# Village of Fremont

## Recommended Sidewalk Extensions

### Weyauwega -Fremont Area School District

- Legend**
-  School Location
  -  Sidewalk
  -  Recommended Sidewalk Extensions



Source:  
 Base data provided by Waupaca County 2017.  
 SRTS data provided by ECWRPC 2018.

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## ***1.4 School Educational & Enforcement Recommendations***

Education and encouragement activities are very important to getting students to walk and bike to school safely. The Safe Routes to School Program offers a wide array of programs to each school. Some of these programs are less time intensive; one day events that help raise awareness to students on bicycle and pedestrian safety. There are also semester-long and yearlong programs that help foster a lasting culture change at schools. These programs help students, parents, and teachers become more educated on safely getting to and from school, especially while acting as a pedestrian or bicyclist. Almost all of these programs come at little or no cost, and they can be implemented with the help of the Safe Routes to School Program. Once programs are implemented, it is recommended by our staff that each school indicate a “Safe Routes to School Champion” to coordinate and promote the program. Champions can be principals, PE teachers, community health educators, administrative workers, teachers, or community members such as parents of a student. In conjunction with the Safe Routes Champion, the Safe Routes to School team helps to ensure programs continue running smoothly, and that each school is aware of new programs and funding when they are available.

Weyauwega Fremont School District is unique in that it has a wide variety of communities (a city, village, and numerous townships). The rural areas currently lack the infrastructure as discussed in the facilities recommendation chapter. This can limit the types of educational programs that can be used. Some programs require biking and walking facility access to their school, however, some of these programs can also be tailored to schools. Therefore, an educational and encouragement Safe Routes to School action plan was created for each school with programs they can implement through the Safe Routes to School Program.

Enforcement is another important aspect of the Safe Routes to School Program. As part of this action plan, the Safe Routes to School Team conducted safety audits at every school. Morning audits survey students being dropped off, and afternoon audits survey students being picked up from school. These audits were used to create maps to explore enforcement changes that could be implemented. Some enforcement changes are simple education pieces; such as maps informing parents of proper pick up and drop off procedures. The Safe Routes to School Program involves engineering aspects of enforcement, such as assigning areas of schools as “Hug-N-Go’s.” Enforcement pieces can also involve educational programming, such as Project RADAR or implementing a Safety Patrol Program.

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## ***Weyauwega Elementary, Middle, & High School Safe Routes to School Action Plan***

### **Recommendations**

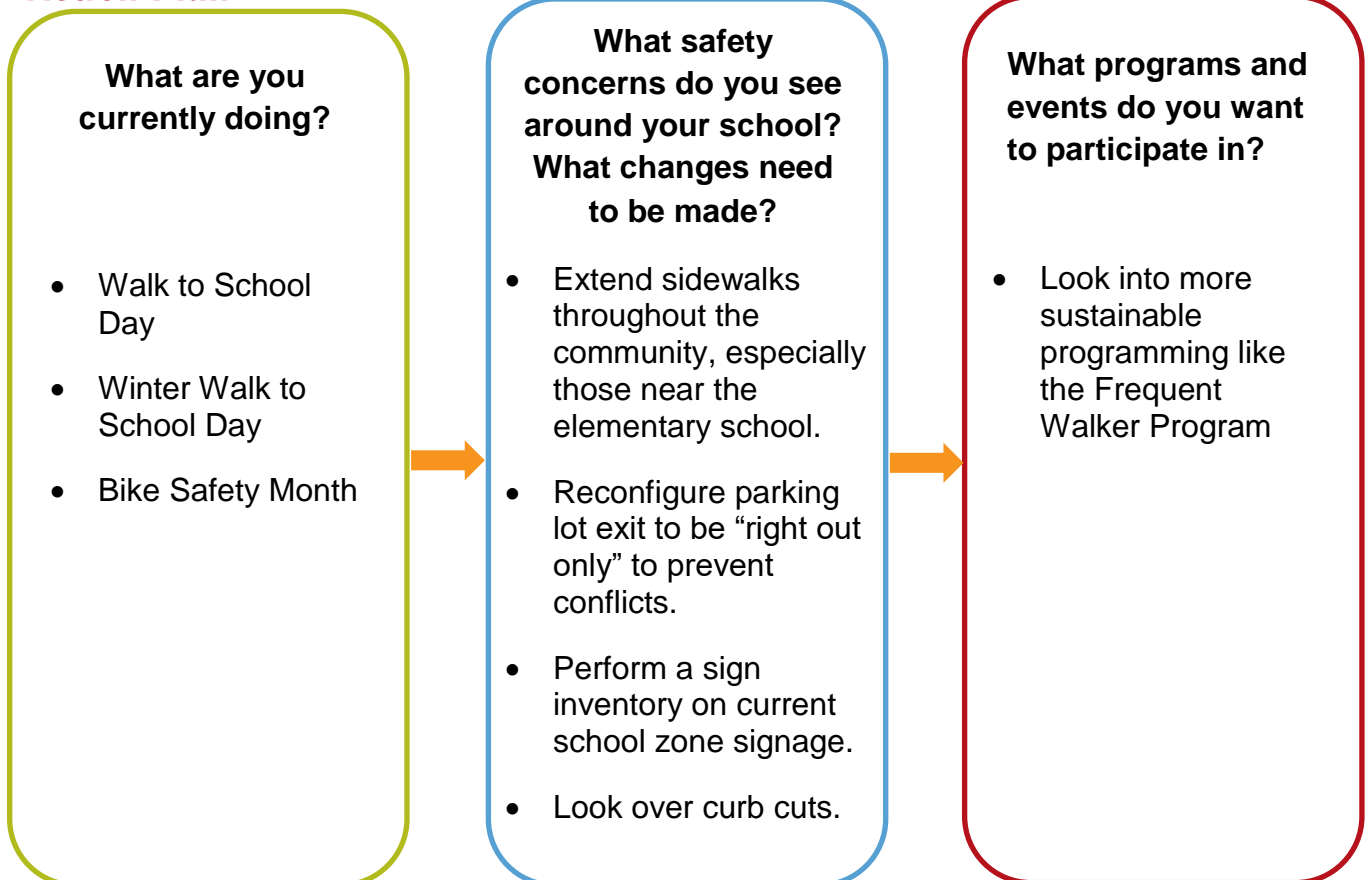
#### **Education & Encouragement:**

- Consider long term programming such as the Frequent Walker Program or the Walking School Bus Program.
- Enhance one day events such as Walk to School Day, Winter Walk to School Day, and Bike Safety Month.
- Host programs and assemblies on walking and biking safety.
- SRTS Champions: Sandra Dykes (sdykes@wfsd.k12.wi.us)  
Don Lederhaus (dlederhaus@wfsd.k12.wi.us)

#### **Enforcement:**

- Participate in Project RADAR to help remind drivers about responsible driving in school zones along Ann Street.
- Consider starting a Safety Patrol Program.



### **Action Plan**

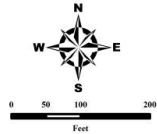


# Weyauwega Elementary, Middle, & High School

## Bicycle & Walk Audit

### Legend

- |   |                  |   |                  |
|---|------------------|---|------------------|
|  | Crossing Guard   |  | Student Parking  |
|  | Pedestrian Sign  |  | Bus Loading Zone |
|  | School Zone Sign |  | General Parking  |
|  | Bike Rack        |  | Staff Parking    |
|   |                  |  | No Parking       |



Source:  
Base data provided by Outagamie County 2017.  
SRTS data provided by ECWRPC 2017.

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## ***Fremont Elementary Safe Routes to School Action Plan***

### **Recommendations**

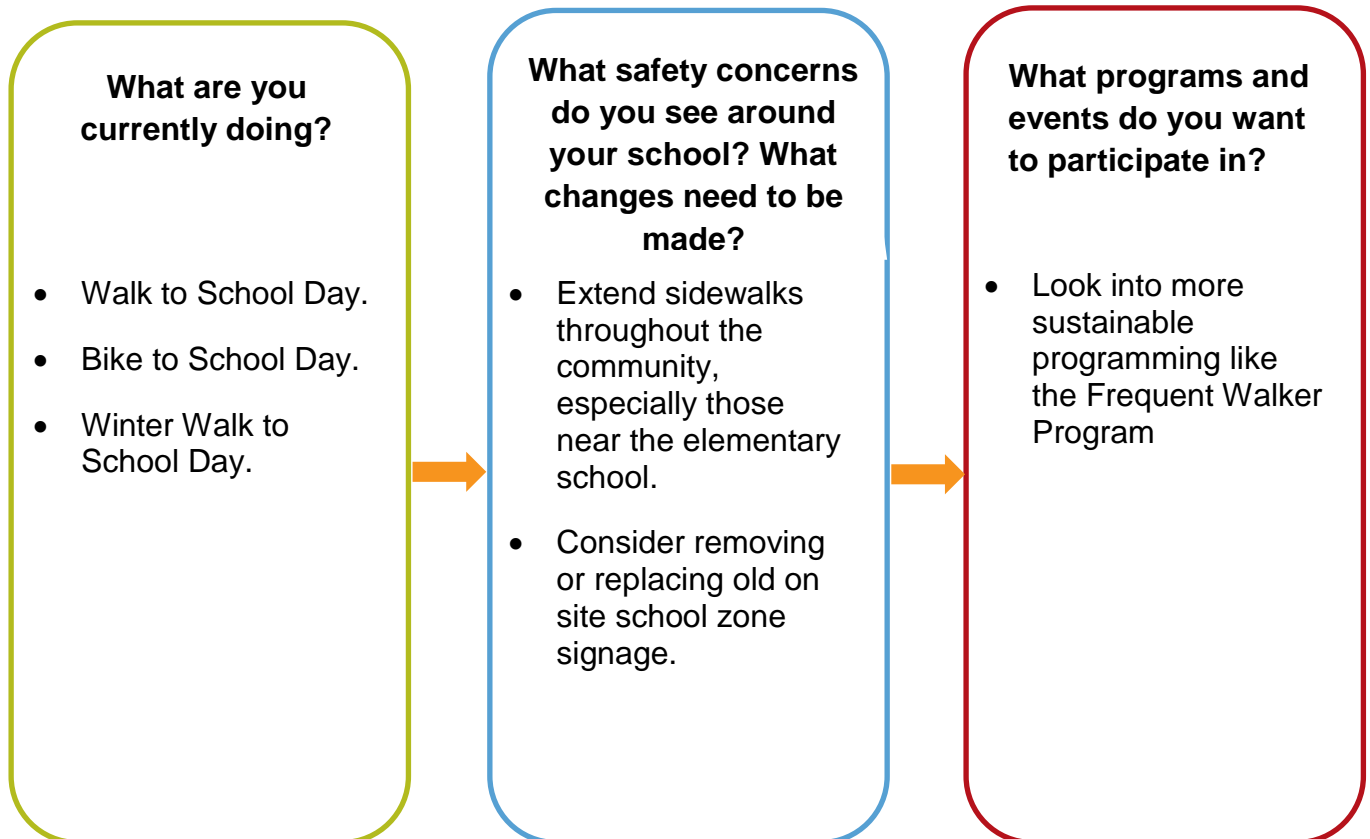
#### **Education & Encouragement:**

- Consider long term programming such as the Frequent Walker Program or the Walking School Bus Program.
- Enhance one day events such as Walk to School Day, Winter Walk to School Day, and Bike Safety Month.
- Host programs and assemblies on walking and biking safety.
- SRTS Champions: Don Lederhaus ([dlederhaus@wfsd.k12.wi.us](mailto:dlederhaus@wfsd.k12.wi.us))

#### **Enforcement:**










- Participate in Project RADAR to help remind drivers about responsible driving in school zones along Wolf River Drive.
- Consider starting a Safety Patrol Program.

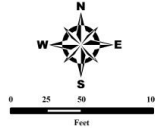
### **Action Plan**



## Fremont Elementary Bicycle & Walk Audit

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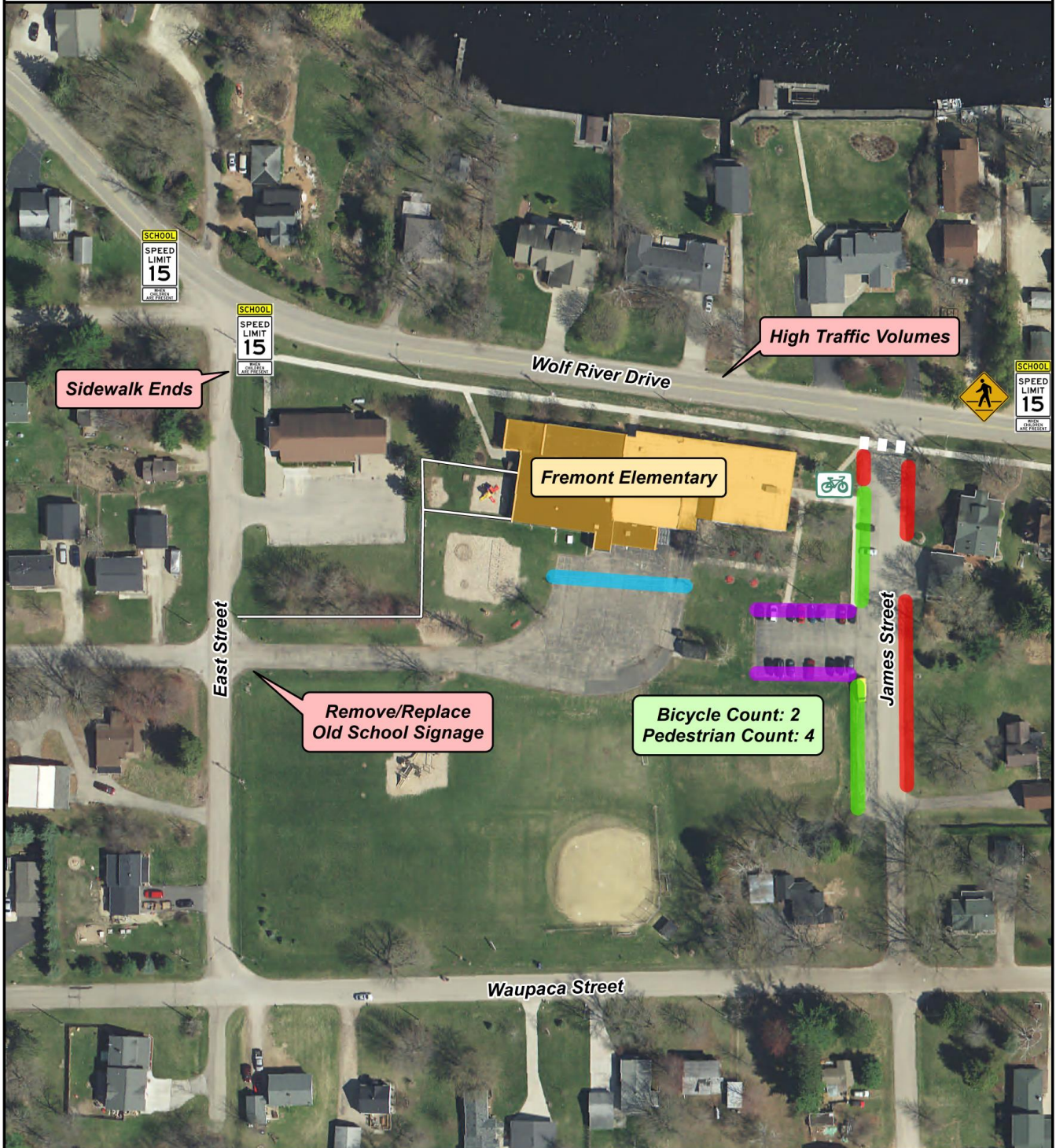
- |   |                  |   |                  |
|---|------------------|---|------------------|
|  | Crossing Guard   |  | Fence            |
|  | Pedestrian Sign  |  | Bus Loading Zone |
|  | School Zone Sign |  | General Parking  |
|  | Bike Rack        |  | Staff Parking    |
|   |                  |  | No Parking       |



Source:  
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