



CITY OF OAK CREEK
SAFE ROUTES TO SCHOOL
ACTION PLAN



Shepard Hills Elementary School



OAKCREEK
— WISCONSIN —

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Why Safe Routes to School?

Safe Routes to School (“SRTS”) is a set of programs and investments that make it safer, more convenient, inviting, and fun for children and their families to walk and bike to school.

SRTS initiatives contribute to our children’s social and academic success, and provide a foundation for life-long healthful habits.

What’s included in this action plan?

This Safe Routes to School Action Plan is one of nine school-level SRTS plans prepared for the Oak Creek-Franklin Joint School District. The plan includes an inventory and evaluation of **Existing Conditions** for walking and biking around the school, as well as **Recommendations** for both programming and infrastructure improvements.

Programming Recommendations include fun and engaging programs for students and families to increase walking and biking to school. Programs can be relatively easy and inexpensive to implement, and can produce significant results even in the near-term.

Infrastructure Recommendations include a range of physical improvements to a school and its surroundings to improve the safety, comfort, and convenience of walking and biking. This may include upgrading sidewalks or crossings, repairing facilities, filling network gaps, or adding paint, signage, and signals.

The 6 Es of SRTS

Safe Routes to School planning is based on a framework known as the Six Es, which provides a way of thinking about and organizing improvements in and around a school. The 6Es include:



EDUCATION

Education programs and initiatives provide information to children, parents, and community member on safe walking and biking practices.



ENCOURAGEMENT

Encouragement programs inspire families to try walking or biking through fun and inviting activities such as friendly competitions and incentive programs.



ENGINEERING

Engineering includes upgrades to and upkeep of the physical landscape in and around the school such as sidewalks, bikeways, intersections and signs.



ENFORCEMENT

Enforcement programs often include participation from police with a focus on enforcing traffic safety laws, like speed limits, in the vicinity of a school.



EVALUATION

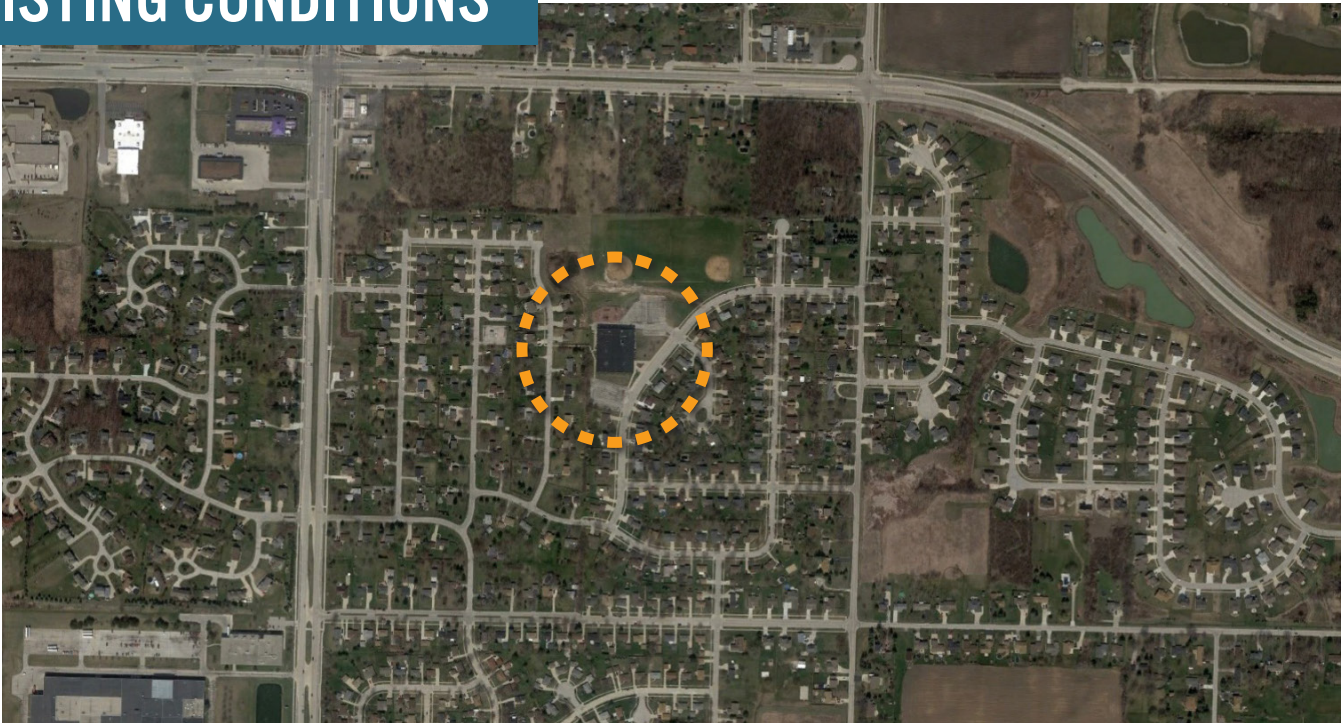
Evaluation measures conditions before, during, and after implementation, helping guide priorities and goals and ensuring efficient use of resources.



EQUITY

Equity focuses on distributing resources fairly throughout a community to ensure all students have equal access to high quality infrastructure and programming.

EXISTING CONDITIONS



CONTEXT

Shepard Hills Elementary School is bounded by S Shepard Hills Drive to the east and S Jasper Street to the west. A quarter-mile north of the campus is E Ryan Road. Oak Creek East Middle School is located a half-mile to the northeast and Meadowview Elementary School is located one mile to the southeast.

Multifamily townhomes are a half-mile to the northwest and single family residential developments are located along the

west, south, and eastern edges of the campus. Additional single family housing is located along E Ryan Road to the north. The nearest public library is located over two miles to the north and a commercial development is located on the corner of E Ryan Road and S Howell Avenue, northwest of campus.

The school has a large open green space on the north side of the campus with two baseball diamonds and a playground.

Shepard Hills Elementary Quick Facts:



Principal
Lois A. Booth



Number of Students
435



Health and Physical Education
Matt Bersch



Arrival Time
7:50 a.m.



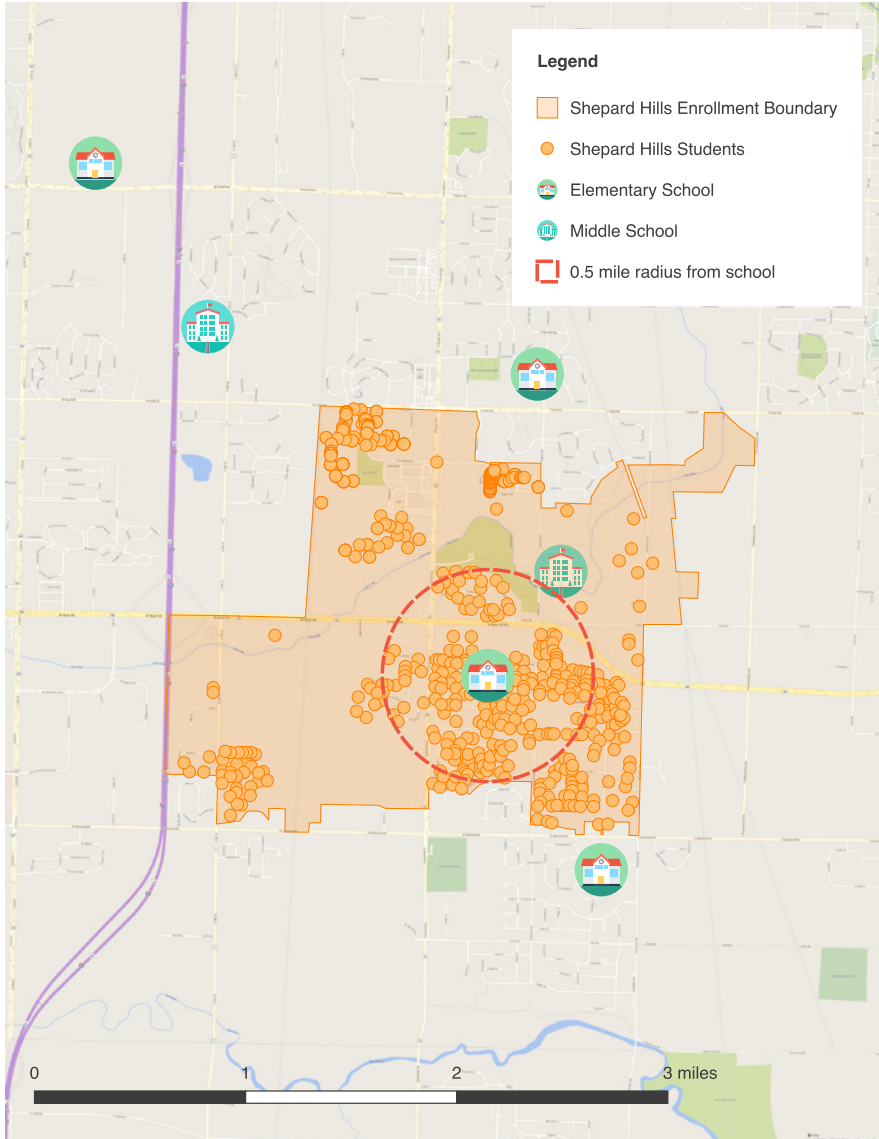
Grades
PK-5



Dismissal Time
3:05 p.m.

ENROLLMENT DENSITY

Residential locations for enrolled students cluster throughout the central portions of the Shepard Hills Elementary School attendance area. Approximately half of the students live within a half-mile of the school.



WALKING/BIKING POTENTIAL:

Approximately **half** of all students live within a walkable or bikeable distance from school (that is, one half-mile), but only **five percent** of students walk or bike today.

How might we grow this number?



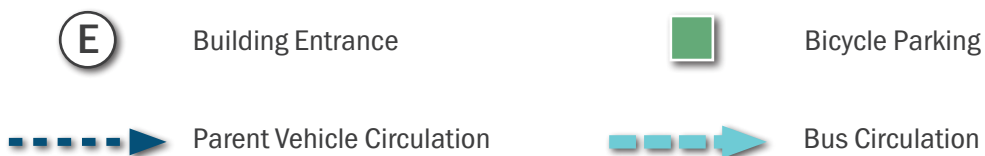
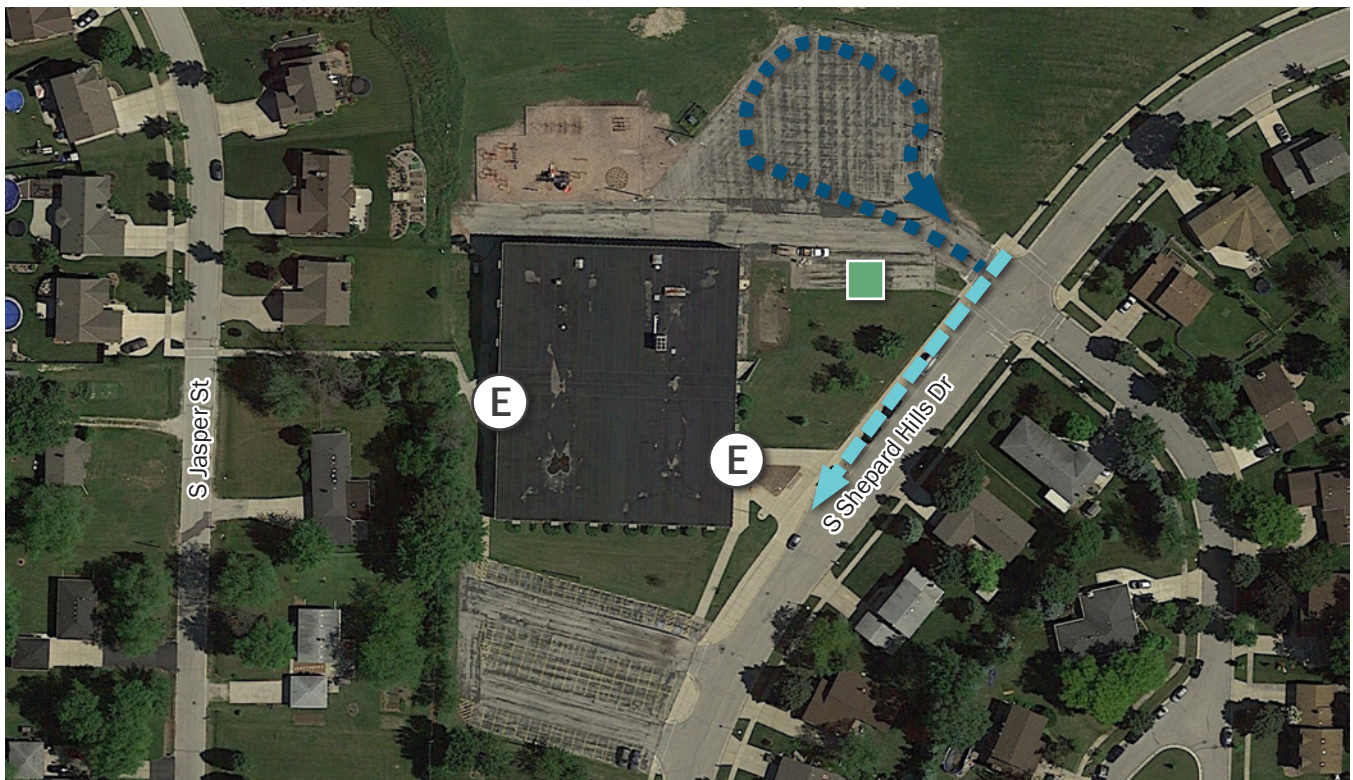
ACCESS AND CIRCULATION

Shepard Hills Elementary School's main entrance is on the east side of the building, accessible by a sidewalk from the south parking lot. Students arriving or leaving by bus use the east entrance of the building. School buses queue up on the east side of the school along S Shepard Hills Drive.

Parents and guardians use the lower playground parking lot (northern lot) for drop-off and pick-up. At arrival, students enter through the front (east doors) of the building. Parents are not allowed to drop students off on the street in the

morning and will be ticketed if attempting to do so. When picking up students in the afternoon, parents must enter the building through the west entrance to pick up their children.

There are two bicycle racks located at the front entrance of the school. Students who walk may exit from the east side of the school for access to S Shepard Hills Drive, or may exit the west doors to access the western neighborhoods.



EXISTING INFRASTRUCTURE



Sidewalks are present along both sides of S Shepard Hills Drive and along most neighboring residential streets excluding Austin Street, Jasper Street, Burrell Street and Estates Place.



A paved path connects Jasper Street on the west directly to the campus so that students traveling from the west do not have to walk south to Estates Place to get to S Shepard Hills Drive.



School crossing signs are included at all intersections adjacent to the school.



School Speed Zone signs on S Shepard Hills Drive indicate a speed limit of 15 miles per hour while students are present.

EXISTING PROGRAMMING

There are no supervised adult crossing locations, however, there is a staff member stationed at the south entrance as well as two guards stationed at the faculty parking lot. Two student crossing guards are stationed at the intersection of S Shepard Hills Drive and S Shepard Hills Circle. No other walk/bike related programs occur at the school, or information was not provided to the project team.

OTHER DATA

Student Travel Tallies

All fifteen classrooms submitted travel tallies the week of November 15, 2016. From the numbers submitted by participating classrooms, it was determined that 25 students walked and zero students biked to school, for a total of 25 students walking and biking. Based on enrollment at the time of the study, approximately 5% of Shepard Hills Elementary School students walk to school.

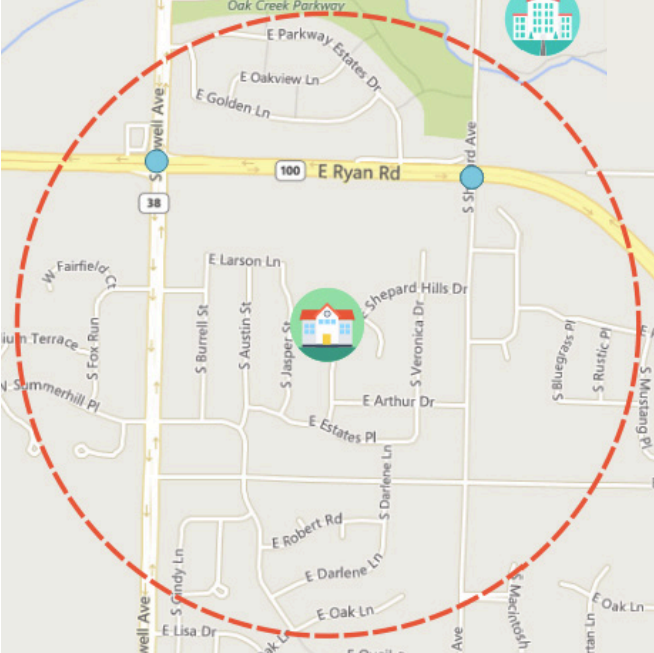
Parent Survey Summary

No data collected.



Crash History

Crash data obtained from the City of Oak Creek was mapped by the location of each incident. The data was analyzed by collision type, including crashes between motor vehicles and bicycles and crashes between motor vehicles and pedestrians. Between 2006 and 2015, there were two collisions involving a motor vehicle and bicycle reported within a half-mile radius from Shepard Hills Elementary School. Both collisions occurred along E Ryan Road, with one collision at S Howell Avenue and the other collision at S Shepard Avenue.

CRASH DATA (2006-2015):



Legend

-  Shepard Hills Elementary School
-  Bicycle Crashes
-  Pedestrian Crashes
-  0.5 mile radius from school

WALK AUDIT

On 11/16/16 a walk audit and arrival/dismissal observation were completed by the audit team. Students were observed walking to campus from the south, some with parents. The bus zone was in front of the school along S Shepard Hills Drive and the faculty parking lot had restricted access. Buses released all students simultaneously; all arriving students entered the school building through the main entrance. Many parents used the faculty parking lot to drop students off or to park and walk them into the building. Parents were observed leaving unattended vehicles idling in ADA parking spaces, the faculty parking lot, and along S Shepard Hills Drive.

All walking students were released from the front entrance before bus riders, who were escorted to their bus line by an adult. Parent pick-up appeared disorganized and many drivers rolled through stops into the faculty parking lot where students were walking. Students were observed on campus past 3:20 p.m., playing on the playground while some parents walked to campus.

WALK AUDIT CONDITIONS:

Date: 11/16/2016

Day of the Week: Wednesday

Time: 7:15-9:00 am / 2:30-3:20 pm

Weather: Clear/Sunny

Audit Team: Rudy Uumbs,
David Maier, Matt Sullivan



ASSETS AND CHALLENGES

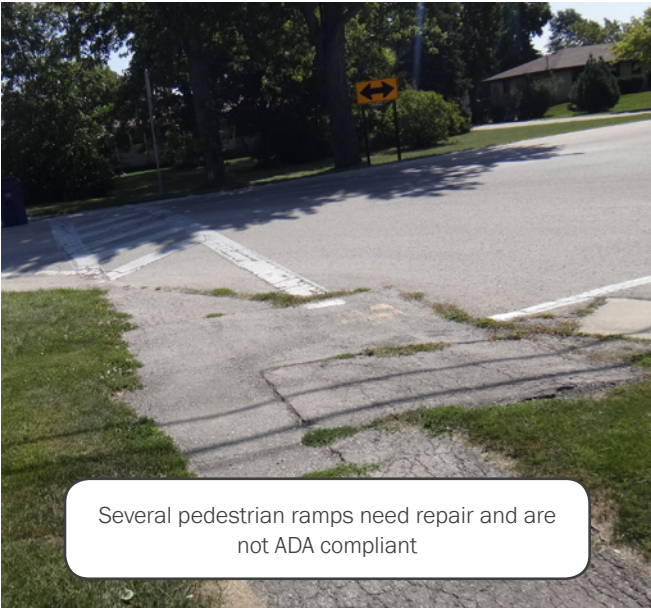
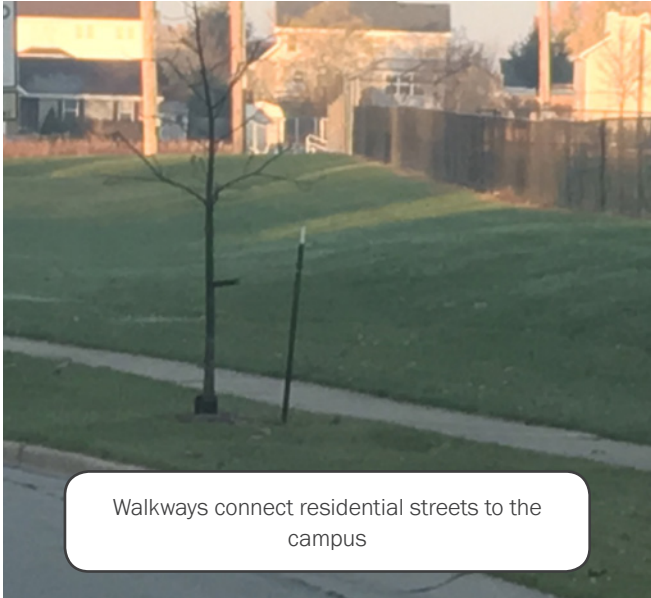
Several assets and challenges in and around the school site were identified. These assets and challenges include both programming and infrastructure and are listed below. Specific programming and infrastructure recommendations are detailed in the following section of this report.

Assets

- > Proximity to residential developments
- > Proximity to Oak Leaf Trail system that runs throughout much of the enrollment boundary area

Challenges

- > Busy arterials, such as S Howell Avenue and E Ryan Road, located within a half-mile radius walk boundary
- > Disorganized parent drop-off procedure
- > No designated space for parent vehicles
- > Condition of several ADA markings and infrastructure



RECOMMENDATIONS

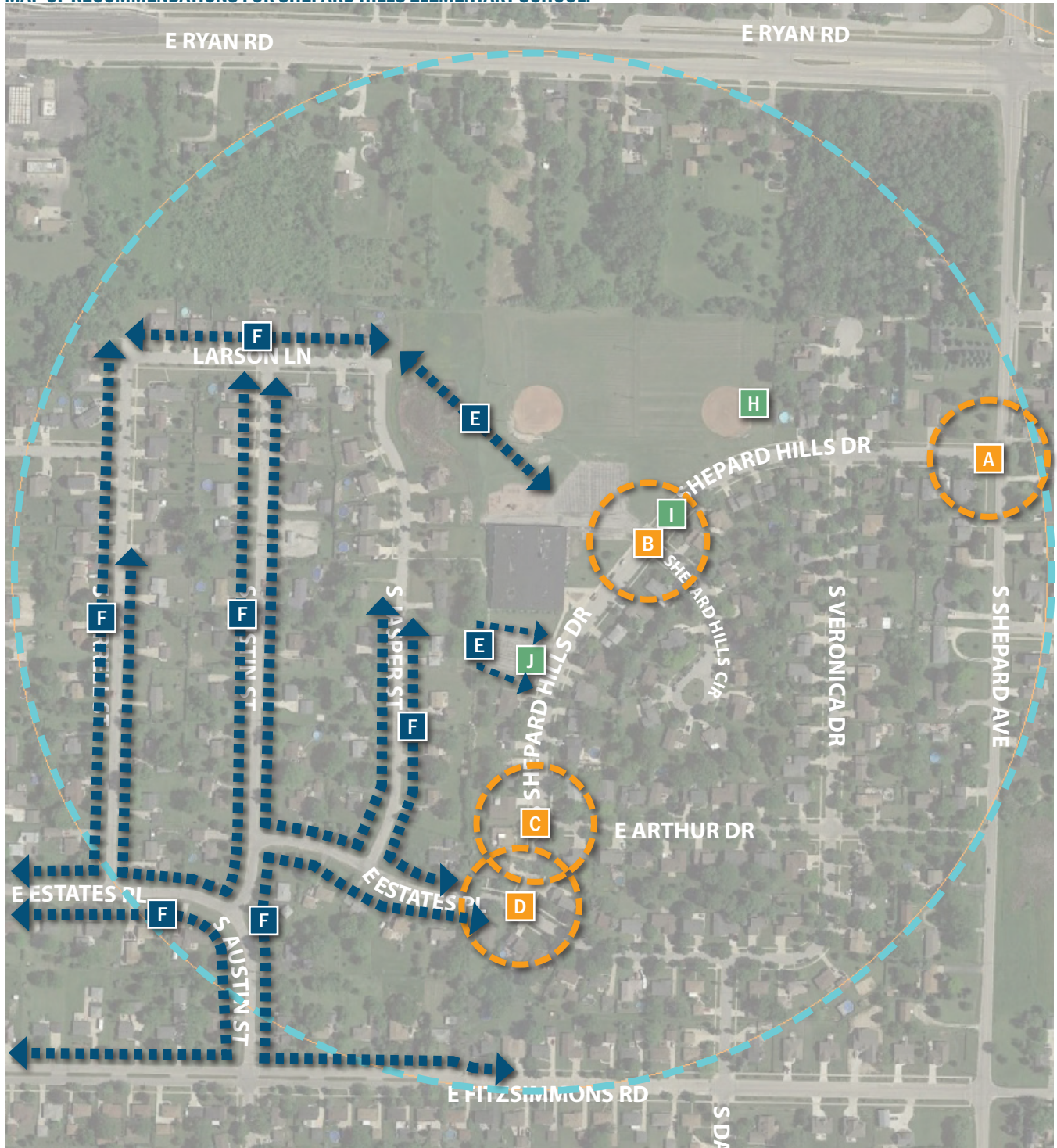
OVERVIEW


Effective Safe Routes to School initiatives include both programming and infrastructure components.


The recommendations listed here offer a selection of location-specific ideas that can be implemented in and near the vicinity of the school - please refer to the table below and to the map on the facing page for more details.


ID	TYPE	RECOMMENDATION	PRIORITY
INFRASTRUCTURE			
A	Intersection	Add stop bars and high-visibility crosswalks at all three legs of the intersection	High
B	Intersection	Install RRFB and high-visibility crosswalks at all three legs of the intersections	High
C	Intersection	Add stop bars, high-visibility crosswalks, and ADA improvements at all three legs of the intersection	High
D	Intersection	Add stop bars, high-visibility crosswalks, and ADA improvements at all three legs of the intersection	High
E	Sidewalk	Add a trail connecting Larson Lane to the playground	Medium
F	Sidewalk	Install sidewalks along residential neighborhoods to the west of campus	Low
G	Sidewalk	Install sidewalks along the border of the parking lot	Low
PROGRAMMING			
H	Programming	Update sign heights and positioning so they can be seen by oncoming traffic; Include times for "No Parking" to reflect drop-off and pick-up times	High
I	Programming	Create a crosswalk to be facilitated by school staff or volunteers; Crossing guards should wear vests	High
J	Programming	Update bicycle parking	High

MAP OF RECOMMENDATIONS FOR SHEPARD HILLS ELEMENTARY SCHOOL:



 Route Identified for improvement

 Intersection Improvement

 Programming Improvement

 Walk Boundary

PROGRAMMING

This plan includes a variety of programming recommendations to grow walking and biking to school and promote the safety of all students arriving and departing from Shepard Hills Elementary School.

PROGRAMMING RECOMMENDATIONS FOR SHEPARD HILLS ELEMENTARY:

Bike Train Programs

A Bike Train is a group of students accompanied by one or more adult who bicycle together on a pre-planned route to school. Routes can originate from a particular neighborhood or from another meeting place to include children who may live too far to bike the entire way. Bike trains address parents' safety concerns while providing a chance for students be active together in their travel to school.

Crossing Guard Training

The crossing guard patrol should be equipped with safety equipment, including paddles, vests, and high-visibility gear for all weather and/or seasons. Members of the patrol should also be trained on where to be stationed each day and when to allow students to cross.

Walking School Bus Programs

A Walking School Bus is a group of children walking to school with one or more adult. Parents can take turns leading the bus, which follows the same route every time and picks up children from their homes or bus stops at designated times. A Walking School Bus can be as informal as a few parents alternating to walk their children to school, but often it is a well-organized, PTA-led effort to encourage walking to school.



INFRASTRUCTURE

This plan recommends several infrastructure improvements to intersections, sidewalks and signage. Intersection enhancements will make street crossings safer for students, improve ADA-compliance, and resurface and repaint crosswalks that need maintenance and repair.

For a full description of each of these improvement recommendations, please see the **Infrastructure Reference Guide** in Appendix E.

INFRASTRUCTURE RECOMMENDATIONS FOR SHEPARD HILLS ELEMENTARY:



High-Visibility Crosswalks



Curb Radii Reduction



Curb Extensions



Raised Crosswalks



Painted Stop Bars



Rectangular Rapid Flash Beacons (RRFB)

Photos 2 and 4 courtesy of Dan Burden from pedbikeimages.org, photo 3 courtesy of emersongarfield.org.

IMPLEMENTATION + NEXT STEPS

Sometimes starting a new project within a busy school can seem like a daunting task. Implementing your Safe Routes to School Action Plan doesn't have to be hard. Here are some ideas to get you started:

Organize

Find your school's champions for Safe Routes - including teachers, parents and students. Start with the teachers who are already helping with departure and arrivals at the school, and bring others who are excited about more kids walking or biking to school. Bring the parents in: work with the school's parents' association to help coordinate support for walking school buses, for volunteer adult crossing guards and other ideas. Work with your city's Public Works and Planning to coordinate and prioritize improvements at your school.

Prioritize + Plan

This one is done already (it's the plan in your hands) - Congratulations! Now all you have to do is work with your team and select a couple of ideas to implement!



Share + Celebrate Success

Success is the best foundation for future success! Don't forget to review your accomplishments every year, and to note the goals you achieved, the people who helped you get there, and the tasks that remain for the coming year!

Start Small

Commit to implementing just one program or initiative in your first year (if you want to do two or more that's great also, but give yourself time and space to organize your team, to identify common priorities, and to get the help and resources that you need to succeed).

Some great ideas for starting small include:

- › Develop a map showing the best routes from surrounding neighborhoods to your school, and distribute it to parents a couple of times in the fall of the school year, and again during spring. Make sure to note the location of crossing guards, traffic signals, and sidewalks and trails.
- › Celebrate international walk and bike to school day - in 2019, it'll be on May 8 - learn more and start planning here: www.walkbiketoschool.org
- › Start a student safety patrol at your school - it's a great way to develop students' leadership skills and build a culture of walking and biking at your school. You can find more resources in the Action Plans' Appendix.
- › Work with your PTA or other involved parents to start a walking school bus route: www.walkingschoolbus.org
- › Establish a yearly school-wide tally of student travel to and from school. This will help provide the baseline of information you will need to determine which programs are yielding the best results for your school, and can help focus your efforts and priorities. They also show potential funders that your school is already making gains and is well-prepared to benefit from more expensive infrastructure improvements. Find out more in the Appendix and here: www.saferoutesdata.org
- › Work with your school's safety officer and other police partners to host a bike rodeo where students learn and practice how to safely ride and interact with traffic.
- › Get your students involved in planning for Safe Routes - ask them for their preferred routes and ideas for making walking and biking to school easier for them!

This Safe Routes to School Action Plan was prepared by Community Design Group for the City of Oak Creek, the Oak Creek-Franklin Joint School District, and the Carrollton Elementary School community. For more information about Safe Routes to School planning and programming efforts, please contact Matthew Sullivan at the City of Oak Creek or Andrew Chromy at the Oak Creek-Franklin Joint School District.