



CITY OF OAK CREEK
SAFE ROUTES TO SCHOOL
ACTION PLAN



Edgewood Elementary School



**Oak Creek-Franklin
Joint School District**
BUILDING SUCCESSFUL FUTURES TOGETHER



OAKCREEK
— WISCONSIN —

SAFE ROUTES TO SCHOOL ACTION PLAN



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Why Safe Routes to School?

SafeRoutes 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

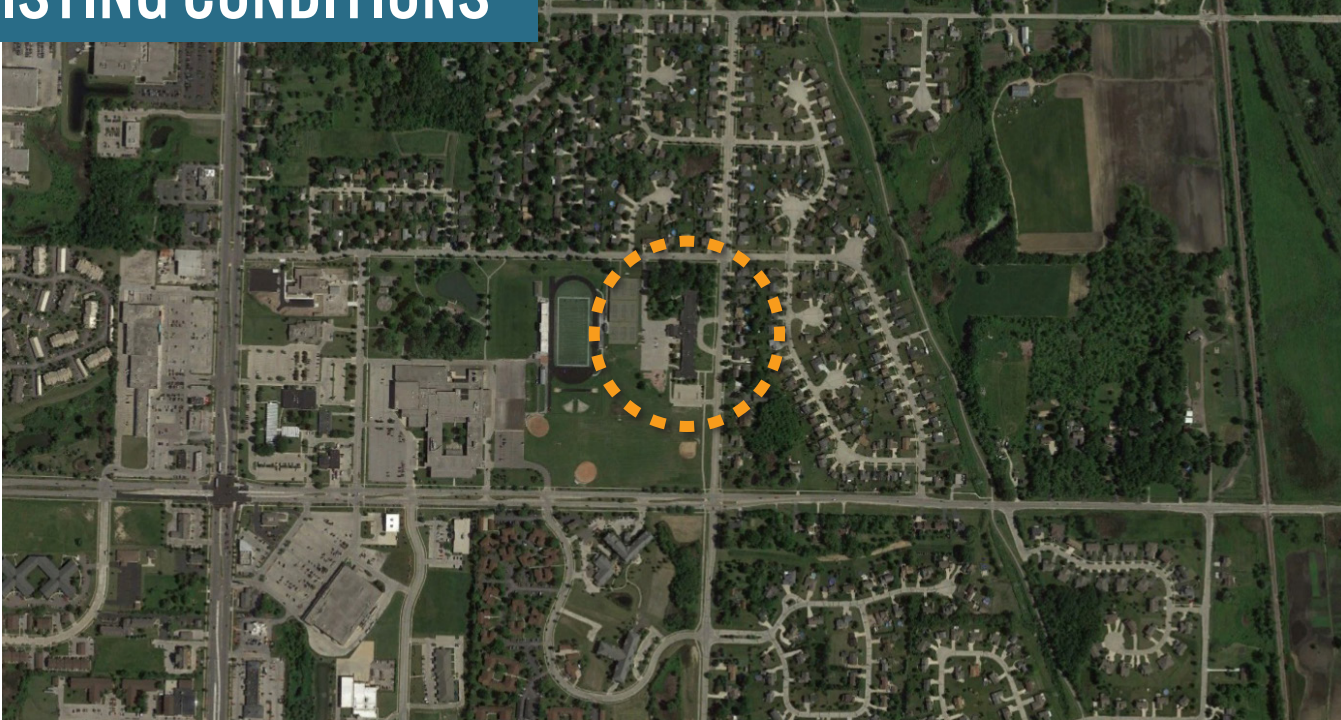
Evaluation measures conditions before, during, and after implementation, helping guide priorities and goals and ensuring efficient use of resources.



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

Edgewood Elementary School is bounded by E Groveland Drive to the north, S Shepard Avenue to the east, and E Puetz Road to the south. Oak Creek High School is directly west of the Edgewood Elementary School campus; the two schools share athletic facilities. East Middle School is located less than one mile away to the south, near S Chicago Road.

Several multifamily apartment complexes are located directly south of the school campus. Senior housing is located

across E Puetz Road to the south of the school and single family residential development is located along the north and east of the school. The nearest public library is located one mile to the northwest. The Oak Creek Community Center and the Howell Plaza Shopping Center are located one block west along S Howell Avenue. S Howell Avenue includes restaurants and convenience stores such as Starbucks and Panera Bread within walking distance of the campus.

Edgewood Elementary Quick Facts:



Principal
John Krenk



Number of Students
405



Health and Physical Education
Thomas Dorlack



Arrival Time
7:50 a.m.



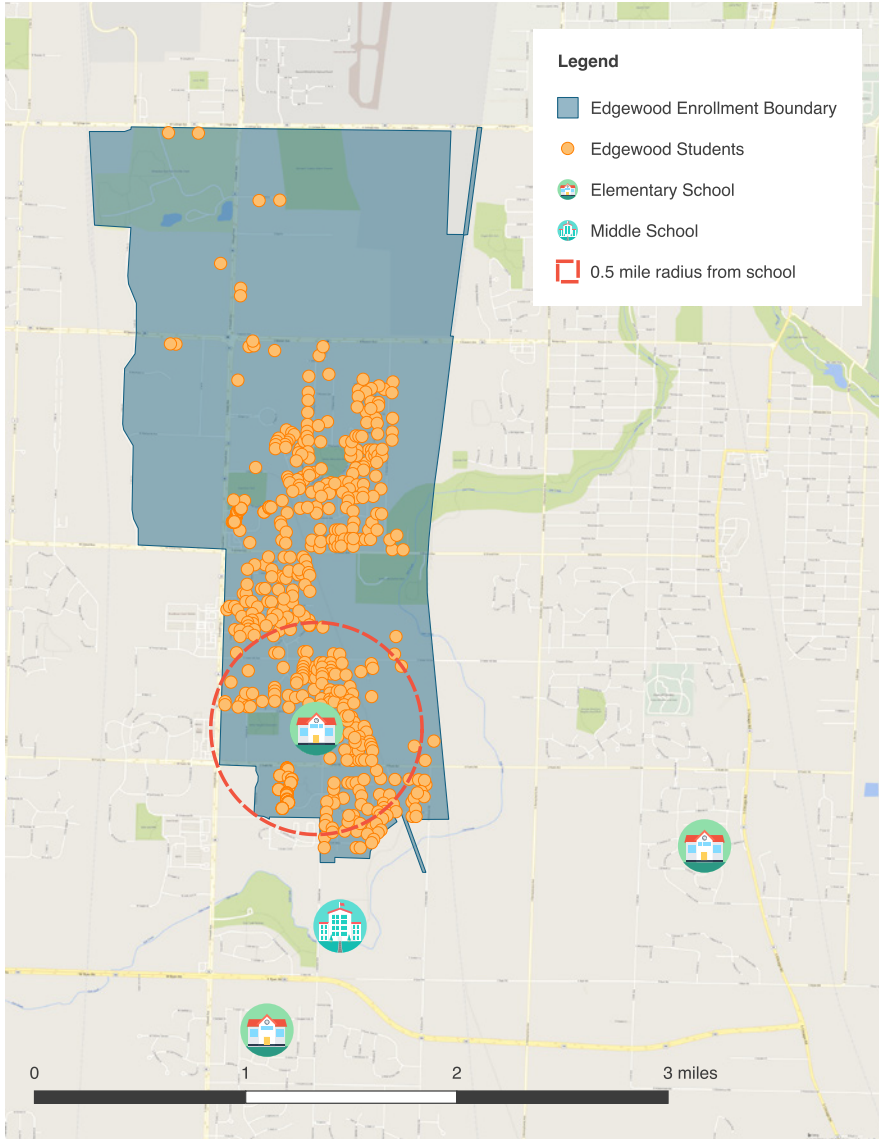
Grades
PK-5



Dismissal Time
3:05 p.m.

ENROLLMENT DENSITY

Residential locations for enrolled students cluster throughout the central and southern portions of the Edgewood Elementary School attendance area. Approximately two-fifths of all students live within a half-mile of the school.



WALKING/BIKING POTENTIAL:

Approximately **forty percent** of all students live within a walkable or bikeable distance from school (that is, one half-mile), with about **eighteen percent** of students walking or biking today.

How might we grow this number?



ACCESS AND CIRCULATION

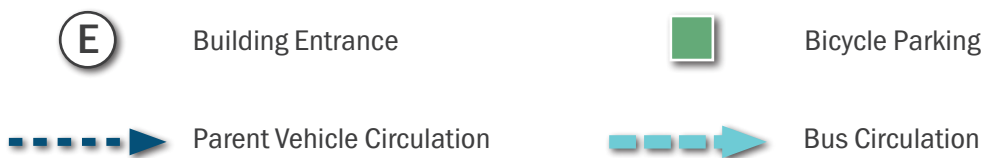
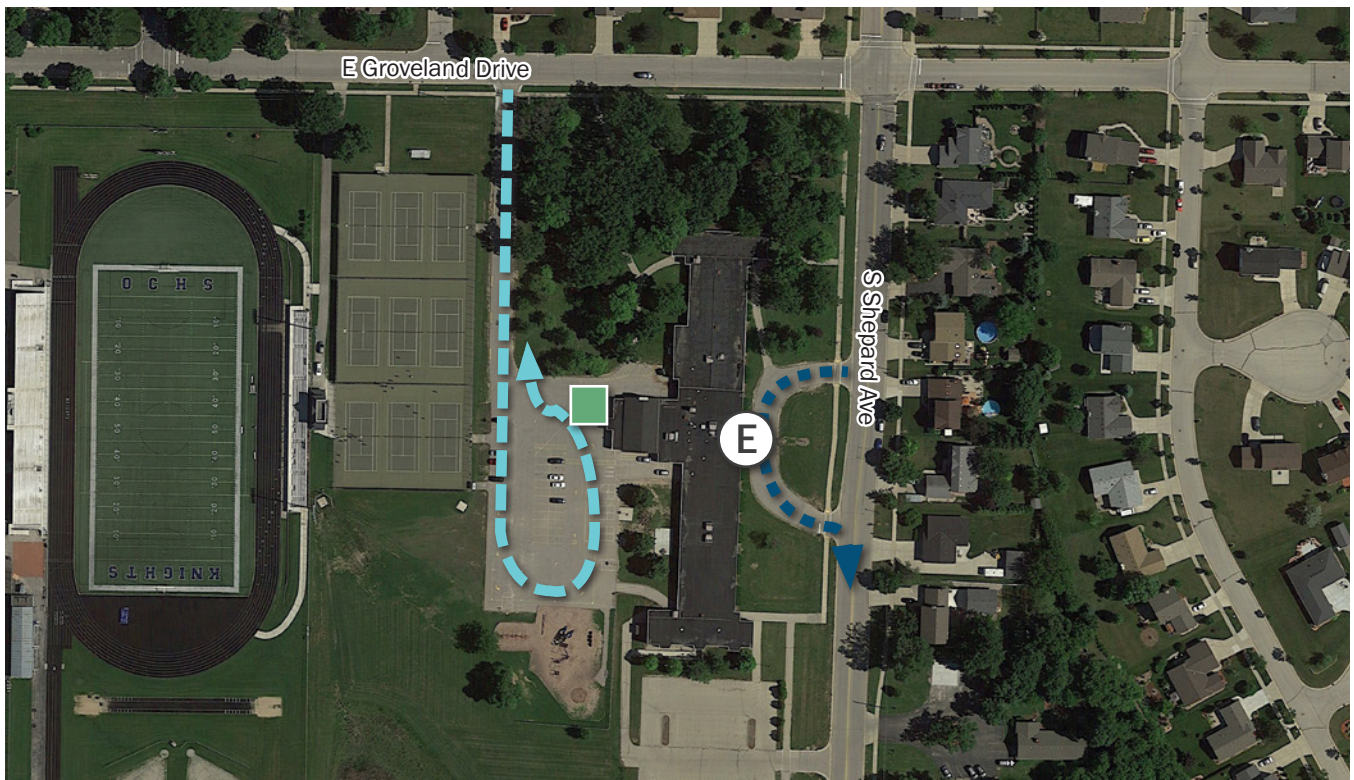
Edgewood’s main entrance is on the east side of the building, facing the horseshoe driveway. Students who depart by bus exit from the west side of the building towards the paved area in the rear of the school. Buses enter the parking area off of E Groveland Drive and park in diagonal stalls. All buses release the children at the same time when the arrival bell rings.

Parent vehicles drop off and pick up children on the east side of the school in front of the main entry. Parents enter

the pick up area from S Shepard Avenue through a one-way circle drive.

Parents have a family number displayed on their car and school staff help guide children to the correct parent vehicle.

There is currently one bike rack on the west side of the building. Walkers and bikers may exit from the east or west side of the building.



EXISTING INFRASTRUCTURE



A **paved trail** connects Henry Miller Park to the high school and elementary school sports arenas.



Sidewalks are present on the south side of Groveland Drive, both sides of S Shepard Avenue, and both sides of E Puetz Road. All residential neighborhoods have sidewalks on at least one side of the street except Verdev Drive and Valbeth Drive.



There are **high-visibility pedestrian crossings** available at Groveland Drive and S Shepard Avenue at the northeast corner of campus. A mid-block striped pedestrian crossing with a flashing school crossing beacon is located just north of the school across E Groveland Drive. School crossing signage is located along E Puetz Road and is also present along E Groveland Drive. School speed limit signs indicate a posted speed limit of 15 miles per hour when children are present.



EXISTING PROGRAMMING

There are adults who help students get onto buses and who monitor the main door at arrival and dismissal times. In addition, one adult is present at the Shepard and Groveland crossing. No other walk/bike related programs occur at the school, or information was not provided to the project team.

OTHER DATA

Student Travel Tallies

The entire school submitted travel tallies for three consecutive days during the week of November 15, 2016. From the numbers submitted by the school, it was determined that between 77 and 87 students walked and zero students biked to school. Based on enrollment at the time of this study, approximately 18% of Edgewood Elementary School students walk to school.

Parent Survey Summary

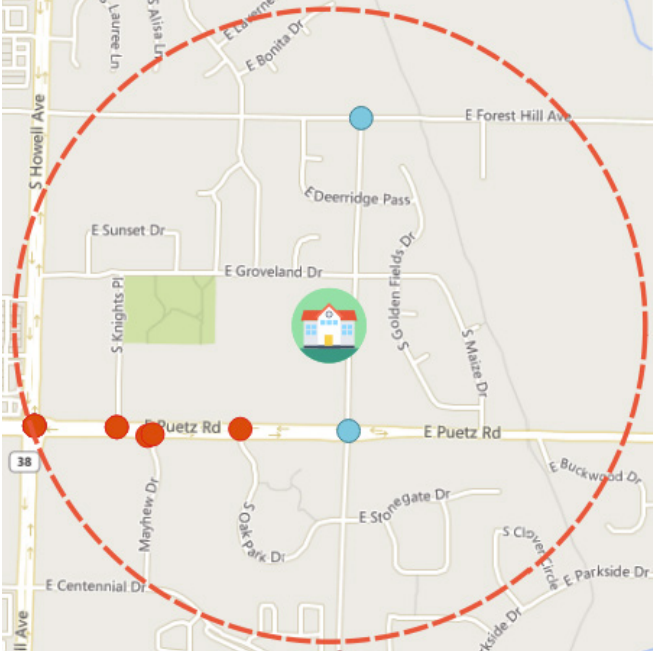
No data collected.





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 and five collisions involving a motor vehicle and pedestrian within a half-mile radius of Edgewood Elementary School.

Both bicycle crashes occurred along S Shepard Avenue, one at E Puetz Road and one at E Forest Hill Avenue. All five pedestrian crashes occurred along E Puetz Road between S Howell Avenue and S Oak Park Drive. There was one pedestrian crash that occurred just over a half-mile from campus at the intersection of S Shepard Avenue and E Park Boulevard.

CRASH DATA (2006-2015):



-  Edgewood Elementary School
-  Bicycle Crashes
-  Pedestrian Crashes
-  0.5 mile radius from school

WALK AUDIT

On 11/17/16 a walk audit and arrival/dismissal observation were completed by the audit team. During this time over 100 students were recorded walking to campus. Adult crossing guards with safety equipment directed students and parents across nearby intersections. Some parents parked along E Groveland Drive to walk their students to the front building entrance.

Six buses departed students in the rear parking lot where no other vehicles were permitted. Parents dropped off students using the southern staff parking lot, the front driveway loop, and along S Shepard Avenue, causing traffic to back up on S Shepard Avenue.

During dismissal it was unclear how students walking home from school exited the building and left campus. Buses lined up in the rear parking lot; students were loaded one bus at a time and left once fully loaded. Parents picking up students used the front driveway loop where faculty and staff brought students to their family vehicles using an assigned display number system.

WALK AUDIT CONDITIONS:

Date: 11/17/2016

Day of the Week: Thursday

Time: 7:25-8:30 am / 2:35 pm

Weather: Clear, Sunny, Warm

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

- › High-visibility pedestrian crosswalks and crossings
- › Presence of crossing guards
- › Proximity to single family and multifamily housing
- › Proximity to high school
- › Proximity to trails that run through much of the enrollment boundary area
- › Enrollment boundary largely minimizes need for students to cross E Puetz Rd or S Howell Avenue

Challenges

- › Campus is located at the far southern side of the school enrollment boundary area
- › Existing trail crossing signage and signals may not be sufficient
- › Potentially hazardous conditions and parent congestion near front of school



Flashing stop sign at a pedestrian crossing



Parent congestion near front of the school

RECOMMENDATIONS

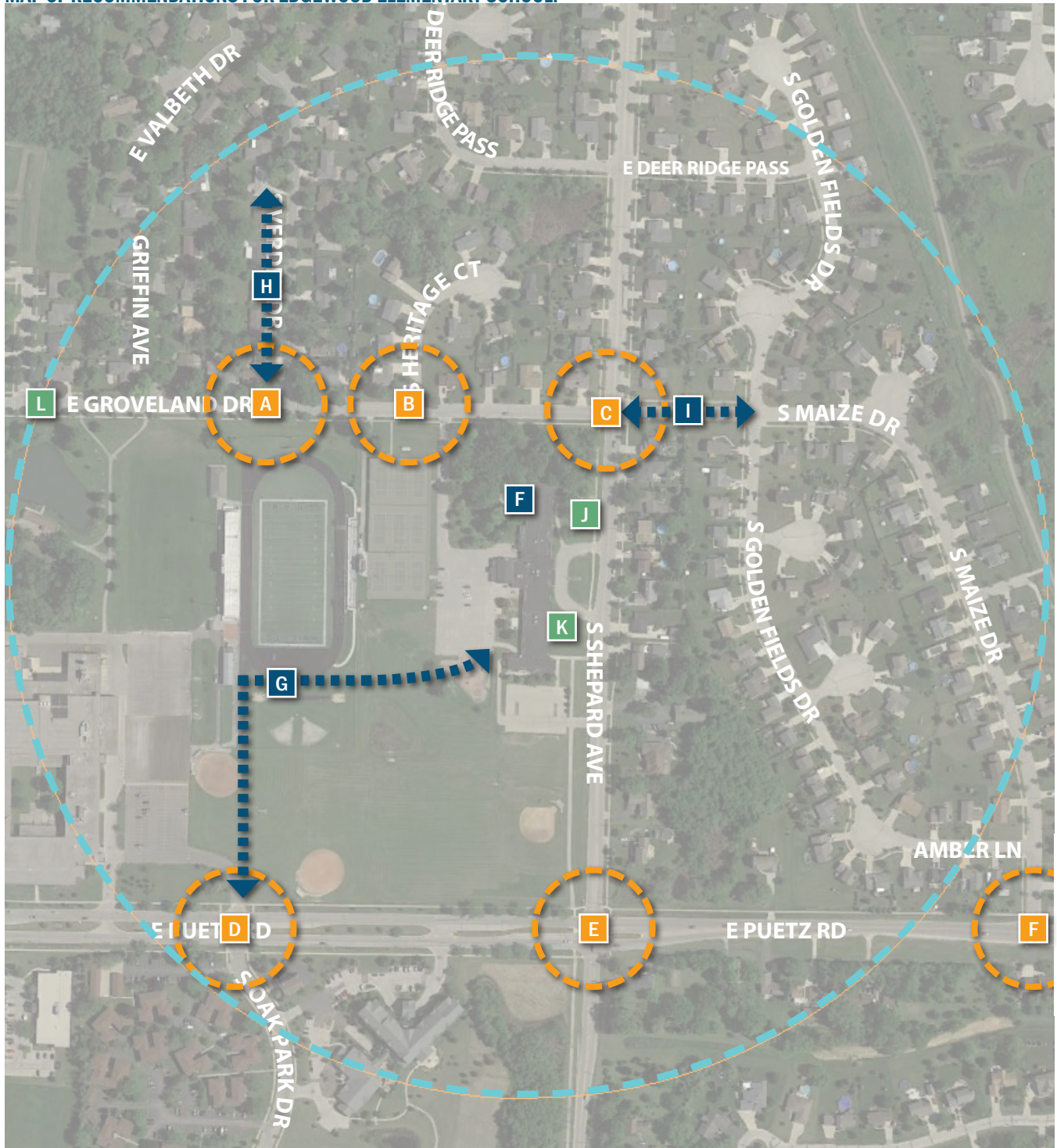
OVERVIEW

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 high-visibility crosswalks on all three legs of the intersection, possible RRFB	High
B	Intersection	Install ADA landings on all three legs of the intersection	High
C	Intersection	Add curb extensions, high-visibility crosswalks on all four legs of the intersections, raised crosswalks and RRFB	High
D	Intersection	Add high-visibility crosswalks on all four legs of the intersections, possible RRFB, pedestrian refuge	High
E	Intersection	Add high-visibility crosswalks and ADA ramp improvements on all four legs of the intersection	High
F	Intersection	Add RRFB and high-visibility crosswalks on all four legs of the intersection	Low
G	Sidewalk	Create a trail connection across green space south of campus	Medium
H	Sidewalk	Add painted advisory bicycle lanes on Verdev Drive	Low
I	Sidewalk	Add sidewalk on Groveland Drive to the east of S Shepard Ave to connect to existing sidewalks	Low
PROGRAMMING			
J	Programming	Add hour parking restrictions along west side of S Shepard Avenue	High
K	Programming	Update bike parking and move to the front of the school	High
K	Programming	Create a Park and Walk location for parents at the Armory to drop students, who will engage in a 1/4 mile walk	Medium

MAP OF RECOMMENDATIONS FOR EDGEWOOD 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 Edgewood Elementary School.

PROGRAMMING RECOMMENDATIONS FOR EDGEWOOD ELEMENTARY:

Walking School Bus

Edgewood Elementary School already has a relatively high percentage of students walking to and from school. Additional programming, such as a Walking School Bus may help grow these numbers. 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.

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.

Park and Walk Programs

Park and walk programs are designed to encourage families to park several blocks from school and walk the rest of the way. Not all students are able to walk or bike the whole distance to their school, as they may live too far away or their route may include hazardous traffic. The program allows students who are unable to walk or bike a chance to participate in the Safe Routes to School program. It also helps reduce traffic congestion at the school as fewer parent vehicles will be circulating in the campus area.



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 EDGEWOOD 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.