



CITY OF OAK CREEK
SAFE ROUTES TO SCHOOL
ACTION PLAN



Deerfield Elementary School



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



OAKCREEK
— WISCONSIN —

SAFE ROUTES TO SCHOOL ACTION PLAN



Deerfield Elementary School

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

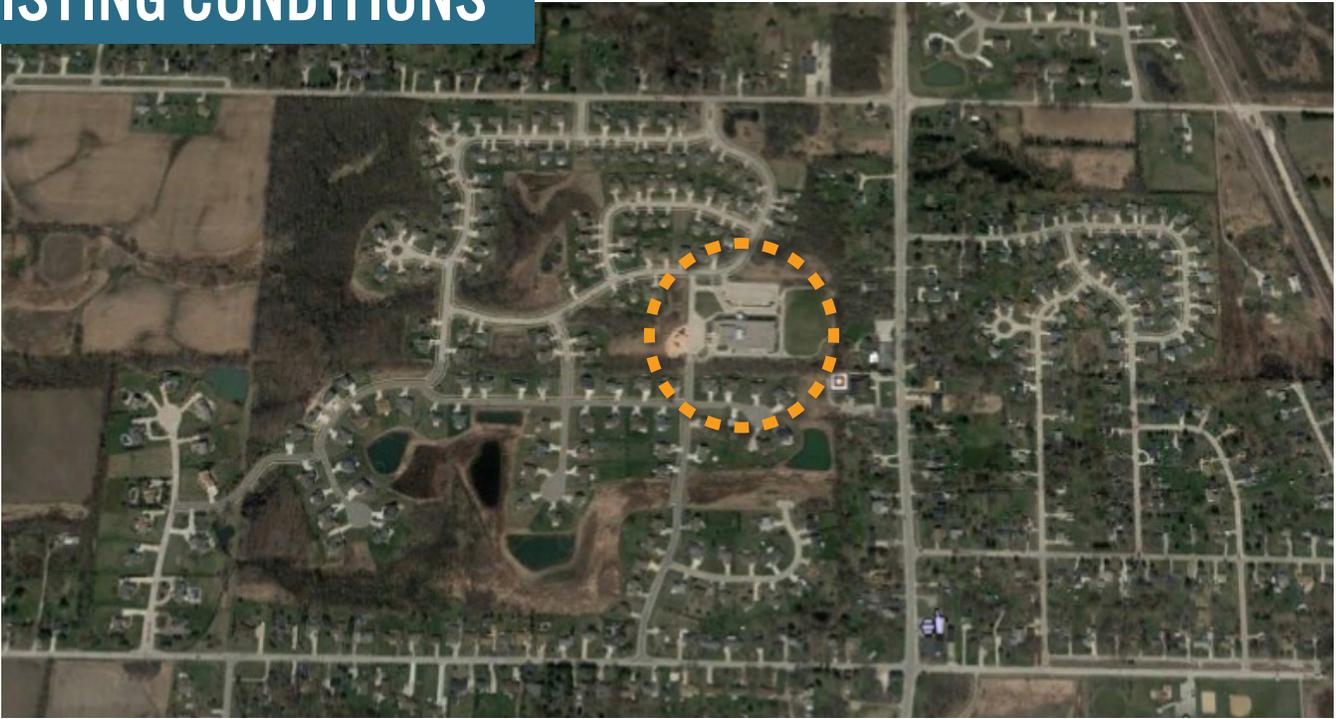
Evaluation measures conditions before, during, and after implementation, helping guide priorities and goals and ensuring efficient use of resources.



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

Deerfield Elementary School is bounded by S Monardy Lane/S Bluestem Drive to the north and by a cul-de-sac extension of E Green Meadows Drive to the south. A service-vehicle drive of S Emerald Meadows Drive forms the western boundary. The school is located adjacent to the Early Childhood Educational Center and is one mile south of Hwy 100.

Extensive single family residential development is located along all four sides of the property. The nearest public library is four miles to the northwest. A fast food restaurant is located within walking distance (four blocks to the south) and a large industrial complex which includes the Oak Creek Power Plant is located a half-mile to the southeast.

Deerfield Elementary Quick Facts:



Principal
Jim Arata



Number of Students
395



Health and Physical Education
James Huemmer



Arrival Time
8:00 a.m.



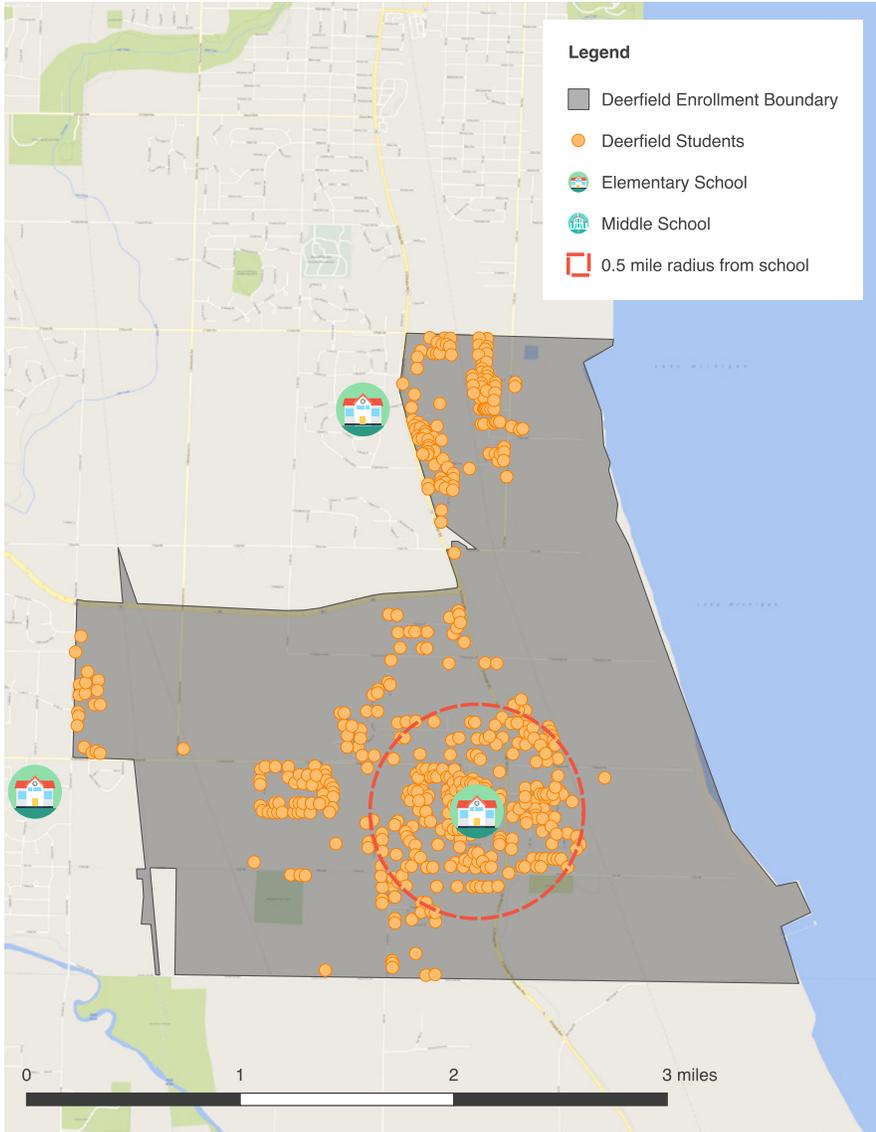
Grades
PK-5



Dismissal Time
3:05 p.m.

ENROLLMENT DENSITY

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



WALKING/BIKING POTENTIAL:

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

How might we grow this number?



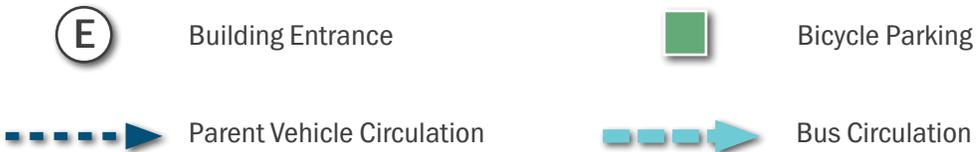
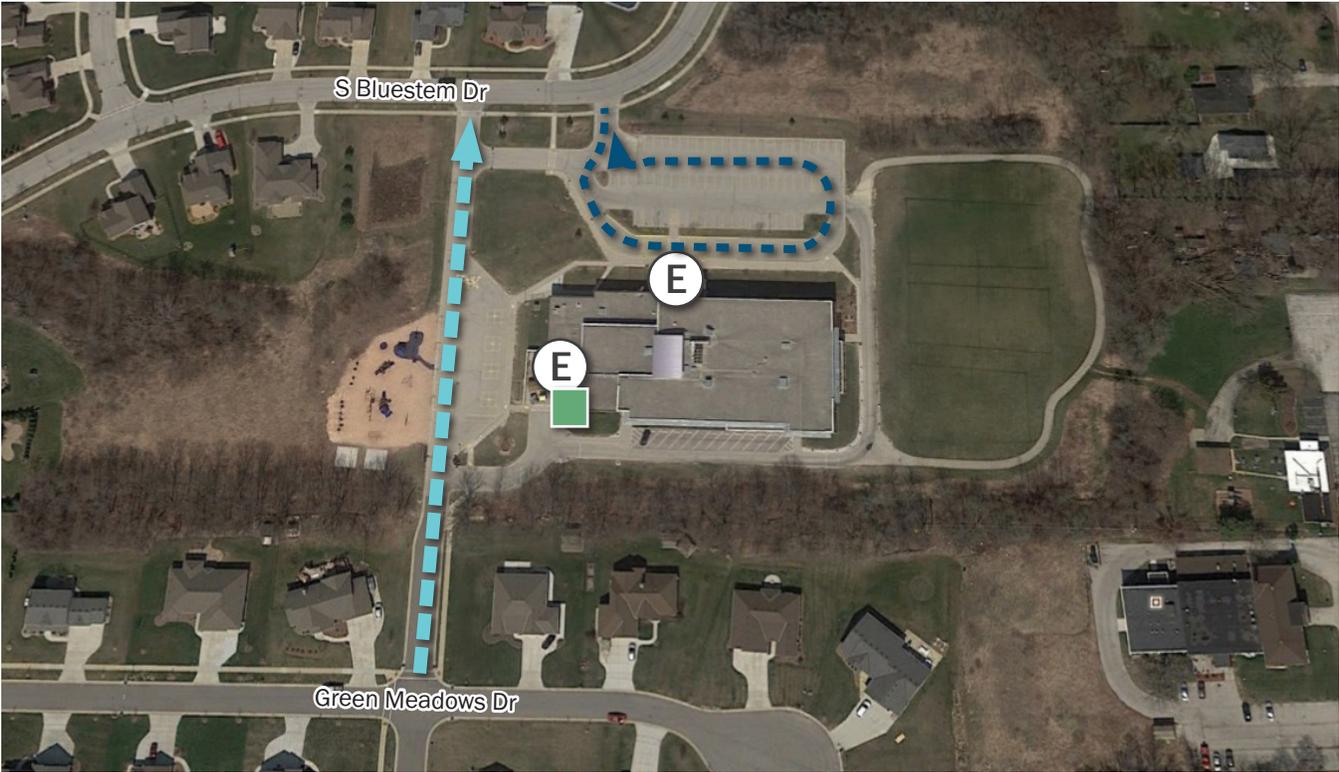
ACCESS AND CIRCULATION

Deerfield Elementary School’s main entrance is on the north side of the building, facing the main parking lot and car loop. Students departing by bus exit from the west side of the building to the bus loading and unloading area along the service road.

Parents pick their children up on the north side of the school. Cones are placed at the end of the loop to indicate drop-off location. Several adults are present to assist in the

unloading of students from vehicles. Cars enter from South Bluestem Drive and loop counterclockwise through the parking lot, exiting through the same driveway.

Bicycle parking is located on the west side of the building. Students who walk or bike may exit from either entrance, whichever is more convenient for their route.



EXISTING INFRASTRUCTURE



Sidewalks are present on both sides of all surrounding residential neighborhood streets. All bordering streets to Deerfield Elementary allow for direct access to the school.



A **trail** is located around the rear of the school. The trail provides access to S Chicago Road on the eastern edge of the school.



Pedestrian crossings are located at the intersection of Green Meadows Drive and S Emerald Meadows Drive, to the south of campus and at all residential streets along S Bluestem Drive.



Crossings are striped at the east-west crossings, but not across S Bluestem Drive itself (shown above). Posted school speed zone signs indicate that the speed is 15 miles per hour when children are present.

EXISTING PROGRAMMING

Crossings are supervised at the school’s main entrance. In addition, faculty monitor parent drop-off zones. No other walk/bike related programs occur at the school, or information was not provided to the project team.

OTHER DATA

Student Travel Tallies

Twelve of thirteen classrooms completed travel tallies during the weeks of November 15 and November 21, 2016. From the numbers submitted by participating classrooms, it was determined that 34 students walked and zero students biked to school. Based on enrollment at the time of the study, approximately 9% of Deerfield Elementary School students walk to school.

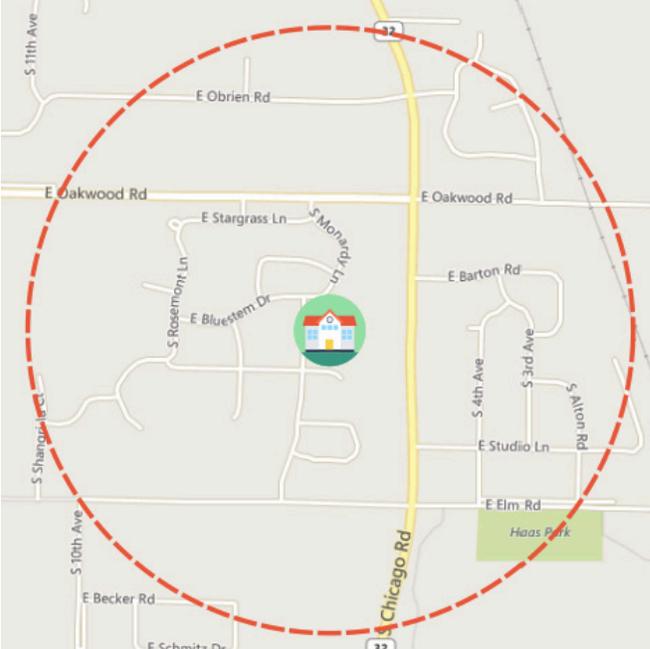
Parent Survey Summary

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 no reported collisions within a half-mile radius from Deerfield Elementary School.

CRASH DATA (2006-2015):



Legend

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

WALK AUDIT

On 11/14/16 a walk audit and arrival/dismissal observation were completed by the audit team. All students observed walking arrived from north of campus with adults while no students were observed biking to school. All students arriving before 7:50 a.m. waited outside unless escorted inside with a special badge. Bused students were not departed until 7:50 a.m. Students had playground access, but an adjacent driveway remained open to vehicles. There was a second arrival period for younger students between 8:50 and 9:00 a.m.

In the afternoon, some parents walked home with students and the majority of students walking had departed campus by 3:12 p.m. Buses arrived on campus after most walkers had left. Bus riders were released from the building at approximately 3:13 p.m. to load buses. Parents picking up students by family vehicles started to line up at 2:30 p.m., creating a backed up line of vehicles near the front entrance of the school at the service drive. Many cars were observed driving against traffic.

WALK AUDIT CONDITIONS:

Date: 11/14/2016

Day of the Week: Monday

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

Weather: Clear/Cloudy, Cool

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
- > Campus is located in the center of the school enrollment boundary
 - > Proximity to Early Childhood Educational Center
 - > Engaged parents observed walking with students

- ### Challenges
- > Lack of adequate school zone signage
 - > Inconsistent ADA facilities
 - > Parent pick-up activities generate potentially hazardous conditions
 - > Configuration of campus parking lot and driveways generate potentially hazardous conditions



A trail provides access to the Early Childhood Educational Center



Configuration of the school's parking lot and driveways complicates traffic flow

RECOMMENDATIONS

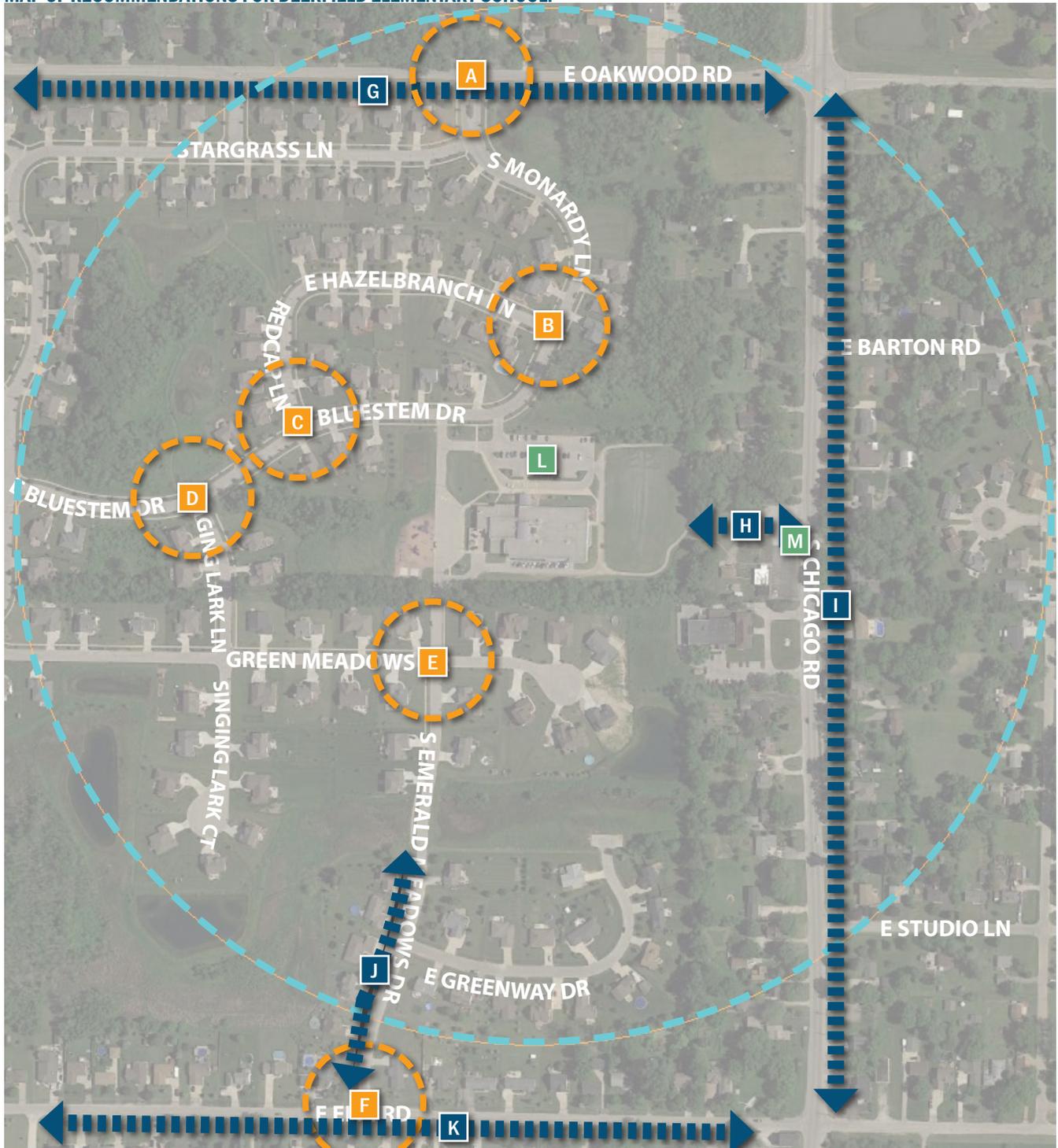
OVERVIEW

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	Install stop bars and high-visibility crosswalks at all three legs of the intersection	High
B	Intersection	Install high-visibility crossings to get from Hazelbranch Lane across S Bluestem Drive	High
C	Intersection	Install high-visibility crossings to get from Redcap Lane across S Bluestem Drive	High
D	Intersection	Install stop bars and high-visibility crosswalks on all three legs of the intersection	High
E	Intersection	Install high-visibility crosswalks on all four legs of the intersection	High
F	Intersection	Install stop bars, high-visibility crosswalks, and RRFB	Low
G	Sidewalk	Install a sidewalk along the south side of E Oakwood Road	Low
H	Sidewalk	Create a safe walkway to get from the daycare to campus	Medium
I	Sidewalk	Install sidewalks along S Chicago Road	Low
J	Sidewalk	Install sidewalks along S Emerald Meadows Drive to connect to existing walkways	Low
K	Sidewalk	Install sidewalks along E Elm Road	High
PROGRAMMING			
L	Programming	Allow only counterclockwise travel through the parking lot	Low
M	Programming	Potential Park and Walk location for parents to drop students, who will engage in a 1/2 mile walk	Low

MAP OF RECOMMENDATIONS FOR DEERFIELD 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 Deerfield Elementary School.

PROGRAMMING RECOMMENDATIONS FOR DEERFIELD ELEMENTARY:

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.

Bus Loading Zone

The bus loading zone is recommended to remain the same along the west side of the building. Buses would enter from the south driveway and exit from the north driveway to avoid mixing traffic with family vehicles.

Pick-up/Drop-off Procedures

The parent pick-up loop should remain the same, but cones should be provided to ensure proper adherence to driving direction within the lot.



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 DEERFIELD 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 Carollton 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.