

CITY OF OAK CREEK

SAFE ROUTES TO SCHOOL

ACTION PLANS



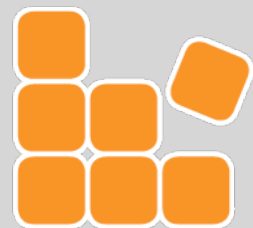
SPRING 2018



Oak Creek-Franklin  
Joint School District  
BUILDING SUCCESSFUL FUTURES TOGETHER



OAKCREEK  
— WISCONSIN —



a people-centered,  
asset-based approach to  
urban planning, policy and design

**community design group**

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# Agenda

- Introductions
- Why we're meeting today
- An introduction to Safe Routes to School
- Overview of the Oak Creek Action Plans
- Implementation
- Next steps
- Questions

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**SAFE ROUTES TO SCHOOL**  
**ACTION PLANS**

SPRING 2018



- Nine Action Plans:
- Seven Elementary
  - Two Middle Schools
  - Appendix

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**SAFE ROUTES TO SCHOOL**  
**ACTION PLAN**



**Carollton Elementary School**





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**SAFE ROUTES TO SCHOOL  
ACTION PLAN** 

**Carollton Elementary School**



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# Vision for the Action Plans

*Oak Creek students and families can safely, comfortably and conveniently walk or bike to school in a safe and inviting environment.*

*Parents, school staff, local officials, community volunteers, and local law enforcement work together to provide the infrastructure and programs necessary to keep kids safe and active and to invite them and their families to choose to walk or bike to school more often.*

# **A Quick Introduction to Safe Routes to School (SRTS)**



Hanson Blvd

ONE

SWEET TOPPINGS

STOP

SPEED LIMIT 30



*Courtesy Irene Quintáns, Caminho Escolar do Paraisópolis, São Paulo, Brasil*





Courtesy IMPLAN Culiacán, Mexico

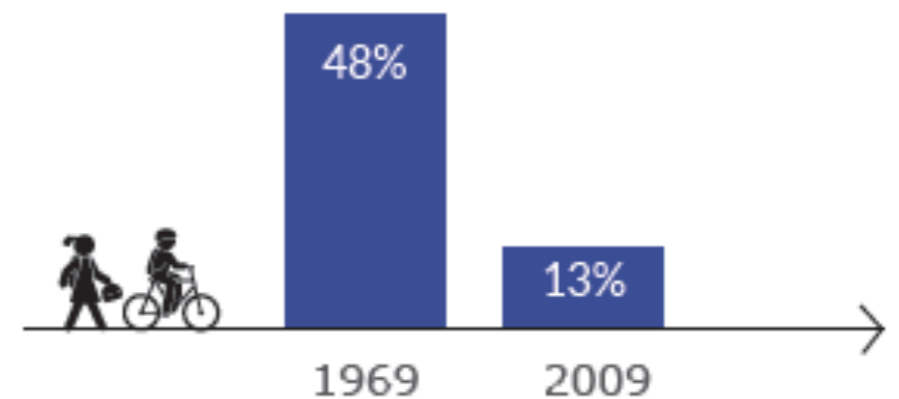
# **Why Safe Routes to School?**

# The Issue

- Very few students are walking and biking to school
- Many causes:
  - ▶ Parent schedules
  - ▶ School siting, consolidation, and land use policies
  - ▶ Other barriers to walking and biking: traffic speeds and volumes, personal safety

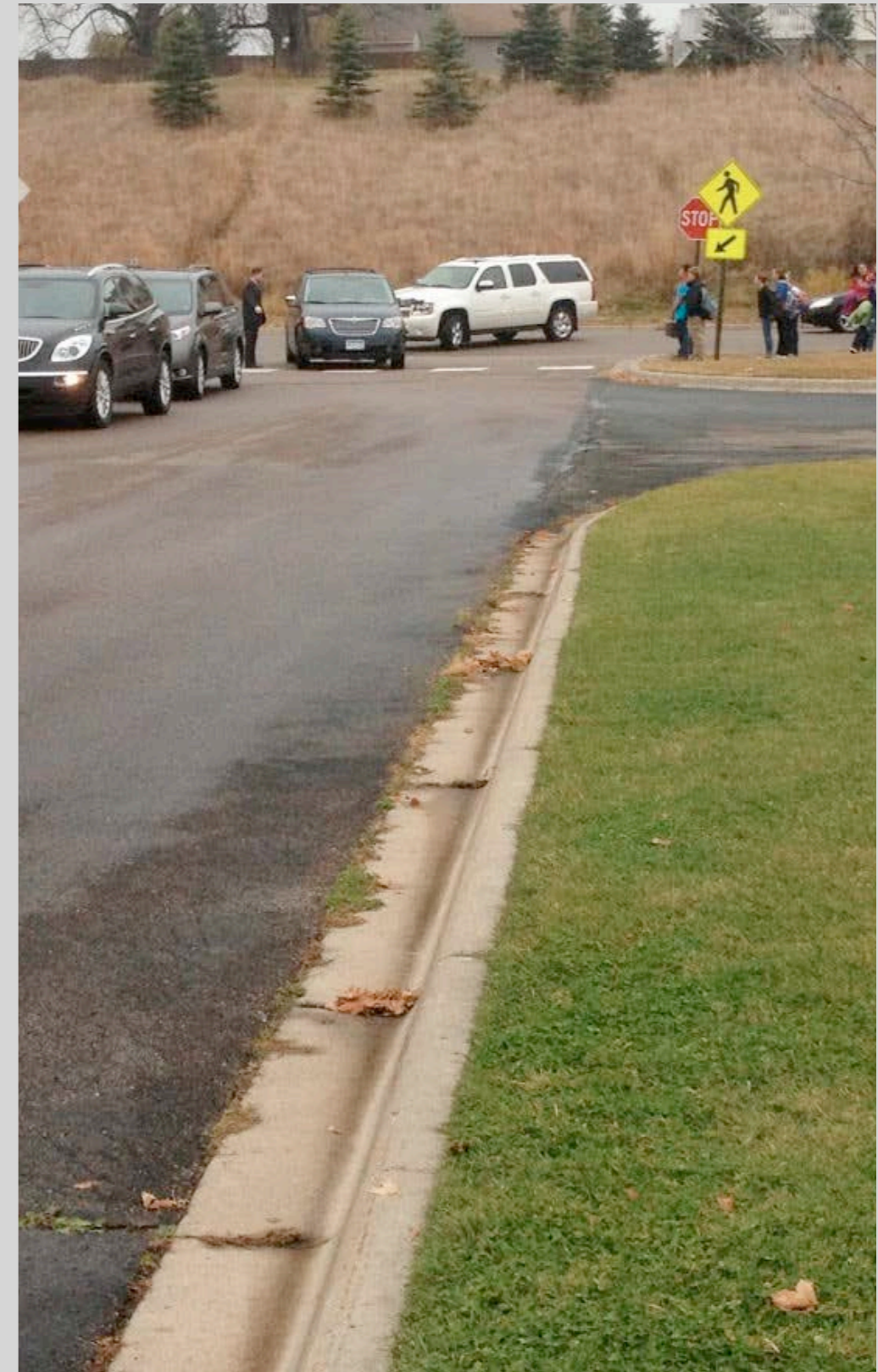
## Why SAFE ROUTES TO SCHOOL?

» Within the span of one generation, the percentage of children walking or bicycling to school has dropped precipitously.



# The Issue

- Lack of exercise contributes to negative health outcomes for children
- Increased traffic:
  - ▶ Decreases student safety
  - ▶ Decreases air quality around school locations
- Safe Routes to School can offer a comprehensive set of tools to address the problem





**What can a Safe Routes to School program do?**



# An active SRTS program can:

- Increase rates of students walking and biking to school
- Improve student academic performance
- Improve student safety
- Decrease car traffic and congestion in and around schools
- Instill life-long healthy habits
- Improve community connectivity, health, safety



## Basics for Safe Routes to School



# The 6Es of Safe Routes to School

- Engineering

**INFRASTRUCTURE**

- Education
- Encouragement
- Enforcement
- Evaluation
- Equity

**PROGRAMMING**





## The 6Es in Action



# Infrastructure

# Engineering for walking

- Sidewalks and paths
- Curb ramps
- High-visibility crosswalks
- Curb extensions/bump-outs
- Pedestrian crossing signals

# Engineering for walking



# Engineering for biking

- Facilities
  - ▶ Bicycle lanes
  - ▶ Multi-use paths (walking and biking)
  - ▶ Cycletracks (separated bike lane)
- Intersection treatments
  - ▶ Traffic signals for bicycles
- End of trip facilities
  - ▶ Bicycle parking

# Engineering for biking



# Programming

# Education

- Walk/bike route maps
- Public education for safety improvements
- Student and parent safety training
- Curriculum about the benefits of walking and biking



# Education



# Encouragement

- Community Open Streets events
- Bike to work events
- School incentive programs
  - ▶ Golden Boot challenge
- School-wide walking and biking events
  - ▶ Walking Wednesday, Bike to School Day
- Organized walk/bike school travel options
  - ▶ Walking school bus, bicycle trains

# Encouragement



# Enforcement

- Support from law enforcement officials
  - ▶ Increased enforcement near schools during early fall and spring
  - ▶ Automated enforcement measures such as digital speed signs
- Well-trained staff, crossing guards and student patrols

# Enforcement



# Evaluation

- Conduct baseline inventory/audit of school travel behaviors and existing conditions
- Establish clear goals and performance measures, and a timeline for intervention
- Evaluate progress as programs and policies are implemented

# Evaluation



## Safe Routes to School Students Arrival and Departure Tally Sheet

**+ CAPITAL LETTERS ONLY – BLUE OR BLACK INK ONLY +**

School Name:  Teacher's First Name:  Teacher's Last Name:

Grade: (PK,K,1,2,3,...)  Monday's Date (Week count was conducted)   Number of Students Enrolled in Class:

0 2
M M
D D
Y Y Y Y
1 5

- Please conduct these counts on two of the following three days Tuesday, Wednesday, or Thursday. (Three days would provide better data if counted)
- Please do not conduct these counts on Mondays or Fridays.
- Before asking your students to raise their hands, please read through all possible answer choices so they will know their choices. Each Student may only answer once.
- Ask your students as a group the question "How did you arrive at school today?"
- Then, reread each answer choice and record the number of students that raised their hands for each. Place just one character or number in each box.
- Follow the same procedure for the question "How do you plan to leave for home after school?"
- You can conduct the counts once per day but during the count please ask students both the school arrival and departure questions.
- Please conduct this count regardless of weather conditions (i.e., ask these questions on rainy days, too).

Key	Weather	Student Tally	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
	S= sunny R= rainy O= overcast SN= snow	Number in class when count made	-	-	-	Only with Children from your family	Riding with children from other families	City bus, subway, etc.	Skate-board, scooter, etc.
Sample AM	S N	2 0	2	3	8	3		3	1
Sample PM	R	1 9	3	3	8	1	2	2	
Tues. AM									
Tues. PM									
Wed. AM									
Wed. PM									
Thurs. AM									
Thurs. PM									
Please list any disruptions to these counts or any unusual travel conditions to/from the school on the days of the tally.									

**+ +**



## A Quick Tour of the Action Plans

CITY OF OAK CREEK  
**SAFE ROUTES TO SCHOOL**  
**ACTION PLAN**





# EXISTING CONDITIONS



## CONTEXT

Carrollton Elementary is one of seven elementary schools, two middle schools, and one high school in the Oak Creek-Franklin Joint School District which serves over 6,400 students residing in the City of Oak Creek and a portion of the City of Franklin. These facilities also serve the neighborhoods for other cultural, recreational and social activities.

Carrollton Elementary School is bounded by East Carrollton Drive on the north and east sides, South Patricia Boulevard on the west and East Gracie Court on the south. The school campus is over one quarter-mile north of Saint Matthew Parish School and one quarter-mile southeast of Grace Lutheran School. South Chicago Road is located two-blocks east of the school.

### Carrollton Elementary Quick Facts:



**Principal**  
Paul Kenwood



**Number of Students**  
417



**Health and Physical Education**  
Matt Bersch + David Knoernschild



**Arrival Time**  
8:00 a.m.



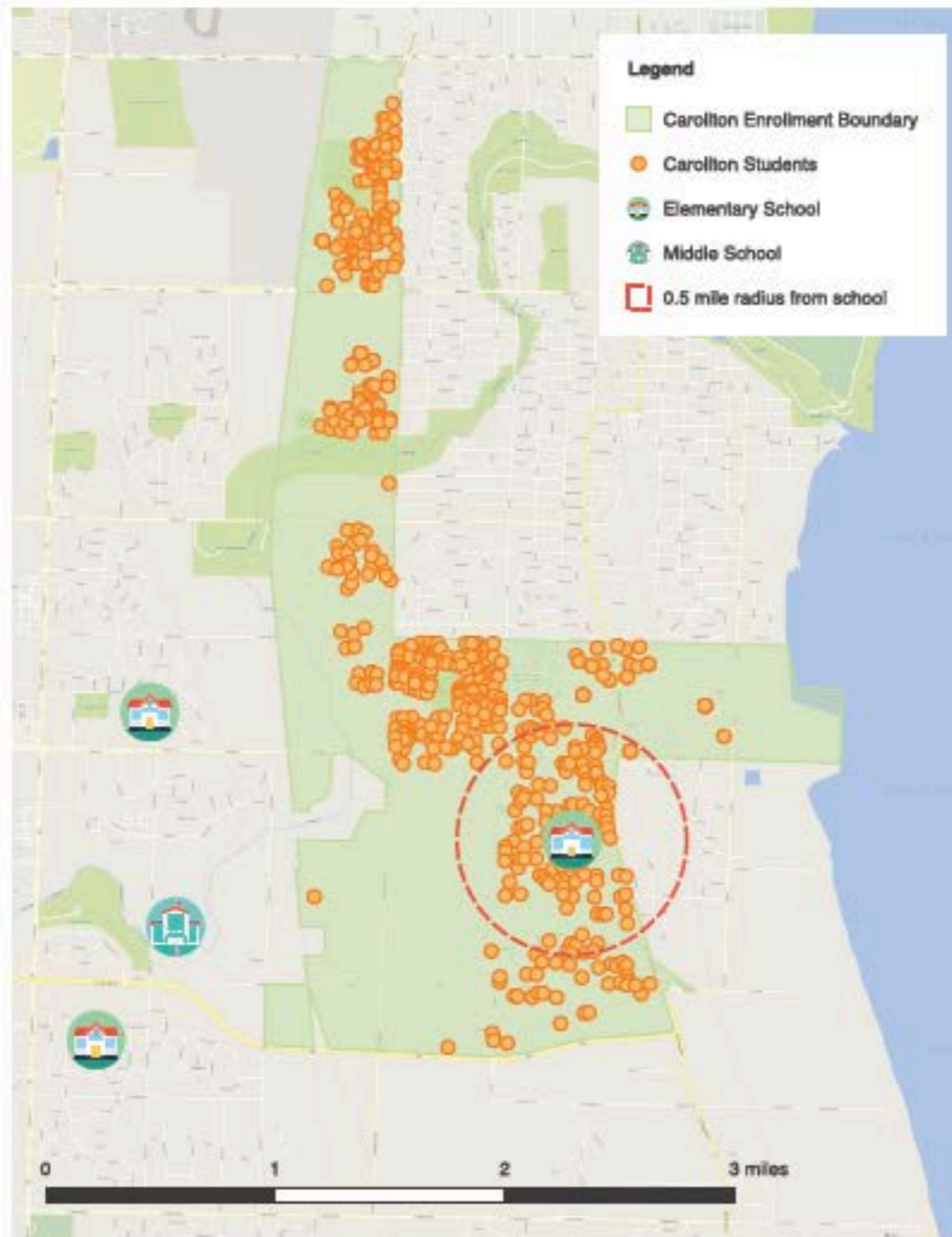
**Grades**  
PK-5



**Dismissal Time**  
3:05 p.m.

## ENROLLMENT DENSITY

Enrollment density is clustered throughout the northern and eastern portions of the Carrollton Elementary School attendance area. Approximately one-quarter of Carrollton students live within a half-mile of the school.



### WALKING/BIKING POTENTIAL:

Twenty-five percent of students (417 students) live within a walkable or bikable 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

Several apartment buildings are located a half-mile to the north along South Chicago Road. Single family residential development is located along all sides of the campus. The closest library is located 2.7 miles from the school.

Carrollton Elementary School's main entrance is on the east side of the building, facing the bus loop. Students who arrive and leave by bus use this main entrance. Buses queue up along the loop prior to dismissal periods.

Parent pick-up and drop-off is located at the west entrance. Parents enter from Carrollton Drive and queue up on the designated lane in the west parking lot before exiting through a different driveway back onto Carrollton Drive. School staff supervise the drop-off procedure.

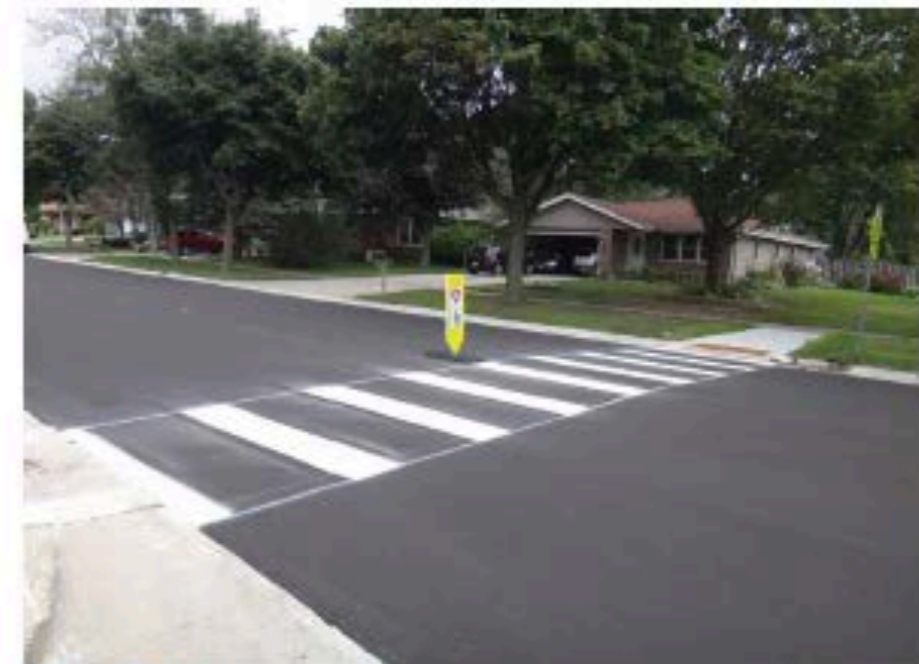
Bicycle parking is located at the main east entrance near the bus loop. Students who walk or bike are dismissed through the main east doors after the buses have departed.



## EXISTING INFRASTRUCTURE



**Sidewalks** are present on both sides of Carrollton Drive adjacent to the school and terminate near the campus boundaries in the absence of residential sidewalks.



**High-visibility crosswalks and pedestrian crossing signs** along Carrollton Drive were recently added as a result of the close coordination between the city and school district during the SRTS planning process.



**A paved path** surrounds the school and connects to Gracie Lane south of campus. This paved path also connects to Oak Creek Drive and Bonnie Drive to the north.



**School Speed Zone signs** are posted along Carrollton Drive indicating a limit of 15 mph when children are present. There are no posted speed limit signs for when children are not present.

# EXISTING PROGRAMMING

Crossings are supervised by staff at the main entrances. 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 twenty classrooms submitted walk and bike numbers during the week of November 15, 2016. From the hand tallies submitted by participating classrooms, it was determined that 19 students walked and four students biked to school. Based on enrollment at the time of the study, approximately 4% of Carrollton Elementary School students walk and approximately 1% of students bike to school.

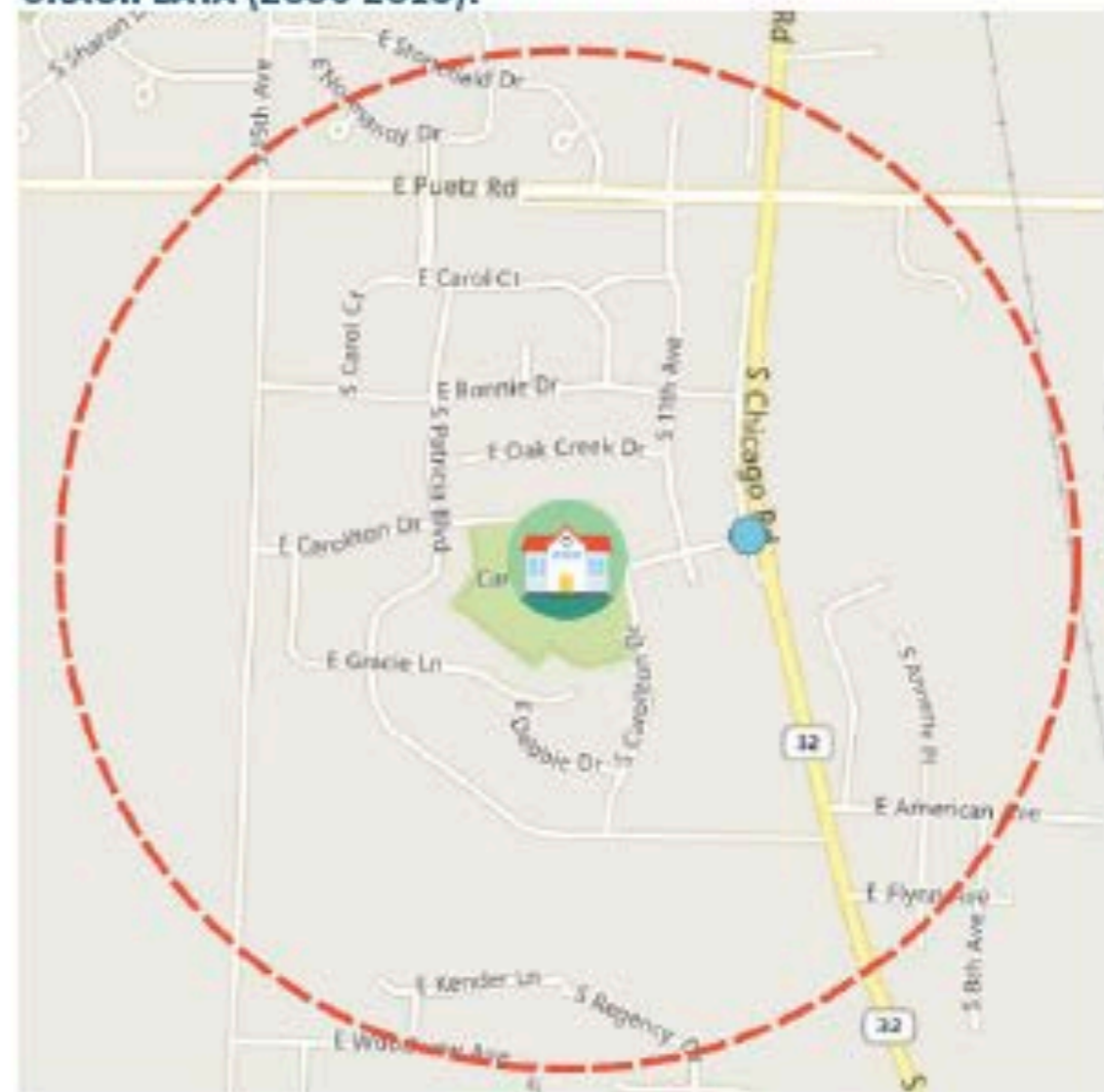
### Parent Survey Summary

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 was one collision involving a motor vehicle and bicycle within a half-mile radius of Carrollton Elementary School. This crash occurred at the intersection of S Chicago Road and E Madeira Drive.

### CRASH DATA (2006-2015):

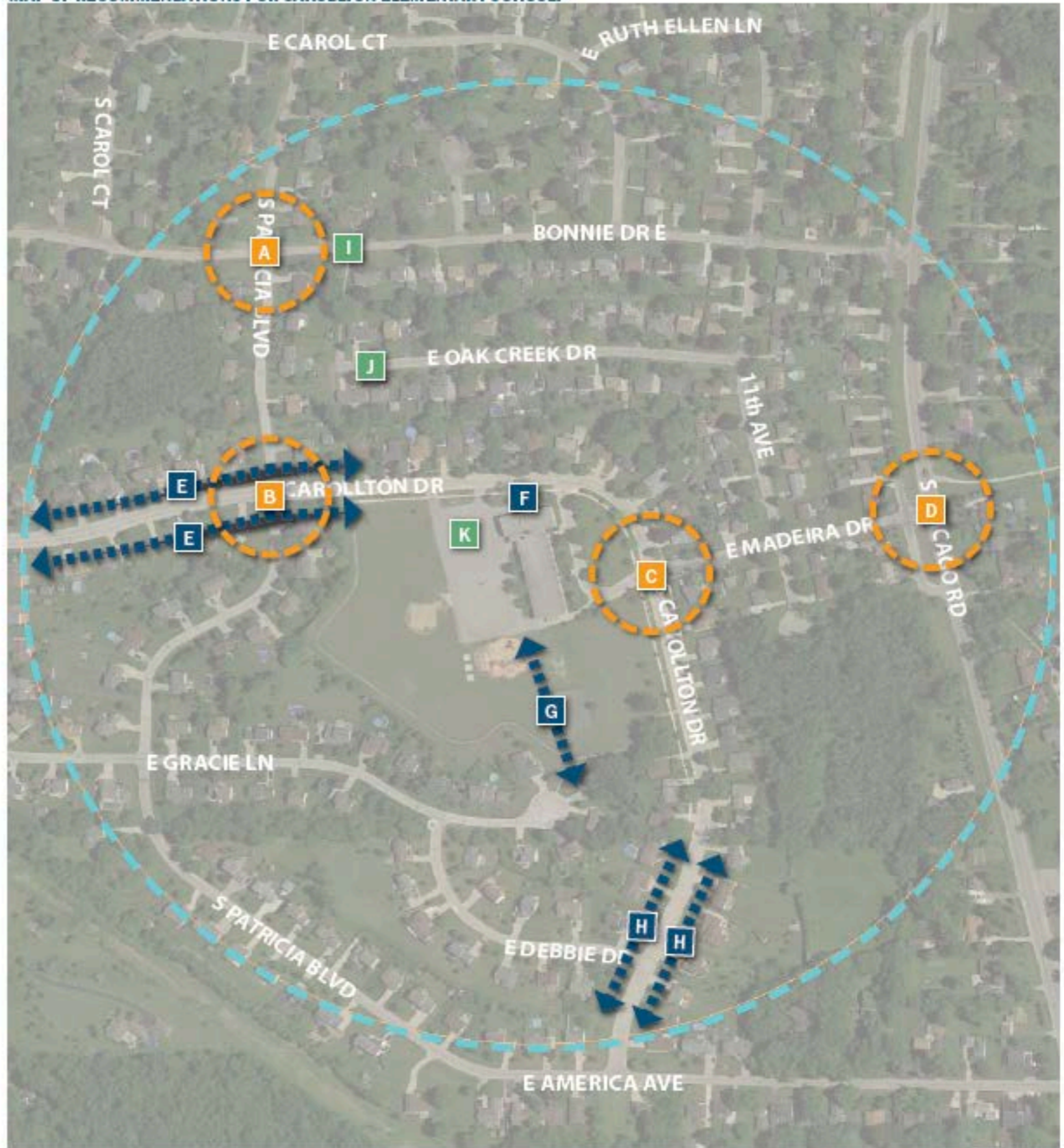


#### Legend

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

# RECOMMENDATIONS

MAP OF RECOMMENDATIONS FOR CAROLLTON ELEMENTARY SCHOOL:



Route Identified for improvement



Intersection Improvement



Programming Improvement



Walk Boundary

ID	TYPE	RECOMMENDATION	PRIORITY
<b>INFRASTRUCTURE</b>			
A	Intersection	High-visibility crosswalks and curb radii reduction on all four legs of South Patricia Blvd and Bonnie Drive	High
B	Intersection	Curb extensions and high-visibility crosswalks on all four legs of South Patricia Blvd and East Carrollton Drive	High
C	Intersection	Curb extensions and high-visibility crosswalks on all four legs of East Madeira Drive and South Carrollton Drive	High
D	Intersection	Stop bars and high-visibility crosswalks on all three legs of East Madeira Drive and South Chicago Road	High
E	Sidewalk	Install a sidewalk or painted sidewalk along both sides of East Carrollton Drive connecting to existing sidewalks	High
F	Sidewalk	Add sidewalk with ADA ramp to connect the existing sidewalk along East Carrollton Drive to the gym	High
G	Sidewalk	Create a direct route from the paved path on Gracie Lane to the south entrance of campus	Low
H	Sidewalk	Install a sidewalk along both sides of South Carrollton Drive connecting to existing sidewalks; zzAdd school zone signs	Low
<b>PROGRAMMING</b>			
I	Programming	Potential Park and Walk location for parents to drop children off for a 1/2 mile walk to school	Medium
J	Programming	Potential Park and Walk location for parents to drop children off for a 1/4 mile walk to school	Medium
K	Programming	Delineate a student wait area and drop-off zone supervised by an adult	Medium

# RECOMMENDATIONS

## PROGRAMMING RECOMMENDATIONS FOR CAROLLTON ELEMENTARY:

### Park and Walk Programs

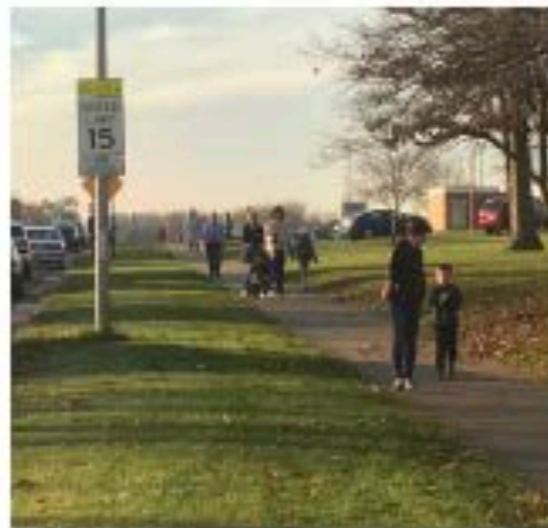
Park and walk programs are designed to encourage families to park several blocks from school and walk the rest of the way. Not all students are able to walk or bike the whole distance to their school, as they may live too far away or their route may include hazardous traffic. The program allows students 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.

### 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.

### Pick-up/Drop-off Procedures

The parent and bus pick-up and drop-off procedures may be refined through better signage that clearly instructs parents and bus drivers on the proper vehicle movement through the campus parking lot and bus loop. Parents picking up and dropping off students should adhere to clearly communicated procedures that instruct parents when to exit the pick-up or drop-off line.





# RECOMMENDATIONS

## INFRASTRUCTURE RECOMMENDATIONS FOR CAROLLTON ELEMENTARY:



High-Visibility Crosswalks



Curb Radii Reduction



Curb Extensions



Raised Crosswalks



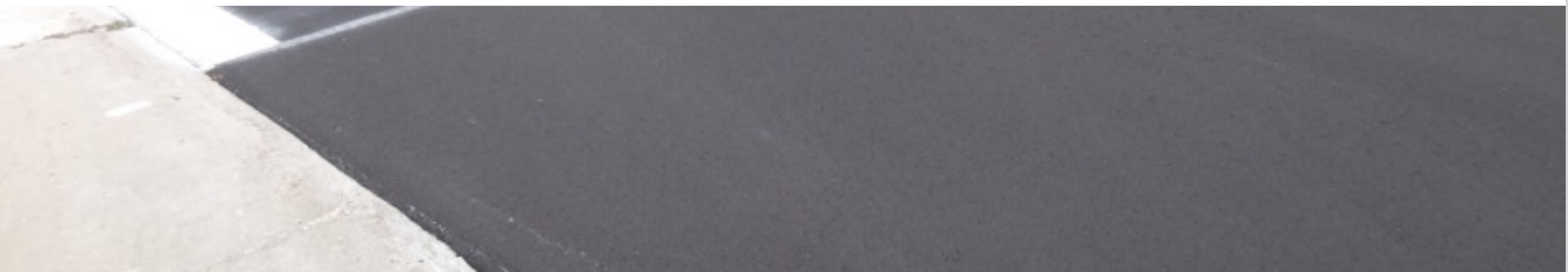
Painted Stop Bars



Rectangular Rapid Flash Beacons (RRFB)



**Key next steps for implementation**



# Next steps for implementation

- Identify SRTS champions at your school
- Implement [at least] one program at each school
- Implement district-wide crossing guard and student patrol program
- Implement yearly school and district-wide travel tally

# Rutas Escolares Dignas y Seguras

Programas Recomendados para Austin



## DÍAS DE CAMINATA Y PEDALEO



¿Qué es? Los días de caminata y pedaleo ocurren mundialmente en mayo y

## MAPA DE RUTAS PARA CAMINAR Y PEDALEAR



¿Qué son? Los mapas de rutas muestran las mejores opciones y cruces para

# Bring in new populations

Socio clave Escuelas Públicas de Austin

Socio clave Escuelas Públicas de Austin

## CAMPAÑAS DE SEGURIDAD

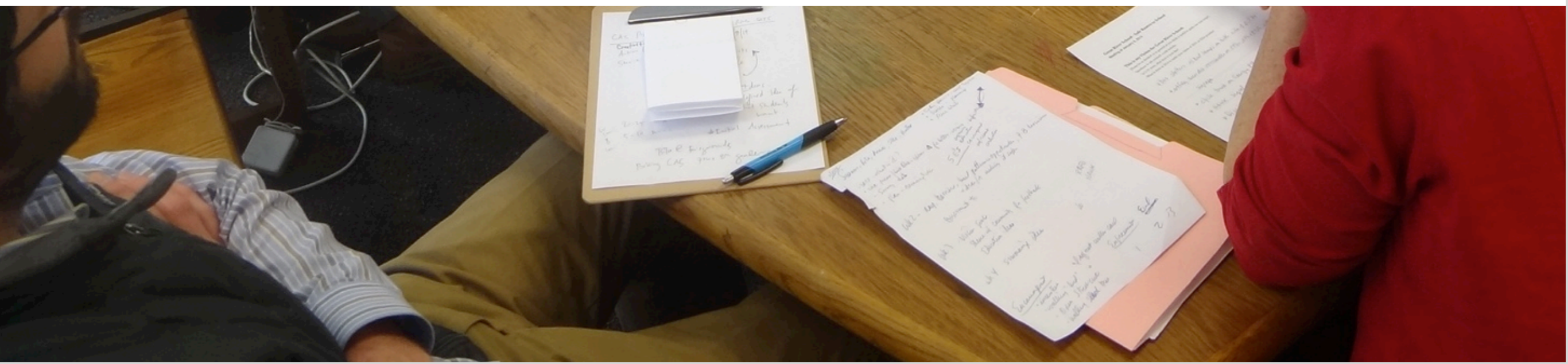


## MÁS BICI-RODEOS





**Get students (and their parents) involved**





**Get students (and their parents) involved**



# Great River School

## Mapping Safe Routes to School



### Instructions

Use the tabs below ("Walking/Biking Routes" and "Points") to select and map the routes and points identified at right. Detailed instructions are available under the "About and Help" tab.

#### Existing facilities (Google map info)

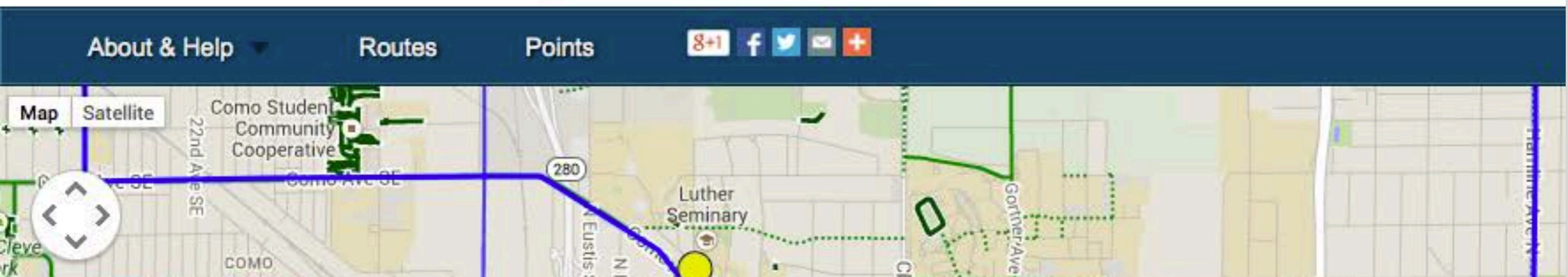
- Trails and paths
- Bike lane
- Bike-friendly street

### Route comments

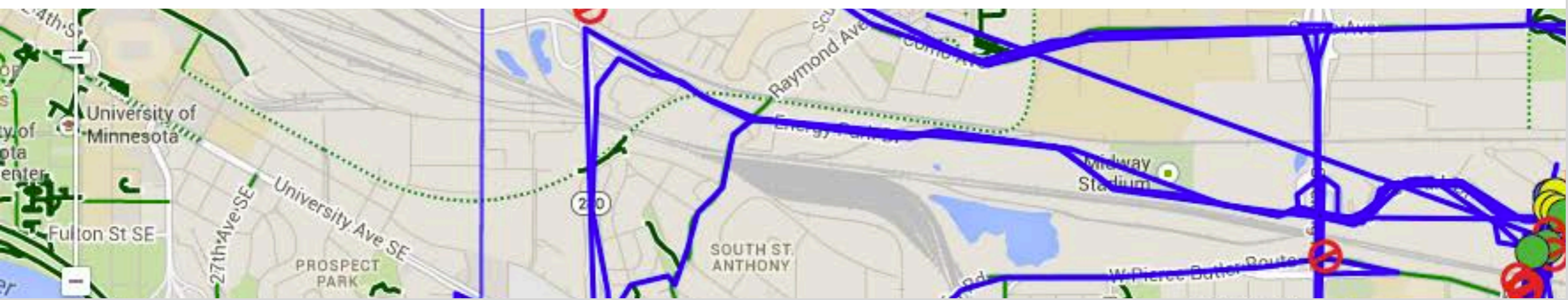
- Current walk/bike route**  
*A route that I take today; A route that is comfortable for walking or biking*
- Barrier to walking/biking**  
*A road or corridor that is difficult to walk/bike along or across*
- Route that I would like to walk/bike**  
*A route that I would use for walking or biking if it were improved*

### Point comments

- Destination**  
*A place I go to; A place I work*
- Barrier**  
*A specific challenge*
- Asset**  
*A feature that makes walking or biking easier or safer*



**Use technology to lower the threshold for participation**



MINNESOTA  
**WALK! BIKE! FUN!**



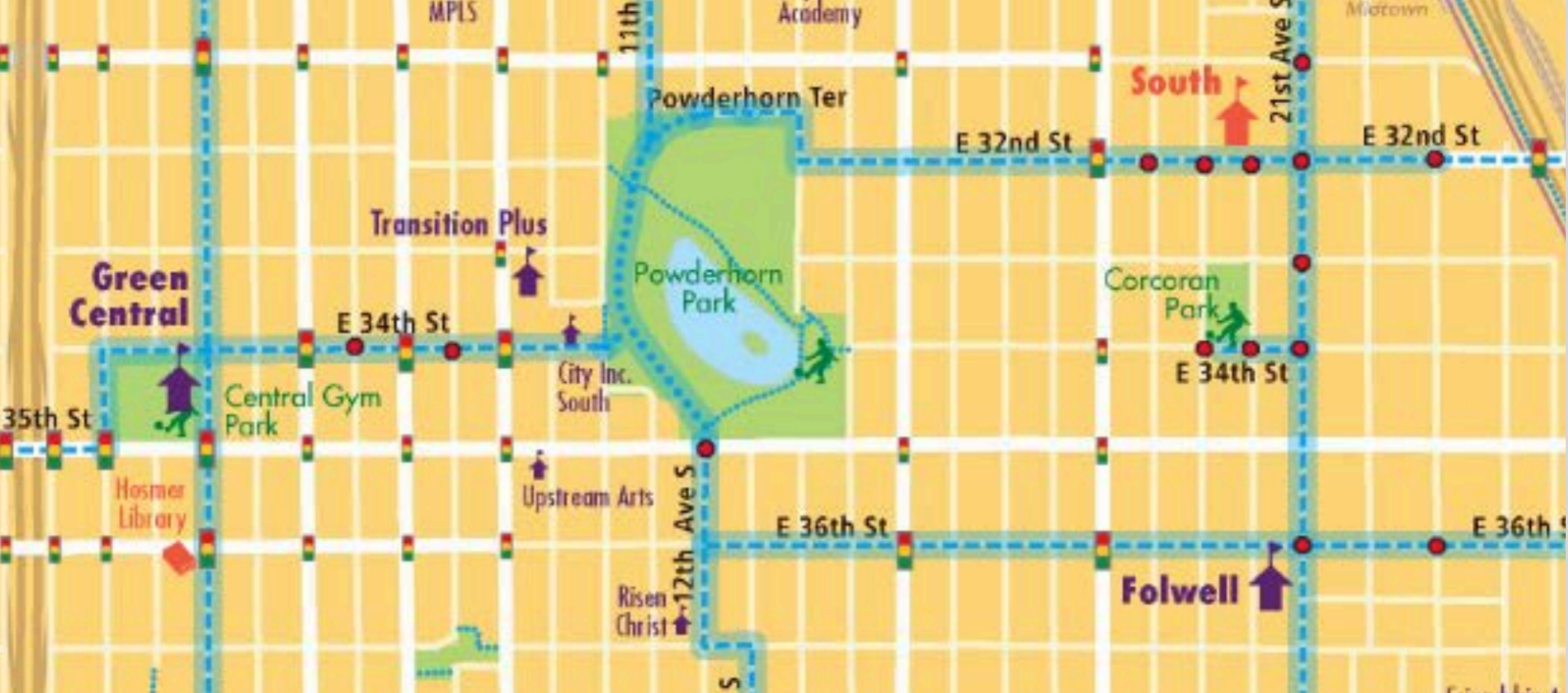
**Explore curriculum and other education resources**



Blue Cross® and Blue Shield® of Minnesota and Blue Plan® are nonprofit independent members of the Blue Cross and Blue Shield Association.







**Develop and implement a mix of programs for each school**



**Questions?**

# Thank you!

Antonio M. Rosell, P.E., AICP

## **Community Design Group (CDG)**

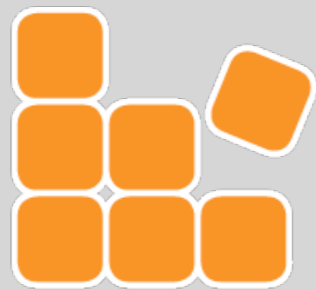
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