CITY OF FORT ATKINSON
SAFE ROUTES TO SCHOOL PLAN

August 2018

FORT • ATKINSON

SCHOOL DISTRICT OF
FORT • ATKINSON

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1 OVERVIEW

WHAT IS SAFE ROUTES TO SCHOOL?

Safe Routes to School (SRTS) programs aim to make it safer for students to walk and bike to school and encourage more walking and bicycling where safety is not a barrier. Nationally, walking and bicycling to school has declined dramatically, from nearly 50% of all children in the 1960s to only 17% as of 2014. Safe Routes to School programs seek to reverse this decline by promoting walking and bicycling through a holistic approach, employing a set of strategies known as the five "Es" (see below). By encouraging more physical activity, SRTS can help improve academic performance as well as the social, emotional, and physical health of children and their families.

The Five Es:

- **Engineering**: Provide infrastructure that allows people to walk and bicycle to school safely
- **Education**: Ensure that everyone learns how to travel safely
- **Encouragement**: Promote walking and bicycling as ways to travel to school
- **Enforcement**: Enforce traffic safety laws around schools and target risky behaviors
- **Evaluation**: Track progress toward achieving goals

WHY A SAFE ROUTES TO SCHOOL PLAN FOR FORT ATKINSON?

The City of Fort Atkinson is a community that recognizes that increasing opportunities for walking and bicycling will improve the quality of life for its residents. The newly-developed Glacial River Trail that connects Fort Atkinson to Jefferson and Janesville is a popular bicycling route and a soon-to-be constructed path along Rockwell Avenue will give residents in south Fort Atkinson a safe connection to the Glacial River Trail.

However, there are significant barriers to walking and bicycling throughout Fort Atkinson, particularly when considering the abilities and needs of children. The oldest neighborhoods have somewhat complete sidewalk networks around schools, but many neighborhoods built 20-40 years ago were built without any sidewalks at all. Crossing guards help children cross the busiest streets near schools during arrival and dismissal, but those crosswalks are unprotected at other times of day, while other crosswalks farther away do not have any protections. State and US Highways divide the city into quadrants, with heavy traffic an obstacle to the middle and high school students that must travel across the city to their respective schools. Before the

community can encourage—or expect—middle and high school students to get to and from school safely, there needs to be network of low-stress bike paths, bike routes, and streets that that are linked together to provide comfortable bicycling routes they can use.

Finally, family vehicle traffic at some schools during arrival and dismissal is a threat to students' safety. The amount of traffic, and the behavior of some of the drivers, discourages parents from allowing children to walk or bike to school even if they live close enough to do so. School SRTS plans are necessary to reduce vehicle traffic, disperse it farther away from the school sites, and promote safe behavior from drivers at these critical times.

VISION AND GOALS

A vision and goals for this plan were developed with input from the Fort Atkinson SRTS Task Force:

Vision: Fort Atkinson parents have the confidence to allow their children to walk or bike to school because they know it is safe, healthy, and fun.

Goals:

- **Engineering** – Complete a network of safe routes to each school, fixing critical gaps in the sidewalk network, dangerous pedestrian crossings, and lack of bicycle infrastructure. Improve drop off and pick up procedures at all schools so that traffic from family vehicles is orderly and safe and minimizes dangers to children walking or bicycling.
- **Education**—Families and students are educated in both pedestrian and bicycle safety, so they know how to stay safe when walking or bicycling.
- **Encouragement**—There is a culture of walking and bicycling in both the school district and in the greater community. Older students are advocates and role models for younger students. Local businesses and organizations are engaged in mentoring and being role models for walking and bicycling.
- **Enforcement**—Enforce traffic laws near schools to reduce unsafe driver behavior and ensure that drop off and pick up procedures are followed
- **Evaluation—**Monitor and track the number of students walking and bicycling to school, as well as progress toward achieving the goals listed above.
- **Implementation—**Ensure timely implementation of the Safe Routes to School Plan by appropriating funding, applying for grants, prioritizing projects, and including bicycle and pedestrian infrastructure as part of larger street projects.

PLAN APPROACH

This Plan includes both school-specific and community-wide recommendations:

Chapter 2: Engineering Toolkit. This chapter introduces the engineering treatments that will be proposed in the recommendations. Only treatments that have been shown to improve safety for all road users are recommended in the Plan. For example, curb extensions have been shown to increase the

safety of pedestrians at crosswalks by slowing motor traffic, shortening crossing times, and increasing the visibility of pedestrians. However, they can conflict with bicycle lanes. Therefore, this plan usually recommends curb extensions only where they will not conflict with bicycle lanes, or where they can be designed to minimize conflict with bicyclists.

Chapter 3: Engineering Recommendations and Implementation. Many members of the SRTS Task Force felt that it was most important to make the "engineering" improvements to sidewalk networks and street crossings, so that parents would feel confident letting their children walk or bike to school. Therefore, the most significant community-wide engineering recommendations are presented before the non-infrastructure recommendations. The bicycle network proposed for the City of Fort Atkinson gives special attention to creating a network of paths, routes, and streets that can be used by upper elementary students, middle school students, and high school students. The key engineering improvements around schools listed in Chapter 3 are also those that will be the most noticeable—or make the greatest difference for walking and bicycling to school. These improvements focus on both addressing gaps in the sidewalk network and resolving problems at certain crossings of busy streets.

Chapter 4: Non-Infrastructure Recommendations and Implementation. There is strong interest in Fort Atkinson to encourage healthy, active lifestyles through the other "Es:" Education, Encouragement, Enforcement, and Evaluation. Chapter 4 recommends specific, near-term actions in these non-infrastructure categories.

Chapter 5: School-Specific Plans and Recommendations. The heart of the SRTS planning effort was to review existing conditions, student locations, and conduct in-person observations at each of the eight schools in Fort Atkinson. The existing conditions and observations led to the development of detailed recommendations for both engineering and non-infrastructure improvements for each school, which are presented in Chapter 5.

Chapter 6: Funding Strategies. The final chapter outlines strategies that Fort Atkinson can use to finance the recommended treatments, including possible sources of state and federal funds.

A crossing guard helps students walking home from Barrie Elementary

2 ENGINEERING TOOLKIT

The recommended engineering treatments near schools have been shown to improve safety. Each proposed improvement addresses issues identified during the existing conditions assessments for the school. Improvements are usually located within two to three blocks of the school, and are generally within three categories:

- **Pedestrian treatments** such as pedestrian refuge islands and crosswalk markings to make crossings safer and easier, and sidewalk construction to give children a safe place to walk;
- **Bicycle treatments** such as bicycle lanes, shared-use paths, and signed bicycle routes; and,
- **Motorist treatments** to slow or manage drivers, such as school zone signage updates to clearly and consistently communicate school zones to drivers, roadway reconfigurations, speed humps, and driver speed feedback signs.

Within each category there are a variety of treatments that are appropriate, depending on the context. In many cases, if the treatment recommended for a location is not feasible, an alternative treatment could be considered. Descriptions of the treatments that are proposed around schools in Fort Atkinson are included on the following pages and are color-coded to match the recommendations on the school-area maps in Chapter 5.

PEDESTRIAN TREATMENTS

Point Pedestrian Treatments

Other than sidewalk gaps, the greatest barrier to pedestrian mobility is interacting with motor vehicle traffic when crossing the street. There are a variety of treatments that can improve the safety of pedestrians at crossings; which one is appropriate depends on the context of each location. Pedestrian crossing improvements are coded as magenta points on the recommendations maps.

High-Visibility Crosswalks

Crosswalks marked with continental (shown in the photo), ladder, or zebra patterns have been found to be significantly more visible to motorists than parallel line crosswalks and to reduce crashes. High-visibility crosswalks are especially beneficial on multi-lane streets in conjunction with additional countermeasures, such as median refuge islands. High-visibility crosswalks are most visible when they are at least 10 feet wide.

In Wisconsin, crosswalks are typically marked with waterborne paint or epoxy. Waterborne paint is usually less expensive than epoxy, but may last less than a year. Epoxy costs more than waterborne paint but is substantially more durable, lasting two to four years. The most expensive and durable option is thermoplastic, but it must be inlaid in the pavement to avoid damage from snowplows.

Typical Cost: $1,000 (32 feet long, epoxy paint, City employees install)

Curb Extensions

Curb extensions shorten crossing distances for pedestrians, thereby reducing exposure to conflicts with motor vehicles. They also have a traffic calming effect. Curb extensions can be used to reduce excessive corner radii at intersections (as shown in the photo). Near schools, they can help address problems of parents parking too near the crosswalk, and increase the visibility of students or school crossing guards waiting to step into the intersection.

Typical Cost: $10,000 per curb extension if no drainage modification required
$60,000 per curb extension if drainage modifications required

Pedestrian Refuge Islands

Raised median islands located along the centerline of a street provide refuge for pedestrians and allow multi-stage crossings of wide streets. Refuge islands provide a significant crash reduction factor for crashes involving pedestrians. These features also have traffic calming effects and improve crossings at unsignalized locations or locations with flashing beacons, since pedestrians are only required to negotiate one direction of traffic at a time. Refuge islands should be a minimum of 6 feet wide, but ideally are 8 feet wide or wider to accommodate strollers and bicycles.

Typical Cost: $14,000 (labor and materials for one island, 8 feet wide x 12 feet long)

Rectangular Rapid Flash Beacons (RRFB)

The Rectangular Rapid Flash Beacon (RRFB) can be used in conjunction with pedestrian or school crossing warning signs to provide a high-visibility strobe-like warning to drivers when a user is present. RRFBs differ from other flashing lights because the LED lighting is aimed at the eye-level of approaching drivers; the flashing frequency is rapid and noticeable; and has a brighter flash. Studies have shown that motorists are much more likely to yield to pedestrians when they activate an RRFB.

The beacons should not flash continuously; they should be activated only when a crossing user is present.

Typical Cost: $30,000 (labor and materials for 2 signs, one posted in each direction, with battery and solar panel)

Pedestrian Hybrid Beacon (HAWK Signal)

The Pedestrian Hybrid Beacon, also known as the High Intensity Activated Crosswalk (HAWK) signal, is a special type of signal that operates as a "stop light" for a crosswalk. Pedestrian hybrid beacons have a strong effect on driver yielding rates. Pedestrian hybrid beacons must pass certain engineering "warrants" to justify their installation, but those warrants are lower than for full traffic signals.

Typical Cost: $90,000-$150,000 (labor and materials for mid-block, 4-lane roadway, one posted in each direction)

Advance Yield Lines

Advance yield lines, which are composed of solid white isosceles triangles (often referred to as "shark's teeth"), indicate where drivers should yield to pedestrians in crosswalks. It is recommended that they be installed in conjunction with "Yield Here to Pedestrians" signs (R1-5 or R1-5a). Particularly on multi-lane streets, they improve visibility between pedestrians in the crosswalk and drivers. When applied to mid-block crosswalks, advance yield lines should be 20 to 50 feet from the crosswalk. See MUTCD Section 3B.16 for more information.

Typical Cost: $600 (four-lane street, epoxy paint, 4 signs, City employees install)

"Gateway" Yield to Pedestrians Treatment

Vertical, in-street Yield to Pedestrian Signs are somewhat successful at increasing driver yielding rates (R1-6). Recent research recommends deploying these signs in a "gateway" configuration by locating signs on the left and right side of the travel lanes. The installation may be removed in winter to avoid damage from snow plows.

Typical Cost: $1,000 (3 signs, 2 travel lanes, City employees install)

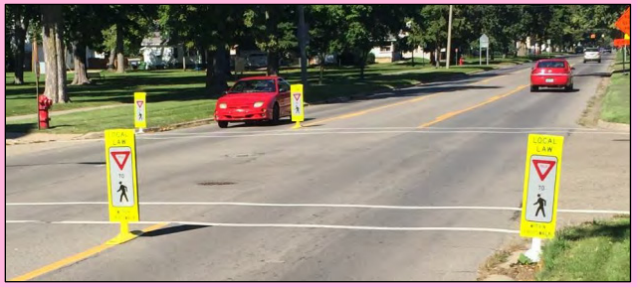


Image source: Western Michigan University

Curb Ramps

Curb ramps improve street crossings for people with disabilities, children on bicycles, and people pushing strollers. Curb ramps must include detectible warnings that are detectible by people with vision impairments. The Americans with Disability Act's Proposed Guidelines for Pedestrian Facilities in the Right of Way (PROWAG) includes detailed recommendations for curb ramp slope and detectible warnings.

The State of Wisconsin allows corner curb ramps, in which one curb ramp in the middle of the corner serves both crosswalks. However, this design creates longer crossing distances for pedestrians and can cause people with disabilities and children to roll into the middle of the intersection. Especially at intersections near schools, curb ramps should orient pedestrians into the correct crosswalk.

Typical Cost: $900 per curb ramp (City employees install)

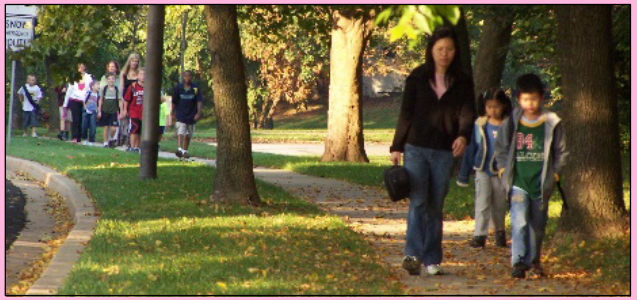
Linear Pedestrian Treatments

The following "along the street" improvements for pedestrians are shown as magenta lines on the recommendations maps.

New sidewalk

The sidewalk network is a basic precondition for encouraging walking and bicycling to school. Sidewalks improve access and livability for people with disabilities, children on bicycles, people walking dogs, and joggers. The PROWAG includes detailed requirements for sidewalk width, slope, and cross-slope. Most sidewalks in residential areas should be a minimum of five feet wide to accommodate two people walking side by side or passing comfortably. In downtown areas and adjacent to schools, sidewalks should be wider than five feet.

Typical Cost: $35 per linear foot (City employees install)



Sidewalk Widening

Near schools, sidewalks can be crowded with groups of students and families walking in both directions. Sidewalks adjacent to a school should be at least 8 feet wide to accommodate heavy pedestrian traffic in both directions.

Typical Cost: $56 per linear foot for an 8-foot wide sidewalk (City employees install)

Sidewalk Maintenance and Repair

Over time, sidewalks can become overgrown and uneven from tree roots or years of frost heaves. Where sidewalk is simply overgrown, the property owner should be responsible for removing the soil and vegetation over the old sidewalk. However, in some cases, the sidewalk may be so cracked or uneven that it may need to be replaced completely.

Typical Cost: $0-35 per linear foot (Property owner or City employees perform work)

BICYCLE TREATMENTS

The bicycle network recommendations for Fort Atkinson are presented separately from the infrastructure recommendations around each school, because the goal of the bicycle facilities is to create a connected bicycle network through the city, while the school plans focus on specific observed issues.

Bicycle facilities recommended in this Plan can be categorized into the six facility types listed below. Some of these facility types include variations, such as the addition of a striped buffer to a standard bike lane. Variations and optional treatments are described in more detail in the following pages.

- **Paths** (shared-use paths and sidepaths) provide accommodations for bicyclists and pedestrians. Most of the path recommendations in this Plan are along streets with higher motor vehicle traffic volumes and speeds and are intended to provide alternatives to on-street facilities.

- **Bike lanes** provide delineated space on a street for bicyclists; this category includes standard bike lanes; **buffered bike lanes** that include striped buffers that increase the distance of the bike lane from the motor vehicle travel lane; and **climbing lanes** that provide a standard bike lane for bicyclists in the uphill direction and shared lane markings for bicyclists in the downhill direction.
- **Restricted lanes** are options for locations with underutilized on-street parking. They are lanes that are signed and marked to allow both parking and bicycling.
- **Separated bike lanes** provide vertical separation (by way of curbs, plastic bollards, or some other means) between bicycles and motor vehicles. Separated bike lanes should be considered for high-traffic streets and high-priority connections to shared-use paths and schools.
- **Shared lane markings** increase awareness, visibility, and wayfinding along routes without separate space for bicycles. This treatment is recommended along streets that are already low-stress due to relatively low volumes of motor vehicle traffic and slow motor vehicle speeds.
- **Traffic calming** can be achieved through numerous types of treatments (such as speed humps or curb extensions) and is used on streets that are generally low-stress but may have occasional conflicts created by drivers speeding.

The bicycle facility recommendations are "planning-level" recommendations that do not take into account detailed pavement width measurements or turning movements at intersections. The appropriate variation or treatment type for each recommendation should be investigated in more detail during the development of a specific project. In cases where a lower-stress variation (such as a wider or buffered bike lane) is feasible, it should be considered even if the plan recommendation only calls for standard bike lanes. It is also important to consider the provision of bicycle facilities on any streets undergoing a major project, even if a bicycle facility is not indicated in this plan.

Descriptions and common variations for the six recommended facility types are included on the following pages and are color-coded to match the recommendations on the bike network maps. All bicycle network treatments are displayed as lines.

Path – Shared-Use

A shared-use path is a paved surface in an independent right-of-way such as in a park, stream valley, greenway, along a utility corridor, or an abandoned railroad corridor. Shared-use paths are open to non-motorized users including bicyclists, pedestrians, skaters, people in wheelchairs, joggers, and sometimes equestrians. The life span of a bike path can be as many as 20 years with regular maintenance.

Section 9B of the MUTCD and Section 5.4.2 of the AASHTO Guide for the Development of Bicycle Facilities (4th Edition) provide guidance for application of signs for paths.

Typical Cost: $490,000 per mile for a 10' wide path (if constructed as a stand-alone project)

Path – Sidepath

A sidepath is a shared use path located adjacent to a street. It is designed for two-way use by bicyclists and pedestrians. Sidepaths are sometimes created by designating a wide sidewalk for shared use, or they may be a segment of a longer path system. Sidepaths sometimes facilitate connections to on- and off-street bicycle facilities. A sidepath is not generally a substitute for on-street bicycle facilities, but may be considered in constrained conditions, or as a supplement to on-street facilities. The use of sidepaths should be limited to streets with few intersections and driveways.

Section 9B of the MUTCD and Section 5.4.2 of the AASHTO Guide for the Development of Bicycle Facilities (4th Edition) provide guidance for the selection and application of signs for shared use paths.

Typical Cost: $470,000 per mile for a 10' wide path (if constructed as part of roadway project)

Restricted Lane (Bicycles, Parking, and Right Turns)

A restricted lane is limited to certain types of use. Restricted lanes recommended in this Plan only allow bicycles, parking, and right turns. This allows underutilized pavement space on wider streets to be repurposed to serve bicyclists while limiting impacts to on-street parking, especially in residential areas. Since conflicts between parked cars and bicycles will still be present, this treatment should only be considered where on-street parking utilization and turn-over is very low and traffic volumes are low. If parking utilization is high, this treatment can be used if the lane is at least 12 feet wide and traffic volumes are lower.

A "Right Lane: Bicycles, Parking and Right Turns Only" sign should be used.

Restricted lanes are recommended in Fort Atkinson on streets that have low utilization of on-street parking, like Cramer Street between Main Street and Jefferson Street.

Typical Cost: $35,000 per mile for striping and marking (no roadway reconfiguration required)

Bike Lane – Standard

A bike lane is a pavement marking that designates a portion of a street for the exclusive use of bicycles. Bike lane markings are typically dashed where vehicles are allowed to cross the bike lane, such as for right turns or at bus stops. Bike lanes are best suited for arterial and collector streets where there is enough width to accommodate a bike lane in both directions.

While typically provided on both sides of the street, bike lanes can be provided individually to address unique challenges. On streets that have a steep slope and are too narrow to permit bike lanes in both directions, a climbing bike lane is provided in the uphill direction to accommodate slow-moving bicyclists and a shared lane marking is provided in the downhill direction, where bicyclists can typically travel at speeds close to motor vehicles.

The "Bike Lane" sign (R3-17) is commonly used in conjunction with bike lane pavement markings (described in section 9C.04 in the MUTCD).

Standard bike lanes currently exist in Fort Atkinson on North Main Street, North High Street, and Madison Avenue.

Typical Cost: $35,000-$80,000 per mile (depends on whether other lanes are being removed or narrowed)

Standard bike lane

Climbing bike lane

Bike Lane – Buffered

Buffered bike lanes are created by striping a buffer zone between a bike lane and the adjacent travel lane, between a bike lane and adjacent parking lane, or both. Buffered bike lanes should be considered at locations where there is excess pavement width, where adjacent traffic speeds are at or above 35 mph, or where "dooring" from parked vehicles is a concern.

The "Bike Lane" sign (R3-17) is commonly used in conjunction with buffered bike lanes.

The final bike network recommendations will include buffered bike lanes to take advantage of adequate available pavement width.

Typical Cost: $45,000-$90,000 per mile (depends on whether other lanes are being removed or narrowed)

Separated Bike Lane

A separated bike lane is a bicycle facility that is physically separated from both the street and the sidewalk. A separated bike lane may be constructed at street level using street space, or at the sidewalk level using space adjacent to the street. Separated bike lanes isolate bicyclists from motor vehicle traffic using a variety of methods, including curbs, raised concrete medians, bollards, on-street parking, large planting pots/boxes, landscaped buffers (trees and lawn), or other methods. Separated bike lanes can be one way for bicycles on each side of a two-way street, or two-way and installed on one or both sides of the street. Two-way separated bike lanes require detailed examination of driveway crossings and intersections, and are generally recommended only in unique situations.

Separated bike lanes provide cyclists with a higher level of comfort compared to bike lanes, and are typically used on arterials where speeds over 25 miles per hour exist. They may also be appropriate on lower-speed streets, such as South Main Street between 3rd Street and Rockwell Avenue, where it is important to provide a low-stress bicycle connection due to the many schools in the area.

The provision of separated bike lanes should consider the design and function of intersections, which may require adjustments to signal timing and phasing and/or modifications to pavement and curb sections. Traffic studies should be performed before implementing separated bike lanes.

Typical Cost: $530,000 per mile for one-way separated bike lanes, separated from traffic by a median or planters, with roadway reconfiguration only.
$1,400,000 per mile for one-way separated bike lanes, separated from traffic, with curbs and utility work required.

Shared Lane Markings and Signed Bike Route

Shared lane markings (sharrows) are used on low-traffic streets where bicyclists and motor vehicles share the same travel lane. The sharrow helps position bicyclists in the most appropriate location to ride. It also provides a visual cue to motorists that bicyclists have a right to use the street. Sharrows should be placed at least 4 feet (on center) from the face of curb where on-street parking is prohibited, or 11 feet (on center) from the face of curb where on-street parking is allowed. The "Bicycles May Use Full Lane" sign (R4-11) is commonly used in conjunction with shared lane markings (Figure 9C-9 in the MUCTD). Sharrows should be marked with durable marking materials such as epoxy or thermoplastic for longevity and durability.

This plan generally recommends combining sharrows with signed bicycle routes to help cyclists navigate the local street network. Section 9B of the MUTCD and Section 4.11 of the AASHTO Guide for the Development of Bicycle Facilities (4th Edition) has guidance for the placement of bicycle route signs.

Sharrows and bicycle route signs are present in Fort Atkinson to help connect the Glacial River Trail from the north side of town to the trailhead at North Main Street and North Fourth Street.

Typical Cost: $13,000 for shared lane markings
$4,000 per mile for bicycle route signs

Traffic Calming

Traffic calming is a broad category that includes incorporating elements such as curb extensions, pedestrian islands, speed humps, and neighborhood traffic circles into neighborhood streets where speeding traffic is a concern. In addition to lowering traffic stress for bicyclists, traffic calming can also improve conditions for pedestrians.

The recommended bike network identifies some street segments for traffic calming, but does not specify what elements should be used. Near schools, specific traffic calming treatments are recommended. Curb extensions and pedestrian refuge islands are described under the "Pedestrian Treatments" and appear as magenta points on maps. Speed humps are described under the "Motorist Treatments" and appear as orange points on maps. Many of the recommendations near schools serve multiple purposes because they lower speeds, reduce pedestrian crossing times (such as pedestrian refuge islands) and prevent parents from parking near crosswalks (such as curb extensions).

Typical Cost: Varies per treatment

MOTORIST TREATMENTS

Motorist treatments recommended in this plan are meant to slow or manage drivers. They include as school zone signage updates to clearly and consistently communicate school zones to drivers, roadway reconfigurations, speed humps, and driver speed feedback signs.

Point Motorist Treatments

School zone signs alert drivers that they are nearing a school and announce reduced speed limits. Signs must be consistent with state requirements so that drivers from outside Fort Atkinson recognize and understand them. Signs alone may not be effective at changing driver behavior, but they are a minimal investment and, when paired with other countermeasures, can increase driver yielding to pedestrians. School zone signage recommendations are coded as yellow-green dots on the school maps in Chapter 5. Other motorist treatments are shown in orange.

School Zone Assembly

The Wisconsin Manual on Uniform Traffic Control Devices (WMUTCD) requires school zones to be announced to drivers with a school zone assembly sign consisting of an S1-1 sign, Ahead plaque (W16-9P), and Fines Higher plaque (R2-6P). Usually these assemblies are placed between 200-400 feet in advance of the school property or school crossing.

According to the WMUTCD, if yellow flashing beacons are used to indicate the times when fines are higher, they should be installed in conjunction with this sign, **not** the school speed limit sign, unless the school speed limit sign is a changeable message sign.

Typical Cost: $70 (sign panels and post, City employees install)

School Speed Limit Assembly / End School Zone sign

On streets with established school zones, the City Traffic Engineer determines if a reduced speed limit is desired near the school. If so, the School Speed Limit Assembly consists of the school speed limit sign (R2-1) with a fluorescent School sign above the speed limit sign and "When Children are Present" text below the speed limit.

The End School Zone sign (S5-2) designates the end of the school zone. It is not required under the WMUTCD. It should be placed as close as practical across the street from the School Speed Limit Assembly in the opposite direction.

Typical Cost: $50 (sign and post, City employees install)

School Crossing Assembly

Pedestrian crossings immediately adjacent to the school property should be marked with a school crossing assembly, except for any approaches controlled by stop or yield signs. These signs help improve driver yielding to pedestrians in the crosswalk. The School Crossing Assembly consists of the school zone sign (S1-1) supplemented with a diagonal downward pointing arrow (W16-7P).

Typical Cost: $60 (sign panels and post, City employees install)

Speed Humps

Speed humps and speed tables are types of traffic calming treatments used to slow traffic. Modern speed humps, which are designed for speeds of 15 mph, are much gentler than traditional speed bumps that are often found in parking lots, which are designed for speeds of 5 mph. Modern speed humps are measure 12 to 14 feet in width and are only 2.5 to 4 inches high at the center. Longer and flatter speed humps are referred to as speed tables. Both speed humps and speed tables have been shown to reduce motor vehicle speeds on streets where they have been installed.

Typical Cost: $2,500-7,000 installed

Driver Speed Feedback Signs

Driver speed feedback signs are changeable signs that use radar and alert drivers to their actual speed. These signs are intended to remind drivers of the need to obey the speed limit and they often flash or display a “SLOW DOWN” message if drivers are exceeding the speed limit. These signs should be used in conjunction with standard speed limit signs (either displayed on the same post as the speed limit sign, or displayed after the speed limit sign).

Typical Cost: In general, solar units are available for under $10,000 per sign and non-solar units for under $8,000 per sign. The non-solar equipment is less expensive to purchase but requires a hard wire connection to a power source which increases installation costs.

Linear Motorist Treatments

The following “along the street” improvement for motorists is shown using orange lines on the recommendations maps.

Roadway Reconfiguration

Roadway reconfiguration describes a variety of ways that streets can be rearranged to improve conditions for motorists, pedestrians, and bicyclists.

A four-to-three lane conversion (also called a “road diet”) involves converting a four-lane road to three lanes, with one travel lane in each direction and a center two-way left-turn lane. This arrangement has been found to reduce speeds and eliminate most turning conflicts. Four-to-three lane configurations should be considered for streets with less than 15,000 average daily traffic, although they can work on streets with up to 25,000 average daily traffic.

Converting a one-way street to a two-way street can reduce motor vehicle speeds due to perceived “friction”, or fear of oncoming vehicles. It can also reduce confusion and circuitous travel.

Typical Cost: Costs vary depending on how the roadway will be reconfigured. The cost for restriping a four-lane street to one travel lane in each direction plus a center two-way left-turn lane is about $25,000-$40,000 per mile.

3 ENGINEERING RECOMMENDATIONS AND IMPLEMENTATION

At a most basic level, developing a Safe Routes to School plan requires a network of sidewalks and street crossings that are safe enough for children to use on their way to and from school. In Fort Atkinson, the City's Public Works Department oversees any engineering projects in public right-of-way, such as new sidewalks, bike lanes, or improved crosswalks. The City's Parks and Recreation Department oversees the development of trails and shared-use paths in City parks, such as the Glacial River Bike Trail and the Rock River Park path. The School District of Fort Atkinson makes improvements to safety on school campuses, such as new sidewalks and paths through school grounds and improvements to traffic circulation in school parking lots. The School District's bussing transportation policy also influences safety for students traveling by foot or bicycle.

The Fort Atkinson Public Works Department oversees projects along City streets, such as these high-visibility crosswalks near Barrie Park.

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PROGRAM AND POLICY ACTIONS FOR ENGINEERING

Program and policy actions need to occur within the City of Fort Atkinson and the Fort Atkinson School District to implement the infrastructure projects recommended in the remainder of this chapter; these are described below.

City of Fort Atkinson Program and Policy Actions

- Starting in 2018, expand the existing Transportation Review Committee to oversee the implementation of all recommendations in this plan, and address school transportation and safety concerns on an ongoing basis. The Transportation Review Committee could meet quarterly and should include a representative from the School District of Fort Atkinson. It could also include representatives from other school transportation-related agencies:
    - Double-Three Transportation
    - Fort Atkinson Police Department
    - School Principal(s) or Teacher(s)
    - Fort Healthy wellness coalition

- In 2018, amend Chapter 70, Section 30 of the Draft Revised Subdivision Ordinance in several ways:
    - Add language stating that, in addition to the sidewalk easements required for long blocks under Section 70.25.B, additional sidewalk connections may be required by the City where necessary to provide pedestrian connections to schools, churches, parks, shopping areas, or other community resources.
    - Add language clarifying that sidewalks at intersections shall extend to all streets at all intersections.
    - Add language stating that sidewalk connections may be required by the City to connect adjacent cul-de-sacs and other similar features where vehicular through traffic is discouraged, but pedestrian connections would be desired.
    - Section 70.30 should require the minimum sidewalk width in new single and two-family residential developments to be 5 feet (not 4 feet as currently written).

- Starting in 2018, designate an Americans with Disabilities Act (ADA) Coordinator and work to secure funding to conduct an ADA Transition Plan. The ADA requires public agencies with more than 50 employees to designate at least one responsible employee to coordinate ADA compliance, and develop a transition plan detailing any structural changes necessary to achieve accessibility to programs. A transition plan relates to SRTS needs because it will likely include an inventory of all sidewalk obstructions, maintenance issues, and missing sidewalk ramps throughout the entire City of Fort Atkinson, as well as a plan for addressing them.

- Starting in 2019, complete 9-12 projects in the public right-of-way per year, starting with the high-priority projects listed in Appendix A. Many of the projects such as sidewalk segments are bicycle network segments may be combined into a larger project.

- Starting in 2019, the City Council should work to overhaul the city's ordinance for existing sidewalks and change the process for installing sidewalks. Currently, the costs of new sidewalk or repair of existing sidewalk are done at the expense of the owner of the parcel, per Wisconsin Statute 66.615, unless the sidewalk is being damaged by a tree in the street terrace. This policy makes it extremely unpopular to install or replace sidewalk in existing neighborhoods. Instead, new sidewalk in existing neighborhoods and sidewalk maintenance should be handled through the City's capital projects budget.

- Starting in 2019 (possibly in conjunction with the city sidewalk ordinance work), the City should conduct a study of best practices for scheduled maintenance practices for pedestrians and bicyclists. Such a study would look at policies and practices of similarly-sized cities in northern states with respect to:
    - Frequency of regularly-scheduled street cleaning (so that bicycle lanes remain clear)
    - Maintenance and repair of existing sidewalks on private property
    - Snow removal policies for shared-use paths and sidewalks on public property

School District of Fort Atkinson Future Actions

- In 2018, designate one or two representatives to attend quarterly meetings of the Transportation Review Committee to discuss any school transportation and safety concerns.

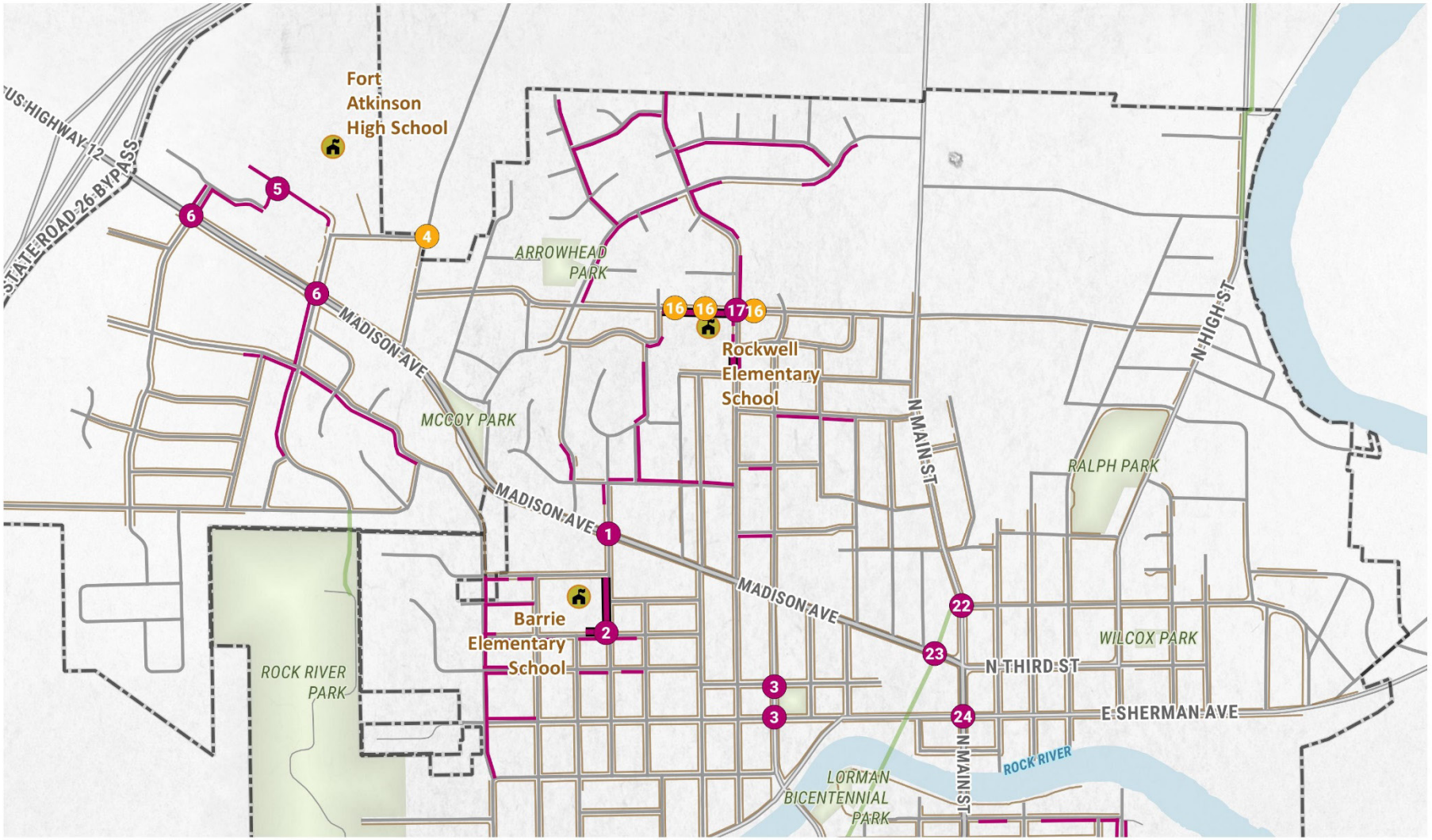
- Starting in the 2018-2019 school year, examine whether it makes financial sense to develop an Unusually Hazardous Transportation (UHT) Plan. Determine which students are less than 2 miles from school but are being bussed to school due to lack of sidewalks or other concerns. A UHT plan would allow the school district to receive some compensation from the Wisconsin Department of Public Instruction for transporting students less than 2 miles from school, but could potentially lead to higher expenses overall.

- Starting in 2019, complete 2-3 engineering projects per year on school campuses, starting with the highest-priority projects listed in Appendix A.

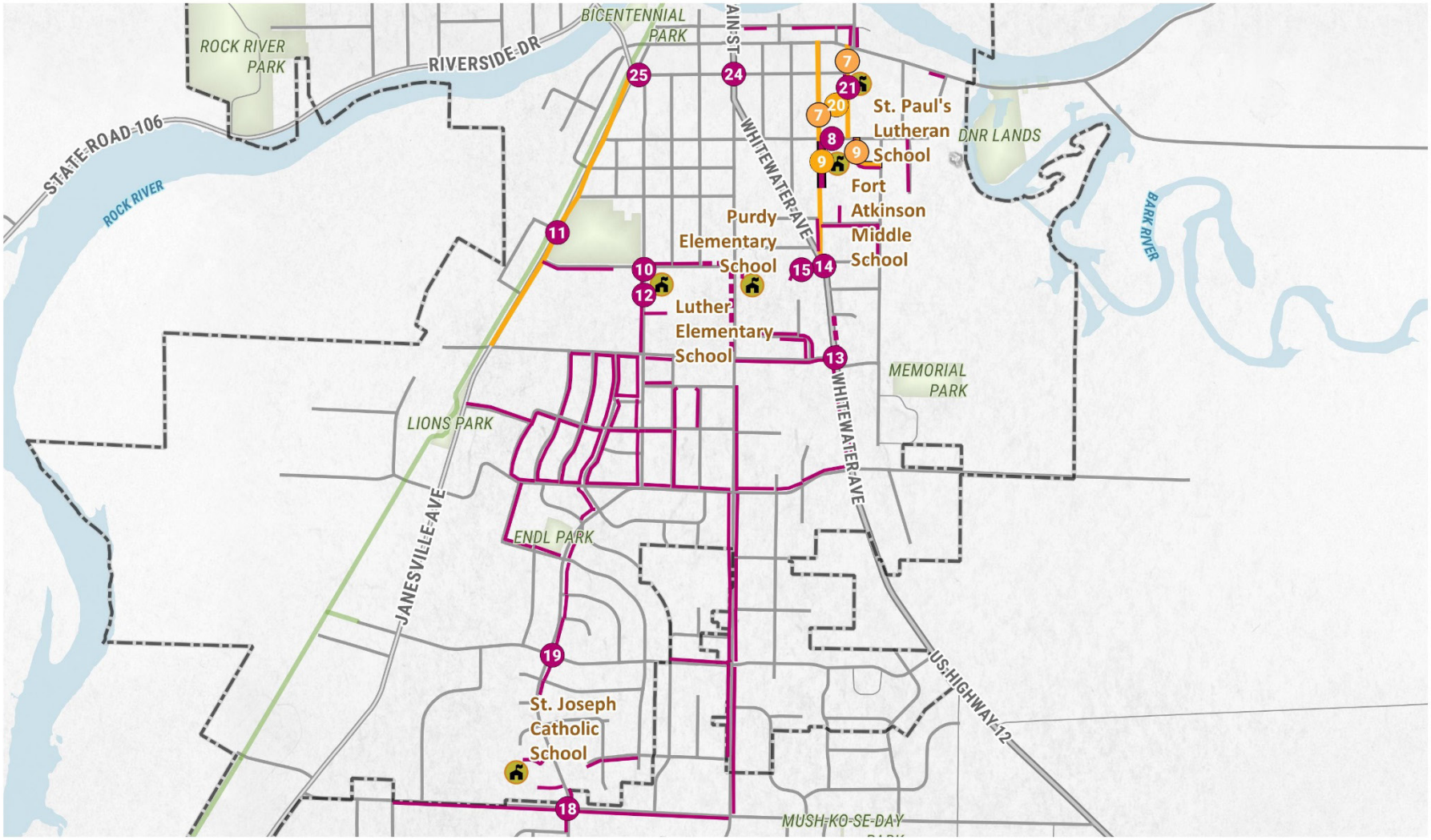
ENGINEERING RECOMMENDATIONS AROUND SCHOOLS AND IMPORTANT PEDESTRIAN CROSSINGS

Many of the recommendations for engineering treatments will not just be used by children and families walking to and from school; they will also be noticed and used by all members of the community. The following section highlights the most important engineering recommendations for each Fort Atkinson school, as well as some important pedestrian crossings in the community. Maps 1 and 2 display the full sidewalk network recommendations for Fort Atkinson, as well as key engineering improvements to improve the pedestrian experience and safety. Summaries of the key engineering recommendations shown on the maps are included in tables after the maps. Full, detailed descriptions of all issues and recommendations near schools and important pedestrian crossings are included in Chapter 5.

Map 1: Locations of Key Pedestrian and Motorist Recommendations in North Fort Atkinson



Map 2: Locations of Key Pedestrian and Motorist Recommendations in South Fort Aktinson



Key Engineering Recommendations Around Schools and at Important Pedestrian Crossings

Map ID	Issue	Recommendation	Timeframe*
	Barrie Elementary School		
1	Madison Avenue at Roosevelt Street: high traffic volumes make it hard to cross	• Rectangular Rapid Flash Beacons (RRFBs) • High-visibility crosswalks	Short
2	Speeding traffic on Roosevelt Street near crossing guard at Harriette Street, and parking too close to crosswalk	• Curb extensions into Roosevelt Street to calm traffic	Medium
3	Robert Street at Barrie Park: high traffic volumes make it hard to cross	• 8-ft wide pedestrian islands on Robert Street at Barrie Street and Sherman Avenue	Medium
	Fort Atkinson High School		
4	Drivers speed down Banker Road toward Campus Drive; there was a crash here due to speeding	• Install driver speed feedback sign facing southbound traffic	Medium
5	Students are cutting through the hedge by the high school to get to restaurants and commercial area (and Reena Avenue)	• Install sidewalk on the south side of the parking lot exit drive and build a connection to the commercial area and Reena Avenue	Medium
6	Intersections of Madison Avenue at Reena Avenue and Lexington Boulevard: The median islands in Madison Avenue do not extend past the crosswalks to protect pedestrians in the intersection.	• Provide a leading pedestrian interval of 3 to 7 seconds when the pedestrian actuation button is pressed • Move crosswalks back from intersection and extend medians past the crosswalks to protect pedestrians and to slow turning motorists; when Madison Avenue and Lexington Boulevard intersection is reconstructed, tighten corner radii	Short Long
	Fort Atkinson Middle School		
7	Dual one-way streets exacerbate traffic issues for both the Middle School and St Paul's School	• Convert both South High Street and Bluff Street to two-way traffic; on-street parking will need to be removed on South High Street, south of South Fourth Street	Short

Map ID	Issue	Recommendation	Timeframe*
8	Cars parked near the crosswalk in front of school on South Fourth Street make it difficult to see pedestrians in the crosswalk; pull-out lane encourages drivers to double-park	• Install pedestrian island or median in the roadway. When pedestrian island is installed, change parking restrictions so that drivers may stop (but not park) on the north side of South Fourth Street	Medium
9	Nine buses line up on High Street after school; bus loading zone is a stepped sidewalk with different levels	• Lower sidewalk to curb level • Construct new bus driveway and sidewalk behind school from South Fourth Street to East Street	Medium Long
	Luther Elementary School		
10	Park Street and Grove Street: Concerns about parked vehicles blocking views of crosswalks; Grove Street is a proposed bike route	• Add high-visibility crosswalk markings; • Install curb extensions to shorten crossing distances and calm traffic	Short Medium
11	Glacial River Trail west of the school, across Janesville Avenue; concern about drivers not yielding to pedestrians	• Add either a 6-foot wide pedestrian refuge island OR a Pedestrian Hybrid Beacon (HAWK) • Convert Janesville Avenue from 4 to 3 lanes when street is resurfaced	Medium Long
12	Grove Street is a long block; students in multi-family housing across from school cross mid-block	• Build sidewalk on the west side of Grove Street across from school • Install a new mid-block crosswalk in conjunction with new sidewalk	Medium
	Purdy Elementary School		
13	Whitewater Avenue at Rockwell Avenue: heavy traffic volumes; difficult to cross; no crossing guard, no existing crosswalk	• When shared use path is built on Rockwell Avenue, install curb ramps and crosswalk • Pedestrian refuge island • Conduct a study to see if a regular traffic signal is warranted; if not, install Rectangular Rapid Flash Beacons (RRFBs)	Short (when path is built)
14	Whitewater Avenue at McComb Street: heavy traffic volumes; difficult to cross; crosswalk is long due to skewed street crossing	• Rectangular Rapid Flash Beacons (RRFBs) • New curb ramp on southeast corner to shorten crosswalk	Short Medium
15	Walking route through the field between the school and Whitewater Avenue cannot be plowed in winter	• Build path or sidewalk through field to Purdy playground	Medium

Map ID	Issue	Recommendation	Timeframe*
	Rockwell Elementary School		
16	Concern about speeding on West Cramer Street; West Cramer is also proposed to be a bike route	Speed humps on Cramer between Zaffke Street and Robert Street	Medium
17	Concerns about parked vehicles blocking views of the crosswalks at West Cramer Street and Monroe Street	Pedestrian refuge islands in West Cramer Street at Monroe Street intersection	Medium
--	Many gaps in sidewalk network, especially along Blackhawk Drive and Monroe Street north of the school	Sidewalk on both sides of street near the school; on one side of the street for some other streets, such as Blackhawk Drive	Medium
	St. Joseph Catholic School		
18	Traffic on Hackbarth Road is fast, and drivers do not yield to pedestrians. Crossing distance across Hackbarth Road is long because of wide corner radii. The intersection of Hackbarth and Endl Boulevard is owned by the Town of Koshkonong.	• Crosswalk markings, school crossing signs, and school zone signs to comply with Wisconsin law and Wisconsin MUTCD • When intersection is reconstructed, narrow the corner radii to slow turning traffic and permit better crosswalk alignment	Short Long
19	Highland Avenue at Endl Boulevard: Traffic on Highland does not have a stop sign, parents are concerned about drivers yielding to pedestrians	• Engineering study to determine if the intersection should be all-way stop • Mark north crosswalk across Endl Boulevard • Pedestrian island in Highland Avenue, in west crosswalk • When street is reconstructed, narrow corner radii and extend center medians	Short Short Medium Long
	St. Paul's Lutheran School		
20	Middle school family vehicles cut through the St. Paul Lutheran Church parking lot; blind spot near dumpster	• Speed bump in church parking lot; this problem may be solved by converting High Street and Bluff Street to two-way	Short
21	Crosswalk across Bluff Street in front of school entrance requires out-of direction travel for most families; lacks school crossing signs. Traffic around middle school is a concern.	• Install R-6 YIELD TO PEDESTRIAN signs in crosswalk • New sidewalk on north side of church driveway and across from school on Bluff Street	Short Medium

Map ID	Issue	Recommendation	Timeframe*
	Other Important Pedestrian Crossings		
22	Glacial River Trail intersection with North Main Street: high traffic volumes	• Rectangular Rapid Flash Beacons (RRFBs) • Median in North Main Street at North Fourth Street to prevent left turns to and from North Fourth Street, with cut-throughs for bicycle and pedestrians	Short Medium
23	Glacial River Trail intersection with Madison Avenue: high traffic volumes, non-standard pedestrian sign	• Rectangular Rapid Flash Beacons (RRFBs) • Pedestrian refuge island	Short Medium
24	Main Street at Sherman Avenue and at South Third Street: high traffic volumes, pedestrian crashes	• Remove right turn lanes on Main Street; install curb extensions	Medium
25	Glacial River Trail intersection with Robert Street, and Janesville Avenue, and South Third Street	• Provide a leading pedestrian interval of 3 to 7 seconds when the pedestrian actuation button is pressed • Pedestrian refuge island on Robert Street for trail crossing • Pedestrian refuge island on South Third Street to slow turning traffic	Medium Medium

Table Notes:

**For the purposes of this Plan, short, medium, and long timeframes are defined as:*

- *Short: 6 months to 2 years*
- *Medium: 3 to 5 years*
- *Long: More than 5 years*

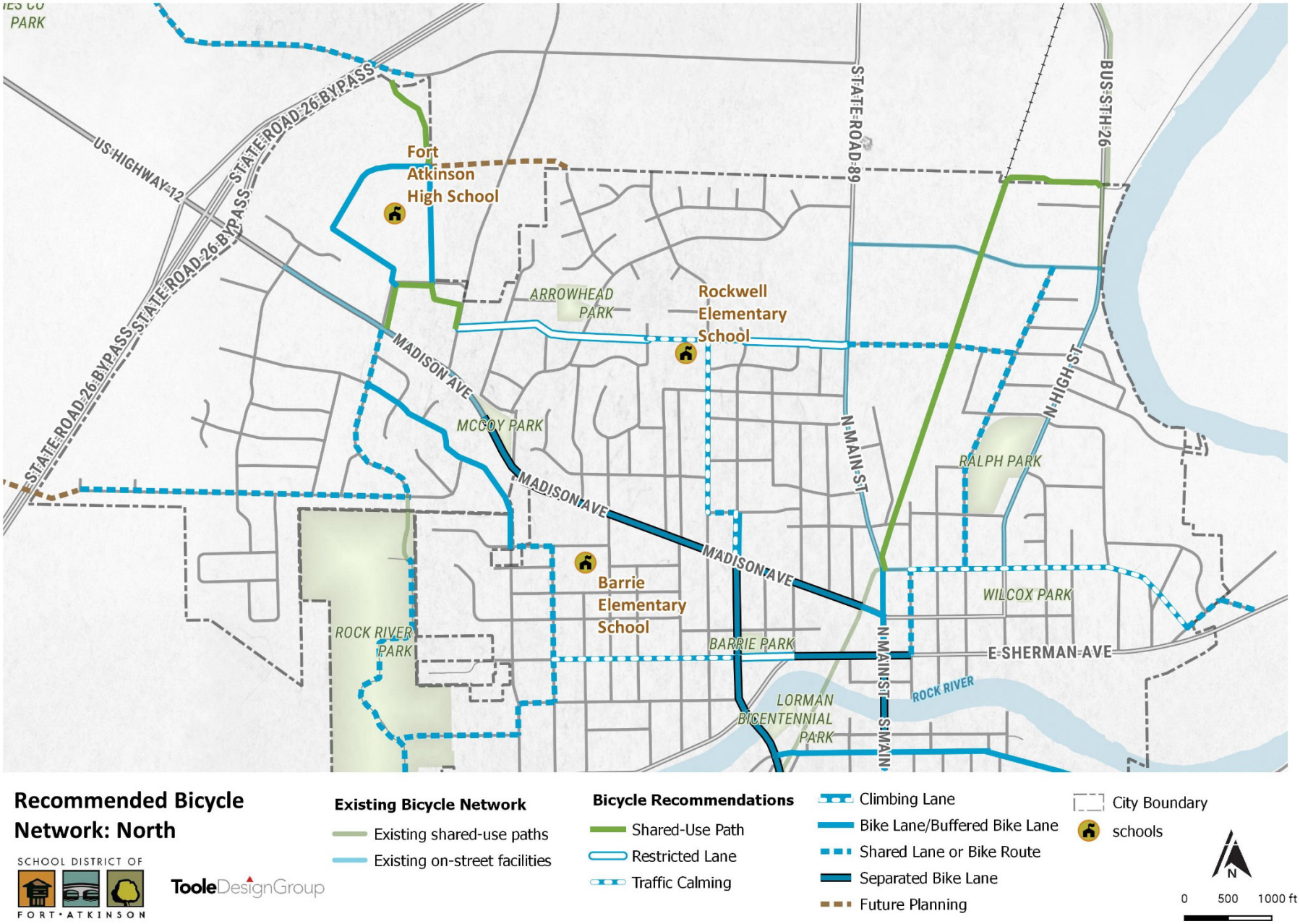
RECOMMENDED BICYCLE NETWORK

The proposed bicycle network is shown on Maps 3 and 4. As the proposed bike network was developed, special attention was given to creating a low-stress network of bike paths, bike routes, and streets that can be used by Fort Atkinson students. Middle school and high school students must travel from around the city to their respective schools, and the final bicycle network should meet their needs. Children younger than 9 or 10 years old are not mature enough to understand traffic laws; nor do they have the skills necessary to safely ride in the street. They are better off riding on the sidewalk. However, around 9 or 10 years of age, (when children are in 3rd or 4th grade), they are mature enough to develop those skills. They also ride faster on the sidewalks, which puts them in conflict with pedestrians on the sidewalk and motorists at intersections where the sidewalk crosses the road. After that age, the safest place for bicycle riding is on the street, where bicyclists are expected to follow the same rules of the road as motorists and are therefore more visible and more predictable to drivers. The recommendations create a network of low-traffic, low-speed streets that are linked together to provide comfortable bicycling routes that can be used by upper-elementary, middle school, and high school students, as well as adults who prefer low-stress bicycle routes.

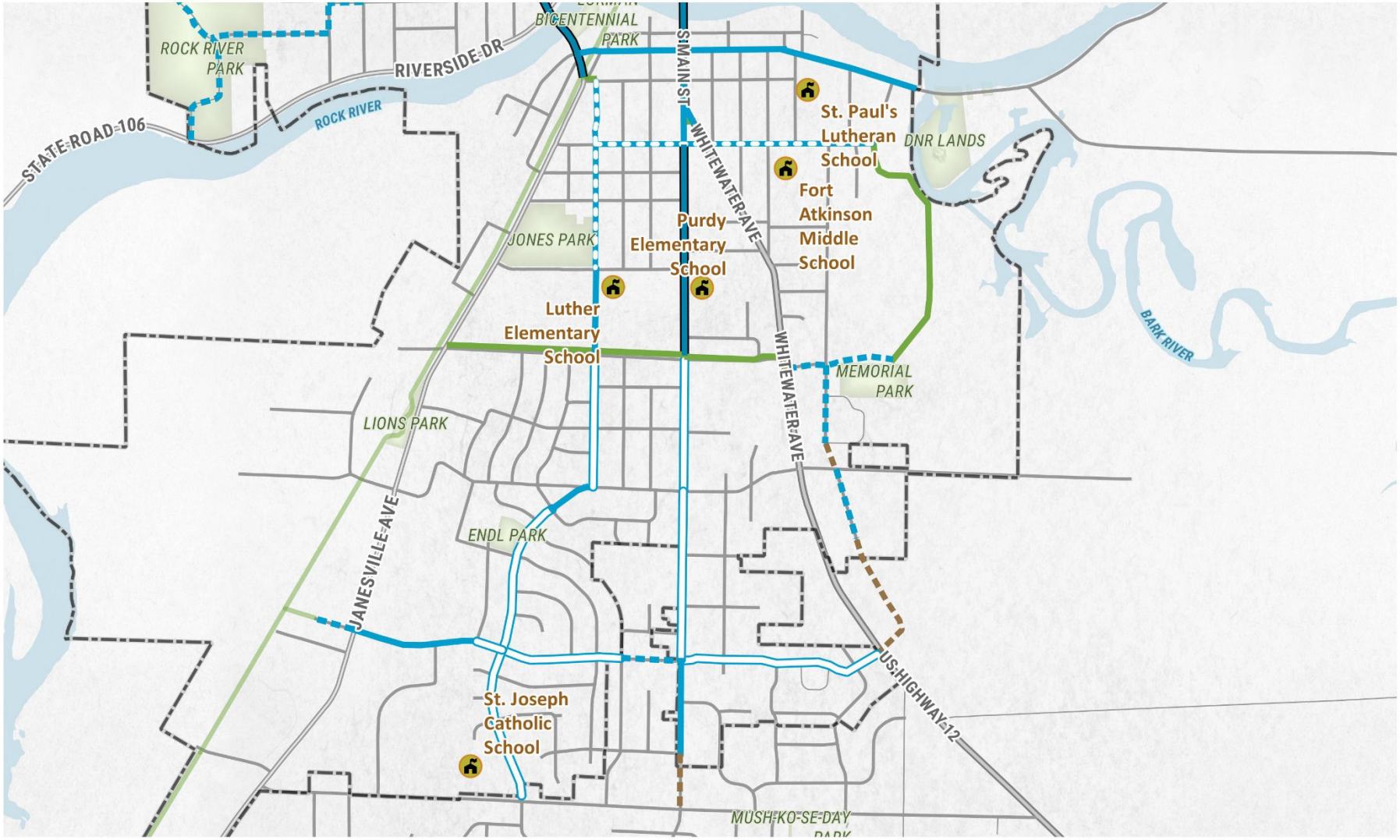
The network also includes recommended facilities on State or County highways that are aimed at highly confident bicyclists who would like a direct route and are comfortable using a bike lane in mixed traffic. These recommendations are not intended for children or less experienced bicyclists. The types of bicycle facilities recommended vary based on factors such as a street's traffic context, existing conditions, and facilities needed to improve a street's comfort level for younger and less confident users.

Relative to other communities in Wisconsin, Fort Atkinson already has good conditions for bicycling along many of its streets, especially those with low traffic volumes and low speed limits. These low-traffic streets provide numerous opportunities for low-stress bicycling as part of the city's interconnected street grid. In many cases, minimal investments in signage and minor pavement markings can enhance such streets and encourage more bicycle use. However, many areas within the community cannot be reached solely using low-traffic streets. For this reason, this Plan also identifies locations along higher-stress streets to which bicycle accommodations (such as bike lanes or paths) can be added to form a community-wide bicycle network that is coherent, visible, and interconnected.

Map 3: Recommended Bicycle Network in North Fort Atkinson



Map 4: Recommended Bicycle Network in South Fort Atkinson



PRIORITIZING ENGINEERING PROJECTS CITY-WIDE

To help the City of Fort Atkinson determine which projects should be prioritized in an objective manner, all 370 of the recommended engineering projects (far beyond the 25 projects detailed in the "Key Recommendations" section) were scored, weighted, and ranked according to the criteria outlined in the table on page 32. The entire list of engineering projects is provided, ranked in order of priority, in Appendix A.

The criteria in the table were selected to align with the Wisconsin Department of Transportation's Transportation Alternatives Program (TAP) Grant criteria. The TAP grant is one of the few dedicated sources of bicycle and pedestrian project funding in Wisconsin. By aligning project scores with the TAP grant criteria, the City has a higher likelihood of receiving funding for the projects they apply for under TAP. However, several caveats should be noted about using TAP funding. First, low-cost projects will not get funded unless grouped into a larger project, so the City should bundle high-priority projects into a single large TAP application. Second, the TAP grant is very competitive, and projects are not guaranteed funding. Third, TAP-funded projects require high levels of oversight and regulation due to federal requirements tied to the funds.

Even if the City chooses not to apply for TAP funding, the criteria still give the City a way to prioritize improvements as part of the annual capital projects budget. The highest-ranked projects score well across most criteria, but especially if they are projects that are:

- Low-cost (less than $20,000) (assigned a weight of 30 points)
- Near schools that have a high number of students that live within ½-mile radius (Barrie, Luther, Purdy, and Rockwell Elementary Schools (assigned a weight of 20 points)

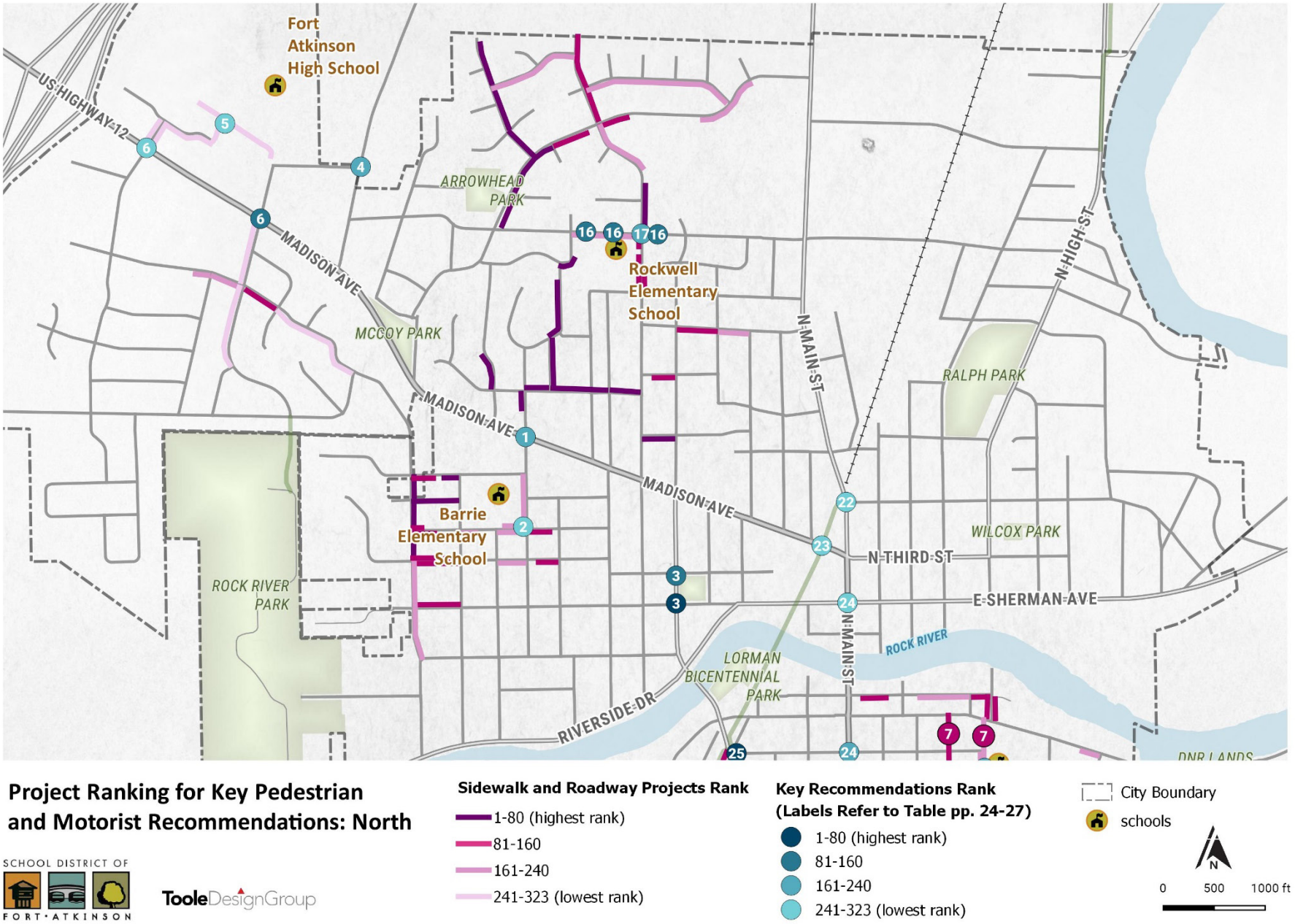
Maps 5 thru 9 display how the recommended sidewalk segments and bicycle network segments are ranked according to their criteria scores. Darker segments are ranked higher than lighter segments under the prioritization criteria; and darker "point" recommendations ranked higher than lighter point recommendations. Of note:

- Short sidewalk segments or low-cost engineering treatments scored very highly compared to longer sidewalk segments or engineering treatments that were estimated to cost over $20,000 each.
- Projects near the elementary schools with high numbers of students that live nearby score highly, especially if they are within ½ mile of more than one school
- Proposed shared-use paths (such as the extension of the Glacial River Trail or the proposed path through the Bark River Nature Park) score poorly. These low scores are consistent with the reality of planning and constructing such projects: they often require years to acquire property and do engineering studies to determine the exact path placement and construction engineering.

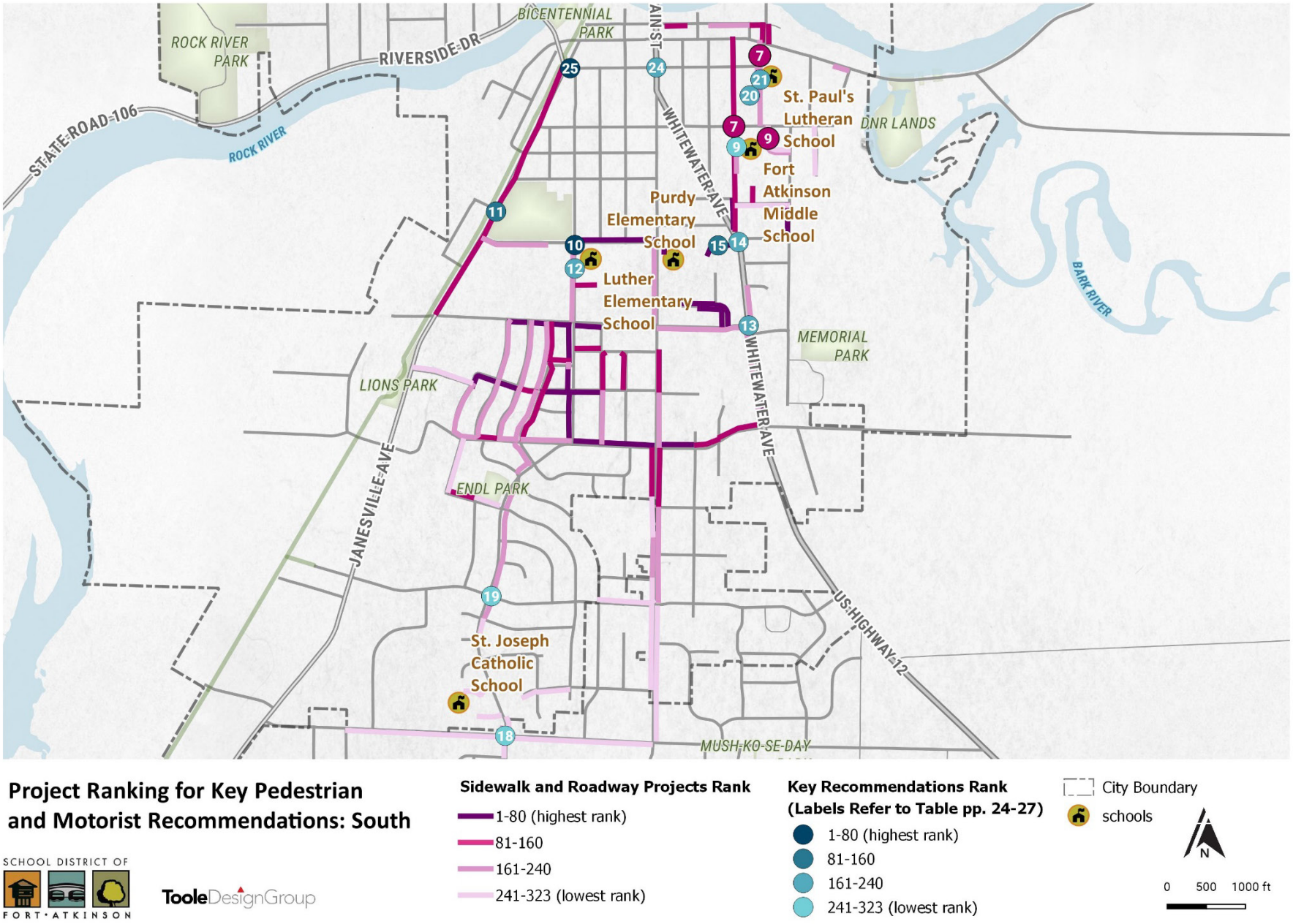
Criteria Used to Prioritize Engineering Projects

Category	Prioritization Criteria	Weight
Feasibility	**Cost**. Estimated project cost is categorized as low or medium (estimated project cost is under $20,000 = 20 points; estimated project cost is $20,000 to $149,999 = 10 points; estimated project cost is $150,000 or more = 0 points)	30
Connectivity	**Sidewalk Gap**. Sidewalk project is on a block with missing sidewalk (block has no continuous sidewalks and project would provide continuous sidewalk on at least one side = 20 points; block has continuous sidewalk on one side and project would provide continuous sidewalk on the other side = 10 points; block has sidewalk but needs to be widened or repaired = 5 points; not a sidewalk project=0 points)	5
Utility	**Number of Schools**. Number of K-12 schools within 1/2 mile of project (4 schools = 20 points, 3 schools = 15 points, 2 schools = 10 points, 1 school = 5 points)	15
Utility	**Community Resource** (Downtown, library, parks, hospital, medical center, senior center) within 1/4 mile of project (4+ resources = 20 points, 3 resources = 15 points, 2 resources = 10 points, 1 resource = 5 points)	10
Safety	**Crashes**. Project is within 100 feet of a pedestrian or bicycle crash location that has occurred within the last 5 years (yes = 20 points; no = 0 points)	10
Safety	**Traffic**. Project is along or facilitates crossing a street where traffic speed or traffic volume may be a concern (Principal arterial= 20 points; minor arterial = 15 points; collector = 10 points; all other streets = 0 points)	10
Livability--Public Health Impact	**Number of Students**. Number of students that live within 1/2-mile radius of school that the project will serve. (Over 100 [Barrie and Rockwell] = 20 points; over 80 [Luther and Purdy] = 15 points; over 60 [FAMS] = 10 points); over 40=5 points; under 39 [FAHS, St Joseph, St Paul's] = 0 points)	20
	Total:	100

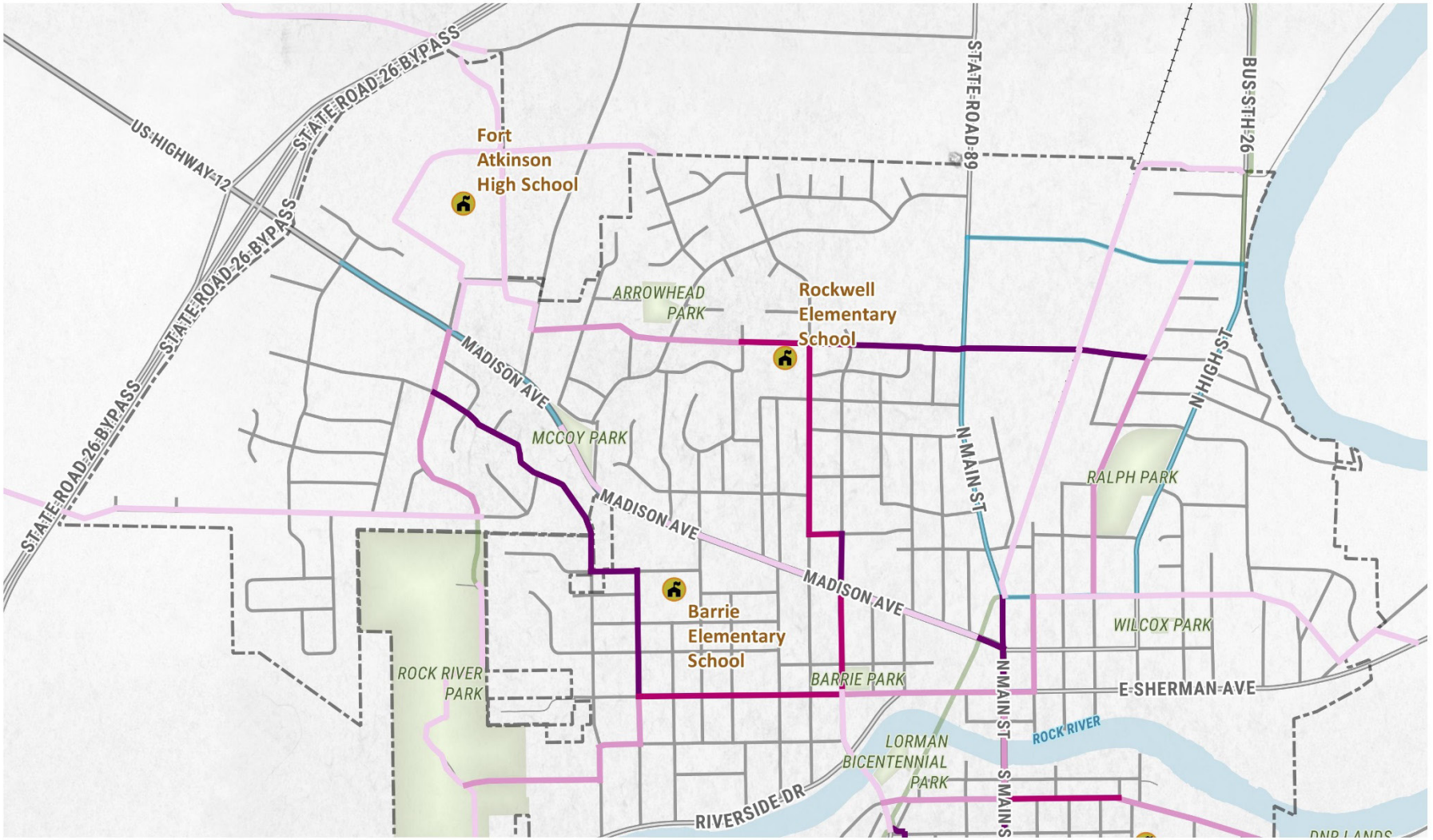
Map 5: Prioritized Ranking of Key Pedestrian and Motorist Recommendations in North Fort Atkinson



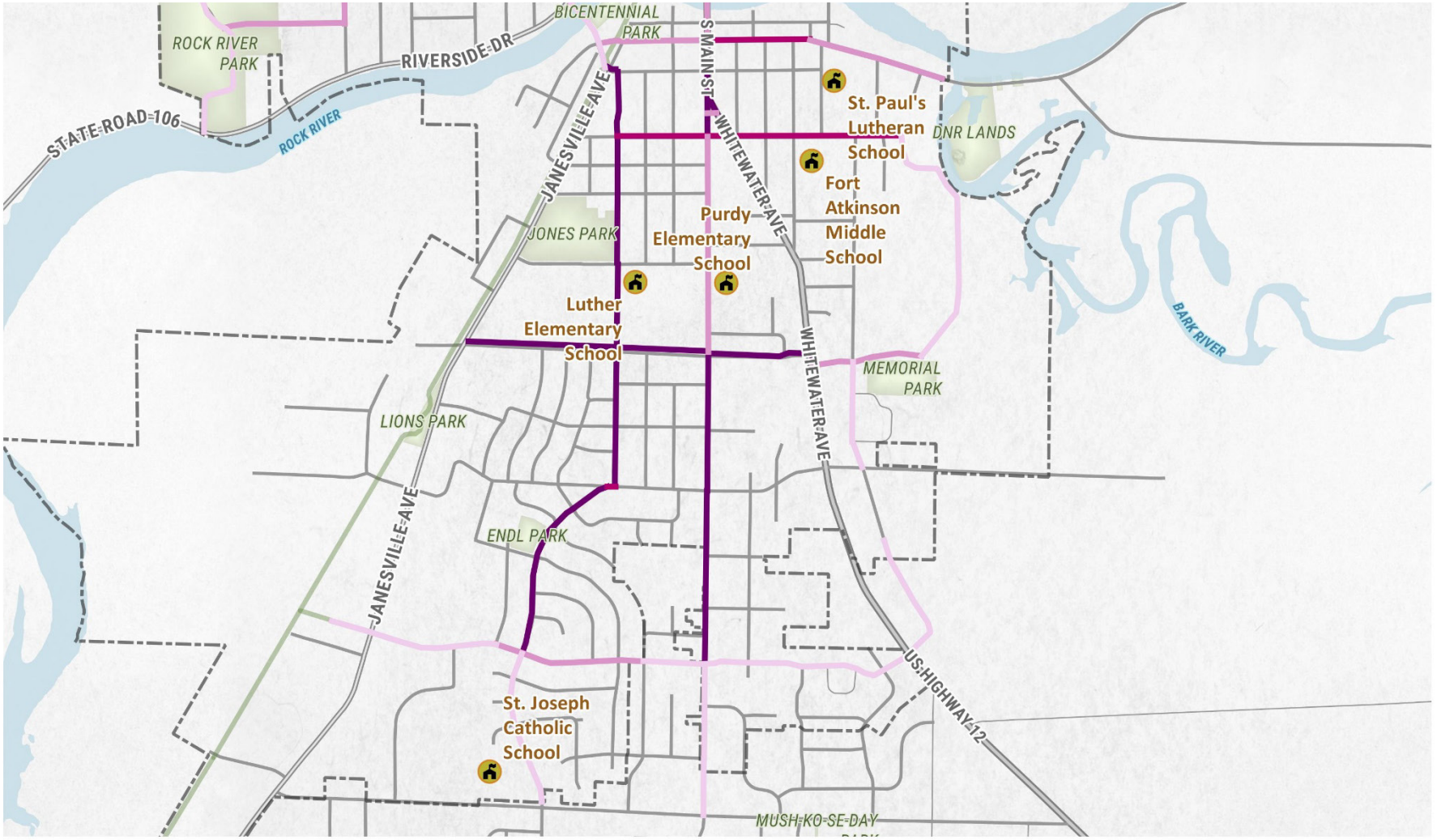
Map 6: Prioritized Ranking of Key Pedestrian and Motorist Recommendations in South Fort Atkinson



Map 7: Prioritized Ranking of Bicycle Segment Recommendations in North Fort Atkinson



Map 8: Prioritized Ranking of Bicycle Segment Recommendations in South Fort Atkinson



4 NON-INFRASTRUCTURE RECOMMENDATIONS AND IMPLEMENTATION

At many Fort Atkinson schools, the greatest threat to students who are walking and bicycling to school is the amount of vehicle traffic during arrival and dismissal, as well as risky driver and pedestrian behavior. Much of that traffic is the result of families driving to school to drop off or pick up their children. Because of that, the Engineering recommendations in the previous section are only a part of the solution. Other strategies are necessary to reduce the vehicle traffic, disperse it farther away from school sites, and address behavior through **education, encouragement,** and **enforcement**. Progress on meeting those goals is can be tracked through **evaluation** measures.

EDUCATION

Plan Goal: Families and students are educated in both pedestrian and bicycle safety, so they know how to stay safe when walking or bicycling

The School District of Fort Atkinson has an excellent start on **bicycle education** in middle and high schools. The district purchased several bicycle fleets to use for bicycle education through the Carol M. White Physical Education Program (PEP Grant). Middle school physical education teachers teach bicycling in all grade levels; high school students also get bicycle education and use their fleet of bicycles to go to Rock River Park during their tennis unit. At the elementary schools, teacher Mark Sykes has taught a bicycle unit at Barrie Elementary for many years, but no other elementary schools currently have bicycle education programs. Children are usually able to begin bicycling on the street around 9-10 years of age; therefore, most bicycle education programs across the country try to reach students beginning in 4th grade.

Students at Fort Atkinson High School enjoy using the school district's bicycle fleet to learn bicycle safety and travel to Rock River Park during their tennis unit.

For **pedestrian education**, schools in Fort Atkinson do not have a consistent program. There are some safety classes offered by Fort HealthCare, but they are not attended by a significant portion of the student population in the City. Some schools have running clubs and other programs to encourage active, healthy lifestyles, but there is no agency or entity teaching pedestrian safety.

The SRTS Task Force recommended that students themselves could participate in some of the education activities. The recommended actions proposed below reflect this goal.

Recommended Actions for Elementary Education Efforts

- In 2018, School District of Fort Atkinson and private schools should explore opportunities to provide bicycling safety education in schools that are not currently offering it, and determine whether to purchase new bike fleets or use students' own bicycles for the units. The Boys and Girls Club of Fort Atkinson should be involved in any discussions that involve bicycle education after school or during summer school.
- In the 2018-2019 school year, arrange cross-teaching and cross-training between Fort Atkinson physical education teachers who have taught bicycle education, to share their experience and knowledge with those who have not. School district teachers should define learning objectives appropriate for the age of students being taught.
- By 2019-2020, expand bicycle safety education to at least 3 more schools in Fort Atkinson (for a total of 4 elementary schools)
- In 2018-2019, encourage physical education teachers to incorporate pedestrian safety units into their K-2 student plans. The Wisconsin Bike Fed has a 2-hour lesson plan (it takes place over 2 days) called "Walking Wisdom" which has been used at many Wisconsin schools.
- In 2019-2020, Safety Patrol Coordinators work with School Resource Officer to develop materials or presentations that School Safety Patrollers can use to reinforce pedestrian safety to K-2 students during school assemblies.

Recommended Actions for Middle and High School Efforts

- In the 2018-2019 school year, encourage middle school social studies or literacy teachers to introduce academic lessons that engage the students in transportation choices, such as Oregon's Neighborhood Navigators unit or Ohio's SRTS Lesson Guide. Drawing upon the ideas in Ohio SRTS Lesson 3 and the principles of SRTS planning on page 45 of this plan, students at Fort Atkinson Middle School and St. Paul's Lutheran School could do a project on designing a safe arrival and dismissal circulation plan for their two schools. Such a project could include presentations to city officials with their findings and recommendations.
- In 2019, offer a summer school or summer camp option for high school students to learn basic bike mechanic skills by maintaining the School District's bike fleet.

Other Actions

- In 2018, designate a teacher or curriculum leader who will champion the SRTS education efforts in the School District of Fort Atkinson.

ENCOURAGEMENT

Plan Goal: There is a culture of walking and bicycling in both the school district and in the greater community. Older students are advocates and role models for younger students. Local businesses and organizations are engaged in mentoring and being role models for walking and bicycling.

The "Fort Healthy" wellness coalition is an initiative to improve wellness in the City of Fort Atkinson. It is a natural partner for encouragement programs in Fort Atkinson. The coalition is supported by Fort Healthcare, which could be involved in encouragement in other ways. The Walk with a Doc Program meets regularly for walks that start near the Glacial River Trail; and they encourage walking and healthy living in other ways. The school nurse program in Fort Atkinson is also based in the hospital.

Other local businesses and organizations that already play a role, and could potentially expand their role to encourage walking and bicycling in Fort Atkinson include:

- Bicycling businesses and organizations like 2 Rivers Bicycle and Outdoor, Jefferson County Bicycle Club, and the CamRock Composite youth mountain bike team
- High school and middle school students who are empowered to be advocates or teachers for younger students
- Senior citizen volunteers at the Fort Atkinson Senior Citizens Center
- The Boys and Girls Club of Fort Atkinson

Fort Healthy Wellness Coalition Recommended Actions:

- In 2018, identify existing Fort Healthy representatives who will attend quarterly meetings of the School Transportation Review Committee and help with marketing and promotion of encouragement activities.
- In 2018-2019, organize one special event, such as International Walk to School Day, National Bike to School Day, Walk with a Doc to School, or a Golden Sneaker Challenge competition. Share information and promote the event with principals. has many resources to help plan.
- Continue and expand the event in future years, and add a new event.
- Host a social media challenge for families to create a video of the fun features of their walk or bike to school, or a video of the special event.

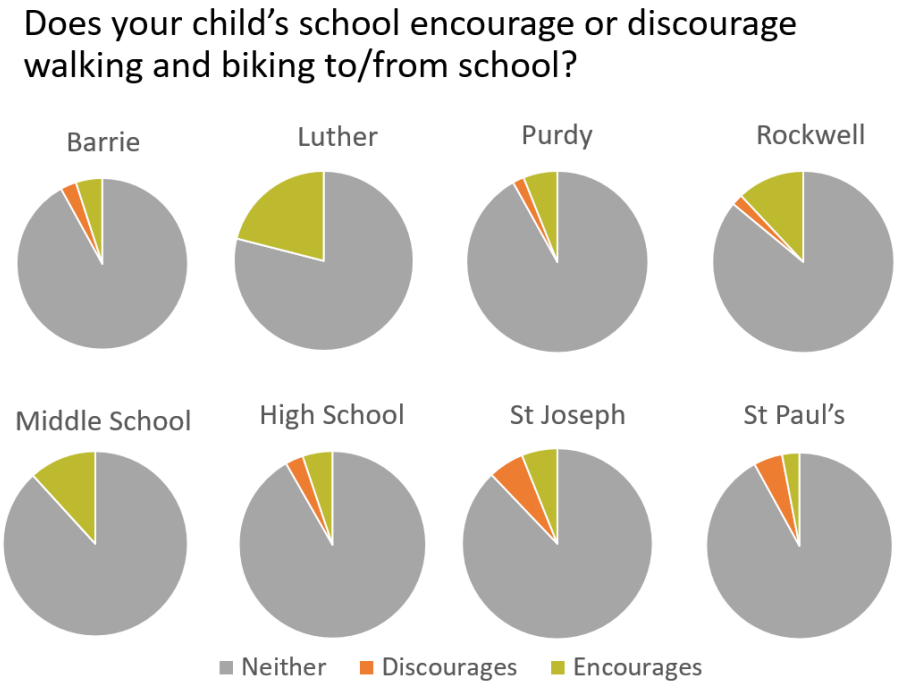
The "Golden Sneaker Award" is an example of a prize that can be bestowed on the winning school or classroom in a friendly competition to encourage more students to walk or bike.

Fort Atkinson Senior Center Director:

- In 2018-2019, recruit seniors who are involved with the Senior Citizens Center to be volunteer Walking School Bus chaperones for at least one Walking School Bus. A walking school bus is a group of children walking to school with one or more adults. The website www.walkingschoolbus.org/resources.html has a variety of resources to help plan walking school buses.

School District of Fort Atkinson Recommended Actions

- By 2018-2019, publish information encouraging walking or bicycling to school in all school handbooks, websites, and via email communication to parents.
- In 2018-2019, ask elementary school principals to recruit parents to form Walking School Buses.
- In 2018-2019, recruit high school students to come up with a plan to encourage other students (of any grades) to walk or bike to school. They could lead occasional walking school buses, or research ideas on walkbiketoschool.org. This action can be through a class, or an extracurricular club such as an environmental club. For ideas, see the Youth Engagement Guidebook from the East Central Wisconsin Safe Routes to School program at eastcentralsrts.org/regional-srts-programs/youth-engagement-program.



The graphs show the results of the parent surveys distributed via e-mail to school parents in November 2017. Most schools do not currently encourage walking or bicycling, which means that even a slight increase in encouragement efforts at the school level might have a big impact.

Bicycling Organizations or Parks and Recreation Department

- In summer of 2018, organize a first "Kidical Mass" or "Pokey Pedal" ride on a Saturday or Sunday. Kidical Mass rides are fun group bicycle rides for parents and children that welcome children's bikes, trailers, trail-a-bikes, and cargo bikes. Pokey Pedals are similar but include bicyclists of all ages. These types of fun, slow-paced rides can help families practice their bicycling skills in a group setting so they learn to feel more comfortable bicycling on the street. To add additional safety benefits to these rides, have mechanics available to perform bicycle safety checks prior to the event. To learn more about these types of rides, visit the websites www.kidicalmass.org and pokypedalingstevenspoint.org.

ENFORCEMENT

Plan Goal: Enforce traffic laws near schools to reduce unsafe driver behavior and ensure that drop off and pick up procedures are followed.

The Fort Atkinson Police Department (FAPD) has an important role to play in increasing safety around Fort Atkinson schools. The department has a School Resource Officer (SRO) who serves all the public schools in the City; one of the SRO's duties is to train 5th graders as Safety Patrollers to help students stay safe during arrival and dismissal. In addition to the SRO, FAPD regularly patrols school zones to discourage risky motorist behaviors such as speeding and blocking crosswalks. FAPD also hires and supervises the Adult School Crossing Guards located on high-traffic streets throughout the city. The department also has a portable driver speed sign that can be moved to different locations around the city.

Adult School Crossing guards are an important part of the Police Department's role in keeping children safe on the way to and from school.

Enforcement Recommended Actions:

- In the 2018-2019 school years, FAPD should work with Fort Atkinson Middle School, Rockwell Elementary School, and Purdy Elementary School as they develop school arrival and dismissal circulation plans, and provide extensive enforcement for the first week that the new plans go into effect. During the first week, drivers who violate the new drop off and pick-up plans will be given warnings and copies of the new plans instead of tickets.

- In 2018, FAPD should develop a rotating school enforcement calendar. Schools with more risky motorist behaviors would have more frequent enforcement at arrival and dismissal. The enforcement calendar would not be made public. High priority schools for enforcement are:
    - Fort Atkinson Middle School, for enforcing parking restrictions near crosswalks and driver yielding to pedestrians;
    - Rockwell Elementary School, for enforcing parking restrictions near crosswalks and enforcing speeds on W Cramer Street and Robert Street; and
    - Purdy Elementary School, to continue to prevent drivers from entering bus loop and reinforce safe behaviors in the school parking lot.

- In 2018, FAPD should develop a rotating calendar for the portable speed trailer around schools. High priority locations for the speed sign are:
    - Madison Street (near Barrie Elementary and Fort Atkinson High School);
    - S Main Street (near Purdy Elementary School and Luther Elementary School);
    - Whitewater Avenue (near Purdy Elementary and Fort Atkinson Middle School); and
    - W Cramer Street (near Rockwell Elementary School).

- A representative of FAPD should attend quarterly meetings of the Transportation Review Committee.

- In 2018-2019, work to identify funding sources so the number of adult school crossing guards can be increased, and work with the Transportation Review Committee to develop criteria to select crossing guard locations, such as vehicle speeds, number of lanes, age of students, and available gaps for students to cross the street. The City of Madison has school crossing guard placement criteria policy that can be used as a reference document. Ensure that any new guard locations are signed with enforceable school speed limits per the Wisconsin MUTCD.

- In 2019-2020, pursue a partnership with other law enforcement agencies in Jefferson County to fund a special campaign against texting and driving. Texting and the use of smart phones by drivers poses dangers to pedestrians, bicyclists, and other drivers.

EVALUATION

Plan Goal: Monitor and track the number of students walking and bicycling to school, as well as progress toward achieving the goals in the other categories.

The process of developing this plan represents the first data collection effort under the Evaluation focus. To track progress, evaluation efforts will need to continue. The indicators below should be reviewed annually at the Transportation Review Committee and any other pertinent committee, so that members can discuss the progress and re-focus efforts, if necessary.

This form shows a pre-evaluation measure of yielding to pedestrians at a school crossing

Evaluation Indicators:

Engineering:

- The number of engineering projects completed each year that improve safety in school areas.
- For significant engineering projects, City Engineering Staff will use pre- and post-evaluation measures such as vehicle speed and yielding to pedestrians to determine if the project was effective.

Education:

- The number of Fort Atkinson schools that offer bicycle education.
- The number of Fort Atkinson schools that offer pedestrian education.

Volunteers, such as school parents, can help evaluate measures like driver yielding to pedestrians at school crossings.

Encouragement:

- The number of people or schools that participate in the special event organized by Fort Healthy wellness coalition to encourage walking and bicycling to schools.
- The percent of students that walk and bike to each school, measured by annual student travel tallies available at www.saferoutesdata.org.
- Parental attitudes towards walking and bicycling to school, measured by biennial parent surveys available at www.saferoutesdata.org.

Enforcement:

- The number of warnings or tickets handed out near schools and the typical speeds or dangerous behaviors noticed by enforcement officers near schools.

5 SCHOOL-LEVEL PLANS AND RECOMMENDATIONS

The heart of this Plan are the detailed, school-level recommendations to improve the safety of children walking and biking to school in Fort Atkinson. This chapter sets forth the existing conditions around each school, and the recommendations (both non-infrastructure and infrastructure) to improve safety for all families around the school, especially during arrival and dismissal. Middle school and high school students would be expected to traverse the high-traffic downtown intersections to walk or bicycle to and from their schools, so spot treatments for challenging intersections in the downtown area were also considered.

One of the most frequent safety concerns during arrival and dismissal is related to the volume and behavior of motorists. Many schools need to develop a circulation plan to manage arrival and dismissal traffic. Two excellent guides are available: the Safe Routes to School National Partnership's Improving Arrival and Dismissal for Walking and Biking and the City of Seattle's guide, Improve Your School Arrival and Departure Procedures.

Key Principles of a Good Arrival and Dismissal Circulation Plan

- **Separate modes of travel**. Buses, drivers, and students on foot or bike should each have a well-defined, separate approach to the school. Students using different transportation modes may need to use different doors to facilitate the separation of vehicles. Pedestrian access should not require walking through a parking lot, and drop-off and pick-up by car should be near a different door than the bus zone. Conflict points where students must cross driveways or bus drop off areas should be avoided, and if not possible, mitigated.
- **Prioritize walking.** The safety of students on foot is the primary goal, followed by students on bike, then bus. Increasing driver convenience and relieving traffic congestion often worsen conditions for pedestrians and other modes and should not be a primary focus. Family vehicles near school create a variety of problems, including traffic congestion, air pollution, and danger to students and families.
- **In-school circulation should be considered** (how students get to breakfast, where students are dismissed, which doors remain unlocked, etc.)
- **Pick up and drop-off by car should take place on the school side** of the street or a parking lot. It will almost always require staff or volunteer supervision to function safely. Discourage jaywalking across the street from the school.
- **Clearly communicate who goes where.** An arrival and dismissal plan should communicate expectations for walkers, drivers and bicyclists. Schools should consider how to use "positive behavior strategies" to provide support and encouragement for the desired behavior of drivers during arrival and dismissal.

BARRIE ELEMENTARY SCHOOL PLAN

Barrie Elementary School students mostly live in a compact attendance area south of Madison Avenue (STH 12) and north of the Rock River (see Map 9).

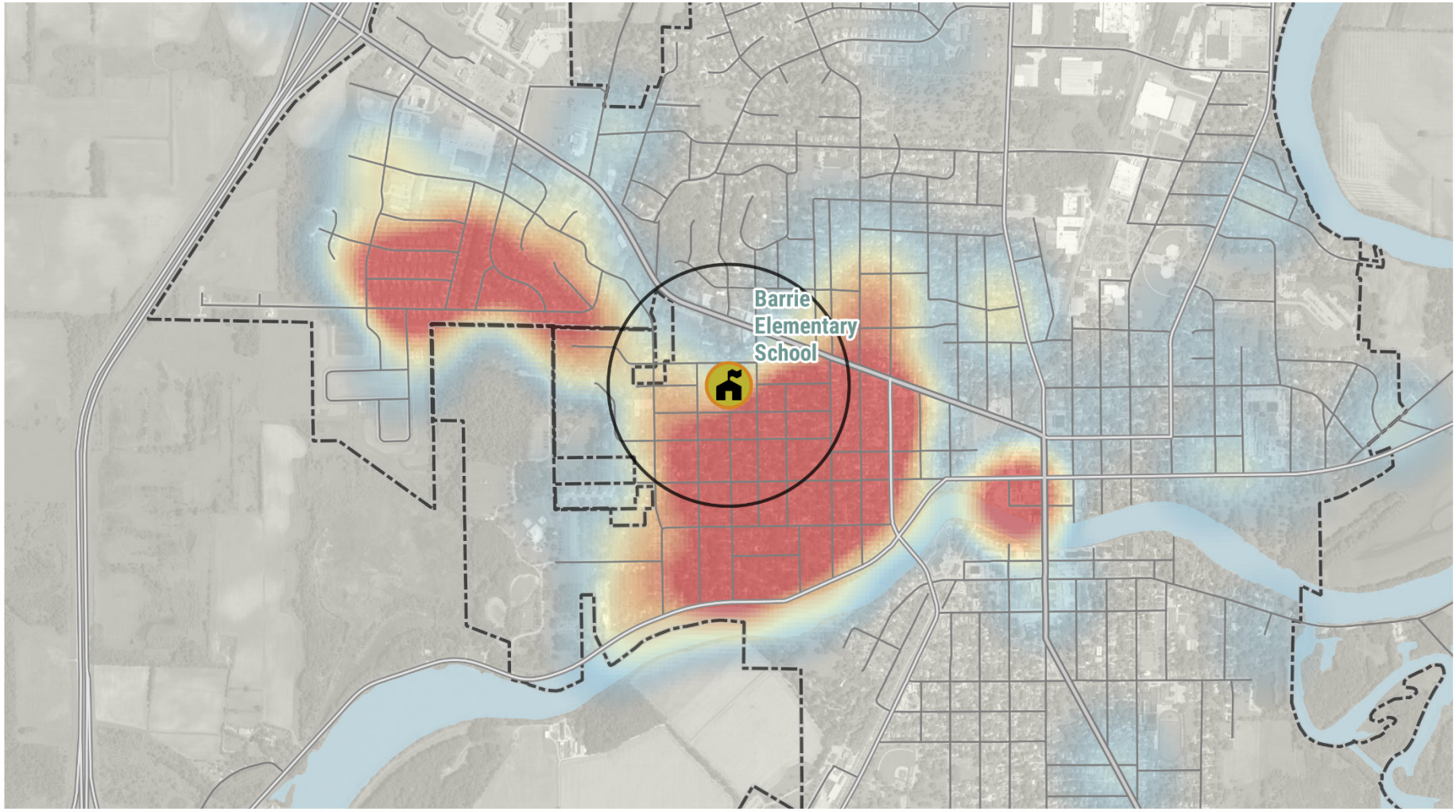
Existing Infrastructure Conditions

- **Motorist Conditions**:
  - The street network around Barrie Elementary is a complete grid of streets. The street grid lends itself to a walkable neighborhood around the school.
  - Most school zone signs by the school don't meet current MUTCD requirements. Some signs likely met MUTCD requirements when installed but the design of school crossing signs has changed since they were installed.
- **Pedestrian Conditions**:
  - Sidewalks around Barrie Elementary are in generally good condition, but there are gaps in the network (see Map 10: Existing Infrastructure Conditions around Barrie Elementary School). There is no sidewalk immediately across from the school on Harriet Street. Sidewalk width by the school is narrow (4 feet wide). Ideally, sidewalks should be at least 8 feet wide on school property where pedestrians are likely to walk 2 or 3 abreast.
  - The crosswalks across Roosevelt Street at Harriette Street and Charles Street are causes for concern due to speeding traffic on Roosevelt Street and lack of yielding to pedestrians when the crossing guard is not present. Some crosswalks near the school lack curb ramps and some are less than the recommended 10 feet wide. Illegally-parked parent vehicles reportedly block views of the crosswalk on Harriette Street.
- **Bicycling Conditions**:
  - The bike racks near the south entrance are a "wheelbender" style rack that can damage the front wheel of a bicycle.
  - The nearest bikeways are the bike lanes on Madison Avenue and the drive and trail through Rock River Park.
  - Plans exist for a signed bike route connecting Lexington Boulevard to the Rock River Parkway.

Dismissal Observations

- Dismissal was observed by project staff on October 4, 2017. School is dismissed at 3:00 p.m.
- Different travel modes (school bus, family vehicle, and walkers and bikers) are divided into different areas on the school grounds, which results in a safe, orderly dismissal. Buses are in the south parking lot, family vehicles pick students up on the north side of the school, and students walking and biking leave the south doors and mostly go south and east, crossing Roosevelt Street at the crossing guard stationed at Harriette Street.
- Student safety patrols assisted younger students in crossing non-busy areas at dismissal.

Map 9: Heatmap of Barrie Elementary School Student Addresses



Barrie Elementary School

Schools

Concentration of Student Locations

Low

High

1/4 Mile Buffer

City Boundary

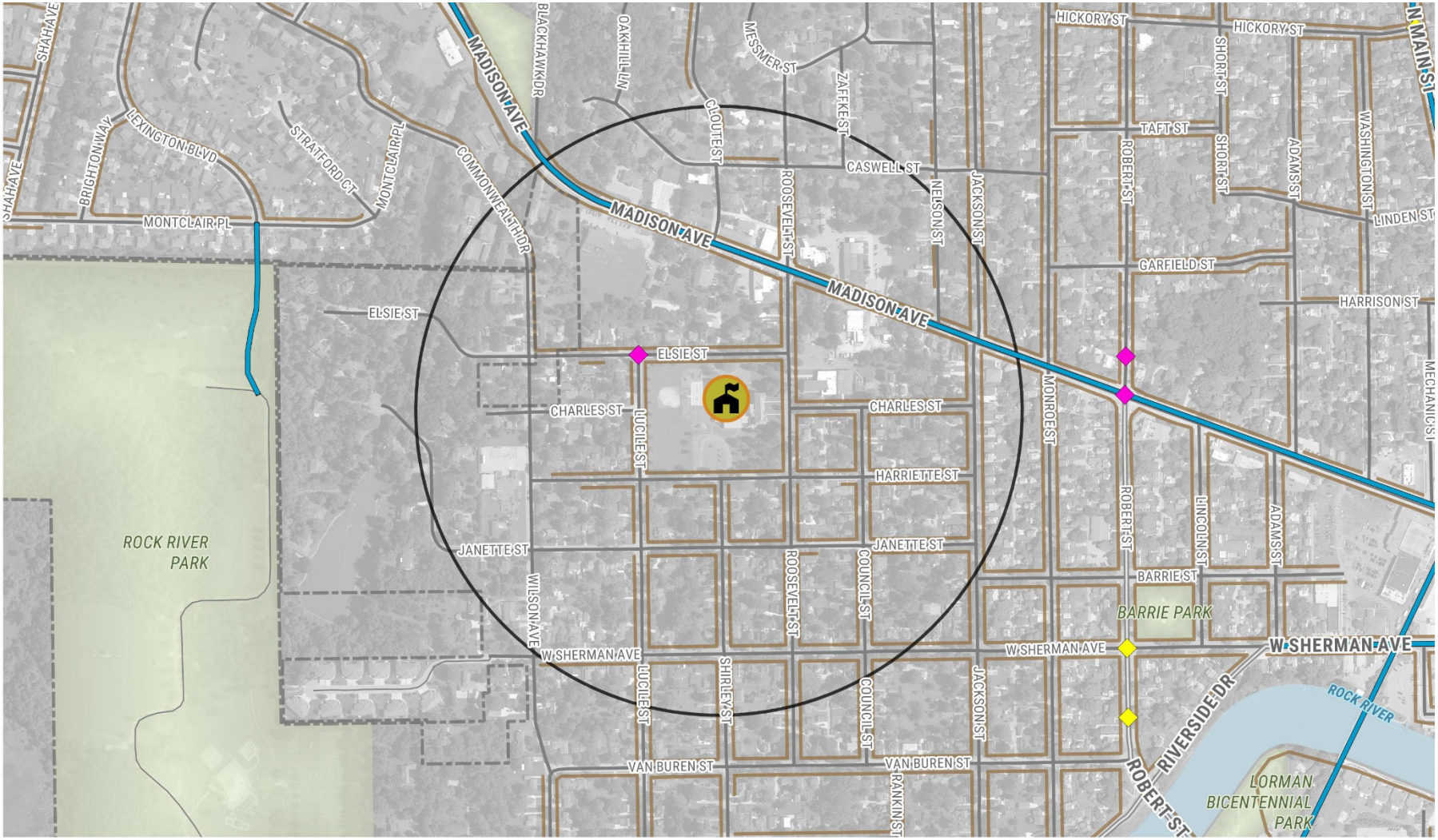
0 0.25 0.5 mi

N

SCHOOL DISTRICT OF FORT·ATKINSON

TooleDesignGroup

Map 10: Existing Infrastructure Conditions around Barrie Elementary School



Barrie Elementary School
Existing Conditions

SCHOOL DISTRICT OF FORT·ATKINSON

TooleDesignGroup

Sidewalks
- Existing Sidewalk
- Bikeway

Crashes
- Bicycle
- Pedestrian

Schools
1/4 Mile (5 min walk)
City Boundary

N

0 500 1000 ft

Parent Survey

- Barrie Elementary School parents were asked to complete an online survey about their attitudes towards walking and biking to and from school in November of 2017. The full survey report is in Appendix B.
- The survey asked parents to select the most important issues affect their decision to allow or disallow their child to walk or bike to/from school. Those are listed in the table to the right.
- The survey also included an open-ended question for parents to add their own specific concerns. Those concerns included a request for a stop sign on Roosevelt Street at Harriet Street, and comments noting that since the change in drop-off procedure at Barrie Elementary there are few issues.

Top 5 Issues for Barrie Elementary School Parents	Child does not walk/bike to school	Child walks/bikes to school
Amount of Traffic Along Route	64%	43%
Speed of Traffic Along Route	64%	14%
Safety of Intersections and Crossings	59%	43%
Distance	50%	71%
Time	41%	29%
Number of Respondents	**22**	**7**

Recommended Programs and Policies for Barrie Elementary School

The following table lists non-infrastructure programs (such as Encouragement, Education, and Enforcement) that Barrie Elementary School or the City of Fort Atkinson can take to improve safety for pedestrians, bicyclists, and motorists during arrival and dismissal.

Issue	Program Recommendation	Timeframe*
Many students live within walking distance of Barrie Elementary	**Encouragement** to reduce vehicle traffic: • Participate in International Walk to School Day and Bike to School Day • Work with parents to organize Walking School Buses (WSBs) along Shirley or Roosevelt Streets, Janette Street, or Commonwealth Drive. Try WSBs as part of Walk to School Day, then increase frequency to once a month, once a week, etc. **Education s**o students are ready to walk to school: • Pedestrian safety education in K-2 grades • Safety Patrols lead pedestrian safety assemblies	Short
Roosevelt St: speeding drivers, especially at dismissal	**Enforcement** to change driver behavior: • Police should continue speed enforcement at dismissal once every 2 weeks.	Short

**For the purposes of this Plan, short, medium, and long timeframes are defined as:*

- *Short: 6 months to 2 years*
- *Medium: 3 to 5 years*
- *Long: More than 5 years*

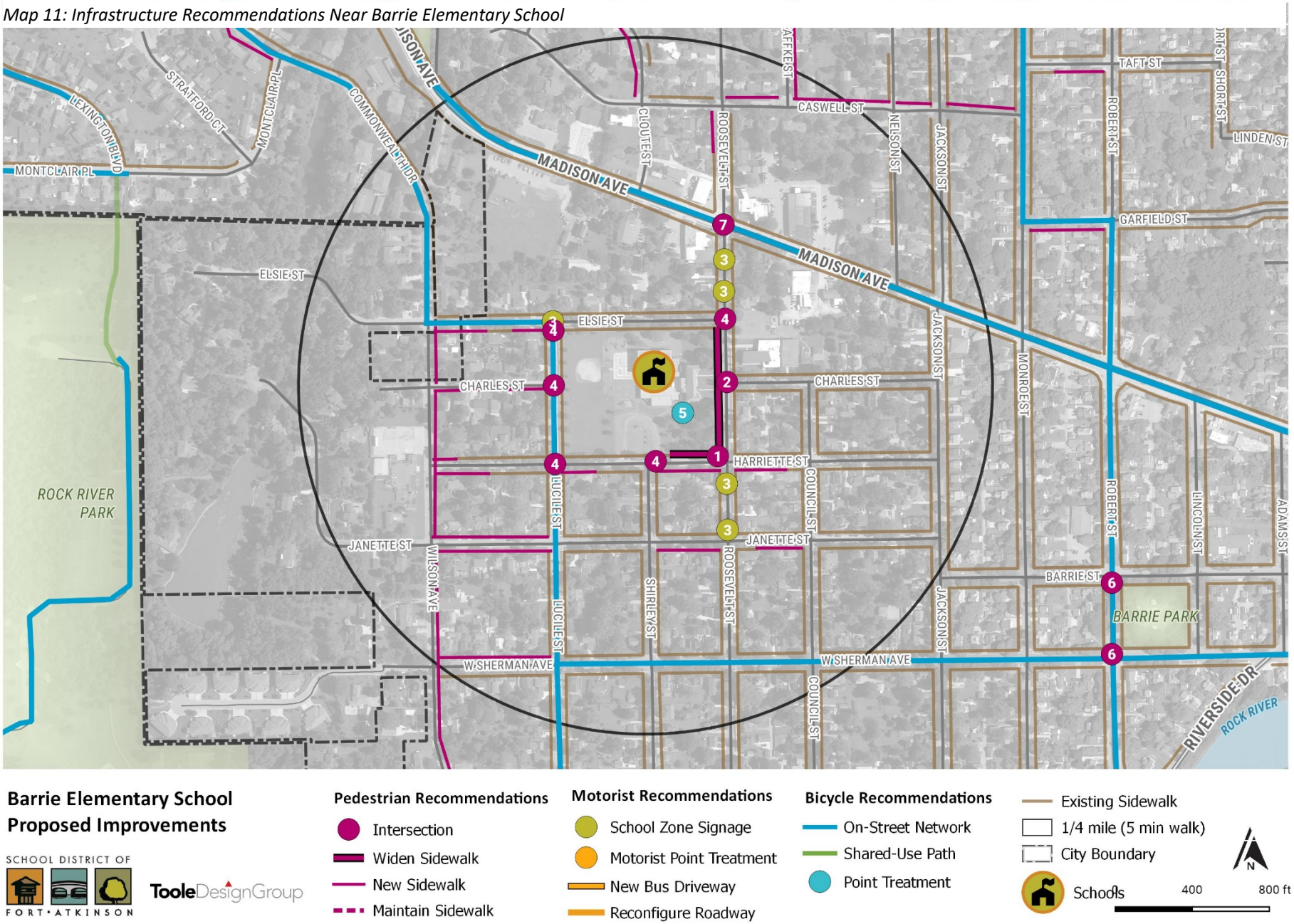
Recommended Infrastructure Improvements around Barrie Elementary School

Map 11 following this table shows the locations where infrastructure improvements are recommended in the school area. The table below lists the recommendations. If a recommendation is in **bold colored text**, it indicates that a description of the treatment is listed in **Chapter 2 Engineering Toolkit**.

Map ID	Issue	Infrastructure Recommendation	Timeframe*
1	Speeding traffic on Roosevelt Street, lack of yielding to pedestrians. Missing curb ramps on south crosswalk	**Curb extensions** and **curb ramps** into Roosevelt Street at Harriette Street to calm traffic	Medium
2	Speeding traffic on Roosevelt Street, lack of yielding to pedestrians	**"Gateway" Yield to Pedestrians Treatment** on Roosevelt Street at Charles Street; Three (3) R1-6 vertical Yield to Pedestrians signs on both sides of traffic lanes on the north crosswalk	Short
3	Most school zone signs don't meet current MUTCD requirements	Install **signs** that comply with Wisconsin MUTCD requirements	Short
4	Marked crosswalks near the school measure less than the recommended 10 feet; some lack curb ramps	Install new **curb ramps** and crosswalks; use **high-visibility** markings on west and south leg of Elsie Street at Lucile Street	Medium
5	Bike racks outside front entrance: "Wheelbender" style can damage wheels, not compatible with U-locks	Replace bike racks, remove fencing on one side so they can be accessed from both sides	Short
6	Robert Street at Barrie Park: high traffic volumes make it hard to cross at Barrie Street and Sherman Avenue	8 ft wide **pedestrian refuge islands** at Barrie Street and Sherman Avenue	Medium
7	Madison Avenue at Roosevelt Street: high traffic volumes make it hard to cross; also, this is the first crosswalk east of Lexington Boulevard that high schoolers can use to cross Madison Avenue.	• **Rectangular Rapid Flash Beacons (RRFBs)** to increase driver yielding to pedestrians • **High-visibility crosswalks** to increase driver yielding to pedestrians	Medium Short
-	There are gaps in the sidewalk network, especially across the street from the school	• **Sidewalk** on both sides of Harriet Street, Janette Street, and Sherman Avenue • **Sidewalk** on one side of Commonwealth Drive/Wilson Avenue	Medium
-	Sidewalk width around Barrie Elementary is narrow (less than 4 ft wide)	**Widen sidewalks** to 8-10 ft along Roosevelt Street and Harriette Street to accommodate pedestrians	Medium

Map ID	Issue	Infrastructure Recommendation	Timeframe*
-	No bikeway network near school	• Traffic calming elements (**Speed humps** and traffic circles), and **marked bike route** on Sherman Avenue and Lucile Street	Long
		• **Bike lanes** on Commonwealth Drive	Short

Map 11: Infrastructure Recommendations Near Barrie Elementary School

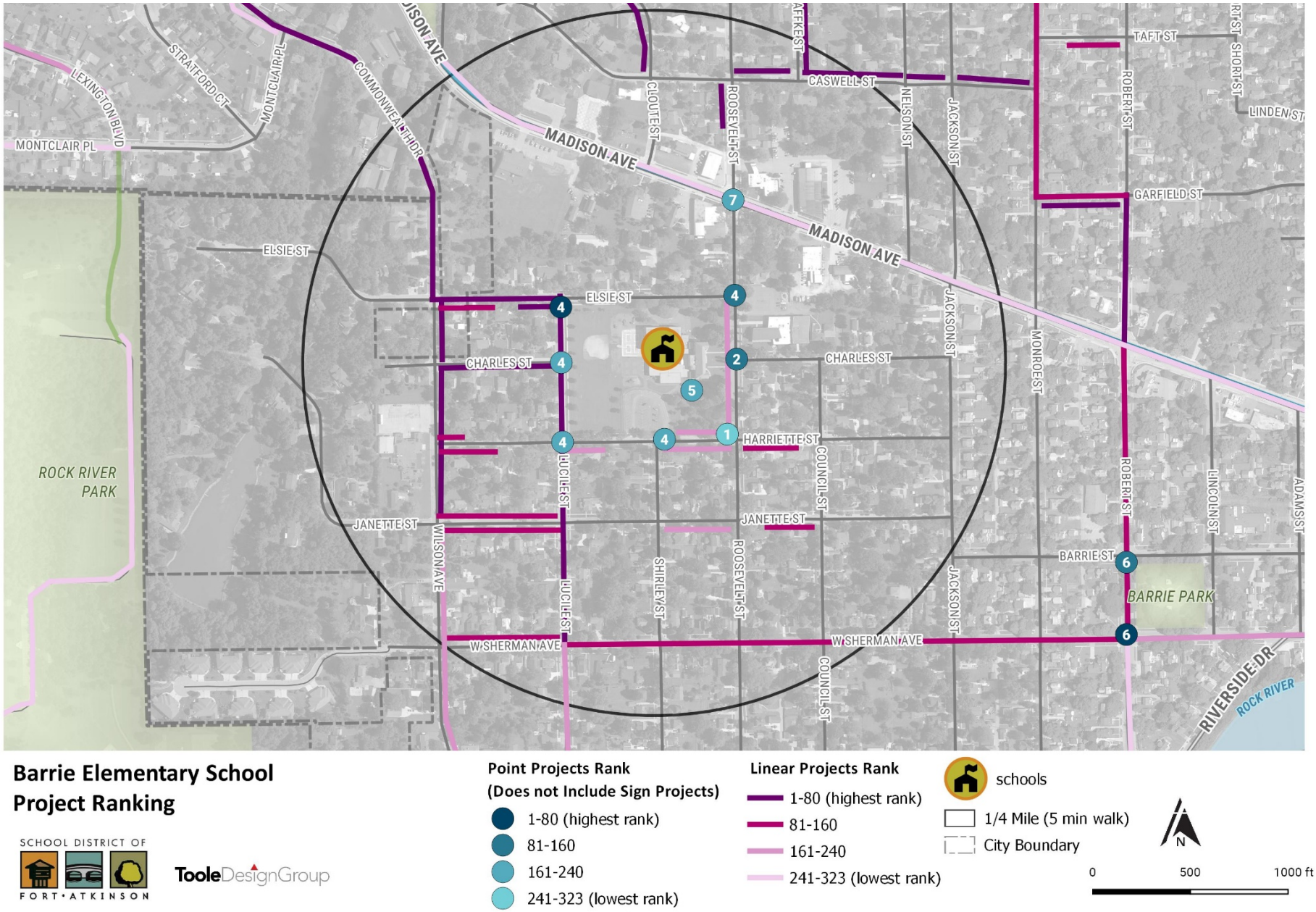


Priorities for Infrastructure Improvements around Barrie Elementary School

To help the City of Fort Atkinson determine which projects should be prioritized in an objective manner, all the recommended infrastructure projects around all schools in the City were scored, weighted, and ranked according to the criteria outlined in the table on page 32. Map 12 displays how the infrastructure projects near Barrie Elementary School are ranked. Darker segments are ranked higher than lighter segments under the prioritization criteria; and darker "point" recommendations ranked higher than lighter point recommendations. Of note:

- Short sidewalk segments or low-cost engineering treatments scored very highly compared to longer sidewalk segments or engineering treatments that were estimated to cost over $20,000 each.
- Sidewalk segments on blocks with no continuous sidewalk score higher compared to sidewalk segments on blocks that have continuous sidewalk on one side. Sidewalk widening projects score lower.
- Projects near elementary schools with high numbers of students that live nearby (such as Barrie Elementary) score highly, especially if they are within ½ mile of more than one school (such as both Rockwell Elementary and Barrie Elementary Schools)

Map 12: Project Prioritization and Ranking for Recommended Infrastructure Projects near Barrie Elementary School



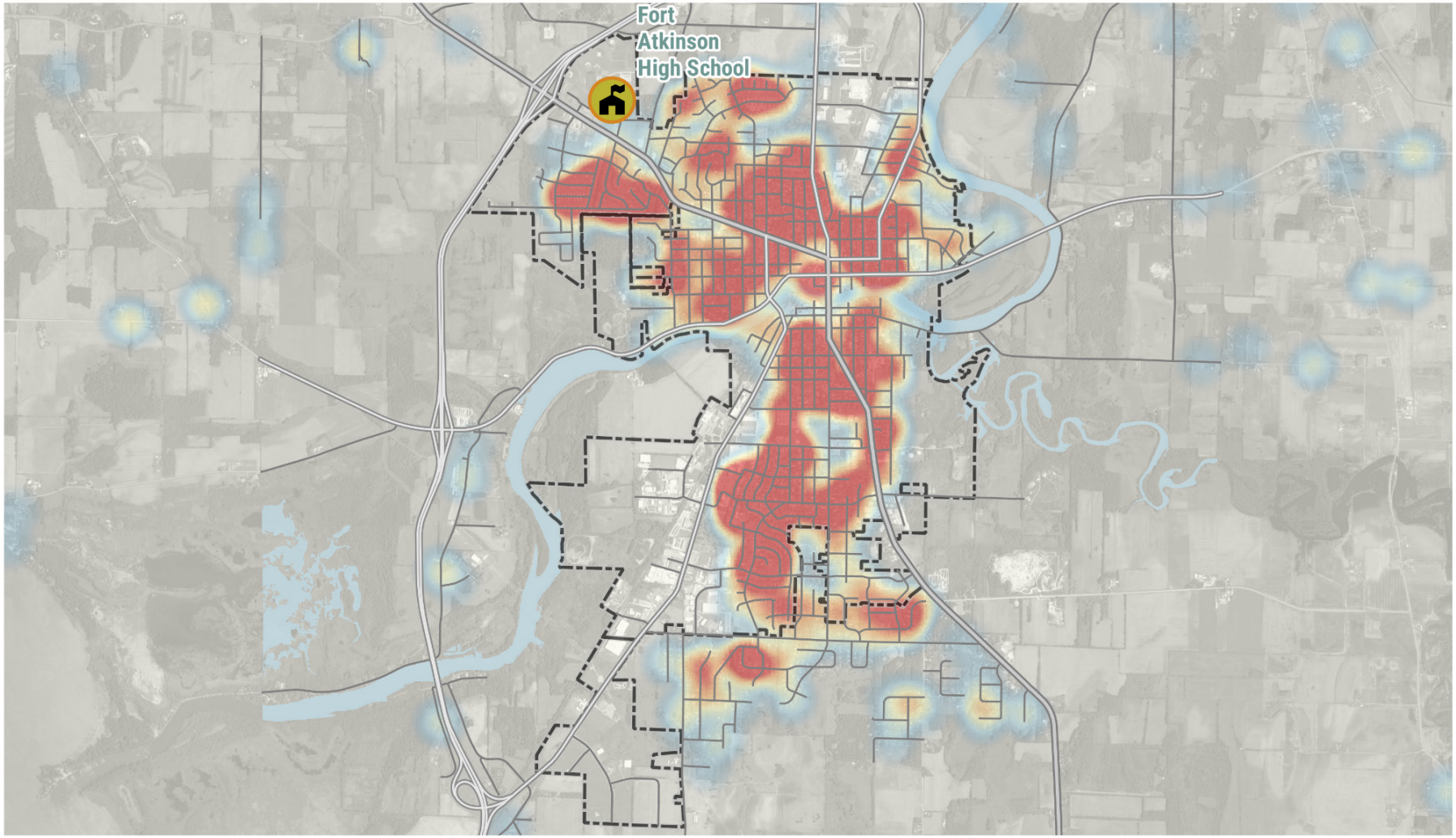
FORT ATKINSON HIGH SCHOOL PLAN

Fort Atkinson High School is not centrally located in respect to the homes of most students, as it is in the northwest corner of the City (see Map 13) and students come from all around the City and the surrounding countryside.

Existing Infrastructure Conditions

- **Motorist Conditions:**
  - The location of the school means that most students and families prefer to drive, and they must travel to and from school along the same highways and roads, which results in significant traffic congestion during pick up and drop off. The one-way driveway around the school creates a singular direction of travel for pick up and drop off activities, which exacerbates congestion but probably results in more safety overall, especially during dismissal, by minimizing conflicting motorist movements.
  - Most school zone signs by the school don't meet current MUTCD requirements. Some signs likely met MUTCD requirements when installed but the design of school crossing signs has changed since they were installed.
- **Pedestrian Conditions:**
  - There are few connecting streets and sidewalks compared to other Fort Atkinson schools. There is no pedestrian connection to the commercial area west of the school (See Map 14).
  - The crosswalks in the school parking lot are marked with non-standard yellow lines, or not at all (for example, the crosswalks at the exit to the parking lot are not marked). Crosswalks at Banker Road and West Cramer Street lack high visibility markings. Some nearby marked crosswalks measure less than the recommended 10 feet.
- **Bicycling Conditions:**
  - The bike racks near the main entrance are a "wheelbender" style rack that can damage the front wheel of a bicycle.
  - There is an existing bike lane along Campus Drive. The design is non-standard and is faded in places.
  - Students currently bike on the narrow sidewalk that crosses diagonally towards Lexington Boulevard.
  - Plans exist for:
    - A trail to the north of the school that would connect to Hoard Road.
    - An on-street bike route to the south of the school on Lexington Boulevard.

Map 13: Heatmap of Fort Atkinson High School Student Addresses



Fort Atkinson High School

Schools

Concentration of Student Locations
Low
High

1/4 Mile Buffer
City Boundary

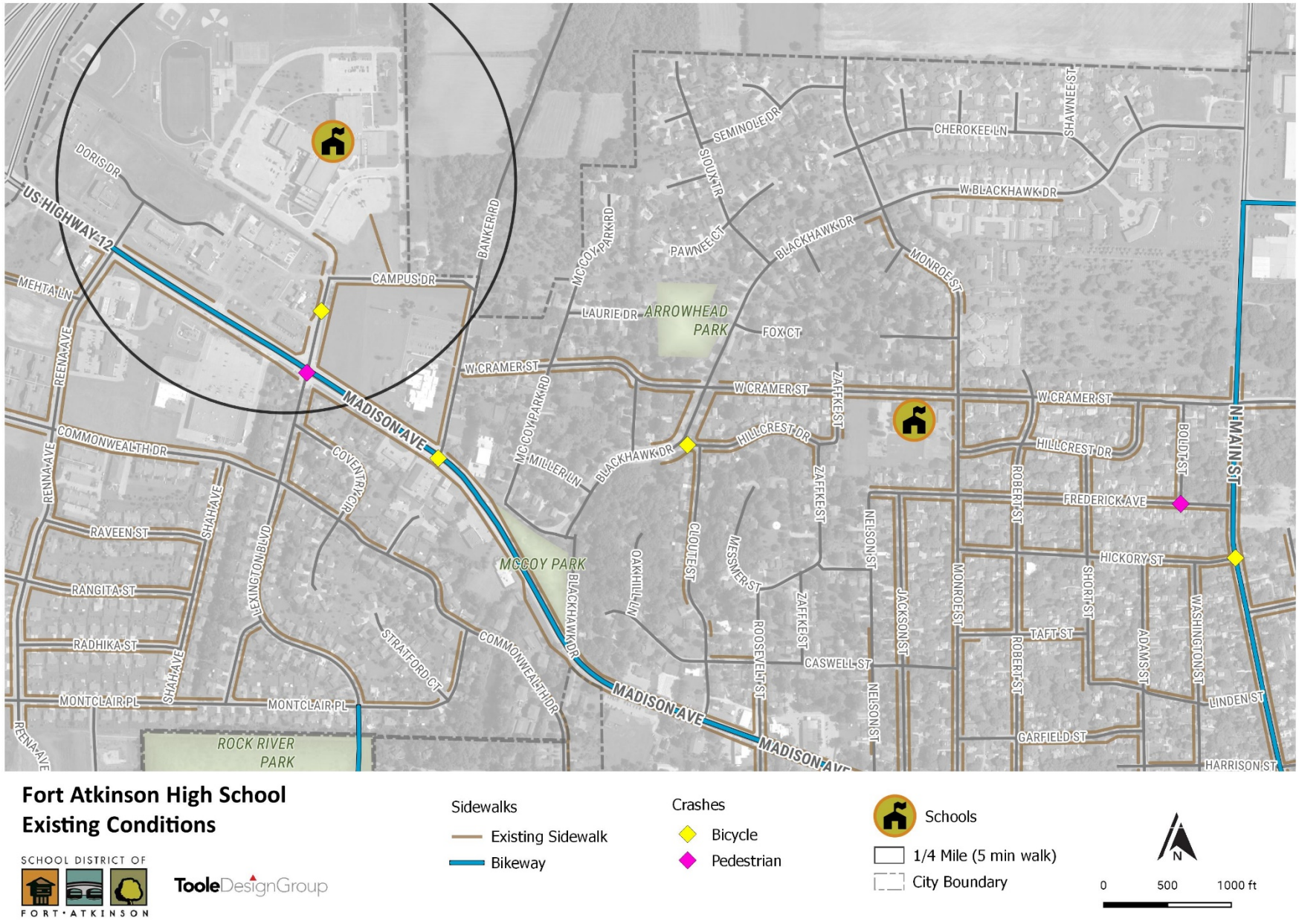
0 1 2 mi

N

SCHOOL DISTRICT OF FORT·ATKINSON

TooleDesignGroup

Map 14: Existing Infrastructure Conditions around Fort Atkinson High School



Fort Atkinson High School Existing Conditions

SCHOOL DISTRICT OF FORT ATKINSON

TooleDesignGroup

Sidewalks
- Existing Sidewalk
- Bikeway

Crashes
- Bicycle
- Pedestrian

Schools

1/4 Mile (5 min walk)

City Boundary

N

0 500 1000 ft

Dismissal Observations

- Dismissal at Fort Atkinson High School was observed by project staff on November 1, 2017. School is dismissed at 3:00 p.m. Most students drive or get picked up by family members, so hundreds of vehicles exit the school area at the same time. Although there was significant traffic congestion, speeds were slow, and motorists behaved in an orderly manner.
- The main area where conflicts occur between pedestrians and motorists is in the parking lot and driveway at the front of the school. Many vehicles do not yield to pedestrians in crosswalks.
- Traffic cones by the school crosswalk help define areas where vehicles cannot park; school staff was present to observe dismissal and ensure safety at the main crosswalk in the driveway.
- Students were seen taking a shortcut through the grassy field by the Madison Area Technical College campus. This can be messy in rain and snow.
- Students were also observed cutting through the hedge and/or climbing over the retaining wall to get to the commercial area west of the school, and possibly cross Madison Avenue at Reena Avenue. There is no sidewalk or pedestrian connection towards that area currently.

Student Travel Tally

- Fort Atkinson High School staff conducted hand tallies of students in November 2017 to determine how students get to and from school. The full hand tally report is in Appendix C.
- Staff asked students “How did you arrive at school today?”, and, “How do you plan to leave for home after school?”. Staff then read through the travel modes. Students then raised their hands for their travel mode. The tally result is shown in the table to the right.

Time of Day	Number of Students Counted	Walk	Bike	School Bus	Family Vehicle	Carpool
Morning	329	4%	0%	5%	88%	2%
Afternoon	329	9%	0%	1%	83%	8%

Parent Survey

- Fort Atkinson High School parents were asked to complete an online survey about their attitudes towards walking and biking to and from school in November of 2017. The full survey report is in Appendix B.
- The survey asked parents to select the most important issues affecting their decision to allow or disallow their child to walk or bike to/from school. Those are listed in the table to the right.
- The survey also included an open-ended question for parents to add their own specific concerns. Those concerns included a request for more bike racks at all entrances, a crosswalk and stop lights at Reena Ave and Madison Ave, and comments noting that bus service takes over an hour even though the student's family lives less than five minutes away.

Top 5 Issues for Fort Atkinson High School Parents	Child does not walk/bike to school	Child walks/bikes to school
Distance	69%	75%
Safety of Intersections and Crossings	69%	100%
Amount of Traffic Along Route	56%	100%
Weather or climate	50%	50%
Speed or Traffic Along Route	50%	100%
Number of Respondents	**32**	**4**

Recommended Programs and Policies for Fort Atkinson High School

The following table lists non-infrastructure programs (such as Encouragement, Education, and Enforcement) that Fort Atkinson High School or the City of Fort Atkinson can take to improve safety for pedestrians, bicyclists, and motorists during arrival and dismissal.

Issue	Program Recommendation	Timeframe*
Traffic congestion is a problem due to the campus location and students coming from across the district	**Encouragement** to reduce vehicle traffic: • School should encourage walking and biking • Youth-guided activities, such as sustainability club or "green" club, or volunteering to walk elementary students to or from school on some days • High school mountain bike club (CamRock Composite Team) • Academic lessons that engage the students in transportation choices, such as the Neighborhood Navigators curriculum or Ohio's SRTS Lesson Guide	Short
Drivers sometimes do not yield at crosswalks	**Enforcement** to change driver behavior: • Police should monitor arrival and dismissal to ensure drivers are yielding at crosswalks • School should continue to place cones in crosswalk and have staff monitoring the crosswalk in front of the front doors	Short

**For the purposes of this Plan, short, medium, and long timeframes are defined as:*

- *Short: 6 months to 2 years*
- *Medium: 3 to 5 years*
- *Long: More than 5 years*

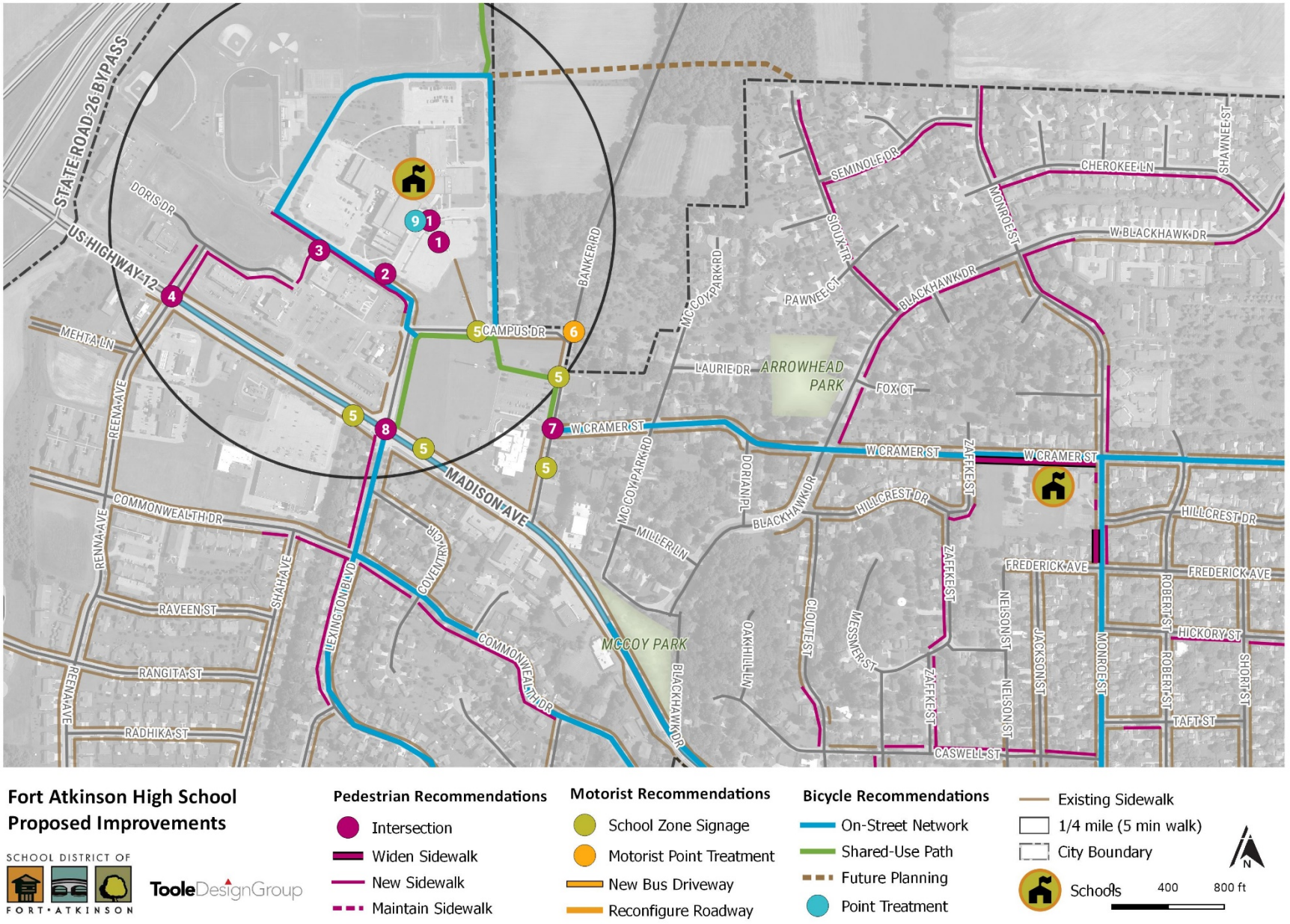
Recommended Infrastructure Improvements around Fort Atkinson High School

Map 15 following this table shows the locations where infrastructure improvements are recommended in the school area. The table below lists the recommendations. If a recommendation is in **bold colored text**, it indicates that a description of the treatment is listed in **Chapter 2 Engineering Toolkit**.

Map ID	Issue	Infrastructure Recommendation	Timeframe*
1	Drivers in parking lot not yielding to pedestrians; non-standard crosswalk markings in parking lot	Install vertical **Yield to Pedestrian** (MUTCD R1-6) signs in all crosswalks; Re-mark all crosswalks in parking lot with white high-visibility markings	Short
2	At the intersection of the front parking lot exit with the driveway from the rear parking lot: Crosswalks are not marked. Missing curb ramps on the school side.	• Add **high-visibility crosswalk markings** to north and west legs of intersection • Install **curb ramps** on the school side	Short Medium
3	Students are cutting through the hedge by the high school to get to restaurants and commercial area (and possibly Reena Ave)	• Install **sidewalk** on the south side of the parking lot exit drive • Build pedestrian connection to the commercial area and Reena Ave	Medium Long
4	Madison Ave at Reena Ave intersection is wide, and medians do not offer protection for pedestrians	• Provide a leading pedestrian interval of 3 to 7 seconds when pedestrian actuation button is pressed • Move crosswalks back and extend medians past the crosswalks to protect pedestrians and slow turning motorists	Short Long
5	There are no school zone speed signs or school crossing signs in advance of crosswalks on Campus Dr, Banker Rd, or Madison Ave	Install **signs** that comply with Wisconsin MUTCD requirements	Short
6	Drivers speed down Banker Rd toward Campus Dr.; there was a crash here due to speeding	Install **driver speed feedback sign** facing southbound traffic	Medium
7	Banker Rd and W Cramer St intersection is a busy student crossing but lacks high-visibility crosswalk and curb ramp on west side	• Install **high-visibility crosswalk markings** and **school crossing signs** • New **curb ramp** on west side of road	Short Medium

Map ID	Issue	Infrastructure Recommendation	Timeframe*
8	Madison Ave at Lexington Blvd intersection is wide, and medians do not offer protection for pedestrians. The pedestrian signal actuation buttons on the southeast corner are not in the correct position.	• Relocate pedestrian actuation button per WI MUTCD and remove obsolete button; provide leading pedestrian interval of 3-7 seconds • When intersection is reconstructed, tighten corner radii and extend medians to protect crosswalks.	Short Long
9	Bike racks: "wheelbender" style can damage wheels, not compatible with U-locks. Also, there is a need for additional bike racks at other entrances to the school.	Replace bike racks with racks that can hold the front wheel without damaging them, install additional bike racks near rear entrances	Short
-	There are many gaps in the sidewalk network, especially west and south of the school	• **Sidewalk** connections to Reena Avenue through new commercial development • **Sidewalk** on both sides of Lexington Boulevard and Commonwealth Drive, up to ½-mile away from school	Medium
-	Limited bikeway network near school; non-standard bike lane around campus	• Wider, official **bike lane** around campus • **Restricted Lanes** (bike, parking, right turns) on W Cramer St • **Sidepath** connections to the north and south of campus • **Separated Bike Lanes** on Madison Avenue between downtown and McCoy Park	Short Medium Long Long

Map 15: Infrastructure Recommendations near Fort Atkinson High School



Fort Atkinson High School
Proposed Improvements

SCHOOL DISTRICT OF FORT ATKINSON

TooleDesignGroup

Pedestrian Recommendations
- Intersection
- Widen Sidewalk
- New Sidewalk
- Maintain Sidewalk

Motorist Recommendations
- School Zone Signage
- Motorist Point Treatment
- New Bus Driveway
- Reconfigure Roadway

Bicycle Recommendations
- On-Street Network
- Shared-Use Path
- Future Planning
- Point Treatment

- Existing Sidewalk
- 1/4 mile (5 min walk)
- City Boundary
- Schools

Priorities for Infrastructure Improvements around Fort Atkinson High School

To help the City of Fort Atkinson determine which projects should be prioritized in an objective manner, all the recommended infrastructure projects around all schools in the City were scored, weighted, and ranked according to the criteria outlined in the table on page 32. Map 16 displays how the infrastructure projects near Fort Atkinson High School are ranked. Darker segments are ranked higher than lighter segments under the prioritization criteria; and darker "point" recommendations ranked higher than lighter point recommendations. Of note:

- Many of the recommendations near the High School are lower priority when compared with the public elementary schools. This is because the number of students that live near the high school (and are therefore likely to bike or walk to/from the school) is low compared to the elementary schools. Recommended bicycle treatments and short sidewalk segments that are close to both the High School and Rockwell Elementary scored highly.

Map 16: Project Prioritization and Ranking for Recommended Infrastructure Projects near Fort Atkinson High School

Fort Atkinson High School Project Ranking

SCHOOL DISTRICT OF FORT ATKINSON

TooleDesignGroup

Point Projects Rank
(Does not Include Sign Projects)
- 1-80 (highest rank)
- 81-160
- 161-240
- 241-323 (lowest rank)

Linear Projects Rank
- 1-80 (highest rank)
- 81-160
- 161-240
- 241-323 (lowest rank)

schools
1/4 Mile (5 min walk)
City Boundary

N

0 500 1000 ft

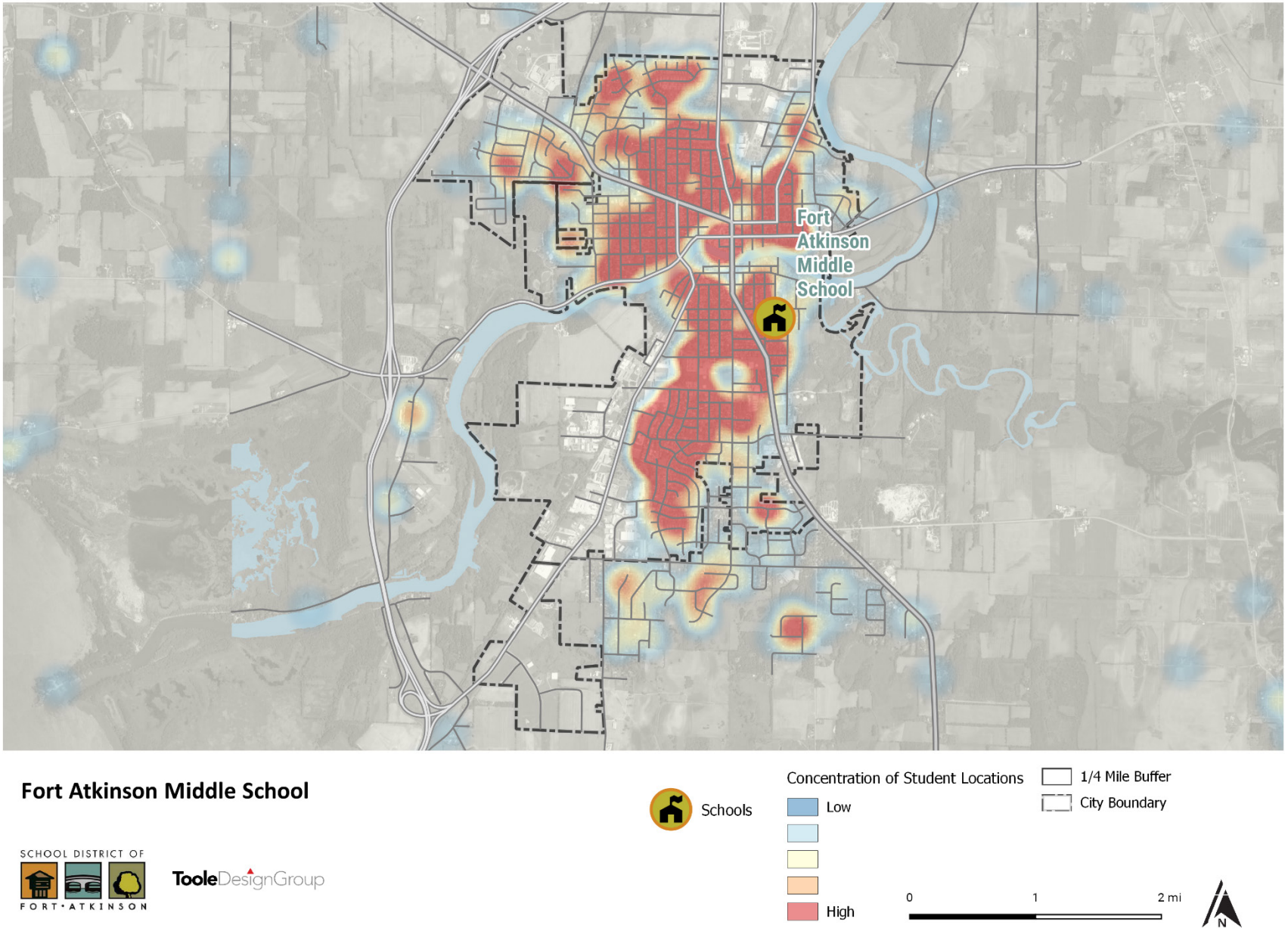
FORT ATKINSON MIDDLE SCHOOL PLAN

Fort Atkinson Middle School is more centrally-located than the High School, but its location can still be challenging to walk or bike to for most students that come from all around the City and the surrounding area (see Map 17). Most students need to cross busy Whitewater Avenue to get to or from the school.

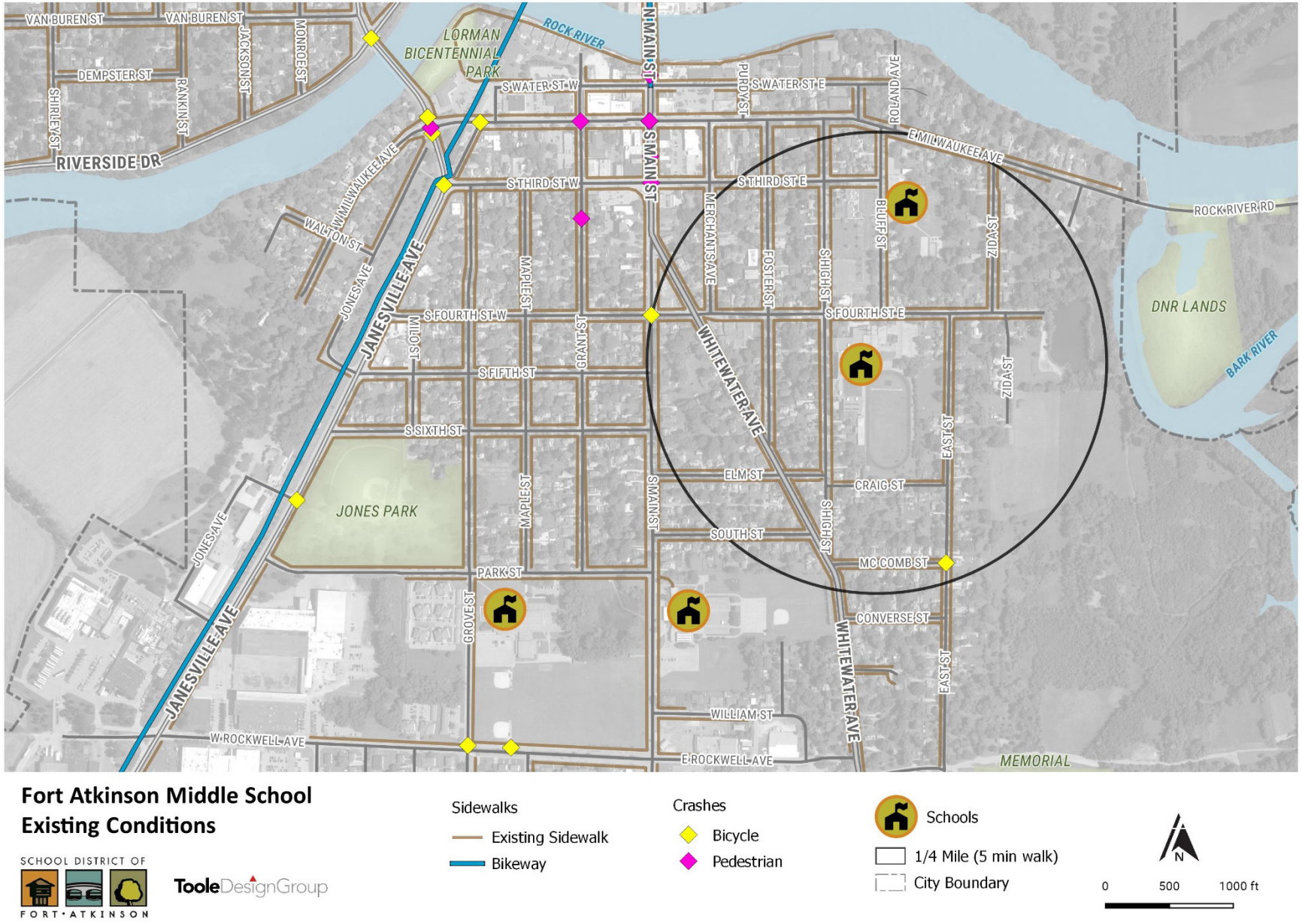
Existing Infrastructure Conditions

- **Motorist Conditions:**
  - The dual one-way streets by the school require motorists (and bicyclists) to use circuitous routes and contribute to traffic congestion during arrival and dismissal for both the Middle School and St. Paul's Lutheran School.
  - Most school zone signs by the school don't meet current MUTCD requirements. Some signs likely met MUTCD requirements when installed but the design of school crossing signs has changed since they were installed.
- **Pedestrian Conditions**:
  - Sidewalks around the school are in generally good condition, but gaps in the network exist, especially to the west of the school. The bus loading zone by the school is a stepped sidewalk with different levels, causing problems for loading and unloading. There is not a good pedestrian connection from the school building to East Street or Craig Street (see Map 18).
  - None of the crosswalks are marked with high-visibility markings and few had school crossing assemblies to alert drivers of student crossings. The crosswalk on South Fourth Street in front of the school has a movable Yield to Pedestrian sign and is a cause for concern due to poor visibility of the crosswalk.
- **Bicycling Conditions:**
  - Most bicycles were parked in a bike rack on South Fourth Street by the rear entrance to track. Some were parked on High Street in front of the school doors, but according to school staff were not supposed to be there.
  - The nearest bicycle facility is the Glacial River Trail, a half mile west of the school and across several major streets.
  - Students currently bike on the sidewalk
  - There are no existing bikeway plans for the school's immediate vicinity
- **Other Issues**
  - Nine buses line up on High Street after school, narrowing the street and preventing the use of that area for family vehicles during dismissal.
  - Middle school staff must be present to help young students transfer buses after school

Map 17: Heatmap of Fort Atkinson Middle School Student Addresses



Map 18: Existing Infrastructure Conditions around Fort Atkinson Middle School



Dismissal Observations

- Dismissal at Fort Atkinson Middle School was observed by project staff on October 31, 2017. School is dismissed at 3:10 p.m.
- Students exit two doors. Students who walk, bike, or are picked up by family vehicles use the South Fourth Street entrance. Students who take the school buses use the High Street entrance.
- The main area where conflicts occur between pedestrians and motorists is on South Fourth Street in front of the school and at the intersection of South Fourth Street and South High Street. Parking restriction signs on South Fourth Street should ostensibly prevent the use of Fourth Street to drop off or pick up students, but many families use the area because the "pull-out" lane by door encourages this behavior. However, double-parking, vehicles stopped in the middle of the street, and the poor visibility of the crosswalk at the top of the slight rise in the road results in a dangerous lack of yielding to pedestrians in the crosswalk on South Fourth Street.

Student Travel Tally

- Fort Atkinson Middle School staff conducted hand tallies of students in November 2017 to determine how students get to and from school. The full hand tally report is in Appendix C.
- Staff asked students "How did you arrive at school today?", and, "How do you plan to leave for home after school?". Staff then read through the travel modes. Students then raised their hands for their travel mode. The tally result is shown in the table to the right.

Time of Day	Number of Students Counted	Walk	Bike	School Bus	Family Vehicle	Carpool
Morning	1061	12%	2%	10%	69%	7%
Afternoon	1048	24%	3%	10%	54%	8%

Parent Survey

- Fort Atkinson Middle School parents were asked to complete an online survey about their attitudes towards walking and biking to and from school in November of 2017. The full survey report is in Appendix B.
- The survey asked parents to select the most important issues affecting their decision to allow or disallow their child to walk or bike to/from school. Those are listed in the table to the right.
- The survey also included an open-ended question for parents to add their own specific concerns. Those concerns included the concern about the number of busy main streets that students must cross, as well as the distance that students live from school.

Top 5 Issues for Fort Atkinson Middle School Parents	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	73%	83%
Distance	70%	67%
Amount of Traffic Along Route	67%	83%
Time	60%	33%
Speed or Traffic Along Route	60%	67%
Number of Respondents	**30**	**6**

Recommended Programs and Policies for Fort Atkinson Middle School

The following table lists non-infrastructure programs (such as Encouragement, Education, and Enforcement) that Fort Atkinson Middle School or the City of Fort Atkinson can take to improve safety for pedestrians, bicyclists, and motorists during arrival and dismissal.

Issue	Program Recommendation	Timeframe*
Traffic congestion is a problem due to the campus location and students coming from across the district	**Encouragement** to reduce vehicle traffic: • School should encourage walking and biking • Academic lessons that engage the students in transportation choices, such as the Neighborhood Navigators curriculum or Ohio's SRTS Lesson Guide. In particular, students could be asked to create a plan for an alternative drop off and pick up procedure. Teachers can draw inspiration from the Ohio SRTS lesson called "Designing a safe school parking lot" and the principles listed on page 45 of this plan. **Operations changes and Encouragement** to disperse vehicle traffic • Develop a circulation plan for arrival and dismissal traffic by working with the City Engineer and Fort Atkinson Police Department. Print a map showing where family vehicles are encouraged to drop off and pick up, and where they are prohibited, and distribute to parents during enrollment and via email and social media. Consider how to use "positive behavior strategies" to provide support and encouragement for the desired behavior of drivers during arrival and dismissal. • Allow access for pedestrians through fence on East St and on Craig St by the track • Encourage parents to pick up and drop off behind the school on East St and Craig St • Encourage "remote pick up" at the library or other locations	Short
South Fourth Street: poor visibility for pedestrians; vehicles block crosswalk	**Enforcement** to change driver behavior: • When new circulation plan goes into effect, police should monitor, hand out warnings, then tickets. • Focus should be on yielding to pedestrians and parking violations	Short

**For the purposes of this Plan, short, medium, and long timeframes are defined as:*

- *Short: 6 months to 2 years*
- *Medium: 3 to 5 years*
- *Long: More than 5 years*

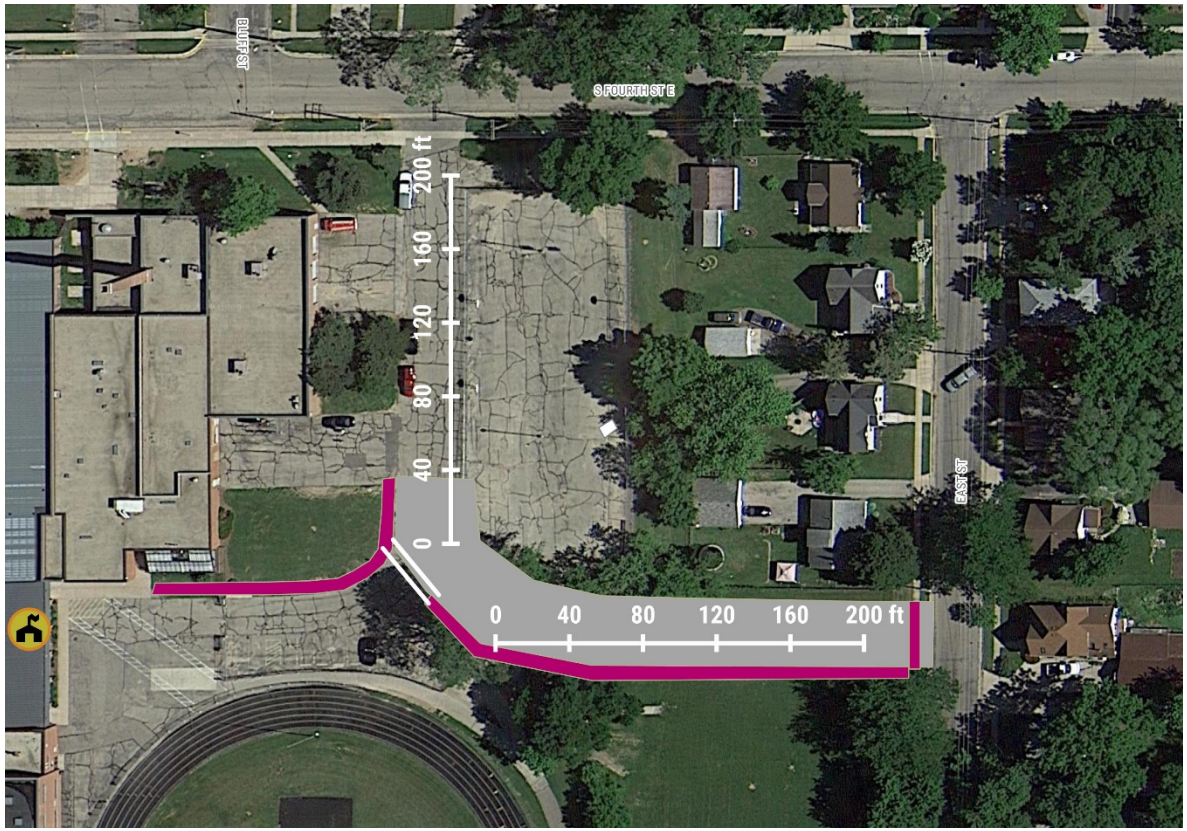
Recommended Infrastructure Improvements around Fort Atkinson Middle School

Map 19 shows the locations where infrastructure improvements are recommended in the school area. The table below lists the recommendations. If a recommendation is in **bold colored text**, it indicates that a description of the treatment is listed in **Chapter 2 Engineering Toolkit**.

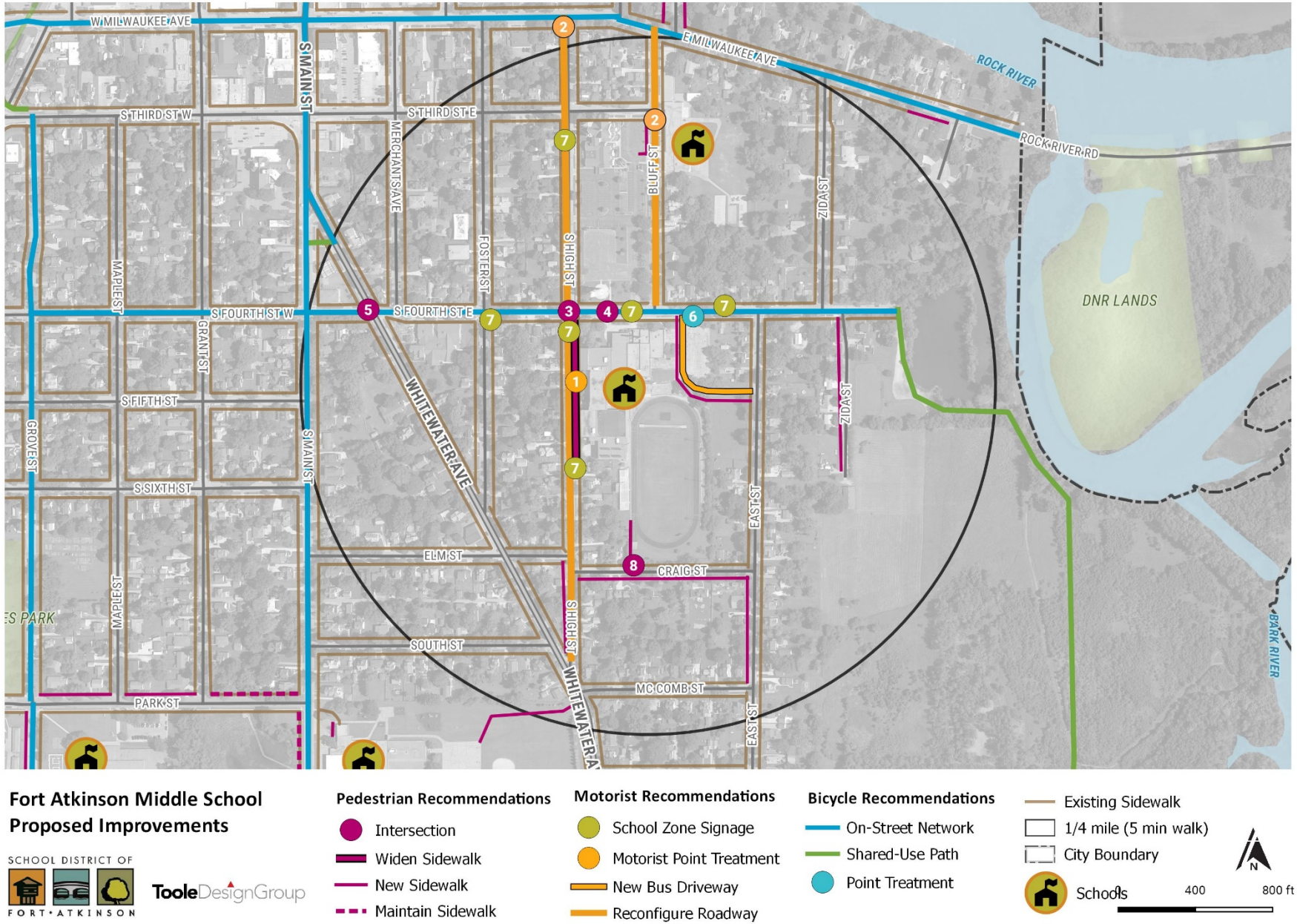
Map ID	Issue	Infrastructure Recommendation	Timeframe*
1	Nine buses line up on High Street after school; wide buses prevent 2-way traffic; the bus loading zone by the school is a stepped sidewalk with different levels	• Lower sidewalk to curb level • Construct new bus driveway and sidewalk from South Fourth Street to East Street	Medium Long
2	Dual one-way streets exacerbate traffic issues for both FAMS and St Paul's Lutheran School	• **Road Reconfiguration**: Convert High Street to two-way traffic. South of South Fourth Street, remove parking on west side	Short
3	High Street and South Fourth Street: vehicles parked near the crosswalks reduce visibility for pedestrians	• Mark all crosswalks with **high-visibility markings** • Install **curb extensions** on north, west, and east legs	Short Medium
4	Crosswalk in front of school on South Fourth Street: poor visibility for pedestrians; pull-out lane by door encourages drivers to pick up here and double-park; many close calls	• **High-visibility crosswalk markings** and school crossing signs • Add **curb ramps** to crosswalk • Remove easterly crosswalk • Prevent double-parking by installing 6-ft **pedestrian island.** Keep stopping, standing, parking restrictions on south side but allow stopping and standing (no parking) on north side of Fourth Street	Short Short Short Medium
5	Whitewater Avenue at South Fourth Street has high traffic volumes; there is concern that drivers don't yield to pedestrians despite flashing signs	• **Rectangular Rapid Flash Beacons** (RRFB's) • **Pedestrian refuge islands** on south and north legs of intersection • New **curb ramps** to shorten crossing distances	Medium Medium Medium
6	Bike racks: "Wheelbender" style not compatible with U-locks; bike parking should be available at multiple entrances	Replace bike racks with racks that can hold the front wheel without damaging them; install bike parking in front of High Street entrance.	Short

Map ID	Issue	Infrastructure Recommendation	Timeframe*
7	Most school zone signs don't meet current MUTCD requirements	Install **signs** that comply with MUTCD requirements	Short
8	There are gaps in the sidewalk network, including connections from school campus to street	Build **sidewalk** or **paths** to Craig Street and East Street from campus; fill in other **sidewalk** gaps close to school	Medium
-	Limited bikeway network near school	• **Speed humps** and **shared lane markings** on South Fourth Street • **Separated Bike Lanes** on South Main Street • Possible future **path** through Bark River Nature Park	Medium Long Long

The proposed bus driveway behind the Middle School should accommodate at least ten 40-foot yellow school buses. A sidewalk connection should be constructed to the school entrance by the track, as shown in magenta in the image to the right:



Map 19: Infrastructure Recommendations near Fort Atkinson Middle School

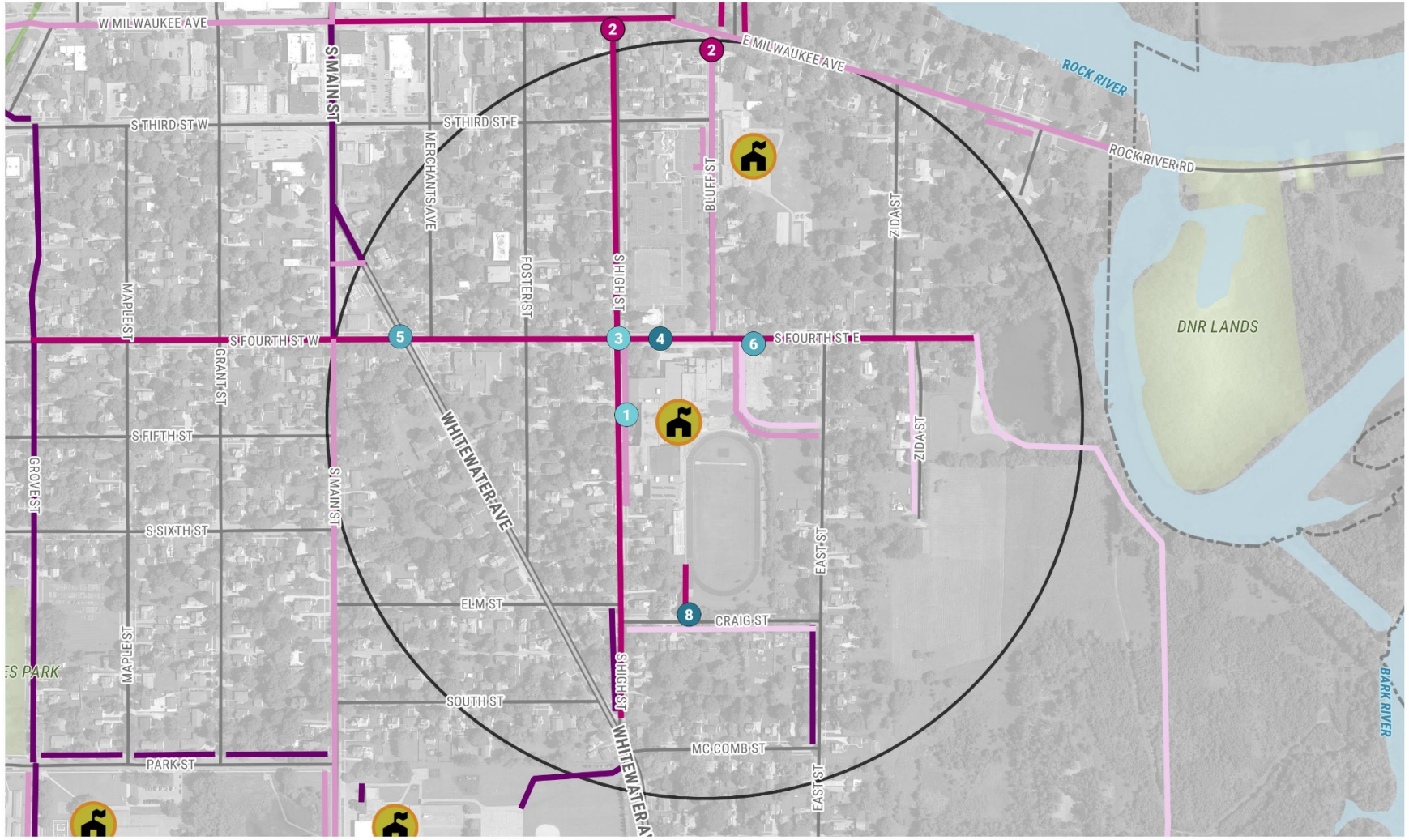


Priorities for Infrastructure Improvements around Fort Atkinson Middle School

To help the City of Fort Atkinson determine which projects should be prioritized in an objective manner, all the recommended infrastructure projects around all schools in the City were scored, weighted, and ranked according to the criteria outlined in the table on page 32. Map 20 displays how the infrastructure projects near Fort Atkinson Middle School are ranked. Darker segments are ranked higher than lighter segments under the prioritization criteria; and darker "point" recommendations ranked higher than lighter point recommendations. Of note:

- Many of the recommendations near the Middle School are high-priority. This is because the Middle School is located near several other schools and any projects near the middle school will likely benefit students going to multiple schools.
- Low-cost projects such as changing South High Street from one-way to two-way, or short sidewalk segments that cost less than $20,000 to build, rank higher than projects such as the recommended path through the Bark River Nature Park, which would be expensive to build.

Map 20: Project Prioritization and Rankings for Recommended Infrastructure Projects near Fort Atkinson Middle School



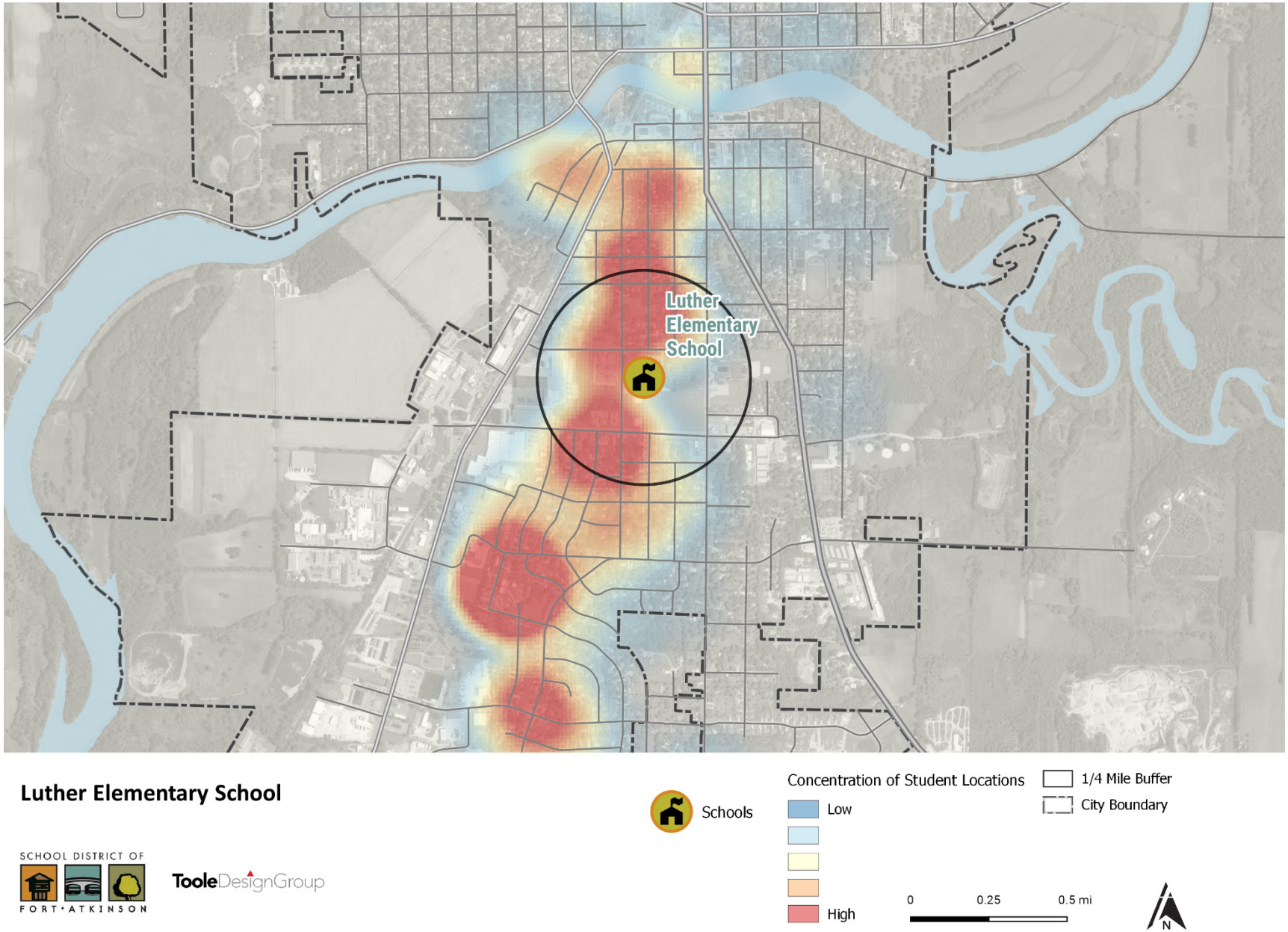
LUTHER ELEMENTARY SCHOOL PLAN

Luther Elementary School students mostly live west of South Main Street. There are concentrations of student homes immediately to the north, east, and south (near Rockwell Avenue), as well as concentrations further south, just south of Hilltop Trail (see Map 21).

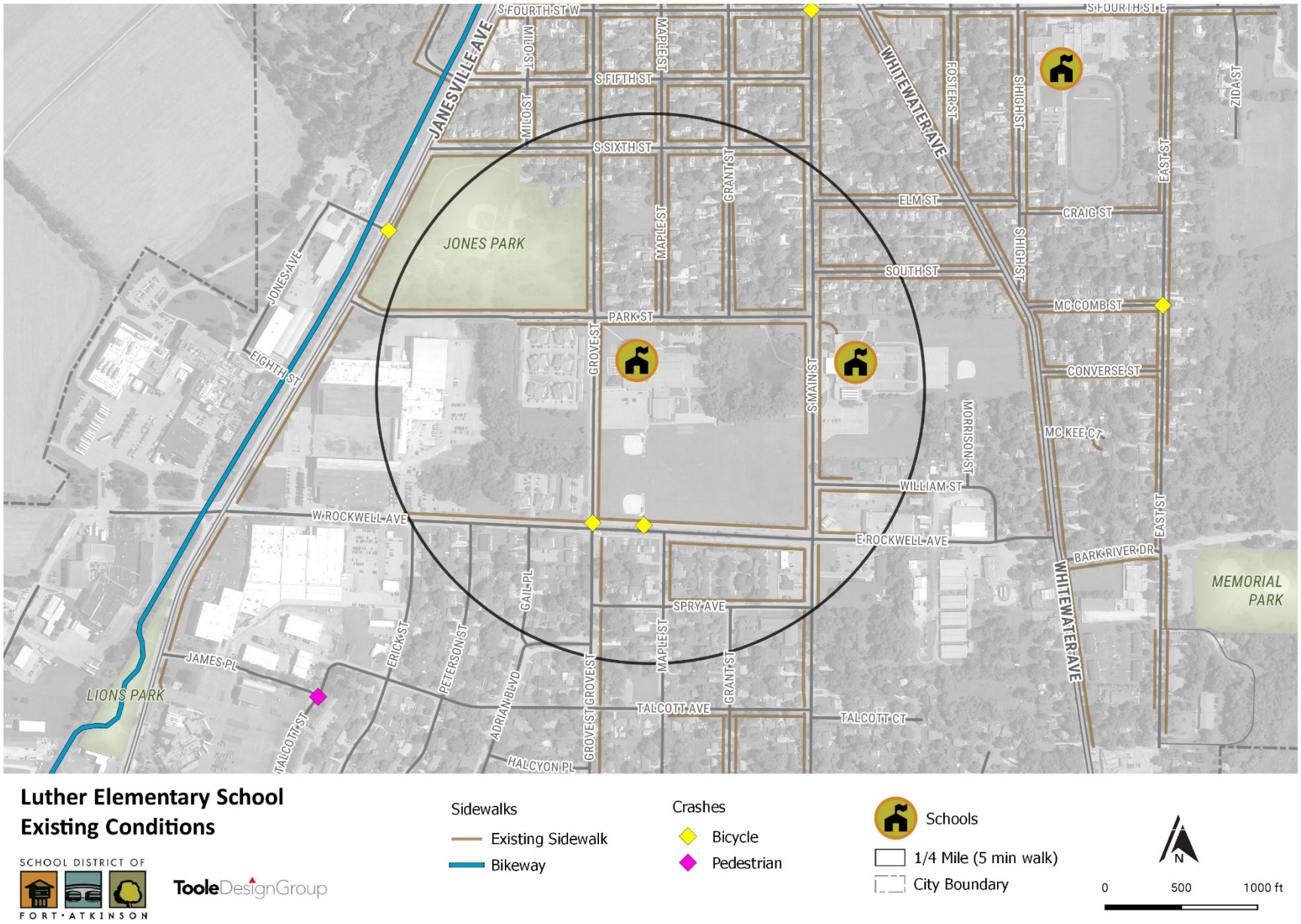
Existing Infrastructure Conditions

- **Motorist Conditions:**
  - The street network around Luther Elementary is a fairly complete network of streets, which lends itself to distributing traffic evenly around the school area.
  - Most school zone signs by the school don't meet current MUTCD requirements. Some signs likely met MUTCD requirements when installed but the design of school crossing signs has changed since they were installed.
- **Pedestrian Conditions (See Map 22)**
  - Sidewalks around Luther Elementary are in good-to-poor condition. There are many gaps in the sidewalk network, with sidewalks missing on the west side of Grove Street, on the north side of Park Street, and the south side of Rockwell Street. Some sidewalks on the north side of Park Street are less than 3 feet wide because they are overgrown.
  - There is no sidewalk or walkway connecting Grove Street to the school playground.
  - The diagonally-striped crosswalks at the intersection of Grove Street and Rockwell Avenue are less than the recommended 10 feet wide. Crosswalks at Grove Street and Park Street lack high-visibility markings.
  - There are concerns about parked parent vehicles blocking views of crosswalks on Park Street.
- **Bicycling Conditions:**
  - The bike racks at Luther Elementary are a "wheelbender" style rack that can damage the front wheel of a bicycle, and are not compatible with U-locks.
  - The nearest bikeway is the Glacial River Trail west of the school, across Janesville Avenue.
  - Students currently bike on the sidewalk near school.
  - A sidepath is currently under construction on Rockwell Avenue just south of the school. Plans exist for an on-street bike route on South Main Street from Rockwell Avenue to Radloff Street.

Map 21: Heatmap of Luther Elementary School Addresses



Map 22: Existing Infrastructure Conditions around Luther Elementary School



Arrival Observations

- Arrival at Luther Elementary was observed by project staff on October 4, 2017. School starts at 8:00 a.m.
- Most students go to the playground in the morning, although some students enter the school for breakfast. Buses drop students off by the playground entrance in the south parking lot. Family vehicles use several areas for drop off. Some enter the south parking lot, which conflicts with the buses when they arrive. Others drop off on Park Street or enter the north parking lot to drop off. Parents are not supposed to use the north parking lot to drop off or pick up students, but they do so anyway. There did not seem to be any great safety issues arising from parents using the north lot, but that it is not large enough to accommodate more than who wish to use it.
- School staff were present at the south doors to the parking lot, assisting with arrival. Student safety patrols helped students cross some streets and driveways.

Parent Survey

- Luther Elementary parents were asked to complete an online survey about their attitudes towards walking and biking to and from school in November of 2017. The full survey report is in Appendix B.
- The survey asked parents to select the most important issues affecting their decision to allow or disallow their child to walk or bike to/from school. Those are listed in the table to the right.
- The survey also included an open-ended question for parents to add their own specific concerns. Those comments mentioned several problem intersections: Rockwell Avenue and Grove Street; Janesville Avenue by Jones Park, and Endl Boulevard, Highland Avenue, and Grove Street.

Top 5 Issues for Luther Elementary School Parents	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	70%	33%
Distance	65%	33%
Amount of Traffic Along Route	55%	0%
Weather or climate	50%	0%
Speed or Traffic Along Route	50%	0%
Number of Respondents	**20**	**3**

Recommended Programs and Policies for Luther Elementary School

The following table lists non-infrastructure programs (such as Encouragement, Education, and Enforcement) that Luther Elementary or the City of Fort Atkinson can take to improve safety for pedestrians, bicyclists, and motorists during arrival and dismissal.

Issue	Program Recommendation	Timeframe*
Many students live within walking distance of Luther Elementary	**Encouragement** to reduce vehicle traffic: • Participate in International Walk to School Day and Bike to School Day • Work with parents to organize Walking School Buses (WSBs) along Endl Boulevard and Maple Street. Try WSBs as part of Walk to School Day, then increase frequency to once a month, once a week, etc. **Education** so students are ready to walk to school: • Pedestrian safety education in K-1 grades • Safety Patrols present on pedestrian safety	Short
Rockwell Avenue at Grove Street: drivers don't yield to pedestrians	**Enforcement:** Police should monitor intersection during arrival and dismissal once every 2 weeks	Short
Parents dropping off in north and south parking lots	• Prohibit parents from using both parking lots by placing cones, using signs, or with temporary barricades • Encourage parents to pick up and drop off on school side of Grove Street and Park Streets • School should create map showing preferred drop off/pick up locations	Short

**For the purposes of this Plan, short, medium, and long timeframes are defined as:*

- *Short: 6 months to 2 years*
- *Medium: 3 to 5 years*
- *Long: More than 5 years*

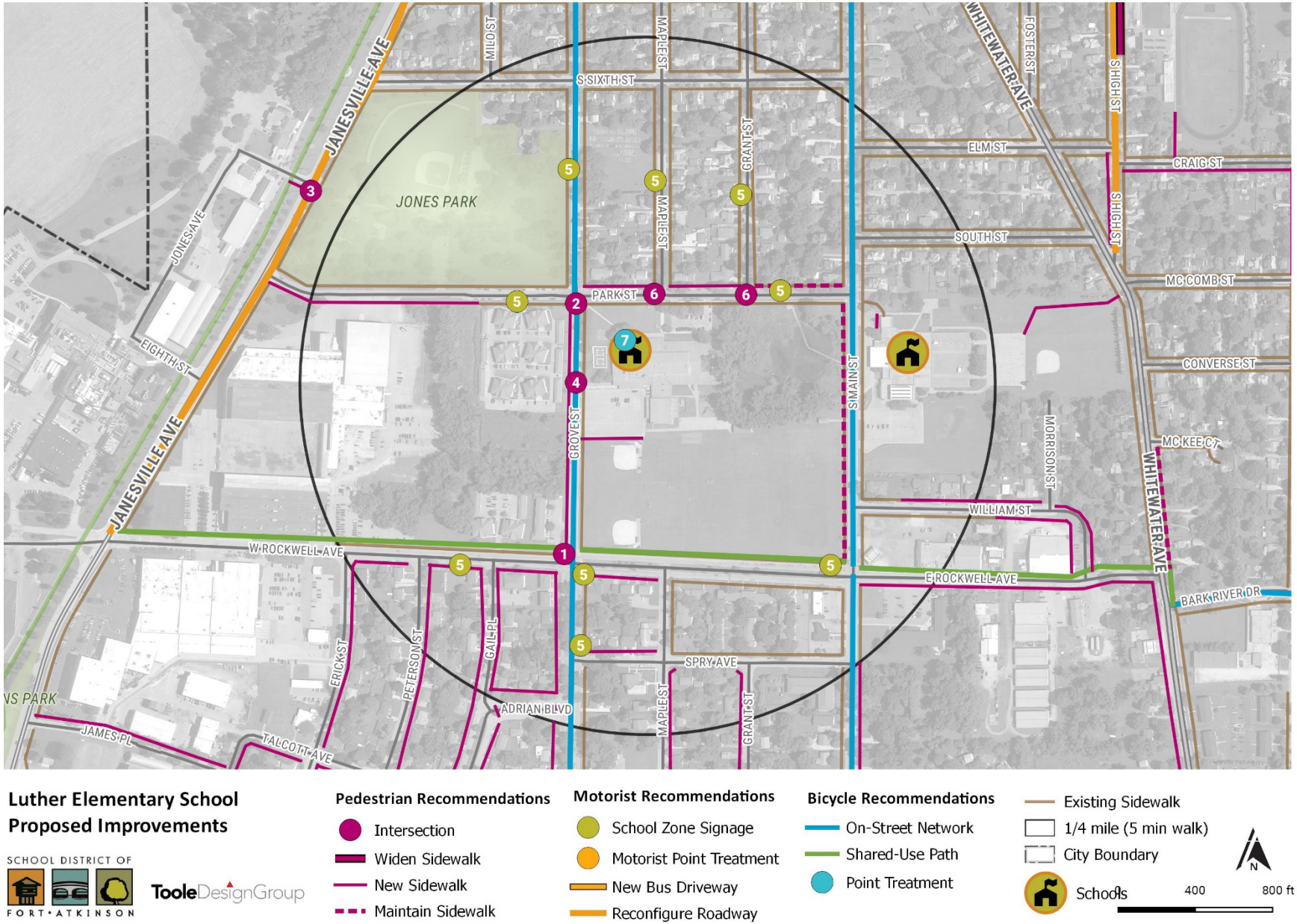
Recommended Infrastructure Improvements around Luther Elementary School

Map 23 following this table shows the locations where infrastructure improvements are recommended in the school area. The table below lists the recommendations. If a recommendation is in **bold colored text**, it indicates that a description of the treatment is listed in **Chapter 2 Engineering Toolkit**.

Map ID	Issue	Infrastructure Recommendation	Timeframe*
1	Concern about drivers on Rockwell Avenue yielding to pedestrians	Shorten pedestrian crossings by reconstructing **curb ramps**; mark all crosswalks; use proper school crossing assemblies	Medium
2	Park Street and Grove Street: Concerns about parked vehicles blocking views of crosswalks; also, Grove Street is proposed for traffic-calmed bike route	• Add **high-visibility markings** to south and east crosswalks; parallel lines to north and west crosswalks • Install **curb extensions** on south and east crosswalks	Short Medium
3	The Glacial River Trail is west of the school, across Janesville Avenue; concern about drivers yielding to pedestrians	• **Pedestrian-Hybrid Beacon** and, if possible, a 6-foot wide **pedestrian island** • **Roadway reconfiguration** of Janesville Avenue from 4 to 3 lanes when road is resurfaced	Medium Long
4	Grove St is a long block; students in multi-family housing across from the school cross the street mid-block.	Install a new mid-block **crosswalk** in conjunction with new sidewalk on west side of Grove Street. Align crosswalk with curb ramp on school side; use **high-visibility markings**, **school crossing assemblies**, and **curb extensions**	Medium
5	Most school zone signs don't meet current MUTCD requirements	Install **signs** that comply with Wisconsin MUTCD requirements	Short
6	Crosswalks on Park Street at Maple Street and at Grant Street lack high-visibility markings and curb ramps	• At Maple Street: **curb ramps, high-visibility markings,** and **school crossing signs** • At Grant Street: **curb ramps** and **school crossing signs**	Short Short
7	Bike racks: "wheel-bender" style not compatible with U-locks	Replace bike racks with racks that can hold the front wheel without damaging them	Short

Map ID	Issue	Infrastructure Recommendation	Timeframe*
-	There are many gaps in the sidewalk network, including a lack of sidewalk from street to playground	• **Sidewalk** to playground from Grove Street • **Sidewalk** on both sides of thru-streets close to the school, and on Grove Street, Endl Boulevard, and South Main Street • **Sidewalk** on one side of the street for all other streets within ½ mile	Medium
-	Sidewalk on north side of Park Street is less than 3 feet wide in spots because it is overgrown.	Maintenance on sidewalk	Short
-	Limited bikeway network near school	• Rockwell Avenue **Sidepath** (under construction) • **Marked bike route** for entire length of Endl Boulevard, Grove Street and S 3rd Street to the Glacial River Trail • Traffic calming elements (**speed humps** and traffic circles) on Grove Street north of Rockwell Avenue. • **Separated Bike Lanes** on Main Street	Short Medium Medium Long

Map 23: Infrastructure Recommendations near Luther Elementary School

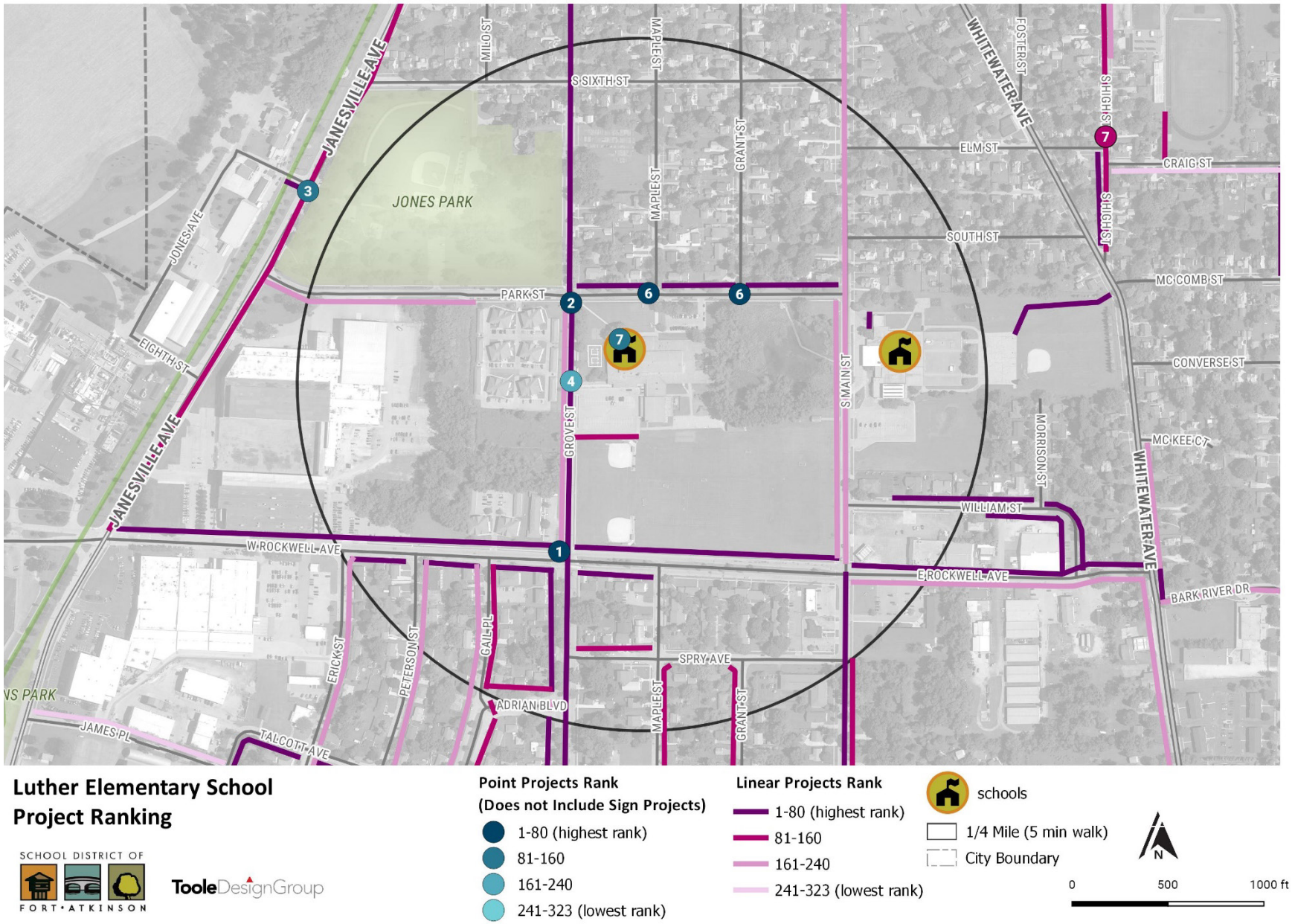


Priorities for Infrastructure Improvements around Luther Elementary School

To help the City of Fort Atkinson determine which projects should be prioritized in an objective manner, all the recommended infrastructure projects around all schools in the City were scored, weighted, and ranked according to the criteria outlined in the table on page 32. Map 24 displays how the infrastructure projects near Luther Elementary School are ranked. Darker segments are ranked higher than lighter segments under the prioritization criteria; and darker "point" recommendations ranked higher than lighter point recommendations. Of note:

- Many of the recommendations near Luther Elementary School are high priority. This is because the school is located near several other schools and any projects near Luther will likely benefit students going to multiple schools.
- Sidewalk projects along streets with no current sidewalk network are very high priority, such as new sidewalk along South Main Street and south Grove Street.

Map 24: Project Prioritization and Rankings for Recommended Infrastructure Projects near Luther Elementary School



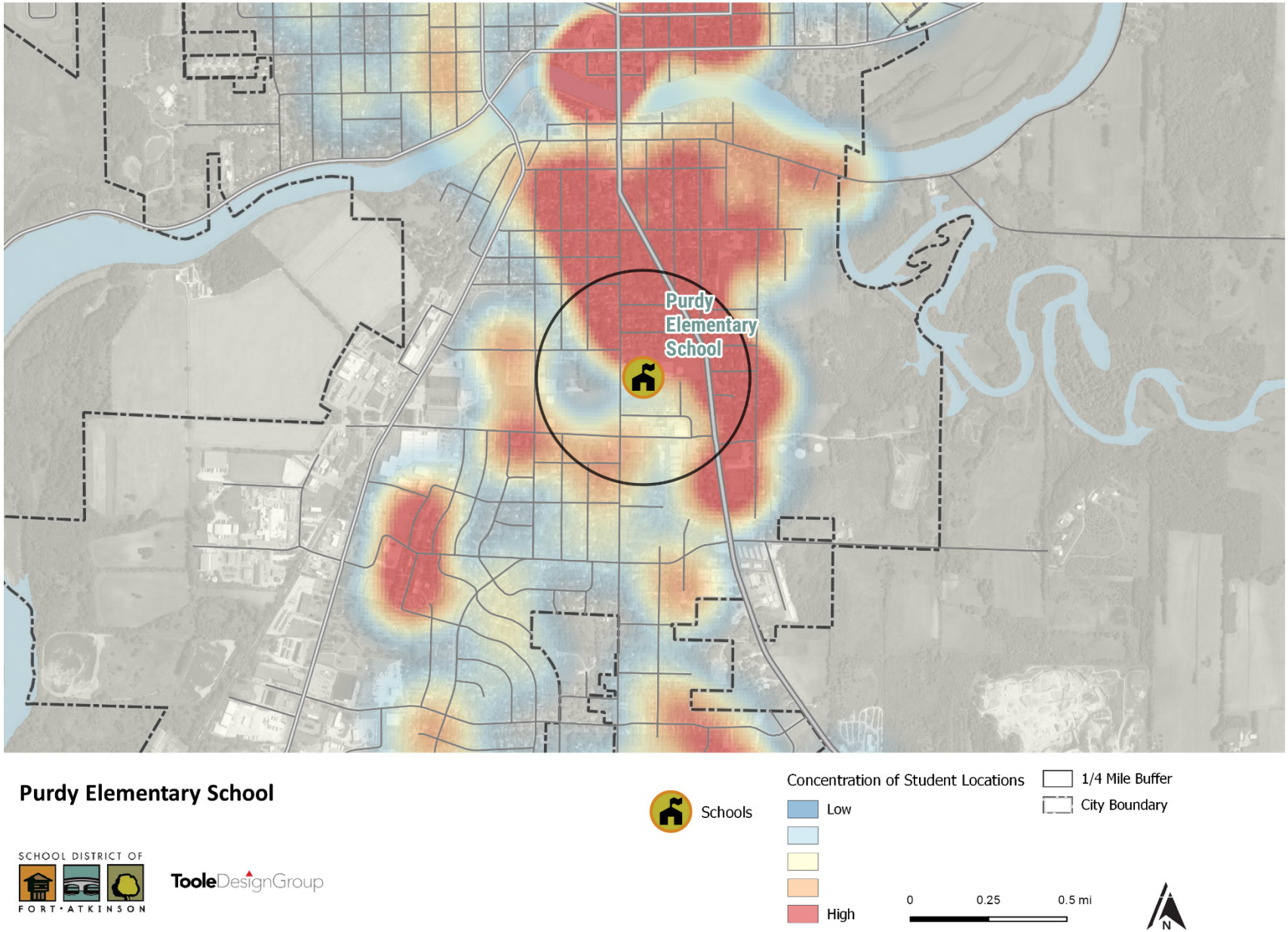
PURDY ELEMENTARY SCHOOL PLAN

Most Purdy Elementary School students live east of South Main Street, although some students live slightly northwest of the school (see Map 25). North of the Rock River, there is a concentration of student homes west of the Glacial River Trail. South of the school, there are concentrations of student homes near Whitewater Avenue and in the housing development bordered by East Highland Avenue, Hackbarth Road, and Lena Lane.

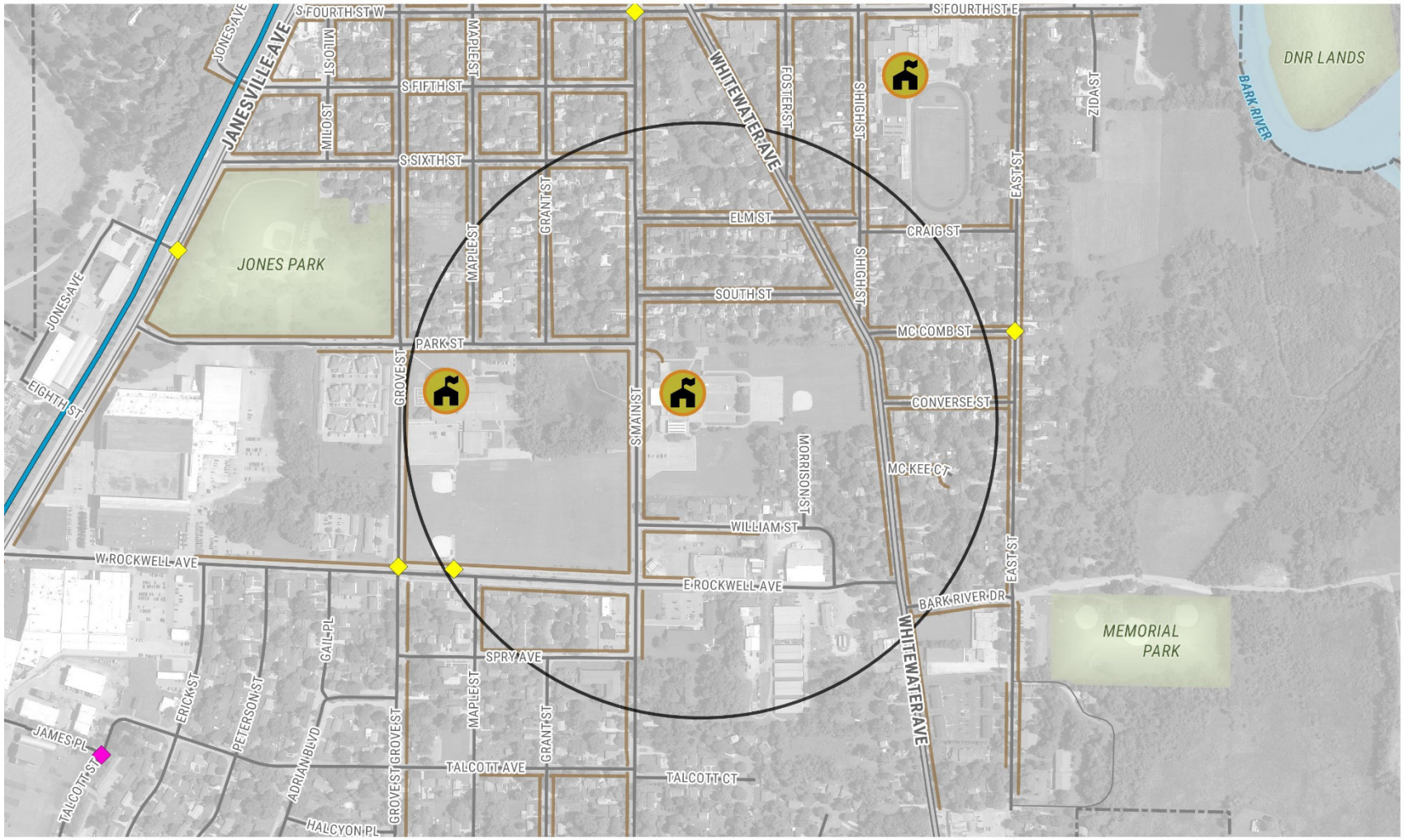
Existing Infrastructure Conditions

- **Motorist Conditions:**
  - The street network around Purdy Elementary is a fairly complete network of streets, distributing traffic evenly around the school area.
  - Most school zone signs by the school don't meet current MUTCD requirements. Some signs likely met MUTCD requirements when installed but the design of school crossing signs has changed since they were installed.
- **Pedestrian Conditions:**
  - Sidewalks around Purdy Elementary are in good-to-poor condition. There are many gaps in the sidewalk network to the south of the school, with sidewalks missing on Rockwell Avenue, South Main Street, and Whitewater Avenue.
  - There is no sidewalk or path on the school site to connect to Whitewater Avenue.
  - Diagonally-striped crosswalks across Rockwell Avenue and Whitewater Avenue measure less than the recommended 10 feet.
  - Heavy traffic volumes and lots of truck traffic on Whitewater Avenue raise concerns about students crossing Whitewater Avenue at McComb Street.
- **Bicycling Conditions:**
  - The bike racks at Purdy Elementary are a "wheelbender" style rack that can damage the front wheel of a bicycle, and are not compatible with U-locks.
  - The nearest bikeway is the Glacial River Trail two long blocks west of the school, across Janesville Avenue.
  - Students currently bike on the sidewalk.
  - A sidepath is currently under construction on Rockwell Avenue just south of the school. Plans exist for an on-street bike route on South Main Street from Rockwell Avenue to Radloff Street.

Map 25: Heatmap of Purdy Elementary School Student Addresses



Map 26: Existing Infrastructure Conditions around Purdy Elementary School



Purdy Elementary School
Existing Conditions

SCHOOL DISTRICT OF FORT ATKINSON

TooleDesignGroup

Sidewalks
- Existing Sidewalk
- Bikeway

Crashes
- Bicycle
- Pedestrian

Schools
1/4 Mile (5 min walk)
City Boundary

N

0 500 1000 ft

Dismissal Observations

- Dismissal was observed by project staff on October 5, 2017. School is dismissed at 3:00 p.m.
- There is a bus loop in front of the school that was also being used by waiting family vehicles. The family vehicles narrowed the driveway and threaded in between other vehicles; students were also walking between the buses, creating an unsafe situation. Parents are supposed to use the parking lot to the south of the school. Thanks to the school staff and parent volunteers supervising the south parking lot during dismissal, family vehicle traffic did not create an unsafe situation in that south lot.
- Many families parked on other streets near the north entrance of the school and walked to pick up their child from the school; however, they had to walk through the area where pre-kindergarten parents park in the north of the bus loop exit. That created an unsafe situation when pre-kindergarten family vehicles backed up into the area where students and families were crossing.
- Many walkers walked through the field toward Whitewater Avenue and the crossing guard at McComb Street.

Parent Survey

- Purdy Elementary School parents were asked to complete an online survey about their attitudes towards walking and biking to and from school in November of 2017. The full survey report is in Appendix B.
- The survey asked parents to select the most important issues affecting their decision to allow or disallow their child to walk or bike to/from school. Those are listed in the table to the right.
- The survey also included an open-ended question for parents to add their own specific concerns. Comments included a request to slow traffic on Whitewater Avenue and do something to help students and families cross at McComb Street; comments that there are no sidewalks on South Main Street, and a complaint that some families living north of the Rock River are in the Purdy attendance area.

Top 5 Issues for Purdy Elementary School Parents	Child does not walk/bike to school	Child walks/bikes to school
Amount of Traffic Along Route	72%	56%
Distance	56%	56%
Weather or Climate	50%	67%
Sidewalks or Pathways	50%	44%
Speed or Traffic Along Route	47%	67%
Number of Respondents	**32**	**9**

Recommended Programs and Policies for Purdy Elementary School

The following table lists non-infrastructure programs (such as Encouragement, Education, and Enforcement) that Purdy Elementary School or the City of Fort Atkinson can take to improve safety for pedestrians, bicyclists, and motorists during arrival and dismissal.

Issue	Program Recommendation	Timeframe*
Traffic congestion in south parking lot; too many vehicles	**Encouragement** to reduce vehicle traffic: • Participate in International Walk to School Day and Bike to School Day • Work with parents to organize a remote drop-off/pick up location at First United Methodist Church, and a chaperoned Walking School Bus along Main Street. Try as part of Walk to School Day, then increase frequency to once a month, once a week, etc. **Education** so students are ready to walk to school: • Pedestrian safety education in K-1 grades • Safety Patrols present on pedestrian safety	Short
Parents dropping off in bus loop	• Prohibit parents from using bus loop: give parking spots to teachers or volunteers and place cones or temporary barricades on bus loop entrance 1 hour before dismissal • Encourage parents to park on South St, Park St, and Williams St; school should create map showing preferred drop off/pick up locations • Enforcement: police should monitor new system during dismissal every afternoon for the first week	Short

**For the purposes of this Plan, short, medium, and long timeframes are defined as:*

- *Short: 6 months to 2 years*
- *Medium: 3 to 5 years*
- *Long: More than 5 years*

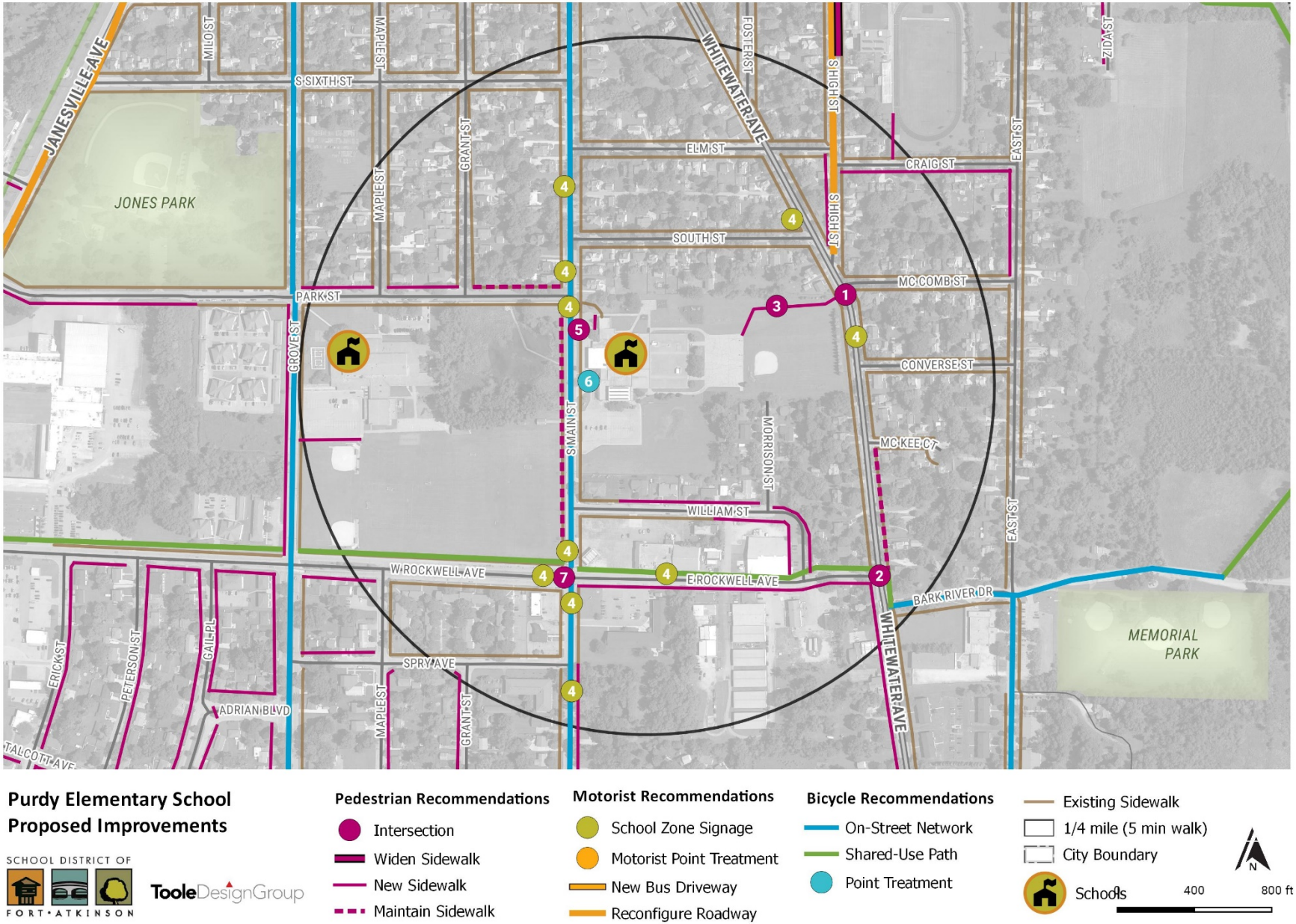
Recommended Infrastructure Improvements around Purdy Elementary School

Map 27 following this table shows the locations where infrastructure improvements are recommended in the school area. The table below lists the recommendations. If a recommendation is in **bold colored text**, it indicates that a description of the treatment is listed in **Chapter 2 Engineering Toolkit**.

Map ID	Issue	Infrastructure Recommendation	Timeframe*
1	Whitewater Avenue at McComb Street has heavy traffic volumes, making it difficult to cross. The diagonal crosswalk markings are only 7 ft wide and the crosswalk is long due to skewed road crossing	• 10 ft **high-visibility** crosswalk • **Rectangular Rapid Flash Beacons (RRFBs)** • New **curb ramp** on southeast corner to shorten crosswalk	Short Medium Medium
2	Whitewater Avenue at Rockwell Avenue has heavy truck traffic, and high volumes make it difficult to cross; there are no existing curb ramps or crosswalk across Whitewater Avenue. A new path will be built north of Rockwell Avenue and connect to this intersection.	• Install **curb ramps** and **high-visibility crosswalk** across Whitewater when path is built; • Conduct a study to see if a regular traffic signal is warranted; if not, install **Rectangular Rapid Flash Beacons (RRFBs)** and pedestrian island	Short (when path is built) Medium
3	The route through field between school and Whitewater Avenue cannot be plowed in winter.	New **path** or **sidewalk** through field to Purdy playground	Medium
4	Most school zone signs don't meet current MUTCD requirements	Install **signs** that comply with Wisconsin MUTCD requirements	Short
5	Pedestrians must walk through the parking area by the north bus loop exit, conflicting with vehicles parking by the 4K entrance	School should add a new **sidewalk** segment east of the 4k parking area to connect the school exit to existing sidewalk, so families do not walk through parking lot	Medium
6	Bike racks: "wheelbender" style can damage wheels, not compatible with U-locks	Replace bike racks with racks that can hold the front wheel without damaging them	Short
7	Rockwell Avenue at South Main Street: high-visibility crosswalks are too narrow; pathway through the median on the west leg is narrow and not accessible	• 10 ft **high-visibility** markings on east, west, and north legs • Reconstruct **sidewalk** and **curb ramps** in the median on the west leg	Short Medium

Map ID	Issue	Infrastructure Recommendation	Timeframe*
-	There are gaps in the sidewalk network, especially on high-traffic streets	• **Sidewalks** on both sides of thru-streets close to the school, and on South Main Street, Rockwell Avenue, and Whitewater Avenue • **Sidewalk** on one side of the street for all other streets within ½ mile	Medium
-	Sidewalk on east side of Whitewater Avenue is overgrown and has trip hazards	Reconstruct **sidewalk**	Long
-	Limited bikeway network near school	• Rockwell Avenue **Sidepath** (under construction) • **Sidepath** along Whitewater Avenue between the Rockwell Avenue sidepath to connect to Bark River Drive • **Separated Bike Lanes** on Main Street	Short Long Long

Map 27: Infrastructure Recommendations near Purdy Elementary School

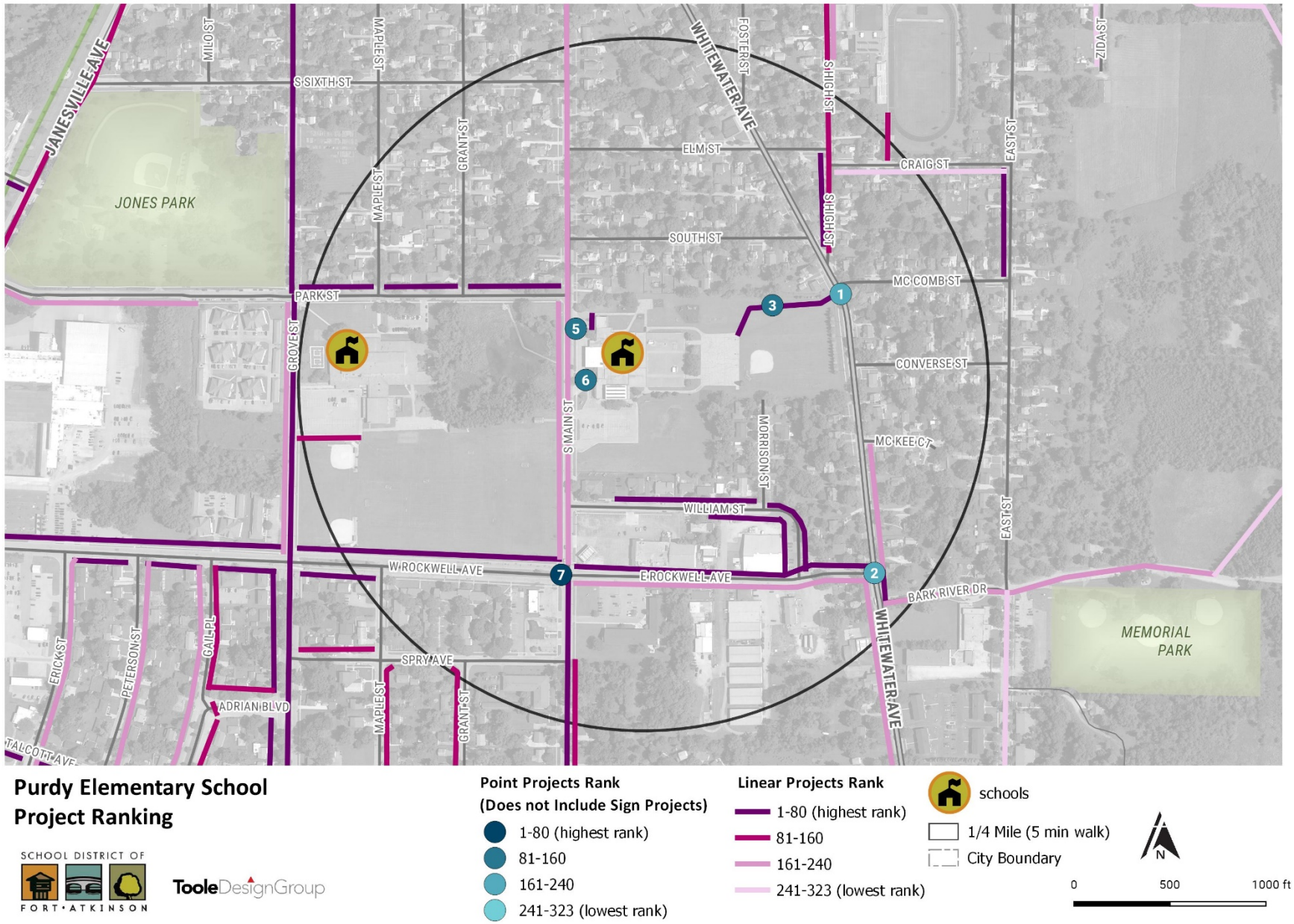


Priorities for Infrastructure Improvements around Purdy Elementary School

To help the City of Fort Atkinson determine which projects should be prioritized in an objective manner, all the recommended infrastructure projects around all schools in the City were scored, weighted, and ranked according to the criteria outlined in the table on page 32. Map 28 displays how the infrastructure projects near Purdy Elementary School are ranked. Darker segments are ranked higher than lighter segments under the prioritization criteria; and darker "point" recommendations ranked higher than lighter point recommendations. Of note:

- Many of the recommendations near Purdy Elementary School are high priority. This is because the school is located near several other schools and any projects near Luther will likely benefit students going to multiple schools.
- Sidewalk projects on streets or areas with no current sidewalk are very high priority, such as the new sidewalk across the field behind the school, and the sidewalk along South Main Street.

Map 28: Project Prioritization and Rankings for Recommended Infrastructure Projects near Purdy Elementary School



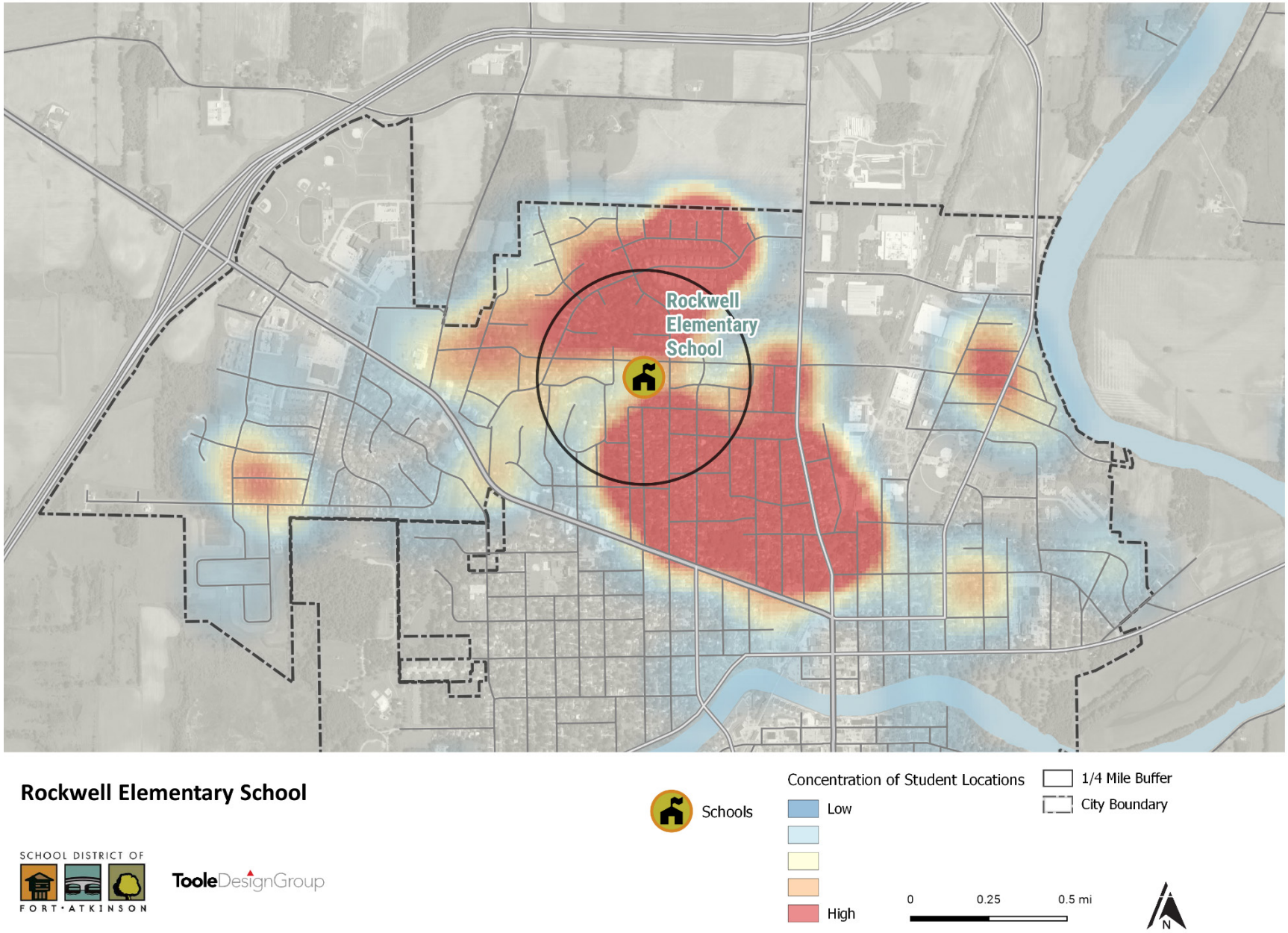
ROCKWELL ELEMENTARY SCHOOL PLAN

Rockwell Elementary School students mostly live in the area bounded by Madison Avenue, and North Main Street (see Map 29).

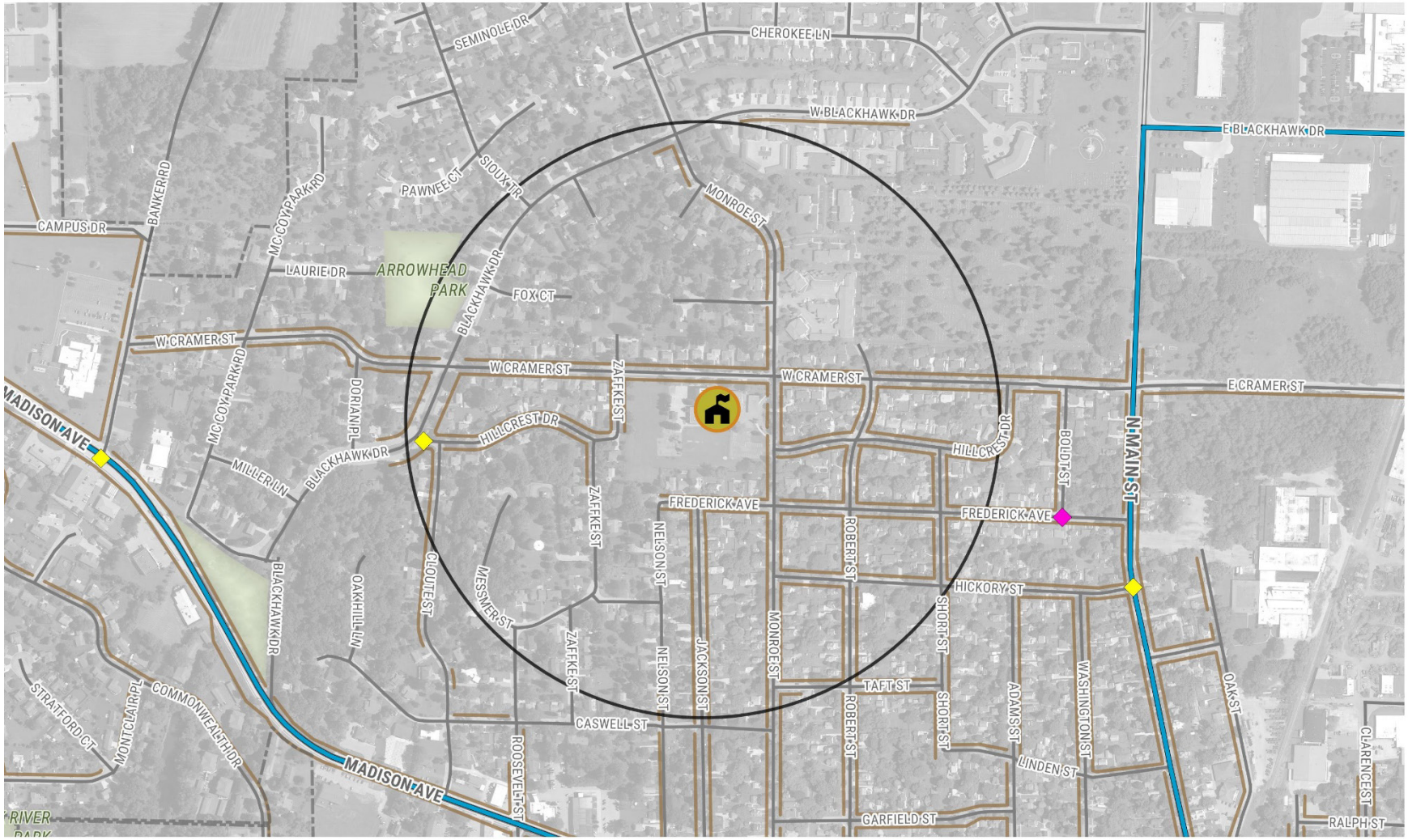
Existing Infrastructure Conditions

- **Motorist Conditions:**
  - The street network south of Rockwell Elementary school is a good network of streets. Traffic traveling north-south can use many different routes to get to and from the school. Traffic traveling east-west is limited to Cramer Street, mostly, which contributes to traffic congestion.
  - Most school zone signs by the school don't meet current MUTCD requirements. Some signs likely met MUTCD requirements when installed but the design of school crossing signs has changed since they were installed.
- **Pedestrian Conditions:**
  - Sidewalks around the school are in good conditions, but there are many gaps in the sidewalk network, especially in the newer residential area north of Cramer Street.
  - Many curb ramps are missing at crosswalks, which makes it hard for people using strollers or young children on bicycles.
  - The diagonally-striped crosswalks across Monroe Street and Cramer Street are less than the recommended 10 feet wide. Other crosswalks near the school lack high-visibility markings.
  - Illegally-parked parent vehicles may block view of crosswalks on Cramer Street and Monroe Street.
- **Bicycling Conditions:**
  - The bike racks at Rockwell Elementary are a "wheelbender"-style that can damage the front wheel of a bicycle, and are not compatible with U-locks.
  - There is currently no bikeway close to the school.
  - Plans exist for a path and bike route through the high school campus and across the bypass.
- **Other Issues:**
  - Speeding is a concern on Cramer Street, especially after Fort Atkinson High School lets out. In the morning, speeding is not a concern but family vehicles dropping off on the school side are not proceeding in an orderly or safe manner.
  - Parents are modeling unsafe behavior by not using the crosswalks and directing their children to cross the street away from the crosswalk.

Map 29: Heatmap of Rockwell Elementary School Student Addresses



Map 30: Existing Infrastructure Conditions around Rockwell Elementary School



Dismissal Observations

- Dismissal at Rockwell Elementary was observed by project staff on November 9, 2017. School is dismissed at 3:00 p.m.
- In the afternoon, nearly all students were dismissed out of the front door on Monroe Street, which is where the bus loop is. There was substantial family vehicle traffic on both Monroe Street and Cramer Street. Parents are not allowed to use the staff parking lot, which is small and not suited for drop off or pick up.
- One school staff person at the front door helps get students onto buses. No other school staff was observed who was assisting with safe traffic conditions. Student safety patrols helped students cross some streets and driveways.

Parent Survey

- Rockwell Elementary parents were asked to complete an online survey about their attitudes towards walking and biking to and from school in November of 2017. The full survey report is in Appendix B.
- The survey asked parents to select the most important issues affecting their decision to allow or disallow their child to walk or bike to/from school. Those are listed in the table to the right.
- The survey also included an open-ended question for parents to add their own specific concerns. Those concerns included the traffic congestion in front of the school, speeding traffic on Blackhawk Drive, speeding traffic from the nearby high school, and concerns about speeding and traffic on Robert Street at Frederick Street.

Top 5 Issues for Rockwell Elementary School Parents	Child does not walk/bike to school	Child walks/bikes to school
Speed of Traffic Along Route	80%	63%
Safety of Intersections and Crossings	70%	50%
Amount of Traffic Along Route	67%	63%
Distance	47%	38%
Violence or Crime	40%	25%
Number of Respondents	**30**	**8**

Recommended Programs and Policies for Rockwell Elementary School

The following table lists non-infrastructure programs (such as Encouragement, Education, and Enforcement) that Rockwell Elementary or the City of Fort Atkinson can take to improve safety for pedestrians, bicyclists, and motorists during arrival and dismissal.

Issue	Program Recommendation	Timeframe*
Many students live within walking distance of Rockwell Elementary	**Encouragement** to reduce vehicle traffic: • Participate in International Walk to School Day and Bike to School Day • Work with parents to organize Walking School Buses (WSBs) along Blackhawk Drive, Robert Street, and/or from Frosti Freeze parking lot. Try WSBs as part of Walk to School Day, then increase frequency to once a month, once a week, etc. **Education** so students are ready to walk to school: • Pedestrian safety education in K-1 grades • Safety Patrols present on pedestrian safety	Short
Parents modeling unsafe behavior, vehicles blocking views of crosswalks	**Operations Changes and Encouragement** to disperse vehicle traffic • Develop a circulation plan for arrival and dismissal traffic by working with the City Engineer and Fort Atkinson Police Department. Print a map showing where family vehicles are encouraged to drop off and pick up, and where they are prohibited, and distribute via email and social media. Consider how "positive behavior strategies" can support the desired behaviors of drivers during arrival and dismissal. • Segregate travel modes: use the Monroe Street entrance for bussed students and students arriving on foot; use the Cramer Street doors for students in family vehicles. This will also disperse vehicle traffic. • Assign staff or volunteers to help students into and out of vehicles; see this example of monitored arrival and dismissal from a school in Illinois. • Prohibit stopping, standing and parking on the opposite side of Monroe Street and Cramer Street to prevent students and families from jaywalking between cars.	Short
Speeding on Cramer; parking violations	**Enforcement:** When new plan goes into effect, police should monitor, hand out warnings, then tickets	Short

**For the purposes of this Plan, short, medium, and long timeframes are defined as:*

- *Short: 6 months to 2 years*
- *Medium: 3 to 5 years*
- *Long: More than 5 years*

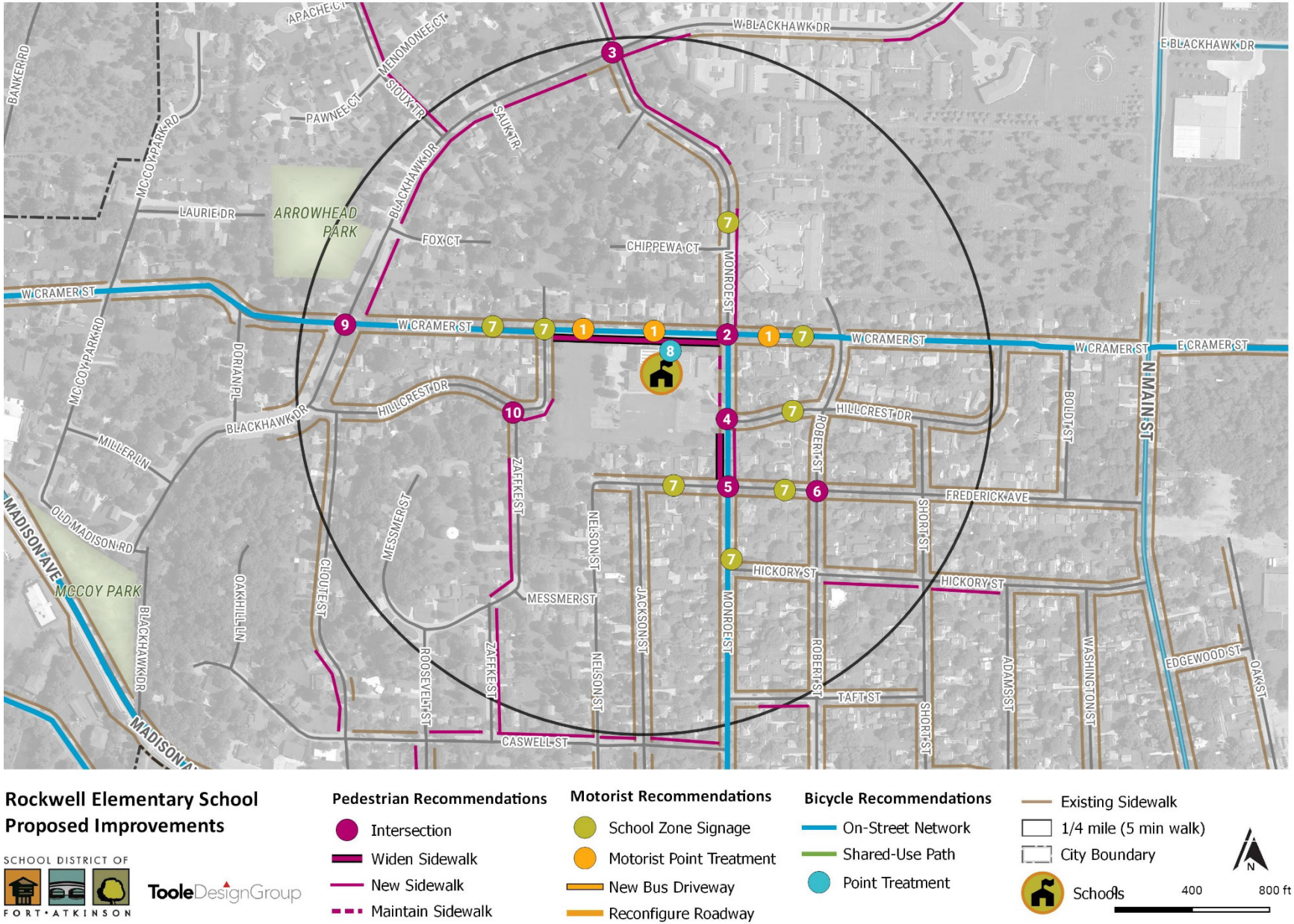
Recommended Infrastructure Improvements around Rockwell Elementary School

Map 31 following this table shows the locations where infrastructure improvements are recommended in the school area. The table below lists the recommendations. If a recommendation is in **bold colored text**, it indicates that a description of the treatment is listed in **Chapter 2 Engineering Toolkit**.

Map ID	Issue	Infrastructure Recommendation	Timeframe*
1	Concern about speeding on West Cramer Street	• Two **speed humps** between Zaffke Street and Monroe Street • One **speed hump** between Monroe Street and Robert Street	Medium
2	Concerns about parked vehicles blocking views of the crosswalks at West Cramer Street and Monroe Street	• Remove non-compliant school crossing signs at STOP signs; install ALL WAY plaques under STOP sign • **Pedestrian islands** in West Cramer Street at Monroe Street (to deter parking)	Short Medium
3	Concern about drivers at Monroe Street and Blackhawk Drive not stopping for pedestrians	• Engineering study to determine if 4-way stop is warranted • Stripe stop bars to keep vehicles from encroaching on crosswalks	Short Short
4	Monroe Street and Hillcrest Drive: missing curb ramps and crossing signs	• **School Crossing Assemblies** for north- and south-bound drivers • Install curb ramps on northeast, southeast, southwest corners	Short Medium
5	Concern about drivers not yielding to pedestrians at Monroe Street and Frederick Avenue; most curb ramps are missing	• Move posts and install compliant **School Crossing Assemblies** for drivers on Monroe Street • **"Gateway" treatment**: (2) R1-6 vertical Yield to Pedestrians signs in the middle of both crosswalks • Construct **curb ramps** where missing	Short Short Medium
6	Concern about drivers not yielding to pedestrians at Robert Street and Frederick Avenue	• Add **School Crossing Assemblies** for drivers on Robert Street • **"Gateway" treatment**: (2) R1-6 vertical Yield to Pedestrians signs in the middle of both crosswalks	Short Short
7	Most school zone signs don't meet current MUTCD requirements	Install **signs** that comply with Wisconsin MUTCD requirements	Short
8	"Wheelbender" bike racks can damage wheels, not compatible with U-locks	Replace bike racks with racks that can hold the front wheel without damaging them	Short

Map ID	Issue	Infrastructure Recommendation	Timeframe*
9	There are many gaps in the sidewalk network, especially along Blackhawk Drive and Monroe Street north of the school	• **Sidewalk** on both sides of street close to the school on Monroe Street, and on both sides of street where short segments of sidewalk are missing • **Sidewalk** on one side for some other streets, primarily Blackhawk Drive	Medium-Long
10	No current issue	When new sidewalk is added by Hillcrest Drive and Zaffke Street, install crosswalk and curb ramps on south leg	Long
-	Sidewalks next to school are too narrow, do not extend through bus circle	Widen **sidewalks** to 8-10 feet on school property and extend sidewalks through bus circle driveway	Medium
-	Limited bikeway network near school	• **Restricted Lanes** (bike, parking, right turns) on West Cramer Street, with traffic calming near school • Traffic calming elements (**Speed humps** and traffic circles) and **shared lane markings** and **marked bike route** on Monroe Street	Medium Medium

Map 31: Infrastructure Recommendations near Rockwell Elementary School



Priorities for Infrastructure Improvements around Rockwell Elementary School

To help the City of Fort Atkinson determine which projects should be prioritized in an objective manner, all the recommended infrastructure projects around all schools in the City were scored, weighted, and ranked according to the criteria outlined in the table on page 32. Map 32 displays how the infrastructure projects near Rockwell Elementary School are ranked. Darker segments are ranked higher than lighter segments under the prioritization criteria; and darker "point" recommendations ranked higher than lighter point recommendations. Of note:

- Many of the recommendations near Rockwell Elementary school are high priority. This is because many students live within a half-mile of the school.
- Sidewalk projects along streets with no current sidewalk are very high priority, such as new sidewalk on Blackhawk Drive and Caswell Street.

Map 32: Project Prioritization and Rankings for Recommended Infrastructure Projects near Rockwell Elementary School

Rockwell Elementary School Project Ranking

SCHOOL DISTRICT OF FORT•ATKINSON

TooleDesignGroup

Point Projects Rank
(Does not Include Sign Projects)
- 1-80 (highest rank)
- 81-160
- 161-240
- 241-323 (lowest rank)

Linear Projects Rank
- 1-80 (highest rank)
- 81-160
- 161-240
- 241-323 (lowest rank)

schools
1/4 Mile (5 min walk)
City Boundary

N

0 500 1000 ft

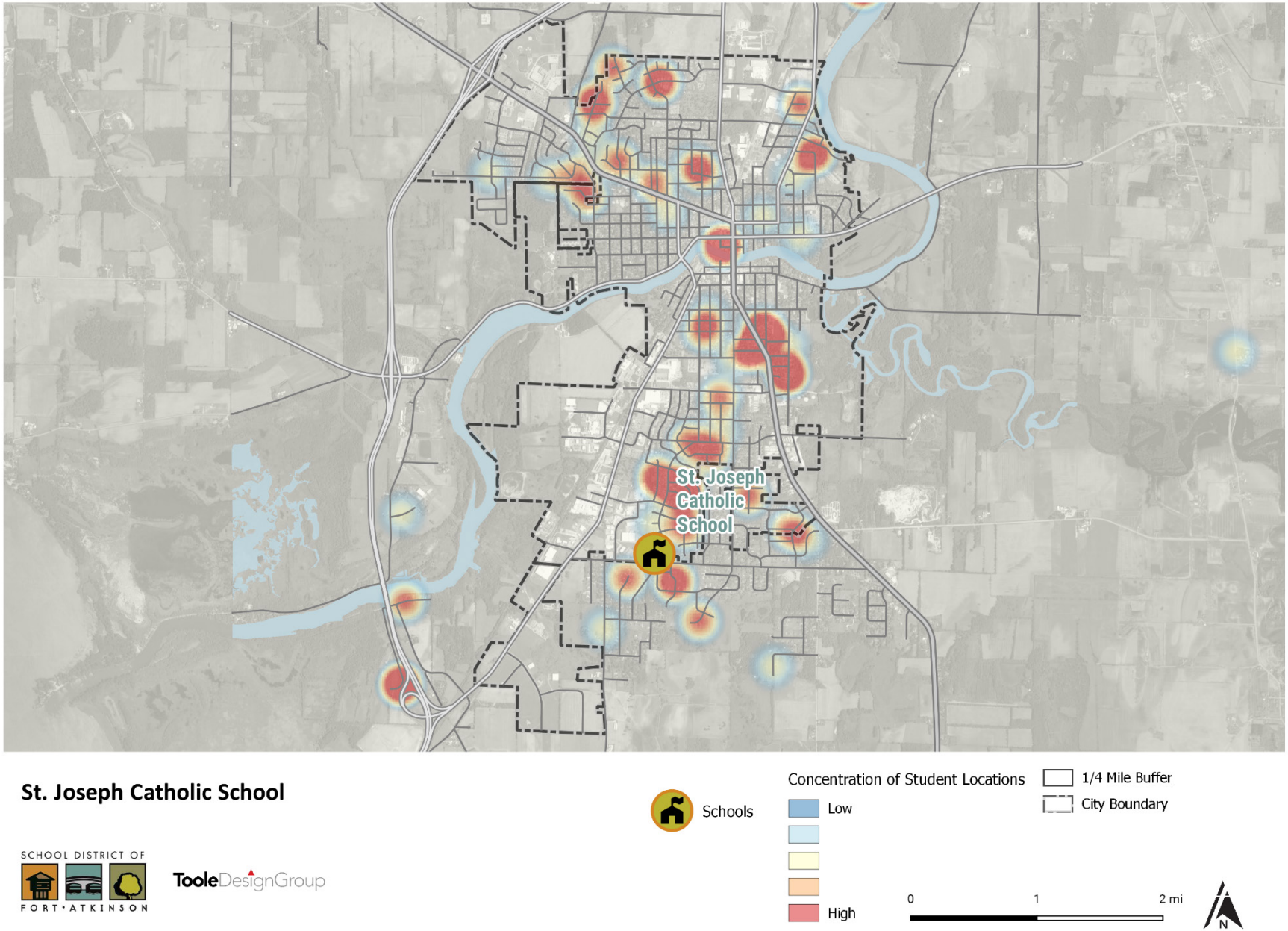
ST. JOSEPH CATHOLIC SCHOOL PLAN

St. Joseph Catholic School students live all around the City of Fort Atkinson. The school has fewer students than the public elementary students. A very small percent of students lives close to the school (see Map 33).

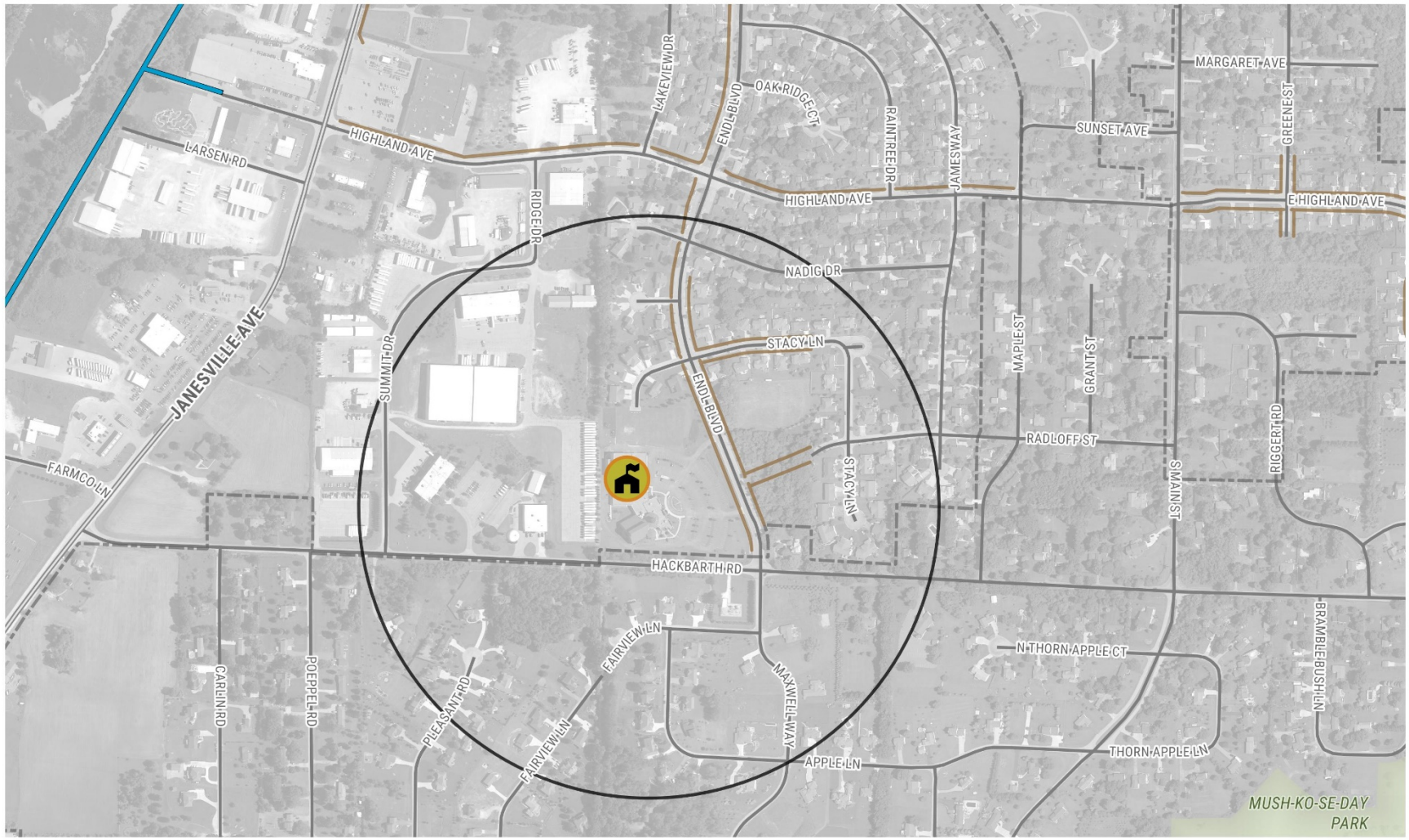
Existing Infrastructure Conditions

- **Motorist Conditions:**
  - The street network around St. Joseph Catholic school is more suburban, with wide, meandering roads and fewer intersections than some of the older sections of town. All traffic must use Endl Boulevard or Hackbarth Road to access the school.
  - Some nearby crosswalks lack school crossing signs.
  - The existing pedestrian warning assembly on Hackbarth Road doesn't meet current MUTCD standards.
  - There are no school speed zone signs on Hackbarth Road. Wisconsin State Statute 118.08 states, *"On any street or highway which borders the grounds of any public, private, or tribal school…the authority in charge of the maintenance of the street or highway shall erect black and yellow "school" warning signs…."*
- **Pedestrian Conditions:**
  - There are few sidewalks around St. Joseph Catholic school. There are no sidewalks along streets belonging to Town of Koshkonong. Endl Boulevard has sidewalks on some or both sides.
  - There are concerns about drivers not yielding to pedestrians in the crosswalk at Hackbarth Road and Endl Boulevard—the crosswalk was also faded and when field work was conducted it was less than the recommended 10-foot width for a high-visibility crosswalk.
  - The church/school parking lot does not designate pedestrian zones for walkers coming from connect Endl Boulevard sidewalk to school/church.
- **Bicycling Conditions:**
  - The bike rack at St. Joseph Catholic school was one that was made and donated by former students. It is a "wheelbender" style that can damage the front wheel and is not compatible with U-locks. At time of field work, the bike rack location conflicted with motor vehicles in parking lot.
  - A bike route is currently planned on Highland Avenue, north of school, to connect to the Glacial River Trail.

Map 33: Heatmap of St. Joseph Catholic School Student Addresses



Map 34: Existing Infrastructure Conditions around St. Joseph Catholic School



St. Joseph Catholic School
Existing Conditions

SCHOOL DISTRICT OF FORT ATKINSON

TooleDesignGroup

Sidewalks
- Existing Sidewalk
- Bikeway

Crashes
- Bicycle
- Pedestrian

Schools
1/4 Mile (5 min walk)
City Boundary

N

0 500 1000 ft

Dismissal Observations

- Dismissal at St. Joseph Catholic School was observed by project staff on October 25, 2017. School is dismissed at 3:00 p.m.
- Family members park in the school parking lot and walk to the front doors to pick up students, then walk back to their cars. The small school size and the lack of many moving vehicles in the parking lot results in a safe, orderly dismissal. A few students walk through the parking lot or through the playing fields to get to their homes.

Student Travel Tally

- St. Joseph Catholic School staff conducted hand tallies of students in November 2017 to determine how students get to and from school. The full hand tally report is in Appendix C.
- Staff asked students "How did you arrive at school today?", and, "How do you plan to leave for home after school?". Staff then read through the travel modes. Students then raised their hands for their travel mode. The tally result is shown in the table to the right.

Time of Day	Number of Students Counted	Walk	Bike	School Bus	Family Vehicle	Carpool
Morning	192	.5%	0%	2%	94%	4%
Afternoon	91	0%	0%	13%	78%	9%

Parent Survey

- St. Joseph Catholic School parents were asked to complete an online survey about their attitudes towards walking and biking to and from school in November of 2017. The full survey report is in Appendix B.
- The survey asked parents to select the most important issues affecting their decision to allow or disallow their child to walk or bike to/from school. Those are listed in the table to the right.
- The survey also included an open-ended question for parents to add their own specific concerns. Those concerns included lack of sidewalks or crosswalks and the distance that needs to be traveled.

Top 5 Issues for St. Joseph Catholic School Parents	Child does not walk/bike to school	Child walks/bikes to school
Distance	83%	60%
Speed of Traffic Along Route	63%	100%
Amount of Traffic Along Route	58%	80%
Safety of Intersections and Crossings	54%	100%
Sidewalks or Pathways	38%	80%
Number of Respondents	**24**	**5**

Recommended Programs and Policies for St. Joseph Catholic School

The following table lists non-infrastructure programs (such as Encouragement, Education, and Enforcement) that St. Joseph Catholic School or the City of Fort Atkinson can take to improve safety for pedestrians, bicyclists, and motorists during arrival and dismissal.

Issue	Program Recommendation	Timeframe*
Most students don't live within walking distance of St. Joseph's school	• Continue to promote active living and healthy lifestyles through cross-country and track team. • Participate in International Walk to School Day and Bike to School Day by encouraging remote pick-up or drop-off at Endl Park. Groups would be chaperoned to/from school.	Short
Parent pick up/drop off procedures work well	• Continue communication and monitoring to ensure parents stick to pick up and drop off procedure.	Short-Medium
Speeding traffic on Endl Boulevard and Hackbarth Road	**Enforcement:** police should monitor Endl Boulevard and Hackbarth Road during arrival and dismissal once every 2 weeks.	Short

**For the purposes of this Plan, short, medium, and long timeframes are defined as:*

- *Short: 6 months to 2 years*
- *Medium: 3 to 5 years*
- *Long: More than 5 years*

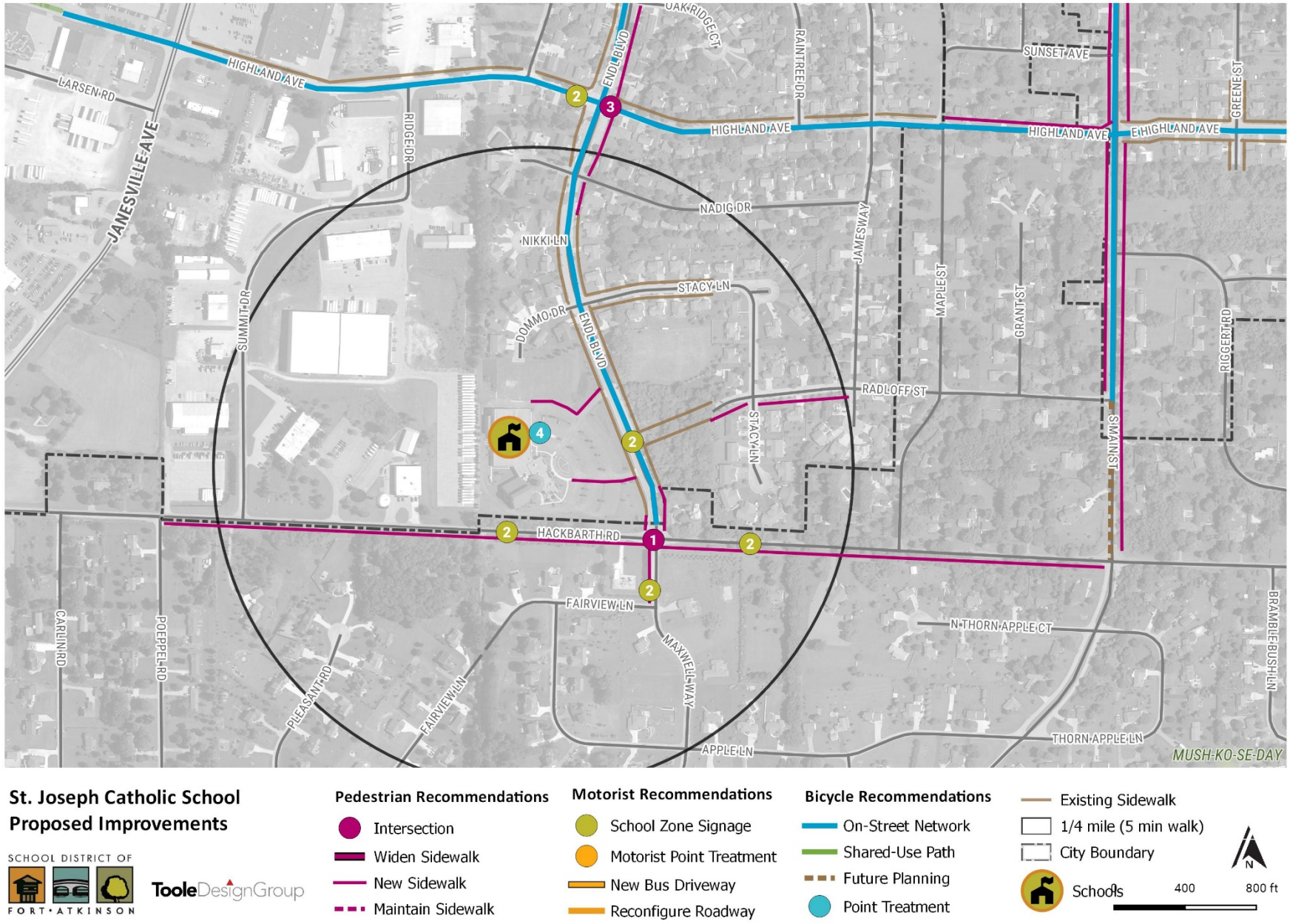
Recommended Infrastructure Improvements around St. Joseph Catholic School

Map 35 following this table shows the locations where infrastructure improvements are recommended in the school area. The table below lists the recommendations. If a recommendation is in **bold colored text**, it indicates that a description of the treatment is listed in **Chapter 2 Engineering Toolkit**.

Map ID	Issue	Infrastructure Recommendation	Timeframe*
1	Traffic on Hackbarth Road is fast, and drivers do not yield to pedestrians; the crosswalk on Hackbarth needs to be re-marked; there is a long crossing distance due to wide corner radii. Current pedestrian crossing signs are not MUTCD compliant (Town of Koshkonong jurisdiction)	The Town of Koshkonong should: • Mark the west crosswalk with recommended 10-foot wide **high-visibility markings** • Install **School Crossing Assembly** on west crosswalk • When intersection is reconstructed, narrow the corner radii to slow turning traffic and allow for better crosswalk alignment	Short Short Long
2	Lack of school zone signs on Hackbarth Road, Endl Boulevard, and Maxwell Way; lack of school crossing signs at nearby crosswalks	Install **signs** that comply with Wisconsin State statute and Wisconsin MUTCD requirements (some recommended signs are in the Town of Koshkonong)	Short
3	Highland Avenue at Endl Boulevard intersection: • Traffic on Highland does not stop, and parents are concerned about drivers yielding to pedestrians • Curb ramp in northeast corner of intersection is too small • Crosswalks across Endl Boulevard are not marked, and the street is very wide	• Mark north and west crosswalks with 10-foot wide **high-visibility crosswalk** • Engineering study to determine if 4-way stop is warranted • Install **pedestrian refuge island** in west crosswalk • Reconstruct **curb ramp** in northeast corner • When road is reconstructed, narrow the corner radii and extend the medians to fully protect sidewalks through medians	Short Medium Medium Medium Long
4	Bike rack made by former students: “Wheelbender” style not compatible with U-locks; location conflicts with vehicles in parking lot	Replace bike rack with rack that can hold the front wheel without it; move the bike rack to the north side of the building near playground	Short

Map ID	Issue	Infrastructure Recommendation	Timeframe*
-	Parking lot does not designate pedestrian zones to connect Endl Blvd sidewalk to school and church	Paint pedestrian routes to designate walking zones: • Along the north edge of the parking lot and north driveway entrance • Through the southern portion of the parking lot and driveway entrance	Short
-	Missing sidewalks on many nearby streets	• Sidewalks on both sides of Endl Boulevard • Sidewalks on one side of Hackbarth Road (owned by Town of Koshkonong)	Medium
-	Limited bikeway network near school	• **Restricted lane** (bicycles, parking, and right turns) on Endl Boulevard) • **Buffered bike lanes** on Highland Avenue	Medium

Map 35: Infrastructure Recommendations near St. Joseph Catholic School



Priorities for Infrastructure Improvements around St. Joseph Catholic School

To help the City of Fort Atkinson determine which projects should be prioritized in an objective manner, all the recommended infrastructure projects around all schools in the City were scored, weighted, and ranked according to the criteria outlined in the table on page 32. Map 36 displays how the infrastructure projects near St. Joseph Catholic School are ranked. Darker segments are ranked higher than lighter segments under the prioritization criteria; and darker "point" recommendations ranked higher than lighter point recommendations. Of note:

- Most projects near St. Joseph Catholic School are low-priority due to the low number of students the live near the school. The highest-priority projects are sidewalk recommendations in areas where there are none. The exception to that are the sidewalk recommendations along Hackbarth Road. Such a project is likely to be expensive due to the necessity of including drainage (storm sewers and gutters) and leveling the grades. Higher-cost projects have lower-priority.

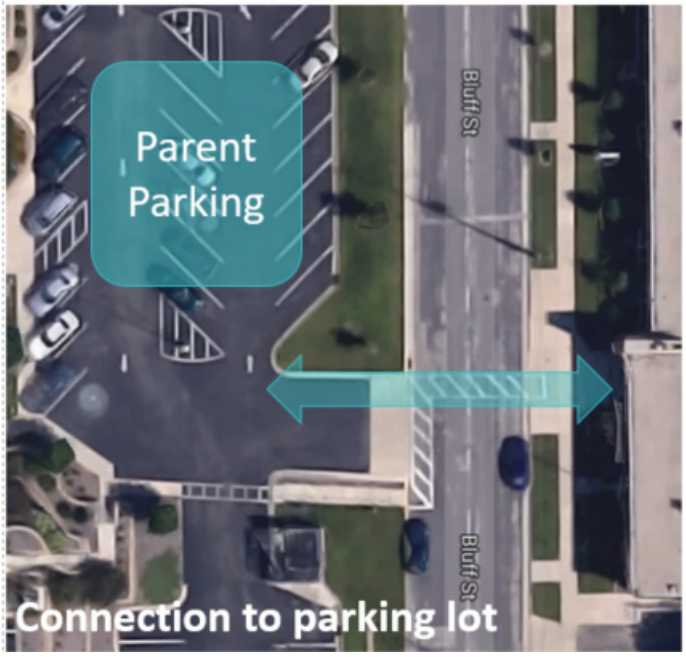
Map 36: Project Prioritization and Rankings for Recommended Infrastructure Projects near St. Joseph Catholic School

ST. PAUL'S LUTHERAN SCHOOL PLAN

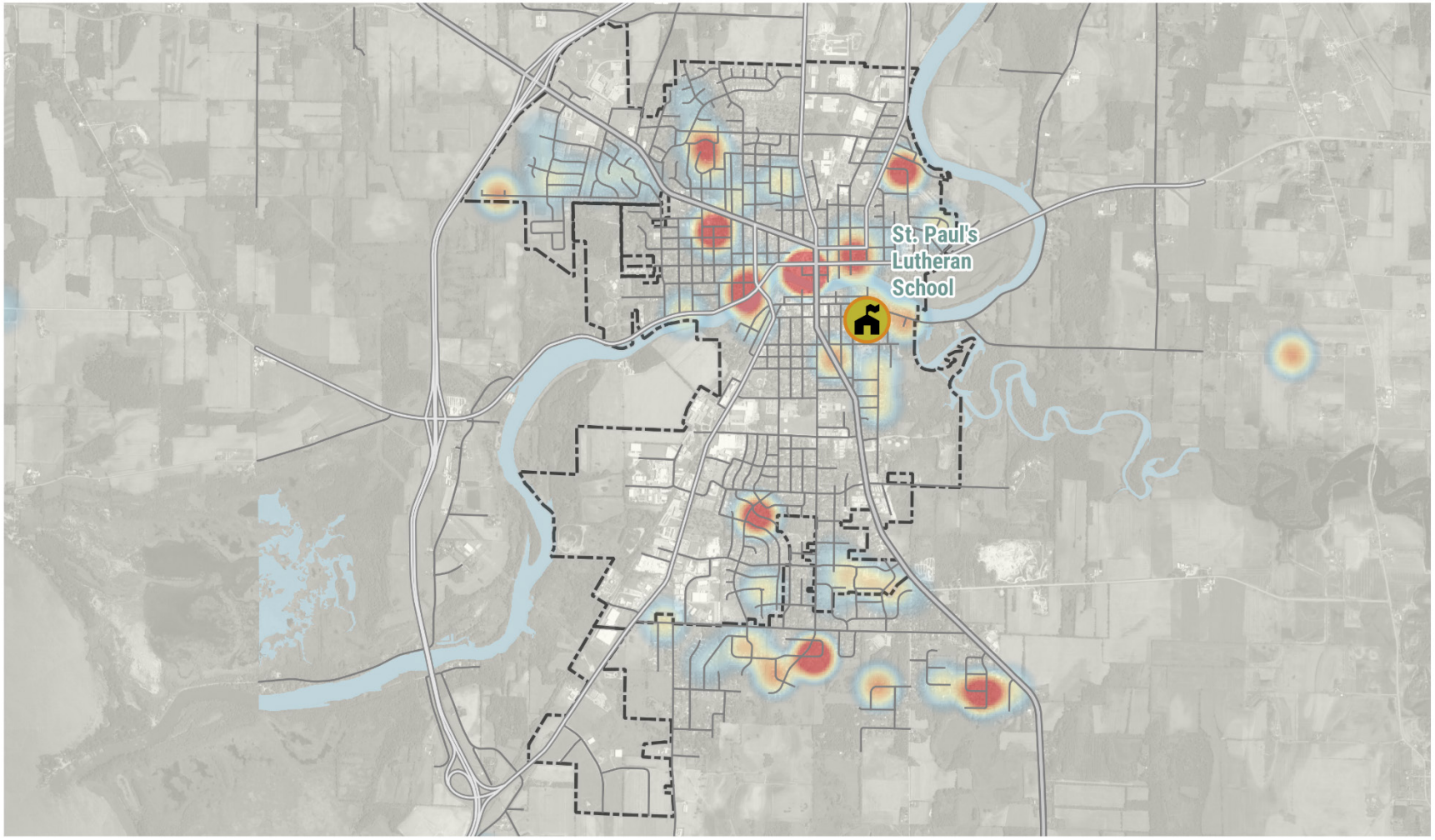
St. Joseph Catholic School students live all around the City of Fort Atkinson. The school has fewer students than the public elementary students. A very small percent of students lives close to the school (see Map 37).

Existing Infrastructure Conditions

- **Motorist Conditions:**
  - The dual one-way streets by the school require motorists (and bicyclists) to use circuitous routes and contribute to traffic congestion during arrival and dismissal for both St. Paul's Lutheran School and the Middle School.
  - Most school zone signs by the school don't meet current MUTCD requirements. Some signs likely met MUTCD requirements when installed but the design of school crossing signs has changed since they were installed.
- **Pedestrian Conditions:**
  - Sidewalks around the school are in generally good condition. Most streets around the school have sidewalks on both sides. However, there is no sidewalk on the west side of Bluff Street across from the school. A few key sidewalks on the St Paul Lutheran Church property have stairs and are not ADA-compliant.
  - The diagonally-marked crosswalk in front of the school measures less than the recommended 10 feet. Some nearby crosswalks lack markings at all.
  - The crosswalks and walkways connecting to the parking lot (see photo to the right) require out-of-direction travel for most families.
- **Bicycling Conditions:**
  - There is a bike rack behind school.
  - The nearest bicycle facility is the Glacial River Trail, a half mile west of the school and across several major streets.
  - Students currently bike on the sidewalk.
  - There are no existing bikeway plans for the school's immediate vicinity.
- **Other Issues:**
  - There is a blind spot for drivers coming downhill through St. Paul Lutheran Church parking lot by the dumpsters. Pedestrians crossing here will not be seen until they are in front of the path of the vehicle.



Map 37: Heatmap of St. Paul's Lutheran School Student Addresses



St. Paul's Lutheran School

SCHOOL DISTRICT OF FORT•ATKINSON

TooleDesignGroup

Schools

Concentration of Student Locations

Low

High

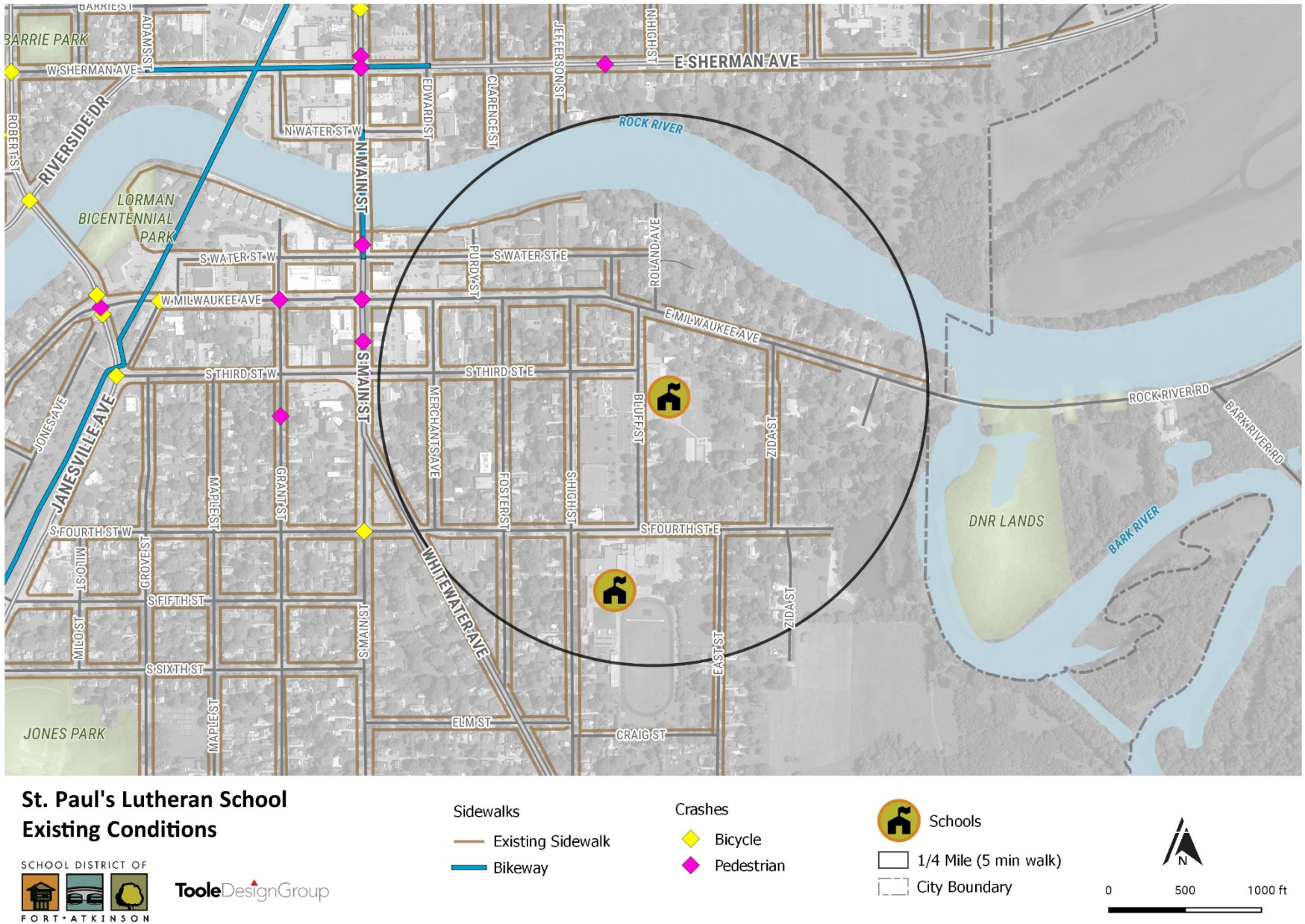
1/4 Mile Buffer

City Boundary

0 1 2 mi

N

Map 38: Existing Infrastructure Conditions around St. Paul's Lutheran School



Dismissal Observations

- Dismissal at St. Paul's was observed by project staff on October 25, 2017. School is dismissed at 3:00 p.m. Fort Atkinson Middle School lets out at 3:10 p.m.; a few family vehicles were observed cutting southbound through the church parking lot.
- Most students exit out the main door onto Bluff Street and meet their family members waiting in vehicles on Bluff Street or the parking lot across from school. The preschool entrance on north side of school building has its own parking area and entrance. St. Paul's family members sometimes park in the parking lot driveway to pick up, blocking traffic. They also park or stop close to crosswalk in front of school, blocking pedestrians from view.
- School staff assist with dismissal. Student safety patrols helped students cross some streets and driveways.

Student Travel Tally

- St. Paul's Lutheran School teachers conducted hand tallies of students in November 2017 to determine how students get to and from school. The full hand tally report is in Appendix C.
- Staff asked students "How did you arrive at school today?", and, "How do you plan to leave for home after school?". Staff then read through the travel modes. Students then raised their hands for their travel mode. The tally result is shown in the table to the right.

Student Travel Tally Results	Number of Trips Counted	Walk	Bike	School Bus	Family Vehicle	Carpool
Morning	329	4%	0%	5%	88%	2%
Afternoon	329	9%	0%	1%	83%	8%

Parent Survey

- St. Paul's Lutheran School parents were asked to complete an online survey about their attitudes towards walking and biking to and from school in November of 2017. The full survey report is in Appendix B.
- The survey asked parents to select the most important issues affecting their decision to allow or disallow their child to walk or bike to/from school. Those are listed in the table to the right.
- The survey also included an open-ended question for parents to add their own specific concerns. Those concerns included requests to limit traffic from the neighboring Middle School, especially through the church parking lot.

Top 5 Issues for St. Paul's Lutheran School Parents	Child does not walk/bike to school	Child walks/bikes to school
Amount of Traffic Along Route	67%	0%
Speed of Traffic Along Route	67%	0%
Distance	63%	100%
Safety of Intersections and Crossings	60%	0%
Weather or Climate	53%	0%
Number of Respondents	**30**	**1**

Recommended Programs and Policies for St. Paul's Lutheran School

The following table lists non-infrastructure programs (such as Encouragement, Education, and Enforcement) that St. Paul's Lutheran School or the City of Fort Atkinson can take to improve safety for pedestrians, bicyclists, and motorists during arrival and dismissal.

Issue	Program Recommendation	Timeframe*
Most students don't live within walking distance of St. Paul's school	**Encouragement** to reduce vehicle traffic: Participate in International Walk to School Day and Bike to School Day by encouraging remote pick-up or drop-off at the library; groups would be chaperoned to/from school	Short
Parents dropping off in church driveway or parked too close to crosswalk	• Prohibit parents from parking too close to crosswalk by placing cones • School should create map showing preferred drop off/pick up locations, especially after street is converted to two-way traffic	Short
Families walk preschool students behind parked vehicles in the pre-school lot	**Encourage** parents to back in to parking stalls in pre-school lot so that when they pull out of stalls (when children are present) they can see families walking in parking lot	Short
Sidewalks on the St Paul Lutheran Church property have stairs	City should conduct a "Transition Plan" (in accordance with the Americans with Disabilities Act) to inventory, and create a plan for, all barriers and obstacles in the City's sidewalk network	Medium

**For the purposes of this Plan, short, medium, and long timeframes are defined as:*

- *Short: 6 months to 2 years*
- *Medium: 3 to 5 years*
- *Long: More than 5 years*

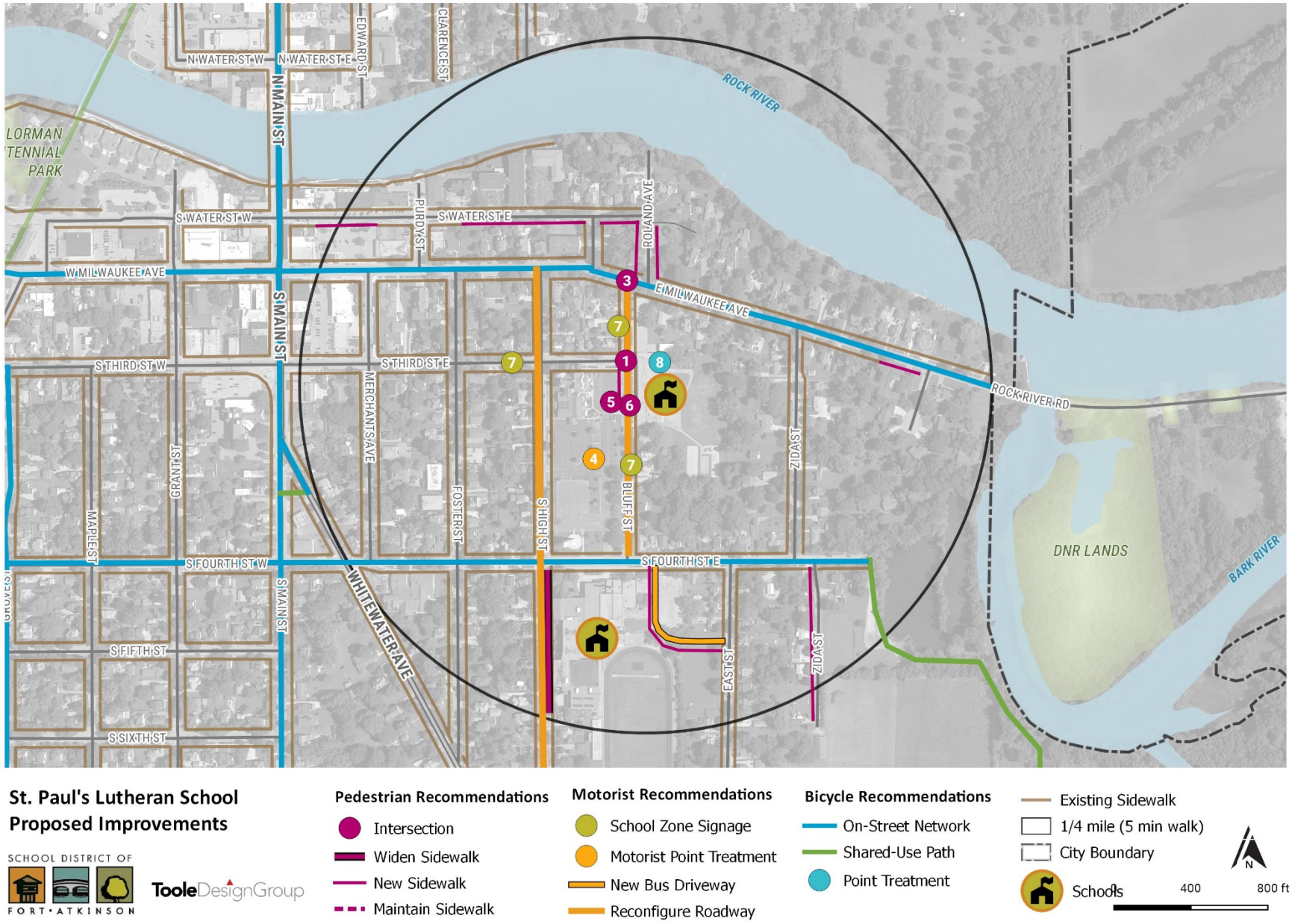
Recommended Infrastructure Improvements around St. Paul's Lutheran School

Map 38 following this table shows the locations where infrastructure improvements are recommended in the school area. The table below lists the recommendations. If a recommendation is in **bold colored text**, it indicates that a description of the treatment is listed in **Chapter 2 Engineering Toolkit**.

Map ID	Issue	Infrastructure Recommendation	Timeframe*
1	South Third Street and Bluff Street intersection has unmarked crosswalks on north and west sides; curb ramps are missing on the northeast and southwest corner	• Mark the west and north crosswalks with parallel lines • Install **School Crossing Assemblies** on all crosswalks • Install **curb ramps** on northeast and southwest corners	Short Short Medium
2	Dual one-way streets exacerbate traffic issues for both Fort Atkinson Middle School and St Paul's Lutheran School	• **Road Reconfiguration:** Convert High Street to two-way traffic. South of Fourth Street, remove parking on west side	Short
3	East Milwaukee Street and Bluff Street intersection lacks crosswalks, curb ramps, and sidewalk stubs to allow pedestrians to cross Milwaukee Street	• Sidewalk stubs and **curb ramps** on east and west legs of intersection; mark crosswalk with parallel lines. • Install **School Crossing Assemblies** on all crosswalks	Medium Medium
4	Middle School family vehicles cut through St. Paul Lutheran Church parking lot; blind spot for drivers coming downhill by the dumpster/ driveway crosswalk	Speed bump and associated signs in church parking lot, just south of dumpster; this problem may be fixed if High Street is converted to 2-way	Short
5	At St. Paul Lutheran Church parking lot driveway, crosswalks and walkways require out-of-direction travel for most families	• New **sidewalk** on north side of driveway by narrowing driveway • New **sidewalk** on west side of Bluff Street between church driveway and South Third Street	Long
6	Crosswalk across Bluff Street in front of school entrance lacks school crossing assembly signs; traffic around middle school is a concern	• Install **School Crossing Assembly** at crosswalk • Install **"gateway" treatment:** Three (3) R1-6 YIELD TO PEDESTRIANS signs on left and right sides of traffic lane	Short
7	Most school zone signs don't meet current MUTCD requirements	Install signs that comply with MUTCD requirements	Short
8	Bike racks: "Wheelbender" style can damage wheels, not compatible with U-locks	Replace bike racks with racks that can hold the front wheel without damaging them	Short

Map ID	Issue	Infrastructure Recommendation	Timeframe*
-	Limited bikeway network near school	• **Separated Bike Lanes** on South Main Street	Medium
		• **Speed humps** and **shared lane markings** on South Fourth Street	Long
		• Possible future **path** through Bark River Nature Park	Long

Map 39: Infrastructure Recommendations near St. Paul's Lutheran School

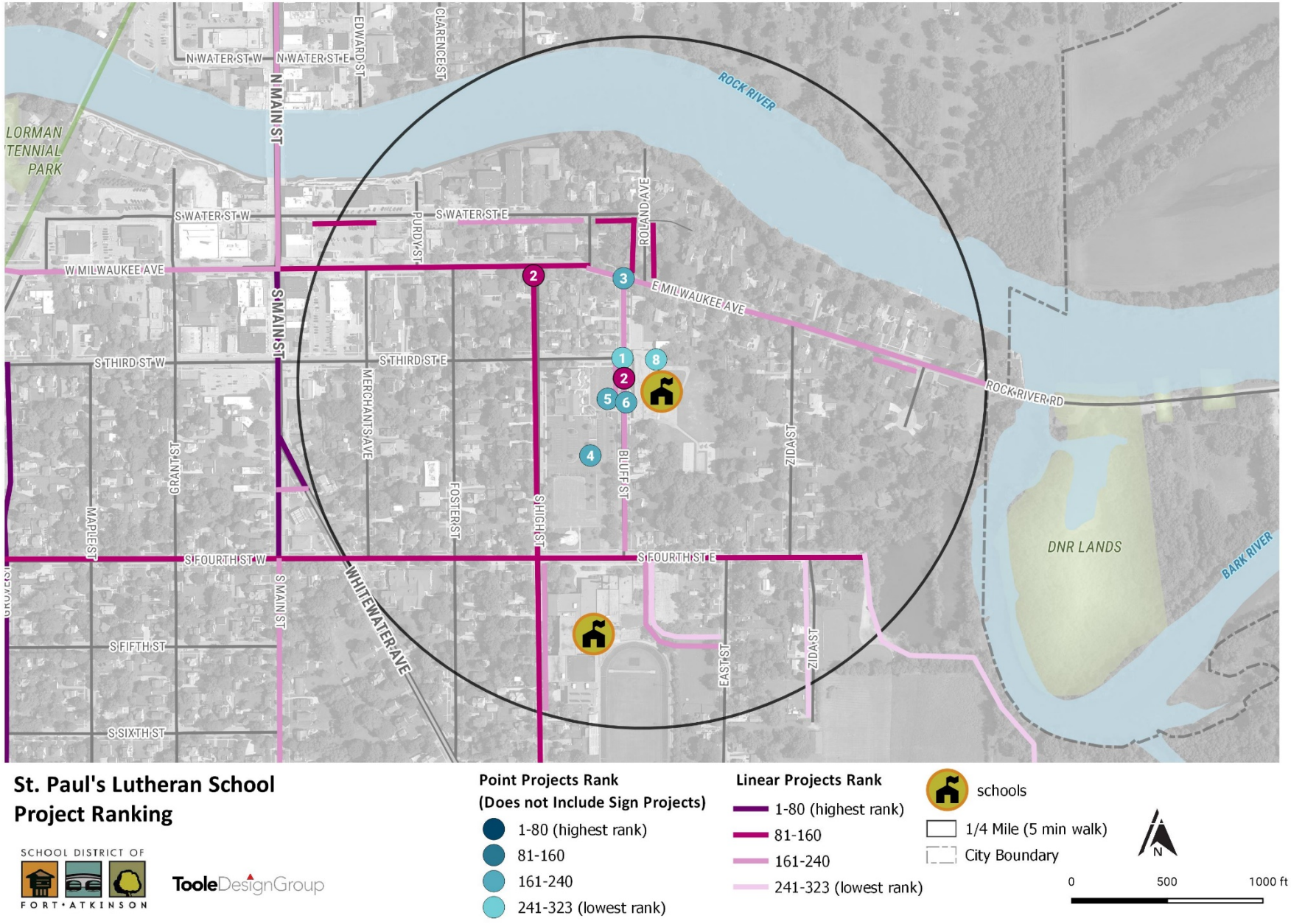


Priorities for Infrastructure Improvements around St. Paul's Lutheran School

To help the City of Fort Atkinson determine which projects should be prioritized in an objective manner, all the recommended infrastructure projects around all schools in the City were scored, weighted, and ranked according to the criteria outlined in the table on page 32. Map 40 displays how the infrastructure projects near St. Paul's Lutheran School are ranked. Darker segments are ranked higher than lighter segments under the prioritization criteria; and darker "point" recommendations ranked higher than lighter point recommendations. Of note:

- Many of the recommendations near the St. Paul's Lutheran School are high priority. This is because the school is located near several other schools and any projects near St. Paul's will likely benefit students going to multiple schools.
- Low-cost projects such as changing South High Street from one-way to two-way, or short sidewalk segments that cost less than $20,000 to build, rank higher than projects such as the recommended path through the Bark River Nature Park, which would be expensive to build.

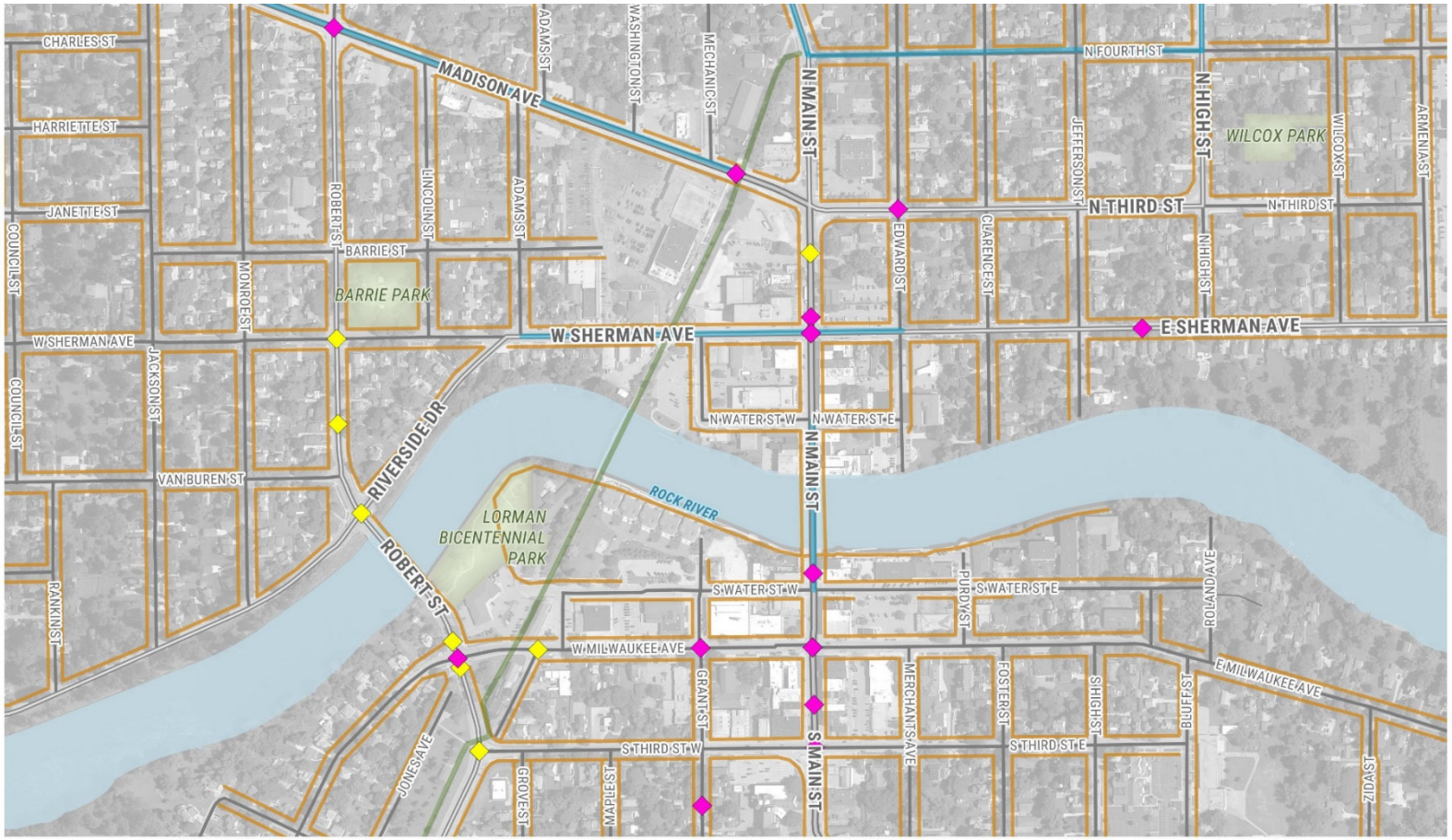
Map 40: Project Prioritization and Rankings for Recommended Infrastructure Projects near St. Paul's Lutheran School



OTHER IMPORTANT PEDESTRIAN CROSSINGS

The City of Fort Atkinson has many other important pedestrian crossings of the Glacial River Trail or key downtown streets, where conditions can be improved to benefit the entire community. This is especially important for Middle School and High School students who must travel across the City to reach their schools. See Map 41 for an overview of existing conditions along Glacial River Trail street crossings or downtown intersections.

Map 41 Existing Infrastructure Conditions at Other Important Pedestrian Crossings



Recommended Infrastructure Improvements for Other Important Pedestrian Crossings

Map 42 following this table shows the locations where infrastructure improvements are recommended in the school area. The table below lists the recommendations. If a recommendation is in **bold colored text**, it indicates that a description of the treatment is listed in **Chapter 2 Engineering Toolkit**.

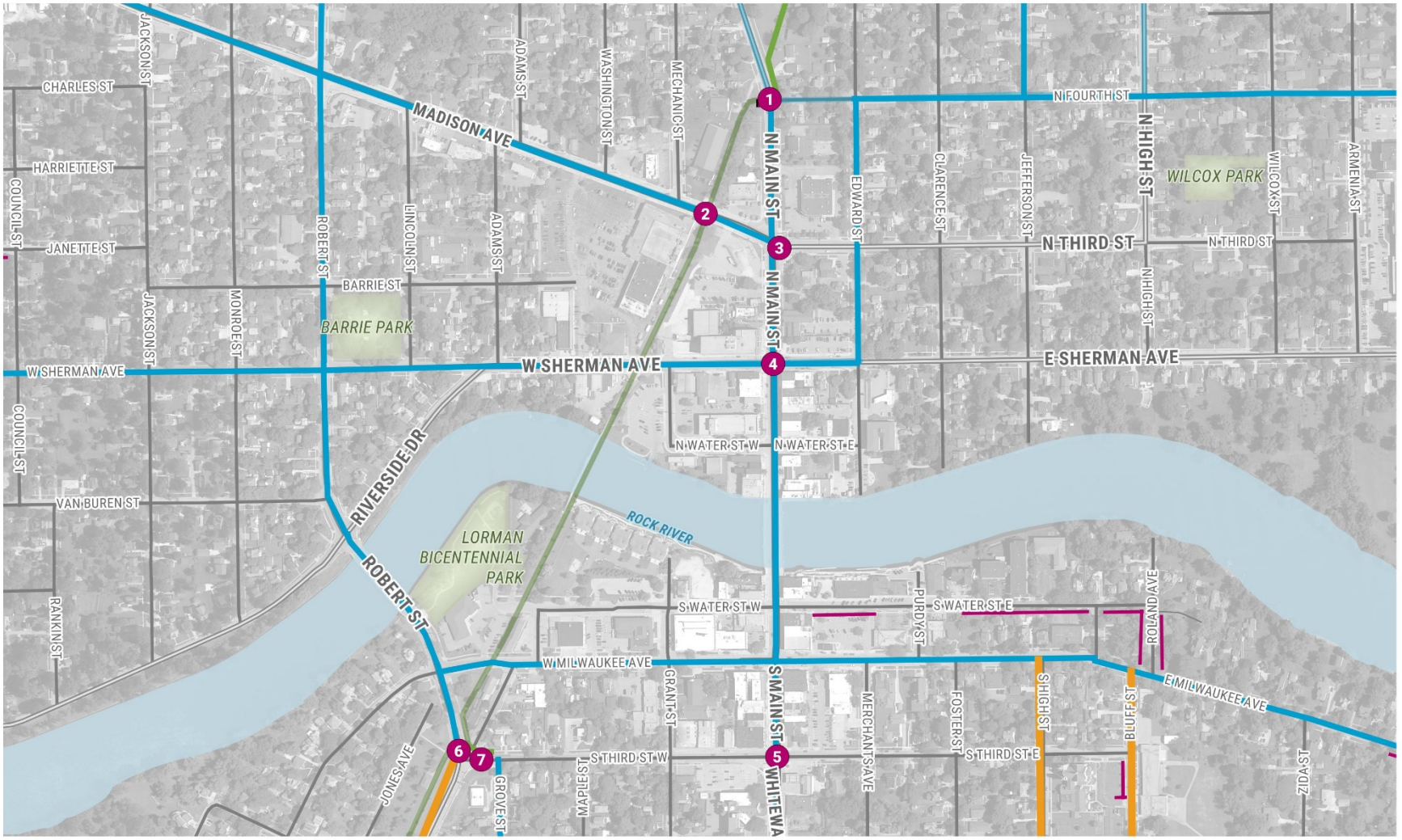
Map ID	Issue	Infrastructure Recommendation	Timeframe*
1	North Main Street and North Fourth Street: the Glacial River Trail crosses Main Street to Fourth Street, high traffic volumes	• **Rectangular Rapid Flash Beacons (RRFBs)** • Facilitate crossing in south crosswalk: widen west sidewalk and add curb ramp to southeast corner • Install 6-8 ft median to prevent left turns into and out of North Fourth Street but permit bicycles to cross	Medium Medium Long
2	Madison Avenue and Glacial River Trail crossing: high traffic volumes and non-compliant flashing signs	• **Rectangular Rapid Flash Beacons (RRFBs)** • Install 8 ft **pedestrian island**; stripe 12' travel lanes and 5' bike lanes on this segment	Medium Long
3	North Main Street at Madison Avenue and North Third Street: high traffic and high pedestrian volumes; "kinks" in crosswalk; wide turn radii result in long pedestrian crossings	• Straighten the "kinks" in the north and south crosswalks. Add pedestrian activation buttons, give pedestrian leading interval of 3-7 seconds when pedestrian button is pressed. • When intersection rebuilt, remove right turn bypass, tighten all turning radii	Short Long
4	South Main Street at Sherman Avenue: high pedestrian and high traffic volumes; pedestrian crash at this intersection	• Remove right turn lanes on South Main Street, install **curb extensions** that do not interfere with bike lanes • When Separated Bike Lanes are installed on North Main Street, create a protected intersection	Medium-Long Long
5	North Main Street at South Third Street: high pedestrian and high traffic volumes, on route to Middle School	• Remove right turn lanes on North Main Street, install **curb extensions** but do not interfere with bike lanes • Consider removing right turn bypass	Long Long
6	Robert Street and Janesville Avenue crossing of Glacial River Trail: vehicles encroach on crosswalk; large curb radii	• Mark **high visibility crosswalk**; Give pedestrians leading interval of 3-7 seconds when pedestrian actuation button is pressed. • Install **pedestrian island** in Robert Street	Short Medium

Map ID	Issue	Infrastructure Recommendation	Timeframe*
7	Janesville Avenue and South Third Street and Robert Street: Large curb radii encourage fast turning speeds	**Pedestrian island** on South Third Street between Janesville Avenue and Grove Street to slow traffic; can have mountable curbs if truck traffic requires it	Medium

**For the purposes of this Plan, short, medium, and long timeframes are defined as:*

- *Short: 6 months to 2 years*
- *Medium: 3 to 5 years*
- *Long: More than 5 years*

Map 42: Infrastructure Recommendations for Other Important Pedestrian Crossings

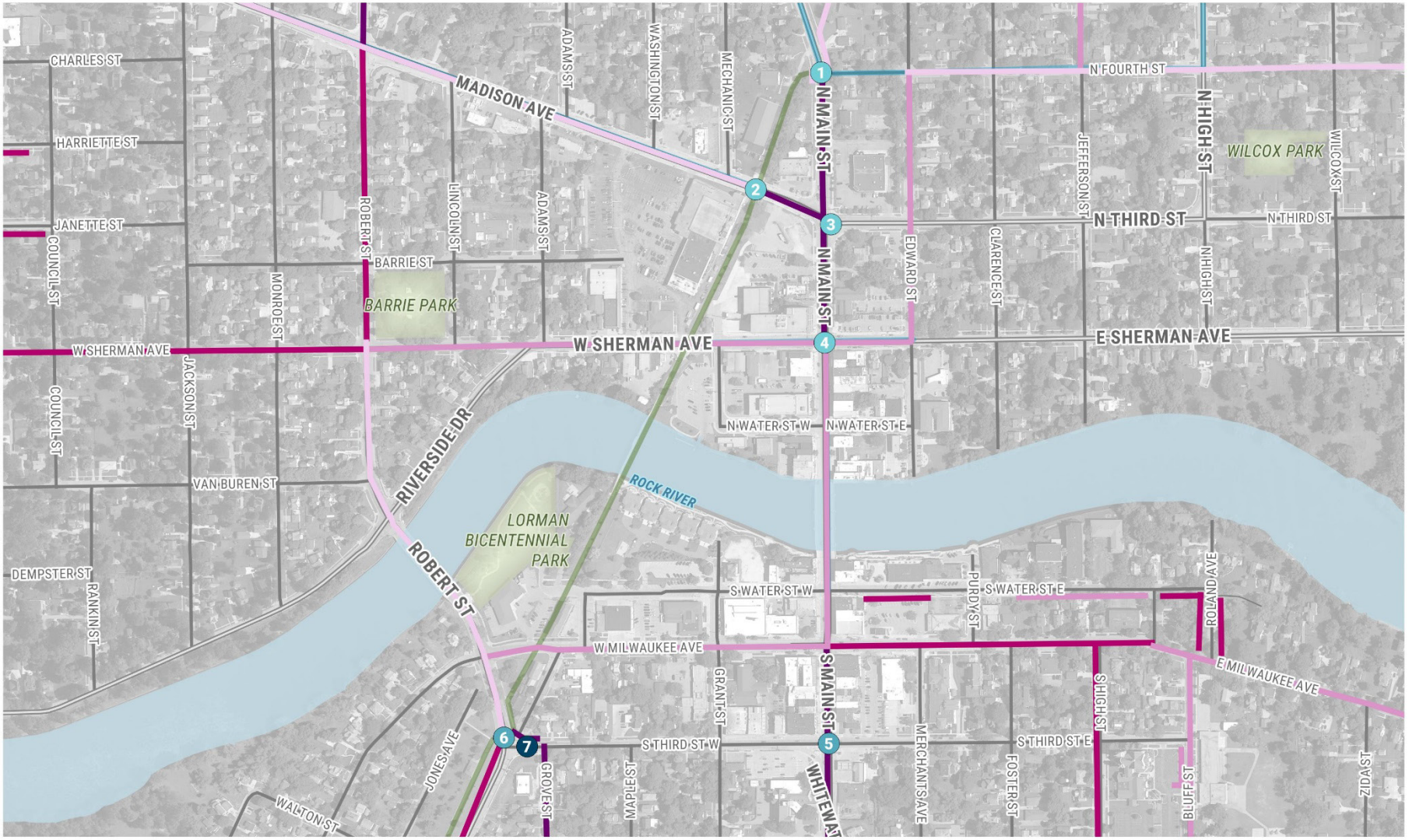


Priorities for Infrastructure Improvements for Other Important Pedestrian Crossings

To help the City of Fort Atkinson determine which projects should be prioritized in an objective manner, all the recommended infrastructure projects around all schools in the City were scored, weighted, and ranked according to the criteria outlined in the table on page 32. Map 43 displays how the infrastructure projects near Other Important Pedestrian Crossings are ranked. Darker segments are ranked higher than lighter segments under the prioritization criteria; and darker "point" recommendations ranked higher than lighter point recommendations. Of note:

- The highest-ranking pedestrian crossings for improvement are on the south side of the Rock River, due to their proximity to Luther, Purdy, the Middle School, and St. Paul's.
- Expensive projects that will require multiple curb extensions or lane bypass removal are ranked lower. This lower prioritization reflects a realistic approach to engineering improvements: such projects will likely occur when the intersection is reconstructed, which may occur in 10 to 15 years.

Map 43: Project Prioritization and Rankings for Recommended Infrastructure Projects near Other Important Pedestrian Crossings



Important Pedestrian Crossings Project Ranking

SCHOOL DISTRICT OF FORT ATKINSON

TooleDesignGroup

Point Projects Rank
- 1-80 (highest rank)
- 81-160
- 161-240
- 241-323 (lowest rank)

Linear Projects Rank
- 1-80 (highest rank)
- 81-160
- 161-240
- 241-323 (lowest rank)

N

0 500 1000 ft

6 FUNDING STRATEGIES

Funding and financing of bicycle and pedestrian infrastructure projects depend on the individual street project. There are three main approaches to financing and building out the bicycle and pedestrian network:

- **Routine Maintenance in the Capital Improvement Program (CIP)**: Typically, it is more efficient to install bicycle and pedestrian infrastructure as part of routine maintenance (including repaving, resurfacing, pavement replacement, and restriping). These projects can involve some reallocation of street space, such as striping bike lanes. Projects funded under this approach are lower-priority, since resurfacing may not occur for 10-20 years.
- **Bicycle and Pedestrian Project Set-Asides in the Capital Improvement Programs (CIPs)**. Many of the projects recommended for Fort Atkinson, like new sidewalks or new signs and pavement markings, cannot wait 10-20 years for routine maintenance projects. The Action Plan in Chapter 2 recommends that Fort Atkinson explore establishing a $50,000 budget line item for sidewalk repair and replacement, to begin building out the sidewalk network. In addition to the sidewalk fund, Fort Atkinson should budget about $75,000 per year to implement the other higher-priority SRTS engineering recommendations in the Plan.
- **Grant Funds**. While state and federal funding may be leveraged by the City for larger bicycle and pedestrian projects, it is important to consider state and federal funding requirements. It is recommended that as the City considers state or federal funding for bicycle and pedestrian infrastructure, they work with the Wisconsin Department of Transportation – Southwest Region (WisDOT-SW Region) to ensure that the state and federal funding is appropriate for the project.

The following sections describe some of the grant funding sources available to the City for both engineering and non-infrastructure projects. The funds and the eligibility criteria are summarized in a table at the end of this chapter.

Capital Improvement Programs (CIPs)

As streets are scheduled for reconstruction or resurfacing, bicycle and pedestrian infrastructure accommodations should be included. It is much more cost efficient to include bicycle and pedestrian accommodations as part of the project versus trying to retrofit the bicycle and pedestrian infrastructure once the project is completed. The costs of the bicycle and pedestrian infrastructure accommodations can then be included in the cost of the project.

Surface Transportation Block Grant Set-Aside Program (previously known as the Transportation Alternatives Program - TAP)

The Fixing America's Surface Transportation (FAST) Act replaced the Transportation Alternatives Program (TAP) with a set-aside of funds under the Surface Transportation Block Grant Program (also known by the Federal Highway Administration as the TA Set-Aside). With certain exceptions, projects that meet eligibility for criteria for the Safe Routes to School Program, the transportation enhancements, and/or the bicycle and pedestrian facilities program are eligible TAP projects. The funding ratio is usually 80% federal funds and 20% local matching funds.

- FHWA Website: http://www.fhwa.dot.gov/environment/transportation_alternatives/
- WisDOT Website: http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tap.aspx

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) develops and implements, on a continuing basis, stand-alone safety projects designed to reduce the number and severity of crashes on all streets and highways (both state and local). The federal funding ratio for the HSIP funds is usually 90% federal funds and a 10% match of state and/or local funds. The HSIP Program currently prioritizes sites that have experienced a high crash history with an emphasis on low cost options that can be implemented quickly.

- Website: http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/hsip.aspx

Transportation Investment Generating Economic Recovery Discretionary Grant Program (TIGER)

- The Transportation Investment Generating Economic Recovery Discretionary Grant Program (TIGER) is a highly competitive grant program administered by the United States Department of Transportation. Since 2009, Congress has dedicated over $5.6 billion for nine rounds of TIGER to fund projects that have a significant impact on the Nation, a region or a metropolitan area.
- Website: https://www.transportation.gov/tiger/about

National Highway Performance Program (NHPP)

The National Highway Performance Program (NHPP) provides federal funding to support projects that improve infrastructure condition, safety, congestion reduction, system reliability, or freight movement on the National Highway System. Projects must be identified in the Statewide Transportation Improvement Program (STIP/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan.

- Website: https://www.fhwa.dot.gov/specialfunding/nhpp/160309.cfm

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The Congestion Mitigation and Air Quality Improvement Program funds may be used to construct bicycle facilities, pedestrian walkways, and non-construction projects related to bicycle and pedestrian activities in designated non-attainment areas. Currently, Jefferson County is not designated as a non-attainment area; however, if that designation should change, it could become eligible for funding.

- Website: http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/cmaq.aspx

U.S. Department of Housing and Urban Development (HUD) Community Development Block Grants (CDBG)

The CDBG program provides several grant opportunities to promote affordable housing, suitable living environments, and expanded economic opportunities for persons with low to moderate income. Some of these can fund transportation projects, for example, the CDBG Public Facility funds can be used to fund sidewalks.

- Website: https://doa.wi.gov/Pages/LocalGovtsGrants/CommunityDevelopmentPrograms.aspx

Recreational Trails Program (RTP)

The Recreation Trails Program provides funds to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. This is the only federal transportation source that can be used for maintenance activities.

- FHWA Website: http://www.fhwa.dot.gov/environment/recreational_trails/
- WDNR Website: https://dnr.wi.gov/Aid/RTP.html

National Highway Traffic Safety Administration (NHTSA) Section 402 and Section 405 Grants

The National Highway Traffic Safety Administration (NHTSA) administers the Section 402 and Section 405 grant programs. At the state level, the program is run by the Bureau of Transportation Safety (BOTS). Funds are primarily used to support enforcement efforts and driver education efforts that are high priority in WisDOT's Highway Safety Plan (HSP). The 2018 HSP priorities include some that relate to SRTS, including reducing driver distraction, improving non-motorist safety, and reducing speed-related crashes.

- Website: http://wisconsindot.gov/Pages/safety/enforcement/agencies/grants.aspx

Wisconsin Department of Natural Resources Knowles-Nelson Stewardship Funds

The Knowles-Nelson Stewardship Funds are available each year to help fund land acquisition and recreational development throughout the state of Wisconsin.

- Website: http://dnr.wi.gov/topic/stewardship/grants/

The Robert Wood Johnson Foundation

The Robert Wood Johnson Foundation seeks to improve the health and health care of all Americans. One of the primary goals of the Foundation is to "promote healthy communities and lifestyles". Specifically, the Foundation has ongoing "Active Living by Design" grant programs that promote the principals of active living including non-motorized transportation. Other related calls for grant proposals are issued as developed, and multiple communities nationwide have received grants related to the promotion of trails and other non-motorized facilities.

- Website: http://www.rwjf.org/en/how-we-work/grants.html#q/maptype/grants/ll/37.91,-96.38/z/4

Centers for Disease Control and Prevention (CDC)

Across the nation, there has been increased collaboration between transportation and health professionals. Through this collaboration, there are increased opportunities to apply for funding for initiatives where health and transportation are already collaborating. Fort Healthcare and Jefferson County Health Department staff may be partner organizations that could pursue funding through the CDC to implement recommendations from this Plan.

- Website: http://www.cdc.gov/

Local Hospitals and Healthcare Organizations

Non-profit hospitals and health care organizations like Fort Healthcare are required to complete several requirements to maintain their non-profit status, including developing a Community Health Needs Assessment (CHNA) and support community initiatives that are consistent with their CHNA. The Dodge Jefferson Healthier Community Partnership ranked "Obesity /Nutrition and Activity" as the top health need in the CHNA for the two counties.

One Wisconsin example that Fort Healthcare and the City could consider is the partnership between Affinity Health System, Winnebago County, and the East Central Wisconsin Regional Planning Commission (ECWRPC). ECWRPC received funds from to Affinity Health Systems as part of a joint application with the Winnebago County Health Department to develop a bicycle wayfinding signage pilot project.

Public Private Partnerships

As federal and state funds become more competitive for local communities, it is recommended that Fort Atkinson work with the private sector to help secure funds for various types of bicycle and pedestrian projects. The private sector could help to provide the 20% local match for state and federal grant programs, making the local grant application more competitive for funding.

Additionally, local businesses have a vested interest in bicycle and pedestrian accommodations, as healthy active employees help reduce the business's health insurance costs and the employees are also more productive. Local health insurance companies are interested in having healthy employees, as it reduces their health insurance claims related to chronic diseases. In addition, many hospitals and health care organizations are recognized by the Internal Revenue Service to be non-profit organizations because of the "community benefit" they provide. These organizations may be interested in

providing funding for community improvements (i.e. sidewalks, trails, wayfinding signage, etc.). Private and public partnerships should be explored by the City to improve the health of local community members.

Additional Funding Resources

In addition to the resources mentioned above, other funding opportunities may exist through the following local, state, and national organizations:

- National Recreation and Park Association
  https://www.nrpa.org/our-work/Grant-Fundraising-Resources/
- International Mountain Biking Association
  https://www.imba.com/explore-imba/trail-creation-and-enhancement
- Rails-to-Trails Conservancy
- http://www.railstotrails.org/build-trails/trail-building-toolbox/acquisition/financing-and-funding/
- National Trails Training Partnership
  http://www.americantrails.org/resources/fedfund/
- Carol M. White Physical Education Program (PEP Grant: may be used to purchase bicycles and helmets)
  https://www2.ed.gov/programs/whitephysed/index.html

Federal funding sources for bicycle and pedestrian projects/activities

Activity	CMAQ**	HSIP	NHPP	STBG	TA	RTP	SRTS	402	405	FLTTP	TIGER
Access enhancements to public transportation	•		•	•	•					•	•
ADA/504 self-evaluation/transition plan				•	•	•				•	
Bicycle plans				•	•		•			•	
Bicycle helmets (project or training related)				•	•SRTS		•	•*			
Bicycle helmets (safety promotion)				•	•SRTS		•				
Bicycle lanes on street	•	•	•	•	•		•			•	•
Bicycle parking	•		•	•	•	•	•			•	~•
Bicycle share	•		•	•	•					•	•
Bicycle storage or service centers	•			•	•					•	~•

Activity	CMAQ**	HSIP	NHPP	STBG	TA	RTP	SRTS	402	405	FLTTP	TIGER
Bridges/overcrossings	•*	•	•	•	•	•	•			•	•
Coordinator positions (state or local)	•*			•	•SRTS		•				
Crosswalks (new or retrofit)	•*	•	•	•	•	•	•			•	•
Curb cuts and ramps	•*	•	•	•	•	•	•			•	•
Counting equipment		•	•	•	•	•	•			•	
Data collection & monitoring for pedestrians and/or bicyclists		•	•	•	•	•	•			•	
Historic preservation (bike, ped, transit facilities)				•	•					•	•
Land/streetscaping (bike/ped route; transit access); related amenities (benches, water foundations); generally, as part of a larger project			•	•	•					•	~•
Lighting (bike/ped scale associated w/ bike/ped project)		•	•	•	•	•	•			•	•
Maps (for bicyclists and/or pedestrians)	•			•	•		•				
Paved shoulders	•*	•	•	•	•		•			•	•
Pedestrian plans				•	•		•			•	
Recreational trails				•	•	•				•	~•
Road diets (for bicycle and pedestrian portions)		•	•	•	•					•	•
Road safety assessments for pedestrians and bicyclists		•		•	•					•	
Safety education and awareness activities/programs to inform pedestrians, bicyclists, and motorists on bike/ped safety				•SRTS	•SRTS		•	•*	•*		
Safety education positions				•SRTS	•SRTS		•	•*			
Safety enforcement (including police patrols)				•SRTS	•SRTS		•	•*	•*		
Safety program technical assistance (for peds/bicyclists)				•SRTS	•SRTS		•	•			
Separated bicycle lanes	•	•	•	•	•		•			•	•
Shared use paths / transportation trails	•*	•	•	•	•	•	•			•	•
Sidewalks (new or retrofit)	•	•	•	•	•	•	•			•	•
Signs / signals / signal improvements	•	•	•	•	•		•			•	•
Signed bicycle or pedestrian routes	•		•	•	•		•			•	•
Spot improvement programs		•	•	•	•	•	•			•	•

Activity	CMAQ**	HSIP	NHPP	STBG	TA	RTP	SRTS	402	405	FLTTP	TIGER
Stormwater impacts related to pedestrian and bicycle projects		•	•	•	•	•	•			•	•
Traffic calming		•	•	•	•		•			•	•
Trail bridges	•*	•	•	•	•	•	•			•	•
Trail construction and maintenance equipment				•RTP	•RTP	•					
Trail/highway intersections	•*	•	•	•	•	•	•			•	•
Trailside and trailhead facilities (includes restrooms and water, but not general park amenities)				•*	•*	•*				•	~•*
Training	•	•		•	•	•	•	•*			
Training for law enforcement on ped/bicyclist safety laws				•SRTS	•		•		•*		
Tunnels/undercrossings	•*	•	•	•	•	•	•			•	•

Table Notes:

- • *Funds may be used for this activity, but restrictions may apply*
- ~ *Eligible, but not competitive unless part of a larger project*
- * *See program-specific notes for restrictions*
- ** *This region is currently not a non-attainment area*

Table Abbreviations

CMAQ: Congestion Mitigation and Air Quality Improvement Program
HSIP: Highway Safety Improvement Program
NHPP: National Highway Performance Program
STBG: Surface Transportation Block Grant Program
TA: Transportation Alternatives Set-Aside
RTP: Recreational Trails Program
SRTS: Safe Routes to School Program
NHSTA 402: State and Community Highway Safety Grant Program
NHSTA 405: National Priority Safety Programs
FLTTP: Federal Lands and Tribal Transportation Programs
TIGER: Transportation Investment Generating Economic Recovery

APPENDICES

- **Appendix A: Prioritized List of All Engineering Recommendations**
- **Appendix B: Parent Survey Reports, from November 2017 Email Distribution of Online Survey Link**
- **Appendix C: Student Travel Tally Reports, from November/December In-Class Hand Tally**

APPENDIX A: PRIORITIZED LIST OF ALL ENGINEERING RECOMMENDATIONS

The following table lists each linear treatment recommendation and intersection recommendation in the Plan, ranked according to the weights assigned to the criteria in the table in Chapter 4. School Zone Signage recommendations were not included in the prioritized list in this table, although they are displayed in the school-level recommendations maps in Chapter 5.

The individual school and downtown plans in Chapter 5 describe the issues and the recommendations in more detail, and display detailed maps pinpointing the location of each recommendation.

Rank (1= Top)	School Served	Project Type	Issue	Recommendation
1	Rockwell	Climbing Lane	Robert St between Madison Ave and Garfield	5-ft climbing lane northbound, sharrows southbound. Remove parking on east side of street.
2	Luther	Path	Rockwell programmed sidepath	Programmed sidepath
3	Luther	New Sidewalk	W Rockwell Ave between Grove St and Maple St: Missing Sidewalk	Install sidewalk on south side of W Rockwell Ave
4	Luther	New Sidewalk	W Rockwell Ave between Gail Pl and Grove St: Missing Sidewalk	Install sidewalk on south side of W Rockwell Ave
5	Luther	New Sidewalk	Hilltop Tr between Grove St and Maple St: Missing Sidewalk	Install sidewalk on north side of Hilltop Tr
6	Luther	Path	Rockwell programmed sidepath	Programmed sidepath
7	Luther	Pedestrian Crossing	Grove St and W Rockwell Ave: Curb ramps do not orient users into crosswalk.	Shorten crossings by reconstructing curb ramps to align with crosswalks. High-Vis crosswalks on west and east legs. Add curb ramps to medians. Include accessible pedestrian walkways through medians.
8	Community	Bike Lane	S Main St between Milwaukee and S 4th St: Need north-south bicycle connection	5-ft bike lane. Need to remove on-street parking on one side and all right turn lanes.
9	Luther	New Sidewalk	Talcott Ave between Grove St and Maple St: Missing Sidewalk	Install sidewalk on north side of Talcott Ave

Rank (1= Top)	School Served	Project Type	Issue	Recommendation
10	Luther	New Sidewalk	Grove St between Halcyon Pl and Hilltop Tr: Missing Sidewalk	Install sidewalk on west side of Grove St
11	Luther	New Sidewalk	Hilltop Tr between Grant St and Main St: Missing Sidewalk	Install sidewalk on north side of Hilltop Tr
12	Luther	New Sidewalk	Grove St between Talcott and Halcyon: Missing Sidewalk	Install sidewalk on west side of Grove St
13	Luther	New Sidewalk	Grove St between W Rockwell Ave and Adrian Blvd: Missing Sidewalk	Install sidewalk on west side of Grove St
14	Purdy	New Sidewalk	Hilltop Tr between S Main St and Green St	Install sidewalk on north side of Hilltop Tr
15	Luther	Restricted Lane	Grove St between Rockwell Ave and Hilltop Tr	11-ft restricted lanes (bicycles, parking, and right turns)
16	Rockwell	New Sidewalk	W Blackhawk Dr between Fox Ct and W Cramer St: Missing Sidewalk	Install sidewalk on south/east side of W Blackhawk Dr
17	Purdy	Restricted Lane	S Main St between Rockwell Ave and Hilltop Dr: high traffic volumes, needs bike connection	10.5-ft restricted lanes (bicycles, parking, and right turns)
18	Rockwell	Shared Lane Markings	E Cramer St between N Main and Jefferson St	Sharrows and marked bike route
19	FAMS	New Sidewalk	East St between Craig St and McComb St: Missing sidewalk on west side	Install sidewalk on east side of East St
20	Luther	New Sidewalk	Talcott Ave between Adrian Blvd and Grove St: Missing sidewalk	Install sidewalk on south side of Talcott Ave
21	Luther	New Sidewalk	Seventh St (by Dairy) from Glacial River Tr to Janesville Ave	Install sidewalk between Janesville Ave and Glacial River Tr (by Dairy)
22	Luther	New Sidewalk	Grove St between Adrian Blvd and Talcott Ave: Missing Sidewalk	Install sidewalk on west side of Grove St

Rank (1= Top)	School Served	Project Type	Issue	Recommendation
23	Purdy	Path	Whitewater Ave between Rockwell Ave and Bark River Dr: need connection to Bark River Dr	10-ft sidepath on east side of Whitewater Ave
24	Barrie	Pedestrian Crossing	W Sherman Ave at Robert St: high traffic volumes make it hard to cross Robert Street at the park. Sherman will be a bicycle corridor	1) Install RRFB. 2) Install 8-ft pedestrian crossing islands on north and south legs of intersection, or a protected intersection if separated bicycle lanes are used on Robert Street
25	Luther	Buffered Bike Lane	Grove St between Park St and Rockwell Ave	7.5-ft buffered bike lane
26	Barrie	New Sidewalk	Elsie St between Lucile St and Wilson Ave	Install sidewalk on south side of Elsie Street
27	Barrie	New Sidewalk	(Town of Koshkonong) Wilson Ave between Elsie Dr and Charles Street	Install sidewalk on east side of Wilson Ave
28	Barrie	New Sidewalk	Wilson Ave between Charles St and Janette St: Missing sidewalk o	Install sidewalk on east side of Wilson Ave
29	Luther	New Sidewalk	Talcott Ave between Erick St and James Place: Missing Sidewalk	Install sidewalk on south/east side of Talcott Ave
30	Luther	Path	W Third St Between Glacial River Tr and Grove St; need connection to Grove St bike route	By tightening curb radii at intersection, widen sidewalk north of W Third St to provide sidepath between Grove St and Glacial River Tr
31	Rockwell	Restricted Lane	W Cramer St between Monroe St and Main St is an important connection for bikeway network	8-ft restricted lanes (bicycles, parking, and right turns)
32	Barrie	Shared Lane Markings	Lucile St between Elsie St and W Sherman Ave	Sharrows and marked bike route
33	Barrie	Shared Lane Markings	Elsie St between Lucile St and Commonwealth Dr: need bike connection to neighborhood to the west	Sharrows and marked bike route
34	Luther	Sidewalk Maint	Park St between Grant St and S Main St: Grass encroaching over sidewalk	Maintain sidewalk on north side of Park St

Rank (1= Top)	School Served	Project Type	Issue	Recommendation
35	Rockwell	Pedestrian Crossing	Blackhawk Dr and W Cramer St: South crosswalk is not marked, and ALL WAY plaque is missing from stop signs.	Mark south crosswalk with parallel lines; add ALL WAY plaques under stop signs
36	Luther	New Sidewalk	W Rockwell Ave between Erick St and Peterson St: Missing Sidewalk	Install sidewalk on south side of W Rockwell Ave
37	Luther	New Sidewalk	Talcott Ave across the median at Grove St: Missing Sidewalk	Install sidewalk on south side of Talcott Ave across the median at Grove St
38	Purdy	Restricted Lane	S Main St between Hilltop Tr and Highland Ave	10.5-ft restricted lanes (bicycles, parking, and right turns)
39	Barrie	Pedestrian Crossing	Elsie St at Lucile St: Single curb ramps at corners do not orient users into crosswalk. Crosswalks not marked.	New curb ramps that line up with crosswalks on the south leg of the intersection. Mark west and south legs with high-vis crosswalk.
40	Community	Pedestrian Crossing	S 3rd Street and Janesville Ave and Robert St: Large curb radii, high traffic volumes, need connection to Grove St bike route	Pedestrian refuge island on S 3rd St between Janesville and Grove street to slow traffic. Can have mountable curbs if truck traffic is a concern.
41	Luther	Bike Lane	Endl Blvd between Adrian Blvd and Hilltop Tr	Standard 5-ft bike lane
42	Luther	New Sidewalk	Park St between Grove St and Maple St: Missing Sidewalk	Install sidewalk on north side of Park St
43	Luther	New Sidewalk	Park St between Maple St and Grant St: Missing Sidewalk	Install sidewalk on north side of Park St
44	Rockwell	New Sidewalk	Monroe St between W Cramer St and Atkinson Square Apts: Missing Sidewalk	Install sidewalk on east side of Monroe St
45	Purdy	Path	Rockwell Ave between Whitewater Ave and Janesville Ave: Programmed sidepath	Already-programmed sidepath
46	Luther	Restricted Lane	Endl Blvd between Adrian Blvd and Highland Ave: wide parking lane (unmarked) and low traffic	11-ft restricted lanes (bicycles, parking, and right turns)
47	FAHS	Bike Lane	Commonwealth Dr between Lexington Blvd and Elsie St: important bike connection for network	Standard 5-ft bike lane, no on-street parking

Rank (1= Top)	School Served	Project Type	Issue	Recommendation
48	Luther	New Sidewalk	W Rockwell Ave between Peterson St and Gail Pl: Missing Sidewalk	Install sidewalk on south side of W Rockwell Ave
49	Luther	New Sidewalk	Hilltop Tr between Maple St and Grant St: Missing Sidewalk	Install sidewalk on north side of Hilltop Tr
50	Purdy	New Sidewalk	Behind Purdy Elementary School from the school to Whitewater Ave: Missing Sidewalk	Install sidewalk or path on Purdy campus connecting to intersection of Whitewater Ave and McComb St
51	Rockwell	New Sidewalk	Garfield St between Robert St and Monroe St: Missing sidewalk	Install sidewalk on one side
52	Rockwell	New Sidewalk	W Blackhawk Dr between Sauk Tr and Fox Ct: Missing Sidewalk	Install sidewalk on south/east side of W Blackhawk Dr
53	Rockwell	New Sidewalk	Sioux Tr between Seminole Dr and Menomonee Ct: Missing Sidewalk	Install sidewalk on one side
54	Rockwell	New Sidewalk	Zaffke St between Hillcrest Dr and Messmer St	Install sidewalk on one side
55	Rockwell	New Sidewalk	Sioux Tr between Seminole Dr and City limit	Install sidewalk on one side
56	Rockwell	New Sidewalk	Sioux Tr between Blackhawk Dr and Menomonee Ct: Missing sidewalk	Install sidewalk on one side
57	Rockwell	New Sidewalk	Caswell St between Roosevelt St and Zaffke St: Missing sidewalk	Install sidewalk on one side
58	Rockwell	New Sidewalk	Cloute St between Caswell St and existing sidewalk: Missing sidewalk on west side	Install sidewalk on west side of Cloute St
59	Luther	Traffic Calming	Grove St between Third St W and Park Street: low-traffic street connection for all ages and abilities	Traffic calming elements (speed humps, traffic circles) and sharrows and marked bike route
60	Luther	Pedestrian Crossing	Grove St and Park St: crosswalks are marked with parallel lines on three legs. Curb ramps do not orient users into crosswalk. Grove St will be AAA bike route.	Install curb extensions on the west, south, and east intersection legs. Mark the south and east legs with high-visibility crosswalk markings. Mark the north and west crosswalk with parallel lines.

Rank (1= Top)	School Served	Project Type	Issue	Recommendation
61	Luther	Pedestrian Crossing	Park St and Maple St: Parallel line crosswalk markings. Lack of school crossing signs.	High-visibility crosswalk markings on west and east legs. Add curb ramps to south side. Install a School Crossing Assembly (S1-1, W16-7p).
62	Luther	Pedestrian Crossing	Park St and Grant St: Lack of school crossing signs, curb ramps on south side.	Add curb ramps to south side. Install a School Crossing Assembly (S1-1, W16-7p).
63	Purdy	Pedestrian Crossing	Rockwell Ave and S Main St: hi-vis crosswalks are less than the recommended 10 feet. Sidewalk through the median on the west leg is not accessible	Mark east, west, and north legs with recommended 10-foot-high visibility crosswalks. Reconstruct sidewalk and curb ramps in the median through the west leg.
64	Community	Bike Lane	N Main St from N 4th St: need north-south connection	5-ft bike lane. Remove on-street parking and some right turn lanes
65	Community	Bike Lane	Madison Ave between Glacial River Tr and N Main St	5-ft bike lane. Should use green paint to highlight where bikes go at intersection.
66	Barrie	New Sidewalk	Charles St between Wilson Ave and Lucile St	Install sidewalk on one side
67	Purdy	New Sidewalk	William St from Morrison St to E Rockwell Ave: Missing Sidewalk	Install sidewalk on west side of William St
68	Purdy	New Sidewalk	William St from Morrison St to E Rockwell Ave: Missing Sidewalk	Install sidewalk on east side of William St
69	Purdy	New Sidewalk	William St from east of S Main St to Morrison St: Missing Sidewalk	Install sidewalk on north side of William St
70	Purdy	New Sidewalk	William St from east of S Main St to Morrison St: Missing Sidewalk	Install sidewalk on south side of William St
71	Purdy	New Sidewalk	Families are walking through the Purdy bus loop because of missing connection to new sidewalk	Install 8-ft sidewalk segment east of 4k parking area
72	Purdy	New Sidewalk	Whitewater Ave north of Fox Hill Dr: Missing sidewalk on east side of road	Install sidewalk on east side of Whitewater Ave north of Fox Hill Dr

Rank (1= Top)	School Served	Project Type	Issue	Recommendation
73	Rockwell	Pedestrian Crossing	Robert St and Frederick Ave: concern about traffic not yielding to pedestrians; missing School Crossing Assembly	1) Add School Crossing Assembly for northbound and southbound drivers 2) Install "Gateway" treatment: (2) R1-6 vertical yield to pedestrians signs in the middle of both north and south crosswalk
74	Community	Bike Lane	Whitewater Ave at Main St intersection	5-ft bike lane. Remove the right turn lane onto 3rd St.
75	Barrie	New Sidewalk	Roosevelt St between Caswell St and Madison Ave	Install sidewalk on west side of Roosevelt St
76	Luther	New Sidewalk	Talcott Ave between Erick St and Peterson St: Missing sidewalk	Install sidewalk on south side of Talcott Ave
77	Purdy	New Sidewalk	S High St from Elm St to South St: Missing Sidewalk	Install sidewalk on west side of S High St
78	Rockwell	New Sidewalk	Caswell St between Jackson St and Monroe St: Missing sidewalk	Install sidewalk on one side
79	Rockwell	New Sidewalk	Zaffke St near Hilcrest Dr	Sidewalk on south side of Zaffke
80	Rockwell	New Sidewalk	Caswell St between Nelson St and Jackson St: Missing sidewalk	Install sidewalk on one side
81	Rockwell	New Sidewalk	Zaffke St between Messmer and Caswell St	Install sidewalk on one side
82	Rockwell	New Sidewalk	Caswell St between Zaffke St and Nelson St: Missing sidewalk	Install sidewalk on one side
83	Rockwell	Speed Hump	Cramer St between Zaffke St and Monroe St: High school students speeding; also, W Cramer St is designated bike route under proposed bicycle network	Speed hump on W Cramer St near Zaffke St
84	Rockwell	Speed Hump	Cramer St between Zaffke St and Monroe St: High school students speeding; also, W Cramer St is designated bike route under proposed bicycle work	Speed hump on W Cramer St near Monroe St

Rank (1= Top)	School Served	Project Type	Issue	Recommendation
85	Luther	Bike Lane	Hilltop Tr at Endl Blvd and Grove St	Standard 5-ft bike lane
86	Barrie	New Sidewalk	Elsie St between Lucile St and Wilson Ave	Install sidewalk on south side of Elsie St
87	Barrie	New Sidewalk	Janette St between Wilson Ave and Lucile St	Install sidewalk on south side of Janette St
88	Barrie	New Sidewalk	(Town of Koshkonong) Elsie St between Wilson Ave and Lucile St	Install sidewalk on south side of Elsie St
89	Barrie	New Sidewalk	Janette St between Lucile St and Wilson Ave	Install sidewalk on north side of Harriette St
90	Barrie	New Sidewalk	Janette St between Roosevelt St and Council St	Install sidewalk on south side of Harriette St
91	Purdy	New Sidewalk	Hilltop Tr between Arndt St and Whitewater Ave	Install sidewalk on north side of Hilltop Tr
92	Rockwell	New Sidewalk	W Blackhawk Dr between Monroe St and existing sidewalk segments	Install sidewalk on south side of W Blackhawk Dr
93	Rockwell	New Sidewalk	Monroe St between Cherokee Ln and W Blackhawk Dr: Missing sidewalk	Install sidewalk on one side
94	Rockwell	New Sidewalk	Monroe St between Cherokee Ln and city limits: Missing sidewalk	Install sidewalk on one side
95	Rockwell	New Sidewalk	W Blackhawk Dr between Monroe St and Sauk Tr: Missing Sidewalk	Install sidewalk on south side of W Blackhawk Dr
96	Rockwell	Traffic Calming	W Cramer St between Zaffke and Robert St is bike network connection. HS students speeding, lots of vehicles parked near Rockwell in am and pm	Traffic calming elements (speed humps), sharrows (too much on-street parking for restricted lanes)
97	Luther	Pedestrian Crossing	Janesville Ave and Jones Park: Drivers fail to yield at crosswalk. Road width is 52 ft	Medium term: Pedestrian Hybrid Beacon (HAWK), if possible, install 6' pedestrian island. Mark advance yield or stop markings

Rank (1= Top)	School Served	Project Type	Issue	Recommendation
				and install associated signs. Long Term: Road diet when resurfaced
98	Purdy	Sidewalk	Walking route through field between Purdy school and Whitewater Ave cannot be plowed in winter	New sidewalk (see issues lines for cost)
99	Community	Bike Lane	E Milwaukee Ave between S Main St and McPherson St: important connection for recreational cyclists	Standard 5-6-ft bike lanes. May need to remove parking on one side of Milwaukee to implement.
100	FAMS	New Sidewalk	Roland Ave between S Water St E and E Milwaukee Ave: Missing sidewalk on both sides	Install sidewalk on both sides
101	FAMS	New Sidewalk	Behind FAMS off of Craig St: Possible sidewalk connection through locked gate to track	Build sidewalk through gate
102	FAMS	New Sidewalk	Roland Ave between S Water St E and E Milwaukee Ave: Missing sidewalk on both sides	Install sidewalk on both sides
103	Luther	New Sidewalk	Adrian Blvd between Talcott Ave and Halcyon Pl	Install sidewalk on west side of Adrian Blvd
104	Luther	New Sidewalk	Luther campus along main parking lot: Missing Sidewalk	Install sidewalk on Luther campus along main parking lot between Grove St and playground/sports fields
105	Luther	New Sidewalk	Gail Pl between W Rockwell Ave and Adrian Blvd: Missing Sidewalk	Install sidewalk on east side of Gail Pl
106	Luther	New Sidewalk	Adrian Blvd between Gail Pl and Talcott Ave: Missing Sidewalk	Install sidewalk on east side of Adrian Blvd
107	Luther	New Sidewalk	Adrian Blvd between Halcyon Pl and Hilltop Tr	Install sidewalk on west side of Adrian Blvd
108	Luther	New Sidewalk	Talcott Ave between Peterson St and Adrian Blvd: Missing sidewalk	Install sidewalk on south side of Talcott Ave
109	Purdy	New Sidewalk	S Main St from Spry Ave to Talcott Ave: Missing sidewalk	Install sidewalk on east side of S Main St

Rank (1= Top)	School Served	Project Type	Issue	Recommendation
110	Rockwell	New Sidewalk	Monroe St from Frederick Ave to Hillcrest Dr: Missing sidewalk across from school	Install sidewalk on east side of Monroe St
111	Rockwell	New Sidewalk	Taft St between Robert St and Monroe St: Missing sidewalk on south side	Install sidewalk on south side of Taft St
112	Rockwell	New Sidewalk	Rockwell Elementary driveway is missing sidewalk thru driveway	Extend sidewalk thru both driveways in bus circle
113	Rockwell	New Sidewalk	Rockwell Elementary driveway is missing sidewalk thru driveway	Extend sidewalk thru both driveways in bus circle
114	Rockwell	New Sidewalk	Hickory St between Robert St and Short St: Missing sidewalk on south side	Install sidewalk on south side of Hickory St
115	Community	Roadway Reconfig	Janesville Ave between Rockwell Ave and Third St is a 4-lane roadway with traffic volumes less than 15,000	Convert to 3 lanes (2 travel lanes with center turn lane)
116	FAMS	Roadway Reconfig	S High St from Whitewater to Milwaukee St: One-way street exacerbates traffic issues for both FAMS and St Paul's	Convert High St to two-way street. Remove lane lines. Remove parking on west side of street south of S Fourth St.
117	Rockwell	Shared Lane Markings	Garfield St from Robert to Monroe	Sharrows and marked bike route
118	Rockwell	Traffic Calming	Monroe St from Cramer St to Madison Ave; part of low-stress network	Traffic calming elements (speed humps, traffic circles) and sharrows and marked bike route
119	Barrie	Pedestrian Crossing	Barrie St at Robert St; high traffic volumes make it hard to cross this wide street at the park	8 ft pedestrian crossing islands on north and south legs of intersection
120	FAHS	Pedestrian Crossing	Madison Ave and Lexington Blvd: Median islands do not protect pedestrians. Beg buttons on southeast corner: One is incorrectly located, and obsolete button still present	Short term: Relocate pedestrian beg button per the Wisconsin MUTCD and remove obsolete button. Provide a leading pedestrian interval of 3 to 7 seconds when pedestrian actuation button is pressed. Long term: when intersection is reconstructed, tighten corner radii and extend medians to protect crosswalks

Rank (1= Top)	School Served	Project Type	Issue	Recommendation
121	Luther	Bike Rack	Wheelbender style bike rack at Luther Elementary	Replace bike racks with racks that can hold the front wheel without damaging it
122	Purdy	Sidewalk	North driveway in front of school and 4k parking area: Conflicts between pedestrians and exiting vehicles from 4k area	Construct sidewalk segment east of 4k parking area to connect school exit with the new sidewalk north of the parking area, so families can avoid walking through the parking lot
123	Purdy	Bike Rack	Wheelbender style bike racks at Purdy Elementary	Replace bike racks with racks that can hold front wheel without damaging it
124	Rockwell	Speed Hump	Cramer St between Monroe St and Robert St: High school students speeding; also, W Cramer St is designated bike route under proposed bicycle network	Speed hump between Monroe St and Robert St
125	Barrie	New Sidewalk	Harriette St between Roosevelt and Council St	Install sidewalk on south side of Harriette St
126	Barrie	New Sidewalk	W Sherman Ave between Wilson Ave and Lucile St	Install sidewalk on north side of W Sherman Ave
127	Barrie	New Sidewalk	Harriette St near Wilson Ave	Install sidewalk to close gap on north side of Harriette St
128	Barrie	New Sidewalk	Harriette St between Wilson Ave and Lucile St	Install sidewalk on south side of Harriette St
129	FAHS	New Sidewalk	Commonwealth Dr between Lexington Blvd and Coventry Cir: missing sidewalk on south side	Install sidewalk on south side of Commonwealth Dr
130	Luther	New Sidewalk	James Way between Talcott St and Gerald Ct: Missing Sidewalk	Install sidewalk on north side of James Way
131	Luther	New Sidewalk	Hilltop Tr between Erick St and Peterson St: Missing sidewalk	Install sidewalk on north side of Hilltop Tr
132	Purdy	New Sidewalk	Hilltop Tr between Green St and Arndt St	Install sidewalk on north side of Hilltop Tr

Rank (1= Top)	School Served	Project Type	Issue	Recommendation
133	Rockwell	Sidewalk Maint	On Monroe St between Frederick Ave and the staff parking lot, the sidewalk is too narrow	Widen sidewalks to 8-10 ft to accommodate pedestrians
134	Barrie	Traffic Calming	W Sherman Ave between Robert St and Lucile St	Traffic calming elements (speed humps, traffic circles) and sharrows and marked bike route
135	Barrie	Pedestrian Crossing	Roosevelt and Elsie St: No curb ramps or sidewalk stub on east side of Roosevelt St	Reconstruct curb ramps across Elsie St. Install sidewalk stubs and curb ramps on west side of Roosevelt St. Mark parallel crosswalk across Elsie St (hi-vis not necessary here)
136	Barrie	Pedestrian Crossing	Roosevelt St at Charles St: Single curb ramps on east side of Roosevelt do not orient users into crosswalk. High-vis crosswalk is less than 10 ft wide	Install "gateway" treatment: Three (3) R1-6 YIELD TO PEDESTRIANS in gateway configuration on north crosswalk by locating signs on left and right side of travel lane.
137	FAMS	Pedestrian Crossing	Craig St by track entrance: Closed gate, possible pedestrian connection through campus to Craig St	School should provide opening for pedestrians to get from campus to Craig St; new sidewalk and path, too.
138	FAMS	Pedestrian Crossing	S Fourth St in front of school: Many vehicles picking up/dropping off result in low visibility for pedestrians. Parallel line crosswalk markings. Staff place a "yield to peds" sign in crosswalk.	Short term: 1) Hi-vis crosswalk markings and school crossing assembly. 2) Add curb ramps to crosswalk.3) Remove easterly crosswalk. Medium-term: 6-ft pedestrian island. When pedestrian island installed, change parking restrictions so that drivers may stop (but not park) on the north side of S Fourth St. Keep No Stopping Standing Parking restrictions on the south side of S Fourth St.
139	Rockwell	Pedestrian Crossing	Monroe St and Frederick Ave: concern about traffic not yielding to pedestrians. Missing curb ramps. School Crossing Assemblies not per current MUTCD standards	1) Move posts and Install School Crossing Assembly at crosswalk (S1-1, W16-7P) for northbound and southbound drivers 2) Install "Gateway" treatment: (2) R1-6 vertical yield to pedestrians signs in the middle of both north and south crosswalk 3) construct curb ramps on three legs of intersection
140	Rockwell	Pedestrian Crossing	Monroe St and Hillcrest Dr: Missing curb ramps on southwest and northeast corner; missing School Crossing Assemblies on uncontrolled crosswalks	Add School Crossing Assemblies on south and north approaches; install curb ramps on northeast, southeast, southwest corner
141	FAMS	New Sidewalk	S Water St E between McPherson St and Roland Ave: Missing sidewalk on south side	Install sidewalk on south side of S Water St

Rank (1= Top)	School Served	Project Type	Issue	Recommendation
142	FAMS	New Sidewalk	S Water St E between Purdy St and Main St: Missing sidewalk on south side	Install sidewalk on south side of S Water St
143	Luther	New Sidewalk	Adrian Blvd at Gail Pl: Missing sidewalk in median	Install sidewalk in median of Adrian Blvd at Gail Pl
144	Luther	New Sidewalk	Adrian Blvd between Gail Pl and Grove St: Missing Sidewalk	Install sidewalk on north side of Adrian Blvd
145	Luther	New Sidewalk	Maple St between Spry Ave and Talcott Ave: Missing Sidewalk	Install sidewalk on east side of Maple St
146	Luther	New Sidewalk	Grant St between Spry Ave and Talcott Ave: Missing Sidewalk	Install sidewalk on west side of Grant St
147	Luther	New Sidewalk	Spray Ave between Grove St and Maple St: Missing Sidewalk	Install sidewalk on north side of Spray Ave
148	Purdy	New Sidewalk	S Main St between Hilltop Tr and Town of Koshkonong border	Install sidewalk on west side of S Main St to Town of Koshkonong border
149	Purdy	New Sidewalk	S Main St from Hilltop Tr to Krause Ave: Missing Sidewalk	Install sidewalk on east side of S Main St
150	Barrie	Separated Bike Lane	Robert St between W Sherman Ave and Madison Ave	Short term: Remove parking on one side, mark 8-ft buffered bicycle lane. When curb and gutter are reconstructed, narrow street and install sidewalk-level protected bike lanes
151	FAMS	Traffic Calming	S Fourth St East: Need all ages and abilities connection to the FAMS and Glacial River Tr	Traffic calming elements (speed humps, traffic circles) and sharrows and marked bike route
152	Barrie	Pedestrian Crossing	Lucile St at Charles St: missing curb ramps on east side of Lucile St.	Install curb ramps on east side of Lucile St. On west side of Lucile St, install new curb ramps that line up with both legs of intersection
153	Rockwell	Pedestrian Crossing	Blackhawk Dr and Monroe St: concern about traffic not stopping or yielding to pedestrians	Conduct engineering study to determine if 4-way stop is warranted; stripe stop bars to keep vehicles from encroaching on crosswalks

Rank (1= Top)	School Served	Project Type	Issue	Recommendation
154	Rockwell	Bike Rack	Wheelbender bike racks at Rockwell Elementary by W Cramer St door	Replace bike racks with racks that can hold the front wheel without damaging it
155	Rockwell	Pedestrian Crossing	Hillcrest Dr and Zaffke St: no curb ramps/crosswalk for south leg of intersection	Install crosswalk and curb ramps on south leg of intersection after sidewalk is installed
156	Barrie	New Sidewalk	Harriette St between Roosevelt and Shirley: missing on south side	Install sidewalk on south side of Harriette St
157	Barrie	New Sidewalk	Harriette St between Shirley St and Lucile St: missing on south side	Install sidewalk on south side of Harriette St
158	Barrie	New Sidewalk	Janette St between Roosevelt and Shirley St	Install sidewalk on south side of Janette St
159	FAHS	New Sidewalk	Commonwealth Dr between Shah Ave and Lexington Blvd: missing sidewalk on south side	Install sidewalk on south side of Commonwealth Dr
160	FAMS	New Sidewalk	Behind FAMS through athletic fields: Possible sidewalk connection to street	Build sidewalk next to driveway exit through athletic fields
161	Luther	New Sidewalk	Grove St between Park St and Rockwell (across from school): Missing sidewalk	Install sidewalk on west side of Grove St (across from school)
162	Luther	New Sidewalk	Adrian Blvd between W Hilltop Tr and Endl Blvd: Missing Sidewalk	Install sidewalk on west side of Adrian Blvd
163	Luther	New Sidewalk	Hilltop Tr between Adrian Blvd and Grove St: Missing Sidewalk	Install sidewalk on north side of Hilltop Tr
164	Luther	New Sidewalk	Hilltop Tr between Peterson St and Adrian Blvd: Missing Sidewalk	Install sidewalk on north side of Hilltop Tr
165	Purdy	New Sidewalk	Whitewater Ave from E Rockwell to Hilltop Tr: Missing Sidewalk	Install sidewalk on west side of Whitewater Ave
166	Rockwell	New Sidewalk	Hickory St between Adams St and Short St: Missing sidewalk on south side	Install sidewalk on south side of Hickory St

Rank (1= Top)	School Served	Project Type	Issue	Recommendation
167	Luther	Restricted Lane	Highland Ave between Endl Blvd and Maple St	9-ft restricted lanes (bicycles, parking, and right turns)
168	Luther	Restricted Lane	Highland Ave between Lakeview Dr and Endl Blvd	11-ft restricted lanes (bicycles, parking, and right turns)
169	FAMS	Roadway Reconfig	Bluff St from S Fourth to E Milwaukee Ave: One-way street exacerbates traffic issues for both middle school and St Paul's	Convert Bluff St to two-way street. Remove lane lines. Parking can remain on both sides
170	Barrie	Shared Lane Markings	Lucile St between Sherman Ave and Van Buren St	Sharrows and marked bike route
171	Barrie	Shared Lane Markings	Van Buren St between Wilson Ave and Lucile St	Sharrows and marked bike route
172	Barrie	Shared Lane Markings	Wilson Ave between Van Buren St and Lilian St	Sharrows and marked bike route
173	Barrie	Shared Lane Markings	Lillian St between Wilson Ave and Rock River Parkway	Sharrows and marked bike route
174	Purdy	Sidewalk Maint	S Main St from Park St to W Rockwell Ave: Sidewalk maintenance issues	Maintain or reconstruct sidewalk on west side of S Main St from Park St to W Rockwell Ave
175	Barrie	Pedestrian Crossing	Intersection of Madison Ave and Roosevelt St is the first intersection east of Lexington Blvd that high school students can use	1) RRFB signs 2) high-visibility crosswalk on east and west legs
176	Luther	Pedestrian Crossing	Grove St mid-block between Park St and W Rockwell Ave: Long block requires extra walking to reach school from multi-family housing.	Install high visibility crosswalk marking, curb extensions, and school crossing assembly (S1-1, W16-7p) in conjunction with sidewalk construction on west side of Grove and on Luther site.
177	Purdy	Pedestrian Crossing	Whitewater Ave at McComb St: 36' road width. Heavy traffic volumes, difficult to cross, crosswalk markings only 7 feet wide. Crosswalk is long due to slanted road crossing.	Re-mark crosswalk with recommended 10' width high visibility crosswalk markings. 2) RRFBs 3) New curb ramp on SE corner to shorten crossing distance.

Rank (1= Top)	School Served	Project Type	Issue	Recommendation
178	FAMS	New Sidewalk	S Water St E between Purdy St and McPherson St: Missing sidewalk on south side	Install sidewalk on south side of S Water St
179	Luther	New Sidewalk	Endl Blvd between Erick St and Adrian Blvd: Missing Sidewalk	Install sidewalk on northwest side of Endl Blvd
180	Luther	New Sidewalk	Hilltop Tr between Talcott St and Erick St: Missing sidewalk for community connection	Install sidewalk on north side of Hilltop Tr
181	Luther	New Sidewalk	Adrian Blvd at Grove St: missing sidewalk in median	Install sidewalk in median of Adrian Blvd at Grove St
182	Purdy	New Sidewalk	S Main St from Krause Ave to Margaret Ave: Missing Sidewalk	Install sidewalk on east side of S Main St
183	Purdy	New Sidewalk	S Main St from Margaret Ave to Highland Ave: Missing sidewalk	Install sidewalk on east side of S Main St
184	Purdy	New Sidewalk	S Main St between Town of Koshkonong and Sunset Ave	Install sidewalk on west side of S Main St to Town of Koshkonong border
185	Purdy	New Sidewalk	S Main St from Talcott Ct to Hilltop Tr: Missing sidewalk	Install sidewalk on east side of S Main St
186	FAHS	Shared Lane Markings	Lexington Blvd between Montclair Pl and Madison Ave	Sharrows and marked bike route
187	Barrie	Sidewalk Maint	Harriette St on school side: sidewalk is only 4' wide	Widen sidewalks to 8-10 ft to accommodate pedestrians
188	Purdy	Sidewalk Maint	Whitewater Ave from McKee Ct to E Rockwell Ave: Sidewalk Overgrown and trip hazards	Reconstruct sidewalk on east side of Whitewater Ave from McKee Ct to E Rockwell Ave
189	Barrie	Pedestrian Crossing	Lucile St at Harriette St: Single curb ramps lack sidewalk stubs and/or do not orient users into the crosswalk.	New curb ramps and sidewalk stumps that line up with crosswalks on the west leg of the intersection
190	Barrie	Pedestrian Crossing	Harriette St at Shirley St: missing curb ramp on north side of crosswalk.	New curb ramp on north side

Rank (1= Top)	School Served	Project Type	Issue	Recommendation
191	Barrie	Bike Rack	Bike racks outside front entrance are well used but are not well placed, and bad design	Replace bike racks with racks that can hold the front wheel without damaging it, remove fencing so they can be accessed on both sides
192	Community	Pedestrian Crossing	S Main St at S Third St: high pedestrian and high traffic volumes. Ped crash at intersection. Route to FAMS.	Remove right turn lanes on Main St, install curb extensions that don't interfere with bike lanes.
193	Purdy	Pedestrian Crossing	Whitewater Ave at Rockwell Ave: 36' road width. Lots of truck traffic, few gaps in traffic along Whitewater make it difficult to cross	1) Install curb ramps and high-visibility crosswalk on north leg of intersection when new path is installed. 2) Conduct a study to see if a traffic signal is warranted; if not, install RRFB and pedestrian refuge island
194	Community	New Sidewalk	Endl Blvd between Erick St and James Way: missing sidewalk on east side	Install sidewalk on east side of Endl Blvd
195	Luther	New Sidewalk	Talcott St between James Pl and Hilltop: Missing Sidewalk	Install sidewalk on east side of Talcott St
196	Purdy	New Sidewalk	E Rockwell Ave from S Main St to Whitewater Ave: Missing Sidewalk	Install sidewalk on south side of E Rockwell Ave between S Main St and Whitewater Ave
197	St. Joseph	New Sidewalk	Endl Blvd between James Way and Raintree Dr: missing sidewalk on east side	Install sidewalk on east side of Endl Blvd
198	Community	Restricted Lane	W Sherman Ave from Robert St to Riverside Dr	10-ft restricted lane (bicycles, parking, and right turns)
199	FAHS	Restricted Lane	W Cramer St between Banker Rd and Zaffke St: bicycle connection for HS students	8-ft restricted lanes (bicycles, parking, and right turns)
200	Community	Shared Lane Markings	Edward St between N Fourth St	Sharrows and marked bike route
201	FAMS	Pedestrian Crossing	Whitewater Ave at Fourth St has high traffic volumes, truck traffic. 36' road width. Drivers do not yield to peds despite flashing ped signs. Curb ramps on SE and NW corners do not line up with walk.	1) RRFB's 2) Pedestrian refuge islands on south and north legs of intersection. 3) New curb ramps on NW and SE corner to shorten crossing distance.

Rank (1= Top)	School Served	Project Type	Issue	Recommendation
202	Community	Separated Bike Lane	W Sherman Ave from Adams St to Edward St	8.5-ft street-level separated bike lanes. Remove on-street parking lanes.
203	Purdy	Separated Bike Lane	S Main St between S Fourth St and Rockwell Ave	Short term: 8-ft Buffered Bicycle Lanes. When curb and gutter are reconstructed, Sidewalk-level protected bike lanes
204	FAMS	Bike Rack	Wheelbender style bike rack at FAMS	Replace bike racks with racks that can hold the front wheel without damaging it. Add new bike racks in front of S High St entrances.
205	Barrie	New Sidewalk	Wilson Ave between Janette St and Van Buren St	Install sidewalk on east side of Wilson Ave
206	Rockwell	Sidewalk Maint	Cramer St between Zaffke St and Monroe St: sidewalk adjacent to the school is too narrow	Widen sidewalk to 8-10 ft to accommodate pedestrians and bicyclists
207	FAMS	New Sidewalk	E Milwaukee Ave between Meadow Ct and Zida St: Missing sidewalk on south side	Install sidewalk on south side of E Milwaukee Ave
208	Luther	New Sidewalk	Erick St between W Rockwell Ave and Talcott Ave: Missing Sidewalk	Install sidewalk on east side of Erick St
209	Rockwell	New Sidewalk	Seminole Dr between Monroe St and Sioux Tr: Missing Sidewalk	Install sidewalk on one side
210	Community	Separated Bike Lane	N Main St between W Sherman Ave and E Milwaukee	8.5-ft street-level separated bike lane; remove right turn lanes and on-street parking
211	Community	Pedestrian Crossing	Robert St and Janesville Ave: multi-lane crossing of Glacial River Tr. Vehicles encroach on crosswalk; large curb radii	1) Mark high-visibility crosswalk 2) Give pedestrians leading interval of 3-7 seconds when pedestrian actuation button is pushed. 3) Install pedestrian refuge island in Robert St
212	St. Paul's	Pedestrian Crossing	E Milwaukee St and Bluff St lacks crosswalks, curb ramps and sidewalk stubs to allow pedestrians to cross Milwaukee St	1) Install sidewalk stubs and curb ramps on east and west legs of intersection. 2) mark crosswalks with parallel lines 3) Install School Crossing Assembly (S1-1, w16-7p) on all crosswalks.
213	Community	Bike Lane	Milwaukee St from Rock River bridge to Bluff St is narrow but has low traffic volumes (1300 AADT)	Standard 5-ft bike lanes

Rank (1= Top)	School Served	Project Type	Issue	Recommendation
214	Community	Bike Lane	E Milwaukee Ave between Robert St and S Main St: bike connection for recreational cyclists	Standard 5-6-ft bike lanes; may need to remove parking on one side
215	Luther	New Sidewalk	Park St between Janesville Ave and existing sidewalk ending to west of Grove St: Missing Sidewalk	Install sidewalk on north side of Park St between Janesville Ave and the existing sidewalk west of Grove St
216	Luther	New Sidewalk	Peterson St between W Rockwell Ave and Talcott Ave: Missing Sidewalk	Install sidewalk on east side of Peterson St
217	Luther	New Sidewalk	Gail Pl between Rockwell Ave and Adrian Blvd: Missing Sidewalk	Install sidewalk on west side of Gail Pl
218	Community	Path	Intersection of Whitewater Ave and Main St: hard for cyclists to continue northbound. South crosswalk terminates in driveways.	Construct 10-wide sidewalk and associated curb ramps through the tip of the parcel north of the Citgo station. Move the south crosswalk across Whitewater Ave further south so it does not terminate in a driveway. Install bike/ped crossing signs.
219	FAHS	Pedestrian Crossing	Banker Rd and W Cramer St: Busy student crossing lacks crossing signs and high visibility markings; lack of curb ramp on west side of Banker Rd	Install high visibility crosswalk markings. Install School Crossing Assembly signs (S1-1, W16-7p). New curb ramp on west side of road should be placed slightly north of gutter inlet
220	FAHS	Speed feedback sign	Drivers speed down Banker Rd toward Campus Dr; there have been crashes here due to speeding	Install driver feedback speed limit sign facing southbound traffic
221	Rockwell	New Sidewalk	Cherokee Ln between W Blackhawk Dr and Monroe St: Missing Sidewalk	Install sidewalk on one side
222	St Paul's	New Sidewalk	North side of St Paul's church driveway: families using this side	Install sidewalk on north side of driveway
223	St Paul's	New Sidewalk	Bluff St between S Third St E and St Paul's church driveway	Install sidewalk on west side. Too expensive to continue sidewalk down remainder of Bluff St
224	Luther	New Sidewalk	Adrian Blvd between Talcott Ave and Hilltop Tr: Missing sidewalk	Install sidewalk on west side of Adrian Blvd

Rank (1= Top)	School Served	Project Type	Issue	Recommendation
225	Luther	New Sidewalk	Peterson St between Talcott Ave and Hilltop Tr: Missing Sidewalk	Install sidewalk on east side of Peterson St
226	Luther	New Sidewalk	Maple St between Talcott Ave and Hilltop Tr: Missing Sidewalk	Install sidewalk on east side of Maple St
227	Rockwell	Pedestrian Crossing	Monroe St and Cramer St intersection has a lot of traffic at arrival and dismissal. High school students speed on Cramer. School Crossing Assemblies should not be installed on STOP signs	1) Remove School Crossing Assemblies on/near STOP sign, install ALL WAY plaques 2) Install an 8-ft pedestrian island on the east and west legs of the intersection to slow speeds
228	St. Paul's	Speed Bump	Middle school parents cut through St Paul Lutheran Church parking lot; blind spot for drivers coming downhill by dumpster/driveway crosswalk	Speed bump and associated signs in church parking lot just south of dumpster
229	St. Paul's	Sidewalk	At St Paul Lutheran Church parking lot driveway, crosswalks and walkways require out-of-direction travel for most families	New sidewalk on north side of church driveway, by narrowing driveway. Costs are in linear feature row.
230	St. Paul's	Pedestrian Crossing	Crosswalk across Bluff St in front of school entrance lacks School Crossing Assembly; traffic around middle school is a concern	1) Install School Crossing Assembly (S1-1, w16-7p). 2) Install "gateway" treatment: Three (3) R1-6 YIELD TO PEDESTRIANS signs by locating on left and right sides of traffic lane
231	FAHS	New Sidewalk	Commonwealth Dr west of Shah Ave: missing sidewalk segment on south side	Install sidewalk on south side of Commonwealth Dr
232	Luther	New Sidewalk	Erick St between Talcott Ave and Hilltop Tr: Missing Sidewalk	Install sidewalk on east side of Erick St
233	Rockwell	New Sidewalk	W Blackhawk Dr between Cheyenne Ct and Cherokee Ln: Missing Sidewalk	Install sidewalk on south side of W Blackhawk Dr
234	Rockwell	New Sidewalk	Monroe St between Atkinson Square Apts and Blackhawk Dr: Missing sidewalk	Install sidewalk on north/east side of Monroe St
235	St. Joseph	New Sidewalk	(Town of Koshkonong) Endl Blvd north of Hackbarth Rd: missing sidewalk on west side	Install sidewalk on west side of Endl Blvd

Rank (1= Top)	School Served	Project Type	Issue	Recommendation
236	St. Joseph	New Sidewalk	Endl Blvd between Nadig Dr and Highland Ave: Missing sidewalk on east side of street	Install sidewalk on east side of Endl Blvd
237	St. Joseph	New Sidewalk	Endl Blvd between Raintree Dr and Oak Ridge Ct: missing sidewalk on east side	Install sidewalk on east side of Endl Blvd
238	St. Joseph	New Sidewalk	Endl Blvd between Oak Ridge Ct and Highland Ave: missing sidewalk on east side	Install sidewalk on east side of Endl Blvd
239	Community	Shared Lane Markings	Bark River Rd between Whitewater Ave and Memorial Park	Sharrows and marked bike route
240	Community	Shared Lane Markings	Jefferson St between E Cramer and N Fourth St: Need an all-ages and abilities connection to Path through town	Sharrows and marked bike route
241	Barrie	Sidewalk Maint	Roosevelt St on school side between Elsie St and Harriette St: sidewalk is only 4' wide.	Widen sidewalks to 8-10 ft to accommodate pedestrians
242	FAMS	Sidewalk Maint	S High St in front of school: Stepped bus loading area	Long term: Move bus loading area behind school. On High St, lower sidewalk to curb level.
243	Community	Pedestrian Crossing	Madison Ave and Glacial River Tr: high traffic volume crossing, non-MUTCD compliant flashing signs	1) RRFB signs 2) Install 8-foot pedestrian island; stripe 12' travel lanes and 5' bike lanes on this segment
244	FAMS	Pedestrian Crossing	High St and S Fourth St: Parallel line crosswalk markings, not high visibility. Vehicles parked near crosswalks reduce visibility for pedestrians.	1) Mark all crosswalks with high-visibility markings. 2) Install curb extensions into street on north, west, and east legs.
245	FAMS	New Sidewalk	Craig St between S High St and East St	Install sidewalk on south side of Craig St
246	Community	Shared Lane Markings	Jefferson St between E Blackhawk Dr and E Cramer St: better connection than Blackhawk Dr	Sharrows and marked bike route
247	Community	Buffered Bike Lane	Highland Ave between Ridge Dr and Lakeview Dr	7.5-ft buffered bike lanes

Rank (1= Top)	School Served	Project Type	Issue	Recommendation
248	Community	New Sidewalk	Talcott St and James Way between W Hilltop Tr and Endl Blvd	Install sidewalk on one side
249	FAHS	New Sidewalk	Between FAHS driveway and Doris Dr, behind Goodwill: students walking through hedges	Install sidewalk by Goodwill store between Doris Dr and FAHS driveway
250	FAHS	New Sidewalk	Reena Ave between Madison Ave and Doris Dr: Missing sidewalk both sides	Install sidewalk on both sides
251	FAHS	New Sidewalk	Doris Dr between Reena Ave and Goodwill: missing sidewalk	Install sidewalk on one side of Doris Dr
252	FAHS	New Sidewalk	Reena Ave between Madison Ave and Doris Dr: Missing sidewalk both sides	Install sidewalk on both sides
253	St. Joseph	New Sidewalk	Endl Blvd south of Nadig Dr: missing sidewalk on east side of street	Install sidewalk on east side of Endl Blvd
254	St. Joseph	New Sidewalk	(Town of Koshkonong) Endl Blvd north of Hackbarth Rd: missing sidewalk on east side	Install sidewalk on east side of Endl Blvd between Hackbarth Rd and City boundary
255	St. Joseph	Restricted Lane	Endl Blvd between Highland Ave and Hackbarth Rd: Wide street, low parking utilization, good bike route	11-ft restricted lanes (bicycles, parking, and right turns)
256	Community	Separated Bike Lane	Robert St bridge over river to Janesville/Third St	Short term: Road diet and 8-ft buffered bike lanes. Long term: Sidewalk level separated bike lane
257	Community	Separated Bike Lane	Madison Ave between McCoy Park and Glacial River Tr	8.5-ft street-level separated bike lanes. Remove center turn lanes.
258	Community	Pedestrian Crossing	Sherman Ave at N Main St: high pedestrian volumes and high traffic volumes, several crashes	Remove right turn lanes on Main St, install curb extensions that don't interfere with bike lanes. If SBL's are installed, do not install curb extensions.
259	St. Paul's	Pedestrian Crossing	S Third St and Bluff St: unmarked crosswalks on north and west legs. Curb ramps missing on NE and SW corners.	Mark the west and north crosswalks with parallel lines. Install curb ramps on NE and SW corners. Install a School Crossing Assembly (S1-1, W16-7p) on all crosswalks. Mark the west and east legs with high-visibility crosswalk markings.

Rank (1= Top)	School Served	Project Type	Issue	Recommendation
260	St. Paul's	Bike Rack	Wheelbender style bike rack at St Paul's Lutheran School	Replace bike racks with racks that can hold front wheel without damaging it
261	Community	New Sidewalk	S Main St from Sunset Ave to Highland Ave	Install sidewalk on west side of S Main St
262	Community	New Sidewalk	(Town of Koshkonong) S Main St between Krause Ave and Town of Koshkonong Border	Install sidewalk on west side of S Main St
263	Luther	New Sidewalk	Talcott St between W Hilltop Tr and Jamesway: Missing sidewalk for community route	Install sidewalk on east side of Talcott St
264	FAHS	Future Planning	Undeveloped land between Sioux Tr, Baker Rd, and FAHS	If/when land is annexed and developed, require road or path connections to Banker Road and FAHS
265	Community	Shared Lane Markings	East St south of Bark River Road	Sharrows and marked bike route
266	Barrie	Pedestrian Crossing	Harriette St and Roosevelt St: Cars do not always yield to pedestrians. Parents sometimes park in No Parking area. Curb ramps missing on south crosswalk	Curb extensions and ramps into both Harriette St and Roosevelt St on all four corners
267	St. Joseph	Pedestrian Crossing	(Town of Koshkonong) Hackbarth Rd at Endl Blvd: Speeding drivers; crosswalk needs to be remarked; drivers do not yield to peds in crosswalk; pedestrian crossing signs not MUTCD compliant	1) New pedestrian crossing OR school crossing sign that is MUTCD compliant 2) 10' high-visibility crosswalk 3) When intersection is reconstructed, narrow the corner radii to slow turning traffic and allow for better crosswalk alignment
268	Community	Buffered Bike Lane	S Main St between E Highland Ave and Radloff St	8-ft buffered bicycle lanes

Rank (1= Top)	School Served	Project Type	Issue	Recommendation
269	St. Joseph	Buffered Bike Lane	Highland Ave between Janesville Ave and Ridge Dr	7.5-ft Buffered bike lanes
270	Community	New Sidewalk	James Pl between Janesville Ave and Talcott St: Missing sidewalk connection for community	Install sidewalk on north side of James Pl
271	FAHS	New Sidewalk	Lexington Blvd between Commonwealth Dr and Brighton Way: Missing sidewalk on west side	Install new sidewalk on west side of Lexington Blvd
272	FAMS	New Sidewalk	Zida St south of S Fourth St	Install sidewalk on one side
273	St. Joseph	New Sidewalk	(Town of Koshkonong) Maxwell Way between Hackbarth Rd and Fairview Ln: missing sidewalk	Install sidewalk on one side of Maxwell Way, preferably west side
274	St. Joseph	New Sidewalk	Lack of pedestrian route from street to playground/church entrance	Short term: paint a pedestrian route on the north edge of the parking lot.
275	St. Joseph	New Sidewalk	Radloff St between Stacy Ln and Endl Blvd: missing sidewalk	Install sidewalk on one side
276	St. Joseph	New Sidewalk	Radloff St between Stacy Ln and James Way: missing sidewalk	Install sidewalk on one side
277	St. Joseph	New Sidewalk	Lack of pedestrian route from sidewalk to church/school through parking lot	Short term: paint a pedestrian route through the southern portion of the parking lot.
278	Community	Shared Lane Markings	(Town of Koshkonong) Highland Ave between Maple St and Main St	Sharrows
279	FAHS	Shared Lane Markings	Montclair Pl from terminus to Lexington Blvd	Sharrows and marked bike route
280	Community	Sidewalk Maint	N Main St at N Fourth St and Glacial River Tr: need wider sidewalk to south crosswalk	Widen sidewalk and move utility pole

Rank (1= Top)	School Served	Project Type	Issue	Recommendation
281	FAHS	Pedestrian Crossing	Intersection of front parking lot exit with back parking lot exit drive: Missing Curb Ramp on the north corner of the intersection, and no marked crosswalks	Install high-visibility crosswalk markings across both north and west legs of intersection. Install missing curb ramp on the school side of the intersection with main parking lot exit.
282	FAHS	Pedestrian Crossing	School parking lot: Drivers in parking lot not yielding to pedestrians; non-standard crosswalk markings (yellow, not white)	Install vertical Yield to Pedestrian signs (R1-6) in all crosswalks. Remark all crosswalks in the school parking lot with white high visibility markings.
283	FAHS	Pedestrian Crossing	School parking lot: Drivers in parking lot not yielding to pedestrians; non-standard crosswalk markings (yellow, not white)	Install vertical Yield to Pedestrian signs (R1-6) in all crosswalks. Remark all crosswalks in the school parking lot with white high visibility markings.
284	FAHS	Bike Rack	Bike racks by front door: wheelbender style, can get crowded at times	Replace bike racks with "coathanger" style racks that are compatible with U locks. Also purchase and install additional racks at rear doors
285	FAHS	New Sidewalk	Lexington Blvd between Madison St and Commonwealth Dr: Missing sidewalk west side	Install sidewalk on west side of Lexington Blvd
286	Community	Future Planning	Private drive between East St and Fox Hill Rd	Purchase ROW for road as part of future development; install sharrows.
287	Community	Shared Lane Markings	Rock River Parkway road	Sharrows and marked bike route
288	FAHS	New Sidewalk	Commonwealth Dr between Coventry Cir and Montclair Pl: Missing sidewalk on south side	Install sidewalk on south side of Commonwealth Dr
289	FAHS	Path	Lexington Blvd and Campus Dr between Madison Ave and the high school driveway entrance	10-ft shared-use path to replace the sidewalk
290	Community	Restricted Lane	Highland Ave between S Main St and USH 12; wide streets	9-ft restricted lanes (bicycles, parking, and right turns)
291	St. Joseph	Bike Rack	Wheelbender style bike rack at St. Joseph Catholic School located in parking lot	Replace bike rack with rack that can hold front wheel without damaging it; move bike rack to the north side of the building near playground so bicyclists don't go through parking lot

Rank (1= Top)	School Served	Project Type	Issue	Recommendation
292	Community	Bike Route	Hoard Rd between Dorothy Cairnes Co Park and FAHS bike connection	Marked bike route
293	Community	Separated Bike Lane	Robert St between Riverside Dr and Sherman Ave	Short term: Remove parking on one side, mark 8-ft buffered bicycle lane. When curb and gutter are reconstructed, narrow street and install sidewalk-level protected bike lanes
294	Community	Shared Lane Markings	Highland Ave between Janesville Ave and Glacial River Tr	Sharrows and marked bike route
295	Community	Bike Route	(Town of Koshkonong) Edgewater Rd between condo driveway and STH 106	Marked bike route
296	Community	Bike Route	Edgewater Rd between condo driveway and N Fourth St	Marked bike route
297	FAHS	Pedestrian Crossing	Madison Ave and Reena Ave: Long pedestrian crossings and high traffic volumes. The median islands in Madison Ave do not extend past the crosswalks to protect pedestrians in the intersection	Short term: Provide a leading pedestrian interval of 3 to 7 seconds when the pedestrian actuation button is pressed. Extend medians past the crosswalks to protect people crossing and to slow turning motorists. To do this, new curb ramps will be necessary to move crosswalks back from the intersection.
298	Community	New Sidewalk	(Town of Koshkonong) S Main St between Radloff St and Hackbarth Rd	Install sidewalk on one side
299	St. Joseph	New Sidewalk	(Town of Koshkonong) Hackbarth Rd between Maxwell Way and S Main St	Install sidewalk on one side
300	FAHS	Path	Popular student walking route through field south of Campus Dr, to MATC parking lot	10-ft shared-use path between Campus Dr and Banker R, wide sidewalk along Banker to Cramer St
301	Community	Future Planning	Undeveloped land between Yerges Ln and Highland Ave	If/when land is annexed and developed, require road connection to Yerges Ln to allow motorists and bicyclists to ride from Highland Ave up to Yerges Ln
302	Community	Future Planning	Montclair Pl: Undeveloped land and possible over/underpass for STH 26	If/when land is annexed and developed and an over/underpass is built, connect street network to other side of STH 26 so that bicycle trips do not have to use USH12

Rank (1= Top)	School Served	Project Type	Issue	Recommendation
303	Community	Path	N Main St at Ralph St: future north extension of Glacial River Tr	10-12 ft shared use path along sidewalk north from N Fourth St to railroad ROW, then shared-use path north to Ralph St
304	Community	New Sidewalk	S Main St between E Highland Ave and Radloff St	Install sidewalk on east side of S Main St
305	Community	New Sidewalk	S Main St between E Highland Ave and Radloff St	Install sidewalk on west side of S Main St
306	St. Joseph	New Sidewalk	(Town of Koshkonong) Hackbarth Rd between Poeppel Rd and Maxwell Way	Install sidewalk on one side
307	St. Joseph	New Sidewalk	(Town of Koshkonong) Highland Ave between Main St and Maple St	Install sidewalk on north side of Highland Ave
308	Community	Traffic Calming	N Fourth St between Edward St and Edgewater Rd	Traffic calming elements (speed humps, traffic circles) and sharrows and marked bike route
309	FAMS	Bus Driveway	Nine buses line up on High St after school. Staff must be present to help young students transfer buses.	Long term: Build a bus driveway behind the school (costs are estimated in linear feature row)
310	St. Joseph	Pedestrian Crossing	Highland Ave at Endl Blvd: Long crossing distance over Endl; traffic on Highland Ave does not stop and parents are concerned about drivers yielding; curb ramp in NE corner too small	1) Mark north and west crosswalks with 10' high-visibility crosswalk 2)Engineering study to determine if 4-way stop is warranted 3) Install pedestrian refuge island in west leg of intersection 4) Reconstruct curb ramp in NE corner 5) When road is reconstructed, narrow corner radii and extend medians fully to protect sidewalks through medians
311	FAHS	New Sidewalk	Driveway around FAHS: missing sidewalk	Construct sidewalk along southwest side of road between Lexington Blvd and football field
312	Community	Pedestrian Crossing	N Main St and N Fourth St: Glacial River Tr crossing to Fourth St	1) RRFB signs 2) add curb ramps to southeast corner; associated sidewalk expansion in other project. 3) Install 8-6 ft median to prevent left turns onto and out of N Fourth St but allow bicyclists to cross.
313	FAMS	Path	Bark River Park unpaved paths between 4th St and Bark River Dr	New shared use path in Bark River Park between 4th St and Bark River Rd

Rank (1= Top)	School Served	Project Type	Issue	Recommendation
314	FAHS	Sidewalk	Driveway around FAHS: students are cutting through the hedge to get to restaurants and commercial area, possibly Reena Ave	Build a pedestrian connection between high school and commercial area, and Reena Ave
315	FAHS	Bike Lane	FAHS Driveway: Non-standard bike lane design, faded markings	Standard 5-ft bike lane around driveway
316	FAMS	Bus Driveway	Bus driveway from S Fourth St to East St	New bus driveway from S Fourth St to East St
317	Community	Future Planning	(Town of Koshkonong) S Main St between Radloff and Hackbarth Rd	Widen shoulder when reconstructed
318	FAHS	Path	North of FAHS, there could be a connection to Hoard Rd	10-ft shared use path between FAHS driveway and Hoard Road
319	Community	Pedestrian Crossing	N Main St at Madison Ave and N Third St: high traffic volume crossing, wide turn radii result in long crossings and prolonged pedestrian exposure	1) Straighten "kinks" in north and south crosswalks 2) Add pedestrian activation buttons, give pedestrian leading interval 3) When intersection rebuilt, remove right turn bypass, tighten all turning radii
320	Community	Path	Between E Blackhawk Dr and N High St/Bus STH 26: future north extension of Glacial River Tr	10-12 ft shared use path along railroad ROW and through undeveloped property north of Woodland Dr to intersection of CTH K and Bus STH 26
321	Community	Path	Between Harrison St and E Cramer St: future north extension of Glacial River Tr	10-12 ft shared use path along railroad ROW between Harrison St and E Cramer St
322	Community	Path	Between E Cramer St and E Blackhawk Dr: future north extension of Glacial River Tr	10-12 ft shared use path along railroad ROW between E Cramer St and E Blackhawk Dr
323	Community	Shared Lane Markings	Yerges Ln south of Fox Hill Rd is unpaved; would help complete low-stress bikeway east of highway 12	Pave Yerges Ln and install sharrows and marked bike route

APPENDIX B: PARENT SURVEY REPORTS, FROM NOVEMBER 2017 E-MAIL DISTRIBUTION OF ONLINE SURVEYS

Parent Survey Report: One School in One Data Collection Period

School Name: Barrie Elementary School

School ID: 16745

School Group: Fort Atkinson Schools

Month and Year Collected: November 2017

School Enrollment: 252

Date Report Generated: 03/27/2018

% Range of Students Involved in SRTS: Don't Know

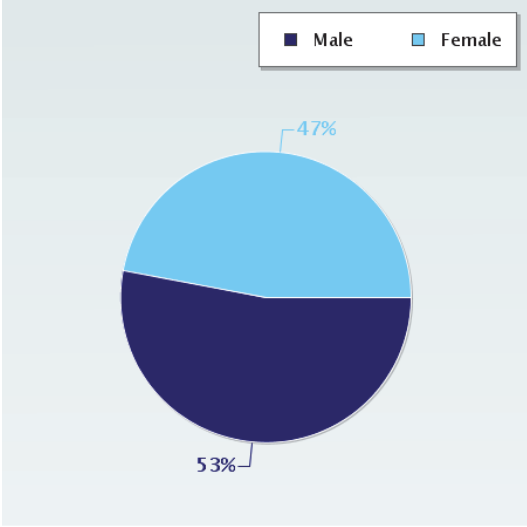
Tags: ADA improvements - install or improve

Number of Questionnaires Distributed: 252

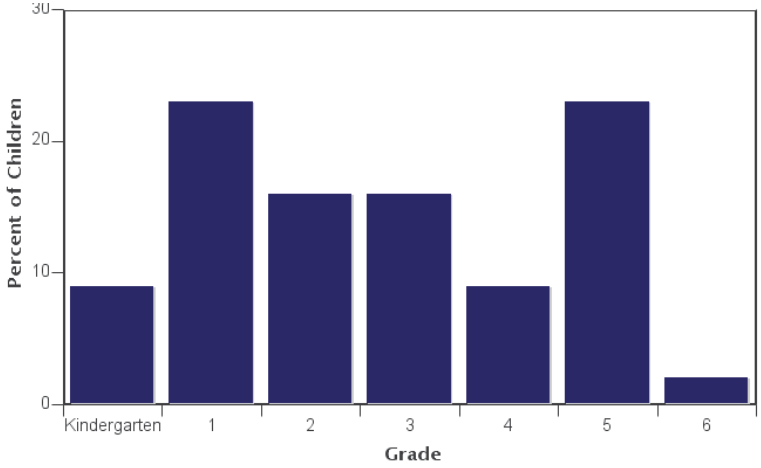
Number of Questionnaires Analyzed for Report: 43

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey



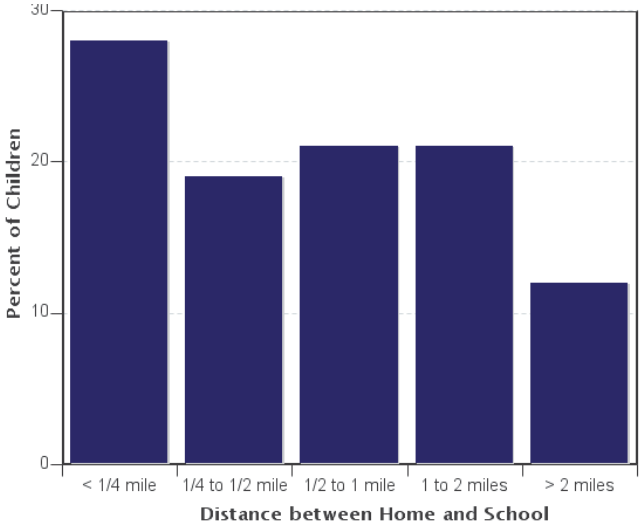
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	4	9%
1	10	23%
2	7	16%
3	7	16%
4	4	9%
5	10	23%
6	1	2%

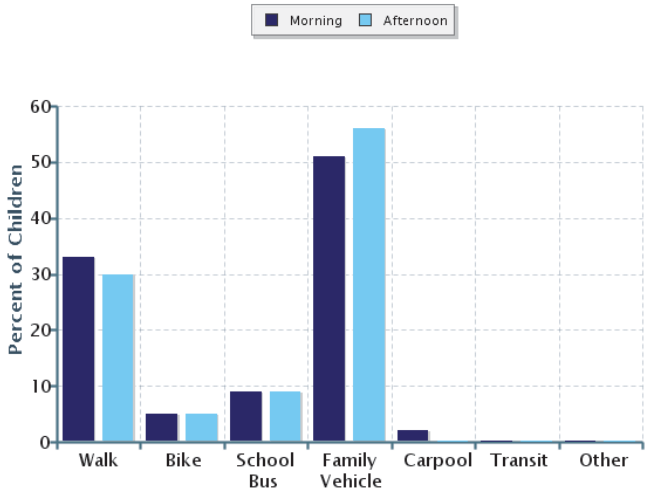
No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school



Typical mode of arrival at and departure from school



Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	12	28%
1/4 mile up to 1/2 mile	8	19%
1/2 mile up to 1 mile	9	21%
1 mile up to 2 miles	9	21%
More than 2 miles	5	12%

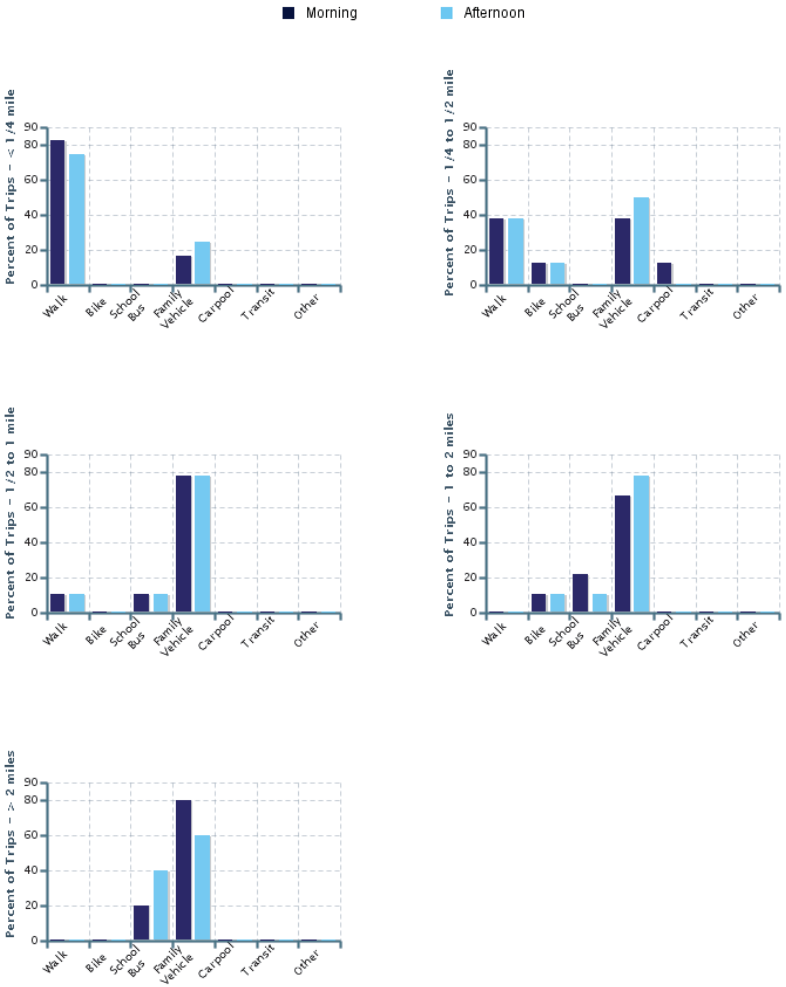
Don't know or No response: 0
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	43	33%	5%	9%	51%	2%	0%	0%
Afternoon	43	30%	5%	9%	56%	0%	0%	0%

No Response Morning: 0
No Response Afternoon: 0
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	12	83%	0%	0%	17%	0%	0%	0%
1/4 mile up to 1/2 mile	8	38%	13%	0%	38%	13%	0%	0%
1/2 mile up to 1 mile	9	11%	0%	11%	78%	0%	0%	0%
1 mile up to 2 miles	9	0%	11%	22%	67%	0%	0%	0%
More than 2 miles	5	0%	0%	20%	80%	0%	0%	0%

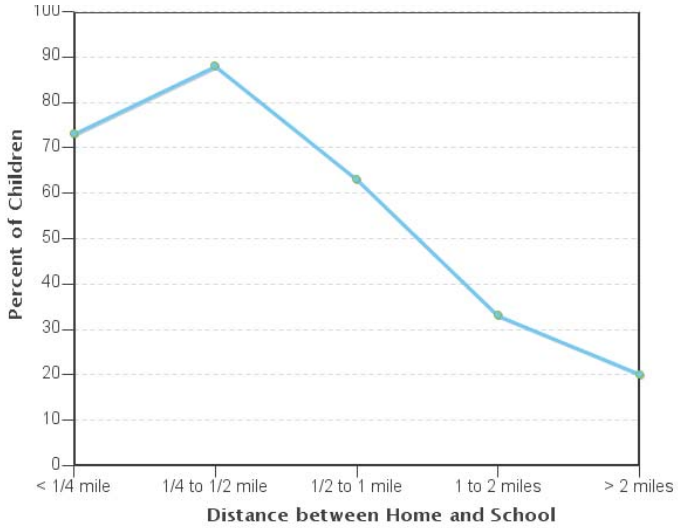
Don't know or No response: 0
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	12	75%	0%	0%	25%	0%	0%	0%
1/4 mile up to 1/2 mile	8	38%	13%	0%	50%	0%	0%	0%
1/2 mile up to 1 mile	9	11%	0%	11%	78%	0%	0%	0%
1 mile up to 2 miles	9	0%	11%	11%	78%	0%	0%	0%
More than 2 miles	5	0%	0%	40%	60%	0%	0%	0%

Don't know or No response: 0
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

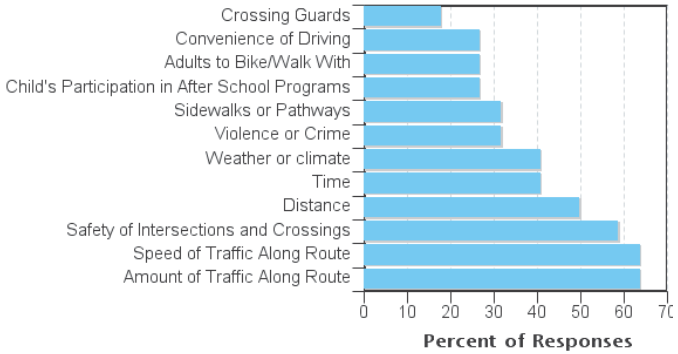


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

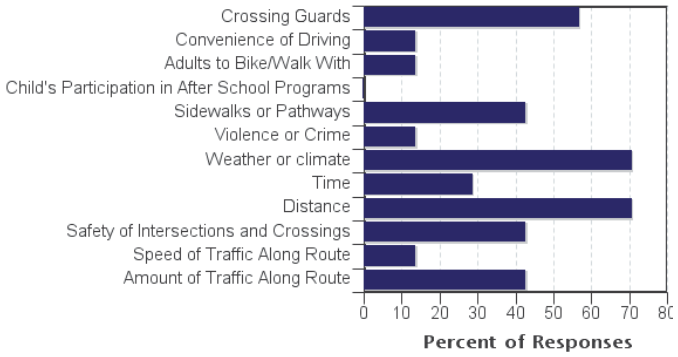
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	24	73%	88%	63%	33%	20%
No	17	27%	13%	38%	67%	80%

Don't know or No response: 2
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

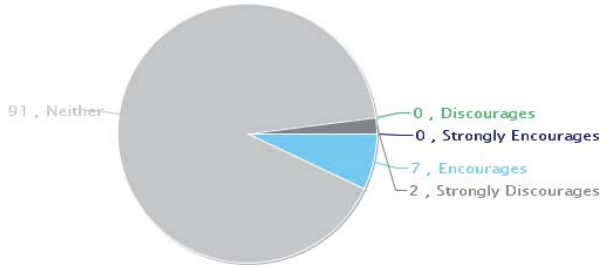


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

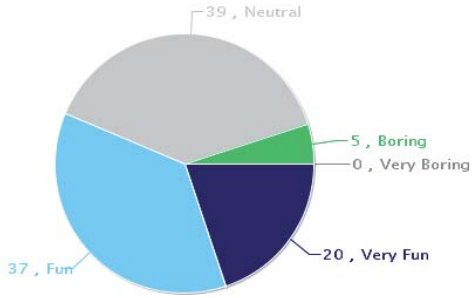
Issue	Child does not walk/bike to school	Child walks/bikes to school
Amount of Traffic Along Route	64%	43%
Speed of Traffic Along Route	64%	14%
Safety of Intersections and Crossings	59%	43%
Distance	50%	71%
Time	41%	29%
Weather or climate	41%	71%
Violence or Crime	32%	14%
Sidewalks or Pathways	32%	43%
Child's Participation in After School Programs	27%	0%
Adults to Bike/Walk With	27%	14%
Convenience of Driving	27%	14%
Crossing Guards	18%	57%
Number of Respondents per Category	**22**	**7**

No response: 14
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

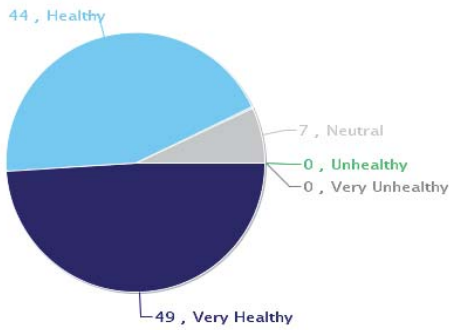
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1576986	We DESPERATELY need at Stop sign on Roosevelt st and Harriet St!! After the crossing guard leaves theres still a number of children in the area leaving the school, and crossing the street. There are many times Ive seen near misses with the north/south traffic on Roosevelt st almost hitting a child!! It is very scary!!
1577013	When my child starts attending middle school time and distance will be a very big factor. I prefer to take my child to school and pick up from school because it gives me s peace of mind.
1577018	When my child starts attending middle school time and distance will be a very big factor. I prefer to take my child to school and pick up from school because it gives me s peace of mind.
1576938	I really do feel Fort Atkinson is very safe and Barrie is a fantastic school but I'm still really uncomfortable sending them out the door on their own in elementary school for fear of strangers. If I can take them, I'd rather not take any chances I don't have to. My youngest is in kindergarten and has already experienced a soft lockdown!
1577380	I believe the city should offer bussing through the district. It is unreasonable to expect parents to pay as much is charged for the bussing option.
1578477	We walk with the kids when time allows. When the kids are a little older we'll be comfortable letting them walk or bike to school on their own.
1576889	We walk because it's close and easier then driing. He is accompanied by myself in the morning and his grandparent (s) in the afternoon. Now that the drop off location has changed we have no issues with traffic and crossing the street which we are very pleased with.
1576898	Please review the pickup and drop offs at all schools and do something about the safety of these. Barrie made some good changes this year, but I know other schools are rather dangerous and grant funding could really be used to make these safer. I think this should be the number one priority of the project.
1577029	If the school district had a fair contract with the bus company instead of the the one-sided agreement they have this could be a moot point. To charge families IN TOWN over $500/year for the bus while kids in the country ride for free is ridiculous. The bus company dictates so much to the district. Remember, the district is the customer, not the other way around.
1576878	I rather have my daughter get a bus ride. My son gets to ride a bus now cause he has an iep my daughter has to walk to school and back home cause I work 3rd shift so she has no ride back n forth and I don't really like her walking in bad weather and the crimes that are happening around surrounding town scare me. Please provide buses for all age kids
1577091	My daughter walked to school last year with her 5th grade brother. This year they are at different schools so the bus was the safer option since I did not want her walking alone.

Parent Survey Report: One School in One Data Collection Period

School Name: Fort Atkinson High School

School Group: Fort Atkinson Schools

School Enrollment: 922

% Range of Students Involved in SRTS: Don't Know

Number of Questionnaires Distributed: 922

Set ID: 16746

Month and Year Collected: November 2017

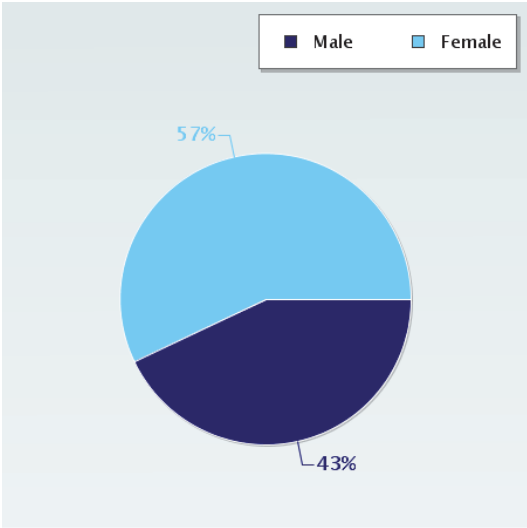
Date Report Generated: 03/27/2018

Tags:

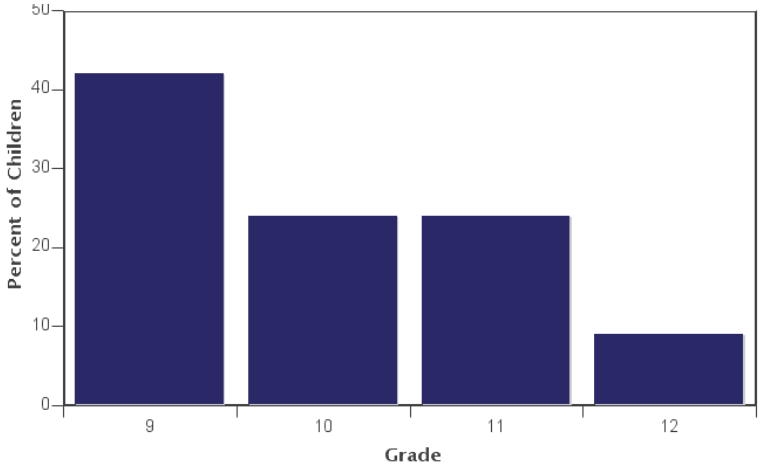
Number of Questionnaires Analyzed for Report: 46

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

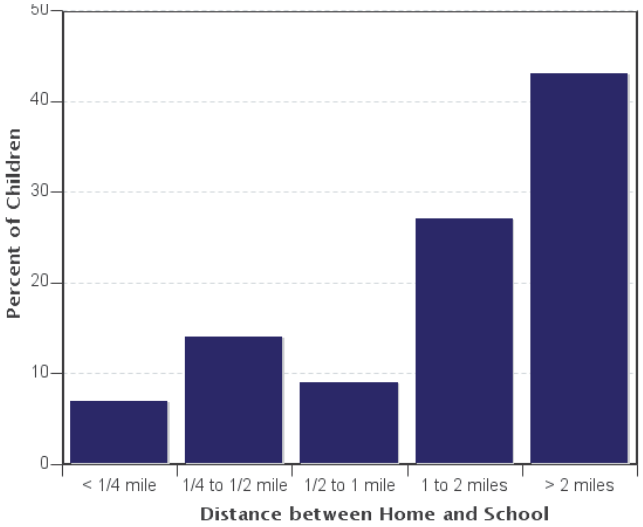


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
9	19	42%
10	11	24%
11	11	24%
12	4	9%

No response: 1
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

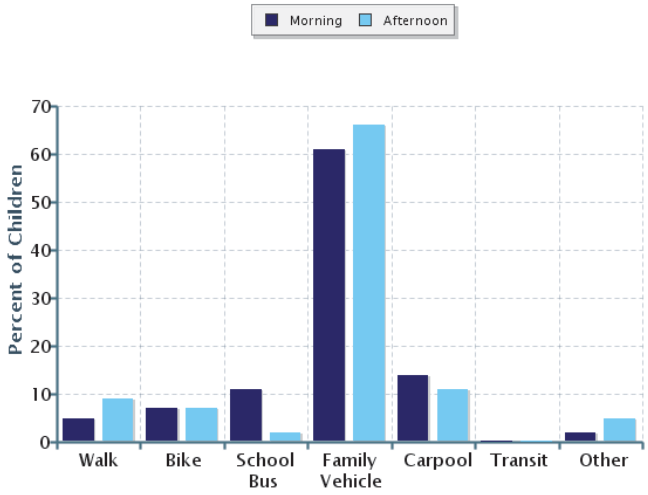


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	3	7%
1/4 mile up to 1/2 mile	6	14%
1/2 mile up to 1 mile	4	9%
1 mile up to 2 miles	12	27%
More than 2 miles	19	43%

Don't know or No response: 2
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

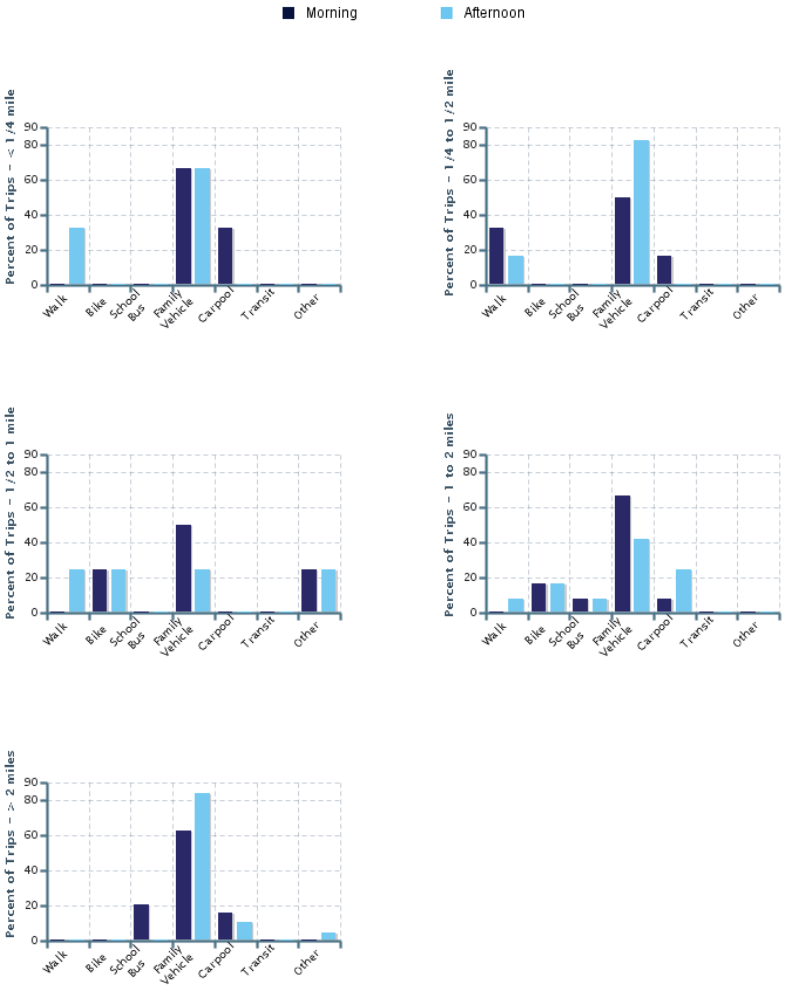


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	44	5%	7%	11%	61%	14%	0%	2%
Afternoon	44	9%	7%	2%	66%	11%	0%	5%

No Response Morning: 2
No Response Afternoon: 2
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	3	0%	0%	0%	67%	33%	0%	0%
1/4 mile up to 1/2 mile	6	33%	0%	0%	50%	17%	0%	0%
1/2 mile up to 1 mile	4	0%	25%	0%	50%	0%	0%	25%
1 mile up to 2 miles	12	0%	17%	8%	67%	8%	0%	0%
More than 2 miles	19	0%	0%	21%	63%	16%	0%	0%

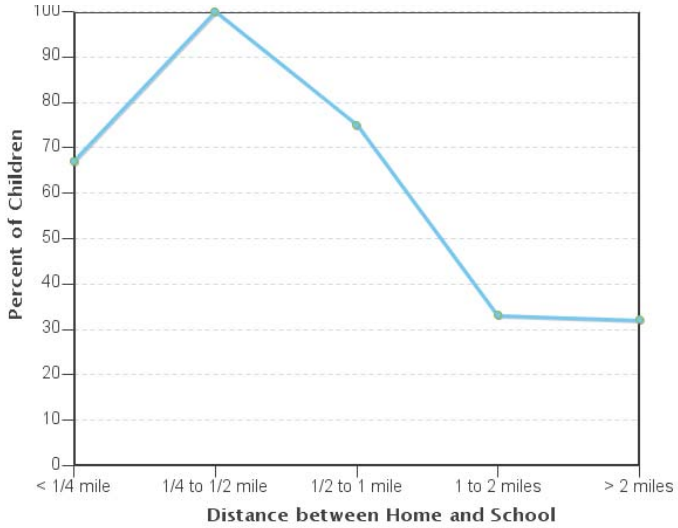
Don't know or No response: 2
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	3	33%	0%	0%	67%	0%	0%	0%
1/4 mile up to 1/2 mile	6	17%	0%	0%	83%	0%	0%	0%
1/2 mile up to 1 mile	4	25%	25%	0%	25%	0%	0%	25%
1 mile up to 2 miles	12	8%	17%	8%	42%	25%	0%	0%
More than 2 miles	19	0%	0%	0%	84%	11%	0%	5%

Don't know or No response: 2
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

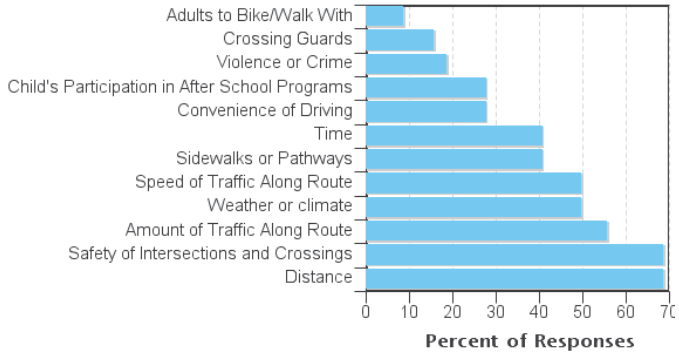


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

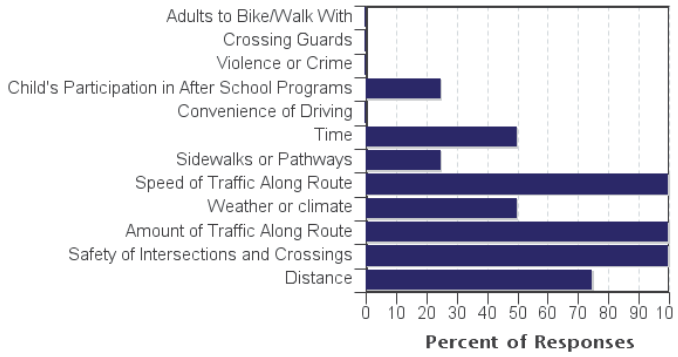
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	21	67%	100%	75%	33%	32%
No	23	33%	0%	25%	67%	68%

Don't know or No response: 2
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

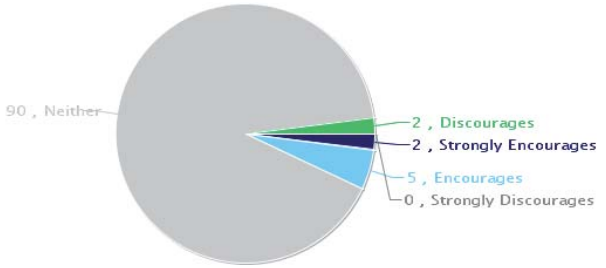


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

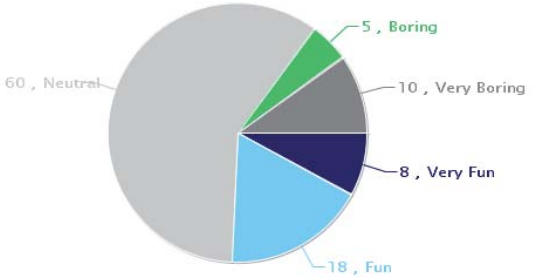
Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	69%	75%
Safety of Intersections and Crossings	69%	100%
Amount of Traffic Along Route	56%	100%
Weather or climate	50%	50%
Speed of Traffic Along Route	50%	100%
Sidewalks or Pathways	41%	25%
Time	41%	50%
Convenience of Driving	28%	0%
Child's Participation in After School Programs	28%	25%
Violence or Crime	19%	0%
Crossing Guards	16%	0%
Adults to Bike/Walk With	9%	0%
Number of Respondents per Category	**32**	**4**

No response: 10
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

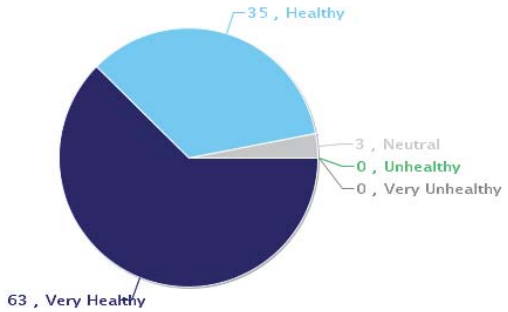
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1576844	Our child walks home when conditions allow. We rely on other families/friends that drive to help drive after school when the weather is bad/gets too cold. We would use bus service, but our student would be on a bus for almost an hour when we live less than 5 minutes away.
1576870	We currently live too far for her to walk or ride her bike.
1576911	Both of our children are in high school. When they attended elementary school at Luther, we allowed them to walk by together (by themselves) in the spring of 1st and 3rd grade. We knew that they were on the young side to let them do so. However, Luther was only a few blocks awat, we felt safe in our neighborhood, and we liked that they were responsible about getting themselves to school on their own. We had several retired neighbors who were home and were willing to help if there were issues. As a result, our children were proud to be one of the first ones to school and became responsible for themselves in doing so.
1576948	having a green arrow at the stop light on Lexington and Hwy 12 would alleviate many issues at that intersection for our students that do walk from that area. It would also help cut down on the number of people driving across the parking lot in front of the clinic.
1576988	I would allow my daughter to bike more if there were bike routes on Hwy 12 that extend out of town a few miles towards Whitewater.
1576989	I would allow my daughter to bike more if there were bike routes on Hwy 12 that extend out of town a few miles towards Whitewater.
1577113	If a student walking east from the high school does not cross Madison at the Lexington stoplight, there is not another safe crossing until Robert Street. That's a full mile. Students cross anyway, but traffic is heavy after school, and it's not safe.
1577424	Our children are now in high school. While attending middle school the option of biking or walking home were inconceivable with the current risk to logistically travel across multiple intersections. Weve witnessed numerous close calls that threatened the safety of children crossing streets. Our family members have had a few near misses in town while biking or walking to & from the middle school or down town area. I was even clipped out biking on banker road in 2010 by a car. If were not on the path we dont feel safe. Bright clothes, Eye contact and other safety measures can only do so much. Inattentive driving and excessive acceleration are two things increasing the risk. We are also concerned for the high school students attempting to cross in the Keillor Trip block near the new Arbys going up. That is an uncontrolled intersection with a high volume of both car and pedestrian traffic. I realize Im verbose but believe strongly that this area requires attention.
1578361	I wish there was a good bike trail route from the south side of town to the high school and from the north side of town to the middle school. My kids walked to kindergarten almost immediately after the first week of school. We are close to the middle and elementary school, but the high school with all its car traffic is a major challenge for bikers.
1577000	Living so far away from the HS has been a challenge as bussing costs are extremely high and we are hosting exchange students (not getting compensated for transportation)
1577002	this is a waste of time unless you are looking into getting rid of busing service

1577087	The intersection by the high school is dangerous to cross because high school drivers don't always watch for pedestrians.
1577465	It seems like the school could use more bike racks at all entrances to the school.
1577048	I drove my kids to school everyday until they reached high school. We live just down the street, when they got their license, they had jobs after school so they drove.
1577337	Biking to school is not a reliable plan for transportation. I would rather see improved school bus routes and new buses. It would be nice if my daughter wouldnt have to wait an entire hour to get home from school when we live only a mile away.
1577386	When my children were at Purdy, they wanted so badly to walk or bike, but the speed on Hackbarth was terrible and no sidewalks. They would walk up South Main St. and I would meet them to go home from there. They are now grown, but I know it can be a problem for other children in the neighborhood today.
1576932	Need a crosswalk and stop lights at Reena Ave & Madison Ave intersection so he can walk more often. There is too much congestion crossing Madison Ave at Lexington Drive.
1577483	Typically, my children either walk or bike unless the weather is too cold or raining. I answered no for #8, because they don't have a choice.
1577395	One exit from high school takes forever,iv almost gotten in accidents in school parking areas to many people ting to get out the same way.
1576981	We DESPERATELY need at Stop sign on Roosevelt st and Harriet St!! After the crossing guard leaves theres still a number of children in the area leaving the school, and crossing the street. There are many times Ive seen near misses with the north/south traffic on Roosevelt st almost hitting a child!! It is very scary!!

Parent Survey Report: One School in One Data Collection Period

School Name: Fort Atkinson Middle School

School Group: Fort Atkinson Schools

School Enrollment: 613

% Range of Students Involved in SRTS: Don't Know

Number of Questionnaires Distributed: 613

Set ID: 16747

Month and Year Collected: November 2017

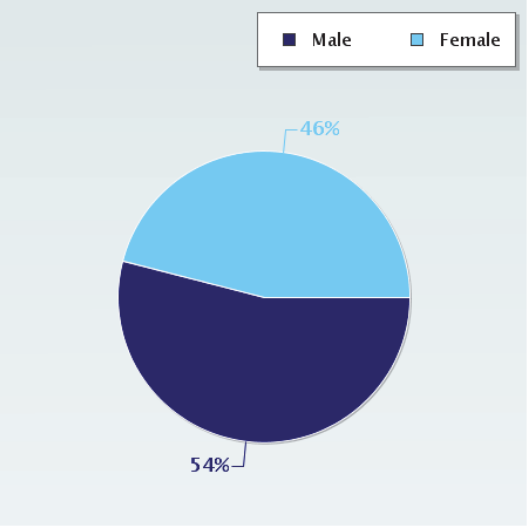
Date Report Generated: 03/27/2018

Tags:

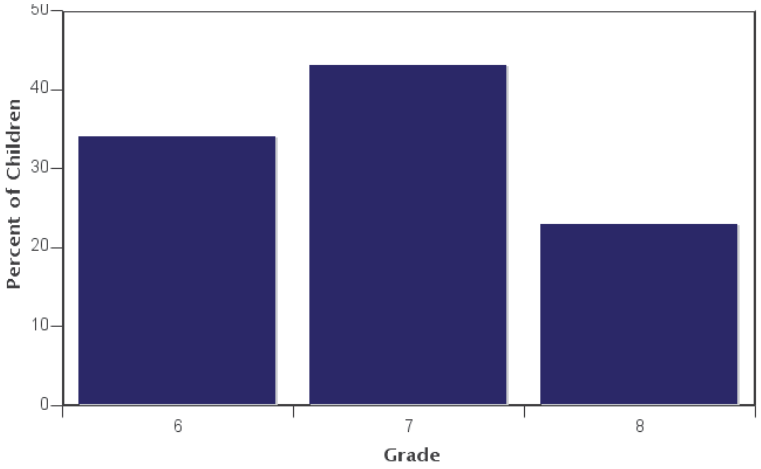
Number of Questionnaires Analyzed for Report: 54

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

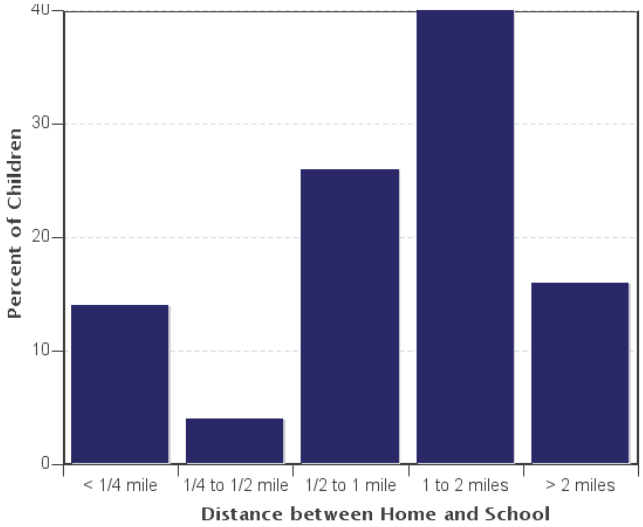


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
6	18	34%
7	23	43%
8	12	23%

No response: 1
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

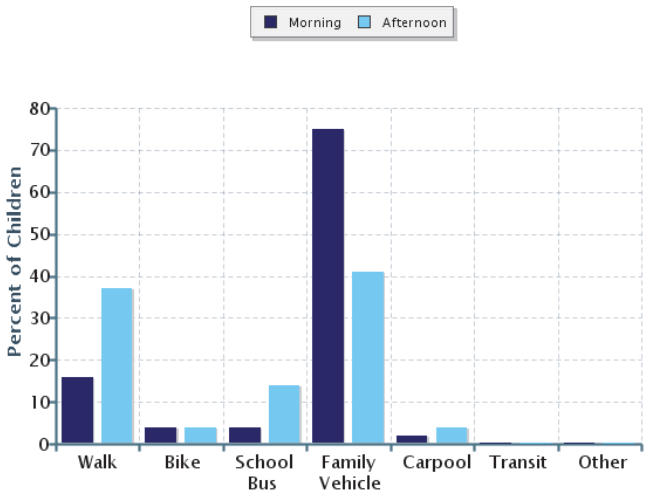


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	7	14%
1/4 mile up to 1/2 mile	2	4%
1/2 mile up to 1 mile	13	26%
1 mile up to 2 miles	20	40%
More than 2 miles	8	16%

Don't know or No response: 4
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

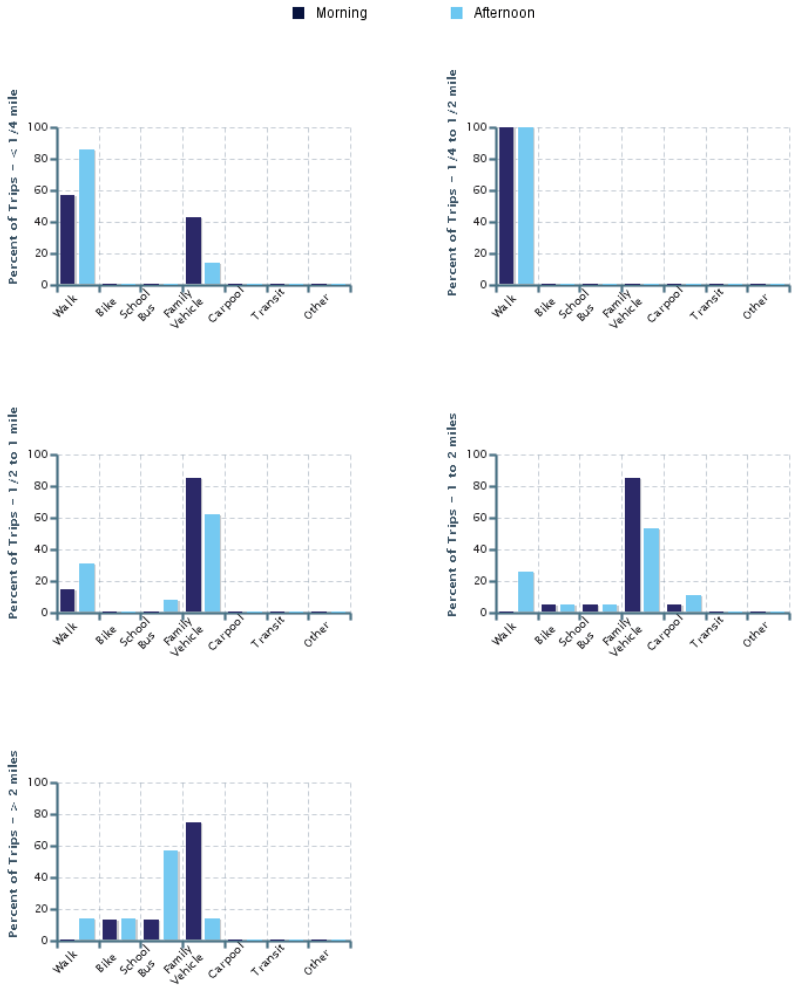


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	51	16%	4%	4%	75%	2%	0%	0%
Afternoon	49	37%	4%	14%	41%	4%	0%	0%

No Response Morning: 3
No Response Afternoon: 5
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	7	57%	0%	0%	43%	0%	0%	0%
1/4 mile up to 1/2 mile	2	100%	0%	0%	0%	0%	0%	0%
1/2 mile up to 1 mile	13	15%	0%	0%	85%	0%	0%	0%
1 mile up to 2 miles	20	0%	5%	5%	85%	5%	0%	0%
More than 2 miles	8	0%	13%	13%	75%	0%	0%	0%

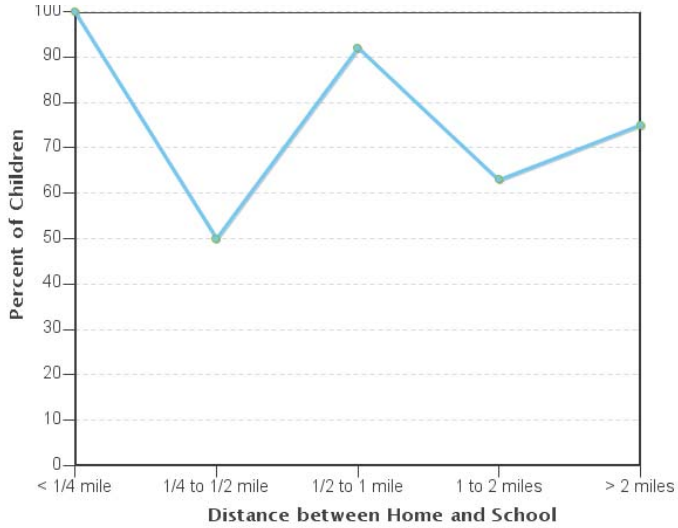
Don't know or No response: 4
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	7	86%	0%	0%	14%	0%	0%	0%
1/4 mile up to 1/2 mile	2	100%	0%	0%	0%	0%	0%	0%
1/2 mile up to 1 mile	13	31%	0%	8%	62%	0%	0%	0%
1 mile up to 2 miles	19	26%	5%	5%	53%	11%	0%	0%
More than 2 miles	7	14%	14%	57%	14%	0%	0%	0%

Don't know or No response: 6
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

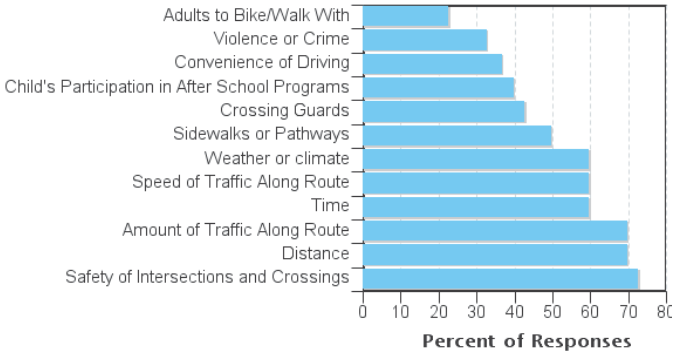


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

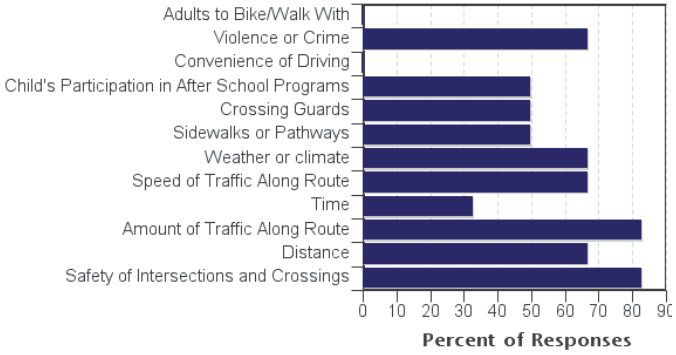
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	37	100%	50%	92%	63%	75%
No	11	0%	50%	8%	37%	25%

Don't know or No response: 6
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

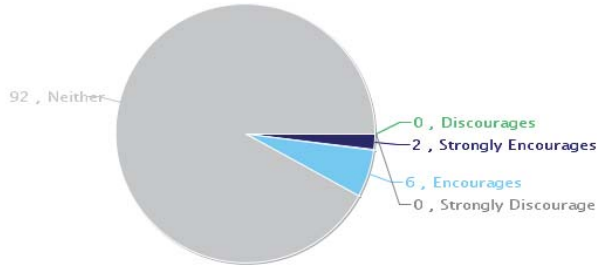


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

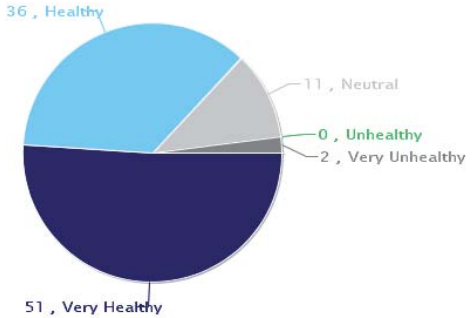
Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	73%	83%
Distance	70%	67%
Amount of Traffic Along Route	70%	83%
Time	60%	33%
Speed of Traffic Along Route	60%	67%
Weather or climate	60%	67%
Sidewalks or Pathways	50%	50%
Crossing Guards	43%	50%
Child's Participation in After School Programs	40%	50%
Convenience of Driving	37%	0%
Violence or Crime	33%	67%
Adults to Bike/Walk With	23%	0%
Number of Respondents per Category	**30**	**6**

No response: 18
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

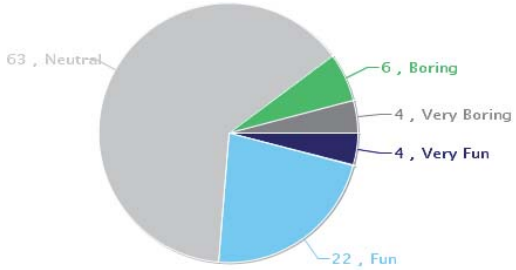
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how healthy walking and biking to/from school is for their child



Parents' opinions about how much fun walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1576842	I think walking and/or biking to school is an excellent lesson in self reliance, time management and general health. Too often, I believe today's parents get too wrapped up in what "might" happen, that they don't give their kids enough opportunities to learn to manage themselves. This is one way kids can have some autonomy and can feel pride about it.
1576866	I drive my daughter as it is more convenient for our schedule. She always walked to and from her elementary school.
1577341	You are wasting your time. We don't live in a perfect world and never will. It doesn't take a grant or a genius to identify speeding cars and illegal parking which blocks other drivers sight lines. Why don't you start there.
1577961	The main roads in town are too busy with several cars not stopping for children or adults in crosswalks. Unless something changes, I do not feel it will ever be safe to allow my child to walk to and from school
1576867	He did walk/bike when he was in Elementary school. Due to distance, traffic, route he would need to take, gives me pause for him to bike to MS. It is too far for him to walk. Next year in HS won't be an issue. Easy enough from where we live for him to walk/bike.
1576877	I have huge concerns about traffic at crossings. I feel like people routinely go around cars that are stopped for passengers to walk across. Living on Robert street, I have witnessed TOO MANY close calls. I am worried almost every afternoon about my kids crossing Robert Street at Sherman Avenue.
1577022	My student occasionally has to walk from Purdy Elementary to the Middle School. I allow this do to the path to the school, crossing guard at the main roads and the distance makes for a quick walk for him. He wants to bicycle to school on good weather days but from where I live, the distance is long, the path across two main roads is not monitored by crossing guards and dependent on the route he takes. These thoughts make me nervous. The time frame to travel is also something I need to explore before I would feel comfortable. I may consider this as an option in the spring if changes are made and he gains a little more time awareness. The bus trips are so long for both my students that bus travel is not the most favorite. They are both on routes that take over 1 hour to get to the destination.
1577054	I no longer have kids in school but while they were in school they often walked or biked to elementary school. I work at the MS and bike almost every day. As an adult I feel very comfortable and safe biking. It would be great to see more kids walking or biking to school while I am out there.
1577062	When my child goes to the high school there will be no way for them to walk or ride bike as it will be too far away. They walked more while attending Luther.
1577349	getting to the middle school from the larger side of town west of Whitewater Ave is pretty risky. Madison Ave is so busy during the mornings, and drivers frequently aren't mindful of speed limits and/or school zones...especially coming into town from Whitewater. We've already had a deadly accident on this end of town on Whitewater Ave. Going on S. Main street can get just as scary.
1577266	During summer school and when the weather is nice I do encourage my child to walk or bike rather than be picked up. However as the weather turns colder, I usually drop off/pick up because I remember being made to walk in the cold/snow and I hated it! However, when she gets to High School I will always drive her because of the distance from our house (other side of town!)

1577331	Janesville Ave by point gas station is very bad area for kids to cross. There is a flashing light but I have seen drivers not stop. Something needs to be done so no one gets hurt.
1577681	My main concern with walking to/from school is the number of busy main streets my children have to cross: Madison, Main, Sherman, Milwaukee, N. 3rd. I trust my children to make safe choice, but I do not trust drivers. I've seen too many drivers coast through stop signs, speed through yellow lights, and not stop for flashing crosswalk lights.
1577837	My child who has now graduated had to walk because busing was not affordable as a single mom.
1576852	My child walked when she was in elementary school, but the MS is too far. It is a time issue. It would take her over 30 minutes to get to school. Of course, activity is great for kids, but my children are very active and walking to school is not necessary.
1577561	I'm concerned with morning traffic and my Child crossing Whitewater Ave on her way to FAMS.
1578363	When my daughter was younger I only allowed her to walk to and from school with friends starting with the 4th grade. If there were no friends to walk with then she was not allowed to walk due to strangers.
1578034	I would never let my son walk or ride a bike to school because we live on a highway.
1576984	I hope more is done to improve safety for children riding bikes home. We have a route that is safest, but would appreciate more done to ensure the safety especially around school. It is very chaotic around the middle school.
1577019	The intersection of Robert St. And Sherman Ave is very dangerous. It is almost impossible to get vehicles to stop for kids in crosswalk. There is a park right there, but we do not use it because it's dangerous to cross that street.
1577020	The intersection of Robert St. And Sherman Ave is very dangerous. It is almost impossible to get vehicles to stop for kids in crosswalk. There is a park right there, but we do not use it because it's dangerous to cross that street.

Parent Survey Report: One School in One Data Collection Period

School Name: Luther Elementary School

School Group: Fort Atkinson Schools

School Enrollment: 280

% Range of Students Involved in SRTS: Don't Know

Number of Questionnaires Distributed: 280

Set ID: 16748

Month and Year Collected: November 2017

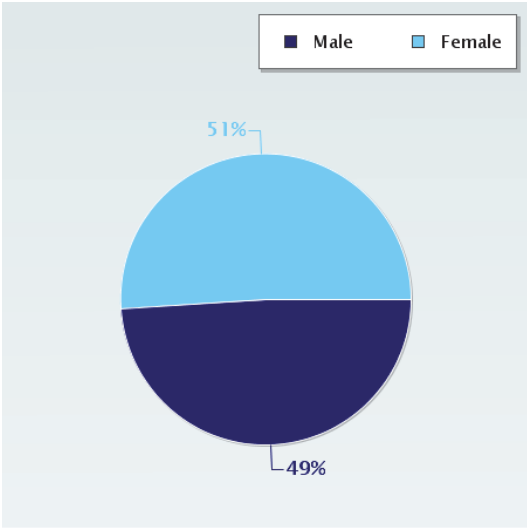
Date Report Generated: 03/27/2018

Tags:

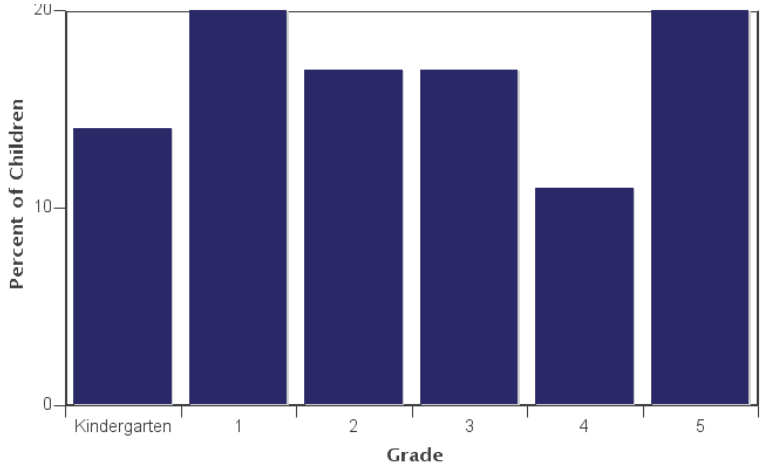
Number of Questionnaires Analyzed for Report: 36

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

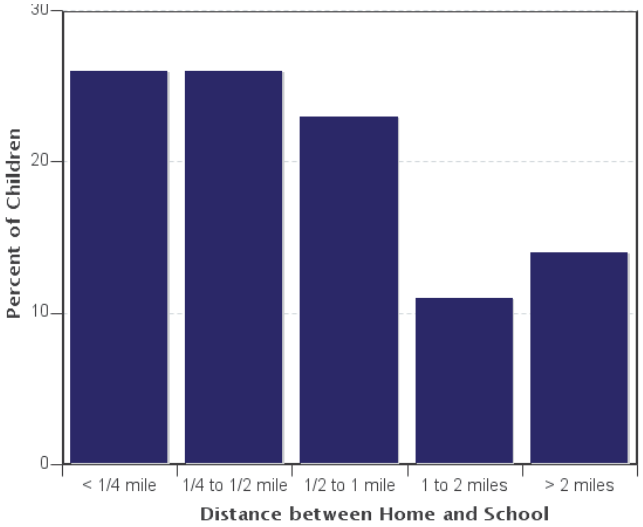


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	5	14%
1	7	20%
2	6	17%
3	6	17%
4	4	11%
5	7	20%

No response: 1
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

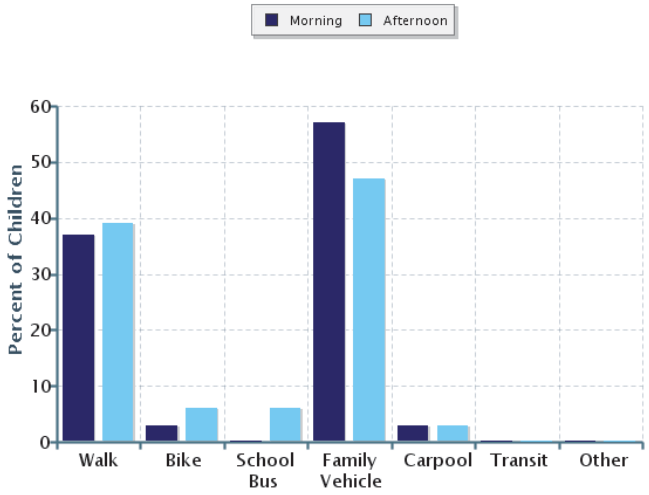


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	9	26%
1/4 mile up to 1/2 mile	9	26%
1/2 mile up to 1 mile	8	23%
1 mile up to 2 miles	4	11%
More than 2 miles	5	14%

Don't know or No response: 1
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

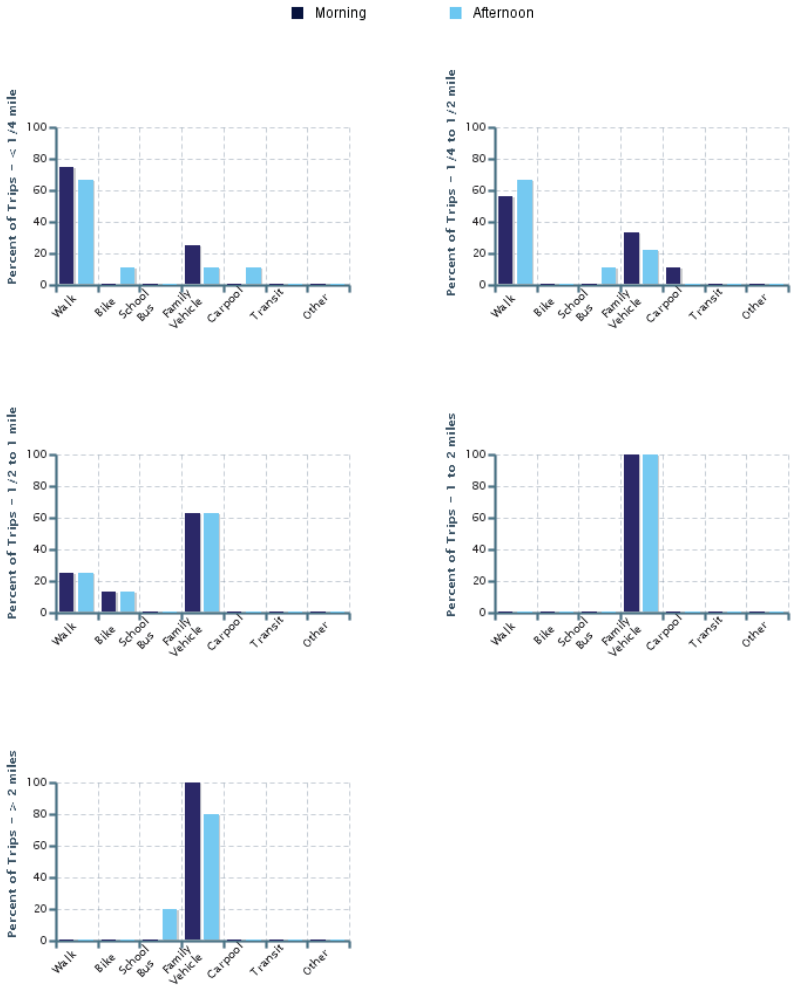


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	35	37%	3%	0%	57%	3%	0%	0%
Afternoon	36	39%	6%	6%	47%	3%	0%	0%

No Response Morning: 1
No Response Afternoon: 0
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	8	75%	0%	0%	25%	0%	0%	0%
1/4 mile up to 1/2 mile	9	56%	0%	0%	33%	11%	0%	0%
1/2 mile up to 1 mile	8	25%	13%	0%	63%	0%	0%	0%
1 mile up to 2 miles	4	0%	0%	0%	100%	0%	0%	0%
More than 2 miles	5	0%	0%	0%	100%	0%	0%	0%

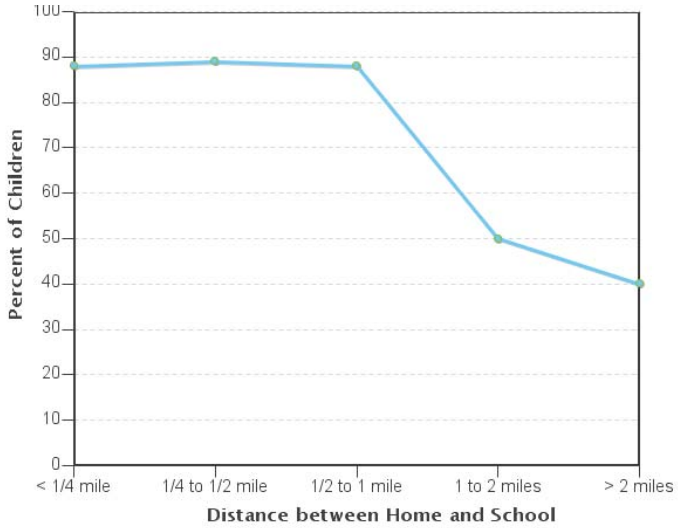
Don't know or No response: 2
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	9	67%	11%	0%	11%	11%	0%	0%
1/4 mile up to 1/2 mile	9	67%	0%	11%	22%	0%	0%	0%
1/2 mile up to 1 mile	8	25%	13%	0%	63%	0%	0%	0%
1 mile up to 2 miles	4	0%	0%	0%	100%	0%	0%	0%
More than 2 miles	5	0%	0%	20%	80%	0%	0%	0%

Don't know or No response: 1
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

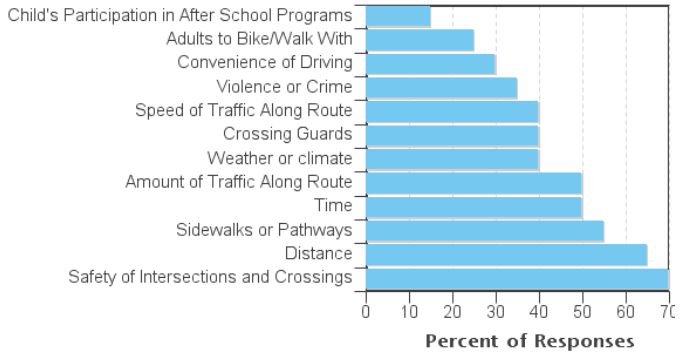


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

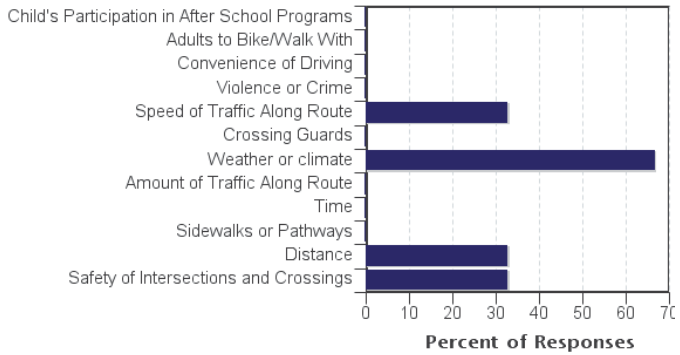
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	26	88%	89%	88%	50%	40%
No	8	13%	11%	13%	50%	60%

Don't know or No response: 2
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

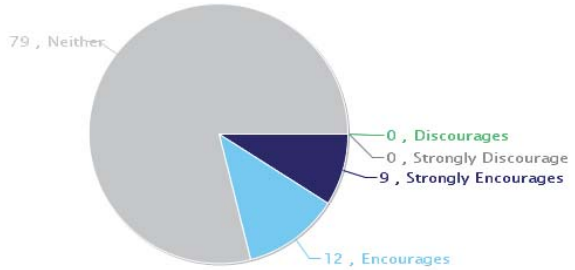


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

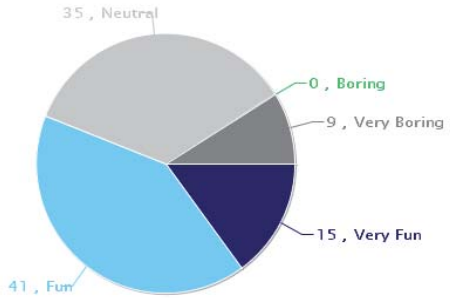
Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	70%	33%
Distance	65%	33%
Sidewalks or Pathways	55%	0%
Time	50%	0%
Amount of Traffic Along Route	50%	0%
Weather or climate	40%	67%
Crossing Guards	40%	0%
Speed of Traffic Along Route	40%	33%
Violence or Crime	35%	0%
Convenience of Driving	30%	0%
Adults to Bike/Walk With	25%	0%
Child's Participation in After School Programs	15%	0%
Number of Respondents per Category	**20**	**3**

No response: 13
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

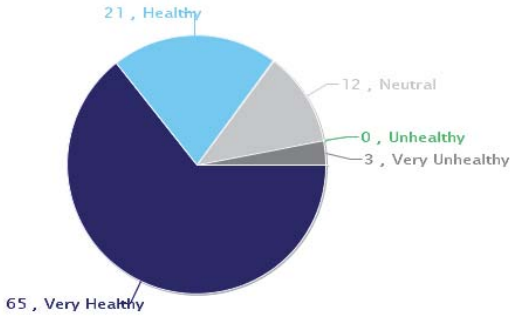
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1577314	There is not enough time in the morning to walk or bike to school. Also, other children in the family need to be dropped off at daycare. This would make it a very time consuming thing most days. Mornings are very hectic as is!
1576857	We live farther out and my daughter would have about a 30+ walk and cross Hackbarth which is super busy. Plus I am not keen on it with all of the sex offenders that live on Spry.
1576951	The crosswalk in front of Jones' Market to Jones Park is very unsafe. Most cars just speed through the crosswalk even when they see a family and a stroller waiting to cross. You have to wait until someone is kind enough to stop car to cross. It's ok when an adult is walking kids, but not safe for kids on their own. Another VERY unsafe crosswalk-even for adults- Milwaukee Ave W and Robert St... due to curve in road and speed of traffic, (and poor lighting at night) there have been several occasions where cars did not stop for our family crossing, or cars speeding around us even when we are in the road. I love this idea of encouraging walking/biking- simple way for everyone to get exercise and enjoy the outdoors. And LOVE the idea of making it safer! I currently don't know if I would even let my kids walk alone, but if these issues were resolved, I think when they are older I would let them. Thank you!
1576968	My children walk together and are bullied at times. There needs to be more adult crossing guards for middle school age children when crossing main roads.
1577051	I believe that a crossing guard, voluntary staff, or parent at the intersection of Grove and Park Street would be extremely beneficial rather than safety patrol. It is an extremely busy intersection, and children and/or their parents are often waiting for long periods of time due to the safety patrol children being instructed to not allow persons to cross if a moving vehicle is coming there way.
1577103	This is a new home/address for us (we have lived there over1 year now). Prior to that we lived near Hackbarth Rd & Poeppel Rd. My oldest son is 22 years old and we never let him walk or ride bikes to school either. There are not nearly enough sidewalks in this community to provide safe walking or biking to/from school.
1577376	ON ROCKWELL AND GROVE ST WILL LIKE RO SEE IF WE CAN GET A CROSS PERSON...
1576858	I would like my children to be able to walk/bike to school - and they would, too! Unfortunately, my current work schedule does not allow me enough time to walk them to school and get back to my car to get to work on time. However, if there was a crossing guard and a well-signed pedestrian crossing on Janesville Avenue (across from Jones Park) I would feel much more comfortable allowing my kids to get to school on their own, perhaps even in 4th grade.
1576897	I would let the boys walk or ride their bike to school together once they are a little bit older if there was a crossing guard on Endl/Highland and Grove. There are 3 roads there that converge and I see that hill as a dangerous spot for kids to cross alone.
1576919	We do not live in town so my children are not able to walk or bike to school due to distance.
1577357	My kids have to walk to school. I work at 630 am and everyday I worry that Im gonna get a from the police say they got hit buy a car because, traffic in the right hand lane doesnt need to stop for the stop light. The one by family video, it very dangerous especially since my daughter is so tiny.

1577399	I would love for my kids to ride their bikes to school, however we live at least a mile from the school and there isnt always enough time in the morning to do anything other than drive. Another concern of mine, is where my kids could securely lock their bikes during the school day (and whether I could trust them to be responsible for that on their own!)
1577135	I let my Pre-K and Kindergartner walk to school because had older siblings. My oldest was in first grade when walked to school
1577329	My daughter walks with a parent to school nearly every day. My husband and I have often discussed when an appropriate time would be to allow her to walk alone. We live on the closest block of Grant St. to Luther Elementary. While we both feel we are a ways away from making that decision, here are a couple of things that may be keeping other families from allowing their children to walk in this area. 1. There is no sidewalk on the north side of Park St. and no safety patrol at that intersection to cross. 2. Drivers often do not stop for pedestrians at that crosswalk. 3. Traffic on Grant St. can be dangerous. There are several vehicles that speed up and down the street and out of driveways. 4. We feel like that intersection is a blind spot when it comes to safety patrol/teachers/and responsible adult supervision.
1576895	For a 6 yr old to cross Rockwell is quite scary for me. I've seen drivers stop at the stop signs and have kids at the cross walk and keep going in stead of flagging them across while they are at the stop sign. In my opinion ,I would stop let them cross and then go but others don't .that's scares me . I wouldn't let my son cross it by himself.
1576906	My children walk or bike to school everyday unless the weather is quite wet or very, very cold. We live two blocks from their elementary school. When they were younger one of us would walk with them, but as they have gotten older they go on their own. I wouldn't let any of them walk alone until 3rd or 4th grade. They will all walk to the Middle School as well as it is only about a 15 minute walk. They will need a ride to the High School as it is over an hour walk and a longer bike ride than is feasible in cold weather.
1577400	why aren't you talking and or teaching kids to obey the laws of a pedestrian? i regularly see kids running out in front of cars, walking down the middle of the street, and acting like they can do whatever they want and disregard traffic coming at them or around them.
1577318	If I didn't drive my children to school, they would be candidates for being bussed because of our location.

Parent Survey Report: One School in One Data Collection Period

School Name: Purdy Elementary School

School Group: Fort Atkinson Schools

School Enrollment: 359

% Range of Students Involved in SRTS: Don't Know

Number of Questionnaires Distributed: 359

Set ID: 16749

Month and Year Collected: November 2017

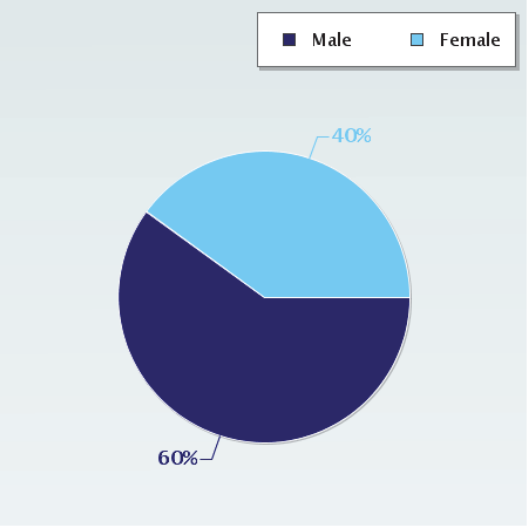
Date Report Generated: 03/27/2018

Tags:

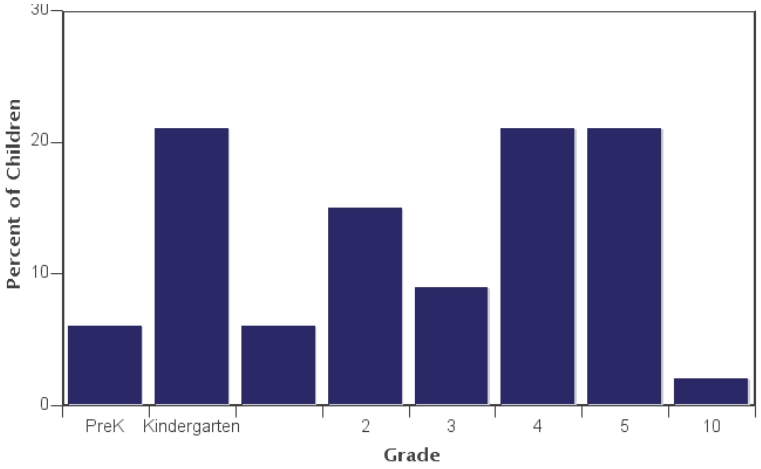
Number of Questionnaires Analyzed for Report: 53

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

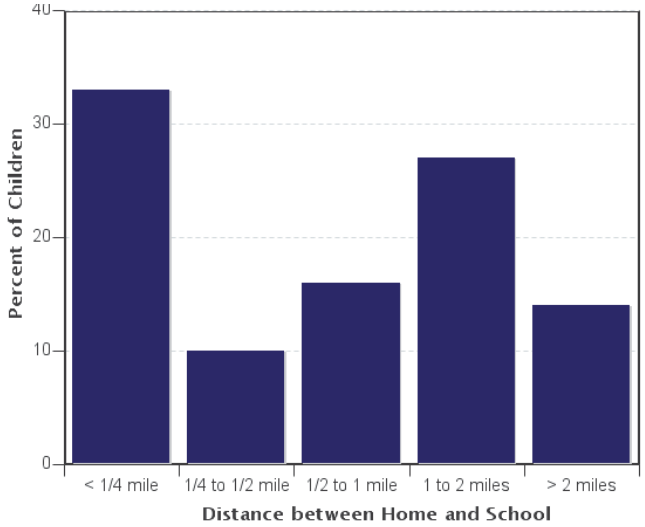


Grade levels of children represented in survey

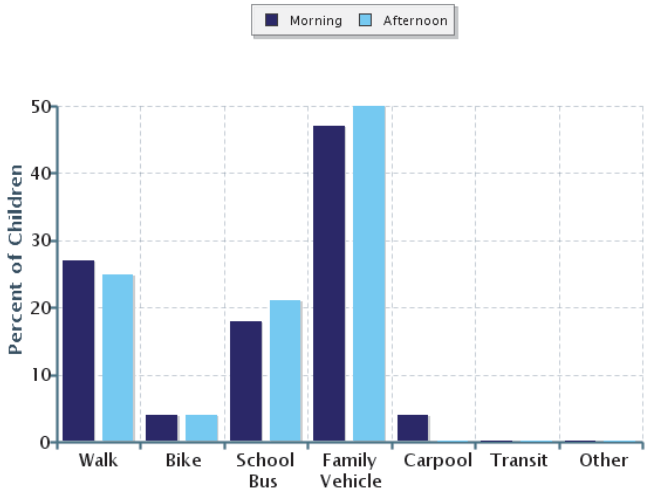
Grade in School	Responses per grade	
	Number	Percent
PreK	3	6%
Kindergarten	11	21%
1	3	6%
2	8	15%
3	5	9%
4	11	21%
5	11	21%
10	1	2%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school



Typical mode of arrival at and departure from school



Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	17	33%
1/4 mile up to 1/2 mile	5	10%
1/2 mile up to 1 mile	8	16%
1 mile up to 2 miles	14	27%
More than 2 miles	7	14%

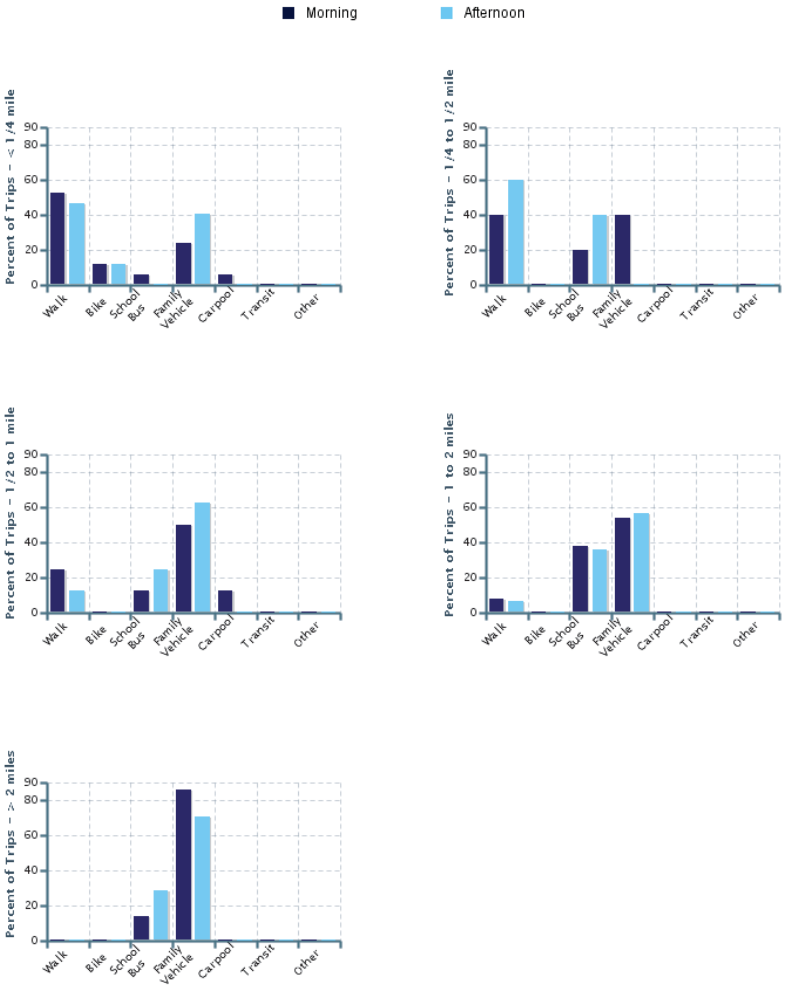
Don't know or No response: 2
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	51	27%	4%	18%	47%	4%	0%	0%
Afternoon	52	25%	4%	21%	50%	0%	0%	0%

No Response Morning: 2
No Response Afternoon: 1
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	17	53%	12%	6%	24%	6%	0%	0%
1/4 mile up to 1/2 mile	5	40%	0%	20%	40%	0%	0%	0%
1/2 mile up to 1 mile	8	25%	0%	13%	50%	13%	0%	0%
1 mile up to 2 miles	13	8%	0%	38%	54%	0%	0%	0%
More than 2 miles	7	0%	0%	14%	86%	0%	0%	0%

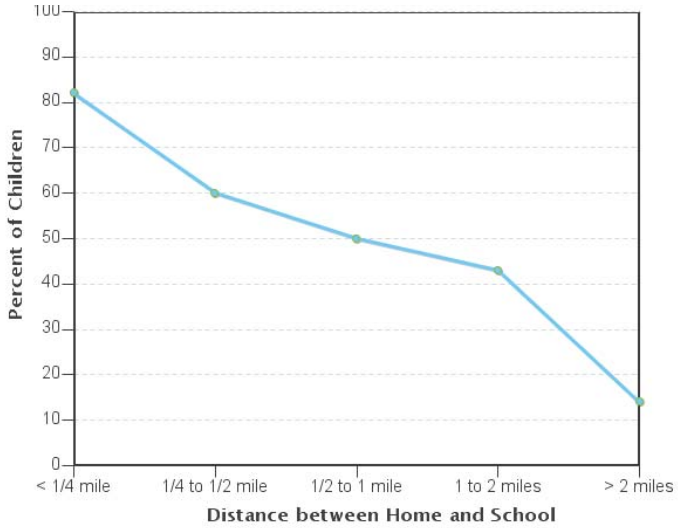
Don't know or No response: 3
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	17	47%	12%	0%	41%	0%	0%	0%
1/4 mile up to 1/2 mile	5	60%	0%	40%	0%	0%	0%	0%
1/2 mile up to 1 mile	8	13%	0%	25%	63%	0%	0%	0%
1 mile up to 2 miles	14	7%	0%	36%	57%	0%	0%	0%
More than 2 miles	7	0%	0%	29%	71%	0%	0%	0%

Don't know or No response: 2
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

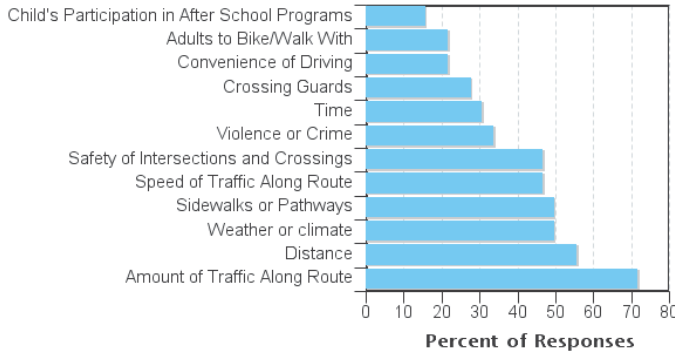


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

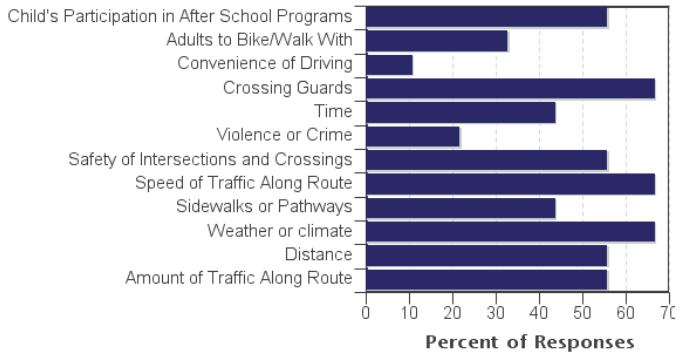
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	28	82%	60%	50%	43%	14%
No	23	18%	40%	50%	57%	86%

Don't know or No response: 2
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

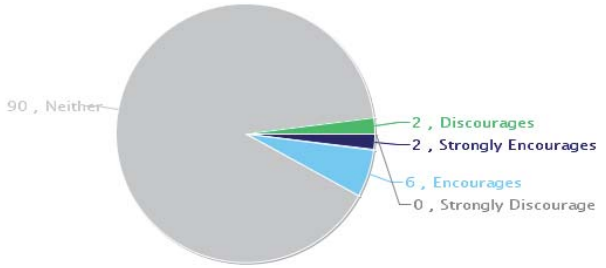


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

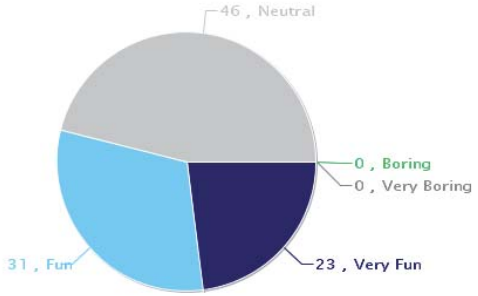
Issue	Child does not walk/bike to school	Child walks/bikes to school
Amount of Traffic Along Route	72%	56%
Distance	56%	56%
Weather or climate	50%	67%
Sidewalks or Pathways	50%	44%
Speed of Traffic Along Route	47%	67%
Safety of Intersections and Crossings	47%	56%
Violence or Crime	34%	22%
Time	31%	44%
Crossing Guards	28%	67%
Convenience of Driving	22%	11%
Adults to Bike/Walk With	22%	33%
Child's Participation in After School Programs	16%	56%
Number of Respondents per Category	**32**	**9**

No response: 12
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

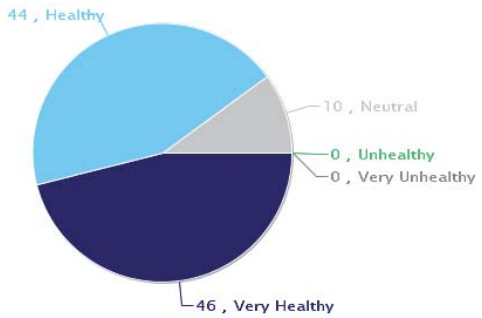
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1576841	Cost of Bussing in town is getting very expensive. Would have child bike or walk on nice days, it would be difficult during bad weather.
1576945	My children will be walking 1 mile to the middle school next year and I'm very apprehensive about the traffic on Robert Street and the bridge. The traffic around those times of day is intense. I'd love to see some safety precautions put in place!! There are a lot of kids walking to the middle school who would benefit.
1576851	Right now my son has to cross the river to get to school and some of the busiest roads in town. Even though TWO other elementary schools are both closer and safer to walk to, we are districted to Purdy. I hope this changes before my youngest turns school age because I know he will want to be able to walk/bike as he gets older too. I will not allow it unless we are redistricted to a closer elementary school. Open enrollment is not a good option because they could get booted back to their districted elementary school at any year. I know redistricting has been discussed... Stop putting it off!
1576927	Due to our close proximity, we were able to watch our children from our home walk to and from school. We have always been concerned about the whitewater Ave and McComb intersection however even with a crossing guard. I feel that something needs to be done to slow traffic down and assist children and families in crossing that area at all times of the day as many kids utilize the playground and green space as well as walk home beyond the hours the crossing guard is present.
1576957	I don't feel like it's very safe for an elementary school age child to walk or bike to school alone. I wish, instead, that the District would focus on increasing access to bussing services.
1576998	My student will continue to ride the bus as long as that is an option until he is at least a middle school student. If I moved closer, I would consider walking or biking if the pathway was safe.
1577035	I'm unsure what age I would allow my child to walk or bike due to making sure my child is mature enough to make decisions based on crossing a street
1577074	I have 2 kids at Purdy its easy to drive them. But they always ask to walk or bike to school. If they didnt have to go along Main Street I would think about it.
1577264	Condition of the roads also affect my decision . Large cracks potholes on Highland Avenue and Main St. are huge biking hazards.
1577371	Given our location out of the city limits, I don't think it would be feasible for us to walk/bike to school at any age.
1577385	We live in a rural area but bike to school and around town as much as possible. Unfortunately I do not feel it is as safe for our children to bikes these rural roads alone.
1576859	This was an issue I had come up- my 4th and 5th graders participate in choir from 3-4 pm on Wednesdays. My 1st grader has gymnastics in WW from 4-5 pm. I was originally going to let me kids walk home but got nervous the more I thought about it. At this time, it's getting darker and colder. My biggest worry was no crossing guard at 4 pm on Whitewater Ave. I have been rear ended at the WW Ave and McComb St intersection years ago and this summer my mother was also rear ended at the same location. This makes me nervous b/c drivers are not paying attention!

1576868	Our kids do not walk home because they attend BGC and we are at work. They would love to bike to school, but seeing as they need to be picked up, we don't allow that. There would be times they could walk home a little later, but the crossing guard is not there and we will not let them cross Whitewater Ave without a guard or parent.
1576887	daughter is autistic
1577492	The only issue my daughter has had while walking to school...is other children on their bikes being inconsiderate. Seems to be the same group every day.
1577695	My daughter would love to bike to school. I will not let her because, even if she takes the bike trail for part of the route, she has to cross too many busy major streets. I trust her to make good choices will biking or walking; I do not trust drivers to do the same. I might feel more comfortable if she had a friend she could ride with, but she does not have a friend near our home who goes to Purdy.
1576873	Child in our survey is the youngest in our family. He began walking home in spring of 4th grade. I am confident in his skills to walk home. My concern is the side of street he should walk home on, does not have sidewalks and wish it would because South Main/Rockwell Avenue area is very busy with traffic. When it snows, he isn't left with many options and I'd like him to have the least amount of street crossing.
1577421	Sidewalks are needed on S. Main Street.
1578039	The intersection by the gas station citgo on the point has me a little worried about my son walking. Most traffic does not pay attention or stop for kids trying to cross main st. There should be a crossing gaurd or something there for kids.
1576947	The main issue with walking to school is that drivers don't slow down. When you are stopped to turn, drivers behind you speed around you using the bike lane even though signs say bike lane no traffic. I've almost had many wrecks with people speeding around me through bike lanes while I was turning in the direction they passed me on. My children have almost been ran over this way also! One of my children almost got ran over in a school crossing with flashing lights!! That ended the walking to school adventure.
1577269	Parents work in Madison, so it's hard to find another route for her to school, even tho we live less than a 1/2 mile away.
1578679	walking and biking would never be an option due to where we live - too many miles away.
1576843	The parking lot is very dangerous and disaster after shool. I shouldnt have to park over a block away to pick up my child. Its time to expand the parking lot Morning drop offs are a little better, but still crazy. You shouldnt be allowed to park and then your car off. Its frustrating for the parents who just want to drop of their kids, but cant just pull up to do this.

Parent Survey Report: One School in One Data Collection Period

School Name: Rockwell Elementary School

School Group: Fort Atkinson Schools

School Enrollment: 269

% Range of Students Involved in SRTS: Don't Know

Number of Questionnaires Distributed: 269

Set ID: 16750

Month and Year Collected: November 2017

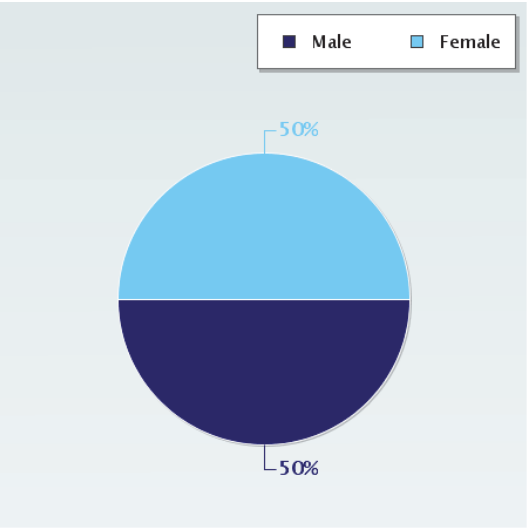
Date Report Generated: 03/27/2018

Tags:

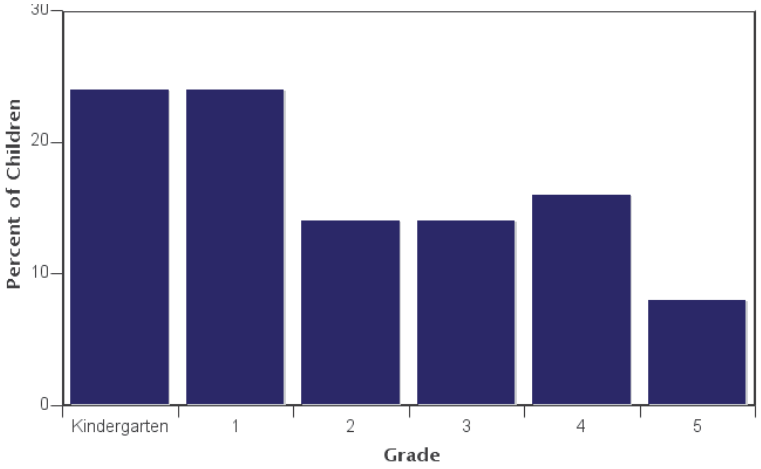
Number of Questionnaires Analyzed for Report: 50

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

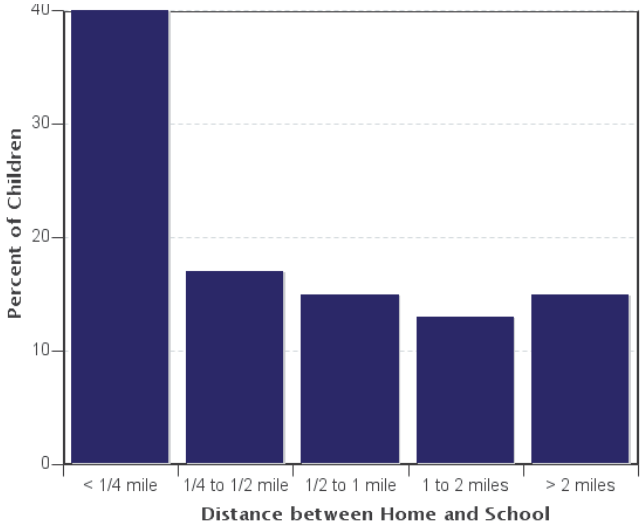


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	12	24%
1	12	24%
2	7	14%
3	7	14%
4	8	16%
5	4	8%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

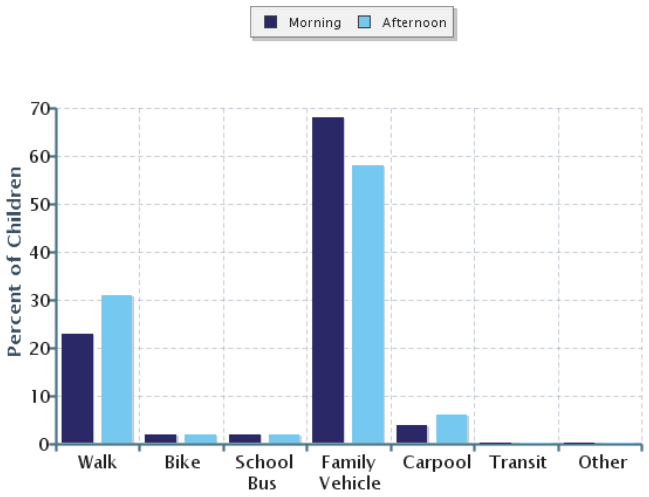


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	19	40%
1/4 mile up to 1/2 mile	8	17%
1/2 mile up to 1 mile	7	15%
1 mile up to 2 miles	6	13%
More than 2 miles	7	15%

Don't know or No response: 3
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

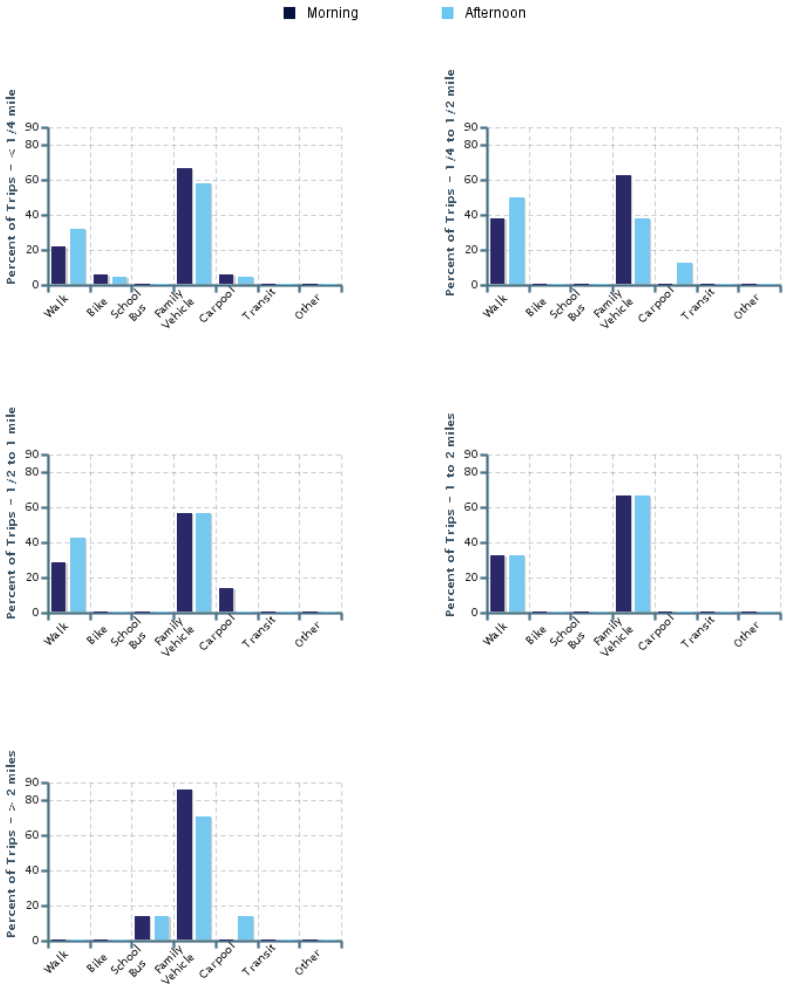


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	47	23%	2%	2%	68%	4%	0%	0%
Afternoon	48	31%	2%	2%	58%	6%	0%	0%

No Response Morning: 3
No Response Afternoon: 2
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	18	22%	6%	0%	67%	6%	0%	0%
1/4 mile up to 1/2 mile	8	38%	0%	0%	63%	0%	0%	0%
1/2 mile up to 1 mile	7	29%	0%	0%	57%	14%	0%	0%
1 mile up to 2 miles	6	33%	0%	0%	67%	0%	0%	0%
More than 2 miles	7	0%	0%	14%	86%	0%	0%	0%

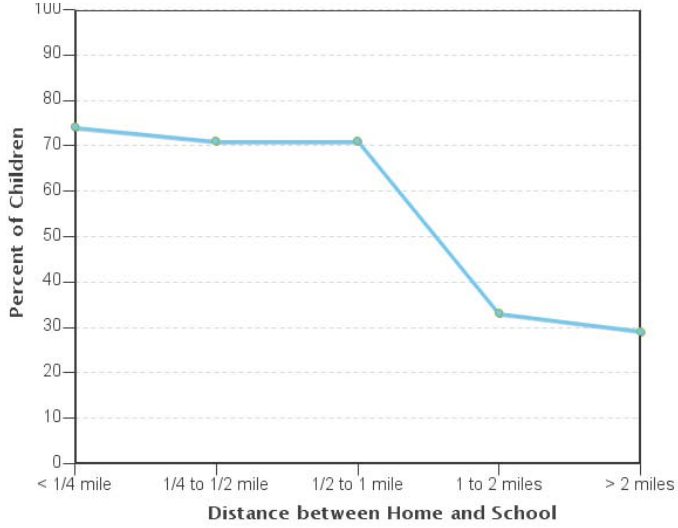
Don't know or No response: 4
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	19	32%	5%	0%	58%	5%	0%	0%
1/4 mile up to 1/2 mile	8	50%	0%	0%	38%	13%	0%	0%
1/2 mile up to 1 mile	7	43%	0%	0%	57%	0%	0%	0%
1 mile up to 2 miles	6	33%	0%	0%	67%	0%	0%	0%
More than 2 miles	7	0%	0%	14%	71%	14%	0%	0%

Don't know or No response: 3
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

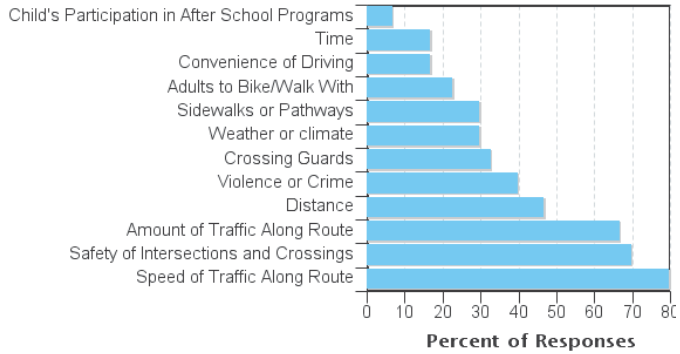


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

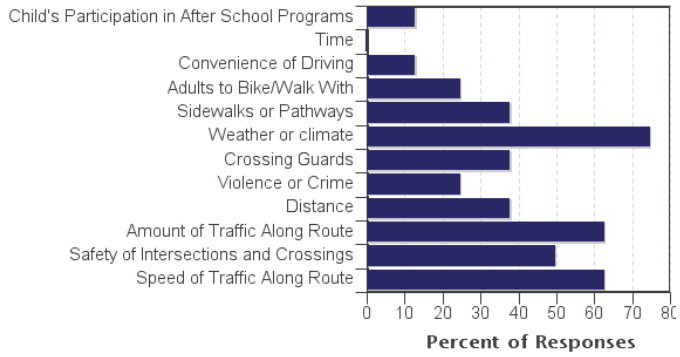
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	28	74%	71%	71%	33%	29%
No	18	26%	29%	29%	67%	71%

Don't know or No response: 4
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

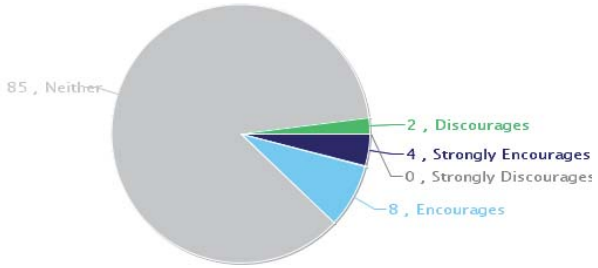


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

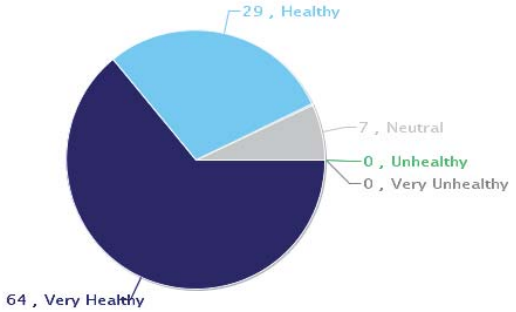
Issue	Child does not walk/bike to school	Child walks/bikes to school
Speed of Traffic Along Route	80%	63%
Safety of Intersections and Crossings	70%	50%
Amount of Traffic Along Route	67%	63%
Distance	47%	38%
Violence or Crime	40%	25%
Crossing Guards	33%	38%
Weather or climate	30%	75%
Sidewalks or Pathways	30%	38%
Adults to Bike/Walk With	23%	25%
Convenience of Driving	17%	13%
Time	17%	0%
Child's Participation in After School Programs	7%	13%
Number of Respondents per Category	**30**	**8**

No response: 12
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

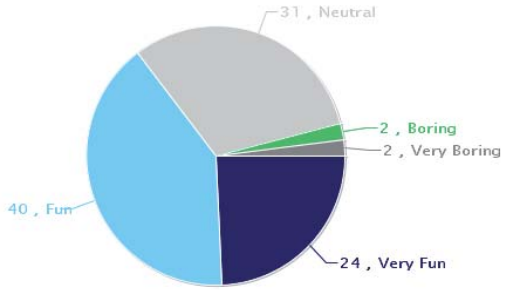
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how healthy walking and biking to/from school is for their child



Parents' opinions about how much fun walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1576869	While we live on W Sherman Ave, my child is dropped off at her grandparents house at 7 am each day. She walks to and from school to their house which is located at 809 W Cramer St (closest to the intersection of W Cramer and Zaffke St.).
1576972	The Blackhawk Drive intersection and the speeding high school traffic concerns me with letting her walk.
1577390	I would feel more comfortable with my kid walking alone to school if there were more consistent sidewalks/safer route to school .
1578169	Our family has been walking to and from school for years (during nice weather). I would love to see stop signs for the cars at balckhawk and Monroe. We have a number of young elementary school kids around us that will be walking that route for many years. That is the one intersection I get nervous about when I consider letting the kids walk alone. By the way, we currently have a fifth grader right now so I feel ok with him watching over my kindergartener and second grader. But next year he wont be at that school. Same scenario for my neighbors on both sides.
1576836	We live too far outside of district boundaries at this time to have my children walk/bike to school. But they have mentioned they would like to do so if they were able to.
1576942	In my opinion I wouldnt want my child walking or biking alone without myself or children in older grades. People speed on Blackhawk drive and its hard enough for me to cross safely with the group of children I bring home. I do walk or bike with my child pending weather, schedule of drop off at another school, etc.
1577144	One issue that would make it safer for my children to walk would be a stop sign or something at the corner of Cramer and Zaffke. There are crossing guards (5th graders) that assist the children with crossing the street but there is a lot of traffic from the High School down the street. Many times children will have to wait for many cars to pass before they can cross.
1577309	I don't really understand the yes or no to question 10. Also there isn't a sidewalk for a good portion on Riverside/106 and I feel it very dangerous for my kids to be walking and biking, but I have no choice as I am a single parent.
1577356	We walk to and from school when parent work schedules allow it.
1577117	My kids have changed babysitters otherwise they were walking to her house after school which was a wonderful experience while they were going to her house.
1577409	Robert Street is quite busy so we will likely walk with her until she is in at least 3rd or 4th grade. It would be great for our family if there was clearer routing for safe biking to and from school.
1576912	Robert St is very busy with traffic often exceeding the speed limit. Crossing pedestrian lights like those found near Ace Hardware on Madison St would be very helpful. I would also encourage these near the school as well.
1577351	My 3rd grader walks with our neighbor and their child to and from school usually. I wasnt comfortable having him walk alone being only a 3rd grader.
1577394	To much confusing traffic in front of rockwell school.lanes are to narrow for 2 sided parking during school days. Should consider being a 1 way during school hours.

1577404	He's too young to walk himself we do walk sometimes together love are chats =
1576865	I have a special needs child. Walking or biking is not an option for him.
1576931	It would be helpful to have a crossing guard at the intersection of Frederick and Robert St.
1576924	My kindergartener walks with her sisters and neighbors.
1577298	At rockwell. I wish the streets were wider on Monroe st. Feels like the buses are going to hit my car when they go by. Or just allow parking on one side of street on Monroe st.
1578131	Robert St is just way to busy to try to have a child cross safely. The speed limit is 25 mph but High School students and other parents often travel at 35-40 mph. There is zero police ever during peak travel times (740-8 and 2:50-3:10). I would love if my child could bike or walk to school but it just isn't safe.

Parent Survey Report: One School in One Data Collection Period

School Name: St Joseph

School Group: Fort Atkinson Schools

School Enrollment: 133

% Range of Students Involved in SRTS: Don't Know

Number of Questionnaires Distributed: 133

Set ID: 16751

Month and Year Collected: November 2017

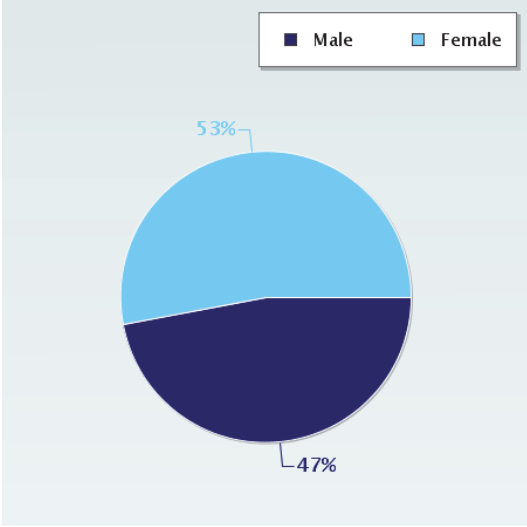
Date Report Generated: 03/27/2018

Tags:

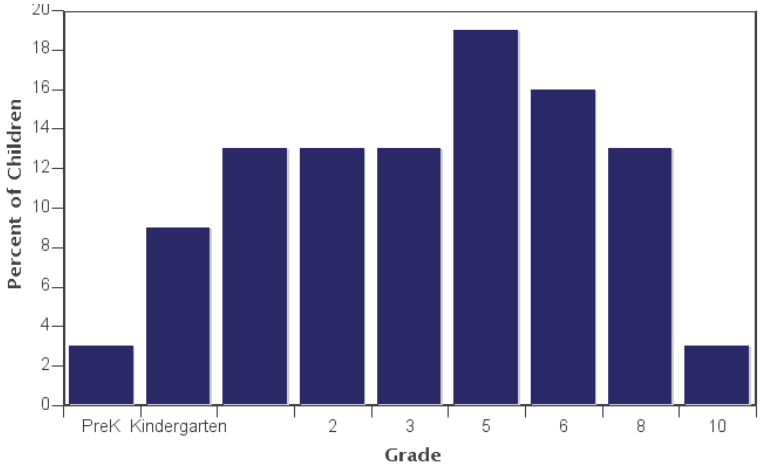
Number of Questionnaires Analyzed for Report: 32

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

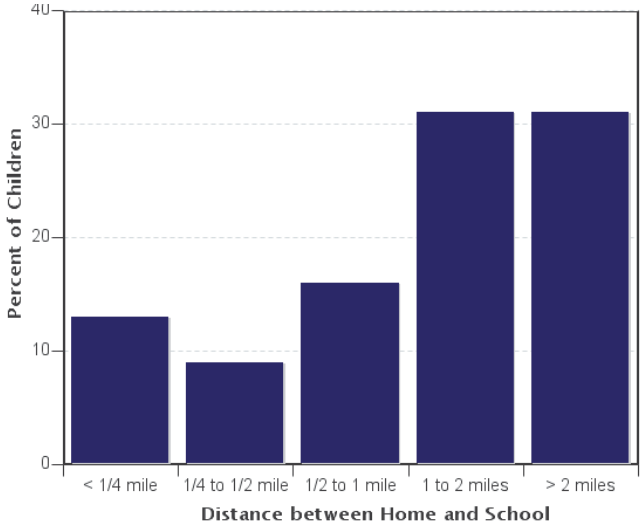


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	1	3%
Kindergarten	3	9%
1	4	13%
2	4	13%
3	4	13%
5	6	19%
6	5	16%
8	4	13%
10	1	3%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

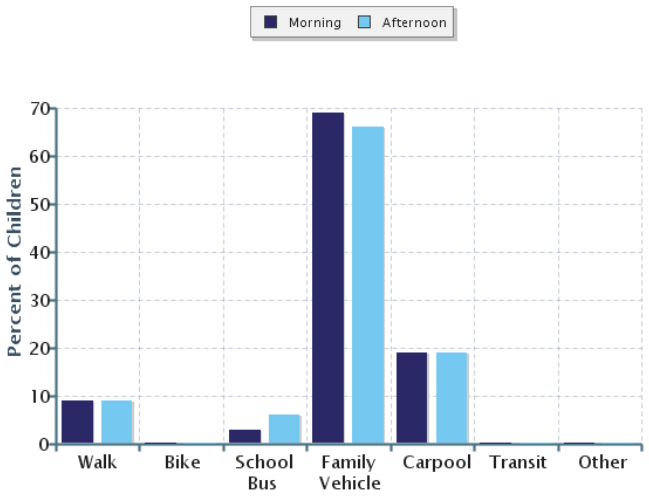


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	4	13%
1/4 mile up to 1/2 mile	3	9%
1/2 mile up to 1 mile	5	16%
1 mile up to 2 miles	10	31%
More than 2 miles	10	31%

Don't know or No response: 0
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

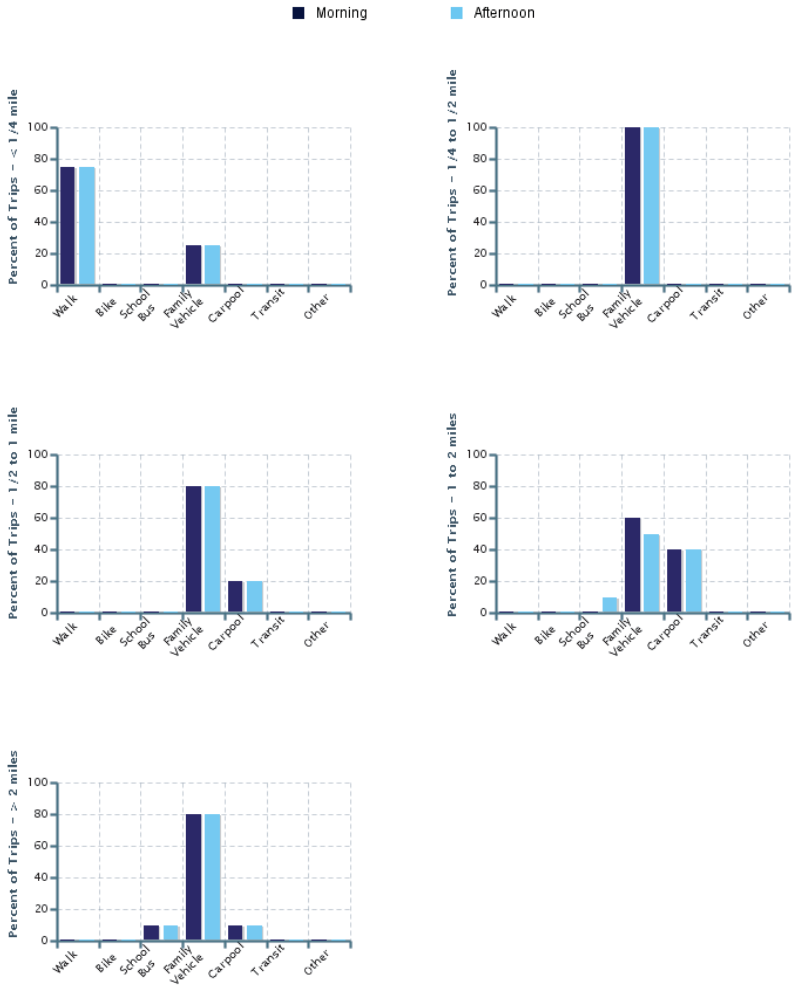


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	32	9%	0%	3%	69%	19%	0%	0%
Afternoon	32	9%	0%	6%	66%	19%	0%	0%

No Response Morning: 0
No Response Afternoon: 0
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	4	75%	0%	0%	25%	0%	0%	0%
1/4 mile up to 1/2 mile	3	0%	0%	0%	100%	0%	0%	0%
1/2 mile up to 1 mile	5	0%	0%	0%	80%	20%	0%	0%
1 mile up to 2 miles	10	0%	0%	0%	60%	40%	0%	0%
More than 2 miles	10	0%	0%	10%	80%	10%	0%	0%

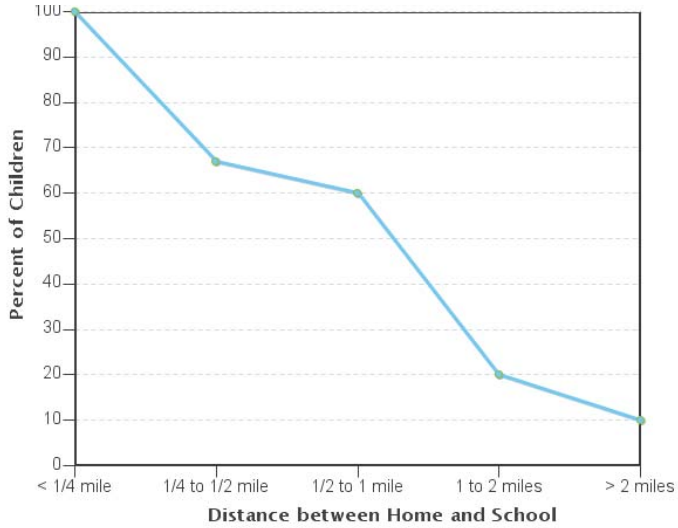
Don't know or No response: 0
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	4	75%	0%	0%	25%	0%	0%	0%
1/4 mile up to 1/2 mile	3	0%	0%	0%	100%	0%	0%	0%
1/2 mile up to 1 mile	5	0%	0%	0%	80%	20%	0%	0%
1 mile up to 2 miles	10	0%	0%	10%	50%	40%	0%	0%
More than 2 miles	10	0%	0%	10%	80%	10%	0%	0%

Don't know or No response: 0
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

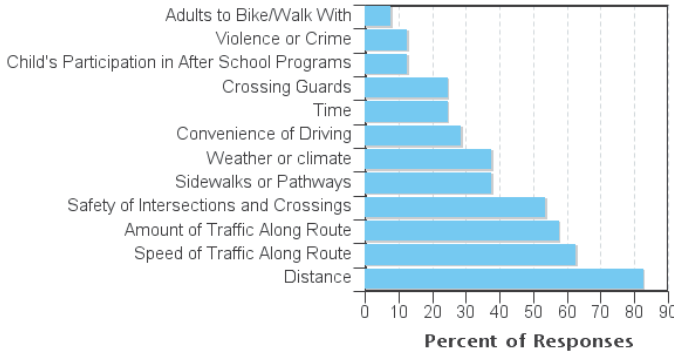


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

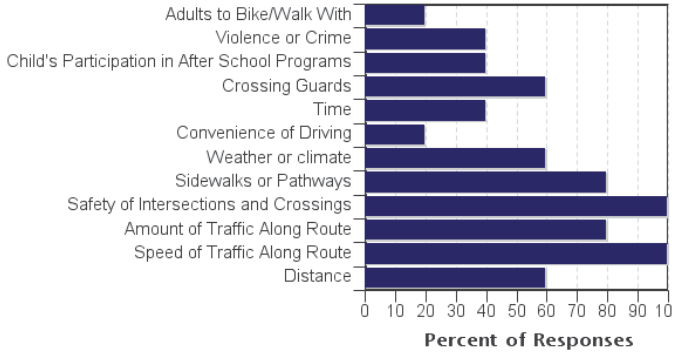
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	12	100%	67%	60%	20%	10%
No	20	0%	33%	40%	80%	90%

Don't know or No response: 0
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

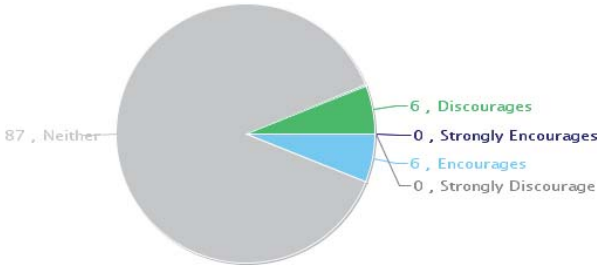


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

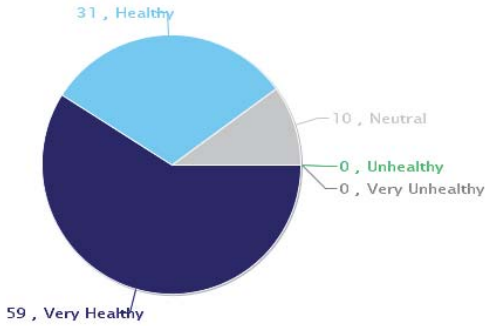
Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	83%	60%
Speed of Traffic Along Route	63%	100%
Amount of Traffic Along Route	58%	80%
Safety of Intersections and Crossings	54%	100%
Sidewalks or Pathways	38%	80%
Weather or climate	38%	60%
Convenience of Driving	29%	20%
Time	25%	40%
Crossing Guards	25%	60%
Child's Participation in After School Programs	13%	40%
Violence or Crime	13%	40%
Adults to Bike/Walk With	8%	20%
Number of Respondents per Category	**24**	**5**

No response: 3
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

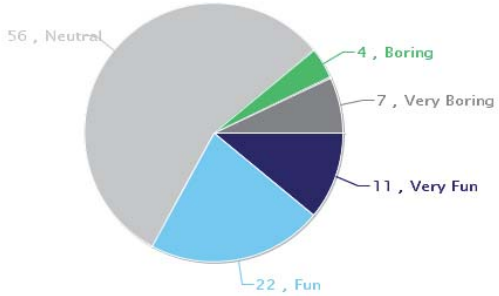
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how healthy walking and biking to/from school is for their child



Parents' opinions about how much fun walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1570783	Sidewalks are not consistent in the city neighborhoods and areas that have sidewalks are damaged/not cared for.
1570941	There is no sidewalk or even cross walk for children to safely walk to school from south of Hackbarth Road. The hill on Hackbarth also provides a dangerously fast car speed approach to Endl Blvd. There is no adult crosswalk, no lights to flash or to warn this is a school zone and bus route.
1571126	My neighbors and I have been thinking about starting a neighborhood petition to get additional stop signs at the corner of W. Blackhawk Dr. and Monroe. There are a lot of children in this neighborhood and I do feel it is unsafe, especially that intersection. It is extremely busy, with MATC and the high school, Rockwell school With school traffic. With the absence of the stop sign at that intersection, cars tend to speed down W. Blackhawk Dr. Its very unsafe for kids that are out riding their bikes and crossing the street.
1571250	We live far away (18 minute drive). If we lived closer we might consider eventually allowing our children to bike or walk to school, not sure what age.
1570784	We drive several blocks out of our way in the morning, to avoid having to turn left onto Madison Avenue (morning traffic). We live only four houses in from Madison Avenue, but drive up Jackson and turn onto Caswell, then Monroe, then Taft, then Robert, to hit the Robert Street lights to continue across town. This is a pain, but better than waiting sometimes up to 10 minutes to get onto Madison Avenue in the morning. I can't imagine my child trying to cross Madison Avenue on foot in that traffic!
1570823	My second grader occasionally bikes to school, 1-2 times per week, sometimes more sometimes less. We have allowed him to go alone after a couple months of a decreasing scale of parental presence along the route (4 blocks or so). My only current worry is him crossing Highland on Endl Blvd alone. A crossing guard or some other means of letting the driving traffic know that there are kids present and crossing would ease that worry.
1570831	At this age, my youngest would not be walking to school and if he would continue at St. Joe's it would be too far in my opinion from where we live for him to bike even as he got older. I do have to say as a parent who drops off my oldest at the middle school that I am impressed by the amount of kids who bike and walk to school. I am not impressed by 1) the lack of helmets 2) kids attention to safety 3) driver's interested in safety of kids crossing intersections. It would be nice if there were set traffic patterns for bikers or pedestrians to help with the flow of traffic and more importantly consider kid's safety and well being.
1570839	My child does not walk/bike to school purely because we live too far away. If we lived closer, we probably would allow him to do so once he begins fifth grade.

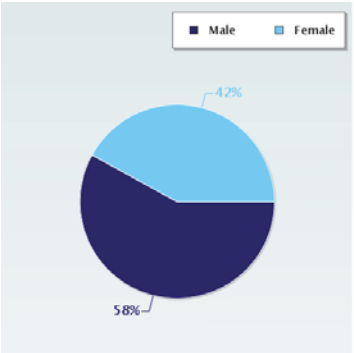
Parent Survey Report: One School in One Data Collection Period

School Name: St Paul's Lutheran School
School Group: Fort Atkinson Schools
School Enrollment: 168
% Range of Students Involved in SRTS: Don't Know
Number of Questionnaires Distributed: 168

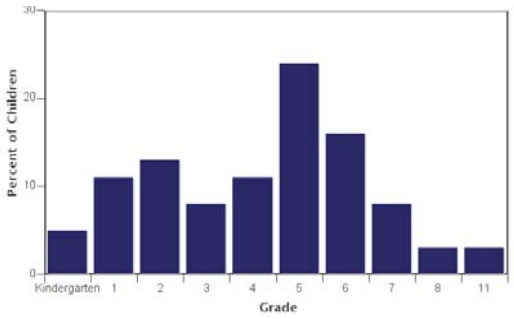
Set ID: 16752
Month and Year Collected: November 2017
Date Report Generated: 03/27/2018
Tags:
Number of Questionnaires Analyzed for Report: 38

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

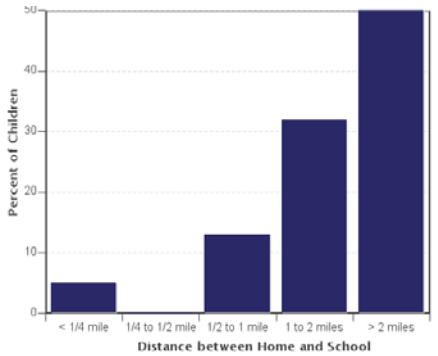


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	2	5%
1	4	11%
2	5	13%
3	3	8%
4	4	11%
5	9	24%
6	6	16%
7	3	8%
8	1	3%
11	1	3%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

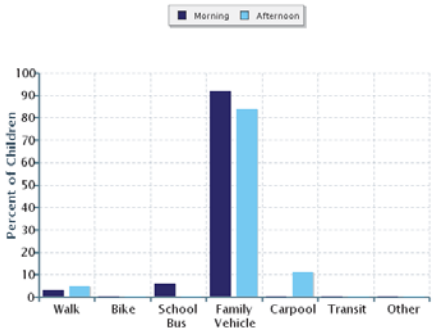


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	2	5%
1/4 mile up to 1/2 mile	0	0%
1/2 mile up to 1 mile	5	13%
1 mile up to 2 miles	12	32%
More than 2 miles	19	50%

Don't know or No response: 0
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

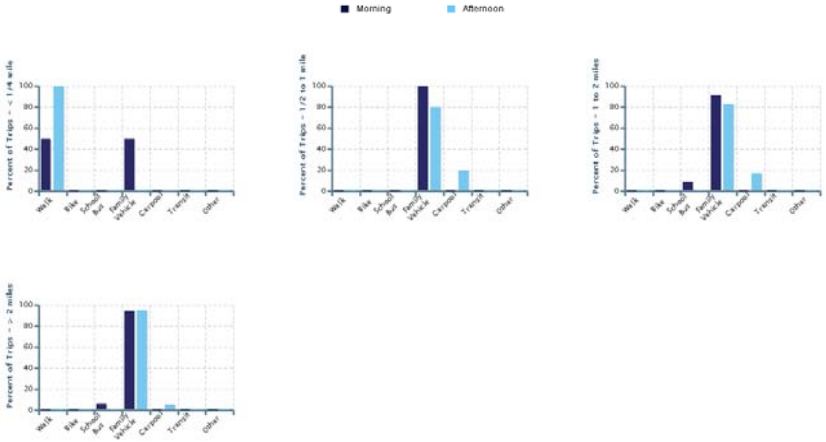


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	36	3%	0%	6%	92%	0%	0%	0%
Afternoon	38	5%	0%	0%	84%	11%	0%	0%

No Response Morning: 2
No Response Afternoon: 0
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	2	50%	0%	0%	50%	0%	0%	0%
1/4 mile up to 1/2 mile	0	0%	0%	0%	0%	0%	0%	0%
1/2 mile up to 1 mile	5	0%	0%	0%	100%	0%	0%	0%
1 mile up to 2 miles	11	0%	0%	9%	91%	0%	0%	0%
More than 2 miles	18	0%	0%	6%	94%	0%	0%	0%

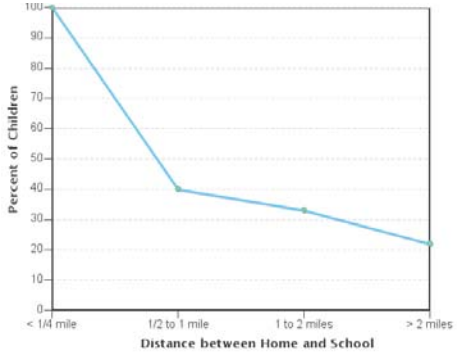
Don't know or No response: 2
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	2	100%	0%	0%	0%	0%	0%	0%
1/4 mile up to 1/2 mile	0	0%	0%	0%	0%	0%	0%	0%
1/2 mile up to 1 mile	5	0%	0%	0%	80%	20%	0%	0%
1 mile up to 2 miles	12	0%	0%	0%	83%	17%	0%	0%
More than 2 miles	19	0%	0%	0%	95%	5%	0%	0%

Don't know or No response: 0
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

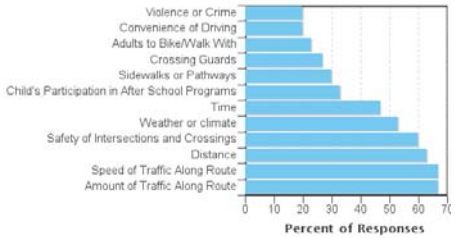


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

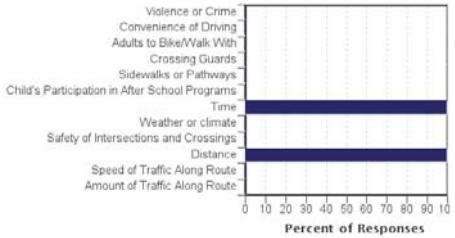
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	12	100%	0%	40%	33%	22%
No	25	0%	0%	60%	67%	78%

Don't know or No response: 1
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

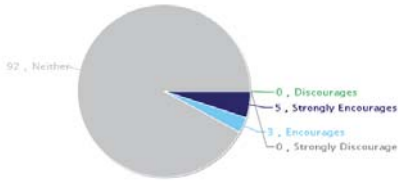


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

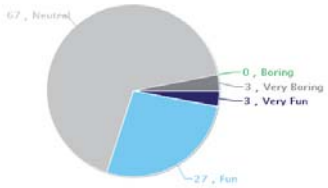
Issue	Child does not walk/bike to school	Child walks/bikes to school
Amount of Traffic Along Route	67%	0%
Speed of Traffic Along Route	67%	0%
Distance	63%	100%
Safety of Intersections and Crossings	60%	0%
Weather or climate	53%	0%
Time	47%	100%
Child's Participation in After School Programs	33%	0%
Sidewalks or Pathways	30%	0%
Crossing Guards	27%	0%
Adults to Bike/Walk With	23%	0%
Convenience of Driving	20%	0%
Violence or Crime	20%	0%
Number of Respondents per Category	**30**	**1**

No response: 7
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

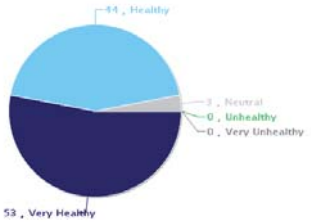
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1570269	We live out of the city but the traffic speeding by our school is just absolutely ridiculous the middle school traffic has no regard for the little kids crossing the street by ours
1570497	The traffic in the parking lot & on the streets surrounding school is FAR more of a concern to me. The public school parents FLY through the lower church parking lot & down the road in front of school. Due to parking on the road, they can't see children waiting to cross, unless they step way out into the road. We need a crossing guard. I would volunteer myself, if my schedule allowed.
1570280	E Milwaukee Ave traffic leaving the Middle school and St. Paul's after school is horrifically busy from 2:50 to 3:30. Many vehicles traveling above posted speeds and children walking.
1570314	I'm concerned about some of the one way streets near St. Paul's, the ones that intersect with S. 3rd St. I have seen cars drive wrong way up these streets to get their kids to school. Many sidewalks in this neighborhood are also in bad condition.
1570714	Please fix/do something about the middle school traffic (cars) through the St. Paul's parking lot and Bluff St. As an adult, I'm almost picked off by middle school cars in the AM. Also, middle school kids on bikes are not looking out for cars or traffic and I've had to hit the brakes many times to avoid hitting a biker not looking both ways before darting into traffic. Thanks for doing this study and looking at improvements!
1570275	Using children in elementary school and Middle school I dont think is appropriate to be crossing guards because they dont understand traffic patterns, and when you should let cars pass and children walk. In front of the school.
1570372	The area around the middle school needs someone directing traffic so that it flows better when children are being dropped off.
1570543	At times I have noticed that cars seem to speed on Bluff St. in front of the school and also through the church parking lot. I do not think these are our school parents, but rather traffic from the middle school.
1570682	I find the fact that you are even doing this kind of plan to be a waste of tax-payer money. There are much more pressing things that the DOT could be giving grant money for.
1570683	The middle school has no crossing guards. Parents stop in middle of road to drop off kids. Traffic gets jammed up. There should be a parking lot for drop off.
1570706	Let us ask ourselves, why is this more of an issue today than it was "yesterday"
1572050	Traffic around middle school is horrible! There are no parking signs which are totally disregarded. Even the police do nothing about it. There is a parking lot which should be used for everyone. Please don't wait until a child gets hurt.

APPENDIX C: STUDENT TRAVEL TALLY REPORTS, FROM NOVEMBER/DECEMBER IN-CLASS HAND TALLY

Student Travel Tally Report: One School in One Data Collection Period

School Name: Fort Atkinson High School

School Group: Fort Atkinson Schools

School Enrollment: 922

% of Students reached by SRTS activities:

Number of Classrooms Included in Report: 53

Set ID: 24236

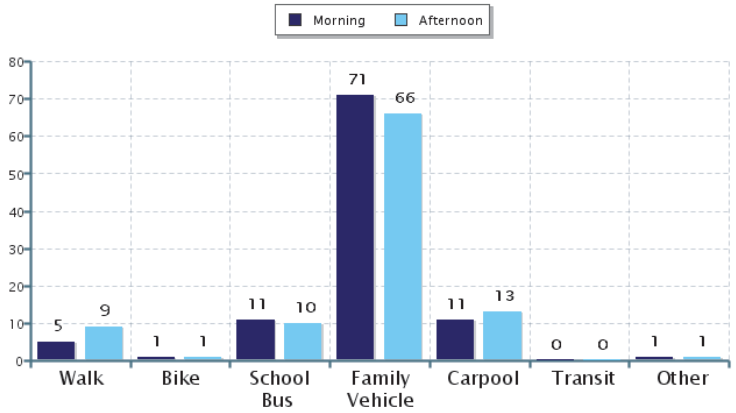
Month and Year Collected: November 2017

Date Report Generated: 03/27/2018

Tags:

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

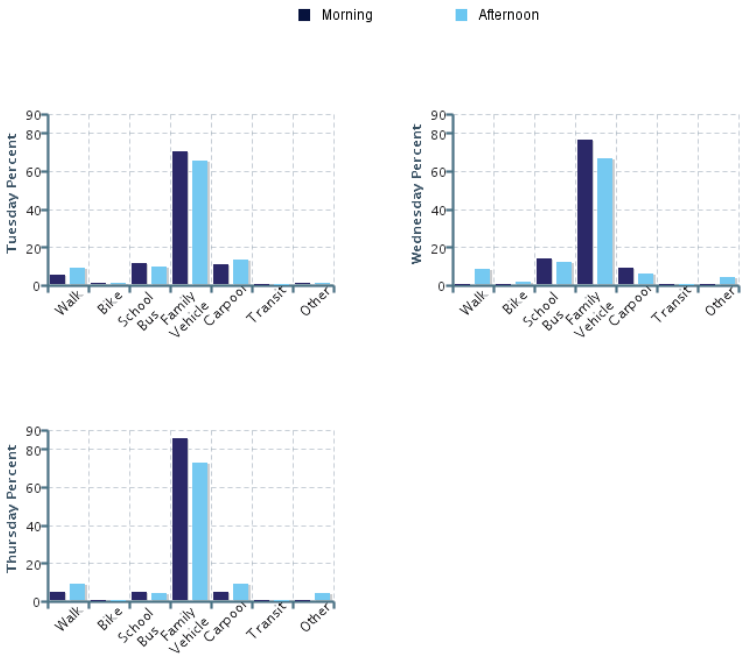


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	684	5%	0.7%	11%	71%	11%	0%	0.7%
Afternoon	576	9%	1%	10%	66%	13%	0%	0.9%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

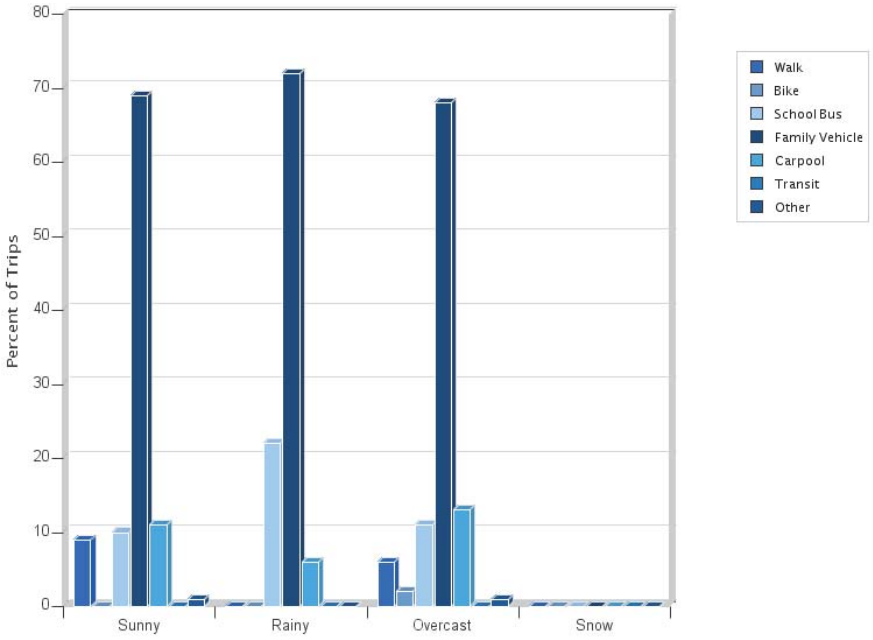


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	620	6%	0.8%	11%	70%	11%	0%	0.8%
Tuesday PM	506	9%	1%	10%	66%	13%	0%	0.4%
Wednesday AM	43	0%	0%	14%	77%	9%	0%	0%
Wednesday PM	48	8%	2%	13%	67%	6%	0%	4%
Thursday AM	21	5%	0%	5%	86%	5%	0%	0%
Thursday PM	22	9%	0%	5%	73%	9%	0%	5%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	619	9%	0.5%	10%	69%	11%	0%	0.8%
Rainy	36	0%	0%	22%	72%	6%	0%	0%
Overcast	527	6%	2%	11%	68%	13%	0%	0.9%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Travel Tally Report: One School in One Data Collection Period

School Name: Fort Atkinson Middle School

Set ID: 24237

School Group: Fort Atkinson Schools

Month and Year Collected: November 2017

School Enrollment: 613

Date Report Generated: 03/27/2018

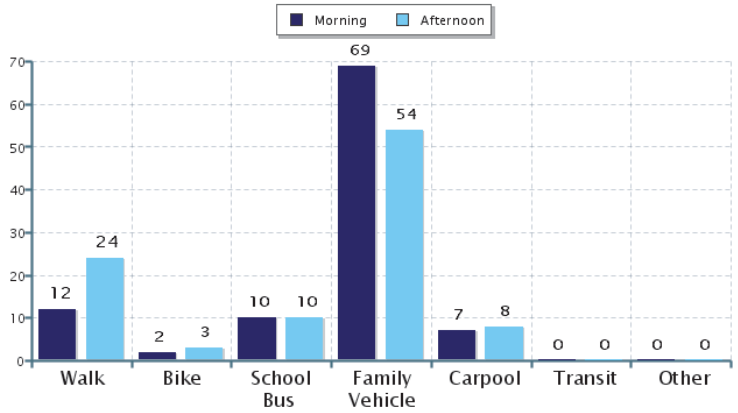
% of Students reached by SRTS activities:

Tags:

Number of Classrooms Included in Report: 12

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

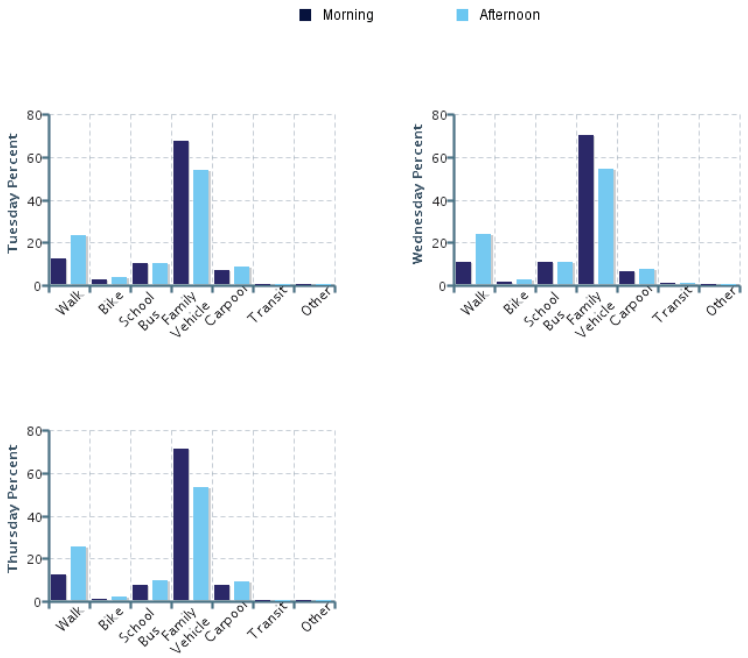


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	1061	12%	2%	10%	69%	7%	0.1%	0%
Afternoon	1048	24%	3%	10%	54%	8%	0.2%	0%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

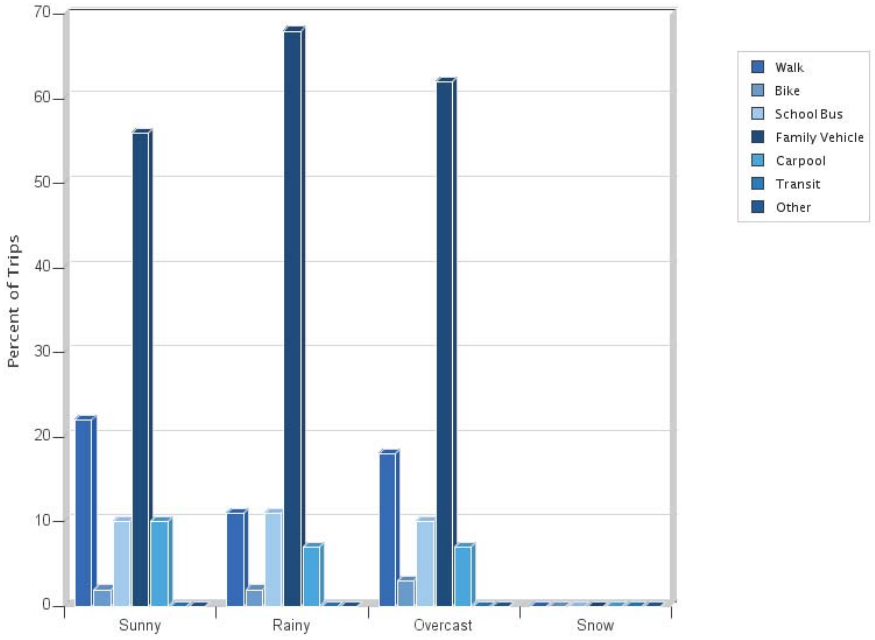


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	499	13%	3%	10%	68%	7%	0%	0%
Tuesday PM	494	23%	4%	10%	54%	9%	0%	0%
Wednesday AM	363	11%	2%	11%	70%	6%	0.3%	0%
Wednesday PM	361	24%	2%	11%	54%	8%	0.6%	0%
Thursday AM	199	13%	1%	8%	71%	8%	0%	0%
Thursday PM	193	25%	2%	10%	53%	9%	0%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	429	22%	2%	10%	56%	10%	0.5%	0%
Rainy	298	11%	2%	11%	68%	7%	0.3%	0%
Overcast	1382	18%	3%	10%	62%	7%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Travel Tally Report: One School in One Data Collection Period

School Name: St Joseph

School Group: Fort Atkinson Schools

School Enrollment: 133

% of Students reached by SRTS activities:

Number of Classrooms Included in Report: 3

Set ID: 24241

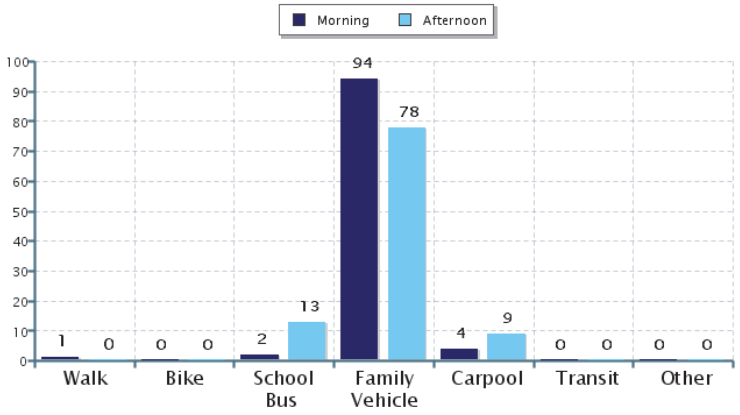
Month and Year Collected: November 2017

Date Report Generated: 03/27/2018

Tags:

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

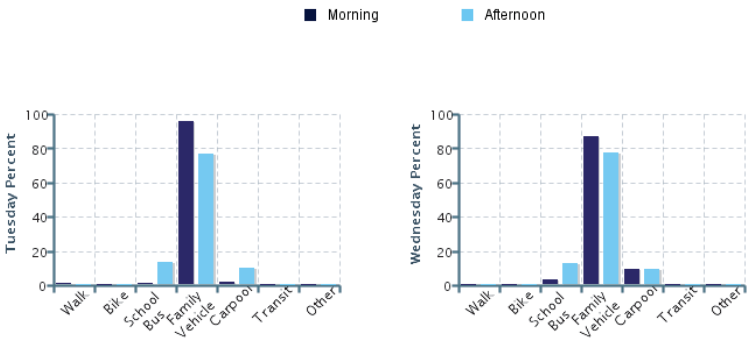


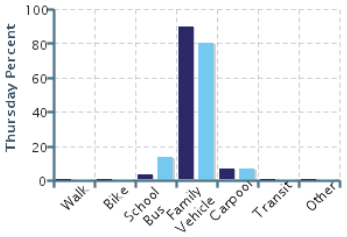
Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	192	0.5%	0%	2%	94%	4%	0%	0%
Afternoon	91	0%	0%	13%	78%	9%	0%	0%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day



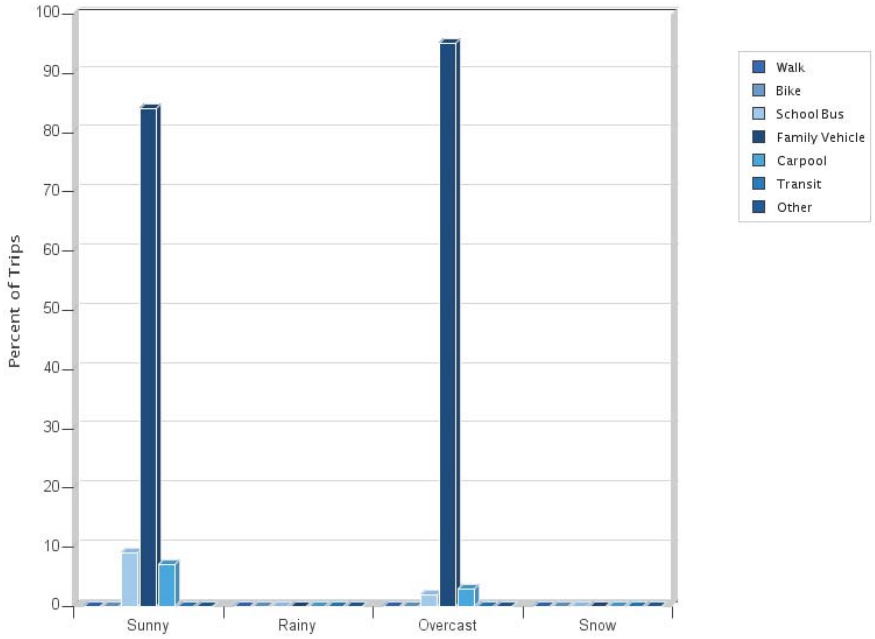


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	131	0.8%	0%	0.8%	96%	2%	0%	0%
Tuesday PM	30	0%	0%	13%	77%	10%	0%	0%
Wednesday AM	31	0%	0%	3%	87%	10%	0%	0%
Wednesday PM	31	0%	0%	13%	77%	10%	0%	0%
Thursday AM	30	0%	0%	3%	90%	7%	0%	0%
Thursday PM	30	0%	0%	13%	80%	7%	0%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	69	0%	0%	9%	84%	7%	0%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	155	0%	0%	2%	95%	3%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Student Travel Tally Report: One School in One Data Collection Period

School Name: St Paul's Lutheran School

School Group: Fort Atkinson Schools

School Enrollment: 168

% of Students reached by SRTS activities:

Number of Classrooms Included in Report: 9

Set ID: 24242

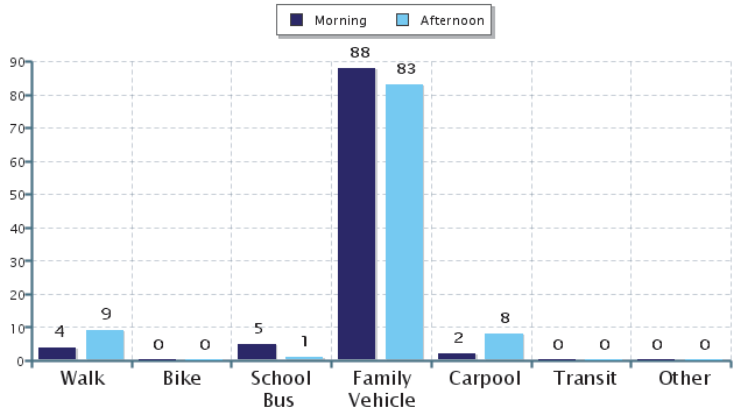
Month and Year Collected: November 2017

Date Report Generated: 03/27/2018

Tags:

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

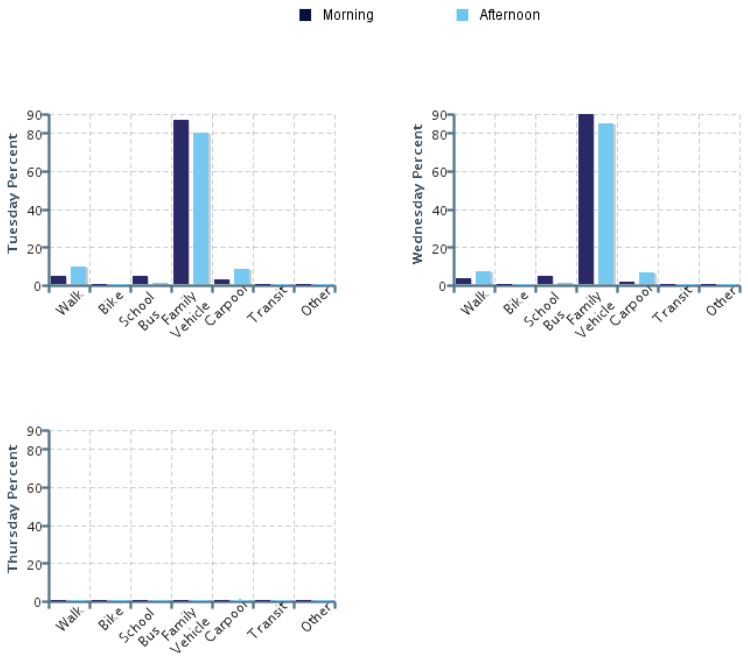


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	329	4%	0%	5%	88%	2%	0%	0%
Afternoon	329	9%	0%	1%	83%	8%	0%	0%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

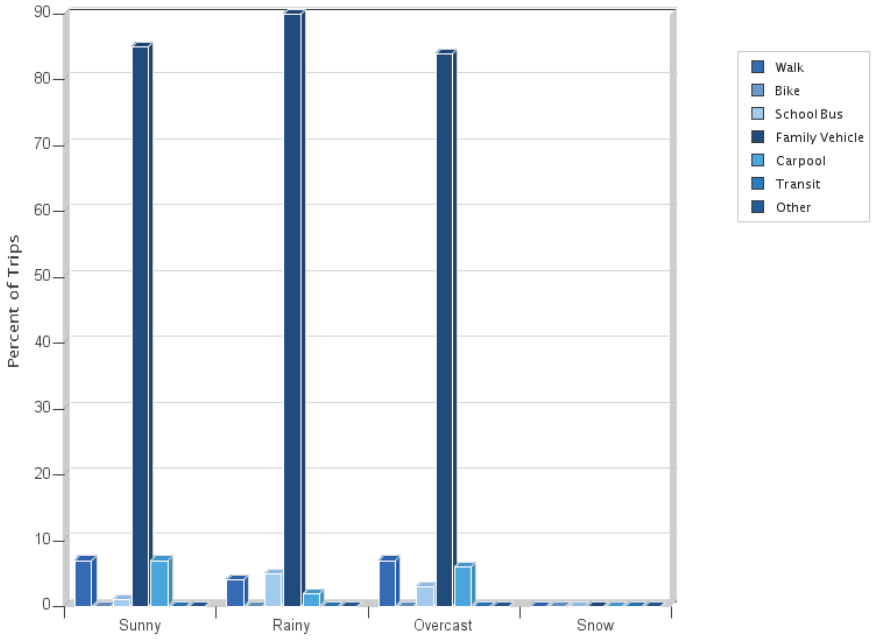


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	164	5%	0%	5%	87%	3%	0%	0%
Tuesday PM	164	10%	0%	1%	80%	9%	0%	0%
Wednesday AM	165	4%	0%	5%	90%	2%	0%	0%
Wednesday PM	165	7%	0%	1%	85%	7%	0%	0%
Thursday AM		0%	0%	0%	0%	0%	0%	0%
Thursday PM		0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	165	7%	0%	1%	85%	7%	0%	0%
Rainy	165	4%	0%	5%	90%	2%	0%	0%
Overcast	328	7%	0%	3%	84%	6%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

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