

SPRING VALLEY SAFE ROUTES TO SCHOOL PLAN

2011



ABSTRACT

Title: Village of Spring Valley Safe Routes to School Plan – December 2011

Summary: The Village of Spring Valley received a Safe Routes to School Planning Grant from the Wisconsin Department of Transportation in 2010. The purpose of this plan is to help create safer walking and bicycle routes in the Village of Spring Valley so parents feel comfortable allowing their children to walk and bike to school leading to more active and healthier lifestyles. The planning period was January 1, 2011 through December 31, 2011.

Participating Schools: Spring Valley Elementary School
Spring Valley Middle School

Village Administrator: Rita Goveronski, Administrator

Village Board: Marsha Brunkhorst, Village President
Mary Ducklow, Trustee
Dale Jacobson, Trustee
Matt Huepfel, Trustee
Nick Falde, Trustee
Andy Vorlicek, Trustee
Rich O'Connell, Trustee

Chief of Police: Dennis Sorenson

Task Force Members: Refer to Appendix 1 for a listing of Safe Routes to School Task Force Members

Planning Staff: Mississippi River Regional Planning Commission
Greg Flogstad, Director
Peter Fletcher, Transportation Planner
Barb Buros, Administrative Assistant

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CHAPTER 1 - INTRODUCTION

INTRODUCTION

The Village of Spring Valley with the support of the Spring Valley Public School District and residents have created a Safe Routes to School plan and have become Safe Routes to School community. The Village has created a comprehensive SRTS plan that not only provides safe routes to school for children but connects residents and children to community facilities, local businesses and school facilities.

Throughout the Nation children are walking and biking less than ever before and based on community input throughout the planning process the same is true in Spring Valley. Residents and parents also recognize that walking and biking offer countless benefits. Walking and biking not only empowers students, lowers rates of childhood obesity, attention deficit disorder, and diabetes, but will also helps to prevent environmental pollution, cut back on gas costs, and lower traffic congestion at school drop off and pick up points.¹

Students no longer walk and bike to school for a number of reasons. This Safe Routes to School Plan strives to identify the reasons and provide solutions. The goal of the Spring Valley Safe Routes to School Plan is to:

Plan safe routes to schools, encourage students to bike or walk to school, educate community members on safety issues relating to walking and biking, and provide safe walking and biking routes throughout the community.

About Safe Routes to School

Safe Routes to School (SRTS) programs are sustained efforts by parents, schools, community leaders and local, state, and federal governments to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school.

SRTS programs examine conditions around schools and conduct projects and activities that improve safety and reduce traffic and air pollution in the vicinity of schools. As a result, these programs make bicycling and walking to school a safer and more appealing transportation choice, and encourage a healthy and active lifestyle from an early age.

The implications of SRTS can be far-reaching. Safe Routes programs can improve safety not just for children, but for all pedestrians and bicyclists. Programs provide opportunities for people to become more physically active and rely less on their cars. SRTS programs benefit the environment and a community's quality of life by reducing traffic congestion and motor vehicle emissions. Listed below are some of the benefits associated with walking and biking to school.



Student drop-off at the Spring Valley Elementary School

CHAPTER 1 - INTRODUCTION

Health Benefits ²

- Weight and blood pressure control,
- Bone, muscle, and joint health,
- Reduce the risk of diabetes,
- Improved psychological welfare,
- Better academic performance.

Traffic Benefits³

- Nationally, as much as 26 percent of morning traffic can be school-related. Traffic can lead to even less walking or biking. As more children are driven, more parents become convinced that traffic conditions make it unsafe for walking or bicycling and they join the line of cars at the school.
- If more children walked or biked to school, it would reduce the number of cars near the school pick-up and drop-off points making it safer for walkers and bicyclists and reducing traffic congestion.

The 5 E's

The National Safe Routes to School program has developed the 5 E's as a guideline for communities to follow when developing and implementing a Safe Routes To School program. The 5 E's demonstrate a comprehensive approach to addressing walking and biking to school.

Engineering

Identifying and correcting physical design deficiencies in home to school walk routes, including pedestrian facilities, bike lanes, and street crossings.

Enforcement

Ensuring that existing regulations regarding such issues as vehicular speeds and the clearing of walkways are enforced by the appropriate authorities.

Education

Providing the necessary materials to parents, educators, transportation providers, and policy makers regarding the benefits of students walking or biking to school.

Encouragement

Providing opportunities to promote safe walking or biking through school, community, and home based programs and incentives.

Evaluation

Reviewing the goals and initiatives of a safe routes to school program to benchmark progress over time.

What is a "Plan"?

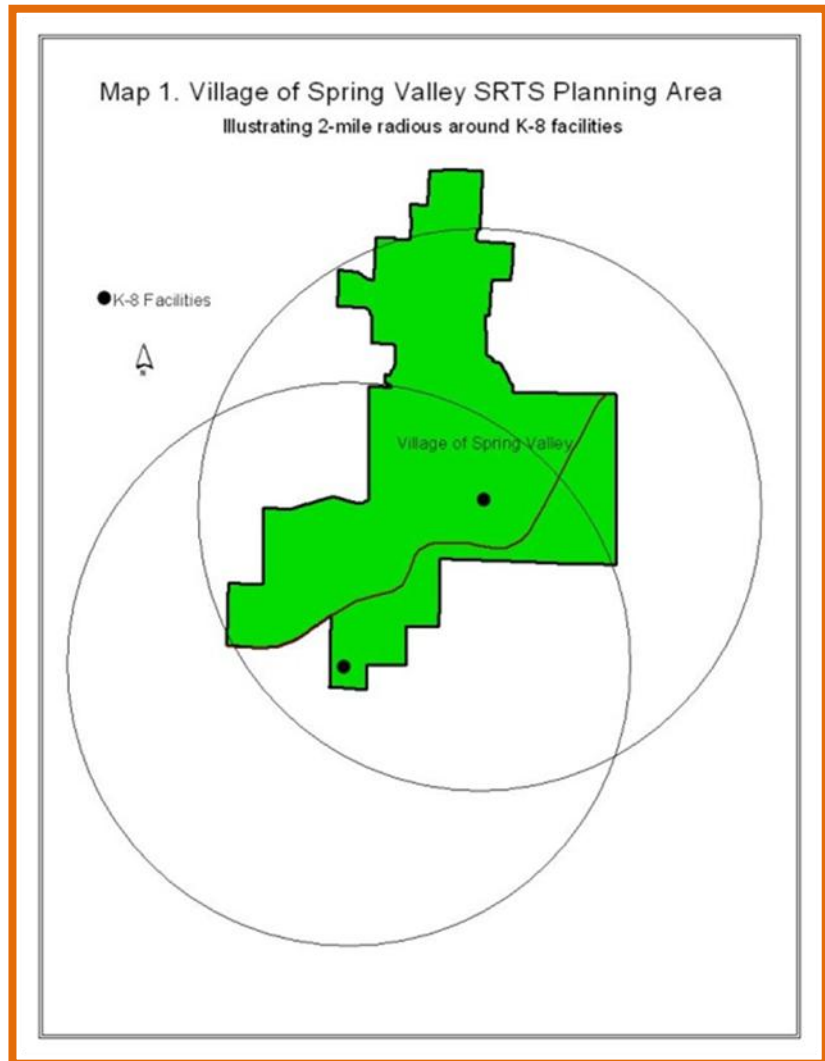
A SRTS Plan is a document adopted by village resolution and endorsed by the school district that helps a community address walking and biking issues comprehensively and consistently. The first step in any Safe Routes to School Plan is to conduct an inventory of existing walking and biking conditions to determine the condition of the physical infrastructure within the community. Secondly, through public meetings, parent surveys, and interviews determine what residents think about walking and biking and what social and/or

CHAPTER 1 - INTRODUCTION

physical changes could improve walking and biking conditions. The plan next compiles all of this information to identify common themes and SRTS solutions which will result in more children and residents walking and biking. With this document, the village has defined a vision and actions to create safe routes to schools and also have documented support for community or political decisions relating to walking or biking.

Planning Area

The Spring Valley School District serves the Village of Spring Valley and surrounding area. The Elementary School facility (4K -6th grade) with a school population of 430 is located in the center of the Village of Spring Valley adjacent to the business district. The Middle/High School facility with a school population of 323 is located on the west edge of the village approximately 1.5 miles from the Elementary facility. The planning area is defined by the SRTS Program as all areas within two miles of public/private K-8 school facility. Map 1 illustrates the safe routes to school planning area in Spring Valley.



(Endnotes)

1 2008. Safe Routes to School Talking Points. National Center for Safe Routes to School.
http://www.saferoutesinfo.org/resources/marketing_talking-points.cfm (accessed August 3rd, 2009)

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CHAPTER 1 - INTRODUCTION

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CHAPTER 2 - PLANNING PROCESS

SPRING VALLEY SAFE ROUTES TO SCHOOL PLANNING PROCESS

The first step of the planning process was to establish a committee to guide the planning process and hold a kick off meeting to initiate the planning process. The first meeting was held on March 24, 2011 and twenty-three people attended representing the school, the village and residents. At the meeting a SRTS Taskforce was formalized and planning exercises were facilitated to generate public input on SRTS. A listing of SRTS Taskforce members is included in Appendix 1. Over the next several meetings information on the village and schools were compiled and analyzed. The SRTS Taskforce then began to organize the information and ideas in the form of a draft plan. Once a draft plan was completed an “Open House” (meeting) was conducted to further gather public input and reaction to the draft SRTS plan. Over 30 parents and residents attended the “Open House” meeting and based on public input the draft plan was modified and presented to the Village Board for approval by resolution. Throughout the planning process SRTS Taskforce meetings were held and notices were posted in Village.

CHAPTER 2 - PLANNING PROCESS

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CHAPTER 3 - PUBLIC INPUT

SAFE ROUTES TO SCHOOL PUBLIC INPUT

During the SRTS planning process public input was gathered in many ways through public meetings (general input and planning exercises), parent surveys, interviews, etc. At the SRTS Kick-off meeting two planning exercises were facilitated. The first public input exercise focused on a group discussion in response to two questions. The meeting facilitator then listed the issues identified. The questions and issues identified during the exercise follow:

“What issues or obstacles in your community deter children from walking/biking to school?”

“What issues or obstacles in or around the educational facilities deter children from walking/biking?”

Village of Spring Valley and School Facility Issues

- | | |
|---|-----------------------------------|
| ➤ Lack of sidewalks to K-6 St. John Church area | ➤ Kids attitudes - habits |
| ➤ Walking path loop (circular) | ➤ Traffic congestion K-6 drop-off |
| ➤ Speed on Van Buren | ➤ Distance to walk or bike |
| ➤ Bike path parking (trailheads) | – Lack of sidewalks |
| ➤ Encourage people to use facilities (Barriers – crime, safety) | – Dangerous Intersections |
| ➤ West end of bike trail – no delineation where to go | – Lack of Lighting |
| ➤ Housing Business Park – lack of access | ➤ Middle School – Highway 29 |
| ➤ Crossing between Whitetail/Van Buren | – Off-set intersection |
| – Speed bumps | – Speed limit |
| ➤ Signage delineate Elementary to bike path | – Hill and curve |
| ➤ Crossing County B (truck route) | ➤ No crossing guards |
| ➤ Few kids walking | ➤ Lack of parking K-6 |
| – Cross walk safety | |
| ➤ No access to bike path from K-6 | |

The second public input exercise had meeting participants respond in writing to a question. Participants were requested to list three answers to the question in order of priority (one being highest priority). The question and responses resulting from the exercise follow:

Meeting attendee’s individual responses (comment cards) to the following question.

“What issues or obstacles in your community deter residents from walking/biking?”

CHAPTER 3 - PUBLIC INPUT

Attendee 1

- 1 No clear “safe” walking/biking routes
- 2 Dead end path
- 3 Crossing Hwy 29 to school

Attendee 2

- 1 Crossing Hwy 29 for my kids getting to middle/high school
- 2 Safety – crime – my kids have encountered cars that drive slow, follow them, etc. on Van Buren
- 3 Incomplete bike paths, not all the way through Town

Attendee 3

- 1 Safety
- 2 Speed
- 3 Intersections

Attendee 4

- 1 Safety
- 2 Lack of sidewalks
- 3 Speed

Attendee 5

- 1 “Bike Path” not connected to safe route on west end
- 2 Lack of downtown signage/demarcation
- 3 Culture of residents not yielding to walkers/bikers

Attendee 6

- 1 Highway 29 crossing by County CC
- 2 Path from high school to present trail
- 3 Van Buren Trail

Attendee 7

- 1 Sidewalk along Van Buren
- 2 Sidewalk along Highway B
- 3 Intersection of 29/Van Buren

Attendee 8

- 1 Intersection safety
- 2 All sidewalks dead end before they should
- 3 Lighting

Attendee 9

- 1 Crossing Highway 29
- 2 Lack of sidewalks in residential areas
- 3 Safety on Van Buren Road

Attendee 10

- 1 Safe routes to and from bike path due to dangerous intersections/roads
- 2 Signage
- 3 Lack of public access – parking

Attendee 11

- 1 Lighting
- 2 No path from current bike trail to the high school/middle school
- 3 Road speed/traffic

Attendee 12

- 1 Crossing at busy intersections
- 2 Speed of traffic/heavy traffic
- 3 Very few people walk/bike

Attendee 13

- 1 Traffic – with parent drop-off/pick-up
- 2 Parents – enforce walking/biking safety
- 3 Crossing Hwy 29

Attendee 14

- 1 Highway 29 and other dangerous intersections
- 2 Hill
- 3 Traffic/speed/congestion at elementary

The results of the exercises illustrate a wide range of safe routes to school issues. Intersection safety, a lack of connected walking and biking facilities, traffic speed, and society’s dependence on vehicles all were brought up by residents.

Safe Routes to School Parent Surveys

Parent surveys regarding walking and biking to school were distributed to all parents of children in grades Pre K – 8th grade in the Spring Valley School District. Surveys were sent home with children in the Elementary School and mailed to Middle School parents. Approximately 380 surveys were distributed and 178 were returned for a 47% return rate. The results summarized in this plan include only the results of surveys received from parents of children that live less than 2 miles from their respective school. Important to note, when reviewing the following charts is that there were only eight survey responses (limited sample size) received from parents of children that live less than 2 miles from the Middle School. Complete survey results are included in Appendix 2.

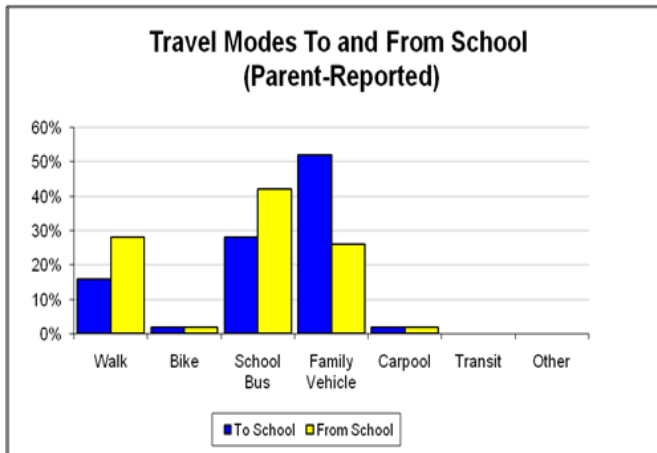


The west end of the Spring Valley bike/ped. trail intersecting Van Buren Road

CHAPTER 3 - PUBLIC INPUT

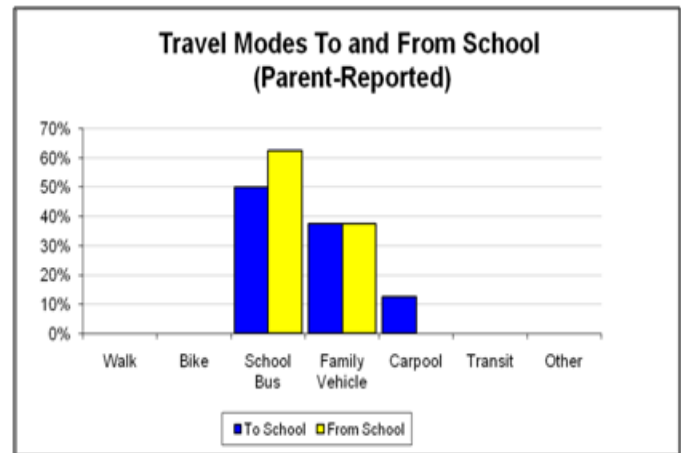
Chart 1a and 1b show how children arrive and depart from school. As the information illustrates, the family vehicle and school bus are used the most to get children to and from school. The Elementary facility does have a significant number of students who walk to and from school. Because of its location and lack of pedestrian facilities the parent survey indicates that no children walk or bike to the Middle School facility.

CHART 1a



Spring Valley Elementary School

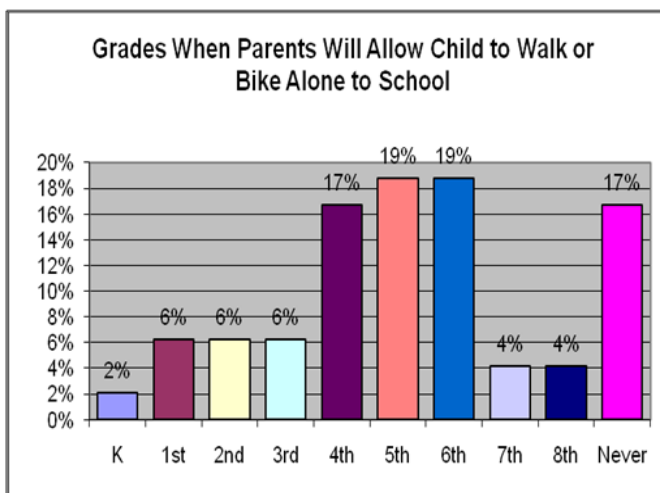
CHART 1b



Spring Valley Middle School

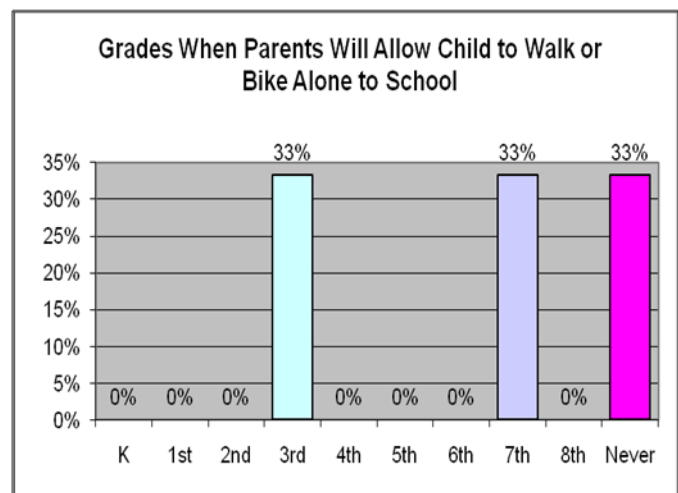
Charts 2a and 2b illustrate grades when parents feel comfortable allowing children to walk or bike to school. Parents were most comfortable allowing children to walk or bike to school in 4th, 5th, and 6th grade.

CHART 2a



Spring Valley Elementary School

CHART 2b

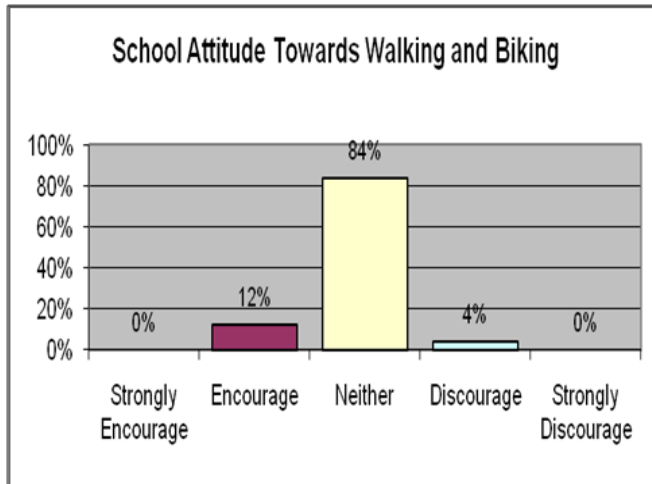


Spring Valley Middle School

CHAPTER 3 - PUBLIC INPUT

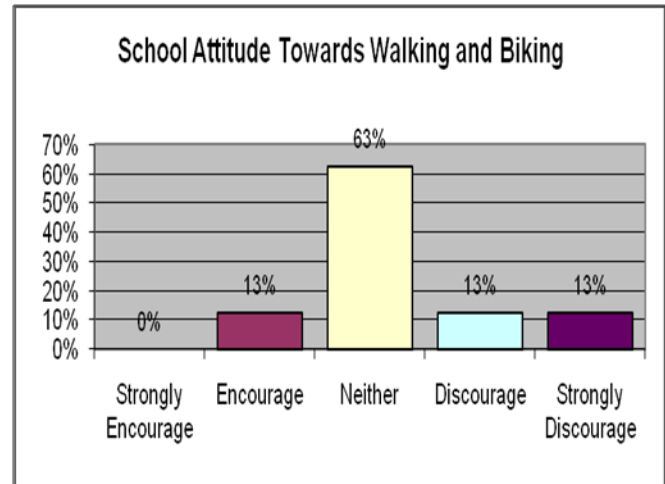
Charts 3a and 3b demonstrate that parents don't feel the schools encourage walking or biking to school.

CHART 3a



Spring Valley Elementary School

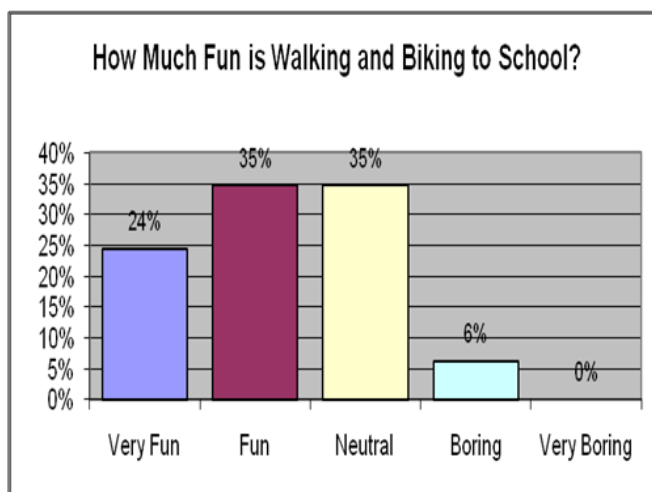
CHART 3b



Spring Valley Middle School

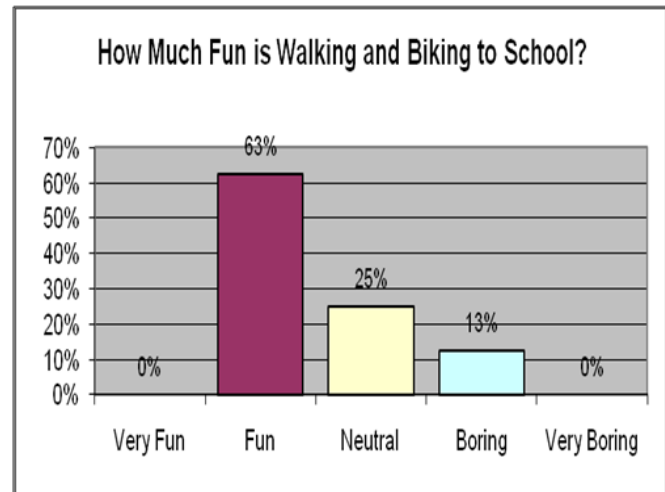
Charts 4a and 4b illustrate how parents believe that walking and biking to school is fun for children. It may also be viewed as an indicator that if walking and biking were encouraged more in the schools and adequate facilities were available that parents would be more willing to allow children to walk or bike to school.

CHART 4a



Spring Valley Elementary School

CHART 4b



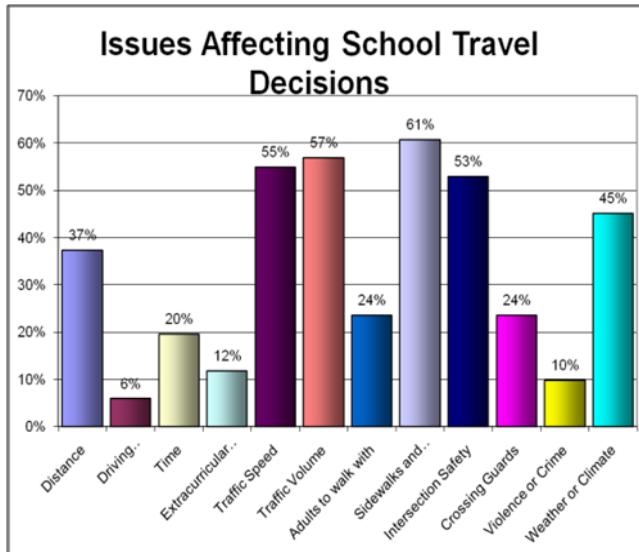
Spring Valley Middle School

Charts 5a and 5b show the issues that affect parents decisions to allow children to bike or walk to school. As the information illustrates, both schools have similar issues that affect parent's decisions. Sidewalks

CHAPTER 3 - PUBLIC INPUT

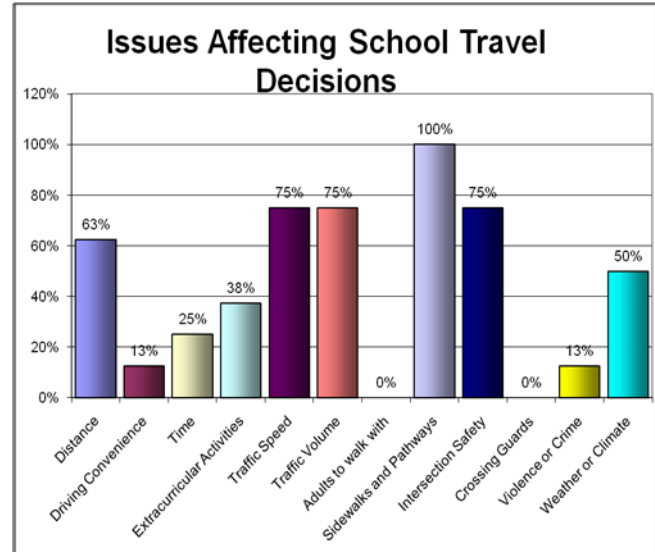
and pathways, traffic volume, intersection safety, and traffic speed are the highest rated issues that affect parent's decisions at both facilities.

CHART 5a



Spring Valley Elementary School

CHART 5b



Spring Valley Middle School

In response to the question "Which of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school?"

Student Walking and Biking Tallies

As part of gathering information for the SRTS plan, daily student arrival/departure tallies were conducted by teachers for one week at the Elementary and Middle School facility. Each morning and afternoon teachers asked students how they arrived at school and how they were getting home (walk, bike, school bus, family vehicle, carpool, transit, other). The tallies were conducted in late April and early May. Students arriving and departing from the Elementary School primarily were transported by school bus (63%) followed by family vehicle (24%), walking (9%), biking (3%) and carpooling (3%). At the Spring Valley Middle School, students arrived and departed by family vehicle (52%) most frequently then by school bus (40%), carpooling (6%), walking (1%), and biking (1%).

Stake Holder Interviews

Interviews were conducted with village and school officials during the SRTS planning process. The interviews provided insightful information on the community and the schools. Throughout the plan information gathered from the interviews is utilized to provide background information as well as to identify SRTS issues and solutions.

CHAPTER 3 - PUBLIC INPUT

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CHAPTER 4 - INFORMATION AND DATA

COMMUNITY AND SCHOOL SAFE ROUTES TO SCHOOL INFORMATION AND DATA

Spring Valley Population and Age Distribution

The Village of Spring Valley has a population of 1,358. The percent of persons under the age of 18 by census block is illustrated on the map in Appendix 3. The census blocks with larger percentages of persons under the age of 18 are primarily located adjacent to State Highway 29 or McKay Avenue. The map illustrates that crossing State Highway 29 and McKay Avenue, two of the most traveled roads in the community, is a critical Safe Routes to School challenge.

Table 1. Village of Spring Valley Population Trends and Population Projections

	Population						Projections				Percent
	1960 ⁽¹⁾	1970 ⁽¹⁾	1980 ⁽¹⁾	1990 ⁽¹⁾	2000 ⁽¹⁾	2010 ⁽¹⁾	2015 ⁽²⁾	2020 ⁽²⁾	2025 ⁽²⁾	2030 ⁽²⁾	Chge 10-30
V Spring Valley	977	995	987	1,051	1,189	1,358	1,483	1,588	1,693	1,788	31.7

(1) U.S. Dept. of Commerce-Bureau of the Census; (2) Population Prj.-WI Dept. of Admin.-Demographic Services Ctr.

Wisconsin population projections are developed by the Wis. Dept. of Admin.-Demographic Services Ctr. In accordance with Wis. Statute 16.96. *Note: Population projections are based on past and current population trends, and are intended as a base-line guide for the users. Users are urged to examine any other available forecasts that incorporate additional information such as land usage, zoning regulations, and planned or proposed developments. Users may also compare the projections with the population estimates that are produced annually.*

Spring Valley Traffic and Crash Data

The leading cause of injuries or fatalities to pedestrians and bicyclists are motor vehicle crashes. In the United States in 2009, there were 4,092 pedestrians and 630 bicyclist - motor vehicle fatalities¹. In Wisconsin 29 pedestrians and two bicyclists were killed in motor vehicle crashes in 2009, and 1032 pedestrians and 670 bicyclists were injured.² 14 of the Wisconsin fatalities occurred in rural areas, while 15 occurred in urban areas (Spring Valley is defined as rural).³ In Pierce County, no pedestrians or bicyclists were killed in a crash with a motor vehicle in 2009 while 8 pedestrians or bicyclists were injured in crashes with motor vehicles.⁴

Limited traffic counts are available for the Village of Spring Valley. Table 2 displays traffic counts for the Spring Valley as tabulated by the Wisconsin Department of Transportation. As the information illustrates State Highway 29 is the most traveled road in Spring Valley and poses as a major challenge for pedestrians and bicyclists to cross safely. The Cty. Rd. CC/State Highway 29 intersection has the most daily traffic and is the main obstacle a pedestrian/bicyclist must overcome to reach the Middle School. McKay Ave. in the Spring Valley business district also sees a significant amount of traffic and is an obstacle for Elementary students to cross.

CHAPTER 4 - INFORMATION AND DATA

Table 2. Wisconsin Department. of Transportation 2009 Traffic Counts

Traffic Count Location	2009 Annual Average Daily Traffic
State Hwy. 29 at Cty. Rd. CC	3,900
State Hwy. 29 at McKay Ave.	2,500
McKay Ave. at Business District	2,300
Cty. Rd. B at west Village Limits	1,100

Source: Wisconsin Dept. of Transportation

(Endnotes)

1 National Highway Traffic System Administration

2 2009 Wisconsin Traffic Crash Facts. Wisconsin Department of Transportation.

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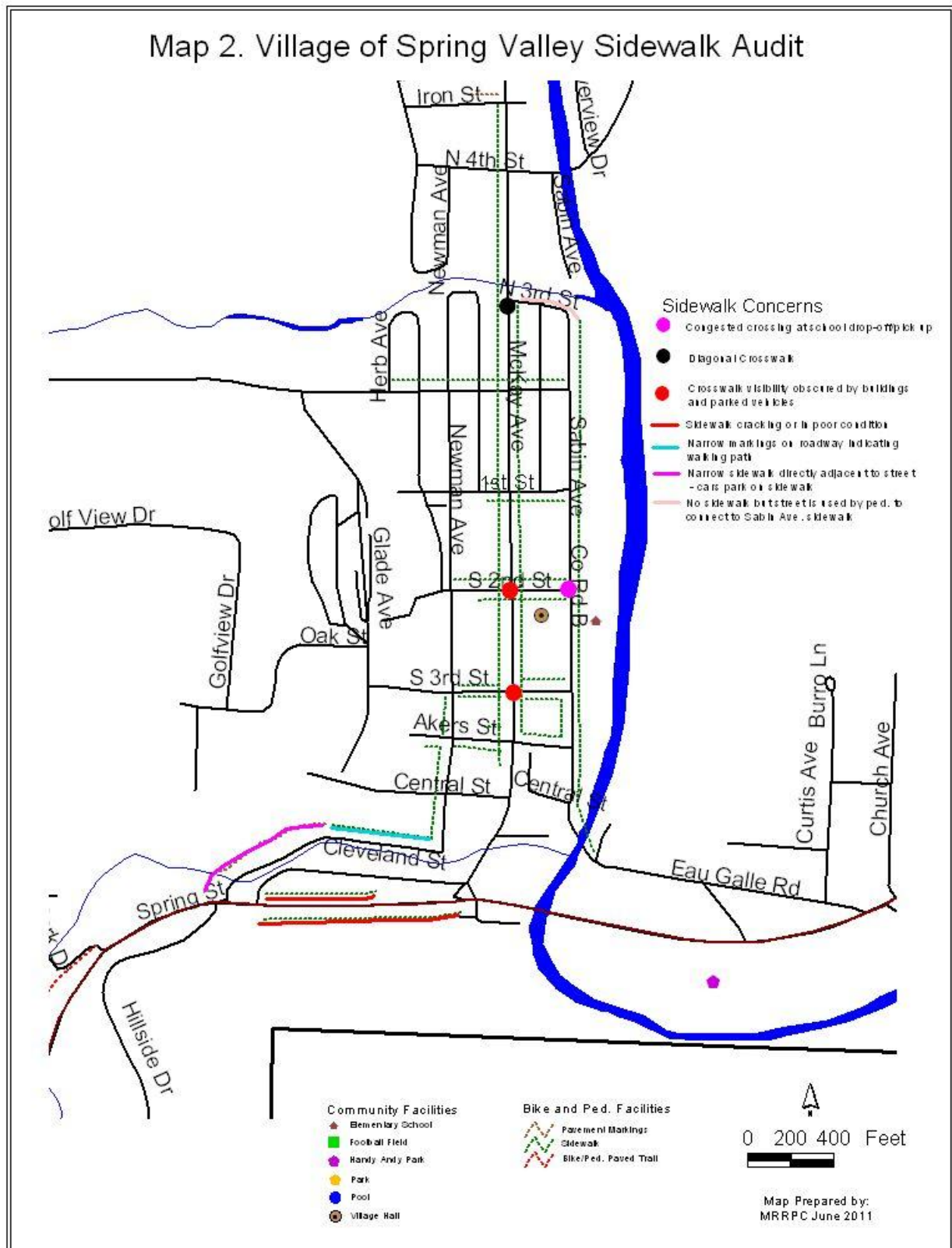
Spring Valley Sidewalk Audits

A sidewalk audit was conducted in the Village of Spring Valley. Items such as sidewalk locations, locations where hazards exist for pedestrians or bicyclists, hazardous intersections, and sidewalk conditions, etc. were identified. In general the information gathered reaffirmed public comments that had been received throughout the planning process. Sidewalks are located sporadically throughout the village. The older area of the village is where most of the sidewalks are located and in general the sidewalks are in good condition. Curb ramps are available at all intersections. Crosswalks are marked but are in need of repainting and better signage designating the crossings. Map 2 illustrates side walk audit findings.



In several areas sections of streets have been designated as pedestrian paths.

CHAPTER 4 - INFORMATION AND DATA



CHAPTER 4 - INFORMATION AND DATA

Village of Spring Valley Information

The Village of Spring Valley as of 2010 Census had a population of 1,358. The village is located along State Highway 29 in northeast Pierce County. The village has an industrial park on its west side. The Spring Valley Area School District PreK-12 facilities are located in the village. The village has a library, public pool, and 3 public parks.

The Village of Spring Valley's topography is unique and poses challenges for providing safe routes to school. The traditional village center and business district is located in a valley while most new developments (housing) are located on the rolling ridges surrounding the traditional village. Older residences were constructed on hillsides to avoid flooding but by doing so the public roads serving the homes are steep and very narrow and not conducive to bike and pedestrian facilities. Only a few of the newer housing subdivisions located on the rolling ridges west of the traditional village center have sidewalks. The village has no policies or ordinances that require residential developments to provide sidewalks or other facilities for biking/walking. New developments are reviewed independently as to what facilities are needed for walking/biking. This has resulted in few sidewalks being constructed for walking or biking throughout the village.

In 2005 a cooperative community effort resulted in the construction of a .83 mile sidewalk/bike trail along the north side of State Highway 29. The sidewalk/bike trail leads from the village business district west to the State Highway 29/County Road CC/Van Buren Rd. uncontrolled intersection. A goal of the project was to connect the Middle/high School facility and new residential neighborhoods to the Elementary School and business district of Spring Valley. A shortcoming of the project is that a sidewalk/bike trail terminates at the State Highway 29/County Road CC/Van Buren Rd. intersection (approximately ¼ mile from the Middle School/High School facility) and does not provide a safe means to cross State Highway 29. In addition, the east end of the trail terminates at Park St. with no specific designated route to the business district and Elementary School. This creates about a 3 to 4 block gap without ped./bike facilities that trail users must navigate to reach the business district area. The village has placed some pavement markings on a portion of Cleveland Street as a designated ped./bike area to assist in designating a route.

The Village of Spring Valley has 54 public streets totaling 11.75 miles of roads the village maintains. There are approximately 2.81 miles of sidewalks in the Village of Spring Valley.



A portion of Cleveland St. designated for walking/biking connecting to the paved bike/ped. path.

CHAPTER 4 - INFORMATION AND DATA

Village Comprehensive Plan

The Village's Comprehensive Plan adopted in 2009 addresses walking and biking in the Transportation Element and recommends the following goals, objectives, and policies:

Goal: Create and maintain a safe pedestrian and bicycle network within the Village of Spring Valley.

Objectives:

- Provide opportunities for residents to move throughout the Village by means other than automobiles or trucks.
- Encourage walking and biking as ways of experiencing one's neighborhood and community.
- Reduce the use of fossil fuels.
- Promote the health benefits of walking and biking.
- Provide safe routes for people to enjoy the Village's parks.

Policies:

- Consider requiring a Bike/Pedestrian Plan in new subdivisions and redevelopment to concentrate on connectivity.
- Visit and evaluate accident concentration sites for signage and visibility.
- Utilize signs and striping to ensure safe crosswalks for residents.
- Coordinate with surrounding municipalities, including the Towns of Gilman, Spring Lake, Cady and Eau Galle in developing a biking and walking network.
- Continue to pursue the extension of the Wildwood Trail into the Village connecting with the possible future trail going to Elmwood.

Bikes on sidewalks

The Police Department allows bikes on sidewalks throughout the Village of Spring Valley except within the business district along McKay Ave. between Akers St. and 1st St.

Crossing Guards

There are no crossing guards in the Village of Spring Valley. In the past crossing guards were utilized to provide safe access across streets but due to budget constraints crossing guards are no longer funded.

Biking/Walking Community Outreach

Annually the Spring Valley Police Department in cooperation with the school district sponsors a bike rodeo to promote bike safety in June and approximately 50 children participate each year.

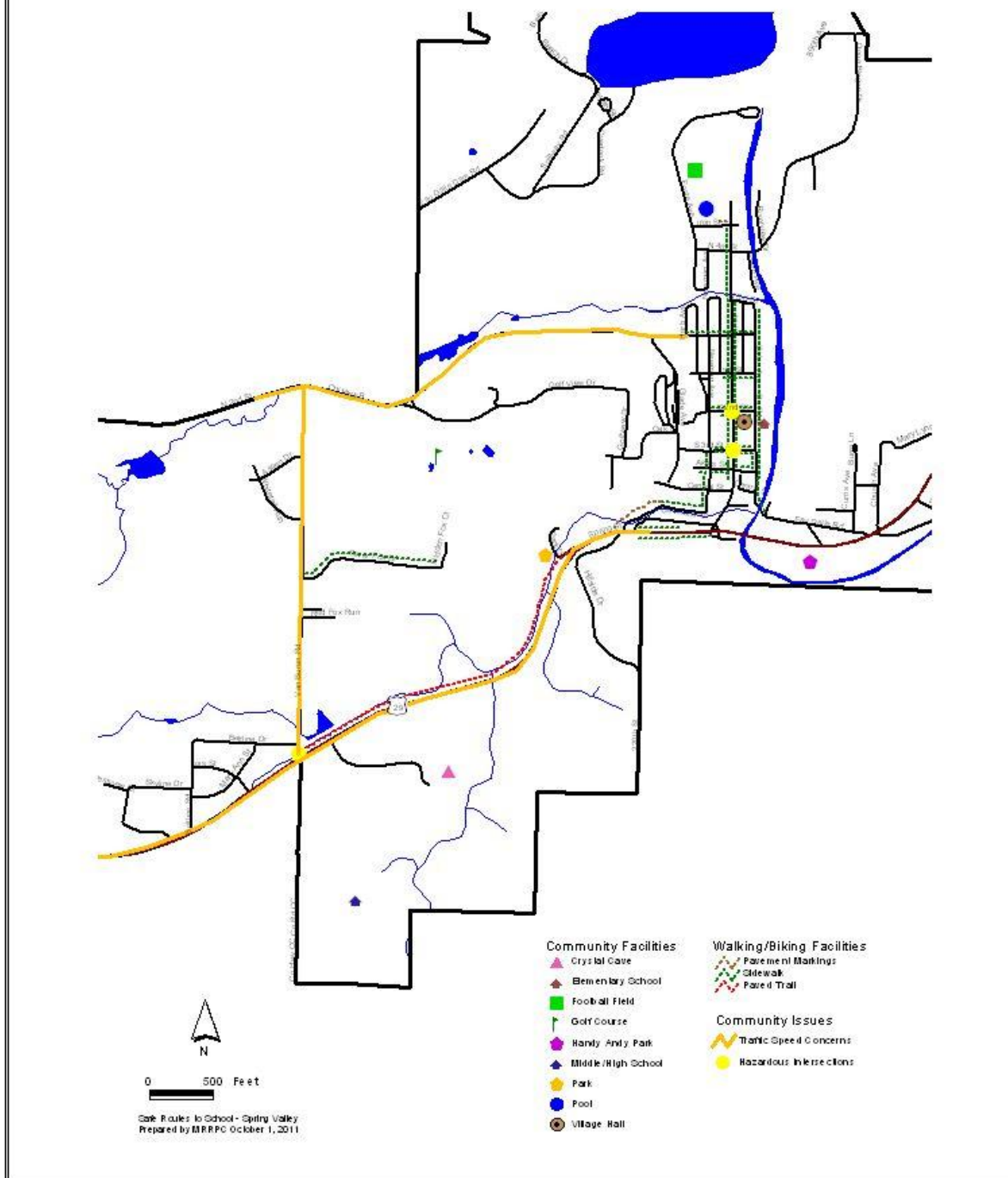
Issues and/or Needs Identified in Planning Process

- Van Buren Road/County Road B crosswalk to connect with the Wildwood Trail
- A safe crossing of the State Highway 29/County Road CC/Van Buren Rd. intersection
- Maintenance of new bike/ped. facilities
- Connecting bike/ped. trail that terminates at Park St. to business district – parking at Park St. termination
- Bike/Ped. facilities on Van Buren Rd.
- Bike/Ped. facilities on Eau Galle Rd. to serve neighborhood by St. Johns church
- Sidewalk to pool and football field area
- Extend no parking areas near intersections to improve vehicle and pedestrian visibility.

CHAPTER 4 - INFORMATION AND DATA

Map 3 illustrates existing conditions for biking and walking in the Village of Spring Valley.

Map 3. Village of Spring Valley Existing Conditions



CHAPTER 4 - INFORMATION AND DATA

School Information/Inventories

The section of the SRTS plan provides information on the Spring Valley Elementary and Middle School facilities. The information was gathered through interviews, observations, and public meeting input.

Spring Valley Middle School

The Spring Valley Middle School is a 7th and 8th grade facility located at S1450 County Rd CC in southwest corner of the Village of Spring Valley. The Middle School and High School are housed in one structure.

There are just over one hundred 7th and 8th grade students enrolled at the school. Students arrive/depart from school either by bus or parent/guardian pick-up/drop off. Very few students walk or bike to the facility due to the location of the school in the village and the lack of sidewalks or safe bike/pedestrian routes to the facility. The school is not served by sidewalks or a ped./bike trail. In order for students to walk or bike to school they have to cross State Highway 29 at a hazardous intersection (State Highway 29/County Road CC/Van Buren Rd).



The Spring Valley Middle/High School facility located on the southwest side of the village.

The school is served by 10 school buses that drop children off in the morning and pick up in the afternoon. The main entrance/exit to the Middle School and High School is on the west side of the building. At the entrance drive to the school, a bus only drive is located to the south that serves the designated bus only drop off/pick area at the front (west) of the school. This drive is generally effective at separating car and bus traffic as well as providing a safe loading/unloading area for students. Student, staff and visitor parking is located north of the entrance drive. As the entrance drive reaches the school facility a student drop off/pick-up area is designated for parents/guardians. The design of the pick up/drop off areas for the most part functions well as traffic does not back up at pick up and drop off times nor is congestion a problem.

Children living in the “traditional village area” are not eligible for bus pick up/drop off. However, the school district does provide them daily bus transportation with a pick up/drop off stop at the Elementary School. Students living in Spring Valley at the following locations are eligible for bus service because the areas have been designated as hazardous: south side of State Highway 29, Mine’s Creek subdivision, Buntville area, Van Buren and Silver Fox neighborhoods.

The Middle School facility is not connected to other areas of the village by sidewalks or bike/ped. trails. Because of its location and the hazards of walking or biking to the facility the school does not encourage students to walk or bike to school. Years ago the school put its bicycle racks in storage so as not to

CHAPTER 4 - INFORMATION AND DATA

encourage biking to school. The school is separated from the remainder of the village by State Highway 29. The primary location to cross State Highway 29 is at the County Road CC/Van Buren Road intersection which is also located on a hill with a partially blind curve. Vehicle speed is an issue at this intersection as traffic enters the Village at this location and posted speeds are 50 m.p.h. To date the Wisconsin Department of Transportation has been unwilling to reduce the speed any further at this hazardous intersection.

Several neighborhoods are in close proximity to the school but are located to the north of State Highway 29. Van Buren Road connects these neighborhoods to the State Highway 29/County CC intersection. Van Buren Road is a narrow paved road with no shoulders. Families in the neighborhoods use Van Buren Road to access the walking/biking trail at the State Highway 29/County CC intersection. Most parents are hesitant to allow their children to walk/bike on Van Buren Road without adult supervision.

Buntville is a neighborhood consisting of single family and multifamily homes that is located close to the school but north of State Highway 29. Children that do walk to school from this neighborhood generally cross State Highway 29 west of the State Highway 29/County CC intersection. Once across State Highway 29 in order to get the Middle School children must walk or bike along County Road CC which has no bike/pedestrian facilities. Speed is also an issue on the County Road CC, particularly traffic traveling from the south. The stretch of road between Hwy. 29 and the school has gravel shoulders and is further complicated by both a hill and a partially blind curve.

It is important to note that the State Highway 29/County CC intersection is not marked by crosswalks, pedestrian crossing signs or school ahead signs. One of the concerns with marking the intersection is that by doing so you are encouraging pedestrians and bicyclists to cross at a location that is not safe. In general, it is believed that conventional pedestrian crossing signage would not alter motorist behavior in order to make the intersection safer. In addition to vehicle speed, the topography and current design of the intersection make it unsafe. It is not just an issue of vehicle speed or motorist behavior.



The hazardous State Highway 29/Van Buren Rd./County CC intersection

Curriculum

The school does not offer curriculum to specifically address bike/ped. safety and promotion. Health and P.E. classes do focus attention to exercise and physical fitness as a means of living a healthy lifestyle. If classroom materials were available the school would be open to incorporating information into their

CHAPTER 4 - INFORMATION AND DATA

curriculum. The Middle School would like to do more with regard to activities throughout the community but cannot encourage activities because of issues with crossing State Highway 29.

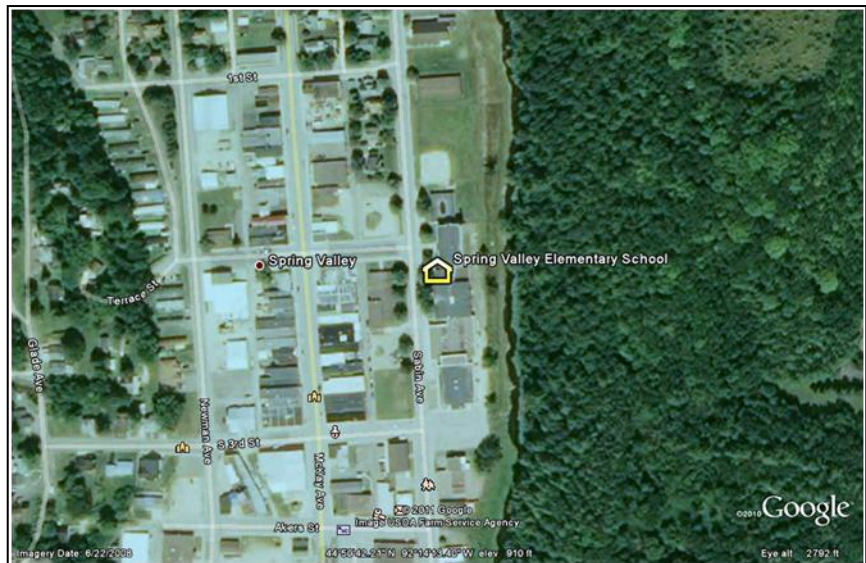
Issues and/or Needs Identified in Planning Process

- Crossing the State Highway 29/County CC intersection is hazardous, a safe designated ped/bike crossing is needed
- No bike/pedestrian facilities on County Road CC and Van Buren Road
- Need to consider maintenance of any proposed improvements

Spring Valley Elementary School

The Spring Valley Elementary School is a Pre – K through 6th grade facility located at 200 Sabin Ave. in the Village of Spring Valley. The building that now houses the elementary grades is the former Spring Valley High School facility. There are approximately 440 Pre-Kindergarten through 6th grade students enrolled at the school. Students arrive/depart from the school either by bus, parent/guardian pick up/drop off, walking or biking. The facility is served by Sabin Ave. on its west side and the Eau Galle River borders the school on the east. With village permission the school closes off Sabin Ave. between 2nd Street and 3rd Street with barricades on school days from 7:00 a.m. in the morning to 3:08 p.m. in the afternoon. This allows a safer environment for children during school hours and drop-off/pick up times. The school utilizes three playgrounds, two of which are located across Sabin Ave. In addition, 4K children utilize the Village Hall building for additional classroom space and cross Sabin Ave. for bus drop-off/pickup. The closed street allows students to cross more freely. Daily buses arrive and depart dropping/picking up children at the south entrance/exits to the facility near 3rd Street. Parent or guardian morning drop off is designated to the north entrance/exits of the

facilities utilizing 2nd Street and Sabin Ave. as the drop off point. Once school has started all entrances/exits are locked except the main entrance located mid block along Sabin Ave. Each year the school communicates the drop off/pick up procedures with parents and school aides assist daily with directing students at drop off/pick up times. No crossing guards are utilized in the Village of Spring Valley. Several years ago village budget cuts required the removal of crossing guards. Crosswalks are striped and signed at the intersections that serve the school.



The Spring Valley Elementary School located on Sabin Avenue

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Curriculum

Walking and biking activities, safety, etc. are not part of the Elementary School curriculum at this time. If classroom materials were available the school would be open to incorporate information into their curriculum. Classes from time to time walk to various locations throughout the community (parks, Crystal Cave, nursing home, etc.). The school has not promoted walking and biking within the community based on the concern that there are no designated bike/pedestrian routes in the community as well as a concern over the behavior of motorists.

The school is involved with events that promote fitness, walking and biking. In the summer, the Police Department in cooperation with the school runs a bike rodeo and around 50 children attend annually. In June, a health and wellness day is held at the school. In the fall, the school conducts wellness activities.

Issues and/or Needs Identified in Planning Process

- No designated or well marked bike/pedestrian routes throughout the community
- Driver behavior to bicyclists and pedestrians (safety)
- Congestion at drop-off/pick up times
- A bike/ped. connection to the St. John's church area of the community(southeast)
- Village walking/biking trail – lack of a connection to the school and business district
- Education of drivers and residents pertaining to walking and biking
- Need to involve community groups to assist in getting things accomplished (Lions, 4-H Clubs, church groups, etc.)



Congestion at drop-off time at the Elementary School

CHAPTER 5 - SAFE ROUTES TO SCHOOL ISSUES

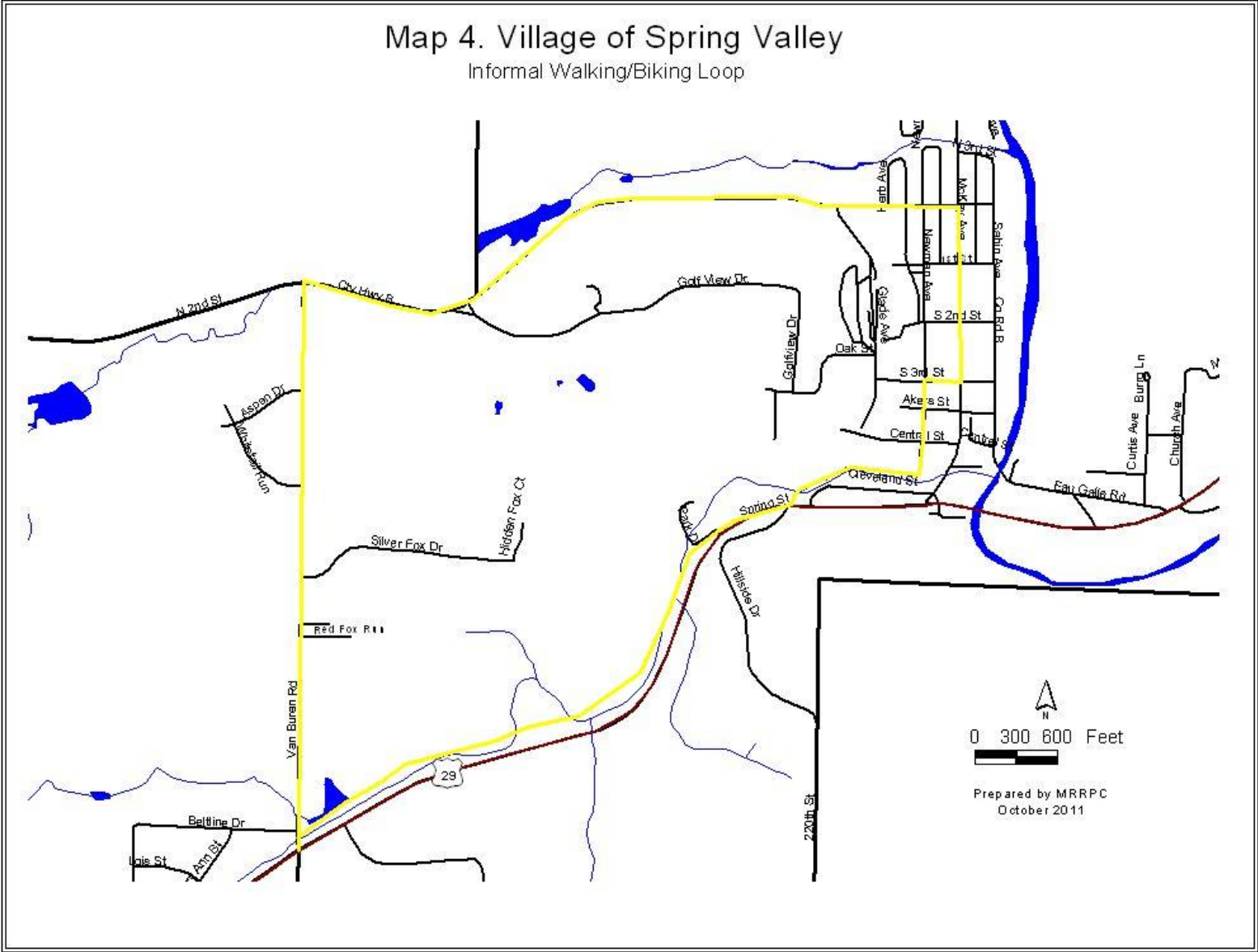
SAFE ROUTES TO SCHOOL ISSUES

In gathering data, public input through meetings and interviews, community and school information during the planning process numerous SRTS issues have been identified. The next step in the planning process involves summarizing the issues to determine what can be done to improve walking and biking conditions in the village and promote SRTS school.

As earlier discussed, the Village of Spring Valley's topography provides challenges not only for creating safe routes to school but also providing community infrastructure and services. The village being "spread out" due to the topography makes any improvements more costly. Additionally, the Middle School/High School facility being located on the southwest side of the village and on the south side of State Highway 29 presents even a bigger challenge. When the Middle School/High School facility site was chosen, the topography limited the options regarding future school sites. The existing Elementary School (old High School) in the future will need to be replaced/relocated and space is provided at the Middle School/High School site. This points to an increased need for a safe pedestrian/bicycle crossing of State Highway 29 in order for a SRTS program to be truly successful in the Village of Spring Valley in the future.

In addition, a desired outcome of the SRTS Plan for the Village of Spring Valley is a walking/biking loop that connects all neighborhoods, community and school facilities. An informal walking/biking loop currently exists but certain segments lack pedestrian and bike facilities (See Map 4). In general the loop consists of the .83 mile walking/biking trail to the business district (McKay Ave.) then County Road B to Van Buren Road which then connects back to the walking/biking trail. It is envisioned that the walking/biking loop will serve as the backbone of the trail network in the village and that all other neighborhoods, community and school facilities will connect to this loop creating a seamless pedestrian/bicycle network. The following is a summarized listing of these and additional SRTS issues identified during the planning process.

- State Highway 29/County Road CC/Van Buren Rd. hazardous intersection
- No designated or well marked bike/pedestrian routes throughout the community
- Village walking/biking trail – lack of a connection to the schools and business district
- A bike/ped. connection is needed to serve neighborhood by St. Johns church
- Need to promote and encourage walking and biking to all residents (young and old) and students
- Driver behavior to bicyclists and pedestrians (safety concern)
- Need to consider maintenance costs of any proposed improvements
- Elementary School traffic congestion at drop off/pick up times
- Bike/Ped. facilities on Van Buren Rd. and a cross walk on County Road B to connect to the Wildwood Trail
- Sidewalk improvements to serve the pool and football field area
- There are no bike/pedestrian facilities on County Road CC to serve Middle/High School
- Consider requiring sidewalks for future residential developments
- Driver and pedestrian/bicyclist behavior and education



CHAPTER 6 - RECOMMENDATIONS

RECOMMENDATIONS TO ADDRESS SAFE ROUTES TO SCHOOL ISSUES

After identifying SRTS issues, the next step in the planning process involved developing recommendations to address the issues. It is intended that the recommendations would assist in creating “safe routes to school” and meet the overriding goal of the SRTS Plan.

Plan safe routes to schools, encourage students to bike or walk to school, educate community members on safety issues relating to walking and biking, and provide safe walking and biking routes throughout the community.

The recommendations and actions center around the 5 E's of the WDOT Safe Routes to School Program Toolkit. The 5 E's focus on Engineering, Enforcement, Education, Encouragement, and Evaluation.

Engineering addresses the built environment such as sidewalk and intersection improvements.

Enforcement involves the local police department addressing speed issues, motor vehicle, bicycle and pedestrian laws. Education focuses on community programs or school curriculum to bring awareness to the benefits of walking and biking. Encouragement involves schools, the community, public officials and parents being actively involved promoting biking and walking. Evaluation entails employing methods and data collection to analyze the effectiveness of SRTS programs.

The following recommendations and/or actions¹ individually fall under one or more of the 5 E's. The recommendations are listed by school, community and police department. Many of the recommendations require communication and coordination between the entities. After each recommendation the schedule for implementation is included in parenthesis (see Chapter 6).

Village of Spring Valley Recommendations

1.A Create a walking/biking loop throughout the Village of Spring Valley by connecting existing trail/sidewalk segments (See Recommendations Map A).

1. Connect the existing bike/ped. trail that terminates at Park St. to the business district .
 - a. Extend trail or a sidewalk through the old nursing home property(village owned) to Cleveland St. (2014-2020)
 - b. Enhance walking/biking pavement markings on Cleveland St. to Newman Ave. Consider the use of bike sharrows and/or bike lanes on Cleveland St. (2012-2013)
 - c. Enhance pedestrian crosswalks on Newman Ave. to S. 3rd St. (2012-2013)



Example of a bike “sharrow” indicating a shared roadway

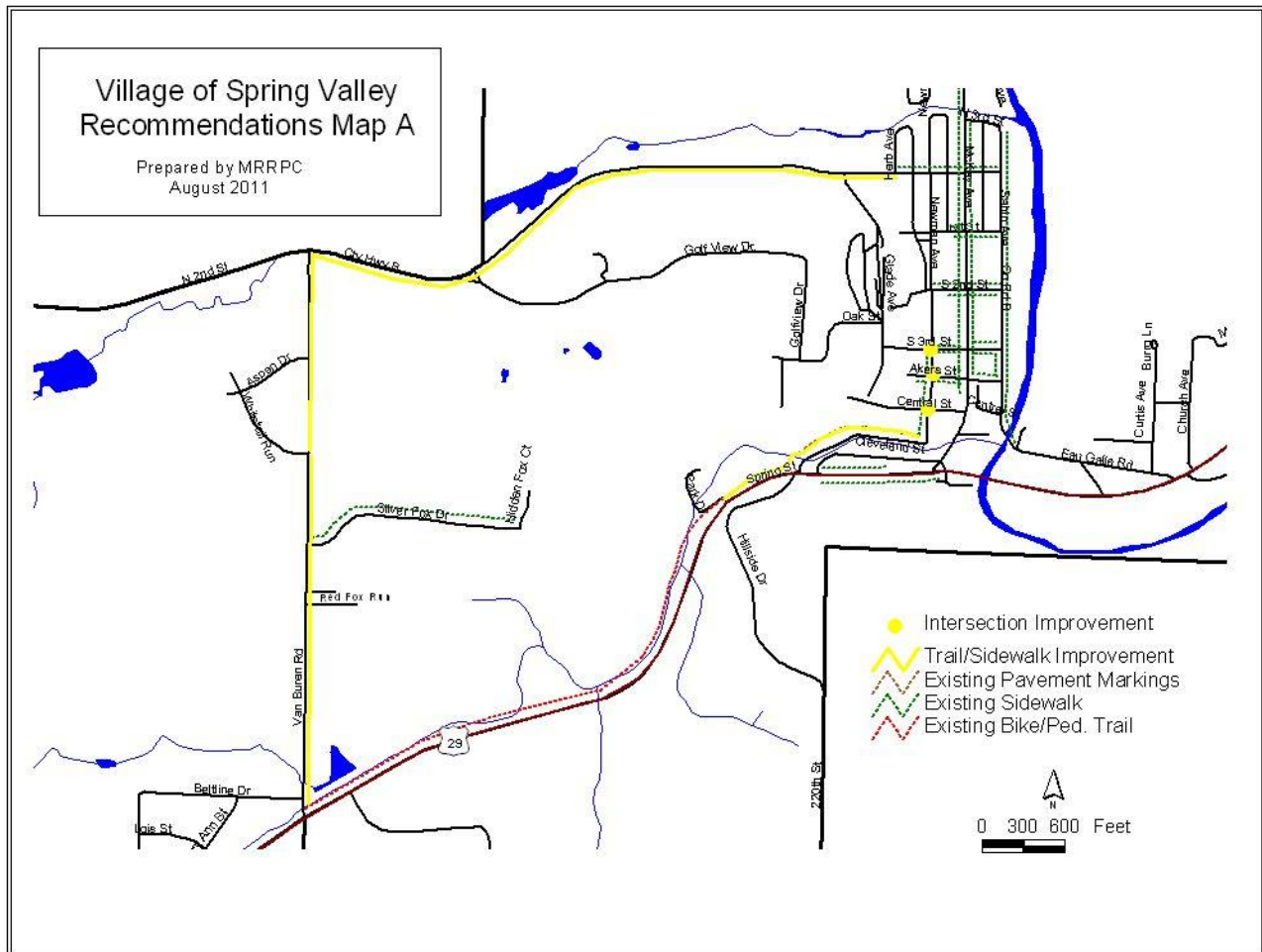
¹ The actions/programs listed are recommendations and the village and schools are not obligated to implement the recommendations unless they receive SRTS implementation funding to accomplish the projects.

CHAPTER 6 - RECOMMENDATIONS

- d. Consider trail head parking at Park St. (2014-2020)
2. Establish bike/ped. facilities on or adjacent to Van Buren Rd. between St. Hwy. 29 and Cty. Rd. B. (2014-2020)
 - a. Segment 1 – Whitetail Run to State Highway 29.
 - b. Segment 2 – Whitetail Run to County Road B.
This segment is more challenging due to grade differences and space limitations.
3. Establish bike/ped. accommodations on Cty. Rd. B from Van Buren Rd. intersection to Herb Ave. intersection. (2014-2020)



The bike/ped. trail terminating on a road with no pedestrian or bike facilities



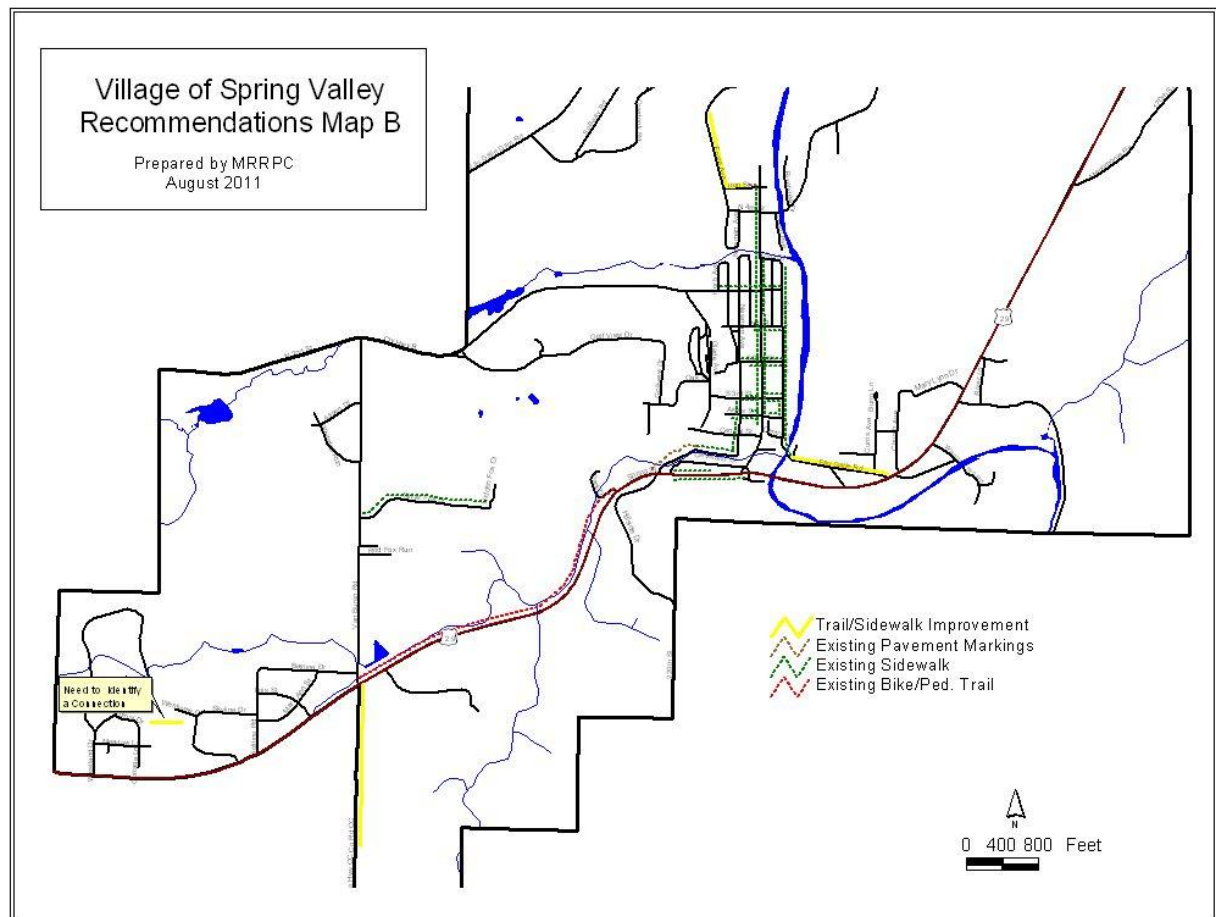
CHAPTER 6 - RECOMMENDATIONS

1.B Create connections from neighborhoods, community and school facilities to the walking/biking loop (See Recommendations Map B).

1. Create a Bike/Ped. connection from the Cottages Area of the village to Van Buren Road. (2014-2020)
 - a. Identify a trail/sidewalk connection between Westland Dr./Cardinal Dr. area to Skyline Dr.
2. Establish bike/ped. facilities on Eau Galle Rd. to serve neighborhood by St. Johns church. (2012-2013)

Options:

 - Consider limiting street parking to one side of the street and establishing a bike lane (utilize bike sharrows) on north side of the Eau Galle Rd.
 - Consider the construction of a sidewalk on the north side of Eau Galle Rd. to Curtis St. then north along Curtis St. then east to Church St.
3. Consider constructing a sidewalk to pool and football field area. (2014-2020)
4. Consistent with the Pierce County Bike Plan establish bicycle/pedestrian facilities along the east side of County Road CC from State Highway 29 to Middle School/High School. The County recently received funding approval to develop bicycle/pedestrian facilities along County Road CC. (2012-2013)



CHAPTER 6 - RECOMMENDATIONS

1.C Maintain and improve ped./bike crossings throughout the village (See Recommendations Map C).

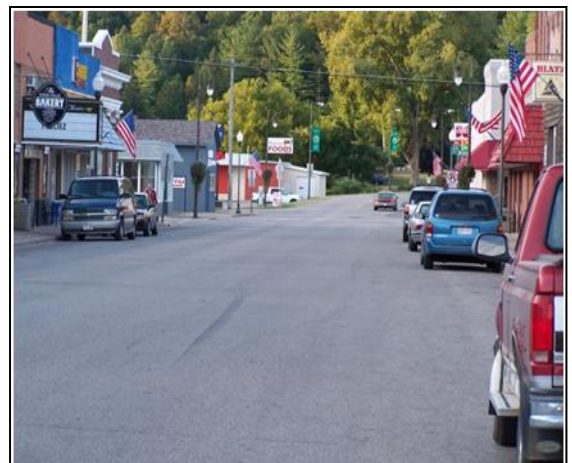
1. Create a safe crossing of State Highway 29 at or in the vicinity (within 500 feet) of the State Highway 29/County Road CC/Van Buren Rd. intersection. (2012-2013)
 - Option 1 - Seek funding from the SRTS program for engineering assistance to evaluate the feasibility of grade separated bike/pedestrian facility (bike/pedestrian overpass or underpass) in the area of the State Highway 29/County Road CC/Van Buren Rd. intersection. Based on findings, pursue the construction of a pedestrian/bicycle facility.
 - Option 2 – In the short term to increase pedestrian/bicyclist safety, consider placing a bicycle/pedestrian activated cross walk at the State Highway 29/County Road CC/Van Buren Rd. intersection. Utilize LED pedestrian warning signs along State Highway 29 500 or more feet on either side of the designated crosswalk that would be activated by sensors as bikes or pedestrians near the crosswalk. At the crosswalk utilize LED Rectangular Rapid-Flash Beacon(RFFB) pedestrian crossing signs to signal to drivers that pedestrians are present.



Example of a Rectangular Rapid-Flash Beacon crossing a possible solution for crossing State Highway 29

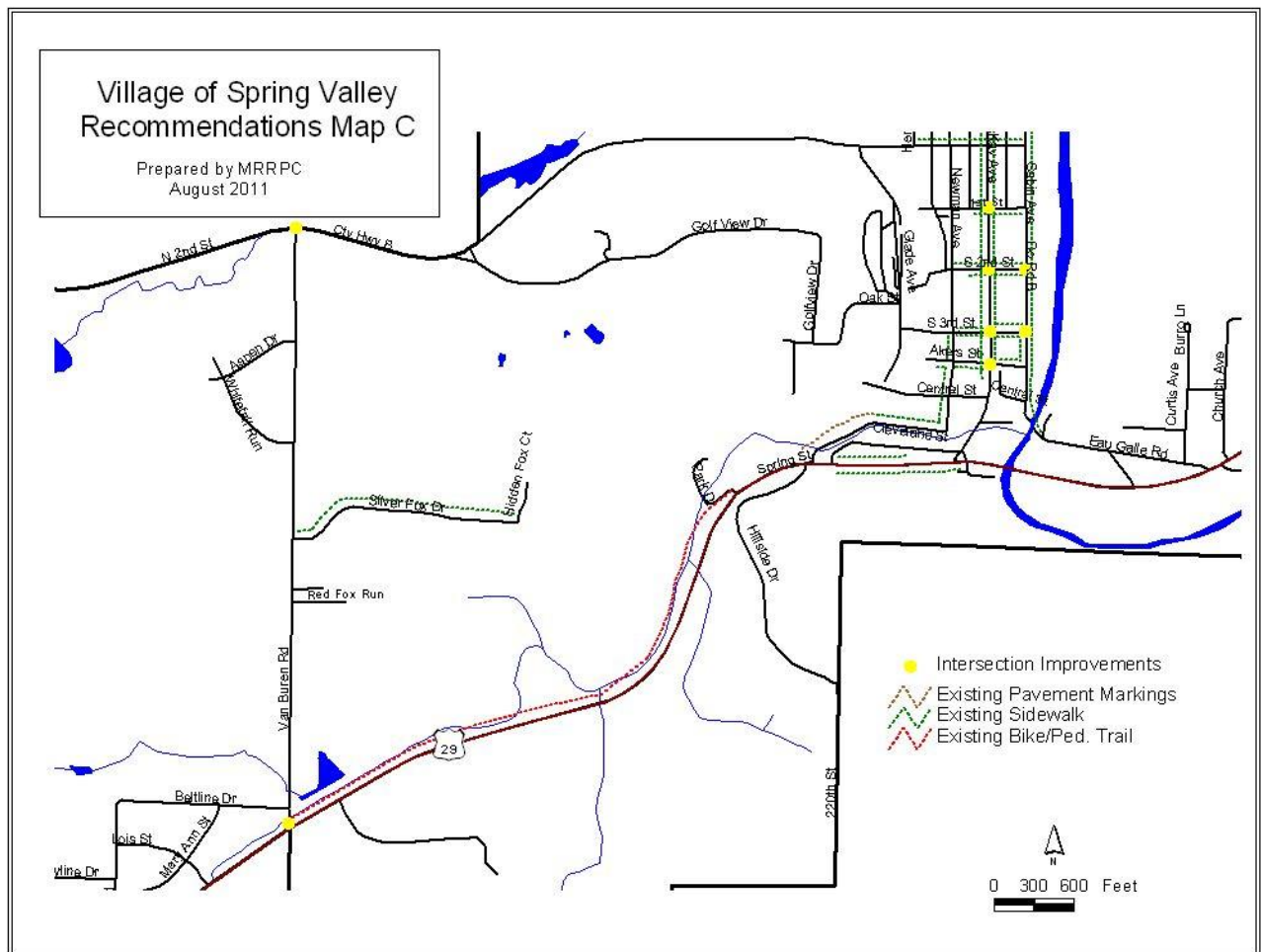
(Once again it is important to note that a SRTS program in the Village of Spring Valley will only have limited success until such a time that a safe pedestrian/bicycle crossing of State Highway 29 is established. To achieve a safe crossing, cooperation and coordination with the Wisconsin Department of Transportation is critical.)

2. Enhanced pedestrian crosswalks on McKay Avenue and Sabin Avenue (pedestrian crosswalk signs, etc). (2012-2013)
3. Establish a crosswalk at the Van Buren Road/County Road B intersection to allow safer access to the Wildwood Trail area. (2012-2013)
4. Annually paint pavement markings at crosswalks throughout the village. (Ongoing)
5. In the village business district (McKay Ave. and Akers St., S. 3rd St., S. 2nd. St intersections) consider modifying street parking by removing one parking space on each street at intersections to improve visibility for drivers and pedestrians at crosswalks. (2012-2013)



Parked cars obstruct motorist and pedestrian visibility on McKay Avenue

CHAPTER 6 - RECOMMENDATIONS



1.D Improve pedestrian and bike awareness at crosswalks and travel corridors throughout the village.

1. Through the Safe Routes to School program obtain and install pedestrian crossing signs, bike route signs, "school ahead" signs, and digital speed signs, etc. (2012-2013)



Digital speed signs can be used to slow traffic on village streets



Example of a bike "sharrow" indicating a bike only lane

CHAPTER 6 - RECOMMENDATIONS

1.E Continue to improve pedestrian and bicycle infrastructure throughout the village.

2. At the discretion of the village, require new developments to install sidewalks to insure seamless pedestrian connections throughout the village. *(Ongoing)*
3. Former nursing home property – develop a trail easement to extend existing trail through property prior to change of ownership or new development. *(2012-2013)*
4. Address future maintenance of new bike/ped. facilities by identifying a funding source and responsible party(s) for repairs/maintenance. *(Ongoing)*



East end of the village bike/ped. trail. A challenge is connecting the trail to the village business district and the Elementary school.

Spring Valley Schools Recommendations

2.A Improve bicycle and pedestrian safety in and around the Spring Valley Elementary School.

1. Consider crossing guards at designated crosswalks near the Elementary facility. *(2012-2013)*
2. Consider better signage/traffic patterns to address traffic congestion at Elementary School. *(2012-2013)*
 - a. On the east side of Sabin Avenue, north of the S. 2nd St. intersection extend the “no parking during school hours” approximately 75 feet to the north. This would provide more area for cars to drop off and pick up children. Place signs indicating the no parking zone as a school drop-off/pick up area and distribute materials to parents identifying traffic routes for student drop off/pickup.



Signs may be used to reduce congestion at the Elementary School.

2.B Improve bicycle and pedestrian safety in and around the Spring Valley Middle School.

1. Work with the Village to create a safe crossing of State Highway 29 at or in the vicinity (within 500 feet) of the State Highway 29/County Road CC/Van Buren Rd. intersection. *(2012-2013)*
 - Option 1 - Seek funding from the SRTS program for engineering assistance to evaluate the feasibility of grade separated bike/pedestrian facility (bike/pedestrian overpass or underpass) in the area of the State Highway 29/County Road CC/Van Buren Rd. intersection. Based on findings, pursue the construction of a pedestrian/bicycle facility.

CHAPTER 6 - RECOMMENDATIONS

- Option 2 – In the short term to increase pedestrian/bicyclist safety, consider placing a bicycle/pedestrian activated cross walk at the State Highway 29/County Road CC/Van Buren Rd. intersection. Utilize LED pedestrian warning signs along State Highway 29 500 or more feet on either side of the designated crosswalk that would be activated by sensors as bikes or pedestrians near the crosswalk. At the crosswalk utilize LED Rectangular Rapid-Flash Beacon(RFFB) pedestrian crossing signs to signal to drivers that pedestrians are present.

2.C Delineate clear pedestrian routes to school facilities and work with the village to improve sidewalk segments and pedestrian crossings on those routes.

1. See *Recommended Safe Routes to School Section. (2012-2013)*

2.D Promote and implement programs that encourage walking and biking to school.

1. Promote holding school events that encourage walking and biking to school such as walk/bike to school week. Also consider incentive based programs that will encourage children to walk or bike to school regularly. *(Ongoing)*
2. Obtain from the Safe Routes to School program classroom curriculum (lesson plans) that promote walking and biking and addresses safety (address crime/child predators, intersections, streets, etc). *(2012-2013)*
3. In conjunction with the police department, continue to annually hold a bike rodeo that focuses on promoting biking. Biking safety and bike rules should be stressed as they were identified as key issues in the planning process. *(Ongoing)*
4. Consider developing “walking school buses” for children by working with parents in selected neighborhoods. *(2012-2013)*



Example of a “Walking School Bus”

Spring Valley Police Department Recommendations

3.A Continue and increase enforcement of vehicle, pedestrian and bicycle laws within the community.

1. Focus enforcement on corridors identified as safe routes to schools, hazardous intersections, and known areas of high traffic speed. *(Ongoing)*
2. Work to reduce speed of traffic on Cty. Rd. B, Van Buren Rd. and on St. Hwy. 29. *(2012-2013)*
3. Work to reduce speed of traffic on St. Hwy. 29 as it enters the Village from the west near Cty. Rd. CC/VanBuren Rd. intersection. *(2012-2013)*
 - a. Contact State DOT regarding speed limit reduction options.

CHAPTER 6 - RECOMMENDATIONS

4. Consider the acquisition and use of digital speed signs to assist in driver awareness and enforcement. (2012-2013)
5. Continue to enforce traffic laws near the Elementary School facility. As identified in the planning process, numerous motorists make U-turns after dropping off children. (Ongoing)

3.B Increase public awareness of safety issues of walking and biking in the community.

1. In cooperation with schools assist in providing information and outreach to students and residents on pedestrian laws, bicycle laws, vehicle laws. (2012-2013)
2. In conjunction with the schools, annually hold a bike rodeo that focuses on promoting biking. Biking safety and bike rules should be stressed. (Ongoing)

Recommended Safe Routes to Schools (2012-2013)

Safe routes to school have been identified for Spring Valley during the SRTS planning process. The routes designated are recommended for students to utilize when walking or biking to school. The routes are meant to be recognized as preferred corridors that other neighborhood streets, sidewalks, and pathways feed. The routes selected are not free of challenges for pedestrians and bicyclists as in several areas sidewalks and intersections /crosswalks need improvements. In some areas the routes serve residential neighborhoods without sidewalks so the use of “walking school buses” would assist keeping children safe while walking to school.

The routes identified serve the Spring Valley Elementary School. In order for the routes to be successful it will be necessary for infrastructure improvements to be made. It will also be necessary to promote the routes along with promoting walking and biking in the schools and community. The education of students, drivers and the public to pedestrian, bicycle, and motor vehicle laws is also critical. In Spring Valley bicycles are permitted on sidewalks except in the business district. With bicycles permitted on most sidewalks, essentially sharing the facilities, it is critical that bicyclists understand that it is their privilege to be on the sidewalk and it is their responsibility to yield to pedestrians. No routes were designated to the Middle School at this time due to the need for a safe crossing off of State Highway 29 be established before developing routes.



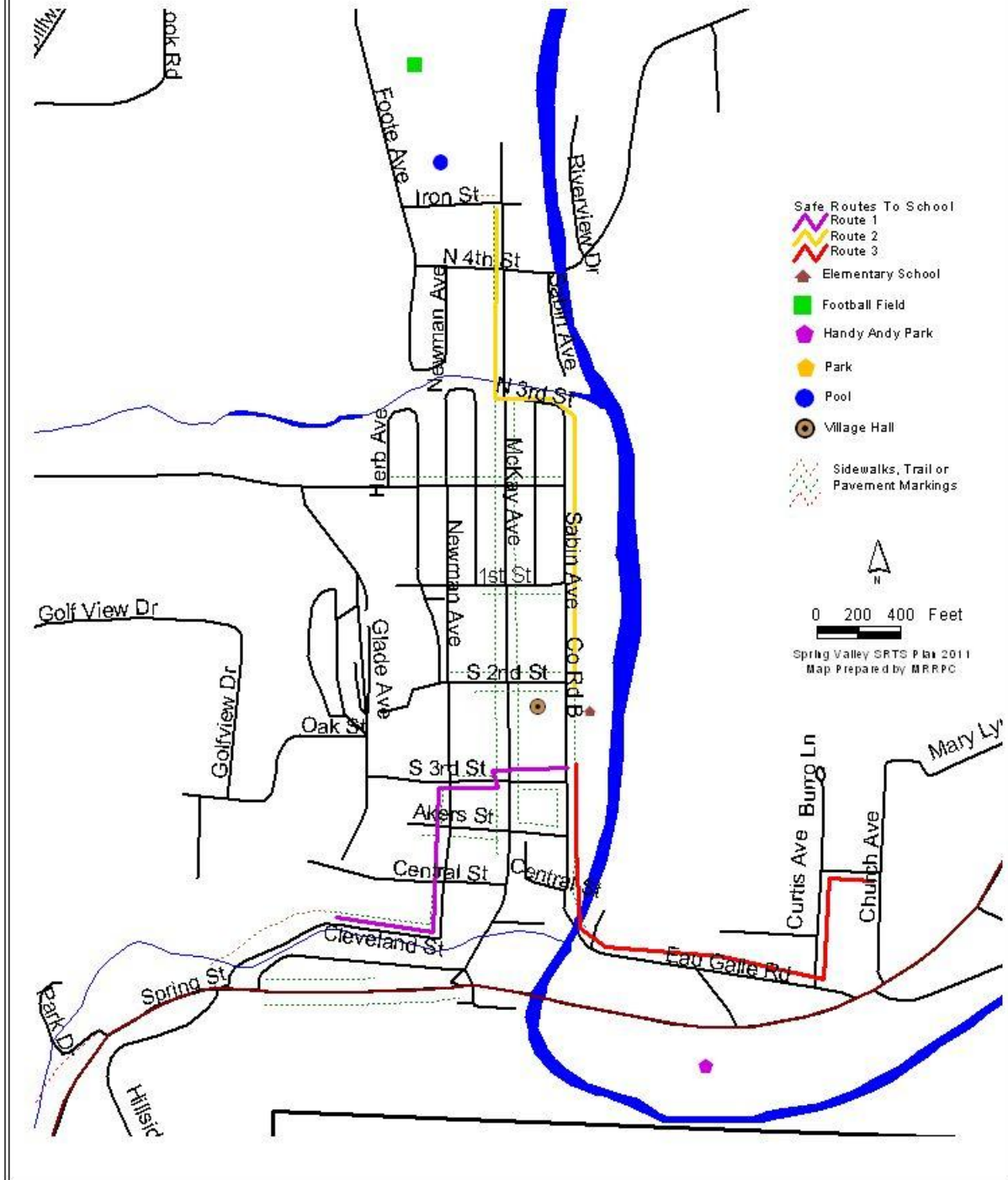
Simple sidewalk markings can increase safety and resident knowledge

Spring Valley Safe Routes to School (See Map 5)

<p>Route 1 - Serves the south side of the village and connects to the walking/ biking trail. Route Challenges:</p> <ul style="list-style-type: none"> - No sidewalk designation on Newman St. between Akers St. and S. 3rd St. -Crossing McKay Ave at S. 3rd St. Street parking and buildings obstruct the views of drivers and pedestrians. 	<p>Route 2 – Serves the north side of the village. The area of the village has good sidewalk facilities. Route Challenges:</p> <ul style="list-style-type: none"> -Crossing McKay Ave. at N. 3rd St. -Need for designated pedestrian area between McKay Ave. and Sabin Ave. N. 3rd St. 	<p>Route 3 – Serves the east side of the village (St. John’s Church neighborhood). This area of the city has no sidewalk infrastructure. Route Challenges:</p> <ul style="list-style-type: none"> -No sidewalks on Eau Galle Rd. and Curtis Ave.
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CHAPTER 6 - RECOMMENDATIONS

Map 5. Spring Valley Safe Routes To School



CHAPTER 6 - RECOMMENDATIONS

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CHAPTER 7 - IMPLEMENTATION

SAFE ROUTES TO SCHOOL IMPLEMENTATION

Implementation is the key to any plan being successful. It is important that the SRTS plan remain at the forefront of any discussions the village or schools have regarding facility or community improvements. To help insure the plan is implemented the following recommendations have been developed.

▶ Through the Wisconsin Department of Transportation's SRTS Program work in coordination with the Mississippi River Regional Planning Commission to apply for grant funding for a SRTS project coordinator. The coordinator position would be funded 100% through state and federal grant dollars. The SRTS Coordinator would be responsible for plan implementation by working with schools, committees, police department, and residents. The SRTS Coordinator would work with several communities in the region and provide SRTS services.
▶ With assistance to the Mississippi River Regional Planning Commission (or Regional SRTS Coordinator) apply for implementation funding to accomplish the recommendations in the plan.
▶ It is recommended that all community street projects and school site and facility planning take into consideration SRTS plan considerations. It is also recommended that school and community budgets for infrastructure and site improvements take into account SRTS and the potential to provide matching funds for grant opportunities.
▶ It is recommended that the SRTS Taskforce meet on a continuing basis as needed to monitor the implementation of the plan and be active in community and school SRTS activities. It is recommended that the SRTS Taskforce reach out to community groups (Lions, 4-H Clubs, church groups, etc.) to assist in getting plan recommendations accomplished.
▶ Develop and maintain a website that will keep students, parents and the community aware of SRTS activities and accomplishments.
▶ Continue to evaluate the success of the SRTS program by annually conducting school student walking/biking tallies. Utilize the Wisconsin Department of Transportation SRTS Tool Kit's "evaluation matrix" to evaluate plan and program successes.

Implementation Schedule

The recommendations and/or actions identified in Chapter 5 when implemented will improve walking and biking conditions in the Village of Spring Valley and provide safe routes to school for children in the communities. After each recommendation in Chapter 5 the schedule for implementation is included in parenthesis. The implementation schedule is divided into three categories; 2012-2013, 2014-2020, and Ongoing (continuous).

Implementation funding will be requested through applications to the Wisconsin Department of Transportation Safe Routes To School Program. Implementation funding is critical to the recommendations in the plan being accomplished. If funding is received through the SRTS program it is anticipated that the aggressive implementation schedule can be achieved. If the village is not successful in being awarded SRTS implementation funding in 2012-2013 the schedule will be modified based on funding availability. It

CHAPTER 7 - IMPLEMENTATION

is imperative to stress that village and school budget restraints prevent the village from implementing the recommendations in this plan unless State or Federal SRTS grant funding is received.

Conclusion

During the Village of Spring Valley SRTS Planning process many new safe routes to school issues were identified and numerous known safety issues were reaffirmed. Historically, the Spring Valley School District has not encouraged walking or biking to the Elementary or Middle School facilities due to concerns over lack of bike or pedestrian facilities and intersection safety. However, administrations at both facilities believe walking and biking to school is important and want to encourage the healthy lifestyle. This plan identifies the two steps that are necessary in order for safe routes to school success. First, bike and pedestrian infrastructure safety improvements must be constructed/installed to create a safe walking/biking environment. Secondly, encouragement in the class room, education throughout the community, and safe routes to school special events will follow to ensure a successful Safe Routes to School Program in the Village of Spring Valley.

APPENDIX 1 - Safe Routes to School Task Force Members

First Name	Last Name	Title	City	State	Zip
David	Wellington	District Administrator	Spring Valley	WI	54767-0249
Gretchen	Cipriano	Principal	Spring Valley	WI	54767
Jeremy	Donath		Spring Valley	WI	54767
Matt	Ducklow		Spring Valley	WI	54767
Beth	Boison		Spring Valley	WI	54767
Heidi	Rambo-Peterson		Spring Valley	WI	54767
Cory	Ducklow		Spring Valley	WI	54767
Terry	Miller		Spring Valley	WI	54767
Jody	Kotval		Spring Valley	WI	54767
Carrie	Dumond		Spring Valley	WI	54767
Tim	Howe		Spring Valley	WI	54767
Rita	Governonski	Village Administrator	Spring Valley	WI	54767
Dennis	Sorenson	Chief of Police	Spring Valley	WI	54767
Lisa	Raethke	Pierce County Health Dept.	Ellsworth	WI	54011
Katie	Bartko	Principal	Spring Valley	WI	54767
Rob	Wirth		Spring Valley	WI	54767
Ken	Lasure		Spring Valley	WI	54767

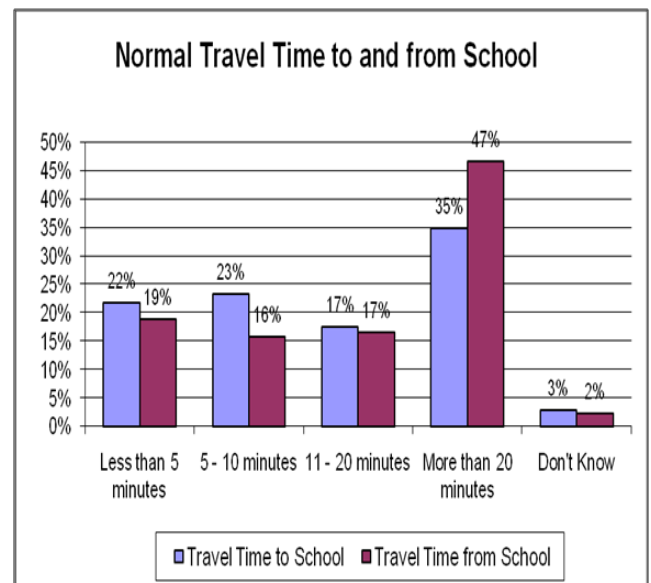
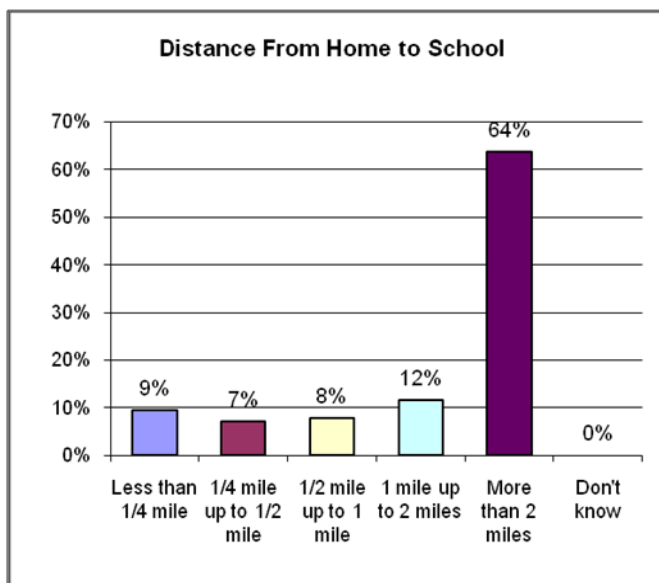
APPENDIX 2 - SRTS Survey Results

SAFE ROUTES TO SCHOOL PARENT SURVEYS

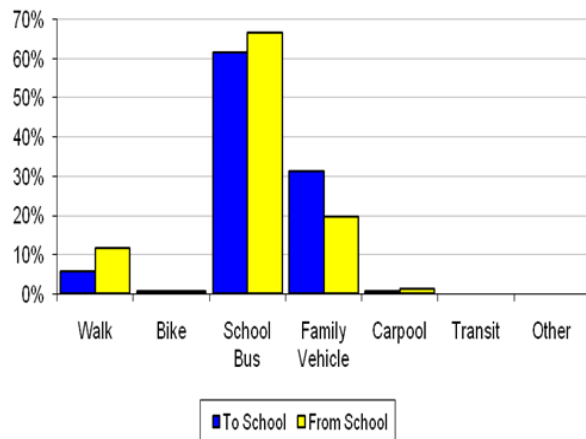
Parent surveys regarding walking and biking to school were distributed to all parents of children in grades Pre K – 8th grade in the Spring Valley School District. Surveys were sent home with children in the Elementary School and mailed to Middle School parents. Approximately 380 surveys were distributed and 174 were returned for a 46% return rate.

Spring Valley Elementary School Parent Survey Summary

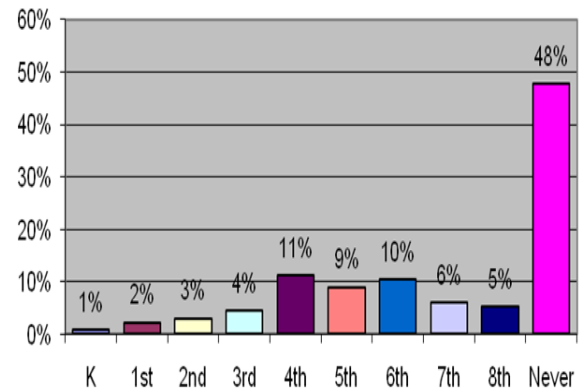
Survey Information		
Number of Surveys Returned		138
Child Information		
Grade Level	Number of Children	Percent
Pre K - K	41	30%
1	33	24%
2	22	16%
3	15	11%
4	11	8%
5	4	3%
6	10	7%
7	0	0%
8	0	0%
Gender	Number of Children	
Male	68	49%
Female	70	51%



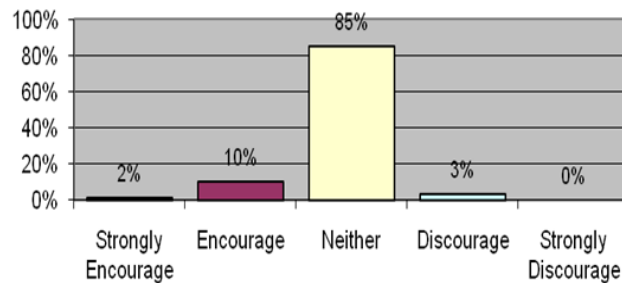
**Travel Modes To and From School
(Parent-Reported)**



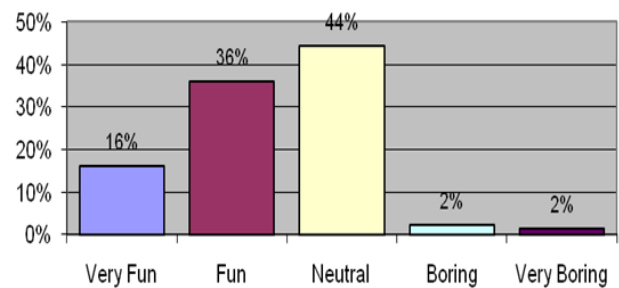
Grades When Parents Will Allow Child to Walk or Bike Alone to School



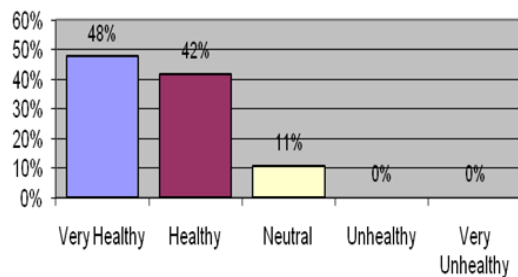
School Attitude Towards Walking and Biking



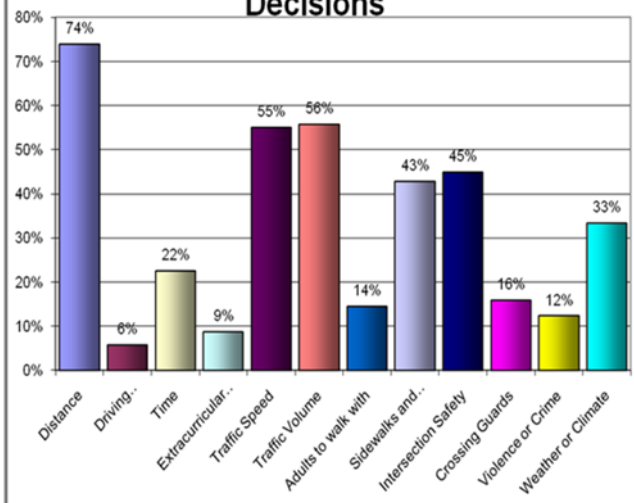
How Much Fun is Walking and Biking to School?



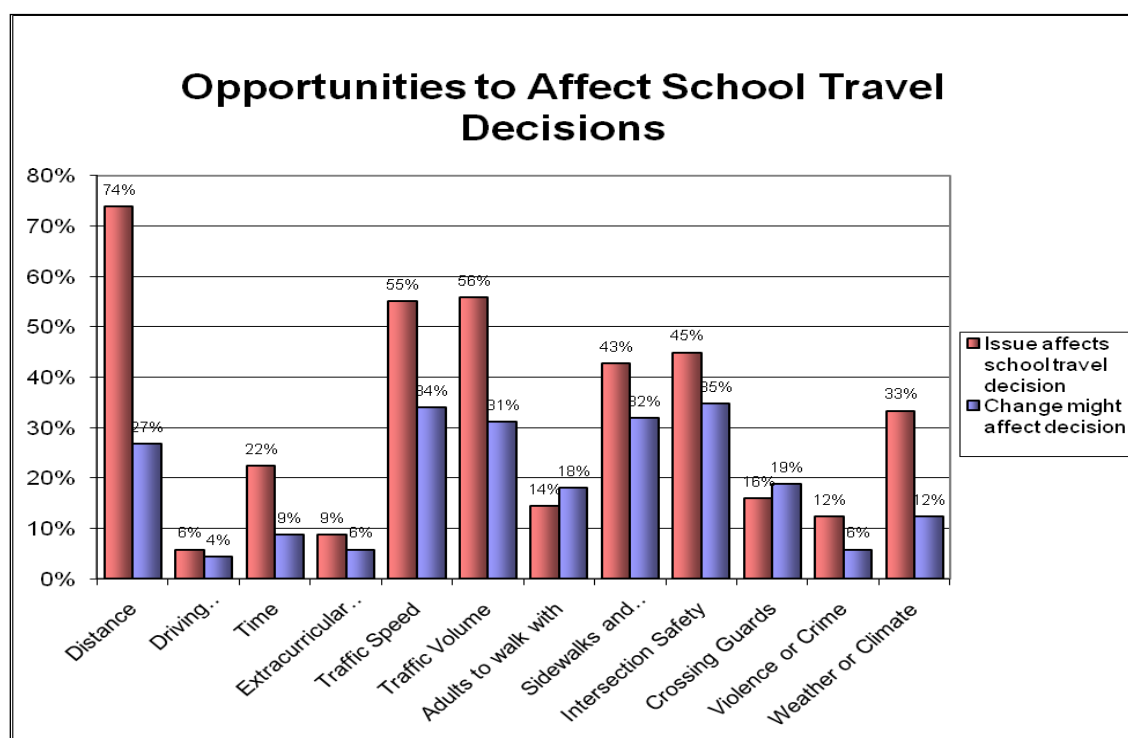
How Healthy is Walking and Biking to School?



Issues Affecting School Travel Decisions



In response to the question “Which of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school?”.



The blue bar represents responses to the question “Would you probably let your child walk or bike to/from school if this problem were changed or improved?”.

Spring Valley Elementary School Parent Comments

- I was very discouraged and disappointed when the district began offering 4K, however transportation and crossing guards were not provided for children living in Town. Although not completely happy with the decision, but due to work schedules, my child has been walking home since kindergarten (w/peers).
- My child already walks to/from school but I would like more safety for 4K kids!. Walking or biking is very healthy except for danger of traffic! I think crossing guards are a great idea. I also think congestion of traffic before school is a bit crazy. Better biking?
- Love this! This is very timely with the cost of gas.
- Maybe we will change our view in the future but not likely. There's too much fast traffic, no sidewalks or safe places to go between our house and school and the road is in very poor condition. We love our children and getting them to/from school is part of our family routine and participation in their lives. This time also gives us a chance to make contact with teacher(s) and his peers. We have a relative safe community. I grew up in and walked to school as did my sister and neighbors. Maybe I'm over protective but it's very difficult for me to let my kids out of my sight and trust others to care as I do.

- A safe route would allow them to walk to school - but it would also allow them to walk to park, pool, ball park, after school activities, friends, and even ice cream and donuts. There is lots to do - we would love a path so we could walk and bike downtown!!
- I think it would be nice to have children walk to school if there was a safe way of doing it. I do not feel children up by the golf course should walk as the big hill they have to use is dangerous!
- My child walks to day care after school. There needs to be an in town bus or crossing guards. Traffic is too fast and too busy. This is not safe!!!
- Walking/biking is very healthy except for dangerous traffic.
- I would certainly allow my child to walk/bike to school. In fact he would enjoy it. He's only kindergarten now but I can't see him walking/biking.
- Live outside of district but feel a safe path connecting two schools would be very beneficial. Would be more inclined to have my own children use it if they stayed together in groups if an adult wasn't with them. (Yes - I'm a worry wart!)
- I would allow my children to walk/bike (weather permitting) if we lived in Town.
- Not sure how much this survey will help, my child rides the bus - however, I would like it if my child did not have to cross the road to get on the bus, we live on a very busy road/highway.
- We live too far away to walk or bike to school.
- We live along way from school - 7 miles. If we lived closer, I would say 6th or 8th grade depending on the child.
- Cannot always answer these questions as we live in the country and walking is not an option. If walking were an option violence/crime. fear of abduction would hold me back.
- Would like to see crossing guards again by elementary and on Main Street. Would also like to see a safe way for MS/HS students to cross over to bike/walk path.
- If bussing is at all part of this, I would say that I love to see my child's bus ride home to be shorter. She is currently on the bus for over an hour.
- I find it ridiculous and unacceptable that there is a no "town bus" anymore and no program (i.e. school organized or volunteer basis) to make sure these young children get to school safely!
- We live 15 miles from school.
- I would like to see an activity bus after school for athletes, after school tutoring etc.
- Van Buren Road is a huge concern for our neighborhood - cars go fast up the hill, blind area (if a child were on top of the hill - would get hit by car) would love sidewalks on Van Buren Road!
- Walking/biking for our kids is quite treacherous! In order to stay on sidewalks and within crosswalks, we cross the street six times. We cross McKay, which is very busy in the morning and often times traffic does not stop

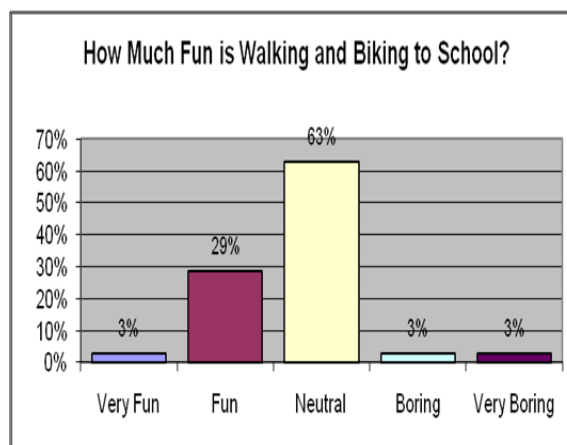
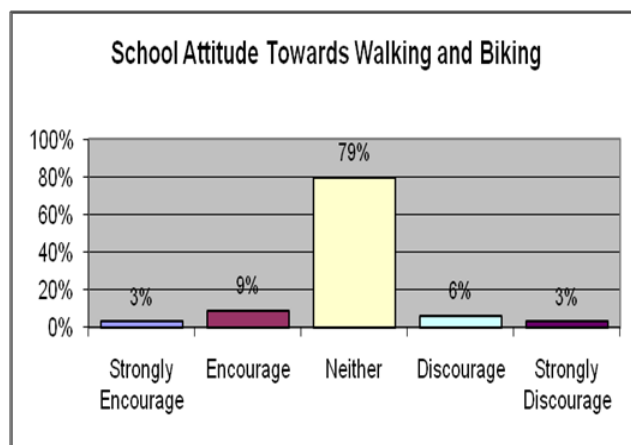
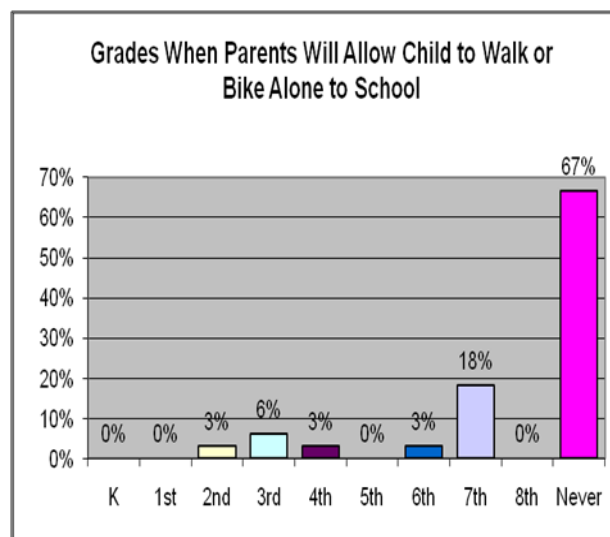
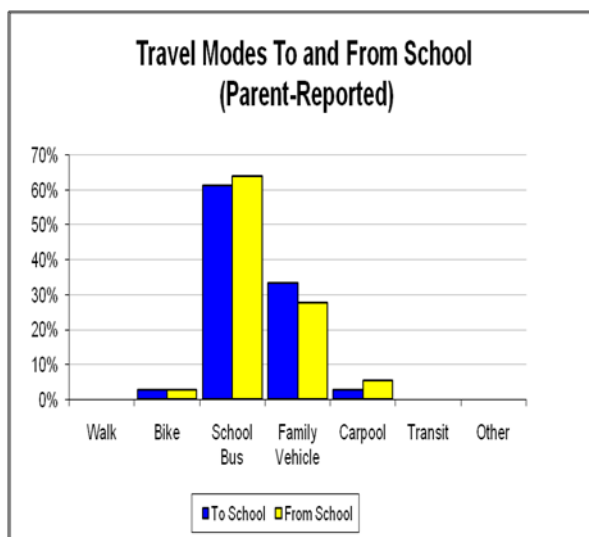
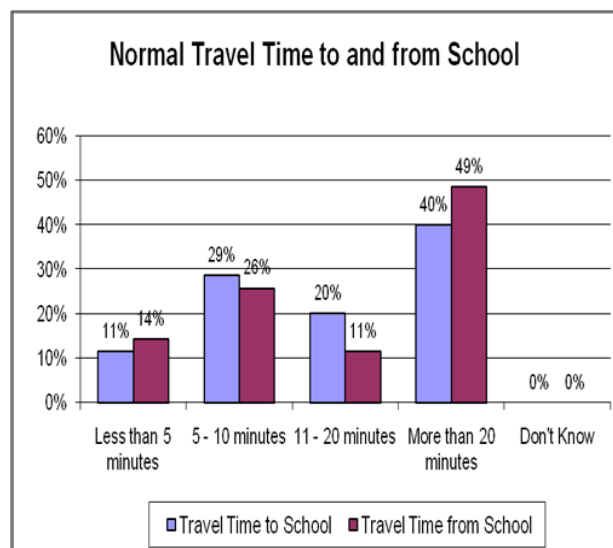
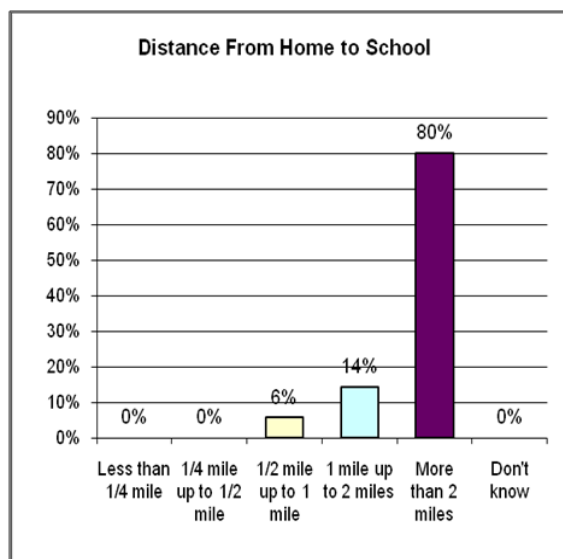
for people in crosswalks....Sometimes even buses. it's also tricky crossing Sabin to get to the school. At both ends (parking lot and at the corner of 2nd Street) there are always lots of cars coming through dropping kids off. I never feel comfortable sending my kids (walking or biking) without an adult. Crossing guards would make a huge difference!

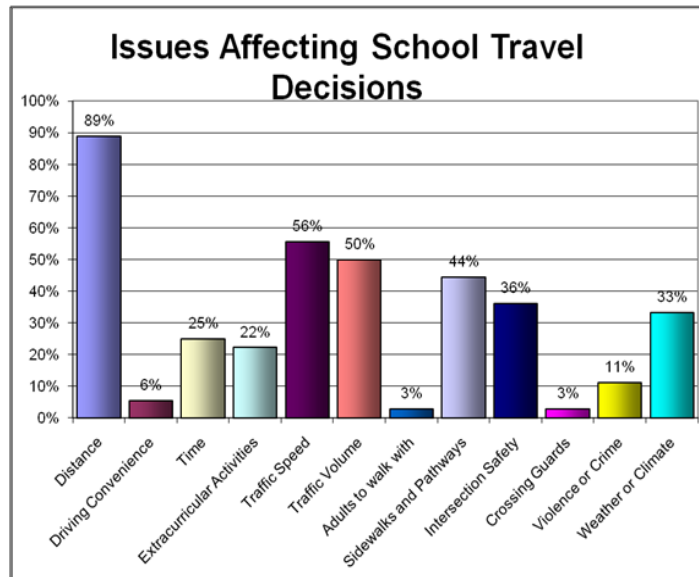
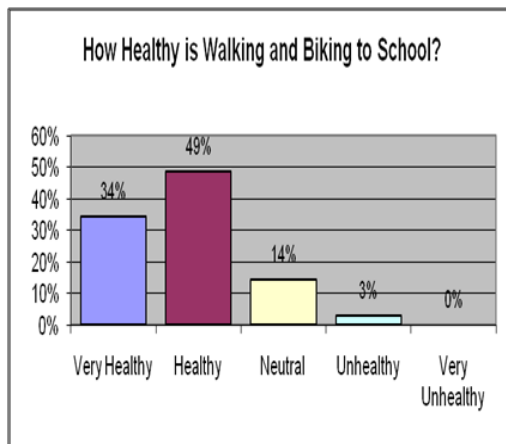
- Walking/biking would be more of a downtown living option. We don't live near downtown, so this does not matter to us.
- Walk/bike is great for those who live in town. Large hills into/out of town are too much for young kids. It is no problem for us to drive/drop off or use the bus.
- Child walks to and from day care. Once he gets to middle school, it could be an option for him to walk/ride if there was a safe way to cross 29 and go up the hill on CC.
- I believe it to be a priority to create a safe passage for the residents who live along Van Buren Road directly to the school district/downtown business district of Spring Valley.
- We live too far away, I would not feel comfortable at any grade to have my child walk or bike.
- This is great to go for those who live in town or just on the outskirts of town that have access to the walk/bike path. We just live too far out for me to allow my children to walk/ride bike to school.
- Our children started walking home from school this year. We have an almost 10 and a 7 year old. I think having crossing guards (older children) would be helpful.
- There a lot of kids on our end of town. Perhaps for older ones, if the walking/bike path went to "Welcome to Spring Valley" sign/Cardinal Editions/past Team Oil up 29 it would benefit students and adults - to connect to town without use of motor vehicles or having to be on highway with semis and traffic going speeds of 50-55 mph+.
- My children usually ride with me to school but they have occasionally ridden their bikes. I have one that will go to Middle School and we don't live far but I don't feel real comfortable with it due to the road and speed of cars on the road and no safe way to cross 29 to get to the school.
- I feel our little town of Spring Valley is not safe for walkers. At least we need crossing guards. I don't believe it is too much liability. Do other schools have that issue? I would support something being done even though we live far out of town.
- Our kids live too far away from school to walk or bike and Van Buren is too dangerous.
- Depends on child on whether I would allow my child to walk or bike. Being overweight, even as children, has increased to an epidemic level. One easy way we can increase activity is to provide a safe way to walk/bike to and from school.
- My children would not ride bike or walk to school ever.
- We live 8-10 miles from school, walking/biking would never would be possible.
- There used to be a police officer outside the school keeping an eye on everyone coming and going, and that person also acted as the crossing guard right in front of the school. Bring that back please!

- My family lives about 14 to 20 miles east of Spring Valley by the Village of Wilson.
- I drive my children almost half the time. My husband lived in Weston and biked several miles to school. We do not feel comfortable to let our boys ride to school yet (K & 2nd now), maybe when they are 10-12??
- Safe routes is tough to solve. Until someone figures out how to deal with Hwy 29 and have all the required funding, you can't accomplish much.
- I have two concerns: 1) we live in the industrial park, there are many school age children in this area of town. There is no way to get to bike trail/school. Vehicles travel too fast to safely ride on Hwy. 29. We would love access to school, parks & business downtown? 2) Van Buren Road is narrow and the speed of vehicles make it a concern for children to ride safely.
- My children ride the bus due to the distance we live from school - if we were in town I am not sure how I would feel about my child being in 3rd grade walking by himself. There are a lot of new people in the area and sex offenders in Spring Valley. I don't think I would let him walk by himself for at least a few years.

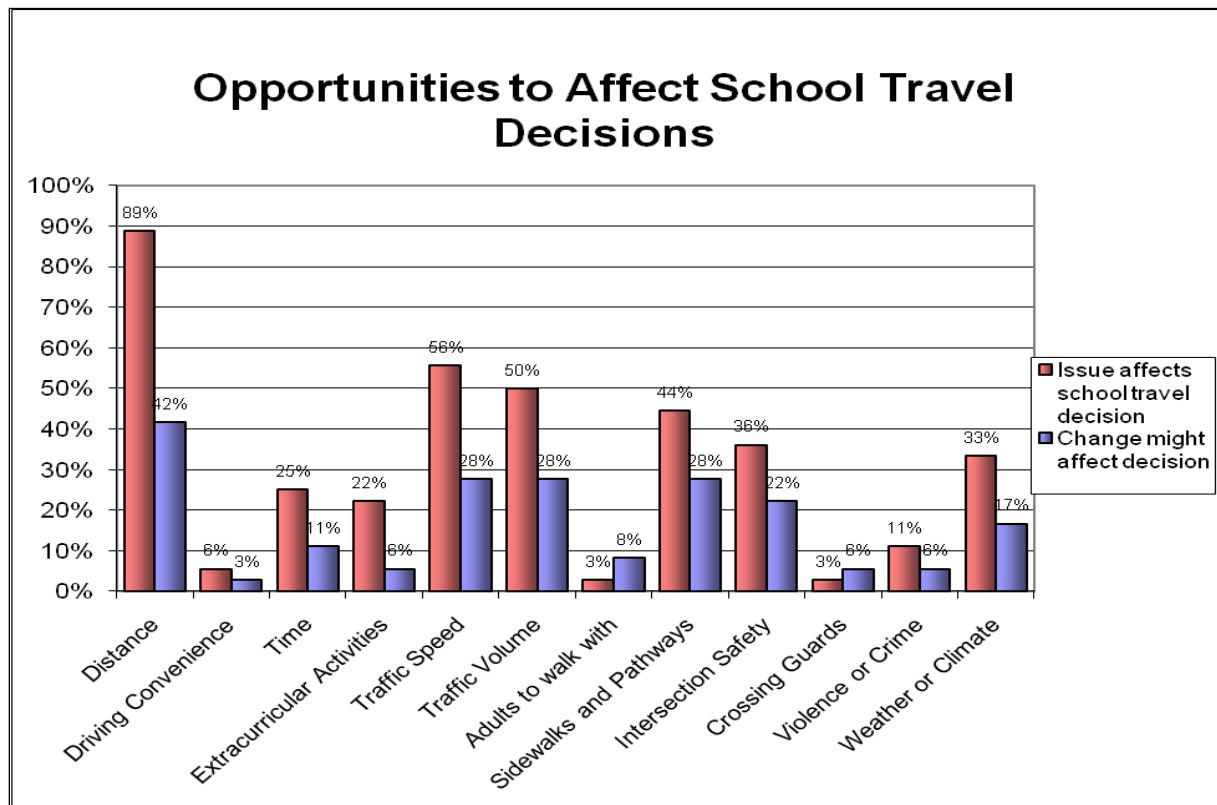
Spring Valley Middle School Parent Survey Summary

Survey Information		
Number of Surveys Returned		36
Child Information		
Grade Level	Number of Children	Percent
K	0	0%
1	0	0%
2	0	0%
3	0	0%
4	0	0%
5	0	0%
6	0	0%
7	20	56%
8	16	44%
Gender	Number of Children	
Male	15	42%
Female	21	58%





In response to the question “Which of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school?”.



The blue bar represents responses to the question “Would you probably let your child walk or bike to/from school if this problem were changed or improved?”.

Spring Valley Middle School Parent Comments

- I understand the need in reduction for transportation with vehicles, but due to distance and personal concern my children will never walk and/or bike to or from school.
- I would like to see an after school activity bus. We live 8 miles from town and our daughter is in sports after school and we can't always get to pick her up on time.
- County CC is very dangerous to travel by bike or walk.
- It would take half the day. Although I believe walking/biking to school is important, I feel money would be better spent shortening some of our longer bus routes by adding more routes.
- Traffic around the Middle School/High School makes walking extremely dangerous. Kids must walk on shoulder or in ditch. No traffic enforcement by local police after school. Rules in parking lot not enforced.
- Would allow my child to walk/bike in 3rd grade if has a safe route.
- We live 6 miles from school. he will be using the bus.
- Why this generic form? These answers are not very accurate as they are different based on grades 1-6 (in town) versus 7-12 (on CC). A grant to provide a path to the high school would be fantastic and greatly enhance safety.
- No sidewalks or pathways, gravel shoulders only.
- Open enroll to district - distance is the issue. Would allow student to walk from Middle school to village with improved crossing of Hwy 29 and if student was with a group of other students.
- I would love to see a safe way for students to get from the high school to the bike/walking trail.
- Do not feel safe with child alone with sex offenders living in community. School cannot fix distance of traffic.
- There are no sidewalks or pathways. Just not comfortable letting my child bike along the highway to and from school with no walkway or sidewalk.
- My children in high school/middle school do sometimes walk to and from things after school - my 8th grader is generally with other kids and not usually alone in town.

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APPENDIX 3 – Percent of Persons Under 18 Years– Spring Valley

