

WESTBY AND VIROQUA SAFE ROUTES TO SCHOOL PLAN – 2011



ABSTRACT

Title: Westby and Viroqua Safe Routes to School Plan – December 2011

Summary: The Cities of Viroqua and Westby received a Safe Routes to School Planning Grant in 2010. The purpose of this plan is to help create safer walking and bicycle routes 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: Viroqua and Westby Elementary Schools
Viroqua and Westby Middle Schools
Pleasant Ridge Waldorf School, Viroqua
English Lutheran School, Viroqua
Cornerstone Christian Academy (located between Viroqua and Westby on US 14)

City Government: City of Viroqua – Mayor Larry Fanta
City of Westby – Mayor Daniel Jefson

Viroqua City Council

David Tryggestad
Marc Polsean
Charles Steinhoff
Gary Krause
Wes Mack
Cyndy Hubbard
John Thompson
Jeff Clifton
Terry Noble

Westby Alderpersons

Russell Haakenson
Brad Mashak
Lyle Lund
Ronald Janzen
Danny Helgerson
Kelvin Hanson

**City of Viroqua
Administrator:**

John Severson

Chief of Police:

Daron Jefson, Viroqua
Mitchell Hundt, Westby

Task Force Members:

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

Planning Staff:

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Greg Flogstad, Director
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CHAPTER 1 - INTRODUCTION

CHAPTER 1 - INTRODUCTION

The City of Viroqua and City of Westby with the support of two public school districts (Westby Area School District, Viroqua Area School District), three private school facilities (Pleasant Ridge Waldorf School, English Lutheran School, Cornerstone Christian Academy) and residents have created a Safe Routes to School (SRTS) plan and in doing so have become Safe Routes to School communities. They have created a unique cooperative relationship that has resulted in 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 schools.

In the past the two cities have made great efforts to provide safe pedestrian and bicycle accommodations in accordance with their respective budgets and funding constraints. The SRTS program provides the opportunity in cooperation with the schools to identify opportunities to improve bicycle and pedestrian accommodations. The issues identified in this plan come primarily from resident and community officials input and the cities recognize the SRTS program as a way to make the community even safer for pedestrians and bicyclists.

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 Westby and Viroqua. 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 help 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 primary goal of the Westby and Viroqua 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 and between the communities.

About Safe Routes to School

Safe Routes to School 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 K-8 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.

Health Benefits ²

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

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Traffic Benefits³

- 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 lands, 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"?

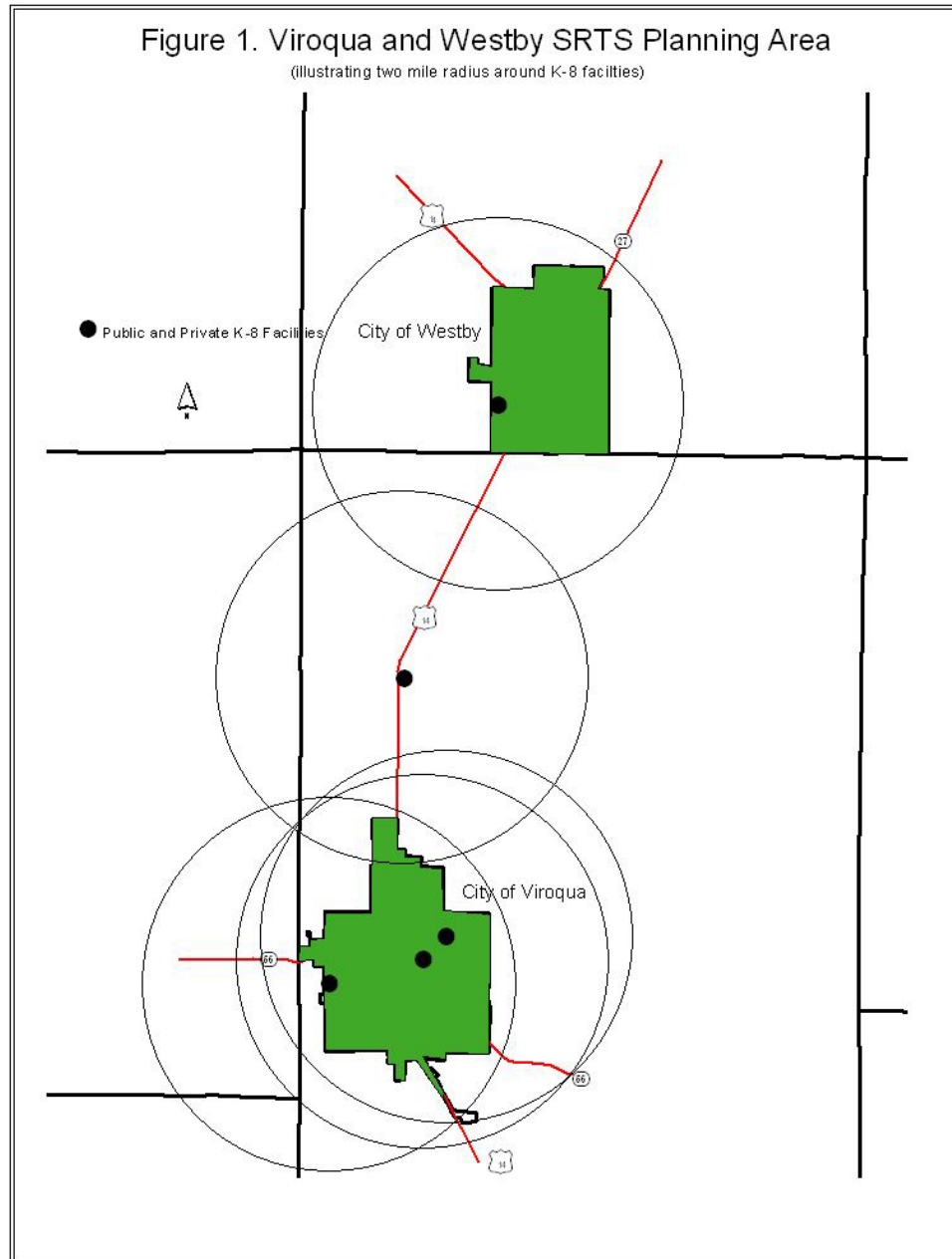
SRTS plans are documents adopted by City Resolution and endorsed by schools that help communities address walking and biking issues comprehensively and consistently. The first step in any Safe Routes to School Plan is to conduct an inventory of existing walking and biking conditions in the community and determine the condition of the physical infrastructure within the communities. Secondly through public meetings, parent surveys, and interviews determine what residents think about walking and biking and what social and/or physical changes could improve walking and biking conditions. Within the plan all the information is compiled to identify common themes and SRTS solutions which will result in more children and residents walking and biking. With a SRTS plan, the communities define a vision and actions to create safe routes to schools and have documented support for community or political decisions relating to walking or biking.

Planning Area (Figure 1)

The planning area includes the City of Viroqua, City of Westby and the six miles between the two communities. The planning area is defined by SRTS program requirements as all areas within two miles of public/private K-8th grade school facilities. The City of Westby is served by the Westby Area School District (public). The Westby Area School District campus is located on the west side of the city. The Elementary facility (Pre K-4th grade) is located a block to the south of the Middle/High School facility (grades 5-12). The City of Viroqua is served by the Viroqua Area School District (public). The Viroqua Area School District campus is located on the west side of the city. The Elementary facility (Pre K-4th grade) is located one block to the southwest of the Middle/High School facility (grades 5-12). Three

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private school facilities serve both communities. The Pleasant Ridge Waldorf School K-8th grade is located on the east side of Viroqua. The English Lutheran School K-12th grade is located in Viroqua on the northeast side of the city. The Cornerstone Christian Academy (K-12th grade) is located about halfway between the City of Viroqua and the City of Westby adjacent to State Highway 14/61 and a new multi-use ped./bike trail.



(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)

2 “”

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CHAPTER 2 – PLANNING PROCESS AND PUBLIC INPUT

CHAPTER 2 – PLANNING PROCESS AND PUBLIC INPUT

Westby and Viroqua SRTS Planning Process

The first step of the planning process was to formally 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 February 23, 2011 and twenty-three school officials, city officials, and residents attended. 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 communities 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 public “Open House” meetings were held in each community to gather additional public input on the plan. Residents from both communities that attended the meetings were very supportive of the Safe Routes To School program and the recommendations in the plan. In December of 2011 the Viroqua and Westby City Councils approved the SRTS plan by resolution.

Planning Process 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?”

<u>City of Westby Issues</u>	<u>Issues Near Westby School Facilities</u>
<ul style="list-style-type: none">➤ Lack of sidewalks➤ Traffic – amount and speed➤ Accessible only by going along Highway➤ Lack of safe crossings➤ Need effective crossings from east to west➤ Peer pressure – (embarrassed to walk/bike to school)➤ Fear of crime or injury➤ Lack of interest in or knowledge of bike safety	<ul style="list-style-type: none">➤ Lack of sidewalks➤ Few bike racks➤ Traffic➤ Lack of safe crossings➤ Bottleneck at pick/up and drop/off➤ Lack of lighting➤ School-zone signs w/o lights➤ 3-way stop at 4-way intersection➤ Kids have too much stuff to carry

CHAPTER 2 – PLANNING PROCESS AND PUBLIC INPUT

City of Viroqua Issues

- Broadway/Decker/14 traffic
- Fast drivers/poor visibility
- Parallel (to 14) street traffic
- Hwy 14 noise/pollution
- Lack of corridor between Viroqua north end - that is not along Highway 14
- Long wait for lights
- Lack of sidewalk consistency
- Sidewalk conditions – damage, ice
- Visibility (Decker/East, Main/Decker), (Education Ave/Broadway), (Rock/South)
- Driver behavior/enforcement of law
- On street parking
- Corridor to Park Bowl as destination
- No-bike ordinances (skateboards too) on Main Street and one block either side

City of Viroqua Issues

- Problem dogs
- Herbicide spray
- Hwy 56 transition into Viroqua
- N. East Avenue to arena, fairgrounds – no sidewalks
- Inconsistent road plowing – unsafe driving conditions
- Need connection between arena, fairgrounds, Wal-Mart, west side of 14, food enterprise center
- Good planning for connection to the new library
- Need for good trailheads

Issues Near Viroqua School Facilities

- No sidewalks at Viroqua Elementary School, sports fields
- Viroqua Elementary School drop-off congestion confusing lane directions
- Lack of bike racks

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:

Viroqua representatives individual responses (comment cards) to the following question.

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

Attendee 1

Car dominated/not safe (sidewalks and roads)
Air/noise pollution (not a pleasant journey)
Sidewalks inconsistent/roads not friendly to bikes

Attendee 2

1 Lack of safety features (mental) (people) - Inattentive drivers and bikers etc.
2 Lack of sidewalk designated route
3 Speed of autos, courtesy – folks don't know rules of proper biking etc. – Education!!!!

Attendee 3

1 Afraid of traffic/cars
2 They perceive it is “too far” to bike or walk to the destination
3 They don't have a bike (poverty)

Attendee 4

1 Highway 14 traffic flow is difficult to negotiate i.e. crossings
2 Very difficult to get from downtown area to the north end – near WalMart, Village Market
3 Bike racks and mapping for residents and out of towners would be helpful

Attendee 5

1 Safety issues
2 Lack of Motivation
3 Designated Routes

Attendee 6

1. Traffic
2 Failure to obey pedestrian/bike rules
3 No sidewalks

Attendee 7

1 Lack of safe sidewalks and bike lanes
2 Dangerous crossings at big intersection
3 Uneducated drivers

Attendee 8

1 Paths/sidewalks
2 Ease of path to destination
3 Comfort on roads: width, parking

Attendee 9

1 Lack of driver awareness (caution including speed especially streets parallel to Hwy 14 – Rusk and Washington)
2 No safe and consistent route (sidewalks inconsistent, etc.)
3 Downtown loud/congested – not pleasant to walk

Attendee 10

1. Lifestyle (e.g. active, athletic, lazy, passive)
2 Cultural (it's not how it's done, just drive everywhere)
3 Infrastructure (poor sidewalks, ice, lack of bike lanes)

Attendee 11

1 Sidewalk lacking/inconsistency
2 Difficulty in crossing certain intersections
3 Lack of education for all who use roads/sidewalks/potential bike lanes

Attendee 12

1 Bikes/skateboards on sidewalks
2 No safe paths along streets for younger bikers
3 Intersection/pedestrian safety – Main Street

Westby representatives individual responses (comment cards) to the following question.
“What issues or obstacles in your community deter residents from walking/biking?”

Attendee 1

- 1 Intersection/pedestrian safety – Main Street
- 2 Residents don't walk or bike because they are embarrassed (how they look, stigma – they don't want people to think they need exercise)
- 3 Residents don't walk or bike because it's dangerous

Attendee 2

- 1 Cars too fast – speed limit should be 25 inside City limits
- 2 Parking both sides of street
- 3 Narrow streets

Attendee 3

- 1 No sidewalks
- 2 Crossing Main Street
- 3 Heavy traffic on Main Street

Attendee 4

1. Sidewalks around schools
- 2 Traffic around school – bottleneck (dangerous)
- 3 Community effort to promote activity (walking, community)

Attendee 5

- 1 Lack of sidewalks/unsafe intersections
- 2 No or limited access to trails
- 3 In general, we've become a lazy society – need to promote walking & biking, but first we need to make it safer

Attendee 6

- 1 Lack of desire to walk or bike
- 2 Sidewalks
- 3 Intersections

Attendee 7

- 1 Lack of sidewalks
- 2 Safe crossing – Highway 14
- 3 No designated routes

Attendee 8

1. Lack of sidewalks
- 2 Need to cross high traffic intersections
- 3 Areas where lighting is poor

Safe Routes to School Parent Surveys

Parent surveys regarding walking and biking to school were distributed to all parents of children in grades K – 8th grade in Westby and Viroqua. Surveys were sent home with children and returned to the schools. Approximately 1350 surveys were distributed and 531 were returned for a 39% 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 K-8th grade school. Complete survey results and written comments are included in Appendix 2 and a copy of the survey is included in Appendix 3. Results for Westby and Viroqua are listed separately so differences and/or similarities can be identified. Parent surveys were not conducted at the Cornerstone Christian Academy. The school is located between Westby and Viroqua adjacent to U.S. Highway 14 and at this time walking and/or biking to the facility is not practical or safe.

Chart 1a and 1b show how children arrive and depart from school. In both communities the family vehicle is the used extensively to take children to and from school. School buses are the second most popular form of travel. School buses are used more extensively in Viroqua and this can be attributed to bus stops throughout the city. The Westby School District does not provide in city pickup/drop off. Evident in the information are the small percentage of children that bike to and from school.

Chart 1a. City of Westby

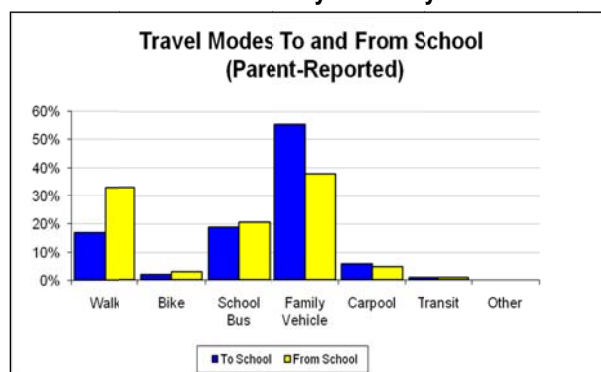
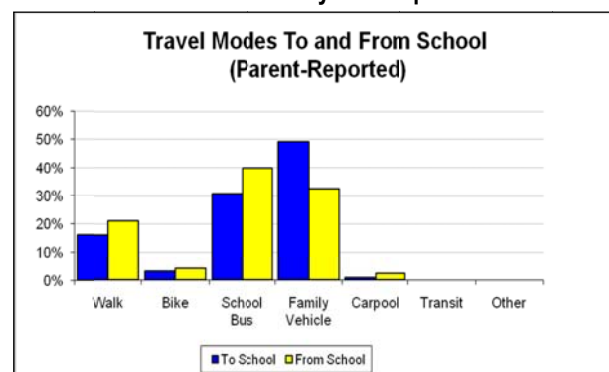


Chart 1b. City of Viroqua



Charts 2a and 2b illustrate grades when parents feel comfortable allowing children to walk or bike to school. It is interesting that parents in Westby felt comfortable with children walking or biking in 2nd, 3rd, and 4th grade versus Viroqua in which parents are more comfortable at later grades (4th, 5th, and 6th grades). This difference may be attributed to the Public Elementary School in Viroqua has no sidewalks serving the facility.

Chart 2a. City of Westby

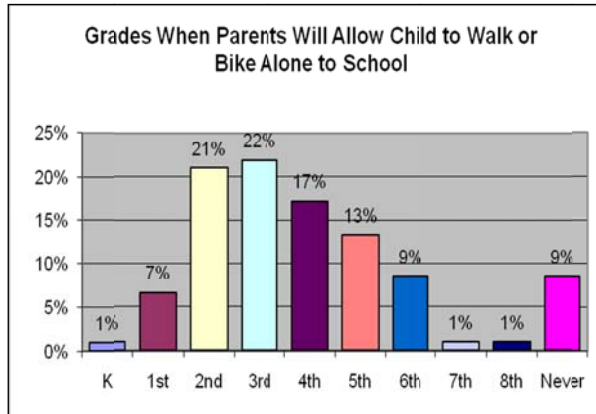
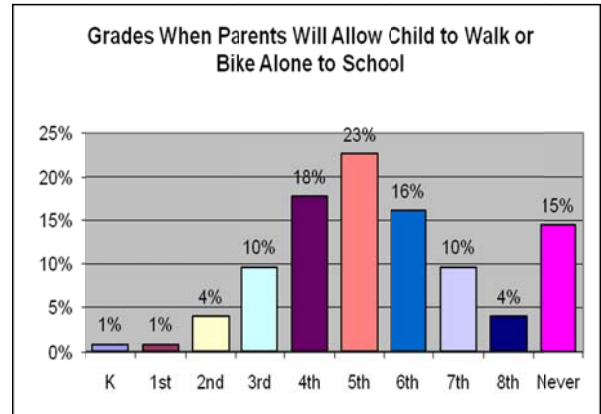


Chart 2b. City of Viroqua



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

Chart 3a. City of Westby

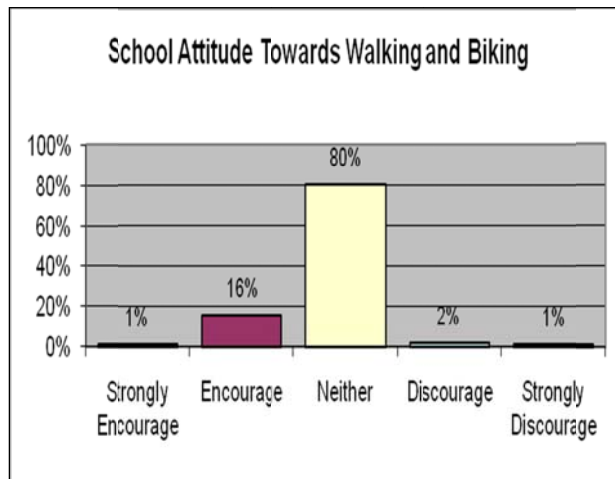
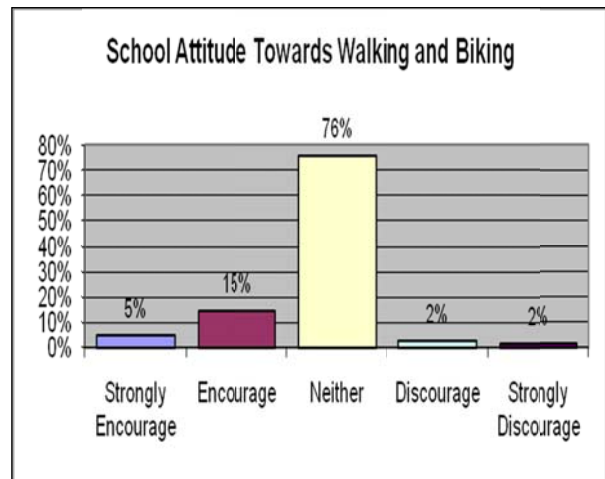


Chart 4a. City of Viroqua



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 the community that parents would be more willing to allow children to walk or bike to school.

Chart 4a. City of Westby

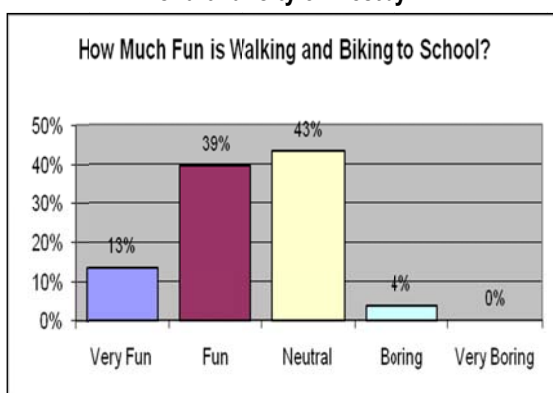
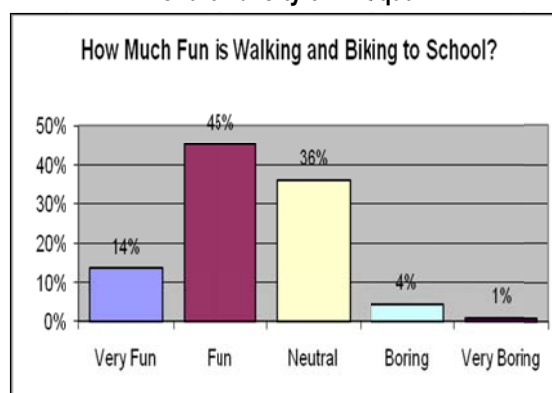


Chart 4b. City of Viroqua



Charts 5a and 5b shows the issues that affect parents decisions to allow children to bike or walk to school. As the information illustrates, both communities have similar issues that affect parent's decisions. Traffic volume, intersection safety, and traffic speed are the highest rated issues that affect parent's decisions in both Viroqua and Westby.

Chart 5a. City of Westby

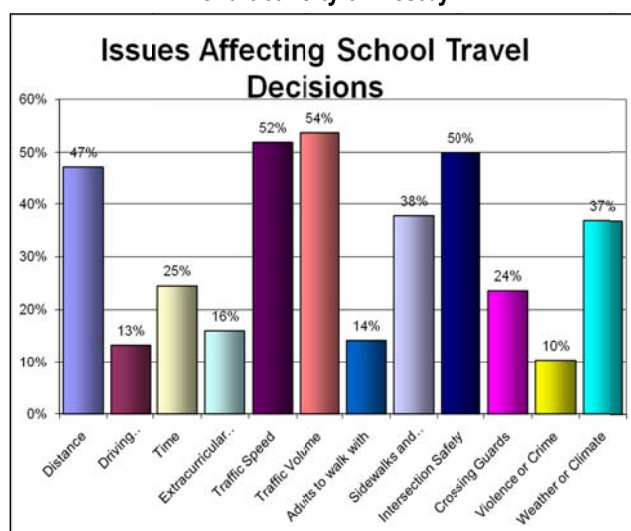
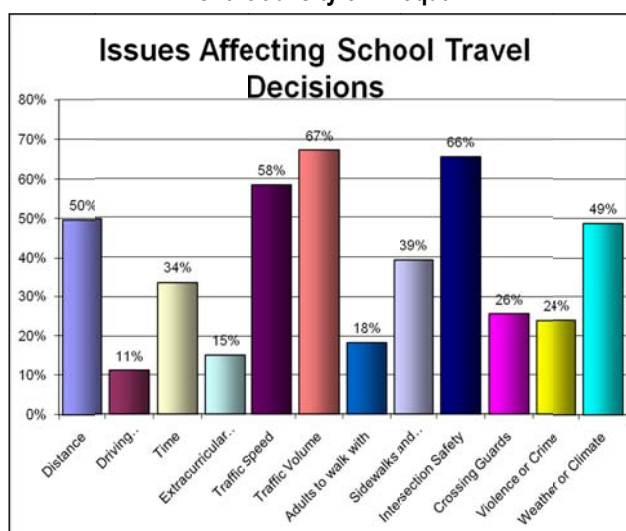


Chart 5b. City of Viroqua



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 planning process, daily student arrival/departure tallies were conducted by teachers for one week at each K-8 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 Westby Elementary primarily were transported by family vehicle (44%) followed by school bus (39%), walking (7%), biking (5%) and carpooling (3%). At the Westby Middle School, students arrived and departed by school bus (49%) most frequently then family vehicle (34%), walking (11%), biking (2%), and carpooling (3%). In Viroqua, at the Viroqua Elementary School children were transported most often by school bus (58%) then family vehicle (38%), walking (1%), biking (0%), and carpooling

CHAPTER 2 – PLANNING PROCESS AND PUBLIC INPUT

(2%). Low numbers of students walking and biking to the Viroqua Elementary School can be in part attributed to there being no sidewalks or trails directly serving the school. At the Viroqua Middle School most students arrived and departed by family vehicle (42%) followed by school bus (39%), walking (12%), biking (5%), and carpooling (2%). At the Pleasant Ridge School in Viroqua student arrival and departure information differed as the school more actively encourages walking and biking to school. Family vehicle was still used most frequently at (39%) however it was followed by walking (36%), biking (16%), school bus (2%), and carpooling (2%). At the English Lutheran School which has only twelve students 69% arrived or departed by car followed by 19% walking, 11% by school bus, 1% carpooling and no children biking. Student arrival/departure tallies were not conducted at the Cornerstone Christian Academy. The school is in a rural location between Westby and Viroqua adjacent to U.S. Highway 14 and at this time walking and/or biking to the facility is not practical or safe.

Stake Holder Interviews

Interviews were conducted with city officials, police departments, school officials, and transportation coordinators during the SRTS planning process. The interviews provided insightful information on each community and schools participating in the planning process. Throughout the plan information gathered from the interviews is utilized to provide background information as well as to identify SRTS issues and solutions in each community.

CHAPTER 3 – INFORMATION AND DATA

SAFE ROUTES TO SCHOOL COMMUNITY AND SCHOOL INFORMATION AND DATA

Westby and Viroqua Sidewalk Audits

Volunteers from the SRTS Task Force conducted sidewalk audits in the City of Westby and City of Viroqua. The volunteers walked the sidewalks and identified locations where hazards existed for pedestrians or bicyclists. Volunteers identified hazardous intersections, the existence of sidewalk ramps, evaluated sidewalk conditions, etc. In general the information gathered by volunteers reaffirmed public comments that had been received throughout the planning process. Sidewalks throughout each community are inconsistent in both their location (connectivity) and condition. Curb ramps are available at intersections but in many cases not available for all travel directions. U.S. Highway 14 intersections in each community are hazardous to cross stemming from the amount of traffic, cars parked near intersections obscuring pedestrians and driver's views, timing of traffic signals, minimal pedestrian signage, etc. The complete summary of the sidewalk audits is included in Appendix 4.

City of Westby Information

The City of Westby as of the 2010 Census had a population of 2,200. The City is located along U.S Highway 14 approximately 21 miles from City of La Crosse and 6 miles from the City of Viroqua. State Highway 27 also serves the City and intersects U.S. Highway 14 on the north side of the city. The city has a traditional downtown area with residential neighborhoods located to the east and west of the downtown area. The city has an industrial park on its north side. The Westby Area School District PreK-12th grade facilities are located on the southwest side of the city. The city has a library, public pool, and several public parks.

The City's Comprehensive Plan adopted in 2006 addresses walking and biking and recommends several policies and programs. Policies to address bicycle travel included in the Comprehensive Plan:

- Design bicycle accommodations into arterial street construction and reconstruction plans.
- Provide bicycle accommodation in corridors linking the school campus area with the rest of the community.
- Collaborate with adjacent units of government to plan for the interconnectivity of a bike-pedestrian trail system.
- Plan trail system interconnectivity between Westby and Viroqua area recreational and tourist attractions and similar facilities within the region.
- Implement a comprehensive program for constructing sidewalk curb ramps in high priority areas.
- Work with the State Highway Department to incorporate bike/pedestrian facilities into the proposed Highway 14/16 bypass, with connections into existing bike/pedestrian facilities.

Policies to address walking and pedestrian facilities included in the Comprehensive Plan:

- Support programs to identify areas needing or conducive to pedestrian travel.
- Require sidewalk continuity from existing walks into new urban land development, particularly connecting new commercial areas and subdivisions.
- Work with the DOT to insure the construction of pedestrian facilities as part of state highway improvement projects.
- Require the continuation of existing sidewalks into new urban land development in subdivisions and business areas where feasible.
- Plan and develop walking paths/tours within and around the City of Westby.

The City of Westby has 64 public streets totaling 16.83 miles of roads the city maintains. There are approximately 4.96 miles of sidewalks in the City of Westby. Annually the City of Westby inspects sidewalks and rates their status.

CHAPTER 3 – INFORMATION AND DATA

The city looks for heaving of 3 inches or more and gaps of 1 1/2 inches to deem a sidewalk replacement or repair is needed. Each year a quarter of the city is designated as a repair area and funding is set aside to repair as many sidewalks in the area as funding permits. Dividing the city into quarters guarantees that repairs are made equitably throughout the city. In 2011, the city budgeted \$14,000 for sidewalk repairs. Landowners are not assessed for sidewalk repairs.

Bikes on sidewalks

The Police Department allows bikes on sidewalks throughout the City of Westby. If a police officer sees that a bicyclist does not yield to a pedestrian on a sidewalk the police officer will stop the bicyclist and inform them that they must get off their bike and yield to pedestrians that are walking on the sidewalk.

Crossing Guards

Two crossing guards provide locations for children to cross U.S. Highway 14 on their way to school. The Maple St./U.S. Highway 14 intersection and the State St./ U.S. Highway 14 intersection have crossing guards present on school days between 7:00 a.m.- 8:00 a.m. and 2:45 p.m. – 3:15 p.m. A concern of the city is when one of the crossing guards retires, filling the position will be difficult and it might be necessary to have only one crossing guard controlled intersection.



Crossing U.S. Highway 14 in Westby is a SRTS challenge

Biking/Walking Community Outreach

The police department has no formal interaction with the Westby School District with regard to bike/pedestrian safety, etc. From time to time, the school will request that the police department meet with students or provide information at which time the police department attends classes or provides information.

Several years ago the Westby Police Department initiated a bike rodeo and offered bicycles and equipment as gift incentives. The police department patterned its event after the successful Village of Cashton event. However, in the first year of the event only 10 children attended and the following year only 8 attended. Due to low participation the event is no longer held.

Issues and/or Needs Identified in Planning Process

- Children walking to school cross U.S. Highway 14 at the Maple Street intersection and in many cases use the sidewalk on the south side of Maple St. The sidewalk on the south side of Maple St. dead ends at the end of the Coon Prairie Church property. Between U.S. Highway 14 and the end of the church property children randomly cross Maple St.(a major thoroughfare to the school) to use the sidewalk on the north side of Maple St. A crosswalk west of the U.S. Highway 14/Maple St. intersection could alleviate the hazard.

Map 1 in Appendix 5 illustrates existing conditions for walking and biking in the City of Westby.

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City of Viroqua Information

The City of Viroqua as of the 2010 Census had a population of 4,362. The City of Viroqua is the Vernon County Seat and is located along U.S Highway 14 approximately 6 miles east of City of Westby and 10 miles west of Readstown. State Highway 56 also serves the City and intersects U.S. Highway 14 in downtown Viroqua. The city has a traditional downtown area with residential neighborhoods located to the east and west of the downtown area. The city has a business/industrial park on its north side along with several retail establishments. A second Industrial/business park is located on the city's south side. The Viroqua Area School District PreK-12th grade facilities are located on the southwest side of the city. Two private schools are also located in the city. The city is home to a library, public indoor pool, golf course, ice skating/hockey facility, and several public parks.

The City's Comprehensive Plan adopted in 2007 addresses walking and biking and recommends several policies and programs. Policies to address bicycle travel included in the Comprehensive Plan:

- Design bicycle accommodations into arterial street construction and reconstruction plans.
- Provide bicycle accommodation in corridors linking the school campus with the rest of the community.
- Collaborate with adjacent units of government to plan for the interconnectivity of a bike-pedestrian trail system.
- Work with the Driftless Area Recreational Trail development team on regional trail development and trail mapping.
- Plan trail system interconnections between Viroqua area recreational and tourist attractions and similar facilities within the region, such as Sidie Hollow County Park, and with other parks, schools, entertainment, and commercial areas.
- Work with the State Highway Department to incorporate separated bike/pedestrian facilities into the proposed Highway 14/16 bypass, with connections into existing bike/pedestrian facilities and linkage to the City of Westby, and including a possible bike/pedestrian tunnel or overpass at the redesigned intersection at County BB or Rail Road Avenue.

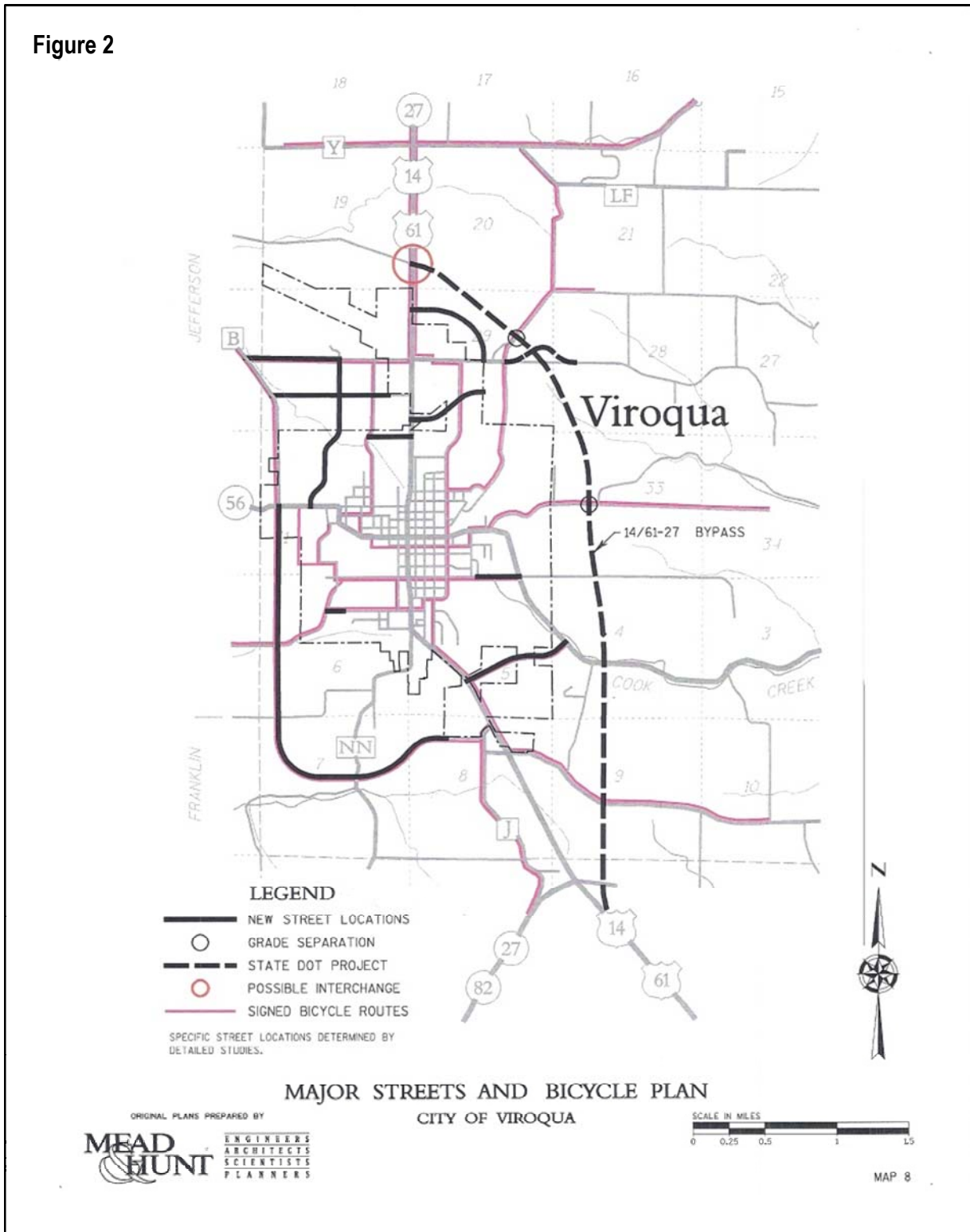
Policies to address walking and pedestrian facilities included in the Comprehensive Plan:

- Identify pedestrian facility areas in the Comprehensive Plan.
- Implement an annual sidewalk improvement program consistent with safety needs and the Comprehensive Plan.
- Require sidewalk continuity from existing walks into new urban land development, particularly connecting new commercial areas and subdivisions.
- Work with the DOT to insure the construction of pedestrian facilities as part of state highway improvement projects.
- Develop and implement a city sidewalk/pedestrian plan.
- Work with the Driftless Area Recreational Trail Development Team (DART) on trail facility planning and development.

The Comprehensive Plan also includes a Bicycle Route map for the City of Viroqua (See Figure 2).

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Figure 2



The City of Viroqua has 118 public streets totaling 30.84 miles of roads the city maintains. There are approximately 21.72 miles of sidewalk in the City of Viroqua.

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Bicycles on Sidewalks

Per city ordinance, the police department does not allow bikes on sidewalks along Main St. (U.S. Highway 14) from Broadway St. to South St. The department allows bikes on sidewalks in other areas of the city.

Crossing Guards

One crossing guard provides a location for children to cross U.S. Highway 14 on their way to school. The W. South St./U.S. Highway 14 intersection has a crossing guard present during school days in the mornings and afternoons.

Traffic Signals

There are three intersections in the City of Viroqua that are signalized County Rd. BB and U.S Highway 14, State Highway 56 and U.S. Hwy. 14, Jefferson St. and U.S. Highway 14. Volunteers analyzed the timing of the signals to determine if pedestrians and bicyclists had adequate time to cross the intersections safely. Crossing U.S. Hwy. 14 is one of the most often mentioned obstacles keeping residents and children from walking and biking throughout the city. When crossing U.S. Hwy. 14 at the County Rd. BB intersection (45 mph) pedestrians are given 15 seconds to cross the five lane (left turn lanes) intersection. At the U.S Highway 14 and State Highway 56 intersection (25 mph) and the U.S. Hwy. 14 and Jefferson St. intersection (25 mph) pedestrians are given 20 seconds to cross. Observers noticed that the walk symbol appears for the first 3 sec. and then changes to a red stop hand and there is no signal for the amount of time that remains to cross the intersection safely. At all three traffic signals pedestrians are given 55 seconds to cross intersecting city streets.



State Highway 56/U.S. Highway 14 signalized intersection in Viroqua

Community/School Outreach

The police department has no formal interaction with the schools with regard to bike/pedestrian safety, etc. The DARE program does touch on bike safety. The police department would be open to working with elementary students to assist in education. Annually the Viroqua Police Department sponsors a bike rodeo in June and approximately 25 children participate each year.

Issues and/or Needs Identified in Planning Process

- The new bike/walking trail could impact County BB/Airport Rd./U.S. Hwy. 14 intersection which is already hazardous for pedestrians and bicyclists to cross (pavement width, traffic speed, etc.). The trail will more than likely put more bike and pedestrian traffic on Airport Rd.
- In the Abbey Lane area there are many homes with young children and there are no sidewalks or bike/ped. connections to other areas of the city.

Map 2 in Appendix 5 illustrates existing conditions for walking and biking in the City of Viroqua.

School Information/Inventories

The section of the SRTS plan provides information on the public and private school facilities involved in the Westby and Viroqua SRTS planning process. It is important that all schools in the communities participated in the SRTS

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planning process. This helps insure the “comprehensive approach” to SRTS and that the needs of all residents and children in the communities are met.

Westby Elementary

The Westby Elementary is a PreK-4th grade facility located at 122 Nelson St. on the southwest side of Westby. The school is located to the south of the Middle/High School facility on the Westby campus. There are 296 K-4th grade students enrolled at the school.

Students arrive/depart from the school either by bus, parent/guardians pick up/drop off, walking or biking. The majority of students that walk or bike to school utilize West Avenue and arrive from the north (Middle School/High School Area). The school is served by 9 school buses that drop children off in the morning and the afternoon. The facility has a bus only designated drop off/pick up area which is effective at separating car and bus traffic as well as providing a safe loading/unloading area for students. A second vehicular entrance/exit to the facility is for parents/guardians to drop off/pick up children and for visitor/staff parking. At pickup and drop off times the area is very congested and hazardous for drivers and children in the parking lot area. Vehicles waiting to pick up students are backed up to/on to Nelson Street and in some cases children walk between vehicles to cars parked in the parking lot. The original design for this area when the facility was constructed was to have a second exit and a larger parking lot to relieve congestion. Due to project overruns, the second exit and expanded parking lot were eliminated.



Westby Elementary facility located south of the Middle/High School

Sidewalks throughout Westby and around the school facility are sporadically located. There is a sidewalk on the west side of West Avenue that extends south from the High School/Middle School facility. The sidewalk extends in front of the Elementary facility then abruptly ends at the school property line forcing any pedestrians walking south onto Nelson Street. At this location the pavement of Nelson Street also narrows leaving less space for cars and pedestrians. As previously mentioned, the majority of students that walk or bike to the Elementary facility come from the north and utilize West Avenue/Nelson Street. As they arrive at the Elementary facility, students must cross the bus entrance. The Elementary School does have a “Safety Patrol” program that educates and utilizes supervised 4th graders as crossing guards for the bus exit.

West Avenue, Nelson Street, Maple Street and Highland Street are the primary streets that serve the Westby School District campus. Limited warning signs, faded pedestrian cross walks, intersections with no cross walks, and inconsistent sidewalks make pedestrian/bicycle safety an important issue. Also important to note, is that in case the Elementary facility has to shut down for emergency purposes the Vosseteig Funeral Home building is the evacuation site and no sidewalks lead to the location.



The sidewalk abruptly ends as it leaves the Westby Elementary school property

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Curriculum

Other than the “Safety Patrol” and a bike safety summer school program, walking and biking activities, safety, etc. are not part of the Elementary School curriculum at this time.

Issues and/or Needs Identified in Planning Process

- Lack of sidewalks, 3-way intersections, faded or non-existent pedestrian intersection markings combined with student drivers at times create hazardous conditions for children walking or biking near school facilities.
- No ped./bike connection to future multi-use trail terminating at (Hwy. 14/South Street intersection).
- Cultural issues – no time to walk or bike.
- Safe crossing of U.S. Highway 14.
- Hazardous drop off/pickup congestion at facility.



Congestion at the Westby Elementary facility at student pickup time

Westby Middle School

The Westby Middle School is a 5th – 8th grade facility located at 206 West Ave. on the southwest side of Westby. The Middle School and High School are in one structure. There are approximately 318 5th – 8th grade students enrolled at the school.

Students arrive/depart from the school either by bus, parent/guardians pick up/drop off, walking or biking. The main entrance/exit to the Middle School is located on the south side of the building. The school is served by eleven school buses that pick up/drop off children in the morning and the afternoon. The facility has a

staff/visitor parking area and a bus only designated drop off/pick up on the south side of the facility that exits on to Nelson St. This designated area is effective at separating car and bus traffic as well as providing a safe loading/unloading area for students. Many visitors and students utilize the Field House entrance on West Avenue when entering the Middle School facility. The Middle School encourages parents/guardians that drop off/pick up children and students that walk or bike to school to utilize the Field House entrance to avoid conflicts with school buses. No bike racks are located at the Field House entrance.



Westby Middle/High School facility

Curriculum

Walking and biking activities, safety, etc. are not part of the Middle School curriculum at this time.

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Viroqua Elementary School

The Viroqua Elementary is a PreK-4th grade facility located at 115 N. Education Ave. on the west side of Viroqua. The school is located to the southwest of the Middle/High School facility on the Viroqua public school campus. There are 404 K-4th 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 school is served by 14 school buses that drop off/pickup children in the morning and the afternoon. The facility has a bus only designated drop off/pick up area along Education Avenue which is effective at separating car and bus traffic as well as providing a safe loading/unloading area for students. A second vehicular entrance/exit in the back(northeast) of the facility is for parents/guardians to drop off/pick up children and for visitor/staff parking. At pickup and drop off times the area is very congested and does present hazards for drivers and children in the parking lot area. Vehicles waiting to pick up students are backed up on to a service drive on the north of the facility. Congestion particularly increases when a parent/guardian parks their vehicle in the pick up/drop off lane and enters the facility rather than utilizing designated parking spaces. An additional hazard in the pick up/drop off area, is when children walk between vehicles to cars parked in the parking lot.

In general, vehicular and pedestrian traffic routes within the school campus are not clearly designated. Several one-way routes and pedestrian crosswalks are designated but are not sufficiently signed or designated to clearly establish the preferred routes. In addition, crosswalks and pavement markings throughout the school campus are faded and need to be painted. The undefined routes lead to driver and pedestrian indecision/confusion.

The school facility campus area is served by sidewalks that lead from neighborhoods to the north, east and southeast. The problem that exists is that once the sidewalks reach the school campus there are no sidewalks or defined bike/pedestrian trails that connect school facilities (Middle School, High School, Elementary School, pool, baseball, track, etc.) to each other or the neighborhood sidewalks that serve the campus. In particular, the Elementary School facility has no direct link to other school facilities or neighborhoods via sidewalks or designated paths.



Viroqua Elementary Facility located Southwest of the Middle/High School



No pedestrian connections to the Viroqua Elementary School



White line painted in the street to designate a walking/biking area for students going to the Elementary School

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State Highway 56 borders the school campus on the north and provides a challenge with regard to bike/pedestrian crossing. The pedestrian crossings are marked and maintained along Highway 56, but vehicle speed is an issue as traffic enters the City of Viroqua at this location and posted speeds decrease from 55 m.p.h to 25 m.p.h.

Curriculum

As part of the districts summer curriculum a walking/bike safety class is taught. Physical education classes also address bike safety throughout the year. Presently, some classes from time to time walk to various locations throughout the community (parks, Vernon Manor, hospices, etc.) and it is anticipated that these activities throughout the community will increase in the future.

Issues and/or Needs Identified in Planning Process

- No sidewalks directly serve the Elementary facility or connect the facility to other school campus facilities.
- Crossing of State Highway 56 for students walking or biking to school from neighborhoods north of the school.
- Drop off/pickup congestion at facility.

Viroqua Middle School

The Viroqua Middle School is a 5th through 8th grade facility located at 100 Black Hawk Ave. on the southwest side of Viroqua. The Middle School and High School are in one structure as well as the Bigley Pool. There are approximately 320 5th through 8th 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 school is served by 14 school buses that drop off/pick up children in the morning and the afternoon. The facility has a bus only designated drop off/pick up in the rear (west) of the facility that exits on to Education Avenue which is effective at separating car and bus traffic as well as providing a safe loading/unloading area for students. The main entrance/exit to the Middle School and High School is on the east side of the building. This entrance/exit is for parents/guardians to drop off/pick up children and for visitor, staff and student parking. At pickup and drop off times the area is congested and does present hazards for drivers and children in the parking lot area. At pick up time, vehicles waiting to pick up students are backed up toward the school entrance on State Highway 56 and into the parking lot access drives. Congestion particularly increases when a parent/guardian parks there vehicle in the pick up/drop off lane and enters the facility rather than utilizing parking spaces. The parking lot and drop off/pick up is congested daily from approximately 7:15 a.m. to 8:00 a.m. and 3:00 p.m. to 3:20 p.m.



Viroqua Middle/High School facility

The Middle School facility is served by sidewalks that lead from neighborhoods to the north, east and southeast. State Highway 56 borders the facility to the north and provides a challenge with regard to bike/pedestrian crossing. The pedestrian crossings are marked and maintained along Highway 56, but vehicle speed is an issue as traffic enters the City of Viroqua at this location and posted speeds decrease from 55 m.p.h to 25 m.p.h.

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When weather conditions permit, many children walk or bike to school. The facility has a bike rack located at the main entrance that is full on nice days.

In general, vehicular and pedestrian traffic routes within the school campus are not clearly designated. Several one-way routes and pedestrian crosswalks are designated but are not sufficiently signed or designated to clearly establish the preferred routes. In addition, crosswalks and pavement markings throughout school campus are faded and need to be painted. As previously mentioned, the undefined routes lead to driver and pedestrian indecision/confusion.

Curriculum

Presently, some classes from time to time walk to various locations throughout the community (parks, Temple Theatre, Hospital, etc.). The school does not offer curriculum to address bike/ped. safety and promotion. If classroom materials were available the school would incorporate information into their curriculum.

Issues and/or Needs Identified in Planning Process

- Crossing of State Highway 56 for students walking or biking to school from neighborhoods north and east of the school.
- Safe ped/bike crossing of U.S. Highway 14

Pleasant Ridge Waldorf School

The Pleasant Ridge Waldorf School is a private K-8th grade facility located at 431 E. Court Street on the east side of Viroqua. There are approximately 150 K-8th grade students enrolled at the school.

Approximately 66 families that have children enrolled at the school live within one mile of the facility.

Students arrive/depart from the school in several different ways. Some students are dropped off/picked up by parents/guardians. A number of students walk or bike to school due to the number of families living near the facility. The remainder of the students arrive/depart by school bus. The school utilizes the Viroqua Area School District bus system and the Westby Area School District bus system.



Pleasant Ridge Waldorf School a K-8th Grade Facility

Students being dropped off in the morning by parents/guardians are encouraged to be dropped off at the Jefferson St. entrance so they can go right to the playground before school starts. Buses utilize the same drop off point. Buses picking up students after school utilize the same morning drop off location on Jefferson Street. Students being picked up by parents after school utilize the E. Court St. facility entrance/exit. This is near the school offices and can be monitored to ensure all children have departed. Drop off and pick up congestion are not a major problem at the facility. Additional signage, street markings or loading/unloading designations could benefit the facility.

Students arriving on the Westby bus are first transported to the Westby Public School facility, and then transfer onto a shuttle bus that drops them off at the Pleasant Ridge Waldorf School. Students arriving by Viroqua bus are first

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transported to the Viroqua Public School facility then transfer onto a shuttle bus that drops off students at the Pleasant Ridge Waldorf School, English Lutheran School, and the Cornerstone Christian Academy located between Westby and Viroqua. Students departing by bus after school are 1) picked up by the Westby district bus that takes them home, or 2) picked up by shuttle bus then transported to the Viroqua Public School facility where they transfer onto a bus that takes them home.

The Waldorf School facility is surrounded by an extensive sidewalk network. The school is in the older section of the city where almost all streets have sidewalks. The school has historically had a good relationship with the City and the pedestrian crosswalks sufficiently maintained. However, some of the sidewalk segments lack ramps to better serve handicapped/elderly individuals.

There are “school ahead” signs along all streets serving the facility indicating the location of the school, however based on observations signs are routinely ignored by motorists. From time to time speed of traffic on Jefferson St. has been a concern of school officials and parents.



Student loading and unloading zone at the Pleasant Ridge School

Curriculum

While walking and biking activities, safety, etc. are not specifically part of the Pleasant Ridge Waldorf School curriculum, about half the grades have autumn and spring bike trips on the Sparta-Elroy trail. Bicycle maintenance and safety are usually part of the preparation for these trips. The school also utilizes community facilities regularly as learning tools. Classes regularly walk to city parks or facilities so the importance of pedestrian facilities is amplified. The school also owns two properties near the school that classes regularly walk to as part of classroom activities.

Issues and/or Needs Identified in Planning Process

- Speed on Jefferson Street.
- State Highway 56 crossing.
- Main Street (U.S. Highway 14) crossing.
- Bike racks.
- Continued maintenance of crosswalks.

English Lutheran School

The English Lutheran School is a private Pre K-8th grade facility located at 741 North East Ave. on the southeast side of Viroqua. There are 10 K-8th grade students enrolled at the school. Of the 10 students enrolled at the facility, approximately 20% live within 2 miles of the school.

Students arrive/depart from the school in several different ways. The majority of students are dropped off/picked by parents/guardians and the remaining students arrive by school bus. The school utilizes the



English Lutheran Pre-K-8th Grade Facility

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Viroqua Area School District bus system. Students being dropped off in the morning by parents/guardians arrive along East Ave. from the south and are dropped off in the front of the facility (East Ave.). Students being picked up after school are picked up in front of the school (East Ave.) as parents/guardians arrive along East Ave. from the north. East Avenue is a north/south corridor within the City of Viroqua but has minimal traffic. Parents drive down the school driveway and drop kids off near the entrance. Traffic at drop off and pick up times is minimal. Traffic is usually heavy on East Avenue around 4 p.m.

Students arriving by bus are first transported to the Viroqua Public School facility then transfer onto a shuttle bus that drops off students at the Pleasant Ridge Waldorf School, English Lutheran School, and the Cornerstone Christian Academy located between Westby and Viroqua. Students departing by bus after school are picked up by a shuttle bus and are transported to the Viroqua Public School facility where they transfer onto a bus that takes them home.

Limited sidewalks serve the area around the English Lutheran School. There is a sidewalk along East Ave. directly in front of the school facility. The sidewalk continues north along East Ave. then dead ends at Dyson Street requiring pedestrians to walk onto the street. There is no sidewalk on the west side of East Avenue in the vicinity of the school. A sidewalk is located on the west side of East Ave. south of the facility. The sidewalk then abruptly ends at the intersection of East Ave. and Linton St. The sidewalk then continues on the opposite side (east) of East Ave. and passes in front of the school facility. The sidewalk configuration requires that pedestrians cross East Ave. at the Linton St. intersection; however, there is no designated crosswalk at the intersection.

There are “school ahead” signs along East Ave. indicating the location of the school, however based on observations it is routinely ignored by motorists. Speed of traffic on East Ave. is also a concern of school officials.

Curriculum

Walking and biking activities, safety, etc. are not part of the English Lutheran School curriculum at this time. Science studies do address the importance of activity/exercise and how it benefits the body. From time to time, classes do walk to different areas of the community such as the ice arena, Fairhaven Assisted Living, Living Faith Church, etc. When walking throughout the community students are required to walk on the streets due to the lack of sidewalk facilities throughout the community.

Cornerstone Christian Academy

The Cornerstone Christian Academy is a private K-12th grade facility located at S3656 U.S. Hwy 14. between Westby and Viroqua. There are approximately 31 K – 8th grade students enrolled at the school.

The school's rural location in the Town of Viroqua requires that all children be bused to school or transported by parents/guardians. Approximately 4 students arrive by bus through transportation services provided by the Westby and Viroqua School Districts. One bus from each of the public

Issues and/or Needs Identified in Planning Process

- School loading/unloading designation.
- Designated connection to school and community facilities throughout the City.
- Bike rack (not a priority but are needed).



Cornerstone Christian Academy located between Westby and Viroqua

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school districts (Westby and Viroqua) serve the facility in the morning (drop-off) and afternoon (pick-up). The remaining 27 children are transported to school by parents, guardians or older siblings. Very few if any students enrolled at the facility live with 2 miles of the school.

Due to the schools location, there are no sidewalk accommodations that serve the facility. However, U.S. Highway 14 which passes in front (west) of the school is going through a major reconstruction and a multi-use path that will connect Westby and Viroqua is being constructed on the west side of U.S. Highway 14. The school is being accommodated by the trail as a bike/pedestrian underpass is being constructed at the County Y intersection 550 feet south of the school.

Currently, the school has its own Highway 14 entrance/exit and there are “school ahead” signs along U.S. Highway 14 indicating the location of the school. However, safety of the entrance/exit and U.S. Highway 14 in general has been a concern. The new highway configuration to be completed in 2011 will have access to the facility via a frontage road exiting off County Road Y (south of the facility). This entrance/exit modification should help to reduce safety concerns at the school.

Curriculum

Walking and biking activities, safety, etc. are not part of the Cornerstone Christian Academy curriculum at this time due to the rural location of the school. Most outdoor activities are conducted on the school grounds. In the future, the multi-use trail could be utilized for school activities provided there is safe access to the trail.

Issues and/or Needs Identified in Planning Process

- Explore a direct facility connection (trail spur) to the multiuse trail.
- Bike rack (possible).
- Defined bus drop-off/pickup patterns/location at school.

Westby School District and Viroqua School District Transportation Coordinators

The Westby School District and Viroqua School District both maintain a fleet of school buses that provide transportation services for all the schools (public and private) in the planning area. Each school employs a transportation coordinator that manages their respective fleet. The following information was gathered through discussions with the transportation coordinators.

Westby School District

The Westby School District is obligated to provide transportation to all children that live two or more miles away from the school facilities and to all special needs children regardless of where they live in the district. If an area within 2 miles of the school facility is designated as a “hazardous area” by the Vernon County Sheriff the school district is obligated to provide transportation to those locations. In addition, the Westby School District is required to provide transportation to all private schools located within 5 miles of their district boundary. The Westby School District provides daily bus transportation to the Cornerstone Christian Academy, Pleasant Ridge Waldorf School and the English Lutheran School located in the SRTS project area.

Within 2 miles of the Westby School facilities the Vernon County Sheriff has declared six hazardous areas based on highway classification, lack of sidewalks, or speed limits.

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1. Areas along State Hwy. 27 and U.S. Highway 14 where there are now sidewalks and Bean's Trailer Park adjacent to State Hwy. 27.
2. Pleasant View Trailer Park (south side of Westby on the east side of U.S. Hwy. 14) and Peterson Court.
3. Park St. on the east side of Westby where the speed limit increases and there are no sidewalks.
4. Saugstad Road and Unseth Road (no sidewalks and speed issues).
5. Coon Prairie Avenue where there are no sidewalks.
6. East Boundary Road off of State Street.

Issues and/or Needs Identified in Planning Process

- Congestion and hazards at the Maple St./Highland St./Nelson Ave. intersection in front of the Field House (parking on streets, lack of sidewalks/crosswalks, etc causes problems).
- People and children are not walking or biking – they have the expectation of bus transportation regardless of where they live.
- The sidewalk along Nelson Street that dead ends in front of the Elementary School.

Viroqua School District

The Viroqua School District is obligated to provide transportation to all children that live two or more miles away from the school facilities and to all special needs children regardless of where they live in the district. Areas within 2 miles of the school facilities have been designated as hazardous and the school district provides transportation to those locations. In general, hazardous areas include all streets in the City of Viroqua that do not have sidewalks. To address the hazardous areas the Viroqua School District has designated pick up/drop off locations within the city. Door to door pick up/drop off service is not provided within the city. The pick up/drop off locations are located at the Bethel Home, Pleasant Ridge School (north side), English Lutheran Church, Viroqua Daycare, two stops at the Abbey Addition, and two stops at the trailer court on County Road B. The bus stops within the city are served by buses completing their rural routes. The city stops put the buses at or near seating capacity.

In addition, the Viroqua School District is required to provide transportation for all private schools located within 5 miles of their district boundary. The Viroqua School District provides daily bus transportation to the Cornerstone Christian Academy, Pleasant Ridge Waldorf School and the English Lutheran School. In the morning all children are bused to the Viroqua Elementary School and a shuttle bus then takes children to the Pleasant Ridge School, English Lutheran School, and the Cornerstone Christian Academy. In the afternoon the shuttle bus picks up children at the Pleasant Ridge School, English Lutheran School, and the Cornerstone Christian Academy first and then transports them to the Viroqua Elementary School where children transfer on to the proper bus.

Issues and/or Needs Identified in Planning Process

- Congestion and hazards between the Viroqua Elementary and Middle School.
- Pleasant Ridge School pick up/drop off - cars parked in loading/unloading zone.

Westby and Viroqua Population and Age Distribution

City of Westby

The City of Westby has a population of 2,200. The percent of persons under the age of 18 by census block is illustrated on the Census Map in Appendix 6. The census blocks with larger percentages of persons under the age of 18 are primarily located west of Main St. and within a few blocks of W. State St. Three census blocks east of Main St. have higher percentages of persons under the age of 18 (30.8% - 38.8%)

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Table 1 - Viroqua and Westby Population Trends and Projections 1960-2030

	Population						% Change					Projected % Change
	1960 ⁽¹⁾	1970 ⁽¹⁾	1980 ⁽¹⁾	1990 ⁽¹⁾	2000 ⁽¹⁾	2010 ⁽¹⁾	00-10	2015 ⁽²⁾	2020 ⁽²⁾	2025 ⁽²⁾	2030 ⁽²⁾	10-30
C Viroqua	3,926	3,739	3,716	3,922	4,335	4,362	0.6	4,707	4,878	5,027	5,147	18.0
C Westby	1,544	1,568	1,797	1,866	2,045	2,200	7.6	2,321	2,419	2,509	2,585	17.5

(1) U.S. Dept. of Commerce-Bureau of the Census; (2) Population Proj.-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.*

City of Viroqua

The City of Viroqua has a population of 4,362. The percent of persons under the age of 18 by census block is illustrated on the Census Map in Appendix 6. Census blocks located east of Main St. and south of E. Decker St. and blocks located west of Main St. and north of W. Decker have higher percentages of persons under the age of 18. The map illustrates that regardless of where children live in the community the majority of children have to cross Main St.(U.S. Hwy. 14) or Decker St. (State Hwy. 56) in order to get to the school they attend.

Westby and Viroqua 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 (Westby and Viroqua are defined as rural).³ In Vernon County, no pedestrians or bicyclists were killed in a motor vehicle crash in 2009 while 3 pedestrians or bicyclists were injured.⁴

Limited traffic counts are available for the Cities of Westby and Viroqua. Table 2 displays traffic counts for the communities as tabulated by the Wisconsin Department of Transportation. As the information illustrates U.S. Highway 14 which travels through each community is heavily traveled and poses as a major challenge for pedestrians and bicyclists to cross safely. State Highway 56 which passes through Viroqua (east-west) poses a similar challenge as it passes within one block of the Pleasant Ridge School and the Viroqua public school campus.

Table 2. Wisconsin Dept. of Transportation 2007 Traffic Counts

Traffic Count Location	2007 Annual Average Daily Traffic
City of Westby – U.S. Hwy. 14 at State St.	9,800
Town of Viroqua – U.S. Hwy 14 at Sherpe Rd.	9,000
Town of Viroqua – U.S. Hwy 14 at Springville Rd.	9,600
City of Viroqua – U.S. Hwy 14 at Decker St.	17,000
City of Viroqua – U.S. Hwy 14 at Maple St.	12,000
City of Viroqua – State Hwy 56 at Rusk Ave.	4,000

Source: Wisconsin Dept. of Transportation

Viroqua Police Department Speed Surveys further document the hazards for children utilizing the public and private schools in Viroqua. Speed surveys conducted in recent years on Johnson St. which directly serves the Viroqua Elementary facility show that 32% of cars exceed the posted 25 mph speed limit by over 5 mph. On Abby St. a block to the north of the Viroqua Elementary facility, speed surveys identified that 36.2% of cars are 0 to 10 mph over the

CHAPTER 3 – INFORMATION AND DATA

posted speed limit. Speed surveys illustrate that on Jefferson Street, which runs on the south side of the Waldorf Pleasant Ridge School, 28.3% of cars travel 0-10 mph over the posted speed limit. Speed surveys were not available for the City of Westby.

(Endnotes)

1 National Highway Traffic System Administration

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

3 “”

4 ““

CHAPTER 4 – SAFE ROUTES TO SCHOOL ISSUES

CHAPTER 4 – 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 and analyzing the issues to determine what can be done to improve walking and biking conditions in the communities and promote SRTS school.

It was interesting to find that even though Westby and Viroqua are two different communities separated by approximately six miles of rural countryside they share many of the same issues when it comes to SRTS. Each community has the same heavily traveled U.S. Highway that essentially divides each community in half from a walking and biking perspective as the highway creates a challenging barrier to cross especially for children. Secondly, each community is comprised of a traditional downtown area surrounded by older residential neighborhoods with fairly good sidewalk infrastructure. However over the years the sidewalks have aged and sidewalk conditions vary throughout each community. As the communities have grown from the downtown area outward, more recent developments generally lack sidewalks and bike facilities which has led to many areas throughout each community being disconnected from a pedestrian perspective. Third, the public schools are located on the southwest side of each city and in recent years new facilities have been constructed to meet future educational needs. Unfortunately due to site plan design and/or financial concerns the facilities in many instances lack adequate pedestrian and bicycle accommodations. Finally, each community is faced with a new exciting challenge as a new multi-use trail is being constructed between the cities. The bike/pedestrian trail is being constructed as part of a major highway project. The challenge comes in connecting the new trail to existing community facilities and the schools. The following is a summarized listing of these and additional SRTS issues identified during the planning process.

- Need to promote and encourage walking and biking to all residents (young and old) – cultural obstacle.
- Safety of children walking and biking.
- Lack of and/or inconsistent pedestrian and bike infrastructure (sidewalks, bike racks, crosswalks, etc.) around K-8 facilities.
- Driver and pedestrian/bicyclist behavior and education.
- Challenges to crossing U.S. Highway 14 and other highly traveled streets safely.
- Lack of sidewalk consistency throughout cities and around school facilities.
- Need for designated and signed bike/pedestrian routes to connect community facilities, neighborhoods, business districts and schools.
- Drop-off/pick-up congestion/confusion at public school facilities.
- Hazardous intersections and faded or non-designated crosswalks.
- Bike/pedestrian connections to new multi-use trail connecting Westby and Viroqua.



The new multi-use trail connecting the City's of Viroqua and Westby

CHAPTER 4 – SAFE ROUTES TO SCHOOL ISSUES

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CHAPTER 5 – RECOMMENDATIONS

CHAPTER 5 – 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 and 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 and between the communities.

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, and Encouragement. Engineering addresses the built environment such as sidewalk and intersection improvements. Enforcement involves local police departments 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, communities, 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). Maps 3 and 4 in Appendix 5 highlight plan recommendations for Westby and Viroqua.

Westby Public Schools

1.A Improve bicycle and pedestrian safety in and around the Westby public school campus.

1. Consider implementing original parking lot design plans for the Westby Elementary facility to improve drop off/pickup congestion by providing an exit only driveway onto Nelson St. (2016-2020)
2. Work with the city and convert the two 3-way stop intersections to 4-way stop intersections (Highland/West Avenue intersection and Prairie/Highland intersection). (2012-2015)
3. Improve crosswalk designations at Maple/West Ave. intersection, Highland/West Avenue intersection, and Prairie/Highland intersections. Consider portable pedestrian median signs, additional pavement markings, signs, etc. (2012-2015)
4. Consider restricting student parking to northwest parking lot (accessed via S. Prairie St.) in an attempt to alleviate student traffic congestion and potential pedestrian/driver conflicts on West. Ave. Restrict the parking lot on West Ave. and Highland St. to staff and visitors. (2012-2015)
5. Add more signage and pavement markings at the bus and parking lot entrances/exits (Nelson St.) for the Elementary School and the Middle School as children walk between the Elementary School and the Middle School to meet siblings. (2012-2015)

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

CHAPTER 5 – RECOMMENDATIONS

6. Update “school ahead” signs and review sign locations at the school facilities. (2012-2015)
7. Consider extending the sidewalk on West Ave. (currently terminates mid block between Highland St. and Maple St.) to Maple St. (2016-2020)
8. Work with the city to establish a crosswalk at Maple St. and Hillside St. Students walking to school that use this street often walk on the south side of Maple St. until the sidewalk abruptly ends then they walk in the street and cross Maple St. randomly between Hillside St. and West Ave. (2012-2015)
9. Locate a bike rack at the Field House entrance to the Middle School. (2012-2015)

1.B 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/develop classroom curriculum (lesson plans) through the SRTS program that promotes walking and biking and addresses safety (address crime/child predators, intersections, streets, etc). (2012-2015)
3. In conjunction with the police department, 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. Develop “walking school buses” for children by working with parents in selected neighborhoods. (2012-2015)



Example of a “Walking School Bus”

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

1. See *Recommended Safe Routes to School Section* (2012-2015)

City of Westby Recommendations

2.A Maintain and improve ped/bike crossings of U.S Highway 14 (Main St.).

1. Review crossing guard locations and crossing options along Main St. (Ongoing)
2. Annually paint pavement markings at crosswalks on Main St. (Ongoing)
3. Consider modifying street parking by removing one parking space on each street at Main St. intersections to improve visibility . (2012-2015)
4. Consider installing LED or Rectangular Rapid-Flash Beacon(RFFB) pedestrian activated crossing signs at the Main St./State St. and Main St./Maple St. intersections. (2012-2015)



Example of a Rectangular Rapid-Flash Beacon crossing a possible solution for crossing U.S. Hwy 14 and State Hwy 56

CHAPTER 5 – RECOMMENDATIONS

2.B Provide a multi-use trail connection to the school campus and community

1. Work with property owners to extend the sidewalk on the west side of Nelson St. south to South St. In addition work with property owners to construct a sidewalk on south side of South St. from Main St. to Nelson St. These improvements would connect the multi-use trail to the Westby School campus. (2012-2015)

2.C Establish bike routes throughout the City of Westby connecting community and school facilities.

1. Place signs or bike sharrows identifying designated bike routes. (2012-2015)
2. Work to establish sidewalks along streets identified as bike routes to provide pedestrian connections throughout the community. (Ongoing)

2.D Continue to improve pedestrian and bicycle infrastructure throughout the city.

1. Continue current policy of sidewalk replacement and repair and as sidewalks are replaced or updated improve intersection ramps to remove any grade barriers. (Ongoing)
2. At the discretion of the city, require new developments to install sidewalks to insure seamless pedestrian connections throughout the city. (Ongoing)
3. Consider a sidewalk on the north side of Coon Prairie Ave. from Main St. to Grove St. (2016-2020)
4. Consider a sidewalk on the south side of Highland St. from S. Prairie St. to Bergum St. (2016-2020)
5. When future State Hwy. 27/U.S. Hwy. 14 road improvements are made construct pedestrian friendly improvements (safe crossings) to State Hwy. 27/U.S. Hwy. 14 intersection and Ramsland St./ U.S. Hwy. 14 intersection. (2016-2020)

2.E Improve pedestrian and bike awareness at crosswalks and travel corridors throughout the city.

1. Review “School Ahead” and “Pedestrian Crossing” sign locations throughout the city for proper locations. (2012-2015)
2. Through the Safe Routes to School program obtain and install pedestrian crossing signs, bike route signs/bike sharrows, “school ahead” signs, and digital speed signs, etc. (2012-2015)



Example of a bike “sharrow” indicating a shared roadway

CHAPTER 5 – RECOMMENDATIONS

City of Viroqua Recommendations

3.A Maintain and improve ped/bike crossings of U.S. Highway 14.

1. Review the crossing guard location at South St. and monitor the effectiveness of the crossing guard. In addition, review pedestrian crossing options along Main St. and consider an additional crossing guard (or relocation) at the Broadway St./U.S. Highway 14 intersection. (2012-2015)
2. Annually paint pavement markings at crosswalks on Main St. (Ongoing)
3. Work with the WDOT to adjust traffic signalization to allow adequate time for residents to cross controlled intersections. Consider installing crosswalk timer countdowns to assist the public in crossing intersections. (2012-2015)
4. South St./ Hwy. 14 intersection - modify street parking removing one parking space on each street at intersection to improve visibility . (2012-2015)
5. Airport Rd./U.S. Hwy. 14 intersection – utilize signs to increase awareness of pedestrian and bicyclists. (2012-2015)
6. Consider installing LED or Rectangular Rapid-Flash Beacon(RFFB) pedestrian activated crossing signs at the U.S. Hwy. 14/South St., U.S. Hwy. 14/Maple St., and U.S. Hwy. 14/Broadway St. intersections. (2012-2015)

3.B Continue to improve pedestrian and bicycle infrastructure throughout the city.

1. As sidewalks are replaced or repaired update and improve intersection ramps to remove any grade barriers. (Ongoing)
2. At the discretion of the city, require new developments to install sidewalks to insure seamless pedestrian connections throughout the city. (Ongoing)

3.C Designated bike/ped. connection to school and community facilities throughout the City.

1. Review the bike routes identified in the City's Comprehensive Plan to insure they provide connections to school and community facilities. After reviewing the routes, place signs and/or pavement sharrow identifying bike routes. (2012-2015)
2. Work to establish sidewalks along streets identified as bike routes to provide pedestrian connections throughout the community. (Ongoing)



Example of a bike “sharrow” indicating a bike only lane

3.D Provide a multi-use trail connection to the school campus and downtown business district.

1. Designate the sidewalk on the east side of U.S. Highway 14 as the preferred pedestrian route (and optional bike route) connecting the new bike/ped. trail to the downtown area and school facilities. This will require trail users to cross U.S. Highway 14 at the signalized Airport road intersection. Utilizing the sidewalk on the east side of U.S. Highway 14 will avoid potential conflicts with multiple business entrances/exits on the west side of U.S. Highway 14. To accomplish this, consider modifying the city ordinance to allow bikes on sidewalks along Main St. (U.S. Highway 14) from

CHAPTER 5 – RECOMMENDATIONS

- Broadway to Decker St. (currently prohibited). In addition place bike and pedestrian crossing signs at business entrance/exit locations to increase safety and establish public awareness to pedestrians and bicyclists. (2012-2015)
2. Designate Airport Rd. and Chicago Avenue as the preferred bicycle route connecting the new bike/ped. trail to schools, community facilities and businesses on the west side of U.S. Highway 14. In the future, pursue (through grant funding or when future road modification are made) establishing a sidewalk and/or separated trail adjacent to Airport Rd and Chicago Ave. to its intersection with West Broadway St. (2012-2015)
 3. Designate County Rd. BB to Nelson Parkway as the preferred bicycle route connecting the new bike/ped. trail schools, community facilities and businesses on the east side of U.S. Highway 14. (2012-2015)

3.E Improve pedestrian and bike awareness to motor vehicles at crosswalks and travel corridors throughout the city.

1. Through the Safe Routes to School program obtain and install pedestrian crossing signs, bike route signs/bike sharrows, "school ahead" signs, and digital speed signs, etc. (2012-2015)

Viroqua Public Schools

4.A In conjunction with the City of Viroqua establish/enhance safe designated ped/bike crossings of State Highway 56 at three locations.

1. Work with the city to install LED or Rectangular Rapid-Flash Beacon(RFFB) pedestrian activated crossing signs at the Abbey Lane/State Hwy. 56 intersection to serve neighborhoods north of the school campus. This location is recommended for a primary crosswalk versus the Blackhawk Drive/State Hwy. 56 intersection (north) because it will reduce pedestrian/vehicle conflicts since the Blackhawk Drive/State Hwy. 56 intersection is used by student drivers as well as parents for Middle School and High School student drop off/pick up. (2012-2015)
2. Enhance (mobile median pedestrian crossing signs, clear pavement marking, etc.) the Blackhawk Drive/State Hwy. 56 intersection (south) to serve neighborhoods east of the school campus. (2012-2015)
3. Work with the city to install LED or Rectangular Rapid-Flash Beacon(RFFB) pedestrian activated crossing signs at the W. Broadway St./Hillyer St. intersection to serve neighborhoods northeast of the school campus. (2012-2015)

4.B Develop definitive bike and pedestrian routes within the Viroqua public school campus.

1. Develop a bike/pedestrian path connecting the Abbey St./Hwy. 56 pedestrian crossing to the Middle School and Elementary School. From the intersection have the path go behind the Middle School and west of the bus staging area (Middle School) and develop a pedestrian crossing of the one-way road that is located north of the Elementary School, thus connecting the path to the Elementary School. See proposed route on Recommendations Map. (2012-2015)

CHAPTER 5 – RECOMMENDATIONS

2. Develop a pedestrian path connecting the Elementary School to the existing path located east of the track/football field. Create a pedestrian crossing on Athletic Field Dr. and extend path to the Elementary School. (2012-2015)
3. Construct a sidewalk on Johnson St. between Asbury Rd. and Ben Lawton Dr. (2016-2020)

4.C Clearly define vehicle traffic routes (one-way streets, drop off/pick areas, etc)

1. Through pavement marking, signage, traffic barriers clearly delineate traffic patterns throughout the campus. Specific areas to address include the one-way road north of the Elementary School that connects Education Ave. to Athletic Field Dr. Clarify traffic movements at the Blackhawk Drive/Athletic Field Dr. intersection and the Athletic Field Dr./service drive intersection. (2012-2015)
2. Elementary School drop off/pickup congestion. (2012-2015)
 - Evaluate traffic patterns and review parking lot options.
 - Restripe east parking lot to assist in motorist recognition of preferred traffic movements.
 - Provide parents with student vehicle drop off and pick up instructions clearly identifying parking areas, drop off/pick up lanes, and preferred vehicle routes.
3. Restripe Middle School/High School parking lot and remove obsolete pavement markings. (2012-2015)



Signs may be used to reduce congestion at school facilities

4.D Delineate clear pedestrian routes to school facilities and work with the city to improve sidewalk segments and pedestrian crossings on those routes.

1. See *Recommended Safe Routes to School Section* (2012-2015)

4.E 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/develop classroom curriculum (lesson plans) through the SRTS program that promotes walking and biking and addresses safety (address crime/child predators, intersections, streets, etc). (2012-2015)
3. In conjunction with the police department, 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)



Simple sidewalk markings can increase safety and resident knowledge

CHAPTER 5 – RECOMMENDATIONS

4. Develop “walking school buses” for children by working with parents in selected neighborhoods. (2012-2015)

Police Departments

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

1. Focus enforcement on corridors identified in this plan as safe routes to schools, hazardous intersections, and known areas of high traffic speed. (Ongoing)
2. Pursue funding for flashing traffic speed signs to be located along high traffic speed areas and SRTS corridors. (2012-2015)

5.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. (Ongoing)
2. In conjunction with the schools, 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)

Pleasant Ridge School

6.A Improve bicycle and pedestrian safety around the school facility.

1. Work to inform parents regarding parking cars in the designated loading/unloading zone for student drop off/pick up. (2012-2015)
2. Add additional bike racks at the school entrances. (2012-2015)
3. Work with the City of Viroqua to continue the maintenance of crosswalks around the school. (Ongoing)
4. In conjunction with the City of Viroqua, consider installing LED or Rectangular Rapid-Flash Beacon(RFFB) pedestrian activated crossing signs at the East Ave./State Hwy. 56 intersection. (2012-2015)

6.B Delineate clear pedestrian routes to school facilities other school owned properties and work with the city to improve sidewalk segments and pedestrian crossings on those routes.

1. See *Recommended Safe Routes to School Section* (2012-2015)

6.C 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)

CHAPTER 5 – RECOMMENDATIONS

2. Obtain/develop classroom curriculum (lesson plans) through the SRTS program that promotes walking and biking and addresses safety (address crime/child predators, intersections, streets, etc). *(2012-2015)*
3. In conjunction with the police department, annually hold a bike rodeo that focuses promoting biking and bike safety. *(Ongoing)*
4. Develop “walking school buses” for children by working with parents in selected neighborhoods. *(2012-2015)*

English Lutheran School

7.A Improve bicycle and pedestrian safety around the school facility.

1. Add a bike rack at the entrance to the school. *(2012-2015)*
2. Work with the City to designate a school loading/unloading zone at the school. Signs and markings will help increase driver awareness of the school facility and children being present. *(2012-2015)*

7.B Delineate clear pedestrian routes to school facilities and work with the city to improve sidewalk segments and pedestrian crossings on those routes.

1. See *Recommended Safe Routes to School Section (2012-2015)*
2. Add a pedestrian crosswalk at the E. Linton St. and N. East Ave. intersection *(2012-2015)*

7.C 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/develop classroom curriculum (lesson plans) through the SRTS program that promotes walking and biking and addresses safety (address crime/child predators, intersections, streets, etc). *(2012-2015)*
3. In conjunction with the police department, annually hold a bike rodeo that focuses promoting biking and bike safety. *(Ongoing)*

Cornerstone Christian School

8.A Explore a direct connection (trail spur) to the multi-use trail.

1. A tunnel connects the multi-use trail to Cty. Rd. Y on the east side of Hwy. 14 approximately 550' south of the school. A frontage road provides vehicle access to the school from Hwy. 14. It is recommended that a trail spur be considered as a way to provide a bike/ped. connection to the trail. *(2016-2020)*

CHAPTER 5 – RECOMMENDATIONS

8.B Improve bicycle and pedestrian facilities at the school.

1. Add a bike rack (possible). (2012-2015)

8.C Promote and implement programs that encourage walking and biking to school.

1. Obtain/develop classroom curriculum (lesson plans) through the SRTS program that promotes walking and biking and addresses safety (address crime/child predators, intersections, streets, etc). (2012-2015)
2. In conjunction with the police department, annually hold a bike rodeo that focuses promoting biking and bike safety. (Ongoing)

Recommended Safe Routes to Schools (2012-2015)

Safe routes to school have been identified for the Cities of Westby and Viroqua 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 attempt to address the major challenge in each community of crossing U.S. Highway 14 by routing children to signalized or crossing guard controlled intersections. 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 communities. The education of students, drivers and the public to pedestrian, bicycle, and motor vehicle laws is also critical. In both communities bicycles are permitted on sidewalks in areas other than the Main St. business districts. With bicycles permitted on 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.

Westby Safe Routes to School (See Figure 3)

Route 1 - Serves the southeast side of Westby. This portion of the city has no sidewalks other than along U.S. Highway 14.

Route Challenges:

- No sidewalks on Coon Prairie Ave.
- Crossing U.S. Highway 14 at Maple St. (crossing location and pattern). In most cases the crossing guard takes students across the intersection to the sidewalk on the south side of Maple St. As children continue on to school the sidewalk abruptly ends at Hillside St. then students walk in the street and/or cross Maple St. randomly between Hillside St. and West Ave.

Route 2 – Serves the northeast side of Westby. This area of the city also has limited sidewalk facilities.

Route Challenges:

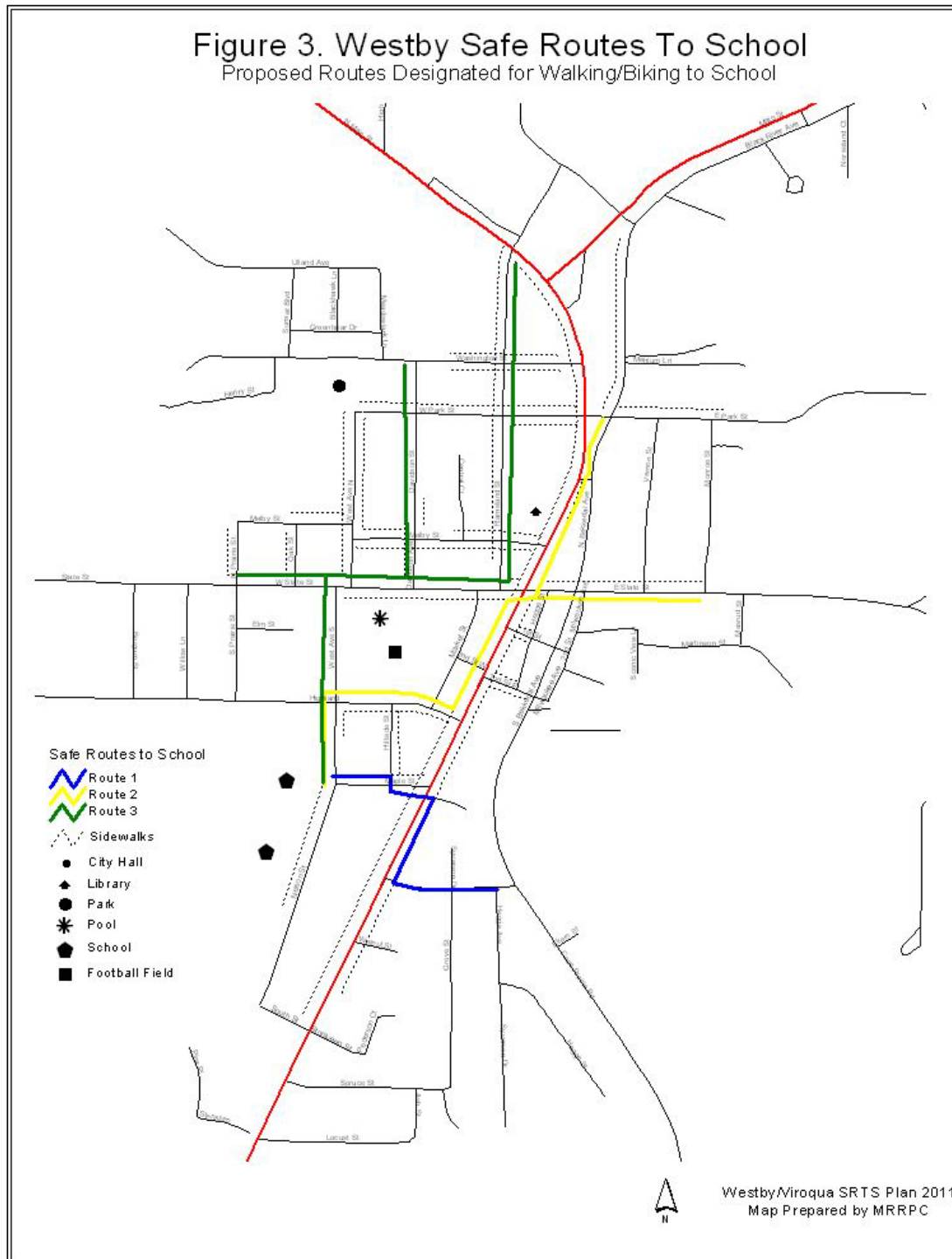
- Crossing U.S. Highway 14 at State St.
- Need for student bicyclists to walk their bikes if utilizing the sidewalk adjacent to Main St. in the downtown area.
- Crossing the Highland St./West Ave. intersection

CHAPTER 5 – RECOMMENDATIONS

Route 3 – Serves the northwest side of Westby. This area of the city has the most sidewalk infrastructure.

Route Challenges:

- Crossing Ramsland St./W. State St. intersection
- No crosswalk at the W. State St./West Ave. intersection
- Crossing the Highland St./West Ave. intersection



CHAPTER 5 – RECOMMENDATIONS

Viroqua Safe Routes to School (See Figure 4)

Route A – Serves the east side of Viroqua and provides a connection to the English Lutheran School and the Waldorf Pleasant Ridge School. This area of the city has the most sidewalk infrastructure.

Route Challenges:

- Crossing E. Decker St. (State Hwy. 56) at the East Ave. intersection
- No crosswalk at the E. Linton St./N. East Ave. intersection

Route B – Serves the northeast and northwest side of Viroqua. The neighborhoods to north of the route have no sidewalks.

Route Challenges:

- Crossing Main St. (U.S. Hwy. 14) at the Broadway St. Intersection (former Kwik Trip site)
- Crossing State Hwy. 56 at the Hillyer St. intersection
- Children accessing the route from the north must walk on the residential streets due to no sidewalk infrastructure.

Route C – Serves the Abbey Lane neighborhood of Viroqua. There are numerous children in this neighborhood and there are no sidewalks. There are not through streets connecting the area to other locations in Viroqua.

Route Challenges:

- Crossing State Hwy. 56 at the Abbey Ln. intersection.
- Children utilizing the route must walk on the residential streets due to no sidewalk infrastructure.

Route D – Serves the neighborhoods on the north and south sides of Decker St (State Highway 56).

Route Challenges:

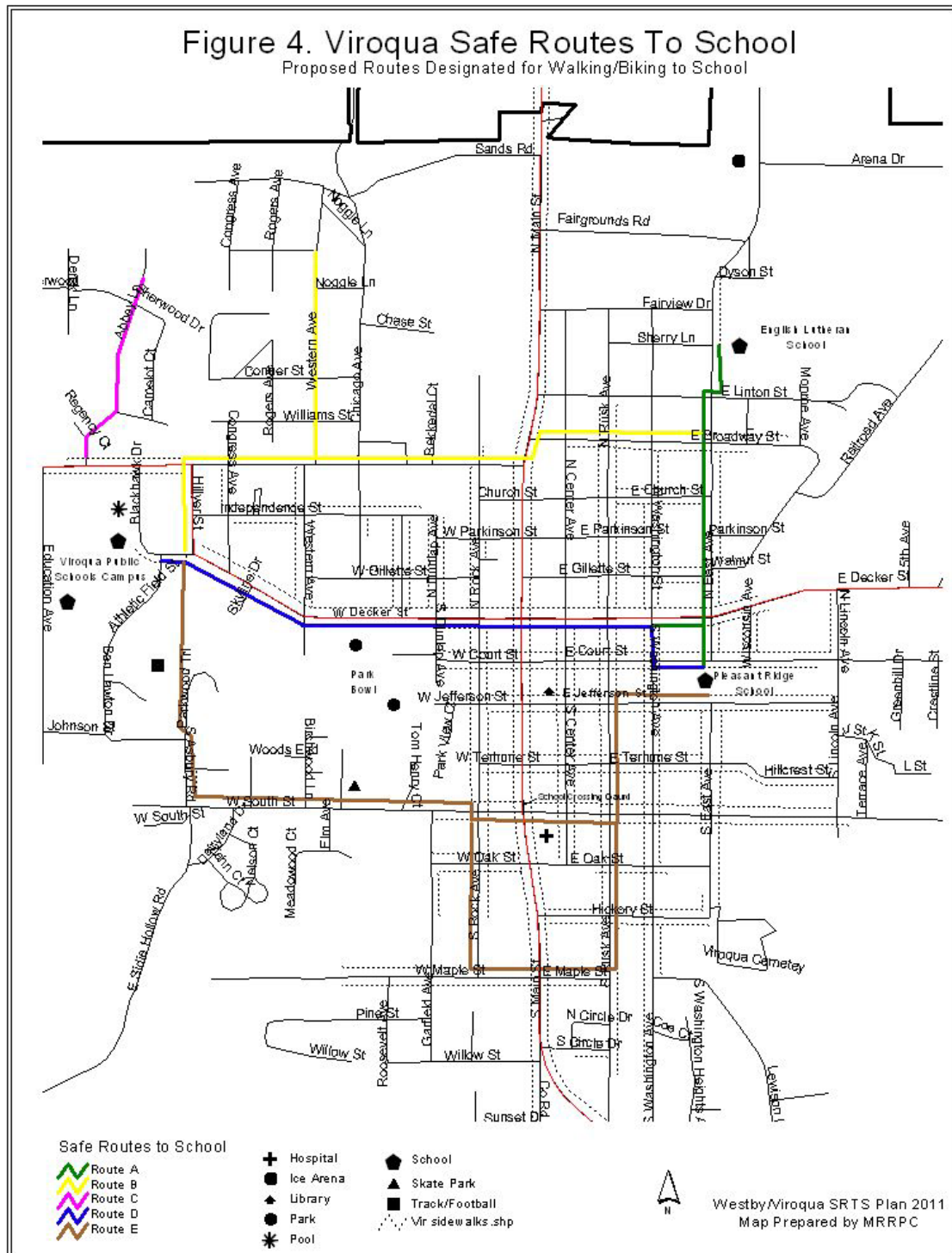
- Crossing Main St. (U.S. Hwy. 14) at the Decker St. intersection (controlled intersection)
- Children crossing State Hwy. 56 along the route.

Route E – Serves the southeast and southwest side of Viroqua. The neighborhoods to the north of the route have no sidewalks.

Route Challenges:

- Crossing Main St. (U.S. Hwy. 14) at the South St. Intersection (crossing guard controlled)
- Children accessing the route from the southwest must walk on the residential streets due to no sidewalk infrastructure.
- Speed and volume of traffic on South St.

CHAPTER 5 – RECOMMENDATIONS



CHAPTER 6 – IMPLEMENTATION

CHAPTER 6 – IMPLEMENTATION

Implementation is the key to any plan being successful. It is important that the SRTS plan remain at the forefront of any discussions communities or schools have regarding facility or community improvement projects. 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 and would be the most efficient way to implement SRTS actions in participating communities. The SRTS Coordinator would be responsible for plan implementation by working with schools, committees, police departments, 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 the SRTS Taskforce meet on a regular basis (as needed) to monitor the implementation of the plan and be active in community and school SRTS activities.
- 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.
- 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.

Implementation Schedule

The recommendations and/or actions identified in Chapter 5 when implemented will improve walking and biking conditions in Westby and Viroqua 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; 2012-2015, 2016-2020, 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 communities are not successful in being awarded SRTS implementation funding in 2012-2013 the schedule will be modified based on funding availability. It is imperative to stress that city and school budget restraints prevent the communities from implementing the recommendations in this plan unless State or Federal SRTS grant funding is received.

CHAPTER 6 – IMPLEMENTATION

Conclusion

During the Viroqua and Westby SRTS planning process many safe routes to school issues were identified in each community. All of the issues identified can be solved by incorporating one or all of the 5 E's. Most promising is that two cities and five different educational institutions are able to work together to create safe routes to school solutions and that bodes well for the future. There are two steps that are necessary in order for safe routes to school success in Westby and Viroqua. 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 communities, and safe routes to school special events will follow to ensure a successful Safe Routes to School Program in the two communities.

APPENDIX 1

Westby/Viroqua Safe Routes to School Planning Task Force

Mitch Hundt, Westby Police Department
Daron Jefson, Viroqua Police Department
Dr. Brian Woody, Viroqua representative
Dave Gluch, Westby representative
Dave Maxwell, Westby representative
Richard Paulson, Westby School District
Peg Dunnum, Westby School District
Mark Anderson, Westby School District
Mark Thiesfeldt, English Lutheran School
Wyman Felde, Cornerstone Christian School
Charles Norton, Westby School District
Bill Mapp, Trail committee representative
Pete Taylor, Trail committee representative
Dan Helgersen, Westby City Council
Dennis Brault, Westby representative -Vernon County Board
Rod Engh, Westby representative – Vernon County
Matt Geise, City of Viroqua
Paul Grenier, Trail committee representative
Tom Wilson, Trail committee representative
Jessica Leinberger, Viroqua representative
Bob Knadle, Viroqua School District
Scott Mlynchak, Viroqua School District
John Schneider, Viroqua School District
Marina Apt, Viroqua School Board
Vicki Koppa, Viroqua School Board
Randy Pederson, Viroqua School District
Mary Christenson, Pleasant Ridge Waldorf School
William Humphrey, Pleasant Ridge Waldorf School
Geri Shonka, Pleasant Ridge Waldorf School
Drew Shonka, Pleasant Ridge Waldorf School
Wes Mack, Viroqua City Council
Cyndy Hubbard, Viroqua City Council
Emily Rozeske, Viroqua representative
David Boyer, Viroqua representative

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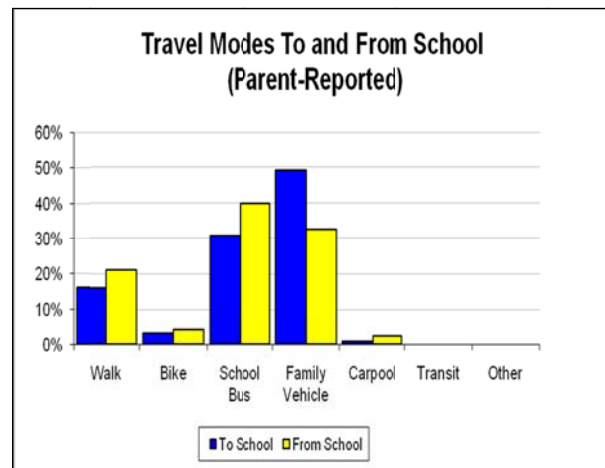
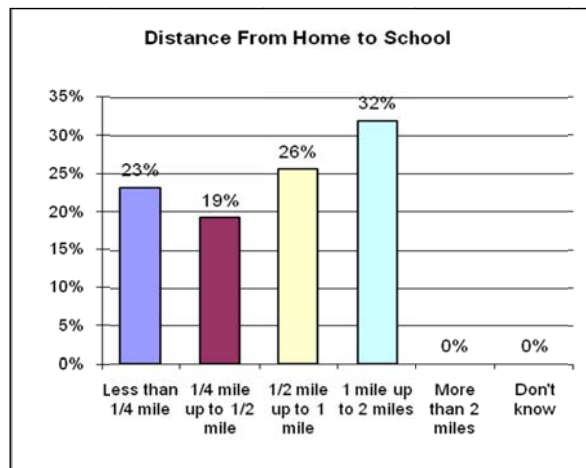
APPENDIX 2

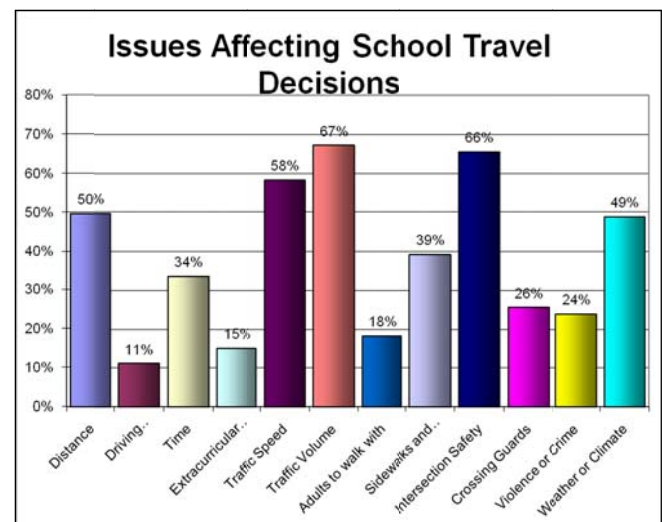
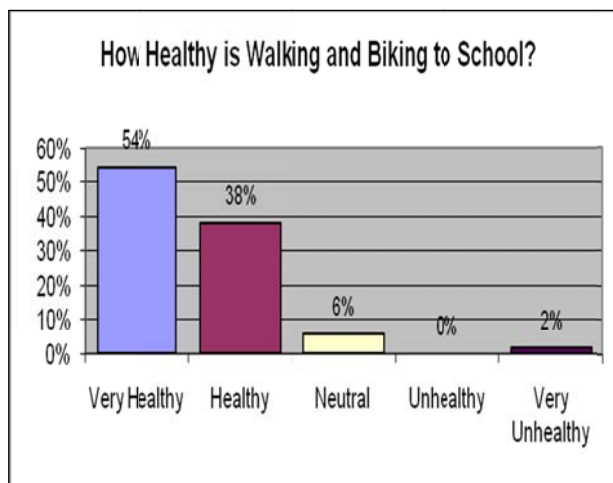
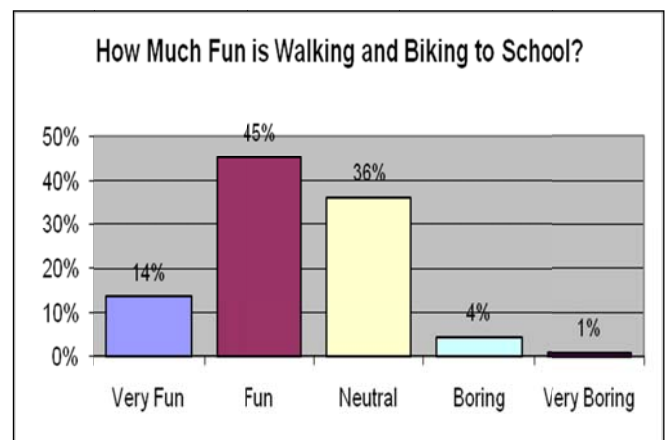
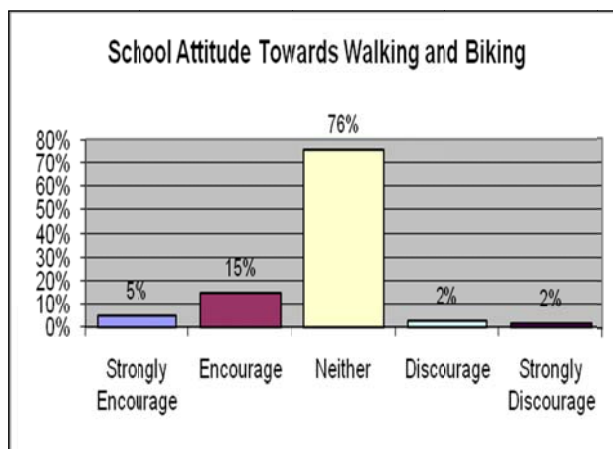
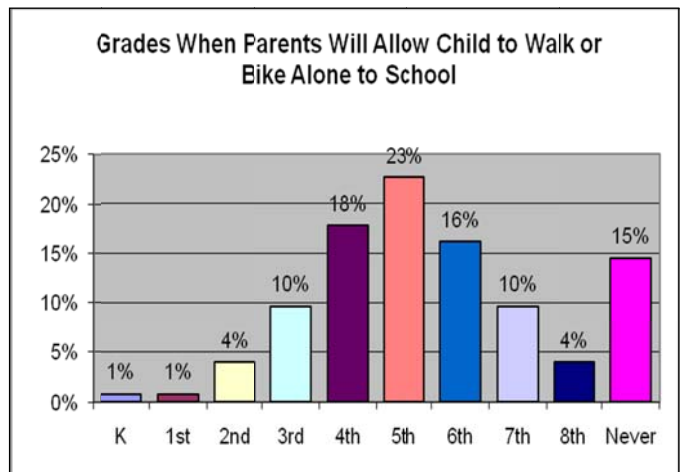
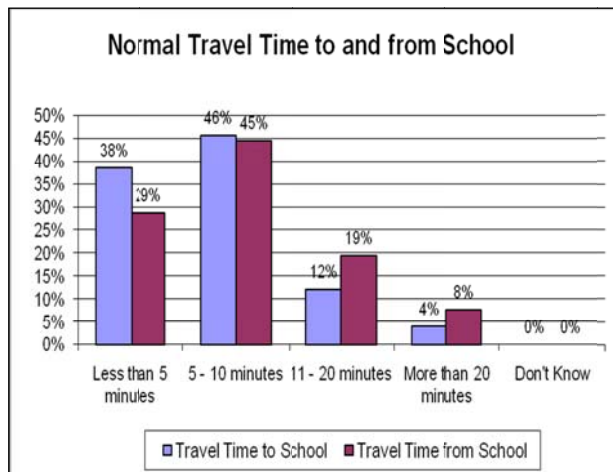
Safe Routes to School Parent Surveys

Parent surveys regarding walking and biking to school were distributed to all parents of children in grades K – 8th grade in Westby and Viroqua. Surveys were sent home with children and returned to the schools. Approximately 1350 surveys were distributed and 531 were returned for a 39% return rate. The results detailed in this summary include results **only** from parents of children that live less than 2 miles from school in Westby and Viroqua. Results for Westby and Viroqua are listed separately so differences and/or similarities can be identified. Parent surveys were not conducted at the Cornerstone Christian Academy. The school is located between Westby and Viroqua adjacent to U.S. Highway 14 and at this time walking and/or biking to the facility is not practical or safe.

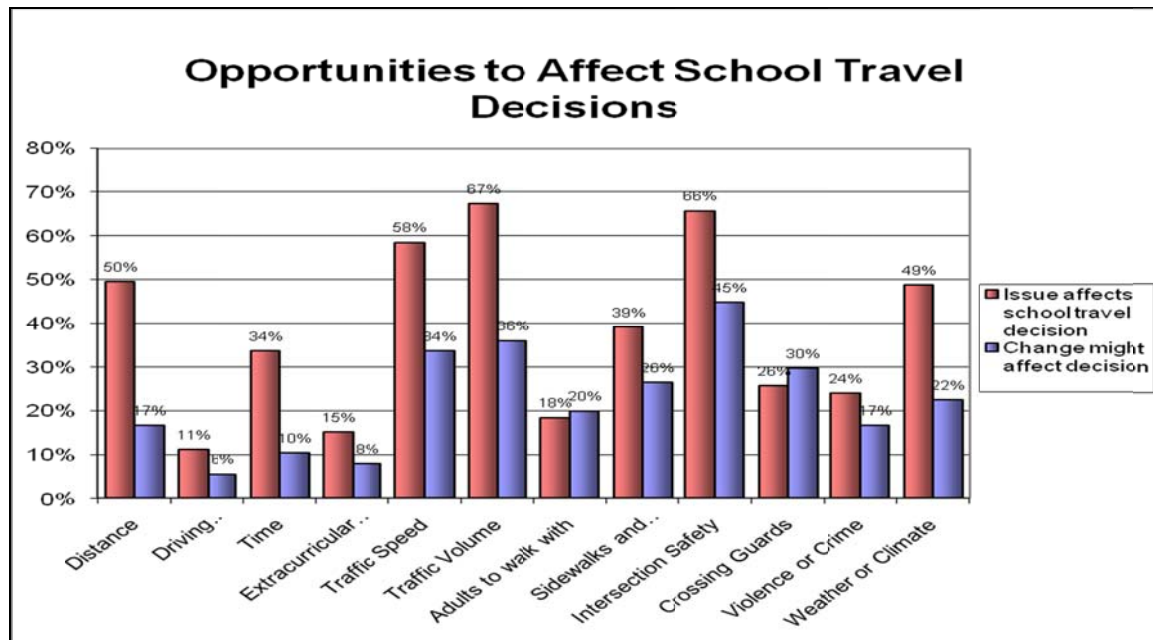
City of Viroqua Schools “Children Living Less Than 2 Miles From School” Parent Survey Summary

Survey Information		
Number of Surveys Returned	124	
Child Information		
Grade Level	Number of Children	Percent
K	20	16%
1	13	10%
2	9	7%
3	18	14%
4	19	15%
5	12	10%
6	11	9%
7	13	10%
8	9	7%
Gender	Number of Children	
Male	57	46%
Female	67	54%





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?”.

Comments – Viroqua Respondents

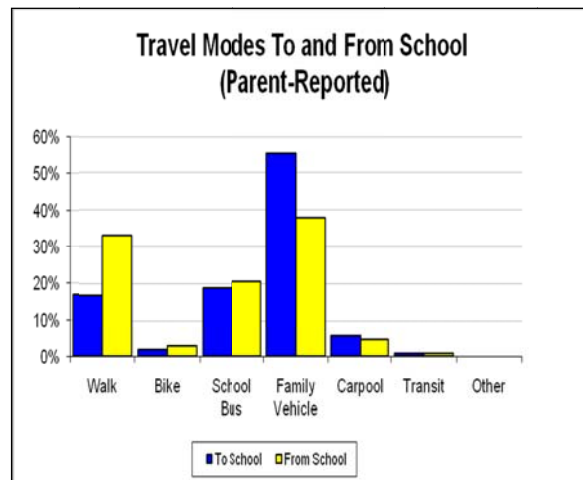
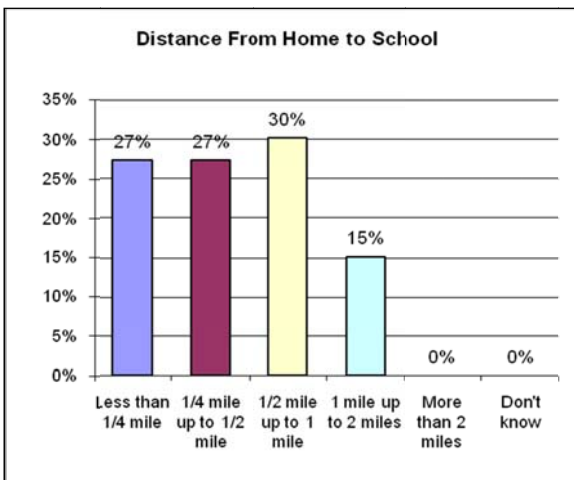
- A big reason my child walks home from school is we live close and I have to work and can't pick him up.
- If we didn't live in the country I'd be all for my kids biking to school.
- I really appreciate the school bus to pick up my 3 children and drop off at Viroqua's Day Care. Without it, it would be a conflict with my hours at work although it would be great if those children would get picked up about 15 minutes earlier in the morning to eat breakfast.
- I'd let them if we didn't live in the country.
- We live on E Decker. The walk/bike route for my children has too much traffic for me to feel comfortable in allowing them to walk/bike. There is nothing the school can do.
- Inattentive driving or distracted driving are the biggest concerns for me. Cell phone use had led to the loss of pedestrian visibility. One can no longer trust to be seen crossing streets. Even where there are lit crossings.
- Thank you.
- Our son would have to travel on our road that we live on that is not very safe for a small kid to travel on, bike 2 miles across Town, and cross Main Street. Plus he would have to watch out for the high school drivers. When he is old enough to do so safely (7th or 8th grad) we might let him if he wants. I would have to say the bus might be faster and safer, though.
- It would be nice to have a crossing guard to be by the road to Elementary School from High School.
- We live too far for kids to walk or bike to school.
- Safety needs to be considered No. 1 factor and child should know bicycle rules/laws and heed traffic.
- The crossing guard at Dairy Queen intersection is unsafe: If my kids could not cross safely on their own, I would not depend on him for their safety.

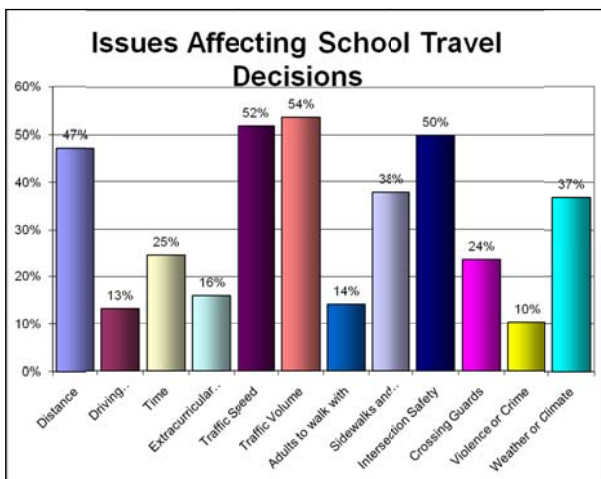
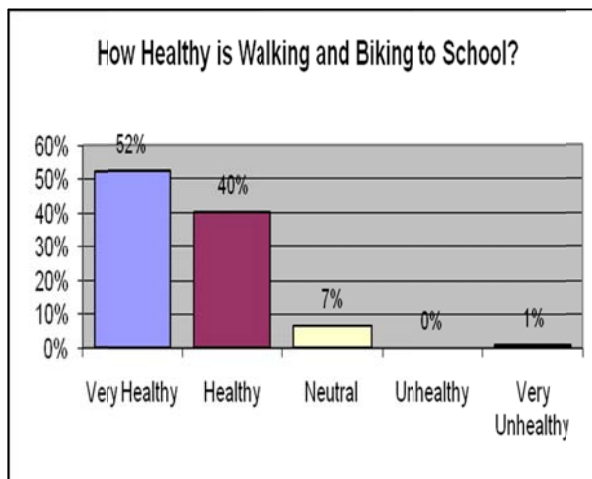
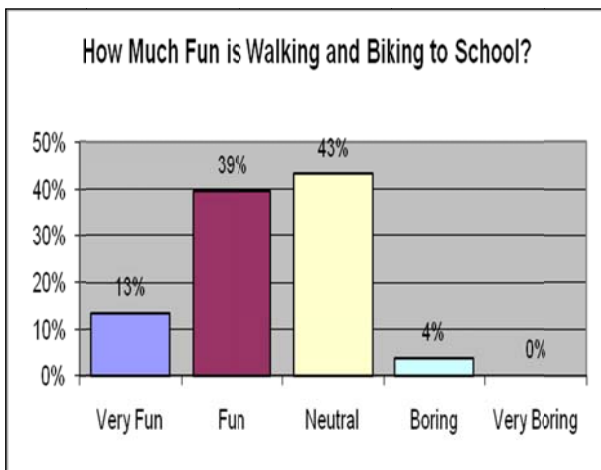
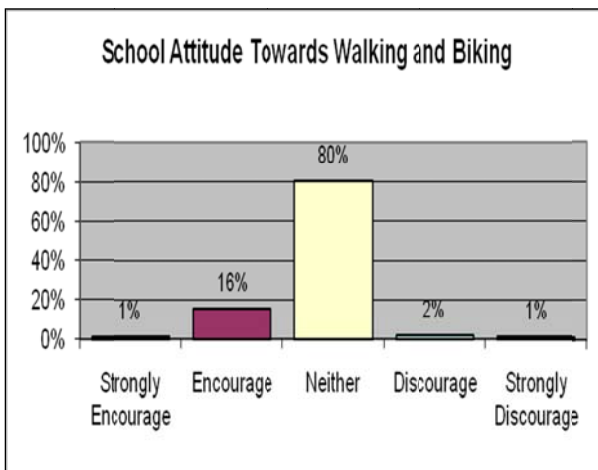
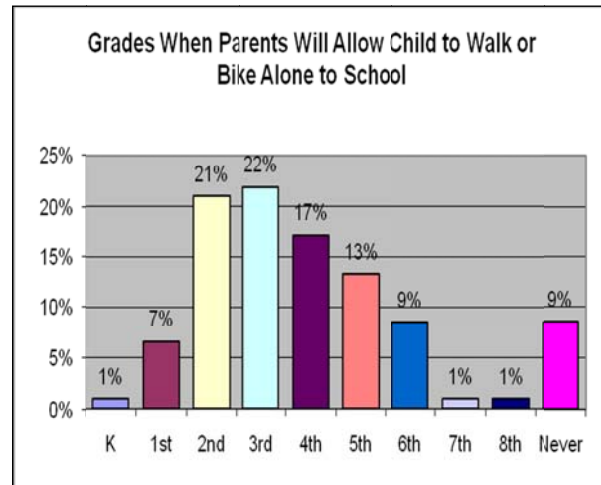
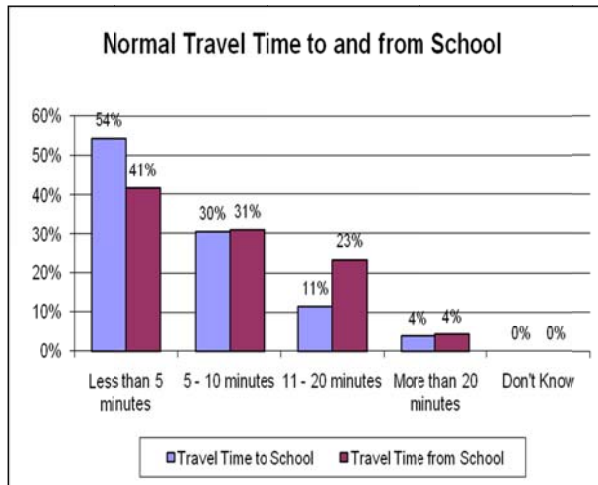
- Allowed to walk 6th-7th with friends, not alone. Need crossing guards on Main Street. We are interested in the planning process. Our daughter will be riding her bike more, each fall and spring, 8th-12th. Thanks for asking.
- People in this Town sometimes handle their dogs poorly - Pitbulls on the loose, e.g. Dogs that bark threateningly at passersby.
- My child is too young to bike to school alone but really enjoys going with me. I'm not an experienced biker and find crossing Main Street to be difficult and scary (we live on the far side from school).
- I walked from age K without adult - obviously I don't feel comfortable to let my child do the same - crossing guards on Main would help a lot by old Kwik Trip - would help for my child!
- I have seen one problem with children walking to school which is age. I have seen very young children walking to school unsupervised, no adult or older student accompanied the child. I see this problem frequently, it's not just one child...there are many. We need an age limit!!!!!!!
- Child has never walked or biked to school.
- There is no sidewalk on our side of the street. She would have to cross West Broadway twice to come home.
- Elementary School is across a difficult parking lot and not walking friendly! It seems that when Viroqua schools moved to edge of Town, walkability was not a priority. From in town, have to cross parking lots for a block, especially to grade school. Glad to see some kids walk but wish it was safer and more inviting. I am glad I could walk to school as a child.
- It would make me happy to see the bus stop changed for my children so they don't have to cross Main Street at a busy intersection. I would rather they walk to the crossing guard and cross if they walk/bike to school but that's not always an option.
- For younger children, a "walking train" (now used in Germany) could work well: one or more adults escort groups of kids for a few blocks, then pass them on to the next adults, etc. This is safe, healthy (and a lot cheaper.) See "You Tube" for a video on the subject.
- We live on E. Decker. I'm okay with all but the crossing Main Street part. We do car pool.
- I encourage my son to walk or bike to school because it is health for him and helps him to be independent.
- I would very much love to see a SAFE pedestrian walkway across Main Street - Thank you.
- In 4th grade could walk to grandparents.
- We usually drop off/pick up on the way to and from work, which is convenient. We also walk/bike in warm weather. We will allow kids to walk to/from school next year when they are 5 and 8, with our older neighbor children.
- I'd like to see a crossing guard on Main Street and better crossing when entering the Elementary School area.
- Don't feel comfortable kids under the age of 10 to walk/bike to school. Some kids don't pay attention and also some drivers don't either. If there was a better controlled area, well maybe with crossing guards and safety crossings.... and kids that live in the country there's no sidewalks for them.
- Better paths and parents/adults that would supervise would be great for the younger kids - my 4th & up kids walk/bike but they won't/can't supervise the 1st grader and we don't have time to do that.
- Weather strongly influences decision making.
- This school district needs to offer more in town bus routes to help parents whose kids have no choice but to walk.
- When my kids were in elementary school, I was very concerned about safety issues related to walking/biking. No safe paths - no crossing guards near schools, traffic on Hwy 56 - problematic - no sidewalks on Ed. Avenue.
- This town needs two additional stop lights, one on Main and Broadway, and one on Main and Hickory street.
- We live on Sidie Hollow just south of W. South Street. It can be difficult to cross the street at times because so many ignore the stop sign on W. South Street and Parkwood Terrace.

- We could use a better bike parking system, more signs in the community, and perhaps even some biking lanes along busy intersections.
- Unsure if would allow child to walk/bike before middle. I'd worry more than necessary. Our route would be up W. Broadway then crossing over. Traffic is ridiculous amount and everybody exceeding speed limit. No crossing guards!
- In the summer we have walked home from school, just not ready to let my child do it on her own alone yet.
- My main concerns are crossing Decker Street and also the traffic between the Elementary & MS/HS with no specified place for kids to walk and no crossing guards to help younger ones.
- There is no safe route to walk to the elementary school.

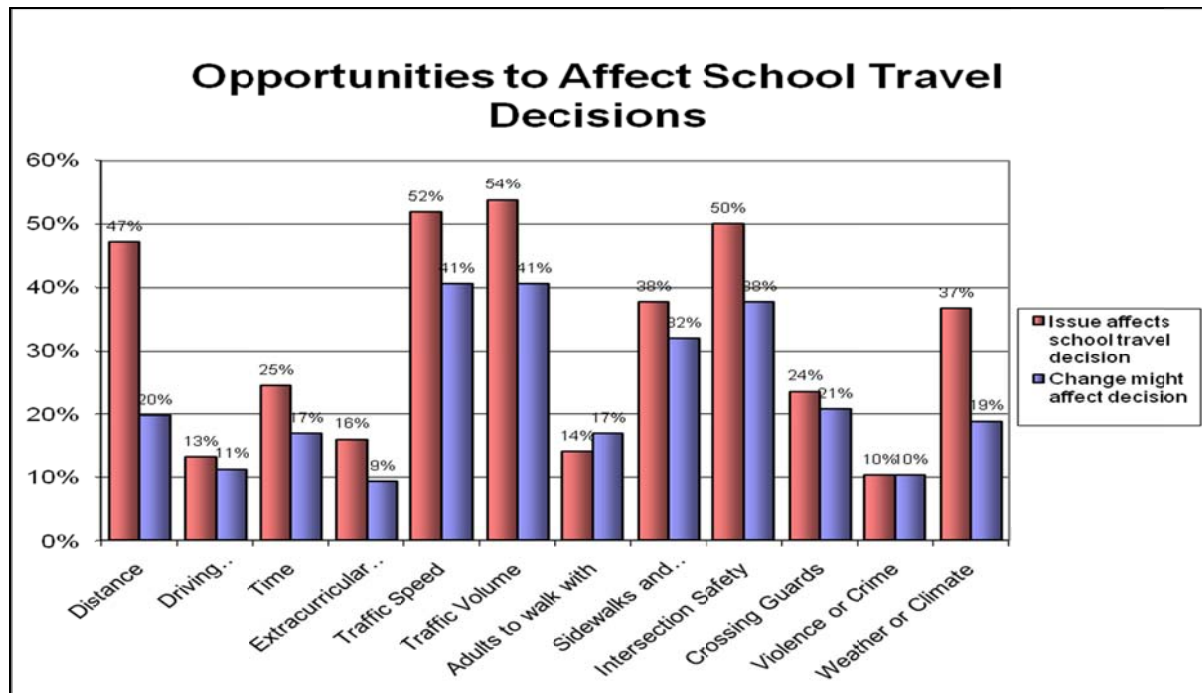
City of Westby Schools “Children Living Less Than 2 Miles From School” Parent Survey Summary

Survey Information			
Number of Surveys Returned		106	
Child Information			
Grade Level	Number of Children		Percent
K	17		16%
1	14		13%
2	4		4%
3	9		8%
4	9		8%
5	18		17%
6	19		18%
7	9		8%
8	7		7%
Gender	Number of Children		
Male	58		55%
Female	48		45%





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?”.

Comments – Westby Respondents

- Our family will spend \$60 a week for shared ride taxi. Our 4 kids have to ride the taxi because of our conflicting working hours. It would be nice if Westby had some localized bus pick-up locations so we wouldn't have to spend \$240 a month on the taxi.
- I would be much more comfortable with having our son bicycle to school (because of the distance mostly) if he were older - 9th grade + and if there were a safe means of crossing the new highway to access the proposed walking/bike trail from East Smith Road, which we live on.
- There are not appropriate places for bikes at school!
- I am a teacher so they just walk to Elementary School from High School.
- Both my husband and myself drive to school every day because that is where we both work. The kids just ride along.
- I would love to have our girls be able to walk or bike to school. Our biggest worry is someone taking them. I know it's a small town but these things still happen. It's sad that we can't trust people out there.
- I want my child to be able to ride bike/walk to school, but safety became an issue last year with them being asked by a stranger to get in a vehicle. I wish the school could provide a south side and north side stop for in town kids - it's not fair that in Coon Valley there are pick-ups and none in Westby, and we are the same school district.
- I would like to see a Safe-Routes-To-School program in Westby. More education is needed for automobile drivers and the law to stop for pedestrians at marked cross walks in Westby. Many don't stop for pedestrians.
- Poor crossing area by State Street, difficulty seeing with cars parked close to intersection.
- Would be great if we could have a stop on each end of town for kids that live in town to ride on buses that are not full!
- We need better signage at marked crosswalks on Main Street so cars/vehicles stop for people who want to cross the street.

- Would actually like a bus route in town - live on north east side of town. Viroqua has an in town bus route.
- Sidewalks along Coon Prairie Avenue would be great!
- I feel that my child is discouraged from walking because of the lack of sidewalks in Westby for my children to get to and from school safely. Nobody in Westby has wanted to deal with this problem so far, I am hopeful that that attitude with change for the safety of all of our children.
- I would feel more comfortable if there were crossing guard(s) at the T intersection in front of the middle school, because of the amount of traffic - it can be confusing for young kids.
- With a crossing guard for the highway, along with sidewalks along the street (along the whole route), I'd love to have my kids walk/bike to school.
- I mostly pick my child up from school and take her to school but some days I am not able due to work. I am nervous when she has to walk home by herself. I would like it if the middle/high school got out of school earlier or at the same time as the elementary so my older kids would be able to walk with her or pick her up. I think if more kids were encouraged to walk/ride bikes, it might be safer for all as well as healthy for kids.
- We are bus riders due to our work schedules.
- Crime it not a real problem in Westby, but I (and my wife) could not let one child walk to school alone. We would need an adult with him in order for us to feel comfortable. Traffic is a secondary issue for us that could be resolved with adult supervision. We strongly support walking to school, it is very healthy!
- Would be nice to have a bus route in Town like Viroqua has.
- Kids walking or biking from elementary to middle school ride out in traffic and walk out in front of cars because they are goofing around or playing with a ball and the ball goes out in the street.
- School has limited places to park a bike.
- I encourage my children to walk or bike to school whenever possible.
- We live less than 1/4 mile but no easy road so has to walk further to cross then double back. School does not sway one way, but the safety issues make it evident my child cannot walk/bike. Also inability to take bus forces parent to drive even though bus route has to stop less than 1 block away. Would love a "bus stop" area to go across from our area. I would love to see bus services offered for our area as it is too far for a child to walk (have to go about 3 blocks 1 way out of their way to cross with a guard.)
- Would be nice if traffic was slower on the side streets so children can be safe crossing the roads or have enough time to safely cross.
- Could benefit from more crossing guards at different intersections - especially high school parking lot intersection - the 4 way stop.
- My son is driven from day care because of the convenience for day care, but they walk back to day care when the weather is nice.
- Would be more comforting to see crossing guards at most intersections near the school, whether adult or older students.
- We would bike or walk to school every day, if we didn't have to travel to day care to pick up younger sibling.
- I think it is ridiculous that children have bus stops 3 blocks from their school. In cases like that, I think children should be encouraged to walk home if the child was able, less pollution.
- Need more crossing guards, not just on Hwy 14, specifically near the high school parking lot.
- We live across the street from the school.
- We live close to school, but a farm field separates us from the easiest path. The other option is along the highway which is longer.
- Not sure how question on years of education affects this survey - has nothing to do with post high school education.

Copy of the SRTS Parent Survey that was distributed to parents

Dear Parent or Caregiver,

SURVEY ABOUT WALKING AND BIKING TO SCHOOL - FOR PARENTS -

The Westby Area School District is participating with the Cities of Westby and Viroqua in preparing a "Safe Routes To School Plan". To assist in the planning process, the school wants to learn your thoughts about children walking and biking to school. This survey will take about 10 - 15 minutes to complete. We ask that each family complete only one survey per school your children attend. If more than one child from a school brings a survey home, please fill out the survey for the child with the next birthday from today's date.

After you have completed this survey, send it back to the school with your child or give it to the teacher.

Your responses will be kept confidential and neither your name nor your child's name will be associated with any results. **Thank you for participating in this survey!**

These first few questions gather some general and background information.

Remember, all information will be confidential, and no identifying information will be released.

1. What is the grade of the child who brought home this survey? (K - 8) _____ grade
2. Is the child who brought home this survey male or female? ☐ MALE ☐ FEMALE
3. How many children do you have in Kindergarten through 8th grade? _____ children
4. How far does your child live from school? (choose one)

☐ a. less than 1/4 mile
☐ b. 1/4 mile up to 1/2 mile
☐ c. 1/2 mile up to 1 mile

☐ d. 1 mile up to 2 miles
☐ e. More than 2 miles
☐ f. Don't know

5. On most days, how does your child arrive at school and leave for home after school? (circle one choice per column)

Arrive at school	Leave for home
Walk Bike School Bus Family vehicle (only with children from your family) Carpool (riding with children from other families) Shared Ride Cab Other (skateboard, scooter, inline skates, etc.)	Walk Bike School Bus Family vehicle (only with children from your family) Carpool (riding with children from other families) Shared Ride Cab Other (skateboard, scooter, inline skates, etc.)

Travel time to school	Travel time from school
<input type="checkbox"/> a. Less than 5 minutes <input type="checkbox"/> b. 5 - 10 minutes <input type="checkbox"/> c. 11 - 20 minutes <input type="checkbox"/> d. More than 20 minutes <input type="checkbox"/> e. Don't know / Not sure	<input type="checkbox"/> a. Less than 5 minutes <input type="checkbox"/> b. 5 - 10 minutes <input type="checkbox"/> c. 11 - 20 minutes <input type="checkbox"/> d. More than 20 minutes <input type="checkbox"/> e. Don't know / Not sure

6. How long does it normally take your child to get to/from school? (check one choice per column)

11. Has your child asked you for permission to walk or bike to/from school in the last year? (check one box)

☐ YES ☐ NO

12. At what grade would you allow your child to walk or bike without an adult to/from school? (select a grade between K-8)
Grade (K-8) _____ (or ☐ I would not feel comfortable at any grade)

13. Which of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school?
(check all that apply)

- ☐ Distance
- ☐ Convenience of driving
- ☐ Time
- ☐ Child's participation in before/after-school activities
- ☐ Speed of traffic along route
- ☐ Amount of traffic along route
- ☐ Adults to walk or bike with
- ☐ Sidewalks or pathways
- ☐ Safety of intersections and crossings
- ☐ Crossing guards
- ☐ Violence or crime
- ☐ Weather or climate
- ☐ Other _____
- ☐ Other _____

14. Would you probably let your child walk or bike to/from school if this problem were changed or improved?

(circle one per line)

☐ My child already walks or bikes to/from school)

YES	NO	Not Sure
YES	NO	Not Sure
YES	NO	Not Sure
YES	NO	Not Sure
YES	NO	Not Sure
YES	NO	Not Sure
YES	NO	Not Sure
YES	NO	Not Sure
YES	NO	Not Sure
YES	NO	Not Sure
YES	NO	Not Sure
YES	NO	Not Sure
YES	NO	Not Sure
YES	NO	Not Sure
YES	NO	Not Sure

15. In your opinion, how much does your child's school encourage or discourage walking and biking to/from school?
(check one box)

Strongly Encourage
☐

Encourage
☐

Neither
☐

Discourage
☐

Strongly Discourage
☐

(Questions 12 and 13) Please answer these two questions based on your feelings (or what your child has told you) about your child walking or biking to/from school *whether or not* your child actually walks or bikes to/from school.

16. How much FUN is walking or biking to/from school for your child? (check one box)

Very Fun
☐

Fun
☐

Neutral
☐

Boring
☐

Very Boring
☐

17. How HEALTHY is walking or biking to/from school for your child? (check one box)

Very Healthy
☐

Healthy
☐

Neutral
☐

Unhealthy
☐

Very Unhealthy
☐

18. (a) How many full years of regular school have you completed? _____ years (grade school through graduate school)
(b) Your spouse/partner's education? (if applicable) _____ years

19. Please provide any additional comments below (use the back of this page, if needed):

Thank you for participating in this survey!

Interested in Learning More?

If you are interested in discussing the conditions related to walking or biking to your child's school, please provide your contact information below (*Your name will not be associated with the results of this survey!*):

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APPENDIX 4 – SUMMARY OF SIDEWALK AUDITS

Sidewalk Audits

Volunteers from the SRTS Planning Task Force conducted sidewalk audits in the City of Westby and City of Viroqua. The volunteers walked the sidewalks and identified locations where hazards existed for pedestrians or bicyclists. Volunteers identified hazardous intersections, the existence of sidewalk ramps, evaluated sidewalk conditions, etc. The following comments were made by volunteers after viewing sidewalks in their designated section of the community.

Viroqua Southwest Quadrant

Sidewalks

Garfield because it is interrupted should be replaced by Rock. Rock intersects South St. at its highpoint for better visibility. Ramps are at all intersections. All sidewalks are typical with some cracking, etc. Many high spots have been ground down.

Street Crossings

Cars on Main St. park 1 car length from intersections. Visibility is a problem because it is very hard to see oncoming traffic unless there is a 2 car length opening from intersections in the downtown area (four blocks). Crossing Main St. at the lights is nearly impossible in the allotted time. Even if you push yourself, let alone with a group, it is still very dangerous.

School Zones

The public school area is well marked with signage indicating 25 m.p.h. and children being present. There are not speed bumps to impede traffic or free standing crosswalk signs that are clearly visible.

Other Observations

What I noticed is the general lack of knowledge of the “rules of the road” both sidewalks and streets. Bikes and skate boarders especially guilty. All too often children are allowed to veer and wander into oncoming traffic lanes. Skate boarders on South St. on the sidewalk generally have little regard to their speed and the safety of oncoming pedestrians.

Recommendations

I strongly feel that we need to educate the public about the “rules of the road”. We need an annual bike safety rodeo in the 5th grade. The annual City bike ride must emphasize safety. Safety sergeants should be interspersed to help out. A longer open area for parked cars by downtown intersections would be very helpful.

Viroqua Southeast Quadrant

Problem Streets

Main St. – Heavy traffic, fast traffic, few crosswalks, traffic lights are long waits. Also, a few constricted sidewalks due to high walls adjacent to sidewalks, some high traffic driveways in front of businesses and a few blind corners where buildings block the views.

South Lincoln Ave. – No sidewalk at all or for most of it.

Center St. – Fairly high traffic speeds and constricted views where hospital parking occurs. Center/Decker intersection hazardous to cross.

Decker St. – great ramps and new sidewalks but pretty high speeds of cars. One limited visibility intersection from west bound traffic at Decker and Northeast Ave.

General Comments

By and large almost every intersection has only 4 of 8 ramps except where newer sidewalks have been constructed.

Viroqua Northwest Quadrant

Sidewalks

Only a few sidewalks without ramps.

Street Crossings

Difficult to cross Main St. (Highway 14) anywhere north of downtown – unmarked crossings, fast traffic and trucks. No marked crosswalks between Main St. and the school on Decker St.

School Zone

Could use a school ahead sign on Decker a bit sooner possibly by Western Ave.

Driver Behavior

- Businesses on Main St. have driveways and parking lots that butt up to the sidewalk. Drivers don't look for pedestrians or bikes.
- Drivers don't always yield to pedestrians at crosswalks.
- Drivers don't always follow speed limits on Main, Broadway and Decker

Other

- Lots of drivers on cell phones.
- Crosswalks are faded.
- Painting side lanes for biking helps driver to watch out for bikers and walkers.

Viroqua Northeast Quadrant

Sidewalks

- Sidewalk on east side of N. Center St. abruptly ends short of E. Parkinson St.
- Sidewalk on west side of N. Center St. ends at the Food Coop entrances and does not continue through to E. Broadway St.
- Very few curb ramps on Washington St. (east and west side of street)
- Walnut/East Ave. intersection there are no curb ramps. To walk north on the east side East Ave. you must climb 3 steps to get on the sidewalk.

Street Crossings

No crosswalk pavement markings on State Highway 56 at the State Highway 56/East Ave. intersection. The intersection is signed as a pedestrian crossing. It is also the main crossing for Pleasant Ridge students coming from the north.

School Zone

Limited signs indicating the location of the English Lutheran School. Could use pavement markings or more school warning signs.

General Comments

In general sidewalks are in fair to good condition. However, almost every intersection has only four curb ramps versus eight and some intersections lack ramps.

Sidewalk Audits

Volunteers from the SRTS Planning Task Force conducted sidewalk audits in the City of Westby and City of Viroqua. The volunteers walked the sidewalks and identified locations where hazards existed for pedestrians or bicyclists. Volunteers identified hazardous intersections, the existence of sidewalk ramps, evaluated sidewalk conditions, etc. The following comments were made by volunteers after viewing sidewalks in their designated section of the community.

Westby South of State St.

Sidewalks

Most of Highland, Prairie St., Willow, Bergum, Elm and Market there are no sidewalks.

Street Crossings

There are crosswalks but many are faded. Parked cars do not block view of oncoming traffic. There are ramps for wheel chairs.

School Zone

There is school ahead signage but many are faded or outdated.

Driver Behavior

Drivers do not follow speed limits.

Other

No consistent sidewalk areas, some heaving in the spring. Manhole on S. Main and Highland.

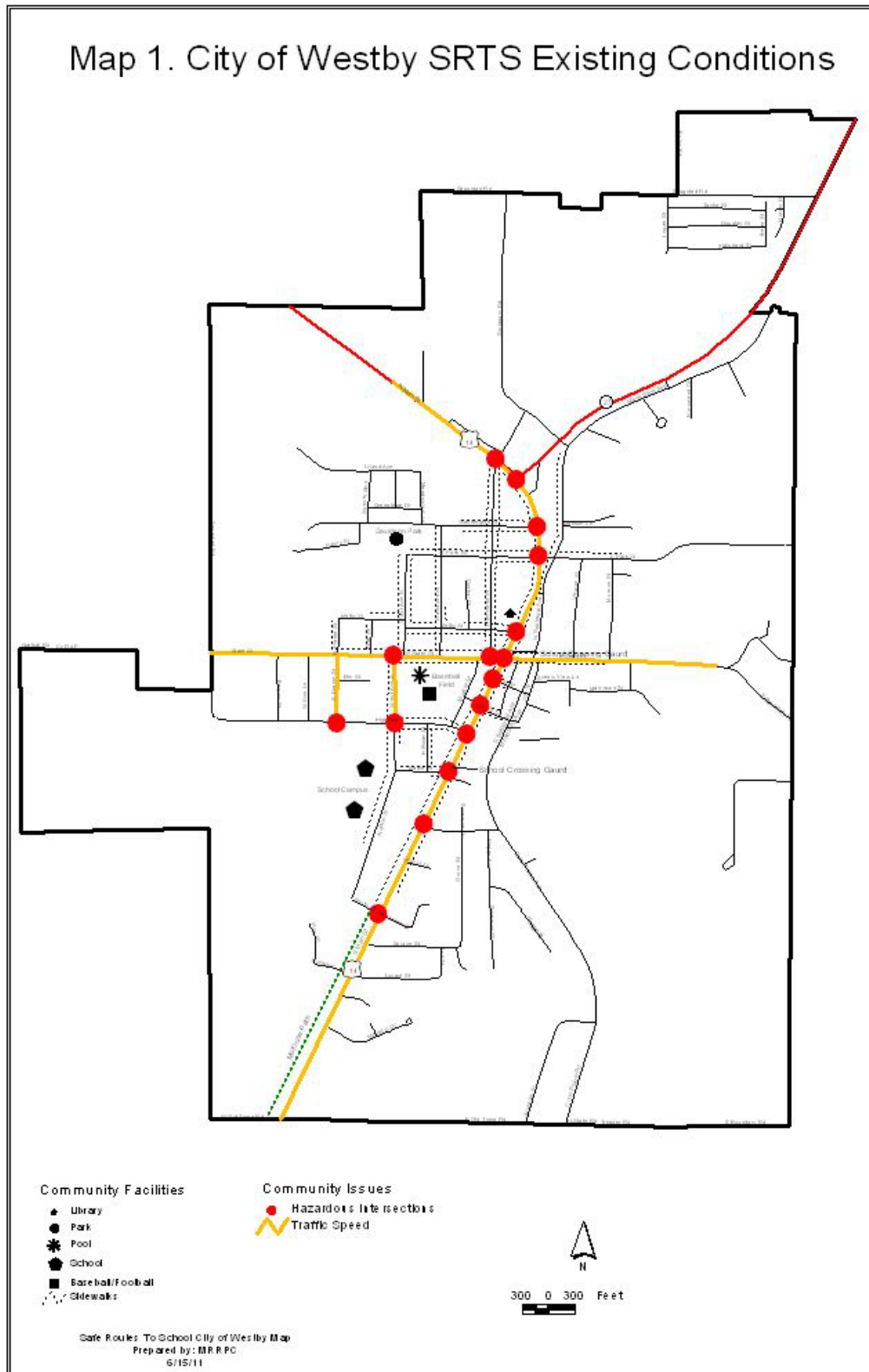
Westby Northeast (north of State St. and east of Hwy. 14)

- Dangerous intersection State St. and Main St.
- No wheel chair ramps on Vernon St. and State St.
- Children have to walk in the streets on Vernon St. and Monroe St. to get to E. State St. or E. Park St.
- Tree branches block speed limit sign on E. State St.
- Poor lighting and low tree branches on Black River Ave.
- Sidewalks abruptly end in area.

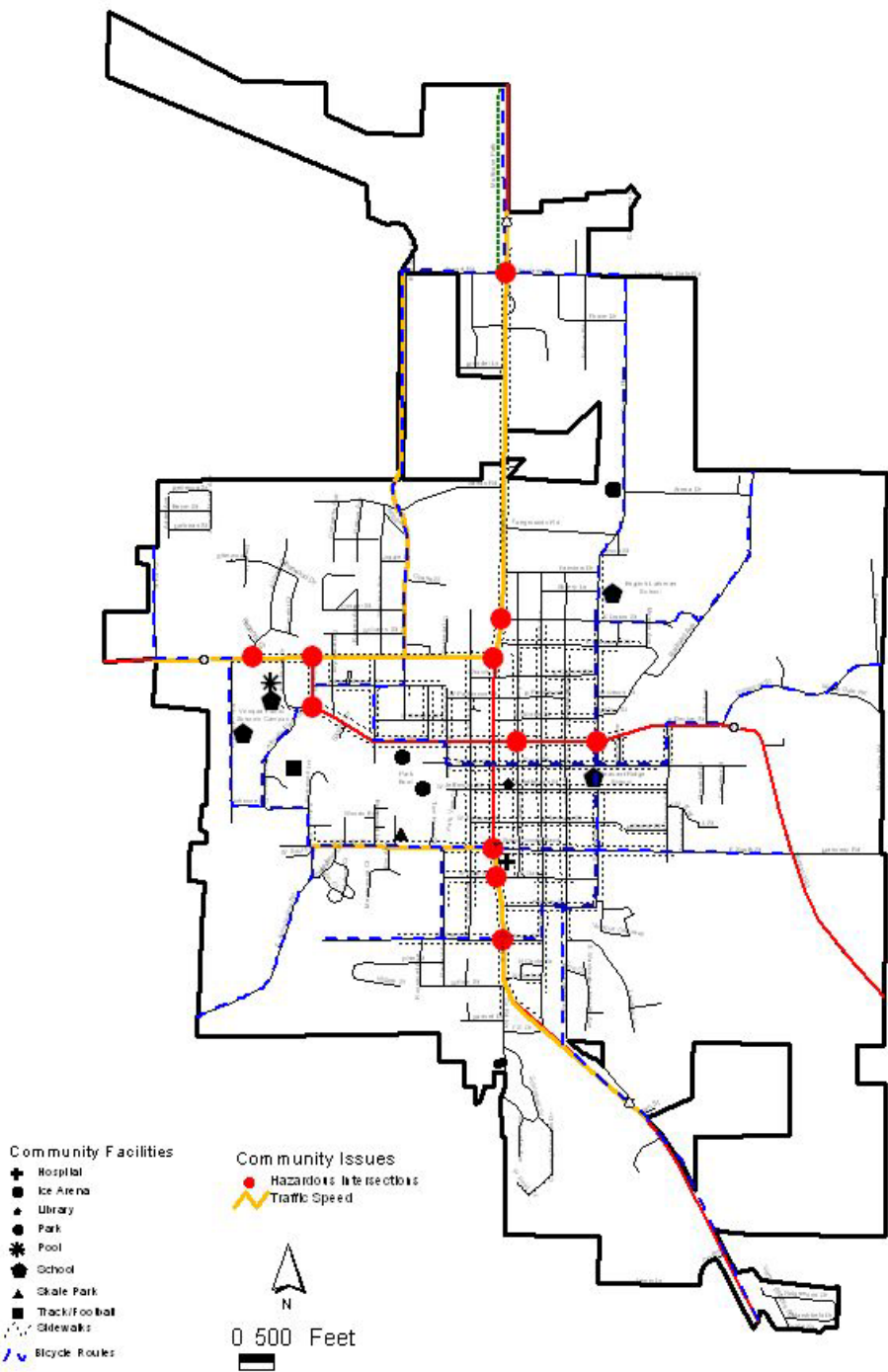
Westby Northwest (north of State St. and west of Hwy. 14)

- Washington St. sidewalks do not connect to Main St. on the east and do not connect to Davidson St. to the west.
- Ramsland St. and Hwy. 14 intersection dangerous and many people cross at intersection to get Hansen's or to walk north of Hwy. 14.
- Segments of sidewalks throughout the area are cracking and uneven. Ramps are not present at all intersections.
- Visibility for motorists obscured by buildings at Ramsland and Melby St. intersection
- Speed of traffic on Washington St.
- Ramsland St./State St. intersection crossing for pedestrians is hazardous. Many people utilize Ramsland St. for walking – the sidewalk on the west side of Ramsland St. abruptly ends before it meets State St. so people walk in the street or cross Ramsland in mid block. Since they end up walking in the street or on the east side of Ramsland St. they then cross State St. at this location and there is no cross walk and is close to the State St. and Hwy. 14 intersection.

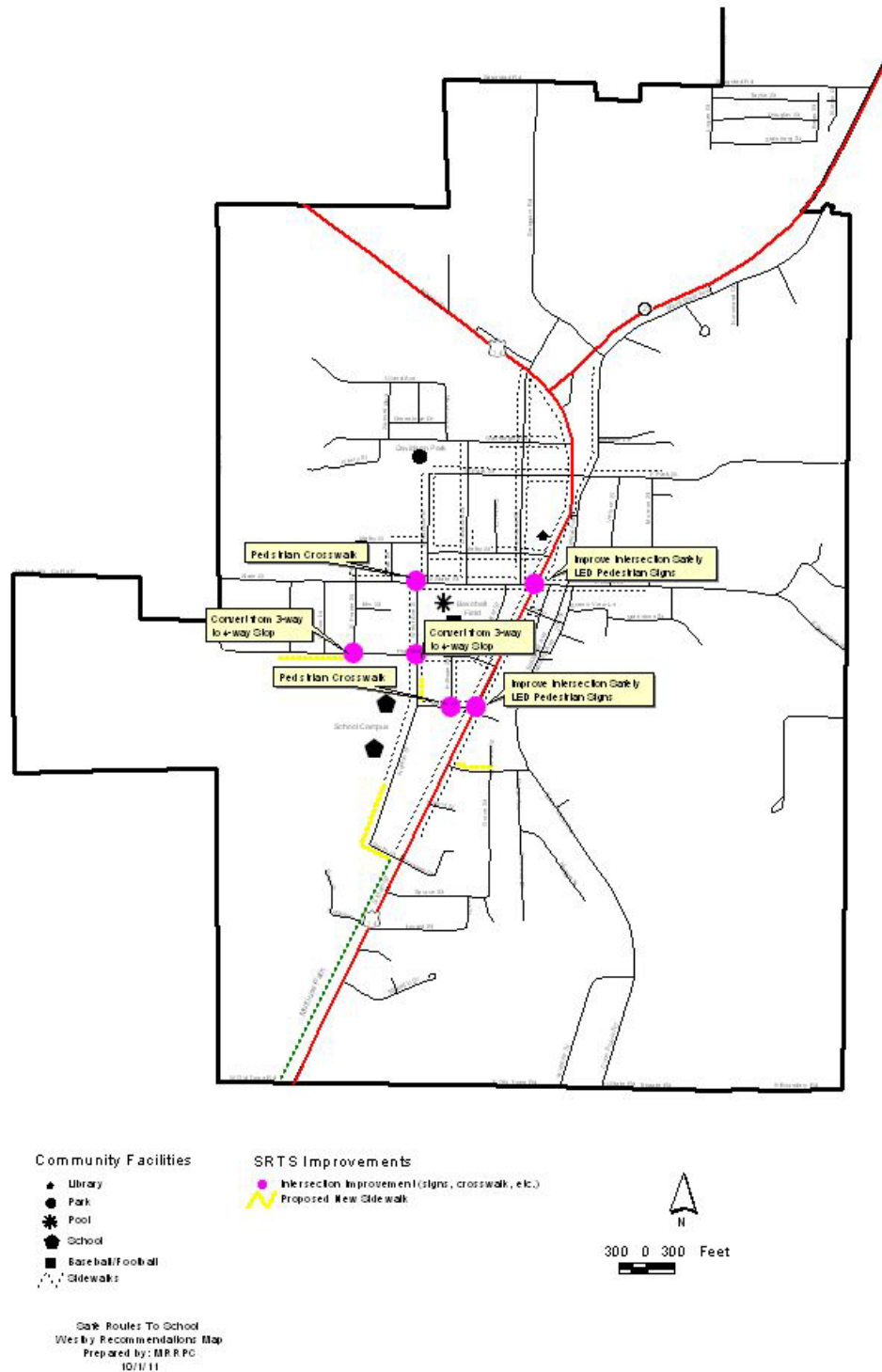
APPENDIX 5 – EXISTING CONDITIONS AND RECOMMENDATION MAPS



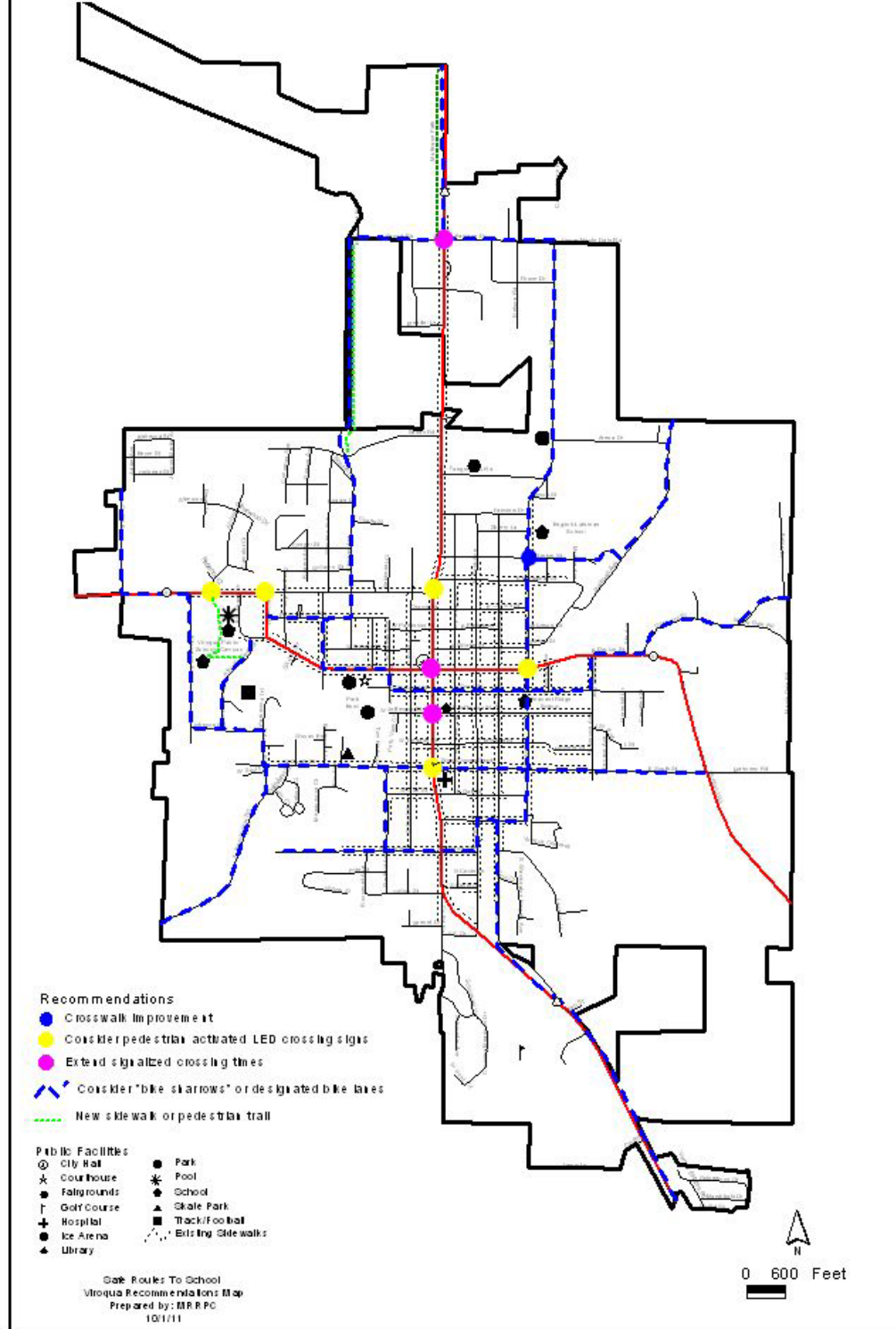
Map 2. City of Viroqua SRTS Existing Conditions



Map 3. Westby Safe Routes to School Recommendations



Map 4. Viroqua Safe Routes To School Recommendations



APPENDIX 6 CENSUS MAPS

