



AND

WASHAKIE COUNTY SCHOOL DISTRICT NO. 1



SAFE ROUTES TO SCHOOL PLAN



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Table of Contents

INTRODUCTION.....	1
THE WORLAND SAFE ROUTES TO SCHOOL TEAM.....	2
THE PUBLIC INPUT PROCESS.....	2
DESCRIPTION OF SCHOOLS.....	3
SCHOOL DEMOGRAPHICS.....	3
CURRENT SCHOOL TRAVEL ENVIRONMENT.....	5
BARRIERS TO ACTIVE TRANSPORTATION.....	6
23 RD STREET NOT COMPLETED:.....	6
POOR SCHOOL ZONE LIGHTING AND SIGNAGE:.....	7
NON-COMPLIANT ADA CORNERS:.....	9
DISTANCE FROM SCHOOLS:.....	10
AMOUNT AND SPEED OF TRAFFIC:.....	10
WEATHER:.....	10
NO SAFE PLACE TO RIDE BIKES:.....	10
MISSING OR INSUFFICIENT SIDEWALKS:.....	11
CREATING SOLUTIONS.....	13
IMPROVEMENTS TO LIGHTS AND SIGNAGE:.....	13
SIDEWALK IMPROVEMENTS:.....	13
SAFE PLACES TO RIDE:.....	14
BIKE RODEO:.....	17
BICYCLE SAFETY IN SCHOOLS:.....	18
SAFETY CITY:.....	18
INTERNATIONAL WALK TO SCHOOL DAY:.....	19
Enforcement:.....	23
Evaluation:.....	23
IMPROVEMENTS MAPPING.....	26
THE ACTION PLAN.....	26

PLAN ENDORSEMENTS.....28
SUPPORTING DOCUMENTS32

PLAN SHEETS:

WORLAND MAP

EAST SIDE ELEMENTARY SCHOOL

WEST SIDE ELEMENTARY SCHOOL

SOUTH SIDE ELEMENTARY SCHOOL

WORLAND MIDDLE SCHOOL

SOUTH 15TH STREET

INTRODUCTION

The study area for this plan covers a two mile radius around all three elementary schools and Worland Middle School. The Middle School was constructed in 2003 in the southeast corner of Worland near the School Administration building and Worland High School. A two mile radius basically encompasses the entire city of Worland, but primary focus will be on the main school travel routes.

Recent changes in the location of Worland Middle School and the School Administration building and the lack of multiple north-south collector streets in Worland have added to the amount of traffic and congestion during school travel times. The City of Worland and Washakie County School District No. 1 have each wrestled with the question of how to improve the safety of children walking and bicycling to school, especially with the increased traffic. To be clear, there is not a history of pedestrian-vehicle accidents, but it is something that has been discussed as a serious concern by parents, school officials and others for some time and even more so since the Middle School was constructed in its new location, which was a busy area even prior to that addition. There is only one main north-south collector serving the Middle School, Worland High School, South Side Elementary and East Side Elementary.

In an effort to control vehicular traffic, Worland has installed lighting systems and different signage over the years. Now the town appears to have reached the point of “sign pollution” with conflicting and redundant signs in most areas of school traffic. The result is that the traveling public is not clear exactly what is expected of them. The old lighting system has also been problematic for several years and is in serious need of upgrading as it is no longer possible to find parts to fix it (see discussion starting on page 7).

We also want to focus on making Worland a more pedestrian and bicycle-friendly town. Seeing more people from all age groups walking and bicycling all over Worland would encourage younger students and their parents to walk and bicycle more. Once the plan is implemented and with ongoing effort, especially in the next few years, we expect this plan will take on a life of its own, with volunteer proponents from all ages and walks of life. The seeds are there; they just need some help, some direction and some encouragement. We want students and parents to know they are safe so walking and bicycling to school is encouraged and eventually becomes the norm, not the exception, as reflected in our mission statement (next page).

THE WORLAND SAFE ROUTES TO SCHOOL TEAM

At the heart of any good program is a group of people who are willing to do what needs to be done in order to accomplish the goal at hand. We have assembled a diverse group of local team members, each with different strengths and backgrounds to make the Worland Safe Routes to School (SRTS) Plan a success. Our team members include:

- ✚ Greg Bankert – Chief of Police and Worland SRTS Project Champion
- ✚ Mike Donnell, P.E. – Donnell & Allred, Inc., Worland City Engineers
- ✚ Dawn Bellis – School Counselor and long-time educator
- ✚ Laura Brown – Manager, U.S. Bank; Safe Kid’s coordinator in Washakie County
- ✚ Jodi Bennett – Co-owner of Worland Health Club
- ✚ Bob Vines – Editor, Northern Wyoming Daily News
- ✚ Dale Bush – Washakie County Sheriff’s Office, School Resource Officer
- ✚ Wanda Richard – Washakie County Sheriff’s Department & SRTS Secretary

Washakie County Surveyor/Planner, Bruce Frederick also attended most of the meetings. The first meeting for the Worland SRTS Team was held at the Law Enforcement Center at 9:00 am on September 30, 2010 (see Supporting Documents for all meeting minutes). The motto or mission statement of the group was formulated in that meeting:

“Make Worland a safer, more bicycle and pedestrian-friendly town where students want to walk and bicycle to school.”

THE PUBLIC INPUT PROCESS

It is crucial that this plan solicit and include input from the entire community in order to have 100% buy-in and participation from as many people and groups as possible. As discussed in the meeting minutes above, we printed over 1,000 Parent Survey forms, which were taken to the students at East Side, West Side and South Side Elementary Schools and Worland Middle School to take home to their parents on September 30, 2010. We also printed and delivered Student Travel Tally forms for each of the K-8 classes. The survey forms were collected and sent to the National Center for Safe Routes to School in Chapel Hill, NC for processing.

Our SRTS Team is soliciting input as they talk to people around Worland about the increased number of vehicles and decreased number of kids walking or biking these days. They are asking what people feel needs to be done in order to increase the number of students walking & biking to school and make the traffic situation better.

We also discussed the program goals and objectives with David Nicholas, Washakie County School District No. 1 Superintendent of Schools. Mr. Nicholas is highly supportive of the SRTS program and expressed his willingness to do everything he can to achieve the goal of increased safety and number of students who walk and bicycle to school.

In October, 2003, the Worland Area Trails Master Plan was completed for Washakie County by Nelson Engineering in association with Verdone Landscape Architects, Inc. and Donnell & Allred, Inc. Two of the proposed pathways in the Master Plan will help meet the goals of the Worland SRTS plan. Trail Loop #1 and Loop #3 either go by or near each of the schools in this plan and Loop #2 connects several subdivisions and students between Worland and the airport/golf course south of town (see pages 11-12). Loop #2 was constructed as far south as Lane 14, approximately two miles south of town and Loop #1 is scheduled to be constructed in the next project phase. The Worland SRTS team will coordinate our plans with the Worland Area Trails Plan to maximize the benefit to students and other residents who prefer to walk or bicycle as a fun and healthy option to riding in a vehicle.

DESCRIPTION OF SCHOOLS

This plan encompasses Worland Middle School and all three elementary schools in Worland, including East Side Elementary, West Side Elementary and South Side Elementary. It effectively takes in most all of the city of Worland (see map at the end of this plan). And because Worland Middle School is in the same general area as the School Administration Building and Worland High School, those facilities, and traffic to and from those facilities, are unavoidably tied to this plan as well. The plan is being completed for the City of Worland through a grant obtained by the Worland Police Department, Greg Bankert, Chief of Police.

While the majority of students live in Worland, there are several outlying subdivisions and farms with students who go to school in Worland.

SCHOOL DEMOGRAPHICS

Worland School District No. 1 has a total of 1,347 students. There are 267 Special Education students, 92 students with limited English and 603 low income students. Historically, the majority of students in the subject schools, about three-quarters, have

been white with the next largest demographic being Hispanic. The most recent statistics agree with historical numbers:¹

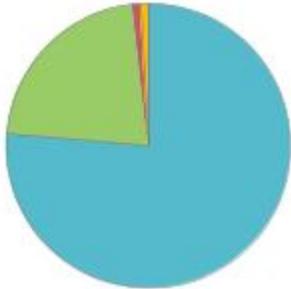
South Side Elementary:

Number of students: 181

Ethnicity: White, not Hispanic: 77% (shown in blue); Hispanic: 22% (shown in green);

American Indian/Alaskan Native: <1% (red); Asian/Pacific Islander: <1% (yellow);

Students eligible for free or reduced-price lunch program: 50%



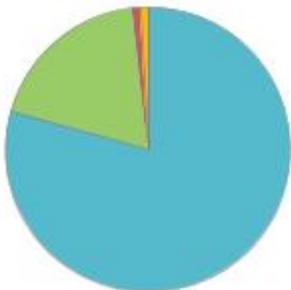
East Side Elementary:

Number of students: 259

Ethnicity: White, not Hispanic: 80%; Hispanic: 19%; American Indian/

Alaskan Native: <1%; Asian/Pacific Islander: <1%

Students eligible for free or reduced-price lunch program: 49%



West Side Elementary:

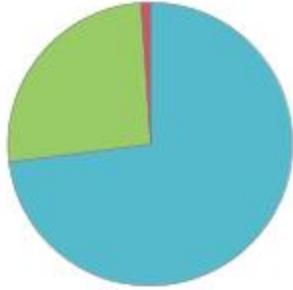
Number of students: 237

Ethnicity: White, not Hispanic: 73%; Hispanic: 26%; American Indian/

Alaskan Native/Asian/Pacific Islander: 1%;

Students eligible for free or reduced-price lunch program: 65%

¹ School District Administrator, Worland and <http://www.greatschools.org/>

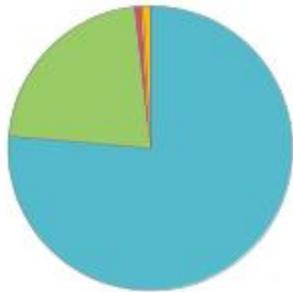


Worland Middle School:

Number of students: 317

Ethnicity: White, not Hispanic: 77%; Hispanic: 22%; American Indian/Alaskan Native: <1%; Asian/Pacific Islander: <1%

Students eligible for free or reduced-price lunch program: 46%



Overall Ethnicity for combined schools above:

Total number of students: 994

White, not Hispanic: 77% (blue)

Hispanic: 22% (green)

All others: 1% (red & yellow)

CURRENT SCHOOL TRAVEL ENVIRONMENT

It has long been suspected that a majority of students were getting rides to and from school in the family vehicle rather than walking, bicycling or riding the school bus as students in previous generations did, but the results of the surveys were a real eye-opener. Only 16% of the students, about one in six, live more than two miles from school; 74% of the students ride to school, either in a school bus or in the family vehicle. 83% of

the students live within two miles of school; 55% live less than one-half mile from school, yet over two-thirds of the students ride in a car or school bus both to and from school most all of the time. The school district's policy for eligibility to ride the school bus is in accordance with Chapter 20 – *Rules for Cost-Based Block Grant Model Transportation Reimbursement* (see <http://soswy.state.wy.us/Rules/RULES/5440.pdf>). Elementary students must be at least 1 mile from school and Middle School students must be at least 1.5 miles from school.

Distance lived from school	0 miles to ½ mile	½ mile to 1 mile	1 mile to 2 miles	Over 2 miles	Don't Know
% of Students	55%	12%	16%	16%	1%

Travel Mode	Walk	Bike	School Bus	Family Vehicle	Carpool	Public Transit	Other
% of Students	16%	6%	26%	48%	3%	0%	1%

Obviously, the fact that there are so many students now riding to school in vehicles every day, coupled with the fact that 23rd Street is not completed (next section), it is easy to see why traffic is so congested along 15th Street and other main travel routes.

BARRIERS TO ACTIVE TRANSPORTATION

23RD STREET NOT COMPLETED:

One significant obstacle Worland faces is the fact that the main access road to the new Middle School (plus the High School and School Administration Building), 23rd Street, is only half built. The north half of 23rd Street was constructed in 2005 and plans for the south half were completed under a contract with WYDOT in December, 2006. But city finances have been extremely tight for the past several years and the situation has become even worse in the last two years. There is access on 23rd Street from Big Horn Avenue to the Worland Middle School but there is no outlet south to Washakie Avenue

(Lane 12), the next east-west collector street south. That is the main reason 15th Street is so congested, particularly during the school travel times, because it remains the only main north-south collector to serve Worland Middle School, Worland High School, South Side Elementary School, and to some extent, East Side Elementary. The turnoff for the three main schools served by 15th Street is at Howell Avenue, the busiest school crosswalk in Worland. The City of Worland applied for a State Lands & Investments grant in February, 2011, and was awarded the grant at the June, 2011 meeting. It is a 50% matching grant to be used in conjunction with the existing Urban System fund to build Phase 2 of 23rd Street, now scheduled for FY 2012. Once constructed, 23rd Street will become a primary route to and from the Middle School–High School–Administration Building complex, the new Washakie Museum, the new Aquatic Center (currently under construction) as well as the National Guard Armory.

POOR SCHOOL ZONE LIGHTING AND SIGNAGE:

A lighting system to establish the 20 mph school zones was installed almost 30 years ago and has become unusable, undependable and unserviceable due to its age and problems getting parts to fix it. It has now become a genuine public safety concern. The following from Worland Police Chief Greg Bankert describes the problems with the existing school zones lighting system:

1. Lights do not work properly and are in constant need of repair. They turn on and off at times not designated for school zone hours. The lights are on a timer to turn on and off during designated times but we constantly have problems with the timers not working properly.
2. On March 5, 2009 I received a letter from Jonathan Williams with Process Power and Control Inc. Process Power currently works on our current system and advised that the main problem with the system is old and faulty equipment which they can no longer find parts for. They advised that they feel we need a new system. Copy of letter is available if needed.
3. The number of call outs for repairs has increased drastically and only continues to cost the city more money to maintain this outdated system.
4. We have received several complaints about the lighting system, primarily in reference to it not working properly.

5. The other issues involved also pertain to the current placement of the overhead lights and if they are serving a purpose in their current position. Many citizens feel they would be more effective in a different location. We currently have a vast amount of sign congestion. The school zones are confusing to motorists due to this issue and at times lead to safety hazards because of the added confusion in reference to the faulty system and sign congestion.
6. The traffic flow is also an issue. We have an increased amount of traffic in the area of the S. 15th school zone. I attribute this to the fact that the new Middle School being built near the High school. The majority of the current school population is now in a three to four block radius and at times makes it very difficult for pedestrian travel. This is all compounded by the faulty lighting system and sign congestion in the area.
7. The current road system as it pertains to the school is also in question. I understood that 23rd street was to be completed when the Middle School was built. I feel that this street should be completed to assist in absorbing some of the traffic flow from S. 15th. I feel it would reduce some vehicle travel on S. 15th and would allow safe pedestrian travel in the area if completed. With the New Worland Aquatic Center allegedly going to be built in the area of the Middle School it will only increase further traffic and our current road system needs to be evaluated.
8. The school zones in Worland have been neglected for many years and it is time to make improvements. I feel we need to have a maintenance program put in place to insure that the school zones do not reach this point again in the future. The safety of our children and our citizens is very important and our city deserves to know that our school children, motorists and pedestrian traffic are safe and has a well maintained and functioning system.

Greg Bankert
Chief of Police
Worland PD

The signage in each of the different school areas is very inconsistent. There are old signs that conflict with newer signs, some schools have flashing 20 mph lights (that sometimes work) to delineate the school zones at specific times, while others depict 20 mph school zones from 7:30AM to 4:30PM, seven days a week. So the motorist is

directed to do different actions depending on which school zone he is in. One basic goal of this program is to consistently sign and light each of the subject school zones, exactly the same, and bring them up to date. That, together with educating the public about the changes, will help alleviate the public safety concerns and confusion.

NON-COMPLIANT ADA CORNERS:

We have identified 36 corners at crosswalks that do not have ADA-accessible wheelchair ramps. Crosswalks must be accessible to everyone, so those corners at crosswalks that are not now accessible will be identified and addressed in the plan. Following is a list of the corners; they are also shown on the plan sheets with yellow rectangles at the corners.

Wheelchair Ramp Locations:

East Side School

Circle and N 15th - All four corners
Pulliam and N 15th - SW Corner, NW Corner
Robertson and N 15th - NW Corner, SW Corner

South Side School & Middle School

Howell and S 13th - SE Corner, SW Corner
Grace and S 15th - All four Corners
Howell and S 15th - NE Corner, SE Corner
Howell and S 17th - NW Corner, SE Corner
Morgan and S 19th - NE Corner, SE Corner

West Side School

Washakie and S 6th - NE Corner
Holly and S 6th - NE Corner, SE Corner, and SW Section of curb and sidewalk
Thomas and S 6th - NE Corner, NW Corner, SW Corner
Thomas and S 5th - NE Corner, NW Corner
Thomas and S 4th - NW Corner, SW Corner, SE Corner
Holly and S 4th - NW Corner, SW Corner
Washakie and S 4th - NW Corner, NE Corner

DISTANCE FROM SCHOOLS:

About 40% of the parents said that the distance from school is an issue in allowing their children to walk or bike to school; yet 55% of the students live less than one-half mile from school. Only 16% of the students live more than two miles from school.

AMOUNT AND SPEED OF TRAFFIC:

40% of the parents felt that the amount of vehicle traffic during school travel times and the perceived speed of vehicles are serious concerns and impediments to allowing their child to walk or bicycle to school. Much of this is due to the additional traffic on 15th Street due to the fact that 23rd Street is not completed.

WEATHER:

The Big Horn Basin area of Wyoming does not typically experience much wind like the rest of the state. However, the general lack of wind in this area is more than compensated for by the extreme temperature swings, with this area often recording the hottest temperatures in the state in the summer and the coldest in the winter. Cold weather is a genuine concern for school children from about October through March, often times into April, and 38% of parents said cold weather does influence their decision to allow their child to walk or bicycle to school during those months.

NO SAFE PLACE TO RIDE BIKES:

At the February 1, 2011 City Council meeting, a long-time member of the community asked if the City could do anything to help improve the safety of bicyclists, such as putting up signage, striping off areas for bike travel, etc. He said that Worland is not currently designed for bike travel and he would like to see the council take some positive steps toward making the town a safer place to bicycle.

That same subject was discussed at length at the February 15th SRTS meeting and the consensus of the group was that the citizen's comments at the City Council meeting were right on target – right now there really are no safe, designated areas to ride bicycles in the city of Worland. There is one new pedestrian pathway just outside the city limits, about two miles long, which was recently constructed as the first leg of the Washakie County – Worland Area Trails project. And that trail is seeing a tremendous amount of use. But within the city limits, bicyclists report that they often feel “like they have targets on their backs” because there isn't a single designated area for bicyclists to ride. That problem needs to be addressed in order to accomplish the goals of this program.

MISSING OR INSUFFICIENT SIDEWALKS:

There is one long stretch where the existing sidewalk is insufficient, that being along Washakie Avenue between 15th Street and Railway Avenue, to and from West Side School. The only existing sidewalk is located on the north side of Washakie Avenue and was installed about 60 years ago. It is a combined sidewalk-rollover curb section with 3'-8" sidewalk and 1'-9" rollover curb. The Worland Area Trails Master Plan does show a future pedestrian pathway from 15th Street west to Railway Avenue in the area south of Sage Creek, which is located south of Washakie Avenue. Loop #1 goes from Road 11 west past 15th Street to the Lower Hanover Canal (shown below). And Loop #3, next page, goes from the Lower Hanover Canal west to Railway Avenue. But there is nothing in the plan for students to cross over Sage Creek or Washakie Avenue in order to get to West Side School. One of the options for Washakie Avenue includes a wider sidewalk on the north side of the street to replace the existing narrow sidewalk. This will be discussed more in the next section.

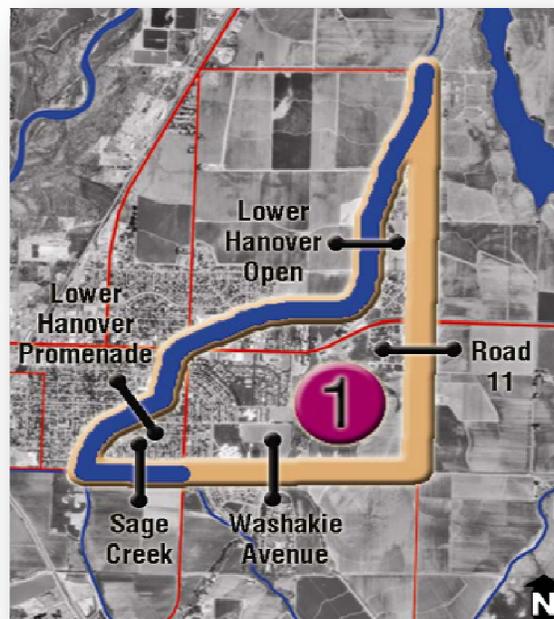


Figure 1 Worland Area Trails Master Plan, Nelson Engineering, Loop #1

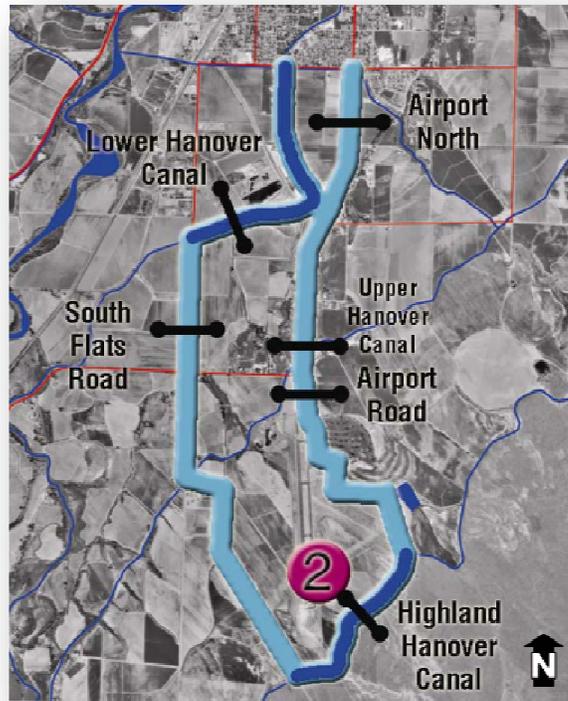


Figure 2 Worland Area Trails Master Plan Loop #2

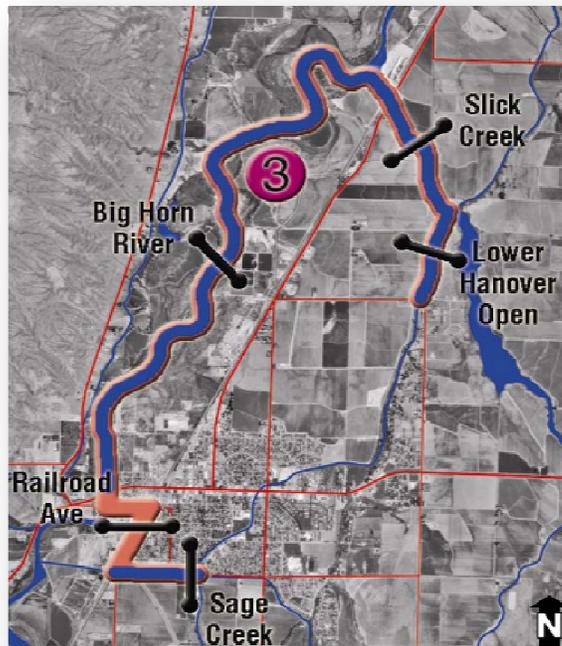


Figure 3 Worland Area Trails Master Plan Loop #3

CREATING SOLUTIONS

The goal for Worland is to incorporate the five elements of a successful Safe Routes program – Engineering, Education, Encouragement, Enforcement and Evaluation, “the 5-E’s”, to design, implement and continue to reinforce the program. Success will be achieved when we increase the number of students walking and biking to school, and when Worland becomes a safer place for bicycling so students and non-students alike are traveling by bicycle rather than by car. In order to meet these goals, the following infrastructure and non-infrastructure improvements are categorized according to the “5-E’s”:

Engineering:

IMPROVEMENTS TO LIGHTS AND SIGNAGE:

One of the first goals is to correct all of the discrepancies in signage, lighting and traffic control along each of the routes to, and areas around the four schools. To that end, maps were created showing the areas around East Side, South Side and West Side Elementary Schools and Worland Middle School, as well as the main routes to and from each school. After inventorying all of the existing signs and 20 mph lighting, each of the school zones and crosswalks along the routes to the schools was redesigned to meet current standards and make all signage consistent. The existing lighting systems, which currently delineate every school zone except West Side Elementary, are completely beyond repair as previously discussed and must be replaced. We are proposing the addition of six radar signs in conjunction with the school zone lights at specific locations to help with speed compliance and safety issues in those areas.

SIDEWALK IMPROVEMENTS:

As discussed on page 11, the one area with deficient sidewalks is Washakie Avenue from 15th Street west to Railway Avenue. There is currently a 3’-8” sidewalk on the north side of Washakie and no sidewalk on the south side. A new, wider sidewalk on the north side would provide for student travel primarily to and from West Side School, but because Washakie Avenue also connects with every major north-south collector street in Worland, and not all students in that area attend West Side School, it would also serve those students traveling from the southwestern part of Worland to each of the other schools as well. For this project we propose to replace the existing 3’-8” sidewalk- rollover curb



Figure 4 Washakie Avenue Existing Sidewalk

section with a 30-inch wide curb and gutter and a 5-foot wide sidewalk from 15th Street west to Railway Avenue, a distance covering 12 blocks, together with ADA wheelchair ramps at each of the corners. The Safe Routes program does not pay to remove existing sidewalks, so that would have to be taken care of by the City.

SAFE PLACES TO RIDE:

The Worland Area Trails Master Plan depicts a 6-foot wide sidewalk along the north side of Washakie Avenue and a future 10-foot wide pathway south of Sage Creek, which parallels the south edge of Washakie Avenue (see Figure 5). However, there is no place under this scenario to ride a bicycle on Washakie Avenue in order to ride to West Side School.

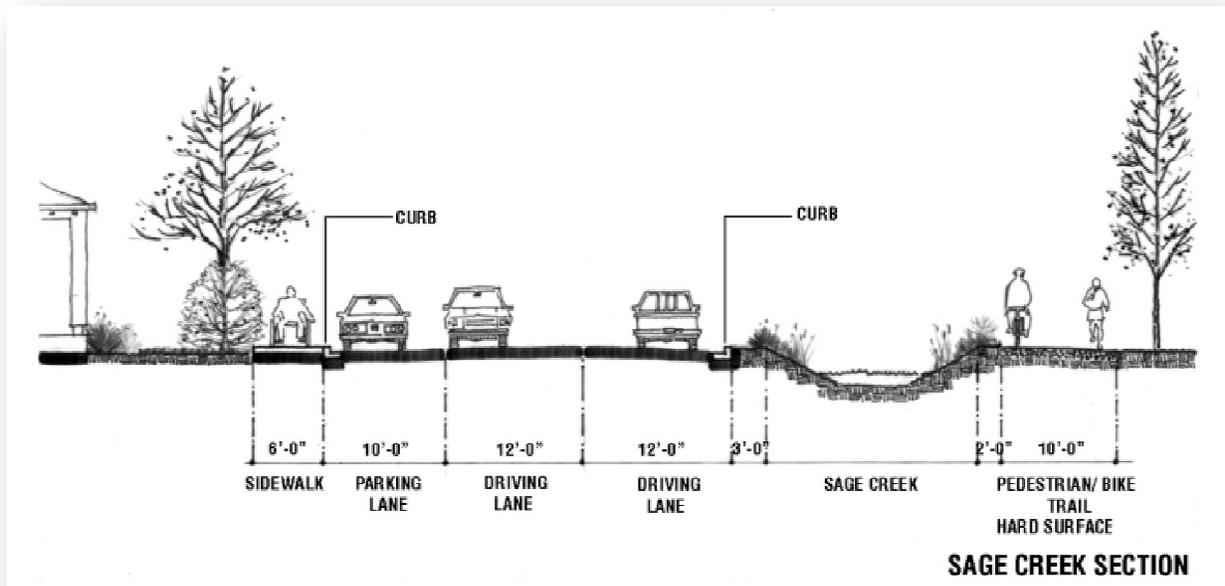


Figure 5 Washakie Avenue - Sage Creek Section from Canal looking East, Worland Area Trails Master Plan

Previous work on flood prevention along Washakie Avenue shows a similar proposed section, with a wider sidewalk on the north side of Washakie Avenue and a 10-foot wide pathway on the north side of Sage Creek, together with a wider channel section for Sage Creek. From a Safe Routes perspective, it would be beneficial to locate the pathway or bikeways north of Sage Creek along Washakie Avenue between Railway Avenue and the Lower Hanover Canal so students can safely ride their bicycles to and from West Side School. This has been discussed with the County Planner, Bruce Frederick, PLS, who attends the SRTS meetings and is in charge of the Pathways projects. He is agreeable to move that section to the north side of Sage Creek, as it avoids the problem of having to get across Sage Creek in order to get to West Side School.

It is likely that the new Worland Area Trails Loop #1 pathway (Figure 1) will eventually be constructed south of Sage Creek in the area between 15th Street and the Lower Hanover Canal because the existing right of way is 40 feet wider in that section than it is west of the canal. For this program that design will work well, as bike riders can use the 8th Street bridge at Newell Sargent Park to get over to the north side of Sage Creek for the area west of the canal in order to ride all the way to West Side School. Crosswalks would need to be placed at 8th Street and at Railway Avenue to link the 10-foot pathway with the new sidewalk and proposed bike lanes west of the canal.

Figure 6, from the Worland Area Trails Master Plan, shows a proposed typical section for Washakie Avenue west of the canal, looking west toward Railway Avenue. Two 5-foot wide bicycle lanes are proposed, one along each side of the street. The north side would have an 8-foot wide parking lane next to the curb, then the 5-foot wide bicycle lane. The south side would have no curb and no parking allowed, with a striped 5-foot wide bicycle lane. The only difference in this case is the 5-foot wide sidewalk proposed under this plan, rather than the 6-foot sidewalk proposed in the Trails plan. The sidewalk is needed so students can walk to and from West Side School; it is not designed or needed for bike riders, so a 6-foot wide sidewalk is not needed.

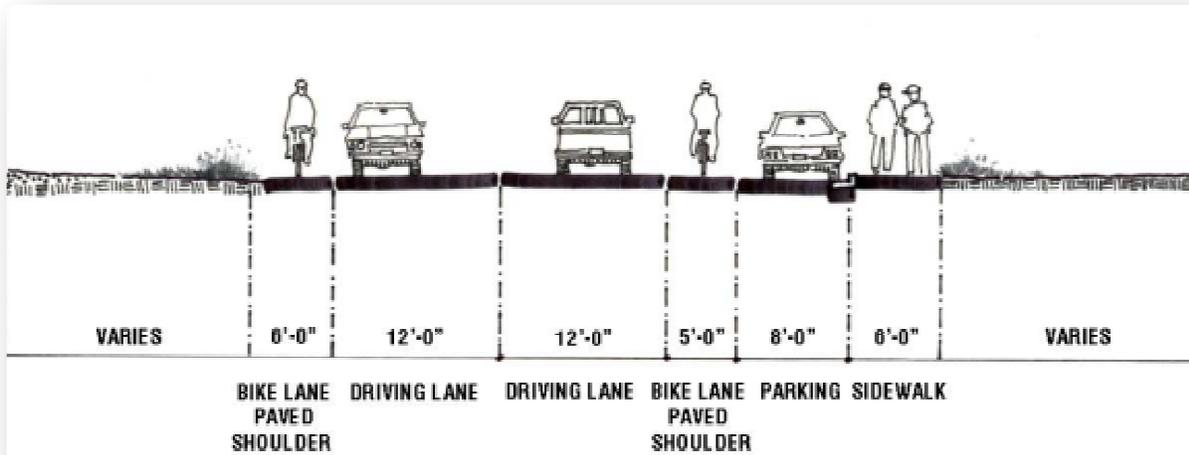


Figure 6 Proposed Section Washakie Avenue looking west from Lower Hanover Canal

We also plan to take advantage of the fact that 15th Street can be used to travel most of the way to each of the four schools in this study. We are optimistic that 23rd Street will be completed within the next few years. The proposed 23rd Street section has a 5-foot wide sidewalk all along the west side and a 6-foot wide concrete pathway along the entire length on the east side. And although bike lanes are not included in the typical sections for 23rd Street, there should be room to allow for striped bicycle lanes. But we also need to provide for bicycle travel on 15th Street, the main north-south thoroughfare. We proposed to stripe 5-foot wide bicycle lanes on both sides of 15th Street, between the two 12-foot wide travel lanes and the parking lanes. This would be an excellent start toward providing safe lanes for bicycles to ride around Worland. Other bike lanes would then branch off 15th Street to travel east and west across town.

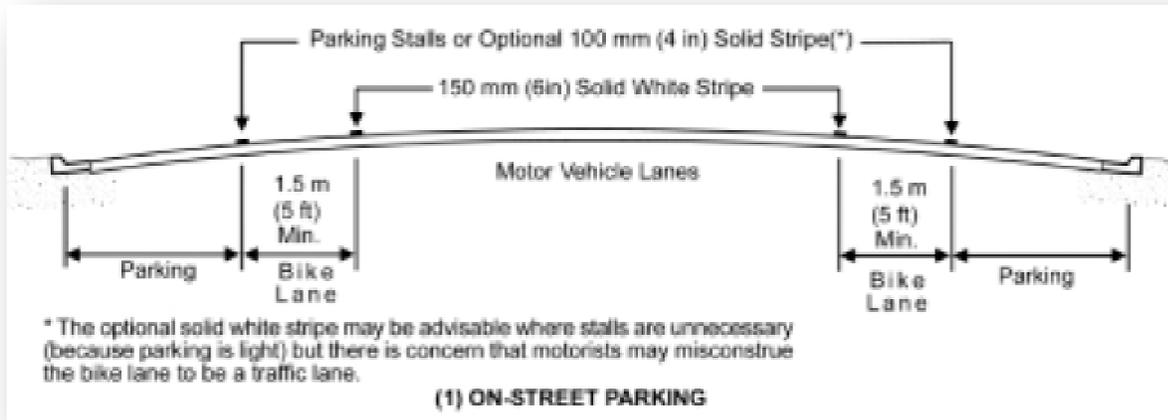


Figure 7 Bicycle lane requirements, AASHTO Guide for the Development of Bicycle Facilities

Education:

It is important that the information developed in this program be distributed to the students and parents not just in the beginning, but on a regular basis as the program evolves. That can be accomplished by creating flyers to send home with the students and by utilizing the school's information outlets such as the Washakie County School District No. 1 web site, as well as the City of Worland web site.

BIKE RODEO:

An annual Bike Rodeo was just started in 2010 with several entities working together to put it on, including the Washakie Sheriff's Department, the Worland Police Department and Safe Kids of Washakie County, a sub-committee of Kiwanis. The chairman is Laura Brown, a member of our SRTS team. There are several educational components to the Bike Rodeo:

- 1) Bike Inspection and Repair station - at this station all bikes are inspected for safety; chains are repaired and tightened where necessary, and any other necessary repairs to brakes, etc. are made.
- 2) Bike helmet station - If children arrive without a bike helmet, one is provided to them at no cost. Proper fit and use of bike helmets is also covered.
- 3) Bike education covers topics such as the proper place to ride a bike, dealing with distractions while biking and hand signals.

- 4) Once the children have completed all three of the above components they are taken through three different courses on their bikes. Adult volunteers provide instructions on all three courses. One course, for example, dealt with a car door opening just before they passed. This course also dealt with what to do at an intersection, including the correct signals for stopping and turning.

The Bike Rodeo occurs in April, when the weather starts to warm up for bike riding and the students are still in school.

BICYCLE SAFETY IN SCHOOLS:

“Bicycle Safety in Schools” is a program taught to elementary school students by the Worland Police Department and the Washakie County Sheriff’s Department. It is a brief refresher course covering the important basics for bicycling such as hand signals, rules of the road, safety equipment and awareness of what to look for when riding. The class is taught once a year prior to the summer break and lasts 30 minutes to one hour. This year it was held the week of May 9-13, 2011. Feedback from students, teachers and parents continues to be very positive, so the program will certainly continue, especially with the expectation of seeing more bicyclists on the road once the local Safe Routes to School program is implemented.

SAFETY CITY:

The following was written by Washakie County Sheriff’s Deputy Dale Bush, who is in charge of the “Safety City” program:

“Safety City” is a two step program which is taught to all Kindergarten students every year in Washakie County School Districts #1 and #2. The first step is for the students to watch a video called Otto the Auto. Otto is a fun and jovial vehicle cartoon character. Through a “Sesame-Street” style learning process, Otto teaches the children about bicycle safety, pedestrian safety, how to be seen in traffic, the importance of wearing safety belts, and school bus safety.

The second phase of Safety City is where we do the hands on portion in an outside setting on actual city streets. There are 3 closely supervised sections to this second step:

1. Traffic Light / Crosswalks

We teach the children about the designated school crosswalks, the importance of using the crosswalks, to always use a crosswalk if one is available, and the "do's and don'ts" of crossing the street. Next, using a small mock traffic light, we teach the children what the 3 different lights mean and explain to them how they can cross a street by using this traffic light. We then do a practical exercise using what we have learned and actually cross streets using the crosswalks and the traffic light.

2. Ball Safety

We teach the children the importance of, and how to properly retrieve their ball in the event it bounces away from where they are playing and into the street. We then perform a practical exercise with a ball.

3. Take a Walk

We explain to the children the importance of stopping to look and listen at driveways, alleys, or parking lots when walking down the sidewalk. We take the group of children for a walk, put what we have learned to use, and show them the dangers they should be looking for.

We then close by giving each student a "Junior Deputy" badge and congratulate them on their successful completion of Safety City. We explain to them that since they are now educated in all these areas of safety, they can assist us as Junior Safety Officers, to teach their friends and family about what we have learned.

Encouragement:

INTERNATIONAL WALK TO SCHOOL DAY:

This year's International Walk to School ("iwalk") Day is Wednesday, October 5, 2011. Worland has participated in iwalk before and according to local event coordinator, Jodi Bennett, a member of the Worland SRTS Team, we are planning to participate



again this year. The following information is posted on the International Walk to School Day web site for Worland, the only Wyoming town participating:

<http://www.walktoschool.org/who/seestate.cfm?st=WY>

Who's Walking in Wyoming

5 events happening in:

Worland:

East Side Elementary School_*

Dawn Bellis
3073474298

South Side Elementary School_*

Dawn Bellis
3073474298

West Side Elementary School_*

Dawn Bellis
3073474298

Worland High School_*

Dawn Bellis
3073474298

Worland Middle School_*

Dawn Bellis
3073474298

"... The Safe Routes to School Board is hoping to encourage not just our kids to walk or bike to school, but we want all of our adults to walk or bike to work as well on Oct. 5th! We will be distributing information about all of the physical and financial benefits that can be made over time by walking or biking every day. As we add bike paths, sidewalks and new light systems in our community, we want our residents excited to use them."



Figure 8 - May 25, 2011 Northern Wyoming Daily News photo showing East Side Elementary crossing guard Jesse Charles helping students across 15th Street as they walk to their last day of school before summer

Safe Routes Team member Bob Vines, who is also the Editor for the Northern Wyoming Daily News in Worland, wrote the following article (next page) in the Opinion section of the Daily News on January 15, 2011 suggesting parents become more proactive and encourage their students to get out and walk or ride their bicycles for a change:

Safe Routes and the 'Backseat Culture'

Generally, my kids walk to school. Jack, the fourth-grader, has about four blocks to go. He doesn't always make it there on time and that has little to do with what time I kick him out the door — he gets sidetracked. But he eventually gets there.

My kids don't always appreciate walking. They would prefer to be chauffeured everywhere and my arguments about the miles I trekked to school each day are met with rolling eyeballs.

During the recent cold spell I gave Jack a reprieve. This week saw the temperatures rise above zero in the mornings, so I packed him into his parka and gloves Friday and sent him out the door. I went downstairs and started perusing the Washakie County School Dist. No. 1 Safe Routes to School draft plan. (Disclosure: My previous rants about crosswalk safety earned me a spot on this committee).

Worland Police Chief Greg Bankert has made the Safe Routes program a top priority. There are many reasons for this.

- The last time Worland's pedestrian school traffic was addressed was in the early 80s. Since then, our student pedestrian traffic has changed. Now, nearly 80 percent of our students attend school in a 4-block radius.

- Signage in front of East Side School and at 15th and Howell (serving South Side) is poor and if it weren't for a group of vigilant volunteers with some help from Bankert's crew, these crosswalks wouldn't be controlled.

- Probably the least-discussed school is the one most in need of help. The signage around West Side school is minimal and contradictory. Plus, a major path to the school isn't even equipped with sidewalks (Washakie Ave.).

It has been a long time since school pedestrian traffic was addressed and the dynamics have changed in the last 30 years. The Safe Routes to School group is working on this. Although the draft plan is just in its infantile stages, many issues are being discussed such as working with WyDOT to complete the extension of 23rd Street to Washakie Ave. to relieve some of the north/south traffic on 15th Street and readdressing signage surrounding all of the elementary schools.

Nobody would disagree that previous generations were more mobile than the current. Regardless, just how much times have changed is a little shocking. Parents of Worland's elementary school students recently filled out a survey presented by the Safe Routes to School committee. Currently, 73 percent of our students under high school age receive rides to school (47 percent from the family vehicle, 21 percent from bus and 6 percent from car pool). The survey says that 17 percent walk to school and 8 percent ride their bikes.

At first glance, these numbers wouldn't be so surprising considering our high percentage of rural stu-

Fresh from the Vine

Bob Vines

dents. How high? According to the survey, only 16 percent of the students live beyond two miles of the school. As a matter of fact, 55 percent live within half a mile and 67 percent live within one mile. So, 73 percent of our kids get rides while 67 percent live within very reasonable walking distance of school.



Is the disappearing walker, biker or skateboarder a result of perceived safety issues? According to the same survey, 40 percent of the parents felt that the distance from school is an issue while close to 40 percent also said that the amount of vehicle traffic during school travel times and the perceived speed of vehicles is a serious concern. Also similar was the number of parents that said weather is a determining factor.

Syndicated columnist Lenore Skenazy points out in her book "Free Range Kids" that children have a much greater chance of getting injured in their parent's car as a result of a vehicle accident than being injured by a vehicle while walking to school.

Concerns about the Boogie Man are also unfounded. Violent crimes by strangers against children in the US have been consistently dropping. Such crimes are unheard of in our small community. In a nutshell, it was more dangerous for us to walk to school 30 years ago than it is for our kids today.

Yes, we have to address the safety of our kids. But we need to start thinking a little differently about things. Skenazy calls it "Backseat Culture." We drive our kids everywhere — to school, to baseball, to dance class. Kick em out. Fresh air is good for a kid and if we put a little more trust in them and release the stranglehold just a little, they may just grow up to be more self-reliant.

But the Backseat Culture isn't easy to break. For instance, after I kicked Jack out of the house Friday and as I began to peruse the Safe Routes draft plan, I got a strange feeling. I peeked out the window and sure enough, there was Jack, sitting in the back seat of the pickup truck waiting patiently for his chauffeur.

Enforcement:

Because the signage and lights designating when the 20 mph speed limit was in effect in the different school zones has been so inconsistent for so many years, it is critical that the radar feedback signs be installed as shown on the plan sheets. That instant feedback from the radar signs, together with the public education campaign explaining the signage changes, will enforce the new 20 mph school zones. And because they will be the same in each of the four different school zones, it should be much easier for the public to adapt to the changes.

There is also an existing speed radar trailer that has been offered for temporary use if we can fix some relatively minor problems that it currently has. This portable radar sign would be moved around to different areas as needed to help with enforcement of the newly revised 20 mph school zones.

There is a voluntary crossing guard program, and it does work well, but it lacks the consistency of the proposed radar signs, which will always be there, always enforcing the 20 mph school zones at the proper times. Even prior to these changes being implemented, the Worland Police Department will be making people aware of the changes that are coming and how they will be enforced.

Evaluation:

In order to evaluate the success of this program, over 1,000 Parent Survey forms were taken to the four subject schools so the students could take them home to their parents. Questionnaires were also taken to all of the K-8 classes at the three elementary schools and Worland Middle School. Statistics are tabulated starting on the next page for the beginning of the school year. These will be compared to the results from the same questionnaires which will be handed out after the SRTS program has been implemented.

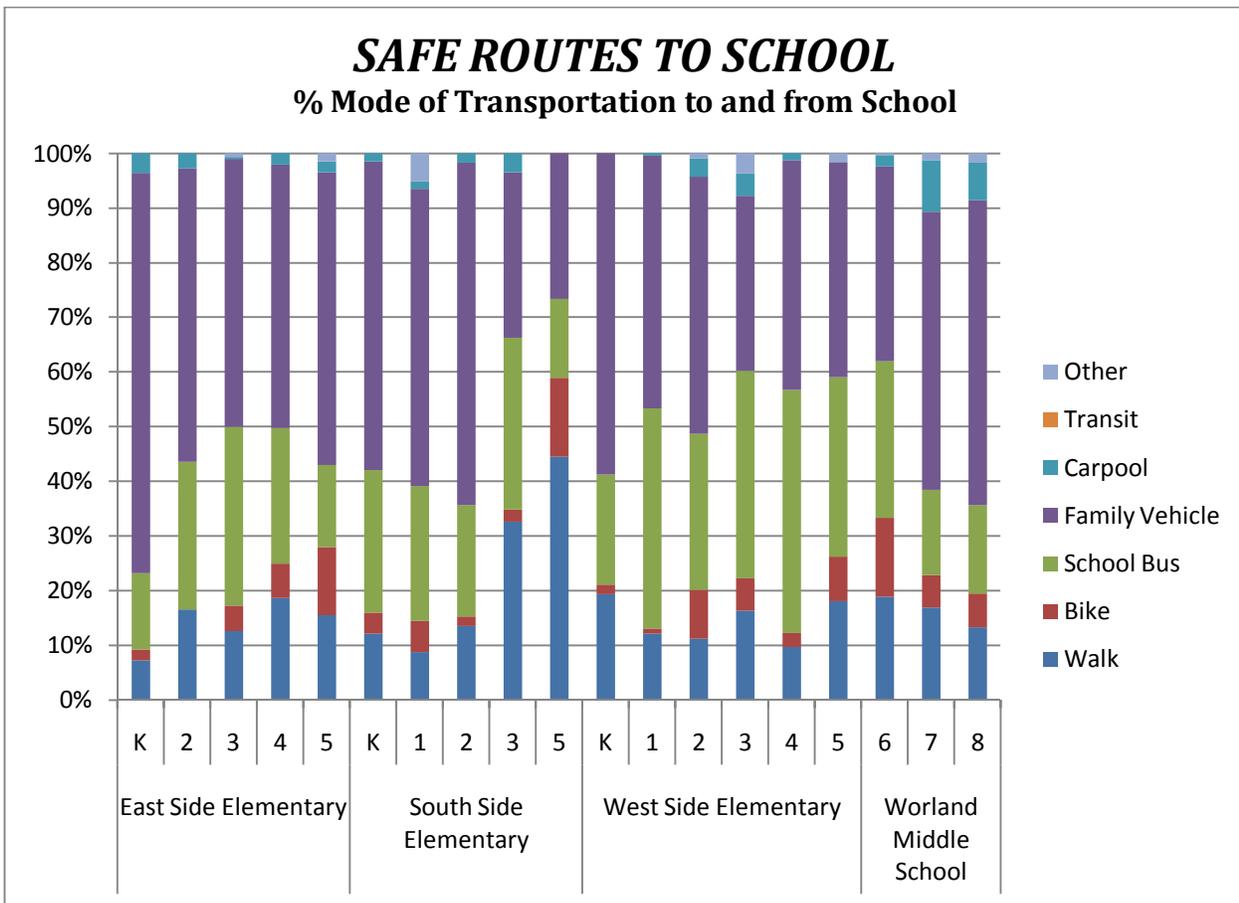
The following table and chart of the “before-program” questionnaire results show that almost half of all students are driven to school routinely in the family vehicle. This is true regardless of grade. It tends to decline between 1st and 5th grades at the three elementary schools, but once students reach Middle School, it actually goes the other direction. The percentage of students in 6th grade taken to school in the family vehicle is 36%, it then increases to 51% by 7th grade and by 8th grade it’s up to 56%.

On the other hand, the highest percentage reported for students who ride their bikes to school is only 14%. That number is shared by South Side Elementary 5th graders and Middle School 6th graders. The highest percentage of students walking to school is 44%, by South Side Elementary 5th graders. However, that number is well above the other two

elementary schools and even the Middle School, which are consistently at only 16 to 18 percent.

Next to the family vehicle, the next highest percentage of students for mode of “before-program” transportation to school is the school bus, which ranges from 20% at the Middle School to 35% at West Side Elementary.

These numbers give a pretty consistent picture of how students K-8 are traveling to school before the Safe Routes to School program is implemented. The data is also presented in visual form – notice the height of the purple bands, which represent students riding in family vehicles, compared to the red and blue bands, which represent biking and walking, respectively.



School and Grade Level	# Students	% Mode of Transportation to and from School						
		Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
East Side Elementary								
K	32	7%	2%	14%	73%	4%	0%	0%
2	40	17%	0%	27%	54%	3%	0%	0%
3	41	13%	5%	33%	49%	0%	0%	1%
4	32	19%	6%	25%	48%	2%	0%	0%
5	33	16%	13%	15%	54%	2%	0%	2%
East Side Elementary Total	178	14%	5%	23%	55%	2%	0%	0%

South Side Elementary								
K	44	12%	4%	26%	56%	2%	0%	0%
1	35	9%	6%	25%	54%	1%	0%	5%
2	30	14%	2%	20%	63%	2%	0%	0%
3	22	33%	2%	31%	30%	3%	0%	0%
5	23	44%	14%	14%	27%	0%	0%	0%
South Side Elementary Total	152	19%	5%	24%	49%	2%	0%	1%

West Side Elementary								
K	19	19%	2%	20%	59%	0%	0%	0%
1	34	12%	1%	40%	46%	0%	0%	0%
2	39	11%	9%	29%	47%	3%	0%	1%
3	45	16%	6%	38%	32%	4%	0%	4%
4	39	10%	3%	45%	42%	1%	0%	0%
5	31	18%	8%	33%	39%	0%	0%	2%
West Side Elementary Total	206	14%	5%	35%	43%	2%	0%	1%

Worland Middle School								
6	85	19%	14%	29%	36%	2%	0%	0%
7	77	17%	6%	16%	51%	9%	0%	1%
8	73	13%	6%	16%	56%	7%	0%	2%
Worland Middle School Total	235	17%	9%	20%	47%	6%	0%	1%

Grand Total	771	16%	6%	26%	48%	3%	0%	1%
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IMPROVEMENTS MAPPING

Included in this plan are plan sheets showing the proposed changes to the lighting and signage for each of the different school zones in Worland. As discussed on pages 7-8, each of the schools currently has different signage and hours for school traffic control, which has come about over a period of many decades, with some having flashing lights and some having just signs. This was discussed with the WYDOT District Traffic Engineer, Jeff Mellor, P.E., and he stressed that we need to have consistency in our signage and traffic control between each of the different school areas. The proposed changes are in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) and the WYDOT Pedestrian and School Traffic Control Manual.

The plan also shows an overall map showing the entire area and each of the schools covered.

THE ACTION PLAN

The Worland Safe Routes to School Team has put together the following Action Plan to help us realize our goal, to make Worland a safer, more bicycle and pedestrian-friendly town where students want to walk and bicycle to school. Our team understands that this will be a long-term, ongoing project. The following Action Plan will help keep everything moving on track (next page):

The Action Plan

STRATEGY	STRATEGY TYPE	STRATEGY DETAIL	TIME FRAME TO COMPLETE	PERSON RESPONSIBLE	STATUS	FUNDING SOURCES
LIGHTS AND SIGNAGE:	Engineering	Replace old lighting and inconsistent, conflicting and outdated school zone signage	12-24 mo.	D&A - Mike	Under Development	SRTS
SIDEWALK IMPROVEMENTS	Engineering	Replace inadequate sidewalk and non-ADA corners at crosswalks.	12-24 mo.	D&A - Mike	Under Development	SRTS
SAFE PLACES TO RIDE	Engineering	Create bike lanes along major school routes to start a safe routes network in Worland	12-24 mo.	D&A - Mike	Under Development	SRTS
BIKE RODEO	Education	Bicycle safety clinic teaching all aspects of bicycle safety to children at the beginning of summer break	3 - 6 mo.	Laura Brown	Started in 2010, Ongoing	Safe Kids of Washakie County (Kiwanis)
BICYCLE SAFETY IN SCHOOLS	Education	Police officers focus on elementary school students teaching rules of the road and bike safety for young riders	Complete this year, every April	Worland P.D., Chief Greg Bankert	Ongoing, Annual Event	WCSD#1 and Worland P.D.
SAFETY CITY	Education	Teach Kindergarten students beginner bicycle safety using a special film with some "hands on"	3 - 6 mo.	WCSO, Deputy Dale Bush	Ongoing, Annual Event	WCSC#1 and WCSO
INTERNATIONAL WALK TO SCHOOL DAY	Encourage-ment	The goal for Worland is to encourage adults to walk or bike to work along with students on Oct. 5, 2011. Information will be distributed on physical and financial benefits of walking or biking every day.	3 - 6 mo.	Jodi Bennett	Oct. 5, 2011, Annually	SRTS Education and local businesses
RADAR SPEED SIGNS	Enforcement	Install 6 new radar speed signs - 15th Street, Washakie Avenue and Howell Avenue	12-24 mo.	Worland P.D., Chief Greg Bankert	Under Development	SRTS
SCHOOL ZONES SIGNAGE	Enforcement	Install 20 mph school zone control signage, all school zones	12-24 mo.	Worland P.D., Chief Greg Bankert	Under Development	SRTS
STUDENT/PARENT SURVEYS	Evaluation	Evaluate student and parent surveys before SRTS program and after implementation to measure SRTS program effectiveness	6 - 12 mo.	Jodi Bennett	Ongoing	SRTS Education

ABBREVIATIONS:

D&A - Donnell & Allred, Inc.

SRTS - Safe Routes to School Program

WCSD#1 - Washakie County School District No. 1, Worland

Worland P.D. - Worland Police Department, Greg Bankert Chief of Police

WCSO - Washakie County Sheriff's Office, Sheriff Steve Rakness

PLAN ENDORSEMENTS

Name: Kreg Lombard
Title: Mayor City of Worland

Name: Greg Banta
Title: Chief of Police Worland Police Dept.

Name: Steven R. Rahner
Title: Sheriff

Name: Juan A. Whitt
Title: VP/Bank of the West Kiwanis President

Name: Sari L. Schaal RN
Title: Washakie County Public Health
Nursing Manager

Name: [Signature]
Title: PRESIDENT SECURITY STATE BANK - WORLAND

Name: Laura Brown
Title: Safe Kids of Washakie County Coordinator &
Branch Manager US Bank

Name: Marc Bennett Jodi Bennett

Title: owners of Worland Health Club

Name: Vinda M. Abell

Title: Branch Manager American Red Cross

Name: Jerry Cook

Title: President - Rocky Mtn. Framing + Gallery

Name: Gil McEl

Title: Pres. of Pinnacle Bank -

Name: Kent Lamson

Title: Vice President Worland Youth Learning Center Board

Name: Gregory L. Anderson

Title: Market President American National Bank

Name: Margie Molitor

Title: CEO Washakie Medical Center

Name: [Signature]

Title: Fire Chief Worland Fire Protection District #1

Name: Tom Berg
Title: Washakie County Commission Chairman

Name: Bruce W. Frederick
Title: Washakie County Planner

Name: Lisa L. Weems
Title: owner - Larsen's Bicycles

Name: Judell Croft
Title: Homeland Security Coordinator

Name: Kamme Jeffries
Title: DDS Jeffries Dental

Name: Spencer C. Gichonis
Title: Attorney

Name: Sam J. Thompson
Title: Public Works Director

Name: _____
Title: _____

Washakie County School District No. 1
1900 Howell Avenue
Worland, WY 82401

Phone: 307.347.9286
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David Nicholas
Superintendent of Schools
dnicholas@wsh1.k12.wy.us

Jack L. Stott
Business Manager
jstott@wsh1.k12.wy.us

Dr. Mary Krisko
Curriculum and Grant Manager
mkrisko@wsh1.k12.wy.us

December 21, 2010

To Whom It May Concern:

The Washakie County School District #1 Board of Trustees met on Monday, December 20. One item of new business at that meeting was to request that the district write a letter of support for the Safe Routes to School project.

The Board of Trustees is honored to pledge their support for this project, and to emphasize the importance of safe passage of our children to and from school.

If you need any further assistance, please do not hesitate to call.

Sincerely,



David Nicholas
Superintendent of Schools

An Equal Opportunity Employer



The State of Wyoming provides Hathaway Merit and Needs Scholarships to Wyoming students attending the University of Wyoming and Wyoming community colleges. Every Wyoming Student who meets the merit requirements can earn a Hathaway Merit Scholarship. Contact your school counselor for more information.

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SUPPORTING DOCUMENTS

1. Minutes for SRTS Group Meetings:

Meeting September 30, 2010
9:00 a.m.

Members present: Greg Bankert, Dawn Bellis, Dale Bush, Mike Donnell, Laura Brown, Jodi Bennett, Bob Vines. Members absent Michelle Rideout and Sherri Bundren.

Greg Bankert presented the Safe Routes to School to improve school zones in a 2 mile radius of Worland. The main issues are 15th St and Big Horn Ave. The lighting system used to slow traffic was purchased in the early 80's and needs replaced with a more efficient type of signage and more areas need addressed.

Non-infrastructure portion of the grant that Mike Donnell has been working on. Mike stated that \$3,000.00 was for informing, educating and encouraging the public to use walking or bicycling forms of transportation versus cars for transportation. That the study portion for this grant was \$17,000.00.

Discussion was on the conflicting signs that are now in these problem areas and sign pollution. Discussion in the past was the speed trailers and speed signs on a pole that show the speed.

The infrastructure part of this grant can earn up to \$200,000.00 (max) a year for 5 years. That we need to write the reason to "Make Worland a safer, more bicycle and pedestrian-friendly town where students want to walk & bicycle to school". The committee has decided to use as the mission statement for the Safe Routes to School project.

Mike informed the committee that there are two surveys that need to be filled out as soon as possible. One will be handed out to K-8th grade students for walking and bicycling to school. This will be a tally sheet of how students get to school, walking, bicycling or other means. The second part will tally leaving school transportation. One survey will be passed out to the parents on the same arrival and departure to school bicycle, walking, or other.

Dawn volunteered to handout the survey's out to Middle School and West Side. The committee is needing these passed out by next Monday and pickup that Friday. Dawn will advise all the principals of the surveys.

Jodi volunteered to handout the same literature to South Side and East Side with the same time frame for dropping off and picking up.

Dale suggested that e-mails could be sent to all the schools to give a heads up of the surveys.

The issue of 23rd St not being completed when the Middle School was done and WYDOT having the monies of \$200,000.00 to the City to complete this project and why it has not been done was discussed as adding to this project or at least using it for the need of monies for this grant.

Laura had a suggestion for the 15th and Big Horn Ave to have a countdown walk sign, because the 4 way does not allow enough walk time to cross. She has helped with children crossing the streets in that area.

Mike said any crosswalks have to have District Traffic Engineer study. Those restrictions are to the amount of traffic and deaths at crossing areas. Greg said they would add this to the Traffic Safety Committee meeting because WY Dot is at these meetings.

The \$3000.00 will help with the 5 E's: Engineering, Enforcement, Encouragement, Education and Evaluation. To get this project off and informing the public.

Laura offered that Safe Kids and Pathway would like to dovetail off of this to improve all the safety issues.

Jodi asked about the Big Horn Ave traffic across for Blair's that there is no crosswalk for pedestrian traffic to cross Big Horn east of 15th St. Greg said they would add this discussion to Traffic Safety Committee.

Submitted this date.

Wanda Richard
Safe Routes Secretary

Meeting November 23, 2010
9:30 a.m.

Member present: Greg Bankert, Mike Donnell, Laura Brown, Jodi Bennett. Members absent Bob Vines, Cheri Bundren, Michelle Rideout. Craig Lombard (Mayor) was visiting the meeting.

Greg started the meeting at 9:40 a.m. with advising the committee that Michelle Rideout has asked to resign from the committee because of the time period being during work periods. They had a list from when the initially picked committee members and Greg asked about several names on the list for replacing Michelle and adding a couple others. Greg and Mike offered to make calls to several on the list to see if they could be part of the committee. Laura has a list of crossing guard volunteers that she will get to the committee so they can see which schools are lacking assistance and Greg added that West Side School was lacking volunteers. The Mayor offered to help with crossings at West Side School.

Mike showed the members the Wyo travel plan work sheet. It has a check list of things the grant needed done with suggested answers. We have already done the surveys and they are still getting them in to go over the numbers for safe routes to school. There is a gap study that needs to be done. That would be areas such as 15th and Howell Ave, 15th & Pulliam Ave, 15th & Circle, 6th and Thomas Ave, 6th and Holly Ave and the south side of Washakie Ave. Washakie Ave has a speed sign posted already for 20 m.p.h. A sidewalk was suggested by Greg from 15th St to Railway Ave for a safe route for kids to school. This will involve the Drainage District, Washakie County, and the City. The south side of Washakie has a proposed bike path already. Mike said he could do a study of the area showing the proposed sidewalks, lights, signs, clean the drainage area. That way the committee could visually see what it would look like. This would help clean up the parking of trailers and junk cars on south side because it is County and no city ordinance can help enforce with this area.

Working with the 15th St to Railway Ave it would involve a lot of community entities. the City Council, County Commissioners, Chamber Office, Schools, Rotary Groups, Public Health, and Kiwanis just to get started. These are the key stake holders for this project to get letters of support.. The members will be contacting each entity for letters of support for the safe routes to school project. Jodi will contact Mr. Nicholas at the school, Greg will do the City Council and Public Health, Laura will do the Chamber, Rotary and Kiwanis. The letters would like to be returned by January 5th, 2011.

The committee will then have to host a public meeting after the letters are back for support of the project.

Greg advised that since the new pool was voted in the 23rd St the City could use some help to find a way financially to be finished. This would help the safe route to school traffic load on that side of town.

Mike showed everyone pictures of the signs that they have been looking at for posting speed and how fast a driver is going all on one post. He also advised the engineer study will have to be done for the school lighting system. Greg advised the group when they wrote the grant that the costs are far more then they thought. He would like to see the entire light system they have now updated with a maintenance plan.

The next meeting will be January 11, 2011 at 9:30 a.m.

Mike asked if there were any demographics of the schools. Greg said yes that he called Delores Cook when he wrote the grant and they reviewed the grant with the figures given.

Meeting adjourned 10:30 a.m.

Respectfully Submitted,

Wanda Richard
Safe Routes Secretary

Meeting March 15, 2011

9:30 a.m.

Safe Routes Secretary Wanda Richard was absent for this meeting. We discussed the following topics:

- proposed changes for signing and lighting the school zones; the group felt the new, larger R1-6 signs should be used rather than the S1-1 signs we had been using;
- list of locations that have crosswalks but do not have ADA accessible wheelchair ramps;
- how to sign the school zones for consistency, using 7:30 to 4:30 time periods as discussed with the District Traffic Engineer
- Bike Rodeo – Laura Brown
- International Walk to School Day – Laura Brown or Jodi Bennett
- Bicycle Safety in Schools – Greg Bankert
- Safety City – Dale Bush

Meeting April 26, 2011

Law Enforcement Center - 9:30am

Members present: Greg Bankert, Mike Donnell, Bob Vines, Jodi Bennett, Bruce Fredericks and Dawn Bellis.

Greg opened the meeting at 9:30 a.m.

Mike explained to the group what the solutions were that had to be met to finish this project. There are 5 topics in "Creating Solutions" to be met:

1. Education
2. Encouragement
3. Enforcement
4. Evaluation
5. Engineering

Jodi offered that the International walk to school day is in October that there should be a way to coordinate this with Safe Routes to School project. That under Linda Anderson at East Side School all the elementary schools 3rd and 4th graders will participate in May a week of bicycle safety education. Jodi would like to use the bike paths and businesses with a reward system for encouragement and education of adults and children. This would be a way to hand out information and encouragement for the community on positive ways to walk or ride safely to school.

Mike, will do the strategy plan criteria for the #8 Solution with assigned members to the area they will be responsible for.

After, all the 5 areas are met there will be another after evaluation passed out to the schools for a survey. When this is done the group can apply for the next stage of the grant.

The next meeting will be May 17th at 9:30 a.m. at the LEC. Jodi and Bob will bring the rough drafts for literature to be passed out during the October International day event.

Meeting adjourned 10:25 a.m.

Respectfully Submitted,

Wanda Richard
Safe Routes Secretary

PUBLIC SAFETY SAFE ROUTES TO SCHOOL GRANT

MEETING MAY 17, 2011

9:30 a.m.

Members present: Greg Bankert, Mike Donnell, Bob Vines, Dawn Bellis, Jodi Bennett, Bruce Fredericks and Dale Bush.

Greg opened the meeting at 9:30 a.m.

Greg reminded the group that the initial grant we have been working with has monies in the amount of \$3000.00 for education. This could be used for the International walk or ride to school program in October of 2011.

Mike explained the action plan for this grant.

1. Lights and Signage all schools.
2. Radar Signs
3. Sidewalk 15th – Railway Ave

PDF will be sent of project for all on committee to review and make comments.

Jodi has registered Worland for the International walk to School in the USA. Grades from K-12 are included. We are the first city in Wyoming to register. The date will be October 5th, 2011. Three of her goals are to show:

1. Calories burned for the day
2. Monies in gas saved for the day
3. Emission not emitted from cars for the day.

Jodi and Bob will work together on a flyer and educational materials for giving to all the schools and the drivers dropping off children that day. Possibly prizes to be given to those who take part of this program.

The next meeting will be July 19th at 9:30a.m. at the LEC.

Respectfully Submitted,

Wanda Richard
Safe Routes Secretary

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CITY OF WORLAND, WYOMING
 SAFE ROUTES TO SCHOOL
 PLAN VIEW
 SHOWING IMPROVEMENT AREAS

REV.	DATE	DESCRIPTION

DONNELL & ALLRED, INC.
 CONSULTING CIVIL ENGINEERS
 LAND SURVEYORS
 908 BIG HORN AVE., WORLAND, WY. 82401
 (307)347-8276 ~ FAX (307)347-8277
 www.donnellandallred.com

SCALE:	1" = 600'
DATE:	August, 2011
DRAWN BY:	SML
CHECKED:	
APPROVED:	MWD
JOB NO:	1049
DWG NO:	
SHEET:	1/6

S:\Worland\1049-SafeRoutes\SafeRoutesPlat.dwg, Eastside, 9/15/2011, 10:44 AM



CITY OF WORLAND, WYOMING

SAFE ROUTES TO SCHOOL

EAST SIDE ELEMENTARY SCHOOL

REV.	DATE	DESCRIPTION

DONNELL & ALLRED, INC.
 CONSULTING CIVIL ENGINEERS
 LAND SURVEYORS
 908 BIG HORN AVE., WORLAND, WY 82401
 (307)347-8276 ~ FAX (307)347-8277
 www.donnellandallred.com

SCALE: 1" = 100'

DATE: August, 2011

DRAWN BY: SML

CHECKED:

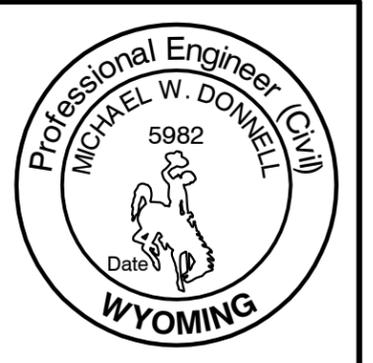
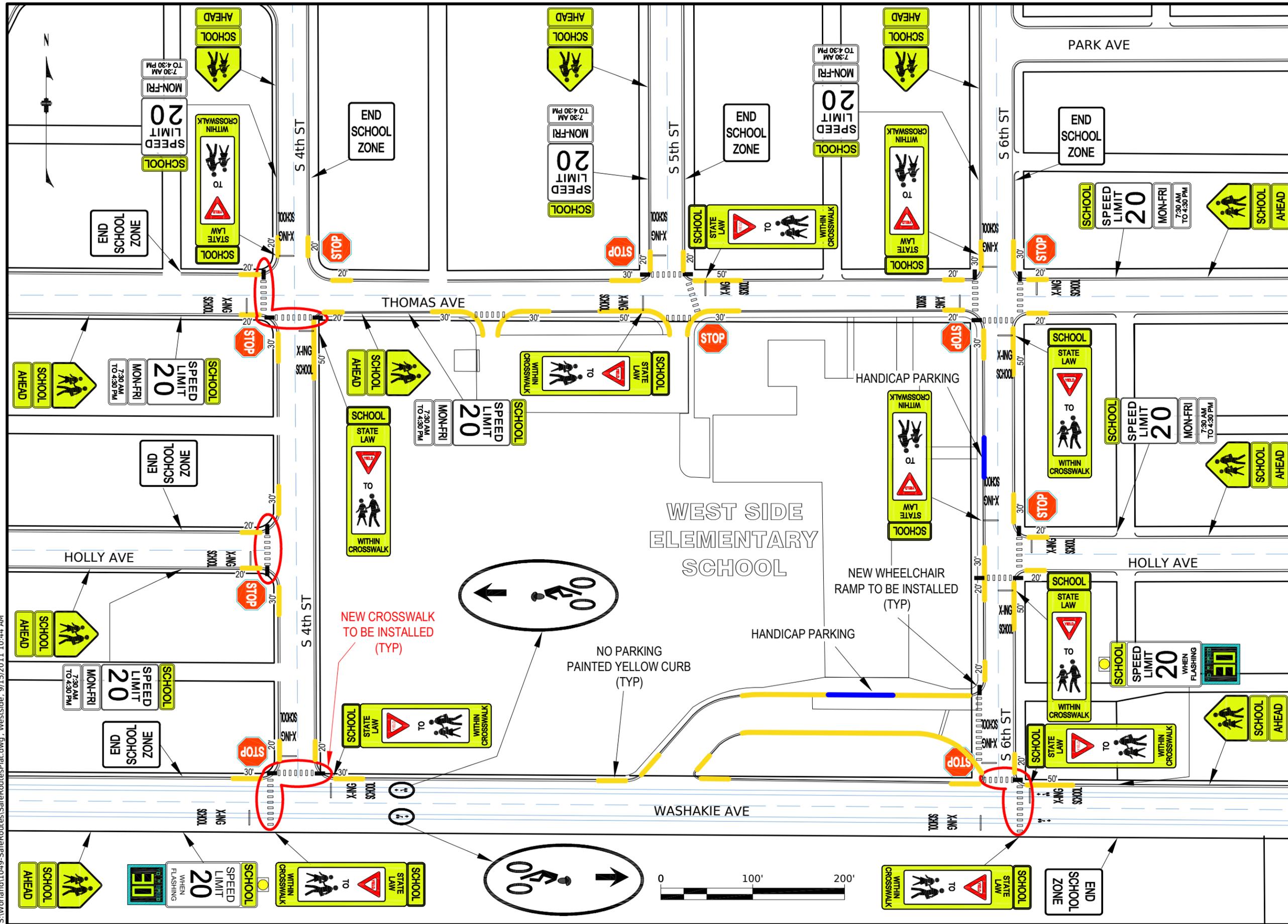
APPROVED: MWD

JOB NO: 1049

DWG NO:

SHEET: 2/6

S:\Worland\1049-SafeRoutes\SafRoutesPlat.dwg, Westside, 9/15/2011 10:44 AM



CITY OF WORLAND, WYOMING

SAFE ROUTES TO SCHOOL

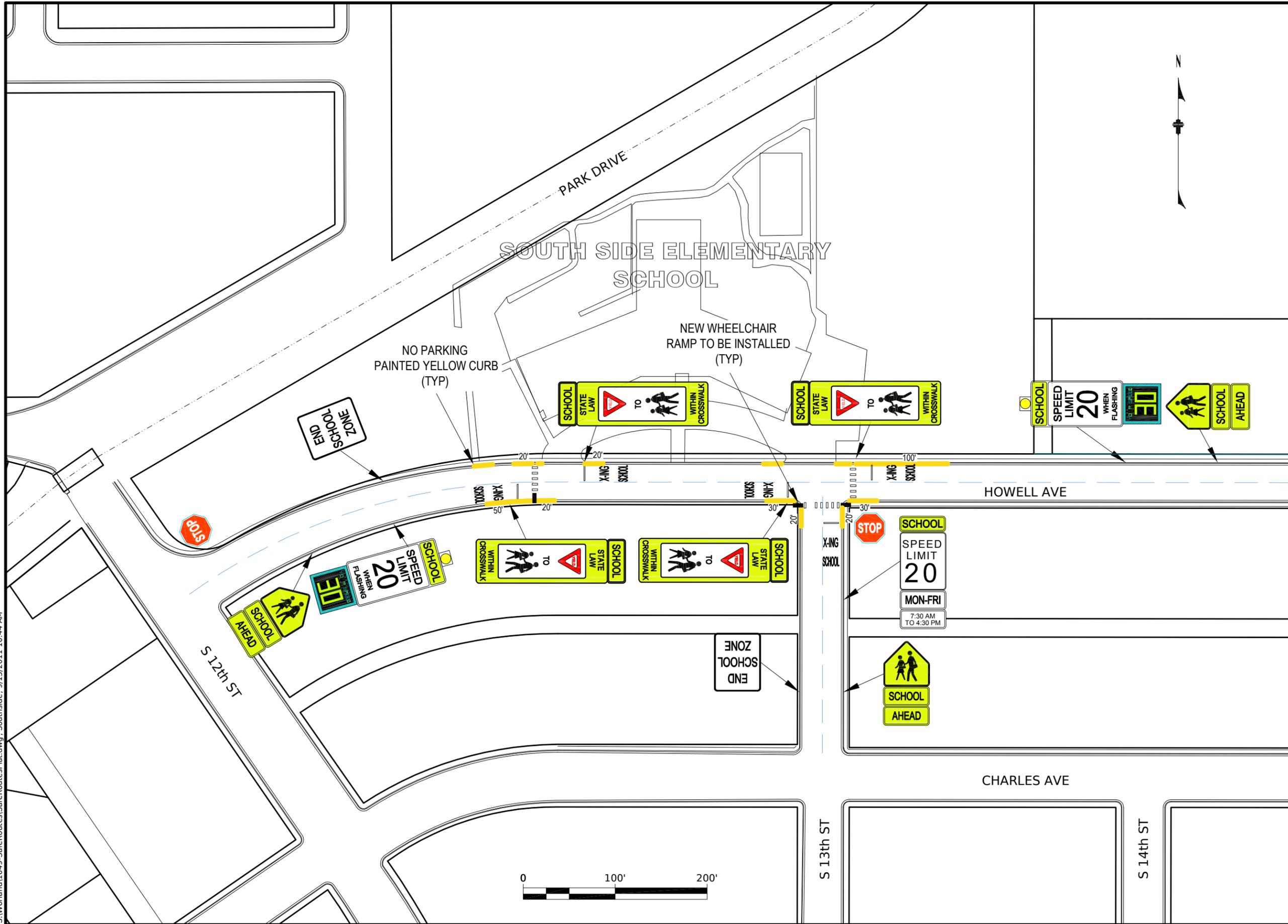
WEST SIDE ELEMENTARY SCHOOL

REV.	DATE	DESCRIPTION

DONNELL & ALLRED, INC.
 CONSULTING CIVIL ENGINEERS
 LAND SURVEYORS
 908 BIG HORN AVE, WORLAND, WY 82401
 (307)347-8276 ~ FAX (307)347-8277
 www.donnellandallred.com

SCALE:	1"=100'
DATE:	August, 2011
DRAWN BY:	SML
CHECKED:	
APPROVED:	MWD
JOB NO:	1049
DWG NO:	
SHEET:	3/6

S:\Worland\1049-SafeRoutes\SafeRoutesPlat.dwg, Southside, 9/15/2011 10:44 AM



CITY OF WORLAND, WYOMING

SAFE ROUTES TO SCHOOL

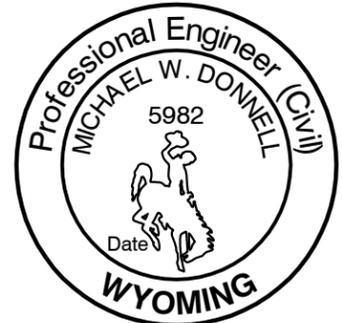
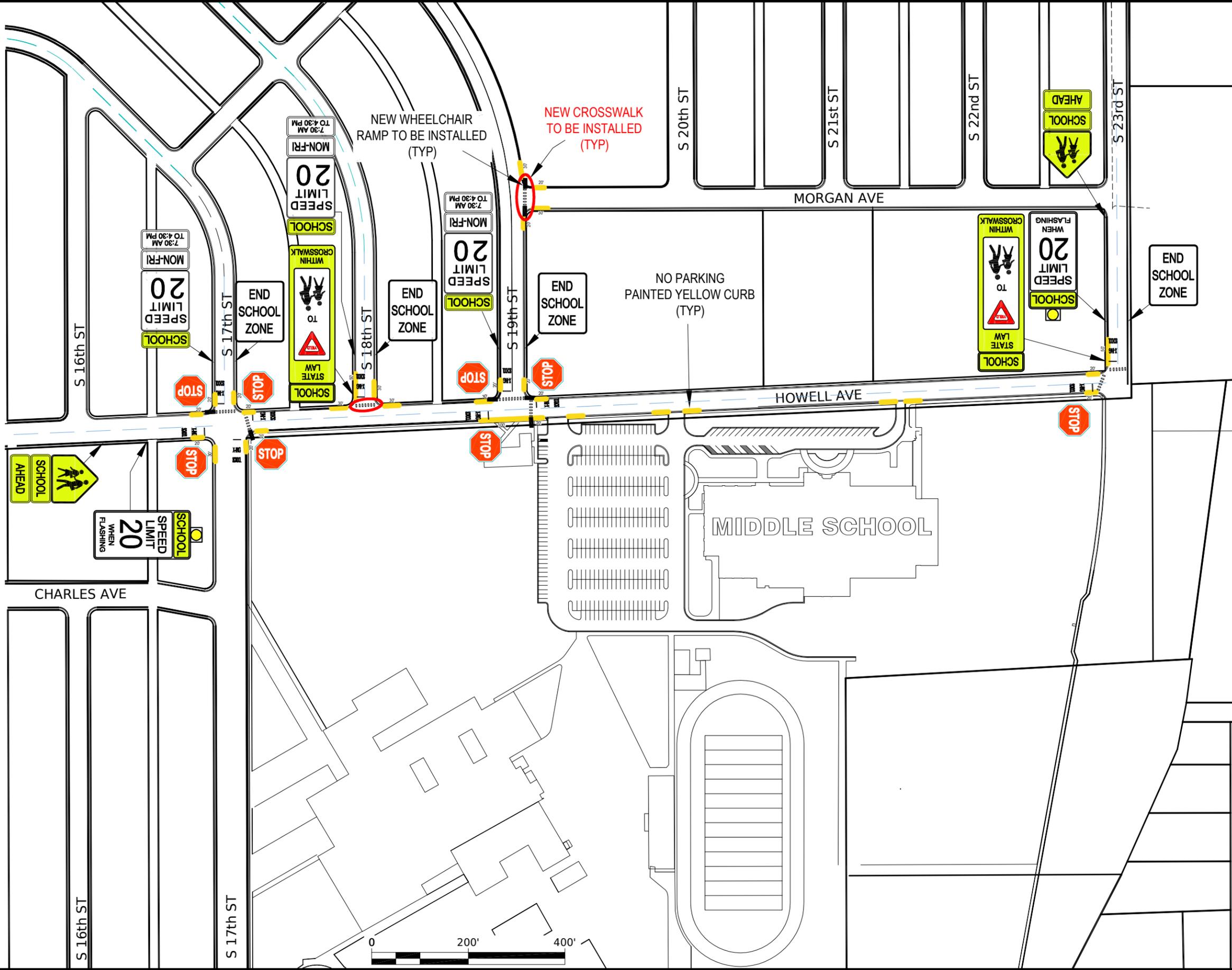
SOUTH SIDE ELEMENTARY SCHOOL

REV. DATE DESCRIPTION

DONNELL & ALLRED, INC.
 CONSULTING CIVIL ENGINEERS
 LAND SURVEYORS
 908 BIG HORN AVE, WORLAND, WY 82401
 (307)347-8276 ~ FAX (307)347-8277
 www.donnellandallred.com

SCALE:	1" = 100'
DATE:	August, 2011
DRAWN BY:	SML
CHECKED:	
APPROVED:	MWD
JOB NO:	1049
DWG NO:	
SHEET:	4/6

S:\Worland\1049-SafeRoutes\SafRoutesPlat.dwg, MiddleSchool, 9/15/2011 10:44 AM



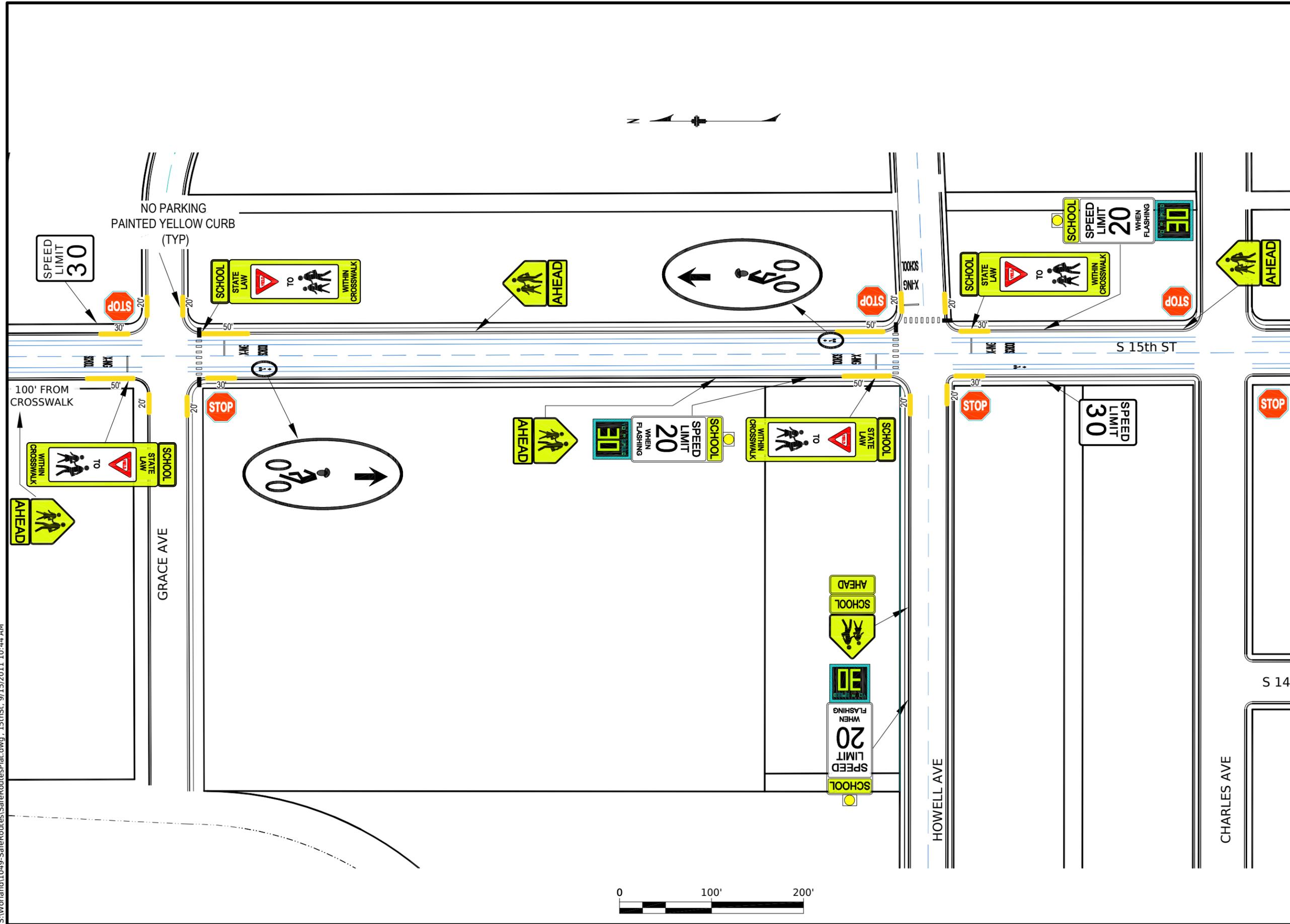
CITY OF WORLAND, WYOMING
SAFE ROUTES TO SCHOOL
MIDDLE SCHOOL

REV.	DATE	DESCRIPTION

DONNELL & ALLRED, INC.
 CONSULTING CIVIL ENGINEERS
 LAND SURVEYORS
 908 BIG HORN AVE. WORLAND, WY 82401
 (307)347-8276 ~ FAX (307)347-8277
 www.donnellandallred.com

SCALE:	1" = 200'
DATE:	August, 2011
DRAWN BY:	SML
CHECKED:	
APPROVED:	MWD
JOB NO:	1049
DWG NO:	
SHEET:	5/6

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CITY OF WORLAND, WYOMING
SAFE ROUTES TO SCHOOL
SOUTH 15th STREET

REV.	DATE	DESCRIPTION

DONNELL & ALLRED, INC.
 CONSULTING CIVIL ENGINEERS
 LAND SURVEYORS
 908 BIG HORN AVE, WORLAND, WY 82401
 (307)347-8276 ~ FAX (307)347-8277
 www.donnellandallred.com

SCALE:	1" = 100'
DATE:	August, 2011
DRAWN BY:	SML
CHECKED:	
APPROVED:	MWD
JOB NO:	1049
DWG NO:	
SHEET:	6/6