



Year School Built
1964

Number of Sections
3

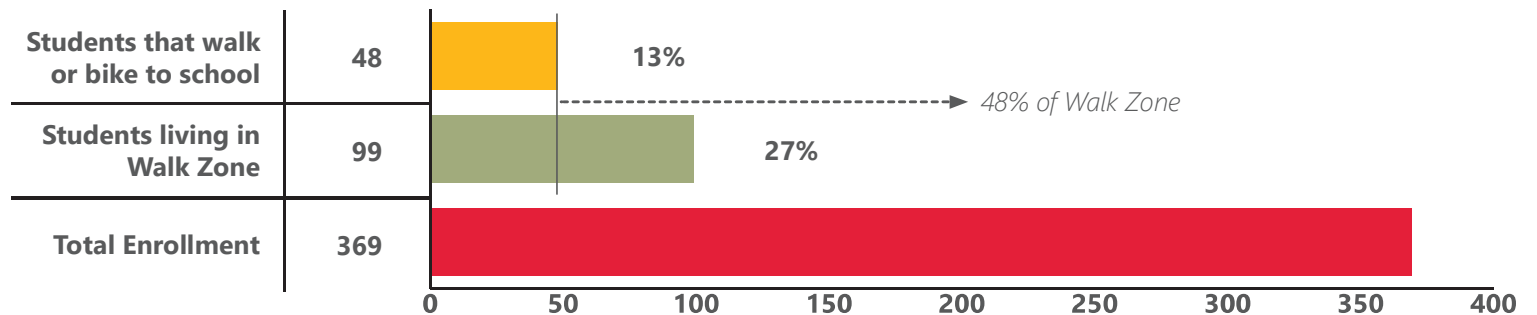
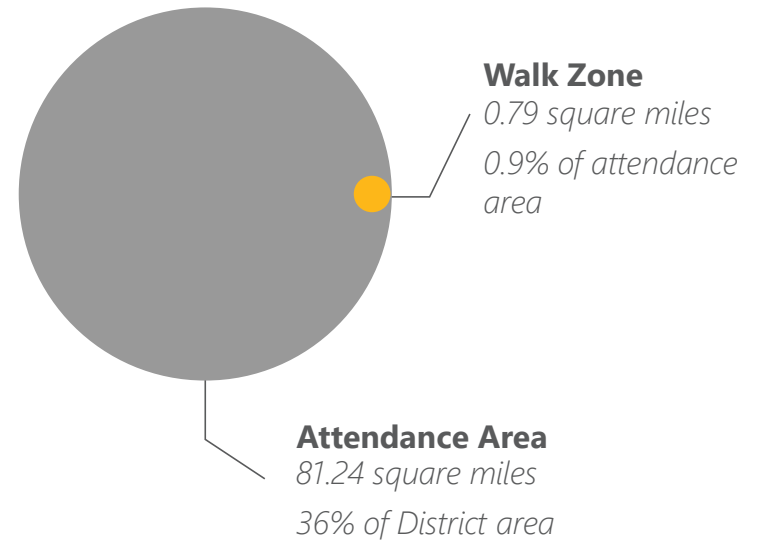
Number of Students
369

Economically Disadvantaged
38%

HILLCREST ELEMENTARY SCHOOL

The graphic to the right shows the proportion of the walk zone in relation to the size of the attendance area for the school. Hillcrest has the largest elementary school attendance area and just under a one square mile walk zone.

The graph below shows the number of students that walk or bike to school, the number of students who live in the walk zone, and total enrollment for the school. Estimates of the number of students that walk or bike to school were taken from classroom tally sheets that were administered to students. Hillcrest has the lowest percentage (48%) of students walking/ biking compared to the number of students in their walk zone.






Hillcrest Elementary School



SRTS 2021

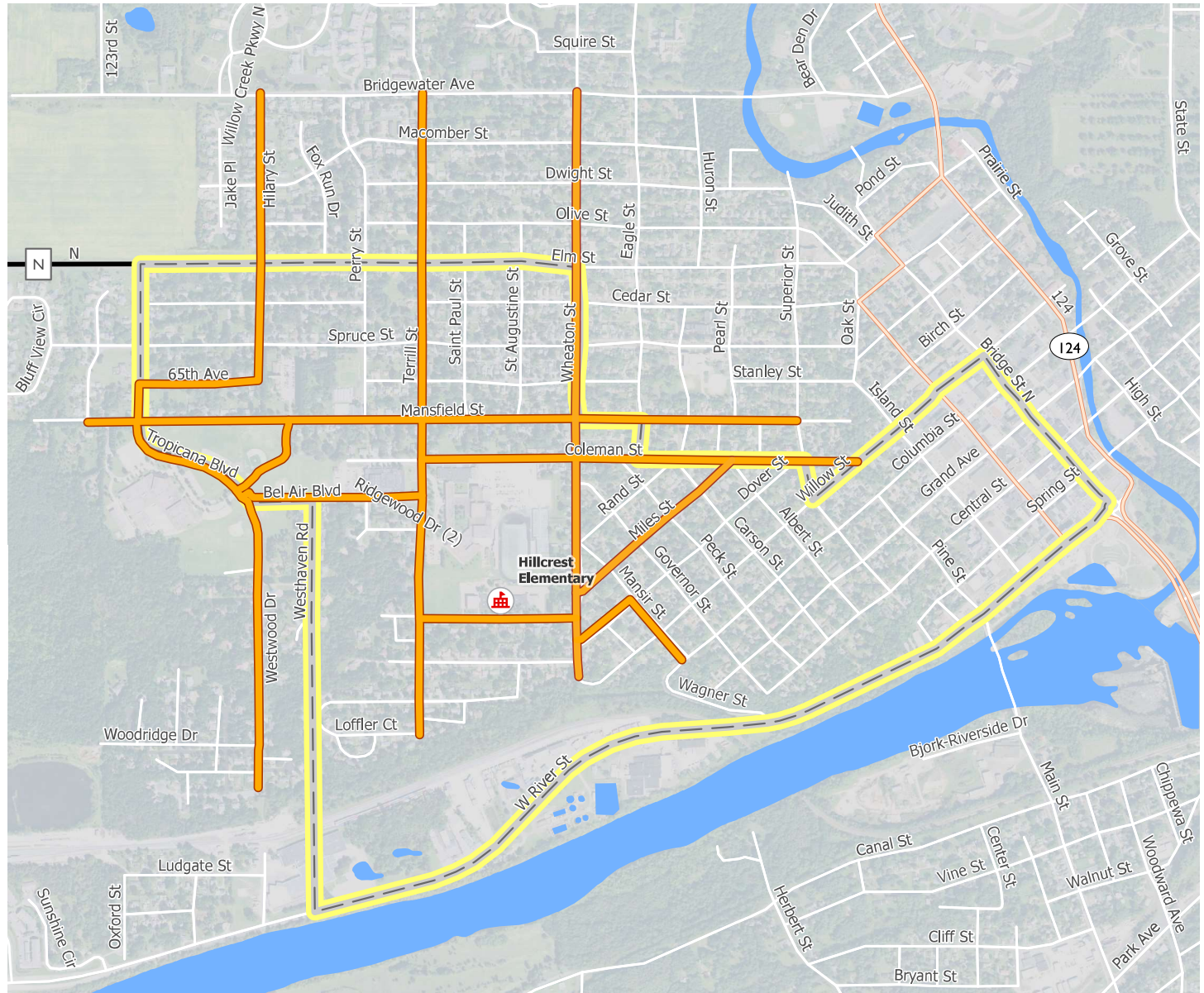
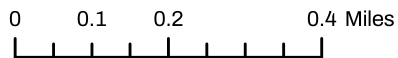
HILLCREST ELEMENTARY SCHOOL

The map to the right shows the walk zone and designated safe routes for the school.

-  School
-  Walk Zone
-  Safe Routes

January 2021

Data Sources:
WisDOA, WCWRPC,
WISLR, 2017 Aerial Image



Strengths

1. Separating buses from parent drop off in the morning has helped with congestion in the drop-off zone. This also provides bused students with the benefit of exercise during the walk from the drop-off site to school.
2. Student crossing guards at Miles in front of school and at Miles and Wheaton did a great job and used the proper equipment.

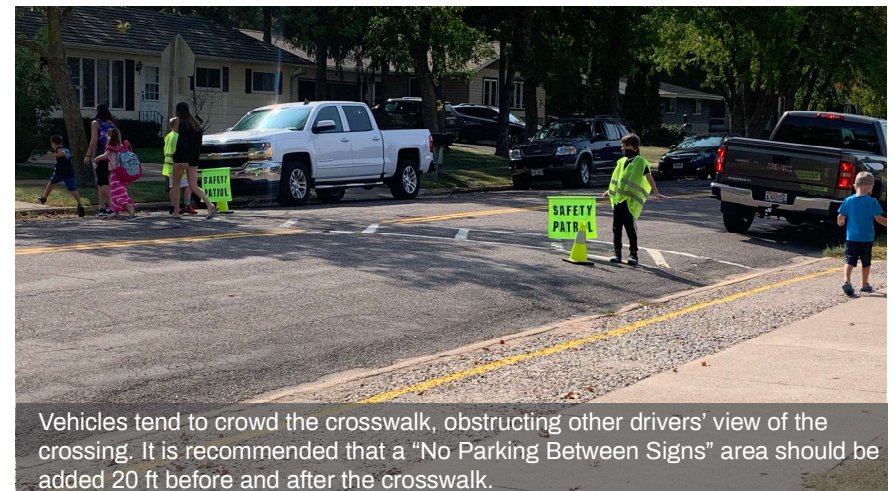
Issues

1. No curb cuts on Miles crossing out front of school. Observed a child struggling to get her bike up the curb.
2. Parking during pickup times crowds the crosswalk on Miles.
3. Both ends of Miles on school block are uncontrolled intersections.
4. Bike racks are hidden in an alcove and are set on grass.
5. There are no school zone signs present on eastbound Miles.
6. There is no school zone sign on Terrill north of Miles before the high school.
7. Some parents send children across Miles wherever they stop rather than using the crosswalk.
8. The crossing guards at Miles and Wheaton put their cones in street right next to curb. The purpose of the cones is to narrow the road width to draw attention to the crosswalk and force traffic to slow down. Cones should be placed 6-8 ft from the curb.

Strategies/Opportunities

1. Add curb cuts to Miles crossing.
2. Repaint crosswalks annually or as-needed. All crosswalks at uncontrolled intersections should be zebra-striped.

3. Add "No Parking Between Signs" area 20 feet before and after crosswalk on Miles.
4. Relocate bike parking to area with high visibility from inside the school that is on concrete to encourage biking to school and provide a safe and secure place to store bikes during the school day.
5. Look into adding a pull-off area for buses to reduce street congestion during drop off and pickup.
6. Communicate with parents about drop off procedures and use of crosswalk for those being dropped off on the south side of Miles.
7. Review crossing guard best practices and ensure students are following guidelines with periodic supervision.



Vehicles tend to crowd the crosswalk, obstructing other drivers' view of the crossing. It is recommended that a "No Parking Between Signs" area should be added 20 ft before and after the crosswalk.

Hillcrest Elementary School

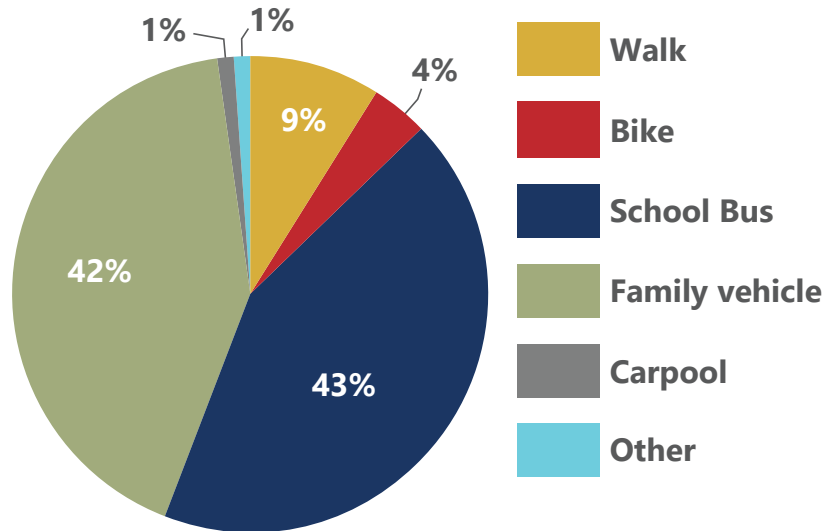
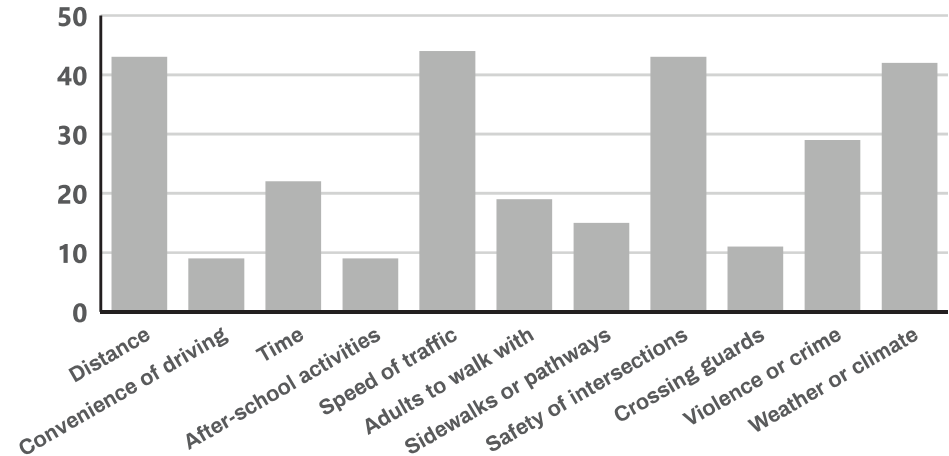
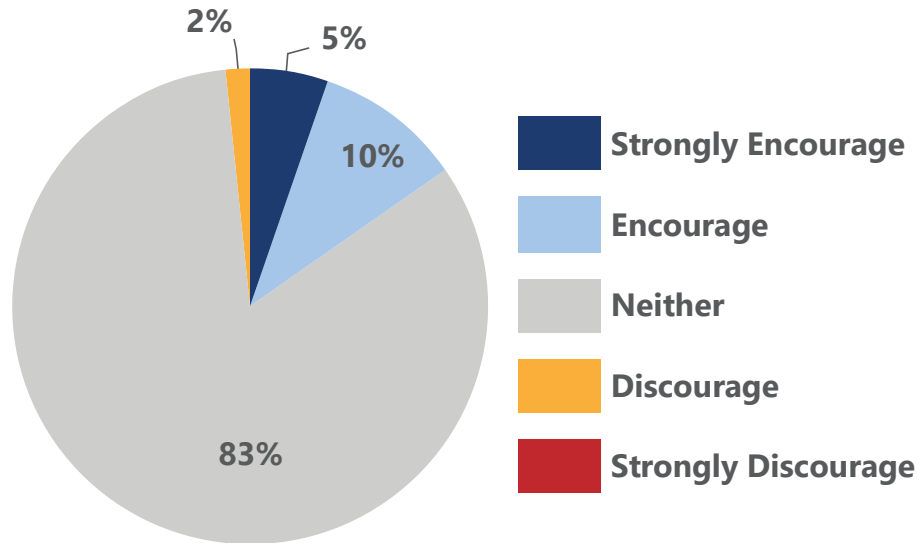


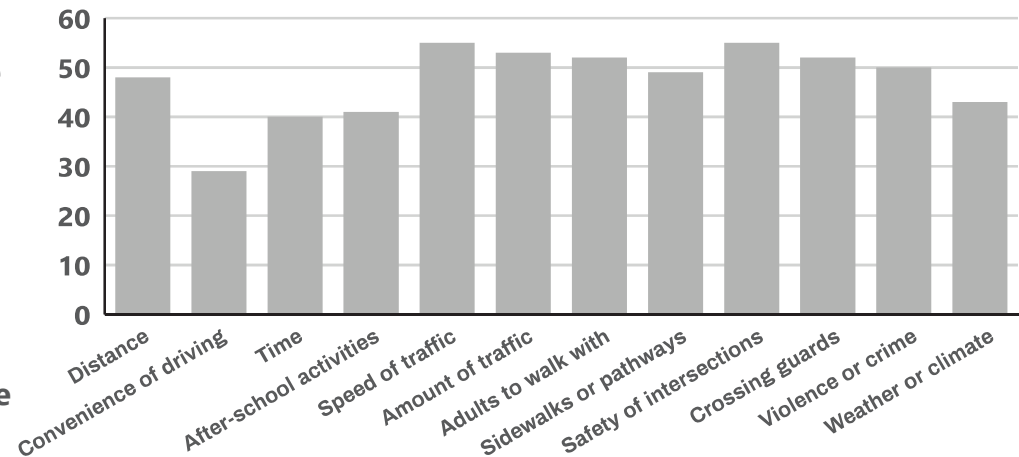
Chart showing student travel mode to/from school in percent (teacher survey tally).



The graph above shows the reasons parents do not allow their children to walk/bike to/from school (parent survey).



Results of parent survey question: "How much does your child's school encourage or discourage walking/biking to/from school?"



The graph above shows which issues, if resolved, would result in parents allowing their children to walk/bike to/from school (parent survey).