

**Report on Unusually Hazardous Transportation Areas**

Martha,

In response to your inquiry on students transported from unusually hazardous transportation areas within the Baraboo city limits, I have looked over the materials you provided, which seem to have last been updated in 2001. Since then, we have added a number of areas which appear to have never been submitted to the DPI for inclusion on the plan, but which we have been providing transportation for. I have divided the areas into the two that are included in the DPI UHT Plan, and those that are not.

I have attached a map showing the current areas receiving transportation and they are numbered to correspond to the locations listed here.

**UHT Areas submitted to the State DPI**

There are two UHT areas recognized by the State DPI. They are:

**1) Blackhawk Manor:** There are sidewalks along the south side of South Blvd (Bus US 12) starting at Moore St (the entrance into Blackhawk Manor) that go as far as Pate St (across from First Student) but they also exist on the north side of South Blvd from the Sysco Parking lot (just east of Moore St.) all the way into town.

There are no sidewalks in Blackhawk Manor itself and students would have to cross South Blvd at some point to get to their schools. It would be possible with a crossing guard at Pate St. to get the students over to the north side of South Blvd and then the Al Behrman students would have to cross back over South Blvd at Parkway (Wis 123 South - where there already is a crossing guard) to get to ABE. There are plans to redo South Blvd in the near future, which does include sidewalks on both sides all the way to US 12 and Wal-Mart, so we'd have to re-examine this area when that project finally gets going (they are waiting on funding).

Currently Blackhawk is served by two buses. Bus 42 carries the Al Behrman students (53) and the ABE students from Parkside. Bus 46 has the BHS/JYMS students (68) plus Honey Boy Trailer Park and Tinkham Trail.

**2) Tinkham Trail:** Tinkham Trail doesn't have sidewalks inside the area, but there are continuous sidewalks along the south side of Chestnut St (Tinkham Trail is just the circle at the end of Chestnut) from the old Wal-Mart building all the way to GLW/BHS/JYMS, giving the students a safe place to walk to school. Going back in history, when that UHT was put in place there were no sidewalks along US 12 and the stop lights at Chestnut St and US 12 didn't exist, so it would have been much more hazardous to walk to school. Currently we only have one family (2 students) that ride on occasion in the area.

Tinkham Trail is served by one bus, Bus 46; any elementary students would get transportation to the bus lane and have to transfer to get to GLW.

## **Non-UHT Areas currently receiving transportation**

**3) Parkside:** This is the area around Pierce Park on the south side of town. Sidewalks have been completed in the entire Parkside area. However, to get to Al Behrman students would have to cross Walnut St (Wis Hwy 123), which would require a crossing guard at Silver Drive.

We do have students along Waldo Street that do not have a sidewalk to use, but we are already requiring students along Quarry St. to walk to school without sidewalks.

Currently we have two buses that serve the Parkside Area; Bus 47, which has the BHS/JYMS students (62) and Bus 42 which has the Al Behrman students (52). Bus 42 also picks up the Blackhawk UHT area ABE students.

Eliminating service would not eliminate Bus 47, but would most likely change it from a route bus to a shuttle bus from ABE as most BHS/JYMS students from the Parkside area would simply walk to ABE to ride the already established shuttle. It would however save money as the district is charged less for a shuttle than a route. Bus 42 would still be needed to transport the ABE students from the Blackhawk area.

There was discussion several years ago about eliminating transportation in the Parkside area, which was met with stiff opposition. With more students in the area now, I would expect opposition to the elimination of service to be very heavy.

**4) Honey Boy Trailer Park:** This is the trailer park across from Wal-Mart on the north side of County W. There are no sidewalks within the trailer park itself, but there is a sidewalk on the north side of County W that starts at the east side of the park and is continuous to BHS/JYMS. Elementary students could follow the same route to GLW, but are usually assigned to ABE, which would require them to walk north to Linn St (Hwy 33 / 8<sup>th</sup> Street) and east to Broadway then south to school. The short route to ABE is along South Blvd, but there is not a side walk for them to walk on.

Currently all students (6) ride Bus 46 to the bus lane and transfer from there. Elimination of service would not eliminate a bus route.

I would expect heavy opposition from the parents in Honey Boy to any changes.

**5) Carpenter St / Moore St:** This is the area south of the Baraboo River, east of Hwy 12 and north of Sauk Ave with the east boundary at Moore St. Sidewalks are in place in some spots, but most of the area they are missing. There are no major streets to cross in the area. This area would need some supporting data to make a clear decision as to whether or not it should continue to receive transportation. One thing that might be considered would be to place it in GLW attendance area rather than ABE to reduce the walking distance.

Currently there is one bus serving the area, Bus 44 with 14 students in the area. Elimination of the service would not eliminate the bus route.

**6) Stonefield Place Apartments:** These are the new apartments on the north side of town near the round-about on US 12. There are no sidewalks from the area; students would have to walk on US 12 to get to school.

Currently we have one bus, Bus 58, that makes a single stop at the apartments with 6 students. Elimination of service would not eliminate a bus route. I would recommend that this area be set up as a UHT area as there is no safe way for these students to get to school.

**7) Pleasantview Subdivision:** This is the area east of Taft Ave (County T) and south of Man Mound Road. This is a new area with lots of building taking place. There are sidewalks within the subdivision, but no sidewalks from the subdivision to the "city system" of sidewalks. Students would have to walk on Taft Ave (County T) and City View to access sidewalks continuous to schools. Elementary students would be assigned to East and could cross 8<sup>th</sup> Street (Wis 33) at Jefferson St with a crossing guard.

Currently we have one bus, Bus 43, that makes two group stops (5 students) that have been established in the subdivision area. Elimination of service would not eliminate a bus route. These were set up as corner stops near the existing students homes and as the area grows the plan would be to add 1-2 more in the future.

This area should be set up as a UHT until such time as sidewalks are made continuous to the schools.

**8) Effinger Road / Manchester St:** This is the area east of the Baraboo River and south of Hwy 113. It would also include the newly annexed area along Hwy 113 east of Manchester Street as well. (Hwy 113 is now Water St all the way to the Glenville Dam). Currently we have no students along Hwy 113 in this area.

Currently we have one bus, Bus 51, that makes a single group stop at the corner of Manchester and Effinger Rd picking up 8 students. With the completion of the Baraboo River Walk, there are continuous sidewalks from that point to BHS/JYMS; however, students would probably walk to East and pick up the shuttle at that point.

Elementary students would have sidewalks to walk to East, but this is Al Behrman attendance area. To get to ABE students would have sidewalks to Hill St (by the dog park) but not along Hill St and under the narrow bridge under the railroad tracks.

Elimination of service would not eliminate a bus route.

Any future students living along Hwy 113 (Water St) would not have sidewalks and would need to be afforded transportation. However, there would be at least two routes, 51 and 60, that would travel Hwy 113 through this area on their routes.

**Summary:** Elimination of services to most of the areas currently receiving service (area 2, 4, 5, 6, 7, and 8 on the map) would not result any changes to the way we are currently running the transportation. There are not enough students, plus they are spread out over several buses, that would result in the elimination of any routes.

Additionally, the students living in areas 6 and 7 (Stonefield Place Apts and Pleasant View Subdivision) should be set up as UHT's, as these students have no safe way to get to school unless they receive transportation, either by bus or parents.

Area 4 and 5 (Honey Boy Trailer Park and Carpenter St) would need to have further studies (per the UHT guidelines) done to determine if they should continue to receive transportation. I think that Carpenter St could be eliminated, but Honey Boy would be a toss up unless the sidewalk was actually completed into the trailer park.

Area 8 (Effinger Rd / Manchester St) would be a bit tricky. The BHS / JYMS students could safely walk to East to ride the shuttle bus, but the grade school students going to ABE are most likely to go to ABE via Hill St, which wouldn't provide a safe route. It would be difficult to eliminate transportation for the secondary students while still providing transportation for the elementary students.

Areas 2 and 3 (Parkside and Tinkham Trail) should have services eliminated. There are sidewalks available for students to use to and from school providing a safe path for them. However, the BHS / JYMS students would most likely shift to using the South Shuttle Bus, which would likely result in Route 47 being converted to a shuttle rather than a route, which would produce some cost savings. As I have said, I doubt Tinkham Trail would be an issue, but I would expect heavy opposition in Parkside.

Because of the number of students, the ABE bus, Route 42, would still be required to service Blackhawk Manor. I did run the numbers and we just don't have enough room on other buses to absorb these students.

When the South Blvd rebuild is completed we should look at eliminating service to Blackhawk Manor. That would allow both Routes 42 (to ABE) and Route 46 (To BHS / JYMS) be eliminated.

Respectfully submitted

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Location Manager, First Student, Inc.



# **Sauk County Sheriff's Office**

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**May 31, 2013**

**Ms. Martha A Baldwin  
Director of Business Services  
School District of Baraboo  
101 Second Avenue  
Baraboo, WI 53913**

**Dear Ms Baldwin:**

**Chief Deputy Fults and Captain Jeff Spencer reviewed your plan stating your intent to update your Transportation in Areas of Unusual Hazards plan for the Baraboo School District in the City of Baraboo and Village of West Baraboo. I understand and agree for need of the district's updated plan.**

**Sincerely,**

**Chip Meister, Sheriff  
Sauk County, Wisconsin**

