

Kimberly Safe Routes to School Plan

October 2008

**Prepared by: The Kimberly Safe Routes to School Task Force &
East Central Wisconsin Regional Planning Commission**

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ABSTRACT

TITLE: Kimberly Safe Routes to School Plan

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SUBJECT: A safe routes to school plan to address safety issues at and around schools within the Kimberly Area School District.

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EXECUTIVE SUMMARY

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INTRODUCTION

The Safe Routes to School program is an international program that encourages walking and biking to school. In the 1970s, Denmark experienced an alarming rate of child fatalities due to pedestrian/vehicle accidents. In response, Denmark began working with communities and school districts to create a Safe Routes to School (SRTS) Program. The first SRTS Program in the United States was started in 1997 in Bronx, New York. In 2005, Congress recognized the value of the SRTS Program and passed federal legislation to establish a National Safe Routes to School Program. These funds were distributed to each state based on their school enrollment and were then used by communities and school districts to implement their recommendations through infrastructure and non-infrastructure funds. Projects located within two miles of an elementary or middle school are eligible (currently this program only funds projects for Kindergarten-8th grade). The Kimberly Area Safe Routes to School Task Force was awarded a SRTS planning grant to develop this plan.

The SRTS program focuses on teaching children bike and pedestrian safety along with healthy lifestyles. It encourages children to walk and bike to school and also looks to improve the air quality at and around schools, reduce the traffic congestion at and around schools, increase the physical activity of children, increase community involvement, and have intergovernmental cooperation through a number of departments including planning, the police department, the school district, local units of government, and parents.



Crossing guard assisting a student
Source: Dan Burden

The Kimberly SRTS Task Force is comprised of representatives from Kimberly Area School District, representatives from local units of government, WisDOT, law enforcement officials, parents, and the Heart of the Valley YMCA. This task force has worked together to create visions and goals for the school district and local communities, collected information with regards to parent concerns and how students currently get to and from school, along with conducting bike and walk audits of the school grounds and the areas around the schools. The task force developed recommendations to address the safety concerns and issues that were brought forth through this collection of data.

PRESENT CONDITIONS

The Kimberly SRTS Task Force used student surveys and parent surveys to assess the current conditions at each of the schools within the Kimberly Area School District. Student surveys revealed that the primary mode of transportation for students attending Sunrise Elementary School, Woodland Elementary and Intermediate Schools, Mapleview Intermediate School, and J.R. Gerritts Middle School that the school bus was the primary mode of transportation. For students attending Janssen Elementary School and Westside Elementary School, the family vehicle was the primary mode of transportation.

Parent surveys were distributed to find out the concerns parents had with having their child(ren) biking or walking to school. The top parent concerns for walking or biking to school include the speed of traffic, presence/perception of dangers, and the lack of or inadequate sidewalks. Parents would allow their children to walk or bike to school if cars slowed down, crossing guards were more effective, and if sidewalks or bike paths were improved.



Students walking on the pedestrian facility northeast of Woodland Elementary and Intermediate Schools

IDENTIFYING SAFETY ISSUES

The Kimberly SRTS Task Force conducted bike and walk audits at and around the participating schools to assess safety concerns for children walking or bicycling to and from school. There were a number of factors that volunteers considered when assessing the safety concerns at and around the schools. The volunteers also noted the positive things that are being done in the community to encourage students and citizens of the community to bike or walk. The bike and walk audit findings indicated that CTH CE is a major barrier for students to cross when walking or biking to school. Another concern is the lack of or inadequate pedestrian facilities near Sunrise Elementary School and Woodland Elementary & Intermediate Schools. It was also noted in the bike and walk audit that parents were concerned with the speed of drivers at and around the schools

A Neighborhood/Community meeting was also held asking the public to provide any additional safety concerns that parents or community members had with biking or walking at or around the schools.

SAFE ROUTES TO SCHOOL AND SAFETY RECOMMENDATIONS

The Kimberly SRTS Task Force made recommendations using the five E's of the SRTS Program: Engineering, Education, Encouragement, Enforcement, and Evaluation. Engineering recommendations were made for each school and those areas surrounding the school. One recommendation included applying for funding to build a CE Pedestrian Underpass, which would provide students with a safe crossing option. Other engineering improvements included the addition of some pedestrian facilities near Sunrise Elementary School and some traffic calming devices at key intersections. The committee has recommended a number of education, encouragement, and enforcement activities including themed walk to school days, a community picnic, bike rodeos, and a mileage punch card program.

DEVELOPING A SCHOOL SAFETY AND SECURITY CAMPAIGN

There are a wide variety of funding sources for the Safe Routes to School Program; however, it is the Federal Safe Routes to School funding that is the primary source of funding for planning, infrastructure, and non-infrastructure projects. The SRTS task force may look for local businesses within their community to partner with them in the SRTS efforts. Also many health organizations are also teaching children bike safety or healthy lifestyle choices. Additional funding sources related to the objectives of the SRTS program can be found on the pages 5-2 thru 5-8.

CHAPTER 1: INTRODUCTION

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BACKGROUND INFORMATION

The Safe Routes to School Program is international in scope. In the 1970s, Denmark experienced an alarming rate of child fatalities due to pedestrian/vehicle accidents. In response, Denmark began working with communities and school districts to create a Safe Routes to School (SRTS) Program. Word of the SRTS initiative took hold and spread throughout the world to Europe, Australia, New Zealand, and the United States.

The United State's first SRTS program was started in Bronx, New York in 1997. The SRTS program in the Bronx received funds to reduce the number of child accidents and fatalities around schools. In 1998, the National Highway Traffic Safety Administration (NHTSA) funded two pilot SRTS Programs funded in Marin County, California and Arlington, Massachusetts.



In 2005, Congress recognized the value of the SRTS Program and passed federal legislation to establish a National Safe Routes to School Program. The Federal transportation bill, SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) was signed into law in August 2005, designating funds for each state for the SRTS Program. These funds were distributed to each state based on their school enrollment and were then used by communities and school districts to implement their recommendations through infrastructure and non-infrastructure funds. The funds can only be used for projects within two miles of an elementary or middle school (currently the program only funds projects for K-8th grade).

In 2007, the Wisconsin Department of Transportation (WisDOT) conducted their first grant cycle for SRTS planning grants, infrastructure grants, and non-infrastructure grants. There were 162 grant applications submitted. WisDOT received 91 infrastructure and non-infrastructure grants totaling \$15,661,202. WisDOT's selection committee recommended 22 infrastructure and non-infrastructure projects for funding which totaled \$3,140,357. There were also 71 planning grant applications which totaled approximately \$2,028,000. Of the 71 planning grant applications, 25 projects were funded. The Kimberly Area Safe Routes to School Task Force was awarded a Safe Routes to School Planning Grant in 2007.

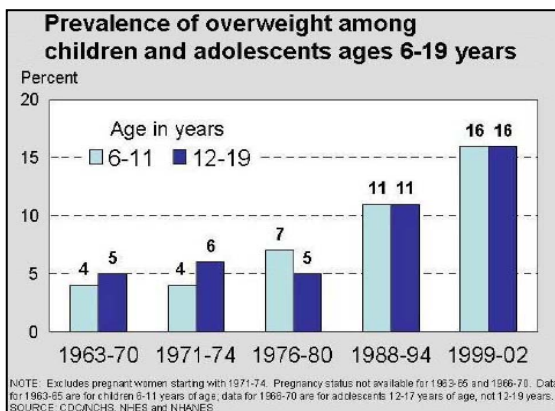
NATIONAL TRENDS

There are Safe Routes to School programs across the country. Each of these programs has focused on the issues and concerns in their community at large or specifically around their schools. However, there are a few trends that have been consistent with SRTS programs nationwide. These trends include a reduced rate of physical activity for school-aged children, increased traffic congestion around schools and on the roadways, and the changing land use trends. Thirty years ago approximately 90% of the students who lived within one mile of the school walked or biked to school (USDOT, 1972). This number has dropped dramatically over the past 30 years.

Physical Activity

In 1969, approximately half of all U.S. school aged children walked or bicycled to or from school. This number plummeted to approximately 17% today. The number of hours of physical activity that a child partakes in every day/week has also decreased. The Center for Disease Control reported that nearly half of American young people aged 12-21 years are not vigorously active on a regular basis. Approximately 14% of young people report no physical activity (CDC, 2007).

Over the past 20 years, obesity rates in adults and children have increased dramatically. The National Health and Nutrition Examination Surveys (NHANES) show an increase in overweight children aged 6-11 years from 6.5% (1976-1980 survey) to 18.8% (2003-2004 survey). The increasing rates of overweight children are cause for concern regarding health conditions and diseases. These health conditions and diseases include hypertension, dyslipidemia, type 2 diabetes, coronary heart disease, stroke, gallbladder disease, osteoarthritis, sleep apnea and respiratory problems and some cancers (CDC, 2007).



Potential benefits of physical activity for children include:

- building and maintaining a healthy lifestyle;
- controlling weight;
- building lean muscle and reducing fat;
- improving a sense of self-image ;and
- fostering healthy social and emotional development.

Preliminary data from the Centers of Disease Control also suggests that physical activity may improve academic performance and alertness in youth.

Physical activity for kids has been encouraged through a number of programs. One program is the Kids Walk-to-School program which encourages physical activity as an integral part of a child's daily routine. The program teaches children the importance and the enjoyment that can be found in walking or biking to school, with the sense that a child may be inclined to engage in additional physical activity. Physical activity has also been promoted through physical education classes and community activities.

Cleaner Environment

Vehicle usage in the United States has increased over the past decade. Vehicle transportation is no longer a luxury, but the norm. At many of the schools across the nation, one can see traffic congestion occurring with an increased prevalence in busing, parents dropping off or picking up their kids, and the through traffic trying to get to their end destination.



With the increase in the number of vehicles on U.S. highways, air pollution has become a greater concern. The Federal Highway Administration stated that the personal motor vehicle is the predominant mode of transportation (FHWA, 2007). By reducing the number of vehicles on the road, the amount of vehicle-related pollution and the number of respiratory diseases is likely to decrease.

Land Use Trends

Current land use trends within the United States have been to develop land on the outskirts of urban areas. Land in these areas tends to be cheaper to purchase and develop, resulting in a lower overall cost for a housing unit. Development outside of the urban areas began to grow in the 1950s with the assistance of the Federal National Mortgage Association, which allowed American citizens to financially be able to afford to buy homes of their own and move out of the urban areas. The Federal Interstate Highway Act of 1956 created a national freeway system that made it easier to travel to rural areas. With the convenience of the vehicle and the perception that transportation costs for this mode

would remain low, suburban residential development became the majority of residential land use development.

WHY SAFE ROUTES TO SCHOOL?

The purpose of the SRTS program is to provide safe pedestrian and bicycle facilities that encourage the community and students to have healthier lifestyles. Programs can be established to educate students, parents, and the community on the benefits of walking and bicycling to school and provide safety tips when they are participating in these activities. Planning efforts assess the pedestrian and bicycle facilities at and around schools, how students are currently traveling to school, and concerns and issues that parents and the community have with students walking and/or bicycling to school. Recommendations are then created to be implemented by communities, participating schools, and parents. SRTS Plans should address the 5 E's: Engineering, Enforcement, Education, Encouragement, and Evaluation.

Engineering

Engineering changes may be needed to create safe routes for students to get to and from school. Infrastructure changes may include fixing damaged or missing sidewalks, adjusting an intersection to make pedestrians more visible, or infrastructure changes on a roadway to decrease traffic speeds. Engineering changes may be very effective and can be implemented in a roadway project during a construction project on that roadway.

Education

Education for students, parents, and the community is essential when implementing a SRTS program. Students walking or biking to school need to know how to safely cross roadways and what routes are the best ones for them to take to and from school. Effective education on bicycle safety is extremely important for students. Bike rodeos or other community events can teach students and parents the proper bicycling safety tips. Having billboards or public service announcements regarding pedestrian/bicycle safety issues is another way a SRTS task force can make the community aware of pedestrian and bicyclist issues at and around school zones.

Enforcement

Driving behaviors and safety campaigns do not ensure the success of a SRTS program. Therefore, the SRTS task force should partner with local law enforcement agencies to make sure that proper traffic laws are obeyed (i.e. speed regulations, driver behavior, and appropriate walking and biking behavior) and initiate safety programs such as safety patrol

or crossing guard programs. Enforcement presence can discourage dangerous behaviors for pedestrians, bicyclists, and drivers on and off of school campuses.

Encouragement

Encouragement programs are needed in conjunction with engineering changes, education programs, and enforcement programs. Convincing children as well as parents that biking or walking to school is a safe, fun, and healthy activity can be difficult. It is for this reason that encouragement programs are recommended.

These programs will promote walking and bicycling with students and the community and assist them in applying what they have learned. These programs may provide incentives to students who walk a certain number of days in a row or a number of miles that a student has walked or bicycled to school. Programs can also get parents and the community involved by conducting a community-wide Walk to School Day. Local businesses can contribute by sponsoring signs for the Walk to School Day.



Evaluation

Once recommendations are implemented it is important to evaluate the SRTS program and continue to re-evaluate the SRTS program over time. A task force may want to evaluate the program by doing a student survey to see if there is an increase in the number of students walking or biking to school. The school district or SRTS task force may also conduct a parent survey to see if behaviors or concerns have changed with parents over time. A successful SRTS program is dependent on the success of the 5 E's.

TRAFFIC CALMING

Schools and the communities within which they reside, now must face the challenges that an increase in vehicle traffic, bus traffic, and pedestrian/bicyclist traffic at and around schools generate. There is an increase in the number of parents that drive their child(ren) to and from school. This family vehicle congestion ideally should be managed in a way that provides a safe route for students who are walking, biking, and even if students are just walking from the bus they rode to school on.

To address the increase in traffic congestion at and around elementary and middle schools, communities have looked at a number of traffic calming devices to slow traffic down. Traffic calming is defined in the *Traffic Calming: State of the Practice* (ITE, 1999) as the "the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users." In this report, there are number of examples that have used these traffic calming methods. Additional information can be found by referencing this report at <http://www.ite.org/traffic/tcstate/htm>.

Speed Control Measures

The purpose of speed control measures is to slow traffic. Examples include:

Vertical Measures

- *Speed Humps: Road humps, undulations*
- *Speed Tables: Trapezoidal humps, speed platforms*
- *Raised Crosswalks: Raising crossings, sidewalk extensions*
- *Raised Intersections: Intersection humps, plateaus*
- *Textured Pavements*

Horizontal Measures

- *Neighborhood Traffic Circles: Intersection islands*
- *Roundabouts: Rotaries*
- *Chicanes: Deviations, reversing curves*
- *Lateral Shifts*
- *Realigned Intersections: Modified intersections*

Narrowings

- *Neckdowns: Bulbouts, knuckles, intersection narrowings, corner bulges*
- *Center Island Narrowings: midblock medians, median slow points*
- *Chokers: Pinch points, midblock narrowings, parallel chokers, angled chokers*
- *Other Speed Control Measures*
- *Combined Measures*

Volume Control Measures

The purpose of volume control measures are to discourage or eliminate through traffic. Examples include:

- *Street Closures: Full street closures i.e. cul-de-sacs, dead ends; Half street closures i.e. partial, one-way*
- *Diverters: Semi-Diverters i.e. full lane bulb out; Diagonal*

- *Median Barriers*
- *Forced Turn Islands*
- *Other Volume Control Measures*

KIMBERLY AREA SAFE ROUTES TO SCHOOL PLANNING PROCESS

Background Information

The Kimberly Area School District (KASD) is located in the Fox Cities (Appleton) Urbanized Area. The district covers approximately 17 square miles including the Village of Kimberly, portions of the Village of Combined Locks, the City of Appleton, the Town of Buchanan, and the Town of Harrison. This school district is also located within two counties: Calumet and Outagamie Counties. KASD is comprised of four elementary schools (4 year old kindergarten-4th grade), two intermediate schools (5th-6th grade), one middle school (7th-8th grade), and one high school (9th -12th grade).

The Kimberly Area Safe Routes to School (SRTS) committee was formed in the fall of 2006. The committee is comprised of representatives from a variety of entities (See Figure 1) including the Kimberly Area School District, law enforcement, a representative from the health profession, parents, and representatives from local units of government within the Kimberly Area School District.

In the winter of 2007, the Kimberly SRTS task force pursued a WisDOT SRTS planning grant. The Kimberly Area SRTS Program was awarded a WisDOT planning grant in the summer of 2007. The SRTS Planning process began in the fall of 2007 with the assistance of the East Central Wisconsin Regional Planning Commission (ECWRPC).

Six schools are participating in the SRTS program at this time. Each of these schools have specific safety issues pertaining to their school grounds and the areas surrounding the school. A meeting was conducted with the principals of each of the schools to get their input and their safety concerns for their school. These results will be discussed in a later section of this plan.

Figure 1: Kimberly Safe Routes to School Task Force

<u>Name</u>	<u>Agency</u>
Darius Parks	Fox Valley Metro Police Department
Mark Van Thiel	Village of Combined Locks, Administrator
Chuck Kuen	President, Village of Kimberly
Rick Hermus	Village of Kimberly, Administrator
Lee Hammen	Village of Kimberly, Trustee & Outagamie County Supervisor
Cynthia Vandenberg	Kimberly Area School District, School Nurse
Gary Kvasnica	Kimberly Area School District, Director of Business Services
Mel E. Lightner, Ph.D.	Superintendent of Schools, Kimberly Area School District (2007-2008)
Robert Mayfield, Ed. D	Superintendent of Schools, Kimberly Area School District (2008-2009)
Peggy Weber	Kimberly Area School District, Coordinator of Community Relations & Village of Kimberly Trustee
Paul Mennen	Lamers Bus Lines
Al Guerts	Outagamie County, Highway Commissioner
Ray Palonen	Outagamie County, Highway Department
Mike Hendrick	Outagamie County Planning Department
Dave Johnson	Outagamie County Planning Department
Angela Gorall	Town of Buchanan, Administrator
Tom Walsh	Town of Buchanan Board Member & Fox Cities Greenways Member
Sandi Rhode	Town of Buchanan Resident & Sunrise School PTO
Tracy Flucke	Town of Harrison, Administrator
Annie Wolf	Kimberly High School Student
Sharon Johnson	Heart of the Valley YMCA
Dena Mleziva	Calumet County Planning Department
Matt Halada	WisDOT - NE Region
Melissa Kraemer Badtke	East Central Wisconsin Regional Planning Commission

Participating Schools

As mentioned previously, there are four elementary schools (4 year old kindergarten-4th grade), two intermediate schools (5th-6th grades) and one middle school (7th-8th grades) within the Kimberly Area School District. Each of these schools are participating in the Kimberly Safe Routes to School Program (See Exhibit 1).

- ***Janssen Elementary School:*** Janssen Elementary School is located at 420 Wallace Street and lies entirely within the Village of Combined Locks in Outagamie County.
- ***Sunrise Elementary School:*** Sunrise Elementary School is located at N9363 Exploration Drive and it located in the Town of Harrison in Calumet County. All students attending this school are bussed due to hazardous situations.
- ***Westside Elementary School:*** Westside Elementary School is a neighborhood school and is located at 746 W. Third Street within the Village of Kimberly in Outagamie County.
- ***Woodland Elementary and Intermediate Schools:*** Woodland Elementary and Intermediate Schools are located at N9085 N. Coop Road and are within the Town of Harrison in Calumet County. This school was building in 2006 and is a certified Green and Healthy School. The KASD has acquired land south of the facility to provide a walkway for students living within the Woodland Acres Subdivision. There is also a walkway located to the northeast of the school across Manitowoc Road that provides students a safe crossing into the subdivision northeast of the school.
- ***Mapleview Intermediate School:*** Mapleview Intermediate School is located at 125 E. Kimberly Avenue within the Village of Kimberly in Outagamie County. This school was remodeled in 2006 and the construction included a gated, off street area for bus drop off and pick up, along with an addition to the building.
- ***J.R. Gerritts Middle School:*** J. R. Gerritts is located within the Village of Kimberly at 545 S. John Street. This school is the only Middle School within the KASD and has an enrollment of 603 (KASD, 2007).

Goals and Visions

Goals and visions were developed by the task force to address general concerns and safety issues.

- ***Goal 1:*** To provide safe and adequate routes leading to schools so that more students are able to safely walk or bike to school.
- ***Goal 2:*** Provide education to the community and parents regarding school zones along with pick up and drop off zones around schools.
- ***Goal 3:*** No busing within 2 miles of Kimberly Area Schools.

- *Goal 4:* Providing incentive programs to promote the “cool” factor of walking, biking, or carpooling.
- *Goal 5:* To increase the number of students that walk and bike to school.
- *Goal 6:* To increase the number of students riding the bus versus having their parents drop them off or pick them up from school.
- *Goal 7:* To provide education to students regarding the rules of the road for biking and walking.
- *Goal 8:* To enforce no parking areas and reduce the number of speed violators at and around the schools.

Exhibit 1
Kimberly Study Area

CHAPTER 2: PRESENT CONDITIONS

CHAPTER 2: PRESENT CONDITIONS

There are a number of existing facilities and services within the KASD area that promote biking and walking. Non-motorized transportation facilities within the Fox Cities Area over the past few years have become more developed. Municipalities within the Fox Cities have recognized the need for these facilities as being major transportation facilities as well as recreation facilities.

NON-MOTORIZED TRANSPORTATION FACILITIES

Sidewalks and non-motorized transportation facilities are the main pedestrian facilities within the KASD area. Each of the municipalities (the Village of Kimberly, the Village of Combined Locks, Town of Buchanan and the Town of Harrison) have their own sidewalk ordinance/policy.

- **Village of Kimberly:** Sidewalks are located on all Village streets and sidewalks are created when new subdivision is developed. Snow must be cleared from sidewalks within 24 hours after each snowfall. The Village policy is to address sidewalks that are not shoveled sidewalks, only when a complaint has been made.
- **Village of Combined Locks:** In the Village of Combined Locks, sidewalks are required in new subdivisions.
- **Town of Buchanan:** The Town of Buchanan does not have a sidewalk policy. The Town of Buchanan has sidewalks on CTH KK/Calumet Street and a pedestrian facility on CTH N.
- **Town of Harrison:** The Town of Harrison currently does not have any sidewalk ordinances. The town is working on a snow removal ordinance.

Non-motorized Transportation Facilities within the Kimberly Area School District:

- **Outagamie County CTH CE Trail**
 - 10 foot wide paved trail
 - off-road facility
 - 6.7 miles long
 - Connects the City of Appleton to Kaukauna
 - Connects community facilities such as:
 - Heart of the Valley YMCA
 - Kimberly Schools
 - Kaukauna High School



Walkway from the CE Trail to the Heart of the Valley YMCA

- **CTH N Trail**
 - Off-road trail
 - Connects to the CE Trail and Kimberly High School

Municipalities have a number of proposed non-motorized transportation facilities planned for future development.

TRANSIT SERVICES

Valley Transit (VT) provides transit services to 13 municipalities within the Fox Cities Area. Buses for these routes run on 30 minute and 60 minute headways. Two VT routes run in the KASD area: Route 11 - East College and Town of Buchanan and Route 20 - Heart of the Valley (See Exhibit 3). Route 11 and Route 20 have been detoured due to the closing of the College Avenue Bridge (See Exhibit 4). It is expected that these routes will continue on the revised route until the College Avenue Bridge construction is completed in December 2009. At that time, Valley Transit will do further analysis on the routes to see if the previous routes are maintained or if the detoured routes are continued to be used.

Routes before the College Avenue Bridge Closure

Route 11 runs along the east side of the City of Appleton proceeding to East College Avenue and down Kensington Dr. to Best Buy and Home Depot. This route proceeds to an area of commercial development in the Town of Harrison and the Town of Buchanan and back to the transit center (See Exhibit 3 for more detail). Route 20 - Heart of the Valley Route follows the Fox River to the east side of the Fox Cities. It proceeds through the Village of Kimberly with stops at Westside Elementary School, the Kimberly Municipal Complex/Library, and Mapleview Intermediate School. The route continues through the Village of Little Chute and to the City of Kaukauna and then following the route back to the transit center (See Exhibit 3 for more detail).

Detoured Routes

Due to the reconstruction of the College Avenue bridge, Valley Transit detoured routes 11 and 20 (See Exhibit 4 for more detail). Once construction is complete for the bridge structure, Valley Transit will reevaluate their current routes.

Bike racks were installed on Valley Transit buses as part of the Rack 'n Roll program. This program was implemented in the 2005 through private donations. These racks allow Valley Transit customers to ride their bike to a bus stop, get on the bus, and then proceed to their destination by either bus or by bike. Users of the bike racks on the Valley Transit

Exhibit 2
Kimberly Area Non-Motorized Transportation Facilities

Exhibit 3
Kimberly Area Valley Transit Routes

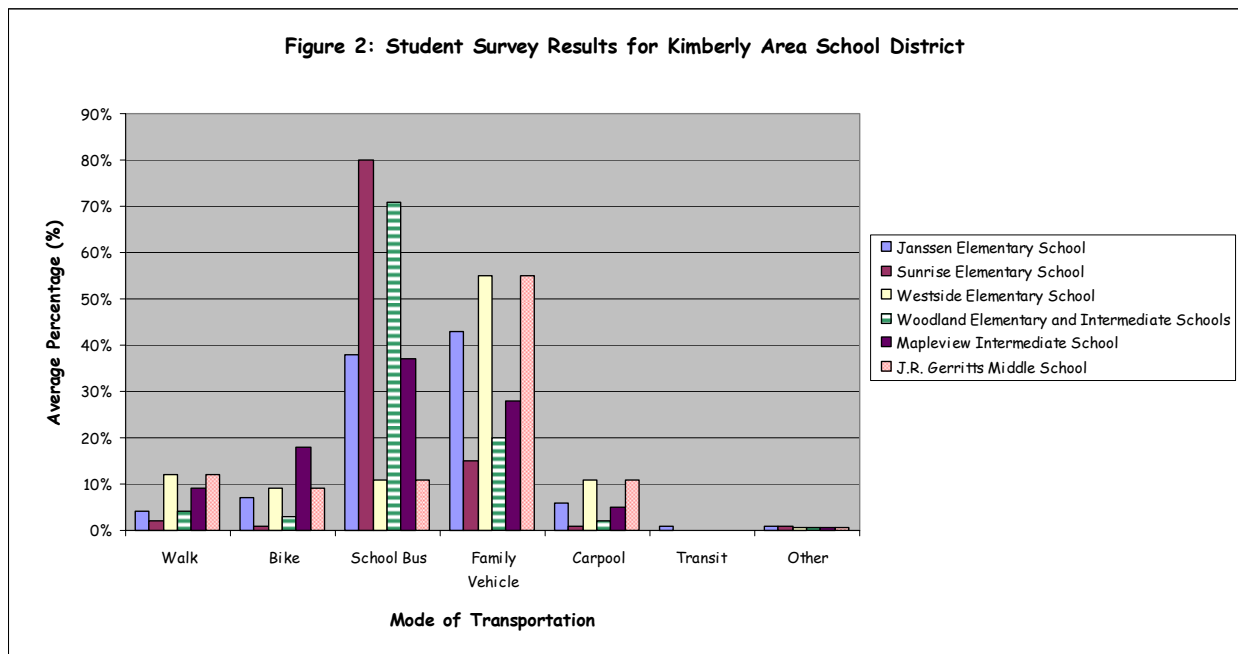
Exhibit 4
Kimberly Area Detoured Valley Transit Routes

buses must be certified and retain a permit. Permits are only issued to riders age 12 and older. Bus-bike rack users age 11 and under must be accompanied by an adult with a permit. A maximum of two (2) bikes are permitted on the bus-bike rack at a time. Only single-seat, two-wheeled bikes will be permitted on Valley Transit bus-bike racks; motor-powered vehicles are prohibited.

STUDENT SURVEYS

Student surveys are a means of determining how students are currently getting to and from school. The survey is conducted over the course of a week during the school year. Teachers ask students how they traveled to school in the morning and then how they will be traveling home. This data provides the committee with a base line as to how students are traveling to and from school. To evaluate the SRTS program, a follow-up student survey can then be conducted at a later date once recommendations have been implemented to see if there is an increase in the number of students biking and walking to school.

Student surveys were conducted in the fall of 2007 at each of the participating schools. The 5-day student survey form from the National Safe Routes to School Center was used (See Appendix B). It was found that the student survey results varied based on the pedestrian and bicycle facilities available at and around the schools. The results for the individual schools can be found below.



Janssen Elementary School

➤ **Mode of travel by Janssen Elementary School Students:**

1. Family Vehicle (43%)
2. School Bus (38%)
3. Bicycling (7%)
4. Carpooling (6%)
5. Walking (4%)

Figure 3: Janssen Elementary School - Student Survey Results

Mode	Average Percentage	AM	PM
Walk	4%	4%	5%
Bike	7%	7%	7%
School Bus	38%	39%	38%
Family Vehicle	43%	43%	42%
Carpool	6%	6%	6%
Transit	1%	1%	1%
Other	1%	1%	1%

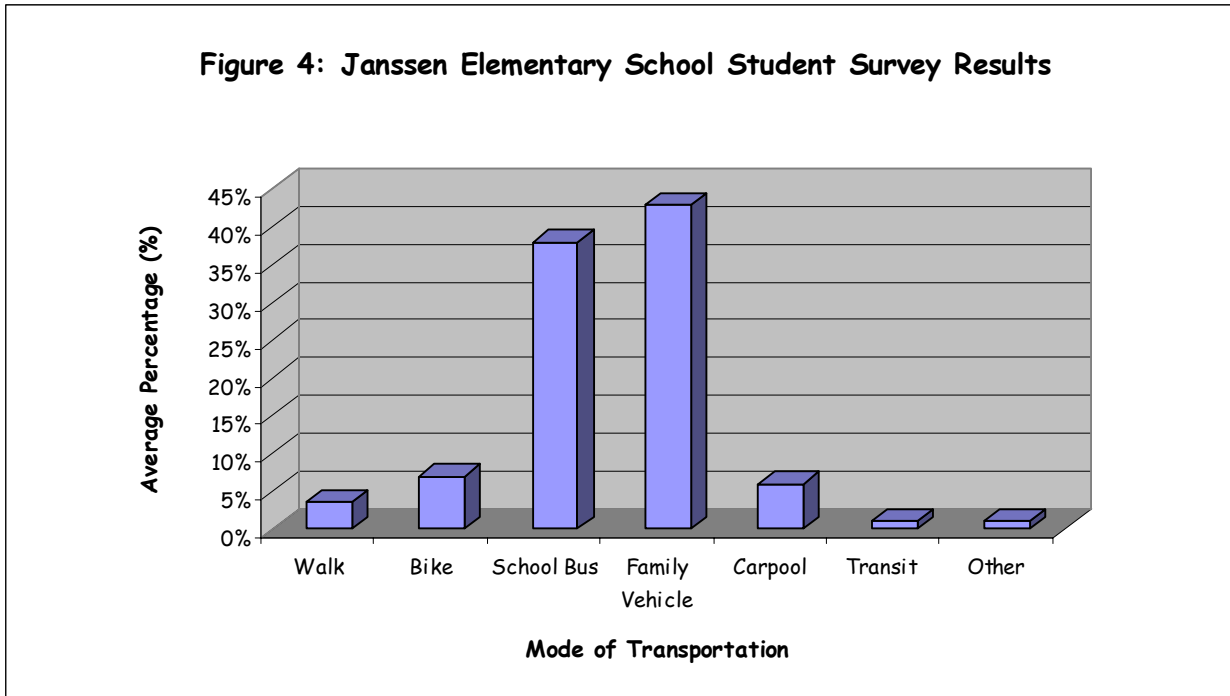
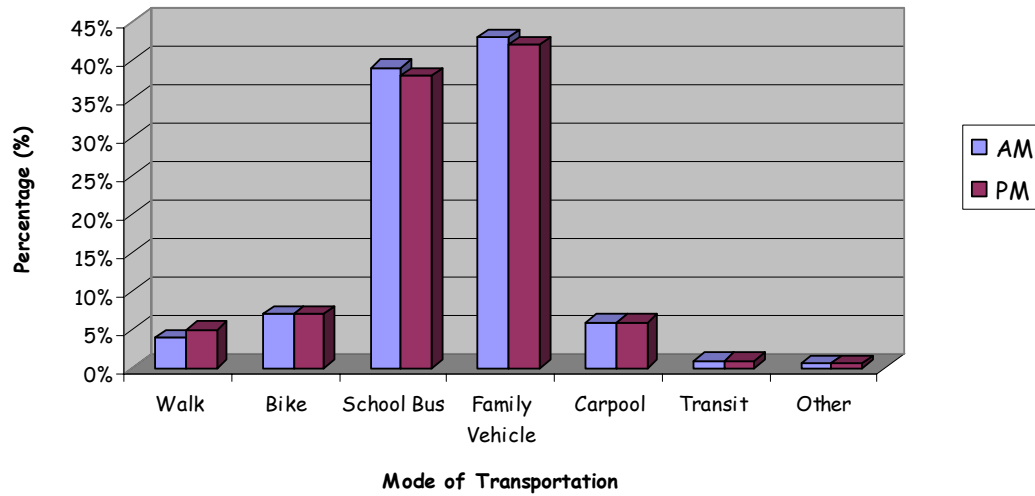


Figure 5: Janssen Elementary School Student Survey Results - Morning and Afternoon Comparison



Sunrise Elementary School

Sidewalks are located along the elementary school and there is a pedestrian walkway located at the intersection of Midway Road and Noe Road that leads from Darboy Park to the elementary school. Darboy Park just west of the Elementary School does have a paved walkway that leads to Noe Road and around the park.

➤ **Mode of Travel by Sunrise Elementary School Students:**

1. *School Bus (80%)*
2. *Family Vehicle (15%)*
3. *Walking (2%)*
4. *Bicycling (1%)*
5. *Carpooling (1%)*

Figure 6: Sunrise Elementary School - Student Survey Results			
Mode	Average Percentage	AM	PM
Walk	2%	2%	2%
Bike	1%	1%	1%
School Bus	80%	81%	78%
Family Vehicle	15%	14%	15%
Carpool	1%	0%	1%
Transit	0%	0%	0%
Other	1%	1%	2%

Figure 7: Sunrise Elementary School Student Survey Results

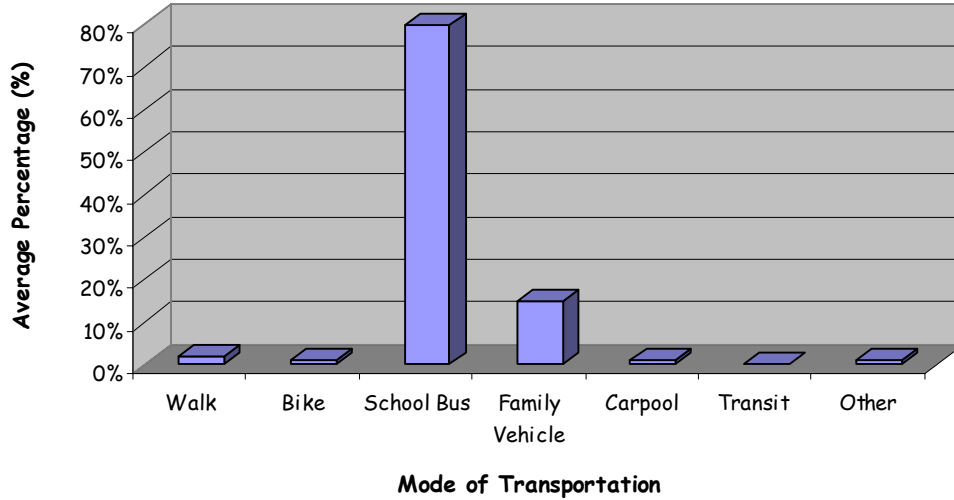
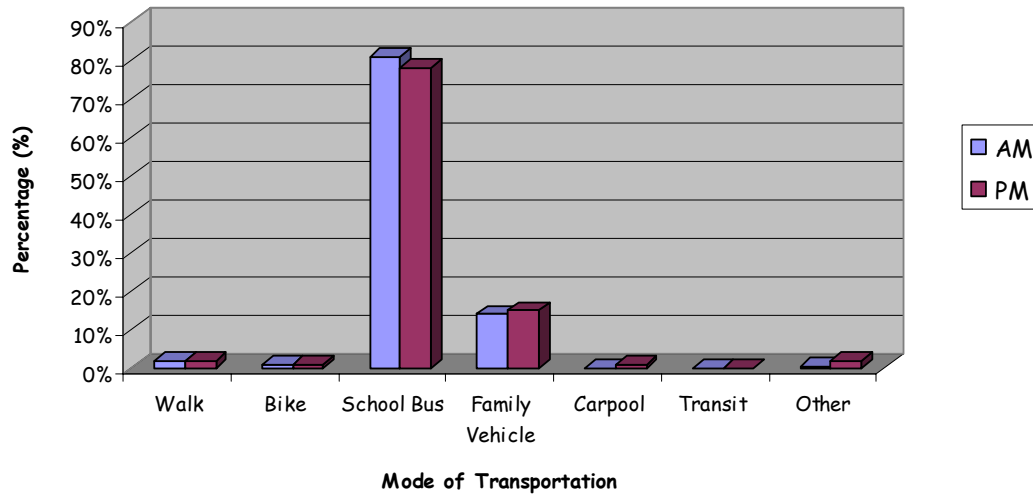


Figure 8: Sunrise Elementary School Student Survey Results - Morning and Afternoon Comparison



Westside Elementary School

One concern that was expressed through the parent survey and speaking with the principal is the number of registered sexual offenders in the neighborhoods surrounding the school. Therefore, it can be assumed that the reason why the family vehicle is the predominate mode of transportation is the concern for the safety of their children walking or bicycling.

➤ ***Mode of Travel by Westside Elementary School Students***

1. *Family Vehicle (55%)*
2. *Walking (12%)*
3. *School Bus (11%)*
4. *Carpooling (11%)*
5. *Bicycling (9%)*

<i>Figure 9: Westside Elementary School - Student Survey Results</i>			
Mode	Average Percentage	AM	PM
Walk	12%	12%	13%
Bike	9%	9%	9%
School Bus	11%	10%	11%
Family Vehicle	55%	56%	54%
Carpool	11%	11%	12%
Transit	0%	0%	0%
Other	1%	1%	1%

Figure 10: Westside Elementary School Student Survey Results

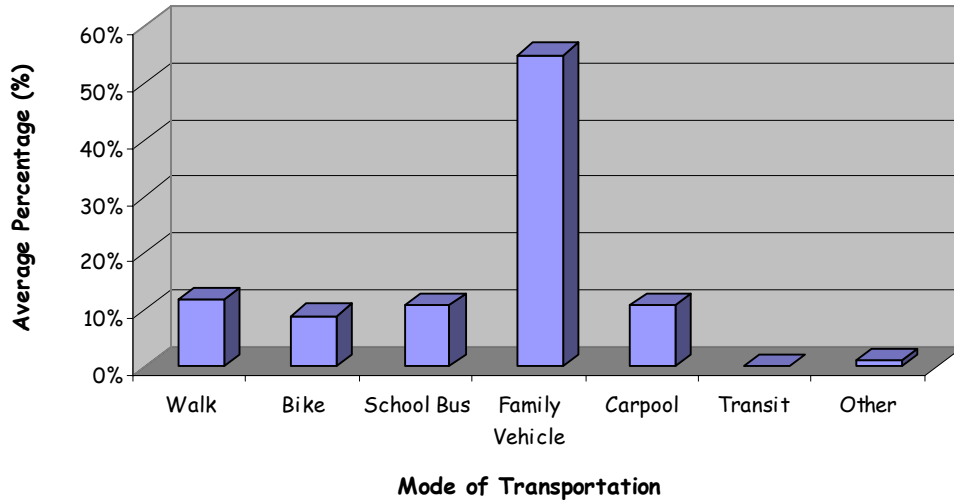
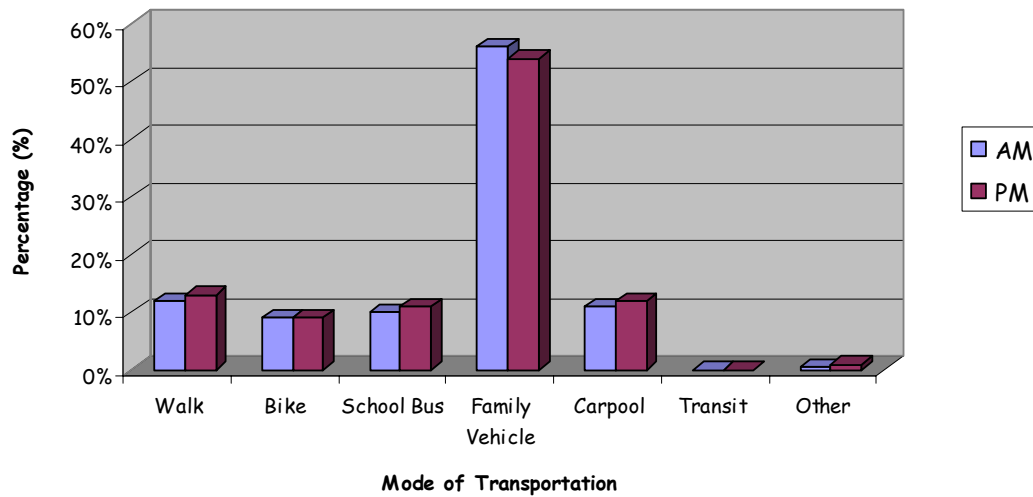


Figure 11: Westside Elementary School Student Survey Results - Morning and Afternoon Comparison



Woodland Elementary and Intermediate Schools

Woodland Elementary and Intermediate Schools are located within the Town of Harrison on the urban fringe. The students here are mainly bused due to hazardous situations. However, there is a walkway that does connect the school to the subdivision south of the school and there is a walkway that is located at the corner of N. Coop Road and Manitowoc Road.

➤ ***Mode of Travel by Woodland Elementary and Intermediate School Students:***

1. *School Bus (71%)*
2. *Family Vehicle (20%)*
3. *Walking (4%)*
4. *Bicycling (3%)*
5. *Carpooling (2%)*

Mode	Average Percentage	AM	PM
Walk	4%	3%	4%
Bike	3%	3%	3%
School Bus	71%	72%	70%
Family Vehicle	20%	20%	19%
Carpool	2%	3%	3%
Transit	0%	0%	0%
Other	1%	1%	1%

Figure 13: Woodland Elementary & Intermediate Schools Student Survey Results

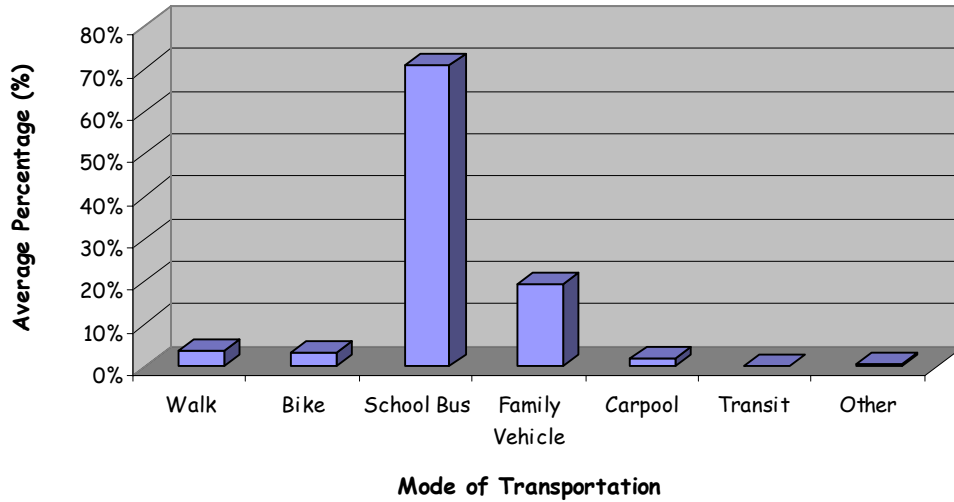
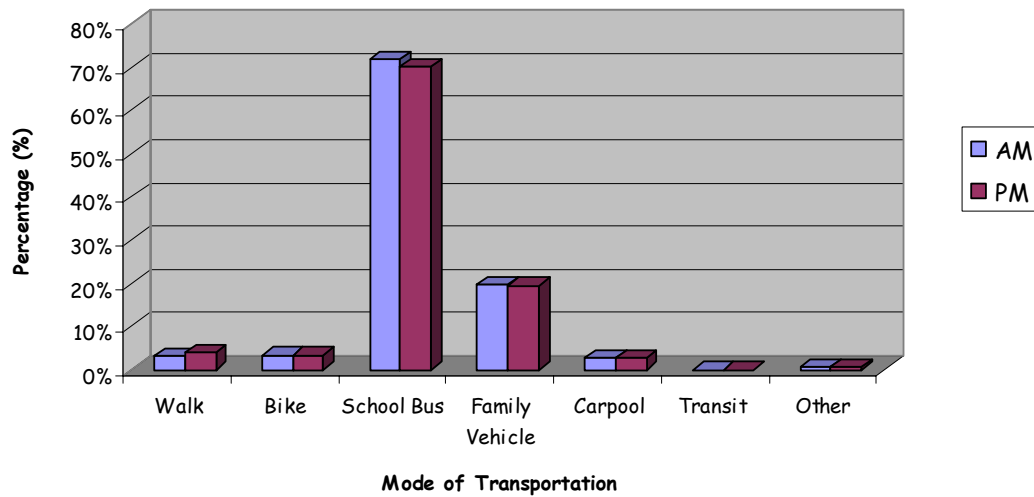


Figure 14: Woodland Elementary & Intermediate Schools Student Survey Results - Morning and Afternoon Comparison



Mapleview Intermediate School

Mapleview Intermediate School is located in the business district of the Village of Kimberly. Sidewalks are located in a number of neighborhoods surrounding the school as well as around the school.

➤ ***Mode of Travel by Mapleview Intermediate School Students:***

1. *School Bus (37%)*
2. *Family Vehicle (28%)*
3. *Biking (18%)*
4. *Walking (9%)*
5. *Carpooling (5%)*

<i>Figure 15: Mapleview Intermediate School - Student Survey Results</i>			
Mode	Average Percentage	AM	PM
Walk	9%	6%	13%
Bike	18%	19%	18%
School Bus	37%	37%	38%
Family Vehicle	28%	34%	24%
Carpool	5%	5%	6%
Transit	0%	0%	0%
Other	1%	1%	1%

Figure 16: Mapleview Intermediate School Student Survey Results

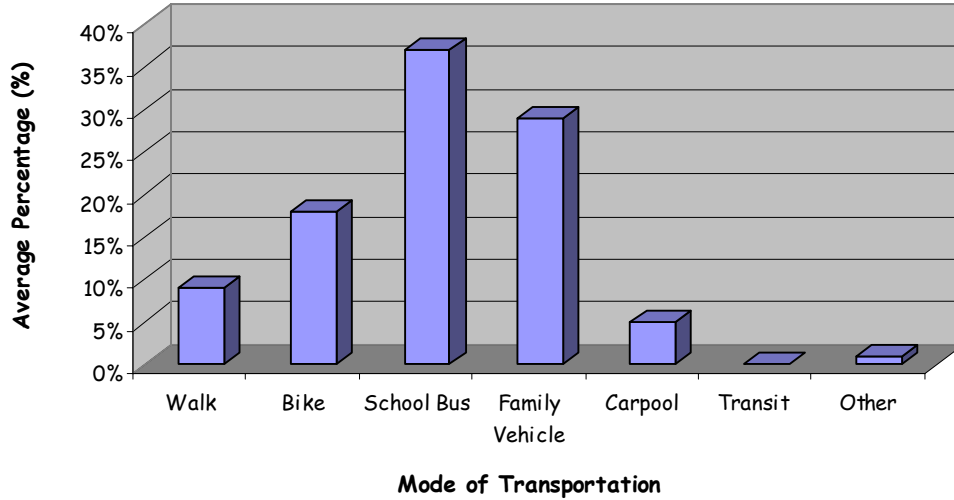
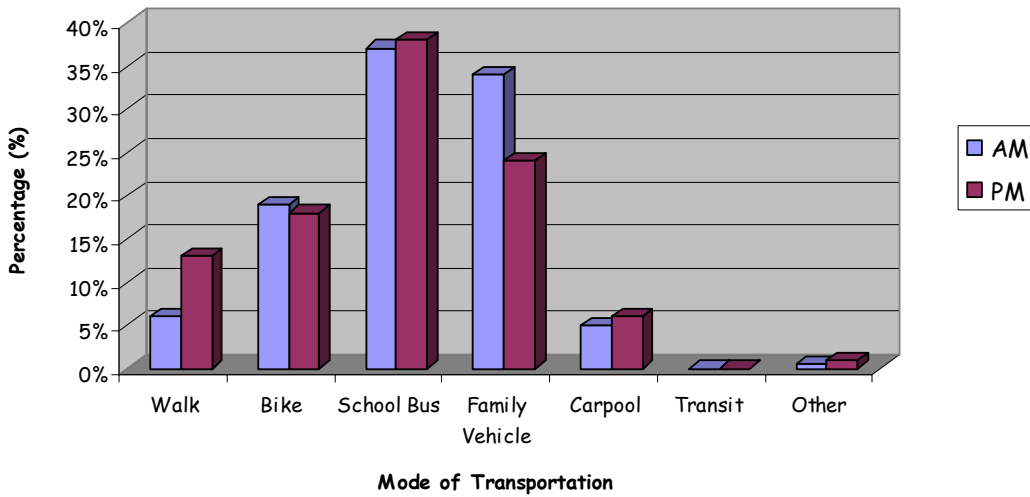


Figure 17: Mapleview Intermediate School Student Survey Results - Morning and Afternoon Comparison



J.R. Gerritts Middle School

J.R. Gerritts Middle School is the only middle school in the KASD. Sidewalks surround the school connect with nearby residential areas. CTH CE and CTH KK are considered hazardous situations and too dangerous for students to cross. Therefore, students who would have to walk or bike across this roadway are bused.

➤ **Mode of Travel by J.R. Gerritts Middle School Students:**

1. *School Bus (49%)*
2. *Family Vehicle (22%)*
3. *Biking (15%)*
4. *Walking (9%)*
5. *Carpooling (5%)*

Figure 18: J.R. Gerritts Middle School - Student Survey Results			
Mode	Average Percentage	AM	PM
Walk	9%	7%	11%
Bike	15%	16%	15%
School Bus	49%	54%	43%
Family Vehicle	22%	20%	23%
Carpool	5%	4%	7%
Transit	0%	0%	0%
Other	0%	0%	0%

Figure 19: J.R. Gerritts Middle School Student Survey Results

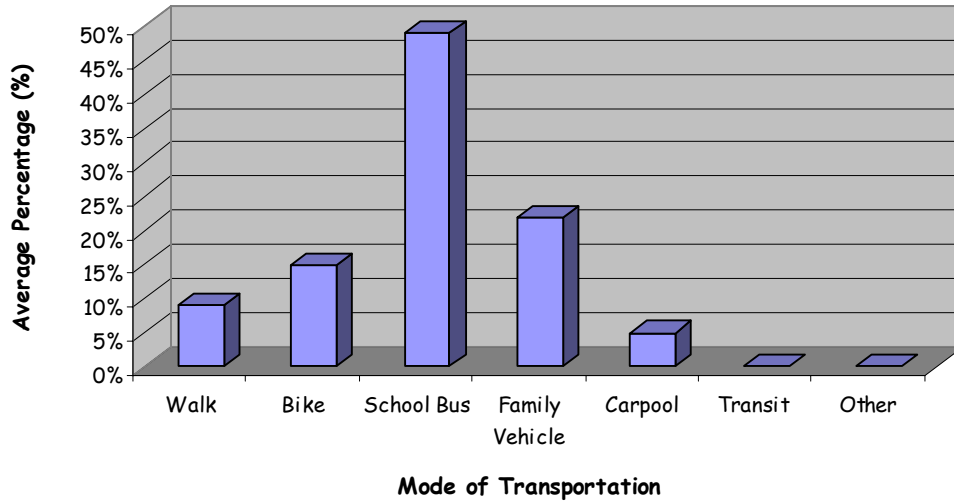
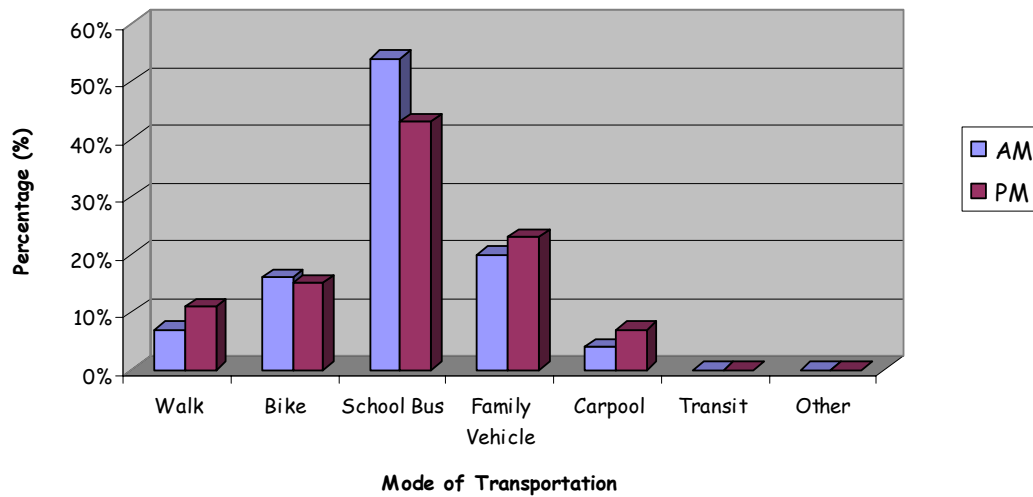


Figure 20: J.R. Gerritts Middle School Student Survey Results - Morning and Afternoon Comparison

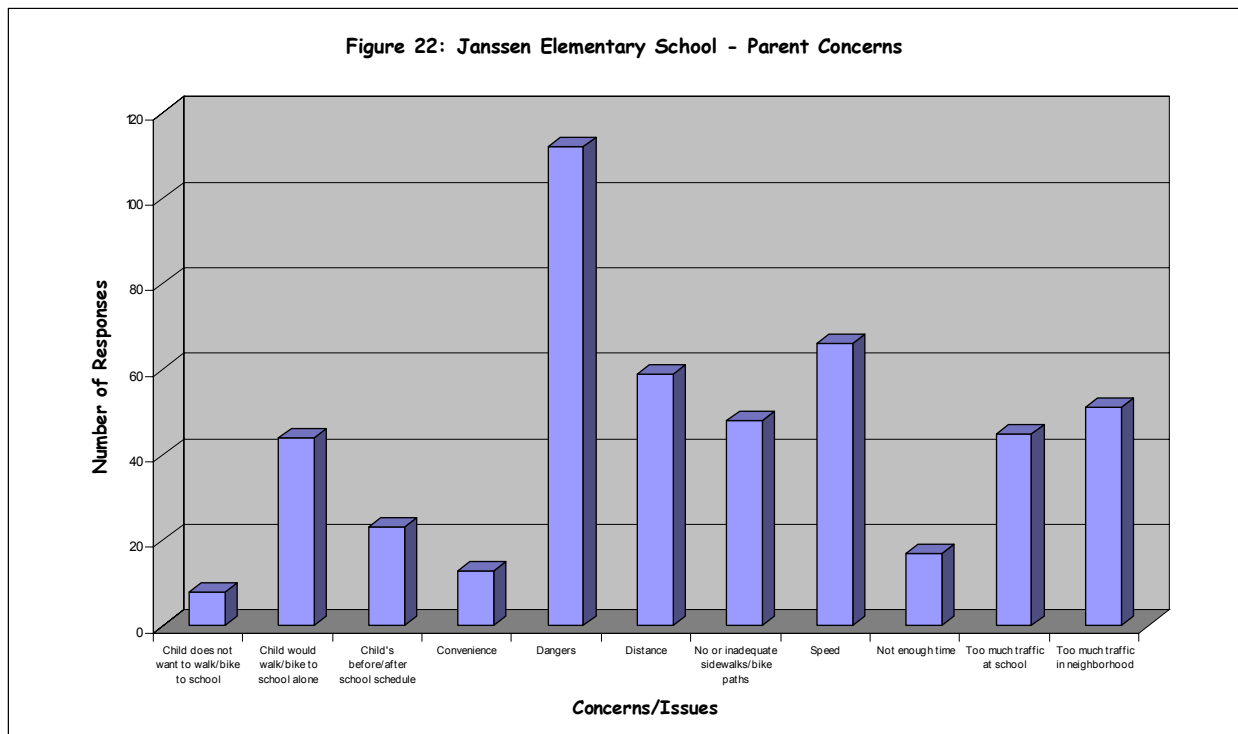


PARENT SURVEYS

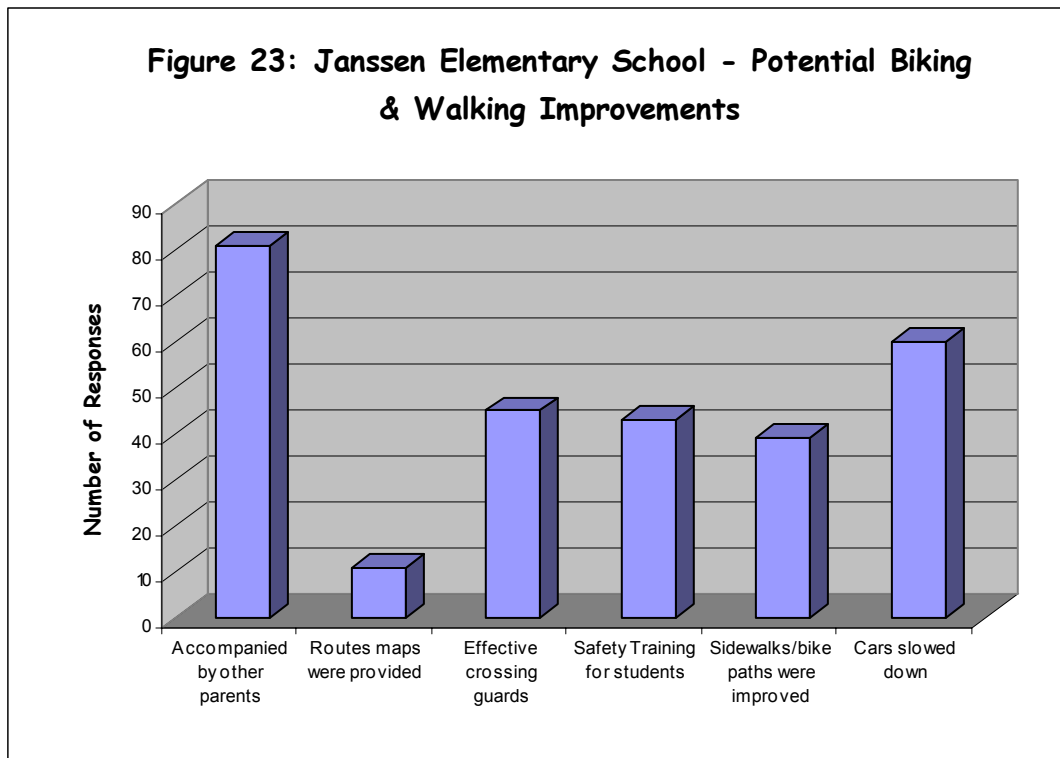
A parent survey was conducted to get a better idea of the concerns and safety issues that parents may have with regards to allowing their children to walk and bike to school. The survey also asked parents what they would like to see improved with regards to the safety at and around the schools. Parent surveys were conducted in the fall of 2006. A copy of the parent survey and comments from the parents can be found in the appendix. Below are the results of the parent survey for each of the individual schools.

Janssen Elementary School

- **Parents top concerns for their children walking and biking to school:**
 1. Dangers (strangers, bullying, dogs, etc.)
 2. Speed - cars drive too fast through the neighborhood
 3. Distance - school is too far away from home



- The top three provisions that would allow parents to have their children walk or bike to school were:
1. Accompanied by other parents
 2. Cars slowed down
 3. Crossing guards were more effective (added positions/changed locations)

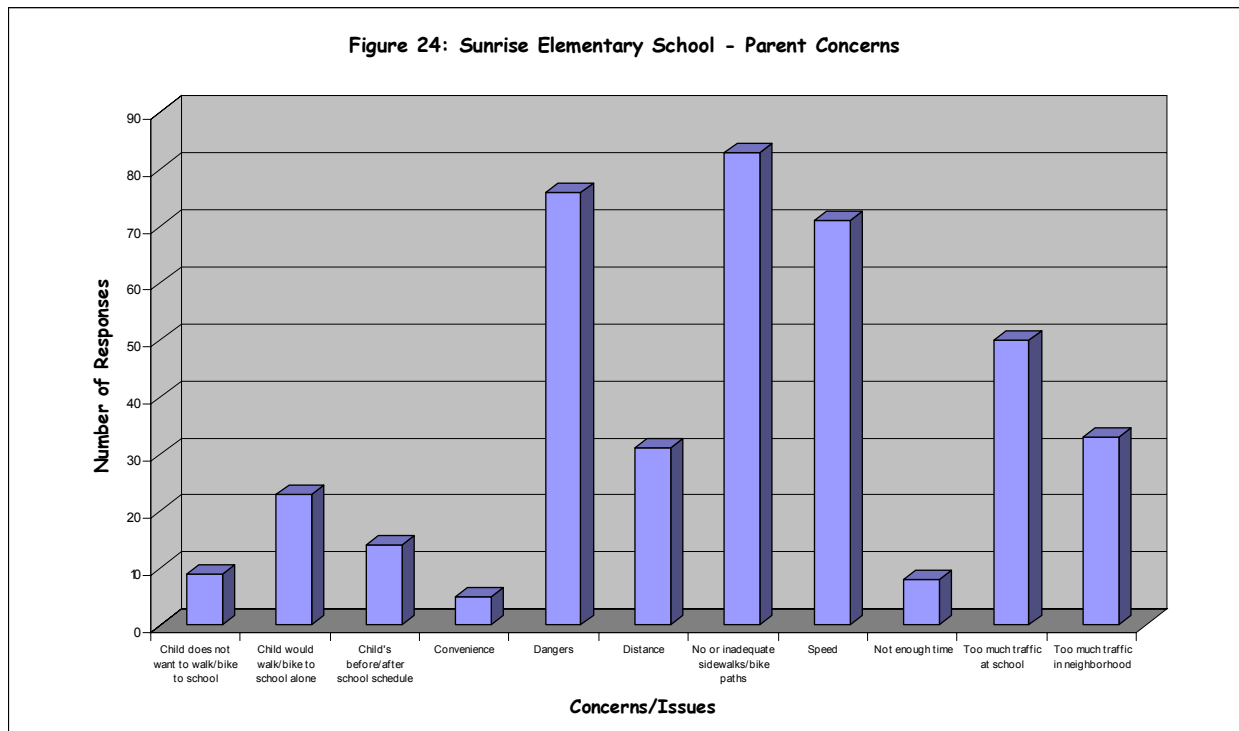


Sunrise Elementary School

Parents at Sunrise Elementary School expressed concerns with having their children walking or biking to school.

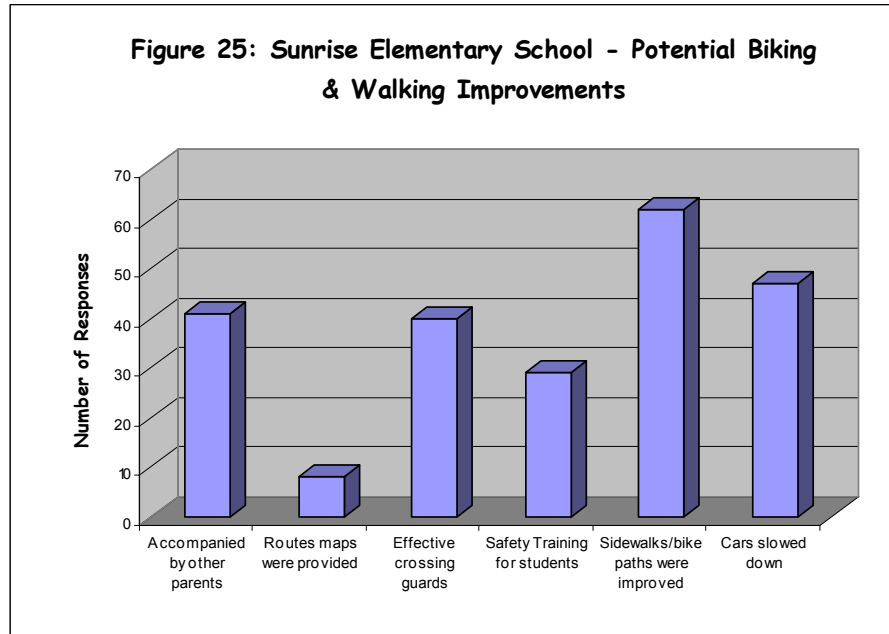
- **Parents top concerns for their children walking and biking to school:**
 1. Lack of or inadequate sidewalks/bike paths on the routes to school;
 2. Presence/perception of dangers (i.e. strangers, bullying dogs, etc.)
 3. Speed (cars driving too fast through the neighborhood)

- **Additional concerns:**
 1. Students crossing CTH N;
 2. Speeds and the amount of vehicles traveling on CTH N.



- **The top three provisions that would allow parents to have their children walk or bike to school were:**
 1. Sidewalks and bike paths would have to improved in order to allow them to walk or bike to school;
 2. Having vehicles slow down; &
 3. Making crossing guards more effective (adding positions/changing locations).

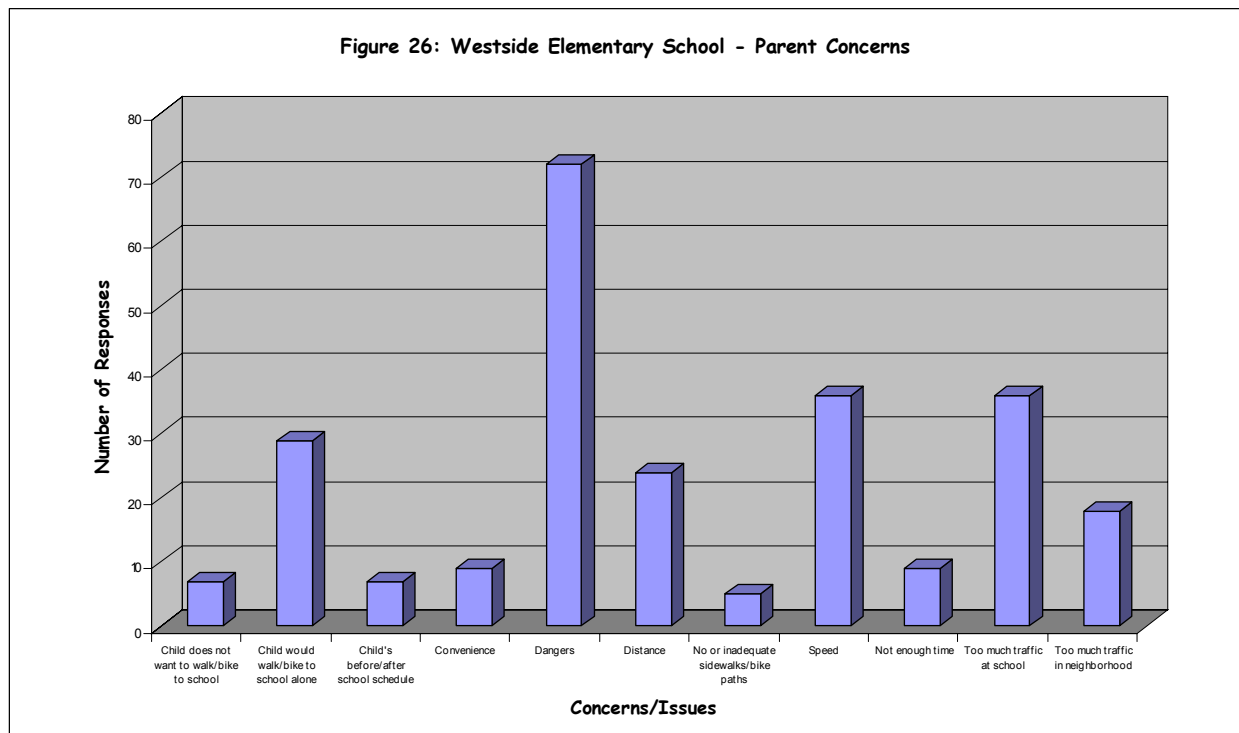
Parents noted that sidewalks along CTH N and Noe Road would provide students with a safe route to get to school.



Westside Elementary School

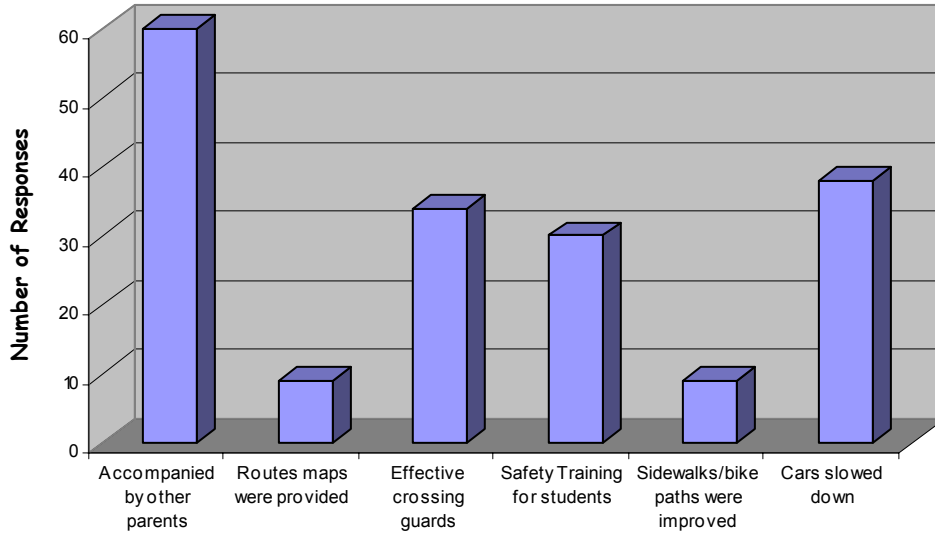
Parent surveys were conducted at Westside Elementary School to get a better understanding of the concerns and issues that parents had with allowing their children to walk or bike to school. The number one reason why parents are concerned with allowing their children to walk or bike to school is because of the presence/perception of dangers (i.e. strangers, bullying, dog, etc.). There are a number of registered sexual offenders that live within the neighborhoods surrounding Westside Elementary School.

- **Parents top concerns for their children walking and biking to school:**
 1. Presence/perceptions of dangers (i.e. strangers, bullying, dogs, etc.);
 2. Speed of vehicle driving through the neighborhoods; &
 3. High amount of traffic at the school.



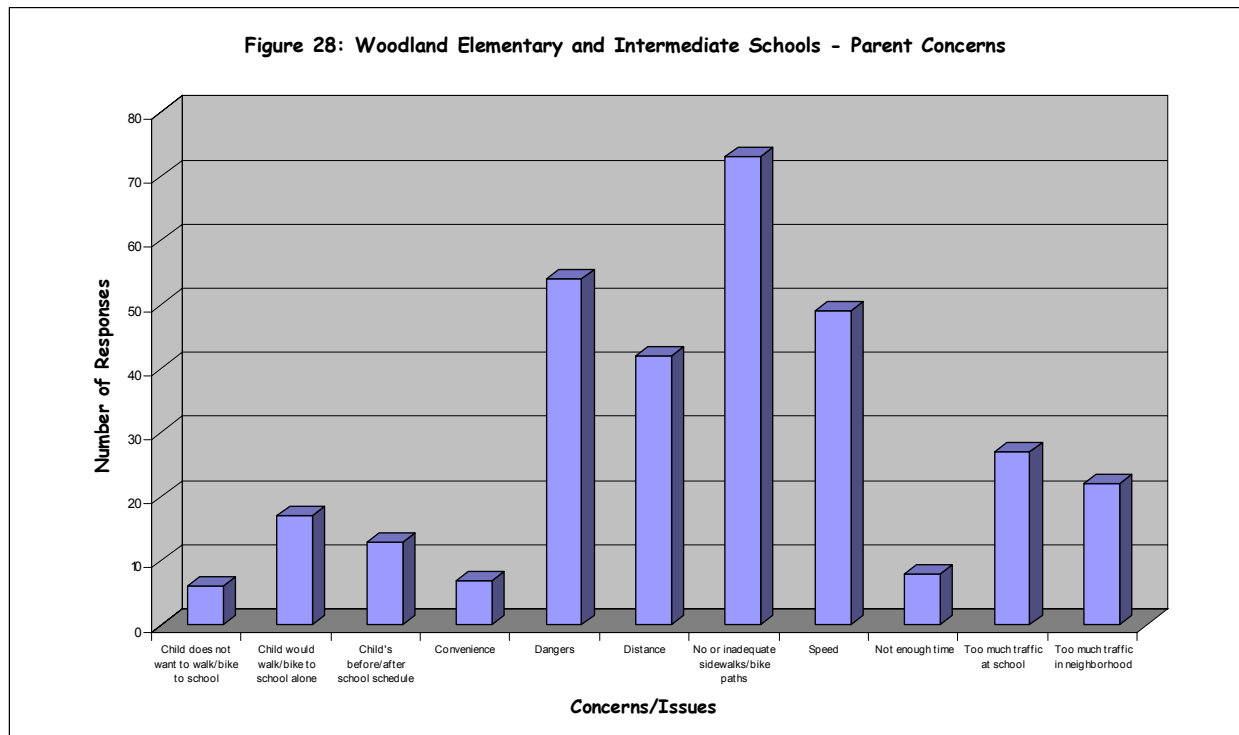
- **The top three provisions that would allow parents to have their children walk or bike to school were:**
 1. Accompanied by other parents;
 2. The speeds of vehicles slowed down at and around the school; &
 3. If the crossing guards were more effective.

Figure 27: Westside Elementary School - Potential Biking & Walking Improvements



Woodland Elementary and Intermediate Schools

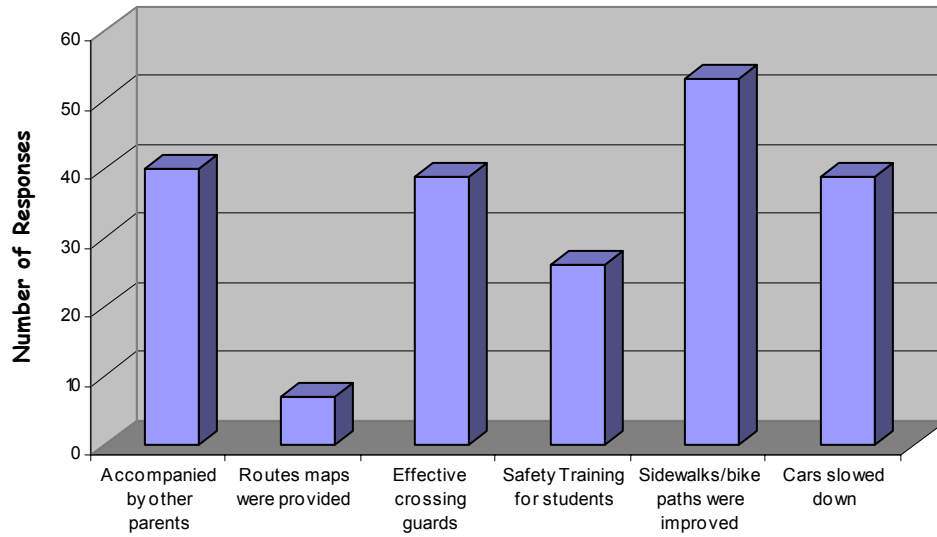
- **Parents top concerns for their children walking and biking to school:**
 1. Lack of or inadequate sidewalks/bike paths on the route to school;
 2. Presence/perception of dangers (i.e. strangers, bullying, dogs, etc); &
 3. Speed of traffic on surrounding roadways..



- **The top three provisions that would allow parents to have their children walk or bike to school were:**
 1. Sidewalks/bike path improved;
 2. Accompanied by other parents; &
 3. Effective crossing guards.

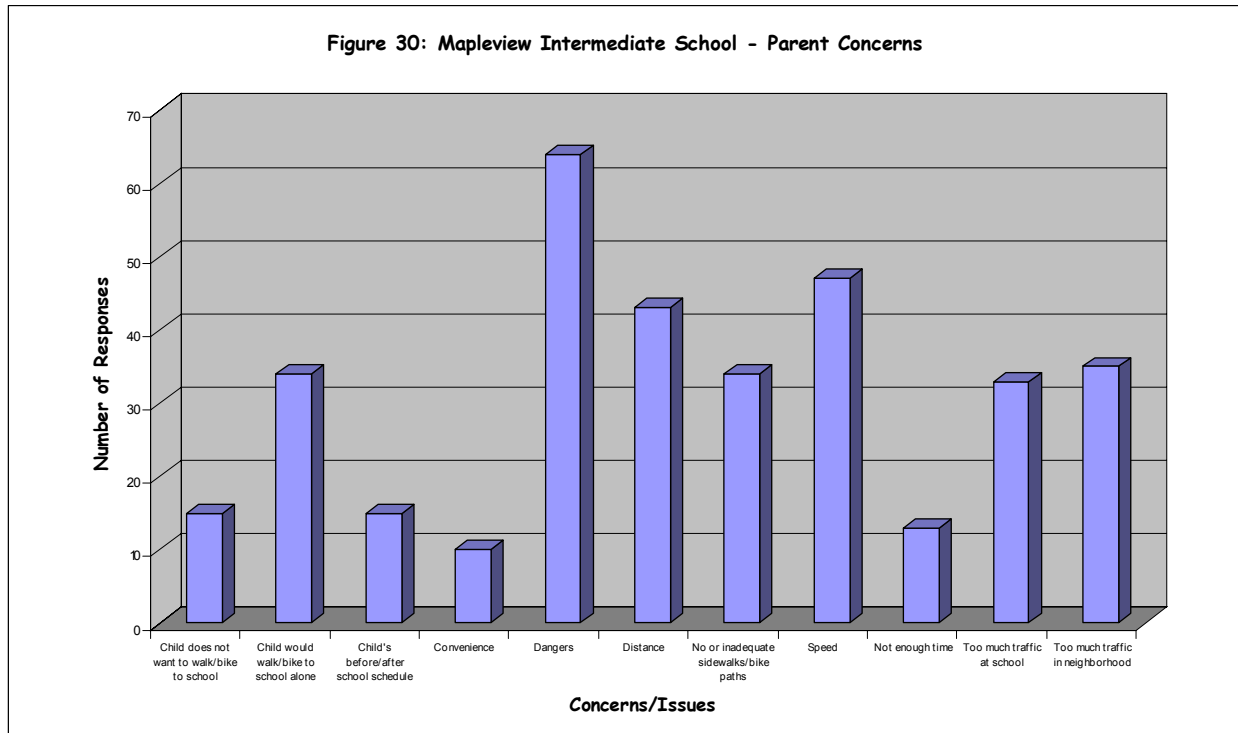
Parents were also concerned with having their children crossing STH 114, USH 10, CTH KK, Manitowoc Road, and N. Coop Road.

Figure 29: Woodland Elementary and Intermediate Schools - Potential Biking & Walking Improvements



Mapleview Intermediate School

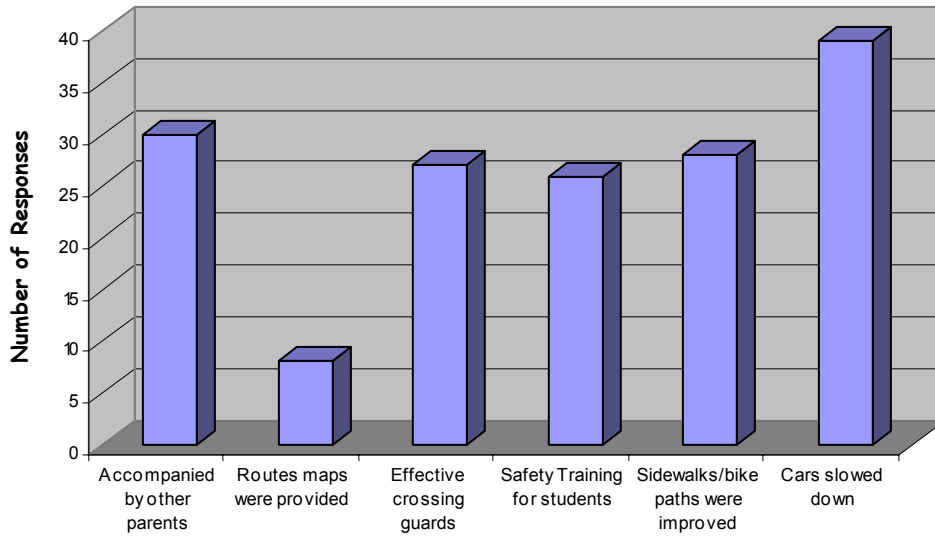
- **Parents top concerns for their children walking and biking to school:**
 1. Presence/perception of dangers (i.e. strangers, bullying, dogs, etc.);
 2. Speed of vehicles at and around school grounds; &
 3. Distance (too far for allowing their children to walk or bike to school).



- **The top three provisions that would allow parents to have their children walk or bike to school were:**
 1. Vehicles slowed down;
 2. Accompanied by other parents; &
 3. Sidewalks/bike paths were improved.

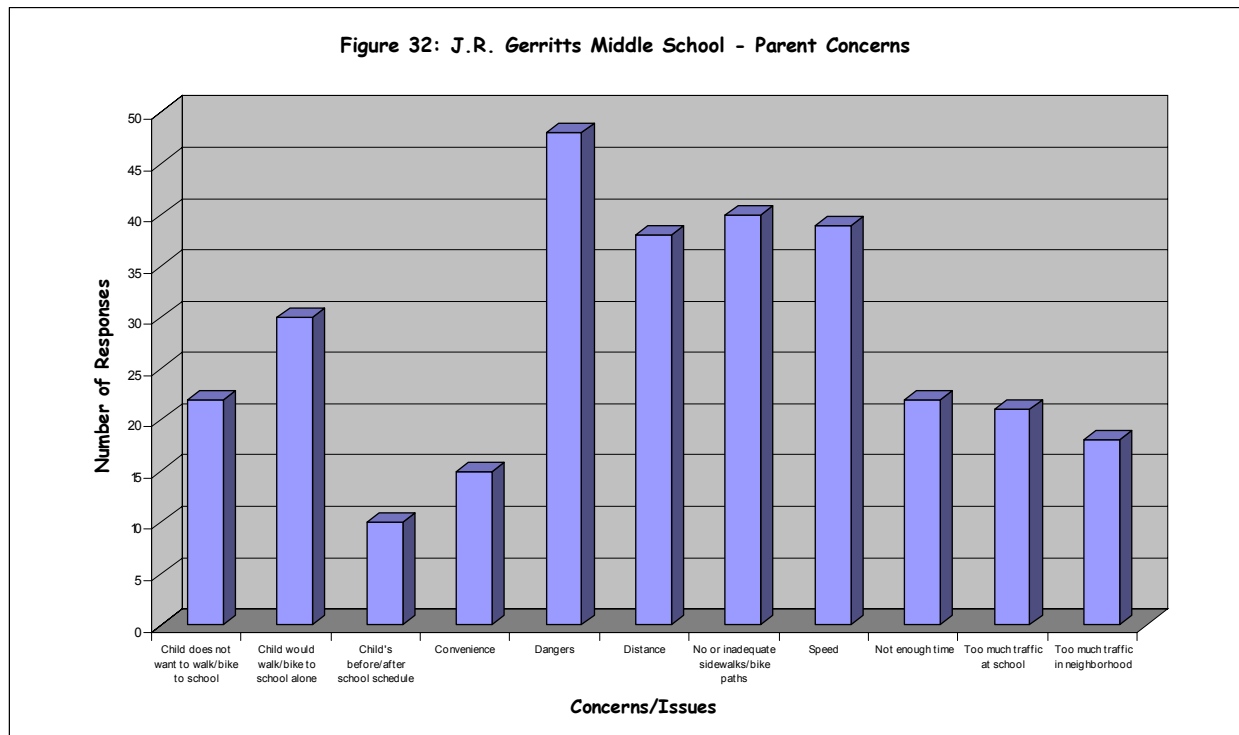
In the written comments, parents expressed concerns with allowing their children to cross CTH CE, CTH N, CTH KK, and Railroad Street (see Appendix D for additional comments).

Figure 31: Mapleview Intermediate School - Potential Biking & Walking Improvements



J.R. Gerritts Middle School

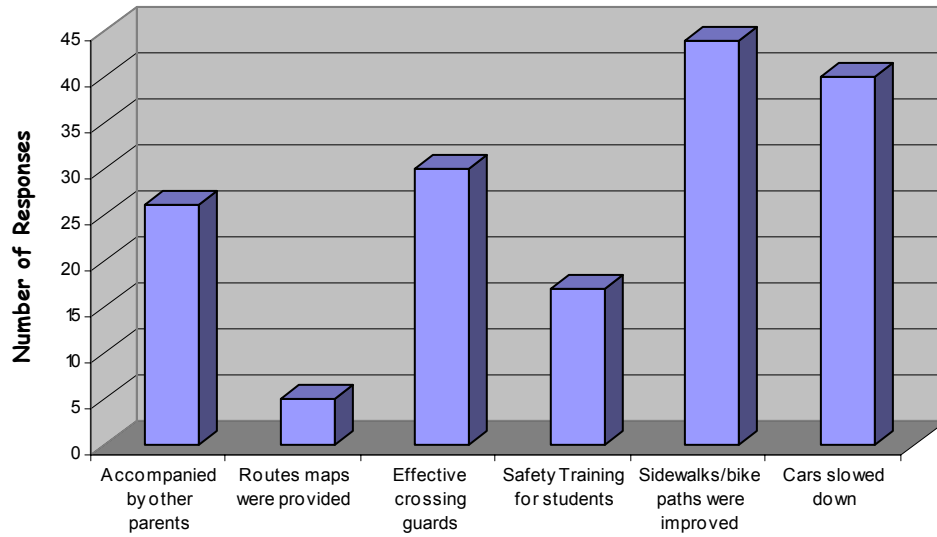
- **Parents top concerns for their children walking and biking to school:**
 1. Presence/perception of dangers (i.e. strangers, bullying, dogs, etc.)
 2. Lack of or inadequate sidewalks/bike paths; &
 3. Speed of vehicles at and around the school.



- **The top three provisions that would allow parents to have their children walk or bike to school were:**
 1. Sidewalks/bike paths were improved;
 2. Vehicles slowed down; &
 3. Effective crossing guards.

Parents are concerned with children crossing heavily traveled roadways such as CTH CE, CTH N, and CTH KK (see Appendix #).

Figure 33: J.R. Gerritts Middle School - Potential Biking & Walking Improvements



BUSING POLICIES AND HAZARDOUS BOUNDARIES

Students living outside of the two mile buffer around the school in which they attend are bused or if they are living near an area/roadway that is considered hazardous. The Kimberly Area School District has developed a Hazardous Transportation Plan. The plan describes areas that are less than two miles from school and are considered unusually hazardous for pupils to walk to and from school. These areas are as follows:

- **Area 1:** The Sunrise Elementary School attendance area with the exception of streets that immediately border the school.
- **Area 2:** Pupils that are required to cross College Avenue (CTH CE) from the south to attend Kimberly High School, J.R. Gerritts Middle School, Mapleview Intermediate School, Westside Elementary School, Janssen Elementary School, and the Holy Spirit Kimberly School Campus.
- **Area 3:** Pupils that are required to walk on State Street (CTH Z) from the railroad crossing to Ryan Street east to Ryan Street south to Buchanan Road (CTH K) and west to Marcella Street to attend Janssen Elementary School.
- **Area 4:** The Holy Spirit Darboy Campus attendance area with the following exceptions:
 - The area bordered by Emons Road on the north (Emons Road excluded - meaning those students will still be bus eligible).
 - Pinecrest Blvd. and North Coop Rd. on the west (North Coop south of Calumet Ave. (CTH KK) excluded).
 - Hearthstone Dr. on the south (Hearthstone Dr., Jade Ct., Onyx Ct., and Opal Ct. excluded).
 - Students living on Noe Road and Main Street would remain bus eligible due to unusually hazardous conditions.
- **Area 5:** The entire Mount Calvary Lutheran attendance area until such time there is development and infrastructure to support safe walking passage.
- **Area 6A & 6B:** The Woodland School Elementary and Intermediate attendance areas until such time there is development and infrastructure to support safe walking passage with the exception of the subdivision immediately to the south of Woodland School commonly referred to as Woodland Trails.
- **Area 7:** Pupils on the north side of Kennedy Ave. between Doefler Drive and Schelfhout Lane who reside in the area of Kokke Lane and Dorothy Court that are required to walk to Janssen Elementary School.

(Source: Kimberly Area School District, 2007-2008)

CHAPTER 3: IDENTIFYING SAFETY ISSUES

CHAPTER 3: IDENTIFYING SAFETY ISSUES

SCHOOL SITE TRAFFIC OBSERVATIONS

Bike and walk audits were conducted at each of the participating schools in Spring of 2008. The bike and walk audit provided committee members and parents what the safety concerns at and around the schools. Each person conducting the bike and walk audit was given a bike and walk audit checklist (See Appendix D), a comment sheet, an overview map of the school, and detailed maps of the school area. Volunteers conducting the audits were asked to write down any safety concerns or issues that they may have seen while observing children being picked up or dropped off on school grounds or the areas around the school. These concerns would then be noted through comments and mapped.

JANSSEN ELEMENTARY SCHOOL

Janssen Elementary School is located within the Village of Combined Locks at the corner of Wallace St. and Park St.

➤ **Traffic at school**

- Parents parking in front of the school up to a $\frac{1}{2}$ hour before dismissal.
 - Most parents parked their car and then went directly to the school to pick up their child(ren).
- Very little traffic in the area except for school related traffic.
- Crossing guards were at good locations.
- Separate bus loading and unloading area.

➤ **Enforcement**

- Police presence before and during school dismissal.
- Squad car parked near school.

➤ **Bike Racks**

- Sufficient bike racks.
- Located on the far west side of the school.

There were no major pedestrian/bicyclist concerns at this school.

SUNRISE ELEMENTARY SCHOOL

Sunrise Elementary School is located within the Town of Harrison. All of the students that attend this school are bused to and from the school due to the lack of sidewalks in neighborhoods near the school.

- ***Off-street trail within the Darboy Community Park***
 - This trail is used by a number of students for walking or biking to school.
 - Trail facility ends at Noe Road.
- ***Concerns with Noe Road***
 - Lack of pedestrian facilities.
 - Narrow roadway, with little or no shoulder.
 - Volunteers noted a 25 mph speed limit.
 - Volunteers noted that they felt uncomfortable crossing Noe Road due to the speed of the traffic.
- ***Pick up and drop off area***
 - Separate drop off and pick up area for buses.
 - Separate drop off and pick up area for parents.
 - Signage at the school for these areas was confusing.
 - Noted that students were being dropped off in the south parking lot (bus drop off only) and students were crossing into buses.
- ***School Zone Signs***
 - Lack of school zone signs on the streets adjacent to the school.
- ***Concerns with Hoelzel and Exploration Drive***
 - Lack of school zone signs.
 - Lack of pedestrian facilities.
 - Volunteers felt uncomfortable allowing their children to walk or bike on these streets.



Noe Road in the Town of Harrison

Volunteers noted a possible sidewalk on the east side of the school continued to Exploration Drive would give walkers and bikers a "safe zone" so they would not have to cross traffic within the parking lot. Bike racks were located on the south side of the school but not on the east side of the school.



Students biking on Noe Road

WESTSIDE ELEMENTARY SCHOOL

Westside Elementary School is a neighborhood school located within the Village of Kimberly near Sunset Park.

➤ **Traffic at school**

- Majority of parents parked their vehicle, walk to the school and picked up their children;
- Number of cars parked illegally or parked in the handicap spot;
- There were a few students that ran into the middle of the street to get to their parent's car.

➤ **Bike Racks**

- Sufficient bike racks.
- Located on the east side of the school.
- Bike racks were fairly full.



Bike racks at Westside Elementary School

➤ **Sidewalks**

- Sidewalks around the school are generally in good condition
- Crosswalks at Railroad St. and 3rd St. are not well marked
- Handicap ramp is needed in front of the school building near the crosswalk.

➤ **Crossing Guards**

- Crossing guard did a great job with assisting the students and the traffic.

WOODLAND ELEMENTARY & INTERMEDIATE SCHOOLS

Woodland Elementary and Intermediate Schools are located on the same campus. However, each of these schools have different start and end times.

➤ *Traffic at school*

- Separate bus loading and unloading area located on the west side of the school.
- Parents parked in the front of the school to pick up children.
- There were a few cars that were parked in the handicap spots without handicap stickers.
- A few cars were double parked waiting to pick up their children.
- Perhaps having pick up and drop off procedures at school during orientation would resolve these issues.



Pedestrian walkway to Woodland Trails Subdivision

➤ *Bike Racks*

- Bike racks are located on the south side of the school.
- Bike racks are full during the fall and spring months.
- An additional bike rack will be located on the north side of the school during the 2008-2009 school year.
 - This will avoid having students traveling on the same roadway as vehicles in front of the school

➤ *Pedestrian Facilities*

- An off-road trail facility links the school with the Woodland Trails subdivision.
- An additional off-road trail facility is located at the corner of Manitowoc Road and N. Coop Road.

➤ *Concerns with Manitowoc Road and N. Coop Road*

- Concerns with the speed of vehicles traveling on this roadway.
- Large number of drivers that failed to yield for pedestrians.
- During the bike and walk audit, it was observed that there was not a crossing guard at this intersection.



Students using the pedestrian walkway across from Woodland Elementary and Intermediate School

➤ ***Concerns with current bus stop locations***

- Parents expressed concerns with the current bus stop located in the subdivision just north of Manitowoc Road.
- Parents would like to work with the school district and the bus company to come up with an alternative location.

MAPLEVIEW INTERMEDIATE SCHOOL

Mapleview Intermediate School had the majority of their students walking or bicycling to school. The school is located within the downtown of the Village of Kimberly.

➤ ***Traffic at school***

- Separate bus loading and unloading area located on the south side of the school.
- Parents parked along Maple Street to pick up their children.
- No crossing guards located on Kimberly Avenue and a number of students crossed the road themselves.
- Students living in the subdivisions to the south of the school, do not walk along John St. to get to their house because of the high traffic volumes at J.R. Gerritts Middle School.

➤ ***Bike Racks***

- Bike racks are located main entrance of the school.
- Bike racks are full.
- Some bikes were locked up along the chain-linked fence.
- Perhaps having additional bike racks on the near another entrance may allow more students to bike to school.

➤ ***Sidewalks Facilities***

- In general sidewalk facilities are in a good condition.

J.R. GERRITTS MIDDLE SCHOOL

J.R. Gerritts is the only middle school within the Kimberly Area School District. Students attending this school are required to cross a number of barriers including railroad tracks adjacent to the school and two major county highways, CTH KK and CTH CE.

- **Traffic at school**
 - Separate bus loading and unloading area located in parking lot adjacent to the school.
 - Number of parents pick up their children along John Street.
 - No crossing guards at the front of the school to assist students in crossing the road at John Street and Papermaker Avenue.
- **Bike Racks**
 - Bike racks are located near the bus parking entrance and John Street.
 - Bike racks are full during the fall and spring months.
 - Not a lot of students wearing bike helmets.
- **Pedestrian Facilities**
 - An off-road trail facility links school with subdivisions located on the east side of the school.
 - It was noted that a number of students use this facility.
- **Concerns with Railroad Tracks**
 - Near the railroad tracks and John Street, a number of drivers were not stopping for the stop sign at the railroad tracks.
 - During the bike and walk audit, it was observed that out of the 22 students that volunteers saw biking near this area, only 1 was wearing a helmet and one student even road their bike down the railroad tracks.
- **Concerns with CTH KK**
 - Concerns with the amount of traffic on this roadway.
 - Average daily traffic of 30,000 vehicles per day (Source: WisDOT, 2004)
 - Concerns with the speed of the vehicles traveling on this roadway.
 - Sidewalks on CTH KK
- **Concerns with CTH CE**
 - Concerns with the amount of traffic on this roadway.
 - Average daily traffic of 25,800 vehicles per day (Source: WisDOT, 2004)
 - Concerns with the speed of vehicles traveling on this roadway.
 - CTH CE Trail runs along CTH CE from the City of Appleton to Kaukauna
 - Heart of the Valley YMCA also located near CTH CE Trail
- **Concerns with the intersection of Railroad Street and CTH CE**
 - Students crossing 4 lanes of traffic
 - No traffic calming or pedestrian friendly facilities at this intersection.

Concerns with John Street and Kennedy Avenue

- High amount of traffic at this location
- Buses travel on John St. and Kennedy Ave. to the High School.
- Kennedy Avenue uncomfortable to walk or bike on because of high traffic volumes and speeds of drivers.
- No crosswalks at this intersection.
- Entrance to the Heart of the Valley YMCA.



The intersection of Railroad Street and the CTH CE in Outagamie County.

NEIGHBORHOOD/COMMUNITY MEETING

A Neighborhood/Community meeting (See Appendix E) was held on Wednesday, March 19th, 2008 from 6:00 p.m. - 8:00 p.m. at J.R. Gerritts Middle School Commons. Representatives from the Kimberly SRTS Task Force along with the principals for each of the schools and representatives from local law enforcement and the department of corrections were present. Parents expressed their concerns with the amount of traffic and speeds of traffic at and around the schools. Those people who attended the meeting were very receptive to the SRTS program and would like to see additional safety programs incorporated within the schools.

Exhibit 5
Janssen Elementary School - Bike and Walk Audit Results

Exhibit 6
Sunrise Elementary School - Bike and Walk Audit Results

Exhibit 7
Westside Elementary School - Bike and Walk Audit Results

Exhibit 8
Woodland Elementary and Intermediate Schools -
Bike and Walk Audit Results

Exhibit 9
Mapleview Intermediate School - Bike and Walk Audit Results

Exhibit 10
J.R. Gerritts Middle School - Bike and Walk Audit Results

**CHAPTER 4: SAFE ROUTES TO SCHOOL &
SAFETY RECOMMENDATIONS**

CHAPTER 4: SAFE ROUTES TO SCHOOL & SAFETY RECOMMENDATIONS

GENERAL POLICY RECOMMENDATIONS

The Kimberly SRTS task force has devised a number of recommendations for their program. The task force is committed to implementing these recommendations and the recommendations can be found in Figure 34.

Education

There are a number of educational programs that the Kimberly Area SRTS Task Force would like to incorporate into their SRTS Programs.

- ***Bike Safety Education***
 - Work with Fox Valley Metro Police Department, Calumet County, & Outagamie County Sheriff's Department to conduct bike rodeos.
 - Work with the Heart of the Valley YMCA with their Healthy Kids Day activities.
 - Incorporate bike safety curriculum into the physical education program.
- ***Poster Contest***
 - In art class, students could create signs that say "No Parking" or "No Idling".
 - Students could create posters demonstrating what they learned regarding bike and pedestrian safety.
- ***Awareness, Education, and Marketing Campaign***
 - Educating parents on proper pick up and drop off procedures.
 - Public service announcements to educate the community on pedestrian and bicyclist safety issues.
 - Activities to encourage students to walk or bike to school.

Encouragement

As mentioned previously, the task force deems that it is important to have encouragement programs to supplement the education programs.

- ***Walk to School Day***
 - The community could become involved by including "superstars" (i.e. football players, basketball players, the mayor, principal or teachers) to walk with the students.

- Themed Walk to School Day
- Walking Wednesdays
- ***Mileage Punch Card Program***
 - Principal would be stationed at one of the entrances.
 - Students who are walking to school that day would receive a punch on their punch card
 - Students with completed punch cards would be able to turn their punch cards in for a Toe Token or for a prize drawing.
 - On days when it is snowing or raining, students may receive double punches for their cards.



Students participating in Walk to School Day

Enforcement

- ***Crossing Guard Program***
 - Kimberly Area School District and the Fox Valley Metro Police Department have a crossing guard program.
 - Adult crossing guards assist pedestrians and bicyclists across roadways.
 - Equipment used by the crossing guards is a bit outdated.
- ***Enforcement of "No Parking" areas around the schools using the progressive approach***
 - 1st offense - Drivers parking in a no parking area would receive a flyer regarding the appropriate pick up and drop off procedures at the school.
 - 2nd offense - The driver would receive a warning.
 - 3rd offense - The driver would receive a ticket from local law enforcement.
 - 4th offence - The fine for the ticket would double.
- ***No Parking or No Idling Signs***
 - It was recommended by the SRTS Task Force to have students in an art class make No Parking or No Idling signs to remind drivers that the area around the school has children.

Engineering

School specific engineering recommendations can be found in the next section. General engineering recommendations made by the Kimberly SRTS Task Force are listed below.

- ***Paint ladder style crosswalks at key locations where students cross***
- ***Parent Teacher Organization (PTO) to form a "Dad's Club"***
 - "Dad's Club" would assist with making signs for No Parking areas or help with the construction of a sheltered bike rack.

Evaluation

- ***Parent Surveys***
 - Continue to address issues that parents have regarding allowing their child(ren) to walk or bike to and from school.
 - Have one of the math classes do the statistical analysis on the surveys.
- ***Student Surveys***
 - Continue to see what mode of transportation students are using to get to and from school.
 - The student survey will allow the SRTS task force to see if more students are walking or biking to and from school.
 - Have one of the math classes do the statistical analysis on the surveys.
- ***Geography Class***
 - Have each student put a push pin on a map as to where they live.
 - The color of the push pin would match a mode of transportation (i.e. Blue push pin = biking).
 - This map could be utilized by the SRTS Task Force to see where the majority of students who are walking or biking to school are coming from.
- ***Bike and Walk Audits***
 - Continue to assess each school and areas around the school for additional safety concerns.

The Kimberly SRTS Task Force will continue to do parent and student surveys to see if attitudes and behaviors are changing.

SCHOOL SPECIFIC POLICY RECOMMENDATIONS

Janssen Elementary School

There were a few engineering recommendations for Janssen Elementary School. For the most part, there were very few safety concerns for this school during the bike and walk audit. The number of students that walk or bike to this school is significantly lower than a few of the other schools within the Kimberly Area School District. Approximately half of the students are getting to school by family vehicle.

- ***Additional school zone signs at Wallace Street***
- ***Promoting biking and walking through some encouragement programs***
 - Mileage Club Card Program
 - Walking Wednesdays
 - School competitions to see which school can have the most students bike or walk to school.

Sunrise Elementary School

There were a number of safety concerns at Sunrise Elementary School noted in the bike and walk audit.

- ***Add school zone signs on roadways adjacent to the school***
 - i.e. Midway Road, Skippers Lane, Exploration Avenue, and Hoelzel Way
- ***Provide pedestrian facilities (i.e. off-road paths or wider shoulders)***
 - Work with the Town of Harrison and Kimberly Area School District to potentially provide pedestrian facilities (i.e. off-road paths or wider shoulders) along some of the heavily traveled roadways (i.e. Noe Road)
- ***Change the signs for pick up and drop off areas for the buses and parents***
 - Additional information regarding pick up and drop off procedures could be distributed during orientation.



Students locking up their bikes at Sunrise Elementary School

- *Have a school official open and close the gate located at the multi-use trail near the Darboy Community Park to the school.*
 - This could be done before school begins and after school is dismissed.
- *Additional bike racks*
 - Potentially on the east side of the school.

Westside Elementary School

- *Gating the walking path*
 - So people do not drive on school property.
- *Installing a curb ramp in front of the school crosswalk location*
- *Adding additional crosswalks at 2nd Street and Wilbur Street*

Woodland Elementary and Intermediate Schools

There are a few recommendations for Woodland Elementary and Intermediate Schools.

- *Include pick up and drop off information in orientation packet for parents*
- *Paint ladder style crosswalks (at school and on Manitowoc Road)*
- *Work the Kimberly Area School District and the parents living within the subdivision directly northeast of the schools to develop bus stop locations.*

Mapleview Intermediate School

There are quite a few students that get to and from Mapleview Intermediate School by bike.

- *Provide additional bike racks (i.e. bikes were locked to the fence and potentially a few bike racks could be located on the north side of the school).*
- *Bike pad for bike racks*
 - The bike racks are disorganized and some were unusable because of their location.

J.R. Gerritts Middle School

- ***Pedestrian/bicyclist underpass on CTH CE near Railroad Street***
 - The Village of Kimberly has applied for and received a WisDOT Transportation Enhancement Grant for this project.
- ***Traffic calming (i.e. bump outs)***
 - Kennedy Avenue and John Street
 - John Street and Papermaker Drive
- ***Advanced school zone signs for John Street***
- ***Additional bike racks***
 - Look at putting bike racks on the east side of the school near the off-road trail facility.

Figure 34: Kimberly Safe Routes to School Recommendations

Projects	V. Kimberly	V. Combined Locks	T. Buchanan	T. Harrison	Calumet Cty	Outagamie Cty	Local P.D.	Kimberly S.D.	Individual School	Task Force	Other	Heart of the Valley YMCA	Suggested Funding Source(s)
EDUCATION													
Annual Bike Rodeo/Bike safety course for kids					X	X	X	X	X	X			BS-R; PRS; TSB
Incorporate bicycle safety curriculum in PE Class							X	X					BS-R; PRS; TSB
Art Class - Poster contest regarding bike safety or have students create signs that say no parking or no idling and then have the "Dad's Club" create signs with the winning poster							X	X					SRTS
Pedestrian Fair/Community Fair - Have a bike rodeo and pedestrian safety training before school starts, invite parents, students, and the community to your school						X	X	X	X				SRTS
Public Service Announcements with local radio station to address pedestrian/bicycling issues and seasonal issues							X		X		local radio stations; media		SRTS
Incorporate a Parent Pledge Program							X	X	X				
ENCOURAGEMENT													
Community Walk to School Day - include high school "superstars" (i.e. Football players, basketball players, etc) or the mayor, the principal, or teachers	X	X	X	X	X	X	X	X	X	X			
Walking Wednesdays							X	X	X				
Walk to Win Program											Fox Cities YMCA		
Early Release for students walking/biking							X	X					
Punch Card Program (i.e. double punch days) - Principals don't tell students when they will punch cards and on days with very bad weather tell students they may get "double" punches							X	X	X				SRTS
Recess Rovers/Morning Mile							X	X					
ENFORCEMENT													
Enforce No Parking Areas around schools using the progressive approach (i.e. 1st - flyer, 2nd - warning, 3rd -ticket person, & 4th - double the fine)					X	X	X	X	X	X			
Corner Captains (i.e. adults spaced at equal intervals to watch children walking to school)							X	X	X				
Enforce pick up and drop off procedures at and around schools							X	X	X				
Safety patrol program							X	X	X				
Crossing guard program	X	X		X		X	X	X					
EVALUATION													
Continue to do students surveys annually							X	X	X				
Continue to do parent surveys annually							X	X	X				
Math Class - Have students do statistics on the student/parent survey results							X	X	X				
Assess school and areas around school							X	X	X				
Do Push Pin mapping to reveal where students are walking and biking from and to demonstrate change							X	X					

Figure 34: Kimberly Safe Routes to School Recommendations

Projects	Suggested Funding Source(s)											
	V. Kimberly	V. Combined Locks	T. Buchanan	T. Harrison	Calumet Cty	Outagamie Cty	Local P.D.	Kimberly S.D.	Individual School	Task Force	Other	
ENGINEERING												
Paint ladder style crosswalks	X	X	X	X	X	X	X			X		SRTS
Flashing light for school zone	X	X	X	X	X	X	X			X		
PTO to form a "Dad's Club" - which could make signs to help with construction								X	X	X		
Janssen Elementary School												
Additional school zone signs at Wallace Street		X										
Paint ladder style crosswalks		X										SRTS
Sunrise Elementary School												
Add school zone signs on Midway Road, Skippers Lane and Exploration Avenue and Hoelzel Way				X	X			X	X	X		
Work with the Town of Harrison and Kimberly School District to potentially provide off-road paths or wider shoulders along some of the heavily traveled roadways (i.e. Noe Road)				X	X			X	X	X		
Change the signs for pick up and drop off areas for the buses and parents								X	X			
Have a school official open and close the gate located at the multi-use trail near the Darboy Community Park to the School. This could be done before school begins and after school is dismissed.								X	X			
Additional bike racks (potentially on the east side of the school)								X	X	X		SRTS
Westside Elementary School												
Gate the walking path and the walkway to the playground so drivers do not drive on school property (Work with emergency vehicles including the fire department)	X							X	X		Work with emergency agencies (i.e. fire dept.)	
Install a curb ramp in front of the school at the crosswalk location	X								X			
Ladder style crosswalk at Second Street and Wilbur Street	X								X			SRTS
Woodland Elementary and Intermediate Schools												
Include pick up and drop off information in orientation packet for parents								X	X			
Paint ladder style crosswalks (at school and on Manitowoc Road)				X	X				X			SRTS
Work with parents within the subdivision directly NE of the schools to develop bus stop locations								X	X			
Mapleview Intermediate School												
Crossing guard on Kimberly Avenue	X							X	X			
Additional bike racks (i.e. bike racks were locked to the fence and potentially a few bike racks could be located on the north side of the school)								X	X			SRTS
Bike pad for bike racks (They are disorganized and some are unusable because of their location.)								X	X	X		
J.R. Gerritts Middle School												
Pedestrian/bicyclist underpass on CTH CE near Railroad Street	X	X	X	X	X	X	X	X	X	X	WisDOT; Heart of the Valley YMCA	TE
Traffic calming (i.e. bump outs) at Kennedy Avenue & John Street and John Street and Papermaker Drive	X		X					X			Heart of the Valley YMCA	SRTS
Advance school zone signs for John Street	X								X			
Additional bike racks								X	X			SRTS

Exhibit 11
CTH CE Underpass Infrastructure Proposal

**CHAPTER 5: DEVELOPING A SCHOOL SAFETY
& SECURITY CAMPAIGN**

CHAPTER 5: DEVELOPING A SCHOOL SAFETY AND SECURITY CAMPAIGN

COMMUNITY PARTNERS

The Kimberly SRTS Task Force has a number of partners serving on their task force. The task force would like to expand the task force to include local businesses and members of the community to assist in promoting an Awareness, Education, and Marketing Campaign. Potential partners may include:

- Local businesses and health organizations (i.e. Theda Care, Affinity Health System, Aurora Health Care),
- Children's Hospital of Wisconsin,
- Fox Cities Triathlon Club,
- YMCA of the Fox Cities, &
- Safe Kids of the Fox Valley.

The Kimberly SRTS Task Force would also like to continue to work with the Fox Valley Metro Police Department, Outagamie County and Calumet County Sheriff's Department, and the YMCA of the Fox Cities on continuing to provide educational program regarding bike safety.

WALK TO SCHOOL ACTIVITIES

The Kimberly Area School District may participate in the International Walk to School Day event held in October of every year. Another idea is for the school district to hold various themed walk to school days for the elementary school students. For those students that are bused, a bus drop off area could be developed where students walk on a designated route to school.



Students participating in Walk to School Day

The Mileage Punch Card Program could also be developed and punch cards could be distributed to students on Walk to School Day. Those students who participate by walking or biking to school would receive a punch on their punch card from the principal or other staff member. The principal or other staff members would not tell the students what day he/she would be at a particular entrance. By doing this, the task force felt that it would encourage students to walk or bike to school more often. For those students who ride the school bus to school, there could be a walking track or route that students could walk during recess to earn punches for their punch

cards. Students who fill their punch card may turn it in to receive a Toe Token or the student may be entered to win a prize (i.e. bike helmet or a bike).

In conjunction with the walk to school activities, additional activities related to this event may be done in the classroom. These include:

- Teaching bike safety in Physical Education Class;
- Having the math class do analysis on the parent and student surveys;
- Having geography students map where they live and how they get to and from school;
- Having art students design a logo for the Kimberly Safe Routes to School Program.

FUNDING AND RESOURCES

There are a number of funding resources and other resources that can assist the Kimberly Safe Routes to School Program. A few of these resources are listed below.

Additional Funding

WisDOT Safe Routes to School (SRTS) Program: The Wisconsin Safe Routes to School Program provides funding on a biannual basis for planning, infrastructure, and non-infrastructure projects within two miles of an elementary school or middle school (kindergarten through eighth grade).

For more information about the guidelines and funding cycles, contact the program coordinator:

- Renee Callaway, Wisconsin Safe Routes to School Coordinator
Email: srts@dot.state.wi.us

Bicycle Safety - Rodeo (BS-R): This grant is intended to provide one-time funding that will contribute to a community's ability to set-up a bicycle training rodeo or similar hands-on event. The purpose of this event is to teach safe bicycling operation skill and judgment to elementary and middle school children and their parents. Many of the skills and attitudes developed in this training are precursors for skills and attitudes necessary for safe driving.

For more information, contact:

- Larry Corsi
Wisconsin Bureau of Transportation Safety
Phone: (608) 267-3154
Email: larry.corsi@dot.state.wi.us

Pedestrian Road Show-Walking Workshop (PRS): The Pedestrian Road Show-Walking Workshop provides funding to communities that are working on local expertise and on-going commitment to increase public safety by reducing pedestrian related traffic crashes and injuries while improving the community's Walkability. The grantee will arrange a Pedestrian Road Show/Walking Workshop with a trained facilitator from a BOTS list. The Pedestrian Road Show/Walking Workshop is the initial event to a pedestrian improvement commitment by this community. The invitation of

community leaders encourages the formation of a local group of pedestrian advocates and experts to focus on identifying and solving potential problems that affect pedestrian safety and walkability in the local community. They also identify good pedestrian environments and determine how those can be replicated in the less desirable locations for pedestrians.

For more information, contact:

- Larry Corsi
Wisconsin Bureau of Transportation Safety
Phone: (608) 267-3154
Email: larry.corsi@dot.state.wi.us

Teaching Safe Bicycling (TSB): This training is normally scheduled in April and designed to work with teachers, YMCA staff, summer program instructors, law enforcement officers, programs and organizations putting on bike rodeos and people interested in teaching safe bicycling to children. This is a one-day course at no cost to the participants. The course teaches attendees how and why children are different from adults when it comes to bicycling and what the most common child bicycle crashes are. It also provides useful information that can be used at future training sessions, hands on training for participants and strategies for developing better ideas and methods for teaching children. Sponsors will also receive useful safety materials for children.

For more information, contact:

- Larry Corsi
Wisconsin Bureau of Transportation Safety
Phone: (608) 267-3154
Email: larry.corsi@dot.state.wi.us

Wisconsin Pedestrian and Bicycle Law Enforcement Training Course: This two-day course provides Wisconsin law enforcement officers with the training and information that they need to manage traffic for pedestrian and bicycle safety and enjoyment in their communities. It will explain the causes of crashes and the chief countermeasures for preventing these crashes, teach Wisconsin laws and statutes relating to pedestrians and bicyclists and provide hands on training.

For more information, contact:

- Larry Corsi
Wisconsin Bureau of Transportation Safety
Phone: (608) 267-3154
Email: larry.corsi@dot.state.wi.us

Local Transportation Enhancements (TE): The Transportation Enhancements program funds projects that increase multi-modal transportation alternatives and enhance communities and the environment. Federal funds administered through this program provide up to 80% of the costs for a wide variety of projects including "provision of facilities for bicycles or pedestrians" and "provision of safety and educational activities for pedestrians and bicyclists." Projects must meet federal and state requirements. Local governments with taxing authority, state agencies, and Indian tribes are eligible for funding. A project sponsor must pay for a project and then seek reimbursement for the project from the state. Federal funds will provide up to 80% of project costs, while the sponsor must provide at least the other 20%.

For more information, contact:

- John Duffe
Department of Transportation
Phone: (608) 264-8723
Email: john.duffe@dot.state.wi.us

Recreational Trails Program: Funding for the Recreational Trails Program (RTP) is provided through federal gas excise taxes paid on fuel used by off-highway vehicles. Towns, villages, cities, counties, tribal governing bodies, school districts, state agencies, federal agencies and incorporated organizations are eligible to receive reimbursement for development and maintenance of recreational trails and trail-related facilities for both motorized and non-motorized recreational trail uses. Eligible sponsors may be reimbursed for up to 50% of the total project costs.

For more information, visit:

<http://www.dnr.state.wi.us.org/caer/cfa/LR/Section/recrtrails.html>

Green & Healthy School Program: *Green & Healthy Schools* is a Web-based, voluntary program available to all public and private elementary, middle, and high schools across Wisconsin. The program encourages teachers, staff, students and parents to work together to use the school, its grounds and the whole community as learning tools to teach, promote and apply healthy, safe and environmentally sound practices. *Green & Healthy Schools* is an intergrated program that addresses many of the same issues as *Safe Routes to School* such as transportation alternatives, improved air quality, a safe transportation environment and community involvement. Small grants are available for schools that show a commitment towards these goals

For more information, visit www.dnr.wi.gov/greenandhealthyschools or contact:

- Carrie Morgan
Wisconsin Department of Natural Resources
Phone: (608) 267-5239
Email: carrie.morgan@dnr.state.wi.us
- Elizabeth Kane
Wisconsin Department of Instruction
Phone: (608) 266-2803
Email: elizabeth.kane@dpi.state.wi.us

School Health Education and Physical Activity: Physical activity involves the development, implementation, and evaluation of school-based, school-linked efforts to increase exercise among students, staff, and community. There are several the Department of Instruction is addressing this important issue. *Movin' and Munchin' Schools* is one such program that addresses this important issue. It is a DPI sponsored program to engage families in physical activity and healthy eating by having students and their families count moving miles based on the amount of physical activity they complete, and the food choices a person makes.

*To find out more about how you school can begin a *Movin' and Munchin' Schools* program contact:*

- Jon Hisgen
Email: jon.hisgen@dpi.state.wi.us
Web: <http://dpi.wi.gov/sspw/pdf/movnmunchn.pdf>

Wisconsin Medical Society Public Health Grant: Up to \$15,000 is awarded to organizations with innovative programs to promote controllable (modifiable) lifestyle choices affecting health with a focus on prevention and incorporating principals of public health. Preference will be given to programs that will ultimately be self-sustaining and encourage appropriate partnerships and/or collaboration.

More information is online at: www.wisconsinmedicalsociety.org

Dane County Bicycle Association: The mission of this foundation is to provide a perpetual source of grant funding for projects and initiatives that will improve the quality, scope and effectiveness of bicycling education, usage, and advocacy in Wisconsin. DCBA has provided funding for a variety of bicycling projects, ranging from bicycle facilities, to bicycle advocacy efforts, to programs that promote bicycling among children as a healthy and regarding activity, to books of popular bicycle touring routes. Although the amounts of individual grants and loans vary, on average DCBA awards a total of \$10,000 per year for bicycling -related projects. Grants are awarded to organizations through the state of Wisconsin.

More information is available online at: www.danecountybicycle.org

Bikes Belong: Bikes Belong accepts requests for funding of up to \$10,000 for facility, capacity, and education projects. Visit www.bikesbelong.org and click on the 'grants program' link on the left side toolbar for more information.

General Mills Champions for Healthy Kids: In partnership with the American Dietetic Association Foundation and the President's Challenge, the General Mills Foundation developed the Champions for Healthy Kids grant program in 2002. Each year, the Foundation awards 50 grants of \$10,000 each to community-based groups that develop creative ways to help youth adopt a balanced diet and physically active lifestyle.

For more information visit:

<http://www.generalmills.com/corporate/commitment/champions.aspx>

Community Academic Partnership Fund:

For information about this funding source visit: <http://wphf.med.wisc.edu/index.php>

Saucony Run For Good: The Saucony Run For Good Foundation is a grant program that encourage active and healthy lifestyles in children. The grants are open to non-profit organizations that initiate and support running and fitness programs for kids- which in turn will help them live longer, healthier lives.

For additional information visit: <http://www.sauconyrunforgood.com/>

Related Programs

National SAFE KIDS Campaign: The National SAFE KIDS Campaign is a national nonprofit organization dedicated exclusively to the prevention of unintentional childhood injuries (motor vehicle crashes, fires, and other injuries), which is the number one cause of death of children under the age of 14. The Campaign's aim is to stimulate changes in attitudes, behavior and the environment. Since its inception in 1998, the Campaign has focused on developing injury prevention

strategies-conducting public outreach and awareness campaigns, stimulating hands-on grassroots activity and working to make injury prevention a public policy priority. The National SAFE KIDS Campaign and program sponsor FedEx Express developed SAFE KIDS Walk This Way in 2000 to bring national and local attention to pedestrian safety issues. The SAFE KIDS Walk This Way program involves *Walk to School Day* events, data collection, school pedestrian safety committees and community pedestrian safety task forces. The Campaign relies on the support of more 300 grassroots coalitions in all 50 states, the District of Columbia and Puerto Rico to reach out to local communities.

For more information visit: <http://www.safekids.org>

School Wellness Policy: With the passing of the Child Nutrition and WIC Reauthorization Act of 2004, school districts participating in federally subsidized child nutrition programs (e.g. National School Lunch Program, School Breakfast Program, Special Milk Program and After School Snack Program) will be required to establish a local school wellness policy beginning of the 2006-07 school year. Part of Wisconsin's School Wellness Policy requires schools to set goals for physical activity for their students. *Safe Routes to School Programs* will help meet these goals.

For more information visit: <http://dpi.wi.gov/fns/wellnessplcy.html>

Governor's School Health Award: Governor Doyle and State Superintendent Burmaster have initiated the Governor's School Health Award recognizing and celebrating schools with policies, programs, and the infrastructure to support and promote among other things physical activity and parental and community involvement. The goal of this award is to motivate and empower Wisconsin schools as they create and maintain healthy school environments. Walking and biking to school is a step in the right direction in meeting the goals of the award.

For more information on how your school can apply for the award visit:

<http://www.schoolhealthaward.wi.gov/>

Nutrition and Physical Activity Program: The Nutrition and Physical Activity Program encourages healthy eating as well as increased physical activity among students. One of its strategies is to institute school policies that increase student activity such as getting more children walking and biking to school or starting *Safe Routes to School Programs*.

For more information visit: <http://dhfs.wisconsin.gov/health/physicalactivity/>

Comprehensive School Health Program: Healthy Children are Better Learners! Because of this the DPI (Department of Public Instruction), in partnership with others, is implementing a Comprehensive School Health Program (CSHP) initiative that supports such programs in school communities throughout the state to develop healthy resilient, successful learners. The initiative includes providing grants, staff development, and technical assistance (described in other sections) as well as building a strong state support system for CSHP. This support system includes communications, intra- and interagency collaboration, funding, policies, and resources. Current state level partners include the American Cancer Society - WI Division, Children's Health Alliance of Wisconsin, Governor's Council on Fitness and Health, University of Wisconsin, Wisconsin Clearinghouse for Prevention Resources, Wisconsin Congress of Parents and Teachers (PTA), Wisconsin Department of Health and Family Services, Wisconsin School Health Coalition, cooperative educational service agencies (CESAs), and a variety of professional organizations.

For additional information visit: <http://dpi.wi.gov/sspw/chspprog1.html>

Other Resources

Bicycle Federation of Wisconsin: The Bicycle Federation of Wisconsin (BFW) is a statewide, nonprofit, bicycle advocacy organization with more than 2,500 members working to make Wisconsin a better place to bicycle. The BFW is actively involved with SRTS Programs.

For more information visit: www.bfw.org

Wisconsin Walks: Wisconsin Walks promotes walking for transportation, health and recreation and collaborates with individuals and communities to create walkable places that are delightful, safe and accessible for everyone. Wisconsin Walks is actively involved with SRTS Programs.

For more information visit: www.wisconsinwalks.org

Active Living by Design: Active Living by Design is a national program of The Robert Wood Johnson Foundation and was established to create and promote environments that make it safe and convenient for people to be more physically active. The goal of Active Living by Design is to encourage changes in design, transportation, and policies to cultivate and support active living, a way of life that integrates physical activity into daily routines.

For more information visit: www.activelivingbydesign.org

Kid Power: Kid Power is a program that works to develop a wide range of upbeat, effective community violence prevention and self esteem building services.

For more information visit: www.kidpower.org

America on the Move: America On the Move Foundation (AOM) is a national non-profit organization, their mission is to improve health and quality of life by promoting healthful eating and active living among individuals, families, communities, and society.

For more information visit: www.americaonthemove.org

YMCA Activate America: YMCA Activate America is a long-term public health initiative of the YMCA movement that is focused on making healthy living a reality for millions of Americans. This initiative is the YMCA's response to America's growing obesity, chronic disease and health care crisis.

For more information visit: www.ymca.net/activateamerica

- ***Activate Fox Cities:*** A wide-ranging group of Fox Cities organizations has joined together to encourage people in our community to get moving and live healthier. We call our effort Activate Fox Cities. We are dedicated to making the Fox Cities and the surrounding area the healthiest communities in Wisconsin.

For more information visit: <http://www.focol.org/activatefoxcities/INDEX.HTM>

- ***Walk to Win:*** Have you always wanted to get in the exercise habit but never found an enjoyable activity you could do easily and fit in your hurried daily routine? What about walking? Through Walk to Win, a free program, you can begin a lifelong habit that will improve your heart health, help you maintain or lose weight, enhance your mental sharpness and add energy to your day!

For more information visit: <http://www.walktowin.org/>

Girls on the Run: Girls on the Run is a non-profit prevention program that encourages preteen girls to develop self-respect and healthy lifestyles through running. Girls on the Run International (GOTRI) is the parent organization of more than 120 Girls on the Run councils across the United States and Canada. GOTRI establishes, trains and supports a network of community-level councils with local volunteers. The volunteers serve as role models to the girls through coaching the 12-week, 24 lesson curricula. The curriculum is delivered in these areas through after-school programs, recreation centers, and other non-profit settings.

For more information visit: www.girlsontherun.org

PTA Healthy Lifestyles: PTA Healthy Lifestyles is helping communities make health and wellness a priority. In 2007, hundreds of PTAs across the country held health fairs; encouraged students to walk or ride their bikes to school; introduced families to new, nutritious foods; and launched ongoing fitness programs to celebrate Healthy Lifestyles. There were recipe contests, cooking demonstrations, parent education nights, walkathons, yoga classes, and more. For their outstanding commitment to promoting health and wellness in their communities, 40 PTAs received PTA Healthy Lifestyle Awards.

For more information visit: www.pta.org/healthylifestyles

CDC Guide and National Parks Service "Rivers & Trails Grants" assistance grants: The CDC and "Partnership for Prevention" offer this new action guide with resources and key steps to facilitate community trail development. It also combines information about promoting trail use among youth and adults. Community trails have a unique advantage in that they can accommodate different types of physical activity by people of all ages.

For more information visit: www.nps.gov/rtca

Complete Streets: Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and bus riders of all ages and abilities are able to safely move along and across a complete street.

For more information visit: www.completestreets.org