BRILLION AREA SAFE ROUTES TO SCHOOL PLAN







Prepared in Coordination by: The Brillion Safe Routes to School Committee & East Central Wisconsin Regional Planning Commission



APPROVED NOVEMBER 23rd, 2009

Brillion Area Safe Routes to School Plan

November 23, 2009

Prepared by: The Brillion Safe Routes to School Task Force and East Central Wisconsin Regional Planning Commission

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ABSTRACT

TITLE:	Brillion 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 City of Brillion.
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TABLE OF CONTENTS

Executive Summary

Executive Summary	/	ES-	-1
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Chapter 1: Introduction

Background Information	1-1
National Trends	1-2
Why Safe Routes to School (SRTS)?	1-4
Brillion Area SRTS Planning Process	1-7

Chapter 2: Present Conditions

Non-Motorized Transportation Facilities	
Student Survey Results	2-1
Parent Survey Results	2-13
Student Travel Questionnaire Results	2-22
Busing Policies and Hazardous Boundaries	2-24

Chapter 3: Identifying Safety Issues

School Site Traffic Observations	3-1
Holy Family Catholic Grade School	3- 1
Trinity Lutheran Grade School	3- 1
Brillion Elementary and Middle Schools	3-2
Brillion High School	3-3
Current Bicycling and Walking Programs	3-4
Neighborhood/Community Meeting	3-5

Chapter 4: Safe Routes to School and Safety Recommendations

General Recommendations	4-1
School Specific Recommendations	4-11
Trinity Lutheran Grade School	4-11
Holy Family Catholic Grade School	4-12
Brillion Elementary and Middle Schools	4-12

Brillion High School	4-1	13	3
----------------------	-----	----	---

Chapter 5: Implementation Strategies and Funding Sources

Implementation Strategies and Timeline	5-1
Community Partners	5-1
Funding and Resources	5-2

Figures

Figure 1: Brillion Area Safe Routes to School Task Force	1-8
Figure 2: Brillion School District Student Survey Results	2-2
Figure 3: Holy Family Catholic School - Student Survey Results	2-3
Figure 4: Holy Family Catholic School Student Survey Results Graph	2-3
Figure 5: Holy Family Catholic School Student Survey Results - Morning and	
Afternoon Comparison	2-4
Figure 6: Trinity Evangelical Lutheran School - Student Survey Results	2-5
Figure 7: Trinity Evangelical Lutheran School Student Survey Results Graph	2-6
Figure 8: Trinity Evangelical Lutheran School Student Survey Results - Morning and	
Afternoon Comparison	2-6
Figure 9: Brillion Elementary School Student Survey Results	2-7
Figure 10: Brillion Elementary School Student Survey Results Graph	
Figure 11: Brillion Elementary School Student Survey Results - Morning and Afternoor	ı
Comparison	
Figure 12: Brillion Middle School Student Survey Results	
Figure 13: Brillion Middle School Student Survey Results Graph	2-10
Figure 14: Brillion Middle School Student Survey Results - Morning and Afternoon	
Comparison	2-10
Figure 15: Brillion High School Student Survey Results	
Figure 16: Brillion High School Student Survey Results Graph	
Figure 17: Brillion High School Student Survey Results - Morning and Afternoon	
Comparison	2-12
Figure 18: Holy Family Catholic School - Parent Concerns	2-14
Figure 19: Holy Family Catholic School – Potential Biking and Walking Improvements	
Figure 20: Trinity Evangelical Lutheran School - Parent Concerns	2-16
Figure 21: Trinity Evangelical Lutheran School - Potential Biking and Walking	
Improvements	2-17
Figure 22: Brillion Elementary School - Parent Concerns	2-18
Figure 23: Brillion Elementary School - Potential Biking and Walking Improvements	
Figure 24: Brillion Middle School - Parent Concerns	2-20

Figure 25: Brillion Middle School - Potential Biking and Walking Improvements	2-21
Figure 26: Brillion High School - Top Reasons Why Students Drive to School	2-22
Figure 27: Brillion High School - Top Concerns with Walking or Biking to School	2-23
Figure 28: Brillion Safe Routes to School Recommendations	4-14
Figure 29: Funding Source Quick Guide	5-2
Figure 30: Brillion Safe Routes to School: 2009 - 2010 Implementation Guide	5-13

Exhibits

Exhibit 1: Brillion Study Area	1-11
Exhibit 2: Brillion Area Non-Motorized Transportation Facilities	
Exhibit 3: Holy Family Catholic School	3-7
Exhibit 4: Trinity Evangelical Lutheran School	3-9
Exhibit 5: Brillion Elementary & Middle Schools	3-11
Exhibit 6: Brillion High School	3-13
Exhibit 7: Brillion Infrastructure Proposal	4-17

Appendices

- Appendix A: Meeting Agendas/Summary of Proceedings
- Appendix B: Student Survey Results
- Appendix C: Parent Survey Results & Comments
- Appendix D: Bike and Walk Audit Checklist
- Appendix E: Neighborhood/Community Meeting Flyer
- Appendix F: Signed Resolution Approving of the Brillion Area Safe Routes to School Plan

EXECUTIVE SUMMARY

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INTRODUCTION

The Safe Routes to School program is an international program that promotes 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 Brillion Area Safe Routes to School Task Force was not awarded a SRTS planning grant to develop their plan. The City of Brillion contracted with East Central Wisconsin Regional Planning Commission to complete their safe routes to school plan.



Crossing guard assisting a student Source: Dan Burden

The SRTS program focuses on teaching children bike and pedestrian safety along with healthy lifestyles. It promotes 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.

The Brillion SRTS Task Force is comprised of representatives from the City of Brillion, Calumet County, WisDOT, Brillion School District, law

enforcement officials, and parents. 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 Brillion SRTS Task Force used student surveys and parent surveys to assess the current conditions at each of the schools within the City of Brillion. Student surveys revealed that the primary mode of transportation for students to and from school was by school bus followed by the family vehicle.

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 distance, the speed of traffic, traffic volumes along the route, and the lack of sidewalks or bike lanes. Parents of elementary school students would allow their child(ren) to walk or bike to school if traffic volumes and speeds were reduced along the route to school as well as improving safety of intersections



Intersection of Main Street and Madison Street near Brillion Elementary and Middle Schools

and crossings. Middle School parents would allow their child(ren) to walk or bike to school if distance and the weather were improved.

IDENTIFYING SAFETY ISSUES

The Brillion SRTS task force conducted bike and walk audits at and around the participating schools to access 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. Major concerns that were noted by the task force included lack of sidewalks or bicycle/pedestrian facilities on East National Avenue and CTH PP toward the Brillion Nature Center, speed of traffic at and around schools, and traffic volume at and around the schools.

A Neighborhood/Community meeting was also held at each school during the open house at the beginning of the 2009-2010 school year. Each school had a story board with information regarding results from the student surveys, parent surveys, and bike and walk audits. The story boards also had recommendations that the task force had discussed. A map of the school with bike and walk audit information was provided as well. Task force members spoke to parents and staff regarding task force's recommendations and asked for comments.

SAFE ROUTES TO SCHOOL AND SAFETY RECOMMENDATIONS

The Brillion SRTS task force made recommendations using the five E's of the SRTS Program: Engineering, Education, Encouragement, Enforcement, and Evaluation. The task force recommended a number of education, encouragement, and enforcement activities including a pedestrian fair/community fair, a bicycle field trip and a speed zone campaign. The major engineering recommendations that were made included a potential sidewalk or off-road trail facilities on East National Avenue to Trinity Evangelical Lutheran School and on CTH PP towards the Brillion Nature Center.

IMPLEMENTATION STRATEGIES & FUNDING SOURCES

The Brillion Safe Routes to School task force developed an implementation timeline for the 2009-2010 school year with activities they would like to pursue. 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 5-11.

CHAPTER 1: INTRODUCTION

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BACKGROUND INFORMATION

The Safe Routes to School Program is international in scope. In the 1970s, the country of 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 Kindergarten-8th grade).

In 2008, the Wisconsin Department of Transportation (WisDOT) conducted their second grant cycle for SRTS planning grants, infrastructure grants, and non-infrastructure grants. The City of Brillion submitted a 2008 WisDOT Planning Grant Application. The City of Brillion was not funded by WisDOT in 2008; however, the City of Brillion pursued a contract with East Central Wisconsin Regional Planning Commission to develop a Safe Routes to School Plan for the City of Brillion.

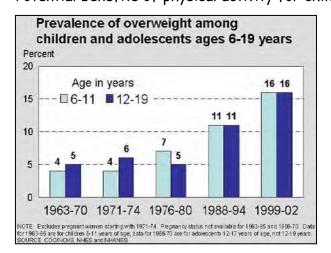
NATIONAL TRENDS

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 promoted 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 will be created and then 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, a 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 communities must now face the challenges due to the increased amount of all traffic at and around schools including vehicle traffic, bus traffic, and pedestrian/bicyclist traffic. 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, bicycling, 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 <u>http://www.ite.org/traffic/tcstate/htm</u>.

<u>Speed Control Measures</u>

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

<u>Narrowings</u>

- 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





BRILLION SAFE ROUTES TO SCHOOL PLANNING PROCESS

The City of Brillion is located in the northeastern portion of Calumet County approximately 25 miles southeast of Appleton, WI along USH 10. Nearby urban areas include Manitowoc, which is located approximately 25 miles southeast of Brillion; and the Green Bay Metro Area which is located approximately 25 miles north of the City of Brillion. The Brillion School District is located within Calumet County, Brown County, and Manitowoc County. The Brillion Area School District covers 61 square miles including the City of Brillion, the Town of Brillion, the Town of Rantoul, the Town of Woodville, the Town of Rockland, the Town of Holland, and the Town of Maple Grove. The City of Brillion is comprised of three elementary schools (pre-Kindergarten-5th grade), one middle school (6th-8th grade), and one high school (9th -12th grade).

The Brillion Area Safe Routes to School (SRTS) task force was formed in the winter of 2007. The task force is compromised of representatives from a variety of entities (See Figure 1) including the Brillion Area School District, WisDOT, Calumet County representatives, law enforcement, a representative from the health profession, parents, and representatives from local units of government within the Brillion School District.



In the winter of 2008, the Brillion SRTS task force pursued a WisDOT SRTS planning grant. The Brillion Area SRTS Program was not awarded a WisDOT planning grant in the summer of 2008. The City of Brillion pursued a contract with East Central Wisconsin Regional Planning Commission (ECWRPC) in the winter of 2009 to develop their Safe Routes to School Plan. The SRTS Planning process began in the winter of 2009 with the assistance of the East Central Wisconsin Regional Planning Commission (ECWRPC).

Figure 1: Brillion Safe Routes to School Task Force		
<u>Name</u>	Agency	
Lori Gosz	City of Brillion, Administrator	
Wayne Volkman	City of Brillion, Community Development Director	
Zane Zander	City of Brillion, Planning Commission	
Bob Mathiebe	City of Brillion, Planning Commission	
Nick Madison	Brillion School District, Superintendent	
Lee Reinke	Deer Run Golf Course	
David Andre	Brillion Nature Center	
Stephanie Ott	Friends of the Friendship Trail	
Ben Bastian	City of Brillion Police Department	
Dena Mleziva	Calumet County, Planning Department	
Mike Ottery	Calumet County, Highway Department	
Connie Schaefer	Calumet County, Health Department	
Gary Schultz	Calumet County, Sheriff's Department	
Dick Nikolai	Wisconsin Department of Natural Resources	
Matt Halada	WisDOT - NE Region	
Melissa Kraemer Badtke	East Central Wisconsin Regional Planning Commission	

1-8

Participating Schools

There are three elementary schools (pre-Kindergarten-5th grade), one middle school (6th-8th grades), and one high school (9th-12th grade) within the City of Brillion that is participating in the Brillion Safe Routes to School Program (see Exhibit 1 for more detail).

- Trinity Lutheran Grade School:
 - o Location: 601 E. National Avenue, Brillion
 - **Grade:** 4K 8th grade students
 - Enrollment: 112 students
- Holy Family Catholic Grade School:
 - o Location: 209 Custer Street, Brillion
 - Grade: pre-3 Kindergarten-8th grade students
 - Enrollment: 104 students
- Brillion Elementary School:
 - o Location: 315 S. Main Street, Brillion
 - Grade: pre-Kindergarten 5th Grade
 - Enrollment: 435 students

Brillion Middle School:

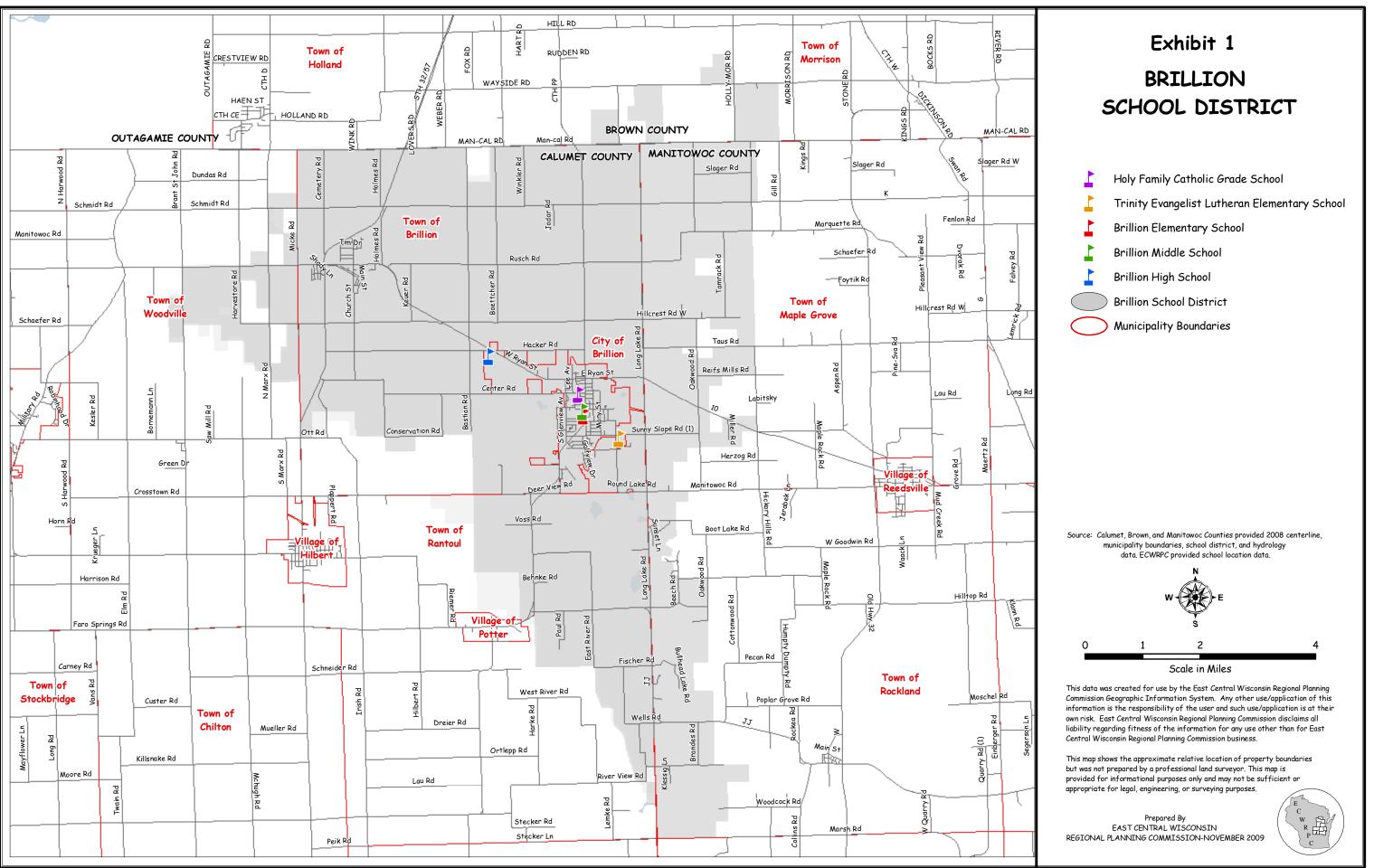
- Location: 315 S. Main Street, Brillion
- **Grade:** 6th Grade 8th Grade
- Enrollment: 158 students
- Brillion High School:
 - Location: W1101 CTH HR, Brillion
 - **Grade:** 9th Grade 12th Grade
 - Enrollment: 367 students

Source: Enrollment information provided by the Wisconsin Department of Public Instruction, 2009.

Goals

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

- **Goal 1**: Every student within the city limits has an opportunity to have a safe way to get to and from their school (including public and private schools).
- Goal 2: To reduce traffic congestion by the schools.
- **Goal 3:** Educate the children on bicycling safety and how to safely cross the streets.
- *Goal 4:* Promote carpooling and improve the safety around schools.
- Goal 5: Encourage a healthy lifestyle in the community through biking and walking.
- Goal 6: Provide incentive programs to promote biking and walking to school.
- Goal 7: Establish bike trails or walking paths where there are no sidewalks.
- *Goal 8:* Establish walking and biking to school as a way to reduce fuel costs for busing.



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CHAPTER 2: PRESENT CONDITIONS

CHAPTER 2: PRESENT CONDITIONS

The Brillion Area School District is a very large school district with a number of rural areas. The primary mode of transportation for students attending schools within the district is by school bus and followed by family vehicles. Non-motorized transportation facilities are located within the school district areas. The communities within the Brillion School District have recognized the need for non-motorized transportation 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 City of Brillion. The City of Brillion adopted its Comprehensive Plan in 2003 and amended the plan in 2009. Exhibit 2 shows the existing non-motorized transportation facilities within the Brillion School District. In the City of Brillion nearly 95% of the urbanized streets that qualify for sidewalks have them available. There are gaps in the sidewalk on the urban fringe areas of the City including East National Avenue and CTH PP. East National Avenue, for example, lacks sidewalks and has a very narrow shoulder. CTH PP has not met the ordinance requirements for urbanization.

Non-Motorized Transportation Facilities within Brillion School District:

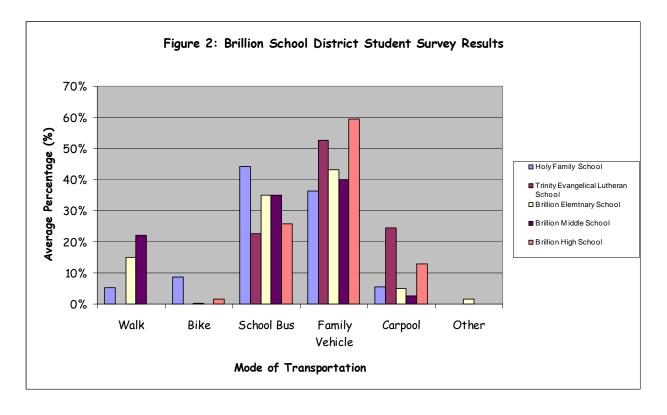
- *Friendship State Trail*: The Friendship State Trail runs from the City of Brillion to the Brillion High School and out to Forest Junction. This trail is used by community members and students getting to and from the high school. During the winter months, this trail is used as a snowmobile trail and is not maintained.
- **Brillion Nature Center:** The Brillion Nature Center has a number of hiking trails and the Brillion Area School District also uses the Nature Center for Educational Programs.

STUDENT SURVEYS RESULTS

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 providing a base line to the SRTS committee. The 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 winter of 2007/2008 at each of the participating schools. The 3-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

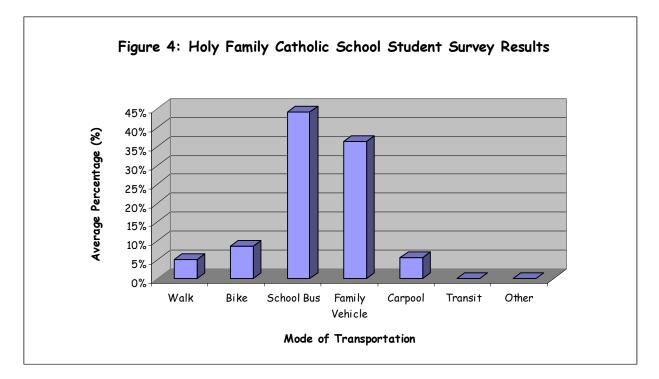
the weather for the week. The student survey was done in the winter of 2007 and the family vehicle and the school bus were the primary modes of transportation. It was assumed that the extremely low number of students walking and biking to school due to the harsh weather conditions. It is recommended by East Central staff that the student surveys should be conducted in the spring or fall of the year to get a better idea of the number of students that are biking and walking. The results for the individual schools can be found below.

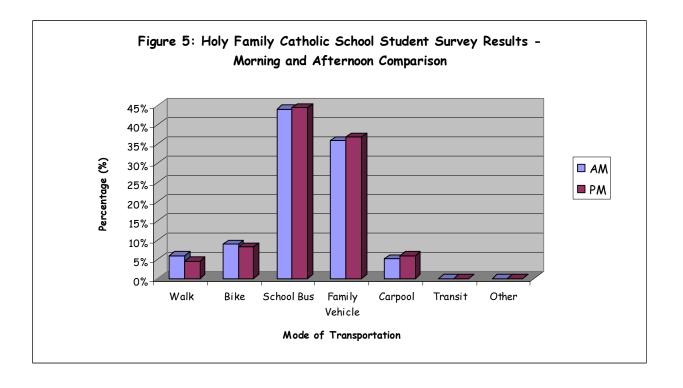


Holy Family Catholic Grade School Student Survey Results

- > Modes of Travel by Holy Family Catholic School Students:
 - 1. School Bus (44%)
 - 2. Family Vehicle (36%)
 - 3. Bicycling (9%)
 - 4. Carpooling (6%)
 - 5. Walking (5%)
 - 6. Other (0%)

Figure 3: Holy Family Catholic Grade School - Student Survey Results			
Mode	Average Percentage	AM	PM
Walk	5%	6%	5%
Bike	9%	9%	8%
School Bus	44%	44%	44%
Family Vehicle	36%	36%	37%
Carpool	6%	5%	6%
Other	0%	0%	0%



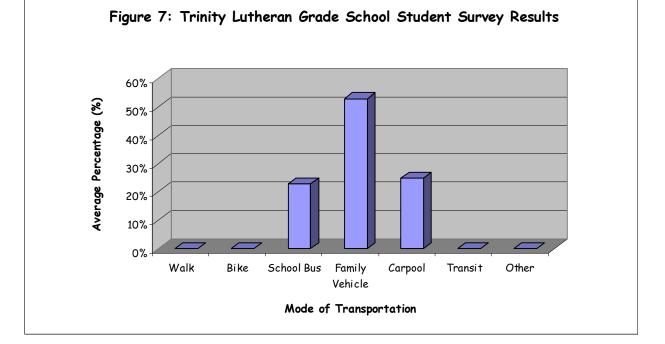


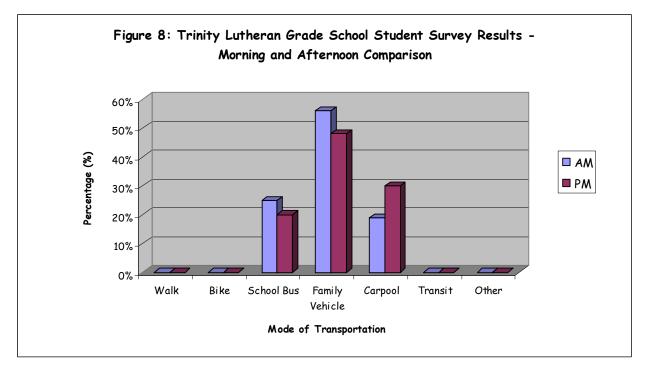
Trinity Evangelical Lutheran Grade School Student Survey Results

Trinity Evangelical Lutheran Grade School is located on East National Avenue. Currently East National Avenue lacks sidewalks and has a narrow shoulder and is considered "unsafe" for students to walk and bike to school.

- > Modes of Travel by Trinity Evangelical Lutheran School Students:
 - 1. Family Vehicle (53%)
 - 2. Carpooling (25%)
 - 3. School Bus (23%)
 - 4. Walking (0%)
 - 5. Bicycling (0%)
 - 6. Other (0%)

Figure 6: Trinity Evangelical Lutheran School - Student Survey Results			
Mode	Average Percentage	AM	PM
Walk	0%	0%	0%
Bike	0%	0%	0%
School Bus	23%	25%	20%
Family Vehicle	53%	56%	48%
Carpool	25%	19%	30%
Other	0%	0%	0%





East Central Wisconsin Regional Planning Commission

Brillion Area Safe Routes to School Plan

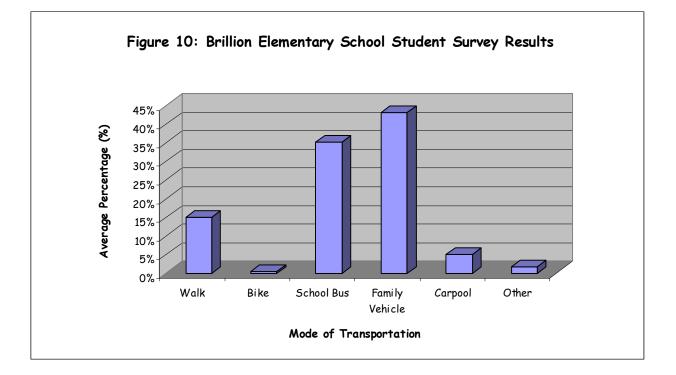
Brillion Elementary School Student Survey Results

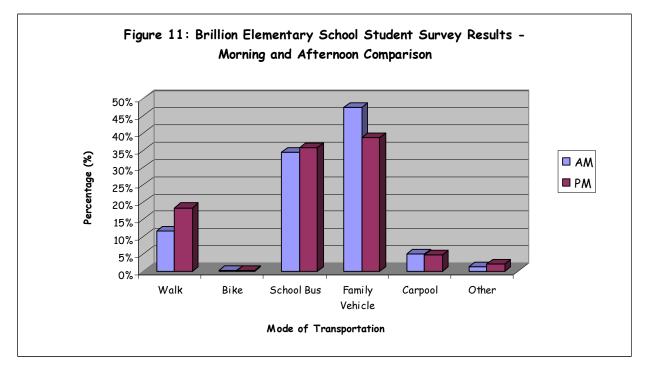
The primary mode of transportation for students attending Brillion Elementary School is the family vehicle and the school bus.

> Modes of Travel by Brillion Elementary School Students:

- 1. Family Vehicle (43%)
- 2. School Bus (35%)
- 3. Walking (15%)
- 4. Carpooling (5%)
- 5. Other (1%)
- 6. Bicycling (0%)

Figure 9: Brillion Elementary School - Student Survey Results			
Mode	Average Percentage	AM	PM
Walk	15%	12%	18%
Bike	0%	0%	0%
School Bus	35%	34%	35%
Family Vehicle	43%	48%	39%
Carpool	5%	5%	5%
Other	1%	1%	2%





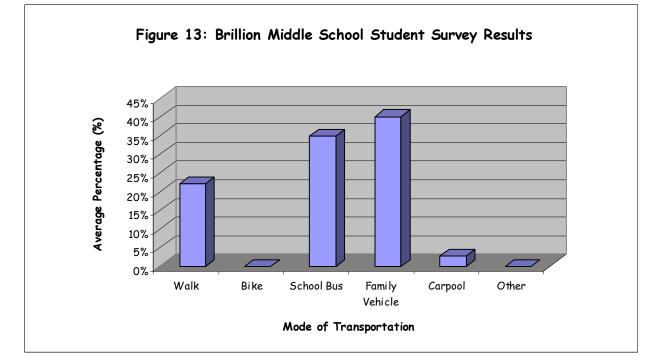
Brillion Middle School Student Survey Results

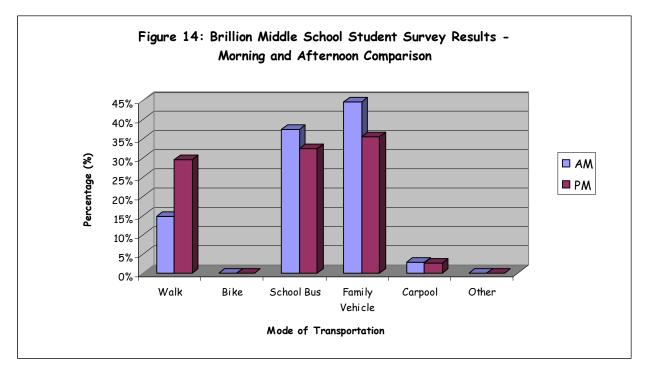
Brillion Elementary School and the Middle School are located on the same campus and the primary mode of transportation for students attending Brillion Middle School is the family vehicle followed by the school bus.

> Modes of Travel by Brillion Middle School Students:

- 1. Family Vehicle (40%)
- 2. School Bus (35%)
- 3. Walking (22%)
- 4. Carpooling (3%)
- 5. Bicycling (0%)
- 6. Other (0%)

Figure 12: Brillion Middle School - Student Survey Results			
Mode	Average Percentage	AM	PM
Walk	22%	15%	30%
Bike	0%	0%	0%
School Bus	35%	38%	32%
Family Vehicle	40%	45%	36%
Carpool	3%	3%	3%
Other	0%	0%	0%





East Central Wisconsin Regional Planning Commission Brillion Area Safe Routes to School Plan

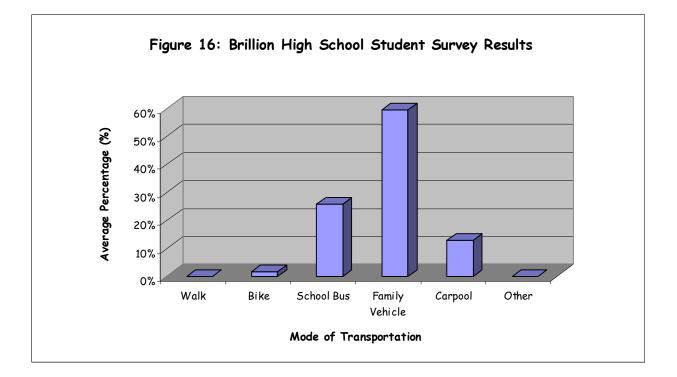
Brillion High School Student Survey Results

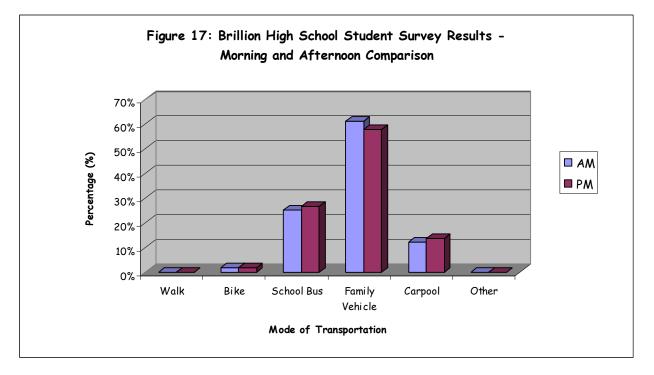
The Brillion High School student surveys were conducted in the fall of 2009. One class was surveyed at the high school. The primary mode of transportation for students attending this school is the family vehicle followed by the school bus.

> Modes of Travel by Brillion High School Students:

- 1. Family Vehicle (60%)
- 2. School Bus (26%)
- 3. *Carpooling (13%)*
- 4. Bicycling (2%)
- 5. *Walking (0%)*
- 6. *Other (0%)*

Figure 15: Brillion High School - Student Survey Results			
Mode	Average Percentage	AM	PM
Walk	0%	0%	0%
Bike	2%	2%	2%
School Bus	26%	25%	27%
Family Vehicle	60%	61%	58%
Carpool	13%	12%	14%
Other	0%	0%	0%





East Central Wisconsin Regional Planning Commission Brillion Area Safe Routes to School Plan Chapter 2: Present Conditions November 23, 2009

PARENT SURVEYS RESULTS

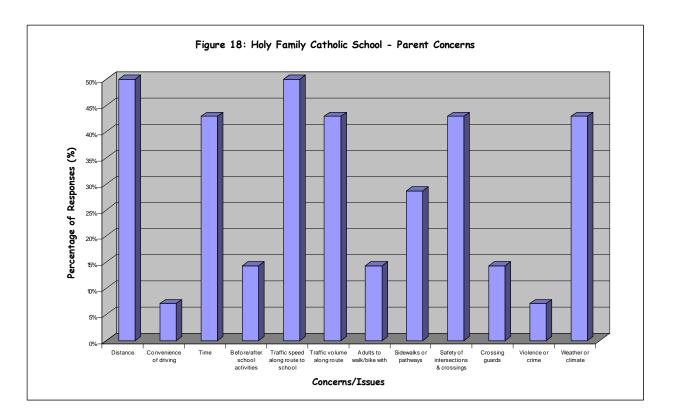
A parent survey was conducted to get a better idea of the concerns and safety issues that parents may have with regards to allowing their children to walk and bike to school. The survey also asked parents what they would like to see improved with regards to the safety at and around the schools. Parent surveys were conducted in the winter of 2007/2008 and a student travel survey questionnaire was conducted at the high school in the fall of 2009. A copy of the parent survey and comments from the parents can be found in Appendix C. Below are the results of the parent survey for each of the individual schools.

Holy Family Catholic School Parent Survey Results

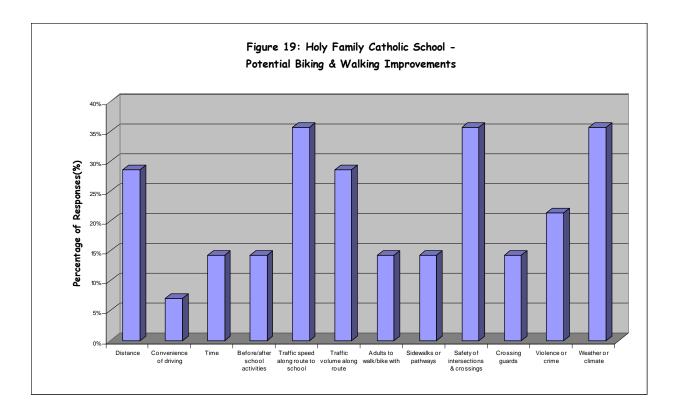
Holy Family Catholic School is located in downtown Brillion and the major concerns for parents who have students attending this school are the distance that students would have to walk/bike and the traffic speed along the route to school. Parents stated that two items that could be improved to allow their child(ren) to walk or bike to school are the traffic speed along the route to school and the safety of intersections and crossings.

> Parents top concerns for walking and biking to school:

- 1. Distance (50%)
- 2. Traffic speed along route to school (50%)
- 3. Time (43%)
- 4. Traffic volume along route (43%)
- 5. Safety of intersections & crossings (43%)
- 6. Weather or climate (43%)



- > The top three provisions that would allow parents to have their children walk or bike to school were:
 - 1. Traffic speed along route to school (36%)
 - 2. Safety of intersections & crossings (36%)
 - 3. Weather or climate (36%)

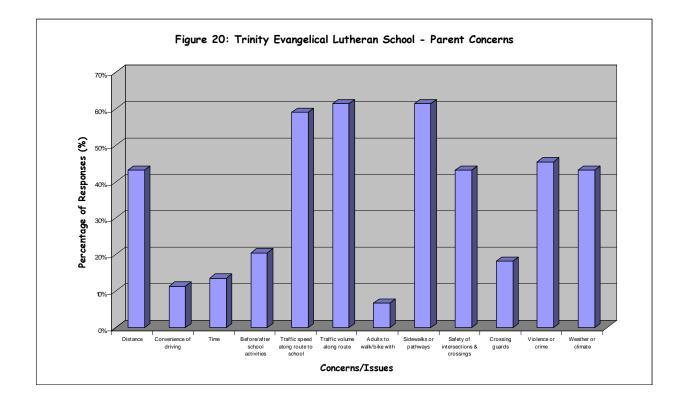


Trinity Evangelical Lutheran School Parent Survey Results

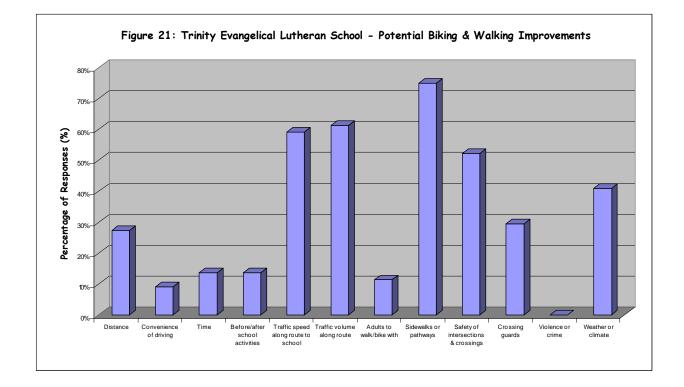
Major concerns parents have with allowing their child(ren) to walk or bike to Trinity Evangelical Lutheran School include the traffic volume along the route and the lack of sidewalks or pathways on East National Avenue. Parents stated that they would allow their child(ren) to walk or bike to school if sidewalks or pathways to Trinity Evangelical Lutheran School were improved or if the traffic volume along the route to school decreased.

> Parents top concerns for walking and biking to school:

- 1. Traffic volume along route (61%)
- 2. Sidewalks or pathways (61%)
- 3. Traffic speed along route to school (59%)
- 4. Violence or crime (46%)
- 5. Distance (43%)
- 6. Safety of intersections & crossings (43%)
- 7. Weather or climate (43%)



- > The top six provisions that would allow parents to have their children walk or bike to school were:
 - 1. Sidewalks or pathways (75%)
 - 2. Traffic volume along route (61%)
 - 3. Traffic speed along route to school (59%)
 - 4. Safety of intersections & crossings (52%)
 - 5. Weather or climate (41%)



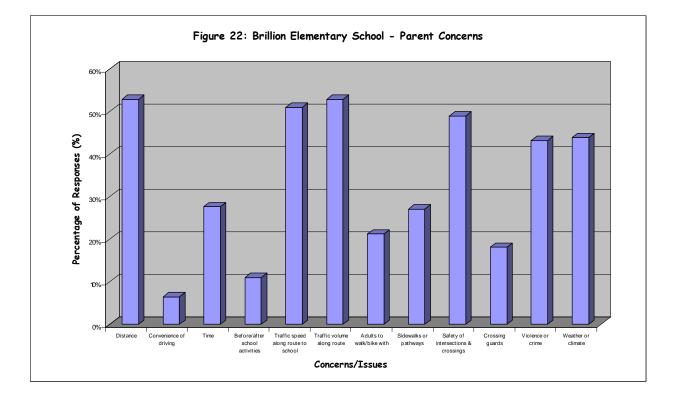
2-17

Brillion Elementary School Parent Survey Results

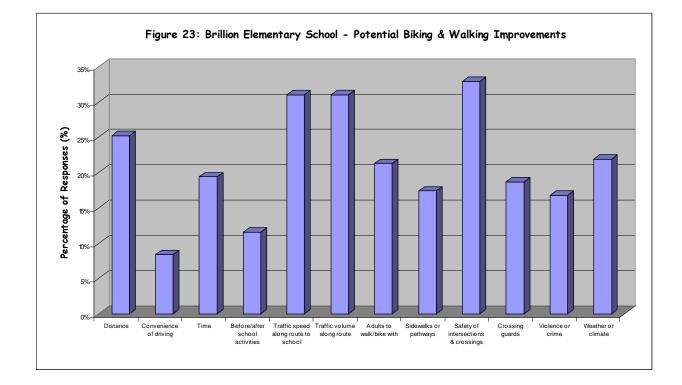
Parents whose child(ren) attend Brillion Elementary School stated that the distance for their child(ren) to walk or bike to school was their top concern followed by the traffic volume along the route to school. Top provisions that would allow parents to have their children walk or bike to school if safety of intersections and crossings were improved and if the traffic speed along the route was reduced.

> Parents top concerns for walking and biking to school:

- 1. Distance (53%)
- 2. Traffic volume along route (53%)
- 3. Traffic speed along route (51%)
- 4. Safety of intersections and crossings (49%)
- 5. Weather or climate (44%)
- 6. Violence or crime (43%)



- > The top provisions that would allow parents to have their children walk or bike to school if the following issues were changed or improved were:
 - 1. Safety of intersections & crossings (33%)
 - 2. Traffic speed along route (31%)
 - 3. Traffic volume along route (31%)
 - 4. Distance (25%)
 - 5. Weather or climate (22%)



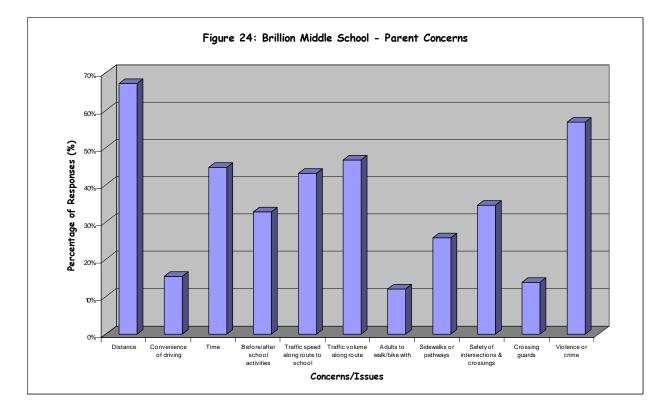
Brillion Middle School Parent Survey Results

2-20

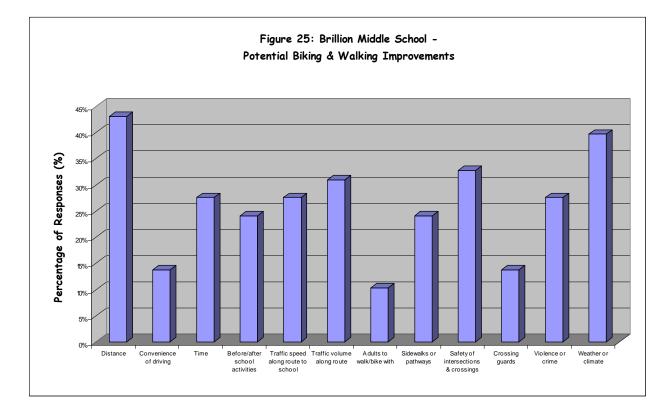
Similar to Brillion Elementary School the top parent concern was the distance for the route to and from school followed by violence or crime. Parents of middle school students stated that if the distance of the route was changed or reduce they would allow their children to walk or bike to school.

> Parents top concerns for walking and biking to school:

- 1. Distance (67%)
- 2. Violence or crime (57%)
- 3. Weather or climate (57%)
- 4. Traffic volume along route (47%)
- 5. Time (45%)
- 6. Traffic seed along route to school (43%)
- 7. Safety of intersections and crossings (48%)



- > The top provisions that would allow parents to have their children walk or bike to school if the following issues were changed or improved were:
 - 1. Distance (43%)
 - 2. Weather or climate (40%)
 - 3. Safety of intersections & crossings (33%)
 - 4. Traffic volume along route (31%)
 - 5. Time (28%)
 - 6. Traffic speed along route (28%)



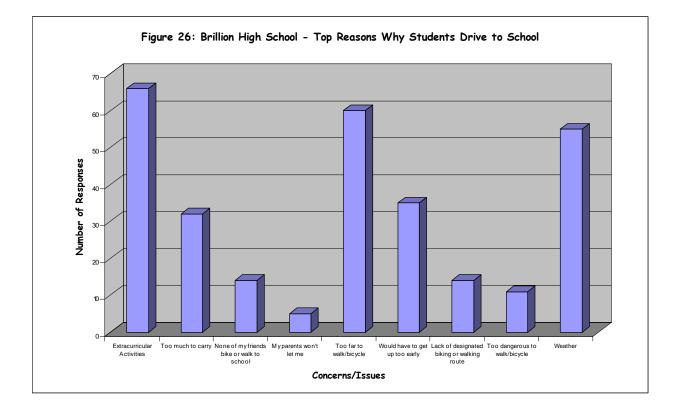
STUDENT TRAVEL QUESTIONNAIRE RESULTS

Brillion High School Student Travel Questionnaire Results

Instead of conducting parent surveys at the high school, the committee decided to develop a Student Travel Questionnaire to ask high school student why the drive to school. The questionnaire also asked students what types of incentives or programs could be developed for them to consider walking or bicycling to school. A copy of the Student Travel Questionnaire is in Appendix C.

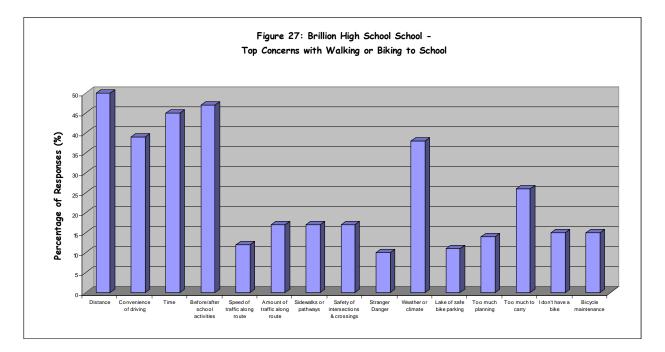
> Top reasons why students drive to school:

- 1. Extracurricular activities;
- 2. Too far to walk/bike;
- 3. Weather;
- 4. Would have to get up early;
- 5. Too much to carry.



> The top concerns students have with walking or biking to school:

- 1. Distance;
- 2. Before and after school activities;
- 3. Time;
- 4. Convenience of driving;
- 5. Weather or climate;
- 6. Too much to carry.



> Top reasons students would consider walking or biking to school:

- 1. Save money on gas;
- 2. More of your friends did it;
- 3. Better sidewalks or bike paths;
- 4. Incentives were provided (i.e. school store coupons or gift cards to local businesses).

BUSING POLICIES AND HAZARDOUS BOUNDARIES

The current busing policy for the Brillion Area School District is that all students living more than 2 miles from the school are bused or if there is a unusually hazardous situation (i.e. USH 10).

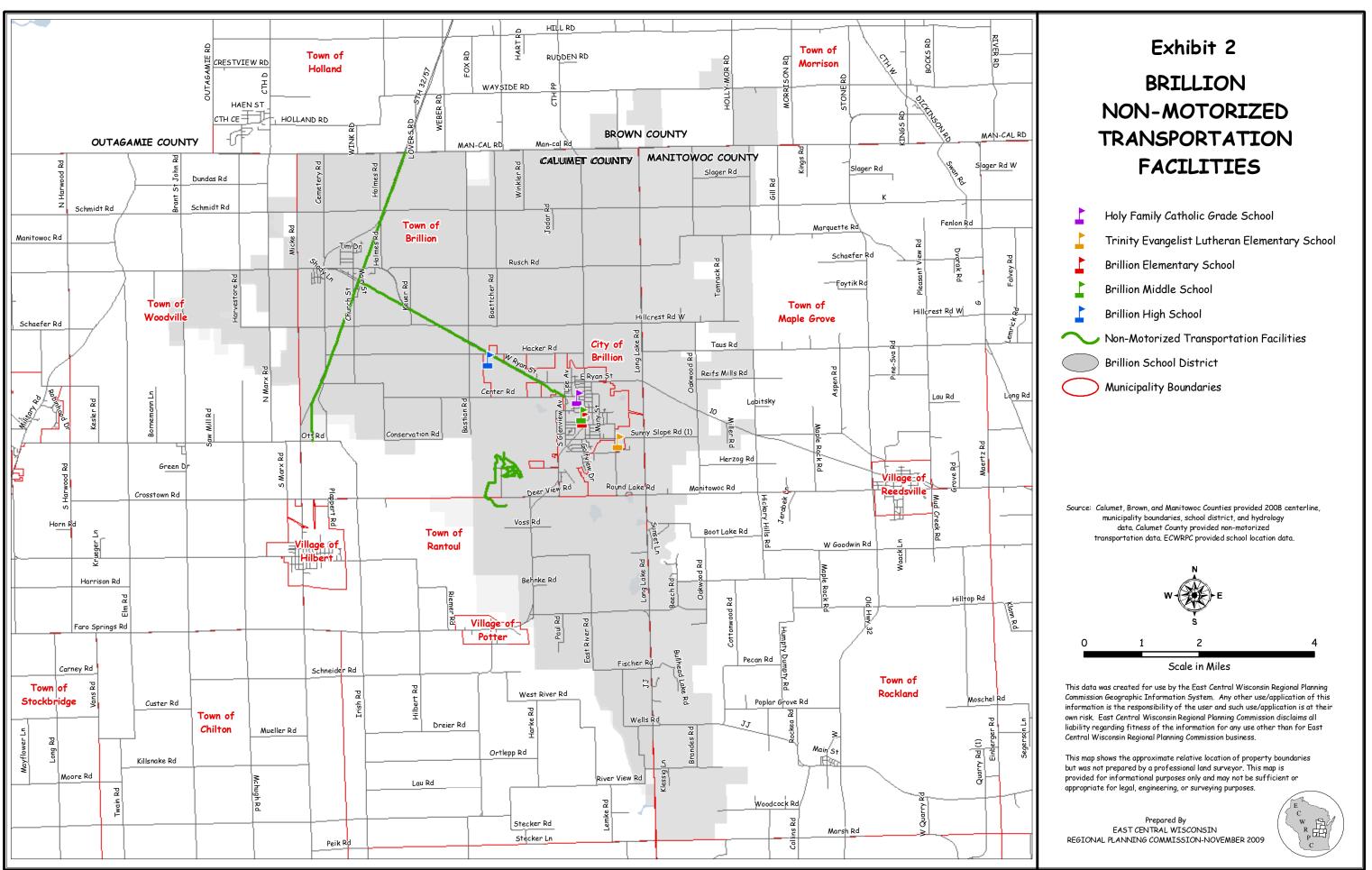
S. 121.54 (9)(a), Wis. Stats, establishes the procedures to be followed in the development of an unusually hazardous transportation (UHT) plan (*Source: Wisconsin Department of Public Instruction, 2009).* Local county sheriff's departments review a school district's UHT Plan, suggest recommendations, and determine if there are additional unusually hazardous situations. The UHT plans are sent to the State Superintendent's office in Madison for review.

Suggested criteria for designating unusually hazardous situations includes, but is not limited to:

- Age of students
- Lack of sidewalks
- Lack of crossing guards
- > Lack of local law enforcement
- Railroad crossings
- > Width of shoulder of road/highway
- Traffic counts
- > Temporary hazards such as construction projects or street repairs
- > Other conditions identified by local units of government

Source: Wisconsin Department of Public Instruction, 2009

For more information regarding, unusually hazardous transportation visit: <u>http://dpi.wi.gov/sms/haztrans.html</u>



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CHAPTER 3: IDENTIFYING SAFETY ISSUES

SCHOOL SITE TRAFFIC OBSERVATIONS

Bike and walk audits were used to assess areas at and around the participating school and noted any safety concerns for pedestrian and bicyclists. Community volunteers, students, and safe routes to school task force members were given maps of the schools, a comment sheet, and a checklist (See Appendix D). On each map of the school, there was a $\frac{1}{4}$ mile buffer surrounding the school. Volunteers attended a training session and were asked to observe activities at and around the school before the start or at dismissal. Volunteers wrote down any concerns or observations they had regarding safety around the schools. These results were then mapped (See Exhibit 3, Exhibit 4, Exhibit 5, & Exhibit 6) and discussed by the Brillion SRTS task force.

Holy Family Catholic Grade School

Holy Family Catholic School is located in the downtown business district in the City of Brillion (See Exhibit 3).

- > Sidewalks located on adajcent streets including Center, Custer, and Jackson.
- Located near a grocery store
 - Delivery trucks deliver goods to the store when school is beginning and at dismissal time.
- > Large number of parents dropping off and picking up their children.
- > Parents parked in bus zone, waiting to pick up their children.
- > Cars exceeded the posted speed limit.

Trinity Evangelical Lutheran School

Trinity Evangelical Lutheran School was built in 2005 and is located on the outskirts of the City of Brillion. East National Avenue is the main street that is used to get students to and from this school (See Exhibit 4).

- > East National Avenue
 - No sidewalks or off-street paths or walkways on this roadway.
 - Students must walk on an unimproved shoulder of the street for approximately 1,250 feet.
 - Excessive speeding.
 - Even though there are no sidewalks and it is not encourage, children can be seen walking and bicycling down this roadway.

- 3-2
- > East National Avenue and Round Lake Road
 - Students must cross this rural intersection.
 - The intersection is lacking stripped crosswalks.
 - Warning signs or crossing signs are also absent.
 - Excessive speeding.



Intersection of East National Avenue and Round Lake.

- > High amount of traffic congestion at the school when parents are picking up or dropping off children.
- > Bike Racks
 - \circ $\;$ Located at the school
 - Pavement around the school is rough and uneven making it hard to control a bike.

Brillion Elementary and Middle Schools

Brillion Elementary and Middle School are located on the same campus on Main Street within the City of Brillion.

- > Major concern at these two schools is traffic congestion.
 - Bus loading and unloading has been moved to the west side of the school to eliminate the conflict between private vehicles and school buses (see Exhibit 5).
 - Loading area on the east side of school has well over 100 vehicles dropping off and picking up students in both the morning and afternoon.
- Safety patrol students are located at each side of the crosswalks on Main Street/CTH PP
 - Average Daily Traffic (ADT) on Main Street in front of the school was 6,100 in 2007 (Source: WisDOT, 2007).



> Major safety concerns with having elementary students cross Main Street during peak traffic periods in the morning and afternoon.

- > Bike and Walk Audit Results
 - No current deficiencies in the sidewalks around school.
 - People driving in school zones at excessive speeds was rare.
 - Little bike traffic observed.
 It was noted that the bike
 - and walk audit was conducted in January 2008
 - Bike racks were available on both sides of the school at good locations.
 - No crosswalk at Monroe Street and a vehicle did not stop for a child in the crosswalk.



Intersection of Madison Street and Main Street near Brillion Elementary & Middle Schools

- > Concerns with family vehicles that are parked on the street
 - During the bike and walk audit, it was observed that a driver did a U-turn after picking up their child.

Brillion High School

The bike and walk audit for Brillion High School was conducted in May 2009. Staff spoke with the principal regarding his concerns along with the physical education teacher (See Exhibit 6).

- > Friendship Trail
 - The Friendship Trail links the City of Brillion to Brillion High School.
 - This trail is used by the physical education class to do their bicycling curriculum.
- > There were 8 buses bringing students to school.
- > Same drop off and pick up area for buses and parents.
 - This is located at the back of the school.
 - There were not a lot of parents dropping off students the day of the bike and walk audit.
- > Many students drive themselves to school.
- > No traffic control sign at the school driveway and the parking lot at the back of school.
- > Concerns with CTH HR and USH 10
 - Concerns with speed on USH 10.
 - $\circ~$ Concerns with amount of traffic on USH 10 and young drivers pulling out from CTH HR to USH 10.

CURRENT BICYCLING AND WALKING PROGRAMS

The Brillion School District has a number of bicycling and walking programs that are being implemented with the students.

- > *Wellness Policy:* The Brillion School District has a wellness policy.
- PEP Grant: PEP Grant involves having a fitness task force created to redesign and upgrade the physical education curriculum to one that teaches/supports lifetime skills for leading a healthy life through the child's life span. The focus is now on the individual health and fitness and not solely on sports. Activities that are taught include roller blading, biking, swimming, and golfing. Pedometers have also been purchased to use for various activities and have students check out a pedometer for a week and monitor how many steps they take. The Brillion Middle School also allows students to make-up work by walking or biking.
- Brillion Nature Center: The Brillion Area School District also uses the Nature Center for educational programs.
- Bicycle Safety: Bicycle safety units are covered in Physical Education class in 3rd and 4th grades.
- > **Bicycle Trip:** A bicycle trip is taken with 3^{rd} , 4^{th} , and 5^{th} graders to see how far they can go on the Friendship Trail within $1\frac{1}{2}$ hours.
- Wisconsin Governor's Challenge: The Wisconsin Governor's Challenge is a 6-8 week program that promotes physical activity for students after school. The students log their minutes of exercise and at the end of the 6-8 week program students receive a certificate for their participation in the challenge.
- > *Walking/Jogging Club:* At recess, the walking track is set up outside around the playground and students can earn toe tokens for the miles that they make.
- Physical Education Curriculum: The intent of the physical education curriculum is to promote life long fitness and to incorporate life skills into the program such as roller blading, biking, swimming, walking, and golfing.
- > Presidential Physical Fitness

- > Jump Rope for Heart: The Brillion Area School District and Holy Family Catholic School participates in the Jump Rope for Heart Program.
- Bike Rodeo: The City of Brillion Police Department conducts an annual bike rodeo in conjunction with Brillionfest Activities during the summer.
- Cross Country and Track Teams: These teams use the sidewalks and the existing trails for training during their seasons.
- > **Relay for Life:** The Brillion Area School District participates in the Relay for Life.
- > *Walk to Win Program:* Calumet County supports the Walk to Win program, which could be integrated into the Brillion SRTS Program.

NEIGHBORHOOD/COMMUNITY MEETING

The Brillion Safe Routes to School task force conducted neighborhood/ community meetings at each of the schools during each of the school's open house in August 2009. At the open house, there were maps regarding the bike and walk audit results, brochures on the safe routes to school program, and a storyboard with an overview of the Brillion Safe Routes to School Program. Staff and parents at each of the school spoke with task force members regarding the SRTS program and concerns they had with allowing children to walk or bike to school.

At Trinity Evangelical Lutheran School, parents and staff expressed concerns with the lack of sidewalks or off-road trail facility on East National Avenue, which would connect the school with the City of Brillion.

At Holy Family Catholic School, staff and parents expressed concerns with children crossing Main Street and the speed of traffic on Main Street. Materials from the Neighborhood/Community Meeting can be found in Appendix E.



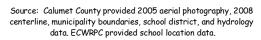


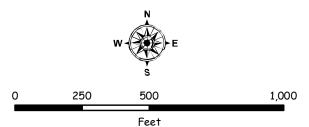
Exhibit 4

TRINITY EVANGELIST LUTHERAN ELEMENTARY SCHOOL



Municipality Boundaries





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This map shows the approximate relative location of property boundaries but was not prepared by a professional land surveyor. This map is provided for informational purposes only and may not be sufficient or appropriate for legal, engineering, or surveying purposes.

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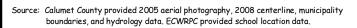


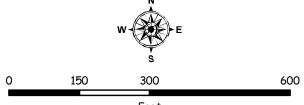


Exhibit 5

BRILLION ELEMENTARY AND MIDDLE SCHOOL

Brillion Elementary School Brillion Middle School Municipality Boundaries





Feet

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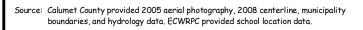


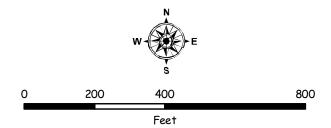


Exhibit 6 BRILLION HIGH SCHOOL



Brillion High School Municipality Boundaries





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CHAPTER 4: SAFE ROUTES TO SCHOOL & SAFETY RECOMMENDATIONS

CHAPTER 4: SAFE ROUTES TO SCHOOL & SAFETY RECOMMENDATIONS

GENERAL RECOMMENDATIONS

The Brillion SRTS task force has devised a number of recommendations for their program. All recommendations are subject to funding availability and stakeholder approval. The task force is committed to implementing these recommendations and the recommendations can be found in Figure 28. The Brillion SRTS task force will also participate in the East Central Regional SRTS program and activities.

Education

<u> Task Force – Perferred Ideas</u>

- 1. Pedestrian Fair/Community Fair
- 2. Walking Math
- 3. Bike Rodeo/Safety Course
- 4. Classroom Activites (i.e. Bike safety in P.E. class; Art Class Poster Contest)
- 5. Media Campaign

1. Pedestrian Fair/Community Fair

- Organizer: SRTS Committee
- Level of Effort: Medium
- Cost: \$200-\$1,000

Pedestrian safety fair that will involve the community with opportunities for skills practicing, crossing at crosswalks, rules for the road for walking and biking in the city/community, crossing the bridge, personal safety and promotion the designated safe routes. This will involve parents so they can reinforce safety guidelines.



2. Walking Math

- Organizer: School Administration and teachers
- Level of Effort: Low
- Cost: \$0

Walking Math offers lesson plans that link math with walking. For example, students can calculate gas mileage, auto emissions, and compare the miles per gallon (MPG) for different vehicles.



3. Bike Rodeo/Safety Course

- Organizer: School Administration and Police Department
- Level of Effort: Medium
- Cost: \$200-\$500

A Bike Rodeo is usually a bicycle safety clinic featuring bike safety inspections (and optionally quick tune-ups), and a safety lecture about the rules of the road (10 to 15 minutes).

4. Classroom Activities (i.e. Bike safety in P.E. class; Art Class - Poster Contest)

- Organizer: School Administration
- Level of Effort: Medium
- Cost: \$0-\$500

Bike safety taught in Physical Education class, or the art class could have a poster contest on bike safety or pedestrian safety.

5. Media Campaign

- Organizer: SRTS Committee
- Level of Effort: Medium
- Cost: \$200-\$1,000

A media campaign could be completed by the SRTS task force by including signage reminding drivers to slow down in school zones. Also public service

announcements could be developed and aired over the radio to remind the community the importance of pedestrian awareness and school zones. The committee could use local colleges to assist in the development of media campaign materials.

<u>Other Ideas</u>

- 1. Walk or Bike Across America
- 2. Assemblies/Guest Speakers
- 3. Pace Car Program/Parent Pledge Program
- 4. Pedestrian Fair/Community Fair

1. Walk or Bike Across America

- Organizer: School Administration and teachers
- Level of Effort: Medium
- Cost: \$0

Walk or Bike Across America involved students to keep track of the miles they accumulate when they walk or bike to school. This may be combined with a geography class

and students "travel" to a particular destination and learn about it.







2. Assemblies/Guest Speakers

- Organizer: School Administration
- Level of Effort: Low
- Cost: \$0-\$500

Guest speakers can address bicycle and pedestrian safety. This could happen as part of a field day, a special assembly or even in lieu of a class trip.

3. Pace Car Program/Parent Pledge Program

- Organizer: School Administration
- Level of Effort: Medium
- Cost: \$100-\$500

Pace car participatants or Parents sign a pledge agreeing to keep their children safe in and around school zones. Parents agree to the following: slow down, be alert, be patient, review and know their school rules, cross at cross walks, stay off cell phones, etc.

Encouragement

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

Task Force Preferred Ideas

- 1. Bicycle Field Trip
- 2. Frequent Walker Card/Frequent Rider Miles
- 3. Golden Sneaker Award
- 4. Recess Rovars/Moving Miles

1. Bicycle Field Trip

- Organizer: School Administration/Physical Education Instructor
- Level of Effort: Medium
- Cost: Low

The 8th Grade Bicycle Field Trip is a field trip that is done by 8th grade students. Students are taught bicycle safety tips a few weeks before the trip is scheduled. Students are divided into group of 10 with 2 adult chaparones. The groups go through a quiz on bicycling safety before they are allowed to get on their bicycles. Students then ride to various stations along the course





4-4

2. Frequent Walker Card/Frequent Rider Miles

- Organizer: School Administration
- Level of Effort: Medium
- Cost: \$0

Students are given cars that get punched every time they walk or

bike to school. Once their card is full they will receive a toe token or reward for their efforts. WisDOT has Frequent Walker/Rider Cards available for no cost to the school district.

3. Golden Sneaker Award

- Organizer: School administration and teachers
- Level of Effort: Medium
- Cost: \$0-\$500

The Golden Sneaker Award contest is a challenge between homeroom classes that rewards the class with the greatest number of students who walk, bike, carpool or ride the bus to school in a given month.

4. Recess Rovars/Moving Miles

- Organizer: School Administration
- Level of Effort: Medium
- Cost: \$0

For Recess Rovars, students who would ride the bus would be able to walk a marked route on the playground to redeem punches for their frequent walker card. The

Moving Miles program would allow teachers take a break from teaching in the morning and walk with the students around the block.

Other Ideas

- 1. Pollution Punch Card Contest
- 2. Walking Wednesday/Tuesday Truckers
- 3. Walking School Bus Program or Cycle Train
- 4. Bicycle and Pedestrian Quiz Show

1. Pollution Punch Card Contest

- Organizer: School Administration
- Level of Effort: Medium
- Cost: \$0-\$500

The Pollution Punch card contest rewards students when they choose green modes of travel - walking, biking, and can include carpooling and bus or transit.









2. Walking Wednesday/Tuesday Truckers

- Organizer: School Administration
- Level of Effort: Medium
- Cost: \$0

These walking or biking days can be weekly or monthy, complete with themes to encourage students to bike or walk to school.

3. Walking School Bus Program or Cycle Train

- Organizer: PTA and/or other parent group
- Level of Effort: High
- Cost: \$0-\$200

The Walking School Bus (WSB) is a group of children walked to school by a designated parents or adult. The Cycle trail is basically the bicycle version of the WSB. Several adult leaders would arrange to lead the WSB or Cycle Trail on different days. The children would meet the WSB or Cycle Trail at designated stops at designated times.

4. Bicycle and Pedestrian Quiz Show

- Organizer: School administration
- Level of Effort: Medium
- Cost: \$0-\$200

Based on the televisions quiz show, Jeopardy, this activity involved students playing a game in order to learn about pedestrian and bicycle safety. SAFE ROUTES TO SCHOOLS



Enforcement

4-6

Task Force Preferred Ideas

- 1. School Zone Campaign
- 2. Corner Captains
- 3. Speed Trailers

1. School Zone Campaign

- Organizer: Police Department
- Level of Effort: Medium
- Cost: \$500-\$1000

The School Zone Campaign is using the progressive approach to reduce speeders within school zones. The first week volunteers, parents and students, are outside of the school holding banners to remind drivers to slow down in school zones; the second week parent volunteers use radar guns to track drivers who are

speeding in school zones and they receive a letter in the mail; the third week a law enforcement officer, if available, write citations to drivers speeding in school zones.

2. Corner Captains

- Organizer: Police Department
- Level of Effort: Medium
- Cost: \$0-\$200

Parents or adult volunteers that station themselves at corners along a walking route. They can be given walkie talkie or cell phones to report unusual behavior.

3. Speed Trailers

- Organizer: Police Department
- Level of Effort: Low
- Cost: \$5,000-\$10,000

These can be parked at or near schools to show passing motorists the speed at which they are traveling.

<u>Other Ideas</u>

- 1. Law Enforcement Prescence
- 2. Sidewalk, Building, and Property Maintenance Laws
- 3. Neighborhood Watch Programs







1. Law Enforcement Prescence

- Organizer: Police Department
- Level of Effort: Low
- Cost: Medium

Increasing the presence of law enforcement at or around the school when children are present during dismissal and the

start of school. Some communities law enforcement officers have been on foot or on bike which has proven to be very effective. There may be an opportunity to partner with Fox Valley Technical College Law Enforcement Program and allow some of the law enforcement students to provide a prescence around the schools.

2. Sidewalk, Building, and Property Maintenance Laws

- Organizer: Town Administration and Police Department
- Level of Effort: High
- Cost: \$0

Sidewalk, building and property maintenance laws that support a safer, friendlier walking environment (i.e. cleared sidewalks after snow fall or overgrown vegetation) must be in forced.

3. Neighborhood Watch Programs

- Organizer: Police Department
- Level of Effort:
- Cost: \$0-\$100

Residents volunteer their homes as "safehouses" where kids can go if they feel threatened or endangered on the way to or from school.

Engineering

School specific engineering recommendations can be found in the next section. General engineering recommendations made by the Brillion SRTS Task Force are listed below. The City of Brillion does have a sidewalk ordinance in place.

Task Force Preferred Ideas

- 1. High Visibility Crosswalks
- 2. Traffic Calming Measures
- 1. High Visibility Crosswalks
 - Organizer: City Administration
 - Level of Effort: Low
 - Cost: \$400-\$1,200 (Source: Pedestrian and Bicycle Information Center, 2009)







High visibility crosswalks should be used to improve safety and to emphasize the recommended path for crossing an intersection. They are at least 10' wide and "ladder" style.

2. Traffic Calming Measures

- Organizer: City Administration
- Level of Effort: High
- Cost: \$2,000-\$15,000 (Source: Virginia DOT, 2009)

Include traffic calming measures when reconstructing roadways near schools or on routes that students use to walk or bike to school.

Other Ideas

- 1. Complete Streets Ordinance
- 2. Sidewalk Stencils

1. Complete Streets Ordinance

- Organizer: City Administration
- Level of Effort: Medium
- Cost: \$0

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.

2. Sidewalk Stencils

- Organizer: City Administration and School Administration
- Level of Effort: Low
- Cost: \$200-\$1,000

Families who live along identified school routes

will see a visual reminder that the sidewalk in front of their home is part of a route and it would encourage students to walk to school along the designated routes.







4-8

Evaluation

Task Force Preferred Ideas

- 1. Push Pin Mapping
- 2. Evaluate Pedestrian and Bicycle facilities within the City of Brillion (i.e. Bike and Walk Audits)
- 3. Parent Surveys
- 4. Student Surveys

1. Push Pin Mapping

- Organizer: School Administration
- Level of Effort: Medium
- Cost: \$0-\$100

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.

2. Evaluate Pedestrian and Bicycle facilities within the City of Brillion (i.e. Bike and Walk Audits)

- Organizer: SRTS Committee
- Level of Effort: Medium
- Cost: \$0

Continue to assess each school and areas around the school for additional safety concerns.

3. Parent Surveys

- Organizer: School Administration and SRTS Committee
- Level of Effort: Low
- Cost: \$0

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.

4. Student Surveys

- Organizer: School Administration and SRTS Committee
- Level of Effort: Low
- Cost: \$0

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.

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



SCHOOL SPECIFIC RECOMMENDATIONS

The City of Brillion would like to add a bicycle/pedestrian facility to connect the Fawn Ridge Subdivision with the existing sidewalk network.

- Develop an off-road trail or sidewalk along CTH PP
 - Eventually develop an off-road trail or sidewalk to extend to the Brillion Nature Center (the Brillion Nature Center is used by Brillion Elementary and Middle Schools for Educational Programs).



CTH PP heading out of the City of Brillion

> Place bike racks at various locations within the City of Brillion

Trinity Evangelical Lutheran Grade School

Trinity Evangelical Lutheran Grade School was built near the outer boundary of the City of Brillion. The committee made the following recommendations:

- Develop a paved trail or sidewalks on either the north side and south side of East National Avenue
- Install school zone warning signs on East National Avenue and Round Lake Road
- Consider adding crosswalks at the intersection of East National Avenue and Round Lake Road



Intersection of Round Lake Road and East National Avenue near Trinity Lutheran School

Holy Family Catholic Grade School

There were very few school specific engineering improvements that the task force would like to see done at Holy Family Catholic Grade School.

- > Coordinate with the new business and their delivery trucks.
 - When the grocery store was located in their old location, there were concerns with children walking or biking to the school and the timing of the delivery trucks were right when school started.

Brillion Elementary and Middle Schools

Brillion Elementary and Middle Schools are located within downtown Brillion. There are separate pick up and drop off areas for buses and parents. The major concern with

parents regarding allowing their children to walk or bike to school is distance, traffic volume at school, and speed of traffic at and near the school. The committee discussed doing the speed zone campaign for these two schools to decrease the speed of traffic. Other recommendations included:

- > Update school zone signs
- Look at the location of crosswalks within the City of Brillion



Intersection of Main Street and Madison Street near Brillion Elementary and Middle Schools

- > Possibly adjust the start and release times of the students
- > Develop an off-road trail or sidewalk along CTH PP to the Fawn Ridge Subdivision
- > Develop an off-road trail from the CTH PP to the Brillion Nature Center
 - The Brillion School District uses the Brillion Nature Center for educational activities.

Brillion High School

Brillion High School is located on the western boundary of the City of Brillion. The major concern at this school is the speed limit on USH 10 and the intersection of CTH HR and USH 10. Recommendations for this school included:

- > Consider putting a roundabout at the intersection of USH 10 and CTH HR
- > Reducing speed limit at USH 10 to 45 MPH

Projects	675	Not Brilling	in P.D.	udual Schu	net court	Force	s 549ested mancels	/
EDUCATION								
8th Grade Bicycle Field Trip	х	х	х		х			
Annual Bike Rodeo/Bike safety course for kids		x	х		х		BS-R; TSB	
Incorporate bicycle safety cirruculum in PE Class			х				TSB	
Pedestrian/Community Fair	x	×	x	x	x		SRTS; Local sponsors	
Classroom activities (i.e. art class - poster contest, walk math)			x					
Bike Rodeo/Safety Course	x	x	x	x	x			
Media Campaign			x		x		SRTS; Local Sponsors	
Walk or Bike Across America			x					
Assemblies/Guest Speakers	<u> </u>		x				ļ	
Pace Car/Parent Plege Program	 		x		x		SRTS	
Open House Promotion to distribute safety materials and maps ENCOURAGEMENT			x		x		SRTS	
Bicycle Field Trip		х	х					
Frequent Walker Card/Frequent Rider Miles			x		х		WisDOT	
Golden Sneaker Award			х		х			
Recess Rovars/Morning Mile			x					
Pollution Card Contest			x		x			
Walking Wednesdays/Tuesday Truckers			x		х		SRTS	
Walking School Bus Program or Cycle Train	х	x	х					
Walk to Win Program			х		х		Calumet Cty	
Bicycle and Pedestrian Quiz Show			х		х			
<u>ENFORCEMENT</u>								
School Zone Campaign	х	х	х	х	х	х	SRTS	
Corner Captains (i.e. adults spaced at equal intervals to watch	v	v	v		v			
children walking to school) Speed Trailers	X X	X X	×		×		<u> </u>	
Law enforcement Prescence	\uparrow	x		x			 	
Neighborhood Watch Program	×	×	x	x	x		<u> </u>	
Sidewalk, building, and Property Maintenance Laws	×	\uparrow	Ê	Ê	Ê		<u> </u>	
EVALUATION	~							
Do Push Pin mapping to reveal where students are walking and								
biking from and to demostrate change			×		×			
Evaluate Pedestrian and Bicycle facilities within the City of								
Brillion	X	×	×	х	×		 	
Student Surveys					X		 	
Parent Surveys					×		 	
Access school and areas around school (i.e bike and walk audits)					x			

Figure 28: Brillion Safe Routes to School Recommendations

					<u> </u>			
Projects	65	of Brillio	in Police	Department of the service of the ser	net CAY.	Force	SUBP Source 5	/
ENGINEERING	í	<i>,</i>		/	í	<i>.</i>		
Sidewalk stencils	х				х			
Traffic calming measures	х	х	х	х	х			
High visibility crosswalks	х	х			х			
Flashing light for school zone	х			х	х		SRTS	
Develop an off-road trail or sidewalk along CTH PP	х		х	х	х			
Place bike racks at various locations within the City.	х				х			
Holy Family Catholic School								
Coordinate with the new business and their delivery trucks	х		х					
Trinity Evangical Lutheran School								
Develop a paved trail or sidewalks on both the north side and								
south side of East National Avenue.	х	х	х		х		SRTS; WisDOT - TE	
Put up school zone warning signs on East National Avenue and								
Round Lake Road Look at adding crosswalks at the intersection ot East National	х	х	х		х		SRTS	
Avenue and Round Lake Road	x	x	x		x		SRTS	
Brillion Elementary and Middle Schools								
Jpdate school zone signs	х		х				SRTS	
Look at the location of crosswalks within the City of Brillion	×		x					
Possibly adjust the start and release times of students.			x					
Develop an off-road trail or sidewalk along CTH PP to Fawn								
Ridge Subdivision	x	х	×	×	х	WisDOT	TE; SRTS	
Develop an off-road trail or sidewalk along CTH PP to the Brillion Nature Center	×		×	x				
Brillion High Schoo	^			~		l		
Consider putting a roundabout at the intersection of USH 10								
and CTH HR	х		х	х	х	WisDOT		
Reduce the speed limit at USH 10 to 45 mph	х		х	х	х	WisDOT		

Figure 28: Brillion Safe Routes to School Recommendations (cont'd)

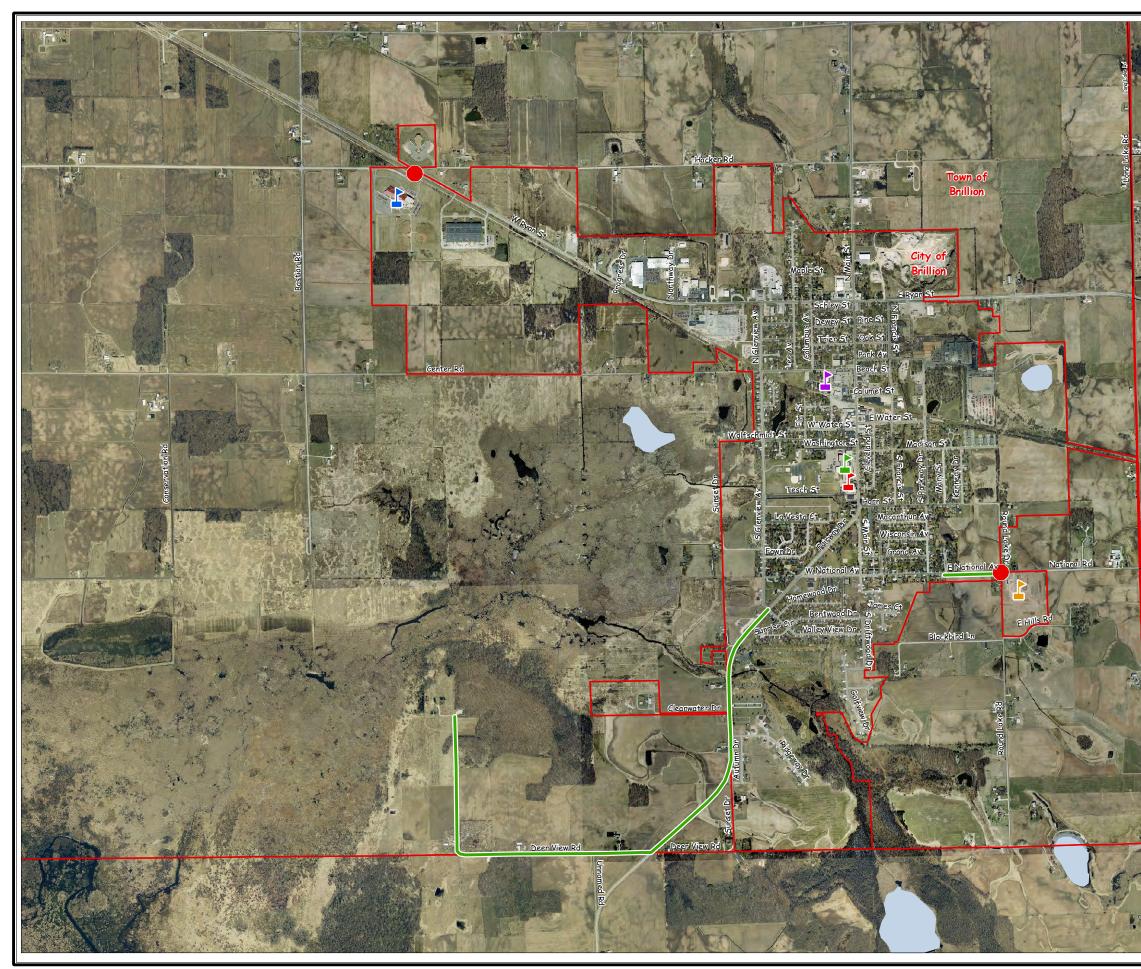


Exhibit 7 BRILLION INFRASTRUCTURE PROPOSAL

Holy Family Catholic Grade School

- Trinity Evangelist Lutheran Elementary School
- Brillion Elementary School
- Brillion Middle School
- Brillion High School
- Intersection of Concern
- Proposed Non-Motorized Transportation Facilities
- Municipality Boundaries

Source: Calumet County provided 2005 aerial photography, 2008 centerline, municipality boundaries, and hydrology data. ECWRPC provided school location data.

0 1,375 2,750 5,500			W E	
	0	1,375	2,750	5,500

Scale in Feet

This data was created for use by the East Central Wisconsin Regional Planning Commission Geographic Information System. Any other use/application of this information is the responsibility of the user and such use/application is at their own risk. East Central Wisconsin Regional Planning Commission disclaims all liability regarding fitness of the information for any use other than for East Central Wisconsin Regional Planning Commission business.

This map shows the approximate relative location of property boundaries but was not prepared by a professional land surveyor. This map is provided for informational purposes only and may not be inficient or appropriate for legal, engineering, or surveying purposes.

Prepared By EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION-NOVEMBER2009



CHAPTER 5: IMPLEMENTATION STRATEGIES & FUNDING SOURCES

CHAPTER 5: IMPLEMENTATION STRATEGIES AND FUNDING SOURCES

IMPLEMENTATION STRATEGIES AND TIMELINE

The Brillion SRTS task force made a number of recommendations of activities and programs that they could implement in the future. For the 2009-2010 school year, the task force discussed upcoming activities that they would like to continue and pursue. Figure 30 shows the implementation timeline for the Brillion SRTS task force for the 2009-2010 school year. These activities include:

- > SRTS booth at school's open house;
- International Walk to School Day (October 7th, 2009)
- > Walk to Win Program (Fall 2009)
- Bicycle Rodeo (Spring 2010)

COMMUNITY PARTNERS

The Brillion 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,
- > Calumet County Health Department, &
- > Safe Kids of the Fox Valley.



Students participating in Walk to School Day

FUNDING SOURCES AND ADDITIONAL RESOURCES

There are a number of funding resources and other resources that can assist the Brillion Area Safe Routes to School Program. In Figure 29, the funding source quick guide, provides a brief description of the funding source, if there is a local match and who to contact for more information.

Figure 29: Funding Source Quick Guide				
Grant	Description	Local	Contact Information	
Source/Name		Match		
Wisconsin Safe	e Routes to School Grants			
Planning Grants	SRTS Planning Grants: This grant allows communities or school districts to contract with MPO/RPC or the statewide consultant to assist in the development of their SRTS plan.	0%	Renee Callaway, WisDOT SRTS Coordinator (608) 266-3973 <u>srts@dot.state.wi.us</u> .	
Infrastructure Grants	This grant allows communities or school districts to apply for funding for engineering changes (i.e. gaps in sidewalks on school grounds, signage, etc.) that were addressed within their SRTS Plan.	0%	Renee Callaway, WisDOT SRTS Coordinator (608) 266-3973 <u>srts@dot.state.wi.us</u> .	
Non- Infrastructure Grants	This grant allows communities or school districts to apply for funding for educational, enforcement, encouragement, and evaluation SRTS activities that were developed within their SRTS Plan.	0%	Renee Callaway, WisDOT SRTS Coordinator (608) 266-3973 <u>srts@dot.state.wi.us</u> .	
Wisconsin Bure	au of Transportation Safe	ety		
Bicycle Safety- Rodeo	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.	0%	Larry Corsi, WisDOT (608) 267-3154 larry.corsi@dot.state.wi.us	
Pedestrian Road Show/Walking Workshop	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	0%	Larry Corsi, WisDOT (608) 267-3154 larry.corsi@dot.state.wi.us	

	traffic crashes and injuries		
	while improving the		
	community's walkability.		
Teaching Safe	This training is normally	N/A	Larry Corsi, WisDOT
Bicycling	scheduled in April and		(608) 267-3154
ысусния	designed to work with		larry.corsi@dot.state.wi.us
	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.		
Wisconsin		Varies	Lamme Canai WiaDOT
	This two-day course provides Wisconsin law enforcement	varies	Larry Corsi, WisDOT (608) 267-3154
	officers with the training and		
Bicycle Law Enforcement	information that they need to		larry.corsi@dot.state.wi.us
	•		
Training Course	manage traffic for pedestrian and bicycle safety and		
	enjoyment in their communities.		
Missensin Den			
	artment of Transportation		
Local	The Transportation	20%	John Duffe, WisDOT
Transportation	Enhancements program funds		(608) 264-8723
Enhancement	projects that increase multi-		john.duffe@dot.state.wi.us
(TE) Grants	modal transportation		
	alternatives and enhance		
	communities and the		
Disuala and	environment.	20%	Take Nuffa WiaDOT
Bicycle and Pedestrian	The Bicycle and Pedestrian Facilities Program funds	20%	John Duffe, WisDOT (608) 264-8723
	5		john.duffe@dot.state.wi.us
Facilities	projects that construct or		John.ddf reedon.state.wi.ds
Program (BPFP)	plan for bicycle or		
\	bicycle/pedestrian facilities.		
	artment of Natural Resour		1
Recreational	Funding for the Recreational	50%	
Trails Grants	Trails Program (RTP) is		
	provided through federal gas		
	excise taxes paid on fuel used		
	by off-highway vehicles.		
	artment of Public Instruct		
Movin' and	It is a DPI sponsored program	N/A	Jon Hisgen, WDPI
Munchin' Schools	to engage families in physical		jon.hisgen@dpi.state.wi.us
	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.		

Green and Healthy Schools Program	Green & Healthy Schools is a Web-based, voluntary program available to all public and private elemen-tary, middle, and high schools across Wisconsin.	N/A	Carrie Morgan, WDNR (608) 267-5239 carrie.morgan@dnr.state.wi.us Elizabeth Kane, WDPI (608) 266-2803 elizabeth.kane@dpi.state.wi.us
Additional Fund	ding Sources		
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.	N/A	
Dane County Bicycle Association (DCBA)	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.	N/A	<u>www.danecountybicycle.org</u>
Bikes Belong	Bikes Belong accepts requests for funding of up to \$10,000 for facility, capacity, and education projects.	N/A	www.bikesbelong.org
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.	N/A	<u>http://www.generalmills.com/corporate/- commitment/champions.aspx</u>
The Carol M. White Physical Education Program	The Carol M. White Physical Education Program provides grants to LEAs and community-based organizations (CBOs) to initiate, expand, or enhance physical education programs, including after-school	N/A	<u>http://www.ed.gov/programs/-</u> <u>whitephysed/index.html</u>

	programs, for students in kindergarten through 12th grade.		
Robert Wood Johnson Foundation (RWJF)	The mission of the Robert Wood Johnson Foundation is to improve the health and health care of all Americans. The RWJF offers grants available for programs and activities dealing with childhood obesity, active living, and public health issues.	N/A	<u>http://www.rwjf.org/</u>

Additional Information Regarding Funding Sources

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 quidelines and funding cycles, contact the program coordinator:*

 Renee Callaway, Wisconsin Safe Routes to School Coordinator, Email: <u>srts@dot.state.wi.us</u>

Bicycle Safety - **Rodeo:** 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: <u>larry.corsi@dot.state.wi.us</u>

Pedestrian Road Show-Walking Workshop: 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: <u>larry.corsi@dot.state.wi.us</u>

Teaching Safe Bicycling: 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 statues 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: <u>larry.corsi@dot.state.wi.us</u>

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/rectrails.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 integrated 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: <u>carrie.morgan@dnr.state.wi.us</u>
- Elizabeth Kane
 Wisconsin Department of Instruction
 Phone: (608) 266-2803
 Email: <u>elizabeth.kane@dpi.state.wi.us</u>

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 a number of ways the Department of Instruction (DPI) 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: <u>www.wisconsinmedicalsociety.org</u>

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: <u>www.danecountybicycle.org</u>

Bike Belong: Bikes Belong accepts requests for funding of up to \$10,000 for facility, capacity, and education projects. Visit <u>www.bikesbelong.org</u> 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: <u>http://www.generalmills.com/corporate/commitment/champions.aspx</u>

The Carol M. White Physical Education Program: The Carol M. White Physical Education Program provides grants to LEAs and community-based organizations (CBOs) to initiate, expand, or enhance physical education programs, including after-school programs, for students in kindergarten through 12th grade. Grant recipients must implement programs that help students make progress toward meeting state standards. Funds may be used to provide equipment and support to enable students to participate actively in physical education activities. Funds also may support staff and teacher training and education.

For more information visit<u>http://www.ed.gov/programs/whitephysed/index.html</u>

Robert Wood Johnson Foundation (RWJF): The mission of the Robert Wood Johnson Foundation is to improve the health and health care of all Americans. The RWJF offers grants available for programs and activities dealing with childhood obesity, active living, and public health issues. *For more information visit:<u>http://www.rwjf.org/</u>*

Community Academic Partnership Fund:

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

Saucony Run For Good: The Saucony Run For Good Foundation is a grant program that encourages 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: <u>http://www.sauconyrunforgood.com/</u>

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 20000 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: <u>http://www.safekids.org</u>

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: <u>http://dhfs.wisconsin.gov/health/physicalactivity/</u>

Comprehensive School Health Program: Healthy Children are Better Learners! Because of this the Department of Instruction (DPI), in partnership with others, is implementing a Comprehensive School Health Program (CSHIP) 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: <u>http://dpi.wi.gov/sspw/chspprog1.html</u>

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: <u>www.activelivingbydesign.org</u>

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: <u>www.kidpower.org</u>*

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: <u>www.americaaonthemove.org</u>*

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: <u>www.ymca.net/activateamerica</u>

• 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: <u>http://www.focol.org/activatefoxcities/INDEX.HTM</u>

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: <u>http://www.walktowin.org/</u>*

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 roles 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: <u>www.pta.org/healthylifestyles</u>

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 develop. 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.

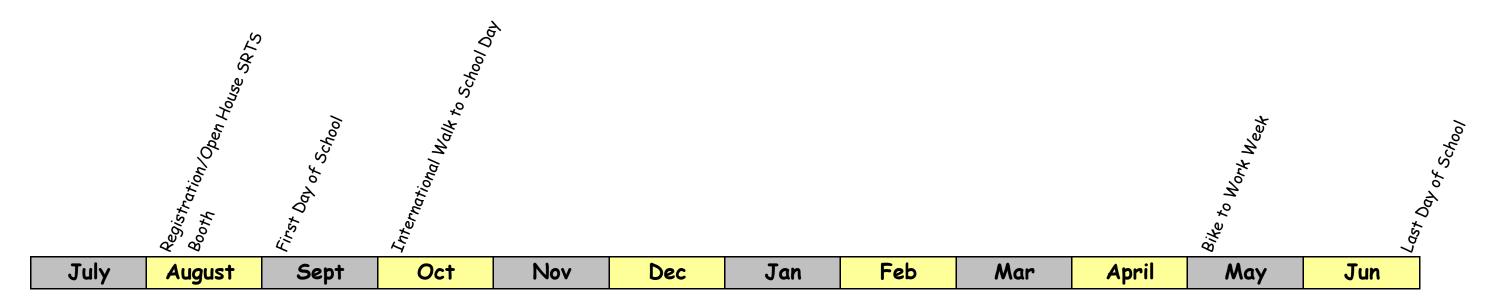
For more information visit: <u>www.nps.gov/rtca</u>

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: <u>www.completestreets.org</u>

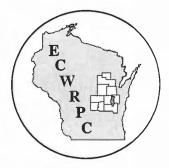
FIGURE 30: Brillion SAFE ROUTES TO SCHOOL

Implementation Schedule 2009-2010



Parent		Wisdot	Deadline for
Surveys with	East Central	SRTS Grant	WisDOT
Registration Materials	SRTS Grant Workshop	Application Available	SRTS Grant Application
		Wisdot TE	Deadline for
		Grant	Wisdot TE
Walk to Win		Application	Grant
Program		Available	Application
)09		2010

APPENDIX A: MEETING AGENDAS & SUMMARY OF PROCEEDINGS



EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

400 Ahnaip Street, Suite 100 Menasha Wisconsin 54952-3100(920) 751-4770Fax (920) 751-4771Website: www.eastcentralrpc.orgEmail: staff@eastcentralrpc.org

An Economic Development District and Metropolitan Planning Organization Serving the East Central Wisconsin Region for over 30 years -A Recipient of the 2007 Foth Good Government Award-



MEETING NOTICE BRILLION SAFE ROUTES TO SCHOOL COMMITTEE MEETING

DATE: Monday, March 2nd, 2009 TIME: 3:30 P.M. PLACE: Brillion City Hall

AGENDA

- 1. Welcome and Introductions
- 2. Update on Safe Routes to School Planning Process
- 3. Timeline for completing the Brillion Safe Routes to School Plan
- 4. Upcoming meeting dates (bring your calendars)
- 5. Adjourn

SUMMARY OF PROCEEDINGS

Brillion Safe Routes to School Task Force Brillion City Hall Monday, March 2nd, 2009

Task Force Members Present

Lori Gosz	City of Brillion, City Administrator
Ben Bastian	Brillion Police Department
	City of Brillion, Community Development Director
	City of Brillion, Plan Commission
	City of Brillion, Plan Commission
	Community Member
•	
	Brillion School District, Superintendent
	East Central WI Regional Planning Commission

1. Welcome and Introductions

Ms. Kraemer Badtke welcomed the task force and began introductions.

2. Update on the Safe Routes to School Planning Process

Ms. Kraemer Badtke stated that the City of Brillion did not receive a WisDOT Safe Routes to School Planning Grant. The City of Brillion pursued a contract with East Central Planning to develop a Safe Routes to School Plan. Ms. Kraemer Badtke explained that the majority of the components for the plan are completed such as the parent surveys, the student surveys, and the bike and walk audits. The task force will need to make recommendations for each of the 5 E's of the program and conduct a neighborhood/community meeting. Ms. Kraemer Badtke stated that a website for this planning process will be developed as well. Ms. Kraemer Badtke also recommended that Brillion High School also be included in this plan. Ms. Kraemer Badtke stated that there have been some discussions to include high schools within the next SRTS processes in the next transportation bill. The task force discussed including the high school within the planning process. Currently, the Friendship State Trail runs in front of the high school. The task force decided to go ahead and include the high school. Ms. Kraemer Badtke stated that she would work with Mr. Madison to have the high school complete student surveys, parent surveys, and conduct bike and walk audits.

Mr. Volkman noted that in 2010 the City of Brillion will be updating the City's 5-year Park and Recreation Plan.

3. Timeline for completing the Brillion Safe Routes to School Plan

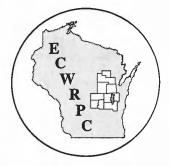
Ms. Kraemer Badtke handed out a timeline for the Brillion Safe Routes to School Process. Ms. Kraemer Badtke stated that the timeline could be modified based on the plan progress and the committee input. Ms. Kraemer Badtke stated that the plan will be completed by December, 2009.

4. Upcoming Meeting Dates

The task force decided to conduct a bike and walk audit the week before the next meeting. The next meeting is schedule for Monday, May 4th 2009 at 3:30 p.m. At this meeting the task force will discuss recommendations for the Brillion Safe Routes to School Plan.

5. Adjourn

The task force adjourned at 4:25 p.m. and the next meeting will be held on Monday, May 4^{th} at 3:30 p.m. at Brillion City Hall.



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MEETING NOTICE BRILLION SAFE ROUTES TO SCHOOL COMMITTEE MEETING

DATE: Monday, May 4th, 2009 TIME: 3:30 P.M. PLACE: Brillion City Hall

AGENDA

- 1. Welcome and Introductions
- 2. Comments on the Summary of Proceedings from the March 2nd, 2009 meeting
- 3. Discussion on draft Chapters 1: Introduction, 2: Present Conditions, and 3: Identifying Safety Issues
- 4. Discussion regarding the Bike and Walk Audit at Brillion High School
- 5. Discussion on Recommendations (Education, Encouragement, Enforcement, and Evaluation)
- 6. Neighborhood/Community Meeting
- 7. Adjourn

SAFE ROUTES TO SCHOOL Committee Meeting

May 4, 2009

Brillion City Hall

3:30 pm

Welcome and Introductions:

Melissa Kraemer-Badtke welcomed everyone to the meeting. The following were in attendance:

Melissa Kraemer-Badtke from East Central Wisconsin Regional Planning Commission, Wayne Volkman City Community Development Director, Lori Gosz City Administrator/Clerk-Treasurer, Zane Zander, Dena Mleziva Calumet County Planner Gary Schultz from Calumet County Sheriff's Department, and Connie Schaefer from Calumet County Health Department.

Comments on the Summary of the Proceedings form the March 2nd 2009 Meeting: None given.

Discussion on Draft Chapters – 1: Introduction, 2: Present Conditions, and 3: Identifying Safety Issues.

Melissa reviewed the draft chapters with the Committee. She reported the student and parent surveys will need to be completed. She suggested working with the school to distribute parent surveys with the school's registration information in fall of 2009. Connie suggested checking with the schools on their procedures for fall registration information.

Melissa stated the hazardous business areas need to be identified. Gary stated areas with no sidewalks are deemed hazardous and require busing.

Discussion Regarding the Bike and Walk Audit at Brillion High School:

Melissa stated the bike/walk audit was conducted at all school locations except for the high school.

Melissa explained she will be taking pictures of the Friendship Trail area.

Discussion on Recommendations (Education, Encouragement, Enforcement, and Evaluation):

Melissa questioned whether or not to discuss this without more members of the Committee present. Those present suggested she give an overview at this time.

Wayne suggested as an encouragement recommendation to find a way to encourage the use of the Friendship Trail to the high school students.

Melissa stated she will talk to the students to get ideas on ways to encourage use of the trail, etc.

Neighborhood/Community Meeting:

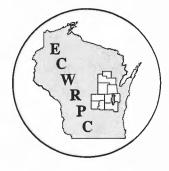
Melissa explained there needs to be a neighborhood/community meeting on the Safe Routes to School Plan. She stated that the first Wednesday in October is national walk to school day. Wayne suggested holding the meeting around that time.

It was suggested to check with the schools and see if there is a time or event when parents are at the schools, i.e. parent/teachers conferences.

The next Safe Routes to School Committee meeting will be held on Monday, June 8, 2009 at 3:30 pm at the Brillion City Hall.

Adjournment:

The meeting adjourned at 4:45 pm.



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MEETING NOTICE BRILLION SAFE ROUTES TO SCHOOL COMMITTEE MEETING

- DATE: Monday, June 8th, 2009
- TIME: 3:30 P.M.
- PLACE: Brillion City Hall

AGENDA

- 1. Welcome and Introductions
- 2. Comments on the Summary of Proceedings from the May 4th , 2009 meeting
- 3. Bike and Walk Audit Results at Brillion High School
- 4. Discussion on Recommendations (Education, Encouragement, Enforcement, Engineering, and Evaluation)
- 5. Neighborhood/Community Meeting
- 6. Adjourn

SUMMARY OF PROCEEDINGS

Brillion Safe Routes to School Task Force Brillion City Hall Monday, June 8th, 2009

Task Force Members Present

Lori Gosz	City of Brillion, City Administrator
Wayne Volkman	City of Brillion, Community Development Director
	City of Brillion, Plan Commission
Stephanie Ott	Community Member
	Calumet County, Planner
Connie Schaefer	Calumet County, Health Department
Brenda Mroczynski	UW-Green Bay Student
Gary Schultz	Calumet County, Sherriff's Department
Nick Madison	Brillion School District, Superintendent
Melissa Kraemer Badtke	East Central WI Regional Planning Commission

1. Welcome and Introductions

Ms. Kraemer Badtke welcomed the task force and began introductions.

2. Comments on the Summary of Proceedings from the May 4th, 2009 meeting

Ms. Kraemer Badtke stated that the summary of proceedings from the May 4th, 2009 were included in the meeting materials. Ms. Kraemer Badtke asked the committee if there were any comments on the summary of proceedings. The committee had no additional comments on the summary of proceedings from the May 4th, 2009 meeting at this time.

3. Bike and Walk Audit Results at Brillion High School

Ms. Kraemer Badtke stated that the bike and walk audit for Brillion High School was conducted on May 12th. Ms. Kraemer Badtke spoke with the principal regarding his concerns along with the physical education teacher as well. Ms. Kraemer Badtke handed out notes from the bike and walk audit. Comments included that there were 7 buses bringing students to the school, the Friendship Trail is a walkway that is between the school and the city, buses picked up and drop off students in the back of school, this is also where parents drop off and pick up students, and some concerns with USH 10. The committee discussed the results of the bike and walk audit.

4. Discussion on Recommendations (Education, Encouragement, Enforcement, Engineering, and Evaluation)

Ms. Kraemer Badtke stated that the committee needed to develop recommendations for each of the 5 E's: Engineering, Education, Enforcement, Encouragement, and Evaluation. Ms. Kraemer

Badtke stated that she had developed some draft recommendations for each of the 5 E's for the City of Brillion Safe Routes to School Plan. The committee proceeded to go through an exercise where they ranked each of the recommendations for 5 E's as to what they felt was of highest priority. Afterwards, the committee reconvened and discussed the results.

5. Adjourn

The task force adjourned at 4:25 p.m. and the next meeting will be held on Monday, August 3rd at 3:30 p.m. at Brillion City Hall.



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MEETING NOTICE BRILLION SAFE ROUTES TO SCHOOL COMMITTEE MEETING Revised

DATE: Monday, August 3rd, 2009

TIME: 3:30 P.M.

PLACE: Brillion City Hall

AGENDA

- 1. Welcome and Introductions
- 2. Comments on the Summary of Proceedings from the June 8th, 2009 meeting
- 3. Discussion on Draft Safe Routes to School Plan
- 4. Review of Materials for Neighborhood/Community Meeting a. Parent Surveys
- 5. Implementation Strategies and Activities for 2009-2010 a. Walk to Win Program
- 6. Update on the Regional SRTS Program
- 7. Next Meeting
- 8. Adjourn

SUMMARY OF PROCEEDINGS

Brillion Safe Routes to School Task Force Brillion City Hall Monday, August 3, 2009

Task Force Members Present

Lori Gosz	City of Brillion, City Administrator
	City of Brillion, Community Development Director
Dena Mleziva	
	Calumet County, Health Department
	UW-Green Bay Student
	East Central WI Regional Planning Commission

1. Welcome and Introductions

Ms. Kraemer Badtke welcomed the task force and began introductions.

2. Comments on the Summary of Proceedings from the June 8th, 2009 meeting

Ms. Kraemer Badtke stated that the summary of proceedings from the June 8th, 2009 were included in the meeting materials. Ms. Kraemer Badtke asked the committee if there were any comments on the summary of proceedings. The committee had no additional comments on the summary of proceedings from the June 8th, 2009 meeting at this time.

3. Discussion on Draft Safe Routes to School Plan

Ms. Kraemer Badtke stated that a draft copy of the Brillion SRTS Plan is available on the Brillion SRTS Website. Ms. Kraemer Badtke stated that she will be updating the SRTS plan once the neighborhood/community meetings are completed and parent surveys are completed by Trinity Lutheran School and Holy Family Catholic School. Ms. Kraemer Badtke asked the committee to please review the draft copy and let her know of any comments or changes that they may have.

4. Review of Materials for Neighborhood/Community Meeting

Ms. Kraemer Badtke stated that at the last meeting the committee discussed materials that they would like to have at the neighborhood/community meeting. Ms. Kraemer Badtke brought story boards for each school along with maps of the bike and walk audits for each school. The committee reviewed the materials. Ms. Kraemer Badtke stated that these materials will be available at each of the open houses during the week of August 24th, 2009.

5. Implementation Strategies and Activities for 2009-2010

Ms. Kraemer Badtke talked about the Walk to Win program which will be kicking off on August 27th. Materials for the program were also sent to the schools and Ms. Kraemer Badtke will be following up with Mr. Madison to see if their schools will be participating. Ms. Kraemer Badtke brought a number of flyers for the Walk to Win Program and asked committee members to distribute them as necessary.

The committee

6. Update on Regional SRTS Program

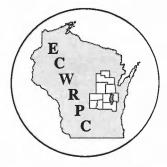
Ms. Kraemer Badtke stated that East Central staff is working with WisDOT to finalize details regarding the Regional SRTS Program. Regional SRTS Activities for this year include a media/marketing campaign, incentives and assistance for organizing an International Walk to School Day Event, the development of a Regional SRTS Website and electronic newsletter, hosting a grants workshop, and beginning the development of a Regional SRTS Plan. Ms. Kraemer Badtke will have additional details once staff has finalized them with WisDOT.

7. Next Meeting

The next meeting will be held on Monday, September 14th at 3:30 p.m. at Brillion City Hall.

8. Adjourn

The task force adjourned at 4:00 p.m.



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MEETING NOTICE BRILLION SAFE ROUTES TO SCHOOL COMMITTEE MEETING

- DATE: Monday, September 14, 2009
- TIME: 3:30 P.M.
- PLACE: Brillion City Hall

AGENDA

- 1. Welcome and Introductions
- 2. Comments on the Summary of Proceedings from the August 3rd, 2009 meeting
- 3. Discussion on Final Draft Safe Routes to School Plan
- 4. Discussion regarding Results from the Neighborhood/Community Meetings
- 5. Implementation Strategies and Activities for 2009-2010
- 6. Update on the Regional SRTS Program
- 7. Next Meeting
- 8. Adjourn

SUMMARY OF PROCEEDINGS

Brillion Safe Routes to School Task Force Brillion City Hall Monday, September 14th, 2009

Task Force Members Present

Gary Shultz	Calumet County Sherriff Department
Bob Mathiebe	Brillion Planning Commission
Zane Zander	Brillion Planning Commission
Lori Gosz	City of Brillion, City Administrator
Wayne Volkman	City of Brillion, Community Development Director
	Calumet County, Planner
Matt Halada	
Nick Madison	Brillion School District, Administrator
Mike Patza	East Central WI Regional Planning Commission
	East Central WI Regional Planning Commission

1. Welcome and Introductions

Ms. Kraemer Badtke welcomed the task force and began introductions.

2. Comments on the Summary of Proceedings from the August 3rd, 2009 meeting.

Ms. Kraemer Badtke stated that the summary of proceedings from the August 3rd, 2009 meeting were included in the meeting materials. The committee had no comments on the summary of proceedings from the August 3rd, 2009 meeting.

3. Discussion on the Final Draft Safe Routes to School Plan

Mr. Halada had updated traffic data for Ms. Kraemer Badtke to be entered into the final draft copy of the Brillion SRTS plan.

Ms. Kramer Badtke will complete the final draft of the Brillion SRTS plan and send copies out to the Brillion Planning Commission by Friday, October 2nd. Ms. Kramer Badtke will present the final draft of the Brillion SRTS plan at the Brillion Planning Commission meeting on Monday, November 2nd.

4. Discussion regarding Results from the Neighborhood/Community Meetings

Mr. Volkman and Ms. Kraemer Badtke talked about how well received the SRTS booth was at the open houses for each of the schools in Brillion. Mr. Volkman and Ms. Kraemer Badtke were able to talk with a large number of parents and students at the open houses. This helped them learn about some issues and areas of concern throughout the community that could be addressed by the SRTS program.

5. Implementation Strategies and Activities for 2009-2010

Ms. Gosz brought up that Trinity Church has expressed interest in constructing a temporary trail this fall on the south side of East National Ave from where the sidewalk ends at Meadowood Ln to Round Lake Rd. This would allow students of Trinity School a safe route to walk or bike to their school as East National Ave is not very bike or pedestrian friendly. Mr. Mathiebe is also a member of Trinity Church and stated he has heard talk of the trail being constructed. There was discussion over cost of the trail, issues getting permission from the two land owners, and who would be in charge of the trail maintenance. Mr. Zander suggested possibly putting together a committee and figure out any state/federal requirements that would need to be met. Mr. Mathiebe and Ms. Gosz will continue to investigate this project and gather information.

It should also be noted that a SRTS grant is going to be applied for to construct a permanent trail at this location but would not be in place for a few years even if the grant was awarded.

Mr. Madison confirmed that the committee planned on applying for SRTS grants for both the E. National Ave trail and the County Highway PP project.

Mr. Halada and Ms. Kramer Badtke stated that if there were plans to update East National Ave that depending on the cost the City of Brillion could apply for Transportation Enhancement money along with a SRTS grant for the project.

Mr. Volkman brought up the idea of piloting a "Go Green" campaign along with the SRTS program.

Ms. Kramer Badtke will create a document explaining International Walk to School Day which is Wednesday October, 7th. Ms. Kramer Badtke will send the document to Mr. Madison so he can distribute to the principals around the district and the can decide if their schools want to participate and if they wish to receive any incentives from the Regional SRTS program to give out to students.

6. Update on the Regional SRTS Program

Ms. Kraemer Badtke talked about the Regional SRTS program and discussed some of the aspects that will be included in the project. As part of the regional program ECWRPC will produce an electronic SRTS newsletter; develop a regional SRTS website with informational resources, help with incentives for SRTS events within the region; assist communities with their local SRTS plans; host a SRTS grant workshop and regional stakeholders meeting on Tuesday, October 27th; development of a regional SRTS plan document.

Mr. Volkman offered Brillion as a possible venue for the grant workshop and stakeholders meeting on Tuesday, October 27th.

7. Next Meeting

The next meeting will be held on Monday, October 12th, 2009 at 3:30 p.m. at Brillion City Hall.

8. Adjourn

The committee adjourned at 4:40 p.m.

APPENDIX B: STUDENT SURVEY RESULTS

SAFE ROUTES TO SCHOOL STUDENT ARRIVAL AND DEPARTURE TALLY SHEET												
School Name:	Zip Code:											
Teacher:	Grade (K-8)											
Monday's Date	/ _ / 2 0 # of students enrolled in											

Teachers, here are simple instructions for using this form:

- Please conduct these counts on any two days from Tuesday, Wednesday, or Thursday of the assigned week. Only two days worth of counts are needed, but counting all 3 provides better data.
- Please do not conduct these counts on Mondays or Fridays.
- Before asking your students to raise their hands to indicate the *one answer* that is correct for them, read through all potential answers so they will know what the choices are.
- Ask your students as a group the question "How did you arrive at school today?"
- Read each answer and record the number of students that raised their hands for each.
- Place just one character or number in each box.
- Follow the same procedure for the question "How do you plan to leave for home after school?"
- Please conduct this count regardless of weather conditions (i.e., ask these questions on rainy days, too).

Step 1 . Fill in the weather conditions and number of students in class each day.			Step 2. Ask students "How did you arrive at school today?" and "How do you plan to leave for home after school?" (record number of hands for each answer)														
	Weather S= sunny R= rainy O= overcast Sn= snow	Number of Students (in class when count made)		Wa	alk	k Bike		School Bus		Family Vehicle (only with children from your family)		Carpool (riding with children from other families)		Transit (city bus, subway, etc.)		Other (skate- board, scooter, inline skates, etc.)	
SAMPLE	S	2	7		4		2	1	1		7		3		0		0
Tues AM																	
Tues PM																	
Wed AM																	
Wed PM																	
Thur AM																	
Thur PM																	

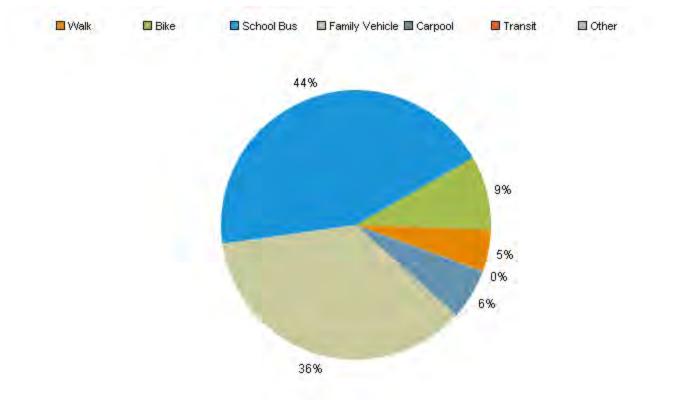
Comments (List disruptions to counts or any unusual travel conditions to/from the school on the days of the tally):

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Student Travel Summary

City of Brillion	Season Collected:	Fall2009
Holy Family Catholic Grade School	Data Type (Pre/Mid/Post)∶	mid
	Reported School Enrollment:	57
	Number Classrooms:	0
	Number of Tallies Reported:	5
	,	Holy Family Catholic Grade School Data Type (Pre/Mid/Post): Reported School Enrollment: Number Classrooms:

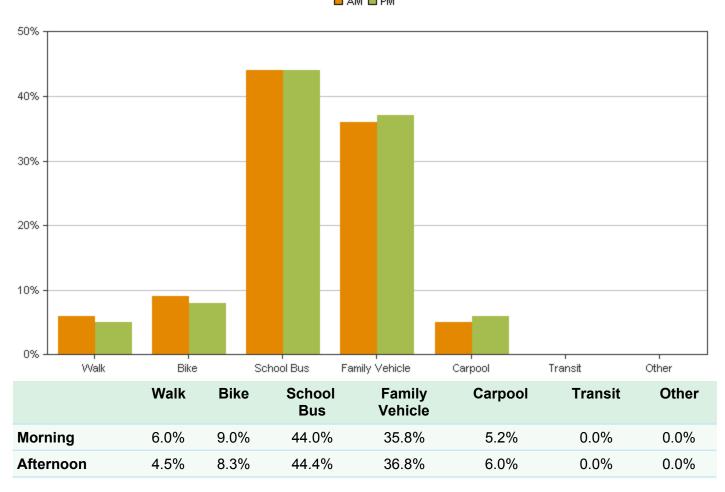
Students Traveling by Each Mode (across all reported days)



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Average Number of Student Trips for Morning and Afternoon	2.3	3.8	19.7	16.2	2.5	0.0	0.0
Percent	5.2%	8.6%	44.2%	36.3%	5.6%	0.0%	0.0%

Average number of students per day responding to in-class tally counts: 44.5

Morning to Afternoon Travel Mode Comparison



Number of students by travel mode to and from school:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues AM	38	2	4	18	13	1	0	0
Tues PM	38	1	3	15	16	3	0	0
Wed AM	48	3	4	21	19	1	0	0
Wed PM	48	3	4	21	17	3	0	0
Thur AM	48	3	4	20	16	5	0	0
Thur PM	47	2	4	23	16	2	0	0

Averages for classes submitting travel tallies:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues AM	7.6	0.4	0.8	3.6	2.6	0.2	0.0	0.0
Tues PM	7.6	0.2	0.6	3.0	3.2	0.6	0.0	0.0

🗖 am 🗖 Pm

Student Travel Summary Report for City of Brillion

Wed AM	9.6	0.6	0.8	4.2	3.8	0.2	0.0	0.0
Wed PM	9.6	0.6	0.8	4.2	3.4	0.6	0.0	0.0
Thur AM	9.6	0.6	0.8	4.0	3.2	1.0	0.0	0.0
Thur PM	9.4	0.4	0.8	4.6	3.2	0.4	0.0	0.0

Percentages of students by travel mode to and from school:

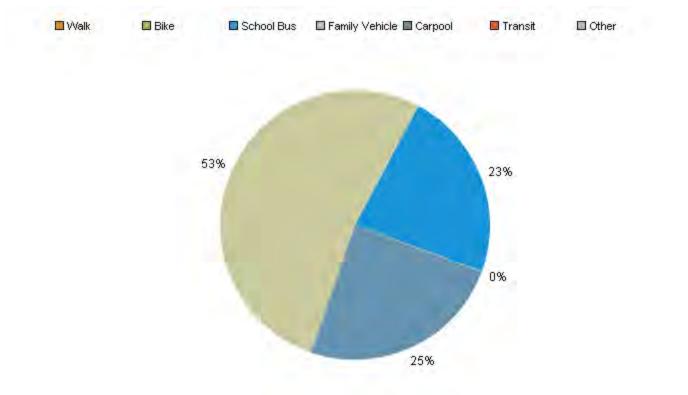
	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues AM	38	5.3%	10.5%	47.4%	34.2%	2.6%	0.0%	0.0%
Tues PM	38	2.6%	7.9%	39.5%	42.1%	7.9%	0.0%	0.0%
Wed AM	48	6.3%	8.3%	43.8%	39.6%	2.1%	0.0%	0.0%
Wed PM	48	6.3%	8.3%	43.8%	35.4%	6.3%	0.0%	0.0%
Thur AM	48	6.3%	8.3%	41.7%	33.3%	10.4%	0.0%	0.0%
Thur PM	47	4.3%	8.5%	48.9%	34.0%	4.3%	0.0%	0.0%

End of Report

Student Travel Summary

Program Name:	Winneconne Area School District	Season Collected:	Winter2007
School Name:	Trinity Lutheran School	Data Type <i>(Pre/Mid/Post)</i> :	
		Reported School Enrollment:	104
		Number Classrooms:	0
		Number of Tallies Reported:	7

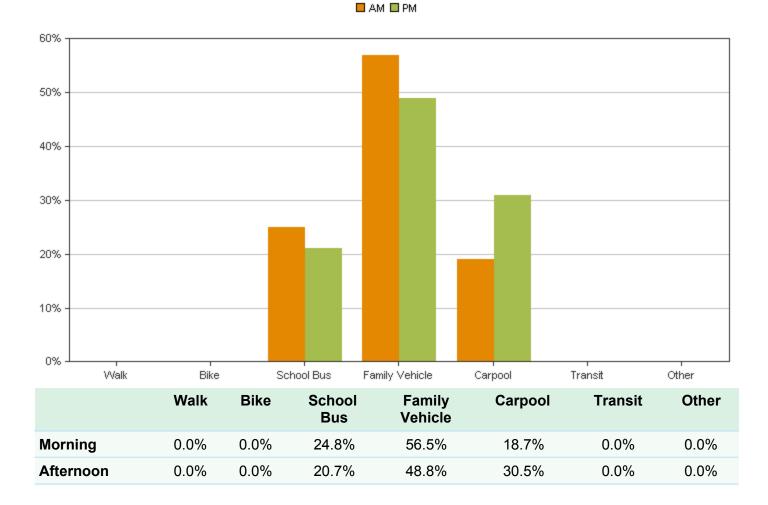
Students Traveling by Each Mode (across all reported days)



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Average Number of Student Trips for Morning and Afternoon	0.0	0.0	16.2	37.5	17.5	0.0	0.0
Percent	0.0%	0.0%	22.7%	52.7%	24.6%	0.0%	0.0%

Average number of students per day responding to in-class tally counts: 71.2

Morning to Afternoon Travel Mode Comparison



Number of students by travel mode to and from school:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues AM	90	0	0	20	49	21	0	0
Tues PM	90	0	0	18	42	30	0	0
Wed AM	101	0	0	25	62	14	0	0
Wed PM	100	0	0	21	47	32	0	0
Thur AM	23	0	0	8	10	5	0	0
Thur PM	23	0	0	5	15	3	0	0

Averages for classes submitting travel tallies:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues AM	12.9	0.0	0.0	2.9	7.0	3.0	0.0	0.0
Tues PM	12.9	0.0	0.0	2.6	6.0	4.3	0.0	0.0

Generated by the National Center for Safe Routes to School

Student Travel Summary Report for Winneconne Area School District

Wed AM	14.4	0.0	0.0	3.6	8.9	2.0	0.0	0.0
Wed PM	14.3	0.0	0.0	3.0	6.7	4.6	0.0	0.0
Thur AM	3.3	0.0	0.0	1.1	1.4	0.7	0.0	0.0
Thur PM	3.3	0.0	0.0	0.7	2.1	0.4	0.0	0.0

Percentages of students by travel mode to and from school:

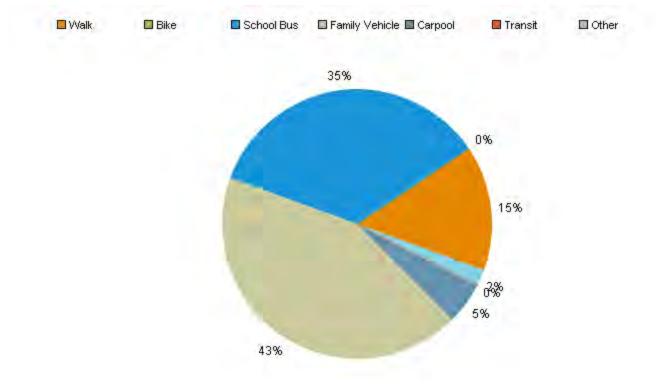
	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues AM	90	0.0%	0.0%	22.2%	54.4%	23.3%	0.0%	0.0%
Tues PM	90	0.0%	0.0%	20.0%	46.7%	33.3%	0.0%	0.0%
Wed AM	101	0.0%	0.0%	24.8%	61.4%	13.9%	0.0%	0.0%
Wed PM	100	0.0%	0.0%	21.0%	47.0%	32.0%	0.0%	0.0%
Thur AM	23	0.0%	0.0%	34.8%	43.5%	21.7%	0.0%	0.0%
Thur PM	23	0.0%	0.0%	21.7%	65.2%	13.0%	0.0%	0.0%

End of Report

Student Travel Summary

Program Name:	Winneconne Area School District	Season Collected:	Winter2007
School Name:	Brillion Elementary School	Data Type (Pre/Mid/Post)∶	
		Reported School Enrollment:	351
		Number Classrooms:	17
		Number of Tallies Reported:	17

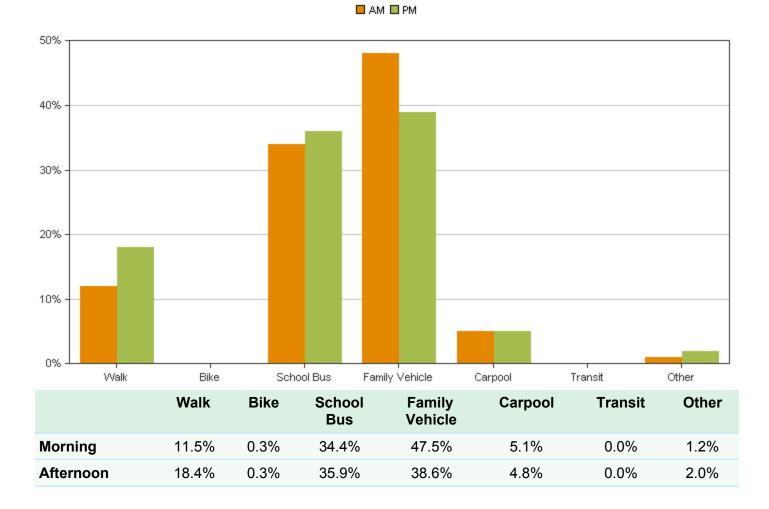
Students Traveling by Each Mode (across all reported days)



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Average Number of Student Trips for Morning and Afternoon	48.5	1.0	114.0	140.0	16.0	0.0	5.3
Percent	14.9%	0.3%	35.1%	43.1%	4.9%	0.0%	1.6%

Average number of students per day responding to in-class tally counts: 324.8

Morning to Afternoon Travel Mode Comparison



Number of students by travel mode to and from school:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Wed AM	327	39	2	117	150	16	0	3
Wed PM	324	62	2	121	115	16	0	8
Thur AM	325	36	0	107	160	17	0	5
Thur PM	323	57	0	111	135	15	0	5

Averages for classes submitting travel tallies:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Wed AM	19.2	2.3	0.1	6.9	8.8	0.9	0.0	0.2
Wed PM	19.1	3.6	0.1	7.1	6.8	0.9	0.0	0.5
Thur AM	19.1	2.1	0.0	6.3	9.4	1.0	0.0	0.3
Thur PM	19.0	3.4	0.0	6.5	7.9	0.9	0.0	0.3

Generated by the National Center for Safe Routes to School

Percentages of students by travel mode to and from school:

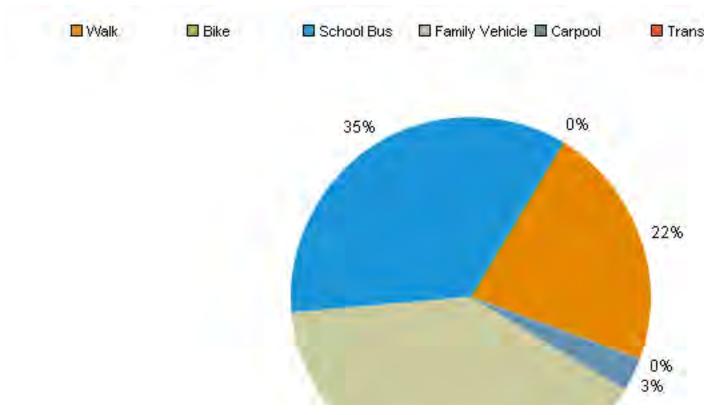
	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Wed AM	327	11.9%	0.6%	35.8%	45.9%	4.9%	0.0%	0.9%
Wed PM	324	19.1%	0.6%	37.3%	35.5%	4.9%	0.0%	2.5%
Thur AM	325	11.1%	0.0%	32.9%	49.2%	5.2%	0.0%	1.5%
Thur PM	323	17.6%	0.0%	34.4%	41.8%	4.6%	0.0%	1.5%

End of Report

Student Travel Summary

Program Name:	Winneconne Area School District	Season Collected:	Winter2007
School Name:	Brillion Middel School	Data Type <i>(Pre/Mid/Post)</i> :	
		Reported School Enrollment:	183
		Number Classrooms:	9
		Number of Tallies Reported:	9

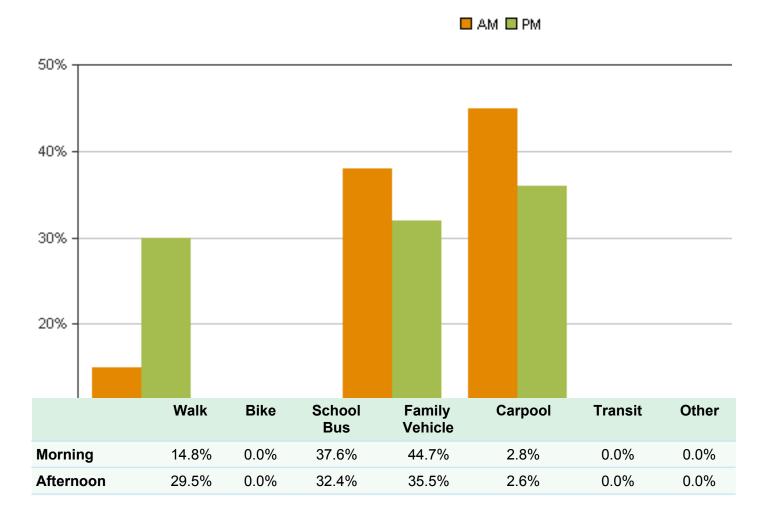
Students Traveling by Each Mode (across all reported days)



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Average Number of Student Trips for Morning and Afternoon	39.0	0.0	61.5	70.5	4.8	0.0	0.0
Percent	22.2%	0.0%	35.0%	40.1%	2.7%	0.0%	0.0%

Average number of students per day responding to in-class tally counts: 175.8

Morning to Afternoon Travel Mode Comparison



Number of students by travel mode to and from school:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Wed AM	175	28	0	68	75	4	0	0
Wed PM	176	66	0	63	43	4	0	0
Thur AM	176	24	0	64	82	6	0	0
Thur PM	176	38	0	51	82	5	0	0

Averages for classes submitting travel tallies:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Wed AM	19.4	3.1	0.0	7.6	8.3	0.4	0.0	0.0
Wed PM	19.6	7.3	0.0	7.0	4.8	0.4	0.0	0.0
Thur AM	19.6	2.7	0.0	7.1	9.1	0.7	0.0	0.0
Thur PM	19.6	4.2	0.0	5.7	9.1	0.6	0.0	0.0

Generated by the National Center for Safe Routes to School

Percentages of students by travel mode to and from school:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Wed AM	175	16.0%	0.0%	38.9%	42.9%	2.3%	0.0%	0.0%
Wed PM	176	37.5%	0.0%	35.8%	24.4%	2.3%	0.0%	0.0%
Thur AM	176	13.6%	0.0%	36.4%	46.6%	3.4%	0.0%	0.0%
Thur PM	176	21.6%	0.0%	29.0%	46.6%	2.8%	0.0%	0.0%

End of Report

APPENDIX C: PARENT SURVEY RESULTS & STUDENT TRAVEL QUESTIONNAIRE RESULTS

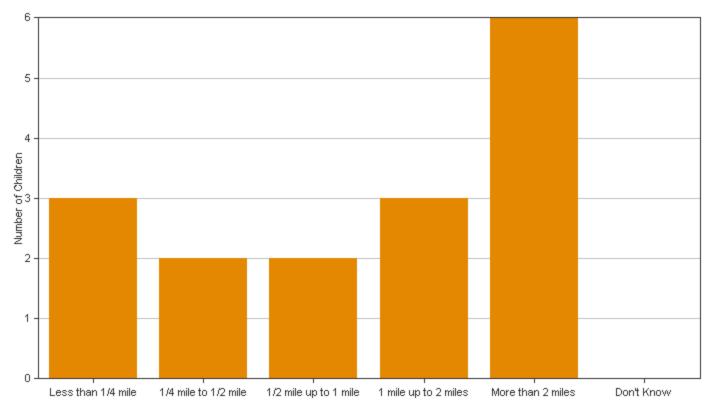
Parent Survey Summary Report:

Process Summary Information:

Program Name:	City of Brillion	Survey Data Collected:	Fall2009
School Name:	Holy Family Catholic Grade School	Data Collection Phase: (pre = Before program began mid = During program; post = After program ended)	mid
Reported Enrollment:	57	Number of Surveys Distributed:	15
Date Report Generated:	10/01/2009	Number of Surveys in Report:	16

This report provides information from parents about their perceptions and attitudes on their child walking and bicycling to school. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

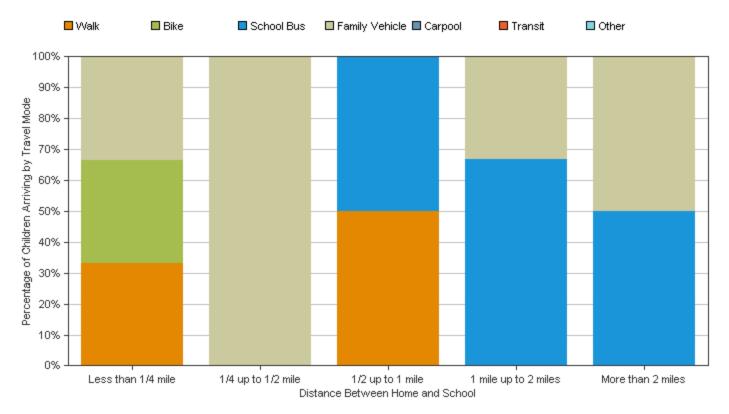




Number of Children by Distance They Live From School:

Distance from School	Number of Children
Less than 1/4 mile	3 (18.8%)
1/4 mile up to 1/2 mile	2 (12.5%)
1/2 mile up to 1 mile	2 (12.5%)
1 mile up to 2 miles	3 (18.8%)
More than 2 miles	6 (37.5%)
Don't know	0 (0%)
No response: 0	

Percentage of Children by Travel Mode to School and Distance Between Home and School:

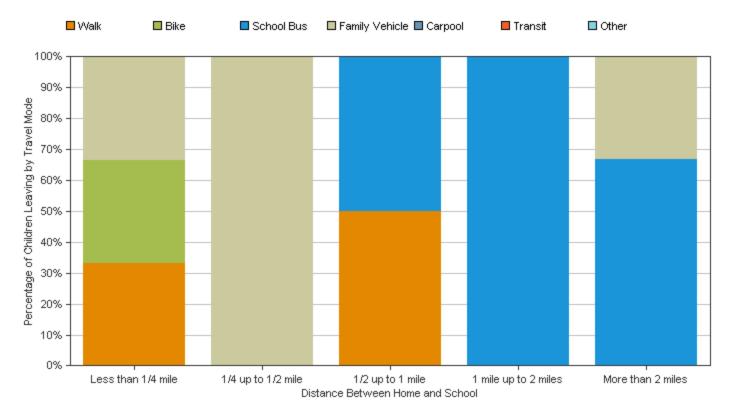


Number of Children by Travel Mode to School and Distance Between Home and School:

Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles	Row Totals by Mode
1 (6.3%)	0 (0%)	1 (6.3%)	0 (0%)	0 (0%)	2 (12.6%)
1 (6.3%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (6.3%)
0 (0%)	0 (0%)	1 (6.3%)	2 (12.5%)	3 (18.8%)	6 (37.6%)
1 (6.3%)	2 (12.5%)	0 (0%)	1 (6.3%)	3 (18.8%)	7 (43.9%)
0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
3 (18.9%)	2 (12.5%)	2 (12.6%)	3 (18.8%)	6 (37.6%)	
	1/4 mile 1 (6.3%) 1 (6.3%) 0 (0%) 1 (6.3%) 0 (0%) 0 (0%) 0 (0%)	1/4 mile to 1/2 mile 1 (6.3%) 0 (0%) 1 (6.3%) 0 (0%) 0 (0%) 0 (0%) 1 (6.3%) 2 (12.5%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%)	1/4 mile to 1/2 mile to 1 mile 1 (6.3%) 0 (0%) 1 (6.3%) 1 (6.3%) 0 (0%) 0 (0%) 1 (6.3%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 1 (6.3%) 1 (6.3%) 2 (12.5%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%)	1/4 mile to 1/2 mile to 1 mile to 2 miles 1 (6.3%) 0 (0%) 1 (6.3%) 0 (0%) 1 (6.3%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 1 (6.3%) 2 (12.5%) 1 (6.3%) 2 (12.5%) 0 (0%) 1 (6.3%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%)	1/4 mile to 1/2 mile to 1 mile to 2 miles 2 miles 1 (6.3%) 0 (0%) 1 (6.3%) 0 (0%) 0 (0%) 0 (0%) 1 (6.3%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 1 (6.3%) 0 (0%) 1 (6.3%) 2 (12.5%) 3 (18.8%) 1 (6.3%) 2 (12.5%) 0 (0%) 1 (6.3%) 3 (18.8%) 1 (6.3%) 2 (12.5%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%)

No Response: 0

Percentage of Children by Travel Mode from School and Distance Between Home and School:



Number of Children by Travel Mode from School and Distance Between School and Home:

Mode	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles	Row Totals by Mode
Walk	1 (6.3%)	0 (0%)	1 (6.3%)	0 (0%)	0 (0%)	2 (12.6%)
Bike	1 (6.3%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (6.3%)
School Bus	0 (0%)	0 (0%)	1 (6.3%)	3 (18.8%)	4 (25.0%)	8 (50.1%)
Family Vehicle	1 (6.3%)	2 (12.5%)	0 (0%)	0 (0%)	2 (12.5%)	5 (31.3%)
Carpool	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Column Totals by Distance	3 (18.9%)	2 (12.5%)	2 (12.6%)	3 (18.8%)	6 (37.5%)	

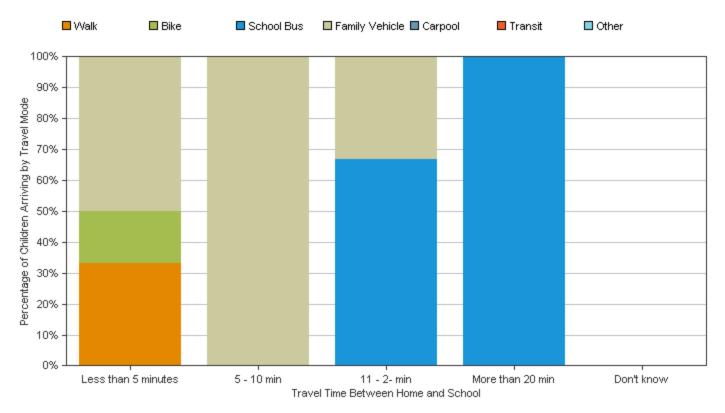
No Response: 0

Parent Survey Summary Report for Holy Family Catholic Grade School

Number of Children by	School Arrival Travel Mode and	Travel Time to School:

Travel Mode	Less than 5 min	5 - 10 min	11 - 20 min	More than 20 min	Don't know	Row Totals by Mode
Walk	2 (12.5%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (12.5%)
Bike	1 (6.3%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (6.3%)
School Bus	0 (0%)	0 (0%)	2 (12.5%)	4 (25.0%)	0 (0%)	6 (37.5%)
Family Vehicle	3 (18.8%)	3 (18.8%)	1 (6.3%)	0 (0%)	0 (0%)	7 (43.9%)
Carpool	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Column Totals by Time	6 (37.6%)	3 (18.8%)	3 (18.8%)	4 (25%)	0 (0%)	
No Response: 0						

Percentage of Children by Travel Time to School and School Arrival Travel Mode:

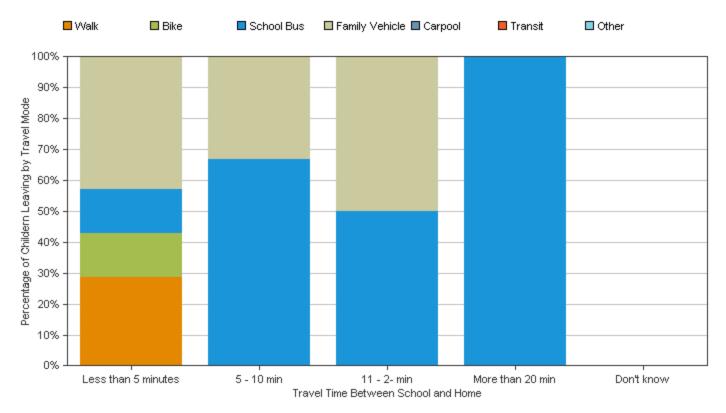


Number of Children by School Departure Mode and Travel Time from School:

Travel Mode	Less than 5 min	5 - 10 min	11 - 20 min	More than 20 min	Don't know	Row Totals by Mode
Walk	2 (12.5%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (12.5%)
Bike	1 (6.3%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (6.3%)
School Bus	1 (6.3%)	2 (12.5%)	1 (6.3%)	4 (25.0%)	0 (0%)	8 (50.1%)
Family Vehicle	3 (18.8%)	1 (6.3%)	1 (6.3%)	0 (0%)	0 (0%)	5 (31.4%)
Carpool	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Column Totals by Time	7 (43.9%)	3 (18.8%)	2 (12.6%)	4 (25%)	0 (0%)	

No Response: 0

Percentage of Children by Travel Time from School and School Departure Travel Mode:



Number of Children Who Have Asked Their Parent for Permission to Walk or Bike to/from School in the Last Year Separated by Distance They Live from School:

Distance from School	Have Asked	Have Not Asked
Less than 1/4 mile	1 (6.3%)	2 (12.5%)
1/4 mile up to 1/2 mile	2 (12.5%)	0 (0%)
1/2 mile up to 1 mile	2 (12.5%)	0 (0%)
1 mile up to 2 miles	0 (0%)	3 (18.8%)
More than 2 miles	2 (12.5%)	4 (25.0%)
No Response: 0		

Grade When Parent Would Allow Child Walk or Bike to/from School without an Adult Separated by
Distance They Live from School:

Grade	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Kindergarten	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
1st Grade	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
2nd Grade	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
3rd Grade	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
4th Grade	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
5th Grade	1 (6.3%)	1 (6.3%)	0 (0%)	1 (6.3%)	0 (0%)
6th Grade	0 (0%)	1 (6.3%)	1 (6.3%)	0 (0%)	0 (0%)
7th Grade	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (6.3%)
8th Grade	0 (0%)	0 (0%)	0 (0%)	1 (6.3%)	0 (0%)
Not at any Grade	2 (12.5%)	0 (0%)	0 (0%)	1 (6.3%)	4 (25.0%)

No Response: 0

(Percentages may not total 100% due to rounding.)

Issues which Affect Parent's Decision to Allow or Not Allow Their Child to Walk or Bike to/from School Separated by Children who Do and Do Not Already Walk or Bike To/From School:

	•	
Issue	Child walks/bikes to school	Child does not walk/bike to school
Distance	1 (50.0%)	7 (50.0%)
Convenience of driving	0 (0.0%)	1 (7.1%)
Time	0 (0.0%)	6 (42.9%)
Before/after-school activities	0 (0.0%)	2 (14.3%)
Traffic speed along route to school	0 (0.0%)	7 (50.0%)
Traffic volume along route	0 (0.0%)	6 (42.9%)
Adults to walk/bike with	1 (50.0%)	2 (14.3%)
Sidewalks or pathways	0 (0.0%)	4 (28.6%)
Safety of intersections & crossings	1 (50.0%)	6 (42.9%)
Crossing guards	0 (0.0%)	2 (14.3%)
Violence or crime	1 (50.0%)	1 (7.1%)
Weather or climate	0 (0.0%)	6 (42.9%)
Number of Respondents Per Category	2	14

No Response: 0

For Parents Whose Children Do Not Walk or Bike to/from School, Number of Parents Responding to question: Would You Probably let Your Child Walk or Bike to/from School Issues Were Changed or Improved?

	Ν	umber of parents report	ting that:
Issue	Change Would affect decision	Change Would Not affect decision	Not Sure if change would affect decision
Distance	4 (28.6%)	6 (42.9%)	1 (7.1%)
Convenience of driving	1 (7.1%)	4 (28.6%)	0 (0.0%)
Time	2 (14.3%)	6 (42.9%)	1 (7.1%)
Before/after-school activities	2 (14.3%)	3 (21.4%)	0 (0.0%)
Traffic speed along route to school	5 (35.7%)	4 (28.6%)	1 (7.1%)
Traffic volume along route	4 (28.6%)	5 (35.7%)	1 (7.1%)
Adults to walk/bike with	2 (14.3%)	3 (21.4%)	0 (0.0%)
Sidewalks or pathways	2 (14.3%)	4 (28.6%)	0 (0.0%)
Safety of intersections & crossings	5 (35.7%)	3 (21.4%)	0 (0.0%)
Crossing guards	2 (14.3%)	4 (28.6%)	0 (0.0%)
Violence or crime	3 (21.4%)	2 (14.3%)	0 (0.0%)
Weather or climate	5 (35.7%)	4 (28.6%)	0 (0.0%)
Number of Respondents That	Selected at Least 1 Is	ssue: 14	

No Response: 0

Number of Parents Who Feel Their Child's School Encourages or Discourages Walking and Biking to/from School:

	Strongly Encourage	Encourage	Neutral	Discourage	Strongly Discourage
Number	0 (0%)	0 (0%)	15 (100.0%)	0 (0%)	0 (0%)
No Respo	onse: 1				

Number of Parents Reporting the Level of Fun Walking and Biking to/from School is for Their Child:

	Very Fun	Fun	Neutral	Boring	Very Boring
Number	3 (20.0%)	3 (20.0%)	9 (60.0%)	0 (0%)	0 (0%)
No Response	e: 1				

Number of Parents Reporting How Healthy Walking and Biking to/from School is for Their Child:

	Very Healthy	Healthy	Neutral	Unhealthy	Very Unhealthy
Number	5 (33.3%)	6 (40.0%)	4 (26.7%)	0 (0%)	0 (0%)
No Respons	se: 1				

Parent Comments

This table displays the comments provided by parents as part of this Parent Survey. These comments have been entered in two ways — they may have been entered by the local program, or they may have been scanned and processed by the National Center for Safe Routes to School (NCSRTS). Comments scanned and processed by NCSRTS may have not been edited for content, spelling, and other typographical errors that may have as part of the scanning and handwriting recognition process.

Comments from: Holy Family Catholic Grade School

SurveyID	Comment
1478287	We live on a federal highway - noise and dangerous
1478290	I know it's Brillion, but I'm greatly paranoid about someone taking my child.
1478291	My child and I have already biked into town together, he enjoys it very much. However, I don't ever think I would feel comfortable enough to let him go alone, no matter what age.
1478292	We live too far from school to bike because of the time it takes and the distance.
1478381	If we lived in town I would allow them to walk or bike by the time they were in 4th grade.
1478386	I'm not sure this survey applies to our family. We live in Forest Jct, not Brillion. Our kids would use the bike trail.

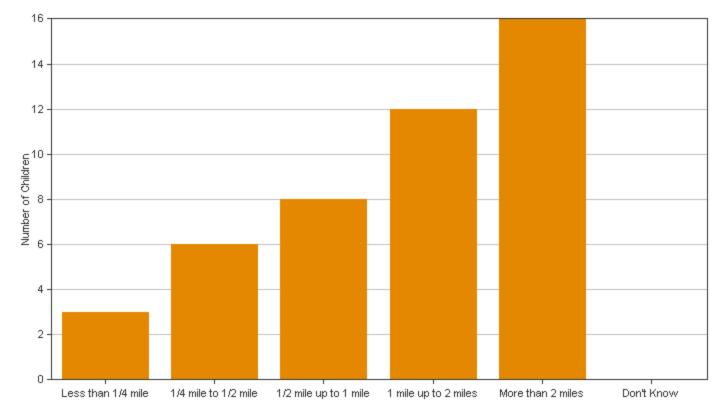
End of Report

Parent Survey Summary Report:

Process Summary Information:

Program Name:	City of Brillion	Survey Data Collected:	Fall2009
School Name:	Trinity Lutheran Grade School	Data Collection Phase: (pre = Before program began mid = During program; post = After program ended)	mid
Reported Enrollment:	108	Number of Surveys Distributed:	46
Date Report Generated:	10/01/2009	Number of Surveys in Report:	46

This report provides information from parents about their perceptions and attitudes on their child walking and bicycling to school. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

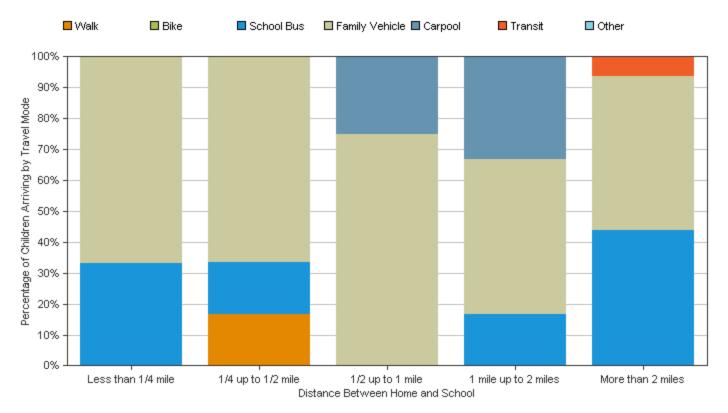


Number of Children by Distance They Live From School:

Number of Children by Distance They Live From School:

Distance from School	Number of Children
Less than 1/4 mile	3 (6.7%)
1/4 mile up to 1/2 mile	6 (13.3%)
1/2 mile up to 1 mile	8 (17.8%)
1 mile up to 2 miles	12 (26.7%)
More than 2 miles	16 (35.6%)
Don't know	0 (0%)
No response: 1	

Percentage of Children by Travel Mode to School and Distance Between Home and School:

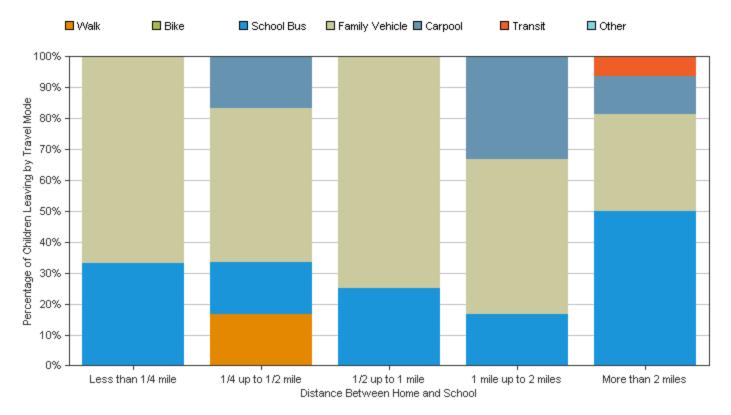


Number of Children by Travel Mode to School and Distance Between Home and School:

Mode	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles	Row Totals by Mode
Walk	0 (0%)	1 (2.2%)	0 (0%)	0 (0%)	0 (0%)	1 (2.2%)
Bike	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
School Bus	1 (2.2%)	1 (2.2%)	0 (0%)	2 (4.4%)	7 (15.6%)	11 (24.4%)
Family Vehicle	2 (4.4%)	4 (8.9%)	6 (13.3%)	6 (13.3%)	8 (17.8%)	26 (57.7%)
Carpool	0 (0%)	0 (0%)	2 (4.4%)	4 (8.9%)	0 (0%)	6 (13.3%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (2.2%)	1 (2.2%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Column Totals by Distance	3 (6.6%)	6 (13.3%)	8 (17.7%)	12 (26.6%)	16 (35.6%)	

No Response: 1

Percentage of Children by Travel Mode from School and Distance Between Home and School:



Number of Children by Travel Mode from School and Distance Between School and Home:

Mode	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles	Row Totals by Mode
Walk	0 (0%)	1 (2.2%)	0 (0%)	0 (0%)	0 (0%)	1 (2.2%)
Bike	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
School Bus	1 (2.2%)	1 (2.2%)	2 (4.4%)	2 (4.4%)	8 (17.8%)	14 (31%)
Family Vehicle	2 (4.4%)	3 (6.7%)	6 (13.3%)	6 (13.3%)	5 (11.1%)	22 (48.8%)
Carpool	0 (0%)	1 (2.2%)	0 (0%)	4 (8.9%)	2 (4.4%)	7 (15.5%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (2.2%)	1 (2.2%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Column Totals by Distance	3 (6.6%)	6 (13.3%)	8 (17.7%)	12 (26.6%)	16 (35.5%)	

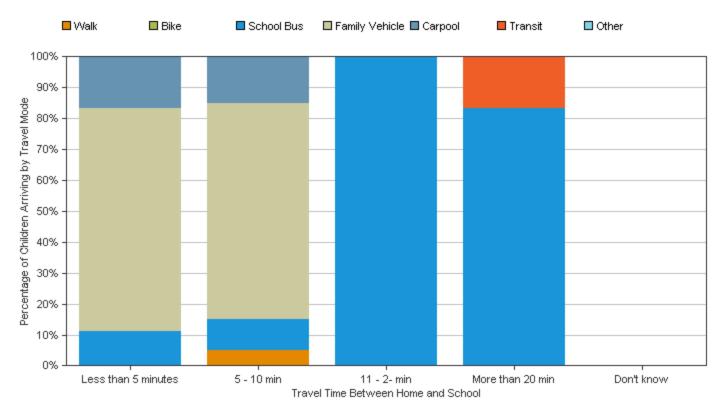
No Response: 1

Parent Survey Summary Report for Trinity Lutheran Grade School

Number of Children by School Arrival Travel Mode and Travel Time to School:

Travel Mode	Less than 5 min	5 - 10 min	11 - 20 min	More than 20 min	Don't know	Row Totals by Mode
Walk	0 (0%)	1 (2.2%)	0 (0%)	0 (0%)	0 (0%)	1 (2.2%)
Bike	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
School Bus	2 (4.3%)	2 (4.3%)	2 (4.3%)	5 (10.9%)	0 (0%)	11 (23.8%)
Family Vehicle	13 (28.3%)	14 (30.4%)	0 (0%)	0 (0%)	0 (0%)	27 (58.7%)
Carpool	3 (6.5%)	3 (6.5%)	0 (0%)	0 (0%)	0 (0%)	6 (13%)
Transit	0 (0%)	0 (0%)	0 (0%)	1 (2.2%)	0 (0%)	1 (2.2%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Column Totals by Time	18 (39.1%)	20 (43.4%)	2 (4.3%)	6 (13.1%)	0 (0%)	
No Response: 0						

Percentage of Children by Travel Time to School and School Arrival Travel Mode:

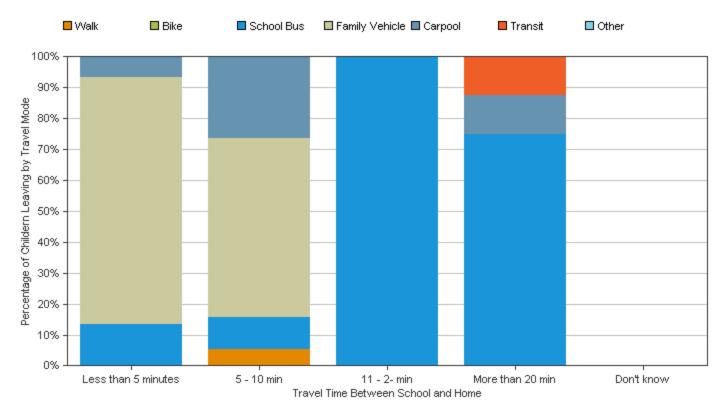


Number of Children by School Departure Mode and Travel Time from School:

Travel Mode	Less than 5 min	5 - 10 min	11 - 20 min	More than 20 min	Don't know	Row Totals by Mode
Walk	0 (0%)	1 (2.2%)	0 (0%)	0 (0%)	0 (0%)	1 (2.2%)
Bike	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
School Bus	2 (4.3%)	2 (4.3%)	4 (8.7%)	6 (13.0%)	0 (0%)	14 (30.3%)
Family Vehicle	12 (26.1%)	11 (23.9%)	0 (0%)	0 (0%)	0 (0%)	23 (50%)
Carpool	1 (2.2%)	5 (10.9%)	0 (0%)	1 (2.2%)	0 (0%)	7 (15.3%)
Transit	0 (0%)	0 (0%)	0 (0%)	1 (2.2%)	0 (0%)	1 (2.2%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Column Totals by Time	15 (32.6%)	19 (41.3%)	4 (8.7%)	8 (17.4%)	0 (0%)	

No Response: 0

Percentage of Children by Travel Time from School and School Departure Travel Mode:



Number of Children Who Have Asked Their Parent for Permission to Walk or Bike to/from School in the Last Year Separated by Distance They Live from School:

Distance from School	Have Asked	Have Not Asked
Less than 1/4 mile	1 (2.3%)	2 (4.7%)
1/4 mile up to 1/2 mile	5 (11.6%)	1 (2.3%)
1/2 mile up to 1 mile	4 (9.3%)	3 (7.0%)
1 mile up to 2 miles	10 (23.3%)	2 (4.7%)
More than 2 miles	3 (7.0%)	12 (27.9%)
No Response: 3		

Grade When Parent Would Allow Child Walk or Bike to/from School without an Adult Separated by
Distance They Live from School:

Grade	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Kindergarten	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
1st Grade	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
2nd Grade	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (2.4%)
3rd Grade	2 (4.8%)	0 (0%)	1 (2.4%)	0 (0%)	0 (0%)
4th Grade	0 (0%)	1 (2.4%)	0 (0%)	0 (0%)	0 (0%)
5th Grade	1 (2.4%)	2 (4.8%)	3 (7.1%)	7 (16.7%)	1 (2.4%)
6th Grade	0 (0%)	3 (7.1%)	1 (2.4%)	2 (4.8%)	0 (0%)
7th Grade	0 (0%)	0 (0%)	0 (0%)	1 (2.4%)	2 (4.8%)
8th Grade	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Not at any Grade	0 (0%)	0 (0%)	2 (4.8%)	2 (4.8%)	10 (23.8%)

No Response: 4

(Percentages may not total 100% due to rounding.)

Issues which Affect Parent's Decision to Allow or Not Allow Their Child to Walk or Bike to/from School Separated by Children who Do and Do Not Already Walk or Bike To/From School:

	-	
Issue	Child walks/bikes to school	Child does not walk/bike to school
Distance	0 (0.0%)	19 (43.2%)
Convenience of driving	0 (0.0%)	5 (11.4%)
Time	0 (0.0%)	6 (13.6%)
Before/after-school activities	0 (0.0%)	9 (20.5%)
Traffic speed along route to school	0 (0.0%)	26 (59.1%)
Traffic volume along route	0 (0.0%)	27 (61.4%)
Adults to walk/bike with	0 (0.0%)	3 (6.8%)
Sidewalks or pathways	0 (0.0%)	27 (61.4%)
Safety of intersections & crossings	0 (0.0%)	19 (43.2%)
Crossing guards	0 (0.0%)	8 (18.2%)
Violence or crime	0 (0.0%)	20 (45.5%)
Weather or climate	0 (0.0%)	19 (43.2%)
Number of Respondents Per Category	2	44

No Response: 0

For Parents Whose Children Do Not Walk or Bike to/from School, Number of Parents Responding to question: Would You Probably let Your Child Walk or Bike to/from School Issues Were Changed or Improved?

	Number of parents reporting that:						
Issue	Change Would affect decision	Change Would Not affect decision	Not Sure if change would affect decision				
Distance	12 (27.3%)	15 (34.1%)	5 (11.4%)				
Convenience of driving	4 (9.1%)	6 (13.6%)	2 (4.5%)				
Time	6 (13.6%)	5 (11.4%)	0 (0.0%)				
Before/after-school activities	6 (13.6%)	5 (11.4%)	2 (4.5%)				
Traffic speed along route to school	26 (59.1%)	6 (13.6%)	3 (6.8%)				
Traffic volume along route	27 (61.4%)	3 (6.8%)	1 (2.3%)				
Adults to walk/bike with	5 (11.4%)	6 (13.6%)	2 (4.5%)				
Sidewalks or pathways	33 (75.0%)	1 (2.3%)	1 (2.3%)				
Safety of intersections & crossings	23 (52.3%)	3 (6.8%)	2 (4.5%)				
Crossing guards	13 (29.5%)	4 (9.1%)	0 (0.0%)				
Violence or crime	0 (0.0%)	8 (18.2%)	3 (6.8%)				
Weather or climate	18 (40.9%)	7 (15.9%)	4 (9.1%)				
Number of Respondents That	Selected at Least 1 Is	sue: 44					

No Response: 0

Number of Parents Who Feel Their Child's School Encourages or Discourages Walking and Biking to/from School:

	Strongly Encourage	Encourage	Neutral	Discourage	Strongly Discourage
Number	1 (2.2%)	8 (17.8%)	34 (75.6%)	2 (4.4%)	0 (0%)
No Respo	onse: 1				

Number of Parents Reporting the Level of Fun Walking and Biking to/from School is for Their Child:

	Very Fun	Fun	Neutral	Boring	Very Boring
Number	5 (11.9%)	18 (42.9%)	17 (40.5%)	2 (4.8%)	0 (0%)
No Doonono					

No Response: 4

Number of Parents Reporting How Healthy Walking and Biking to/from School is for Their Child:

	Very Healthy	Healthy	Neutral	Unhealthy	Very Unhealthy
Number	16 (37.2%)	20 (46.5%)	7 (16.3%)	0 (0%)	0 (0%)
No Respons	se: 3				

Parent Comments

This table displays the comments provided by parents as part of this Parent Survey. These comments have been entered in two ways — they may have been entered by the local program, or they may have been scanned and processed by the National Center for Safe Routes to School (NCSRTS). Comments scanned and processed by NCSRTS may have not been edited for content, spelling, and other typographical errors that may have as part of the scanning and handwriting recognition process.

Comments from: Trinity Lutheran Grade School

SurveyID	Comment
1478184	If my child could walk or bike to school (distance is the problem), I would be in full support of it. I would want it to be safe and clearly visible for others to see.
1478186	We would encourage to walk or bike if a sidewalk or bike path would be installed.
1478187	My safety concers go beyond the safety of my own children biking. As a driver in the school area I feel it can be dangerous for all involved. The road(s) are narrow, in poor condition, and don't haave a safe place for bikers or pedestrians.
1478193	Country living - too far to walk
1478195	The road traveled by bike is a county line road (Long Lake Rd) and has been a problem for accident victims. Depending on whcih side of the road accident occurred/direction driving determines which ambulance responds - BIG PROBLEM if there is an accident!
1478199	There are no sidewalks the last 1/4 mile to the school. With having younger children that require a stroller I feel it is safer to drive the short distance rather than walk.
1478202	The primary reason we don't walk i the lack of a path/sidewalk. If there was a path/sidewalk we would walk to school.
1478206	A pathway is a wonderful idea, one from Ridgeway Dr would be wonderful.
1478209	I would like to see a posted speed limit in the school parking area. Slow down to a certain spped while children are present. designated bike areas would make it easier to watch the children. We live by Iron Works and there is semi traffic.
1478224	The school is on the outside of town. There is no sidewalk/pathway all the way to it.
1478231	It would be nice to have bike trails that would start in Brillion and go to other surrounding towns for everyone to use.
1478235	The path wouldn't really affect my kids for school but would help for summer activities while I'm working like swim lessons, park programs, baseball, going to a friend's house etc.
1478246	Child is too young to walk or bike to school at this time.
1478249	I feel there is NOT a safe walking/biking route to school. The roads are narrow and with the amount of traffic it isn't safe.
1478262	For the safety of the kids any sort o walking and bike path would be great.

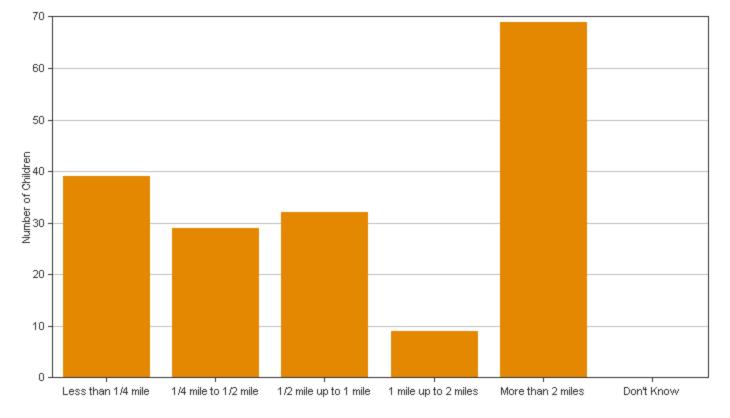
End of Report

Parent Survey Summary Report:

Process Summary Information:

Program Name:	City of Brillion	Survey Data Collected:	Spring2008
School Name:	Brillion Elementary School	Data Collection Phase: (pre = Before program began mid = During program; post = After program ended)	pre
Reported Enrollment:	0	Number of Surveys Distributed:	200
Date Report Generated:	10/01/2009	Number of Surveys in Report:	182

This report provides information from parents about their perceptions and attitudes on their child walking and bicycling to school. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

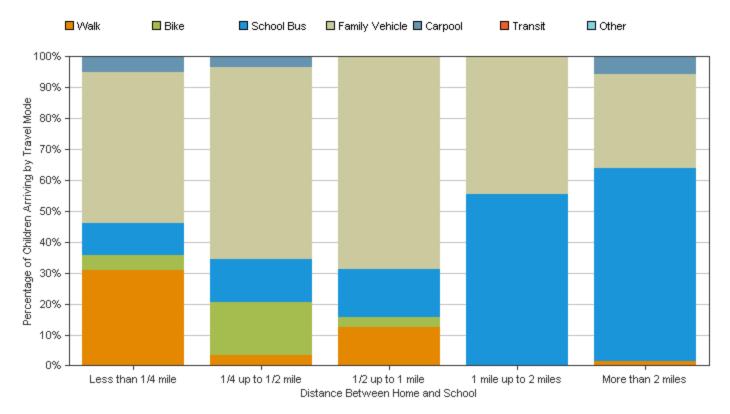


Number of Children by Distance They Live From School:

Number of Children by Distance They Live From School:

Distance from School	Number of Children
Less than 1/4 mile	39 (21.9%)
1/4 mile up to 1/2 mile	29 (16.3%)
1/2 mile up to 1 mile	32 (18.0%)
1 mile up to 2 miles	9 (5.1%)
More than 2 miles	69 (38.8%)
Don't know	0 (0%)
No response: 4	

Percentage of Children by Travel Mode to School and Distance Between Home and School:

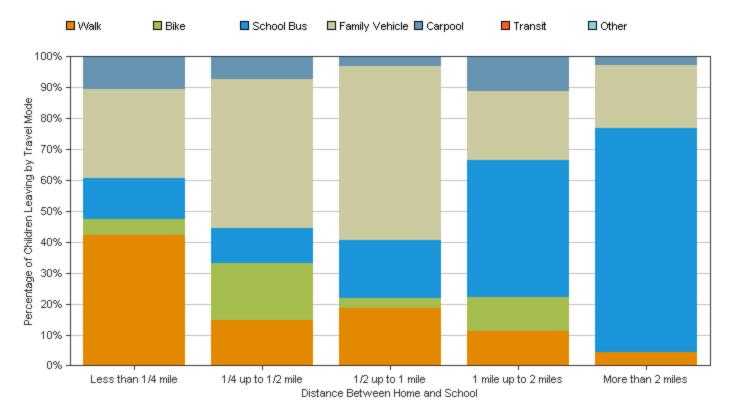


Number of Children by Travel Mode to School and Distance Between Home and School:

Mode	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles	Row Totals by Mode
Walk	12 (6.7%)	1 (0.6%)	4 (2.2%)	0 (0%)	1 (0.6%)	18 (10.1%)
Bike	2 (1.1%)	5 (2.8%)	1 (0.6%)	0 (0%)	0 (0%)	8 (4.5%)
School Bus	4 (2.2%)	4 (2.2%)	5 (2.8%)	5 (2.8%)	43 (24.2%)	61 (34.2%)
Family Vehicle	19 (10.7%)	18 (10.1%)	22 (12.4%)	4 (2.2%)	21 (11.8%)	84 (47.2%)
Carpool	2 (1.1%)	1 (0.6%)	0 (0%)	0 (0%)	4 (2.2%)	7 (3.9%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Column Totals by Distance	39 (21.8%)	29 (16.3%)	32 (18%)	9 (5%)	69 (38.8%)	

No Response: 4

Percentage of Children by Travel Mode from School and Distance Between Home and School:



Number of Children by Travel Mode from School and Distance Between School and Home:

Mode	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles	Row Totals by Mode
Walk	16 (9.1%)	4 (2.3%)	6 (3.4%)	1 (0.6%)	3 (1.7%)	30 (17.1%)
Bike	2 (1.1%)	5 (2.9%)	1 (0.6%)	1 (0.6%)	0 (0%)	9 (5.2%)
School Bus	5 (2.9%)	3 (1.7%)	6 (3.4%)	4 (2.3%)	50 (28.6%)	68 (38.9%)
Family Vehicle	11 (6.3%)	13 (7.4%)	18 (10.3%)	2 (1.1%)	14 (8.0%)	58 (33.1%)
Carpool	4 (2.3%)	2 (1.1%)	1 (0.6%)	1 (0.6%)	2 (1.1%)	10 (5.7%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Column Totals by Distance	38 (21.7%)	27 (15.4%)	32 (18.3%)	9 (5.2%)	69 (39.4%)	

No Response: 7

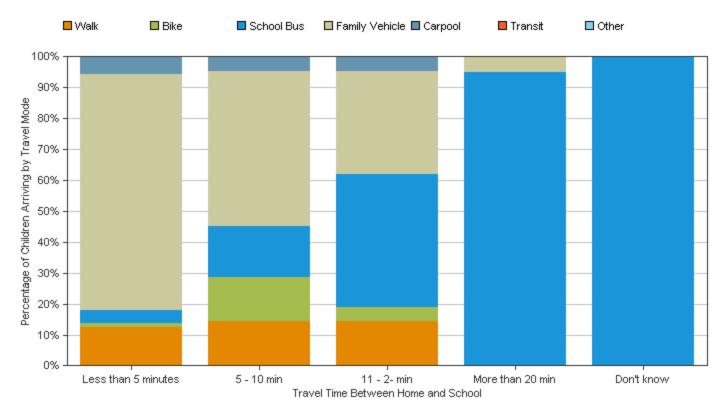
Parent Survey Summary Report for Brillion Elementary School

Number of Children by School Arrival Travel Mode and Travel Time to School:

Travel Mode	Less than 5 min	5 - 10 min	11 - 20 min	More than 20 min	Don't know	Row Totals by Mode
Walk	9 (5.0%)	6 (3.3%)	3 (1.7%)	0 (0%)	0 (0%)	18 (10%)
Bike	1 (0.6%)	6 (3.3%)	1 (0.6%)	0 (0%)	0 (0%)	8 (4.5%)
School Bus	3 (1.7%)	7 (3.9%)	9 (5.0%)	37 (20.6%)	6 (3.3%)	62 (34.5%)
Family Vehicle	55 (30.6%)	21 (11.7%)	7 (3.9%)	2 (1.1%)	0 (0%)	85 (47.3%)
Carpool	4 (2.2%)	2 (1.1%)	1 (0.6%)	0 (0%)	0 (0%)	7 (3.9%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Column Totals by Time	72 (40.1%)	42 (23.3%)	21 (11.8%)	39 (21.7%)	6 (3.3%)	

No Response: 2

Percentage of Children by Travel Time to School and School Arrival Travel Mode:

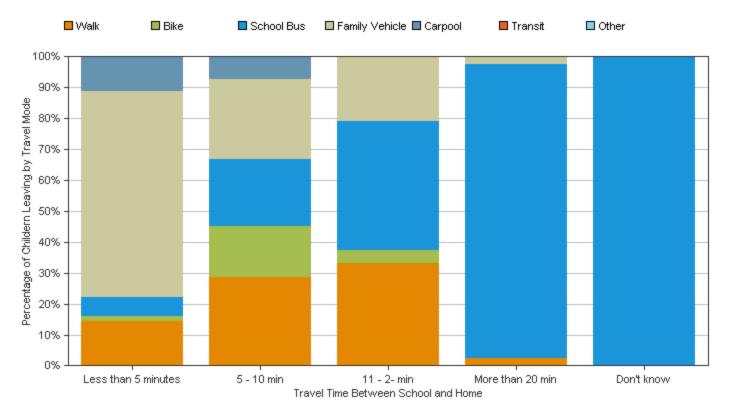


Number of Children by School Departure Mode and Travel Time from School:

Travel Mode	Less than 5 min	5 - 10 min	11 - 20 min	More than 20 min	Don't know	Row Totals by Mode
Walk	9 (5.1%)	12 (6.8%)	8 (4.5%)	1 (0.6%)	0 (0%)	30 (17%)
Bike	1 (0.6%)	7 (4.0%)	1 (0.6%)	0 (0%)	0 (0%)	9 (5.2%)
School Bus	4 (2.3%)	9 (5.1%)	10 (5.6%)	40 (22.6%)	6 (3.4%)	69 (39%)
Family Vehicle	42 (23.7%)	11 (6.2%)	5 (2.8%)	1 (0.6%)	0 (0%)	59 (33.3%)
Carpool	7 (4.0%)	3 (1.7%)	0 (0%)	0 (0%)	0 (0%)	10 (5.7%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Column Totals by Time	63 (35.7%)	42 (23.8%)	24 (13.5%)	42 (23.8%)	6 (3.4%)	

No Response: 5

Percentage of Children by Travel Time from School and School Departure Travel Mode:



Number of Children Who Have Asked Their Parent for Permission to Walk or Bike to/from School in the Last Year Separated by Distance They Live from School:

Distance from School	Have Asked	Have Not Asked
Less than 1/4 mile	24 (13.6%)	15 (8.5%)
1/4 mile up to 1/2 mile	21 (11.9%)	7 (4.0%)
1/2 mile up to 1 mile	24 (13.6%)	8 (4.5%)
1 mile up to 2 miles	4 (2.3%)	5 (2.8%)
More than 2 miles	10 (5.6%)	59 (33.3%)
No Response: 5		

Grade When Parent Would Allow Child Walk or Bike to/from School without an Adult Separated by
Distance They Live from School:

Grade	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Kindergarten	1 (0.6%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
1st Grade	1 (0.6%)	1 (0.6%)	1 (0.6%)	0 (0%)	1 (0.6%)
2nd Grade	8 (4.8%)	4 (2.4%)	2 (1.2%)	1 (0.6%)	2 (1.2%)
3rd Grade	9 (5.4%)	6 (3.6%)	7 (4.2%)	0 (0%)	7 (4.2%)
4th Grade	11 (6.6%)	5 (3.0%)	6 (3.6%)	2 (1.2%)	6 (3.6%)
5th Grade	5 (3.0%)	4 (2.4%)	5 (3.0%)	1 (0.6%)	2 (1.2%)
6th Grade	1 (0.6%)	2 (1.2%)	6 (3.6%)	2 (1.2%)	5 (3.0%)
7th Grade	0 (0%)	0 (0%)	0 (0%)	0 (0%)	2 (1.2%)
8th Grade	0 (0%)	0 (0%)	1 (0.6%)	0 (0%)	2 (1.2%)
Not at any Grade	3 (1.8%)	1 (0.6%)	3 (1.8%)	3 (1.8%)	37 (22.2%)

No Response: 15

(Percentages may not total 100% due to rounding.)

Issues which Affect Parent's Decision to Allow or Not Allow Their Child to Walk or Bike to/from School Separated by Children who Do and Do Not Already Walk or Bike To/From School:

	-	
Issue	Child walks/bikes to school	Child does not walk/bike to school
Distance	14 (51.9%)	82 (52.9%)
Convenience of driving	1 (3.7%)	10 (6.5%)
Time	9 (33.3%)	43 (27.7%)
Before/after-school activities	7 (25.9%)	17 (11.0%)
Traffic speed along route to school	6 (22.2%)	79 (51.0%)
Traffic volume along route	4 (14.8%)	82 (52.9%)
Adults to walk/bike with	3 (11.1%)	33 (21.3%)
Sidewalks or pathways	12 (44.4%)	42 (27.1%)
Safety of intersections & crossings	11 (40.7%)	76 (49.0%)
Crossing guards	10 (37.0%)	28 (18.1%)
Violence or crime	15 (55.6%)	67 (43.2%)
Weather or climate	16 (59.3%)	68 (43.9%)
Number of Respondents Per Category	27	155

No Response: 0

For Parents Whose Children Do Not Walk or Bike to/from School, Number of Parents Responding to question: Would You Probably let Your Child Walk or Bike to/from School Issues Were Changed or Improved?

	Number of parents reporting that:			
Issue	Change Would affect decision	Change Would Not affect decision	Not Sure if change would affect decision	
Distance	39 (25.2%)	56 (36.1%)	21 (13.5%)	
Convenience of driving	13 (8.4%)	36 (23.2%)	17 (11.0%)	
Time	30 (19.4%)	40 (25.8%)	18 (11.6%)	
Before/after-school activities	18 (11.6%)	32 (20.6%)	14 (9.0%)	
Traffic speed along route to school	48 (31.0%)	45 (29.0%)	19 (12.3%)	
Traffic volume along route	48 (31.0%)	49 (31.6%)	21 (13.5%)	
Adults to walk/bike with	33 (21.3%)	29 (18.7%)	10 (6.5%)	
Sidewalks or pathways	27 (17.4%)	37 (23.9%)	16 (10.3%)	
Safety of intersections & crossings	51 (32.9%)	37 (23.9%)	18 (11.6%)	
Crossing guards	29 (18.7%)	24 (15.5%)	7 (4.5%)	
Violence or crime	26 (16.8%)	41 (26.5%)	16 (10.3%)	
Weather or climate	34 (21.9%)	44 (28.4%)	14 (9.0%)	
Number of Respondents That Selected at Least 1 Issue: 155				

No Response: 0

Number of Parents Who Feel Their Child's School Encourages or Discourages Walking and Biking to/from School:

	Strongly Encourage	Encourage	Neutral	Discourage	Strongly Discourage
Number	4 (2.3%)	22 (12.9%)	143 (83.6%)	2 (1.2%)	0 (0%)
No Response: 11					

Number of Parents Reporting the Level of Fun Walking and Biking to/from School is for Their Child:

	Very Fun	Fun	Neutral	Boring	Very Boring
Number	27 (16.3%)	63 (38.0%)	74 (44.6%)	2 (1.2%)	0 (0%)
	4.0				

No Response: 16

Number of Parents Reporting How Healthy Walking and Biking to/from School is for Their Child:

	Very Healthy	Healthy	Neutral	Unhealthy	Very Unhealthy
Number	87 (51.2%)	65 (38.2%)	17 (10.0%)	0 (0%)	1 (0.6%)
No Response: 12					

Parent Comments

This table displays the comments provided by parents as part of this Parent Survey. These comments have been entered in two ways — they may have been entered by the local program, or they may have been scanned and processed by the National Center for Safe Routes to School (NCSRTS). Comments scanned and processed by NCSRTS may have not been edited for content, spelling, and other typographical errors that may have as part of the scanning and handwriting recognition process.

Comments from: Brillion Elementary School

47351Forest Junction is too far for kids to walk or bike to school47352One issues is traveling along, this survey does not ask about47356Sometimes my child walk to schoolw tih friends, once a month. Sometimes 3 other children from other families rid with us to and from school (winter 10 times a month) summer 2 times a month47360What difference does it make how high my education level is?47363I won't allow my child to walk/bike to school until the drop off area is safely modified in front of school. There is absolutely no patter of dropping kids off in the am(ie people leaving cars unattended in drop off zone.)47418some days there are no crossing guards47427She comes from aseparated family 1/2 in Kaukauna and Forest Jct.47428During winter, it is just not safe for the kids to walk to school on matter how well dressed they are. The weather and the wind chill are just too unpredictable in WI.47466Sometimes in the morning there is no crossing guard on one side47467Our child is easily distracted, it would be difficult for her to walk to school or ride a bike. It takes us 1/2 hour to walk home when I walk with her.48008When weather permits, my kids walk to school with my. My main concern with letting them walk on their own when they are old enough is the amount of traffic on main street and the occasional lack of crossing guards at the south crossing guard coverage was more consistent - The guards who are there, however, are very responsible.48010I'd feel more comfortable with the kids walk ing alone if crossing guard coverage was more consistent - The guards who are there, however, are very responsible.48020Too far to walk <tr< th=""><th>SurveyID</th><th>Comment</th></tr<>	SurveyID	Comment
47356 Sometimes my child walk to schoolw tih friends, once a month. Sometimes 3 other children from other families rid with us to and from school (winter 10 times a month) summer 2 times a month 47360 What difference does it make how high my education level is? 47368 I won't allow my child to walk/bike to school until the drop off area is safely modified in front of school. There is absolutely no patter of dropping kids off in the am(ie people leaving cars unattended in drop off zone.) 47418 some days there are no crossing guards 47423 child is bused to and from Circle of Friends Daycare 47424 During winter, it is just not safe for the kids to walk to school no matter how well dressed they are. The weather and the wind chill are just too unpredictable in WI. 47466 Sometimes in the morning there is no crossing guard on one side 474767 Our child is easily distracted, it would be difficult for her to walk to school or ride a bike. It takes us 12 hour to walk home when I walk with her. 48008 When weather permits, my kids walk to school with my. My main concern with letting them walk on their own when they are old enough is the amount of traffic on main street and the occasional lack of crossing guards at the south crosswalk when the kids are coming to and home from school. 48011 I'd feel more comfortable with the kids walk ing alone if crossing guard coverage was more consistent - The guards who are there, however, are very responsible. 48020 Too far to walk <	47351	Forest Junction is too far for kids to walk or bike to school
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48033 Need more crossing guards, earlier too	48025	My child will walk when she is old enough.
	48028	
	48033	Need more crossing guards, earlier too
48036 We live much too far to be able to even consider walking	48036	We live much too far to be able to even consider walking

48103	We are 1 mile outside Brillion School District, rural address. Bus doesnt' come to our house. Walk to comm. Center or library after school until he can be picked up.
48109	Advise crossing guards at all intersections to school grounds
66814	I prefer to keep the location of the school where it is
66816	Traffic speed by school is not monitored
66817	We are too far from school to ever consider biking
66825	Since we live in country we feel this is not a safe option
66832	I would feel more comfortable if there was a crossing guard everyday.
66834	Living in the country makes it difficult because of distance
66888	My school completion has nothing to do with this survey!
66891	too much distance to school
66892	We live in Whitelaw
66896	If we lived in town my children would walk or bike daily
66899	We are too far away to allow biking
66902	kids are dropped at grandmas on Cleveland and Luter St. that is where they walk from
66904	Small students are left alone to walk down main street. Many children are late!
66909	Better way of picking up and dropping off at schoo
67556	Brillion Police are incompetant at best at safeguarding my child
67557	i work in the building therefore she arrives with me
67558	The 4 way stop (Hwy 10 and PP) worries me and people that travel on Hwy PP North go way over the speed limit. That is a big reason they get picked up from school
67559	Crossing guards are not always there or leave early. Traffic jams in and around the parking lot, hard to see children crossing through all the cars.
67561	Fix the drop off in front of the school in the morning
67562	The kids don't cross the street properly.
67569	My child is too young to even consider walking yet.
68128	My child is too young to walk or ride bike to school

End of Report

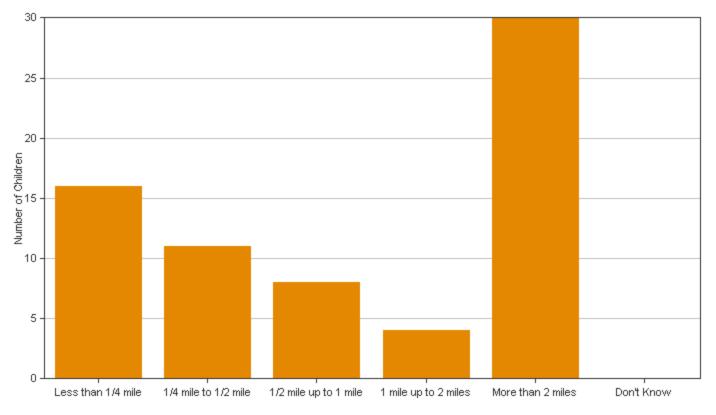
Parent Survey Summary Report:

Process Summary Information:

Program Name:	City of Brillion	Survey Data Collected:	Spring2008
School Name:	Brillion Middle School	Data Collection Phase: (pre = Before program began mid = During program; post = After program ended)	pre
Reported Enrollment:	0	Number of Surveys Distributed:	150
Date Report Generated:	04/28/2009	Number of Surveys in Report:	72

This report provides information from parents about their perceptions and attitudes on their child walking and bicycling to school. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

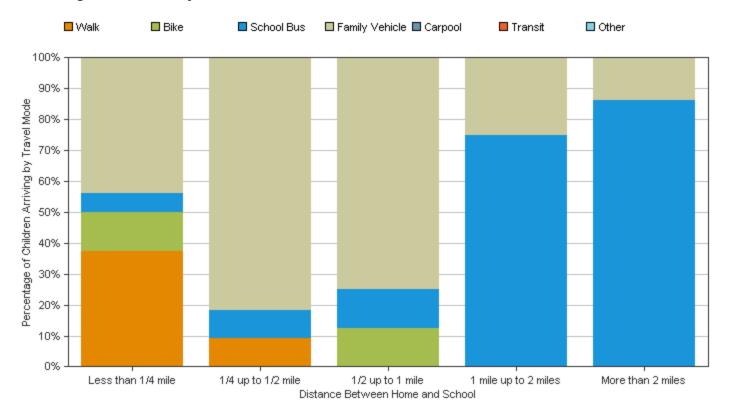




Number of Children by Distance They Live From School:

Distance from School	Number of Children
Less than 1/4 mile	16 (23.2%)
1/4 mile up to 1/2 mile	11 (15.9%)
1/2 mile up to 1 mile	8 (11.6%)
1 mile up to 2 miles	4 (5.8%)
More than 2 miles	30 (43.5%)
Don't know	0 (0%)
No response: 3	

Percentage of Children by Travel Mode to School and Distance Between Home and School:

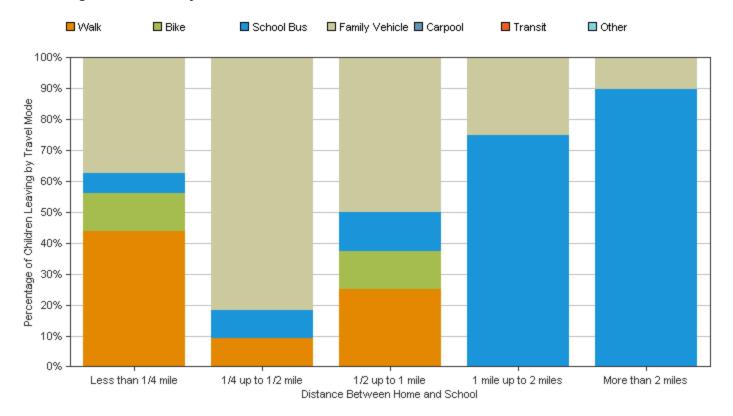


Number of Children by Travel Mode to School and Distance Between Home and School:

Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles	Row Totals by Mode
6 (8.8%)	1 (1.5%)	0 (0%)	0 (0%)	0 (0%)	7 (10.3%)
2 (2.9%)	0 (0%)	1 (1.5%)	0 (0%)	0 (0%)	3 (4.4%)
1 (1.5%)	1 (1.5%)	1 (1.5%)	3 (4.4%)	25 (36.8%)	31 (45.7%)
7 (10.3%)	9 (13.2%)	6 (8.8%)	1 (1.5%)	4 (5.9%)	27 (39.7%)
0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
16 (23.5%)	11 (16.2%)	8 (11.8%)	4 (5.9%)	29 (42.7%)	
	1/4 mile 6 (8.8%) 2 (2.9%) 1 (1.5%) 7 (10.3%) 0 (0%) 0 (0%) 0 (0%)	1/4 mile to 1/2 mile 6 (8.8%) 1 (1.5%) 2 (2.9%) 0 (0%) 1 (1.5%) 1 (1.5%) 7 (10.3%) 9 (13.2%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%)	1/4 mile to 1/2 mile to 1 mile 6 (8.8%) 1 (1.5%) 0 (0%) 2 (2.9%) 0 (0%) 1 (1.5%) 1 (1.5%) 1 (1.5%) 1 (1.5%) 1 (1.5%) 1 (1.5%) 1 (1.5%) 7 (10.3%) 9 (13.2%) 6 (8.8%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%)	1/4 mile to 1/2 mile to 1 mile to 2 miles 6 (8.8%) 1 (1.5%) 0 (0%) 0 (0%) 2 (2.9%) 0 (0%) 1 (1.5%) 0 (0%) 1 (1.5%) 1 (1.5%) 1 (1.5%) 0 (0%) 1 (1.5%) 1 (1.5%) 1 (1.5%) 3 (4.4%) 7 (10.3%) 9 (13.2%) 6 (8.8%) 1 (1.5%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%)	1/4 mile to 1/2 mile to 1 mile to 2 miles 2 miles 6 (8.8%) 1 (1.5%) 0 (0%) 0 (0%) 2 (2.9%) 0 (0%) 1 (1.5%) 0 (0%) 0 (0%) 1 (1.5%) 1 (1.5%) 1 (1.5%) 0 (0%) 1 (1.5%) 1 (1.5%) 3 (4.4%) 25 (36.8%) 7 (10.3%) 9 (13.2%) 6 (8.8%) 1 (1.5%) 4 (5.9%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 0 </td

No Response: 4

Percentage of Children by Travel Mode from School and Distance Between Home and School:



Number of Children by Travel Mode from School and Distance Between School and Home:

Mode	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles	Row Totals by Mode
Walk	7 (10.3%)	1 (1.5%)	2 (2.9%)	0 (0%)	0 (0%)	10 (14.7%)
Bike	2 (2.9%)	0 (0%)	1 (1.5%)	0 (0%)	0 (0%)	3 (4.4%)
School Bus	1 (1.5%)	1 (1.5%)	1 (1.5%)	3 (4.4%)	26 (38.2%)	32 (47.1%)
Family Vehicle	6 (8.8%)	9 (13.2%)	4 (5.9%)	1 (1.5%)	3 (4.4%)	23 (33.8%)
Carpool	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Column Totals by Distance	16 (23.5%)	11 (16.2%)	8 (11.8%)	4 (5.9%)	29 (42.6%)	

No Response: 4

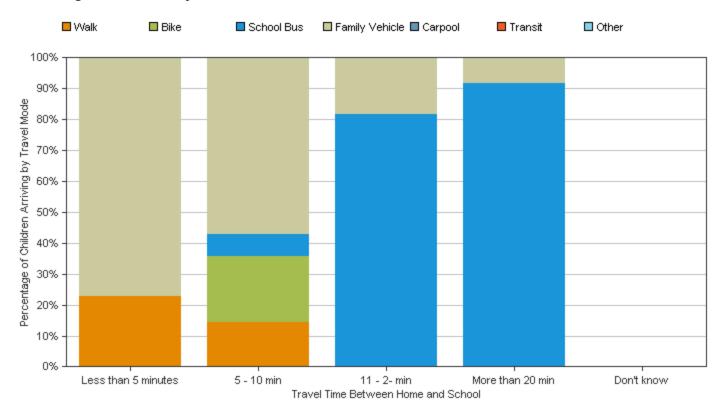
Parent Survey Summary Report for Brillion Middle School

Number of Children by School Arrival Travel Mode and Travel Time to School:

Travel Mode	Less than 5 min	5 - 10 min	11 - 20 min	More than 20 min	Don't know	Row Totals by Mode
Walk	5 (7.0%)	2 (2.8%)	0 (0%)	0 (0%)	0 (0%)	7 (9.8%)
Bike	0 (0%)	3 (4.2%)	0 (0%)	0 (0%)	0 (0%)	3 (4.2%)
School Bus	0 (0%)	1 (1.4%)	9 (12.7%)	22 (31.0%)	0 (0%)	32 (45.1%)
Family Vehicle	17 (23.9%)	8 (11.3%)	2 (2.8%)	2 (2.8%)	0 (0%)	29 (40.8%)
Carpool	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Column Totals by Time	22 (30.9%)	14 (19.7%)	11 (15.5%)	24 (33.8%)	0 (0%)	
No Doononoo: 1						

No Response: 1

Percentage of Children by Travel Time to School and School Arrival Travel Mode:



Number of Children by School Departure Mode and Travel Time from School:

Travel Mode	Less than 5 min	5 - 10 min	11 - 20 min	More than 20 min	Don't know	Row Totals by Mode
Walk	5 (7.0%)	4 (5.6%)	1 (1.4%)	0 (0%)	0 (0%)	10 (14%)
Bike	0 (0%)	3 (4.2%)	0 (0%)	0 (0%)	0 (0%)	3 (4.2%)
School Bus	0 (0%)	2 (2.8%)	8 (11.3%)	23 (32.4%)	0 (0%)	33 (46.5%)
Family Vehicle	14 (19.7%)	6 (8.5%)	4 (5.6%)	1 (1.4%)	0 (0%)	25 (35.2%)
Carpool	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Transit	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Column Totals by Time	19 (26.7%)	15 (21.1%)	13 (18.3%)	24 (33.8%)	0 (0%)	

No Response: 1

Percentage of Children by Travel Time from School and School Departure Travel Mode:

Number of Children Who Have Asked Their Parent for Permission to Walk or Bike to/from School in the Last Year Separated by Distance They Live from School:

Distance from School	Have Asked	Have Not Asked
Less than 1/4 mile	11 (16.2%)	5 (7.4%)
1/4 mile up to 1/2 mile	9 (13.2%)	2 (2.9%)
1/2 mile up to 1 mile	7 (10.3%)	1 (1.5%)
1 mile up to 2 miles	3 (4.4%)	1 (1.5%)
More than 2 miles	8 (11.8%)	21 (30.9%)
No Response: 4		

Grade	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Kindergarten	1 (1.5%)	0 (0%)	0 (0%)	0 (0%)	1 (1.5%)
1st Grade	2 (3.1%)	1 (1.5%)	1 (1.5%)	0 (0%)	0 (0%)
2nd Grade	2 (3.1%)	0 (0%)	1 (1.5%)	0 (0%)	0 (0%)
3rd Grade	2 (3.1%)	0 (0%)	1 (1.5%)	1 (1.5%)	1 (1.5%)
4th Grade	4 (6.2%)	4 (6.2%)	3 (4.6%)	1 (1.5%)	1 (1.5%)
5th Grade	5 (7.7%)	0 (0%)	1 (1.5%)	1 (1.5%)	1 (1.5%)
6th Grade	0 (0%)	3 (4.6%)	0 (0%)	0 (0%)	5 (7.7%)
7th Grade	0 (0%)	1 (1.5%)	0 (0%)	0 (0%)	1 (1.5%)
8th Grade	0 (0%)	0 (0%)	0 (0%)	0 (0%)	3 (4.6%)
Not at any Grade	0 (0%)	2 (3.1%)	1 (1.5%)	1 (1.5%)	13 (20.0%)

Grade When Parent Would Allow Child Walk or Bike to/from School without an Adult Separated by Distance They Live from School:

No Response: 7

(Percentages may not total 100% due to rounding.)

Issues which Affect Parent's Decision to Allow or Not Allow Their Child to Walk or Bike to/from School Separated by Children who Do and Do Not Already Walk or Bike To/From School:

. ,	•	
Issue	Child walks/bikes to school	Child does not walk/bike to school
Distance	9 (64.3%)	39 (67.2%)
Convenience of driving	0 (0.0%)	9 (15.5%)
Time	6 (42.9%)	26 (44.8%)
Before/after-school activities	4 (28.6%)	19 (32.8%)
Traffic speed along route to school	3 (21.4%)	25 (43.1%)
Traffic volume along route	2 (14.3%)	27 (46.6%)
Adults to walk/bike with	0 (0.0%)	7 (12.1%)
Sidewalks or pathways	5 (35.7%)	15 (25.9%)
Safety of intersections & crossings	2 (14.3%)	20 (34.5%)
Crossing guards	3 (21.4%)	8 (13.8%)
Violence or crime	7 (50.0%)	33 (56.9%)
Weather or climate	8 (57.1%)	33 (56.9%)
Number of Respondents Per Category	14	58

No Response: 0

For Parents Whose Children Do Not Walk or Bike to/from School, Number of Parents Responding to question: Would You Probably let Your Child Walk or Bike to/from School Issues Were Changed or Improved?

	N	umber of parents report	ing that:
Issue	Change Would affect decision	Change Would Not affect decision	Not Sure if change would affect decision
Distance	25 (43.1%)	14 (24.1%)	6 (10.3%)
Convenience of driving	8 (13.8%)	13 (22.4%)	7 (12.1%)
Time	16 (27.6%)	14 (24.1%)	3 (5.2%)
Before/after-school activities	14 (24.1%)	12 (20.7%)	4 (6.9%)
Traffic speed along route to school	16 (27.6%)	15 (25.9%)	7 (12.1%)
Traffic volume along route	18 (31.0%)	15 (25.9%)	8 (13.8%)
Adults to walk/bike with	6 (10.3%)	14 (24.1%)	4 (6.9%)
Sidewalks or pathways	14 (24.1%)	10 (17.2%)	3 (5.2%)
Safety of intersections & crossings	19 (32.8%)	10 (17.2%)	3 (5.2%)
Crossing guards	8 (13.8%)	10 (17.2%)	3 (5.2%)
Violence or crime	16 (27.6%)	9 (15.5%)	2 (3.4%)
Weather or climate	23 (39.7%)	11 (19.0%)	3 (5.2%)
Number of Respondents That	Selected at Least 1 Is	sue: 58	

No Response: 0

Number of Parents Who Feel Their Child's School Encourages or Discourages Walking and Biking to/from School:

	Strongly Encourage	Encourage	Neutral	Discourage	Strongly Discourage
Number	1 (1.4%)	15 (21.7%)	53 (76.8%)	0 (0%)	0 (0%)
No Respo	nse: 3				

Number of Parents Reporting the Level of Fun Walking and Biking to/from School is for Their Child:

	Very Fun	Fun	Neutral	Boring	Very Boring
Number	8 (11.4%)	20 (28.6%)	38 (54.3%)	3 (4.3%)	1 (1.4%)
No Respons	se: 2				

Number of Parents Reporting How Healthy Walking and Biking to/from School is for Their Child:

	Very Healthy	Healthy	Neutral	Unhealthy	Very Unhealthy
Number	30 (42.3%)	27 (38.0%)	11 (15.5%)	0 (0%)	3 (4.3%)
No Respons	se: 1				

Parent Comments

This table displays the comments provided by parents as part of this Parent Survey. These comments have been entered in two ways — they may have been entered by the local program, or they may have been scanned and processed by the National Center for Safe Routes to School (NCSRTS). Comments scanned and processed by NCSRTS may have not been edited for content, spelling, and other typographical errors that may have as part of the scanning and handwriting recognition process.

Comments from: Brillion Middle School

SurveyID	Comment
73136	Would be great to have more public safety.
73141	Some drivers go too fast thru parking lot areas at pick up
73163	We live on a very narrow rural road and drivers go too fast.
73188	More bike rack I see many on the ground require helmets to ride

End of Report

WISCONSIN SAFE ROUTES TO SCHOOL BRILLION HIGH SCHOOL - STUDENT TRAVEL QUESTIONNAIRE

A Local Partnership of the Brillion Area School District and the City of Brillion

Think about the conditions around your school... Do you have concerns about walking or bicycling to school safely? The City of Brillion is working in conjunction with the Brillion Area School District to identify hazardous conditions as they relate to schools. Our goal is to reduce traffic around the school, help children walk, bike, bus or carpool to school, and encourage students to become more physically active. To help our evaluation, please take a few minutes of your time to fill in the survey. Thanks

1. What grade are you in? 9 10 11 12

2. What is the nearest intersection to your house?

3. How do you currently travel to school? Home from school? (Please check the most common mode for each season. Note the changing seasons)

To School	Fall	Winter	Spring	Summer	Home from school	Fall	Winter	Spring	Summer
Walk					Walk				
Bicycle					Bicycle				
School Bus					School Bus				
By car					By car				
Carpool					Carpool				
Other					Other				

Travel Time To School	Travel Time From School	
Less than 5 minutes	Less than 5 minutes	
5 - 10 minutes	5 - 10 minutes	
11 - 20 minutes	11 - 20 minutes	
More than 20 minutes	More than 20 minutes	
Don't know/Not sure	Don't know/Not sure	

4. How long does it take for you to travel to and from school?

5. If you drive, why do you make that choice? (Please mark all that apply)

- _____ Extracurricular Activities
- ____ Too much to carry
- ____ None of my friends bike or walk to school
- ____ My parents won't let me
- ____ Too far to walk/bicycle
- _____ Would have to get up too early
- _____ Lack of designated biking or walking route
- ____ Too dangerous to walk / bicycle
- ____ Weather

6. If you don't carpool, why do you make that choice? (Please mark all that apply)

	•	11 //
You already carpool	YES	NO
I don't know other people in my area that are	YES	NO
interested in carpooling		
It's too much work to organize it	YES	NO
My parents don't feel comfortable with it	YES	NO
I would need to get up earlier	YES	NO
Other:	YES	NO

7. What issues do you have about walking and bicycling to school? (Please enter a number from 1-4 next to each item.) 1 = a Big issue to me 2 =Somewhat of an issue 3 = a Little issue 4 =Not an issue

- _____ Distance
- _____ Convenience of driving
- _____ Time
- _____ Before and after school activities
- _____ Speed of traffic along route
- _____ Amount of traffic along route
- _____ Sidewalks or pathways
- _____ Safety of intersections or crossings
- _____ Stranger Danger
- _____ Weather or climate
- _____ Lack of safe bike parking
- _____ Too much planning
- _____ Too much to carry
- _____ I don't have a bike
- _____ Bicycle Maintenance (i.e. changing a flat tire)
- 8. Would you walk or bike if: (Please mark all that apply)

More of your friends did	YES	NO
Better sidewalks or bike paths	YES	NO
Bike check out program	YES	NO
Save money on gas	YES	NO
Bicycle maintenance classes were offered	YES	NO
Parents allowed you to bike or walk	YES	NO
Incentives were provided (i.e. school store	YES	NO
coupons or gift cards to local businesses)		
Other:	YES	NO

9. Would you carpool if: (Please mark all that apply)

You already carpool	YES	NO
Knowing who wants to carpool in my area	YES	NO
I'd do it if someone else organized it	YES	NO
Other:	YES	NO

Additional Comments or Questions:

Safe Routes to School is a cooperative effort between the Brillion Area School District and the City of Brillion. More information on this national/state initiative can be found at http://www.saferoutesinfo.org/ and www.dot.wisconsin.gov/localgov/aid/saferoutes.htm.

APPENDIX D: BIKE & WALK AUDIT CHECKLIST

Auditing Walking and Bicycling Routes In Brillion

Route

Date Time

This "Walking/Bicycling Audit" tool will be used by an individual or team to identify both the positive things and areas of concern during the auditing of neighborhood walking routes to the schools. This front page identifies the conditions to be observed and recorded by the auditor(s).

Directions: Please indicate with circles on the map (the inside page) where you have made observations of walking/ bicycling conditions and any concerns you have along the route. Number your circles and add comments on the left side of the map page about each location using the same numbers you used in the circles. This process can be simplified by using the codes below for common observations or concerns.

General Traffic Concerns

- A-1 Too much traffic
- A-2 Sidewalk too close to the street
- A-3 People driving too fast
- A-4 Drivers yield to pedestrians in the crosswalks
- A-0 Other general traffic concerns

Sidewalk

- S-1 No Sidewalk
- S-2 Part of the block has sidewalk but there are gaps with no sidewalk
- S-3 Sidewalk cracked or lifted making walking or wheeling difficult
- S-4 Sidewalk width reduced by poles, trees, etc. making it difficult for a wheelchair to get through or for two people to walk side-by-side or to pass
- S-5 Visibility at driveways blocked by bushes or fences
- S-6 Drivers going in or out of driveways did not yield
- S-7 Building obstructing visibility at intersections
- S-0 Other sidewalk concerns or observations

Intersections

- I-1 No curb ramp at the corner
- I-2 Diagonal curb ramp
- I-3 Straight curb ramp
- 1-4 Curb ramp difficult for wheel chair user (please give reasons too steep, gap, or lip where meets street, not enough room at the top, etc.)
- I-5 Crosswalk painted
- I-6 Crosswalk not painted
- I-7 Problems seeing drivers or for drivers seeing you at the corner (please give reasons)
- I-8 I did not feel safe crossing the street (please add reasons why)
- I-9 Are additional crossing guards needed? (please indicate on the map where they are needed)
- I-0 Other intersection concerns or observations to turn on (Yes or No)

School Zones

- Z-1 Advanced signs indicating an approaching school zone
- Z-2 Signs specifying a school zone speed limit
- Z-3 Speed bumps, speed tables, traffic circles or other traffic calming infrastructure in area of school
- Z-4 Existing signage faded, damaged or outdated
- Z-5 Signage is not visible (i.e. trees/bushes covering sign, etc.)
- Z-6 Bike racks accessible on school grounds
- Z-0 Other school zone concerns

Bicyclists: Use the following codes in addition to whatever codes above are still relevant.

- B-1 Quiet street with low traffic volume and speed
- B-2 Busier street with bike lane or wide curb lane
- B-3 Busy street, uncomfortable to ride on
- B-4 Not enough space (width) for bikes and cars to share
- B-5 Pavement is bad where bikes ride
- B-6 Bike path concerns along the path (please list)
- B-7 Bike path concerns at intersections (please list)
- B-0 Other bicycling concerns or observations

Other Concerns

- C-1 Concern about dogs or other animals
- C-2 Concern about scary people
- C-3 Narrow or no terrace, cars on the street are too close to where you are walking
- C-4 Concerns about odors or fumes
- C-5 Noisy
- C-0 Other concerns or observations

rillion Area SRTS Bike and Walk Audit Comments	
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· · · · · · · · · · · · · · · · · · ·	·····

~~~Thank you~~~

APPENDIX E: NEIGHBORHOOD/COMMUNITY MEETING MATERIALS

# BRILLION SAFE ROUTES TO SCHOOL PROGRAM; HOLY FAMILY CATHOLIC GRADE SCHOOL

## VISION STATEMENT:

To provide safe and adequate routes leading to schools so that more students are able to safely walk or bike to school.

## **Overview of Safe Routes to School Program**

- In 2005, Congress passed legislation in the federal transportation bill, SAFETEA-LU, to designate federal funds to each state and the District of Columbia for their Safe Routes to School (SRTS) programs. The SRTS program encourages communities and school districts to create safe routes for students to use for biking and walking to school.
- In the past decade, the number of active children has decreased and the number of children that are overweight has almost doubled. One goal of this program is to encourage children to become and stay active by walking and biking to school.
- With vehicle travel the primary mode of transportation today, there has been an increase in the emissions released from vehicles. It has been noted that with the increase in emissions this can cause serious health issues including asthma and bronchitis. A goal of the SRTS Program is to reduce the number of vehicles around schools by promoting biking and walking to school.

Current Safety Concerns

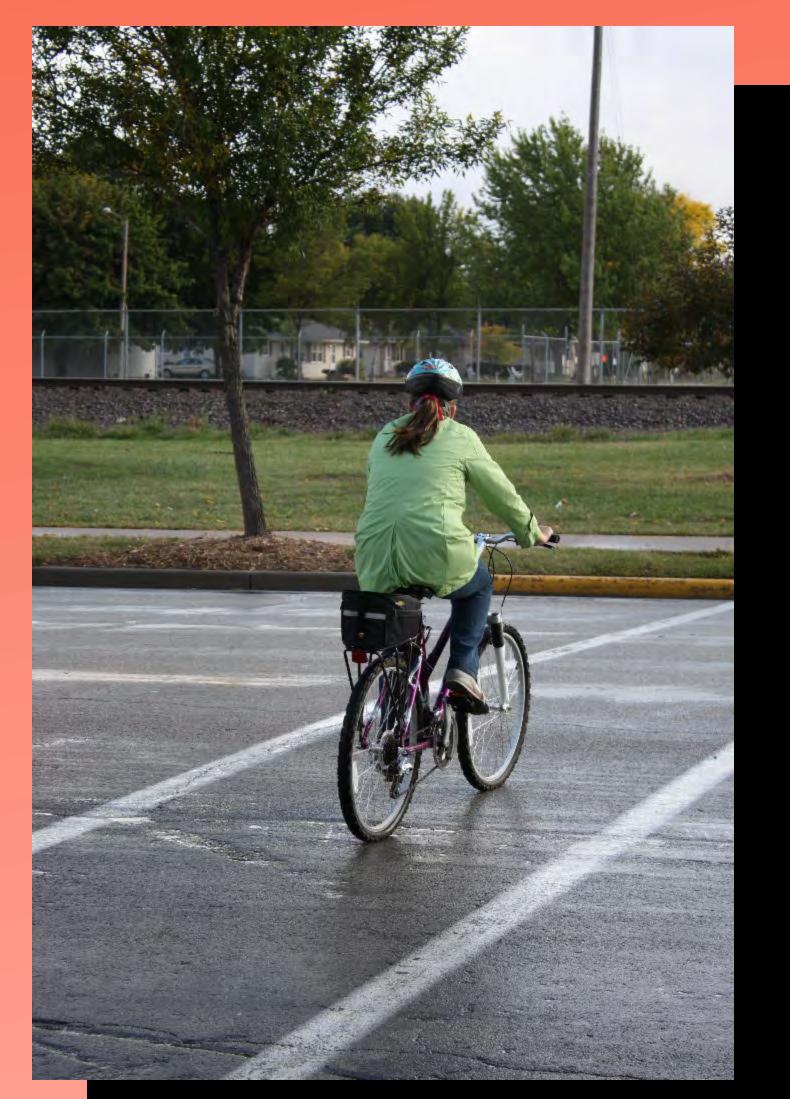
• The City of Brillion SRTS Task Force began in 2008. In 2008, the City of Brillion SRTS Program did not receive a planning grant to complete their SRTS Plan. The City decided to continue the development of their SRTS Plan and entered into contract with East Central Wisconsin Regional Planning Commission. This plan will address areas and issues of concern from the school staff, the City of Brillion, law enforcement, parents, and the community.



Crossing guard assisting students cross a busy roadway

### Current Safety Concerns and Issues:

- > Sidewalks located on adajcent streets including Center, Cutter, and Jackson.
- > Located near a grocery store
  - Delivery trucks deliver goods to the store when school is beginning and at dismissal time.
- > Large number of parents dropping off and picking up their children.
- > Parents parked in bus zone, waiting to pick up their children.
- > Cars exceeded the posted speed limit.



## What we need from our school community...

## Your Input...

- What are your concerns with allowing your child(ren) to walk or bike to school?
- Do you have recommendations for making the school grounds or making the area around the school(s) safer for pedestrians?
- Would you be willing to help or participate in encouragement activities that promote walking or biking to school? (i.e. Bike to School Day, Walking Wednesdays, a walk pool or bike pool)



Middle School student biking home

## Next Steps:

The Brillion task force will be doing the following tasks in the upcoming months...

- Conducting student and parent surveys
- Addressing concerns expressed by the community, parents, the task



force, and school representatives

- Implementing recommendations made in the Brillion SRTS Plan
- Pursing grant funding for the Brillion SRTS Program

# BRILLION SAFE ROUTES TO SCHOOL PROGRAM? TRINITY EVANGELICAL LUTHERAN SCHOOL

## VISION STATEMENT:

To provide safe and adequate routes leading to schools so that more students are able to safely walk or bike to school.

## **Overview of Safe Routes to School Program**

- In 2005, Congress passed legislation in the federal transportation bill, SAFETEA-LU, to designate federal funds to each state and the District of Columbia for their Safe Routes to School (SRTS) programs. The SRTS program encourages communities and school districts to create safe routes for students to use for biking and walking to school.
- In the past decade, the number of active children has decreased and the number of children that are overweight has almost doubled. One goal of this program is to encourage children to become and stay active by walking and biking to school.
- With vehicle travel the primary mode of transportation today, there has been an increase in the emissions released from vehicles. It has been noted that with the increase in emissions this can cause serious health issues including asthma and bronchitis. A goal of the SRTS Program is to reduce the number of vehicles around schools by promoting biking and walking to school.

## Student Survey Results and Current Safety Concerns

- Student Survey Results How students get to and from school
  - o Family Vehicle 53%
  - Carpooling 25%
  - o School Bus 23%

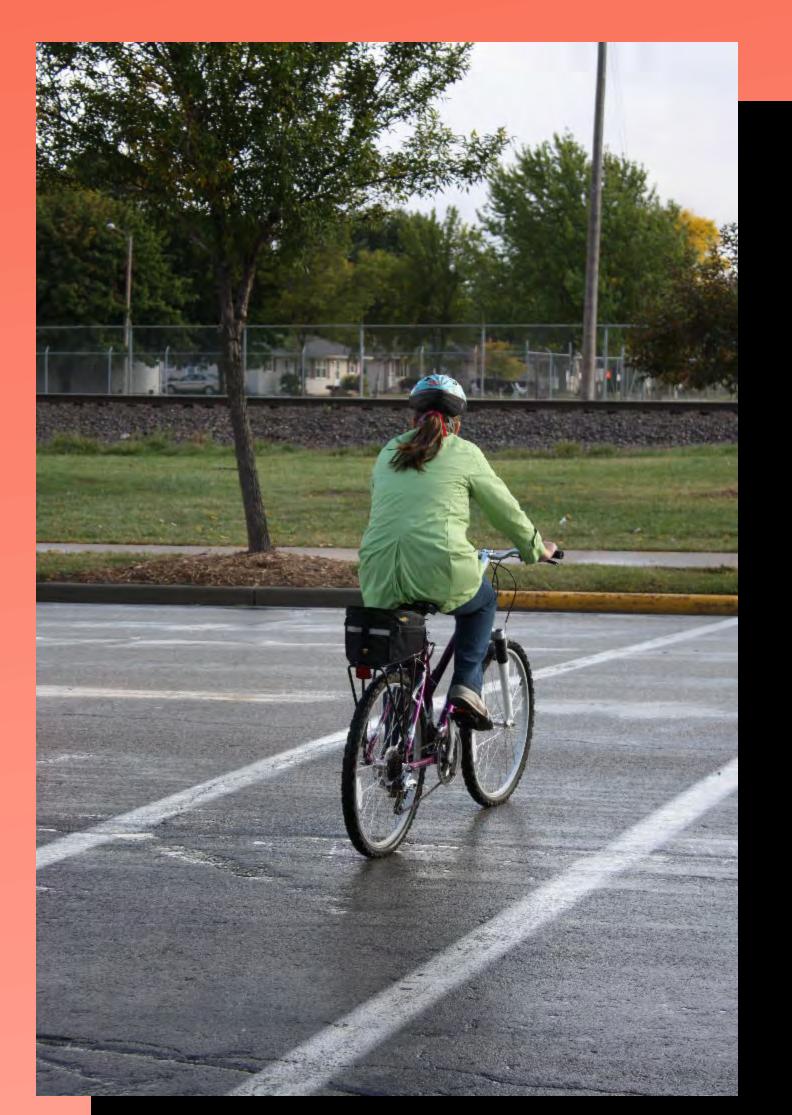
Current Safety Concerns and Issues:

• The City of Brillion SRTS Task Force began in 2008. In 2008, the City of Brillion SRTS Program did not receive a planning grant to complete their SRTS Plan. The City decided to continue the development of their SRTS Plan and entered into contract with East Central Wisconsin Regional Planning Commission. This plan will address areas and issues of concern from the school staff, the City of Brillion, law enforcement, parents, and the community.



Crossing guard assisting students cross a busy roadway

- East National Avenue
  - o No sidewalks or off-street paths or walkways on this roadway.
  - Students must walk on an unimproved shoulder of the street for approximately 1,250 feet.
  - o Excessive speeding.
  - Even though there are no sidewalks and it is not encourage, children can be seen walking and bicycling down this roadway.
- East National Avenue and Round Lake Road
  - o Students must cross this rural intersection.
  - o The intersection is lacking stripped crosswalks.
  - Warning signs or crossing signs are also absent.
  - o Excessive speeding.
- > High amount of traffic congestion at the school when parents are picking up or dropping off children.
- Bike Racks  $\succ$ 
  - Located at the school
  - o Pavement around the school is rough and uneven making it hard to control a bike.



## What we need from our school community...

## Your Input...

- What are your concerns with allowing your child(ren) to walk or bike to school?
- Do you have recommendations for making the school grounds or making the area around the school(s) safer for pedestrians?
- Would you be willing to help or participate in encouragement activities that promote walking or biking to school? (i.e. Bike to School Day, Walking Wednesdays, a walk pool or bike pool)



Middle School student biking home

## Next Steps:

The Brillion task force will be doing the following tasks in the upcoming months...

- Conducting parent surveys
- Addressing concerns expressed by the community, parents, the task



### force, and school representatives

Implementing recommendations made in the Brillion SRTS Plan • Pursing grant funding for the Brillion SRTS Program

# BRILLION SAFE ROUTES TO SCHOOL PROGRAM: BRILLION ELEMENTARY & MIDDLE SCHOOLS

## VISION STATEMENT:

To provide safe and adequate routes leading to schools so that more students are able to safely walk or bike to school.

## **Overview of Safe Routes to School Program**

- In 2005, Congress passed legislation in the federal transportation bill, SAFETEA-LU, to designate federal funds to each state and the District of Columbia for their Safe Routes to School (SRTS) programs. The SRTS program encourages communities and school districts to create safe routes for students to use for biking and walking to school.
- In the past decade, the number of active children has decreased and the number of children that are overweight has almost doubled. One goal of this program is to encourage children to become and stay active by walking and biking to school.
- With vehicle travel the primary mode of transportation today, there has been an increase in the emissions released from vehicles. It has been noted that with the increase in emissions this can cause serious health issues including asthma and bronchitis. A goal of the SRTS Program is to reduce the number of vehicles around schools by promoting biking and walking to school.

## Student Survey and Parent Survey Results

Student Survey Results - How students get to and from school
Brillion Elementary School

Family Vehicle - 43%
School Bus - 35%
Walking - 15%
Carpooling - 5%

Brillion Middle School

Family Vehicle - 40%
School Bus - 35%
Walking 22%
Carpooling - 3%

• The City of Brillion SRTS Task Force began in 2008. In 2008, the City of Brillion SRTS Program did not receive a planning grant to complete their SRTS Plan. The City decided to continue the development of their SRTS Plan and entered into contract with East Central Wisconsin Regional Planning Commission. This plan will address areas and issues of concern from the school staff, the City of Brillion, law enforcement, parents, and the community.



Crossing guard assisting students cross a busy roadway

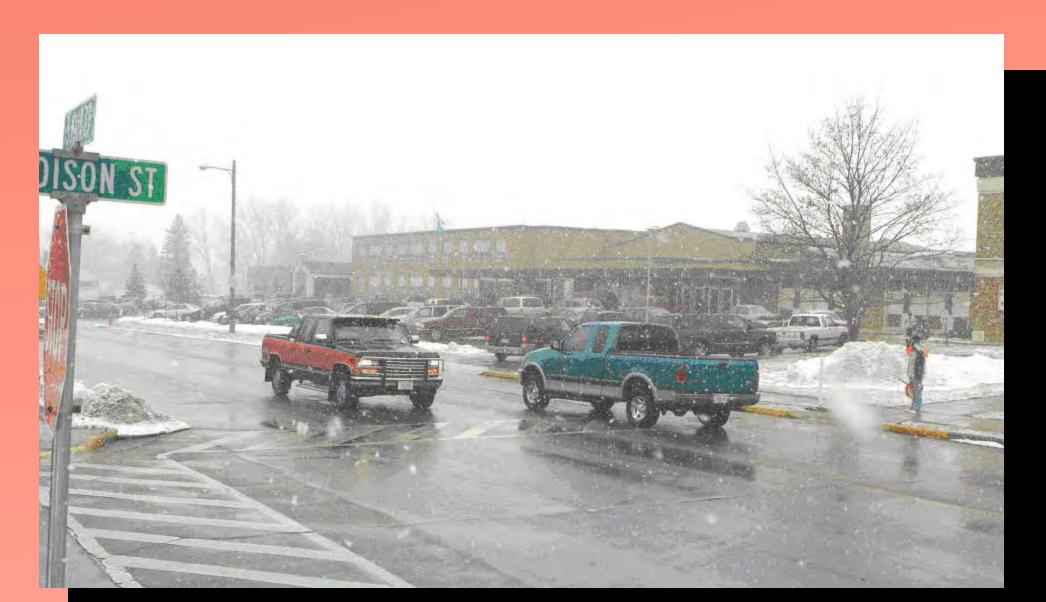
## Current Concerns and Issues:

Parent Surveys were conducted in the winter of 2008 in order to find out what concerns parents have regarding them to allow their child(ren) bike or walk to school. The following results were gathered...

- Top four parent concerns with allowing their child(ren) walk or bike to school...
  - Brillion Elementary School
    - Distance
    - Traffic volume along route
    - Traffic speed along route
    - Safety of intersections and crossings
  - Brillion Middle School
    - Distance
    - Violence or crime
    - Weather or climate
    - Traffic volume along route
    - Traffic speed along route
    - Safety of intersections and crossings
- Top three things that parents would like to see done in order for their child(ren)to walk or bike to school...
  - **o** Brillion Elementary School
    - Safety of intersections and crossings
    - Traffic speed along route
    - Traffic volume along route
  - o Brillion Middle School
    - Distance
    - Weather or climate
    - Safety of intersections and crossings

A bike and walk audit was conducted on school grounds and areas around the schools in 2008. Volunteers were asked to document a variety of safety concerns and variables on a map. The following results were found...

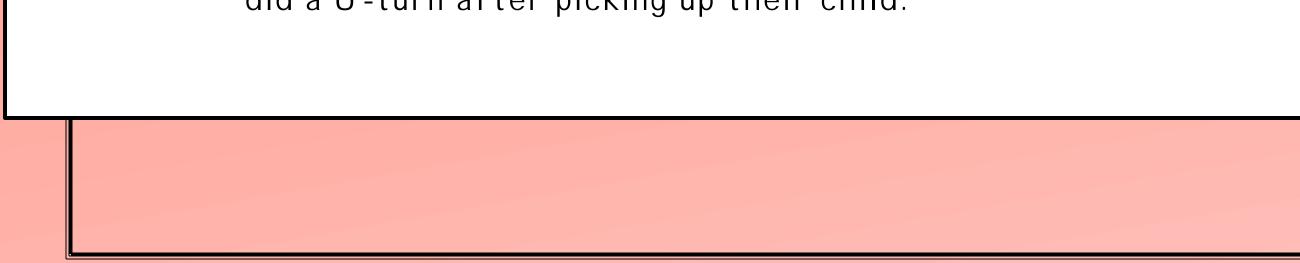
- > Major concern at these two schools is traffic congestion.
  - Bus loading and unloading has been moved to the west side of the school to eliminate the conflict between private vehicles and school buses
  - Loading area on the east side of school has well over 100 vehicles dropping off and picking up students in both the morning and afternoon.
- Safety patrol students are located at each side of the crosswalks on Main Street/CTH PP
  - Average Daily Traffic (ADT) on Main Street in front of the school was 6,400 in 2004 (Source: WisDOT, 2004).
- Major safety concerns with having elementary students cross Main Street during peak traffic periods in the morning and afternoon.
- Bike and Walk Audit Results
  - No current deficiencies in the sidewalks around school.
  - o People driving in school zones at excessive speeds was rare.
  - Little bike traffic observed, it was noted that the bike and walk audit was conducted in January 2008
  - Bike racks were available on both sides of the school at good locations.
  - No crosswalk at Monroe Street and a vehicle did not stop of a child in the crosswalk
- Concerns with family vehicles that are parked on the street
  - During the bike and walk audit, it was observed that a driver did a U-turn after picking up their child.



Intersection of Madison and Main Street

## What we need from our school community...

Your Input...



- What are your concerns with allowing your child(ren) to walk or bike to school?
- Do you have recommendations for making the school grounds or making the area around the school(s) safer for pedestrians?
- Would you be willing to help or participate in encouragement activities that promote walking or biking to school? (i.e. Bike to School Day, Walking Wednesdays, a walk pool or bike pool)

APPENDIX F: SIGNED RESOLUTION APPROVING THE BRILLION SRTS PLAN

#### **RESOLUTION NO. RE 09-18**

#### A RESOLUTION ADOPTING THE BRILLION AREA SAFE ROUTES TO SCHOOL PLAN

WHEREAS; the Safe Routes to School program is an international program that promotes walking and biking to school. The first Safe Routes to School program in the United States was started in 1997 in Bronx, New York; and

WHEREAS; In 2005, Congress recognized the value of the Safe Routes to School program and passed federal legislation to establish a National Safe Routes to School Program, with federal funds distributed to each state based on their school enrollment and were then used by communities and school district to implement their recommendations through infrastructure and non-infrastructure funds. The funds are only to be used for projects within two miles of an elementary or middle school; and

WHEREAS; the Safe Routes to School program focuses on teaching children bike and pedestrian safety along with healthy lifestyles. It promotes 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; and

WHEREAS; the City of Brillion Plan Commission recognized the need for safe bike and pedestrian facilities on East National Avenue to Trinity Lutheran School and Church and on CTH PP to Fawn Ridge Subdivision. In 2007 the Brillion Area Safe Routes to School Task Force was formed. The task force is compromised of representatives from a variety of entities including the Brillion Area School District, WisDOT, Calumet County representatives, law enforcements, a representative from the health professions, parents, and representatives from local units of government within the Brillion School District; and

WHEREAS; in 2008 the Brillion Area Safe Routes to School Task Force along with the assistance of East Central Wisconsin Regional Planning Commission pursued a WisDOT Safe Routes to School planning grant. The Brillion Area Safe Routes to School Program was not awarded a WisDOT planning grant in the summer of 2008; and

WHEREAS; In spring of 2009 the City of Brillion Common Council pursued a contract with East Central Wisconsin Regional Planning Commission to develop the Brillion Area Safe Routes to School Plan. The Safe Routes to School Task Force worked together with East Central Wisconsin Regional Planning Commission to create visions and goals for the school district and local communities, collect information with regard to parents 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; and

WHEREAS; The Brillion Area Safe Routes to School Plan will be used for the application of infrastructure and non-infrastructure grants through the WisDOT.

THEREFORE, BE IT RESOLVED, that the City of Brillion Common Council does hereby adopt the Brillion Area Safe Routes to School Plan.

Resolution No. RE09-18 introduced and its adoption moved by Alderperson Gruett. Second by Alderperson Miller.

Upon a poll vote thereon, the results were as follows:

9 votes cast 9 votes yes 0\_\_\_\_\_ votes no

The Mayor declared this Resolution adopted, approved and signed this 23<sup>rd</sup> day of November, 2009.

Hay J. Jerts Gary Deiter Mayor

Attested:

ori M. Gosz City Administrator/Clerk-Treasurer