

TOWN OF GRAND CHUTE SAFE ROUTES TO SCHOOL PLAN



Town of Grand Chute Safe Routes to School Plan

November 2009

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

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TOWN OF GRAND CHUTE SAFE ROUTES TO SCHOOL TASK FORCE

William McClone Badger Elementary School, Principal
Kim Barlament Badger Elementary School, Principal
Jan Haven Houdini Elementary School, Principal
Pete Vanney Appleton Area School District Facilities
Aaron Schellinger Grand Chute Police Department, School Liaison Officer
Chris Dearth Grand Chute Police Department, School Liaison Officer
Peggy Carew Badger and Houdini School Nurse
Ursula Noelte Parent, Houdini Elementary School
Doris Kalbus Parent, Houdini Elementary School
Lisa Desens Parent, Houdini Elementary School
Brian Desens Parent, Houdini Elementary School
Gloria Sevilla Parent, Badger Elementary School
Kathy Schmitt Parent
Tom Marquardt Town of Grand Chute, Public Works Director
Allen Davis Town of Grand Chute, Community Development Director
Al Guerts Outagamie County, Highway Commissioner
Dave Johnson Outagamie County Planning Department
Peter Gervais Outagamie County Sheriff's Department
Jeff Dietzen Outagamie County Sheriff's Department
Tom Walsh Fox Cities Greenways
Matt Halada WisDOT-NE Region
Melissa Kraemer Badtke East Central WI Regional Planning Commission

ABSTRACT

TITLE: Town of Grand Chute Safe Routes to School Plan

AUTHOR: Melissa A. Kraemer Badtke, GIS/Planning Specialist II

SUBJECT: A safe routes to school plan to address safety issues at and around schools within the Town of Grand Chute.

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SOURCE OF COPIES: East Central Wisconsin Regional Planning Commission
400 Ahnaip Street, Suite 100
Menasha, Wisconsin 54952
920.751.4770

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EXECUTIVE SUMMARY

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INTRODUCTION

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

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

The Town of Grand Chute SRTS Task Force is comprised of representatives from Appleton Area School District, representatives from the Town of Grand Chute, WisDOT, law enforcement officials, and parents. This task force has worked together to create visions and goals for the Badger and Houdini Elementary Schools and the Town of Grand Chute, 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.



Crossing guard assisting a student
Source: Dan Burden

PRESENT CONDITIONS

The Town of Grand Chute SRTS Task Force used student surveys and parent surveys to assess the current conditions at Badger and Houdini Elementary Schools. Student surveys revealed that the primary mode of transportation for students attending these two schools is the school bus followed by the family vehicle. Students attending Badger Elementary School are not encouraged to walk or bike to school due to the lack of sidewalks.

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 no (or inadequate) sidewalks/bikeways on the route to school, the speed of traffic, presence/perception of dangers, and the amount of traffic at school. Parents would allow their children to walk or bike to school if sidewalks and bike paths were improved, students were accompanied by other adults, and cars slowed down.



Students walking to Houdini Elementary School

IDENTIFYING SAFETY ISSUES

The Town of Grand Chute SRTS Task Force conducted bike and walk audits at and around the participating schools to assess safety concerns for children walking or bicycling to and from school. There were a number of factors that volunteers considered when assessing the safety concerns at and around the schools. The volunteers also noted the positive things that are being done in the community to encourage students and citizens of the community to bike or walk. The bike and walk audit findings indicated that a major concern at Houdini Elementary School are students walking along Chappell Drive. Another concern at this school are people parking in the 5 minute parking for longer than 5 minutes especially during dismissal time.

During the bike and walk audit at Badger Elementary School, it was noted that even though the students attending this school are all eligible for busing, that there was still a large number of students that walk to school. The lack of sidewalks around Badger Elementary School was a major concern. It was noted that the bike and walk audit that volunteers were concerned with the speed of drivers at and around the schools.

A Neighborhood/Community meeting was also held at Houdini Open House and an iMovie was developed to show parents the "do's and don'ts" of where to pick up or drop off children if they need to. Staff also met with the Healthy Kids Committee for each school and discussed how they could coordinate SRTS activities with the Healthy Kids Committees. The one concern noted with the Healthy Hawks Committee (Houdini Elementary School) is that they would like to have less congestion at and around the schools during drop off and pick up times. The Healthy Kids Committee at Badger Elementary School noted that the major barrier to doing more healthy activities with the kids is the lack of sidewalks at and around the school. The Healthy Kids Committee at Badger Elementary School stated that they will be setting up an obstacle course on the playground for International Walk to School Day.

SAFE ROUTES TO SCHOOL AND SAFETY RECOMMENDATIONS

The Town of Grand Chute SRTS Task Force made recommendations using the five E's of the SRTS Program: Engineering, Education, Encouragement, Enforcement, and Evaluation. Engineering recommendations were made for each school and those areas surrounding the school. One recommendation included adding sidewalks along Spencer Street and Bluemound Drive near Badger Elementary School. Other recommendations included working with the Healthy Kids Committees at each of the schools to coordinate SRTS encouragement, education, and evaluation activities, snow maintenance on the terrace on Capital Avenue, and reducing the number of gaps within the sidewalk network at neighboring subdivisions.

IMPLEMENTATION STRATEGIES AND FUNDING SOURCES

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 to partner with the Healthy Kids Committees in their SRTS activities. 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 5-3 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, Denmark experienced an alarming rate of child fatalities due to pedestrian/vehicle accidents. In response, Denmark began working with communities and school districts to create a Safe Routes to School (SRTS) Program. Word of the SRTS initiative took hold and spread throughout the world to Europe, Australia, New Zealand, and the United States.



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

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

In 2008, the Wisconsin Department of Transportation (WisDOT) conducted their second grant cycle for SRTS planning grants, infrastructure grants, and non-infrastructure grants. WisDOT funded 38 infrastructure, non-infrastructure, and planning projects with funds totaling nearly \$3 million. Of the 38 projects, there were 18 planning projects awarded and 28 infrastructure and non-infrastructure project awarded. The Town of Grand Chute Safe Routes to School Task Force was awarded a Safe Routes to School Planning Grant.

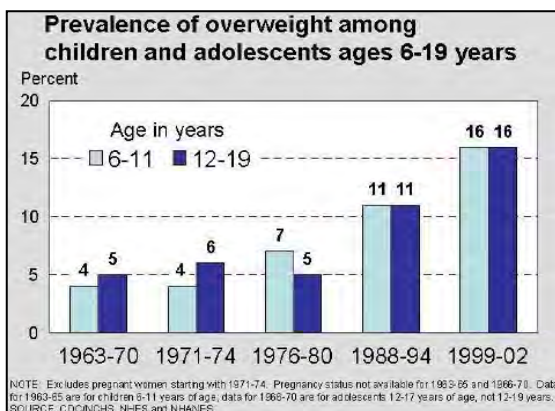
NATIONAL TRENDS

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

Physical Activity

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

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



Potential benefits of physical activity for children include:

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

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

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

Cleaner Environment

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



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

Land Use Trends

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

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

WHY SAFE ROUTES TO SCHOOL?

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

Engineering

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



Education

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

Enforcement

Driving behaviors and safety campaigns do not ensure the success of a SRTS program. Therefore, the SRTS task force should partner with local law enforcement agencies to make sure that proper traffic laws are obeyed (i.e. speed regulations, driver behavior, and appropriate walking and biking behavior) and initiate safety programs such as safety patrol or crossing guard programs. Enforcement presence can discourage dangerous behaviors for pedestrians, bicyclists, and drivers on and off of school campuses.

Encouragement

Encouragement programs are needed in conjunction with engineering changes, education programs, and enforcement programs. Convincing children as well as parents that biking or walking to school is a safe, fun, and healthy activity can be difficult. It is for this reason that encouragement programs are recommended. These programs will promote walking and bicycling with students and the community and assist them in applying what they have learned. These programs may provide incentives to students who walk a certain number of days in a row or a number of miles that a student has walked or bicycled to school. Programs can also get parents and the community involved by conducting a community-wide Walk to School Day. Local businesses can contribute by sponsoring signs for the Walk to School Day.



Evaluation

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

TRAFFIC CALMING

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

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

Speed Control Measures

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

Vertical Measures

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



Horizontal Measures

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

Narrowings

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

- *Other Speed Control Measures*
- *Combined Measures*

Volume Control Measures

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

- *Street Closures:* Full street closures i.e. cul-de-sacs, dead ends; Half street closures i.e. partial, one-way
- *Diverter:* Semi-Diverter i.e. full lane bulb out; Diagonal
- *Median Barriers*
- *Forced Turn Islands*
- *Other Volume Control Measures*

TOWN OF GRAND CHUTE SAFE ROUTES TO SCHOOL PLANNING PROCESS

Background Information

The Appleton Area School District (AASD) is located within many communities within the Fox Cities (Appleton) Urbanized Area. Two schools, Badger Elementary School and Houdini Elementary School, are located within the Town of Grand Chute and are participating in the Town of Grand Chute SRTS Plan.

The Town of Grand Chute Safe Routes to School (SRTS) committee was formed in 2008. The committee is comprised of representatives from a variety of entities (See Figure 1) including the Appleton Area School District, the Town of Grand Chute, law enforcement, and parents.

In the winter of 2008, the Grand Chute SRTS task force pursued a WisDOT SRTS planning grant. The Grand Chute SRTS Program was awarded a WisDOT planning grant in the summer of 2008. The SRTS Planning process began in the fall of 2008 with the assistance of the East Central Wisconsin Regional Planning Commission (ECWRPC).



Two schools are participating in the SRTS program at this time. Each of these schools have specific safety issues pertaining to their school grounds and the areas surrounding the school. Bike and walk audits were conducted at each of the schools. These results will be discussed in a later section of this plan.

Figure 1: Town of Grand Chute Safe Routes to School Task Force	
Name	Agency
William McClone	Badger Elementary School, Principal
Kim Barlament	Badger Elementary School, Principal
Jan Haven	Houdini Elementary School, Principal
Pete Vanney	Appleton Area School District Facilities
Aaron Schellinger	Grand Chute Police Department School Liaison Officer
Chris Dearth	Grand Chute Police Department School Liaison Officer
Peggy Carew	School nurse for Badger E.S. and Houdini E.S.
Ursula Noetle	Parent, Houdini Elementary School
Doris Kalbus	Parent, Houdini Elementary School
Lisa Desens	Parent, Houdini Elementary School
Brian Desens	Parent, Houdini Elementary School
Gloria Sevialla	Parent, Badger Elementary School
Kathy Schmitt	Parent
Tom Marquardt	Town of Grand Chute Director of Public Works
Allen Davis	Grand Chute Community Development Director
Dan Kastner	Physical Education Instructor
Ray Palonen	Outagamie County, Highway Department
Dave Johnson	Outagamie County Planning Department
Tom Walsh	Fox Cities Greenways Member
Matt Halada	WisDOT - NE Region
Melissa Kraemer Badtke	East Central Wisconsin Regional Planning Commission

Participating Schools

As mentioned previously, there are two elementary schools (4 year old kindergarten-6th grade). Each of these schools are participating in the Town of Grand Chute Safe Routes to School Program (See Exhibit 1).

- ***Badger Elementary School:*** Badger Elementary School is located 501 S. Bluemound Drive in the Town of Grand Chute. Currently at Badger Elementary School has an enrollment of 290 students. Badger Elementary School enrollment boundary covers approximately seven square miles (see Exhibit 1).

- ***Houdini Elementary School:*** Houdini Elementary School is located at 2305 W. Capital Drive in the Town of Grand Chute. Houdini Elementary School is the second largest elementary school within the Appleton Area School District within a current enrollment of 640 students. The enrollment boundary for Houdini Elementary School covers approximately nine square miles (see Exhibit 1).

Source: Wisconsin Department of Public Instruction, 2009.






Goals and Visions

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

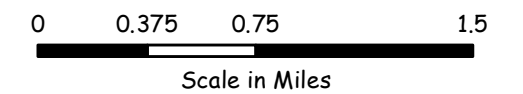
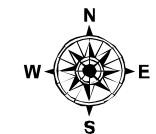
- ***Goal 1:*** To provide safe and adequate routes leading to schools so that more students are able to safely walk or bike to school.
- ***Goal 2:*** Provide education to the community and parents regarding school zones along with pick up and drop off zones around schools.
- ***Goal 3:*** Increase awareness by decreasing speed violators in school zones.
- ***Goal 4:*** Provide safety pedestrian/bicyclist facilities within approximately 1.0 mile from the school.
- ***Goal 5:*** Develop a walking school bus program.
- ***Goal 6:*** Provide pedestrian and bicycle facilities at and along school facilities.
- ***Goal 7:*** Identify potential sidewalk or non-motorized transportation facilities (i.e. pedestrian and/or bicyclist facilities) within the Town of Grand Chute and prioritize them.
- ***Goal 8:*** Develop a sidewalk ordinance for the Town of Grand Chute.
- ***Goal 9:*** Increase the number of students that walk or bike to school.
- ***Goal 10:*** Establish an alternative drop off location for parents.

Exhibit 1

TOWN OF GRAND CHUTE STUDY AREA

-  BADGER ELEMENTARY SCHOOL
-  HOUDINI ELEMENTARY SCHOOL
-  BADGER ELEMENTARY SCHOOL ENROLLMENT AREA
-  HOUDINI ELEMENTARY SCHOOL ENROLLMENT AREA
-  MUNICIPALITY BOUNDARIES

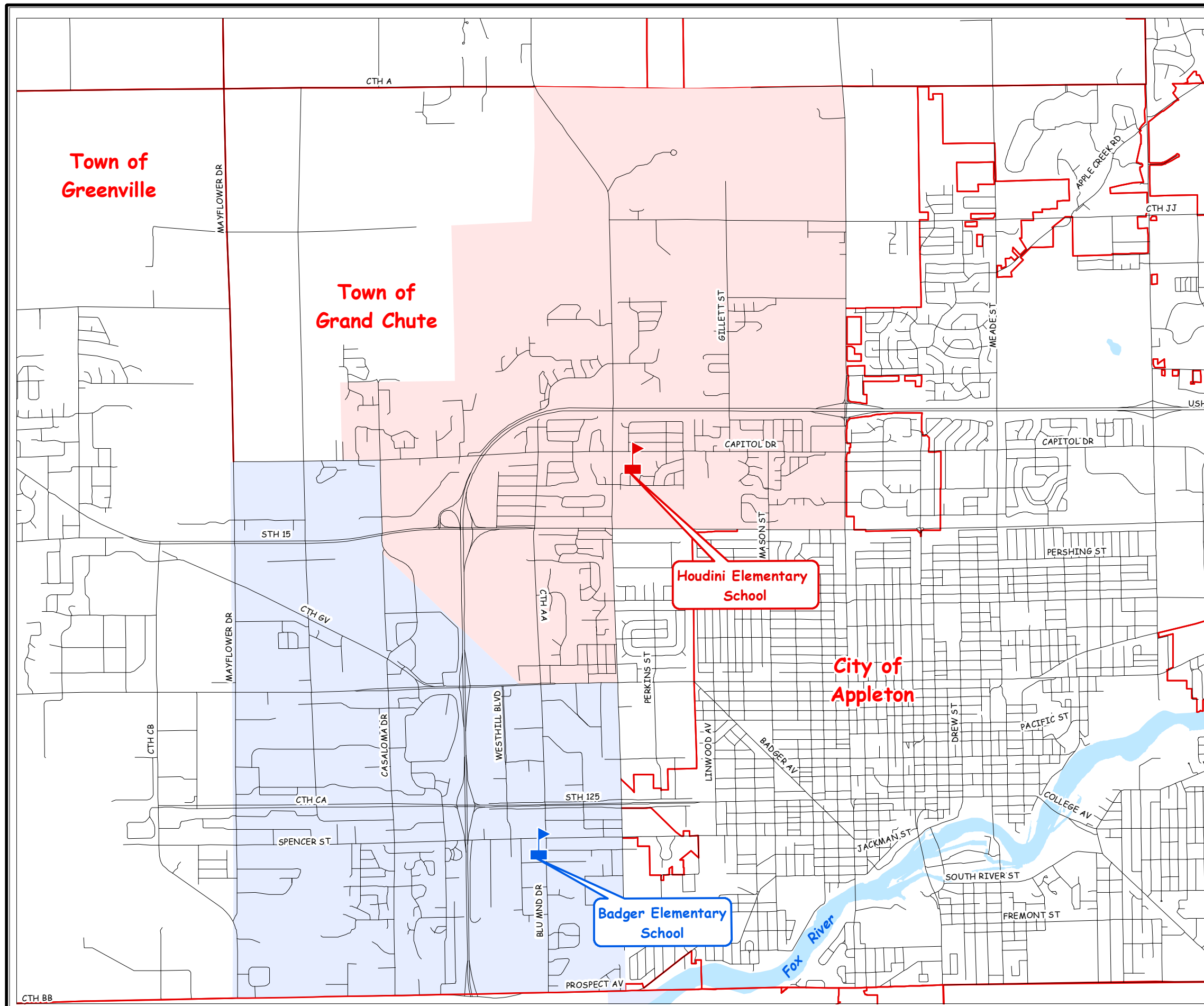
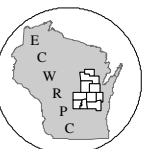
Source: Outagamie County provided 2009 centerline, municipality boundaries, and hydrology data. ECWRPC provided school location data. City of Appleton provided school district boundary.



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 sufficient or appropriate for legal, engineering, or surveying purposes.

Prepared By
EAST CENTRAL WISCONSIN
REGIONAL PLANNING COMMISSION-NOVEMBER 2009



CTH BB

CHAPTER 2: PRESENT CONDITIONS

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

NON-MOTORIZED TRANSPORTATION FACILITIES

Sidewalks and non-motorized transportation facilities (See Exhibit 2 for more detail) are the main pedestrian facilities within the Town of Grand Chute.

- **Town of Grand Chute:** The Town of Grand Chute currently does not have any sidewalk ordinances. The town has mapped out areas where sidewalk facilities have been developed and where future sidewalk facilities may be constructed.

Non-motorized Transportation Facilities within the Town of Grand Chute:

- **County A Trail**

- Off-road facility along Lynndale Dr.
- Connects the Lions Park to the Grand Chute Town Hall
- This trail facility is not maintained in the winter months.

- **Fox Valley Technical College Trail**

- Off-road trail
- 1.6 mile loop on Fox Valley Technical College campus
- Connects to the pedestrian bridge (over USH 41) to a pedestrian trail at the Fox Cities Stadium



CTH A Trail in the Town of Grand Chute

- **Fox Cities Stadium/Fox River Mall Trail**

- Off-road trail
- 2 mile trail
- Connecting the Fox Cities Stadium with the Fox River Mall

- **Houdini Walking Trail**

- Located on the Houdini Elementary School Campus.
- Connects the Grand Chute Lions Park and a parent pick up/drop off area to Houdini Elementary School.

TRANSIT ROUTES

Valley Transit (VT) provides transit services to 13 municipalities within the Fox Cities Area. Buses for these routes run on 30 minute and 60 minute headways. Three VT routes run in the Town of Grand Chute: Route 12 - Fox Valley Tech, Route 15 - West College Avenue, and Route 41 - West Fox Valley (See Exhibit 3).

Route 15 - West College Avenue route follows College Avenue to Westhill Blvd., where it proceeds to an area of commercial development within the Town of Grand Chute. This route proceeds down Bluemound Drive with a stop at Badger Elementary School (the corner of Bluemound Drive and Spencer Street). The route then proceeds to the Fox River Mall with additional stops at commercial facilities along Casaloma Drive. Route 15 again proceeds down Spencer Street and Lawrence Street and follows College Avenue back to the transit center (See Exhibit 3 for more detail).

Bike racks were installed on Valley Transit buses as part of the Rack 'n Roll program. This program was implemented in the 2005 through private donations. These racks allow Valley Transit customers to ride their bike to a bus stop, get on the bus, and then proceed to their destination by either bus or by bike. Users of the bike racks on the Valley Transit buses must be certified and retain a permit. Permits are only issued to riders age 12 and older. Bus-bike rack users age 11 and under must be accompanied by an adult with a permit. A maximum of two (2) bikes are permitted on the bus-bike rack at a time. Only single-seat, two-wheeled bikes will be permitted on Valley Transit bus-bike racks; motor-powered vehicles are prohibited.



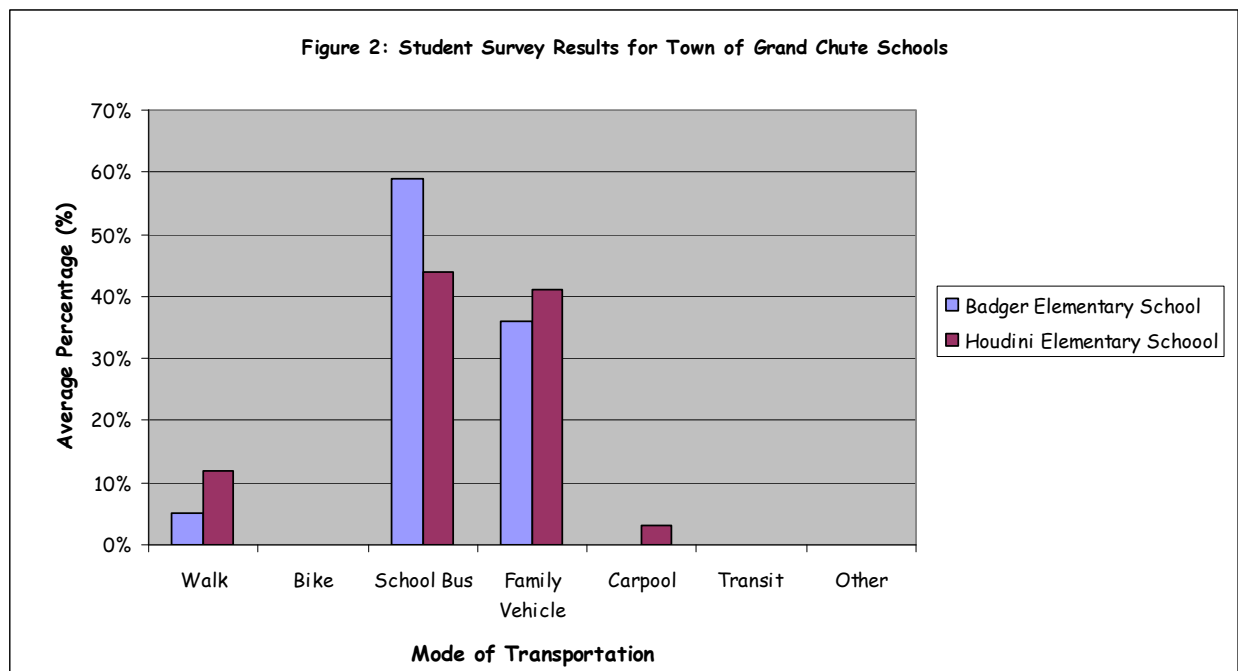
Valley Transit rider using the bike rack.

STUDENT SURVEY 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. This data provides the committee with a base line as to how students are traveling to and from school. To evaluate the SRTS program, a follow-up student survey can then be conducted at a later date once recommendations have been implemented to see if there is an increase in the number of students biking and walking to school.

Student surveys were conducted in the spring of 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 pedestrian and bicycle facilities available at and around the schools. The results for the individual schools can be found below.

The main mode of transportation for students attending these two schools is the school bus and the family vehicle. Students at Badger Elementary School are not encouraged to walk due to the lack of sidewalks, however, during the bike and walk audit volunteers noted several students walking to school.



Badger Elementary School

Currently, there are no sidewalks located on or around Badger Elementary School grounds. The two main modes of transportation for students attending this school is the school bus or the family vehicle. Although there are no sidewalks near the school there is about 5% of the student population does walk to Badger Elementary School.

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

1. *School Bus (59%)*
2. *Family Vehicle (36%)*
3. *Walking (5%)*

<i>Figure 3: Badger Elementary School - Student Survey Results</i>			
Mode	Average Percentage	AM	PM
Walk	5%	4%	7%
Bike	0%	0%	0%
School Bus	59%	60%	61%
Family Vehicle	36%	35%	38%
Carpool	0%	0%	1%
Transit	0%	1%	0%
Other	0%	0%	0%

Figure 4: Badger Elementary School Student Survey Results

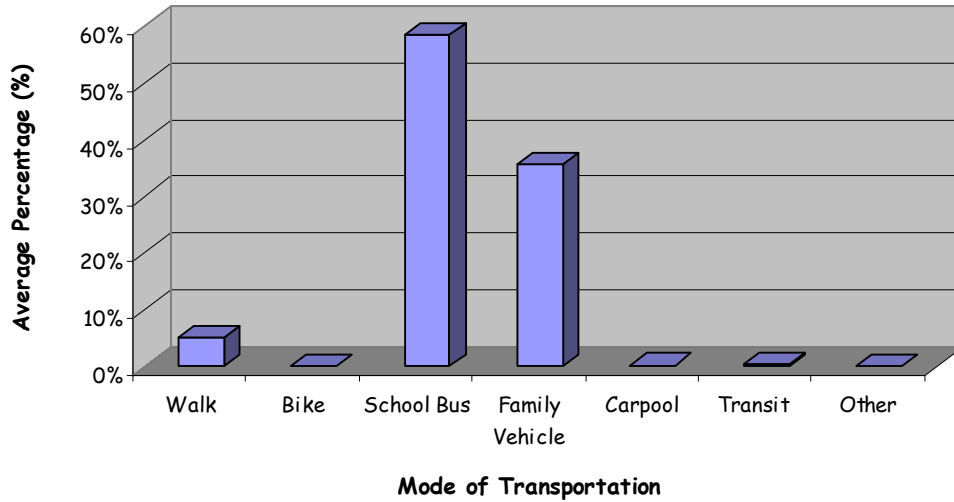
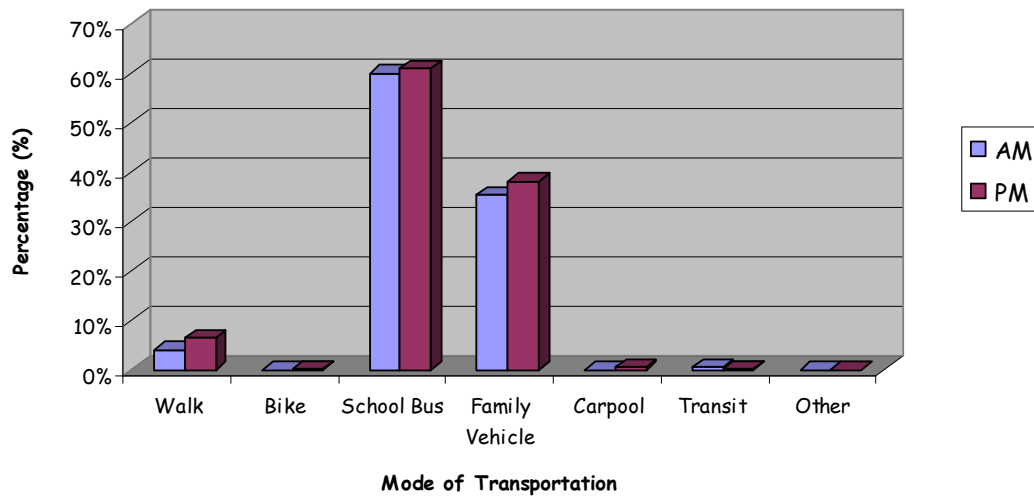


Figure 5: Badger Elementary School Student Survey Results - Morning and Afternoon Comparison



Houdini Elementary School

There are sidewalks located at and around Houdini Elementary School. Students attending this school use the school bus or the family vehicle for their primary mode of transportation.

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

1. *School Bus (44%)*
2. *Family Vehicle (41%)*
3. *Walking (12%)*
4. *Carpooling (3%)*

<i>Figure 6: Houdini Elementary School - Student Survey Results</i>			
Mode	Average Percentage	AM	PM
Walk	12%	10%	14%
Bike	0%	0%	0%
School Bus	44%	40%	47%
Family Vehicle	41%	46%	36%
Carpool	3%	3%	2%
Transit	0%	0%	0%
Other	0%	0%	0%

Figure 7: Houdini Elementary School Student Survey Results

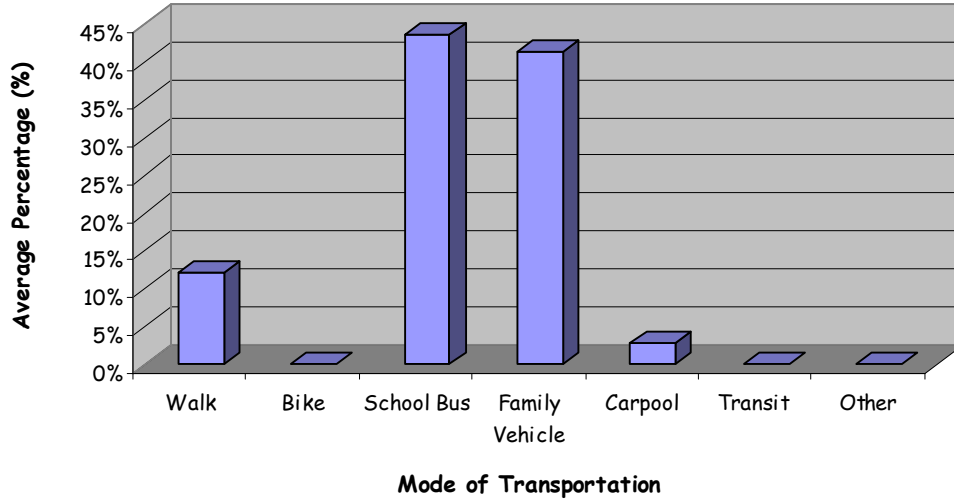
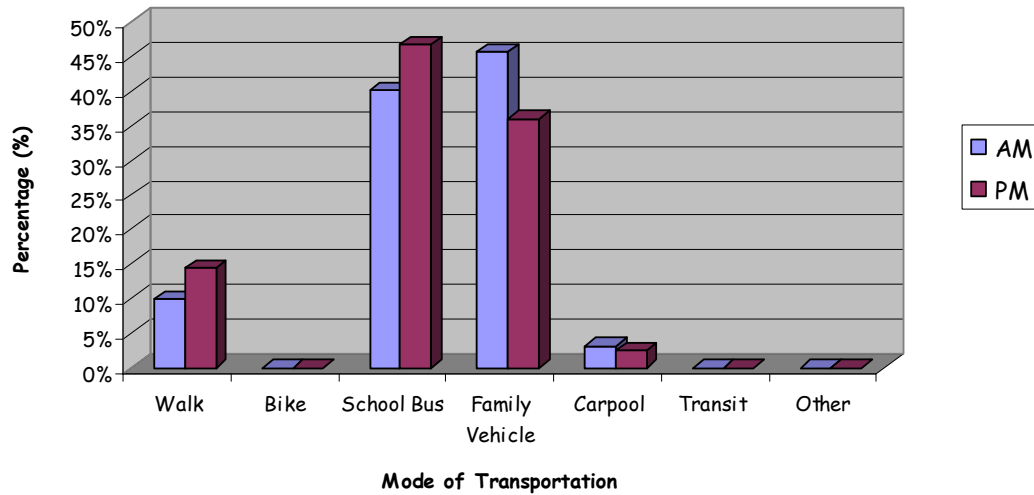


Figure 8: Houdini Elementary School Student Survey Results - Morning and Afternoon Comparison



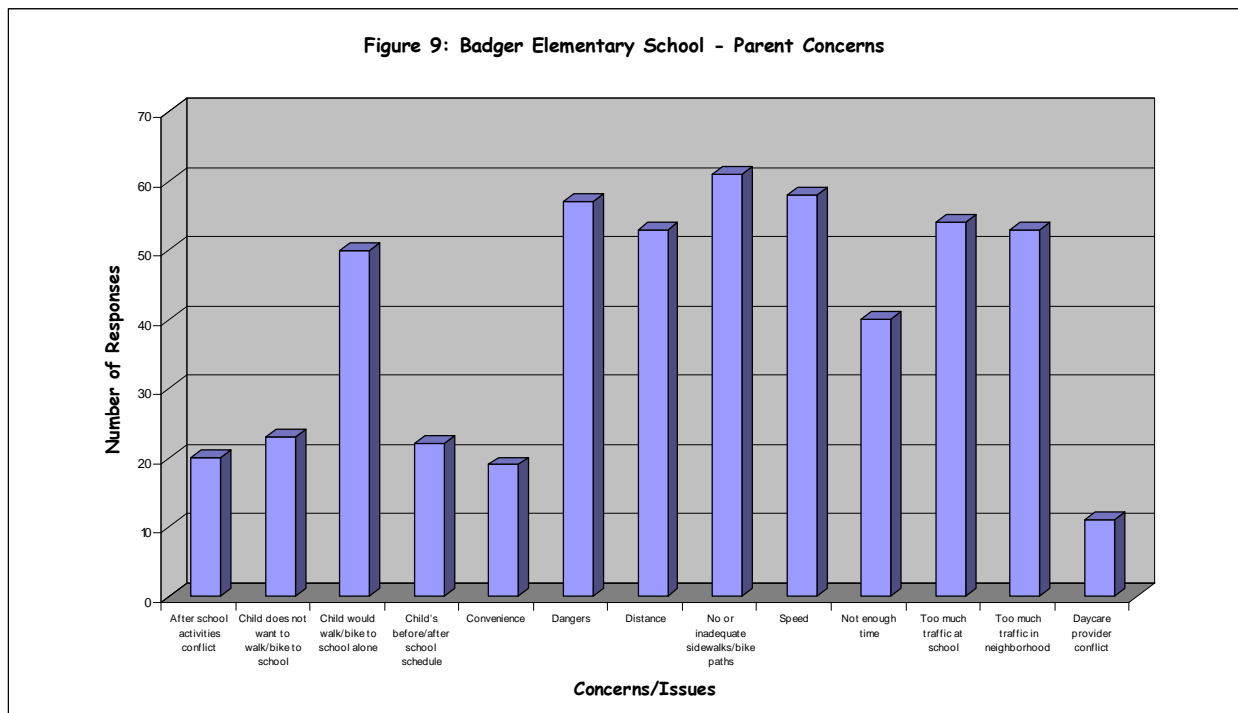
PARENT SURVEY RESULTS

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 early 2008. 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.

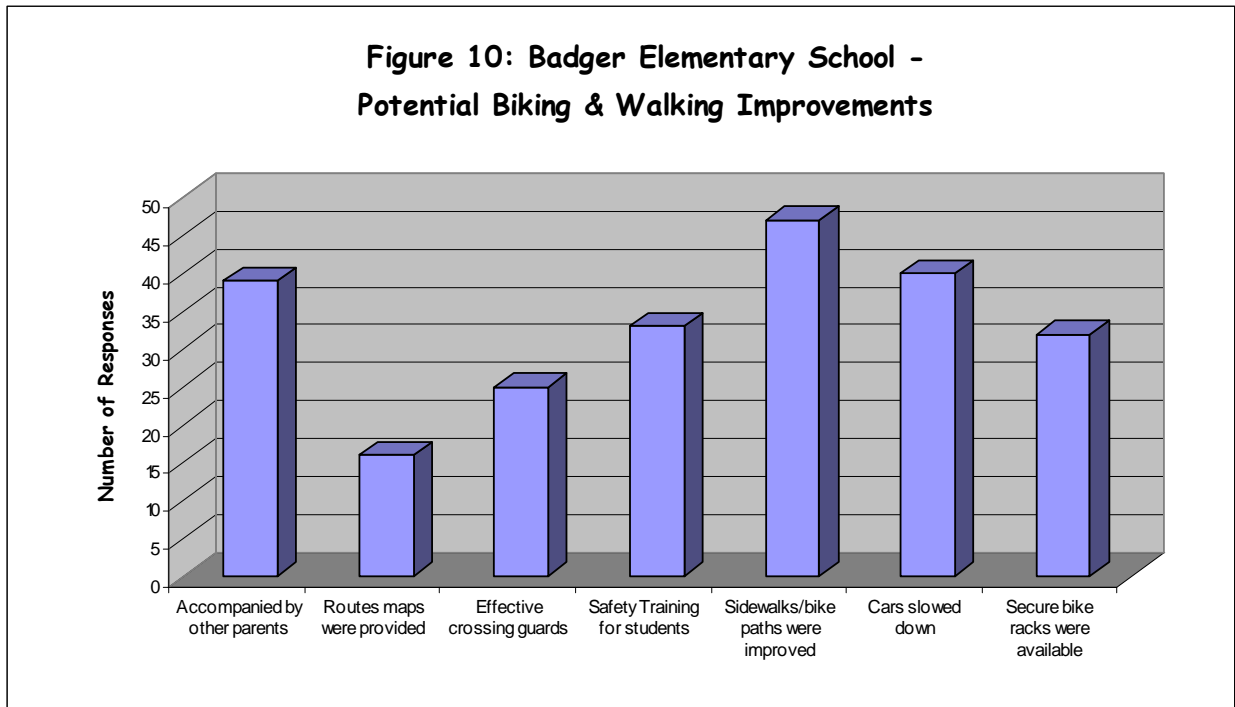
Badger Elementary School

Major concerns that parents who have child(ren) attending Badger Elementary School include the lack of sidewalks and bikeways on route to school and the speed at which vehicles are being driven.

- **Parents top concerns for their children walking and biking to school:**
 1. No (or inadequate) sidewalks/bikeways on the route to school
 2. Speed - cars drive too fast through the neighborhood
 3. Dangers (strangers, bullying, dogs, etc.)



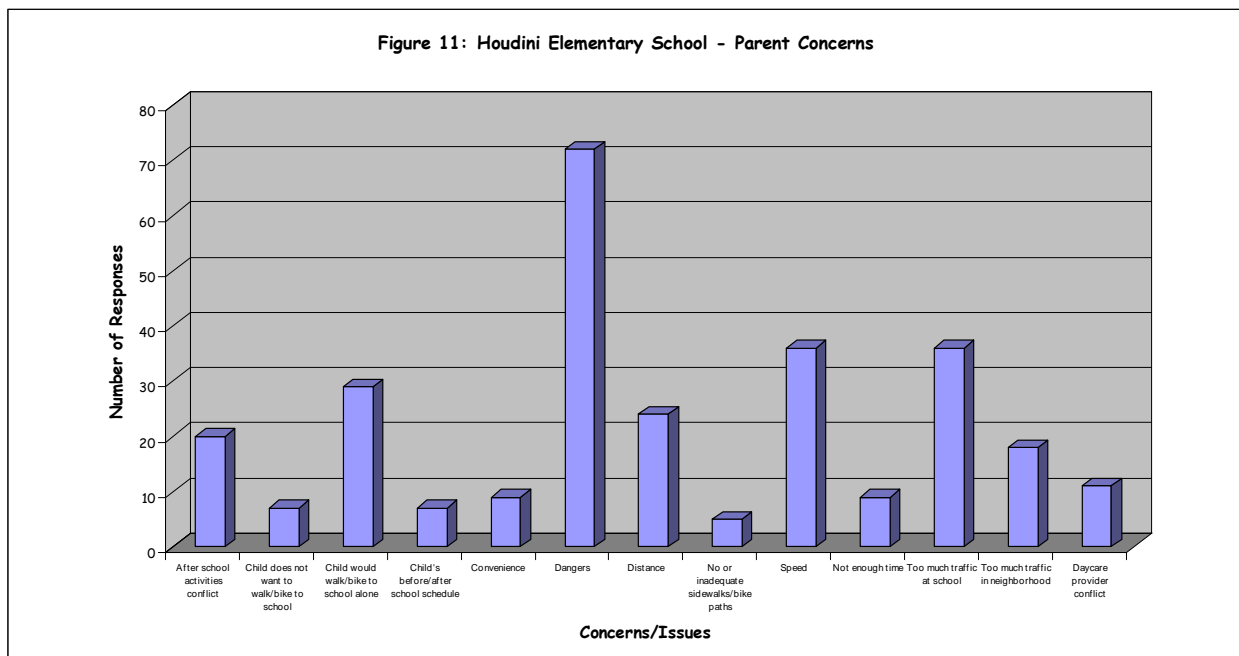
- The top three provisions that would allow parents to have their children walk or bike to school were:
 1. Sidewalks and bike paths were improved
 2. Cars slowed down
 3. Students were accompanied by other parents



Houdini Elementary School

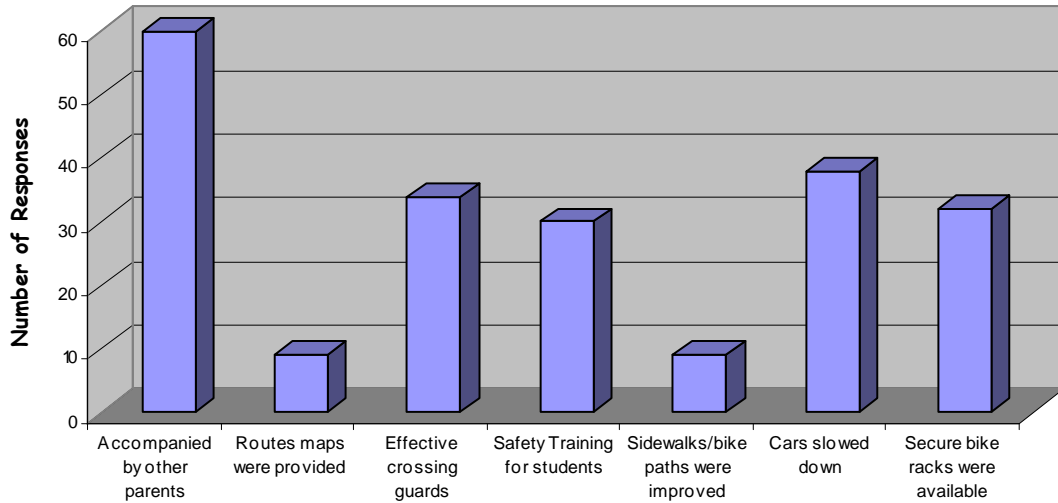
Parents at Houdini Elementary School expressed concerns with having their children walking or biking to school. These include potential dangers (i.e. stranger danger, gangs, etc.) and the speed of vehicles at or around the school.

- **Parents top concerns for their children walking and biking to school:**
 1. Dangers (stranger danger, gangs, bullying, dogs);
 2. Speed (cars driving too fast through the neighborhood);
 3. Traffic - Too much traffic at school.



- **The top three provisions that would allow parents to have their children walk or bike to school were:**
 1. Students were accompanied by other parents;
 2. Cars slowed down.
 3. Secure bike racks were available.

Figure 12: Houdini Elementary School - Potential Biking & Walking Improvements



BUSING POLICIES AND HAZARDOUS BOUNDARIES

All students attending Badger Elementary School are eligible for busing due to hazardous situations. Students living 2 or more miles from Houdini Elementary School are eligible for busing and approximately 454 students or 69% of the students are eligible for busing due to hazardous situations. There are approximately 155 students at Houdini Elementary School that are not eligible for busing.

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 down to the State Superintendent's office for review.



Traffic on Capital Drive near Houdini Elementary School

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

- Age of pupils
- 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:

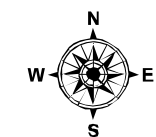
<http://dpi.wi.gov/sms/haztrans.html>

Exhibit 2

TOWN OF GRAND CHUTE NON-MOTORIZED TRANSPORTATION FACILITIES

-  BADGER ELEMENTARY SCHOOL
-  HOUDINI ELEMENTARY SCHOOL
-  EXISTING FACILITY
-  BADGER ELEMENTARY SCHOOL ENROLLMENT AREA
-  HOUDINI ELEMENTARY SCHOOL ENROLLMENT AREA
-  MUNICIPALITY BOUNDARIES

Source: Outagamie County provided 2009 centerline, municipality boundaries, and hydrology data. ECWRPC provided school location data. City of Appleton provided school district boundary. ECWRPC and City of Appleton provided the non-motorized transportation facilities.



0 0.375 0.75 1.5

Scale in Miles

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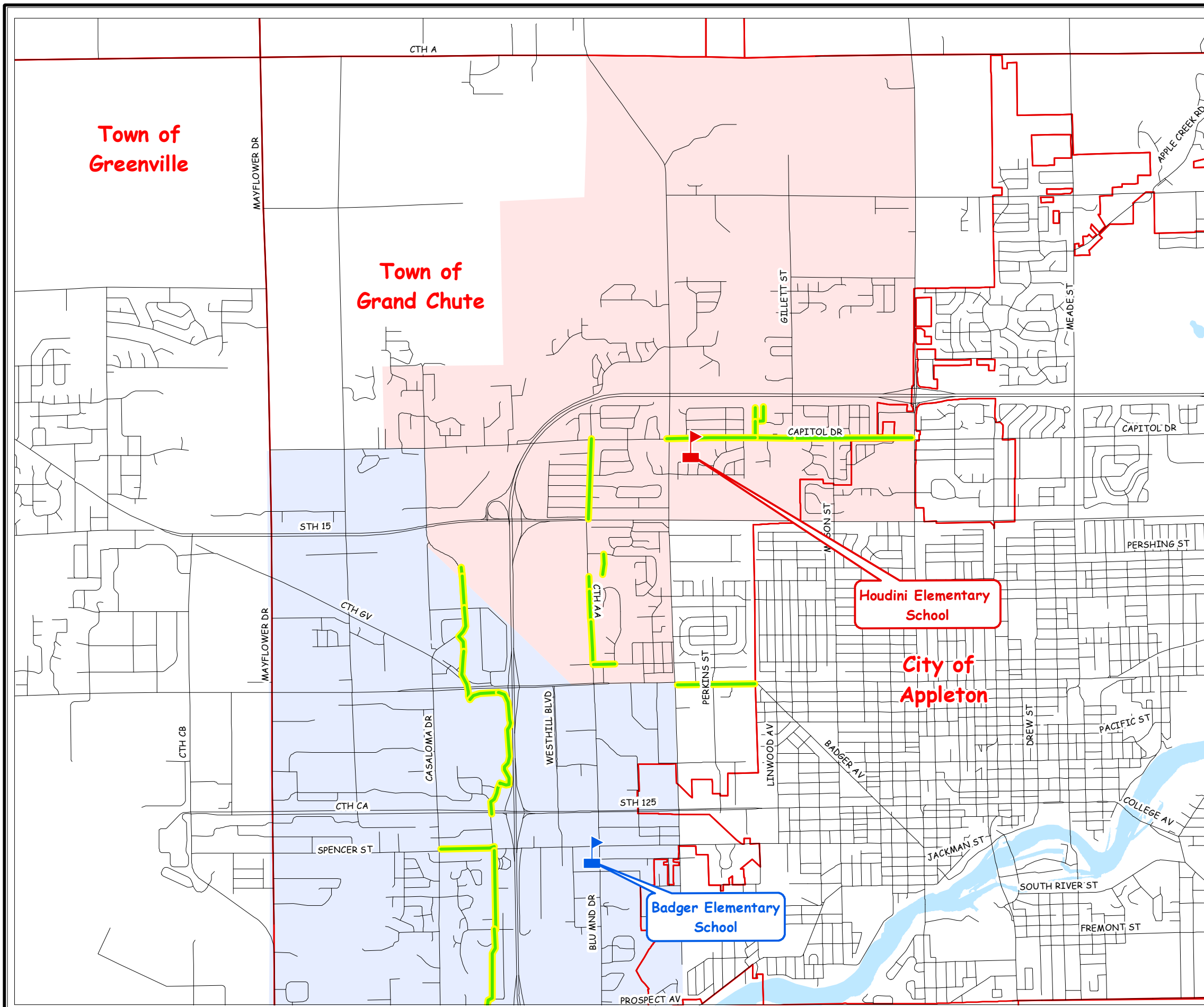
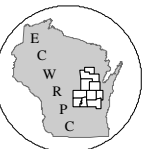






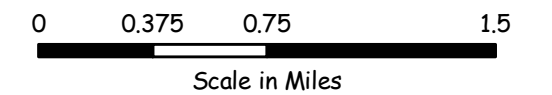
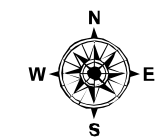


Exhibit 3 TOWN OF GRAND CHUTE VALLEY TRANSIT ROUTES

-  BADGER ELEMENTARY SCHOOL
-  HOUDINI ELEMENTARY SCHOOL
-  TRANSIT ROUTES
-  BADGER ELEMENTARY SCHOOL ENROLLMENT AREA
-  HOUDINI ELEMENTARY SCHOOL ENROLLMENT AREA
-  MUNICIPALITY BOUNDARIES

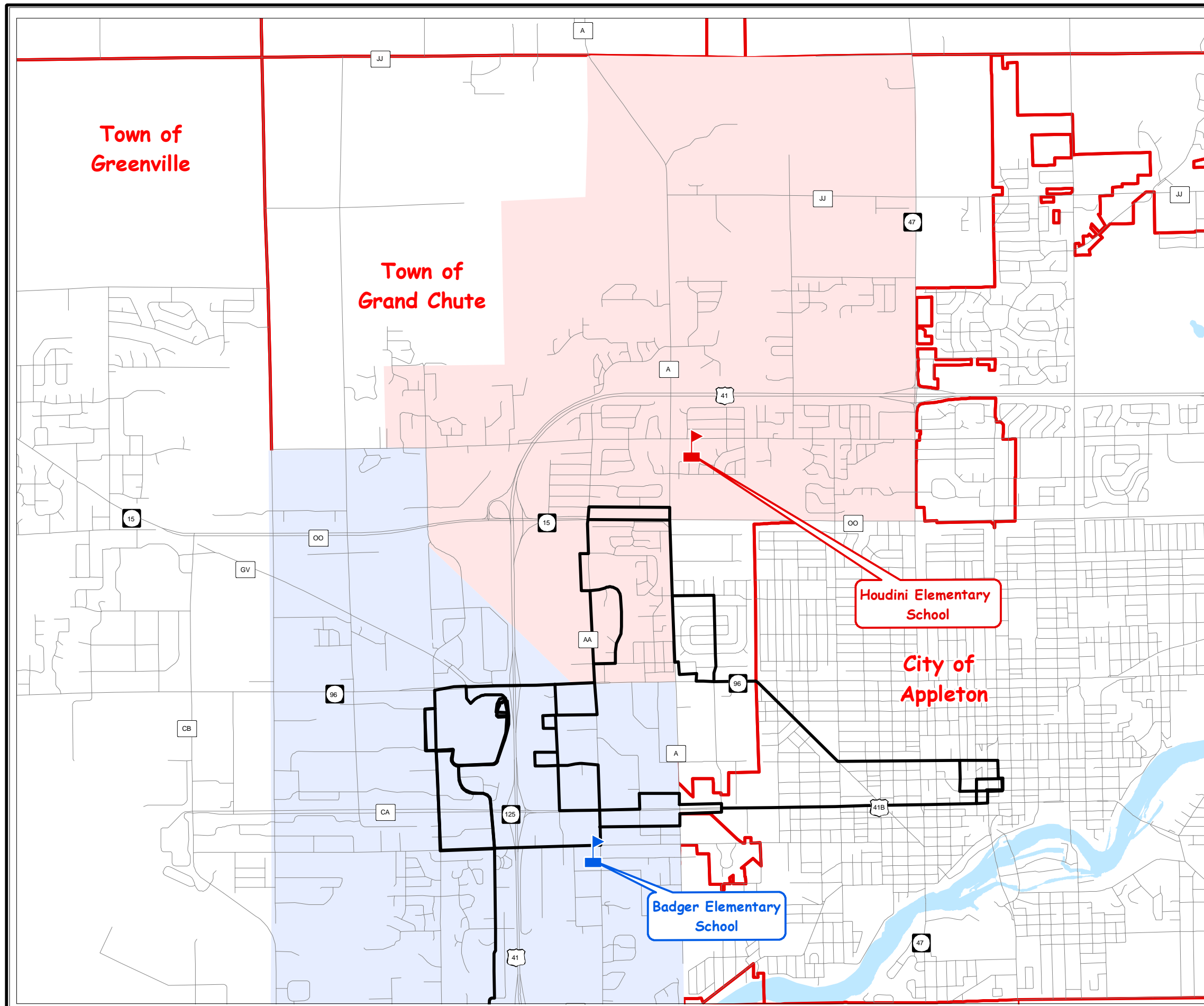
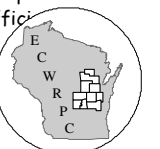
Source: Outagamie County provided 2009 centerline, municipality boundaries, and hydrology data. ECWRPC provided school location data. City of Appleton provided school district boundary. City of Appleton provided transit routes.



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CHAPTER 3: IDENTIFYING SAFETY ISSUES

CHAPTER 3: IDENTIFYING SAFETY ISSUES

SCHOOL SITE TRAFFIC OBSERVATIONS

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

BADGER ELEMENTARY SCHOOL

- **Traffic at school**
 - Parents drop off students in front of school.
 - Concerns with staff and faculty parking and students walking between vehicles when getting dropped off.
 - Separate bus loading and unloading area on the south side of the school.
- **Bike Racks**
 - Sufficient bike racks.
 - Located on the east side of the school.
- **Lack of Sidewalk Facilities**
 - All students at this school are bused due to hazardous situations (i.e. lack of sidewalks on surrounding roadways including Spencer Street and Bluemound Drive).
 - The day of the bike and walk audit, there were students that were walking to school from the apartments north of Bluemound Drive.
- **Concerns with Spencer Street**
 - No sidewalks facilities.
 - Volunteers noted that drivers were exceeding the speed limit.
 - Footpath on Spencer Street from the gas station almost to the driveway of the school.
- **Concerns with Bluemound Drive**
 - No sidewalk facilities.



- Volunteers noted the drivers were exceeding the speed limit.
- Students take educational field trips to Carter Woods Park with a law enforcement escort for the field trip because of the lack of sidewalks.

HOUDINI ELEMENTARY SCHOOL

➤ *Walkway on south side of school, from school to Lions Park*

- There is a parent pick up and drop off area on the south side of the school.
- An adult supervises the area and students use the walkway to get to and from school.
- Parents also pick up and drop children off in the Lions Park parking lot.

➤ *Concerns with Capital Drive*

- Drivers parking in no parking areas on north side of Capital Drive.
- Drivers parking in 15 minute parking areas for well over 15 minutes.
- Speeds of vehicles on Capital Drive.
- Students climbing snow banks near Capital Drive.
- Hard to see the elementary students when there are large snow banks between Capital Drive and the sidewalk.



Parent pick up and drop off area on the south side of Houdini Elementary School. It also links to the Houdini Elementary School walking path.

➤ *Bus loading and unloading area*

- Separate drop off and pick up area for buses on north side of school.
- Bus drop off and pick up area barricaded by safety patrol students.

➤ *Parent loading and unloading area*

- Separate drop off and pick up area for parents in front of school on Capital Drive.
- Separate drop off and pick up area on Spring Hollow Dr. There is also a pedestrian facility on the school campus.

➤ *Concerns with Chappell Drive*

- Parents were dropping off and picking up students on Chappell Drive, which is located directly across from Houdini Elementary School.



Parents dropping off students on Chappell Drive

- No sidewalks located on Chappell Drive.
- During the bike and walk audit, it was noted by volunteers that some children were dropped off or picked up in the driveways of residents living in the subdivision.
- ***Additional Parking***
 - Parents park in the church parking lot directly adjacent to the school to drop off and pick up their children.
- ***Bike Racks***
 - Sufficient bike racks.

NEIGHBORHOOD/COMMUNITY MEETING

The Grand Chute Safe Routes to School task force conducted neighborhood/ community meetings at each of the schools during each of the school's open house. 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 Grand Chute Safe Routes to School Program. An iMovie was also developed to show parents whose children are attending Houdini Elementary School the "do's and don'ts" of where to pick up and drop off their children. These materials are located in Appendix E.

Staff also met with the Houdini Healthy Hawks Committee and the Healthy Kids Committee at Badger Elementary School, which is a group of teachers interested in promoting healthy initiatives.

Healthy Hawks Committee

- This committee is very interested in reducing the traffic congestion at school by reducing the number of students that are dropped off and picked up.
 - Potentially coordinating an event for International Walk to School Day.
 - Potentially looking at coordinating a walking school bus program.











Healthy Kids Committee at Badger Elementary School

- Due to the lack of sidewalks around and at the school, this committee would like to set up a walking course on their school campus.
 - Students would be able to walk during recess.
 - Potentially coordinating an event for International Walk to School Day.

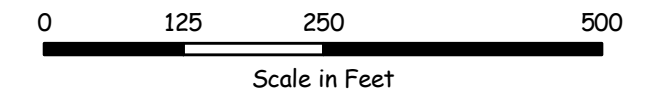
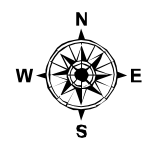
Exhibit 4

BADGER ELEMENTARY SCHOOL - BIKE AND WALK AUDIT RESULTS



-  BIKE RACKS
-  CROSSING GUARD
-  MOTORISTS DRIVING TOO FAST
-  FOOTPATH
-  NO SIDEWALK
-  PAINTED CROSSWALK
-  PARENT PICK-UP AND DROP-OFF
-  BADGER ELEMENTARY SCHOOL
-  BUS LOADING AND UNLOADING
-  FACULTY AND STAFF PARKING

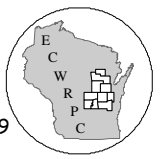
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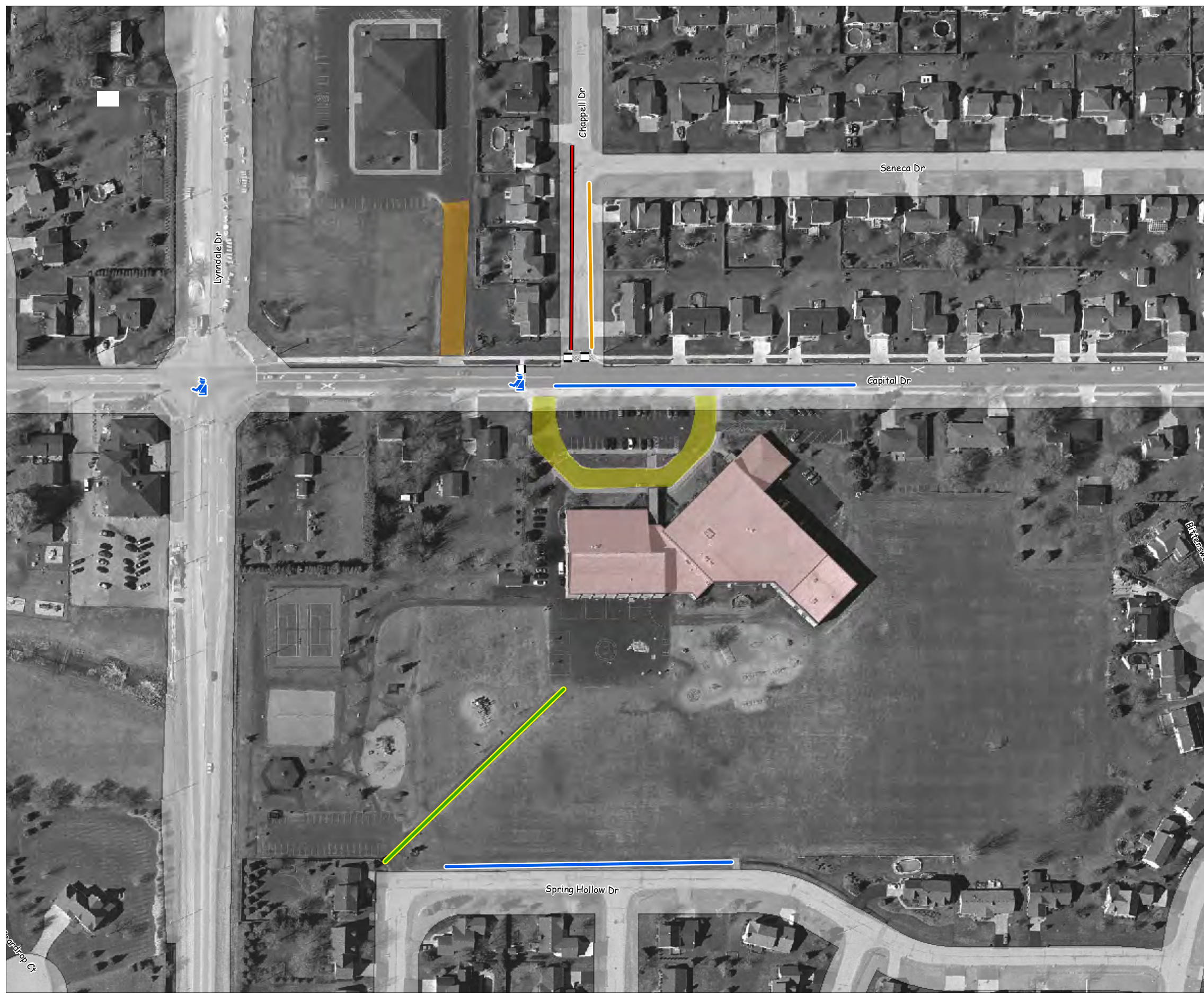









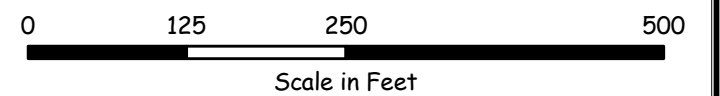
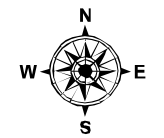


Exhibit 5

HOUDINI ELEMENTARY SCHOOL - BIKE AND WALK AUDIT RESULTS

-  CROSSING GUARD
-  5 MINUTE PICK UP AND DROP OFF AREA
-  NO SIDEWALKS
-  OFF - ROAD WALKWAY
-  PAINTED CROSSWALK
-  PARENTS DROPPING OFF/PICKING UP CHILDREN
-  BUS PICK UP AND DROP OFF
-  HOUDINI ELEMENTARY SCHOOL
-  PARENTS DROPPING OFF AND PICKING UP CHILDREN

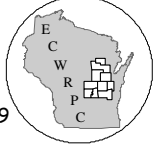
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**CHAPTER 4: SAFE ROUTES TO SCHOOL AND
SAFETY RECOMMENDATIONS**

CHAPTER 4: SAFE ROUTES TO SCHOOL & SAFETY RECOMMENDATIONS

GENERAL POLICY RECOMMENDATIONS

The Town of Grand Chute SRTS task force has devised a number of recommendations for their program. The task force is committed to implementing these recommendations and the recommendations can be found in Figure 13.

The Town of Grand Chute Safe Routes to School task force should continue to work with the Healthy Kids Committees at Badger and Houdini Elementary Schools to implement educational, encouragement, and evaluation SRTS activities. They should also coordinate SRTS activities with the East Central Regional Safe Routes to School Program.

Education

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

Task Force - Preferred Ideas

1. Bike Rodeo/Safety Course
2. Assemblies/Guest Speakers
3. Classroom Activities (i.e. Bike safety in P.E. class; Art Class - Poster Contest)
4. Pace Car Program/Parent Pledge Program

1. 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).

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. 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.

4. Pace Car Program/Parent Pledge Program

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

Pace car participants 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.



Other Ideas

1. Media Campaign
2. Walk or Bike Across America
3. Walking Math
4. Pedestrian Fair/Community Fair

1. 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.



2. 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.

3. 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.



4. 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 village, crossing the bridge, personal safety and promotion the designated safe routes. This will involve parents so they can reinforce safety guidelines.



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. Walking Wednesdays/Tuesday Truckers
2. Walking School Bus Program or Cycle Train
3. Recess Rovers/Moving Miles
4. Pollution Punch Card Contest

1. Walking Wednesdays/Tuesday Truckers

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

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

2. 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.



3. 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.



4. 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.



Other Ideas

1. Frequent Walker Card/Frequent Rider Miles
2. Golden Sneaker Award
3. Bicycle and Pedestrian Quiz Show

1. Frequent Walker Card/Frequent Rider Miles

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



Students are given cards 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.

2. 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.



3. Bicycle and Pedestrian Quiz Show

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

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



Enforcement

Task Force Preferred Ideas

1. School Zone Campaign
2. Law Enforcement Presence
3. Speed Trailers

1. School Zone Campaign

- Organizer: Police Department
- Level of Effort: Medium
- Cost: \$500-\$1,000

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. Law Enforcement Presence

- 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 presence around the schools.



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.



Other Ideas

1. Sidewalk, Building, and Property Maintenance Laws
2. Neighborhood Watch Programs
3. Corner Captains

1. 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.



2. 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.

3. 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.



Engineering

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

Task Force Preferred Ideas

1. Sidewalk Ordinance
2. High Visibility Crosswalks
3. Traffic Calming Measures

1. Sidewalk Ordinance

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

When urbanizing a roadway section, sidewalk facilities would also be constructed.



2. High Visibility Crosswalks

- Organizer: Town 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.



3. Traffic Calming Measures

- Organizer: Town 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: Town 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: Town 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.

Evaluation

Task Force Preferred Ideas

1. Parent Surveys
2. Student Surveys
3. Geography Class
4. Bike and Walk Audits

1. 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.

2. 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.

3. Geography Class

- 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.

4. *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.

The Town of Grand Chute SRTS Task Force will continue to do parent and student surveys to see if attitudes and behaviors are changing.

SCHOOL SPECIFIC RECOMMENDATIONS

Badger Elementary School

Due to lack of sidewalks around Badger Elementary School, the committee looked to include sidewalks or off-road trail facilities within a $\frac{1}{4}$ mile to $\frac{1}{2}$ mile of the school in the future. There are a number of major roadways including College Avenue, Wisconsin Avenue, and Casoloma Drive that serve as major barriers for students walking and biking to the school. School specific recommendations include:

- ***Bluemound Drive***
 - Sidewalk or off-road trail facility on Bluemound Drive from Badger Elementary School to Carter Woods Park.
 - This could extend from Lawrence Street to Prospect Avenue (committee placed a higher priority on getting from Badger Elementary School to Carter Woods Park due to the educational usage of the park by staff and students).
 - CTH OO to Capitol Drive - off-road sidewalk or trail should be added
- ***Spencer Street***
 - Sidewalk or off-road trail facility on Spencer Street from Lynndale Drive to CTH CB.
 - The first portion could be from Lynndale Drive to Timmers Lane and then from Timmers Lane to CTH CB.
- ***Continue to work with the Healthy Kids Committee to coordinate different educational, encouragement, and evaluation SRTS activities.***
 - Healthy Kids Walk Event
- ***Sidewalks on all roadways within a $\frac{1}{2}$ mile of the school.***

Houdini Elementary School

Unlike Badger Elementary School, Houdini Elementary School has sidewalks at and around their school along with the Houdini Walking Path. However, there are a number of subdivisions within $\frac{1}{4}$ mile of school that do not have sidewalks. Bike and walk audits were completed in the fall and in the winter months and it was shown that the snow did pose some safety concerns. School specific recommendations include:

- ***Chappell Drive***
 - Sidewalk or off-road trail facility on both sides of Chappell Drive. This was shown to be a drop off/pick up area for parents and in the winter months a number of students walk down this road to school.

- ***Capital Drive***
 - Sidewalk or off-road trail facility on Capital Drive from Lynndale Drive to Casaloma Drive and eventually to Mayflower Drive as the area develops.
 - Removal of snow banks on Capital Drive, so that it is easier for residents living along this roadway to see students when the residents pull into their driveway.
- ***CTH A Trail***
 - Snow maintenance on this trail facility during the winter months.
- ***Continue to work with the Healthy Kids Committee to coordinate different educational, encouragement, and evaluation SRTS activities.***
 - Night to Bike Event
- ***Sidewalks on all roadways within a $\frac{1}{2}$ mile of the school.***

Figure 13: Town of Grand Chute Safe Routes to School Recommendations








Projects	T. Grand Chute	Grand Chute P.D.	Individual School	Outagamie Cty	Task Force	Other	Notes	Suggested Funding Source(s)
EDUCATION								
Annual Bike Rodeo/Bike safety course for kids		X	X	X	X			BS-R; TSB
Assemblies/Guest Speakers			X		X			
Classroom activities (i.e. art class - poster contest, walk math)			X					TSB
Pace Car/Parent Plege Program			X		X			SRTS
Media Campaign			X		X			SRTS; Local sponsors
Walk or Bike Across America			X			Healthy Kids Committee		
Walking Math			X					SRTS
Pedestrian/Community Fair	X	X	X	X	X			SRTS; Local sponsors
Open House Promotion to distribute safety materials and maps			X		X			SRTS
ENCOURAGEMENT								
Walking Wednesdays/Tuesday Truckers	X	X	X		X	Healthy Kids Committee		
Walking School Bus Program or Cycle Train	X	X	X			Healthy Kids Committee		
Recess Rovars/Morning Mile			X			Healthy Kids Committee		
Pollution Card Contest			X		X	Healthy Kids Committee		
Frequent Walker Card/Frequent Rider Miles			X		X			WisDOT
Walking Wednesdays/Tuesday Truckers			X	X	X			SRTS
Walk to Win Program			X	X	X			Outagamie Cty
Golden Sneaker Award			X		X	Healthy Kids Committee		
Bicycle and Pedestrian Quiz Show			X		X			
ENFORCEMENT								
School Zone Campaign	X	X	X	X	X	X		SRTS
Law enforcement Prescence		X		X				
Speed Trailers	X	X						
Sidewalk, building, and Property Maintenance Laws	X							
Neighborhood Watch Program	X	X	X	X	X			
Corner Captains (i.e. adults spaced at equal intervals to watch children walking to school)		X	X	X	X			SRTS
EVALUATION								
Parent Surveys					X			
Student Surveys					X			
Geography Class (i.e. push pin mapping to reveal where students are walking and biking from and to, to demonstrate change)			X		X	Healthy Kids Committee		
Bike and Walk Audits	X	X	X	X	X			

Figure 13: Town of Grand Chute Safe Routes to School Recommendations (cont'd)

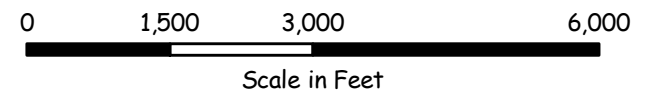
Projects	T. Grand Chute	T. Grand Chute P.D.	Individual School	Outagamie Cty.	Task Force	Other	Suggested Funding Source(s)
ENGINEERING							
Sidewalk Ordinance	X	X	X	X	X		
High visibility crosswalks	X	X			X		
Traffic calming measures	X	X	X	X	X		
Complete Streets Ordinance	X			X	X		
Sidewalk stencils	X				X		
Badger Elementary School							
Additional sidewalks along the west side of Tyler Street	X						
Make the sidewalk on the east side of Tyler Street	X						
Houdini Elementary School							
Designate a parent pick up and drop off area with signage	X	X	X		X		SRTS
Rehabilitate the pedestrian bridge over the Fox River	X	X	X	X	X	WisDOT; WDNR	SRTS; WisDOT - TE
Intersection Improvements	X	X	X	X	X		
Painted the curb for bus drop off area one color and paint the curb the parent drop off area a different color	X						SRTS
Eliminate parking on the south side of Fox River Trail	X		X				
Reverse the entrance and exit into the Omro High School Parking lot			X				
Consider bicycle and pedestrian facilities on STH 116	X	X	X		X	WisDOT	TE; SRTS
Move bicycle racks near the Middle School entrance			X				

Exhibit 6

BADGER ELEMENTARY SCHOOL - PROPOSED SIDEWALK PROJECTS

-  Badger Elementary School
-  Intersections of Concern
-  Proposed Sidewalk
-  0.25 Mile Buffer
-  0.50 Mile Buffer
-  1.0 Mile Buffer
-  Badger Elementary School

Source: Outagamie County provided 2009 centerline, municipality boundaries, and hydrology data. ECWRPC provided school location data. ECWRPC provided the existing sidewalk, existing trail data, and the proposed sidewalk along with the buffer locations.



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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.

Prepared By
EAST CENTRAL WISCONSIN
REGIONAL PLANNING COMMISSION-NOVEMBER 2009

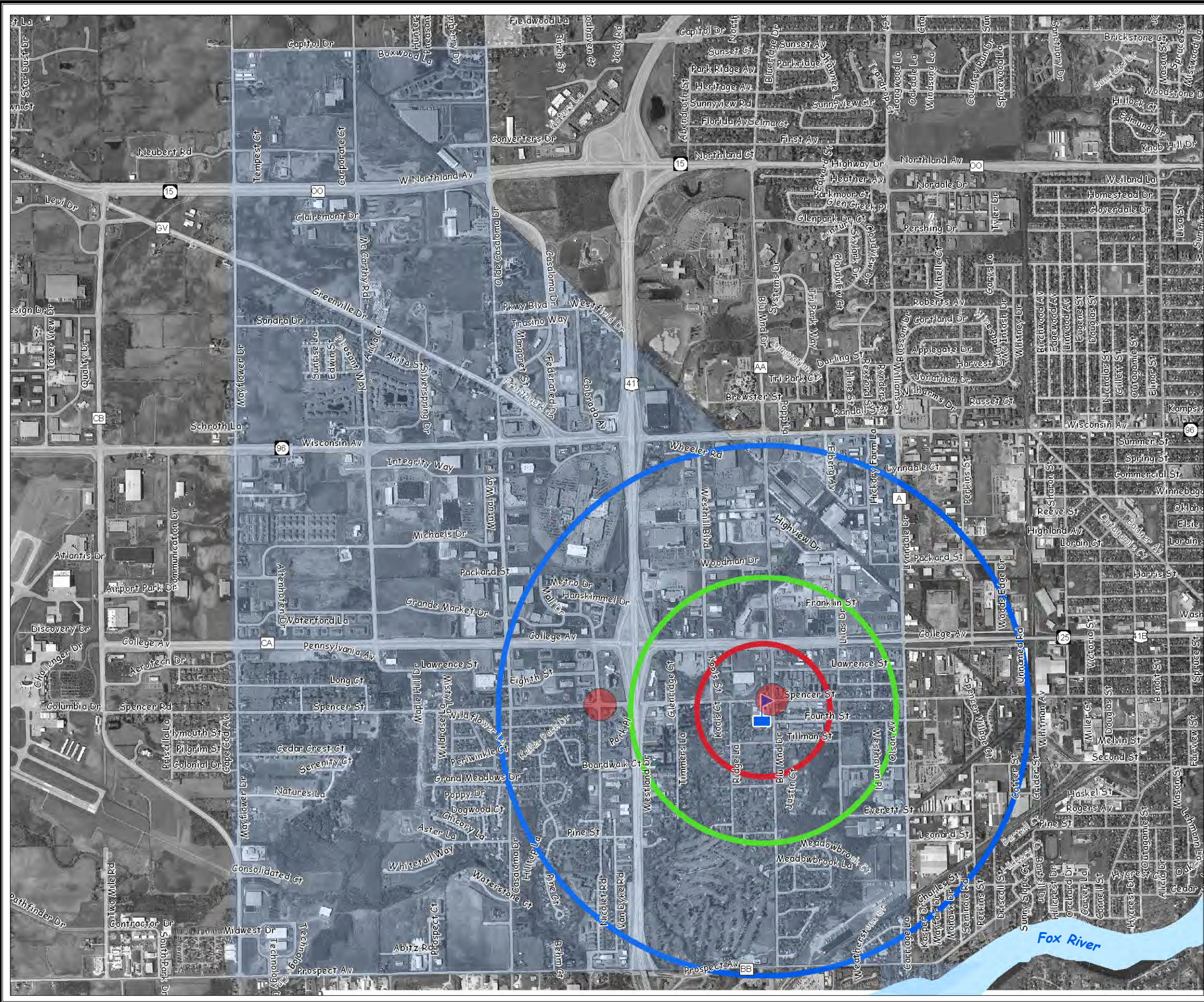
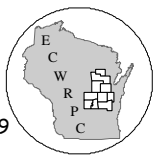









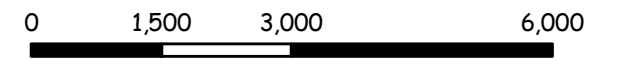
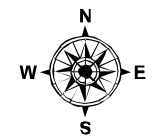


Exhibit 7

HOUDINI ELEMENTARY SCHOOL - PROPOSED SIDEWALK PROJECTS

-  Houdini Elementary School
-  Intersections of Concern
-  Existing Trail
-  Existing Sidewalk
-  Proposed Sidewalk
-  0.25 Mile Buffer
-  0.50 Mile Buffer
-  1.0 Mile Buffer
-  Houdini Elementary School Enrollment Area

Source: Outagamie County provided 2009 centerline, municipality boundaries, hydrology, and 2005 aerial photography data. ECWRPC provided school location data. ECWRPC provided the existing sidewalk, existing trail data, and the proposed sidewalk along with the buffer locations.

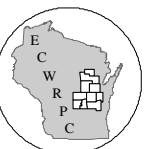


Scale in Feet

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**CHAPTER 5: IMPLEMENTATION STRATEGIES
AND FUNDING SOURCES**

CHAPTER 5: IMPLEMENTATION STRATEGIES AND FUNDING SOURCES

IMPLEMENTATION STRATEGIES AND TIMELINE

The Appleton Area School District may participate in the International Walk to School Day event held in October of every year. Another idea is for the Town of Grand Chute Safe Routes to School Committee to work with the Healthy Kids Committees at each of the school to assist in the implementation of educational, encouragement, and evaluation activities as well as activities for International Walk to School Day. Figure 15 shows the implementation timeline for the Town of Grand Chute SRTS task force for the 2009-2010. In conjunction with these activities, additional activities related to this event may be done and these include:

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

COMMUNITY PARTNERS

The Town of Grand Chute 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:

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



The Town of Grand Chute SRTS task force would also like to continue to work with the Appleton Area School District, the Town of Grand Chute Police Department, the Outagamie County Sheriff's Department, and the YMCA of the Fox Cities on continuing to provide educational programs regarding bike and pedestrian safety.

FUNDING AND RESOURCES

There are a number of funding resources and other resources that can assist the Town of Grand Chute Safe Routes to School Program. In Figure 15, 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 14: Funding Source Quick Guide			
Grant Source/Name	Description	Local Match	Contact Information
Wisconsin Safe 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 srts@dot.state.wi.us .
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 srts@dot.state.wi.us .
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 srts@dot.state.wi.us .
Wisconsin Bureau of Transportation Safety			
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	<i>The Pedestrian Road Show-Walking Workshop</i> 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.	0%	Larry Corsi, WisDOT (608) 267-3154 larry.corsi@dot.state.wi.us
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.	N/A	Larry Corsi, WisDOT (608) 267-3154 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.	Varies	Larry Corsi, WisDOT (608) 267-3154 larry.corsi@dot.state.wi.us
Wisconsin Department of Transportation			
Local Transportation Enhancement (TE) Grants	The Transportation Enhancements program funds projects that increase multi-modal transportation alternatives and enhance communities and the environment.	20%	John Duffe, WisDOT (608) 264-8723 john.duffe@dot.state.wi.us
Bicycle and Pedestrian Facilities Program (BFPF)	The Bicycle and Pedestrian Facilities Program funds projects that construct or plan for bicycle or bicycle/pedestrian facilities.	20%	John Duffe, WisDOT (608) 264-8723 john.duffe@dot.state.wi.us
Wisconsin Department of Natural Resources			
Recreational Trails Grants	Funding for the Recreational Trails Program (RTP) is provided through federal gas excise taxes paid on fuel used by off-highway vehicles.	50%	

Wisconsin Department of Public Instruction			
Movin' and Munchin' Schools	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.	N/A	Jon Hisgen, WDPI jon.hisgen@dpi.state.wi.us
Green and Healthy Schools Program	<i>Green & Healthy Schools</i> is a Web-based, voluntary program available to all public and private elementary, 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 Funding 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	www.danecountybicycle.org
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	N/A	http://www.generalmills.com/corporate/-commitment/champions.aspx

	community-based groups that develop creative ways to help youth adopt a balanced diet and physically active lifestyle.		
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.	N/A	http://www.ed.gov/programs/-whitephysed/index.html
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	http://www.rwjf.org/

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 guidelines and funding cycles, contact the program coordinator:

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

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

For more information, contact:

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

Pedestrian Road Show-Walking Workshop (PRS): The Pedestrian Road Show-Walking Workshop provides funding to communities that are working on local expertise and on-going commitment to increase public safety by reducing pedestrian related traffic crashes and injuries while improving

the community's Walkability. The grantee will arrange a Pedestrian Road Show/Walking Workshop with a trained facilitator from a BOTS list. The Pedestrian Road Show/Walking Workshop is the initial event to a pedestrian improvement commitment by this community. The invitation of community leaders encourages the formation of a local group of pedestrian advocates and experts to focus on identifying and solving potential problems that affect pedestrian safety and walkability in the local community. They also identify good pedestrian environments and determine how those can be replicated in the less desirable locations for pedestrians.

For more information, contact:

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

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

For more information, contact:

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

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

For more information, contact:

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

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

project from the state. Federal funds will provide up to 80% of project costs, while the sponsor must provide at least the other 20%.

For more information, contact:

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

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

For more information, visit: <http://www.dnr.state.wi.us.org/caer/cfa/LR/Section/rec Trails.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: carrie.morgan@dnr.state.wi.us
- Elizabeth Kane
Wisconsin Department of Instruction
Phone: (608) 266-2803
Email: elizabeth.kane@dpi.state.wi.us

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

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

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

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

More information is online at: www.wisconsinmedicalsociety.org

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

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

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

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

For more information visit: <http://www.generalmills.com/corporate/commitment/champions.aspx>

Community Academic Partnership Fund:

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

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

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

Related Programs

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

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

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

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

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

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

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

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

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

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

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

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

Other Resources

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

For more information visit: www.bfw.org

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

For more information visit: www.wisconsinwalks.org

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

For more information visit: www.activelivingbydesign.org

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

For more information visit: www.kidpower.org

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

For more information visit: www.americaonthemove.org

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

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

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

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

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

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

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

For more information visit: www.girlsontherun.org

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

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

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

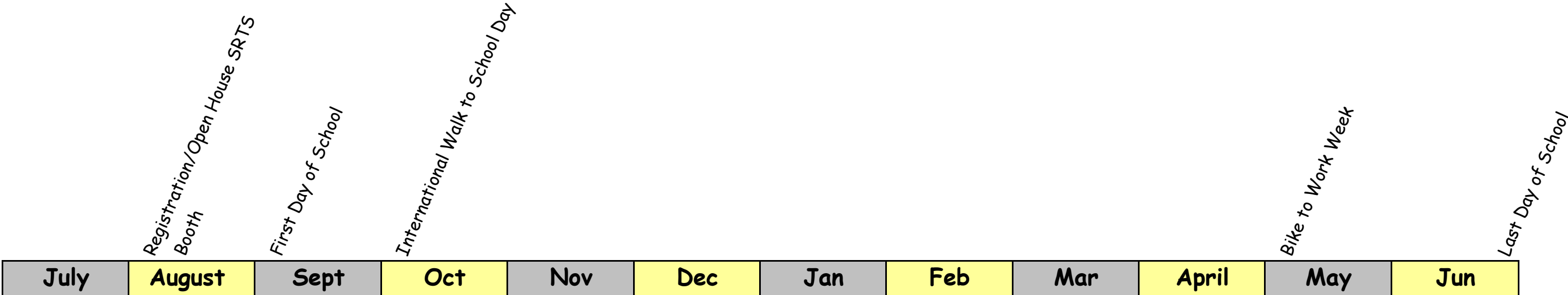
For more information visit: www.nps.gov/rtca

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

For more information visit: www.completestreets.org

FIGURE 15: Town of Grand Chute Safe Routes to School

Implementation Schedule 2009-2010



Parent Surveys with Registration Materials

Walk to Win Program

East Central SRTS Grant Workshop

2009

WisDOT SRTS Grant Application Available

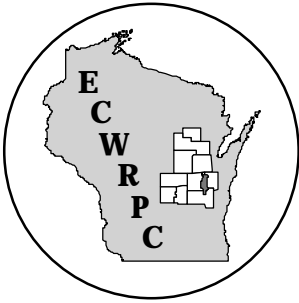
WisDOT TE Grant Application Available

Deadline for WisDOT SRTS Grant Application

Deadline for WisDOT TE Grant Application

2010

**APPENDIX A: MEETING AGENDAS &
SUMMARY OF PROCEEDINGS**



EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

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

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MEETING NOTICE

GRAND CHUTE SAFE ROUTES TO SCHOOL COMMITTEE MEETING

DATE: Wednesday, November 5th, 2008
TIME: 5:15 P.M.
PLACE: Town of Grand Chute, Town Hall

AGENDA

1. Welcome and Introductions
2. Discussion on Goals and Visions
3. Bike and Walk Audit Information
4. Timeline for the Town of Grand Chute SRTS Planning Process
5. Discussion on upcoming meetings (bring your calendars)
6. Adjourn

SUMMARY OF PROCEEDINGS

Grand Chute Safe Routes to School Task Force
Town of Grand Chute Town Hall
Monday, November 5, 2008

Committee Members Present

Allen Davis, Chair Town of Grand Chute Community Development Director
Doris Kalbus.....Parent, Houdini Elementary School
Gloria Sevilla.....Parent, Badger Elementary School
Ursula Noelte.....Parent, Houdini Elementary School
Jan Haven..... Houdini Elementary School, Principal
Bill McClone..... Badger Elementary School, Principal
Aaron SchellingerGrand Chute Police Department
Tom Walsh..... Fox Cities Greenways
Melissa Kraemer Badtke..... East Central WI Regional Planning Commission

1. Welcome and Introductions

Mr. Davis welcomed the committee and began introductions.

2. Discussion on Goals and Visions

Mr. Walsh explained the Safe Routes to School Planning process. Ms. Kraemer Badtke handed out some examples of SRTS goals that have been used by other committees. The committee discussed safety issues for pedestrians and bicyclists at each of the participating schools and developed the following goals:

Goal 1: To provide safe and adequate routes leading to schools so that more students are able to safely walk or bike to school.

Goal 2: Provide education to the community and parents regarding school zones along with pick up and drop off zones around schools.

Goal 3: Increase awareness by decreasing speed violators in school zones.

Goal 4: Provide safety pedestrian/bicyclist facilities within _____ miles away from the school

Goal 5: Develop a walking school bus program

Goal 6: Provide pedestrian and bicycle facilities at and along school facilities.

Goal 7: Identify potential sidewalk or non-motorized transportation facilities (i.e. pedestrian and/or bicyclist facilities) within the Town of Grand Chute and prioritize them.

Goal 8: Develop a sidewalk ordinance for the Town of Grand Chute.

Goal 9: Increase the number of students that walk or bike to school.

Goal 10: Establish an alternative drop off location for parents.

3. Bike and Walk Audit Information

Ms. Kraemer Badtke stated that conducting a bike and walk audit at each of the participating schools is a WisDOT requirement for the SRTS Plan. A bike and walk audit is conducted by parents, school officials, government officials, or volunteers and they assess safety issues at and around each of the schools. Ms. Kraemer Badtke handed out a bike and walk audit checklist for the volunteers to use as a guide. A map of the school location as well as a comment sheet will also be provided to the volunteers. Ms. Kraemer Badtke stated the bike and walk audit is usually conducted either at the start of school or during the dismissal. The volunteers would meet before the bike and walk audit scheduled time, do some training, observe the start of school or the dismissal of school, write down their observations, and then come back and recap what was observed. The committee discussed the bike and walk audit. The committee decided to do the bike and walk audit at Badger Elementary School on Tuesday, November 11th at 7:30 a.m. and at Houdini Elementary School on Tuesday, November 18th at 7:30 a.m. Ms. Kraemer Badtke stated that she would provide the volunteers with all of the materials that are necessary to conduct the audit.

4. Timeline for the Town of Grand Chute SRTS Planning Process

Ms. Kraemer Badtke stated a copy of a draft timeline was included with the meeting information. Ms. Kraemer Badtke anticipated having the Grand Chute SRTS Plan completed by June 2009 with four meetings scheduled.

5. Discussion for upcoming meetings

Ms. Kraemer Badtke stated that it would be helpful if the committee could schedule all of the upcoming meetings for this planning process. The committee decided on the following meeting dates:

- Wednesday, January 7th at 5:30 p.m. at the Town of Grand Chute town hall
- Wednesday, March 4th at 5:30 p.m. at the Town of Grand Chute town hall
- Wednesday, May 13th at 5:30 p.m. at the Town of Grand Chute town hall

6. Adjourn

The committee adjourned at 6:30 p.m. and the next meeting will be held on Wednesday, January 7th, at 5:30 p.m. at the Town of Grand Chute town hall.



EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

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MEETING NOTICE GRAND CHUTE SAFE ROUTES TO SCHOOL COMMITTEE MEETING

DATE: Wednesday, January 7th, 2009

TIME: 5:30 P.M.

PLACE: Grand Chute Fire Station #1
2250 Grand Chute Blvd., Grand Chute

AGENDA

1. Welcome and Introductions
2. Comments on the summary of proceedings from the November 5, 2008 meeting
3. Discussion on draft Chapters – 1: Introduction and 2: Present Conditions
4. Discussion on Bike and Walk Audit Results
5. Discussion on Recommendations
6. Neighborhood/Community Meeting
7. Adjourn

SUMMARY OF PROCEEDINGS

Grand Chute Safe Routes to School Task Force
Town of Grand Chute Fire Station #1
Wednesday, January 7, 2009

Committee Members Present

Allen Davis, Chair Town of Grand Chute Community Development Director
Doris Kalbus..... Parent, Houdini Elementary School
Lisa Desens Parent, Houdini Elementary School
Brian Desens..... Parent, Houdini Elementary School
Gloria Sevilla Parent, Badger Elementary School
Ursula Noelte..... Parent, Houdini Elementary School
Jan Haven..... Houdini Elementary School, Principal
Bill McClone..... Badger Elementary School, Principal
Aaron Schellinger Grand Chute Police Department
Tom Walsh Fox Cities Greenways
Melissa Kraemer Badtke..... East Central WI Regional Planning Commission

1. Welcome and Introductions

Mr. Davis welcomed the committee and began introductions.

2. Comments on the summary of proceedings from November 5, 2008 meeting

Ms. Kraemer Badtke stated that at the November meeting, the committee had not decided on the number of miles away from the school that pedestrian/bicycle facilities should be provided (Goal 4). The committee asked Ms. Kraemer Badtke to create a map with 0.25 mile, 0.50 mile, and 1 mile buffers around each of the participating schools and to bring that to the next committee meeting. The committee had no additional comments on the summary of proceedings from the November 5th meeting at this time.

3. Discussion on draft Chapters - 1: Introduction and 2: Present Conditions

Ms. Kraemer Badtke stated that copies of Chapter 1: Introduction and Chapter 2: Present Conditions were emailed to all of the committee members. Ms. Kraemer Badtke asked the committee to read over the chapters and let her know of any changes or corrections that should be made.

4. Discussion on Bike and Walk Audit Results

Ms. Kraemer Badtke stated the bike and walk audits were conducted at Houdini Elementary School and Badger Elementary School. At Houdini Elementary School, two bike and walk audits were conducted. The first bike and walk audit was conducted in November and volunteers were

given a bike and walk audit checklist, a map, and a comment sheet. Volunteers were asked to write down bicyclist and pedestrian safety concerns at and around the school. A few concerns that were brought up by the volunteers included parking issues on Capital Drive, parents dropping off students on Chappell Drive, and the speed of traffic on Capital Drive. It was noted that there has been a drastic improvement regarding the traffic situation in the front of the school due to the loading and unloading zone that was developed on the south side of the school. The drop off and pick up area is located on Spring Hollow Drive and students can use the walkway on the school grounds to walk to and from school. Volunteers also noted that parents used the church parking lot to drop off and pick up students. A bike and walk audit was also conducted at Houdini Elementary School in December to see if there were additional safety concerns at and around the school. One concern was the high snow piles along Capital Drive. It was noted that several students would climb on the snow piles between Capital Drive and the sidewalk. It was also very hard to see where the elementary students were walking on the sidewalks with the large snow piles.

A bike and walk audit was also conducted at Badger Elementary School. There is a separate bus load and unloading area at Badger Elementary School south of the school and a parent pick up and drop off area on the north side of the school. All students who attend this school are bused due to the lack of sidewalks along Spencer Street and Bluemound Drive. There were a few students that did walk from the apartment buildings on Spencer Street. It was noted that there is a foot path along Spencer Street near the gas station and there were concerns regarding the high speed at which vehicles were traveling along Spencer Street and Bluemound Drive.

5. Discussion on Recommendations

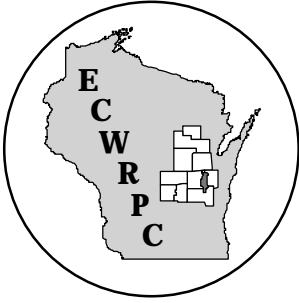
Ms. Kraemer Badtke stated another requirement of the WisDOT Safe Routes to School Planning process is to develop recommendations for each of the 5 E's: Engineering, Education, Enforcement, Encouragement, and Evaluation. Ms. Kraemer Badtke stated that she had developed some draft recommendations for each of the 5 E's for the Town of Grand Chute 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.

6. Neighborhood/Community Meeting

Ms. Kraemer Badtke stated that one of the requirements for the WisDOT Safe Routes to School Plans are to do a neighborhood/community meeting. This meeting would inform the community as well as parents about the safe routes to school program and allow them to address any concerns that they may have. Ms. Kraemer Badtke explained that East Central has

7. Adjourn

The committee adjourned at 7:30 p.m. and the next meeting will be held on Wednesday, March 4th, at 5:30 p.m. at the Town of Grand Chute Fire Station #1.



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MEETING NOTICE GRAND CHUTE SAFE ROUTES TO SCHOOL COMMITTEE MEETING

DATE: Wednesday, March 4th, 2009

TIME: 5:30 P.M.

PLACE: Grand Chute Fire Station #1
2250 Grand Chute Blvd., Grand Chute

AGENDA

1. Welcome and Introductions
2. Comments on the summary of proceedings from the January 7, 2008 meeting
3. Discussion on draft Chapters – 3: Identifying Safety Issues, Chapter 4: Safe Routes to School Recommendations, and Chapter 5: Developing a School Safety and Security Plan
4. Review of Hazardous Busing Routes
5. Discussion on Recommendations
6. Neighborhood/Community Meeting
7. Adjourn

SUMMARY OF PROCEEDINGS

Grand Chute Safe Routes to School Task Force
Town of Grand Chute Fire Station #1
Wednesday, March 4, 2009

Committee Members Present

Allen Davis, ChairTown of Grand Chute Community Development Director
Doris Kalbus.....Parent, Houdini Elementary School
Brian Desens.....Parent, Houdini Elementary School
Jan HavenHoudini Elementary School, Principal
Bill McClone.....Badger Elementary School, Principal
Aaron SchellingerGrand Chute Police Department
Tom Walsh.....Fox Cities Greenways
Melissa Kraemer Badtke.....East Central WI Regional Planning Commission

1. Welcome and Introductions

Mr. Davis welcomed the committee and began introductions.

2. Comments on the summary of proceedings from January 7, 2009 meeting

Ms. Kraemer Badtke stated that the summary of proceedings from the January 7th, 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 January 7th, 2009 meeting at this time.

3. Discussion on draft Chapters - 3: Identifying Safety Issues, Chapter 4: Safe Routes to School Recommendations, and Chapter 5: Developing a School Safety and Security Plan

Ms. Kraemer Badtke stated that copies of Chapters - 3: Identifying Safety Issues, 4: Safe Routes to School Recommendations, and 5: Developing a School Safety and Security Plan were emailed to all of the committee members and hard copies were available at the meeting. Ms. Kraemer Badtke explained that Chapter 3 discussed the safety issues identified at each of the schools; Chapter 4 discussed potential recommendations for each of those safety concerns; and Chapter 5 will include implementation strategies and funding sources. Ms. Kraemer Badtke stated that with the consent of the task force she would like to change the title on Chapter from Developing a School Safety and Security Campaign to Implementation Strategies and Funding Resources. The reason to revise the chapter is to give the task force a bit more guidance regarding implementation strategies and funding resources. Ms. Kraemer Badtke stated that she is currently working on a table with potential funding sources and when grant application deadlines would occur. Once Ms. Kraemer Badtke completes this task, she will get copies out to the task force. Ms. Kraemer Badtke asked the task force to review the chapters and let her know of any comments that they may have. Ms. Kraemer Badtke stated that she will

be including additional photographs regarding the safety concerns at Badger Elementary School and Houdini Elementary School. Ms. Kraemer Badtke asked the committee to read over the chapters and let her know of any changes or corrections that should be made.

4. Review of Hazardous Busing Routes

Ms. Kraemer Badtke stated that she has been doing some research regarding unusually hazardous busing situations. Ms. Kraemer Badtke has contact Wisconsin Department of Instruction (DPI) and discussed the process and the suggested criteria that are used to decide if an area is considered hazardous for children to walk or bike. Ms. Kraemer Badtke will contact the Outagamie County Sheriff's Department and see if they would be able to attend the next Grand Chute SRTS meeting. Ms. Kraemer Badtke felt that it was important to have the Sheriff's Department at the table when the committee discusses school specific engineering recommendations at each of the schools.

5. Discussion on Recommendations

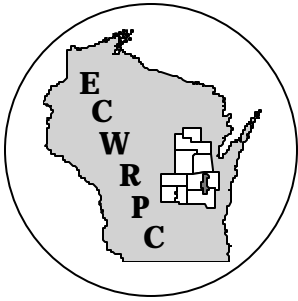
Ms. Kraemer Badtke stated that there were a few additional recommendations that she would like the task force to discuss. The task force discussed school specific engineering recommendations for Badger and Houdini Elementary Schools. After some discussion regarding engineering recommendations on Spencer St. and Bluemound Dr. the committee question if it would be safe to allow children to walk and bike to school. The committee felt that the Outagamie County Sheriff's Department should be invited to the next meeting to discuss proposed engineering recommendations for each of the schools and whether the proposed engineering changes that committee is suggesting would be deemed safe for children to walk or bike to school. Ms. Kraemer Badtke stated that she would get in touch with Outagamie County Sheriff's Department and invite them to the next meeting.

6. Neighborhood/Community Meeting

Ms. Kraemer Badtke stated that she spoke with Ms. Callaway, WisDOT Safe Routes to School Coordinator, regarding hosting the neighborhood/community meeting in the fall of 2009 during an open house or registration and Ms. Callaway stated that would be fine. Ms. Kraemer Badtke stated that she would follow up with Mr. McClone and Ms. Haven regarding when school registration and if there is a school open house in the beginning of the year. Perhaps at either of these events, the task force could have a booth with information regarding the safe routes to school program (i.e. pick up and drop off procedures at each of the schools, a list of upcoming safe routes to school events, and a parent survey).

7. Adjourn

The committee adjourned at 7:30 p.m. and the next meeting will be held on Wednesday, May 13th, at 5:30 p.m. at the Town of Grand Chute Fire Station #1.



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MEETING NOTICE GRAND CHUTE SAFE ROUTES TO SCHOOL COMMITTEE MEETING

DATE: Wednesday, May 20th, 2009

TIME: 5:30 P.M.

PLACE: Grand Chute Fire Station #1
2250 Grand Chute Blvd., Grand Chute

AGENDA

1. Welcome and Introductions
2. Comments on the summary of proceedings from the March 4th, 2009 meeting
3. Review of Hazardous Busing Routes
4. Discussion on School Specific Engineering Recommendations
5. Neighborhood/Community Meeting
6. Next Meeting
7. Adjourn

SUMMARY OF PROCEEDINGS

Grand Chute Safe Routes to School Task Force
Town of Grand Chute Fire Station #1
Wednesday, May 20, 2009

Committee Members Present

Allen Davis, ChairTown of Grand Chute Community Development Director
Tom Marquardt.....Town of Grand Chute Public Works Director
Doris Kalbus.....Parent, Houdini Elementary School
Ursula NolteParent, Houdini Elementary School
Jan Haven.....Houdini Elementary School, Principal
Gloria SevillaParent, Badger Elementary School
Bill McCloneBadger Elementary School, Principal
Aaron SchellingerGrand Chute Police Department
Tom WalshFox Cities Greenways
Pete GervaisOutagamie County Sheriff's Department
Jeff DietzenOutagamie County Sheriff's Department
Dave JohnsonOutagamie County Planning Department
Melissa Kraemer Badtke.....East Central WI Regional Planning Commission

1. Welcome and Introductions

Mr. Davis welcomed the committee and began introductions.

2. Comments on the summary of proceedings from March 4, 2009 meeting

Ms. Kraemer Badtke stated that the summary of proceedings from the March 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 March 4th, 2009 meeting at this time.

3. Review of Hazardous Busing Routes

Ms. Kraemer Badtke stated that the committee discussed at the last meeting that it would be beneficial to invite the Outagamie County Sheriff's Department to the meeting to discuss potential engineering changes at each of the schools. Ms. Kraemer Badtke stated that the committee had some initial discussions regarding engineering changes at and around Badger and Houdini Elementary Schools, but the committee decided to wait make any final decisions regarding those engineering changes until they discussed them with the Outagamie County Sherriff's Department. Officer Gervais and Officer Dietzen explained the process that they use to determine unusually hazardous busing situations. The committee discussed unusually hazardous busing situations.

4. Discussion on School Specific Engineering Recommendations

Ms. Kraemer Badtke stated that they began discussing engineering recommendations at the last meeting and would like to review the recommendations that were made. The committee discussed engineering recommendations for Badger and Houdini Elementary Schools.

5. Neighborhood/Community Meeting

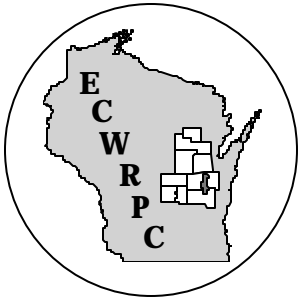
Ms. Kraemer Badtke stated that she would bring some materials for the neighborhood/community for the committee to review. Ms. Kraemer Badtke recommended that the neighborhood/community meeting to be held at school registration or open house. Ms. Kraemer Badtke stated that the committee could discuss this at their next meeting.

6. Next Meeting

Ms. Kraemer Badtke stated that she would send out a doodle scheduler appointment to see what dates everyone would be available for the next meeting. Ms. Kraemer Badtke stated that she would have a final draft copy of the Town of Grand Chute Safe Routes to School Plan available by the next meeting.

7. Adjourn

The committee adjourned at 7:00 p.m. and Ms. Kraemer Badtke stated that she would send out a doodle scheduler message with a number of options for the next meeting.



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MEETING NOTICE GRAND CHUTE SAFE ROUTES TO SCHOOL COMMITTEE MEETING

DATE: Thursday, July 30th, 2009
TIME: 5:30 P.M.
PLACE: Town of Grand Chute, Town Hall
1900 Grand Chute Blvd., Grand Chute

AGENDA

1. Welcome and Introductions
2. Comments on the summary of proceedings from the May 20th, 2009 meeting
3. Discussion of Hazardous Busing Route study (i.e. Badger Elementary School)
4. Discussion on Draft Safe Routes to School Plan
5. Review of Neighborhood/Community Meeting Materials
6. Update on the Regional SRTS Program
7. Next Meeting
8. Adjourn

SUMMARY OF PROCEEDINGS

Grand Chute Safe Routes to School Task Force
Town of Grand Chute Town Hall
Wednesday, July 30, 2009

Committee Members Present

Allen Davis, ChairTown of Grand Chute Community Development Director
Doris Kalbus.....Parent, Houdini Elementary School
Jan Haven.....Houdini Elementary School, Principal
Brian Desens.....Houdini Elementary School, Parent
Lisa Desens.....Houdini Elementary School, Parent
Aaron Schellinger.....Grand Chute Police Department
Dave JohnsonOutagamie County Planning Department
Tom Walsh.....Fox Cities Greenways
Melissa Kraemer Badtke.....East Central WI Regional Planning Commission

1. Welcome and Introductions

Mr. Davis welcomed the committee and began introductions.

2. Comments on the summary of proceedings from May 20, 2009 meeting

Ms. Kraemer Badtke stated that the summary of proceedings from the May 20th, 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 20th, 2009 meeting at this time.

3. Discussion of Hazardous Busing Route Study (i.e. Badger Elementary School)

Ms. Kraemer Badtke stated that the representatives from Outagamie County Sheriff's Department were unable to attend the meeting and Ms. Kraemer Badtke recommended that the committee defer this until the next meeting. Mr. Davis stated that he would like to prioritize the engineering projects to include in the Town of Grand Chute Capital Improvement Plan and the Town of Grand Chute Comprehensive Plan. The committee agreed to defer this agenda item until their next meeting.

4. Discussion of Draft Safe Routes to School Plan

Ms. Kraemer Badtke stated that she has been updating the Town of Grand Chute Safe Routes to School Plan and she will have final draft copies of the plan at the next meeting for the committee's review.

5. Review of Neighborhood/Community Materials

Ms. Kraemer Badtke stated that she brought materials for the Facts and Fees night at the elementary schools. Materials included a story board with results from the parent and student surveys along with recommendations that the committee has developed for each school. Ms. Haven mentioned that she would like to develop an iMovie to show the do and don't's of where to park and where not to park when dropping off or picking up students. Ms. Kraemer Badtke stated that she could assist with that. Ms. Haven also mentioned including some information in the parent packet about the SRTS program and how it will affect their child(ren). Ms. Kraemer Badtke stated that she would follow up with the new principal at Badger Elementary School and talk with her regarding how to proceed with the neighborhood/community meeting at that school.

6. Update on the Regional Safe Routes to School Program

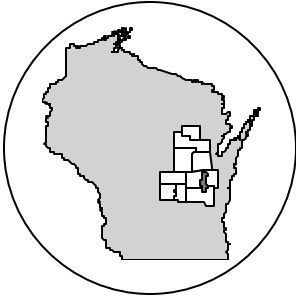
Ms. Kraemer Badtke stated that East Central in coordination with WisDOT will be developing a Regional Safe Routes to School Program. The regional safe routes to school program will cover the 10 counties of East Central and the program will provide a number of resources to school districts and communities. Activities for this program include providing resources for International Walk to School Day and bike to school day, a media/marketing campaign, a regional SRTS website and newsletter, and workshops including a grants workshop which will be held in October/November. Ms. Kraemer Badtke stated that staff is finalizing the details of the program with WisDOT and she will have additional information as it becomes available.

7. Next Meeting

Ms. Kraemer Badtke stated that she would send out a doodle scheduler appointment to see what dates everyone would be available for the next meeting. Ms. Kraemer Badtke stated that she would have a final draft copy of the Town of Grand Chute Safe Routes to School Plan available by the next meeting. Ms. Kraemer Badtke stated that she would also be meeting with the Healthy Kids Committees for Badger and Houdini Elementary Schools at the Healthy Kids Institute.

8. Adjourn

The committee adjourned at 6:40 p.m. and Ms. Kraemer Badtke stated that she would send out a doodle scheduler message with a number of options for the next meeting.



EAST CENTRAL WISCONSIN REGIONAL PLANNING COMMISSION

400 Ahnaip Street, Suite 100 Menasha Wisconsin 54952-3100 (920) 751-4770 Fax (920) 751-4771
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MEETING NOTICE GRAND CHUTE SAFE ROUTES TO SCHOOL COMMITTEE MEETING

DATE: Tuesday, September 22, 2009
TIME: 5:30 P.M.
PLACE: T.B.D.

AGENDA

1. Welcome and Introductions
2. Comments on the summary of proceedings from the July 31st, 2009 meeting
3. Update of Hazardous Busing Route study (i.e. Badger Elementary School)
4. Discussion on Final Draft Safe Routes to School Plan
5. Discussion on Neighborhood/Community Meeting Materials
 - a. Healthy Kids Committee Comments
6. International Walk to School Day Activities
 - a. Badger Elementary School
 - b. Houdini Elementary School
7. Update on the Regional SRTS Program
8. Next Meeting
9. Adjourn

SUMMARY OF PROCEEDINGS

Grand Chute Safe Routes to School Task Force
Town of Grand Chute Town Hall
Tuesday, September 22, 2009

Committee Members Present

Allen Davis, ChairTown of Grand Chute Community Development Director
Tom Marquardt Town of Grand Chute, Public Works Director
Doris Kalbus Parent, Houdini Elementary School
Jan HavenHoudini Elementary School, Principal
Kim BarlamentBadger Elementary School, Principal
Chris DearthGrand Chute Police Department
Dave JohnsonOutagamie County Planning Department
Tom Walsh Fox Cities Greenways
Melissa Kraemer BadtkeEast Central WI Regional Planning Commission

1. Welcome and Introductions

Mr. Davis welcomed the committee and began introductions.

2. Comments on the summary of proceedings from the July 31st, 2009 meeting

Ms. Kraemer Badtke stated that the summary of proceedings from the July 31st, 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 July 31st, 2009 meeting at this time.

3. Update on Hazardous Busing Route study (i.e. Badger Elementary School)

Ms. Kraemer Badtke spoke with Officer Dietzen regarding the hazardous busing route study at Badger Elementary School. Officer Dietzen stated that he had been on leave of absence and they have been extremely busy. Ms. Kraemer Badtke suggested that the Town of Grand Chute and Badger Elementary School work with the Outagamie County Sherriff's Department regarding any potential infrastructure changes that may be considered in the future.

4. Discussion on Final Draft Safe Routes to School Plan

Ms. Kraemer Badtke handed out a final draft of the Town of Grand Chute SRTS Plan. Ms. Kraemer Badtke stated that any comments that the committee may have should be to her by Friday, October 30th. Mr. Davis stated that he would like to have the SRTS Plan presented to the Town of Grand Chute Planning Commission Meeting on October 20th. Ms. Kraemer Badtke stated that she would be able to do that.

5. Discussion on Neighborhood/Community Meeting Materials

Ms. Kraemer Badtke stated that she met with the Healthy Kids Committees from each school and both are interested in participating in International Walk to School Day and doing some education and encouragement activities. The Healthy Kids Committee at Houdini Elementary School would like to have more students walk or bike to school and try to reduce the traffic congestion at and around the school.

6. International Walk to School Day Activities

Ms. Kraemer Badtke stated that Houdini Elementary School and Badger Elementary School both would like to participate in International Walk to School Day. Ms. Kraemer Badtke recommended that the SRTS committee continue to work with the Healthy Kids Committees at both of these schools to assist in the implementation of education and encouragement recommendations.

7. Update on the Regional SRTS Program

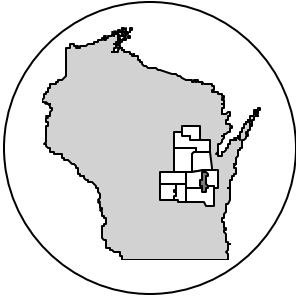
Ms. Kraemer Badtke stated that she is working with WisDOT to finalize the Regional SRTS Program. East Central may be able to provide some incentives for International Walk to School Day through the regional safe routes to school program.

8. Next Meeting

The next meeting is scheduled for Tuesday, November 10th, 2009 at 5:30 p.m. at the Town of Grand Chute Town Hall.

9. Adjourn

The committee adjourned at 6:40 p.m. and Ms. Kraemer Badtke stated that she would send out a doodle scheduler message with a number of options for the next meeting.



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MEETING NOTICE GRAND CHUTE SAFE ROUTES TO SCHOOL COMMITTEE MEETING

DATE: Tuesday, November 10, 2009
TIME: 5:30 P.M.
PLACE: Town of Grand Chute, Town Hall
Community Room

AGENDA

1. Welcome and Introductions
2. Comments on the summary of proceedings from the September 9th, 2009 meeting
3. Comments from the Town Planning Commission regarding final draft of SRTS Plan
4. Discussion on potential grant ideas for SRTS or Transportation Enhancement Grants
5. Update on the Regional SRTS Program
6. Next Meeting
7. Adjourn

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 class
M M / D D / Y E A R

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)	Walk	Bike	School Bus	Family Vehicle (only with children from your family)	Carpool (riding with children from other families)	Transit (city bus, subway, etc.)	Other (skateboard, scooter, inline skates, etc.)		
SAMPLE	S	2 7	4	2	1 1	7	3	0	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):

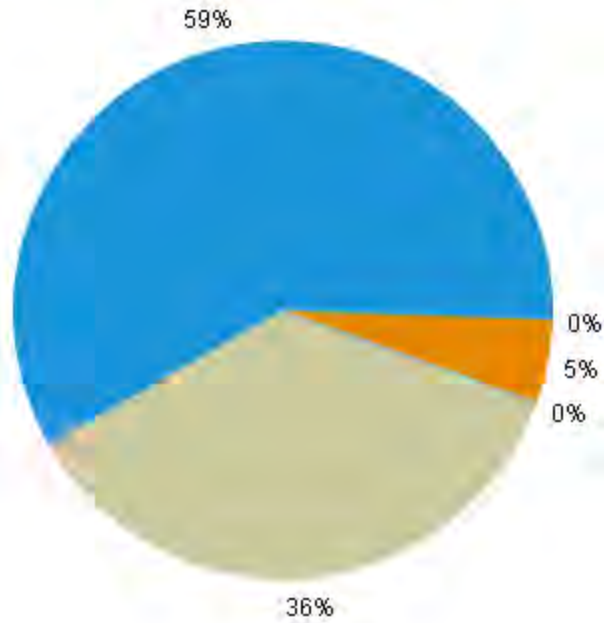
Thank you for helping gather this information!

Student Travel Summary

Program Name:	Grand Chute	Season Collected:	Spring2008
School Name:	Badger	Data Type (Pre/Mid/Post):	
		Reported School Enrollment:	0
		Number Classrooms:	0
		Number of Tallies Reported:	16

Students Traveling by Each Mode (across all reported days)

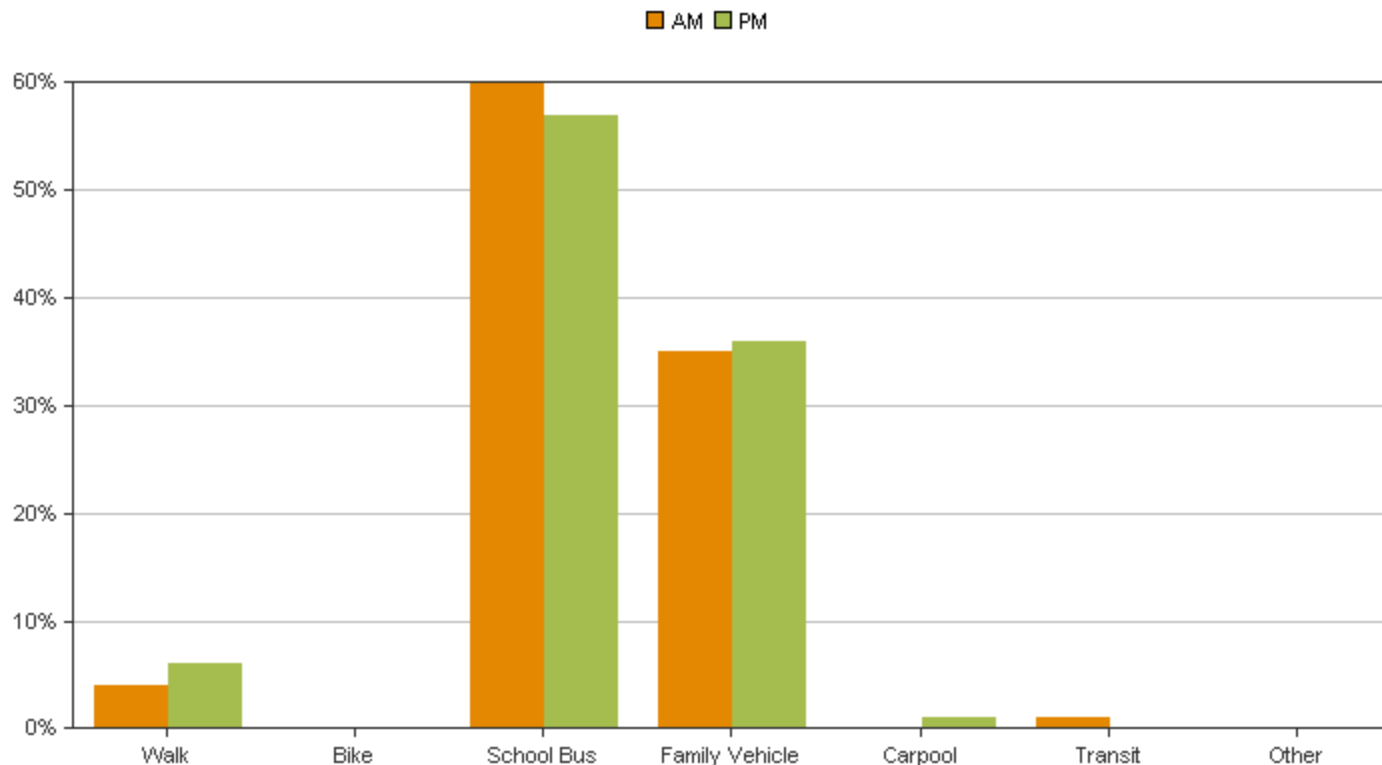
■ Walk
 ■ Bike
 ■ School Bus
 ■ Family Vehicle
 ■ Carpool
 ■ Transit
 ■ Other



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Average Number of Student Trips for Morning and Afternoon	13.5	0.3	153.8	93.5	0.8	1.0	0.0
Percent	5.1%	0.1%	58.5%	35.6%	0.3%	0.4%	0.0%

Average number of students per day responding to in-class tally counts: **262.8**

Morning to Afternoon Travel Mode Comparison



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	4.1%	0.0%	60.0%	35.4%	0.0%	0.6%	0.0%
Afternoon	6.2%	0.2%	57.1%	35.8%	0.6%	0.2%	0.0%

Number of students by travel mode to and from school:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues AM	262	12	0	158	90	0	2	0
Tues PM	263	10	0	152	101	0	0	0
Wed AM	255	9	0	152	93	0	1	0
Wed PM	271	23	1	153	90	3	1	0

Averages for classes submitting travel tallies:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues AM	16.4	0.8	0.0	9.9	5.6	0.0	0.1	0.0
Tues PM	16.4	0.6	0.0	9.5	6.3	0.0	0.0	0.0
Wed AM	15.9	0.6	0.0	9.5	5.8	0.0	0.1	0.0
Wed PM	16.9	1.4	0.1	9.6	5.6	0.2	0.1	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	262	4.6%	0.0%	60.3%	34.4%	0.0%	0.8%	0.0%
Tues PM	263	3.8%	0.0%	57.8%	38.4%	0.0%	0.0%	0.0%
Wed AM	255	3.5%	0.0%	59.6%	36.5%	0.0%	0.4%	0.0%
Wed PM	271	8.5%	0.4%	56.5%	33.2%	1.1%	0.4%	0.0%

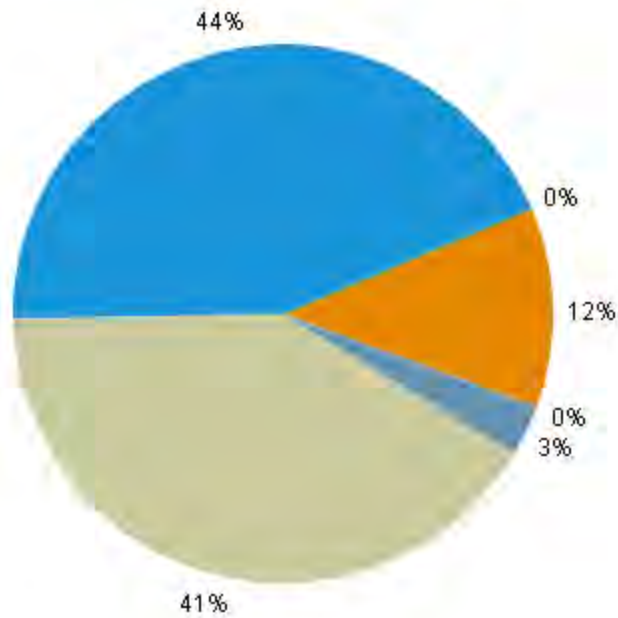
End of Report

Student Travel Summary

Program Name:	Grand Chute	Season Collected:	Spring2008
School Name:	Houdini	Data Type (Pre/Mid/Post):	
		Reported School Enrollment:	0
		Number Classrooms:	25
		Number of Tallies Reported:	25

Students Traveling by Each Mode (across all reported days)

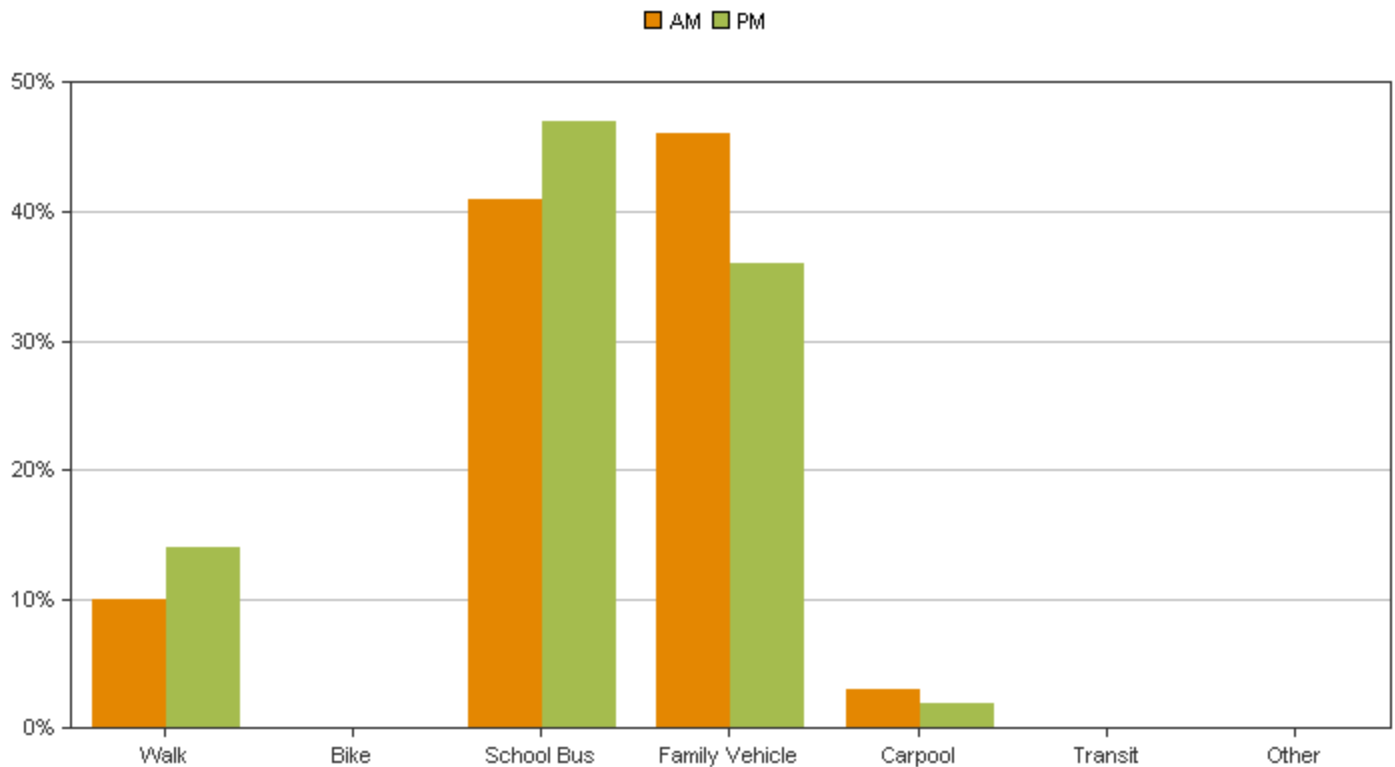
■ Walk
 ■ Bike
 ■ School Bus
 ■ Family Vehicle
 ■ Carpool
 ■ Transit
 ■ Other



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Average Number of Student Trips for Morning and Afternoon	64.0	0.0	229.7	217.5	15.0	0.2	0.0
Percent	12.2%	0.0%	43.6%	41.3%	2.8%	0.0%	0.0%

Average number of students per day responding to in-class tally counts: **526.3**

Morning to Afternoon Travel Mode Comparison



	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	10.0%	0.0%	40.5%	46.3%	3.2%	0.0%	0.0%
Afternoon	14.4%	0.0%	46.9%	36.1%	2.5%	0.1%	0.0%

Number of students by travel mode to and from school:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues AM	506	50	0	212	232	12	0	0
Tues PM	504	70	0	237	186	10	1	0
Wed AM	561	57	0	221	261	22	0	0
Wed PM	560	81	0	265	198	16	0	0
Thur AM	552	55	0	223	256	18	0	0
Thur PM	475	71	0	220	172	12	0	0

Averages for classes submitting travel tallies:

	Number of Students	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tues AM	20.2	2.0	0.0	8.5	9.3	0.5	0.0	0.0
Tues PM	20.2	2.8	0.0	9.5	7.4	0.4	0.0	0.0

Wed AM	22.4	2.3	0.0	8.8	10.4	0.9	0.0	0.0
Wed PM	22.4	3.2	0.0	10.6	7.9	0.6	0.0	0.0
Thur AM	22.1	2.2	0.0	8.9	10.2	0.7	0.0	0.0
Thur PM	19.0	2.8	0.0	8.8	6.9	0.5	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	506	9.9%	0.0%	41.9%	45.8%	2.4%	0.0%	0.0%
Tues PM	504	13.9%	0.0%	47.0%	36.9%	2.0%	0.2%	0.0%
Wed AM	561	10.2%	0.0%	39.4%	46.5%	3.9%	0.0%	0.0%
Wed PM	560	14.5%	0.0%	47.3%	35.4%	2.9%	0.0%	0.0%
Thur AM	552	10.0%	0.0%	40.4%	46.4%	3.3%	0.0%	0.0%
Thur PM	475	14.9%	0.0%	46.3%	36.2%	2.5%	0.0%	0.0%

End of Report

**APPENDIX C: PARENT SURVEY
RESULTS & COMMENTS**

WISCONSIN SAFE ROUTES TO SCHOOL

BADGER ELEMENTARY SCHOOL - PARENT SURVEY

A Local Partnership of the Appleton Area School District, Fox Cities Greenways, Inc.
and the Town of Grand Chute

Think about the conditions around your school... Do you have concerns about your child walking or bicycling to school safely? Badger and Houdini Elementary Schools are working in conjunction with the Fox Cities Greenways and the Town of Grand Chute 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 (*one per family*) and return it to school in your child's folder by **Thursday, February 28th**. Thanks

1. How many children do you have attending Elementary school? (*Circle one*)
2. What are their ages?
3. What school(s) do your child(ren) attend?
4. What is the nearest intersection to your house? _____
5. How do your children currently travel to school? Home from school? (*Note the changing seasons*)

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

6. If you drive your child, why do you make that choice? (*Please mark all that apply*)
 Too far to walk/bicycle or younger children make walking difficult
 Short of time
 Child would not obey safety rules
 Lack of designated biking or walking route
 Too dangerous to walk / cycle
 Parent is going on to somewhere else e.g. work
7. If there is one way in which your need to drive to school could be reduced, what would it be?
(*Please select one from the following list which would have the most impact.*)
 Carpooling with other parents
 If more kids walked on the same route my kids walk to school
 Parent chaperones or walking school busses in place
 School offered pedestrian/bicycle safety course for kids
 Provide safe trails or sidewalks for children to use.
Other: _____

8. What issues do you have about your children 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

- _____ After school activities conflict
- _____ Child/Children do not want to/like to walk or bicycle to school
- _____ Child/Children would be walking/bicycling alone to school
- _____ Children's after school schedule
- _____ Convenience - It is easier to drop off children on the way to work
- _____ Dangers (stranger danger, gangs, bullying, dogs)
- _____ Distance - School is too far away
- _____ No (or inadequate) sidewalks/bikeways on the route to school
- _____ Speed - Cars drive too fast through the neighborhood
- _____ Time - Not enough time
- _____ Traffic - Too much traffic at school
- _____ Traffic - Too much traffic in the neighborhood
- _____ Daycare provider conflict

9. Does your school provide a bike rack? YES NO
 Is it located in a safe place? YES NO
 Is there sufficient space for parking bicycles? YES NO

10. Would you let your child carpool if: (Please mark all that apply)

You were familiar with the driver	YES	NO
Someone organized it	YES	NO

11. Would you allow your child to walk or bike if: (Please mark all that apply)

Accompanied by other parents	YES	NO
Route maps provided	YES	NO
Crossing guards more effective	YES	NO
Students offered safety training	YES	NO
Sidewalks and bike paths improved	YES	NO
Cars slowed down	YES	NO
Secure bike racks were available	YES	NO

12. Would you be interested in helping set up and maintain a Safe Routes to School program at your school to make it easier for children to walk, bike, bus and carpool to school? YES NO

Additional Comments or Questions:

WISCONSIN SAFE ROUTES TO SCHOOL
BADGER ELEMENTARY SCHOOL - PARENT SURVEY RESULTS
A Local Partnership of the Appleton Area School District, Fox Cities Greenways, Inc.
and the Town of Grand Chute

Think about the conditions around your school... Do you have concerns about your child walking or bicycling to school safely? Badger and Houdini Elementary Schools are working in conjunction with the Fox Cities Greenways and the Town of Grand Chute 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 (*one per family*) and return it to school in your child's folder by **Thursday, February 28th**. Thanks

1. How many children do you have attending Elementary school? (*Circle one*)
2. What are their ages? **5** (18); **6** (20); **7** (15); **8** (16); **9** (11); **10** (10); **11** (10); **12** (3)
3. What school(s) do your child(ren) attend?
4. What is the nearest intersection to your house? _____
5. How do your children currently travel to school? Home from school? (*Note the changing seasons*)

To School	Fall	Winter	Spring	Home from school	Fall	Winter	Spring
Walk	2	1	2	Walk	3	2	3
Bicycle	0	0	1	Bicycle	0	0	0
School Bus	53	52	52	School Bus	56	56	56
City Bus	0	0	0	City Bus	0	0	0
By car	26	28	26	By car	18	18	18
Carpool	1	1	1	Carpool	0	0	0
Other	0	0	0	Other	1	1	1

6. If you drive your child, why do you make that choice? (*Please mark all that apply*)
 - 16 Too far to walk/bicycle or younger children make walking difficult
 - 12 Short of time
 - 0 Child would not obey safety rules
 - 16 Lack of designated biking or walking route
 - 20 Too dangerous to walk / cycle
 - 22 Parent is going on to somewhere else e.g. work
 7. If there is one way in which your need to drive to school could be reduced, what would it be? (*Please select one from the following list which would have the most impact.*)
 - 10 Carpooling with other parents
 - 7 If more kids walked on the same route my kids walk to school
 - 5 Parent chaperones or walking school busses in place
 - 3 School offered pedestrian/bicycle safety course for kids
 - 23 Provide safe trails or sidewalks for children to use.
- Other: _____

8. What issues do you have about your children 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

- 20** After school activities conflict
- 23** Child/Children do not want to/like to walk or bicycle to school
- 50** Child/Children would be walking/bicycling alone to school
- 22** Children's after school schedule
- 19** Convenience - It is easier to drop off children on the way to work
- 57** Dangers (stranger danger, gangs, bullying, dogs)
- 53** Distance - School is too far away
- 61** No (or inadequate) sidewalks/bikeways on the route to school
- 58** Speed - Cars drive too fast through the neighborhood
- 40** Time - Not enough time
- 54** Traffic - Too much traffic at school
- 53** Traffic - Too much traffic in the neighborhood
- 11** Daycare provider conflict

9. Does your school provide a bike rack? **48** YES **5** NO
 Is it located in a safe place? **38** YES **12** NO
 Is there sufficient space for parking bicycles? **32** YES **11** NO

10. Would you let your child carpool if: (Please mark all that apply)

You were familiar with the driver	YES 52	NO 13
Someone organized it	YES 33	NO 25

11. Would you allow your child to walk or bike if: (Please mark all that apply)

Accompanied by other parents	YES 39	NO 26
Route maps provided	YES 16	NO 38
Crossing guards more effective	YES 25	NO 32
Students offered safety training	YES 33	NO 28
Sidewalks and bike paths improved	YES 47	NO 23
Cars slowed down	YES 40	NO 23
Secure bike racks were available	YES 32	NO 26

12. Would you be interested in helping set up and maintain a Safe Routes to School program at your school to make it easier for children to walk, bike, bus and carpool to school? YES NO

Additional Comments or Questions:

WISCONSIN SAFE ROUTES TO SCHOOL
HOUDINI ELEMENTARY SCHOOL - PARENT SURVEY RESULTS
A Local Partnership of the Appleton Area School District, Fox Cities Greenways, Inc.
and the Town of Grand Chute

Think about the conditions around your school... Do you have concerns about your child walking or bicycling to school safely? Badger and Houdini Elementary Schools are working in conjunction with the Fox Cities Greenways and the Town of Grand Chute 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 (*one per family*) and return it to school in your child's folder by **Thursday, February 28th**. Thanks

1. How many children do you have attending Elementary school? (*Circle one*)
2. What are their ages?
3. What school(s) do your child(ren) attend?
4. How far away from school do you live? <3blks 3-6 blks 0.25-0.5 miles 0.5-1 mile >1 mile
5. What is the nearest intersection to your house? _____
6. How do your children currently travel to school? Home from school? (*Note the changing seasons*)

To School	<i>Fall</i>	<i>Winter</i>	<i>Spring</i>	Home from school	<i>Fall</i>	<i>Winter</i>	<i>Spring</i>
Walk				Walk			
Bicycle				Bicycle			
School Bus				School Bus			
City Bus				City Bus			
By car				By car			
Carpool				Carpool			
Other				Other			

7. If you drive your child, why do you make that choice? (*Please mark all that apply*)
 - Too far to walk/bicycle or younger children make walking difficult
 - Short of time
 - Child would not obey safety rules
 - Lack of designated biking or walking route
 - Too dangerous to walk / cycle
 - Parent is going on to somewhere else e.g. work
 8. If there is one way in which your need to drive to school could be reduced, what would it be? (*Please select one from the following list which would have the most impact.*)
 - Carpooling with other parents
 - If more kids walked on the same route my kids walk to school
 - Parent chaperones or walking school busses in place
 - School offered pedestrian/bicycle safety course for kids
 - Provide safe trails or sidewalks for children to use.
- Other: _____

9. What issues do you have about your children 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

- _____ After school activities conflict
- _____ Child/Children do not want to/like to walk or bicycle to school
- _____ Child/Children would be walking/bicycling alone to school
- _____ Children's after school schedule
- _____ Convenience - It is easier to drop off children on the way to work
- _____ Dangers (stranger danger, gangs, bullying, dogs)
- _____ Distance - School is too far away
- _____ No (or inadequate) sidewalks/bikeways on the route to school
- _____ Speed - Cars drive too fast through the neighborhood
- _____ Time - Not enough time
- _____ Traffic - Too much traffic at school
- _____ Traffic - Too much traffic in the neighborhood
- _____ Daycare provider conflict

10. Does your school provide a bike rack? YES NO
 Is it located in a safe place? YES NO
 Is there sufficient space for parking bicycles? YES NO

11. Would you let your child carpool if: (Please mark all that apply)

You were familiar with the driver	YES	NO
Someone organized it	YES	NO

12. Would you allow your child to walk or bike if: (Please mark all that apply)

Accompanied by other parents	YES	NO
Route maps provided	YES	NO
Crossing guards more effective	YES	NO
Students offered safety training	YES	NO
Sidewalks and bike paths improved	YES	NO
Cars slowed down	YES	NO
Secure bike racks were available	YES	NO

13. Would you be interested in helping set up and maintain a Safe Routes to School program at your school to make it easier for children to walk, bike, bus and carpool to school? YES NO

Additional Comments or Questions:

WISCONSIN SAFE ROUTES TO SCHOOL
HOUDINI ELEMENTARY SCHOOL - PARENT SURVEY RESULTS
A Local Partnership of the Appleton Area School District, Fox Cities Greenways, Inc.
and the Town of Grand Chute

Think about the conditions around your school... Do you have concerns about your child walking or bicycling to school safely? Badger and Houdini Elementary Schools are working in conjunction with the Fox Cities Greenways and the Town of Grand Chute 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 (*one per family*) and return it to school in your child's folder by **Thursday, February 28th**. Thanks

1. How many children do you have attending Elementary school? (*Circle one*)

2. What are their ages? **5** (22); **6** (42); **7** (31); **8** (37); **9** (27); **10** (13); **11** (27); **12** (9)

3. What school(s) do your child(ren) attend?

25 15 24 31 44

4. How far away from school do you live? <3blks 3-6 blks 0.25-0.5 miles 0.5-1 mile >1 mile

5. What is the nearest intersection to your house? _____

6. How do your children currently travel to school? Home from school? (*Note the changing seasons*)

To School	Fall	Winter	Spring	Home from school	Fall	Winter	Spring
Walk	24	16	24	Walk	27	21	27
Bicycle	15	0	18	Bicycle	15	0	18
School Bus	78	78	78	School Bus	80	82	80
City Bus	0	0	0	City Bus	0	0	0
By car	57	69	56	By car	50	58	50
Carpool	1	1	1	Carpool	1	1	1
Other	1	1	1	Other	0	0	0

7. If you drive your child, why do you make that choice? (*Please mark all that apply*)

 30 Too far to walk/bicycle or younger children make walking difficult

 18 Short of time

 1 Child would not obey safety rules

 25 Lack of designated biking or walking route

 46 Too dangerous to walk / cycle

 38 Parent is going on to somewhere else e.g. work

 4 Too Cold

8. If there is one way in which your need to drive to school could be reduced, what would it be?

(Please select one from the following list which would have the most impact.)

 24 Carpooling with other parents

 11 If more kids walked on the same route my kids walk to school

 12 Parent chaperones or walking school busses in place

 7 School offered pedestrian/bicycle safety course for kids

 44 Provide safe trails or sidewalks for children to use.

Other: _____

9. What issues do you have about your children 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

- 50_ After school activities conflict
- 39_ Child/Children do not want to/like to walk or bicycle to school
- 105_ Child/Children would be walking/bicycling alone to school
- 53_ Children's after school schedule
- 41_ Convenience - It is easier to drop off children on the way to work
- 122_ Dangers (stranger danger, gangs, bullying, dogs)
- 91_ Distance - School is too far away
- 108_ No (or inadequate) sidewalks/bikeways on the route to school
- 121_ Speed - Cars drive too fast through the neighborhood
- 75_ Time - Not enough time
- 110_ Traffic - Too much traffic at school
- 100_ Traffic - Too much traffic in the neighborhood
- 12_ Daycare provider conflict

10. Does your school provide a bike rack? **130** YES **0** NO
 Is it located in a safe place? **111** YES **10** NO
 Is there sufficient space for parking bicycles? **95** YES **18** NO

11. Would you let your child carpool if: (Please mark all that apply)

You were familiar with the driver	YES 104	NO 24
Someone organized it	YES 94	NO 34

12. Would you allow your child to walk or bike if: (Please mark all that apply)

Accompanied by other parents	YES 91	NO 22
Route maps provided	YES 39	NO 49
Crossing guards more effective	YES 58	NO 35
Students offered safety training	YES 58	NO 36
Sidewalks and bike paths improved	YES 93	NO 23
Cars slowed down	YES 89	NO 28
Secure bike racks were available	YES 54	NO 34

13. Would you be interested in helping set up and maintain a Safe Routes to School program at your school to make it easier for children to walk, bike, bus and carpool to school? YES NO

Additional Comments or Questions:

APPENDIX D: BIKE & WALK AUDIT CHECKLIST

Auditing Walking and Bicycling Routes In Grand Chute

School _____ 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
- I-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-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-0 Other school zone concerns

Traffic Signals (if there are two choices, please indicate which condition was at your crossing)

- T-1 Separate pedestrian signals (Yes or No)
- T-2 Was there a push a button for the "walk" signal
- T-3 Problems knowing when it was your turn to cross the street
- T-4 Took too long for ped signal to come on again for traffic on the street
- T-5 Not enough time to cross before signal changed
- T-6 Problems when turning drivers did not yield
- T-7 Problems with drivers turning right on red
- T-8 Problems with drivers running yellow/red signal
- T-0 Other traffic signal concerns or observations

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 Steep or long hills
- C-4 Narrow or no terrace, cars on the street are too close to where you are walking
- C-0 Other concerns or observations

**APPENDIX E: NEIGHBORHOOD/COMMUNITY
MEETING MATERIALS**