

Little Chute Safe Routes to School Plan

November 2008

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

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ABSTRACT

TITLE: Little Chute Area Safe Routes to School Plan

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

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EXECUTIVE SUMMARY

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INTRODUCTION

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

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

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



Crossing guard assisting a student
Source: Dan Burden

PRESENT CONDITIONS

The Little Chute SRTS Task Force used student surveys and parent surveys to assess the current conditions at each of the schools within the Village of Little Chute. Student surveys revealed that the primary mode of transportation for students to and from school was by family vehicle followed by carpooling and walking.

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 dangers (i.e. stranger danger, bullying, gangs, etc.), traffic (too much at school), and a child would be walking/bicycling alone to school. Parents would allow their child(ren) to walk or bike to school if cars slowed down, parents accompanied the students, and crossing guards were more effective.



Intersection of Taylor Street and CTH 00 in the Village of Little Chute

IDENTIFYING SAFETY ISSUES

The Little 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 there are concerns with students crossing a number of busy intersections. Volunteers also noted that motorists were speeding in school zones and were running yellow/red signal lights. The majority of students that were bicycling home from school were not wearing helmets.

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

SAFE ROUTES TO SCHOOL AND SAFETY RECOMMENDATIONS

The Little Chute SRTS Task Force made recommendations using the five E's of the SRTS Program: Engineering, Education, Encouragement, Enforcement, and Evaluation. The schools within the Village of Little Chute do not provide busing services to children attending these schools; therefore it is important to educate students on the proper procedures for bicycling with traffic and protective behaviors when they are walking to or from school. A number of education and encouragement recommendations included having Fox Valley Metro Police Department conduct bike rodeos, having a bike helmet reward program, and starting a walking school bus program. There are a few engineering recommendations including to continue to work with Outagamie County and the Village of Little Chute regarding the results of the Roundabout Feasibility Study.

DEVELOPING A SCHOOL SAFETY AND SECURITY CAMPAIGN

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

CHAPTER 1: INTRODUCTION

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BACKGROUND INFORMATION

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

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

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



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

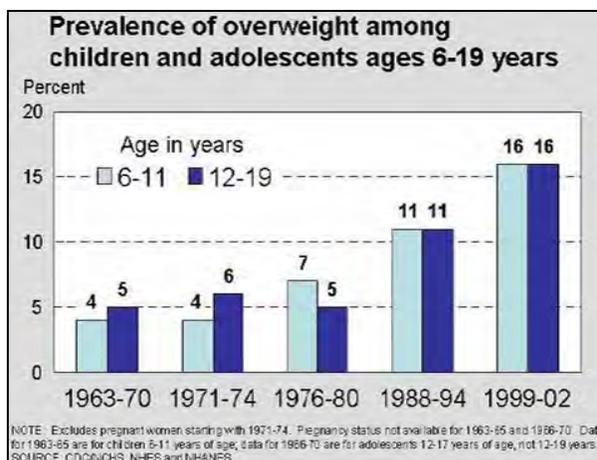
NATIONAL TRENDS

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

Physical Activity

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

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



Potential benefits of physical activity for children include:

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

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

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

Cleaner Environment

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

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



Land Use Trends

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

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

WHY SAFE ROUTES TO SCHOOL?

The purpose of the SRTS program is to provide safe pedestrian and bicycle facilities that encourage the community and students to have healthier lifestyles. Programs can be established to educate students, parents, and the community on the benefits of walking and bicycling to school and provide safety tips when they are participating in these activities. Planning efforts assess the pedestrian and bicycle facilities at and around schools, how students are currently traveling to school, and concerns and issues that parents and the community have with students walking and/or bicycling to school. Recommendations 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, a SRTS task force should partner with local law enforcement agencies to make sure that proper traffic laws are obeyed (i.e. speed regulations, driver behavior, and appropriate walking and biking behavior) and initiate safety programs such as safety patrol

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

Encouragement

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



Evaluation

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

TRAFFIC CALMING

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

To address the increase in traffic congestion at and around elementary and middle schools, communities have looked at a number of traffic calming devices to slow traffic

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

Speed Control Measures

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

Vertical Measures

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

Horizontal Measures

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

Narrowings

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

Volume Control Measures

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

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

LITTLE CHUTE AREA SAFE ROUTES TO SCHOOL PLANNING PROCESS

The Little Chute School District is located within the Fox Cities Urbanized Area. The district covers approximately three square miles entirely within the Village of Little Chute. Little Chute School District is comprised of one Elementary School (4 year old Kindergarten-5th grade), one Middle School (6th-8th grade), and one High School (9th -12th grade). St. John School is also located within the Village of Little Chute.

The Little Chute Area Safe Routes to School (SRTS) committee was formed in the fall of 2006. The committee is comprised of representatives from a variety of entities (See Figure 1) including the Little Chute School District, St. Johns School, WisDOT, Outagamie County, law enforcement, representative from the health profession, parents, and representatives from the Village of Little Chute.

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

Figure 1: Little Chute Safe Routes to School Task Force

<u>Name</u>	<u>Agency</u>
David Botz	Little Chute Area School District, Administrator
Darius Parks	Fox Valley Metro Police Department
Janet Verstagen	Village of Little Chute Board Member
John Elrick	Village of Little Chute Board Member
Roy VanGheem	Village of Little Chute Public Works, Director
Mary Janssen	Little Chute School Board President
Holly Rottier	St. John School Administrator
Kara Kramer	Little Chute School District Nurse
Frank VanderWyst	Parent Teacher Organization (PTO)
Sue Vanderloop	Parent Teacher Organization (PTO)
Tom Walsh	Fox Cities Greenways Safe Routes to School Coordinator
Curtis Reid	Outagamie County Highway Department
Matt Halada	WisDOT-NE Region
Melissa Kraemer Badtke	East Central WI Regional Planning Commission

There are three schools are participating in the SRTS program at this time (See Figure 2). Each of these schools have specific safety issues pertaining to their school grounds and the areas surrounding the school.

Figure 2: Participating Schools	
<u>Name</u>	<u>Enrollment</u>
St. John School	325
Little Chute Elementary School	651
Little Chute Middle School	301

Source: Little Chute School District & St. Johns School, 2008

Participating Schools

As mentioned previously, there is one elementary school (4 year old kindergarten-5th grade) and one middle school (6th-8th grades) within the Little Chute School District. St. John School is also located within the Village of Little Chute. Each of these schools are participating in the Little Chute Safe Routes to School Program (See Figure 2).

- ***St. John School:*** St. John School is a private school (4 year old kindergarten - 5th grade) located within the Village of Little Chute.
- ***Little Chute Elementary School:*** Little Chute Elementary School (4 year old kindergarten - 5th grade) is located at 901 Grand Avenue within the Village of Little Chute.
- ***Little Chute Middle School:*** Little Chute Middle School (6th-8th grade) is located at 1402 Freedom Road. Little Chute Middle School is on the same campus as Little Chute High School.

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:*** Create incentive programs to encourage community members and kids to participate in walking and biking activities.

- **Goal 3:** Provide education regarding the rules of the road and sidewalk for biking and walking for parents and students.
- **Goal 4:** To correct the misconception that walking or biking to school is dangerous.
- **Goal 5:** To do an audit of the parking lot and the facilities (i.e. bike rack locations, parking zones, etc.) on and around the campus.

Exhibit 1
Little Chute School Locations

CHAPTER 2: PRESENT CONDITIONS

Chapter 2: PRESENT CONDITIONS

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

NON-MOTORIZED TRANSPORTATION FACILITIES

A continuous sidewalk network can be found in the Village of Little Chute. The Village requires that all sidewalks are maintained during the summer and winter months. Busing services for students are not provided for students within the Village of Little Chute.

The Village of Little Chute has non-motorized transportation facilities within their parks. The Village of Little Chute Parks and Recreation Department has proposed trail corridors within the Village limits (Exhibit 2) and they have also proposed non-motorized transportation facilities.

TRANSIT SERVICES

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

Routes before the College Avenue Bridge Closure

Route 20 - Heart of the Valley Route follows the Fox River to the east side of the Fox Cities through the Village of Kimberly to the Village of Little Chute. It proceeds through the Village of Little Chute it has numerous stops along Main St. The route continues to the City of Kaukauna and then following the route back to the transit center (See Exhibit 3 for more detail).

Detoured Routes

Due to the reconstruction of the College Avenue bridge, Valley Transit detoured route 20

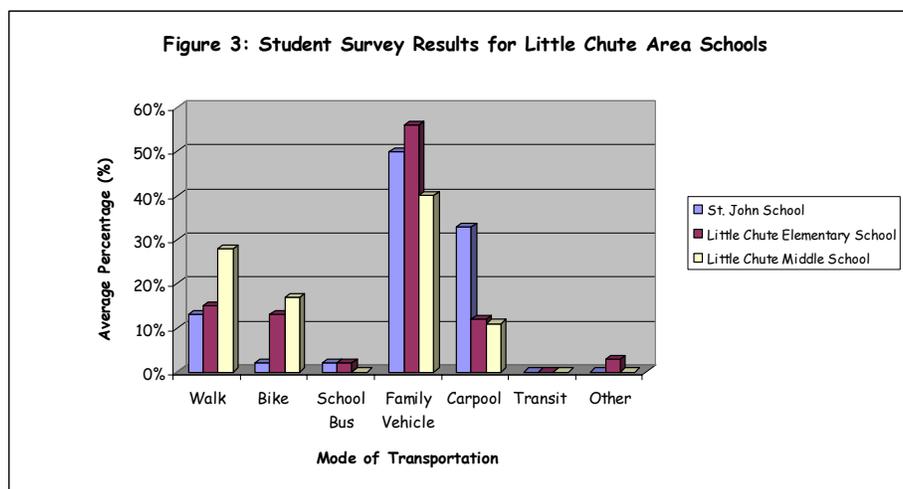
(See Exhibit 3 for more detail). Once construction is complete for the bridge structure, Valley Transit will reevaluate their current routes

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

STUDENT SURVEYS

Student surveys are a means of determining how students are currently getting to and from schools. 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. The student survey can then be conducted at a later date once recommendations have been implemented to see if there is an increase in the number of students biking and walking to school.

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



St. John School

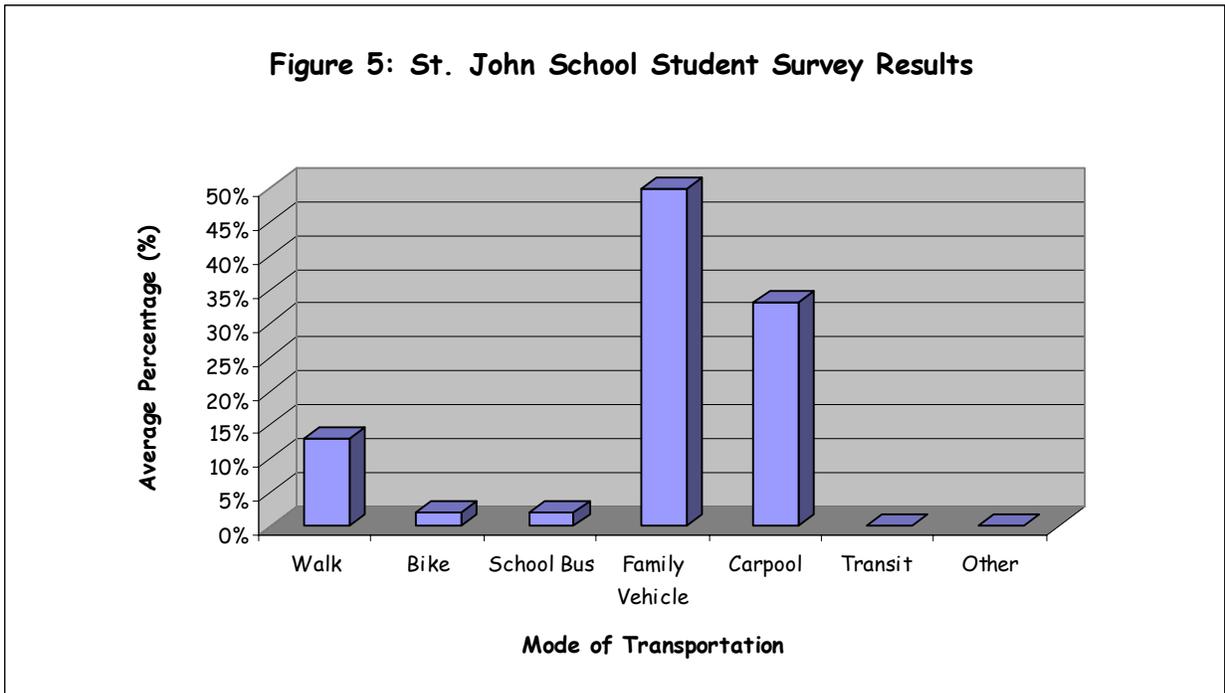
➤ **Mode of travel by St. John School students:**

1. Family Vehicle (50%)
2. Carpooling (33%)
3. Walking (13%)
4. Bicycling (2%)
5. School Bus (2%)

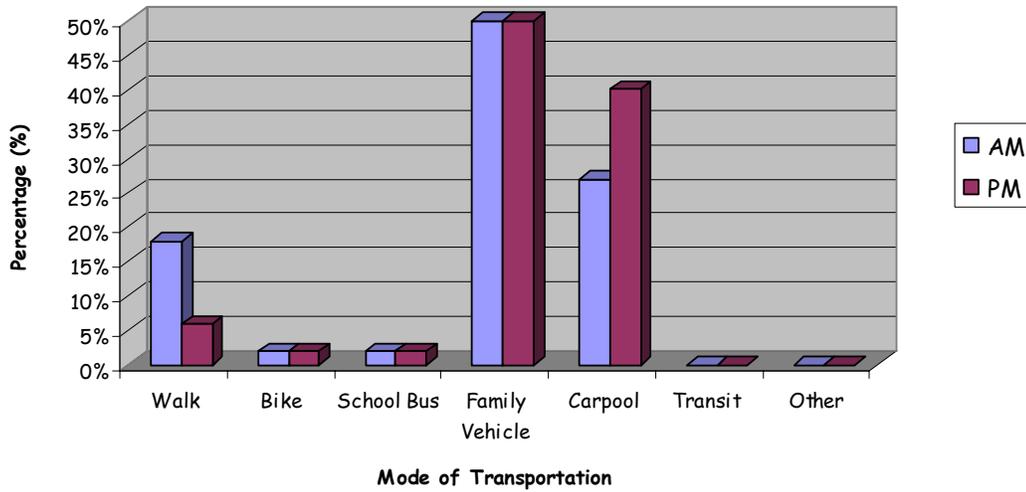
Figure 4: St. John School - Student Survey Results

Mode	Average Percentage	AM	PM
Walk	13%	18%	6%
Bike	2%	2%	2%
School Bus*	2%	2%	2%
Family Vehicle	50%	50%	50%
Carpool	33%	27%	40%
Transit	0%	0%	0%
Other	0%	0%	0%

* Busing service is not provide, however, bus services may be provided by day cares within the area or for special needs children.



**Figure 6: St. Johns School Student Survey Results -
Morning and Afternoon Comparison**



Little Chute Elementary School

- **Mode of travel by Little Chute Elementary School students:**
1. Family Vehicle (56%)
 2. Walking (15%)
 3. Bicycling (13%)
 4. Carpooling (12%)
 5. Other (3%)

Figure 7: Little Chute Elementary School - Student Survey Results

Mode	Average Percentage	AM	PM
Walk	15%	14%	15%
Bike	13%	13%	12%
School Bus*	2%	2%	2%
Family Vehicle	56%	57%	55%
Carpool	12%	11%	13%
Transit	0%	0%	0%
Other	3%	2%	3%

* Busing service is not provide, however, bus services may be provided by day cares within the area or for special needs children.

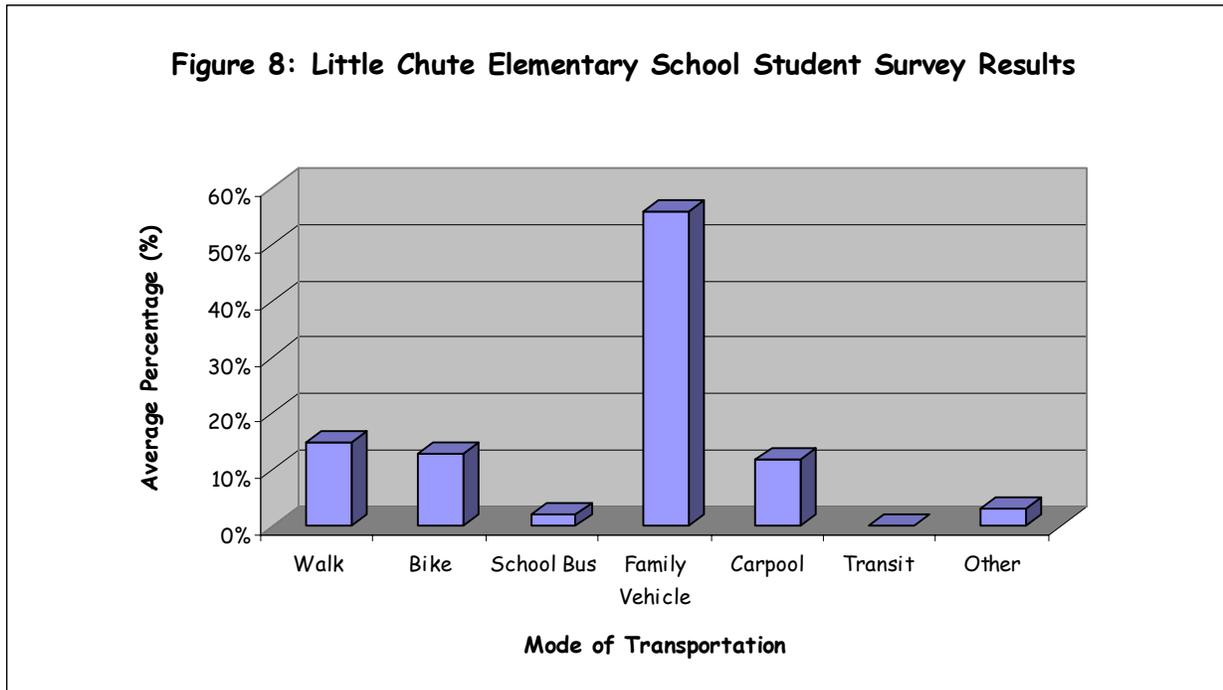
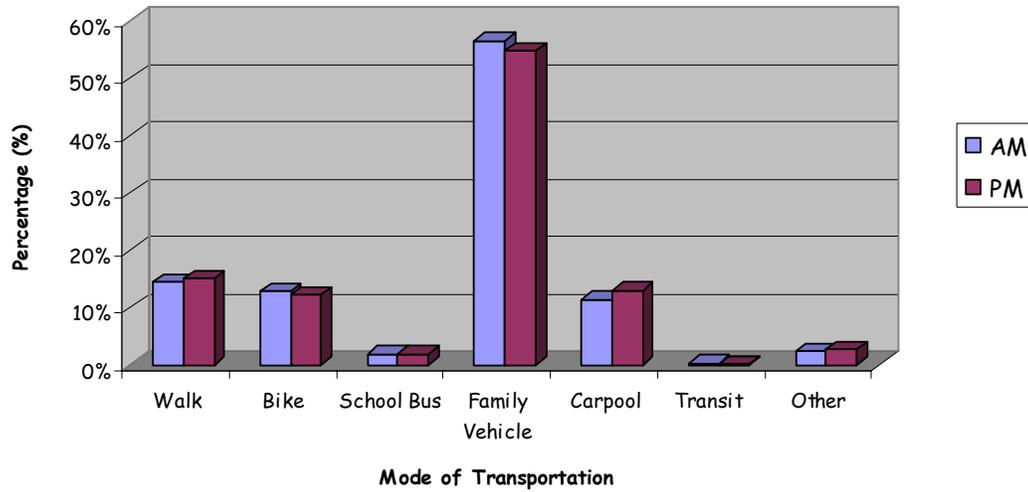


Figure 9: Little Chute Elementary School Student Survey Results - Morning and Afternoon Comparison



Little Chute Middle School

- **Mode of travel by Little Chute Middle School students:**
1. Family Vehicle (40%)
 2. Walking (29%)
 3. Bicycling (18%)
 4. Carpooling (11%)

Figure 10: Little Chute Middle School - Student Survey Results

Mode	Average Percentage	AM	PM
Walk	29%	28%	31%
Bike	18%	17%	19%
School Bus*	0%	0%	1%
Family Vehicle	40%	44%	36%
Carpool	11%	11%	11%
Transit	0%	0%	0%
Other	0%	0%	0%

* Busing service is not provide, however, bus services may be provided by day cares within the area or for special needs children.

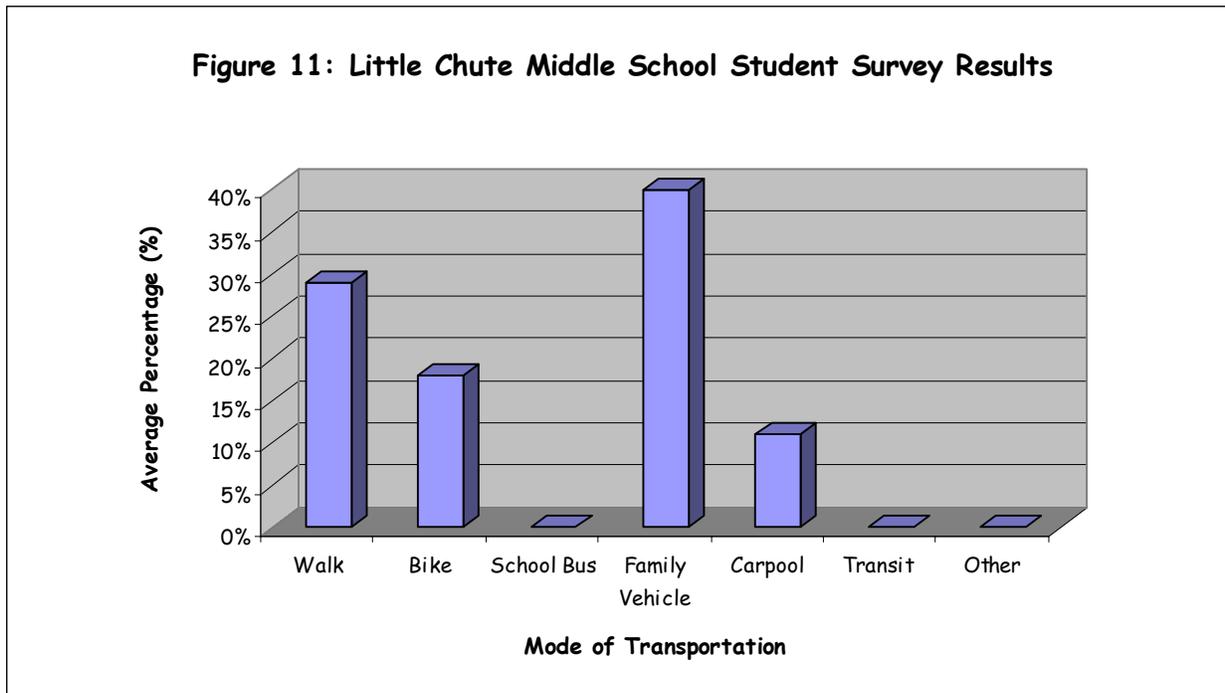
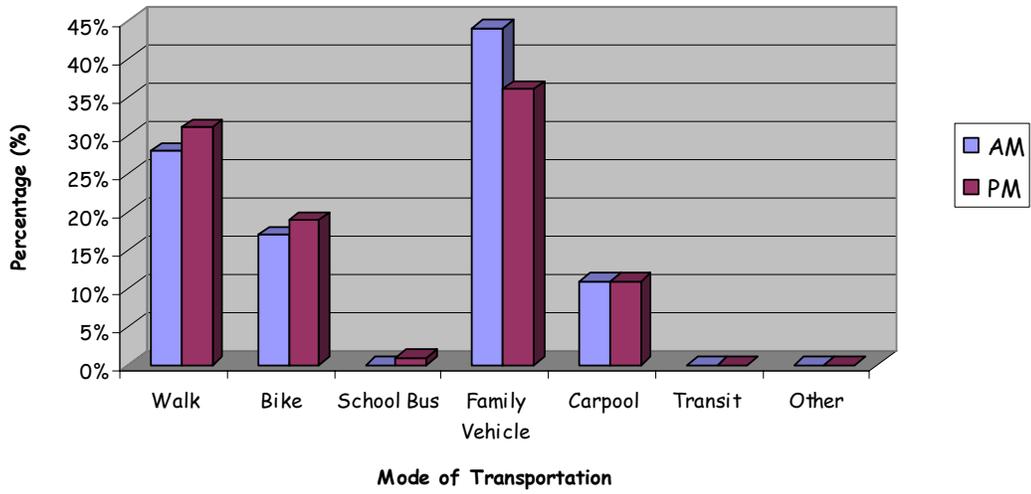


Figure 12: Little Chute Middle School Student Survey Results - Morning and Afternoon Comparison

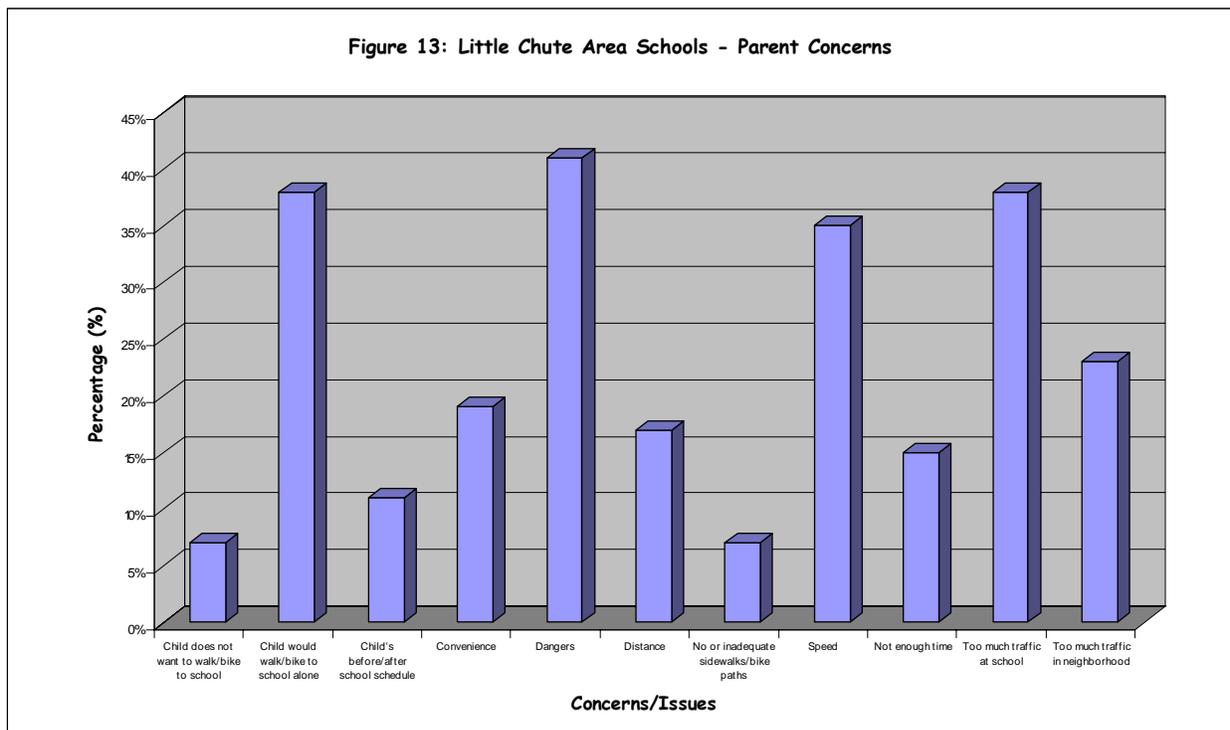


PARENT SURVEYS

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

➤ **Parents tops concerns for having their children walk or bike to school:**

1. Dangers (strangers, gangs, bullying, dogs) (41%)
2. Traffic - Too much traffic at school (38%)
3. Child would be walking/bicycling alone to school (38%)



➤ The top three provisions that would allow parents to have their children walk or bike to school were:

1. Cars slowed down (87%)
2. Accompanied by other parents (86%)
3. Crossing guards were more effective (79%)

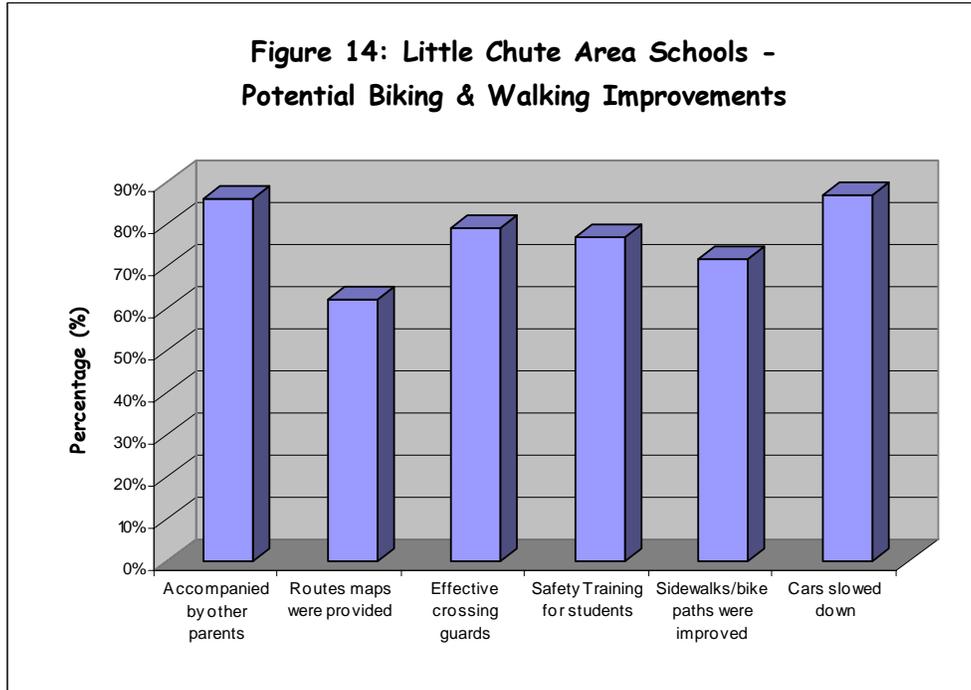


Exhibit 2
Little Chute Area Proposed Trail Corridors

Exhibit 3
Little Chutel Area Valley Transit Routes

CHAPTER 3: IDENTIFYING SAFETY ISSUES

CHAPTER 3: IDENTIFYING SAFETY ISSUES

SCHOOL SITE TRAFFIC OBSERVATIONS

Bike and walk audits were used to assess areas at and around the participating school and noted any safety concerns for pedestrian and bicyclists. Community volunteers, parents, and safe routes to school task force members were given maps of the schools, a comment sheet, and a checklist (See Appendix D). On each map of the school, there was a $\frac{1}{2}$ mile buffer surrounded the school. Volunteers attended a training session and were asked to observe activities at and around the school before the start or at dismissal. Volunteers wrote down any concerns or observations they had regarding safety around the schools. These results were then mapped (See Exhibits 5, 6, 7, & 8) and discussed by the Little Chute SRTS Task Force.

General Traffic Observations

➤ ***Concerns with crossing busy intersections:***

- Buchanan Street and North Avenue
- CTH 00 and North Avenue (CTH N)
- Florida Avenue and Madison Street

➤ ***Concerns with motorists speeding in school zones:***

- Particularly on CTH 00 (4 lane facility)
- Concerns on Florida Avenue

➤ ***Problems with motorists running yellow/red signal light or turning right on red***

- CTH 00/North Avenue and Freedom Road
- Buchanan Street and North Avenue

➤ ***Students bicycling to or from school, majority of them were not wearing helmets***



Traffic on CTH 00 at Taylor Street

St. John School

St. John School is a private school located within the Village of Little Chute. Currently bus service is not provided to students attending this school.

- ***Concerns with students walking in between cars in the parking lot***
 - It was noted by volunteers that drivers did not notice students walking in between vehicles within the parking lot area.
- ***Parents continue to park on Pine Street to pick up students***
- ***Concerns with sexual offenders living near the school***
- ***Wilson Street is difficult for children to cross particularly at Park Avenue and Lincoln Avenue***
 - Corners where pedestrians are standing may need to be more visible.
- ***Concerns with Grand Avenue***
- ***Concerns with people leaving 7 o'clock mass as children are arriving***
- ***Confusion with pick up procedures when there is a funeral***
 - Perhaps having someone out in the parking lot to assist.

Little Chute Elementary School

- ***Students disperse in many directions once school is dismissed***
- ***Hans Parkway - 2 directional roadway facility***
- ***Few student bicycling were wearing helmets***
- ***Most students bicycling were riding on the sidewalk***

Little Chute Middle School

Little Chute Middle School is located on the same campus as Little Chute High School.

- ***Concerns with the speed of traffic on CTH 00***
 - There is also quite a bit of truck traffic on this route.
 - Concerns with drivers not stopping for crossing guards.
- ***Concerns with high school student drivers***



Students biking home without wearing helmets

- ***Concerns with the CTH 00 and CTH N Intersection***
 - Students must cross four lanes of traffic plus turn lanes
 - Speed of traffic

NEIGHBORHOOD/COMMUNITY MEETING

The Little Chute SRTS Task Force conducted a neighborhood/community meeting. A Safe Routes to School Booth was set up during school parent/teacher conferences. Also maps and a story board was also set up in the foyer of each of the school participating. Parents were given an opportunity to comment on the program and express any safety concerns that they may have.

Exhibit 4
Little Chute Area Bike and Walk Audit Results - Overview

Exhibit 5
St. John School - Bike and Walk Audit Results

Exhibit 6
Little Chute Elementary School - Bike and Walk Audit Results

Exhibit 7
Little Chute Middle School - Bike and Walk Audit Results

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

CHAPTER 4: SAFE ROUTES TO SCHOOL & SAFETY RECOMMENDATIONS

DEVisING SAFE ROUTES TO SCHOOL

One recommendation that was brought of the Little Chute Safe Routes to School Program was to devise walking route maps for students attending the participating schools. Busing services are not provided for students attending this school, except for special needs students and those day care providers that provide busing for students to and from school. The walking routes would be considered the "preferred" routes that the committee would like to see the students take if they are walking or biking to school. Maps with route information would be included in the school handbooks and handed out to students and adults. Input from parents regarding routes will also be included.

GENERAL POLICY RECOMMENDATIONS

The Little 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 15.

Education

There are a number of educational programs that the Winneconne SRTS Task Force would like to incorporate into their SRTS Program.

- ***Provide educational opportunities for students, parents, and the community***
 - ***Bike Rodeo***
 - Fox Valley Metro Police Department would like to teach Mobile Bike Education;
 - Bicycle safety and awareness would be taught to students in grades 2, 3, & 4 during Physical Education class;
 - Law enforcement from Fox Valley Metro Police Department and Outagamie County Sheriff's Department;
 - Incorporating bike safety curriculum into the physical education program.
 - ***Poster Contest***
 - In art class, students would create signs that say "No Parking" or "No Idling".
 - ***Pedestrian Fair/Community Fair***
 - Include a bike rodeo and pedestrian safety training for students;
 - Ideally, this event would be held before school starts;
 - Parents, students and the community would be invited to the school.

- ***Awareness, Education, and Marketing Campaign***
 - Educating parents on proper pick up and drop off procedures;
 - Public service announcements to educate the community on proper pedestrian and bicyclist safety issues;
 - Activities to encourage students to walk and bike to school.
- ***Work with the Department of Corrections and Fox Valley Metro Police Department to educate students on protective behaviors.***

Encouragement

➤ ***Implement activities that encourage students to bike or walk to school***

○ ***Walk to School Day***

- The community could become involved by including "superstars" (i.e. football players, basketball players, the mayor, principal or teachers) to walk with the students.
- In previous years, the Little Chute Parent Teacher Organization (PTO) has provided breakfast for those students that are walking or biking to school.
- Themed Walk to School Days
- Walking Wednesdays



Students participating in Walk to School Day

○ ***Mileage Punch Card Program***

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

○ ***Freiker Program (short for "frequent biker")***

- The "Freikometer" uses Radio Frequency Identification (RFID) technology, along with WiFi and custom-written Internet based software to record how many students are bicycling to school and provide incentives for students who ride to school.

- Tags are placed on the students helmet and each day as the student arrives at or leaves school, he or she can ride under the Freikometer, a machine that reads the tag and uploads a point per day to the Website. The Freikometer will only read each student's tag once per day.
- Program costs \$4,000 (based on 2008 school year) per school year, which covers installation, the use of the Freikometer and website for the year, and 500 tags to hand out to students. Cost does not include the cost of prizes.
- ***Bike Helmet Awards Program***
 - Work with student organizations at Little Chute High School and work with school officials to get school colored helmet and mascot stickers. Each time a student wears his/her helmet for an allocated number of days, they would receive a mascot sticker for their helmet.
- ***Create a Walking School Bus Program***
 - A walking school bus is where parents who are walking with their children "pick up" children as they walk their route to school. Parents could alternate days when they participate and be active in the SRTS program.
- ***Create "preferred" walking routes within the Village of Little Chute for students and the community to use***
 - Maps would be included in student handbooks.

Enforcement

- ***Provide law enforcement officers with bicycle and pedestrian safety training***
- ***Safety Patrol and Crossing Guard Programs***

- Safety patrol students and crossing guards are located at and around the school to assist pedestrians and bicyclists across roadways
- Equipment used by the crossing guards and the safety patrol students is a bit outdated.
- It is recommended by the SRTS task force to pursue funding for new vests and hand held stop signs.



Crossing guard at Taylor Street and CTH 00

- ***Speed Zone Campaign*** - Do a speed zone campaign in the fall and spring of each school year.
 - 1st week - Have students and parent volunteers holding signs at and around the schools, reminding drivers to slow down.
 - 2nd week - Have parent volunteers record with radar guns how fast drivers are going in school zones. Have parent volunteers write down the license plate number and have police department send out letters to those drivers speeding in school zones.
 - 3rd week - If law enforcement is available, have them ticket drivers speeding in school zones.
- ***Enforcement of no parking areas around schools using the progressive approach***
 - 1st offense - Drivers parking in no parking areas would receive a flyer regarding the appropriate pick up and drop off procedures at the school.
 - 2nd offense - The driver would receive a warning.
 - 3rd offense - The driver would receive a ticket from local law enforcement.
 - 4th offense - The fine for the ticket would double.
- ***Safety Patrol Program***
 - Currently there is not a safety patrol program in Little Chute.
 - Additional funding may be need if a program would get started to supply reflective vests and training videos for students.
- ***No Parking or No Idling Signs***
 - It was recommended by the SRTS Task Force to have students in an art class make No Parking or No Idling signs to remind drivers that the area around the school has children.

Engineering

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

- ***Consider bicycle and pedestrian facilities for future reconstruction and construction projects within the Village of Little Chute***
 - ***Work with Outagamie County and the Village of Little Chute on potential roundabouts locations***
 - The Village of Little Chute and Outagamie County conducted a County Highway OO and County Highway N Roundabout Feasibility Study in July of 2008.

- It is recommended the Little Chute SRTS Committee continue to work with Outagamie County and the Village of Little Chute regarding any development of future roundabouts near the participating schools.
- If roundabouts are constructed, it is recommended that Outagamie County and the Village of Little Chute assist in providing educational opportunities (i.e. Little Chute Roundabout day) for the community and the students.
- *Paint ladder style crosswalks at key locations where students cross*
- *Flashing lights for school zones*
 - Particularly on STH 116/Main Street.
- *Parent Teacher Organization (PTO) to form a "Dad's Club"*
 - "Dad's Club" would assist with making signs for No Parking areas or help with the construction of a sheltered bike rack.

Evaluation

- *Continue to evaluate bicycle and pedestrian facilities within the Village of Little Chute*
 - *Parent Surveys*
 - Continue to address issues that parents have as to allowing their child(ren) to walk or bike to school.
 - Have one of the math classes do the statistical analysis on the surveys.
 - *Student Surveys*
 - Continue to see how students are getting to and from school.
 - The student survey will allow the SRTS task force to see if more students are walking or biking to and from school.
 - Have one of the math classes do the statistical analysis on the surveys.
 - *Geography Class*
 - 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;
 - Have each student put a push pin on a map as to where they live;
 - The color of the push pin would match to a mode of transportation (i.e. Blue=bike).
 - *Bike and Walk Audits*
 - Continue to assess each school and areas around the school for additional safety concerns.

SCHOOL SPECIFIC POLICY RECOMMENDATIONS

St. John School

There were a few engineering recommendations for St. John School. These included:

- *Signage at the entrance on Grand Avenue and the exit on Pine Street*
- *Have assistants in the parking lot to assist students with getting into and out of their parents cars*
- *Have additional cones in the parking lot*
- *Arrows on the stop and go light for students walking on CTH N and Main Street*
 - Possibly have a counter on the light so students know how long they have to cross

Little Chute Elementary School

- *Continue to have Grand Avenue and Hans Parkway has a two lane roadway*
- *Proper signage for the parent pick up and drop off area*

Little Chute Middle School

- *Bike racks*
 - Add additional bike racks at the school. During the bike and walk audit it was observed that bike racks were full and bikes were parked along the school.
- *Have high school students participate in walk to school day*
 - Students could used their participation in Walk to School Day Events to count towards their community service hours
- *Continue with education activities (i.e. Speed Zone Watch Campaign) to encourage motorists to slow down in school zones*



Bike racks at Little Chute Middle School

Figure 15: Little Chute Safe Routes to School Recommendations

Projects	V. Little Chute	Fox Valley Metro P.D.	Little Chute S. D.	Individual School	Outagamie Cty	Task Force	Other	Suggested Funding Source(s)
EDUCATION								
Provide educational opportunities for students, parents, and the community	X	X	X	X	X	X		
Annual Bike Rodeo/Bike safety course for kids		X		X		X		BS-R; TSB
Incorporate bicycle safety curriculum in PE Class				X		X		TSB
Math Class - Have students do statistics on the student/parent survey results				X		X		
Educate parents on the pick up and drop off procedures		X		X		X		
Art Class - Poster contest regarding bike safety or have students create signs that say no parking or no idling and then have the "Dad's Club" create signs with the winning poster				X		X		SRTS
Work with the Department of Corrections and Fox Valley Metro Police Department to educate students on protective behaviors		X	X	X	X	X		
Pedestrian Fair/Community Fair - Have a bike rodeo and pedestrian safety training before school starts, invite parents, students, and the community to your school		X	X	X		X		PRS; TSB
Public Service Announcements with local radio station to address pedestrian/bicycling issues and seasonal issues						X		SRTS; Local sponsors
Open House Promotion to distribute safety materials and maps				X		X		SRTS
Educate the community, parents and students on bicycling safety	X	X	X	X	X	X		
Little Chute at the Roundabout Day (educating the community on the proper procedures to navigate through the roundabouts safety)	X	X	X	X	X	X	WisDOT	
ENCOURAGEMENT								
Implement encouragement activities that encourage students to bike and walk to school	X	X	X	X	X	X		
Community Walk to School Day - include high school "superstars" (i.e. Football players, basketball players, etc) or the mayor, the principal, or teachers	X	X	X	X	X	X		SRTS
Walking Wednesdays				X		X		SRTS
Walk to Win Program					X	X		
Frieker Program		X				X		
Mileage Punch Card Program (i.e. double punch days) - Principals don't tell students when they will punch cards and on days with very bad weather tell students they may get "double" punches			X	X		X	WisDOT	
Bike Helmet Awards Program		X	X	X		X		
Create a Walking School Bus Program				X		X	PTA	
Create "preferred" Walking Routes within the Village of Little Chute for students and the community to use	X	X	X	X	X	X		
ENFORCEMENT								
Provide law enforcement officers with bicycle and pedestrian safety training	X	X	X	X	X	X		
Enforcement of speeding on CTH 00/North Ave and Depot St		X			X			
Enforce No Parking Areas around schools using the progressive approach (i.e. 1st - flyer, 2nd - warning, 3rd - ticket person, & 4th - double the fine)		X		X	X	X		
Speed Zone Campaign		X	X	X	X	X		SRTS
Enforce pick up and drop off procedures at and around schools				X	X			
Safety patrol program		X	X			X		
Crossing guard program	X	X						
No Parking or No Idling Signs			X	X		X		

Figure 15: Little Chute Safe Routes to School Recommendations

Projects	V. Little Chute	Fox Valley Metro P.D.	Little Chute S.D.	Individual School	Outagamie Cty. Task Force	Other	Suggested Funding Source(s)
EVALUATION							
Continue to evaluate the bicycle and pedestrian facilities within the Village of Little Chute	X	X	X	X	X	X	
Continue to do students surveys annually			X	X		X	
Continue to do parent surveys annually			X	X		X	
Access school and areas around school	X	X	X	X	X	X	
Do Push Pin mapping to reveal where students are walking and biking from and to demonstrate change			X	X		X	
ENGINEERING							
Consider bicycle and pedestrian facilities for future reconstruction and construction projects within the Village of Little Chute	X	X	X	X	X	X	
Work with Outagamie County and the Village of Little Chute on potential roundabout locations	X	X	X	X	X	X	
Paint ladder style crosswalks	X		X	X	X	X	SRTS
Flashing light for school zone	X			X	X	X	SRTS
PTO to form a "Dad's Club" - which could make signs to help with construction				X		X	
St. John School							
Signage at the entrance on Grand Avenue and the at the exit on Pine Street				X		X	
Have assistants in the parking lot to assist students with getting into and out of their parents cars				X		X	
Have additional cones in the parking lot to direct traffic				X		X	SRTS
Little Chute Elementary School							
Continue to have Grand Avenue and Hans Parkway as a two lane roadway	X		X	X		X	
Proper signage for parent pick up and drop off area	X			X		X	
Crossing guard at Greenfield Drive	X			X		X	
Little Chute Middle School							
Additional bike racks				X		X	SRTS
Have high school students participate in walk to school day	X		X	X			
Continue with education activities to encourage motorists to school down in school zones.	X	X			X	X	SRTS

BS-R: Bicycle Safety - Rodeo

PRS: Pedestrain Road Show-Walking Workshop

TSB: Teaching Safe Bicycling

SRTS: WisDOT Safe Routes to School Program

Exhibit 8
Little Chute Area - Preferred Walking Routes

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

CHAPTER 5: DEVELOPING A SAFETY AND SECURITY CAMPAIGN

COMMUNITY PARTNERS

The Little 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:

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

WALK TO SCHOOL ACTIVITIES

The Little Chute Area Schools will continue to participate in the International Walk to School Day event held in October of every year. The Little Chute PTO serves breakfast to all of the students that walk or bike on International Walk to School Day. The participating schools will also hold various walk to school days throughout the school year.



Students participating in Walk to School Day

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

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

FUNDING AND RESOURCES

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

Additional Funding

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

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

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

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

For more information, contact:

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

Pedestrian Road Show-Walking Workshop (PRS): The Pedestrian Road Show-Walking Workshop provides funding to communities that are working on local expertise and on-going commitment to increase public safety by reducing pedestrian related traffic crashes and injuries while improving the community's Walkability. The grantee will arrange a Pedestrian Road Show/Walking Workshop with a trained facilitator from a BOTS list. The Pedestrian Road Show/Walking Workshop is the initial event to a pedestrian improvement commitment by this community. The invitation of community leaders encourages the formation of a local group of pedestrian advocates and experts to focus on identifying and solving potential problems that affect pedestrian safety and walkability in the local community. They also identify good pedestrian environments and determine how those can be replicated in the less desirable locations for pedestrians.

For more information, contact:

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

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

For more information, contact:

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

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

For more information, contact:

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

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

For more information, contact:

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

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

For more information, visit:

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

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

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

- Carrie Morgan
Wisconsin Department of Natural Resources
Phone: (608) 267-5239
Email: 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 a number of ways 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 Department of Instruction (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 your 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 (DCBA): 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

Bike 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 encourages active and healthy lifestyles in children. The grants are open to non-profit organizations that initiate and support running and fitness programs for kids- which in turn will help them live longer, healthier lives.

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

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

Freiker Program: Freiker (short for FREquent bIKER) program began in 2003 in Boulder, CO. The Freiker Program's goal is to get more children on their bikes every day as a means of transportation to and from school. Each child received a radio frequency identification or RFID, tag to put on his or her helmet. Each day, as the student arrives at or leaves school, he or she can ride under a Freikometer, a machine that reads the tag and uploads a point per day to the website. The

Freikometer reads each student's tag once a day, no matter how many time he or she walk under it. At the end of the year, the points are tallied and can be cashed in to win prizes, like water bottles, posters and iPods.

For more information visit: www.Freiker.org

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