



Fond du Lac School District

SAFE ROUTES TO SCHOOL ACTION PLAN

DEVELOPED BY EAST CENTRAL WISCONSIN
REGIONAL PLANNING COMMISSION
WINTER 2023



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ABSTRACT

Fond du Lac School District Safe Routes to School Action Plan

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SUBJECT: Safe Routes to School Action Plan

DATE: March 24th, 2023

PLANNING AGENCY: East Central Wisconsin Regional Planning Commission
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This Safe Routes to School Action Plan describes the existing conditions at and around schools within the Fond du Lac School District, and is an update from the plan originally developed in 2013. This document includes SRTS Action Plans for the nine elementary schools, one charter school, and three middle schools in the Fond du Lac School District. Redeemer Lutheran, a K-8th grade school, is also included in the plan.

SRTS staff conducted walk and bike audits to outline the assets and challenges of each school's existing SRTS programming and infrastructure. The information from audits, in conjunction with information gathered by parents of students, and local and national SRTS best practices are used to develop recommendations for each individual school. Recommendations included in this plan are based on the 6 E's of the SRTS Program. To learn more information on the 6 E's, see page five of this plan.



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WHAT IS SAFE ROUTES TO SCHOOL?

Safe Routes to School (SRTS) is a national movement that aims to make it safe, convenient, and fun for children of all ages and abilities to walk, bike, or roll to school. The movement started due to the declining numbers of children using active transportation to travel to school, as well as the upward trend of childhood obesity.

Active travel connects people, develops friendships, creates healthy opportunities, and empowers youth to be active and independent. Safe Routes to School programs play a pivotal role in communities' efforts to become more inviting, accessible, and inclusive.

WHY SAFE ROUTES TO SCHOOL?

Dramatically fewer students walk and bike to school today than even one generation ago. Parent concerns about traffic safety, fears about their children's personal safety, and a lack of sidewalks or trails around the school are some of the reasons for this downward trend. As more students are driven to school, congestion and traffic safety concerns increase. By addressing these issues and concerns Safe Routes to School initiatives can increase the number of students who are able to walk and bike to school, bringing benefits to the students, the school and the community.



THE 6 E's OF SAFE ROUTES

Improvements to safe and equitable walking and bicycling experiences can be provided for students and community members through the implementation of SRTS 6 E's. Participating in events and programs helps to educate and engage the community. In addition, engineering upgrades and installation of proper bicycle and pedestrian facilities will improve access and safety.



REGIONAL SAFE ROUTES TO SCHOOL PROGRAM OVERVIEW

FREQUENT WALKER

This program encourages students to walk before, during, and after school by making it fun and rewarding. This program provides students who cannot walk to school the opportunity to be active during the school day. Students walk along a designated route and track their distance.

WALKING SCHOOL BUS

Actually, there is no bus at all. It can be as simple as two families taking turns walking their children to school or as formal as a structured route with a timetable, designated stops and assigned adult volunteers. What's important is to simply start moving and help our children discover that their journey to school can start with their own feet.

WALKING & BIKING EVENTS

These annual events encourage students, teachers and parents to get out of the car and walk or bike to school. Safe Routes to School provides participating schools with a toolkit and giveaways for students.

CURRICULUM & ASSEMBLIES

We offer curriculum on bike and pedestrian safety, Project RADAR (school zone safety), and snowshoeing. Our staff is available upon request to present.

BICYCLE BLENDERS

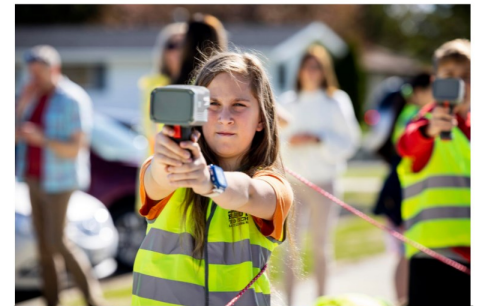
Five stationary bikes with blenders attached, mixing delicious smoothies or slushies as you pedal.

BICYCLE FLEET

A fleet of 18 bicycles available for schools to check out and use to teach bicycle safety curriculum through their physical education program.

SNOWSHOE FLEET

40 snowshoes in various sizes available to check out and use to teach winter walking curriculum or for events.



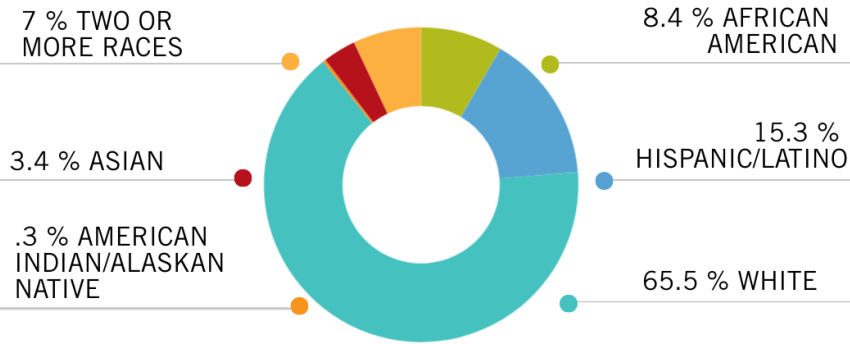
***All equipment and programs available to K-8 schools within the region at no charge.**

FOND DU LAC SHOOL DISTRICT OVERVIEW

The Fond du Lac School District covers about 75 square miles and is located in Fond du Lac County. The district operates 14 school buildings, including 9 elementary schools, 3 middle schools, Fond du Lac High School and the STEM Academy (Gr. 5-12) charter school.

TOTAL STUDENTS

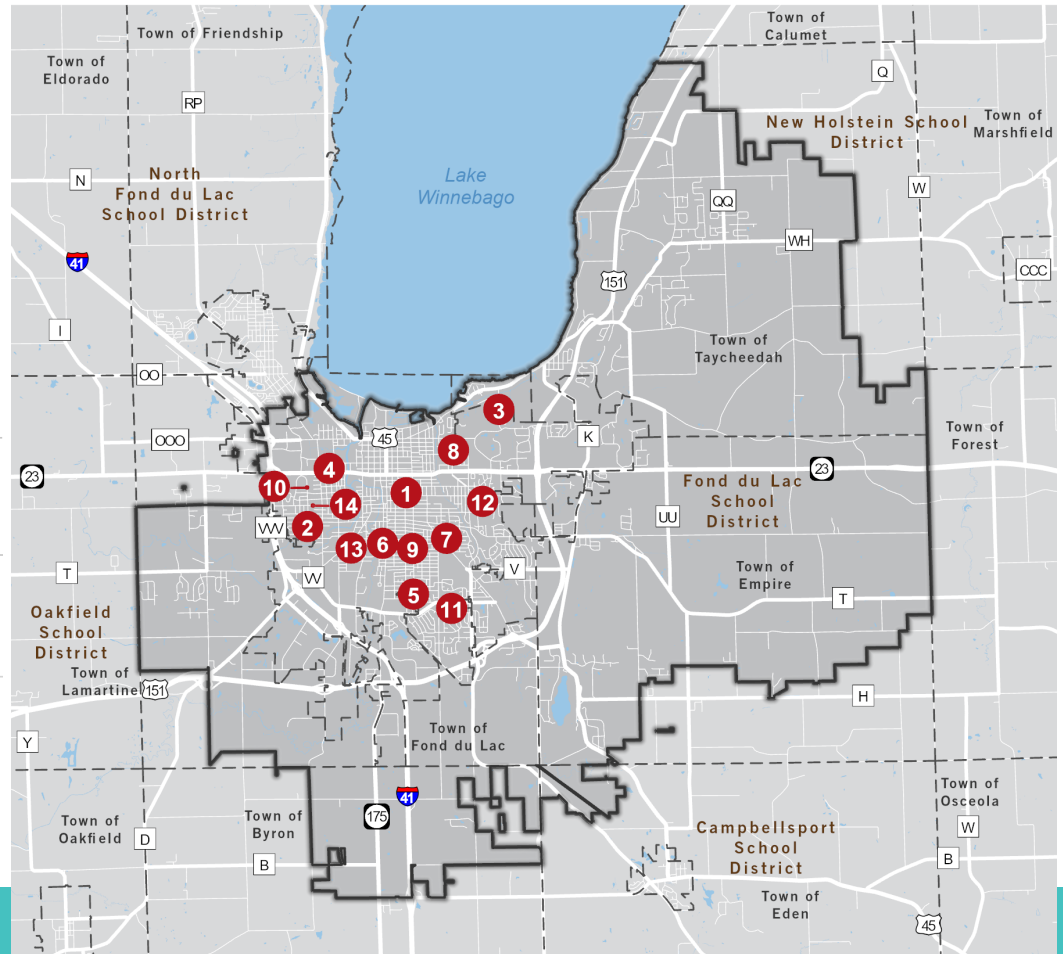
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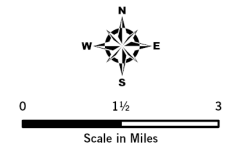
ENROLLMENT BY GENDER

50.5% MALE | 49.5% FEMALE

School District Overview | Fond du Lac School District



- Fond du Lac School District
- 1** Chegwin Elementary
- 2** Evans Elementary
- 3** Lakeshore Elementary
- 4** Parkside Elementary
- 5** Pier Elementary
- 6** Riverside Elementary
- 7** Roberts Elementary
- 8** Rosenow Elementary
- 9** Waters Elementary
- 10** Sabish Middle
- 11** Theisen Middle
- 12** Woodworth Middle
- 13** Fond du Lac STEM
- 14** Redeemer Lutheran Grade School



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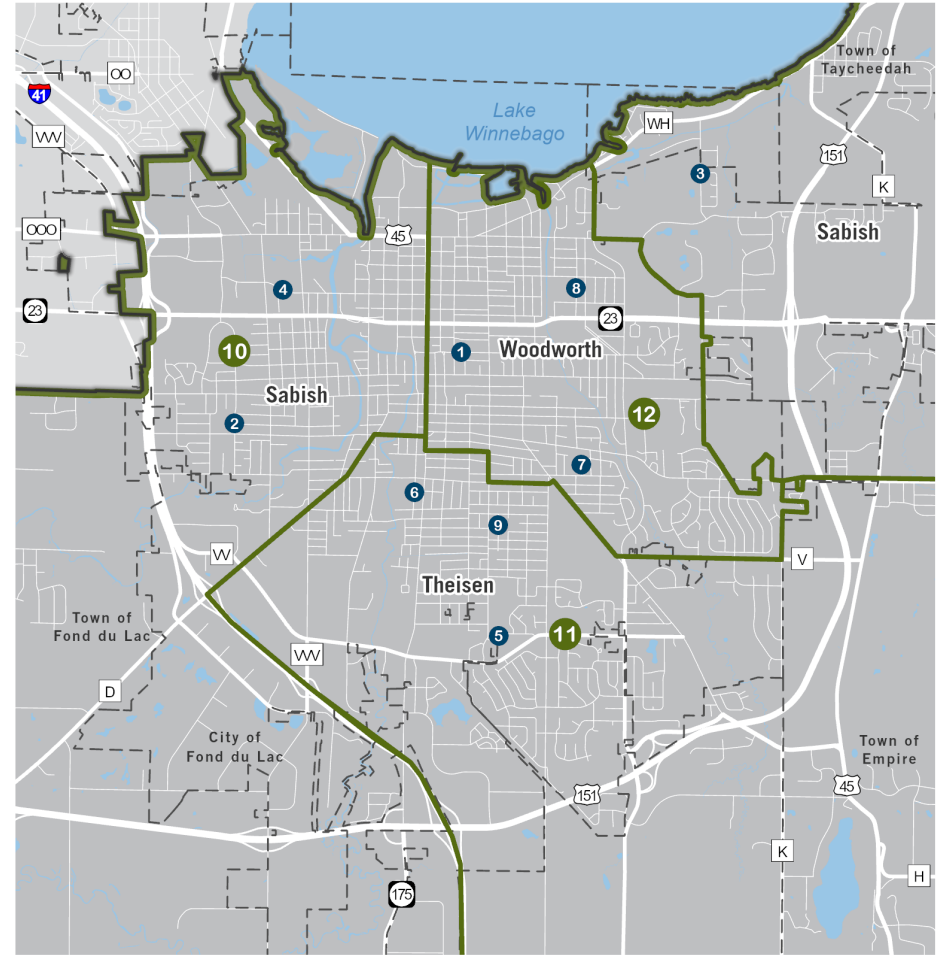
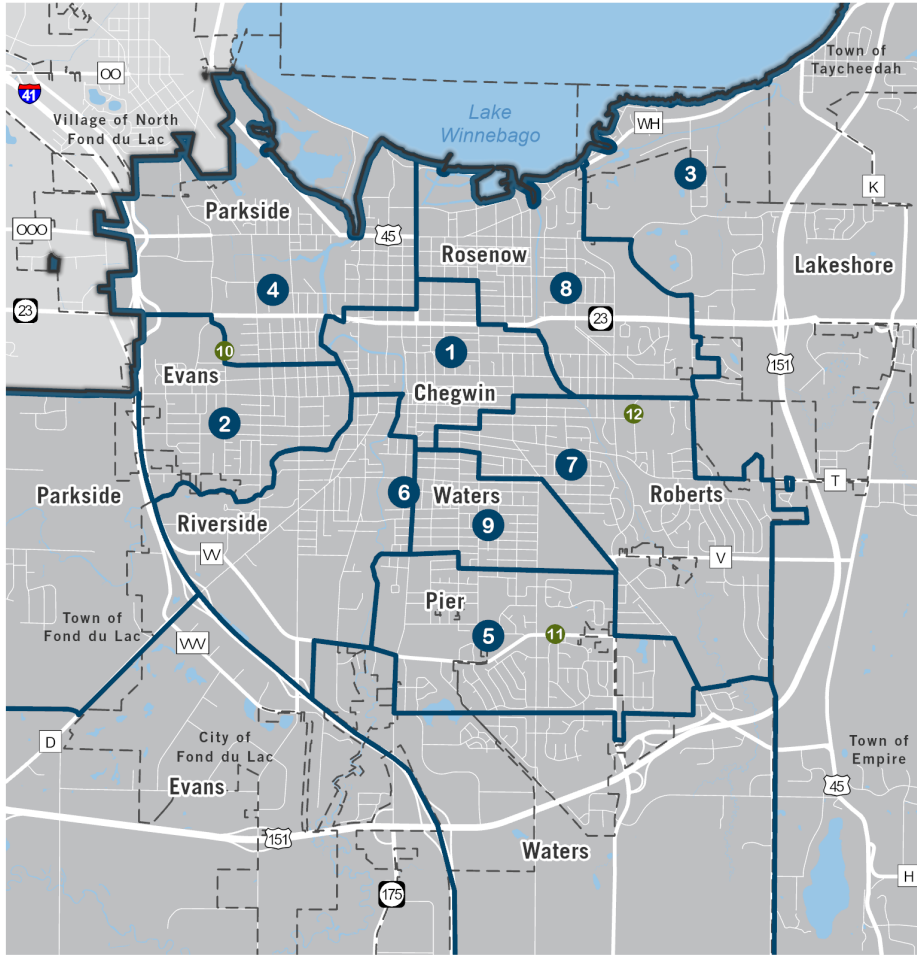
















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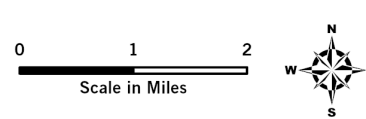
UHB/TRANSPORTATION POLICY

The Fond du Lac School District provides transportation to elementary students (Grades K-5) who reside outside of the city of Fond du Lac's city limits and who live two or more miles from the school in which they attend. For secondary students (Grades 6-12), transportation is provided to students living in rural areas more than two miles away from their attendance area school. Transportation is also provided to students who attend a special education program and who require transportation in their IEP (Individual Educational Program). Finally, transportation is provided to students in grades K4-5 who reside less than two miles from school whose walking route to school is deemed unusually hazardous.

Elementary and Middle School Enrollment Boundaries | Fond du Lac School District



- | | | |
|---|--|--|
|  Elementary Attendance Boundaries |  1 Chegwin Elementary |  7 Roberts Elementary |
|  Middle School Attendance Boundaries |  2 Evans Elementary |  8 Rosenow Elementary |
|  Fond du Lac School District |  3 Lakeshore Elementary |  9 Waters Elementary |
|  Municipal Boundary |  4 Parkside Elementary |  10 Sabish Middle |
| |  5 Pier Elementary |  11 Theisen Middle |
| |  6 Riverside Elementary |  12 Woodworth Middle |



PREPARED MARCH 2023 BY:



Source:
School enrollment boundaries provided by Fond du Lac School District. Base data provided by Regional Counties, 2021. SRTS data provided by ECWRPC, 2022.

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FOND DU LAC SCHOOL DISTRICT PARENT SURVEY RESULTS

Top 5 reasons parents allow their child to walk or bike to school

1- Distance

2- Convenience

3- Weather

4- Sidewalks or Pathways

5- Time

Top 5 reasons parents DO NOT allow their child to walk or bike to school

1- Distance

2- Intersections and crossings

3- Speed of traffic along route

4- Amount of traffic along route

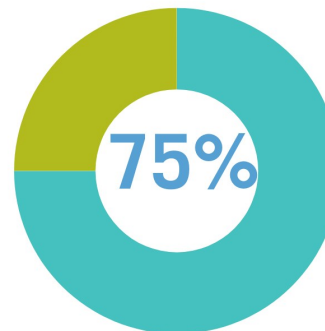
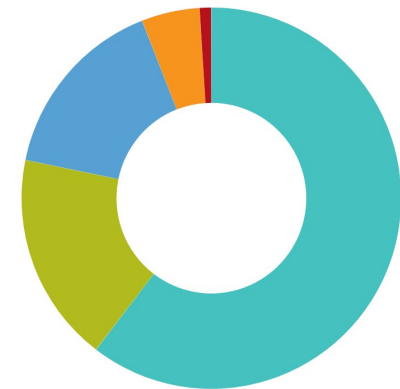
5- Lack of adults to walk and bike with

PARENT RESPONSES

341

STUDENTS MODES OF TRANSPORTATION




















- 61%** Of students are driven to school
- 18%** Of students ride the school bus
- 16%** Of students walk to school
- 5%** Of students bike to school
- <1%** Of students use city transit

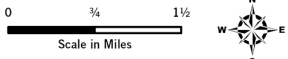


75% of parents within the Fond du Lac School District believe their child needs walking or biking safety education at school

Existing Bike & Pedestrian Network

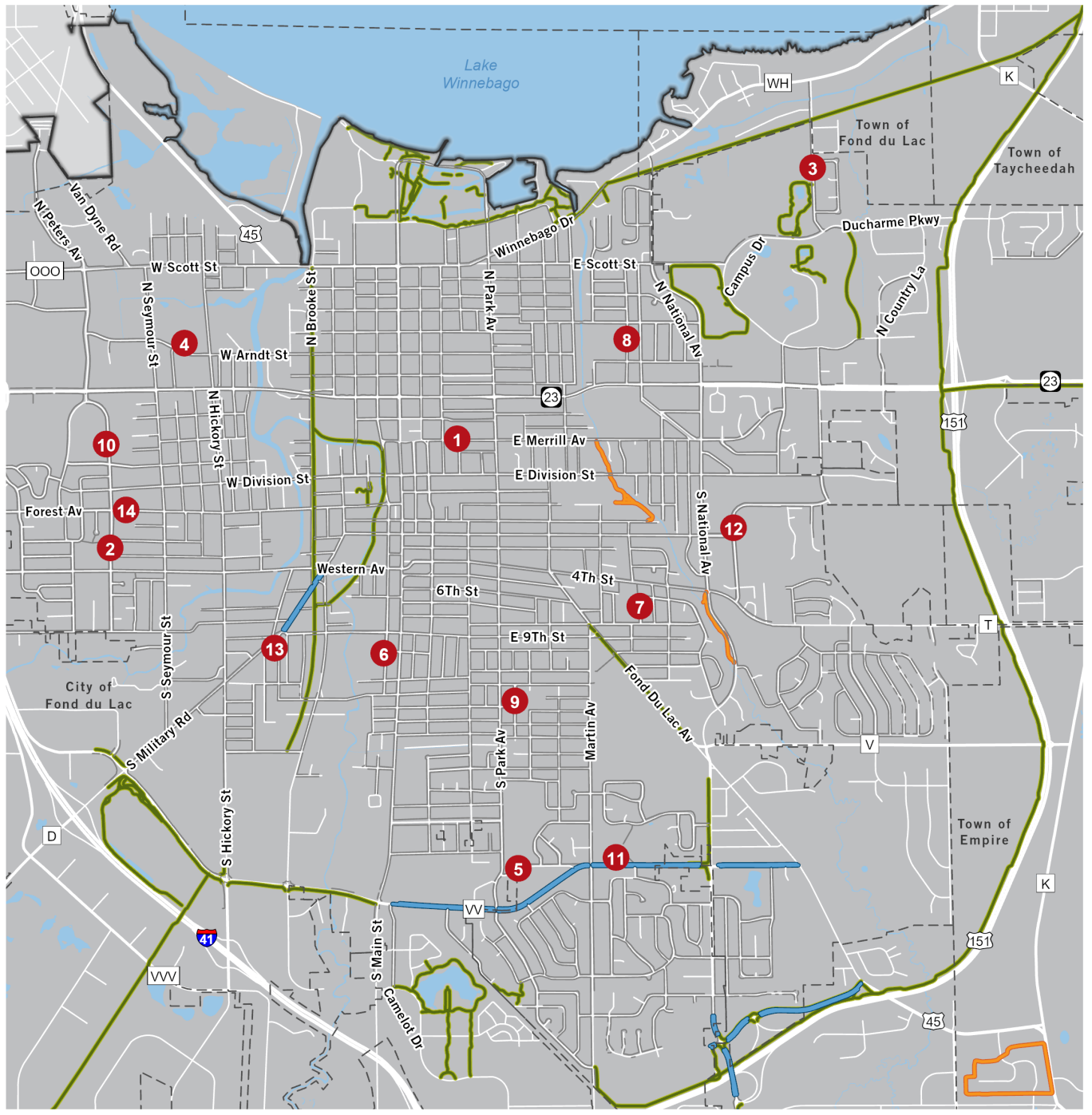
Fond du Lac School District

-  Bike Lane
-  Off Road Paved
-  Off Road Unpaved
-  Sidewalk
-  Fond du Lac School District
-  1 Chegwin Elementary
-  2 Evans Elementary
-  3 Lakeshore Elementary
-  4 Parkside Elementary
-  5 Pier Elementary
-  6 Riverside Elementary
-  7 Roberts Elementary
-  8 Rosenow Elementary
-  9 Waters Elementary
-  10 Sabish Middle
-  11 Theisen Middle
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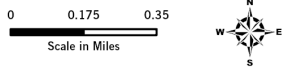
Source:
Household Income data provided by ACS, 2016-2020. Base data provided by Regional Counties, 2021. SRTS data provided by ECWRPC, 2022.

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BICYCLE AND PEDESTRIAN CRASHES 2017-2021¹

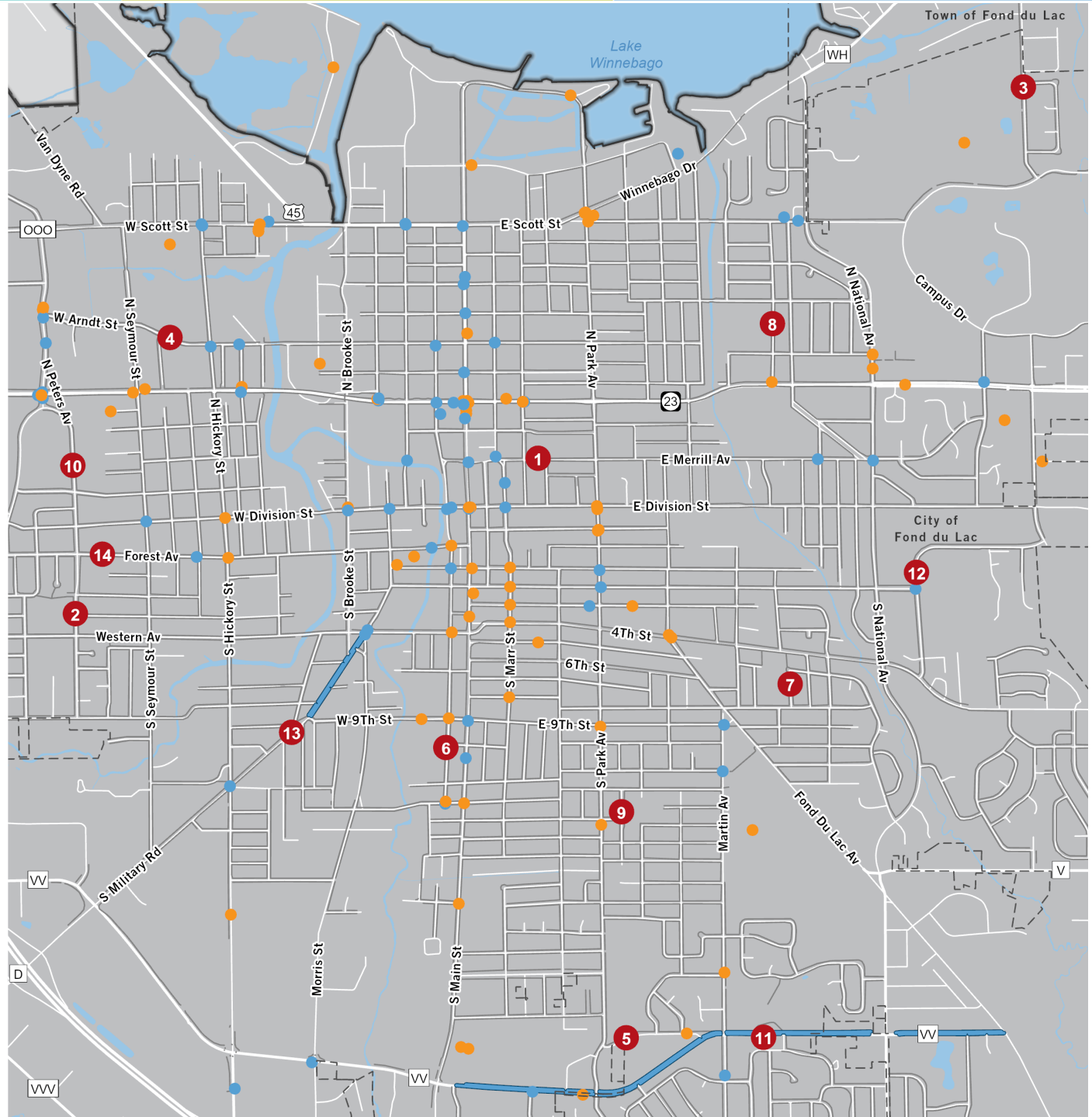
- Pedestrian Crash
 - Bicyclist Crash
 - Bike Lane
 - Sidewalk
- 1 Chegwin Elementary
 - 2 Evans Elementary
 - 3 Lakeshore Elementary
 - 4 Parkside Elementary
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 - 6 Riverside Elementary
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EQUITY ANALYSIS

The Safe Routes to School Equity Analysis identifies schools that would benefit from additional resources to promote safe walking and bicycling. Data shows that people walking and bicycling in under-privileged communities suffer from higher injury and fatality rates than the general population.²

With this in mind, the percent of students receiving free and reduced cost lunch, the median household income, the percent of households without access to a vehicle, and the percent of arterials a half a mile around the school were collected and analyzed to identify the top four priority schools within the Fond du Lac School District. Knowing these locations can guide decisions for where improvements and involvement in the SRTS Program should be focused. It also identifies locations where bike and pedestrian facilities can be upgraded and installed.



MEDIAN HOUSEHOLD INCOME

Median household income is used to identify the block groups where more children may be walking and bicycling.

A low-income family is generally defined as one in which the family income is no more than twice the federal poverty limit. The 2022 poverty limit in WI is \$27,750 for a family of four, which means a low-income family of four makes \$55,500 or less.³

FREE AND REDUCED COST LUNCH PROGRAM

Family income is also used to qualify students for the Free and Reduced Cost Lunch Program under the National School Lunch Program, which is outlined for each school in the table on page 15.

LIMITED TO NO ACCESS TO A VEHICLE

Cars are expensive to purchase and to maintain, even more so for families with limited resources.

Families with limited to no access to a vehicle are more likely to use transit, or walk or bike to school, and in turn, would benefit greatly from improved infrastructure for walk and bicycling.

PROXIMITY TO ARTERIAL ROADS

Arterial roads can be classified as roads which move high volumes of traffic over a long distance at high speeds.⁴

By looking at the percentage of arterials within a half mile radius of each school, we are able to prioritize certain schools when making bicycle and pedestrian recommendations.

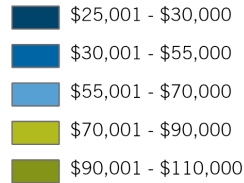
Data shows children from low-income families are twice as likely to walk to school as children from higher-income families. SRTS initiatives have many benefits including safety improvements for low-income communities and schools.⁵

According to the data, Chegwin, Pier, Parkside, and Roberts Elementary schools as well as Sabish and Theisen Middle Schools are located within the borders of a low-income family block.

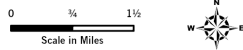
With typically higher rates of walking, biking, and skating to school, students at underserved schools are particularly vulnerable to unsafe routes that lack bicycle and pedestrian accommodations, and where drivers speed. The equity analysis assessment can be used to identify schools that could benefit from additional resources as well as locations that lack physical infrastructure to promote safe walking and biking.

Median Household Income by Census Tract | Fond du Lac School District

2016-2020 ACS Median Household Income



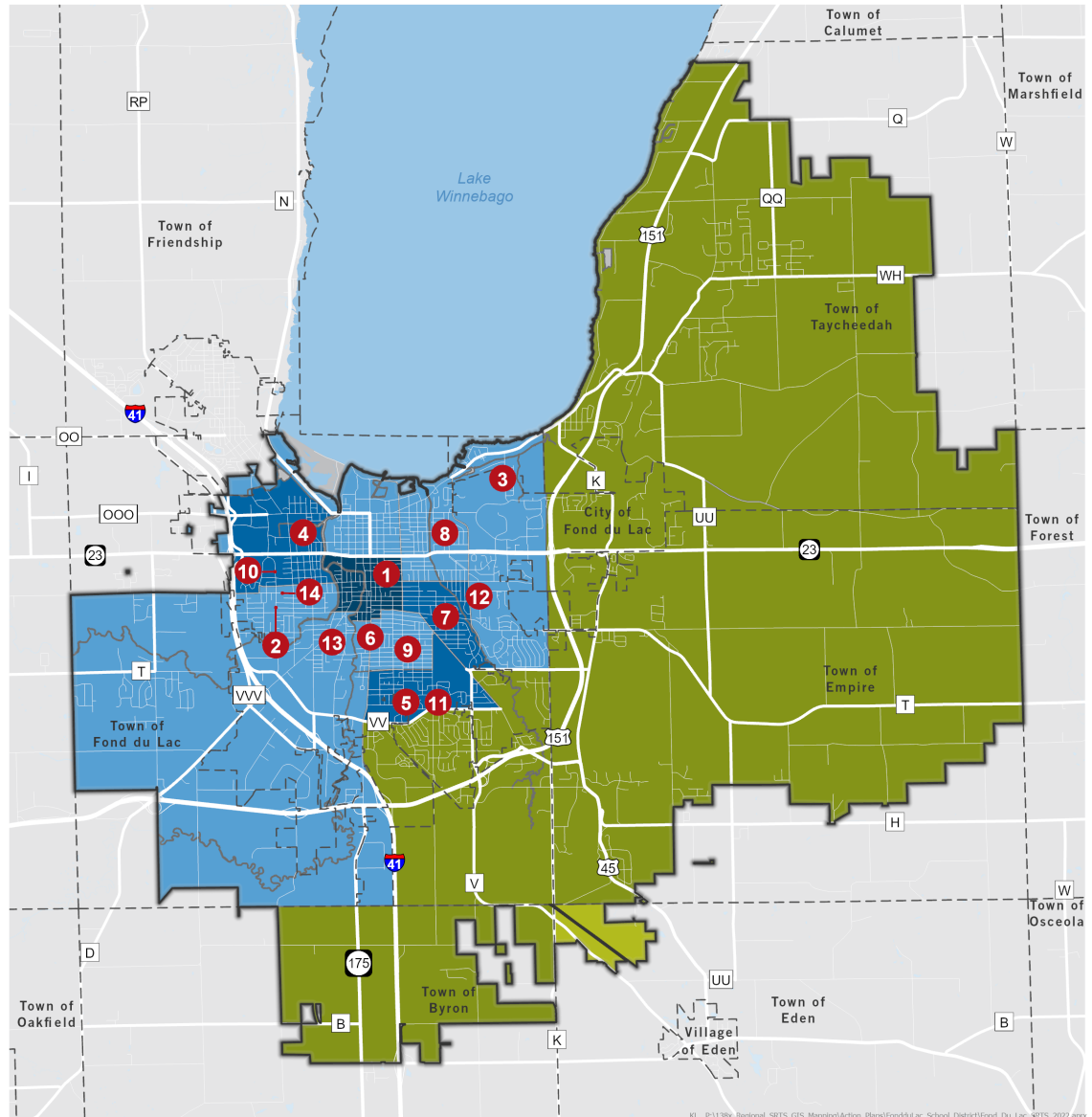
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EQUITY ANALYSIS

The equity needs score on the right is used to prioritize schools based on need. Schools could score anywhere from 4 to 20 points, with the higher number being a school with higher needs. Scores are based off of how schools ranked in the following categories: Free and Reduced Cost Lunch rates, Median Household Income, Percent of Arterial Roads, and Household Access to a Vehicle. The scores to the right aided in ranking the top 4 priority schools which would benefit most from increased bike and pedestrian infrastructure in their neighborhoods.

School Name	Median Household Income ⁶	Percent of Students Receiving Free and Reduced Cost Lunch ⁷	Percent of Households with No/Limited Access to a Vehicle ⁸	Percent of Arterial Roads (Minor and Principal) ⁹	Equity Needs Score
Chegwin Elementary School	\$28,165	83.61%	18.42%	22.19%	18
Riverside Elementary School	\$66,304	76.07%	7.49%	32.47%	14
Parkside Elementary School	\$49,586	88.12%	6.51%	15.77%	12
Woodworth Middle School	\$62,559	49.79%	10.12%	27.91%	12
Sabish Middle School	\$49,586	61.28%	7.69%	13.17%	10
Pier Elementary School	\$49,448	55.23%	6.15%	13.38%	10
Rosenow Elementary School	\$62,820	48.67%	4.55%	22.99%	10
Theisen Middle School	\$49,448	39.31%	5.76%	22.40%	10
Evans Elementary School	\$62,738	54.93%	5.05%	17.10%	8
Waters Elementary School	\$63,308	45.15%	5.7%	12.83%	8
Roberts Elementary School	\$54,605	38.68%	7.8%	17.77%	8
Fond du Lac STEM Academy	\$66,304	47.15%	7.51%	13.27%	8
Lakeshore Elementary School	\$62,559	18.67%	6.96%	14.48%	6
Redeemer Lutheran School	\$62,738	31.58%	7.51%	13.22%	6



CHEGWIN ELEMENTARY SCHOOL QUICK FACTS

School Enrollment: 270
 Percent of English Learners: 21.5% (58 Students)
 Free and Reduced Cost Lunch Rate: 83.61%
 Median Household Income: \$28,165
 Arrival Time: 8:00 AM
 Dismissal Time: 3:15 PM
 Grades Served: PreK-5th Grade

**See appendix for school demographic data sources*

EXISTING SRTS PROGRAMS AT THE SCHOOL

Frequent Walker Program
 Bike to School Day
 Walk to School Day

RECOMMENDED SRTS PROGRAMS

Walking School Bus Program

ASSETS

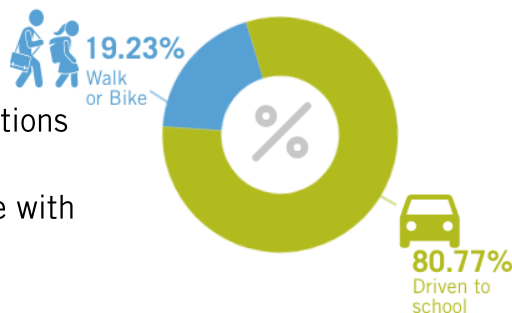
- » School has access to multiple streets for parents to drop off and pick up
- » Students understood and followed procedures for arrival and dismissal

CHALLENGES

- » Parents dropping off on both sides of Rees Street and double parking, which blocked traffic
- » Students arriving late to school






PARENT SURVEY SUMMARY - PARENT CONCERNS

- Speed of traffic
- Amount of traffic
 - Main St.
 - Johnson St.
- Safety concerns about intersections and crossings
- Lack of adults to walk and bike with
- Lack of crossing guards
 - Park Ave. & Merrill Ave.



CHEGWIN ELEMENTARY SCHOOL CIRCULATION MAP



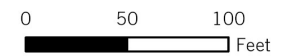
-  **Bike Parking/Rack**
-  **Bus Loading Area**
-  **Parent Pickup/Drop Off**
-  **Parent/General Parking**
-  **No Parking**

Audit Observation

Car Count: 122

Pedestrian Count: 30

Bicycle Count: 4



Source:
Base data provided by Fond du Lac County 2020.
SRTS data provided by ECRPC 2022.

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RECOMMENDATIONS FOR CHEGWIN ELEMENTARY SCHOOL

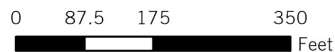
The recommendations listed here offer a selection of location specific ideas that can be implemented in and near the area around the school. The recommendations include both infrastructure and programming components. Please refer to the map for the specific location and the table below for more detail.

ID	TYPE	RECOMMENDATION	BENEFIT	PRIORITY
INFRASTRUCTURE				
A	Signage	Consider replacing “Pedestrian Crossing” signs on Rees Street and Merrill Avenue.	Improves safe crossings for pedestrians.	Low
B	Signage	Replace “No Parking” sign on Merrill Avenue.	Adequate signage to clearly define expectations.	Low
C	Intersection Improvement	Paint standard style crosswalk on all four legs of the intersection of Rees Street and Marquette Street, and three legs of Rees Street and Park Avenue.	High visibility crosswalk improves safe crossings for pedestrians.	High
D	Intersection Improvement	Repaint ladder style crosswalk from Olcott Street across E. Merrill Avenue.	High visibility crosswalk improves safe crossings for pedestrians.	Medium
E	Intersection Improvement	Curb cuts should be angled into crosswalks at Johnson Street and Amory Street and at Rees Street and Amory Street.	ADA ramp updates to improve safe crossings for all pedestrians.	Low
PROGRAMMING				
F	Programming	Consider opening gate on Amory Street so students could access the playground on the west side of the school.	Reduces congestion on Rees Street.	High
G	Programming	Consider starting Walking School Bus Program for students crossing Park Aveue at Merrill Avenue.	Improves safe crossings for pedestrians.	Medium
H	Education	Encourage parents to use Amory Street for drop-off and pick-up instead of parking on the north side of Rees Street.	Reduces pedestrian interactions with vehicles.	High
I	Education	Provide parent circulation map and education on drop-off and pick-up procedures.	All families know and understand procedures/expectations.	High

Chegwin Elementary School

Walk & Bike Audit Recommendations

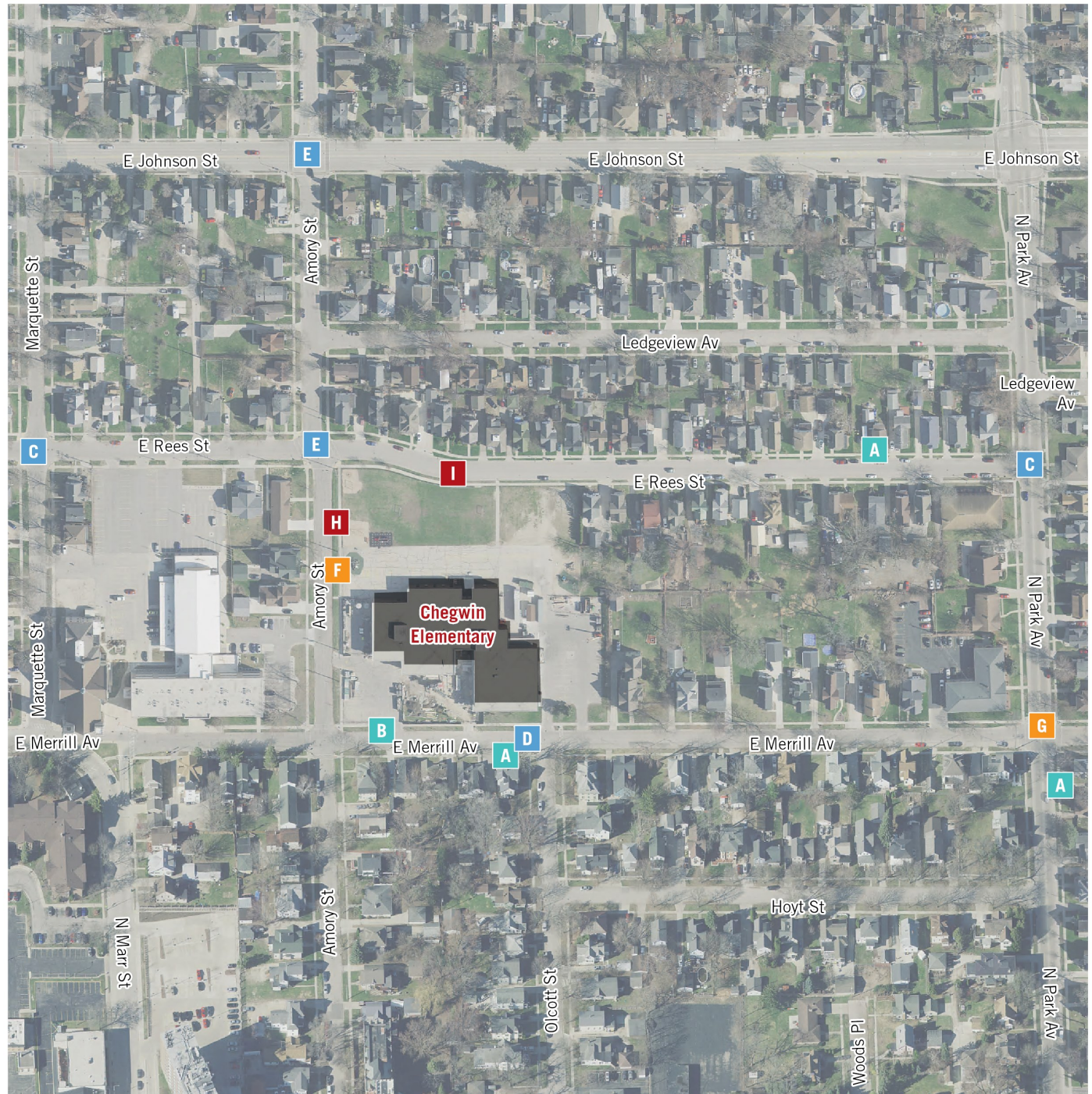
- Signage Improvement
- Intersection Improvement
- Programming Improvement
- Education Improvement



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EVANS ELEMENTARY SCHOOL QUICK FACTS

School Enrollment: 267
 Percent of English Learners: 6% (16 Students)
 Free and Reduced Cost Lunch Rate: 55%
 Median Household Income: \$62,738
 Arrival Time: 8:15 AM
 Dismissal Time: 3:15 PM
 Grades Served: PreK-5th Grade

**See appendix for school demographic data sources*

EXISTING SRTS PROGRAMS AT THE SCHOOL

Walk to School Day
 Bike to School Day
 Winter Walk to School Month
 Frequent Walker Program

RECOMMENDED SRTS PROGRAMS

Pedestrian safety education for students
 Walking School Bus

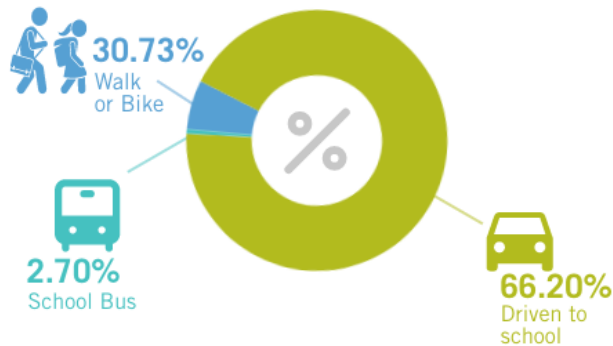
PARENT SURVEY SUMMARY - PARENT CONCERNS

-High speed of traffic on Western Ave.

-Inattentive drivers

-Intersections of concern

- Evans Dr. & Western Ave.
- Peters Ave. & Western Ave.
- Forest Ave. & Hickory St.



ASSETS








- » Staff and student safety patrol assisting with students crossing
- » Parents parking in the church parking lot across Western Avenue alleviates congestion on S. Peters Avenue
- » Staff assistance outside of school during after school pick-up

CHALLENGES

- » Parents not utilizing the kiss'n'go lane properly
- » Parents parking in bus loading area

EVANS ELEMENTARY SCHOOL CIRCULATION MAP



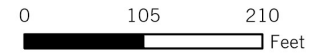
-  Student Safety Patrol
-  Bike Parking/Rack
-  Bus Loading Area
-  Parent Pickup/Drop Off
-  Parent/General Parking
-  Staff Parking
-  No Parking

Audit Observation

Car Count: 55

Pedestrian Count: 134

Bicycle Count: 10



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RECOMMENDATIONS FOR EVANS ELEMENTARY SCHOOL

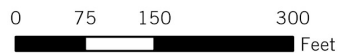
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ID	TYPE	RECOMMENDATION	BENEFIT	PRIORITY
INFRASTRUCTURE				
A	Signage	Trim tree branches covering “School Zone Speed Limit” sign and “Pedestrian Crossing” sign heading north on Peters Avenue.	Improves safe crossings and clearly define speed limits and school zones.	High
B	Signage	Consider replacing the “School Zone Speed Limit” sign on the north side of Peters Avenue.	Clearly define speed limits and school zones.	Medium
C	Intersection Improvement	Paint standard style crosswalks on all four legs of intersection of Evans Drive and Western Avenue and Evans Drive and Bragg Street.	High visibility crosswalk improves safe crossings for pedestrians.	Low
D	Route Improvement	Repaint yellow curbing along Peters Avenue from Western Avenue to Bragg Street.	Parents are aware of no parking zone.	High
PROGRAMMING				
E	Programming	Paint no parking area in kiss’n’go entrance in the right lane from Peters to the curb cut.	Parking restrictions improve sight lines for motorists and pedestrians.	High
F	Programming	Paint crosswalk from the curb cut to parking lot entrance.	High visibility crosswalk improves safe crossings for pedestrians.	High
G	Education	Provide parent circulation map and education on proper use of the kiss’n’go lane.	All families know and understand procedures/ expectations.	High
H	Education	Remind students to cross in the designated crosswalk areas.	Students behaviors are predictable and reduces interactions between vehicles and pedestrians.	High
I	Education	Encourage parents to park on school side of Western Avenue for an alternative pick-up location.	Reduces congestion in the kiss’n’drop lane and on Peters Avenue.	Medium

Evans Elementary School

Walk & Bike Audit Recommendations

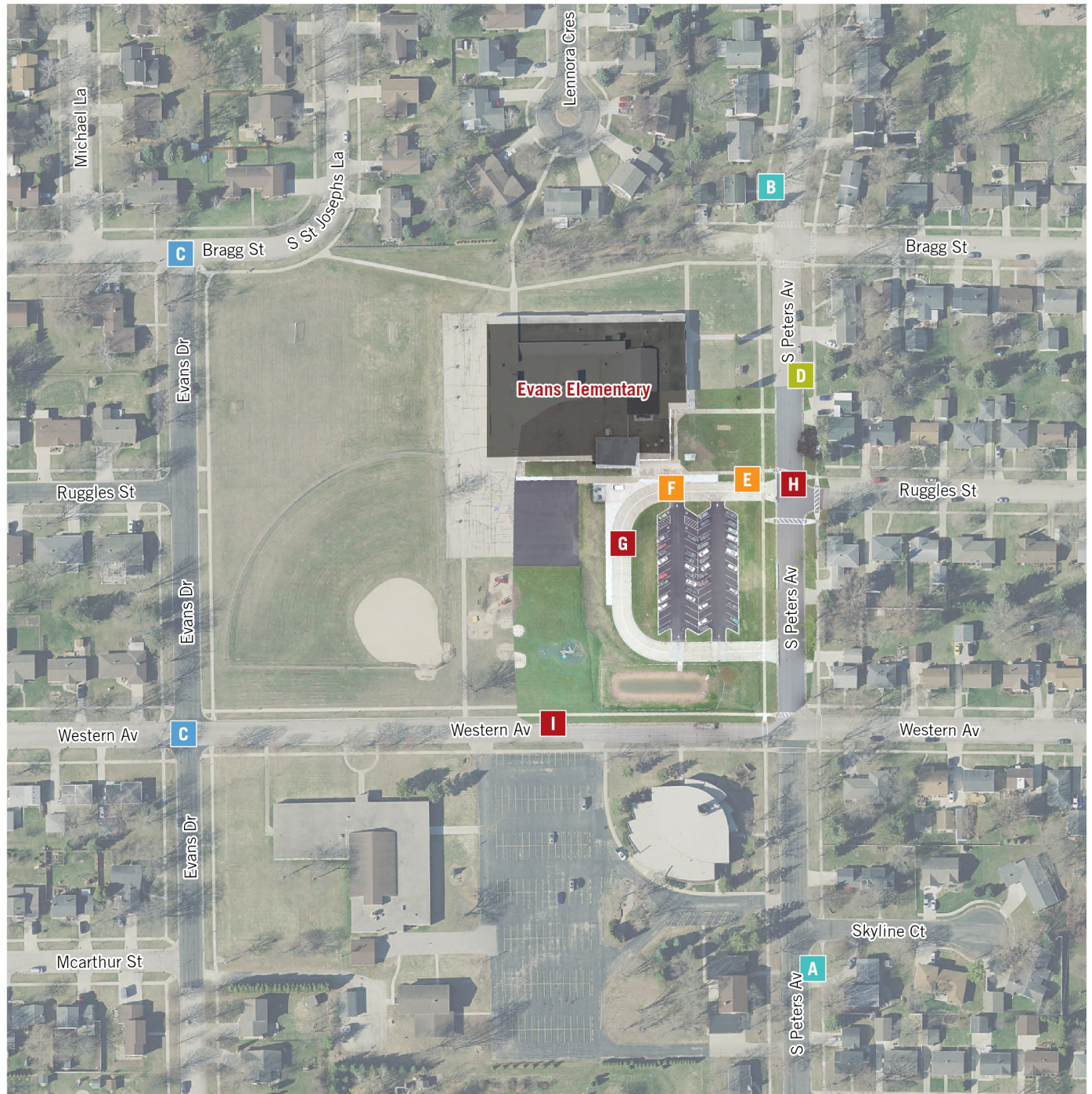
- Signage Improvement
- Intersection Improvement
- Route Improvement
- Programming Improvement
- Education Improvement

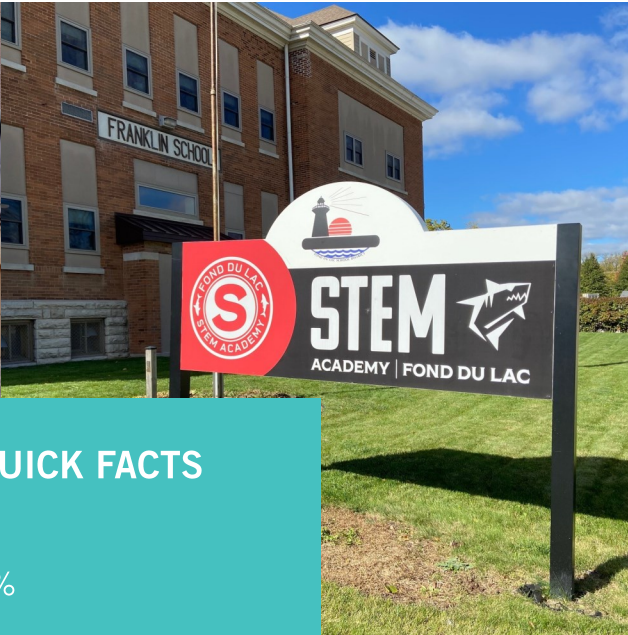


Source:
Base data provided by Fond du Lac County 2020.
SRTS data provided by ECWRPC 2022.

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PREPARED FEBRUARY 2023 BY:





FOND DU LAC STEM ACADEMY QUICK FACTS

School Enrollment: 124
 Percent of English Learners: 0%
 Free and Reduced Cost Lunch Rate: 46%
 Arrival Time: 8:00 AM
 Dismissal Time: 3:00 PM
 Grades Served: 5th-12th Grade

**See appendix for school demographic data sources*

EXISTING SRTS PROGRAMS AT THE SCHOOL

- Walk to School Day
- Bike to School Day
- Winter Walk to School Day
- Frequent Walker Program

RECOMMENDED SRTS PROGRAMS

- Project RADAR
- Bike Safety Education

ASSETS

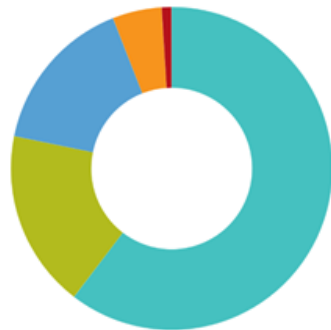
- » Parents pull into the parking lot to drop off which reduces safety concerns on Ann Street

CHALLENGES

- » Students parking on Ann Street between parking lot entrances reduced Ann Street to one lane
- » Railroad tracks on Military Road raise concern for walkers and bikers and hold up parents dropping off

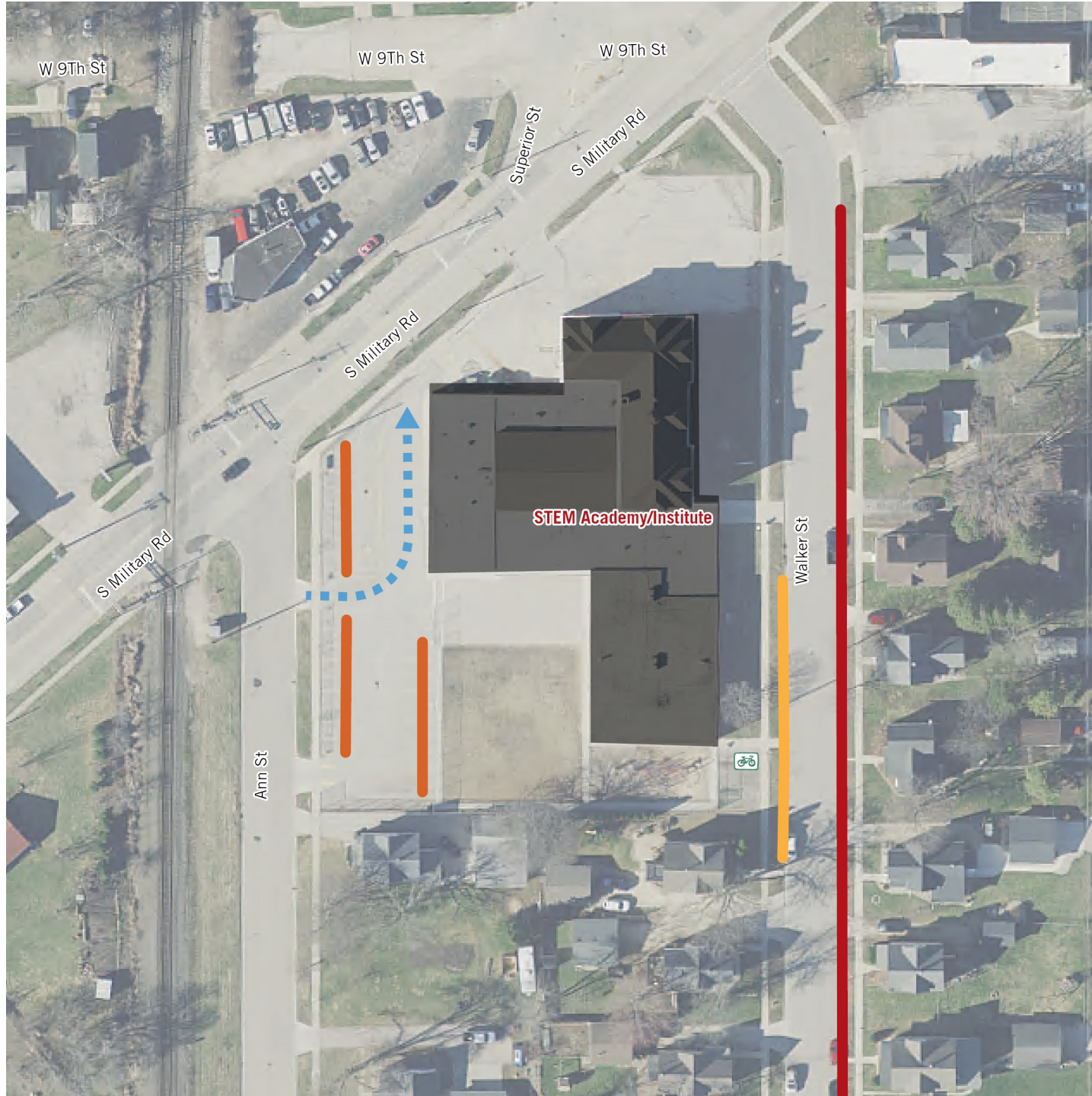
STUDENTS MODES OF TRANSPORTATION






- 61%** Of students are driven to school
- 18%** Of students ride the school bus
- 16%** Of students walk to school
- 5%** Of students bike to school
- <1%** Of students use city transit



Above data is representation of the entire district due to lack of parent responses from FDL STEM Academy

FOND DU LAC STEM ACADEMY CIRCULATION MAP



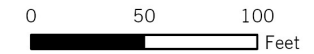
-  **Bike Parking/Rack**
-  **Bus Loading Area**
-  **Parent Pickup/Drop Off**
-  **Staff Parking**
-  **No Parking**

Audit Observation

Car Count: 76

Pedestrian Count: 7

Bicycle Count: 4



Source:
Base data provided by Fond du Lac County 2020.
SRTS data provided by ECWRPC 2022.

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PREPARED FEBRUARY 2023 BY:



RECOMMENDATIONS FOR FOND DU LAC STEM ACADEMY SCHOOL

The recommendations listed here offer a selection of location specific ideas that can be implemented in and near the area around the school. The recommendations include both infrastructure and programming components. Please refer to the map for the specific location and the table below for more detail.

ID	TYPE	RECOMMENDATION	BENEFIT	PRIORITY
INFRASTRUCTURE				
A	Signage	Replace “School Zone Speed Limit” sign on Military Road.	Clearly define speed limits and school zones.	High
B	Signage	Add a “Wrong Way” sign within the parking lot or paint arrows directing traffic.	Clearly defines the travel path through the parking lot	High
C	Intersection Improvement	Paint standard style crosswalks on all legs of 11 th Street and Ann Street, and 11 th Street and Walker Street.	High visibility crosswalk improves safe crossings for pedestrians.	High
D	Intersection Improvement	Paint ladder style crosswalk at Military Road across Ann Street.	High visibility crosswalk improves safe crossings for pedestrians.	High
E	Route Improvement	Repaint section of curbing as “No Parking” on Ann Street.	Improve traffic flow on Ann Street by preventing vehicles from parking by parking lot entrance.	High
PROGRAMMING				
F	Programming	Move student parking to the parking lot north of the school.	Reduces the number of vehicles parked on Ann Street.	High
G	Education	Remind parents to pull all the way forward in the drop-off and pick-up line.	Prevents a back-up in the parking lot and on Ann Street.	High
H	Education	Provide school families with a parent procedure map.	All families know and understand procedures/expectations.	Low

Fond du Lac STEM Academy

Walk & Bike Audit Recommendations

- Signage Improvement
- Intersection Improvement
- Route Improvement
- Programming Improvement
- Education Improvement

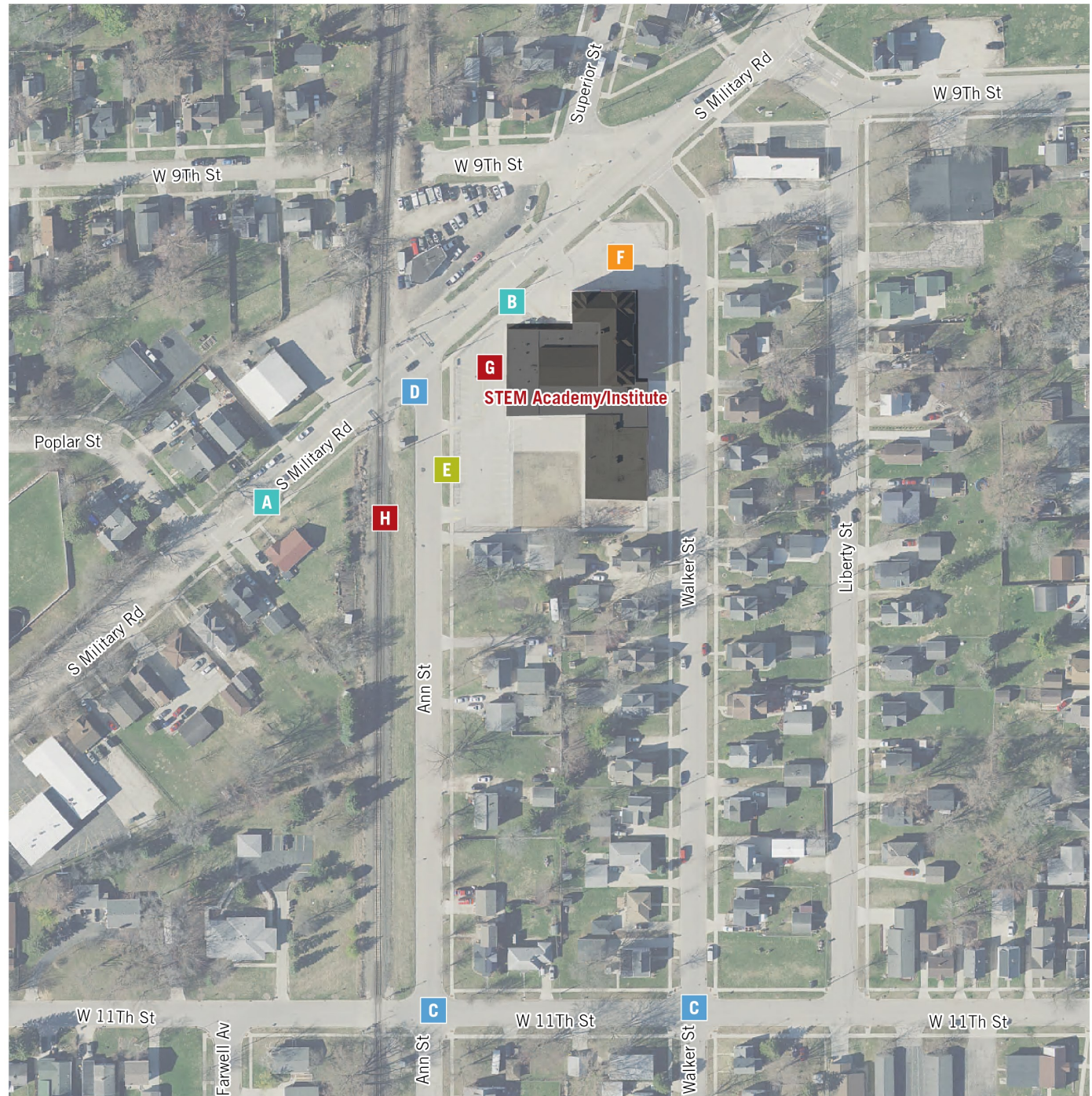


0 50 100 200
Feet

Source:
Base data provided by Fond du Lac County 2020.
SRTS data provided by ECWRPC 2022.

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PREPARED FEBRUARY 2023 BY:





LAKESHORE ELEMENTARY SCHOOL QUICK FACTS

School Enrollment: 362
 Percent of English Learners: 1.1% (4 Students)
 Free and Reduced Cost Lunch Rate: 18.67%
 Median Household Income: \$62,559
 Arrival Time: 8:40 AM
 Dismissal Time: 3:40 PM
 Grades Served: Kindergarten-5th Grade

**See appendix for school demographic data sources*

EXISTING SRTS PROGRAMS AT THE SCHOOL

Walk to School Day
 Bike to School Day
 Winter Walk to School Month
 Frequent Walker Program

RECOMMENDED SRTS PROGRAMS

Project RADAR

ASSETS

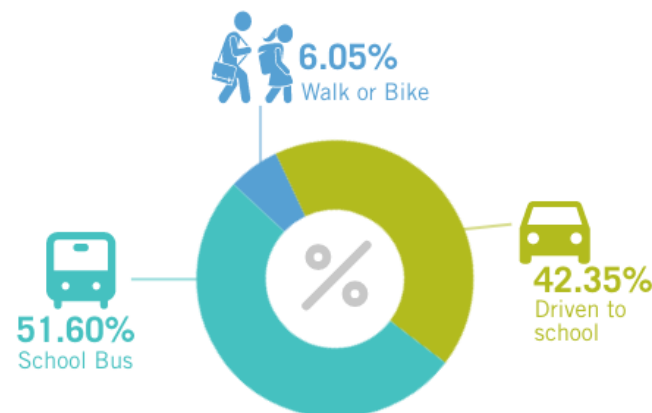
- » New kiss'n'drop lane to train families on proper pick up and drop off procedures
- » Many students are bussed, reducing vehicle traffic around the school

CHALLENGES

- » Children and families walking through parking lot and bus entrance
- » High number of vehicles speeding on Prairie Road
- » School draws students from a large area, reducing opportunities for walking and biking





PARENT SURVEY SUMMARY - PARENT CONCERNS

- Sidewalk needed from student pick up area to the sidewalk along Prairie Rd.
- Traffic with the FDL High School Area can be dangerous, would like to see crossing guard there
- High speeds of traffic on Prairie Rd.
- Distance to school
- Crossing HWY 151



LAKESHORE ELEMENTARY SCHOOL CIRCULATION MAP

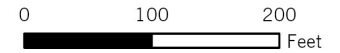


-  **Bike Parking/Rack**
-  **Bus Loading Area**
-  **Parent/General Parking**
-  **Staff Parking**

Audit Observation

Car Count: 94

Bicycle Count: 2



Source:
Base data provided by Fond du Lac County 2020.
SRTS data provided by ECWRPC 2022.

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PREPARED FEBRUARY 2023 BY:



RECOMMENDATIONS FOR LAKESHORE ELEMENTARY SCHOOL

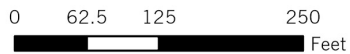
The recommendations listed here offer a selection of location specific ideas that can be implemented in and near the area around the school. The recommendations include both infrastructure and programming components. Please refer to the map for the specific location and the table below for more detail.

ID	TYPE	RECOMMENDATION	BENEFIT	PRIORITY
INFRASTRUCTURE				
A	Signage	Move the “Speed Limit” sign on Prairie Road further to the north to be in line with “School Zone Speed Limit” sign.	Improves safe crossings and clearly define speed limits and school zones.	High
B	Signage	Trim tree branches covering “School Safety Zone” sign on Prairie Road.	Improves safe crossings and clearly define speed limits and school zones.	High
C	Intersection Improvement	Paint standard style crosswalk at Prairie Road and Whippoorwill Lane.	Improves safe crossings.	Medium
D	Route Improvement	Extend sidewalk on the north side of the parking lot.	Connects to existing sidewalk and decreases interactions between pedestrians and vehicles in the parking lot.	High
E	Route Improvement	Add “No Parking” sign on west side of Prairie Road between the bus entrance and exit.	Stops vehicles and pedestrians from mixing with the bus traffic and backing up traffic on Prairie Road.	Medium
PROGRAMMING				
F	Programming	Add cones to parking lot by bus entrance so parents are not utilizing the same entrance as busing.	Reduces pedestrian interactions with vehicles.	High
G	Education	Educate families on proper use of kiss’n’drop.	All families know and understand expectations.	High

Lakeshore Elementary School

Walk & Bike Audit Recommendations

- Signage Improvement
- Intersection Improvement
- Route Improvement
- Programming Improvement
- Education Improvement



Source:
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PREPARED JANUARY 2023 BY:





PARKSIDE ELEMENTARY SCHOOL QUICK FACTS

School Enrollment: 268
 Percent of English Learners: 29.5% (79 Students)
 Free and Reduced Cost Lunch Rate: 88.12%
 Median Household Income: \$49,586
 Arrival Time: 8:15 AM
 Dismissal Time: 3:15 PM
 Grades Served: PreK-5th Grade

**See appendix for school demographic data sources*

EXISTING SRTS PROGRAMS AT THE SCHOOL

- Walk to School Day
- Bike to School Day
- Winter Walk to School Month
- Frequent Walker Program

RECOMMENDED SRTS PROGRAMS

- Snowshoe Curriculum
- Pedestrian Safety
- Project RADAR

ASSETS

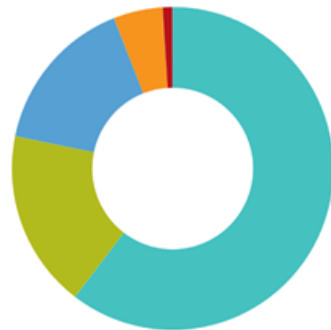
- » Staff crossing guard on Arndt Street increases safety of students and parents crossing
- » Large parking lot loop next to the school

CHALLENGES

- » Students arriving late to school by both parent vehicle and bus
- » Students are arriving before school staff is outside to assist

STUDENTS MODES OF TRANSPORTATION






- 61%** Of students are driven to school
- 18%** Of students ride the school bus
- 16%** Of students walk to school
- 5%** Of students bike to school
- <1%** Of students use city transit



Above data is representation of the entire district due to lack of parent responses from Parkside Elementary

PARKSIDE ELEMENTARY SCHOOL CIRCULATION MAP



-  **Bike Parking/Rack**
-  **Bus Loading Area**
-  **Parent/General Parking**
-  **Staff Parking**
-  **No Parking**

Audit Observation

Car Count: 124

Pedestrian Count: 32

Bicycle Count: 7



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Base data provided by Fond du Lac County 2020.
SRTS data provided by ECWRPC 2022.

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PREPARED FEBRUARY 2023 BY:



RECOMMENDATIONS FOR PARKSIDE ELEMENTARY SCHOOL

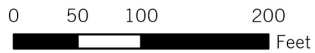
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ID	TYPE	RECOMMENDATION	BENEFIT	PRIORITY
INFRASTRUCTURE				
A	Signage	Consider replacing “Pedestrian Crossing” sign on Seymour Street.	Improves safe crossings for pedestrians.	Low
B	Intersection Improvement	Paint standard style crosswalk at Arndt Street across Bell Street.	High visibility crosswalk improves safe crossings for pedestrians.	Medium
PROGRAMMING				
C	Programming	Consider implementing new parent kiss’n’drop lane for parent drop-off and pick-up in parking lot area.	Reduces pedestrian interactions with vehicles on Arndt Street.	High
D	Programming	Paint pedestrian safe zone in parking lot area along the gate area.	Clearly defines area as safe for students to walk through.	High
E	Programming	Potential park and walk location for parents to drop-off children at Masonic Temple.	Reduces congestion on Arndt Street.	High
F	Programming	Move busing to the front of the school on Arndt Street and add appropriate signage.	Reduces the back up of vehicles on Arndt Street.	High
G	Programming	Provide stop sign for school staff at crossing on Arndt Street.	Staff are more visible to all moving vehicles.	Medium
H	Education	Remind parents to utilize marked crosswalks.	Pedestrian behaviors are predictable and reduces interactions between vehicles and pedestrians.	High

Parkside Elementary School

Walk & Bike Audit Recommendations

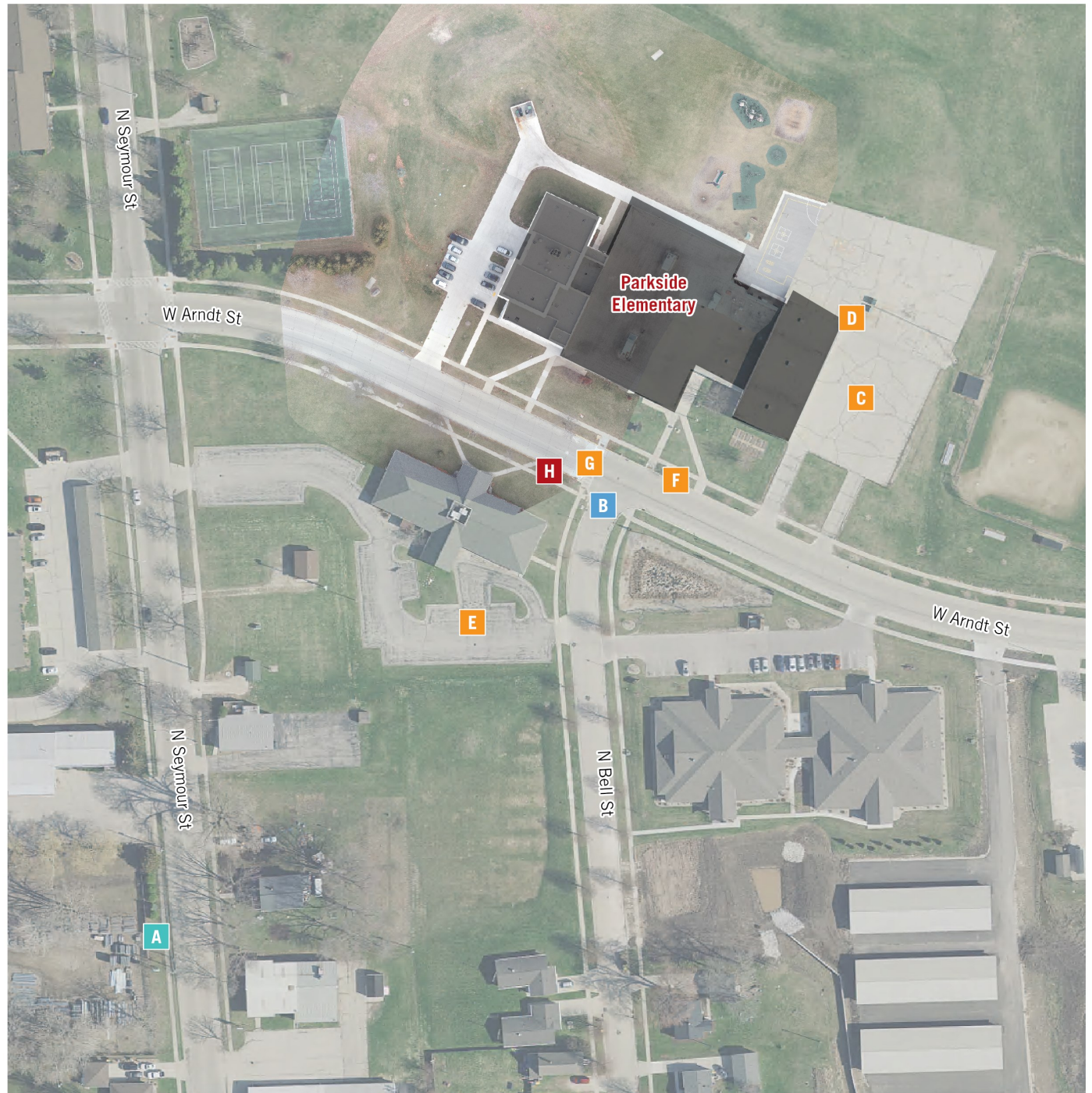
- Signage Improvement
- Intersection Improvement
- Programming Improvement
- Education Improvement



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PREPARED FEBRUARY 2023 BY:





PIER ELEMENTARY SCHOOL QUICK FACTS

School Enrollment: 299
 Percent of English Learners: 8% (24 Students)
 Free and Reduced Cost Lunch Rate: 55.23%
 Median Household Income: \$49,448
 Arrival Time: 8:15 AM
 Dismissal Time: 3:15 PM
 Grades Served: PreK-5th Grade

**See appendix for school demographic data sources*

EXISTING SRTS PROGRAMS AT THE SCHOOL

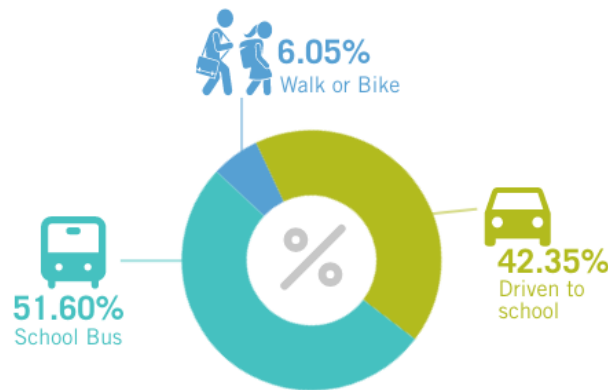
Walk to School Day
 Bike to School Day
 Winter Walk to School Month
 Frequent Walker Program

RECOMMENDED SRTS PROGRAMS

Project RADAR
 Snowshoe Curriculum

PARENT SURVEY SUMMARY - PARENT CONCERNS

- Students darting into roads.
- Speed of traffic along Pioneer Rd.
- Intersections of concern
 - S. Park Ave & Olde Pioneer Rd.
 - Pioneer Rd & Sherwood Ave.
- Lack of sidewalks down Pioneer Rd.



ASSETS








- » Parking lot kiss'n'drop allows many vehicles in at a time and increases safety for students
- » There is a large portion of students walking and biking
- » Sidewalks are prevalent around the school

CHALLENGES

- » Speed and amount of traffic on S. Park Avenue
- » S. Park Avenue and Old Pioneer Road intersection is difficult to navigate

PIER ELEMENTARY SCHOOL CIRCULATION MAP



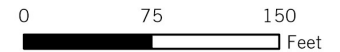
-  Crossing Guard
-  Student Safety Patrol
-  Bike Parking/Rack
-  Bus Loading Area
-  Parent Pickup/Drop Off
-  Parent/General Parking
-  Staff Parking

Audit Observation

Car Count: 88

Pedestrian Count: 59

Bicycle Count: 2



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SRTS data provided by ECWRPC 2022.

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PREPARED FEBRUARY 2023 BY:



RECOMMENDATIONS FOR PIER ELEMENTARY SCHOOL

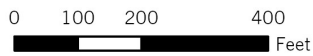
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ID	TYPE	RECOMMENDATION	BENEFIT	PRIORITY
INFRASTRUCTURE				
A	Signage	Trim tree branch blocking “School Zone Speed Limit” sign on Park Avenue.	Improves safe crossings for pedestrians.	High
B	Intersection Improvement	Make the intersection of Old Pioneer Road and Park Avenue a three way stop.	Improves safe crossings and allows traffic to efficiently flow through the intersection.	High
C	Intersection Improvement	Paint a standard style crosswalk at Park Avenue across Guindon Boulevard.	High visibility crosswalk improves safe crossings for pedestrians.	Medium
D	Intersection Improvement	Repaint ladder style crosswalk at 21 st Street across Park Avenue.	High visibility crosswalk improves safe crossings for pedestrians.	High
E	Intersection Improvement	Add a crosswalk and Rapid Flashing Beacon or HAWK across Pioneer from Old Pioneer to the apartment area.	Improve safe crossing for pedestrians.	High
F	Route Improvement	Paint section of curbing as “No Parking.”	Parking restrictions improve sight lines for motorists and pedestrians.	Medium
PROGRAMMING				
G	Programming	Have parents who park and walk park on Old Pioneer or on 21 st Street instead of in the parking lot or on the west side of Park Avenue.	Reduces pedestrian and vehicle interactions.	High
H	Programming	Provide more training for the safety patrol students.	Clear expectations of their roles and responsibilities.	Medium
I	Education	Continue to educate students on crossing at marked crosswalks instead of midblock crossings.	Pedestrians are where drivers expect them.	High

Pier Elementary School

Walk & Bike Audit Recommendations

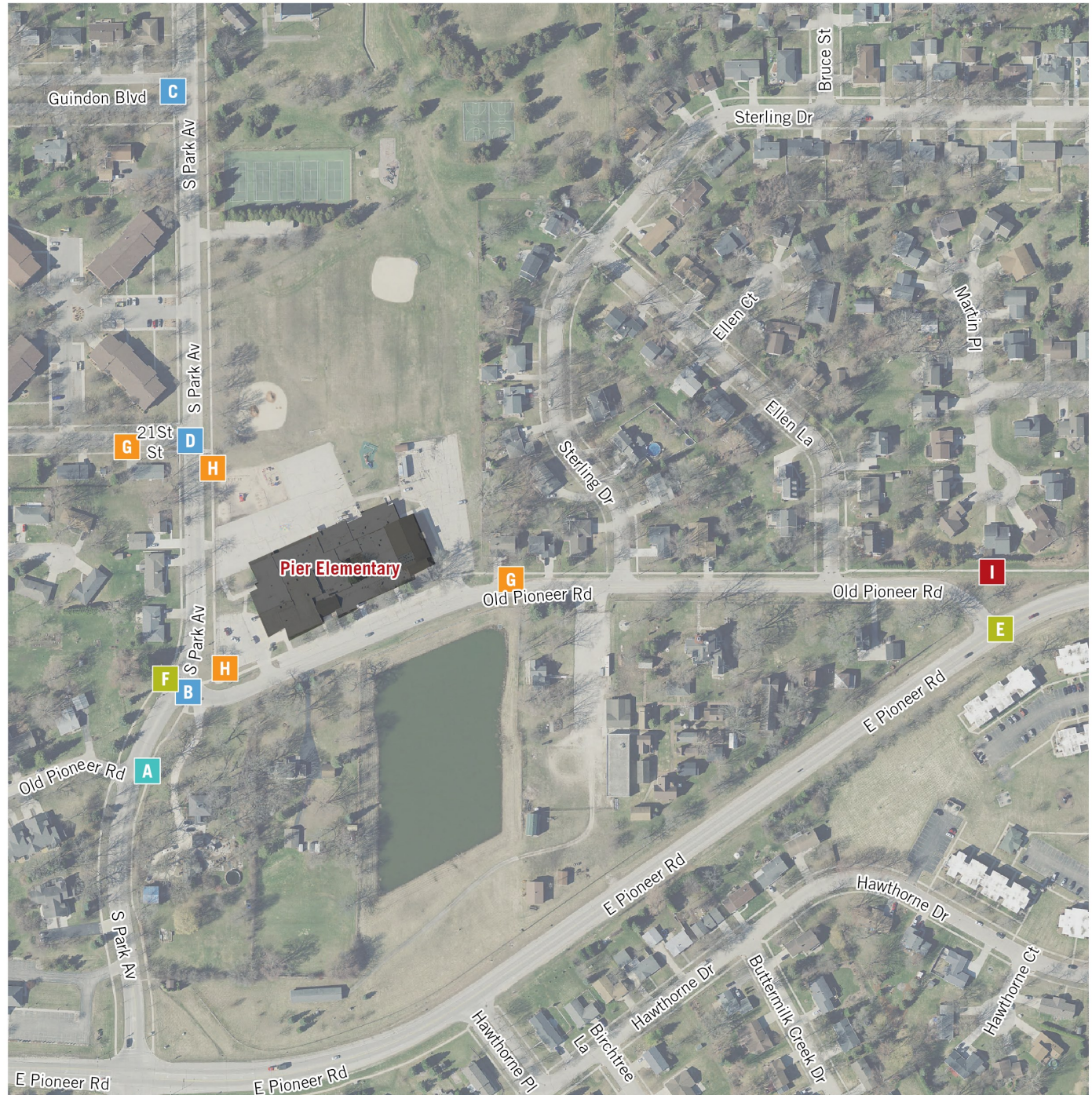
- Signage Improvement
- Intersection Improvement
- Route Improvement
- Programming Improvement
- Education Improvement



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PREPARED FEBRUARY 2023 BY:





RIVERSIDE ELEMENTARY SCHOOL QUICK FACTS

School Enrollment: 312
 Percent of English Learners: 17% (53 Students)
 Free and Reduced Cost Lunch Rate: 76.07%
 Median Household Income: \$66,304
 Arrival Time: 8:00 AM
 Dismissal Time: 3:15 PM
 Grades Served: PreK-5th Grade

**See appendix for school demographic data sources*

EXISTING SRTS PROGRAMS AT THE SCHOOL

- Walk to School Day
- Bike to School Day
- Winter Walk to School Month
- Frequent Walker Program

RECOMMENDED SRTS PROGRAMS

- Walking School Bus Program

ASSETS

- » New parking lot kiss'n'drop in front of school
- » There are numerous trail and sidewalk connections to the school campus
- » Parents walk with their children

CHALLENGES

- » Parents are dropping off on Linden Street causing a safety hazard for students

STUDENTS MODES OF TRANSPORTATION







- 61%** Of students are driven to school
- 18%** Of students ride the school bus
- 16%** Of students walk to school
- 5%** Of students bike to school
- <1%** Of students use city transit



Above data is representation of the entire district due to lack of parent responses from Riverside Elementary

RIVERSIDE ELEMENTARY SCHOOL CIRCULATION



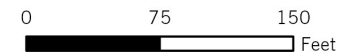
-  Crossing Guard
-  Bike Parking/Rack
-  Bus Loading Area
-  Parent Pickup/Drop Off
-  Parent/General Parking
-  Staff Parking

Audit Observation

Car Count: 73

Pedestrian Count: 45

Bicycle Count: 2



Source:
Base data provided by Fond du Lac County 2020.
SRTS data provided by ECWRPC 2022.

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PREPARED FEBRUARY 2023 BY:



RECOMMENDATIONS FOR RIVERSIDE ELEMENTARY SCHOOL

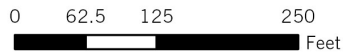
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ID	TYPE	RECOMMENDATION	BENEFIT	PRIORITY
INFRASTRUCTURE				
A	Signage	Replace the “School Zone Speed Limit” sign on 9 th Street.	Clearly define speed limits and school zones.	High
B	Signage	Update height of the “Pedestrian Crossing” sign on 9 th Street and Linden Street.	Signs should be minimum of 7ft off the ground so they can be seen by oncoming traffic.	High
C	Signage	Trim tree branches covering “School Zone Safety” sign on Linden Street across from parking lot.	Clearly define speed limits and school zones.	Medium
D	Intersection Improvement	Consider adding a pedestrian interval at intersection of 9 th Street and Linden Street.	Improves safe crossings for pedestrians.	Medium
E	Intersection Improvement	Paint a standard style crosswalk at intersection of 11 th Street and Linden Street.	High visibility crosswalk improves safe crossings for pedestrians.	Low
PROGRAMMING				
F	Programming	Cone off parking area to avoid vehicles cutting through in unexpected places in the parking lot.	Clearly defines travel paths while in parking lot and improves traffic flow.	High
G	Programming	Consider having a staff cross children at Linden Street and 10 th Street.	Improves safe crossings for pedestrians.	High
H	Programming	Provide high visibility vests for all staff in parking lot area.	Staff are visible to all moving vehicles.	High
I	Programming	Start a Walking School Bus program with the Day Care.	Reduces congestion during arrival.	Medium

Riverside Elementary School

Walk & Bike Audit Recommendations

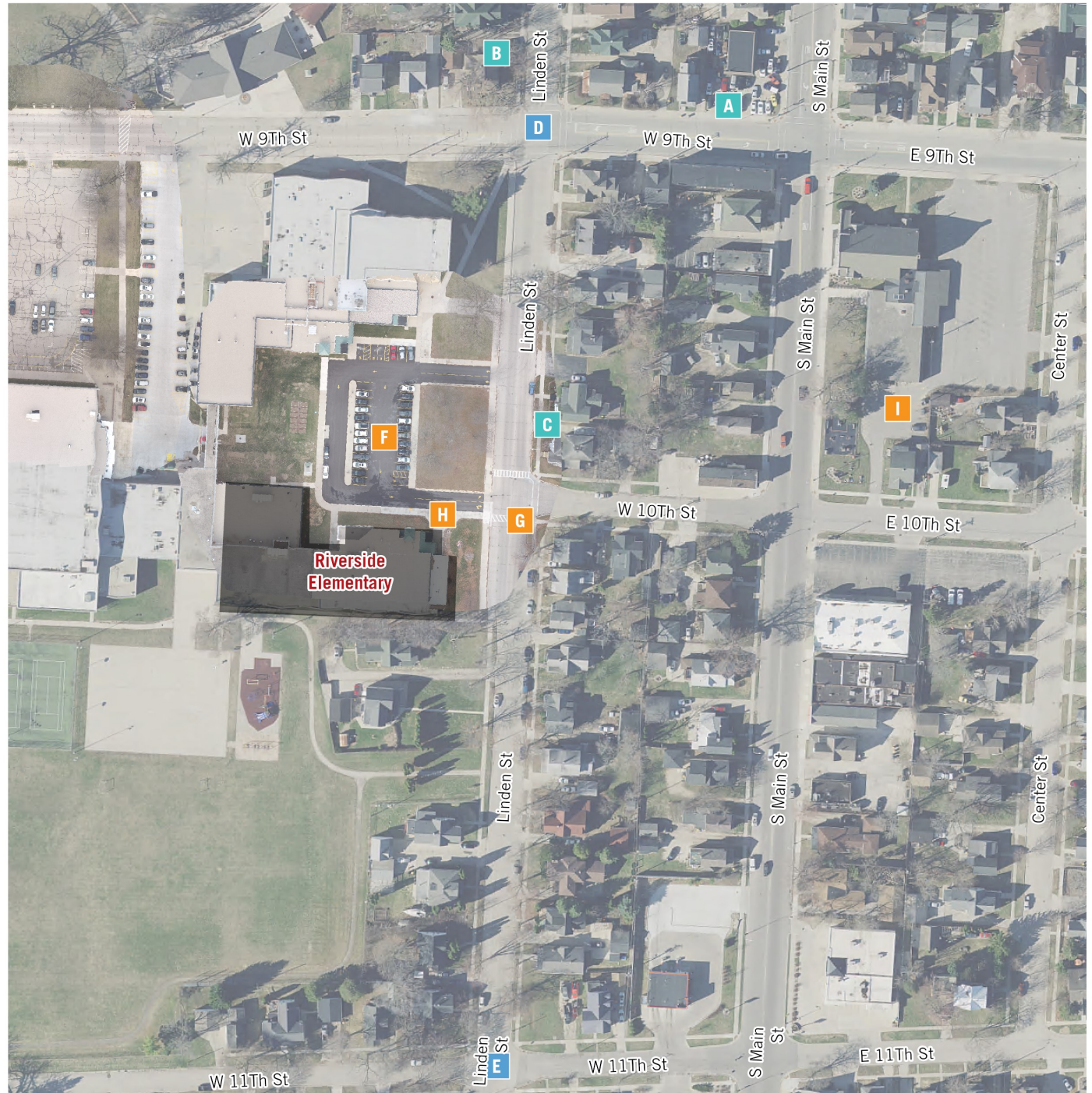
- Signage Improvement
- Intersection Improvement
- Programming Improvement



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PREPARED FEBRUARY 2023 BY:





ROBERTS ELEMENTARY SCHOOL QUICK FACTS

School Enrollment: 344

Percent of English Learners: 2% (7 Students)

Free and Reduced Cost Lunch Rate: 38.68%

Median Household Income: \$54,605

Arrival Time: 8:15 AM

Dismissal Time: 3:15 PM

Grades Served: Kindergarten-5th Grade

**See appendix for school demographic data sources*

EXISTING SRTS PROGRAMS AT THE SCHOOL

Walk to School Day

Winter Walk to School Month

Frequent Walker Program

RECOMMENDED SRTS PROGRAMS

Bike to School Day

Project RADAR

ASSETS

- » Students safety patrol at multiple intersections and potential conflict points increase safety for students
- » Parents can pick-up on multiple sides of the building/ block, in turn reducing congestion

CHALLENGES

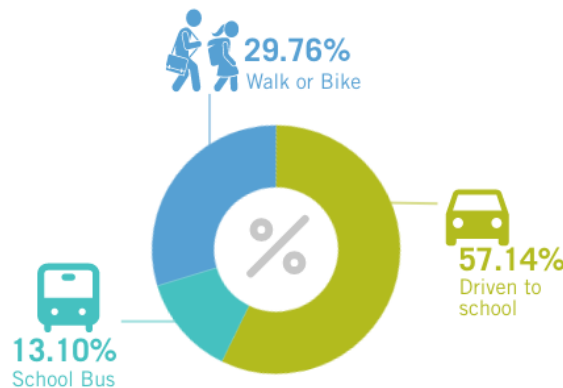
- » Parents who do not use the kiss'n'drop loop properly on 8th street hold up traffic behind them

PARENT SURVEY SUMMARY - PARENT CONCERNS

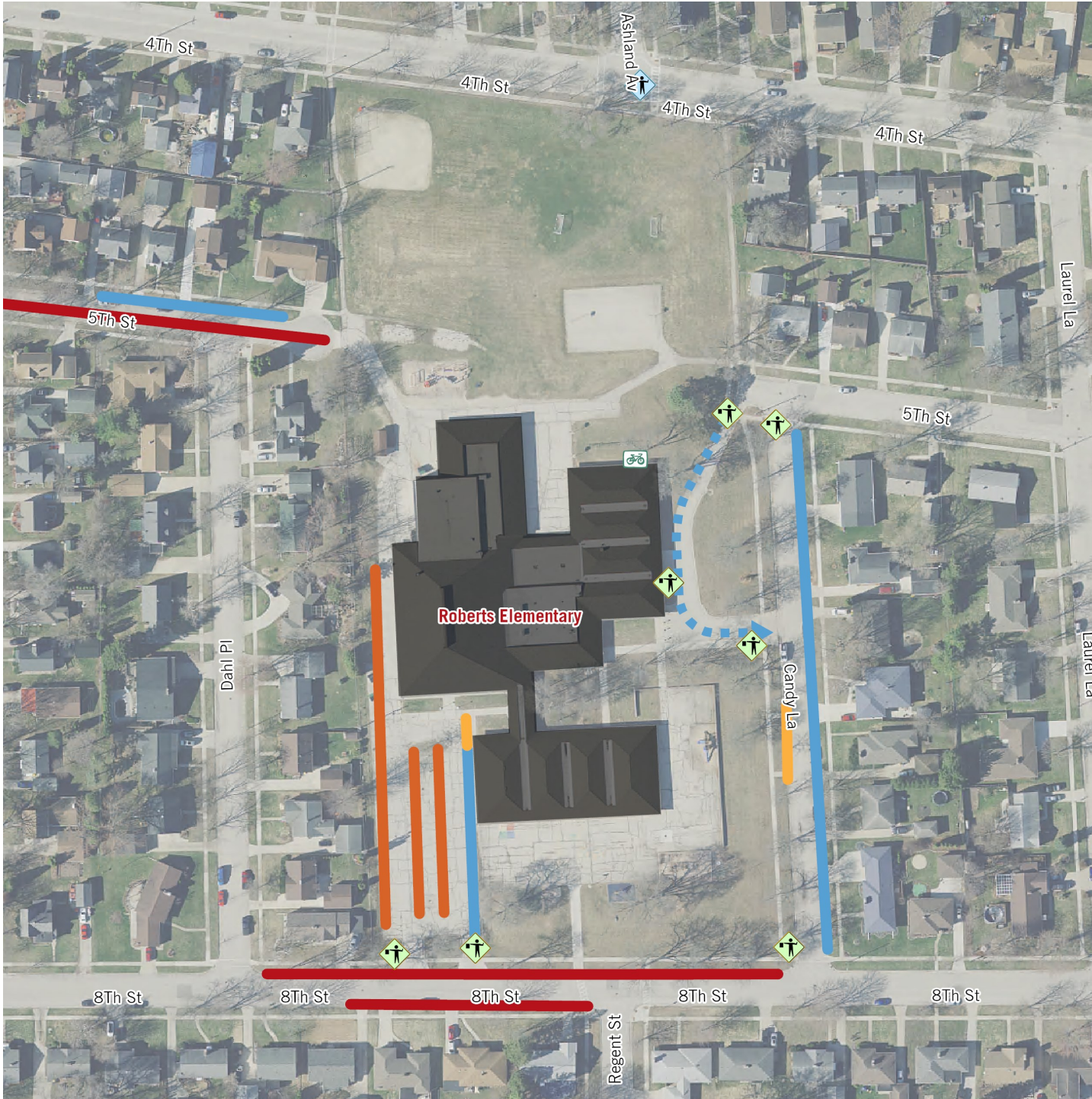
-Intersection of 4th St. & Vincent St.









-Speed and amount of traffic on:

- 4th St.
- 8th St.
- National Ave.



ROBERTS ELEMENTARY SCHOOL CIRCULATION MAP



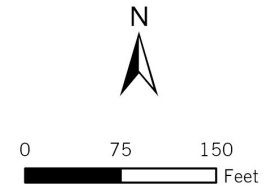
-  Crossing Guard
-  Student Safety Patrol
-  Bike Parking/Rack
-  Bus Loading Area
-  Parent Pickup/Drop Off
-  Parent/General Parking
-  Staff Parking
-  No Parking

Audit Observation

Car Count: 159

Pedestrian Count: 84

Bicycle Count: 12



Source:
Base data provided by Fond du Lac County 2020.
SRTS data provided by ECWRPC 2022.

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PREPARED FEBRUARY 2023 BY:



RECOMMENDATIONS FOR ROBERTS ELEMENTARY SCHOOL

The recommendations listed here offer a selection of location specific ideas that can be implemented in and near the area around the school. The recommendations include both infrastructure and programming components. Please refer to the map for the specific location and the table below for more detail.

ID	TYPE	RECOMMENDATION	BENEFIT	PRIORITY
INFRASTRUCTURE				
A	Signage	Trim tree branches covering “School Zone Speed limit” sign heading east on 8 th Street and the “Pedestrian Crossing” sign on Regent Street heading north.	Improves safe crossings and clearly define speed limits and school zones.	High
B	Signage	Replace “School Zone Safety” sign at west parking lot entrance.	Adequate signage to clearly define expectations.	Medium
C	Signage	Replace “No Bikes” sign on 8 th Street near playground.	Adequate signage to clearly define expectations.	Medium
D	Intersection Improvement	Repaint standard style crosswalk at Laurel Lane across 4 th Street.	High visibility crosswalk improves safe crossings for pedestrians.	High
E	Intersection Improvement	Repaint ladder style crosswalk at Ashland Avenue across 4 th Street.	High visibility crosswalk improves safe crossings for pedestrians.	High
F	Intersection Improvement	Curb-cuts should be angled into the crosswalk area at 4 th Street and Vincent Street.	ADA ramp updates to improve safe crossings for all pedestrians.	Medium
G	Route Improvement	Replace sections of sidewalk on 8 th Street and Laurel Lane that have lifted.	All users of differing abilities can easily use the sidewalk network.	Low
PROGRAMMING				
H	Programming	Add cones to the back section of the parking lot on the west side.	Clearly defines travel paths while in parking lot and improves traffic flow.	High
I	Programming	Provide a new bike rack for the school.	Safe place for students to store their bikes.	Low
J	Education	Provide parent circulation map and education on proper use of the kiss’n’drop lane.	All families know and understand traffic flow expectations.	High

Roberts Elementary School

Walk & Bike Audit Recommendations

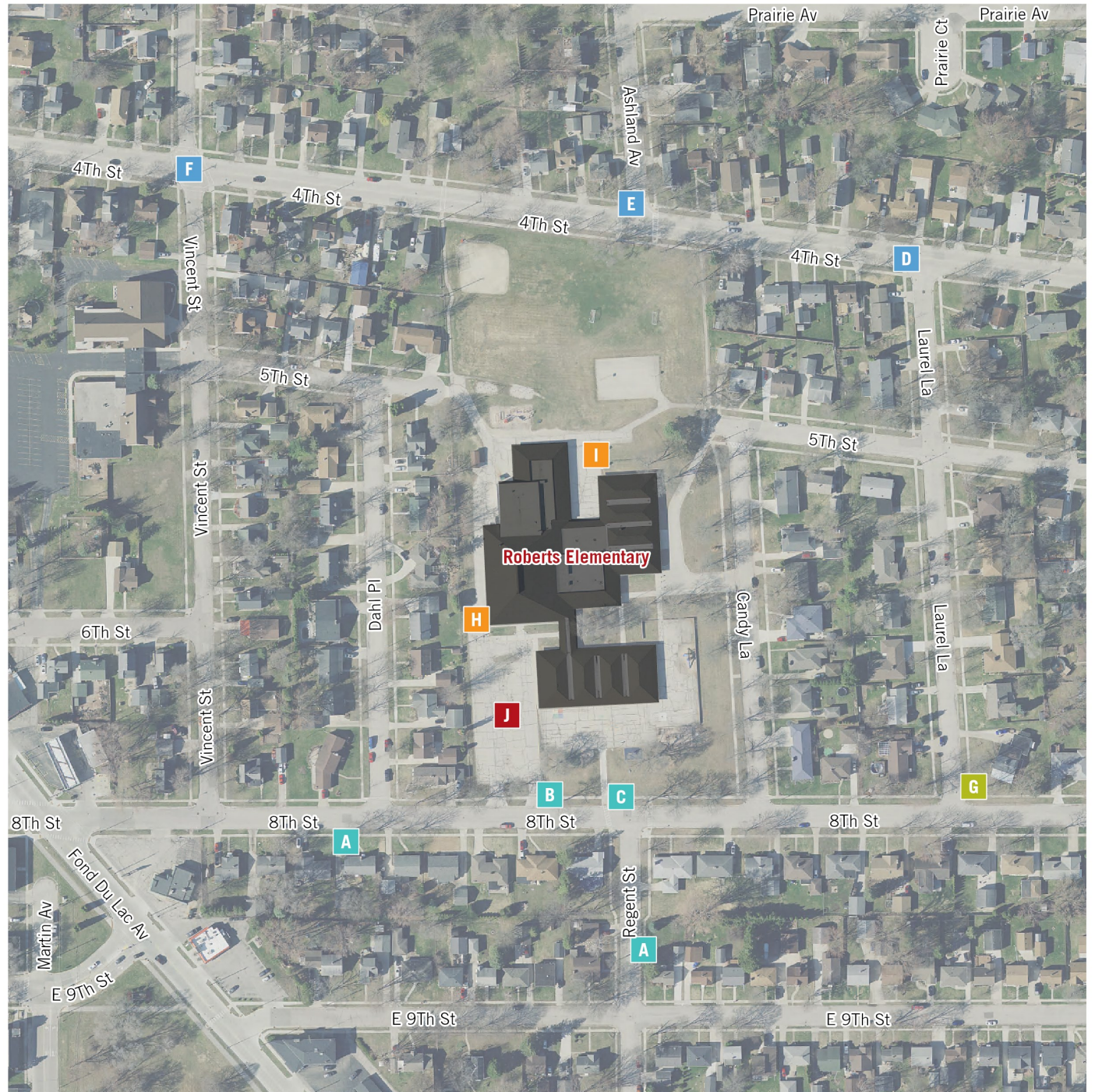
- Signage Improvement
- Intersection Improvement
- Route Improvement
- Programming Improvement
- Education Improvement



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PREPARED FEBRUARY 2023 BY:





ROSENOW ELEMENTARY SCHOOL QUICK FACTS

School Enrollment: 381
 Percent of English Learners: 5.2% (20 Students)
 Free and Reduced Cost Lunch Rate: 48.67%
 Median Household Income: \$62,820
 Arrival Time: 8:30 AM
 Dismissal Time: 3:30 PM
 Grades Served: PreK-5th Grade

**See appendix for school demographic data sources*

EXISTING SRTS PROGRAMS AT THE SCHOOL

Walk to School Day
 Frequent Walker Program
 Walking School Bus Program

RECOMMENDED SRTS PROGRAMS

Pedestrian Safety Education
 Bike to School Day
 Winter Walk to School

ASSETS

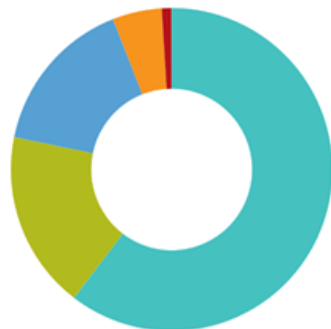
- » There are a large number of students participating in Safety Patrol, and many staff to assist with pick-up time
- » Walking School Bus program to nearby church reduces congestion around the school

CHALLENGES

- » Parents' resistance to new kiss'n'drop procedure
- » Parent pick-up on only one side of the school causes congestion and more interactions between pedestrians and vehicles

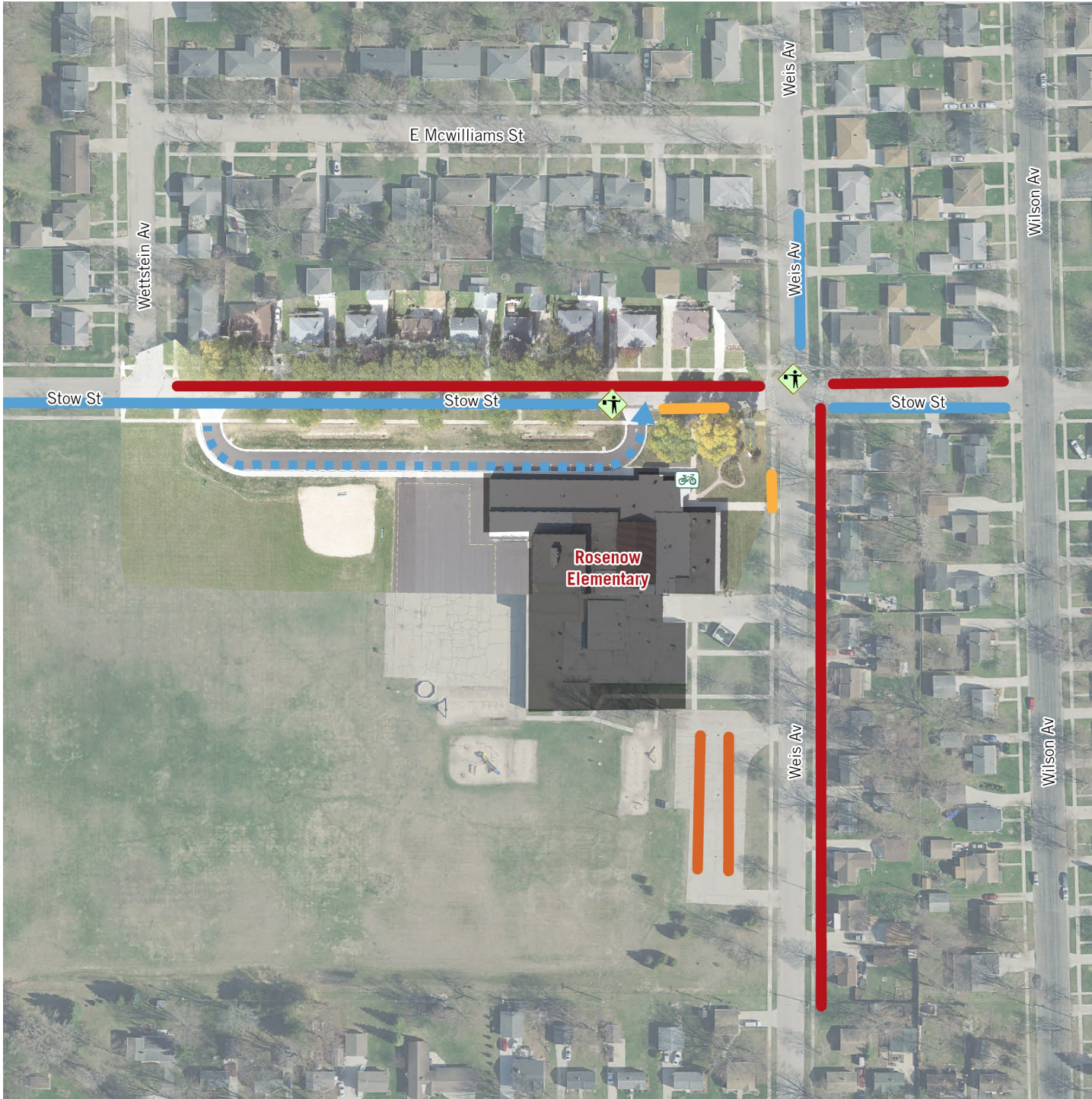
STUDENTS MODES OF TRANSPORTATION








- 61%** Of students are driven to school
- 18%** Of students ride the school bus
- 16%** Of students walk to school
- 5%** Of students bike to school
- <1%** Of students use city transit



Above data is representation of the entire district due to lack of parent responses from Rosenow Elementary

ROSENOW ELEMENTARY SCHOOL CIRCULATION MAP



-  Student Safety Patrol
-  Bike Parking/Rack
-  Bus Loading Area
-  Parent Pickup/Drop Off
-  Parent/General Parking
-  Staff Parking
-  No Parking

Audit Observation

Car Count: 53

Pedestrian Count: 98

Bicycle Count: 5



Source:
Base data provided by Fond du Lac County 2020.
SRTS data provided by ECWRPC 2022.

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PREPARED FEBRUARY 2023 BY:



RECOMMENDATIONS FOR ROSENOW ELEMENTARY SCHOOL

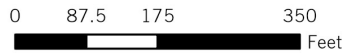
The recommendations listed here offer a selection of location specific ideas that can be implemented in and near the area around the school. The recommendations include both infrastructure and programming components. Please refer to the map for the specific location and the table below for more detail.

ID	TYPE	RECOMMENDATION	BENEFIT	PRIORITY
INFRASTRUCTURE				
A	Signage	Consider Rapid Flashing Beacon at the corner of Weiss Avenue and Johnson Street, OR ensure flashing pedestrian sign on Johnson Street is functioning.	Improves safe crossings.	High
B	Signage	Trim tree branches covering “Pedestrian Crossing” sign heading west on Johnson Street.	Improves safe crossings.	Medium
C	Intersection Improvement	Paint a standard style crosswalk at Weiss Street and Marshall Avenue, and Wettstein Avenue and Stow Street.	High visibility crosswalk improves safe crossings.	Medium
D	Intersection Improvement	Repaint crosswalks at Weiss Ave. and Stow Street.	High visibility crosswalk improves safe crossings.	Medium
E	Intersection Improvement	Paint curbing near crosswalk on Stow Street to prevent parking near or over the crosswalk.	Parking restrictions improve sight lines for motorists and pedestrians.	Medium
PROGRAMMING				
F	Programming	Paint lines and arrows in kiss’n’go lane.	Reduces pedestrian interactions with vehicles on Stow Street.	High
G	Programming	Remove parking spots in kiss’n’go lane.	Allows continued movement of vehicles in the kiss’n’go.	High
H	Programming	Add signage directing families to pull forward and not leave their vehicle.	All families know and understand procedures/expectations.	High
I	Education	Provide parent circulation map and education on proper use of the kiss’n’go lane.	All families know and understand procedures/expectations.	High

Rosenow Elementary School

Walk & Bike Audit Recommendations

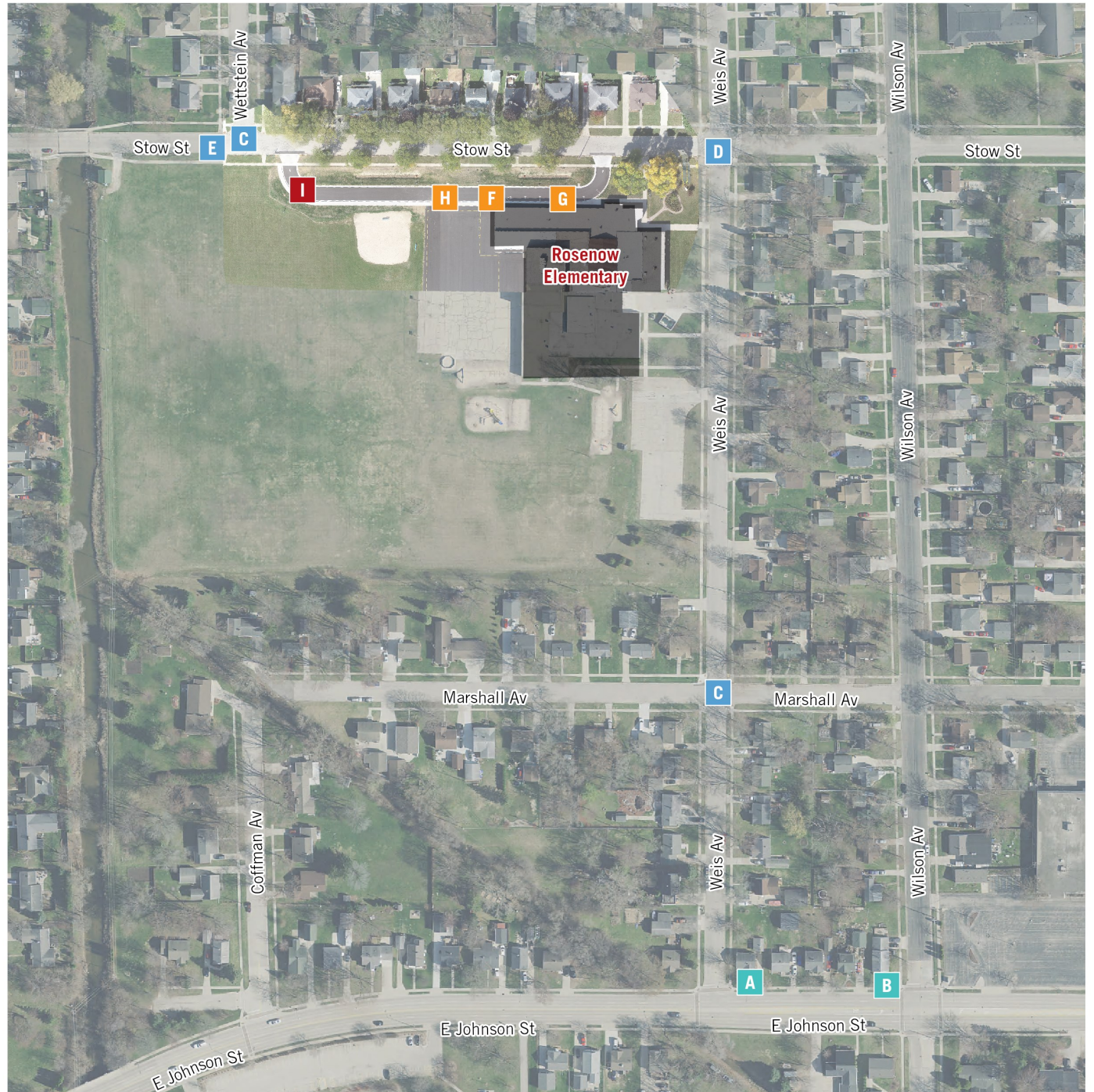
- Signage Improvement
- Intersection Improvement
- Programming Improvement
- Education Improvement



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PREPARED FEBRUARY 2023 BY:





WATERS ELEMENTARY SCHOOL QUICK FACTS

School Enrollment: 391
 Percent of English Learners: 3.1% (12 Students)
 Free and Reduced Cost Lunch Rate: 45.15%
 Median Household Income: \$63,308
 Arrival Time: 8:05 AM
 Dismissal Time: 3:15 PM
 Grades Served: PreK-5th Grade

*See appendix for school demographic data sources

EXISTING SRTS PROGRAMS AT THE SCHOOL

- Walk to School Day
- Bike to School Day

RECOMMENDED SRTS PROGRAMS

- Walking School Bus Program
- Project RADAR

ASSETS

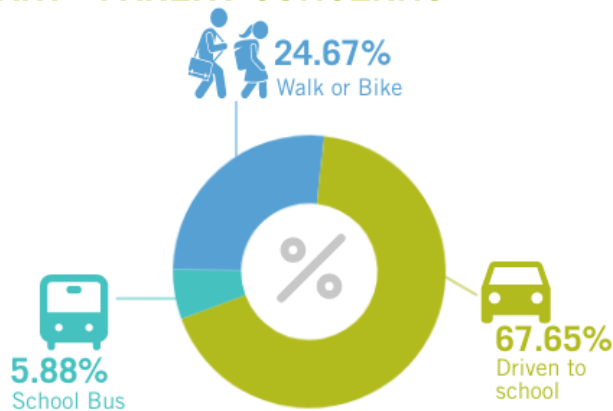
- » Multiple access points to the school reduces congestion
- » Multiple parents walk to pick up their child

CHALLENGES

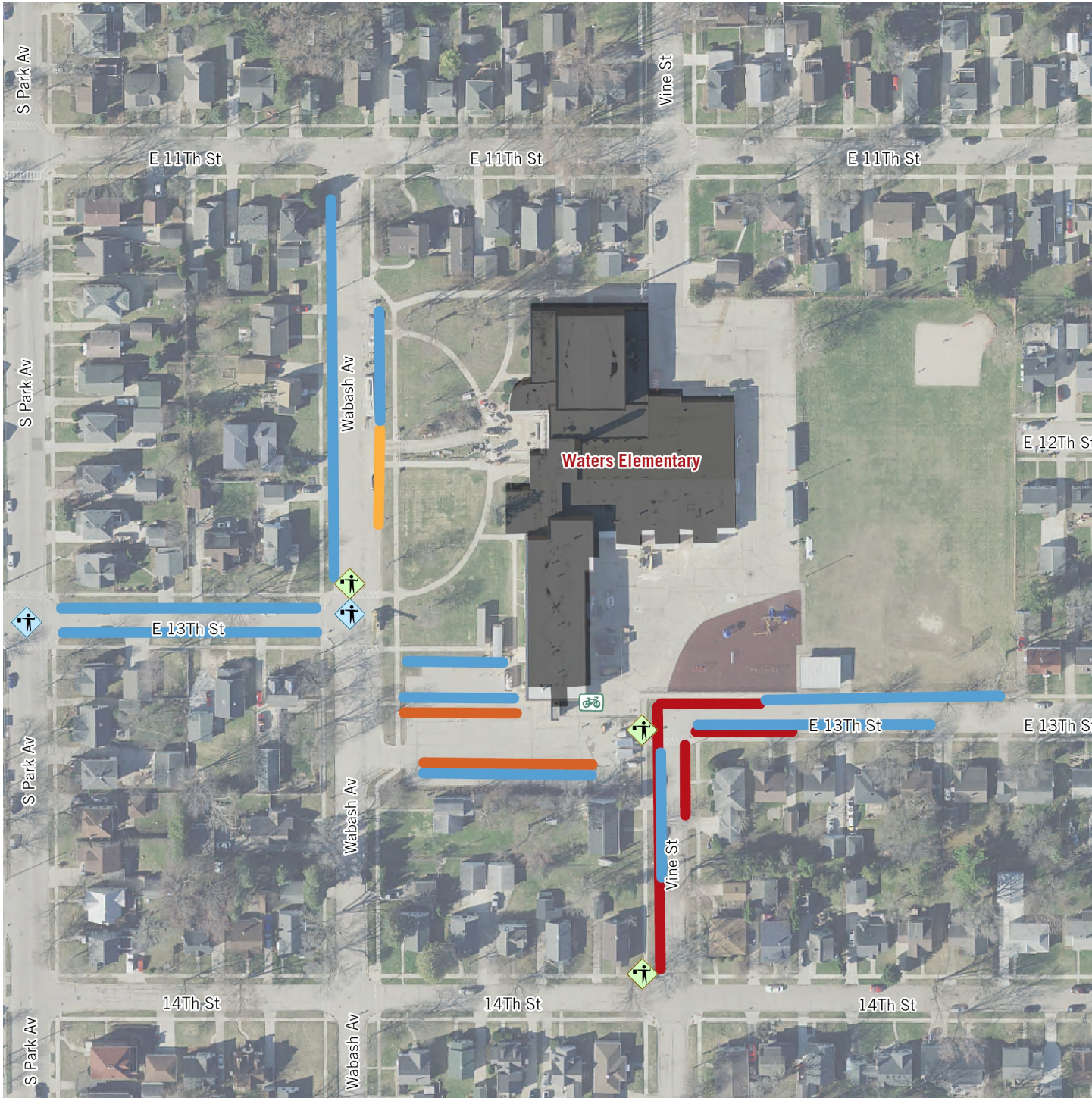
- » No established pick-up procedure to match the staggered release








PARENT SURVEY SUMMARY - PARENT CONCERNS

- Distance to school
- Concerns with crossings and intersections
- Lack of crossing guards
- Amount of traffic on Martin Ave.
- People picking up in teacher parking area
- Inattentive drivers
- Lack of signalized crossings
- Safety patrol training needed



WATERS ELEMENTARY SCHOOL CIRCULATION MAP



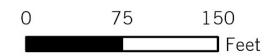
-  Crossing Guard
-  Student Safety Patrol
-  Bike Parking/Rack
-  Bus Loading Area
-  Parent/General Parking
-  Staff Parking
-  No Parking

Audit Observation

Car Count: 98

Pedestrian Count: 39

Bicycle Count: 9



Source:
Base data provided by Fond du Lac County 2020.
SRTS data provided by ECWRPC 2022.

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PREPARED FEBRUARY 2023 BY:



RECOMMENDATIONS FOR WATERS ELEMENTARY SCHOOL

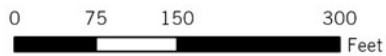
The recommendations listed here offer a selection of location specific ideas that can be implemented in and near the area around the school. The recommendations include both infrastructure and programming components. Please refer to the map for the specific location and the table below for more detail.

ID	TYPE	RECOMMENDATIONS	BENEFITS	PRIORITY
INFRASTRUCTURE				
A	Signage	Raise flashing “Pedestrian Crossing” sign to 7 ft. minimum on Park Avenue.	Improves safe crossings and clearly define speed limits and school zones.	High
B	Signage	Replace “Pedestrian Crossing” sign on 13 th Street in the eastbound lane.	Improves safe crossings and clearly define speed limits and school zones.	Medium
C	Signage	Trim branches covering “School Zone Speed Limit” sign and “Pedestrian Crossing” sign on Park Avenue.	Improves safe crossings and clearly define speed limits and school zones.	Medium
D	Intersection Improvement	Repaint the crosswalk in front of the school on Wabash Avenue.	High visibility crosswalk improves safe crossings.	High
E	Intersection Improvement	Curb-cuts should be angled into the crosswalks on 11 th Street and Park Avenue.	ADA ramp updates to improve safe crossings for all pedestrians.	Medium
F	Route Improvement	Replace sections of sidewalk on Park Avenue and 13 th Street that have lifted.	All users of differing abilities can easily use the sidewalk network.	Low
PROGRAMMING				
G	Programming	Encourage families to carpool or create a Walking School Bus Program.	Reduces congestion during morning drop-off and after school pick up.	High
H	Programming	Consider a staggered release where bikers, walkers, and students that are bused leave first.	Reduces pedestrian interactions with vehicles on Wabash Avenue.	High
I	Programming	Provide Safety Patrol students with additional training.	Clear expectations of their roles and responsibilities.	High
J	Education	Remind parents not to park in the bus loading zone.	Prevents buses from backing-up traffic flow on Wabash Avenue.	High
K	Education	Remind parents and students to utilize marked crosswalks.	All families know and understand expectations.	High

Waters Elementary School

Walk & Bike Audit Recommendations

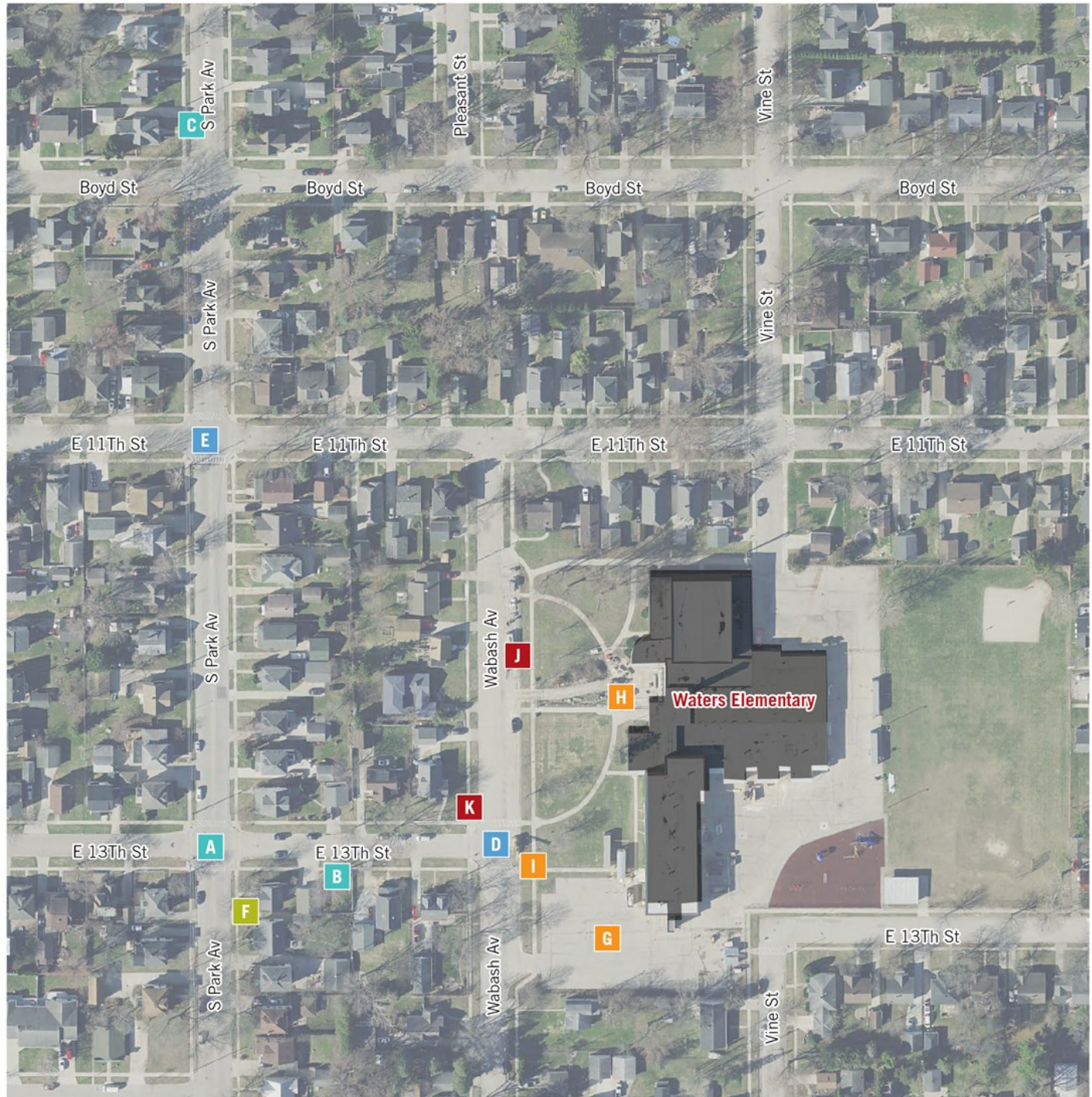
- Signage Improvement
- Intersection Improvement
- Route Improvement
- Programming Improvement
- Education Improvement



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PREPARED NOVEMBER 2022 BY:





SABISH MIDDLE SCHOOL QUICK FACTS

School Enrollment: 419
 Percent of English Learners: 10% (42 Students)
 Free and Reduced Cost Lunch Rate: 61.28%
 Median Household Income: \$49,586
 Arrival Time: 7:53 AM
 Dismissal Time: 3:08 PM
 Grades Served: 6th-8th Grad

**See appendix for school demographic data sources*

EXISTING SRTS PROGRAMS AT THE SCHOOL

Walk to School Day
 Bike to School Day
 Winter Walk to School Month
 Frequent Walker Program

RECOMMENDED SRTS PROGRAMS

Project RADAR
 Pedestrian Safety Education
 Youth Engagement

ASSETS

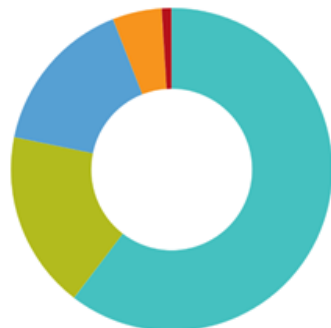
- » Many students walking and biking
- » Parents understood and followed pick-up procedures

CHALLENGES

- » Many students assumed vehicles would stop for them when crossing the road
- » Navigating crossing Berger Parkway and Peters Avenue intersection, as well as Johnson Street/State Highway 23

STUDENTS MODES OF TRANSPORTATION

- 61%** Of students are driven to school
- 18%** Of students ride the school bus
- 16%** Of students walk to school
- 5%** Of students bike to school
- <1%** Of students use city transit



Above data is representation of the entire district due to lack of parent responses from Sabish Middle School

RECOMMENDATIONS FOR SABISH MIDDLE SCHOOL

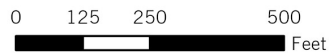
The recommendations listed here offer a selection of location specific ideas that can be implemented in and near the area around the school. The recommendations include both infrastructure and programming components. Please refer to the map for the specific location and the table below for more detail.

ID	TYPE	RECOMMENDATION	BENEFIT	PRIORITY
INFRASTRUCTURE				
A	Signage	Add school zone speed limit sign on Berger Parkway and Thomas Street.	Clearly defines speed limits and school zones.	High
B	Signage	Update the speed feedback sign south of the school on North Peters.	Clearly defines speed limits and school zones.	Medium
C	Signage	Replace the pedestrian sign on Thomas Street.	Improves safe crossings for pedestrians.	Low
D	Signage	Add “Staff Parking Only” signs within the staff parking lot.	Parents understand the procedures for pick-up and drop-off.	High
E	Intersection Improvement	Add a pedestrian refuge island for students crossing over Johnson Street.	Allows pedestrian to focus on crossing one direction of traffic at a time.	High
F	Intersection Improvement	Paint standard style crosswalks at Peters Avenue and Division Street, and Berger Parkway and Thomas Street.	High visibility crosswalk improves safe crossings for pedestrians.	Low
G	Route Improvement	Consider adding a Rapid Flashing Beacon or flashing pedestrian sign at North Peters Avenue.	Increases visibility of pedestrian crossing to drivers.	Medium
H	Route Improvement	Replace sections of sidewalk along Berger Parkway that have lifted.	All users of differing abilities can easily use the sidewalk network.	Low
PROGRAMMING				
I	Education	Remind students to use the marked crosswalks and make eye contact with the drivers in vehicles when crossing Thomas Street.	Reduces pedestrian interactions with vehicles and improves safe crossings.	High
J	Education	Encourage students to cross at the marked crosswalk on North Peters Avenue instead of the intersection of Berger Parkway and Peters Avenue.	Increases pedestrian safety as interaction with vehicles is reduced to one road instead of at a three way intersection.	High

Sabish Middle School

Walk & Bike Audit Recommendations

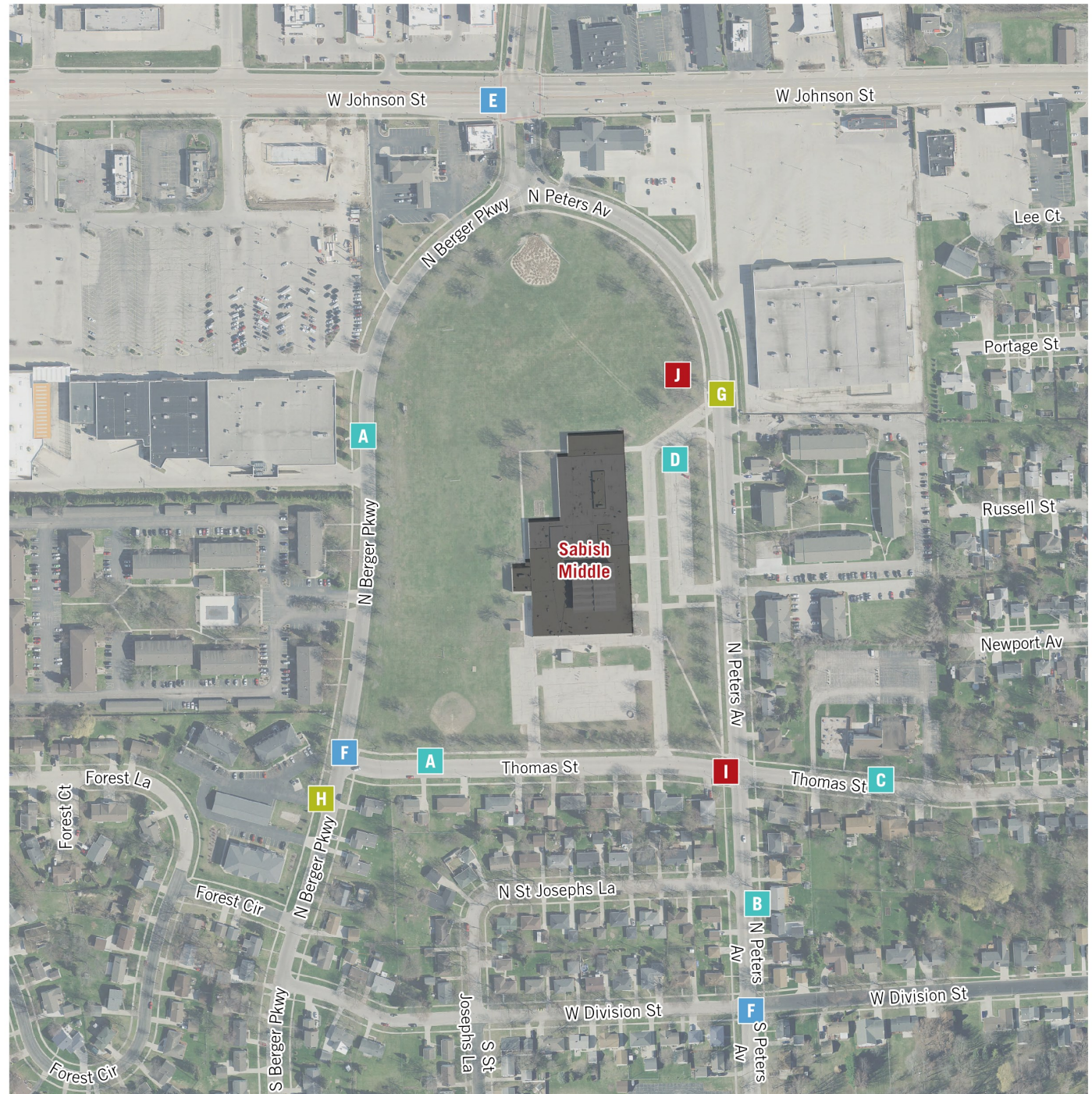
- Signage Improvement
- Intersection Improvement
- Route Improvement
- Education Improvement

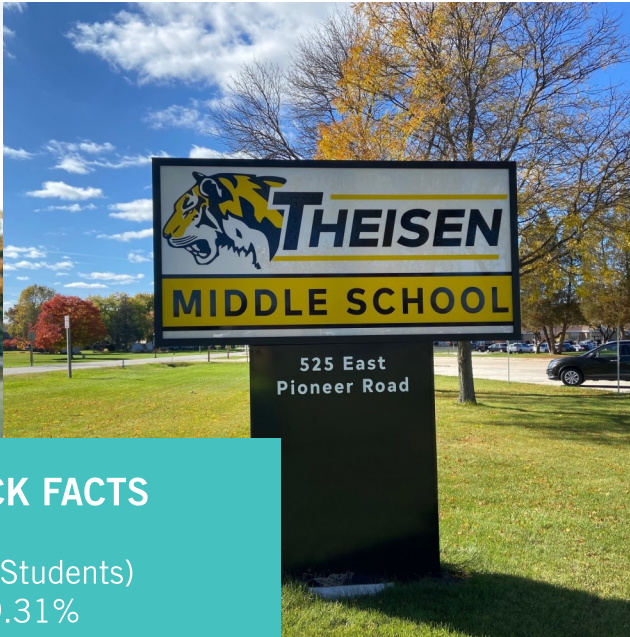


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PREPARED FEBRUARY 2023 BY:





THEISEN MIDDLE SCHOOL QUICK FACTS

School Enrollment: 494
 Percent of English Learners: 2.6% (13 Students)
 Free and Reduced Cost Lunch Rate: 39.31%
 Median Household Income: \$49,448
 Arrival Time: 7:55 AM
 Dismissal Time: 3:06 PM
 Grades Served: 6th-8th Grade

**See appendix for school demographic data sources*

EXISTING SRTS PROGRAMS AT THE SCHOOL

Walk to School Day
 Bike to School Day

RECOMMENDED SRTS PROGRAMS

Project RADAR
 Youth Engagement

ASSETS

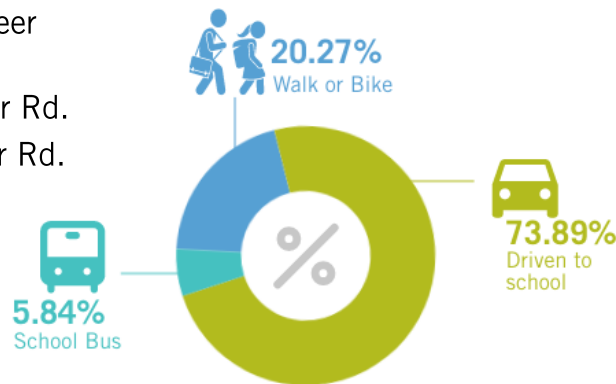
- » Many students walking and biking to school
- » Numerous staff members outside of the school to help with flow of traffic and pedestrians

CHALLENGES

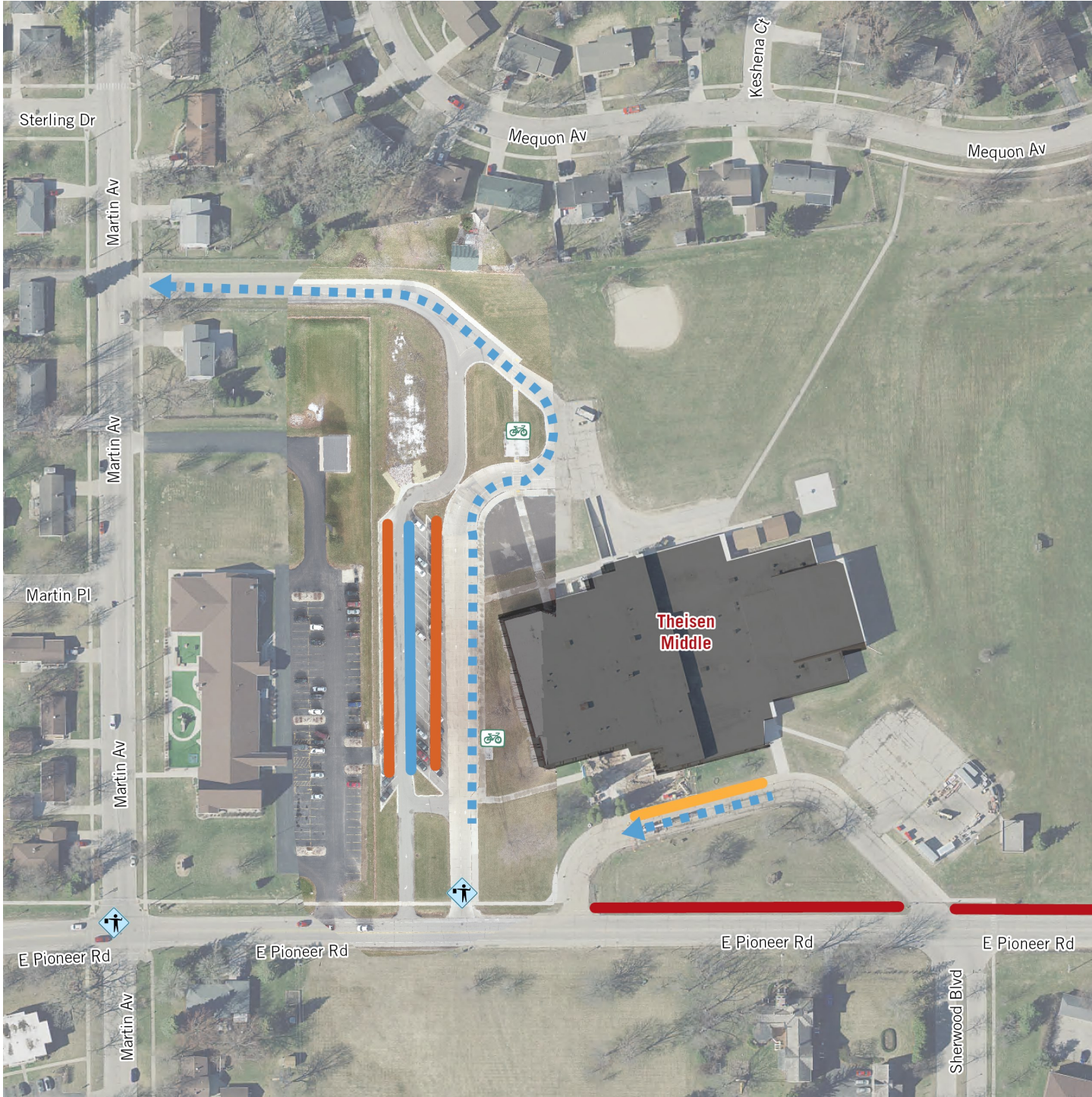
- » Students who need to cross Pioneer Road have difficulty doing so








PARENT SURVEY SUMMARY - PARENT CONCERNS

- Lack of sidewalks along Pioneer Rd.
- Lack of crosswalks on Pioneer Rd.
- Speed of traffic along Pioneer Rd.
- Intersection of concern
 - Pioneer Rd. and Park Ave



THEISEN MIDDLE SCHOOL CIRCULATION MAP



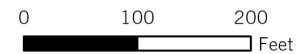
-  **Crossing Guard**
-  **Bike Parking/Rack**
-  **Bus Loading Area**
-  **Parent Pickup/Drop Off**
-  **Parent/General Parking**
-  **Staff Parking**
-  **No Parking**

Audit Observation

Car Count: 113

Pedestrian Count: 131

Bicycle Count: 16



Source:
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SRTS data provided by ECWRPC 2022.

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PREPARED FEBRUARY 2023 BY:



RECOMMENDATIONS FOR THEISEN MIDDLE SCHOOL

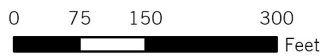
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ID	TYPE	RECOMMENDATION	BENEFIT	PRIORITY
INFRASTRUCTURE				
A	Signage	Add Rapid Flashing Beacon, HAWK, or a crossing guard at the mid-block crossing on Pioneer Road to Sherwood Boulevard.	Increases visibility of pedestrian crossing to drivers.	High
B	Signage	Replace "School Zone Speed Limit" sign on Martin Avenue.	Clearly defines speed limits and school zones.	High
C	Intersection Improvement	Repaint all four legs of crosswalks at Martin Avenue and Pioneer Road.	High visibility crosswalk improves safe crossings.	High
D	Intersection Improvement	Paint standard style crosswalk at Martin Place.	High visibility crosswalk improves safe crossings.	Medium
E	Intersection Improvement	Repaint ladder style crosswalk at Pioneer Road and Sherwood Boulevard.	High visibility crosswalk improves safe crossings.	High
F	Route Improvement	Adjust timing of traffic lights at Martin Avenue and Pioneer Road.	Prevents back up of vehicles on Pioneer Road.	High
PROGRAMMING				
G	Programming	Have staff in parking lot wear high visibility reflective vests.	Staff are visible to all moving vehicles.	High
H	Education	Remind parents not to park over crosswalks in the back parking lot.	Students are more visible to moving traffic.	Medium
I	Education	Remind students to cross behind the buses when walking to vehicle.	Students are more visible to moving traffic.	High

Theisen Middle School

Walk & Bike Audit Recommendations

- Signage Improvement
- Intersection Improvement
- Route Improvement
- Programming Improvement
- Education Improvement



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PREPARED FEBRUARY 2023 BY:





WOODWORTH MIDDLE SCHOOL QUICK FACTS

- School Enrollment: 447
- Percent of English Learners: 4.5% (20 Students)
- Free and Reduced Cost Lunch Rate: 49.79%
- Median Household Income: \$62,559
- Arrival Time: 7:45 AM
- Dismissal Time: 3:06 PM
- Grades Served: 6th-8th Grade

**See appendix for school demographic data sources*

EXISTING PROGRAMS AT THE SCHOOL

- Walk to School Day
- Bike to School Day

RECOMMENDED SRTS PROGRAMS

- Youth Engagement
- Project RADAR

ASSETS

- » Large number of students walking and biking to school
- » Sidewalks on both sides of Morningside Drive

CHALLENGES

- » Large amount of students waiting outside the doors unsupervised

PARENT SURVEY SUMMARY - PARENT CONCERNS

-Intersections of Concern

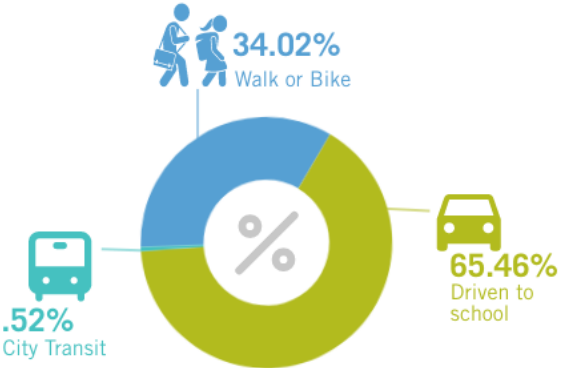
- 4th St. & National Ave.
- 2nd St. & National Ave.
- 6th St. & Fond du Lac Ave.
- 4th St. & Morningside Dr.
- 4th St. & Primrose La.
- Johnson St. & National Ave.

-Amount of traffic and unsafe driver behaviors on Morningside Drive.

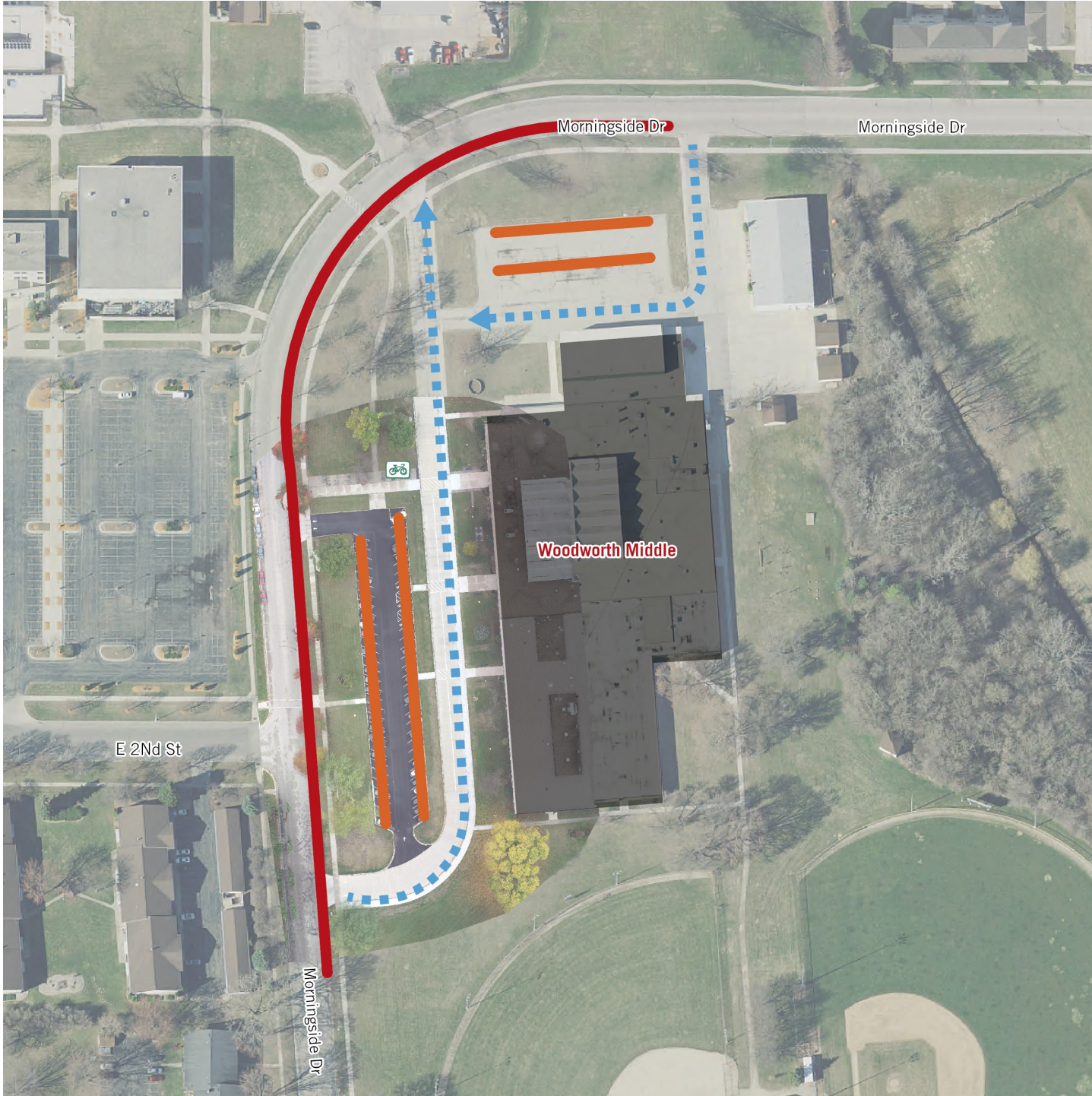
-Speed of traffic on 4th Street.





-Lack of sidewalk along 4th Street from Southview to Heritage.

-Students darting into roads.



WOODWORTH MIDDLE SCHOOL CIRCULATION MAP



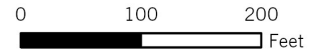
-  **Bike Parking/Rack**
-  **Parent Pickup/Drop Off**
-  **Staff Parking**
-  **No Parking**

Audit Observation

Car Count: 256

Pedestrian Count: 30

Bicycle Count: 29



Source:
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PREPARED FEBRUARY 2023 BY:



RECOMMENDATIONS FOR WOODWORTH MIDDLE SCHOOL

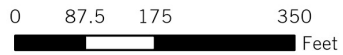
The recommendations listed here offer a selection of location specific ideas that can be implemented in and near the area around the school. The recommendations include both infrastructure and programming components. Please refer to the map for the specific location and the table below for more detail.

ID	TYPE	RECOMMENDATION	BENEFIT	PRIORITY
INFRASTRUCTURE				
A	Intersection Improvement	Paint a standard style crosswalk at the intersection of 2 nd Street and Morningside Drive.	High visibility crosswalk improves safe crossings.	Medium
B	Route Improvement	Paint a ladder style or zebra style crosswalk in the parking lot.	High visibility crosswalk improves safe crossings.	High
C	Route Improvement	Paint curbing yellow to prevent parking near crosswalk on Morningside Drive curve.	Parking restrictions improve sight lines for motorists and pedestrians.	High/Medium
PROGRAMMING				
D	Programming	Potential park and walk location for parents to drop-off or pick-up children within a ¼ mile walk to the school.	Reduce congestion around the school.	Medium
E	Education	Educate parents on proper use of the kiss'n'drop lane so they are pulling all the way forward.	All families know and understand expectations.	High

Woodworth Middle School

Walk & Bike Audit Recommendations

- Intersection Improvement
- Route Improvement
- Programming Improvement
- Education Improvement



Source:
Base data provided by Fond du Lac County 2020.
SRTS data provided by ECWRPC 2022.

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PREPARED JANUARY 2023 BY:





REDEEMER LUTHERAN SCHOOL QUICK FACTS

School Enrollment: 81
 Free and Reduced Cost Lunch Rate: 31.58%
 Arrival Time: 8:10 AM
 Dismissal Time: 3:15 PM
 Grades Served: Preschool 3-8th Grade

**See appendix for school demographic data sources*

EXISTING SRTS PROGRAMS AT THE SCHOOL

Walk to School Day
 Bike to School Day
 Winter Walk to School Month

RECOMMENDED SRTS PROGRAMS

Frequent Walker Program
 Walking School Bus

ASSETS

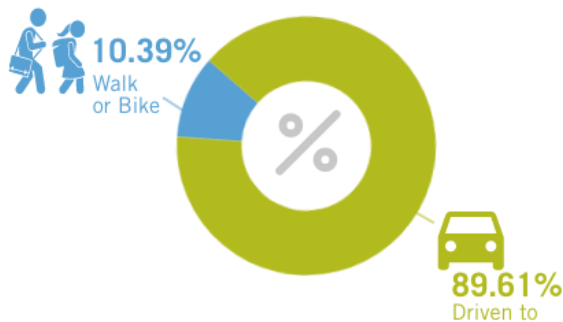
- » Parents have a park and play option after school which provides a community-building opportunity
- » The current pick-up procedures allows all vehicles to be inside the back parking lot and off of Forest Avenue, increasing safety for students walking and biking and reducing congestion in the street

CHALLENGES

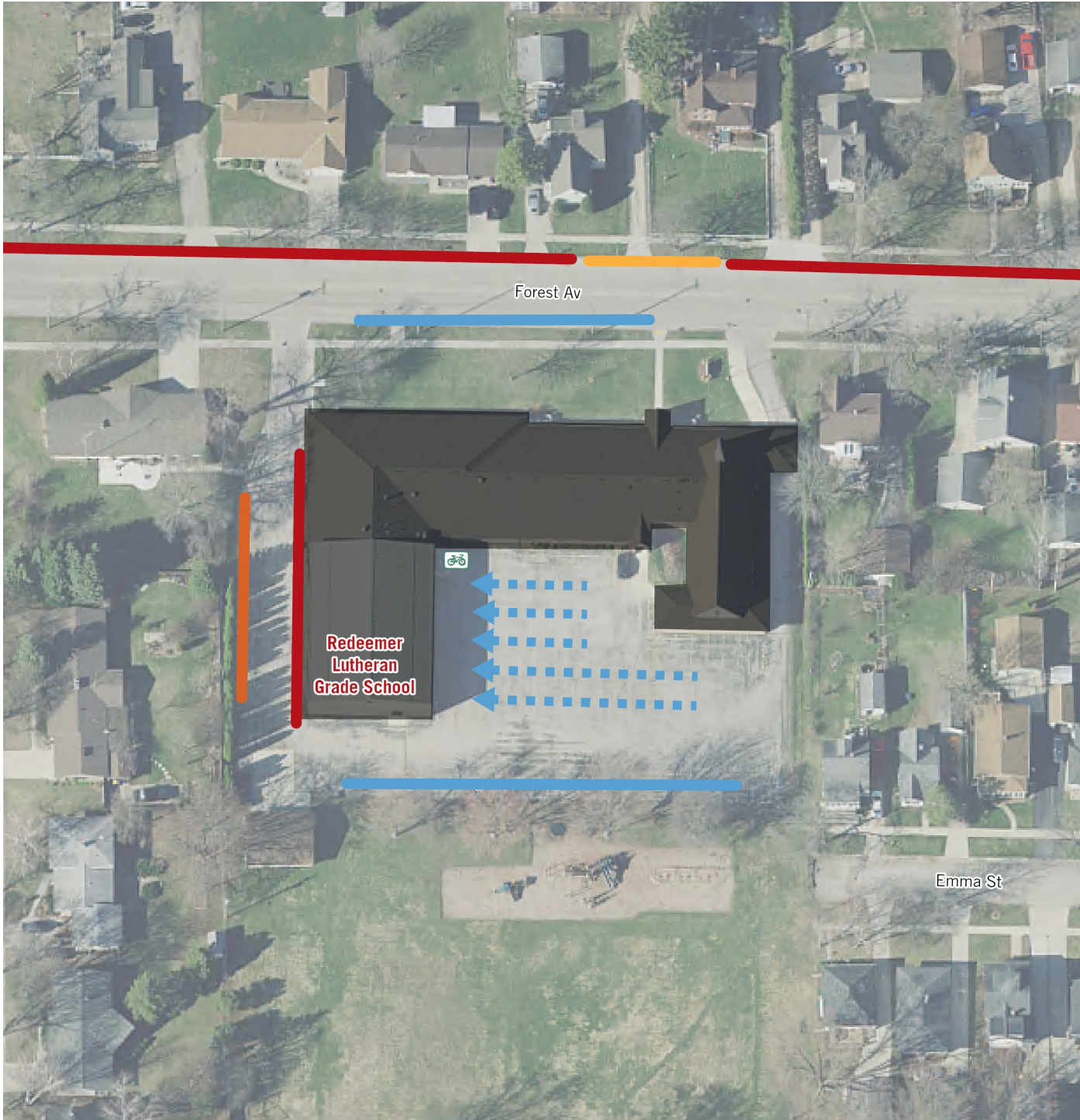
- » Pedestrians and vehicles mixing in the back parking lot
- » School pulls families from across the district, limiting the number of students walking and biking







PARENT SURVEY SUMMARY - PARENT CONCERNS

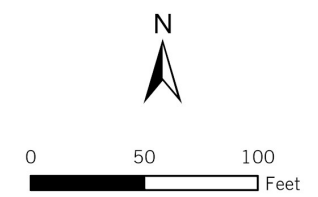
- Amount of traffic at and around the school
- Crossing guard wanted at Forest Ave. and Peters Ave.
- Intersections of concerns
 - Peters Ave. & Division St.
 - Peters Ave. & Thomas St.
- Cars turning around in driveways and not watching for pedestrians



REDEEMER LUTHERAN SCHOOL CIRCULATION MAP



-  Bike Parking/Rack
-  Bus Loading Area
-  Parent Pickup/Drop Off
-  Parent/General Parking
-  Staff Parking
-  No Parking



Source:
Base data provided by Fond du Lac County 2020.
SRTS data provided by ECWRPC 2022.

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PREPARED FEBRUARY 2023 BY:



RECOMMENDATIONS FOR REDEEMER LUTHERAN

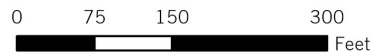
The recommendations listed here offer a selection of location specific ideas that can be implemented in and near the area around the school. The recommendations include both infrastructure and programming components. Please refer to the map for the specific location and the table below for more detail.

ID	TYPE	RECOMMENDATION	BENEFIT	PRIORITY
INFRASTRUCTURE				
A	Signage	Replace and move the school zone speed limit sign on the east side of Forest Avenue (currently blocked by tree.)	Clearly defines speed limits and school zones.	High
B	Intersection Improvement	Paint ladder style crosswalks across Seymour Street and standard style across Forest Avenue.	High visibility crosswalk improves safe crossings.	High
C	Intersection Improvement	Curb cuts should be angled into the crosswalks.	ADA ramp updates to improve safe crossings for all pedestrians.	Medium
PROGRAMMING				
D	Programming	Assign pickup lanes by grade level.	Fewer interactions between vehicles and students.	High
E	Programming	Add cones for designated walking area in the parking lot.	Clearly defines safe paths for students to walk through the parking lot.	High
F	Programming	Provide high visibility vests for staff in parking lot.	Staff are visible to all moving vehicles.	High
G	Programming	Consider moving “Park and Play” parking to Emma Street.	Reduces congestion in the parking lot.	Low

Redeemer Lutheran School

Walk & Bike Audit Recommendations

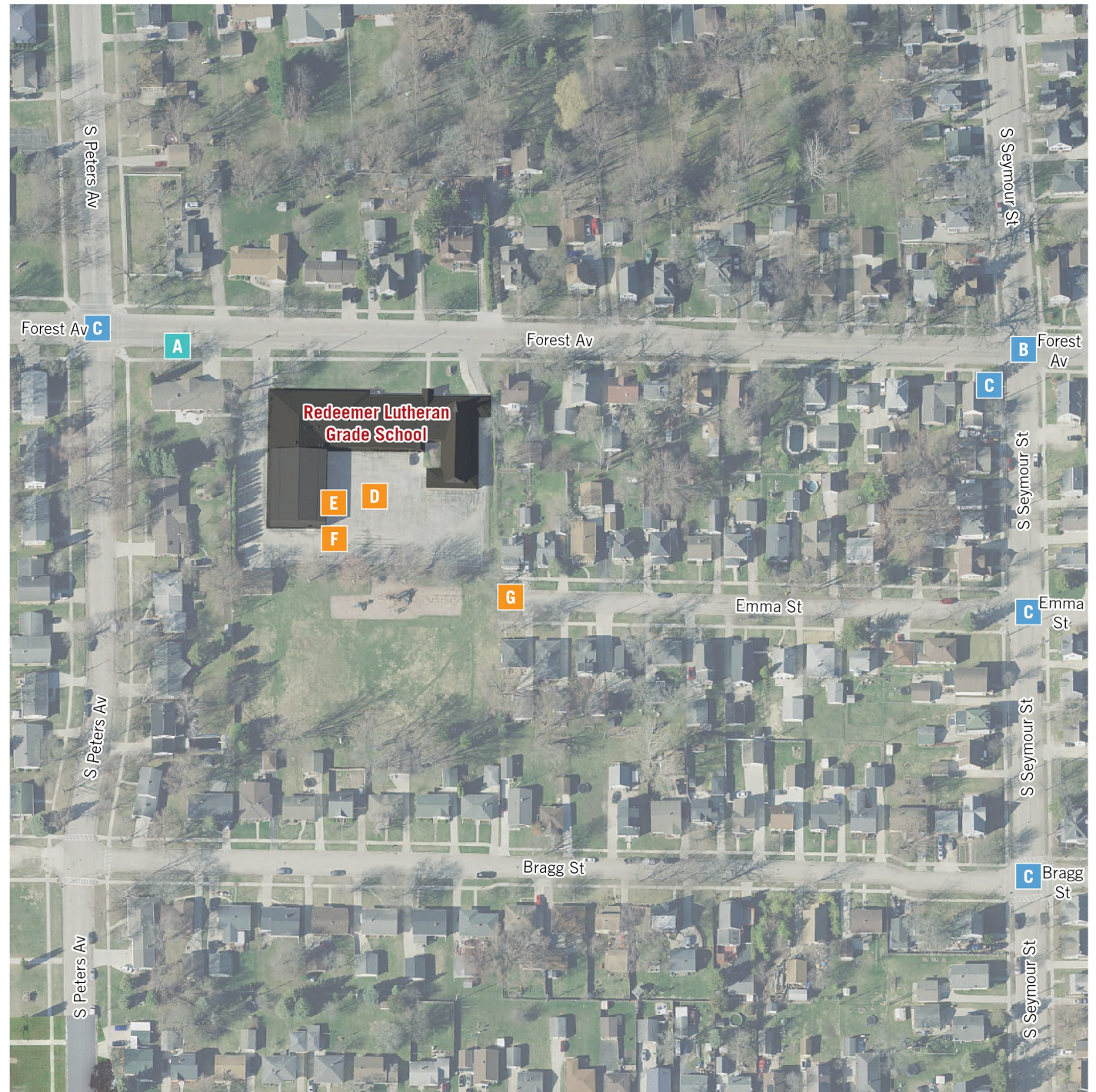
- Signage Improvement
- Intersection Improvement
- Programming Improvement



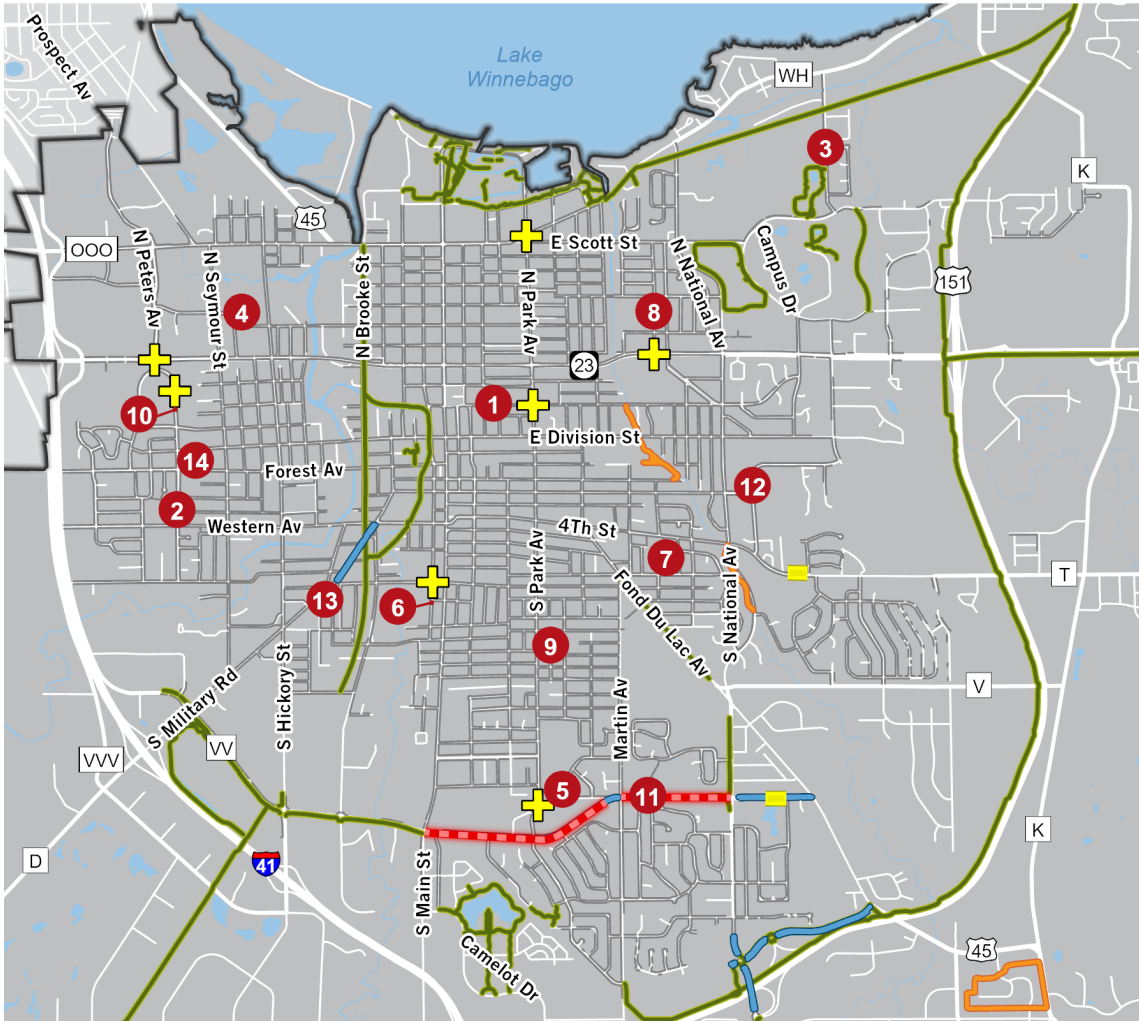
Source:
Base data provided by Fond du Lac County 2020.
SRTS data provided by ECWRPC 2022.

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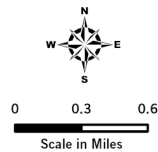
PREPARED FEBRUARY 2023 BY:



Recommended Bike & Pedestrian Network | Fond du Lac School District



- | | | | | | |
|---|----------------------|----|--------------------------------|-----|--------------------------------------|
| 1 | Chegwin Elementary | 8 | Rosenow Elementary | + | Recommended Intersection Improvement |
| 2 | Evans Elementary | 9 | Waters Elementary | ■ | Recommended Network Improvement |
| 3 | Lakeshore Elementary | 10 | Sabish Middle | --- | Planned Trail Improvement |
| 4 | Parkside Elementary | 11 | Theisen Middle | — | Bike Lane |
| 5 | Pier Elementary | 12 | Woodworth Middle | — | Off Road Paved |
| 6 | Riverside Elementary | 13 | Fond du Lac STEM | — | Off Road Unpaved |
| 7 | Roberts Elementary | 14 | Redeemer Lutheran Grade School | — | Sidewalk |
| | | | | ⬜ | Fond du Lac School District |



PREPARED FEBRUARY 2023 BY:



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CONTINUE SIDEWALK

» Theisen Middle School

- Pioneer Road to Wedgewood Lane (planned construction in 2025/2026)

» Woodworth Middle School and Roberts Elementary School

- 4th Street from Heritage Court to Southview Road (planned construction in 2027)

LEADING PEDESTRIAN INTERVAL (LPI) LIGHTS

» Riverside Elementary School

- Intersection of 9th Street and Linden Street (planned to be upgraded in 2023)

» Rosenow Elementary School

- Intersection of Winnebago Drive, Scott Street, and Park Avenue

PEDESTRIAN REFUGE ISLAND

» Sabish Middle School, Parkside Elementary School

- Intersection of Johnson Street and Peters Avenue

RAPID FLASHING BEACON (RFB)

» Sabish Middle School

- Midblock crossing on Peters Avenue

» Chegwin Elementary School

- Intersection of Merrill Avenue and Park Avenue

» Rosenow Elementary School

- Johnson Street and Weis Avenue (planned to be upgraded in 2023)

SUMMARY: FOND DU LAC SRTS INFRASTRUCTURE RECOMMENDATIONS



Chegwin Elementary School

- Consider replacing “Pedestrian Crossing” signs on Rees Street and Merrill Avenue.
- Replace “No Parking” sign on Merrill Avenue.
- Paint standard style crosswalk on all four legs of the intersection of Rees Street and Marquette Street, and three legs of Rees Street and Park Avenue.
- Repaint ladder style crosswalk from Olcott Street across E. Merrill Avenue.
- Curb cuts should be angled into crosswalks at Johnson St. and Amory St. and at Rees St. and Amory St.
- Consider adding a Rapid Flashing Beacon at the intersection of Merrill Avenue and Park Avenue.

Evans Elementary School

- Trim tree branches covering “School Zone Speed Limit” sign and “Pedestrian Crossing” sign heading north on Peters Avenue.
- Consider replacing the “School Zone Speed Limit” sign on the north side of Peters Avenue.
- Paint standard style crosswalks on all four legs of intersection of Evans Drive and Western Avenue and Evans Drive and Bragg Street.
- Paint yellow curbing along Peters Avenue from Western Avenue to Bragg Street.

Fond du Lac Stem

- Replace “School Zone Speed Limit” sign on Military Road.
- Paint standard style crosswalks on all legs of 11th Street and Ann Street, and 11th Street and Walker Street.
- Paint ladder style crosswalk at Military Road across Ann Street.

- Add a “Wrong Way” sign within the parking lot or paint arrows directing traffic.
- Repaint section of curbing as “No Parking” on Ann Street.

Lakeshore Elementary School

- Move the “Speed Limit” sign on Prairie Road further to the north to be in line with “School Zone Speed Limit” sign.
- Trim tree branches covering “School Safety Zone” sign on Prairie Road.
- Paint standard style crosswalk at Prairie Road and Whippoorwill Lane.
- Extend sidewalk on the north side of the parking lot.
- Add “No Parking” sign on west side of Prairie Road between the bus entrance and exit.

Parkside Elementary School

- Consider replacing “Pedestrian Crossing” sign on Seymour Street.
- Paint standard style crosswalk at Arndt Street across Bell Street.

Pier Elementary School

- Trim tree branch blocking “School Zone Speed Limit” sign on Park Avenue.
- Make the intersection of Old Pioneer Road and Park Avenue a three way stop.
- Paint a standard style crosswalk at Park Avenue across Guindon Boulevard.
- Repaint ladder style crosswalk at 21st Street across Park Avenue.
- Paint section of curbing as “No Parking.”
- Add a crosswalk and Rapid Flashing Beacon or HAWK across Pioneer from Old Pioneer to the apartment area.

Riverside Elementary School

- Replace the “School Zone Speed Limit” sign on 9th Street.
- Update height of the “Pedestrian Crossing” sign on 9th Street and Linden Street.
- Trim tree branches covering “School Zone Safety” sign on Linden Street across from parking lot.
- Consider adding a pedestrian interval light at intersection of 9th Street and Linden Street.
- Paint a standard style crosswalk at intersection of 11th Street and Linden Street.

Roberts Elementary School

- Trim tree branches covering “School Zone Speed limit” sign heading east on 8th Street and the “Pedestrian Crossing” sign on Regent Street heading north.
- Replace “School Zone Safety” sign at west parking lot entrance.
- Replace “No Bikes” sign on 8th Street near playground.
- Repaint standard style crosswalk at Laurel Lane across 4th Street.
- Repaint standard style crosswalk at Ashland Avenue across 4th Street.
- Curb-cuts should be angled into the crosswalk area at 4th Street and Vincent Street.
- Replace sections of sidewalk on 8th Street and Laurel Lane that have lifted.

Rosenow Elementary School

- Consider adding a Rapid Flashing Beacon (RFB) to the intersection of Johnson Street and Weis Avenue or ensure flashing pedestrian sign heading west on Johnson Street is functioning.
- Trim tree branches covering “Pedestrian Crossing” sign heading west on Johnson Street.

- Repaint crosswalks at Weiss Street and Stow Street.
- Add a Leading Pedestrian Interval (LPI) light at the intersection of Winnebago Drive, Scott Street, and Park Avenue.
- Paint a standard style crosswalk at Weiss Street and Marshall Avenue, and Wettstein Avenue and Stow Street.

Waters Elementary School

- Raise flashing “Pedestrian Crossing” sign to 7ft minimum on Park Avenue.
- Replace “Pedestrian Crossing” sign on 13th Street in the eastbound lane.
- Trim branches covering “School Zone Speed Limit” sign and “Pedestrian Crossing” sign on Park Avenue.
- Repaint the crosswalk in front of the school on Wabash Avenue.
- Curb-cuts should be angled into the crosswalks on 11th Street and Park Avenue.
- Replace sections of sidewalk on Park Avenue and 13th Street that have lifted.

Sabish Middle School

- Add school zone speed limit sign on Berger Parkway and Thomas Street.
- Update the speed feedback signs on south of the school on North Peters.
- Replace the pedestrian sign on Thomas Street.
- Add a pedestrian refuge island for students crossing over Johnson Street.
- Paint standard style crosswalks at Peters Avenue and Division Street, and Berger Parkway and Thomas Street.
- Consider adding an RFB or flashing pedestrian sign at North Peters Avenue.
- Replace sections of sidewalk along Berger Parkway that have lifted.

- Add “Staff Parking Only” signs within the staff parking lot.

Theisen Middle School

- Add Rapid Flashing Beacon, HAWK, or a crossing guard at the mid-block crossing on Pioneer Road to Sherwood Boulevard.
- Replace “School Zone Speed Limit “sign on Martin Avenue.
- Repaint all four legs of crosswalks at Martin Avenue and Pioneer Road.
- Paint standard style crosswalk at Martin Place.
- Repaint ladder style crosswalk at Pioneer Road and Sherwood Boulevard.
- Adjust timing of traffic lights at Martin Avenue and Pioneer Road.
- Continue sidewalk from Pioneer Road to Wedgewood Lane.

Woodworth Middle School

- Paint a standard style crosswalk at the intersection of 2nd Street and Morningside Drive.
- Paint a ladder style or zebra style crosswalk in the parking lot.
- Paint curbing yellow to prevent parking near crosswalk on Morningside Drive curve.
- Continue sidewalk on 4th Street from Heritage Court to Southview Road.

Redeemer Lutheran School

- Replace and move the “School Zone Speed Limit” sign on the east side of Forest Avenue..
- Paint ladder style crosswalks across Seymour Street and standard style across Forest Avenue.
- Curb cuts should be angled into the crosswalks.



SUMMARY: FOND DU LAC SRTS PROGRAMMING RECOMMENDATIONS



Chegwin Elementary School

- Consider opening gate on Amory Street so students could access the playground on the west side of the school.
- Consider starting Walking School Bus Program for students crossing Park Avenue at Merrill Avenue.
- Encourage parents to use Amory Street for drop-off and pick-up instead of parking on the north side of Rees Street.
- Provide parent circulation map and education on drop-off and pick-up procedures.

Evans Elementary School

- Paint no parking area in kiss'n'drop entrance in the right lane from Peters to the curb cut.
- Paint crosswalk from the curb cut to parking lot entrance.
- Provide parent circulation map and education on proper use of the kiss'n'drop lane.
- Remind students to cross in the designated crosswalk areas.
- Encourage parents to park on school side of Western Avenue for an alternative pick-up location.

Fond du Lac Stem

- Move student parking to the parking lot north of the school.
- Remind parents to pull all the way forward in the drop-off and pick-up line.
- Provide school families with a parent procedure map.

Lakeshore Elementary School

- Add cones to parking lot by bus entrance so parents are not utilizing the same entrance as busing.
- Educate families on proper use of kiss'n'drop.

Parkside Elementary School

- Consider implementing new parent kiss'n'drop lane for parent drop-off and pick-up in parking lot area.
- Paint pedestrian safe zone in parking lot area along the gate area.
- Potential park and walk location for parents to drop-off children at Masonic Temple.
- Move busing to the front of the school on Arndt Street and add appropriate signage.
- Provide stop sign for school staff at crossing on Arndt Street.
- Remind parents to utilize marked crosswalks.

Pier Elementary School

- Have parents who park and walk park on Old Pioneer or on 21st Street instead of in the parking lot or on the west side of Park Avenue.
- Provide more training for the safety patrol students.
- Continue to educate students on crossing at marked crosswalks instead of midblock crossings.

Riverside Elementary School

- Cone off parking area to avoid vehicles cutting through in unexpected places in the parking lot.
- Consider having a staff cross children at Linden Street and 10th Street.
- Provide high visibility vests for all staff in parking lot area.
- Start a Walking School Bus program with the Day Care.

Roberts Elementary School

- Add cones to the back section of the parking lot on the west side.
- Provide a new bike rack for the school.
- Provide parent circulation map and education on proper use of the kiss'n'drop lane.

Rosenow Elementary School

- Paint lines and arrows in kiss'n'go lane.
- Add signage directing families to pull forward and not leave their vehicle.
- Provide parent circulation map and education on proper use of the kiss'n'go lane.

Waters Elementary School

- Encourage families to carpool or create a Walking School Bus Program.
- Consider a staggered release where bikers, walkers, and students that are bused leave first.

- Provide Safety Patrol students with additional training.
- Remind parents not to park in the bus loading zone.
- Remind parents and students to utilize marked crosswalks.

Sabish Middle School

- Remind students to use the marked crosswalks and make eye contact with the drivers in vehicles when crossing Thomas Street.
- Encourage students to cross at the marked crosswalk on North Peters Avenue instead of the intersection of Berger Parkway and Peters Avenue.

Theisen Middle School

- Have staff in parking lot wear high visibility reflective vests.
- Remind parents not to park over crosswalks in the back parking lot.
- Remind students to cross behind the buses when walking to vehicle.

Woodworth Middle School

- Potential park and walk location for parents to drop-off or pick-up children within a ¼ mile walk to the school.
- Educate parents on proper use of the kiss'n'drop lane so they are pulling all the way forward.

Redeemer Lutheran School

- Assign pickup lanes by grade level.
- Add cones for designated walking area in the parking lot.
- Provide high visibility vests for staff in parking lot.
- Consider moving "Park and Play" parking to Emma Street.



LOCAL FUNDING OPPORTUNITIES

- Local Hospitals and Healthcare Organizations support community initiatives that are consistent with their Community Health Needs Assessment.
- Public Private Partnerships could potentially help secure the local match for state and federal grant programs.

STATE FUNDING OPPORTUNITIES

- Wisconsin DOT Transportation Alternatives (TA) Set Aside Program funds locally sponsored pedestrian and bicycle infrastructure programs.-<https://wisconsin.gov/Pages/doing-business/local-gov/astnce-pgms/aid/tap.aspx>
- Surface Transportation Block Grant (STBG) Program funding for projects to preserve and improve the conditions and performance, including pedestrian and bicycle infrastructure-<https://wisconsin.gov/Pages/doing-business/local-gov/astnce-pgms/highway/stp-urban.aspx>

FEDERAL FUNDING OPPORTUNITIES

- ITE Planning and Funding Accessible Pedestrian Facilities provides sources of funding for pedestrian safety projects-<https://www.ite.org/technical-resources/accessible/planning-and-funding-accessible-pedestrian-facilities/>
- National Safety Council (NSC) Road to Zero Grants funds projects that aim to reduce traffic and roadway deaths, such as various transportation safety projects, including pedestrian safety initiatives-<https://www.nsc.org/road/resources/road-to-zero/road-to-zero-grants>
- People for Bikes Community Grant Program provides funding for projects that make bicycling better in communities-<https://www.peopleforbikes.org/grants>
- America Walks funds projects that create change and opportunities for walking and movement at the community level-<https://americawalks.org/programs/community-change-grants/>

DOCUMENTS AND RESOURCES

- » STEP Action Plan
- » Bicycle and Pedestrian Facilities Guidebook
- » City of Fond du Lac Bicycle and Pedestrian Plan
- » Manual on Uniform Traffic Control Devices (MUTCD)
- » National Association of City Transportation Officials (NACTO)
- » Small Town and Rural Design Guide Facilities for Walking and Biking
- » AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities

APPENDIX

SOURCES

- ¹ Crash Data: Wisconsin Traffic Operations and Safety Laboratory (Wisconsin TOPS), 2017-2021
- ² <https://www.saferoutespartnership.org/sites/default/files/pdf/LowIncomeGuide.pdf>
- ³ <https://www.dhs.wisconsin.gov/medicaid/fpl.htm>
- ⁴ <https://wsdot.wa.gov/sites/default/files/2021-10/WSDOT-Glossary.pdf>
- ⁵ <https://www.saferoutespartnership.org/sites/default/files/pdf/LowIncomeGuide.pdf>
- ⁶ Median Household Income ACS 2016-2021
- ⁷ Free and Reduced Cost Lunch rates: DPI 2019
- ⁸ Household Vehicle Access: ACS 2016-2021
- ⁹ Functional Classification of Roads/Arterial Roads: WisDOT 2022
- ¹⁰ School Enrollment: Department of Public Instruction, 2021-2022 School Year
- ¹¹ English Language Learners: Department of Public Instruction, 2021-2022 School Year

BICYCLE AND PEDESTRIAN FACILITY EXAMPLES

This plan recommends several infrastructure improvements to intersections, sidewalks, and signage. Intersection enhancements will make street crossings safer for students, improve ADA-compliance, and resurface and repaint crosswalks that need maintenance and repair. The physical environment can make walking or biking to school easier and safer, or more difficult and intimidating. Without well-designed facilities between a child's home and their school, parents may have reservations about allowing their children to walk or bike to school. This guide describes commonly-used and effective types of facilities that can be used along a school route to improve safety for children walking and biking.

CURB RAMPS

Curb Ramps provide access between roadways and sidewalks for people using wheelchairs, strollers, walkers, crutches, bicycles as well as for those who have mobility restrictions that make it difficult to step up or down from curbs. Curb Ramps must be installed at intersections and midblock crossings where pedestrian crossings are located, as mandated by federal law.



Pedestrian Curb Ramps facilitate access between sidewalk and crosswalk.

HIGH-VISIBILITY CROSSWALKS

High-Visibility Crosswalks help create a continuous route network for people walking and biking, and alert motorists to the potential presence of pedestrians at crossings and intersections. High-Visibility Crosswalks should be used at fully controlled intersections where sidewalks or shared-use paths exist.



High-Visibility Crosswalks improve pedestrian visibility and crossing safety.

LEADING PEDESTRIAN INTERVAL-LPI

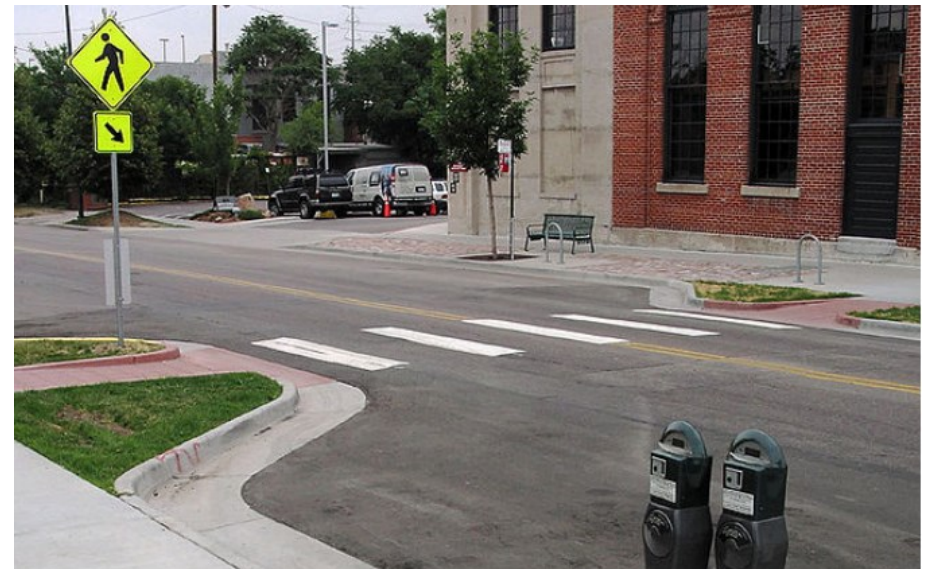
A Leading Pedestrian Interval (LPI) provides pedestrians with a three to seven second head start when entering an intersection before providing a corresponding green signal in the same direction of travel. LPIs enhance the visibility of pedestrians in the crosswalk, and reinforce their right-of-way over turning vehicles. LPIs are most useful in areas where pedestrian travel and turning vehicle volumes are both high.



With the help of a Leading Pedestrian Interval, pedestrians are able to step out into the crosswalk before vehicular traffic, increasing their visibility to drivers and improving safety.

CURB EXTENSIONS-BULB OUTS

Curb Extensions extend the sidewalk and curb into the motor-vehicle parking lanes at intersection locations. Also called bump-outs, these facilities improve safety and convenience for people crossing the street by reducing the crossing distance and by increasing the visibility of people walking or biking to motor-vehicle drivers.



A Curb Extension / Bulb Out reduces the crossing distance.

PEDESTRIAN HYBID BEACON-HAWK SIGNAL

The High-Intensity Activated Crosswalk Beacon (HAWK), also known as a Pedestrian Hybrid Beacon System, remains dark until activated by pressing the crossing button. Once activated, the signal responds immediately with a flashing yellow pattern which transitions to a solid red light, providing unequivocal 'stop' guidance to motorists. HAWK signals elicit high rates of motorist compliance.



A HAWK Signal alerts motorists to the presence of pedestrians in the crosswalk.

RECTANGULAR RAPID FLASHING BEACON-RRFB

An RRFB uses an irregular stutter flash pattern with bright amber lights (similar to those on emergency vehicles) to alert drivers to yield to people waiting to cross. The RRFB offers a higher level of driver compliance than other flashing yellow beacons, but lower than the HAWK signal.



A Rectangular Rapid Flash Beacon announces the presence of bicycle riders using a roadway crossing.

PEDESTRIAN REFUGE ISLAND

Pedestrian Refuge Islands (also known as Median Crossing Islands) make crossings safer and easier by dividing the crossing movement into two stages so that pedestrians and bicyclists only have to cross one direction of traffic at a time. Median refuges can be especially beneficial for slower walkers including children or the elderly. Crossing medians also provide traffic calming benefits by visually and physically narrowing the roadway.



Staggering the crosswalks allows pedestrians to view the oncoming lane before continuing across.