



Little Chute Area School District **SAFE ROUTES TO SCHOOL** ACTION PLAN

SPRING/SUMMER | 2024



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LITTLE CHUTE AREA SCHOOL DISTRICT SAFE ROUTES TO SCHOOL ACTION PLAN

ABSTRACT

TITLE: Little Chute Area District Safe Routes to School Action Plan

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SUBJECT: Safe Routes to School Action Plan

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LITTLE CHUTE AREA SCHOOL DISTRICT SAFE ROUTES TO SCHOOL ACTION 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 number 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 healthful 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 TO SCHOOL

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. The 6 E's work in conjunction to frame the methods for an integrated approach to support walking and

bicycling. 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.



EDUCATION

Provides students of all ages and abilities the skills and confidence to walk and ride. Education programs improve and build knowledge and skills related to mobility.



ENGAGEMENT

Allows the school community to identify where, what and how to prioritize programs and projects that will improve safety for all families accessing schools.



ENCOURAGEMENT

Programs foster a culture that supports walking and bicycling as a normal daily activity.



ENGINEERING

Encompasses all forms of infrastructure improvements designed to improve the safety of students walking and bicycling.



EQUITY

Establishing access and opportunities for all students so everyone is included and has what they need to thrive.



EVALUATION

Studying, planning, and measuring the walking and biking environment.

REGIONAL SAFE ROUTES TO SCHOOL PROGRAM OVERVIEW



WALKING AND 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.

EDUCATION & PRESENTATIONS

We offer educational presentations on bicycle and pedestrian safety, bike rodeos, and Project RADAR (school zone safety). We also have an annual Educational Campaign that schools can sign up to receive banners and yards signs.

BICYCLE FLEET

A fleet of 20 bicycles available for schools to check out and use to teach bicycle safety curriculum through their education program.

FREQUENT WALKER

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. A walking school bus is a group of children walking to school together with an adult route leader. A variation on the walking school bus is the bicycle train.

BICYCLE BLENDERS

We have six stationary bikes with blenders attached; students mix delicious smoothies or slushies as they pedal.

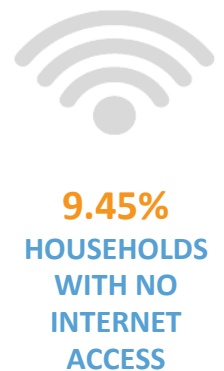
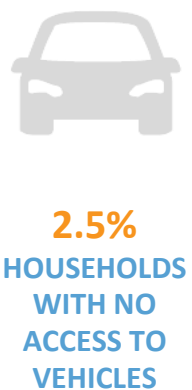
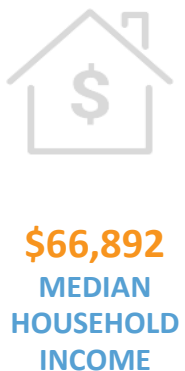
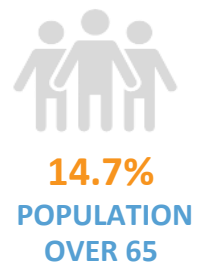
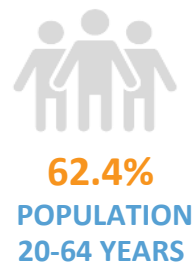
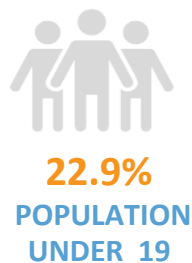
LITTLE CHUTE AREA SCHOOL DISTRICT OVERVIEW

Little Chute School District is located within the Heart of the Valley within the Fox Cities metropolitan area, serving approximately 1,600 students. Within the school district boundary lies the village of Little Chute which covers 6.78 sq mi with a large amount of this area having access to sidewalk.

The school district is home to the Little Chute Mustangs and includes three public school buildings and two charter schools:

- » Little Chute Elementary School (Grades 4K-4);
- » Little Chute Intermediate/Middle School (Grades 5-8);
- » Little Chute High School (Grades 9-12).
- » Flex Academy (K-8)
- » Little Chute Career Pathways Academy (9-12)

FIGURE 1-1 LITTLE CHUTE AREA SCHOOL DISTRICT DEMOGRAPHIC DATA

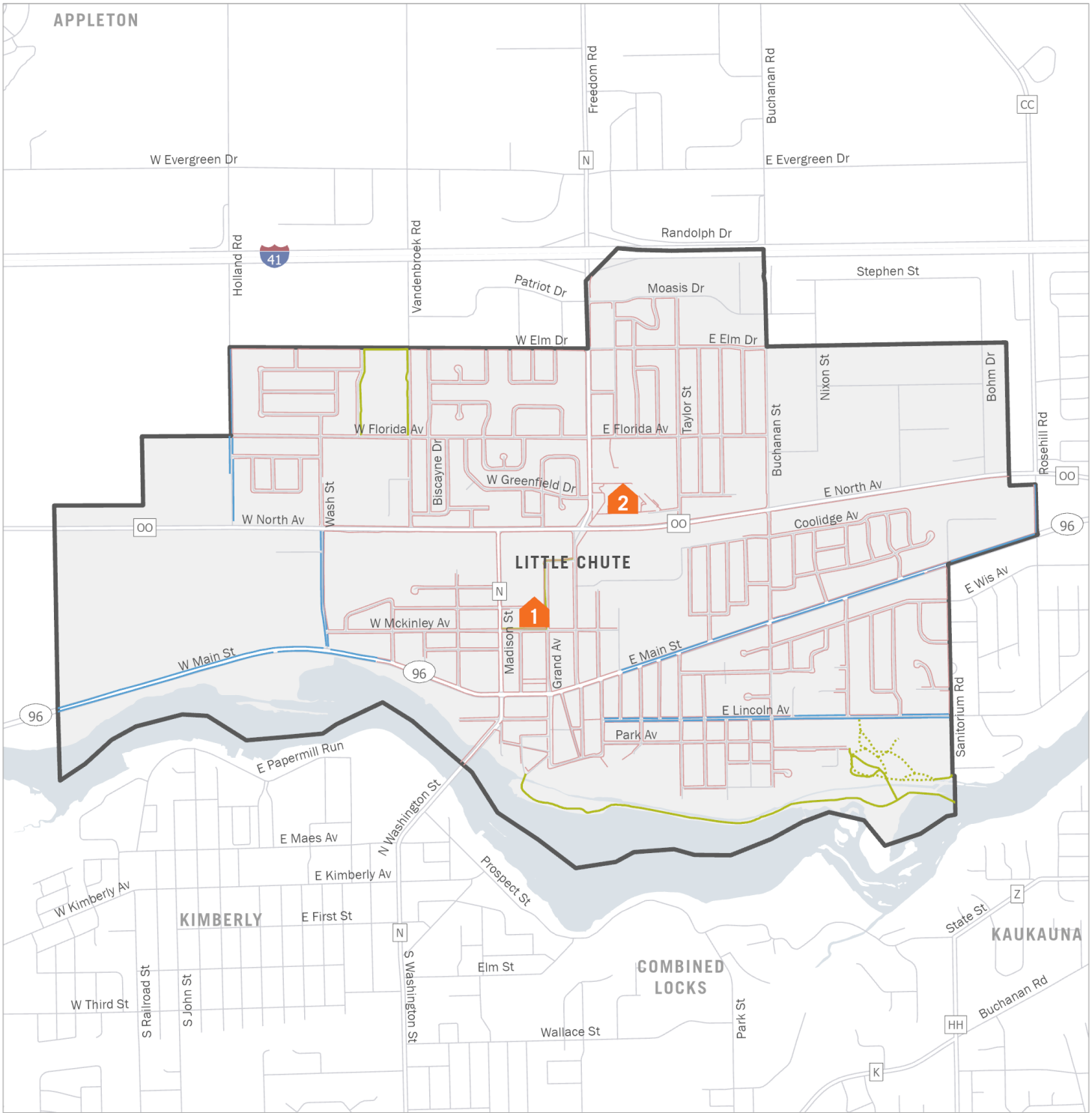




SOURCE: ACS DATA 2016-2020 & WISEdash Public Portal


TRANSPORTATION POLICY AND UNUSUALLY HAZARDOUS BUSING

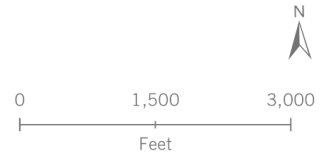
The Little Chute Area School District does not provide general busing to students. Busing is only provided to students who live in an area deemed as hazardous (typically no sidewalks) by the Outagamie County Sheriff's Office. Students with special education needs may be provided transportation as a related service per the Individualized Education Program (IEP).

LITTLE CHUTE AREA SCHOOL DISTRICT BOUNDARY & SCHOOL LOCATIONS



-  Little Chute Elementary
-  Little Chute High, Intermediate, and Middle; Little Chute Career Pathways; Flex Academy

-  Bike Lane
-  Paved Trail
-  Unpaved Trail
-  Sidewalk



SRTS and Bike Ped data from ECWRPC 2024.
Base data from Outagamie County 2024.

STUDENT ENROLLMENT TRENDS

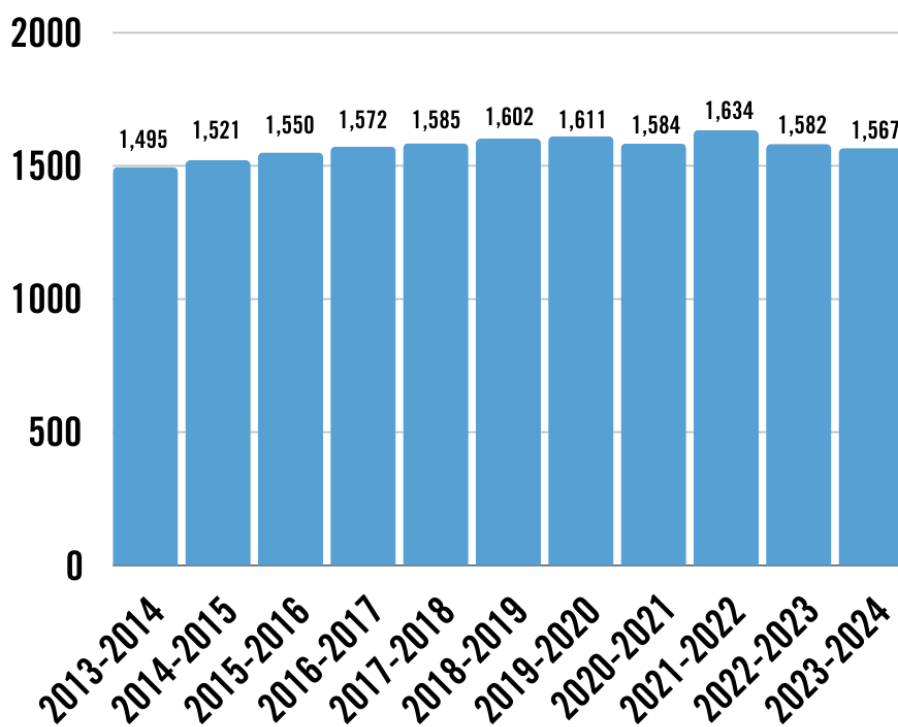
Every third Friday in September, the school district sends enrollment numbers to the Wisconsin Department of Public Instruction (DPI). Over the last 10 years the district total enrollment has fluctuated slightly.

Consistent with other school districts in Wisconsin, the past five school years, the enrollment numbers have decreased.

OPEN ENROLLMENT

The school district has an open enrollment policy meaning students outside of the school district can choose to enroll in the Little Chute Area School District. Of the 1,567 students enrolled during the 2023-2024 school year, 1,097 students live within the district boundaries, while 470 (30%) live outside of the district boundaries.

FIGURE 1-2 LITTLE CHUTE AREA SCHOOL DISTRICT ENROLLMENT TRENDS



SOURCE: WISEdash Public Portal

TRAFFIC DATA

The Wisconsin Department of Transportation (WisDOT) maintains traffic counts across the state. This is reported as the number of vehicles expected to pass a given location on an average day of the year. This value is called the Annual Average Daily Traffic (AADT).

According to the latest WisDOT AADT counts (June, 2019), Freedom Road has an average daily count of 9,700 vehicles and Depot Road has an average daily traffic count of 3,000 vehicles. North Avenue has an average daily count of 8,800 vehicles traveling between Madison Street and Buchanan Street.

Miovision cameras were set up at the intersection of North Avenue and Freedom Road in April of 2024 to capture vehicle movements and average daily traffic counts that accounted for school traffic. Data was collected with the Miovision cameras over the course of 2 days.

The Miovision cameras showed Freedom Road had an average daily count of 10,844 vehicles and Depot Road has an average daily traffic count of 5,204 vehicles. North Avenue has an average daily count of 9,350 vehicles traveling between Madison Street and Buchanan Street.

	Freedom Road	Depot Road	North Avenue
WisDOT AADT Traffic Counts (2019)	9,700	3,000	8,800
Miovision Traffic Counts (2024)	10,844	5,204	9,350

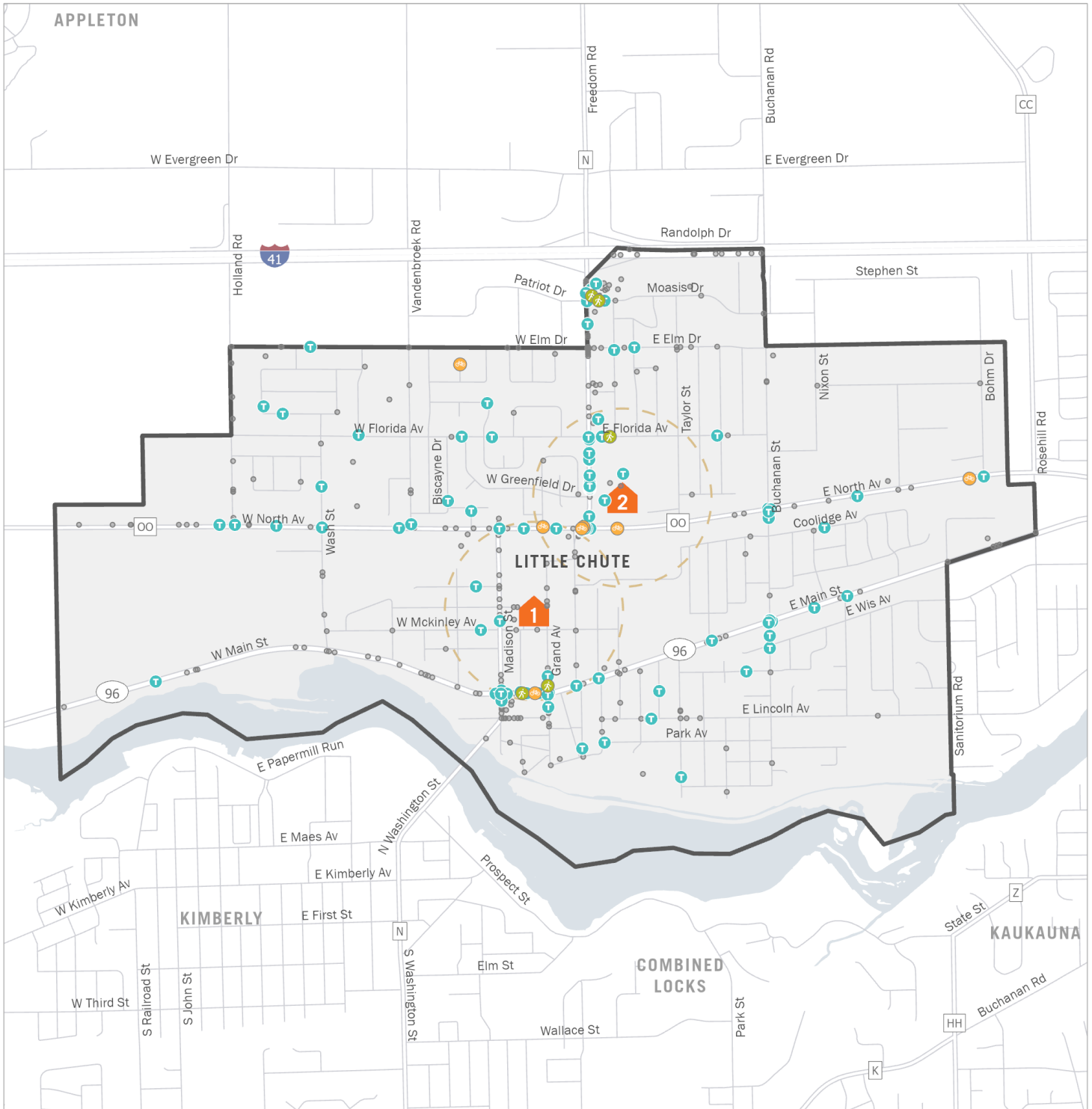
CRASH DATA ANALYSIS (2019-2023)

The UW-Madison Traffic Operations and Safety Laboratory (TOPS) maintains a record of motorized and non-motorized crashes within Wisconsin. East Central staff looked at crash data within the school district boundaries. Data over the past five years (2019 - 2023) shows that there were 511 vehicle crashes and 12 bicycle and pedestrian related crashes.

- » 102 of the crashes involved teen drivers.
- » 66.7% of the crashes involving bicyclists or pedestrians took place within a 1/4 mile buffer from the schools in the Little Chute Area School District boundary.
- » 43.1% of all crashes involving teen drivers took place within a 1/4 mile buffer from the schools in the Little Chute Area School District boundary.



LITTLE CHUTE AREA SCHOOL DISTRICT CRASH DATA MAP (2019-2023)



Little Chute Elementary



Little Chute High, Intermediate, and Middle; Little Chute Career Pathways; Flex Academy



Bicyclist Crashes (7)



Pedestrian Crashes (5)



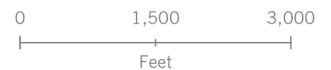
Teen Crashes (102)



All Motorist Cashes (511)

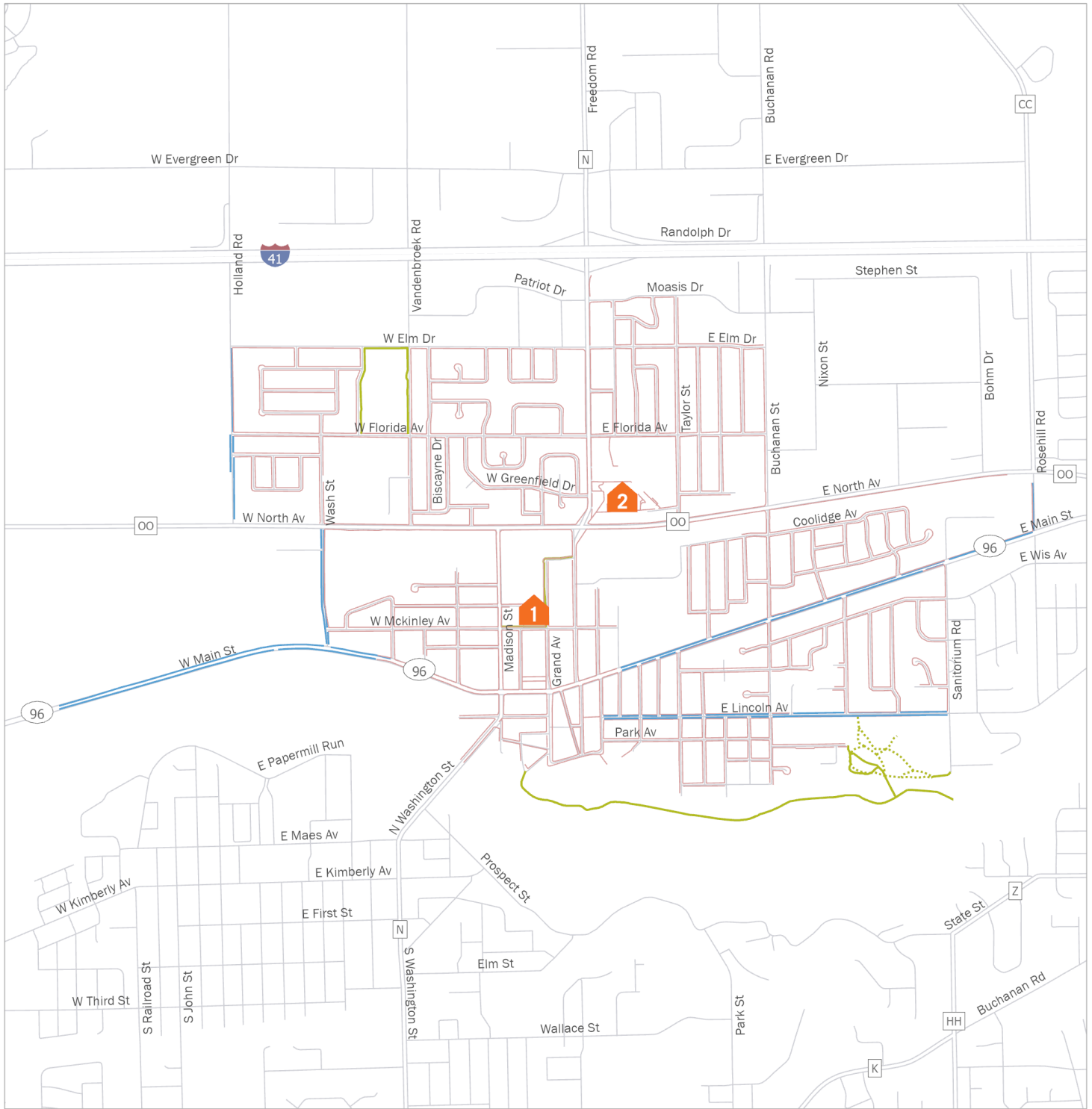


1/4 Mile Buffer



Crash data from TOPS Lab 2019-2023.
Base data from Outagamie County 2024.

EXISTING FACILITIES MAP



Little Chute Elementary



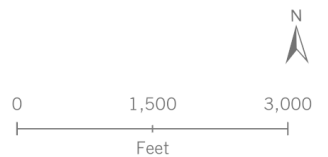
Little Chute High, Intermediate, and Middle; Little Chute Career Pathways; Flex Academy

 Bike Lane

 Paved Trail

 Unpaved Trail

 Sidewalk



SRTS and Bike Ped data from ECWRPC 2024.
Base data from Outagamie County 2024.



WALK AND BIKE AUDITS

In order to gain a better understanding of current infrastructure, drop-off and pick-up procedures, and traffic flows, the Safe Routes to School team conducted walking and biking audits at each school.

For the audits, team members were stationed at various locations throughout the campus to observe the behaviors of drivers, pedestrians, and bicyclists during the morning and afternoon proceedings. The Safe Routes to School team also walked routes to and from school and documented sidewalk conditions, signage, crosswalks, and curb ramps. Each team member was equipped with a digital tablet where they placed points on a map using ESRI's Field Maps Application. The points represented a range of observations and existing conditions in the community.

COMMUNITY ENGAGEMENT

There were two main opportunities for community engagement throughout the project: an online survey, and in person engagement.

ONLINE SURVEY

The online survey was geared toward students and caregivers, and asked questions about their commutes. Questions focused on their current mode of travel to school and from school, the distance and time it takes to get to

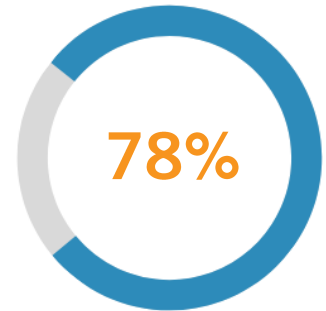
school and from school, and the role that different factors played in their mode of travel decision. The online survey was open to the public and received 282 responses representing 528 students and members in the community.

IN PERSON ENGAGEMENT

In order to ensure that this plan reflects the needs of the Little Chute Area School District, the Safe Routes to School team worked with the district to develop a task force. This group was made up of principals, school facilities staff, local Fox Valley Metro Police Department staff, Crossing Guards, Outagamie County staff, and Village of Little Chute staff. The Safe Routes to School team met with members of the task force to gather valuable insight on transportation issues and challenges and presented preliminary recommendations addressing the current issues and observations from the walking and biking audits.

TOP 5 REASONS PARENTS ALLOW THEIR CHILD TO WALK OR BIKE TO SCHOOL

1. Distance
2. Convenience
3. Access to sidewalks and trails
4. Presence of crossing guards along the route
5. Weather or climate



TOP 5 REASONS PARENTS DO NOT ALLOW THEIR CHILD TO WALK OR BIKE TO SCHOOL

1. Safety concerns about intersections or crossings
2. High volumes of traffic along the route
3. Speed of traffic along the route
4. Distance
5. Age of the students

78% of families responding to the survey would like to see bike and pedestrian safety education in the school.

MODE OF STUDENT TRAVEL OBSERVATIONS



11% of students are walking or biking



2% of students are using the school bus



87% of students are carpooling or using a family vehicle



LITTLE CHUTE ELEMENTARY SCHOOL

ASSETS

- » Bike racks are easily accessible in front of and on the back side of the school.
- » The infrastructure needed to support active transportation including signage and highly visible crosswalks are present all around the school.
- » Crossing guards are present at multiple locations around the school and the community.

CHALLENGES

- » Parent loop is not able to handle the volume of traffic.
- » Many parents are choosing to park and walk their child to the playground or entrance.
- » Parents making choices that are not modeling safe behaviors such as mid-block crossings and Y-turns during peak hours.
- » Window of time to drop-off in the morning is extremely short for the number of children that are enrolled in the school.
- » Minimal staff presence was observed during drop-off and pick-up times.

Quick Facts

Principal: Melissa Yuska

Student Enrollment: 586

Start time: 8:00 am

AM Vehicle Count: ~ 601 vehicles
325 dropping off

End Time: 3:00 pm

PM vehicle Count: ~ 416 vehicles
300 picking up



LITTLE CHUTE ELEMENTARY SCHOOL | SCHOOL CIRCULATION MAP



Crossing Guard

Staff Parking

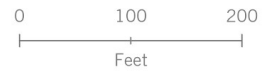


Parent Pick-Up/Drop-Off

No Parking



Parent/General Parking



SRTS data from ECWRPC 2024.
Base data from Regional Counties 2021.


RECOMMENDATIONS FOR LITTLE CHUTE 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 walk and bike audit recommendations map for the specific location and the table below for more detail.

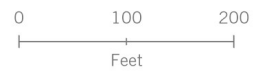
ID	TYPE	RECOMMENDATION
PROGRAMMING		
A	Procedure	Release 4K, K, and 2nd grade students out of door 2 after school to reduce the number of locations students are crossing on Grand Avenue.
B	Procedure	Have a staff member at the crosswalk on Grand Avenue after school to encourage students to use designated crossing area.
C	Procedure	Designate a specific area in the parking lot as Staff Parking only in order to force parents that are choosing to park and drop-off to utilize a specific area of the parking lot.
D	Procedure	Consider making the parking lot one way.
E	Procedure	Repaint parking lot with angled parking spots.
F	Procedure	Consider using cones or gate to block off first entrance to parking lot in order to get families to utilize the full parent drop-off loop.
G	Procedure	Consider having a staff member at the crosswalk on Legion Parkway/Pierce Avenue during morning drop-off and afternoon pick-up to encourage parents to stay in their vehicle, pull all the way forward, and to help with loading and unloading students.
H	Education	Remind students and families to cross at designated crosswalks for everyone's safety.
I	Education	Create a map of the pick-up and drop-off procedures to share with all school families at the start of the school year. Communicate pick-up and drop-off procedures with families early and often through maps, the parent handbook, newsletters, and school social media platforms.
J	Education	Provide pedestrian, bicycling, and driver safety tips and reminders on a monthly basis through the school newsletter.

LITTLE CHUTE ELEMENTARY SCHOOL I WALK & BIKE AUDIT RECOMMENDATIONS



 Procedure Recommendation

 Education Recommendation



SRTS data from ECWRPC 2024.
Base data from Regional Counties 2021.



LITTLE CHUTE INTERMEDIATE/MIDDLE SCHOOL/FLEX ACADEMY

ASSETS

- » There is bicycle and pedestrian infrastructure including sidewalks and crosswalks that surrounds the school.
- » The school has a staggered release time for the Flex Academy and Intermediate/Middle School.
- » There is a staff crossing guard after school present to cross students at the crosswalk at the exit on Muelemans Street.
- » There are crossing guards present at OO and HWY N to help students navigate the challenging intersection.

CHALLENGES

- » The parent loops and parking lots are not able to handle the volume of vehicles at drop-off or pick-up.
- » The High School and Middle School are on one campus which creates a lot of congestion.
- » There is a high volume of inexperienced driver's moving through the area.

Quick Facts

Principal: Anna Maass

Student Enrollment at Little Chute
Intermediate/Middle School: 426

Student Enrollment at Flex Academy:
78

Start time: 7:50 am

AM Vehicle Count: 594

End Time: 3:21 pm








PM Vehicle Count: 393 vehicles

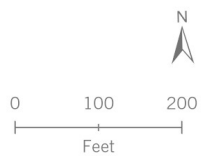


LITTLE CHUTE INTERMEDIATE/MIDDLE SCHOOL/FLEX ACADEMY SCHOOL CIRCULATION MAP



**LITTLE CHUTE HIGH,
INTERMEDIATE, AND MIDDLE;
LITTLE CHUTE CAREER
PATHWAYS; FLEX ACADEMY**

-  Crossing Guard
-  Parent/General Parking
-  Bus Loading Area
-  Staff Parking
-  Parent Pick-Up/Drop-Off
-  Student Parking
-  No Parking



SRTS data from ECWRPC 2024.
Base data from Regional Counties 2021.

RECOMMENDATIONS FOR LITTLE CHUTE INTERMEDIATE/MIDDLE SCHOOL/FLEX ACADEMY

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 walk and bike audit recommendations map for the specific location and the table below for more detail.

ID	TYPE	RECOMMENDATION
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INFRASTRUCTURE

A	Signage	Add “School Zone Speed Limit” signage on Taylor Street.
B	Intersection Improvement	Add a curb cut and ladder style crosswalk at the T intersection at N. Taylor Street and E. Greenfield Drive to reduce the conflicts between pedestrians and vehicles.
C	Intersection Improvement	Collect data to determine if a three way stop at the T-intersection of Taylor Street and Meulemans Street would help reduce congestion.
D	Route Improvement	Make both sides of Taylor Street to the south of Greenfield Drive No Parking, Stopping, or Standing to increase visibility for students crossing and improve visibility for vehicles turning from Meulemans Street.
E	Route Improvement	Repaint existing “School Crossing” on the roadway on Taylor Street.

PROGRAMMING

F	Procedure	Traffic driving through the parking lot from the north parking lot and drop-off loop created a lot of vehicle conflicts for the middle school drop-off loop. Use the gate at the crosswalk by the track to close off access and to be consistent with existing signage in the parking lot.
G	Procedure	Consider dedicating parking spots specifically for parent pick-up to reduce the congestion on Muelemans Street.
H	Procedure	If staffing allows, have the staff crossing guard outside prior to students being released.
I	Education	Create a map of the pick-up and drop-off procedures to share with all school families at the start of the school year. Communicate pick-up and drop-off procedures with families early and often through maps, the parent handbook, newsletters, and school social media platforms.
J	Education	Remind parents not to block/stop vehicle in the crosswalk.

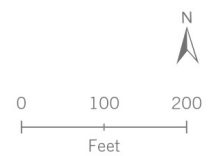
LITTLE CHUTE INTERMEDIATE/MIDDLE SCHOOL/FLEX ACADEMY WALK & BIKE AUDIT RECOMMENDATIONS



**LITTLE CHUTE HIGH,
INTERMEDIATE, AND MIDDLE;
LITTLE CHUTE CAREER
PATHWAYS; FLEX ACADEMY**

- Signage Recommendation
- Procedure Recommendation
- Education Recommendation

- Intersection Improvement Recommendation
- Route Improvement Recommendation



SRTS data from ECWRPC 2024.
Base data from Regional Counties 2021.



LITTLE CHUTE HIGH SCHOOL/CAREER PATHWAYS ACADEMY

ASSETS

- » There are clear pavement markings and signage throughout the parking lot to indicate flow of traffic.
- » The High School has sufficient parking options for students.
- » Students are able to access trail leading to Florida Avenue when heading north keeping them off of Freedom Road.
- » Congestion exiting the parking lot was limited.
- » There is bicycle and pedestrian infrastructure including sidewalks and crosswalks that surrounds the school.

CHALLENGES

- » The High School and Middle School are on one campus which creates a lot of congestion.
- » There is a high volume of inexperienced driver's moving through the area at high speeds.
- » Lack of consistent crossing guard on Florida Avenue and Freedom Road.
- » Students are regularly crossing outside of designated crossing areas along Florida Avenue.
- » Proximity to the facilities and maintenance building.

Quick Facts

Principal: Tony Bird

Student Enrollment at Little Chute High School: 385

Student Enrollment at Career Pathways: 92

Start time: 7:30 am

AM Vehicle Count: 434 vehicles








End Time: 3:24 pm

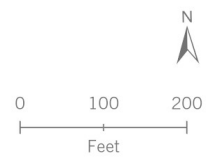
PM Vehicle Count: 249 vehicles



LITTLE CHUTE HIGH SCHOOL/CAREER PATHWAYS | SCHOOL CIRCULATION MAP



-  Crossing Guard
-  Parent/General Parking
-  Bus Loading Area
-  Staff Parking
-  Parent Pick-Up/Drop-Off
-  Student Parking
-  No Parking



SRTS data from ECWRPC 2024.
Base data from Regional Counties 2021.

RECOMMENDATIONS FOR LITTLE CHUTE HIGH SCHOOL/CAREER PATHWAYS ACADEMY

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 walk and bike audit recommendations map for the specific location and the table below for more detail.

ID	TYPE	RECOMMENDATION
----	------	----------------

INFRASTRUCTURE

A	Intersection Improvement	Add a Rectangular Rapid Flashing Beacon at the intersection of Freedom Road and Florida Avenue in order to provide a safe crossing option for the high volume of students utilizing the crossing.
B	Intersection Improvement	Paint Ladder style crosswalk across Freedom Road to increase visibility and consider in street lighting along the crosswalk.
C	Route Improvement	Consider working with Kwik Trip to add a curb ramp and paint a high visibility crosswalk at the head of the trail on Florida Avenue to dedicate a specific area for students to cross.
D	Route Improvement	If a cub ramp and crosswalk are added, consider painting the curbing to call out no parking or adding “No Parking” signage to area directly to the east and west of the crossing.
E	Route Improvement	Explore options for creating a second entrance and exit point to the east of the baseball diamonds by the maintenance building and lot routing families to Florida Avenue.
F	Route Improvement	Consider adding candlestick bollards to force traffic in parent loop away from the maintenance building access point.

PROGRAMMING

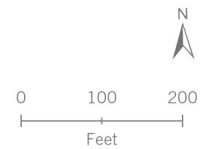
G	Procedure	Use the gate at the crosswalk by the track to close off access to the middle school parking lot and parent loop and prevent traffic from using lanes by the maintenance building.
H	Education	Consider having students participate in local Teen Driving Programs such as FOCUS.
I	Education	Continually provide students with various safety reminders like crossing at dedicated crosswalks, keeping their heads up while crossing or walking through the parking lot.

LITTLE CHUTE HIGH SCHOOL/CAREER PATHWAYS ACADEMY | WALK & BIKE AUDIT RECOMMENDATIONS



- Procedure Recommendation
- Education Recommendation
- Intersection Improvement Recommendation

Route Improvement Recommendation



SRTS data from ECWRPC 2024.
Base data from Regional Counties 2021.

RECOMMENDED BICYCLE AND PEDESTRIAN NETWORK

The recommendations listed here offer a selection of location specific ideas that can be implemented in the community to allow more students to be able to walk or bike to school on a regular basis. The recommendations include both infrastructure and programming components. Please refer to the walk and bike audit recommendations map for the specific location and the table below for more detail.

ID TYPE RECOMMENDATION

INFRASTRUCTURE

A	Signage	Replace “School Zone Speed Limit” signage on the east and west legs of Main Street to be flashing “School Zone Speed Limit” signs to increase visibility.
B	Intersection Improvement	Install a pedestrian refuge island on the east leg of the North Avenue crossing.
C	Intersection Improvement	Add Leading Pedestrian Interval to the lights at North Avenue and Freedom Road.
D	Intersection Improvement	Collect additional data to determine if adjustments can be made to traffic light timing at the intersection of North Avenue and Freedom Road.
E	Route Improvement	Work with Crystal Print and CN Railroad to explore the possibility of putting a fence up along the railroad tracks parallel to North Avenue to prevent students from crossing tracks.
F	Route Improvement	Use data collected to prioritize sidewalk improvements throughout the community (not shown on map, reference ESRI Street Collector data here).
G	Route Improvement	Update curb cuts for ADA compliance as roadway improvements are made (not shown on map, reference ESRI Street Collector data here).
H	Route Improvement	Remove one parking spot to the east of the crossing at Depot and Main Street and one parking spot to the west of the intersection of Depot and Main Street to improve sight lines and increase visibility of the crossing guard and students.

RECOMMENDED BICYCLE AND PEDESTRIAN NETWORK



- Signage Recommendation
- Intersection Improvement Recommendation
- Route Improvement Recommendation



SRTS data from ECWRPC 2024.
Base data from Regional Counties 2021.

FUNDING OPPORTUNITIES

The following is a list of potential funding sources that the school, Village of Little Chute, or Outagamie County may consider pursuing to fund some of the recommendations listed in the school action plans. The list of funding opportunities is not intended to be an exhaustive list, as new programs are introduced every year.

- » 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.
- » The Aldi Cares Community Grants Program partners with nonprofit organizations that make a positive impact on children’s health and wellness and food insecurity while supporting diversity, equity, and inclusion programs. Community grants range from \$100-\$5,000.
<https://corporate.aldi.us/en/corporate-sustainability/community/aldi-cares-community-grants/>
- » The Walmart Foundation supports local communities by awarding grants through an open application process. Funding is provided directly from Walmart and Sam’s Club facilities to local organizations in the United States. Areas of focus for community grants include community and economic development, diversity and inclusion, education, environmental sustainability, health and human service, hunger relief and healthy eating, public safety, and quality of life. Local community grants range from a minimum of \$250 to a maximum of \$5,000.
<https://walmart.org/how-we-give/local-community-grants>



- » WI Partnership Program-Community Impact Grant Program supports community-academic partnership initiatives that seek to improve health and advance health equity by addressing the social determinants of health. This program offers grant awards at a maximum of \$500,000 for up to three years.
<https://wpp.med.wisc.edu/grant-funding/community-grants/>
- » Wisconsin DOT Transportation Alternatives (TA) Set Aside Program funds locally sponsored pedestrian and bicycle infrastructure programs.
<https://wisconsin.gov/Pages/doing-business/local-government/transportation/ta-aid.aspx>
- » 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/>
- » 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-government/transportation/transportation-block-grants.aspx>
- » Highway Safety Improvement Program (HSIP) funding for stand alone safety projects designed to reduce the number and severity of crashes on all streets and highways.
<https://wisconsin.gov/pages/doing-business/local-government/transportation/hsip.aspx>
- » 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/>



APPENDIX A

DOCUMENTS AND RESOURCES

- » STEP Action Plan
- » Bicycle and Pedestrian Facilities Guidebook
- » 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

SOURCES

- » <https://wisconsin.gov/pages/projects/data-plan/traf-counts/default.aspx>
- » <https://transportation-ecwrpc.opendata.arcgis.com/pages/appleton-tma#AppletonCrashes>
- » <https://wisedash.dpi.wi.gov/Dashboard/dashboard/22198>

APPENDIX B

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. The following pages describe commonly-used and effective types of facilities that can be used along a school route to improve safety for children walking and biking.



CANDLESTICK DELINEATOR

A candlestick delineator also known as a bollard is a short post embedded into a street or sidewalk which act as boundary marking or protective barrier. Delineators are used for guiding traffic. They provide protection and visibility while being flexible enough to protect motorists and reduce damage to vehicles.



Bollards can be designed to be removed or be retracted, either manually or mechanically.

CURB RAMPS

Curb Ramps with a detectable warning field 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. Curb Ramps should be provided for each direction of travel across the street.



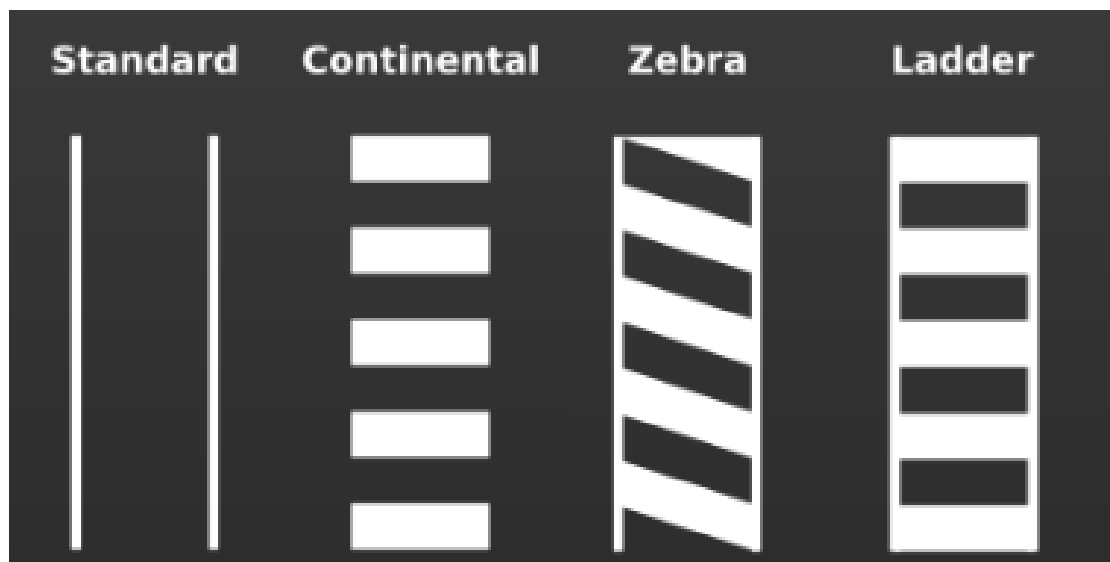
Pedestrian Curb Ramps facilitate access between sidewalk and crosswalk.

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.



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.

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 HYBRID 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.

