



# Shawano School District **SAFE ROUTES TO SCHOOL** **ACTION PLAN**

SUMMER | 2024



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# SHAWANO SCHOOL DISTRICT SAFE ROUTES TO SCHOOL ACTION PLAN

## ABSTRACT

**TITLE:** Shawano School District Safe Routes to School Action Plan

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**SUBJECT:** Safe Routes to School Action Plan

**DATE:** July 15, 2024

**PLANNING AGENCY:** East Central Wisconsin Regional Planning Commission  
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# SHAWANO 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).

## 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.

# SHAWANO SCHOOL DISTRICT OVERVIEW

Shawano School District is located within the boundaries of Shawano County, serving more than 2,100 students throughout 189 square miles. Within the school district boundary lies the city of Shawano, Towns of Belle Plaine, Herman, Navarino, Pella, Red Springs, Richmond, Seneca, Washington, Waukechon, and Wescott (see map on following page).

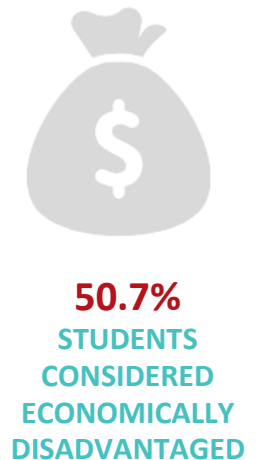
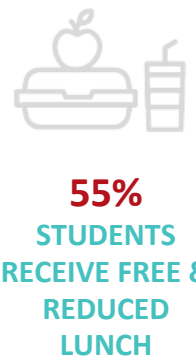
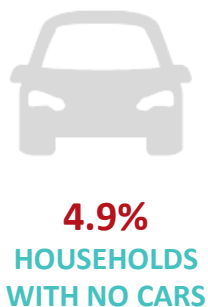
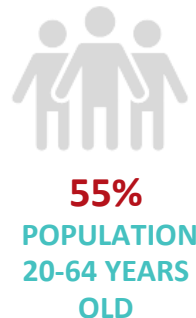
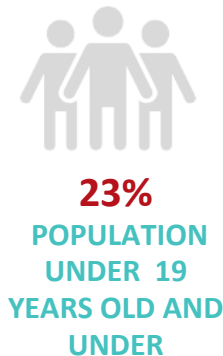
- » Olga Brener Intermediate School (Grades 3-5);
- » Shawano Community Middle School (Grades 6-8);
- » Shawano Community High School (Grades 9-12).

The school district is home to the Shawano Hawks and includes four public school buildings and one charter school:

- » Hillcrest Primary School (Grades K-2);
- » LEADS Charter Primary School (Grades 4K-2);

## DEMOGRAPHICS

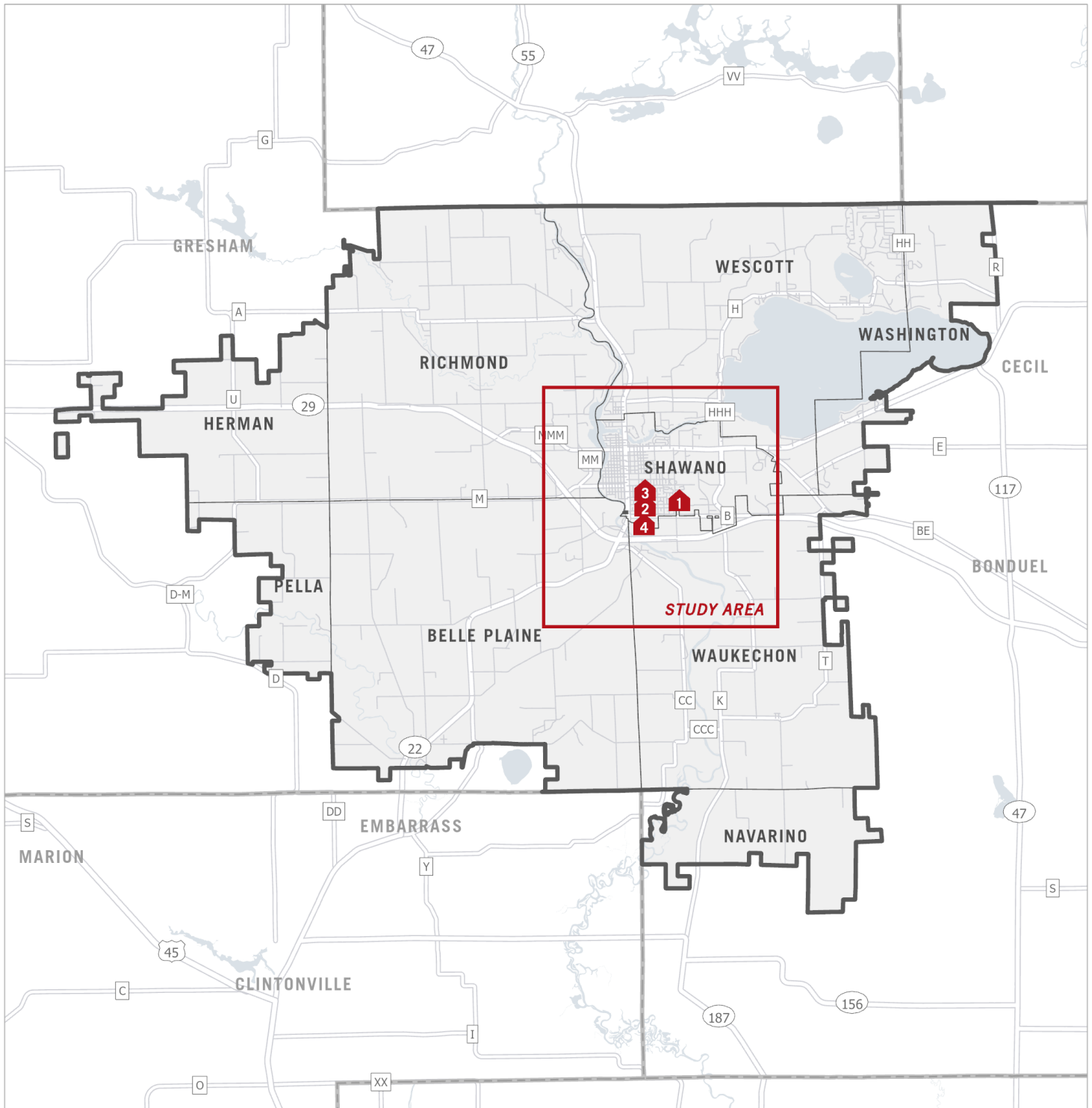
The school district area has a total population of 17,107 people. Almost one quarter, 23.53%, of the population in the Shawano School District is 19 years and younger.







SOURCE: ACS DATA 2016-2020 & WISEdash Public Portal






# SHAWANO SCHOOL DISTRICT BOUNDARY & SCHOOL LOCATIONS



## Shawano Schools

-  Hillcrest Primary School / LEADS Primary Charter
-  Olga Brener Elementary School
-  Shawano Middle School
-  Shawano High School

-  School District Boundary
-  Municipal Boundary
-  County Boundary



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

## STUDENT ENROLLMENT TRENDS

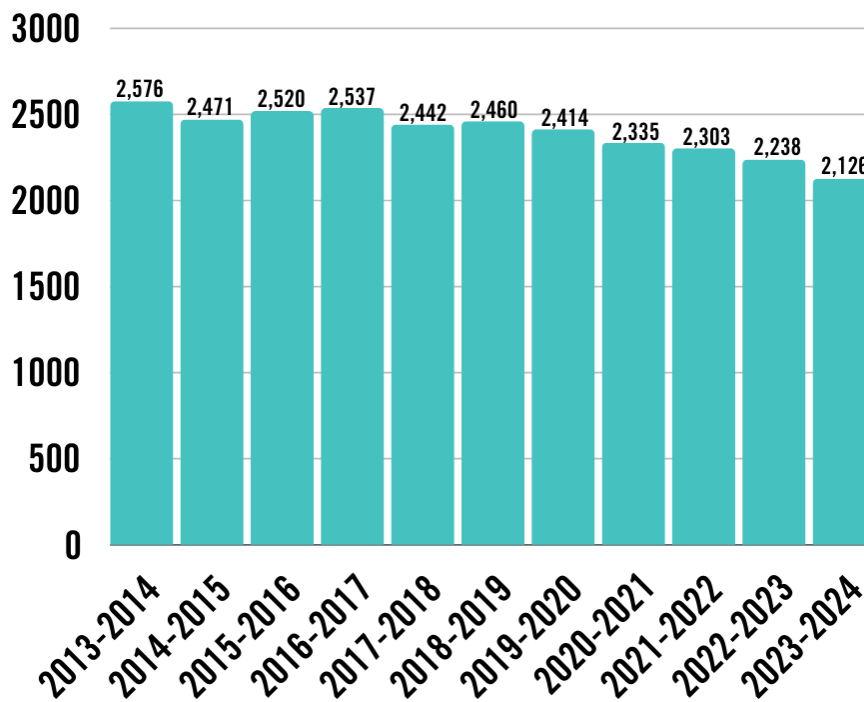
Every third Friday in September, the school district sends enrollment numbers to the Wisconsin Department of Public Instruction (DPI). Over the last 10 years the district total enrollment has fluctuated slightly.

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 Shawano School District. Of the 2,126 students enrolled during the 2023-2024 school year, 1,926 students live within the district boundaries, while 200 (9%) live outside of the district boundaries.

**FIGURE 1-1 SHAWANO SCHOOL DISTRICT ENROLLMENT TRENDS**



SOURCE: WISEdash Public Portal

## TRANSPORTATION POLICY AND UNUSUALLY HAZARDOUS BUSING

The Shawano School District provides transportation for students who reside more than two (2) miles from the school they are required to attend in their home attendance areas. Transportation is also provided for students who are placed in a special education program outside of their home attendance area, as well as for students who attend special education programs in their home attendance area if the Individualized Education Plan evaluation team deems transportation necessary for the safety of the child. Finally, transportation is provided for students whose path to their schools are found to be unusually hazardous.

# 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 (2022), East Green Bay Street has a heavy flow of daily traffic. The counts show East Green Bay Street having an average daily count of 9,600 vehicles just to the east of Hamlin Street. S. Main Street has an average daily count of 7,000 vehicles traveling between East Green Bay Street and E. Center Street. County Road B has an average daily count of 4,500 vehicles traveling between Main Street and Waukechon Street.

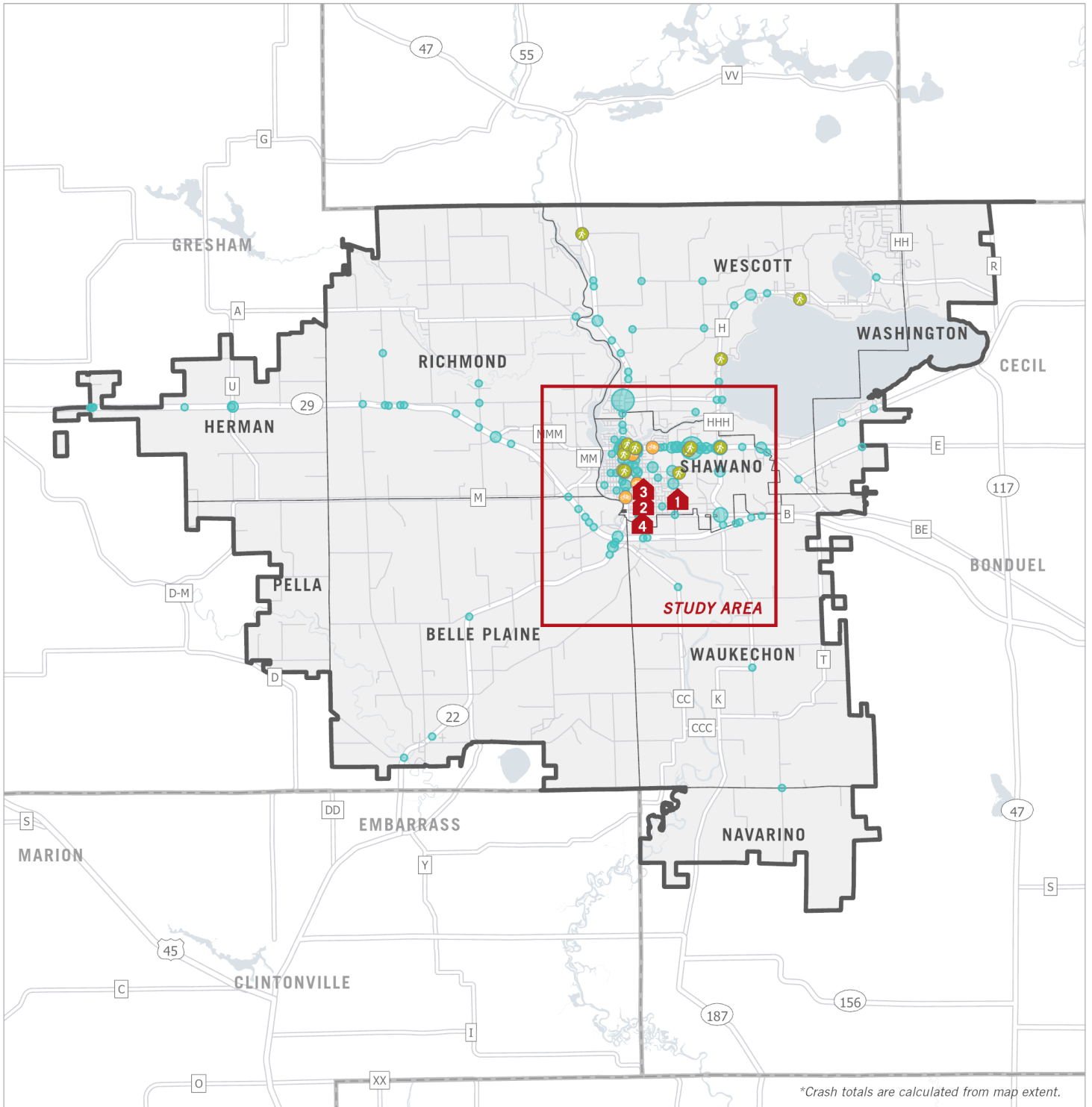
## CRASH DATA ANALYSIS (2019-2023)

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 1,727 vehicle crashes and 21 bicycle and pedestrian related crashes.

- » More crashes occurred from 7-8 am (65 crashes) and 3-4 pm (79 crashes) compared to the average of 54 crashes per hour.
- » 242 of the crashes involved teen drivers.
- » 29% of the crashes involving bicyclists or pedestrians were serious to fatal.







# SHAWANO SCHOOL DISTRICT CRASH DATA MAP (2019-2023)







\*Crash totals are calculated from map extent.



## Shawano Schools

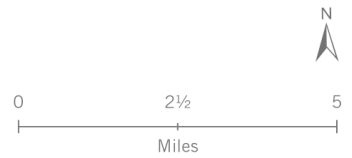
-  Hillcrest Primary School / LEADS Primary Charter
-  Olga Brener Elementary School
-  Shawano Middle School
-  Shawano High School

## Motorist Crash Areas (2019-2023)

-  3 - 5 crashes
-  6 - 10 crashes
-  11 - 15 crashes
-  16 - 25 crashes

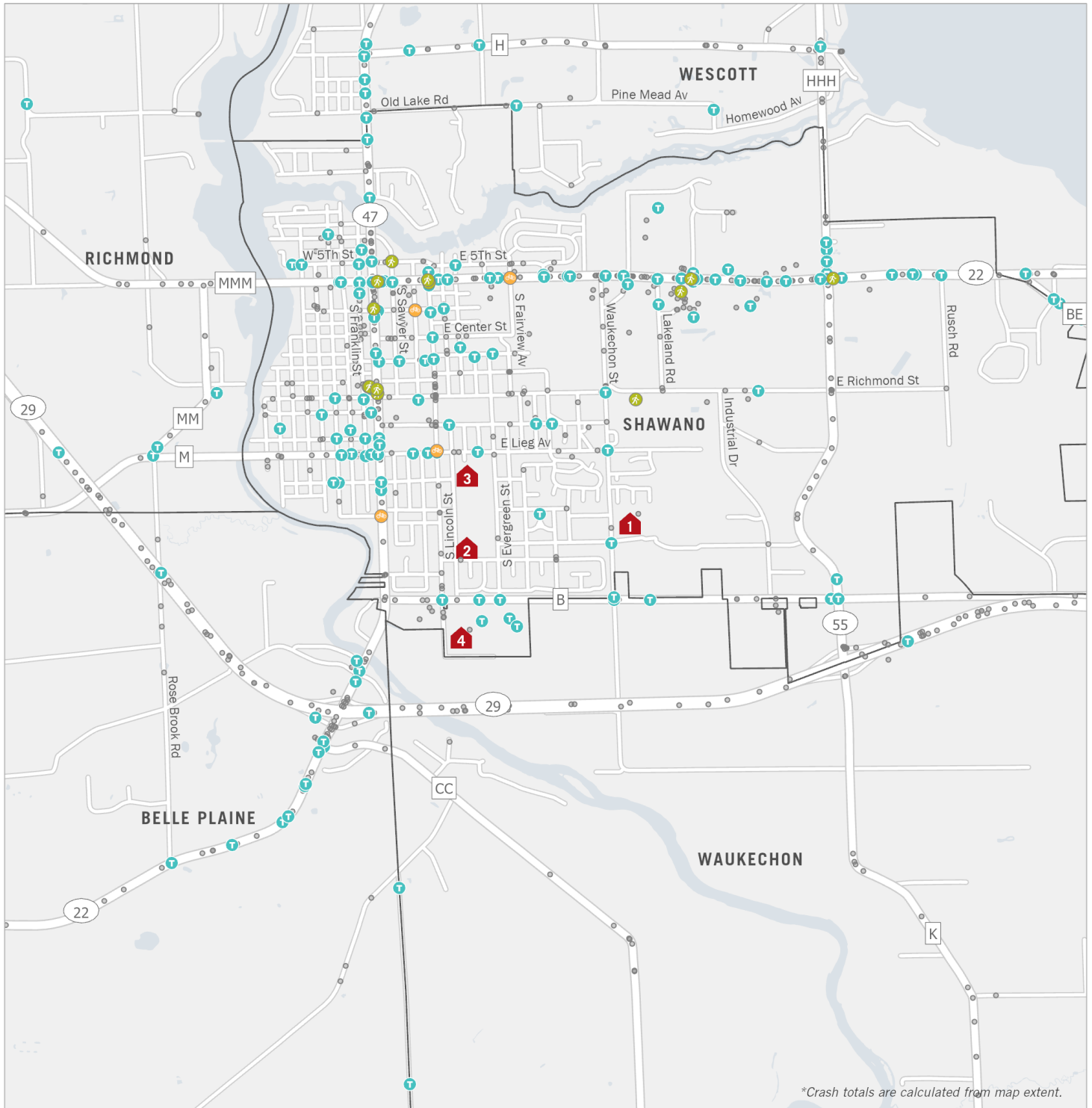
## Bike/Pedestrian Crashes (2019-2023)

-  Bicyclist (4)
-  Pedestrian (17)



Crash data from WisDOT 2023.  
Base data from Regional Counties 2024.

# TEEN DRIVER CRASH DATA MAP (2019-2023)



\*Crash totals are calculated from map extent.

## Shawano Schools

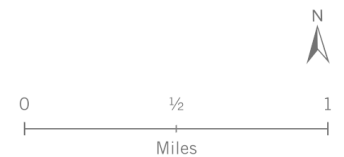
- 1 Hillcrest Primary School / LEADS Primary Charter
- 2 Olga Brener Elementary School
- 3 Shawano Middle School
- 4 Shawano High School

## Motorist Crashes

- (2019-2023)
- T Teen Driver (173)
  - All Motorists (1,029)

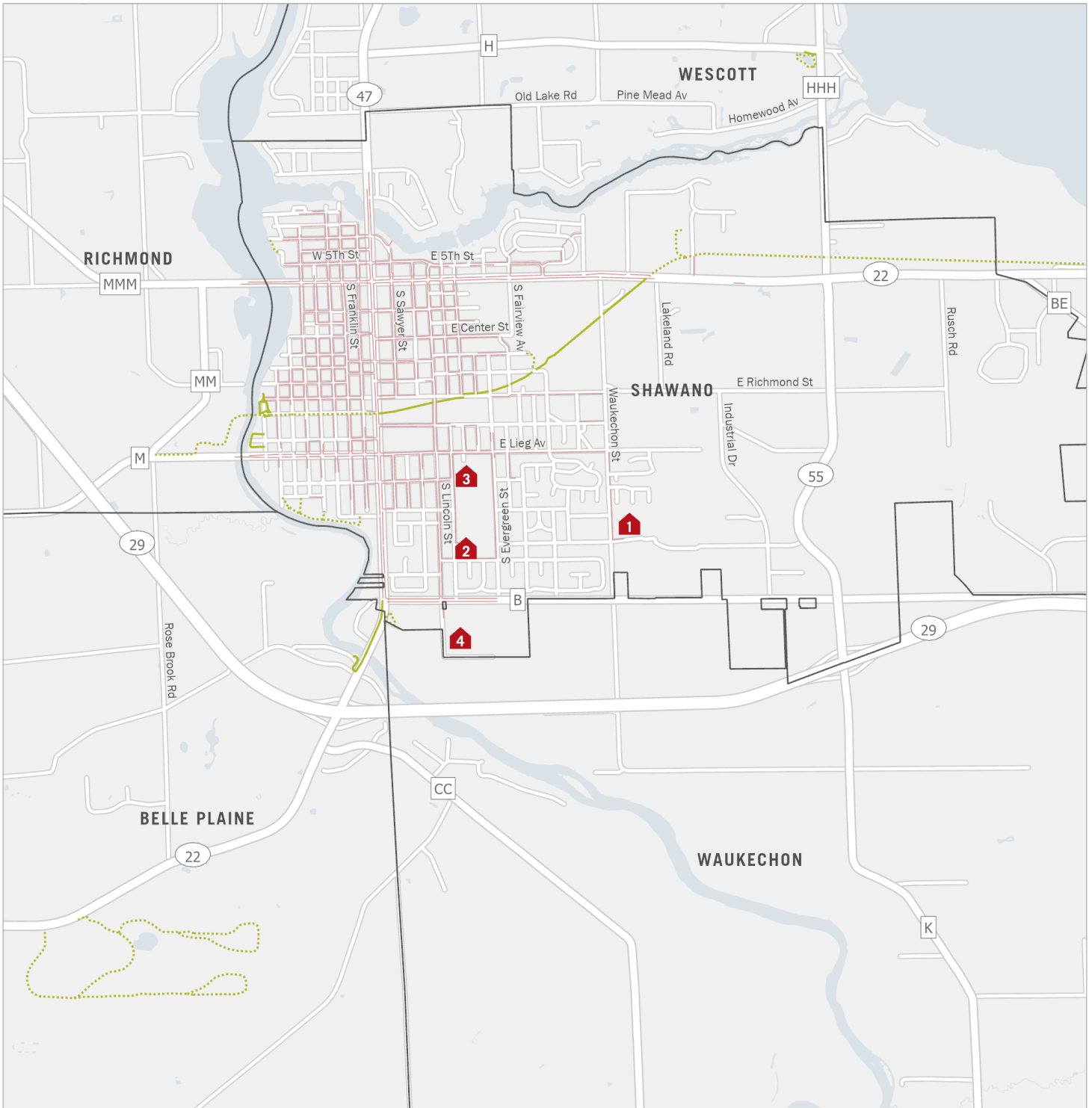
## Bike/Pedestrian Crashes

- (2019-2023)
- ★ Bicyclist (4)
  - ★ Pedestrian (14)







Crash data from WisDOT 2023.  
Base data from Shawano County 2024.




# EXISTING FACILITIES MAP

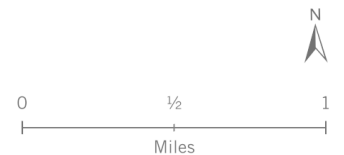


## Shawano Schools

-  Hillcrest Primary School / LEADS Primary Charter
-  Olga Brener Elementary School
-  Shawano Middle School
-  Shawano High School

## Existing Facilities

-  Paved Trail
-  Unpaved Trail
-  Sidewalk



Bike Ped data from ECWRPC 2024.  
Base data from Shawano 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.

## MODE OF STUDENT TRAVEL OBSERVATIONS



0.6% of students are walking or biking



27.9% of students are using the school bus



71.5% of students are using a personal vehicle

# COMMUNITY ENGAGEMENT

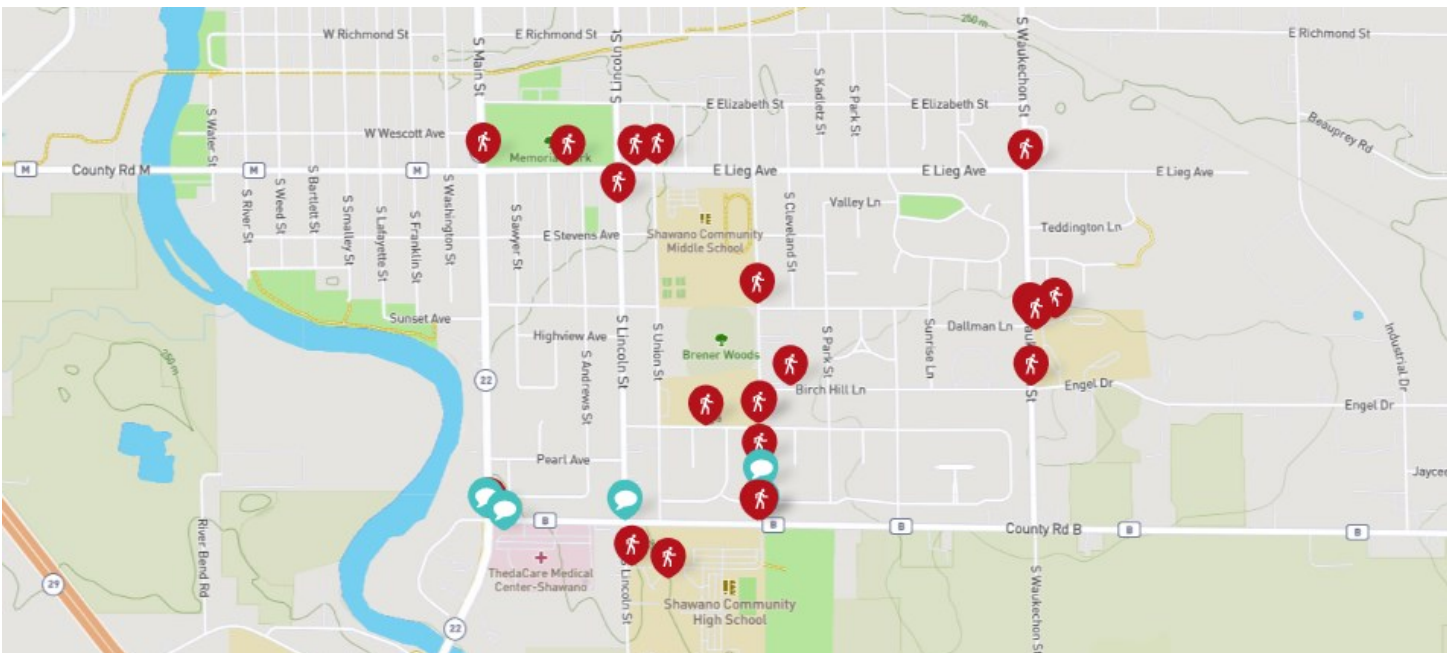
There were three main opportunities for community engagement throughout the project: an online survey, an interactive mapping exercise, and in person engagement.

## 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 36 responses representing 72 students and members in the community.

## INTERACTIVE MAPPING EXERCISE

Online engagement was conducted through Social Pinpoint, which is an interactive online tool. Once in Social Pinpoint, students and community members were able to interact with an online map and an online survey. The interactive map provided an opportunity for users to indicate locations of concern, barriers and gaps, and provide general ideas and suggestions. The interactive mapping exercise proved less popular than the survey but still saw 42 responses.



Social Pinpoint Interactive Mapping Tool



## IN PERSON ENGAGEMENT

In order to ensure that this plan reflects the needs of the Shawano School District, the Safe Routes to School team worked with the district to develop a task force. This group was made up of principals, high school students, bus company staff, local Police Department, Parks and Recreation Department, and City of Shawano 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. Weather
4. Time
5. Adults available to walk/bike with

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

1. Safety concerns about intersections or crossings
2. Lack of access to sidewalks and paths
3. Lack of crossing guards along route
4. Speed of traffic along the route
5. High volumes of traffic along the route





# HILLCREST PRIMARY SCHOOL & LEADS CHARTER SCHOOL

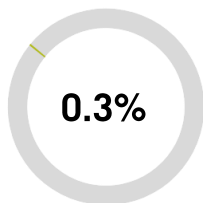
## ASSETS

- » The school has plenty of parking options.
- » Multiple entrances/exits to the school.
- » Bus pick up was very efficient.

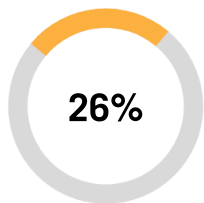
## CHALLENGES

- » Missing or incomplete sidewalk links.
- » Curb cuts are not ADA compliant.
- » Different procedures for morning drop off and afternoon dismissal.
- » Waukechon Street is a highly traveled north/south connection in the community.

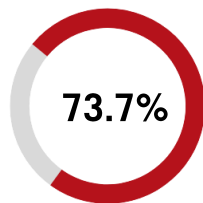
## STUDENT TRAVEL TALLIES



Walking or biking



School Bus



Personal vehicle

### Quick Facts

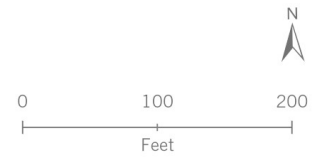
Principal: Aaron Manders  
 Student Enrollment at Hillcrest: 456  
 Student Enrollment at LEADS: 85  
 Start time: 8:10 am  
 AM Vehicle Count: 179 vehicles  
 End Time: 3:20 pm  
 PM vehicle Count: 155 vehicles



# HILLCREST PRIMARY SCHOOL & LEADS CHARTER SCHOOL | SCHOOL CIRCULATION MAP



-  ADA Parking
-  Parent/General Parking
-  Bus Loading Area
-  Staff Parking
-  Parent Drop Off
-  No Parking



SRTS data from ECWRPC 2023.  
Base data from Regional Counties 2023.

# RECOMMENDATIONS FOR HILLCREST PRIMARY SCHOOL & LEADS CHARTER 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
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## INFRASTRUCTURE

<b>A</b>	<b>Signage</b>	Remove speed limit sign on Waukechon Street for north bound traffic in front of the school.
<b>B</b>	<b>Signage</b>	Add “Buses Only “ signage to the south parking lot.
<b>C</b>	<b>Intersection Improvement</b>	As roadway improvements are made on Waukechon Street, update curb cuts at the intersection of Waukechon Street and Engel drive for ADA compliance.

## PROGRAMMING

<b>D</b>	<b>Procedure</b>	Make the south parking lot buses only for drop off and pick up. Continue to utilize the drop off loop in the morning. Use the existing parking spots for afternoon pick up. Each bus will have an assigned spot in the parking lot. Students continue to line up by bus inside and are walked out to their bus by a staff member.
<b>E</b>	<b>Procedure</b>	Paint a solid yellow line along the curb of the bus drop off lane (similar to Olga Brener bus area) for a consistent visual for students.
<b>F</b>	<b>Procedure</b>	Consider making the north parking lot staff parking and 4 year old Kindergarten pick up and drop off parking only.
<b>G</b>	<b>Procedure</b>	Consider making the west parking lot parent drop off and pick up only. It can be utilized as an express lane or parent parking area.
<b>H</b>	<b>Procedure</b>	Repaint the west parking lot to clearly define parking, crosswalks, and traffic flow patterns.
<b>I</b>	<b>Procedure</b>	Consider coning off the west parking lot entrance from Engel Drive to improve traffic flow and reduce conflicts.
<b>J</b>	<b>Education</b>	Provide pedestrian, bicycling, and driver safety tips and reminders on a monthly basis through the school newsletter.

# HILLCREST PRIMARY SCHOOL & LEADS CHARTER SCHOOL I WALK & BIKE AUDIT RECOMMENDATIONS



Signage Recommendation



Procedure Recommendation



Education Recommendation



Intersection Improvement Recommendation



Route Improvement Recommendation



SRTS data from ECWRPC 2024.  
Base data from Shawano County 2024.



# OLGA BRENER INTERMEDIATE SCHOOL

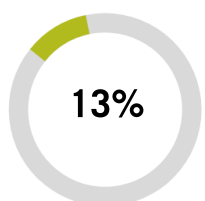
## ASSETS

- » There are plenty of parking options available for parents at drop off and pick up.
- » Most of the vehicle traffic utilized the parent loop properly.
- » Bus pick up was very efficient and students are very aware of procedures and expectations.
- » Pedestrian and bicycling infrastructure present in the immediate area around the school.

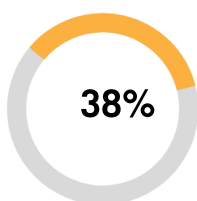
## CHALLENGES

- » Curb cuts are not ADA compliant and crosswalks are faded.
- » Parent loop backed up around and down Evergreen Street.
- » Lack of pedestrian infrastructure to the south and the east of the school.

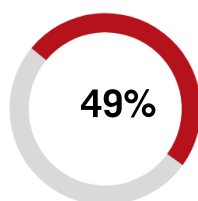
## STUDENT TRAVEL TALLIES



Walking or biking



School Bus



Personal vehicle

### Quick Facts

Principal: Matthew Peterson

Student Enrollment at Olga Brener:  
403

Start time: 8:20 am

AM Vehicle Count: 166 vehicles


End Time: 3:20 pm


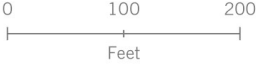
PM Vehicle Count: 93 vehicles



# OLGA BRENER INTERMEDIATE SCHOOL | SCHOOL CIRCULATION MAP



-  ADA Parking
-  Morning Crossing Guard
-  Bus Loading Area
-  Parent Drop Off
-  Parent/General Parking
-  Staff Parking
-  No Parking

  
  
 SRTS data from ECWRPC 2023.  
 Base data from Regional Counties 2023.

# RECOMMENDATIONS FOR OLGA BRENER INTERMEDIATE 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
----	------	----------------

## INFRASTRUCTURE

<b>A</b>	<b>Signage</b>	Replace and increase size of “Exit Only” signage in parking lot.
<b>B</b>	<b>Intersection Improvement</b>	Paint a crosswalk at the intersection of School Court and E. Ridlington Avenue for the high volume of students crossing to parked cars.
<b>C</b>	<b>Route Improvement</b>	Repaint arrows at parking lot exit to have two lanes; one lane is left turn only, and one lane is for straight and right turns.
<b>D</b>	<b>Route Improvement</b>	Paint crosswalk through the parking lot at the main student entrance and exit to clearly define a space for students to cross.
<b>E</b>	<b>Route Improvement</b>	Consider adding a sidewalk along the parking lot exit to E. Ridlington Avenue.

## PROGRAMMING

<b>F</b>	<b>Education</b>	Provide pedestrian, bicycling, and driver safety tips and reminders on a monthly basis through the school newsletter.
<b>G</b>	<b>Education</b>	Develop and provide families with parent circulation/traffic flow map.

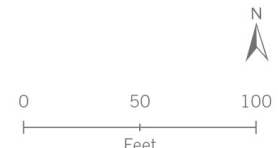


# OLGA BRENER INTERMEDIATE SCHOOL | WALK & BIKE AUDIT RECOMMENDATIONS



- Signage Recommendation
- Procedure Recommendation
- Education Recommendation

- Intersection Improvement Recommendation
- Route Improvement Recommendation



SRTS data from ECWRPC 2023.  
Base data from Regional Counties 2023.



# SHAWANO COMMUNITY MIDDLE SCHOOL

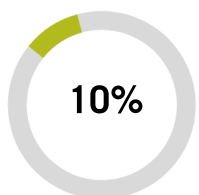
## ASSETS

- » Majority of drivers used caution in the school zone.
- » Many students are currently walking or biking to school.
- » Crossing guard present to assist with high volume of students using crosswalk on Union Street.

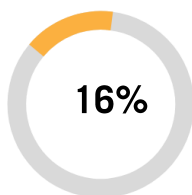
## CHALLENGES

- » Not many of the parents are following the preferred drop off procedures.
- » Curb cuts are not ADA compliant
- » Incomplete sidewalk network to the north and east of the school.
- » Kids riding the bus have no where to line up/wait for their bus to arrive.

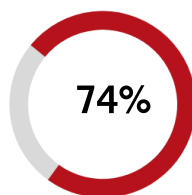
## STUDENT TRAVEL TALLIES



Walking or biking



School Bus



Personal vehicle

### Quick Facts

Principal: William Traber

Student Enrollment at Shawano Community Middle School: 454

Start time: 8:00 am

AM Vehicle Count: 209 vehicles







End Time: 3:30 pm

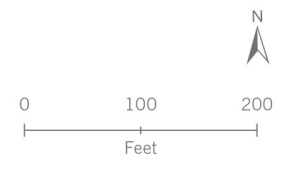
PM Vehicle Count: 119 vehicles



# SHAWANO COMMUNITY MIDDLE SCHOOL | SCHOOL CIRCULATION MAP



-  ADA Parking
-  Morning Crossing Guard
-  Bus Loading Area
-  Parent Drop Off
-  Parent/General Parking
-  Staff Parking
-  No Parking



SRTS data from ECWRPC 2023.  
Base data from Regional Counties 2023.

# RECOMMENDATIONS FOR SHAWANO COMMUNITY 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 walk and bike audit recommendations map for the specific location and the table below for more detail.

## ID TYPE RECOMMENDATION

### INFRASTRUCTURE

<b>A</b>	<b>Signage</b>	Add “School Zone Speed Limit” signage on E. Lieg Avenue.
<b>B</b>	<b>Intersection Improvement</b>	As roadway improvements are made around the school, update curb cuts to be ADA compliant.
<b>C</b>	<b>Intersection Improvement</b>	Consider adding bollards/delineators to create a curb extension on the south leg of E. Stevens Avenue to stop parents from dropping off and parking in the crosswalk.
<b>D</b>	<b>Route Improvement</b>	Repaint crosswalk at intersection of S. Union Street and E. Stevens Avenue to be a ladder style crosswalk.
<b>E</b>	<b>Route Improvement</b>	Add sidewalk or paved path in between the bus drop off area and the parking lot to provide a dedicated space for students to safely walk to the building.
<b>F</b>	<b>Route Improvement</b>	Consider adding a curbing island at the north and south ends of the main isle in the parking lot to reduce vehicle conflicts.
<b>G</b>	<b>Route Improvement</b>	Trim the vegetation at the bus lot exit to improve visibility.

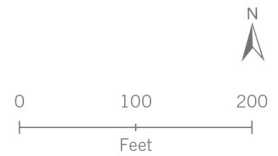
### PROGRAMMING

<b>H</b>	<b>Procedure</b>	Consider having the staff crossing guard at the intersection of S. Union Street and E. Stevens Avenue outside earlier.
<b>I</b>	<b>Procedure</b>	Consider rerouting parent traffic flow in the parking lot so student drop off and pick up shares the sidewalk with the bus parking lot.
<b>J</b>	<b>Education</b>	Develop and provide families with parent circulation/traffic flow maps.

# SHAWANO COMMUNITY MIDDLE SCHOOL | WALK & BIKE AUDIT RECOMMENDATIONS



- Signage Recommendation
- Procedure Recommendation
- Education Recommendation
- Intersection Improvement Recommendation
- Route Improvement Recommendation



SRTS data from ECWRPC 2023.  
Base data from Regional Counties 2023.



# SHAWANO COMMUNITY HIGH SCHOOL

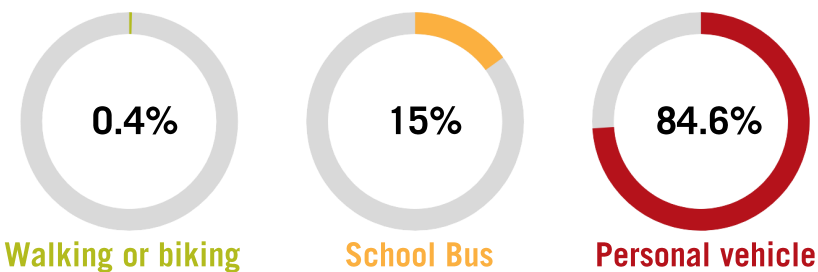
## ASSETS

- » A large number of students are utilizing the school bus.
- » The intersection of S. Lincoln Street and County Highway B was updated recently to include a Rectangular Rapid Flashing Beacon.

## CHALLENGES

- » High volume of traffic on County Highway B causes backup in the parking lot as vehicles wait to turn.
- » There is a large number of inexperienced drivers moving through the parking lot.
- » Parents are dropping students off in so many different locations that it is causing congestion and conflict points.
- » Buses are making challenging “Y” turns on Lincoln Street to drop off and pick up students.

## STUDENT TRAVEL TALLIES



### Quick Facts

Principal: Matt Raduechel

Student Enrollment at Shawano Community High School: 728

Start time: 8:00 am

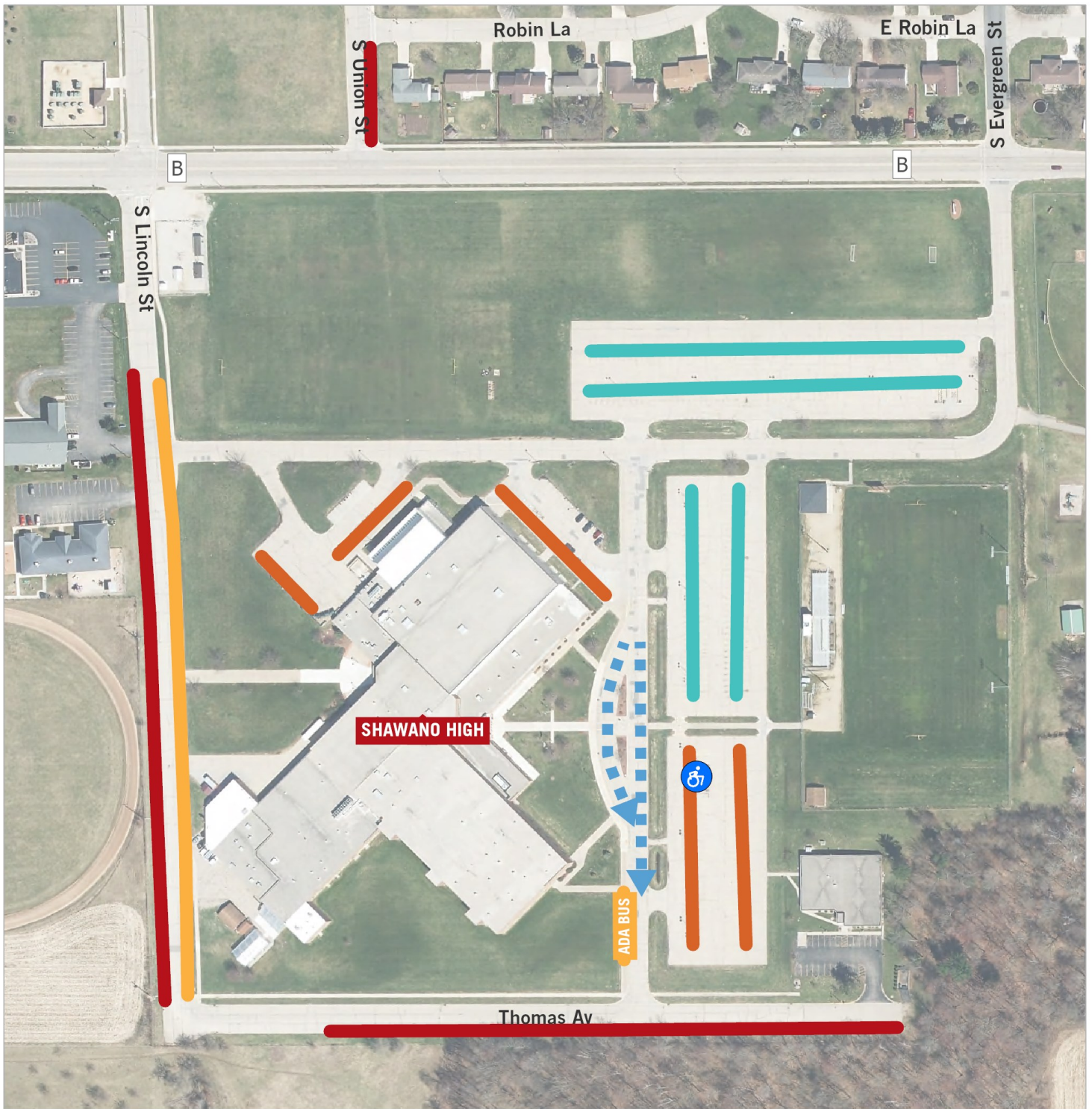
AM Vehicle Count: 365 vehicles

End Time: 3:30 pm

PM vehicle Count: 89 vehicles



# SHAWANO COMMUNITY HIGH SCHOOL | SCHOOL CIRCULATION MAP



ADA Parking



Staff Parking



Bus Loading Area



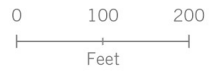
Student Parking



Parent Drop Off



No Parking



SRTS data from ECWRPC 2023.  
Base data from Regional Counties 2023.

# RECOMMENDATIONS FOR SHAWANO COMMUNITY HIGH 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
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## INFRASTRUCTURE

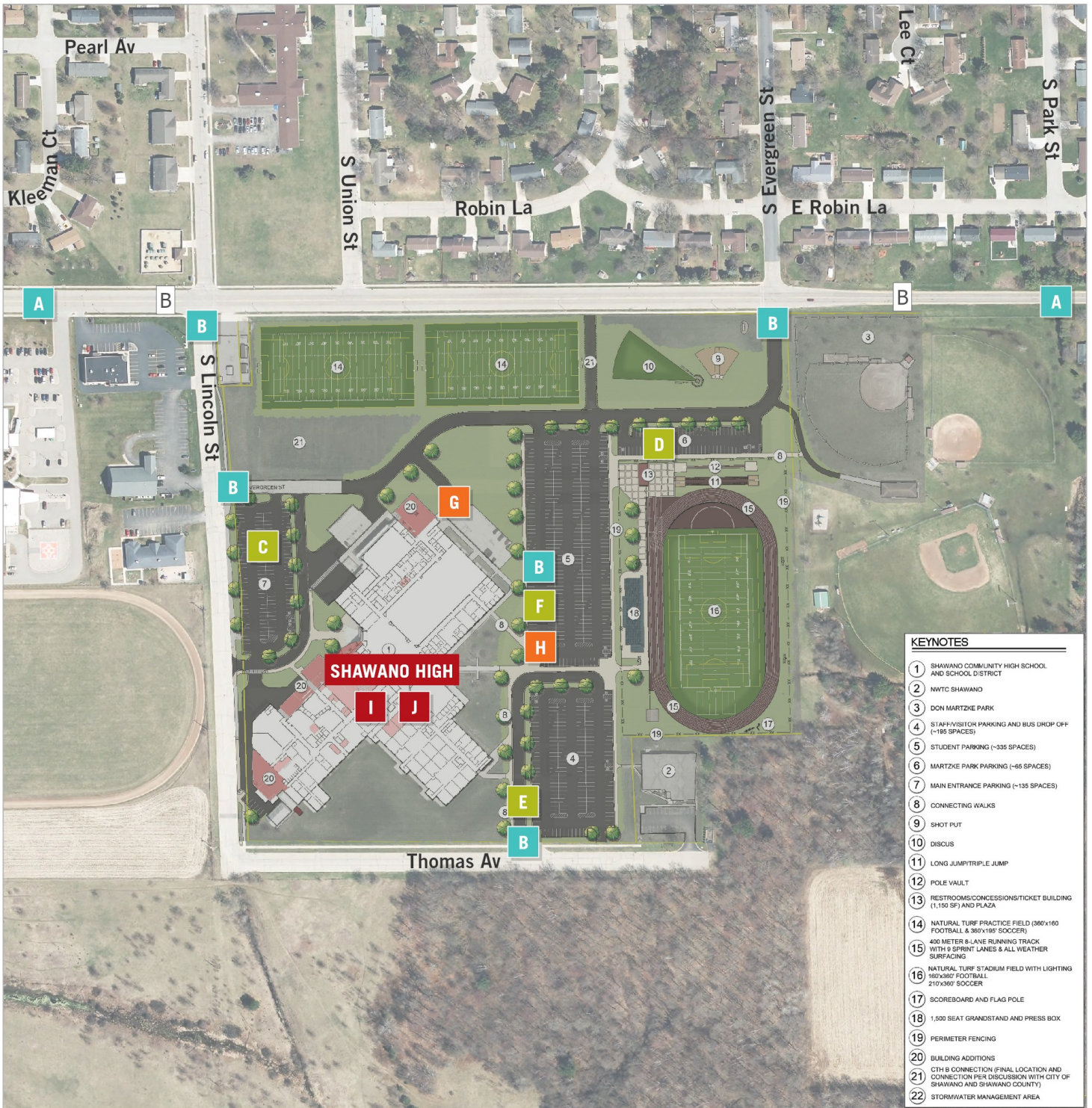
<b>A</b>	<b>Signage</b>	Install flashing “School Zone Speed Limit “ signage and “School Zone Radar Speed” signs on both the West and East legs of County Road B.
<b>B</b>	<b>Signage</b>	Improve existing/add additional wayfinding signage at entrances and in parking areas.
<b>C</b>	<b>Route Improvement</b>	Add a dedicated bus loop off of S. Lincoln Street potentially utilizing some of the facilities parking lot.
<b>D</b>	<b>Route Improvement</b>	Consider removing the “Sophomore Parking” area.
<b>E</b>	<b>Route Improvement</b>	Consider reconfiguring the parking areas to include a dedicated drop off/pick-up loop.
<b>F</b>	<b>Route Improvement</b>	Paint lanes, arrows, and crosswalks in front of the school, in the drop off loop, and in the parking lot to clearly define the traffic patterns and routes.

## PROGRAMMING

<b>G</b>	<b>Procedure</b>	Cone off the district parking lot during drop off and pick up times to keep families in the preferred drop off and pick up areas.
<b>H</b>	<b>Procedure</b>	Consider numbering parking spots and assigning student permits to a spot to reduce the conflicts in the parking lot.
<b>I</b>	<b>Education</b>	Develop and provide families with parent circulation/traffic flow maps.
<b>J</b>	<b>Education</b>	Remind staff and students to utilize crosswalks.




# SHAWANO COMMUNITY HIGH SCHOOL | WALK & BIKE AUDIT RECOMMENDATIONS IF REFERENDUM PASSES

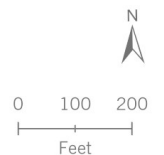


 Signage Recommendation

 Education Recommendation

 Procedure Recommendation

 Route Improvement Recommendation



SRTS data from ECWRPC 2024.  
Base data from Shawano County 2024.

# RECOMMENDATIONS FOR SHAWANO COMMUNITY HIGH 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
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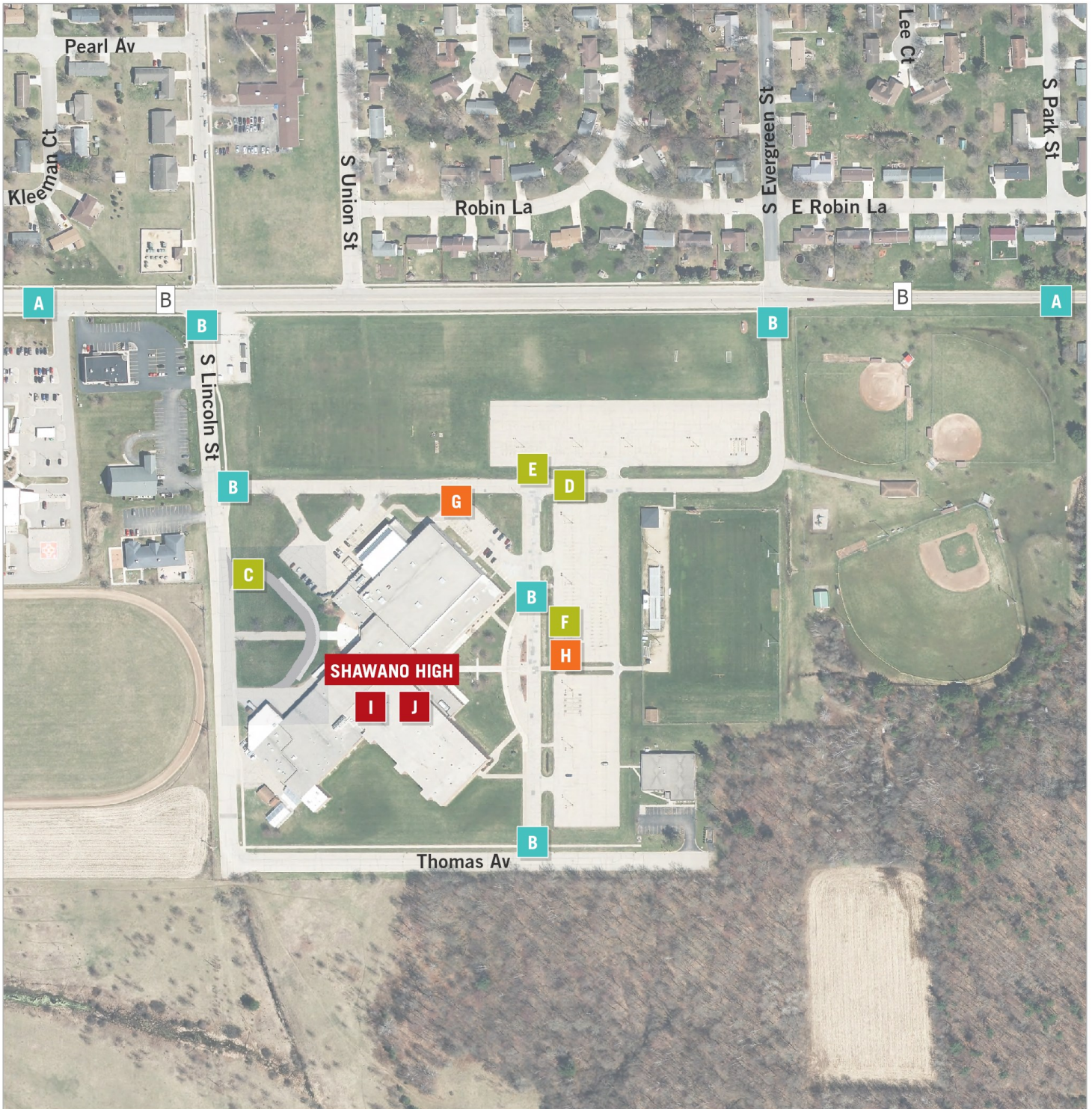
## INFRASTRUCTURE

<b>A</b>	<b>Signage</b>	Install flashing “School Zone Speed Limit “ signage and “School Zone Radar Speed” signs on both the West and East legs of County Road B.
<b>B</b>	<b>Signage</b>	Improve existing/add additional wayfinding signage at entrances and in parking areas.
<b>C</b>	<b>Route Improvement</b>	Consider adding a dedicated bus loop off of S. Lincoln Street potentially utilizing some of the facilities parking lot.
<b>D</b>	<b>Route Improvement</b>	Consider placing a cement barrier on Evergreen Street to route parent traffic to the front parent loop.
<b>E</b>	<b>Route Improvement</b>	Consider blocking off the entrance and exit for vehicles on the west side of the sophomore parking lot.
<b>F</b>	<b>Route Improvement</b>	Paint lanes and arrows in front of the school, in the drop off loop, and in the parking lot to clearly define the traffic patterns and routes.

## PROGRAMMING

<b>G</b>	<b>Procedure</b>	Cone off the district parking lot during drop off and pick up times to keep families in the preferred drop off and pick up areas.
<b>H</b>	<b>Procedure</b>	Consider numbering parking spots and assigning student permits to a spot to reduce the conflicts in the parking lot.
<b>I</b>	<b>Education</b>	Develop and provide families with parent circulation'/traffic flow maps.
<b>J</b>	<b>Education</b>	Remind staff and students to utilize crosswalks.

# SHAWANO COMMUNITY HIGH SCHOOL | WALK & BIKE AUDIT RECOMMENDATIONS IF REFERENDUM DOES NOT PASS



Signage Recommendation



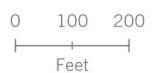
Education Recommendation



Procedure Recommendation



Route Improvement Recommendation



SRTS data from ECWRPC 2024.  
Base data from Shawano County 2024.

# 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
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## INFRASTRUCTURE



<b>A</b>	<b>Signage</b>	Add “Pedestrian Crossing” Signage at the intersection of E. Zingler Avenue and S. Evergreen Street.
<b>B</b>	<b>Intersection Improvement</b>	Retro-fit an 8-button Accessible Pedestrian Signal (APS) with audible and tactile cues and leading pedestrian interval for pedestrians at the intersection of Leig Avenue and Main Street.
<b>C</b>	<b>Intersection Improvement</b>	Paint a high visibility ladder style crosswalk at the intersection of E Leig Avenue and S. Andrew Street.
<b>D</b>	<b>Intersection Improvement</b>	<p>We are recommending the following intersection improvements be made at the intersection of S. Waukechon and Birch Hill Lane:</p> <ul style="list-style-type: none"> <li>» Add “Yield Here to Pedestrian” Signage</li> <li>» Paint a high visibility ladder style crosswalk at the intersection.</li> <li>» Paint yield bar (shark teeth) to the north and south of the crosswalk.</li> <li>» A future consideration of a Rectangular Rapid Flashing Beacon can be considered if needed.</li> </ul>
<b>E</b>	<b>Route Improvement</b>	Remove parking on one side of Birch Hill Lane to accommodate a sidewalk or shared use path for students walking from Olga Brener to Hillcrest Primary for afterschool activities.
<b>F</b>	<b>Route Improvement</b>	Consider adding sidewalk on Engel Drive with future developments in the area to increase access to Hillcrest Primary School and LEADS Charter School.
<b>G</b>	<b>Route Improvement</b>	Consider adding a sidewalk on the south side of E. Zingler Avenue from S. Evergreen Street to Sunrise Lane to eliminate students walking in the road.

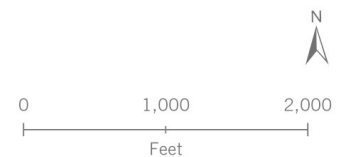
# RECOMMENDED BICYCLE AND PEDESTRIAN NETWORK



## Shawano Schools

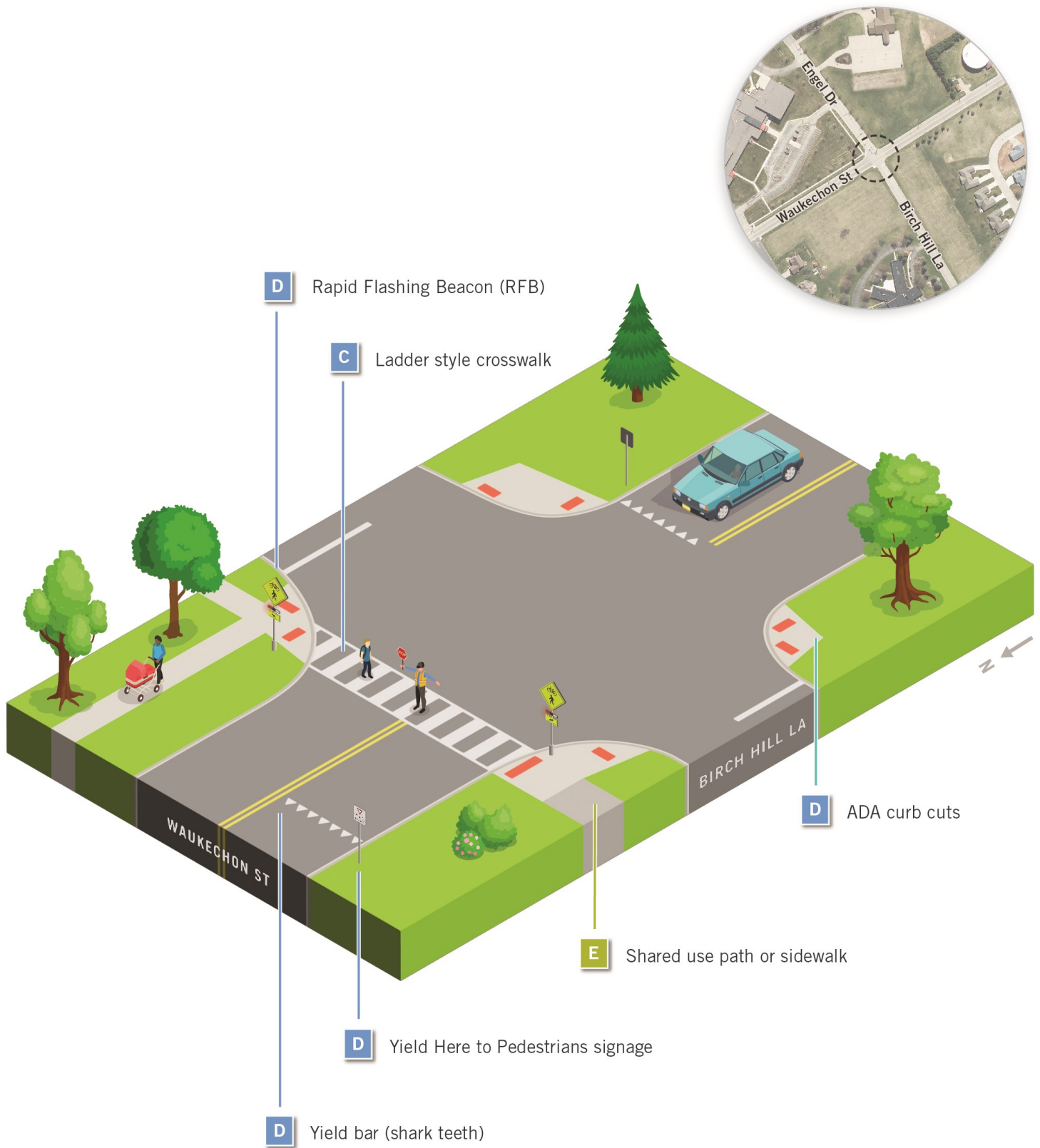
-  Hillcrest Primary School / LEADS Primary Charter
-  Olga Brener Elementary School
-  Shawano Middle School
-  Shawano High School

-  Signage Recommendation
-  Intersection Improvement Recommendation
-  Route Improvement Recommendation



SRTS data from ECWRPC 2024.  
Base data from Shawano County 2024.

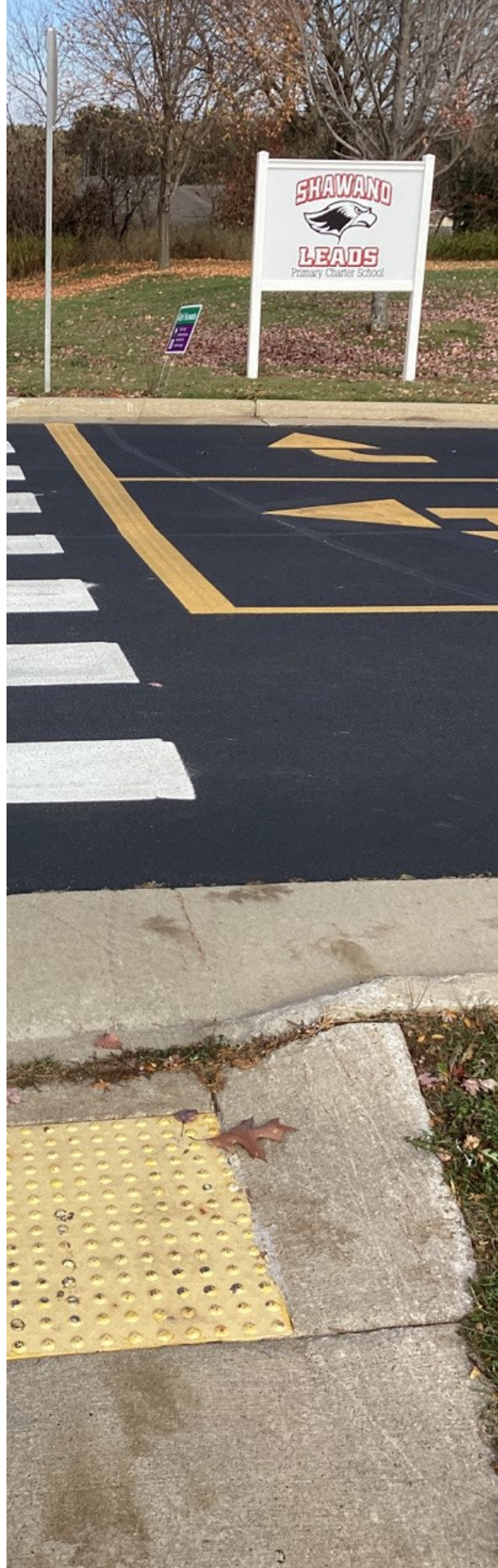
# WAUKECHON STREET & BIRCH HILL LANE 3D MOCKUP



# FUNDING OPPORTUNITIES

The following is a list of potential funding sources that the school, Village of Shawano, or Shawano 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://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tap.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://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/stp-urban.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://wisconsindot.gov/pages/doing-bus/local-gov/astnce-pgms/highway/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.



## 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.



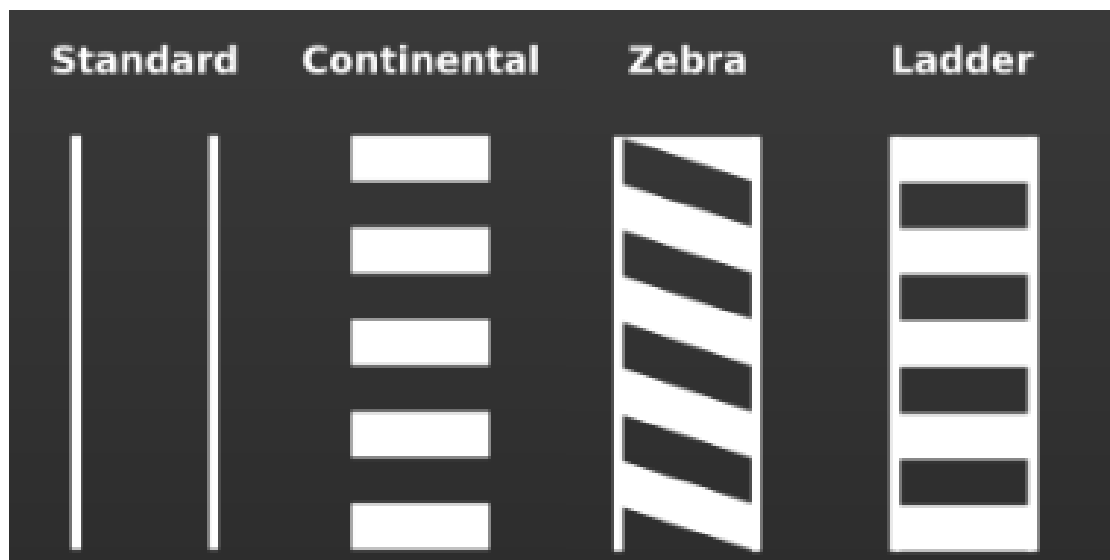
Pedestrian Curb Ramps facilitate access between sidewalk and crosswalk.

## 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.

