

SAFE ROUTES TO SCHOOL

SEYMOUR
COMMUNITY
SCHOOL DISTRICT
ACTION PLAN



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SEYMOUR COMMUNITY SCHOOL DISTRICT SAFE ROUTES TO SCHOOL ACTION PLAN

ABSTRACT

TITLE: Seymour Community School District Safe Routes to School Action Plan

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SUBJECT: Safe Routes to School Action Plan

DATE: 2025

PLANNING AGENCY: East Central Wisconsin Regional Planning Commission
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This Safe Routes to School (SRTS) Action Plan is designed to help create safer, more accessible, and more enjoyable routes for students traveling to and from school. The recommendations in this plan are based on current conditions, available data, and community needs. As demographics, infrastructure, and community priorities evolve, these recommendations may require updates to reflect changing conditions.

All recommendations are subject to approval by the school district and board and may be considered as funding and resources allow. Implementation will be contingent on securing financial support, stakeholder collaboration, and further evaluation of feasibility.

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WHAT IS SAFE ROUTES TO SCHOOL?

Safe Routes to School (SRTS) is a national movement dedicated to making it safe, convenient, and enjoyable for children of all ages and abilities to walk, bike, or roll to school. It began in response to a steady decline in active transportation among students and a rise in childhood obesity.

By encouraging active travel, SRTS helps build community connections, supports healthy lifestyles, and empowers students to be independent and engaged. These programs are vital to making neighborhoods more welcoming, accessible, and inclusive for everyone.

WHY SAFE ROUTES TO SCHOOL?

Today, far fewer students walk or bike to school than just a generation ago. This shift is often driven by parent concerns about traffic and personal safety, as well as a lack of sidewalks or trails near schools. Ironically, as more students are driven, congestion around schools grows, creating even greater safety concerns during arrival and dismissal times.

Safe Routes to School initiatives help schools address these challenges head-on. By improving safety, supporting active travel options, and engaging families, SRTS programs can increase the number of students walking and biking to school. The results benefit everyone. Students arrive more alert and ready to learn, traffic congestion eases, and the school environment becomes safer and more welcoming for all.

THE 6 E's OF SAFE ROUTES TO SCHOOL

A successful SRTS program uses the 6 E's—Equity, Education, Encouragement, Engagement, Engineering, and Evaluation—to create lasting improvements for students and their communities. Together, the 6 E's create a strong foundation for safer, healthier, and more connected school communities. With active support from schools, families, and municipalities, Safe Routes to School can have a lasting impact on student health, safety, and well-being.



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

Events, activities, and programs are used to generate enthusiasm and increase the number of students walking and biking on a regular basis.



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, families, and school staff to leave the car behind and walk or bike to school together. Participating schools receive a toolkit with planning tips and fun giveaways for students.

EDUCATION & PRESENTATIONS

The Regional Safe Routes to School program offers engaging presentations and hands-on activities, including bike rodeos, pedestrian safety lessons, and Project RADAR.

BICYCLE FLEET

Schools can borrow a fleet of 20 bicycles to support bicycle safety lessons as part of their physical education or health curriculum.

EDUCATIONAL CAMPAIGN

Promote safety around your school with campaign materials like banners and yard signs. These visual messages raise awareness among drivers, students, and families about safe behaviors in school zones.

WALKING SCHOOL BUS

No actual bus—just students walking to school in a group, led by a responsible adult. It's a fun, healthy, and safe way to get to school. A similar option is the bike train, where students ride together with adult supervision.

BICYCLE BLENDERS

Our six stationary bikes come equipped with pedal-powered blenders—students make smoothies or slushies by biking! It's a fun way to tie physical activity to healthy eating.



SEYMOUR COMMUNITY SCHOOL DISTRICT OVERVIEW

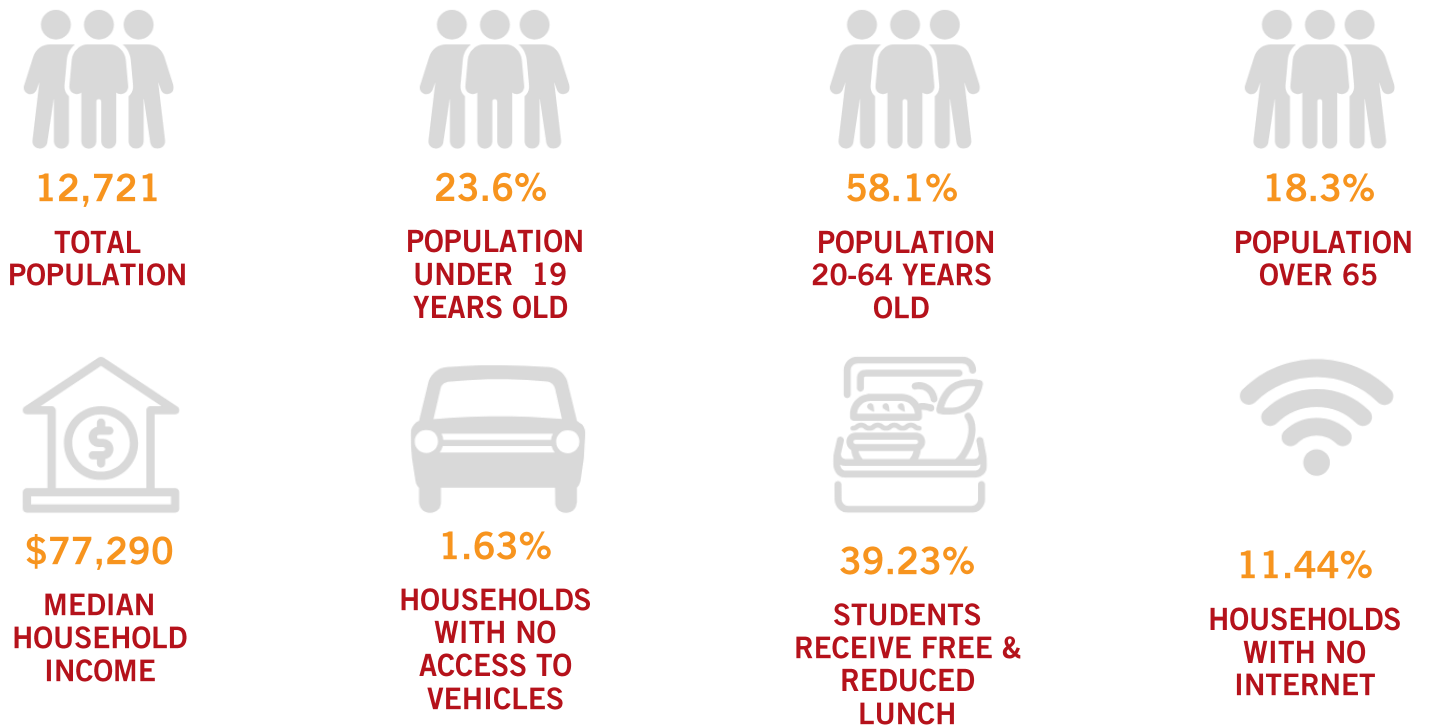
The Seymour Community School District is a public school district located in Seymour, Wisconsin, serving students from pre-kindergarten through 12th grade. Covering approximately 175 square miles across parts of Northern Outagamie and Southern Shawano counties, the school district is comprised of 12 municipalities: the City of Seymour; Villages of Black Creek and Nichols; Towns of Black Creek, Cicero, Lessor, Seymour, Oneida, Osborn, Center, Maine, and Maple Grove. This geographic area reflects a mix of urban, suburban, and rural communities, contributing to the district's diverse transportation and infrastructure needs.

Seymour Community School District operates five schools that collectively serve approximately 1,772 students:

- » Black Creek Elementary/Middle School (4K-8th)
- » Rock Ledge Primary Center (4K-2nd)
- » Rock Ledge Intermediate Center (3rd-5th)
- » Seymour Middle School (6th-8th)
- » Seymour High School (9th-12th)

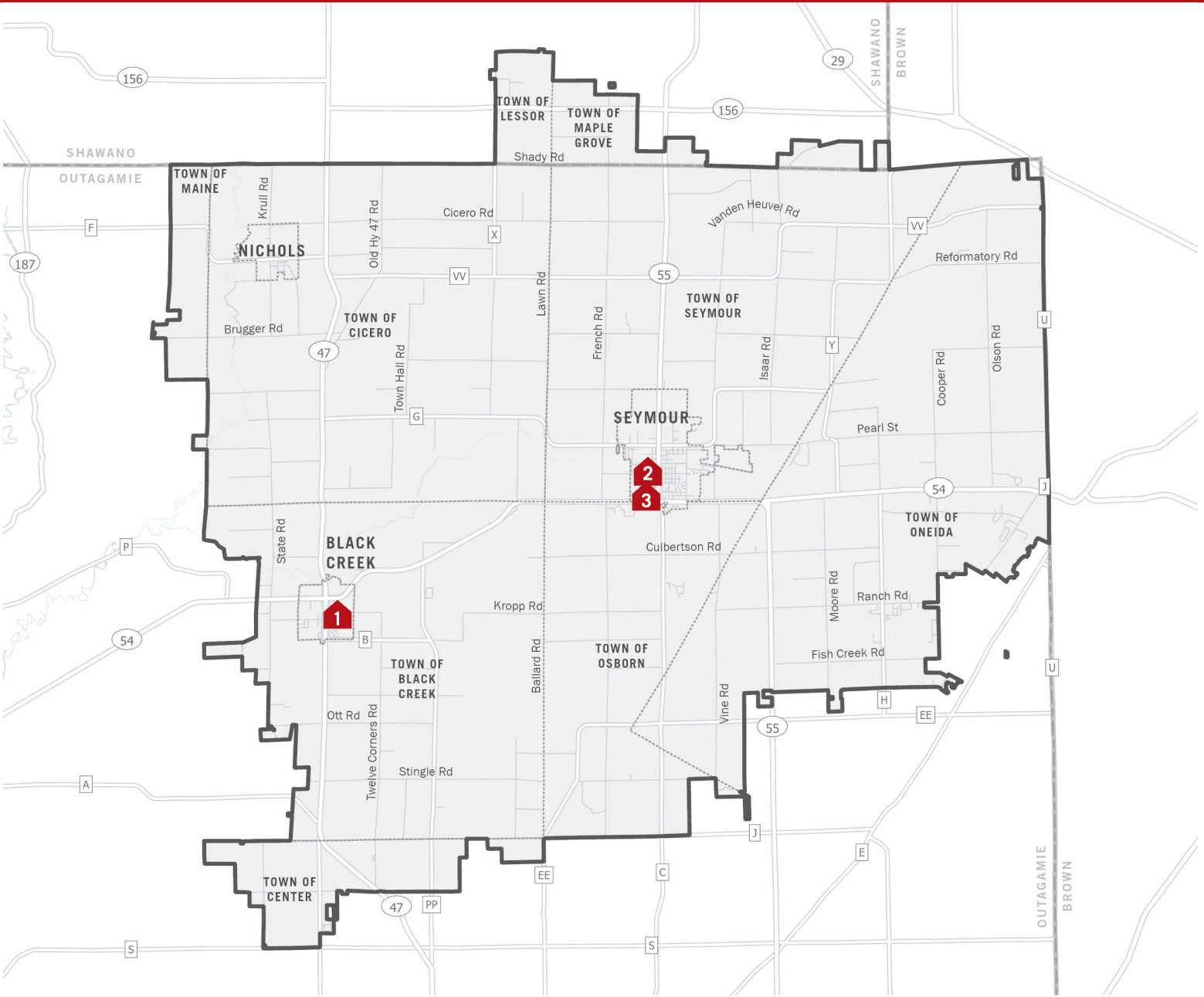
*Since evaluation was completed, Rock Ledge Primary School and Rock Ledge Intermediate School have combined to become Rock Ledge Elementary School.


FIGURE 1-1 SEYMOUR COMMUNITY SCHOOL DISTRICT DEMOGRAPHIC DATA






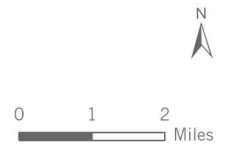
SOURCE: AMERICAN COMMUNITY SURVEY DATA 2018-2022 & WISEdash PUBLIC PORTAL

SEYMOUR COMMUNITY SCHOOL DISTRICT BOUNDARY & SCHOOL LOCATIONS



-  Black Creek Elementary & Middle School
-  Rock Ledge Primary & Intermediate School
-  Seymour High & Middle School

-  School District Boundary
-  County Boundary
-  Municipal Boundary



School data from Wisconsin DPI 2025.
Base data from Regional Counties 2025.

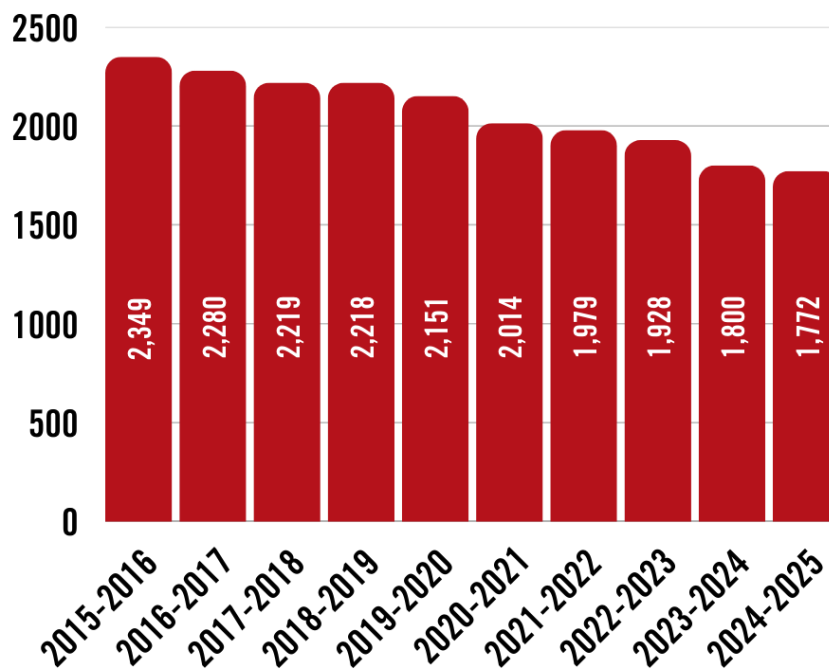
STUDENT ENROLLMENT TRENDS

Every third Friday in September, the school district sends enrollment numbers to the Wisconsin Department of Public Instruction (DPI). Seymour Community School District has seen a consistent decline in student enrollment over the last decade. Peak enrollment occurred in 2015-2016. From that point forward, enrollment has steadily decreased by roughly 100 students every two years. There has been an overall decline of about 25% over the past ten years. This trend could suggest shifting demographics in the community.

OPEN ENROLLMENT

The school district has an open enrollment policy meaning students outside of the school district can choose to enroll in the Seymour Community School District. Of the 1,772 students enrolled during the 2024-2025 school year, 1,704 students live within the district boundaries, while 68 (3.8%) live outside of the district boundaries.

FIGURE 1-2 SEYMOUR COMMUNITY SCHOOL DISTRICT ENROLLMENT TRENDS



SOURCE: WISEdash Public Portal

TRANSPORTATION POLICY AND UNUSUALLY HAZARDOUS BUSING

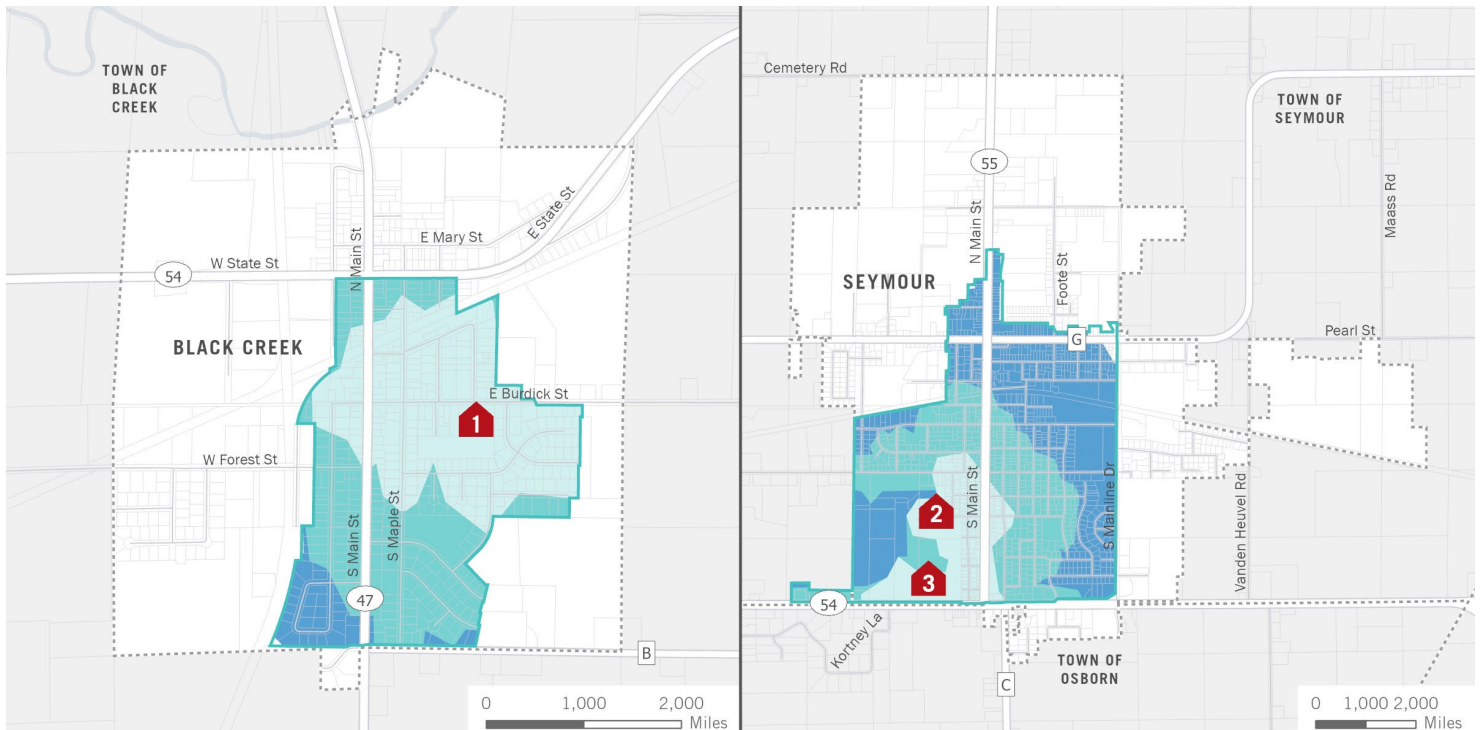
The district provides bus transportation for all rural students who live two miles or more from the school they attend. For students living within two miles, transportation may also be provided if their neighborhood has been officially designated as a hazardous area by traffic authorities and approved by the state.

In some parts of the district, group bus stops have been established. If your child lives in one of these areas, they will need to walk to and from the assigned group stop.

WALKSHED BOUNDARIES

The area outlined in teal on the map represents the designated walkshed boundary for Seymour schools. This boundary was established based on proximity to the school and was evaluated by the Safe Routes to School team through on-the-ground walk audits of every street within the zone. While some streets within the boundary lack continuous sidewalks or have sidewalk gaps, the area is mostly residential, with posted speed limits of 25 miles per hour and low volumes of vehicle traffic. These conditions help create a generally safe walking environment for students, even in the absence of full sidewalk coverage.

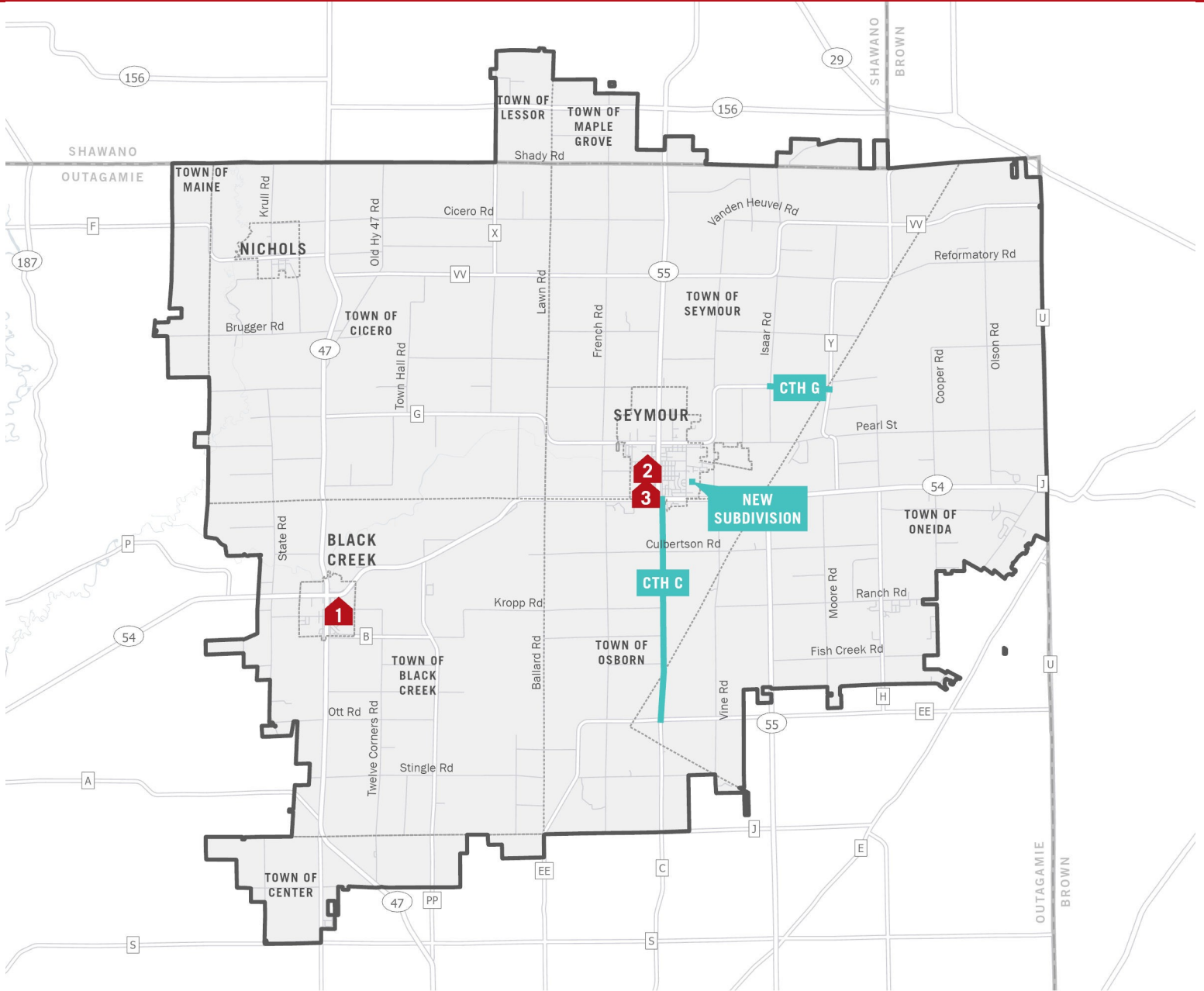
FIGURE 1-3 SEYMOUR COMMUNITY SCHOOL DISTRICT WALKSHED BOUNDARIES




- | | | | |
|----------|--|------------------------|--------------------|
| 1 | Black Creek Elementary & Middle School | 0.5 mi. / 10 min. walk | Walkshed Boundary |
| 2 | Rock Ledge Primary & Intermediate School | 1 mi. / 20 min. walk | Parcel Boundary |
| 3 | Seymour High & Middle School | 2 mi. / 40 min. walk | Municipal Boundary |

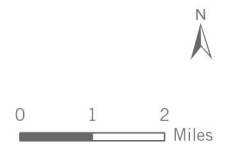
Sidewalks are considered best practice for walkable neighborhoods and student safety, however, even without full sidewalks, students can still reasonably and safely walk to and from school in this area. The streets are calm and not busy, and the neighborhood design helps keep cars moving slowly. The decision to add sidewalks falls under the responsibility of the City of Seymour and the Village of Black Creek. When budgets do not allow for sidewalk construction, there are still other good options to support safe walking. These include painting edge lines to show walking space, posting signs to remind drivers of the presence of students, and educating families about safe walking routes. Further evaluation of the area could be completed by the Outagamie County Sheriff's Department if concerns arise or the current conditions change.

SEYMOUR COMMUNITY PLANNED PROJECTS



-  Black Creek Elementary & Middle School
-  Rock Ledge Primary & Intermediate School
-  Seymour High & Middle School

-  Planned Projects
-  School District Boundary
-  County Boundary
-  Municipal Boundary



Project data from Outagamie Co. & City of Seymour 2025.
 School data from Wisconsin DPI 2025.
 Base data from Regional Counties 2025.

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). The table below shows traffic counts collected within the area around the school.

	State Highway 54	Main Street -State Highway 55	Hickory Street	Main Street-State Highway 47	E Burdick Street
WisDOT AADT Traffic Counts (2019)	8,800	5,900	610	8,300	650
WisDOT AADT Traffic Counts (2023)	8,400	5,200	Data not available	8,300	Data not available

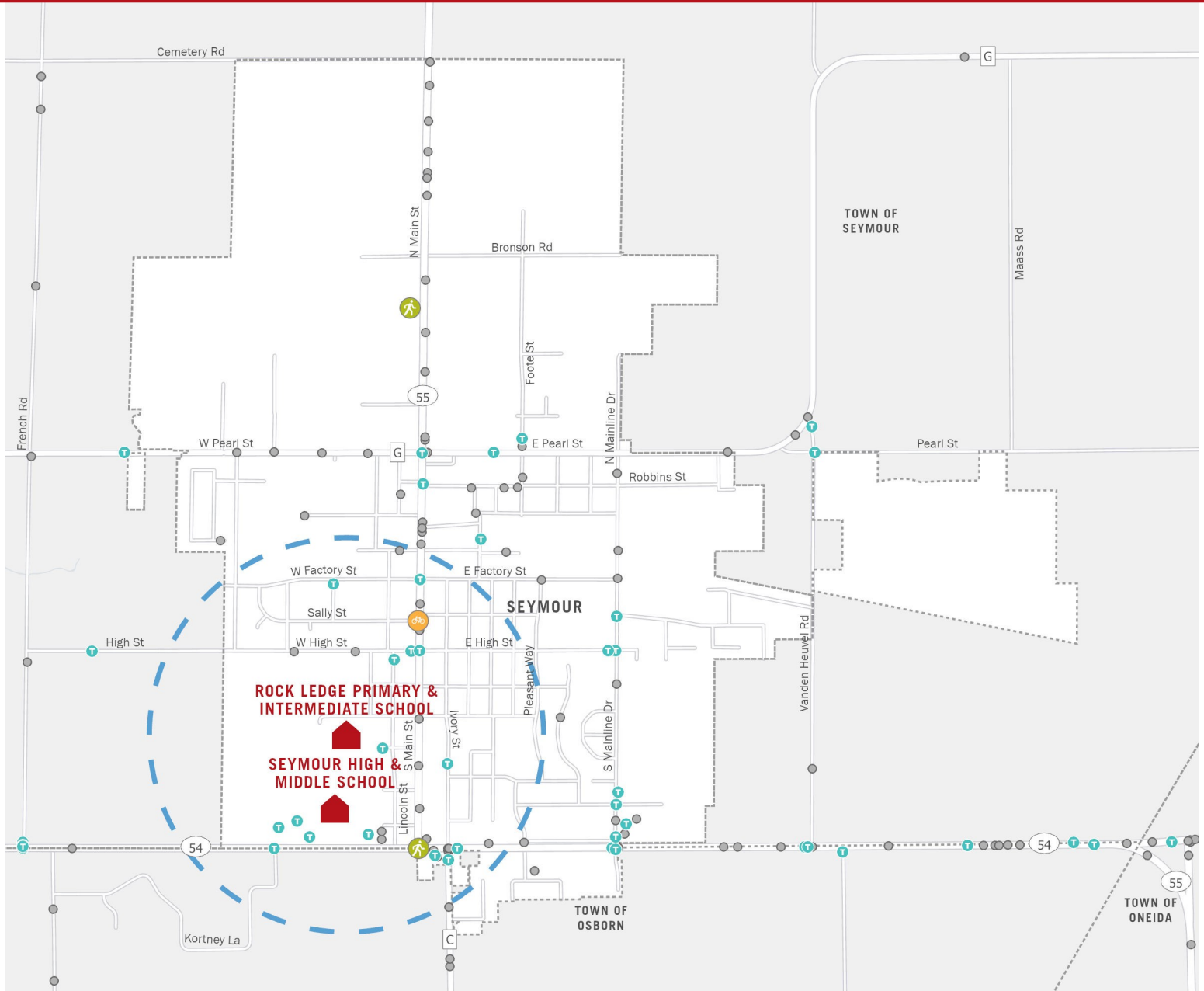
CRASH DATA ANALYSIS

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 1,183 vehicle crashes and 197 of those crashes involved a teen driver.

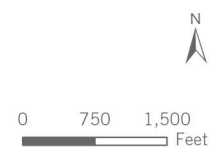
- » Teen drivers were involved in 17% of all crashes district-wide, with a concentration near schools in both municipalities.
- » The majority of crashes within the district boundaries happened outside municipal centers, suggesting rural road safety is a concern.
- » Crash clusters near the school campuses reinforce the importance of Safe Routes to School efforts focused on improved crossings, signage, speed management, and teen driver education.



SEYMOUR COMMUNITY SCHOOL DISTRICT CRASH DATA MAP CITY OF SEYMOUR (2019-2023)






-  School
-  1/2 Mile Buffer
-  Municipal Boundary
-  Crashes in Buffer (2019-2023)
Bicyclist Involved (1)
-  Pedestrian Involved (1)
-  Teen Driver Involved (20)
-  All Motorist Crashes (52)







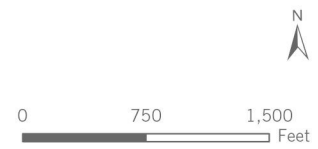
Crash data from WisDOT TOPS Lab 2023.
 School data from Wisconsin DPI 2025.
 Base data from Regional Counties 2025.

SEYMOUR COMMUNITY SCHOOL DISTRICT CRASH DATA MAP VILLAGE OF BLACK CREEK (2019-2023)



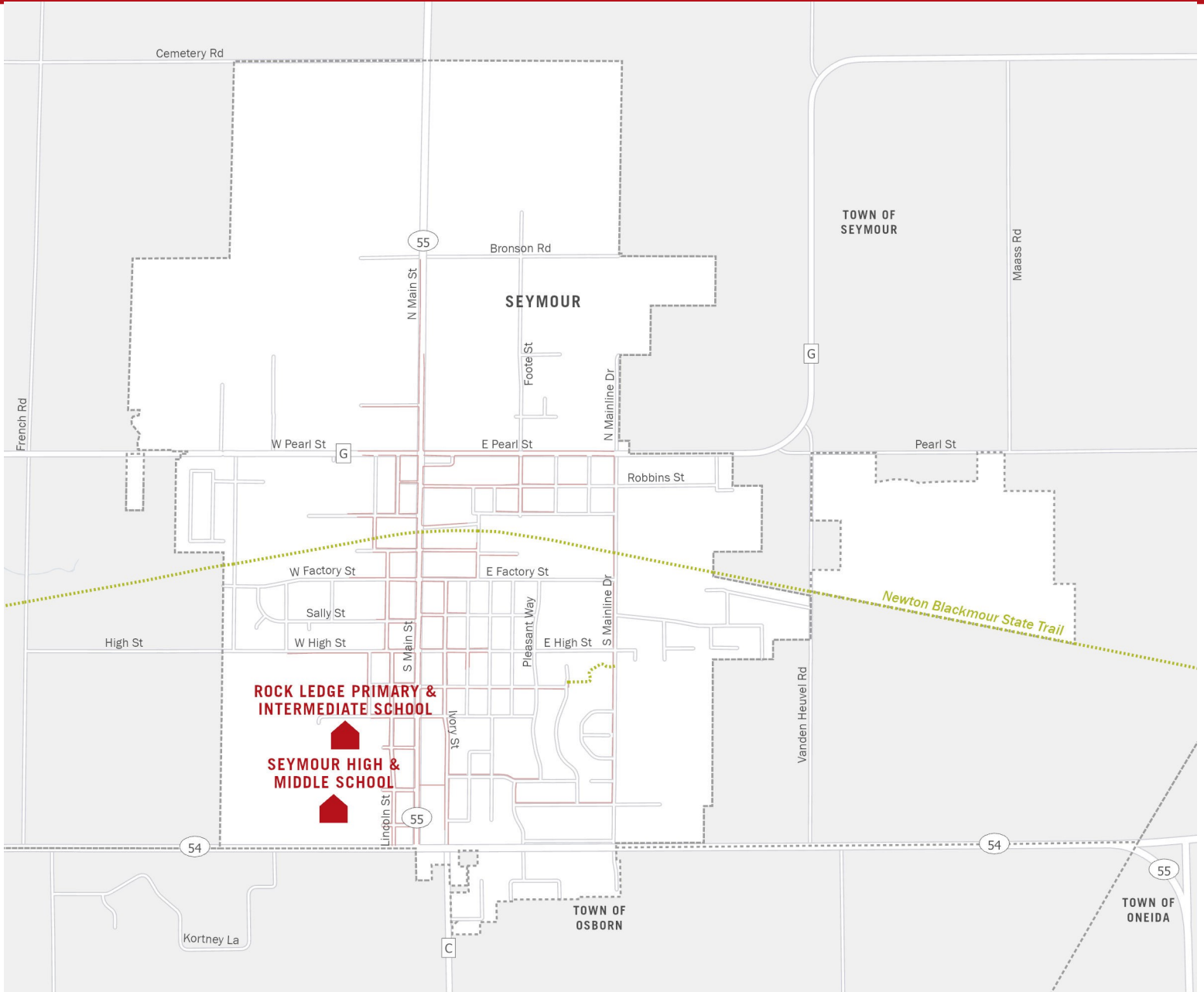
-  School
-  1/2 Mile Buffer
-  Municipal Boundary





- Crashes in Buffer (2019-2023)
-  Bicyclist Involved (0)
 -  Pedestrian Involved (0)
 -  Teen Driver Involved (4)
 -  All Motorist Crashes (48)

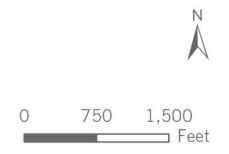


Crash data from WisDOT TOPS Lab 2023.
 School data from Wisconsin DPI 2025.
 Base data from Regional Counties 2025.

CITY OF SEYMOUR EXISTING FACILITIES







-  School
-  Existing Unpaved Trail
-  Existing Sidewalk
-  Municipal Boundary

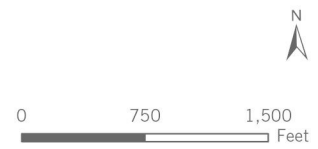


Bike/ped data from ECWRPC 2025.
 School data from Wisconsin DPI 2025.
 Base data from Regional Counties 2025.

VILLAGE OF BLACK CREEK EXISTING FACILITIES



-  School
-  Existing Unpaved Trail
-  Existing Sidewalk
-  Municipal Boundary



Bike/ped data from ECWRPC 2025.
 School data from Wisconsin DPI 2025.
 Base data from Regional Counties 2025.

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: in person engagement and an online survey.

IN PERSON ENGAGEMENT

In order to ensure that this plan reflects the needs of the Seymour Community School District, the Safe Routes to School team worked with the district to develop a task force. This group was made up of staff from the Police Department, Kobussen Bus Company, City of Seymour, Village of Black Creek, Department of Public Works, principals, and crossing guards. 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.

ONLINE SURVEY

The online survey was geared toward 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 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 292 responses representing 551 (31%) students and members in the community.

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 crossing guards along the route
3. No access to sidewalks or trails along the route
4. No other children around to walk with
5. High volume of traffic along route

49%

of students are carpooling or using a family vehicle

42%

of students are using the school bus

9%

of students are walking or biking





BLACK CREEK ELEMENTARY & MIDDLE SCHOOL

ASSETS

- » There are separate spaces for parent, bus, and staff traffic.
- » Many students are currently walking.
- » The community has long standing crossing guards as well as support from the Department of Public Works to fill in and sub when needed.
- » Burdick Street is a quiet, low volume traffic road.
- » Staff are outside or at doors during drop-off and pick-up.
- » Many students are utilizing busing and the school does a last call for students over speaker system.

CHALLENGES

- » The buses not able to line up until 5 minutes before dismissal.
- » Some parents are dropping off students along Burdick Street instead of using the designated circle.
- » Parent traffic circle area off of Sycamore Street does not accommodate a large number of vehicles.
- » Parents that used dedicated parking spots in the drop-off/pick-up area would run over the curb ramp as they exited.









QUICK FACTS

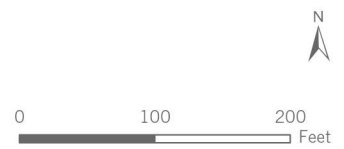
Principal: Jason Wesenberg
Student Enrollment: 345
Start Time: 7:50 am
AM Vehicle Count: 77 vehicles
AM Bike & Pedestrian Count: 41 students
4K Pick-up Vehicle Count: 5 vehicles
4K Drop-off Vehicle County: 4 vehicles
End Time: 3:05 pm
PM Vehicle Count: 35 vehicles
PM Bike & Pedestrian Count: 58 students



BLACK CREEK ELEMENTARY & MIDDLE SCHOOL PARENT CIRCULATION MAP



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







Parking data from ECWRPC 2025.
School data from Wisconsin DPI 2025.
Base data from Regional Counties 2025.

BLACK CREEK ELEMENTARY & MIDDLE SCHOOL

WALK & BIKE AUDIT RECOMMENDATIONS

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	RECOMMENDATION				
A	Replace “School Zone Speed Limit” signage for the eastbound lane on E Burdick Street.			✓	
B	Trim tree branches to improve visibility of the “School Zone Speed Limit” signage for the westbound lane on E. Burdick Street.			✓	
C	Update “Speed Limit” signage on Sycamore Street to be “School Zone Speed Limit” signage.			✓	
D	Paint a line on the sidewalk along the bus drop-off and pick up area as a visual to keep students a safe distance from the buses as they wait.			✓	
E	Consider an annual crossing guard training/update session to ensure best practices are upheld when crossing students.	✓			
F	Paint a ladder style crosswalk at the south leg of the intersection of Main Street and E Burdick Street.			✓	
G	Remind parents of the no parking area along E Burdick Street to prevent vehicles from blocking the view of the crossing guard.	✓			
H	Prioritize sidewalk repairs along Sycamore Street and E Forest Street.			✓	✓
I	Consider participating in Walk or Bike to School Day events and establish an alternative bus drop off location so all students can participate.		✓		✓



Education



Encouragement



Engineering



Equity

BLACK CREEK ELEMENTARY & MIDDLE SCHOOL WALK & BIKE AUDIT RECOMMENDATIONS MAP



Walk & Bike Audit Recommendations

x See table on page 21 for more details

 Sidewalk Curb Paint



0 100 200 Feet

Recommendation data from ECWRPC 2025.
School data from Wisconsin DPI 2025.
Base data from Regional Counties 2025.

ROCK LEDGE PRIMARY & INTERMEDIATE SCHOOL

ASSETS

- » Staff are outside and visible at drop-off and pick-up times.
- » There is a high percentage of students that are currently utilizing the bus.
- » Procedures are communicated to families and the parent loop is well painted to direct traffic.
- » The school has good communication with the bus company.
- » Bus traffic is separated from the parent traffic and students that are walking and biking.
- » There are multiple crossing guards around the school to assist students.



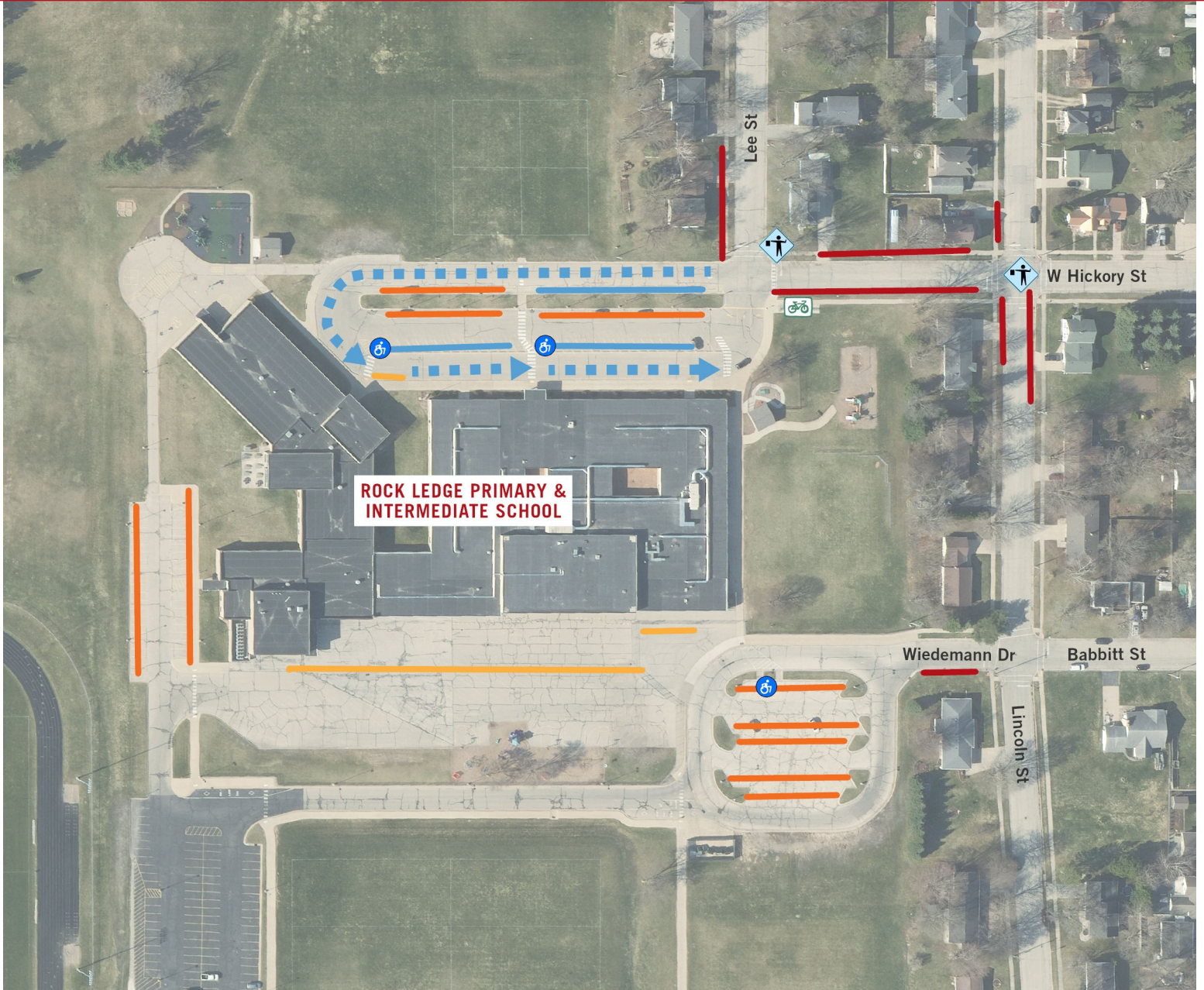
CHALLENGES









- » The exit to the parking lot presents challenges.
- » Many parents roll through the stop sign at W Hickory Street and Lincoln Street.
- » A high volume of parents were observed on their phones during drop-off times.
- » Our staff say a large number of young children exiting from the front seat of the vehicle.
- » Parents and students are crossing all throughout the parking lot and drop off loop instead of utilizing the designated crosswalks.
- » Crossing guard reported and staff observed students on bikes assuming vehicles will stop for them.

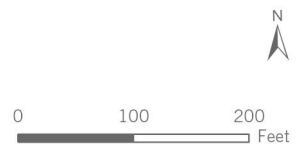
QUICK FACTS

Rock Ledge Primary Principal: Jamie Inman
Student Enrollment: 284
Rock Ledge Intermediate Principal: Amy McKeefry
Student Enrollment: 264
Start Time: 7:50 am
AM Vehicle Count: 138 vehicles
AM Bike & Pedestrian Count: 18 students
4K Pick-up Vehicle Count: 29 vehicles
4K Drop-off Vehicle County: 10 vehicles
End Time: 3:05 pm
PM Vehicle Count: 84 vehicles
PM Bike & Pedestrian Count: 30 students

ROCK LEDGE PRIMARY & INTERMEDIATE SCHOOL PARENT CIRCULATION MAP



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







Parking data from ECWRPC 2025.
School data from Wisconsin DPI 2025.
Base data from Regional Counties 2025.

ROCK LEDGE PRIMARY & INTERMEDIATE SCHOOL

WALK & BIKE AUDIT RECOMMENDATIONS

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	RECOMMENDATION				
A	Add “Yield Here to Pedestrians” signage in the crosswalk area.			✓	
B	Add “Emergency Access Only” signage to gate at playground area.			✓	
C	Consider more permanent signage for Accessible Parking spots.			✓	✓
D	Paint a line on the curbing of the sidewalk area leading to the playground to give students a visual to keep them a safe distance from the parent loop vehicles.			✓	✓
E	Merge the 2 lanes in the drop-off and pick up loop to one lane by the time they reach door 4 to help slow traffic around the curve and improve visibility of the vehicles and pedestrians exiting the parking area. (See concept photo on page 37).			✓	
F	Flip the parking spaces so straight parking is on the entrance side and the angled parking is on the road side. Wood planters can be used to divide the space from the drop-off loop.			✓	
G	Consider bike safety education in schools or in gym class.	✓	✓		✓
H	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	✓	✓		✓
I	Provide pedestrian, bicycling, and driver safety tips and reminders on a monthly basis through the school newsletter.	✓	✓		



Education



Encouragement



Engineering



Equity

ROCK LEDGE PRIMARY & INTERMEDIATE SCHOOL WALK & BIKE AUDIT RECOMMENDATIONS MAP



Walk & Bike Audit Recommendations

X See table on page 25 for more details

 Sidewalk Curb Paint



0 100 200
Feet

Recommendation data from ECWRPC 2025.
School data from Wisconsin DPI 2025.
Base data from Regional Counties 2025.



SEYMOUR COMMUNITY MIDDLE SCHOOL

ASSETS

- » Bus drop-off and pick-up is very efficient and there are plenty of staff outside along the middle school path.
- » The pick-up and drop-off lane is painted well and is consistent with the lane at Rock Ledge.
- » The Middle School had a large number of students that are currently walking to and from school.
- » The special education drop-off and pick-up area is separate from the rest of the school traffic and staff were outside assisting with loading and unloading students.

CHALLENGES

- » Staff were not present in the parent drop-off and pick-up lane.
- » Parents are not utilizing the drop-off and pick-up lane properly.
- » Vehicles were blocking the crosswalks along Lincoln Street and Nagel Street.
- » Many parents are rolling through the stop sign at the exit to the parent loop.
- » Vehicles often stop in the crosswalk or do not stop for students crossing to Rock Ledge Primary/Intermediate even with the staff crossing guard present.

QUICK FACTS

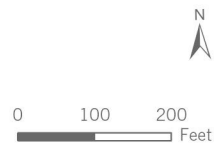
Principal: Lucas Lechnir
Student Enrollment: 284
Start Time: 7:50 am
AM Vehicle Count: 113 vehicles
AM Bike & Pedestrian Count: 19 students
End Time: 3:05 pm
PM Vehicle Count: 30 vehicles
PM Bike & Pedestrian Count: 25 students



SEYMOUR COMMUNITY MIDDLE SCHOOL PARENT CIRCULATION MAP







-  ADA Parking
-  Bike Rack
-  Bus Loading Area
-  Parent Pick-Up/Drop-Off
-  Parent/General Parking
-  Staff Parking
-  No Parking



Parking data from ECWRPC 2025.
School data from Wisconsin DPI 2025.
Base data from Regional Counties 2025.

SEYMOUR COMMUNITY MIDDLE SCHOOL WALK & BIKE AUDIT RECOMMENDATIONS

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	RECOMMENDATION				
A	Provide the crossing guard at the Middle School bus crossing with a paddle style “Stop” sign.			✓	
B	Have staff outside in the parent loop during drop-off and pick-up to keep the flow of traffic moving and reduce the number of conflict points.	✓	✓		
C	Designate Visitor Parking spots to deter people from parking in the parent loop.			✓	
D	Remind families not to block the crosswalks on Lincoln Street and Nagel Street when they are dropping off or picking up.	✓			✓



Education



Engagement



Engineering



Equity

SEYMOUR COMMUNITY MIDDLE SCHOOL

WALK & BIKE AUDIT RECOMMENDATIONS MAP



Walk & Bike Audit Recommendations

X See table on page 29 for more details



Recommendation data from ECWRPC 2025.
 School data from Wisconsin DPI 2025.
 Base data from Regional Counties 2025.

SEYMOUR COMMUNITY HIGH SCHOOL

ASSETS

- » Existing busing procedures are efficient.
- » There are plenty of parking options available for staff, students and visitors.
- » The student resource officer is paying close attention to who is coming and going.
- » Parents and caregivers are moving slowly though the parking lot and cognizant of the student drivers.

CHALLENGES

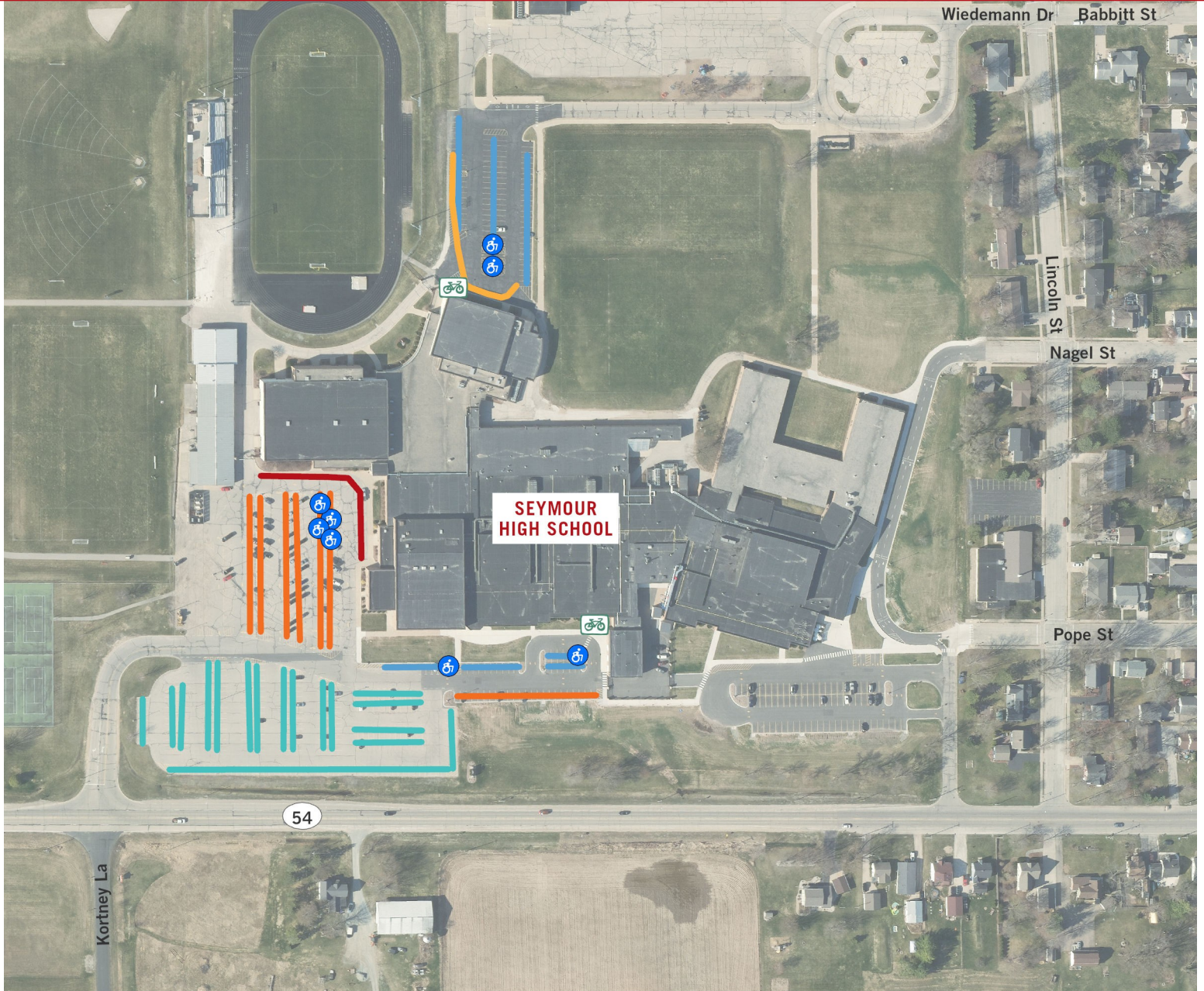
- » The school entrance and exit is off of State Highway 54.
- » There is only one access point for staff and students.
- » The long straightaways in the parking lot encourage high speeds.
- » Parking spots are going in multiple directions which increases conflict points between moving vehicles.
- » There is a high volume of student drivers due to it being a high school.



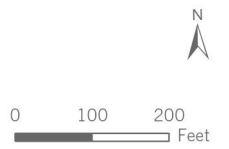
QUICK FACTS

Principal: Matt Molle
Student Enrollment: 590
Start Time: 7:50 am
AM Vehicle Count: 329 vehicles
AM Bike & Pedestrian Count: 2
End Time: 3:05 pm
PM Vehicle Count: 204 vehicles
PM Bike & Pedestrian Count: 7 students

SEYMOUR COMMUNITY HIGH SCHOOL PARENT CIRCULATION MAP






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



Parking data from ECWRPC 2025.
School data from Wisconsin DPI 2025.
Base data from Regional Counties 2025.

SEYMOUR COMMUNITY HIGH SCHOOL WALK & BIKE AUDIT RECOMMENDATIONS

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	RECOMMENDATION			
A	Work with WisDOT to complete a traffic count and safety analysis at Thunder Way to determine if a traffic light is feasible.		✓	✓
B	Work with WisDOT to get “School Zone Speed Limit” signage on State Highway 54.		✓	✓
C	Route all parent drop-off and pick-up to the faculty parking area and students can enter and exit at Door 6. No parent drop-off or pick-up should happen at the main doors during peak hours.	✓		
D	Remove the existing striping in the parking lot. Restripe the parking lot so that all parking spots are angled. Use bollards or put in islands at the ends of the parking area to prevent vehicles from driving through in all directions.	✓		✓
E	Install a three way stop at the southwest corner of the school.			✓
F	When funding becomes available, consider a redesign of the parking lot. (See concept photo on page 38).		✓	



Education



Evaluation



Engineering

SEYMOUR COMMUNITY HIGH SCHOOL

WALK & BIKE AUDIT RECOMMENDATIONS MAP



Walk & Bike Audit Recommendations

X See table on page 33 for more details





0 100 200 Feet

Recommendation data from ECWRPC 2025.
 School data from Wisconsin DPI 2025.
 Base data from Regional Counties 2025.

SEYMOUR COMMUNITY AUDIT RECOMMENDATIONS

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	RECOMMENDATION		
A	Work with WisDOT to get “School Bus Stop” signage along State Highway 54 between Ballard Road and French Road.	✓	✓
B	Install a rectangular rapid flashing beacon at the intersection of Main Street and Pope Street to improve the school crossing.	✓	✓
C	Install a rectangular rapid flashing beacon at the intersection of Main Street and W. Hickory Street to improve the school crossing.	✓	✓
D	Install a raised crosswalk and rectangular rapid flashing beacon at crossing when new development is completed.	✓	✓
E	Paint walking edge lines in the roadways to show walking space in areas that have large volumes of students and no sidewalks. Post signs to remind drivers to watch for students.	✓	✓

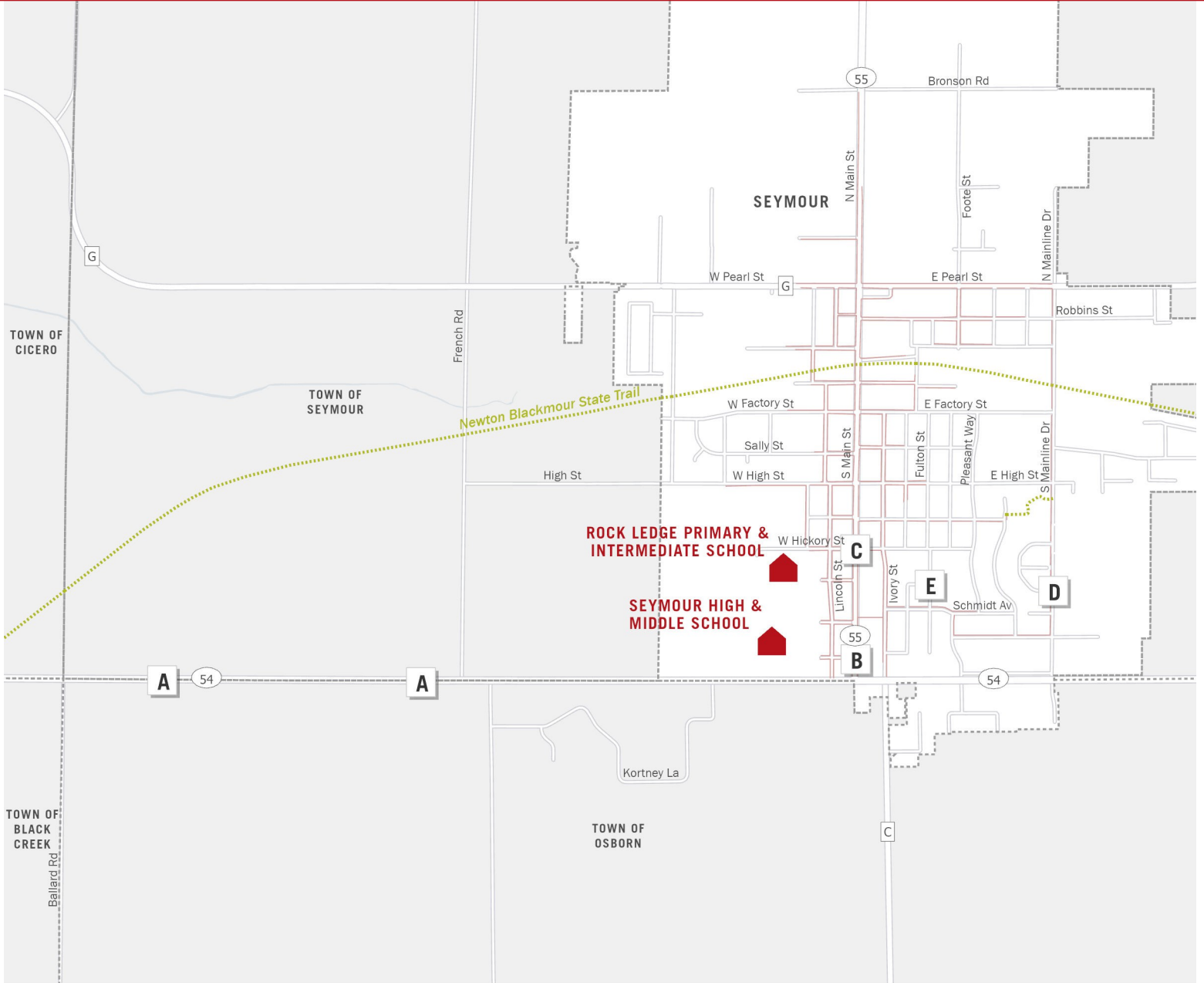


Education



Engineering

SEYMOUR COMMUNITY WALK & BIKE AUDIT RECOMMENDATIONS MAP



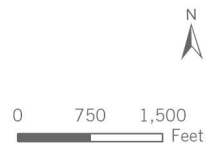
Walk & Bike Audit Recommendations

X See table on page 35 for more details

Existing Unpaved Trail

Existing Sidewalk

Municipal Boundary

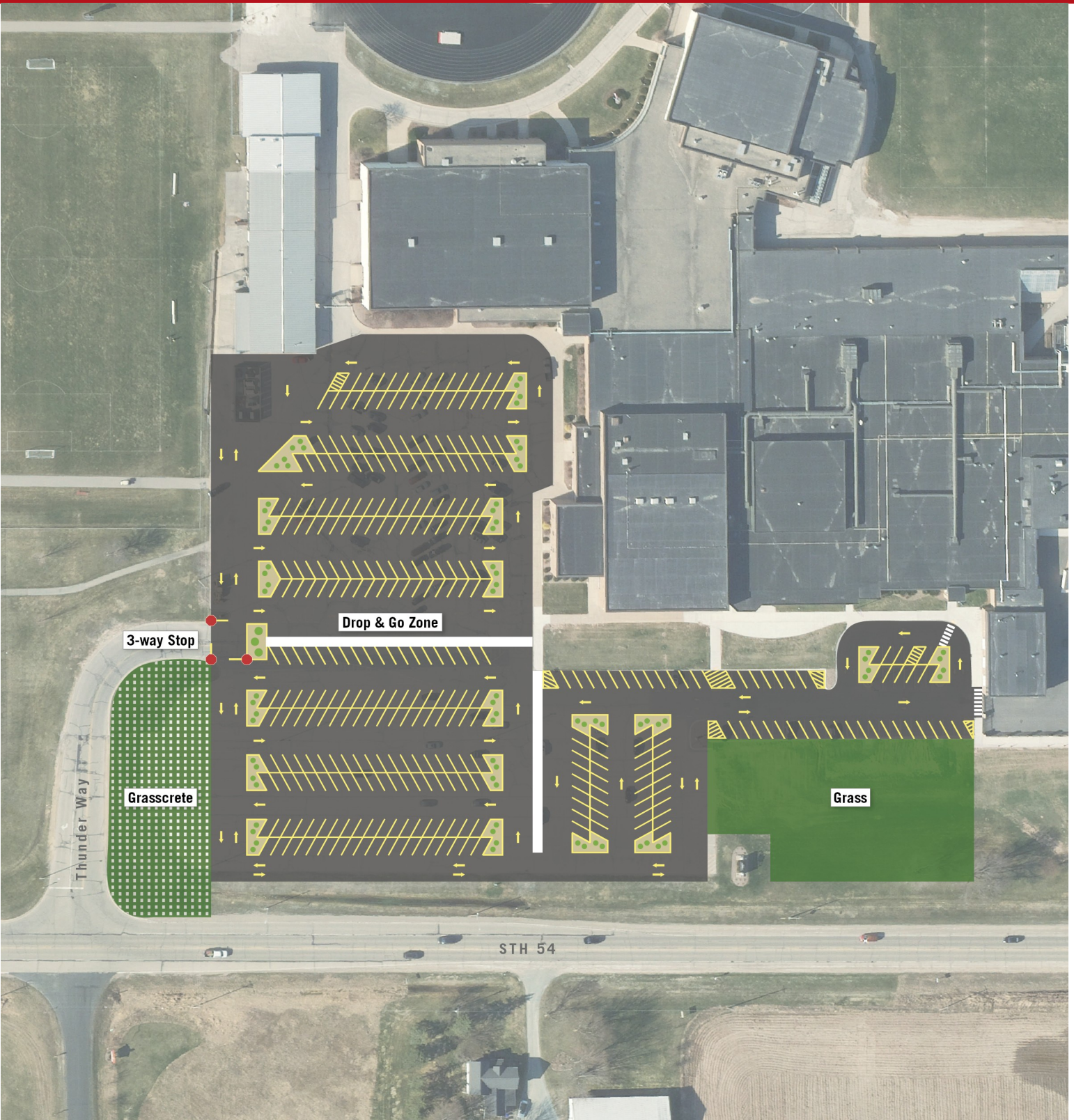


Recommendation data from ECWRPC 2025.
School data from Wisconsin DPI 2025.
Base data from Regional Counties 2025.

ROCK LEDGE PRIMARY & INTERMEDIATE SCHOOL CONCEPT PHOTO



SEYMOUR COMMUNITY HIGH SCHOOL CONCEPT PHOTO





FUNDING OPPORTUNITIES

The following is a list of potential funding sources that the School District, City of Seymour, Village of Black Creek, 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 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/>

- » 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/>
- » League of American Bicyclist's Community Sparks Grant awards organizations for projects and programs that spark change and catalyze a community's ability to create places where bicycling is safer, easier, and more accessible.
<https://bikeleague.org/bfa/about-spark-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>
- » 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>

Again, all recommendations in this plan are subject to approval by the school district and board and will be considered as funding and resources allow. Our goal is to work together—schools, families, and the community—to create safe and healthy opportunities for students to walk and bike to school.



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

- » [Traffic Count Map](#)
- » [ECWRPC Crash Maps](#)
- » [WISEdash Public Portal](#)
- » [American Community Survey](#)

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.



ASPHALT & CROSSWALK ART

Crosswalk art, painted drop-off lanes, or painted sidewalk extensions have been implemented for years and are gaining popularity in communities worldwide. While many asphalt art projects include direct roadway safety improvements, the artwork itself also enhances safety by making pedestrian areas and crosswalks more visible, promoting a more walkable environment, and encouraging drivers to slow down and stay attentive to pedestrians and cyclists—the most vulnerable road users.



New painted crosswalk at Pulaski Community Middle School.

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.

DROP-OFF & PICK-UP LANES

Painted drop-off and pick-up lanes help to provide clear direction to users and smooth traffic movement increasing efficiency for everyone for a more efficient procedure. Having a dedicated lane for drop-off and pick-up keeps students away from moving traffic, lowering the risk of accidents. Students exiting on the curb side are protected from passing vehicles, preventing dangerous situations. Keeping drop-off and pick-up lanes consistent throughout the District will create a predictable traffic flow and increase the likelihood that parents follow the lane rules.



Students exiting on the curb side are protected from passing vehicles, preventing dangerous situations.

ROADSIDE DROP-OFF & PICK-UP LANE

This is a designated lane along the curb in front of the school, specifically for dropping off and picking up students. It helps keep traffic flowing on the main road while providing a safe space for students to get in and out of vehicles. When used correctly, it can speed up the drop-off and pick-up procedure.



Roadside drop-off and pick-up lanes prevent congestion on the main road, keeping traffic flowing for everyone.

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.

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.

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.

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 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.



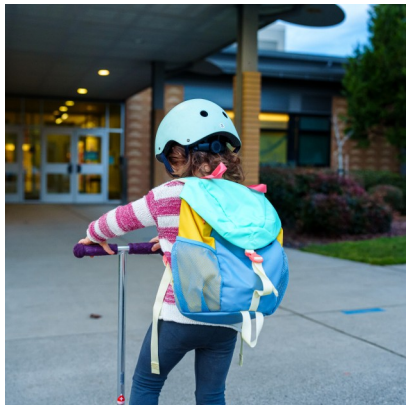
A HAWK Signal alerts motorists to the presence of pedestrians in the crosswalk.

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.



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