



SCHOOL DISTRICT OF ALTOONA SAFE ROUTES TO SCHOOL PLAN

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Altoona Safe Routes to School Task Force

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Executive Summary

Introduction

Safe Routes to School (SRTS) is an international movement that promotes walking and biking to school. SRTS began in the 1970's in Denmark, which had an alarming number of child fatalities due to crashes on roadways. SRTS reached the United States in 1997, when The Bronx, New York City received local funds to implement a SRTS program to reduce the large number of student injuries and fatalities due to crashes around schools. The success of the program convinced other communities to adopt similar measures. By 2000, SRTS programs were nationwide. In 2005, Congress saw the importance of these programs and consequently signed into law a federally funded SRTS program. The new law

facilitated the allocation of money to all 50 states and the District of Columbia to create, implement, and administer SRTS programs. Federal SRTS funds can be used for projects within two miles of an elementary or middle school (K-8). In 2016, the Altoona School District and City of Altoona were awarded a SRTS planning grant to develop this plan update.

The SRTS program has its roots in both health and transportation safety. The major program goals are to make the school trip safe for walking and biking and to encourage children to walk and bike to and from school. SRTS strives to reduce congestion around schools, improve the health of school-aged children through increased physical activity, reduce vehicle emissions and fuel consumption, increase community security, enhance community accessibility, increase community involvement, and improve partnerships among schools, local municipalities, parents, and other community groups.

The Altoona SRTS Task Force consists of representatives from the Altoona School District and City of Altoona. The Task Force worked together to identify issues and opportunities in the City, and developed strategies to make walking and biking to and from school safer for students. The Safe Routes To School Routes map is in Appendix B.

Altoona's SRTS Vision

The School District of Altoona and the City of Altoona have safe and enjoyable environments for walking and biking to and from school. To allow walking and biking as viable options for school children and the broader community, the School District and City collaborate with other community stakeholders in enhancing and increasing interconnected walking/biking systems to and at the schools. Safe walking, biking, and driving habits; a family-oriented SRTS environment; and development that incorporate SRTS initiatives are common in the City.

Key findings include:

- Over the past decade, the City and School District have made good strides to make a more walkable/bikeable environment for students.
- 7th St. West in front of the High School needs numerous improvements.
- 10th St. West and 3rd St. East are barriers due to speed and volume of traffic.
- The Elementary School currently has very limited options for students to walk or bike to and from school.
- Opportunities exist for an increase in SRTS programs and projects.

Existing Conditions

As part of the planning process, collecting existing conditions and data are important. The Task Force members discussed existing conditions in the City. Key findings from the task force and observation are shown in the colored box.

Strategies

The SRTS framework recommends using six categories when looking at issues and strategies. These are called the *Six E's*. Recommendations in the plan were developed using all six E's (Engineering, Education, Encouragement, Enforcement, Equity, and Evaluation). For a full listing of strategies, see pages 13-16.

Funding

Funding sources vary widely in their eligibility and magnitude. Federal Transportation Alternatives Program funding (formerly Safe Routes To School and Transportation Enhancement programs) is a primary source for those projects that specifically address the SRTS focus on biking and walking safety and encouragement, both infrastructure and non-infrastructure. However, other grants may be appropriate for funding smaller projects. Other funding sources from both health and transportation sources are listed and described on pages 18-22.



Students biking along Brackett Ave.

Introduction

Safe Routes To School Program

An active SRTS program will help Altoona create safer, easier, and more enjoyable walking and biking routes to school so more students choose walking and biking as their main mode of transportation. There are a number of benefits to the entire community when walking and biking conditions are improved.

Safer routes

One of the reasons parents do not allow their children to walk and bike to school is because the routes to school are too dangerous. Problems such as incomplete, poorly maintained, or missing sidewalks and trails, congested streets, and lack of traffic calming devices in the vicinity of schools discourage walking and biking to school. SRTS programs help communities identify and fix these problems making it safer for all residents and visitors to the area.

Healthier children

In the past few decades, the number of active children in the United States has decreased and the number of overweight children has almost doubled. Recent data shows that $\frac{2}{3}$ of Wisconsin adults are overweight or obese. In addition, kids are spending more and more time indoors not being active. The American Heart Association recommends that children participate in at least 60 minutes of moderate to vigorous physical activity every day. One of the ways to achieve a large portion of this goal is to walk or bike to school. SRTS programs encourage children to be more active by walking and biking to school.

Cleaner environment

Emissions from vehicles pollute the air our children breathe and can cause serious health problems such as asthma and bronchitis. Motor vehicle use is now generally recognized as the source of more air pollution than any other single human activity. In order to decrease air pollution, communities should look to reduce the number of vehicles on the roads especially in the vicinity of schools. Fewer cars emitting pollutants will improve the air quality, thus decreasing health problems in children. SRTS programs aim to decrease the number of cars in the vicinity of schools thereby creating a cleaner environment.

Other desired outcomes of Safe Routes to School:

- Enhanced community accessibility.
- Increased community involvement.
- Reduced fuel consumption.
- Increased community security.
- Improved partnerships among schools, local municipalities, parents, and other community groups.

6 E's

In order to accomplish the goals of SRTS programs, the Altoona School District and City of Altoona must focus on the 6 E's: Engineering, Education, Encouragement, Enforcement, Equity, and Evaluation. This comprehensive approach allows communities to maximize the number of students walking and biking to school.

Engineering

Problems with the physical environment around schools such as damaged or missing sidewalks, lack of traffic calming measures, or unsafe crosswalks prevent children from walking and biking safely and easily to and from school. These problems can be dangerous enough to cause pedestrian injuries and fatalities, often to children. Clearly, a safe physical environment is necessary for enabling children to walk and bike to school. Therefore, SRTS funds can be used

to make infrastructure improvements that will fix these problems and make the physical environment safer for children. Improving the physical environment near schools is necessary for a successful SRTS program. In addition, other measures are needed, in tandem with those improvements, to get students walking and biking to school.

Encouragement

Another key component to the SRTS program is encouraging children to walk and bike to school. Convincing children, as well as parents and guardians, that walking and biking to school is safe, fun, and healthy can be a difficult task, especially since SRTS may interfere with a parent's already busy schedule or established routine of driving their child to school. That is why a comprehensive SRTS program offers activities and events that promote walking and biking to school that are fun, safe, and easy. This will help to ease the safety concerns of parents and guardians in their decision to allow their children to walk and bike to school.

Education

Educating children and parents is an important part of SRTS. Children as well as parents need to learn about biking and walking safety and about the benefits of walking and biking to school. Equally important is educating drivers about safe driving around schools. These programs will help ensure that walkers, bikers, and drivers think about safety first.

Enforcement

Driver education and safety campaigns do not ensure the elimination of unsafe driving behaviors. Therefore, SRTS programs should partner with local law enforcement to make sure traffic laws are obeyed (including enforcement of speed limits, yielding to pedestrians in crossings, and proper walking and biking behaviors), and to initiate or strengthen community enforcement such as crossing guard programs. Enforcement programs also keep an eye on any criminal or threatening behavior, which could possibly discourage walking and biking, especially around schools. Each of these approaches is necessary for a successful program. By tackling the project from multiple angles, communities can maximize the safety of the routes to school and increase the number of students that use the routes.

Equity

Work to support safe, active, and healthy opportunities for children and adults in low-income communities, communities of color, and beyond. Incorporate equity concerns throughout the other E's to understand and address obstacles, create access, and ensure safe and equitable outcomes.

Evaluation and Sustaining a Program

Understanding the barriers and obstacles that prevent children from walking and biking to school are essential in implementing an effective SRTS plan. Evaluation techniques such as surveys will help communities see the current walking and biking behaviors and understand the attitudes that parents and children have towards walking and biking. With this information, communities can make the necessary adjustments (through Engineering, Education, Encouragement, Equity, and Enforcement techniques) to change behaviors and attitudes. Also, evaluation of the program will be vital to continuing SRTS, as being able to show improvements by comparing before and after data is very helpful in maintaining local commitment to the program. Even more, evaluation can show what techniques did not work so that adjustments can be made in the future. A successful SRTS program is dependent on the use of all six E's.

Altoona School District and City of Altoona

The Altoona School District has a total enrollment of 1,580 students. The City is home to the District's elementary school (596), intermediate school (220), middle school (345), and high school (419). Altoona's 2010 population was 6,706. Regionally speaking, the area that the

School District serves is in an area that has experienced residential growth over the past two decades. In addition, the area that the District serves is expected to experience additional residential development in the near future. However, much of the area where development will occur will not be located in areas where students will be able to easily walk or bike to school.

In order to specifically consider the economic standing of students attending the elementary and middle schools, a commonly used and carefully tracked index is commonly used. An "economically disadvantaged" student is a member of a household that meets the income eligibility guidelines for free or reduced-price meals (less than or equal to 185% of Federal Poverty Guidelines) under the National School Lunch Program (NSLP). In the School District, the percentage of students that meet this income eligibility is 34 percent.

Safe Routes To School Task Force

A SRTS Task Force is a group of people who represent all facets of the SRTS program in the community (transportation, health, fitness, safety, etc.), and work together to develop and implement a plan to increase the number of students walking and biking to school.

Altoona's SRTS Task Force developed a vision and goals for their SRTS program, considered relevant issues, and discussed strategies to overcome the barriers to walking and biking. This was done through meetings, walk/bike audits, a classroom tally sheet, and a parent survey.



Existing bike racks at Intermediate and Middle School.



Previous Safe Routes to School Work

The City and School District completed a SRTS plan in 2008. Since then, the City and School District implemented various strategies. The majority of the strategies that were implemented were related to improving Bartlett Ave., which is the main entrance to both the Intermediate School and Middle School.

Vision and Goals

A vision and two goals were developed to bring the SRTS program's direction into focus and to make it fit the specific needs and desires of the School District and City. It is important to revisit this vision and the goals throughout the planning and implementation stages of the program to ensure that projects are heading in the intended direction, in a coordinated manner. There may be times when the vision and goals need to be updated to meet changing needs in the local environment, but kept current, they will help to lead toward a unified implementation and an eventual realization of the vision.

Vision:

The School District of Altoona and the City of Altoona have safe and enjoyable environments for walking and biking to and from school. To allow walking and biking as viable options for school children and the broader community, the School District and City collaborate with other community stakeholders in enhancing and increasing interconnected walking/biking systems to and at the schools. Safe walking, biking, and driving habits; a family-oriented SRTS environment; and development that incorporate SRTS initiatives are common in the City.

Goals:

- To make it safe for kids to walk and bike to school.
- Students are encouraged to walk and bike to school.

Existing Conditions

Task Force Discussion

The Altoona Safe Routes To School Task Force met four times. There were a variety of issues and opportunities that were brought up during the meetings. This issues and opportunities can be found in Appendix A. One of the major issues is creating a safe route to the new elementary school. Significant discussion also included issues pertaining to 10th Street West and 3rd Street East. In addition, there was discussion regarding access from the west and north and improving SRTS programs in the District and City. It is important for the community that the schools are also used as parks and destinations for kids and families to recreate.

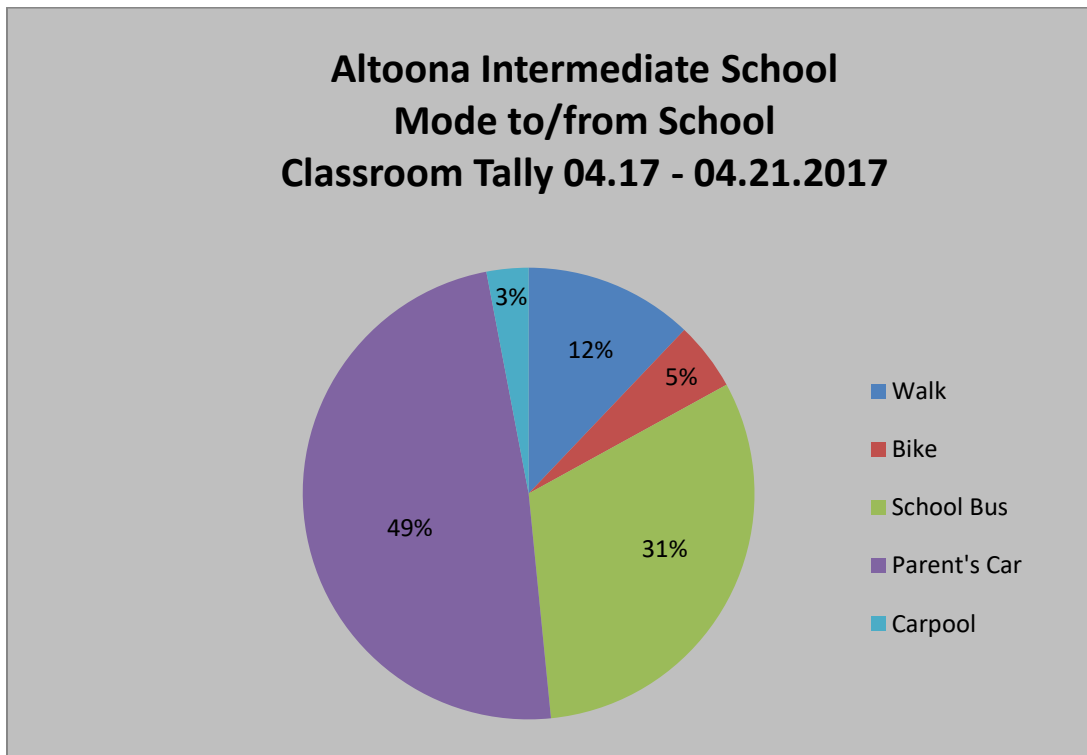
Walk and Bike Audit

The Task Force conducted an A.M. and P.M. walk and bike audit for the Intermediate and Middle schools and an A.M. audit for the Elementary School. The audits confirmed many of the initial concerns. The High School is located on the same campus as the Intermediate School and Middle School.

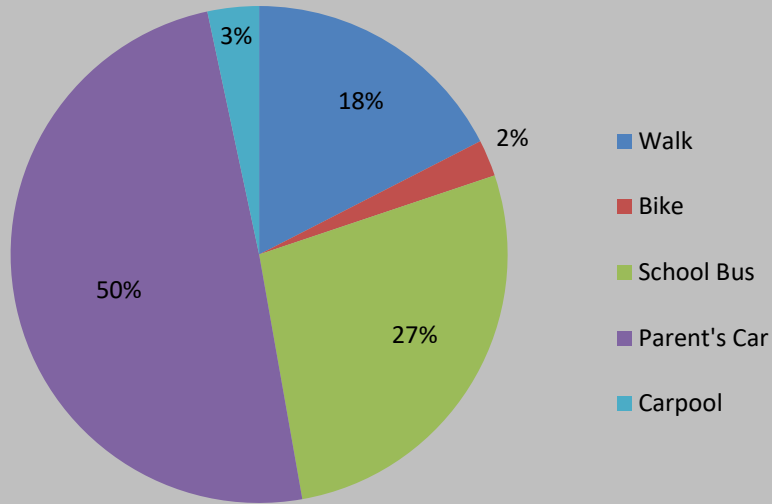
Classroom Tally Sheets and Parent Surveys

The classroom tally sheets gave a one week synopsis of the modes of transportation for students. There were only 30 total walking one-way trips to the Elementary School. That is an average of three students walking each day. This is approximately 0.5 percent. The Intermediate School (17% walk or bike) and Middle School (20% walk or bike) had more.

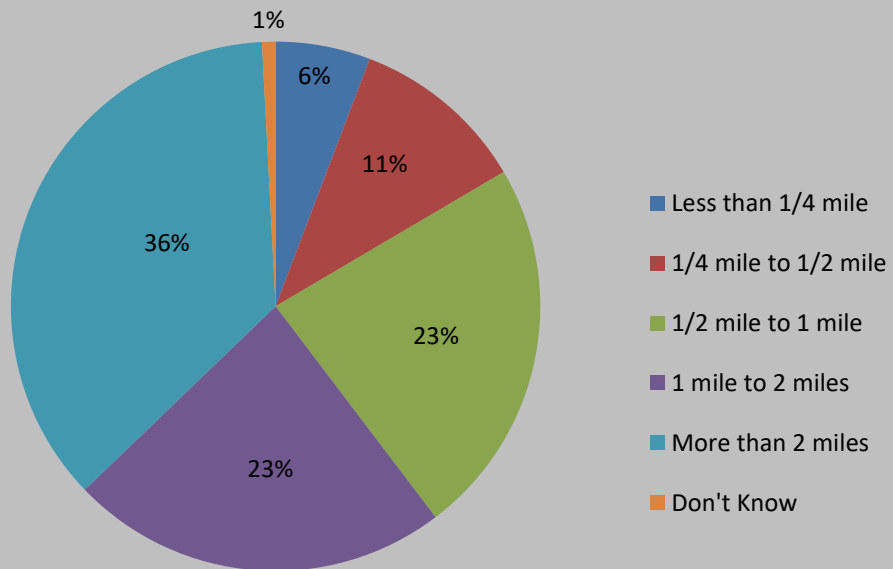
The parent survey was available for parents with children in the Elementary, Intermediate, and Middle School. The majority of the parents (59%) that completed the parent survey live outside one mile of the respective school. The three highest reasons why students do not walk or bike to/from school are related to the volume and speed of traffic. Expectedly, these same parents said in the survey that if these issues were fixed, they would be more likely to let their children walk/bike to school, in addition to more sidewalks/pathways and crossing guards.



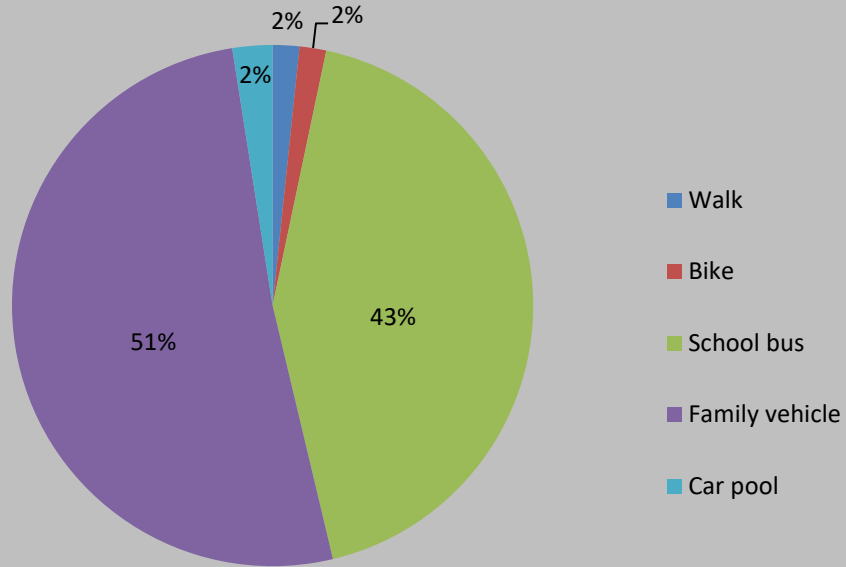
**Altoona Middle School
Mode to/from School
Classroom Tally 04.17 - 04.21.2017**



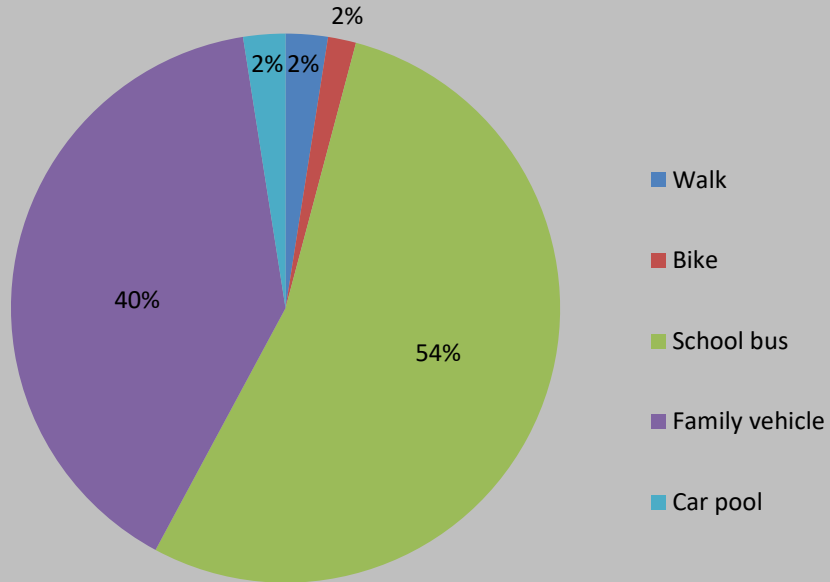
How far does your child live from school?



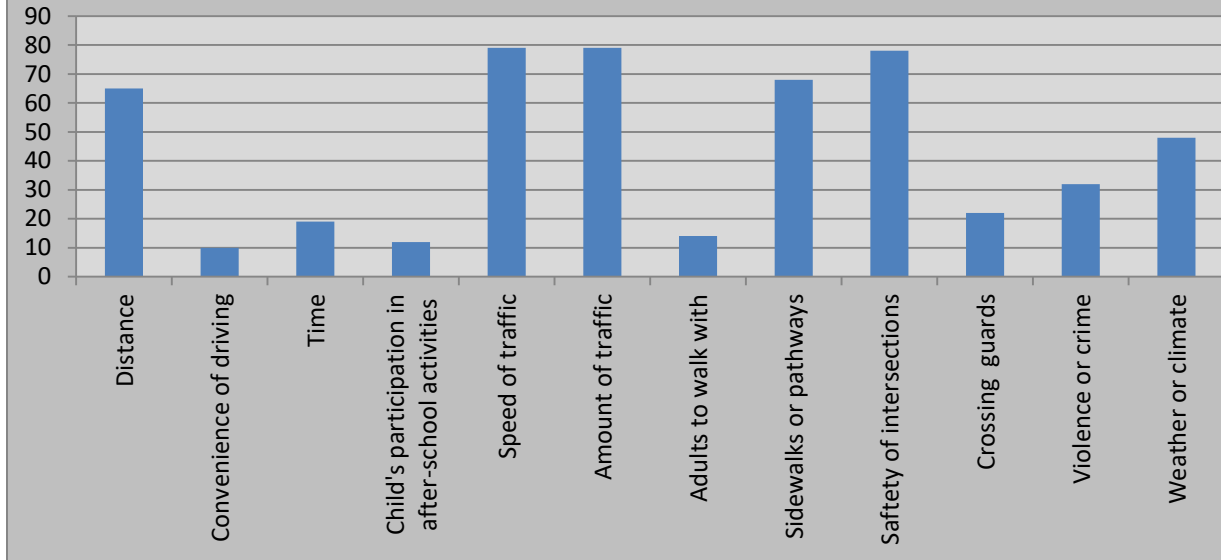
On most days, how does your child get to school?



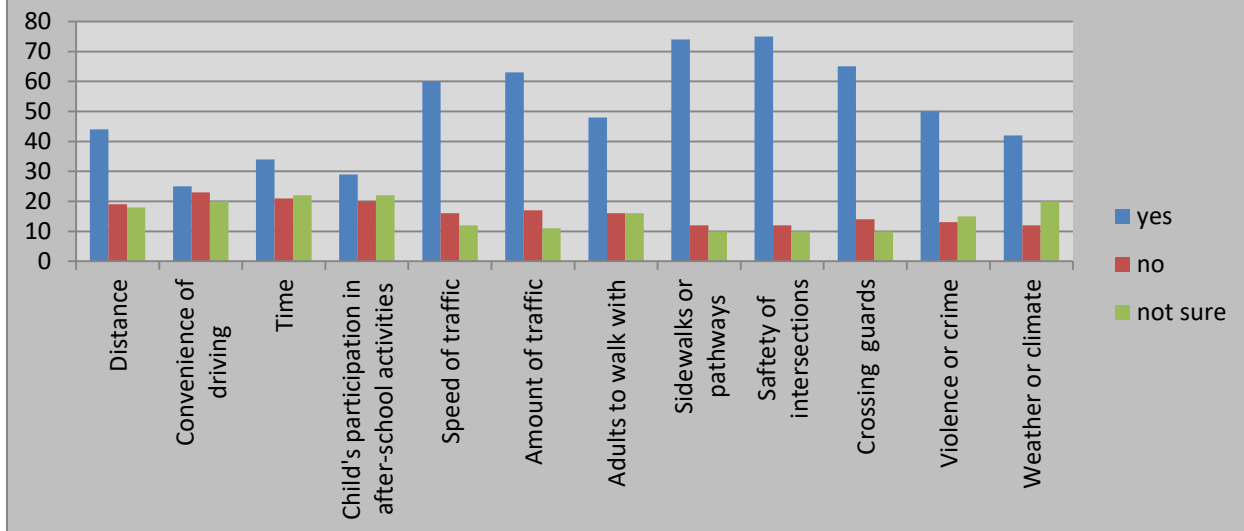
On most days, how does your child get home?



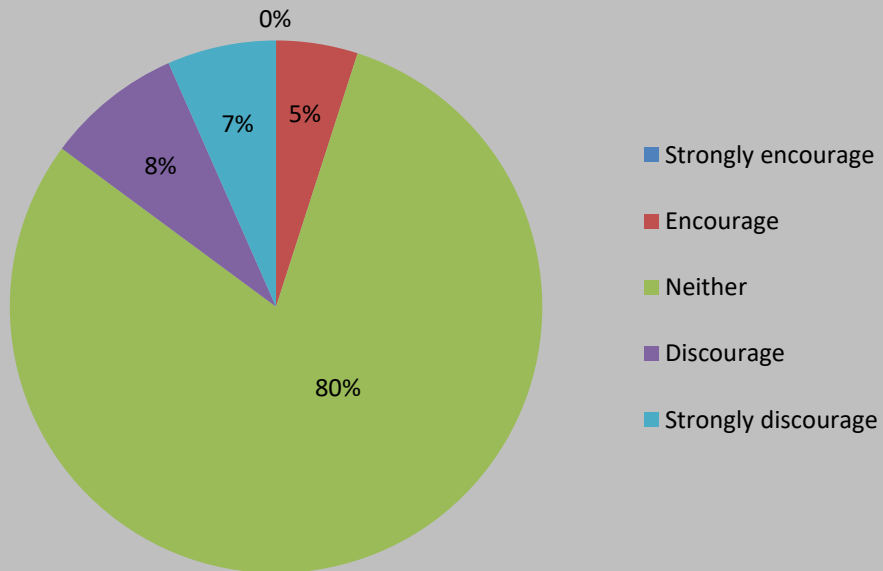
Which of the following issues affected your decision to allow, or not allow, your child to walk/bike to/from school?



Would you let your child walk/bike to/from school if this problem were changed/approved?



How much does your child's school encourage or discourage walking/biking to/from school?





Brackett Ave.

Traffic

Traffic volumes are not particularly high on the streets adjacent to the schools. However, in most cases traffic is highest when students are walking and biking to school. The most recent data available is listed below. These dates are not during the school year when traffic on these roads is most likely higher.

- Bartlett Ave. (East of 9th St. West) – 1,400 ADT (06/2017)
- 10th St. West (North of Hayden Ave.) – 4,100 ADT (06/2014)
- 10th St. West (South of Hillside Rd.) – 4,600 ADT (06/2014)
- 3rd St. East (North of Garfield Ave.) – 3,000 ADT (06/2017)
- 3rd St. East (South of Daniels Ave.) – 3,500 ADT (06/2017)

School Buses and Parent Drop Off

At this time, there are no concerns regarding the school bus and parent drop off/pick up area.

Other Plans

The City's Comprehensive Plan discusses the importance of safe walking and biking in the community. There is no specific mention of Safe Routes To School in the Comprehensive Plan. However, policies include that pedestrian and bicycle improvements are strongly encouraged, especially in areas near existing facilities and connected to schools.

In addition, the City's Bicycle and Trail Map designates several routes with existing off-street and on-street facilities and several more routes with proposed off-street and on-street facilities. This map was used as an important resource to help create the safe routes to school corridors.

Recommended Strategies

Numerous strategies are recommended for the City of Altoona and School District of Altoona. It is important to remember that a community that is safe for students to walk and bike to school is also a walkable and livable community for everyone. Altoona faces some challenges to safe walking and biking to school, specifically at the new elementary school and students that live on the opposite side of both 10th Street West and 3rd Street East. The community is of a size that the majority of students who live south of the railroad tracks should be able to walk and bike to school, and at one time the vast majority did so. For the strategies, there are three different timeframes recommended for implementation: ongoing, short-term (2017-2018), and medium-term (2019-2021). The Safe Routes To School maps are located in Appendix B.

Education

City

- Locate a sign at major entrances of the City that says Altoona is a SRTS community. (short-term)
- Continue to operate bike rodeos at schools. (ongoing)
- Continue Police Department awards program for proper bicycle riding. (ongoing)
- Install pedestrian and bicycle wayfinding signs in the City. (short-term)
- Adopt Mayoral Proclamation proclaiming Altoona as a "Safe Routes To School" Community, raising awareness of plans, strategies, partnerships, and City commitment. (short-term)

School District

- Host fitness speakers that promote walking/biking (athlete/coach from High School, members of the community, etc.). (short-term)
- Distribute an annual letter at the beginning of the school year with a brief description stating that the community has completed a SRTS plan and where designated SRTS corridors are located. (short-term)
- Start a P.E. bike unit for elementary school students. (medium-term)
- Include vehicle/bike/pedestrian law education in school newsletters. (short-term)
- Continue the bike unit at Intermediate School and Middle School. (ongoing)

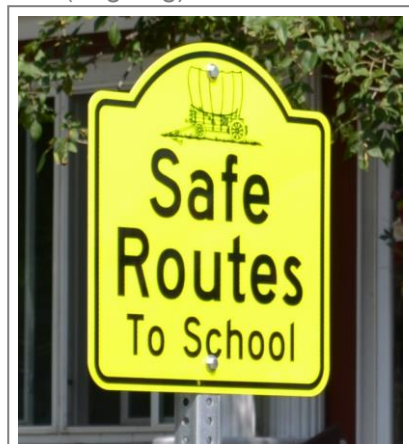
City/School District

- Promote SRTS on the website and social media. (short-term)
- Work with local media in promoting SRTS. (ongoing)
- Work with local drivers education programs to include importance of driving safely around schools and in school zones. (short-term)

Encouragement

City

- Create a map that shows distances by walking, calories burned, and designated safe routes. Distribute annually. (short-term)
- Locate signage around town that shows designated safe routes, distance, and calories burned. Possibly incorporate this with a community based theme. (short-term)



A SRTS street sign in De Smet, SD. The sign uses De Smet's theme of a covered wagon with the Laura Ingalls Wilder "Little Town On The Prairie" theme.

School District

- Start a Walk to School Day event/activities. This could include larger annual events/activities and smaller monthly/weekly events/activities. (short-term)
- Help facilitate the creation of a walking school bus from strategic locations along SRTS routes, specifically crossing 10th Street West and 3rd Street East. (short-term)
- Help facilitate the creation of a walking school bus in Hillcrest Estates. (short-term)

City/School District

- Distribute reflectors for backpacks. (short-term)
- Keep adult crossing guard at current locations. (ongoing)
- Collaborate with community organizations (outdoor groups, health organizations, etc.) to help promote walking and biking to/from school. (short-term)
- Create a 15mph school zone along 10th Street West at Bradwood Avenue. (short-term)
- Create a plan for snow removal along SRTS corridors and around bike racks.(short-term)

Enforcement

City

- Enforce speed limits. (ongoing)
 - 10th Street West
 - 3rd Street East
 - In front of Middle School and High School
- Investigate activity that is currently deterring walking and biking to/from school. (ongoing)
- Enforcement of all parking/pick-up areas in front of school and on school property. (ongoing)
- Reduce speed limit along 10th Street West through the City to 25 mph. (short-term)
- Reduce speed limit along 3rd Street East through the City to 25 mph. (short-term)
- Purchase safety green vests/jackets and crossing guard flag for all crossing guards. (short-term)
- Work with the County to reduce the speed limit along CTH KB to 30mph to the school. (short-term)
- Increase speeding fines in schools zones and post the fine cost on school zone signs. (short-term)



Example of a roadway with centerline, parking lines, and sharrows. Eau Claire, WI.

Engineering

City

- Require all future development to meet pedestrian and bicycle and SRTS policies and needs. (ongoing)
- Require all future surrounding development to have adequate pedestrian/bicycle trail, sidewalks, and feeder system to the school. (ongoing)

- Where they do not currently exist, construct sidewalks along all SRTS routes, as shown on the maps. If existing sidewalks are in poor condition, they should be improved. (medium-term)
- Construct a multi-use path along Bartlett Ave. from 3rd Street East to Elementary School. (medium-term)
- Replace all old yellow/orange pedestrian signs and school zone signs with safety-green colored pedestrian crossing signs. (short-term)
- Paint centerlines and parking lanes and sharrows and/or bike lanes along the SRTS corridors. (short-term)
- Locate new safety-green colored pedestrian signs, school zone signs, and painted crosswalks along 7th Street West in front of the High School. This should be done similar to Bartlett Avenue in front of the Middle School. (short-term)
- Create 9-foot to 10-foot wide travel lanes with painted centerlines and fog lines along all SRTS routes. (short-term)
- Implement the basket-weave approach to controlled intersections in the residential areas to the north, west, and east of the Intermediate, Middle, and High school campus. Research changing stops signs from 7th St. West to 6th St. West (short-term)
- Update the pedestrian crossing at 3rd Street East and Garfield Avenue with pedestrian signs, 15mph school zone sign, and crosswalks (short-term)
- Locate pedestrian crossing signs at 3rd Street East and Bartlett Avenue. (short-term)
- Locate 15mph school zone approaching signs before school zone starts. (short-term)
- Research opportunities to reduce curb-to-curb distance (add bumpouts) at 10th Street West and Bradwood and 3rd Street East and Garfield and Bartlett. (short-term)
- Add lighting along trail from Elementary School to Hillcrest Estates. (short-term)
- Add an additional 15mph school zone sign along south side of Bartlett in front of Middle School. (short-term)
- Research the possibility of bike lanes along 10th Street West and 3rd Street East. (short-term)
- Locate safety green pedestrian signs at midblock crossing on Lynn at St. Mary's School. (short-term)
- Eliminate parking within one parking space of all crosswalks next to schools. (short-term)
- Locate "School Zone Ends" signs where the school zone starts/ends. (short-term)
- Paint yellow hatch lines on street pavement in front of schools to designate school zone. (short-term)
- Locate school zone signs and 15mph signs on CTH KB along the Elementary School. (short-term).
- Incorporate SRTS principles and recommendations in all applicable City plans and projects. (short-term)
- Formalize trail connections south & east of the primary school campus. (short-term)



Covered bicycle parking in Tomelilla, Sweden.

School District

- Improve bicycle parking areas/facilities with covered bike parking and student art. (medium-term)

- Increase the amount of bike racks at the Intermediate, Middle, and High schools. (short-term).
- Locate the bike parking at the Intermediate and Middle School per the campus site plan. (short-term)

City/School District

- Locate SRTS signs that have a specific theme along SRTS corridors. This could include community theme and/or school age interests. An example is something with the District mascot. (short-term)
- Improve lighting along SRTS corridors, where needed. (medium-term)

Equity

- Continue to incorporate SRTS programs and implement SRTS policies that work with and provide for all demographic groups (ongoing)

Evaluation

- Nominate a chairperson for the SRTS Task Force. (ongoing)
- Continue to meet as a SRTS Task Force (at least twice a year). (ongoing)
- Complete a classroom tally sheet in Spring 2019 and Spring 2021. (medium-term)
- Complete a parent survey in Spring 2019 and Spring 2021. (medium-term)



7th Street West in front of High School

Implementation

In order for the recommendations included in this SRTS plan to become reality, it is important that the SRTS Task Force remain active. The group's role will be to coordinate, track, and evaluate projects, programs, and grant applications. They will serve as the champion of SRTS in the City. It is important for both City and School District representation on SRTS Task Force. Meetings should be held at least twice a year to allow for updates and help keep implementation items on their proposed timeline. It is also recommended that the implementation strategies correspond with City and School District capital budget cycles to improve likelihood of implementation as a function of normal municipal engineering and programming.

In the list of recommendations, the strategies all have a stated timeframe. There are three different timeframes for starting implementation: ongoing, short-term (2017-2018), and medium-term (2019-2021). The ongoing projects are those that can be implemented without the need for specific grant funds or large coordinative efforts. The short-term category includes those projects that should be able to start relatively easily and/or with limited financial requirements. Projects included in the medium-term are longer term projects that either require more coordinative effort, design time, or may need more complex funding schemes. With the correct planning and coordinated effort, some of these could start sooner. Some of these strategies could be eligible for upcoming funding cycles, such as applications to Wisconsin Department of Transportation TAP grant program.

The following is a list of criteria that could be used by the SRTS Task Force. During the planning process, it was discussed that several strategies were of high priority. It is planned that over the coming months and years, the SRTS Task Force will update the strategies that are to be at highest priority levels. In addition, it should be noted that some strategies can be accomplished easily and that even though they are not the highest priority, these can and should be implemented when the resources are available.

1. Safety
2. Ease of Implementation
3. Usage
4. Cost
5. Healthy Outcomes
6. Time Required

The engineering strategies of highest priority include:

- Increase perceived and real safety of pedestrians crossing 10th Street West and 3rd Street East. This includes reducing the speed limit, reducing the number of vehicles speeding, narrowing lanes at crossings, appropriate signage, etc.
- Implement basket weave approach to controlled intersections north, west, and east of Intermediate, Middle, and High School campus.
- Locate crosswalks, bumpouts, and pedestrian signage in front of High School.

Funding programs are described in the following pages. This is not intended to be an exhaustive list, as new programs concerning the health and safety of children are being established every year, but gives a starting point for some of the major programs that are currently available. It is important to partner with local service groups, as well as organizations with children's health and safety as their mission.

The best means of implementation is an organized and diligent task force working to bring the City of Altoona and School District of Altoona together and guide them toward the goal of becoming a Safe Routes to School community.

Funding and Resources

Additional funding

Bicycle Safety – Rodeo (BS-R)

This grant is intended to provide one-time funding that will contribute to a community's ability to set-up a bicycle-training rodeo or similar hands-on event. The purpose of this event is to teach safe bicycling operation, skill and judgment to elementary and middle school children and their parents. Many of the skills and attitudes developed in this training are precursors for skills and attitudes necessary for safe driving. For more information, contact: Larry Corsi, Wisconsin Bureau of Transportation Safety, Phone: 608.709.0081, email: larry.corsi@dot.wi.gov

Community Academic Partnership Fund

For information about this funding source: <http://www.med.wisc.edu/wisconsin-partnership-program/community-academic-partnership-fund/634>

Driven to Better Health

Physical activity involves the development, implementation, and evaluation of school - based, school - linked efforts to increase exercise among students, staff, and community. There are a number of ways the Department of Public Instruction is addressing this important issue. Driven to Better Health is one such program that addresses this issue. It is a DPI sponsored program to engage families in physical activity and healthy eating by having students and their families count moving miles based on the amount of physical activity they complete, and the food choices a person makes. To find out more about how your school can begin a Driven to Better Health program contact: Eileen Hare at 608.267.9234 www.sspw.dpi.wi.gov/sspw_driventohealth

General Mills Champions for Healthy Kids

In partnership with the Academy of Nutrition and Dietetics Foundation, the General Mills Foundation developed the Champions for Healthy Kids grant program in 2002. Each year, the Foundation awards 50 grants of \$20,000 each to nonprofit organizations working to improve nutrition and physical fitness behaviors for youth. Web: www.eatrightfoundation.org/foundation/championgrants/ for more information.

Green & Healthy Schools Program (GHSP)

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

www.dnr.wi.gov/education/educatorresources/ghs/ or contact DNR staff at: DNRGHSchools@Wisconsin.gov

Local Transportation Enhancements (TE) (part of the Transportation Alternatives Program-TAP)

The Transportation Enhancements program funds projects that increase multi-modal transportation alternatives and enhance communities and the environment. Federal funds administered through this program provide up to 80% of costs for a wide variety of projects including "provision of facilities for bicycles or pedestrians" and "provision of safety and educational activities for pedestrians and bicyclists." Projects must meet federal and state requirements. Local governments with taxing authority, state agencies and Indian tribes are eligible for funding. A project sponsor must pay for a project and then seek reimbursement for the project from the state. Federal funds will provide up to 80% of project costs, while the sponsor must provide at least the other 20%. For more information, contact: Tanya Iverson, Department of Transportation, Phone: 608.266.2574, email: tanya2.iverson@dot.wi.gov

Pedestrian Road Show-Walking Workshop (PRSWW)

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

For more information, contact: Larry Corsi, Wisconsin Bureau of Transportation Safety, Phone: 608.709.0081, email: larry.corsi@dot.wi.gov

People For Bikes

The People For Bikes Community Grant Program provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives. Visit www.peopleforbikes.org/ for more information.

Recreational Trails Program (RTP)

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

Safe Routes to School (SRTS) — (part of the Transportation Alternatives Program-TAP)

The Wisconsin Safe Routes to School Program provides funding for planning, infrastructure and non-infrastructure projects within two miles of an elementary or middle school (kindergarten through eighth grade). For information about the guidelines and funding cycles, contact the program coordinator: Wisconsin Safe Routes to School Coordinator, email: srts@dot.state.wi.us

Teaching Safe Bicycling (TSB)

This training is normally scheduled in April and designed to work with teachers, YMCA staff, summer program instructors, law enforcement officers, programs and organizations putting on bike rodeos and people interested in teaching safe bicycling to children. This is a one - day course at no cost to the participants. The course teaches attendees how and why children are different from adults when it comes to bicycling and what the most common child bicycle crashes are. It also provides useful information that can be used at future training sessions, hands on training for participants and strategies for developing better ideas and methods for teaching children. Sponsors will also receive useful safety materials for children. For more information, contact : Larry Corsi, Wisconsin Bureau of Transportation Safety, Phone: 608.709.0081, email: larry.corsi@dot.wi.gov

U.S. Department of Transportation – Federal Highway Administration

The Bicycle & Pedestrian Program of the Federal Highway Administration's Office of Human Environment promotes bicycle and pedestrian transportation use, safety, and accessibility. There are many funding opportunities under this department. For more information: http://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm

Wisconsin Medical Society Community Grant

The Wisconsin Medical Society Foundation focuses on providing support for physician-led, community-based or statewide programs to improve health through education and outreach. We seek to support primarily high impact, high visibility programs that support the Foundation's mission. More information is online at: www.wisconsinmedicalsociety.org/about-us/foundation/grants-and-awards/grant-program/

Wisconsin Pedestrian and Bicycle Law Enforcement Training Course

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

For more information, contact: Larry Corsi, Wisconsin Bureau of Transportation Safety, Phone: 608.709.0081, email: larry.corsi@dot.wi.gov

Related Programs

Comprehensive School Health

Healthy kids make better students and better students make healthy communities! This belief is the cornerstone of coordinated school health and the reason why organizations and agencies representing public health, higher

education, school districts, parents, and other groups have joined the Department of Public Instruction (DPI) in supporting CSH initiatives. DPI incorporates a variety of strategies to address these critical health behaviors and they include funding opportunities; technical assistance; free resources through printed publications, internet, and media resources; and professional development events. http://sspw.dpi.wi.gov/sspw_cshp

National SAFE KIDS Campaign

The National SAFE KIDS Campaign is a national nonprofit organization dedicated exclusively to the prevention of unintentional childhood injuries (motor vehicle crashes, fires and other injuries), which is the number one cause of death of children under the age of 14. The Campaign's aim is to stimulate changes in attitudes, behavior and the environment. Since its inception in 1998, the Campaign has focused on developing injury prevention strategies—conducting public outreach and awareness campaigns, stimulating hands-on grassroots activity and working to make injury prevention a public policy priority. The National SAFE KIDS Campaign and program sponsor FedEx Express developed SAFE KIDS Walk this Way in 2000 to bring national and local attention to pedestrian safety issues. The SAFE KIDS Walk This Way program involves *Walk to School Day* events, data collection, school pedestrian safety committees and community pedestrian safety task forces. The Campaign relies on the support of more than 400 grassroots coalitions in 49 states and the District of Columbia to reach out to local communities. For more information, visit: <http://www.safekids.org/united-states-0>

Nutrition, Physical Activity, and Obesity Program

The Nutrition and Physical Activity Program provides statewide leadership to decrease overweight and obesity, increase physical activity and improve nutrition. Located in the Wisconsin Department of Health Services, the Program and its partners have developed and are implementing the Wisconsin Nutrition, Physical Activity and Obesity State Plan to accomplish the overall goal of preventing obesity and chronic disease. For more information, visit <https://www.dhs.wisconsin.gov/physical-activity/index.htm>

School Wellness Policy

With the passing of the Child Nutrition and WIC Reauthorization Act of 2004, school districts participating in federally subsidized child nutrition programs (e.g., National School Lunch Program, School Breakfast Program, Special Milk Program and After School Snack Program) will be required to establish a local school wellness policy by the beginning of the 2006-07 school year. In 2010, Congress passed the Healthy, Hunger-Free Kids Act of 2010 and added new provisions for local school wellness policies related to implementation, evaluation, and publicly reporting on progress of local school wellness policies. Part of Wisconsin's School Wellness Policy requires schools to set goals for physical activity for their students. Safe Routes to School Programs will help meet these goals. For more information visit: http://fns.dpi.wi.gov/fns_wellnessplcy

Wisconsin School Health Award

State Superintendent Evers supports the Wisconsin School Health Award as a way to recognize and celebrate schools with policies, programs, and the infrastructure to support and promote healthy eating; physical activity; parental and community involvement; and staff wellness. The goal of this award is to motivate and empower Wisconsin schools as they create and maintain healthy school environments. For more information on how your school can apply for the award, visit http://sspw.dpi.wi.gov/sspw_wischoolhealthaward

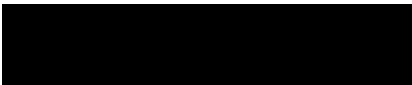

Other Resources

Active Living by Design

Since 2002, Active Living By Design (ALBD) has supported community-led change to create healthier environments in rural, suburban and urban communities across the United States. By working in more than 30 states and with more than 160 local partnerships, dozens of national collaborators and many philanthropic organizations, we are helping to build a culture of active living and healthy eating for all. For more information, visit www.activelivingbydesign.org

Bicycle Federation of Wisconsin (BFW)

The Bicycle Federation of Wisconsin (BFW) is a statewide, nonprofit, bicycle advocacy organization working to make Wisconsin a better place to bicycle. The BFW is actively involved with Safe Routes To School Programs. For more information, visit www.bfw.org/



Girls on the Run

Girls on the Run is a non - profit prevention program that encourages preteen girls to develop self – respect and healthy lifestyles through running. Girls on the Run International (GOTRI) is the parent organization of more than 225 Girls on the Run councils across the United States and Canada. GOTRI establishes, trains and supports a network of community - level councils with local volunteers. The volunteers serve as role models to the girls through coaching the 12 - week, 24 lesson curricula. The curriculum is delivered in these areas through after - school programs, recreation centers and other non-profit settings. For more information, visit www.girlsontherun.org

Kid Power

Kid Power is a global non-profit leader dedicated to providing empowering and effective child protection, positive communication, and personal safety skills for all ages and abilities. For more information, visit www.kidpower.org

Appendix A

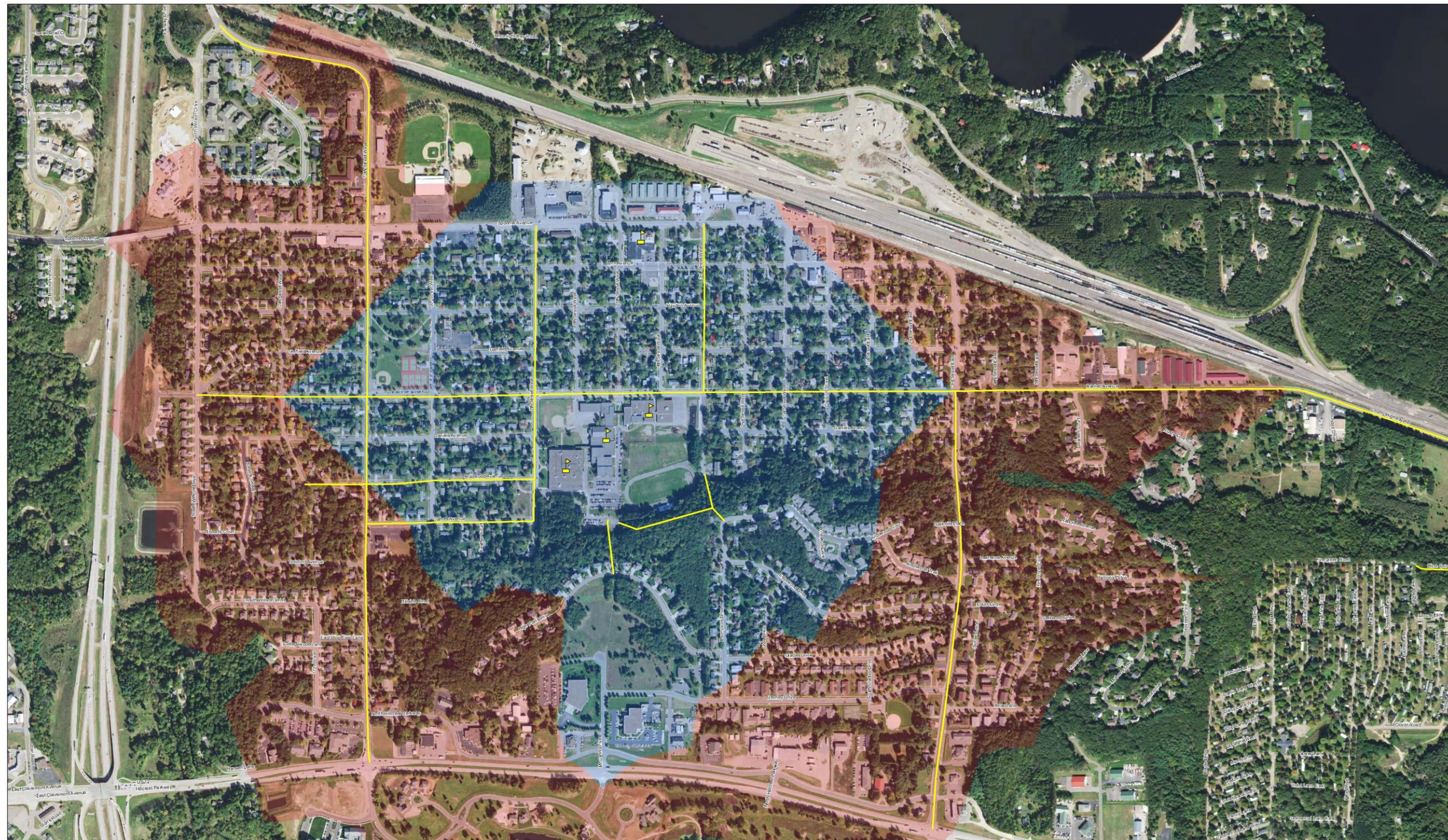
Task Force Discussion and Walk/Bike Audit Observation/Notes Issues and Opportunities

- Need another street light in front of middle school.
- Some drivers do not stop for walkers at crosswalk.
- Speed limit seems to be followed (James Ave./7th Street West).
- Most do not stop at stop sign at 7th Street West and James Ave.
- Some drop-offs not done at drop-off zone, even when zone is empty.
- Bike racks at middle school and high school are on grass.
- Some students being dropped off in front of high school do not use crosswalks.
- Buses coming from across street turning left go over sidewalk a little.
- Sidewalks generally level, free of major hazards in 7th – Bartlett – 10th – Bradwood area.
- Many painted crosswalks need new paint and/or new design that is more obvious.
- Speed along 10th and Bartlett was a consistent problem. Especially traffic heading south after four-way stop at 10th and Bartlett.
- Bike racks are not in a good location and are in poor shape.
- Cyclists were on sidewalks.
- Air quality around school is not as good as off-site.
- Kids are using crosswalks in front of school.
- Crossing guards should be out early and later.
- Need an additional 15mph School Zone sign on south side of street in front of school.
- Signage, bumpouts, crosswalks, curb cuts in front of high school need to be similar to in front of intermediate/middle school.
- Question on need for students to be crossing guards, if adults are there. Flags and stop signs should be safety yellow. All adults should wear safety yellow as well.
- Need to determine if Bartlett and 3rd Street East or Garfield and 3rd Street East is the preferred crossing. Need new signage and crosswalks and 15mph signs. Current signs are old orange and worn.
- Old pedestrian signage west of high school on east/west streets. Needs to be replaced.
- 10th Street West needs pedestrian signage and crosswalks for a preferred crossing location to high school (Bradwood?).
- St. Mary's School needs a pedestrian crossing sign on south side of school and updated pedestrian crossing signage around school
- Difficult to see crossing guards and/or kids crossing at intersections in front of school due to traffic parking up to intersection. Option to eliminate some parking within a certain distance to the intersection.
- Ped crossing signs needed in Middle school parking lot from baseball field and bike parking area.
- Occasional incomplete stops at four-way stop signs.
- Occasional alternate side parking issues on 4th, 5th, and 6th streets.
- Lots of congestion in front of Middle School and High School with parents picking students up and buses.
- Students cross at will, cars stop.
- Speed is slow in front of Middle School and Intermediate School.
- Cars stop for pedestrians due to larger crowds.
- Vehicle traffic is back to normal at 3:44
- Sidewalk crossing students parking exit is uncontrolled and a bit unsafe.
- In front of High School, not many kids are using crosswalks.
- In front of High School, students walking in front of parked buses and not in crosswalks...not safe.
- Elementary School lacks current walk and bike opportunities except for mobile home park.
- Trail from mobile home park to school has no lighting and is behind building, out of sight.

- Need to determine if Bartlett Avenue and 3rd Street East or Garfield and 3rd Street East is the preferred crossing. Need new signage and crosswalks and 15mph signs. Current signs are old orange and worn.
- Drivers Education SRTS training.
- Work with parents to start walking school buses.
- Locate safety green pedestrian signs at midblock crossing on Lynn at St. Mary's School.
- Install a traffic circle at 7th Street West and Bartlett Avenue.
- Develop and implement snow removal plan for sidewalks and crossing on safe routes to school.
- Paint bike lanes on 10th Street West.
- Improve crosswalks on 3rd Street East at Bartlett and Knollwood.
- Promote walking/biking through newsletters, speakers, and school activities.
- Include safety training in elementary curriculum.



Appendix B
Safe Routes To School Maps



SAFE ROUTES TO SCHOOL

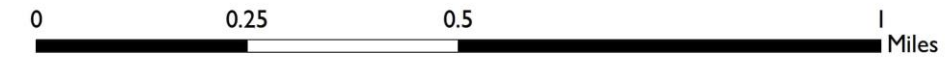


ALTOONA SCHOOL DISTRICT
 Altoona Intermediate School
 Altoona Middle School

■ **Half-mile area**
 Average 11 minute walk,
 4 minute bike

■ **One-mile area**
 Average 22 minute walk,
 8 minute bike

— Safe Route to School



June 2017 Data Sources: WISLR 2016 Roads, Open Streets Map 2017, Aerial Image - NAIP (2015)





SAFE ROUTES TO SCHOOL

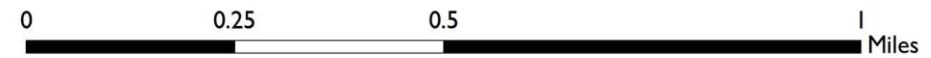


ALTOONA SCHOOL DISTRICT
Altoona Elementary School

■ **Half-mile area**
 Average 11 minute walk,
 4 minute bike

■ **One-mile area**
 Average 22 minute walk,
 8 minute bike

— Safe Route to School



June 2017 Data Sources: WISLR 2016 Roads, Open Streets Map 2017, Aerial Image - NAIP (2015)