



BALDWIN-WOODVILLE AREA SCHOOL DISTRICT SAFE ROUTES TO SCHOOL PLAN

DECEMBER 2015





Baldwin-Woodville Area Safe Routes to School Task Force

Tracy Carlson	Village of Baldwin
Lori Hetfeld	Village of Woodville
Joe Kress.....	Village of Woodville
Darren Krueger	Village of Baldwin
Jan Nelson.....	Village of Woodville
Eric Russell.....	Baldwin-Woodville Area School District
John Traxler.....	Village of Baldwin

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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 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 2014, the Baldwin-Woodville School District, Village of Baldwin, and Village of Woodville were awarded a SRTS planning grant to develop this plan.

Baldwin-Woodville SRTS Vision

The Baldwin-Woodville Area School District, Village of Baldwin, and Village of Woodville will work together and collaborate with other community stakeholders to create a safe and encouraging environment for walking and biking to and from school.

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 school and home. 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 Baldwin-Woodville SRTS Task Force consists of representatives from the Baldwin-Woodville Area School District, Village of Baldwin, and Village of Woodville. The Task Force worked together to identify issues and opportunities in the villages, and developed strategies to implement to make walking and biking to and from school safer for students.



Southside Dr. - Woodville

Key findings include:

- In Baldwin, STH 63 and the railroad are significant barriers to walking/biking to school.
- In Woodville, Southside Dr. with significant traffic and lack of sidewalks is a dangerous corridor.
- The two villages have limited sidewalk infrastructure, crosswalk paint, and pedestrian signage along important SRTS corridors.

Existing Conditions

As part of the planning process, collecting existing conditions and data are important. The Task Force members discussed existing conditions in the Village. In addition, an after-school student release was observed and detailed notes were taken. Key findings from the task force and observation are shown in the colored boxes.

Strategies

The SRTS framework recommends using five categories when looking at issues and

strategies. These are called the *Five E's*. Recommendations in the plan were developed using all five E's (Engineering, Education, Encouragement, Enforcement, and Evaluation). For a full listing, see pages 12-15.

Safe pedestrian systems for the villages were planned. This includes sidewalks, intersection and crossing improvements, and signage improvements. In addition to the sidewalk system (shown in Figure 5 and Figure 6) some of the improvement recommendations include:

- An educational program is needed at all levels.
- Newspaper articles and correspondence from the schools will help to inform parents of the SRTS plan and progress.
- Training to be a lawful and safe pedestrian, cyclist, and driver.
- As dangerous traffic corridors and intersections are prevalent, infrastructure projects are key items in the SRTS program.

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 19-22.



14th Ave. - Baldwin

Introduction

Safe Routes To School

An active SRTS program will help Baldwin and Woodville 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.

5 E's

In order to accomplish the goals of SRTS programs, the School District and villages must focus on the 5 E's: Engineering, Education, Encouragement, Enforcement, 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.

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, 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 5 E's.

Baldwin-Woodville School District

The Baldwin-Woodville School District has a total enrollment of 1,663 students. Baldwin is home to the District's elementary school and high school. Woodville is home to the District's middle school. Baldwin's 2010 population was 3,957. Woodville's 2010 population was 1,344. Regionally speaking, the area that the School District serves is in an area that has experienced significant growth over the past two decades. Population projections show that the area will continue to grow in future years and decades.

Figure 1
Location Map - Baldwin



Figure 2
Location Map – Woodville



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 24 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 and work together to develop and implement a plan to increase the number of students walking and biking to school.

The 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. They have the opportunity to conduct surveys and coordinate a walking and biking audit. The surveys and audit will collect data to better understand the challenges of walking and biking to school.

Previous Safe Routes to School Work

The Village of Woodville completed a Safe Routes To School Plan in 2007. The plan is comprehensive and has a list of strategies categorized under the 5 E's.

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 the three communities. 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 Baldwin-Woodville School District, Village of Baldwin, and Village of Woodville will work together and collaborate with other community stakeholders to create a safe and encouraging environment for walking and biking to and from school.

Goals:

- Make walking and bicycling safe ways to get to school.
- Encourage more children to walk or bike to school.

Existing Conditions

Task Force Discussion

The Baldwin-Woodville Safe Routes To School Task Force met on October 19. There were a variety of issues and opportunities that were brought up during the meeting. One of the biggest issues was the lack of sidewalks in certain parts of both villages.

Baldwin

U.S. Highway 63 is a barrier for students to walk and bike across, due to traffic volume and speed. The two preferred crossings are Curtis St. and Maple St. A crossing guard exists at Oak St. and 14th Ave., in front of the elementary school. The High School is used as a bus pick-up and drop-off location for Middle School students. There is a pedestrian crossing light at Oak St. and US Highway 63. 8th Ave., 12th Ave., Curtis St., Maple St., and Oak St. were all highlighted as potential SRTS corridors.

Woodville

Southside Dr. was one of the major issues in the Village. The street is highly used by students. It has no sidewalks and has three 90 degree turns in a short area that make for a dangerous corridor. Students on the north side of the Village have to walk/bike through downtown to get to Church St. The Southside Dr. and Church St. intersection could be more pedestrian friendly. Church St. has a sidewalk on one side of it from Maple St. to Southside Dr. Pedestrians along Church St. do need to cross at Best Rd. to stay on the sidewalk. Stockman St., Lockwood St., River St., Church St., and Southside Dr. were all highlighted as potential SRTS corridors.



State Highway 63 - Baldwin



Southside Dr. and Church St. intersection by Viking Middle School - Woodville

Existing Policies and Practices

Both the School District and villages have various policies and practices that directly or indirectly affect how students get to and from school. The most direct affect is the school district's busing policy, which allows the majority of students in both villages to ride the school bus. Both villages have an ordinance that requires sidewalks in new developments. Woodville does not waive their ordinance. In the past, Baldwin has waived their sidewalk requirement ordinance.

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 from May 2009 and includes three locations that are at least somewhat pertinent to the SRTS Plan.

Baldwin

- U.S. Highway 63 (Between Oak St. and Florence St.) – 8,000 ADT – 08/2012
- U.S. Highway 63 (Between Newton St. and Main St.) – 11,800 ADT – 08/2012

Woodville

- County Highway B (South of Trient Dr.) – 1,700 ADT – 08/2009

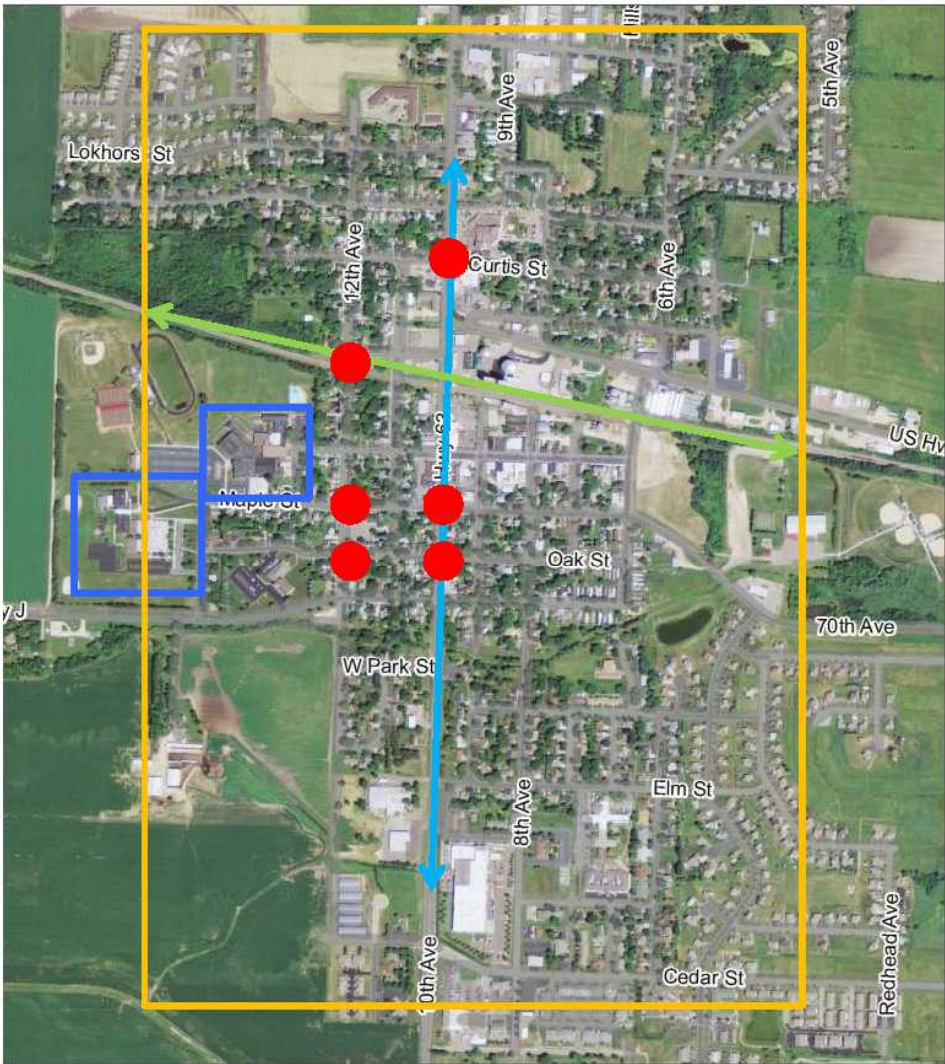
School Buses and Parent Drop Off

At this time, the bus loading zones are working well.

Other Plans

The Village of Woodville completed a Safe Routes To School Plan in 2007. Both communities discuss the importance of bike and pedestrian options in their comprehensive plans. The Village of Woodville completed a Placemaking Report in 2013. The report discusses the importance of accessibility and linkages in the downtown area, which includes part of the designated SRTS routes.

Figure 3
Walking and Biking Barriers - Baldwin



School Barriers

Lack of sidewalks

intersections with issues

U.S. Highway 63. – high traffic volume, trucks, speeding traffic

Railroad – crossing

School

Figure 4
Walking and Biking Barriers - Woodville



School Barriers

Lack of sidewalks

Intersections with issues

Southside Dr. – no sidewalks, speeding, 90 degree turns

Church St., River St., and Lockwood St. – major traffic corridor to school, downtown, traffic from US Highway 12, speed, volume, trucks

School

Recommended Strategies

Numerous strategies are recommended for the two villages and the School District. 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. Both communities face some challenges to safe walking and biking to school, specifically lack of sidewalks throughout the majority of the villages. The communities are of a size that virtually all students who live within the village limits 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 (2016), and medium-term (2017-2019).

Education

Villages

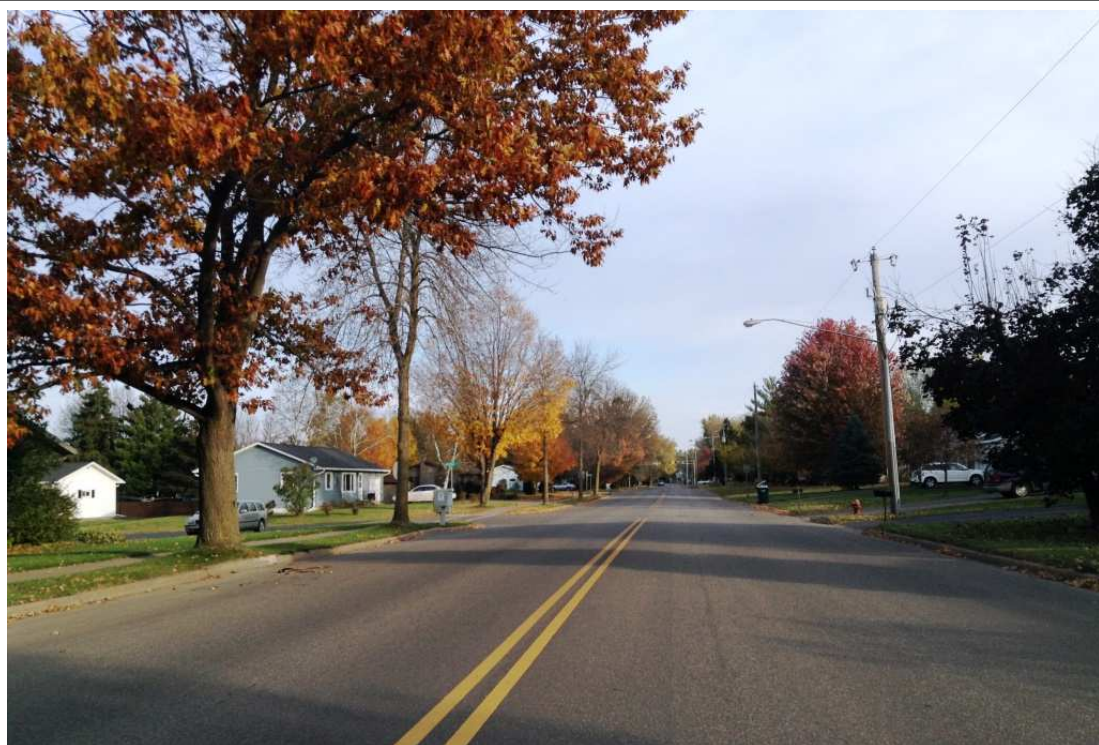
- Locate signs along major entry points of both communities that say the respective community is a SRTS community. (short-term)

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 and bicycle rodeo for elementary school students. (medium-term)
- Include vehicle/bike/pedestrian law education in school newsletters. (short-term)
- Have annual school quizzes regarding pedestrian/bicycle safety. (short-term)

Villages/School District

- Promote SRTS on the website and social media. (short-term)
- Work with local media in promoting SRTS. (ongoing)



Church St. - Woodville

Encouragement

Villages

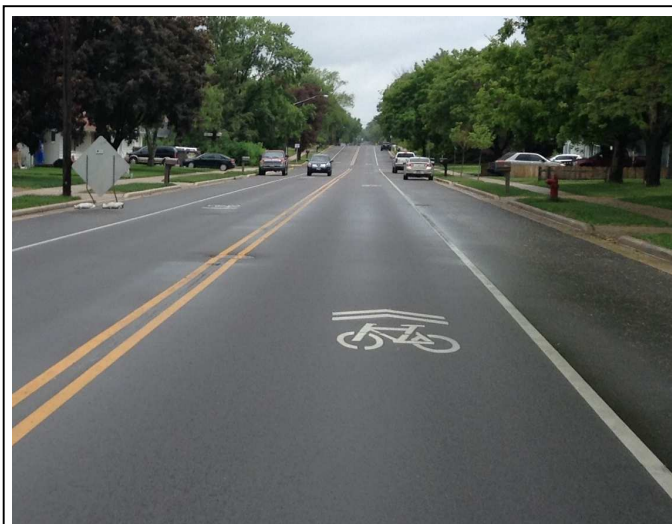
- Create a map that shows distances by walking, calories burned, and designated safe routes. Distribute annually. (short-term)
- Locate signage around town that shows designated safe routes, distance, and calories burned. Possibly incorporate this with a community based theme. (short-term)

School District

- Start a Walk to School Day event/activities. (short-term)
- Organize a walking school bus from strategic locations along SRTS routes, specifically across US Highway 63 in Baldwin and along Southside Dr. in Woodville. (short-term)
- Work with the school bus department to determine if reducing the number of stops in the villages would be economically beneficial and/or increase the number of students that walk/bike to school and home. (short-term)

Villages/School District

- Distribute reflectors for backpacks. (ongoing)
- Keep crossing guards at current locations (Oak St. and 14th Ave. and Church St. and Southview Dr.) (ongoing)
- Research having crossing guards at Curtis St./USH 63 and USH 63 and Maple St. or Oak St. in Baldwin and Church St. One option could be a one-year pilot program. (short-term)
- Collaborate with community organizations (outdoor groups, health organizations, etc.) to help promote walking and biking to/from school. (short-term)
- Expand the 15mph school zone in Baldwin to start east of 12th Ave. along CTH J, Main St., Maple St., and Oak St. Create a 15mph school zone area along USH 63 from south of Oak St. to north of Maple St. and at the USH 63/Curtis St. intersection.
- Expand the 15mph school zone in Woodville to include Southside Dr. from Birch St. to Church St. and Church St. from Maple St. to south of the Middle School entrance. (short-term)



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

downtown Woodville. (short-term)

Enforcement

Villages

- Enforce speed limits. (ongoing)

Baldwin

- USH 63
- In all school zones

Woodville

- Southside Dr.
- Church St.

- Investigate activity that is currently deterring walking and biking to/from school. (short-term)
- Purchase a crossing guard flag and appropriate safety-green colored clothing for all crossing guards. (short-term)
- Locate pedestrian crossing flags at USH63/Curtis St. and Maple St. and in

- Continue/acquire safety-green in-street pedestrian signs: (short-term)
Baldwin
 - Oak St./14th Ave.
 - USH 63/Curtis St.
 - USH 63/Oak St.
 - USH 63/Maple St.

Engineering

Villages

- Require all future development to meet pedestrian and bicycle and SRTS policies and needs. (short-term)
- Require all future surrounding development to have adequate pedestrian/bicycle trail, sidewalks, and feeder system to the school. (short-term)
- Where they do not currently exist, construct sidewalks along all SRTS routes, as shown on the maps. (short-term/medium-term)
- If sidewalks are not feasible along certain SRTS routes, create a designated painted walking lane on the pavement. (short-term)
- Research feasibility for bicycle lanes on proposed SRTS routes. (short-term)



12th Ave. and railroad crossing – Baldwin

- Locate safety-green colored pedestrian crossing signs with arrows on both sides of the street in both directions and painted crosswalks at all Improved Intersections labeled on the map. (short-term)
- Replace all old yellow/orange pedestrian signs with safety-green colored pedestrian crossing signs, along SRTS corridors. (short-term)
- Investigate feasibility of bumpouts at all Improved Intersections labeled on the map. If feasible at specific locations, construct bumpouts at those locations. (short-term)
- Install/update school zone signs: (short-term)
Baldwin
 - East of 12th Ave. along CTH J, Main St., Maple St., and Oak St.

- USH 63 from south of Oak St. to north of Maple St.
- USH 63/Curtis St. intersection

Woodville

- Southside Dr. from Birch St. to Church St.
- Church St. from Maple St. to south of the Middle School entrance
- Paint centerlines and parking lanes and sharrows and/or bike lanes along the SRTS corridors in both villages: (short-term)

School District

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



Covered bicycle parking in Tomelilla, Sweden.

Villages/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 logo. (short-term)
- Improve lighting along SRTS corridors, where needed. (short-term)

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 teacher tally sheet in Spring 2017 and Spring 2019 (medium-term)
- Complete a parent survey in Spring 2017 and Spring 2019 (medium-term)



Stockman St., River St., and Lockwood St. intersection – Woodville

Figure 5
Proposed Safe Routes To School System - Baldwin

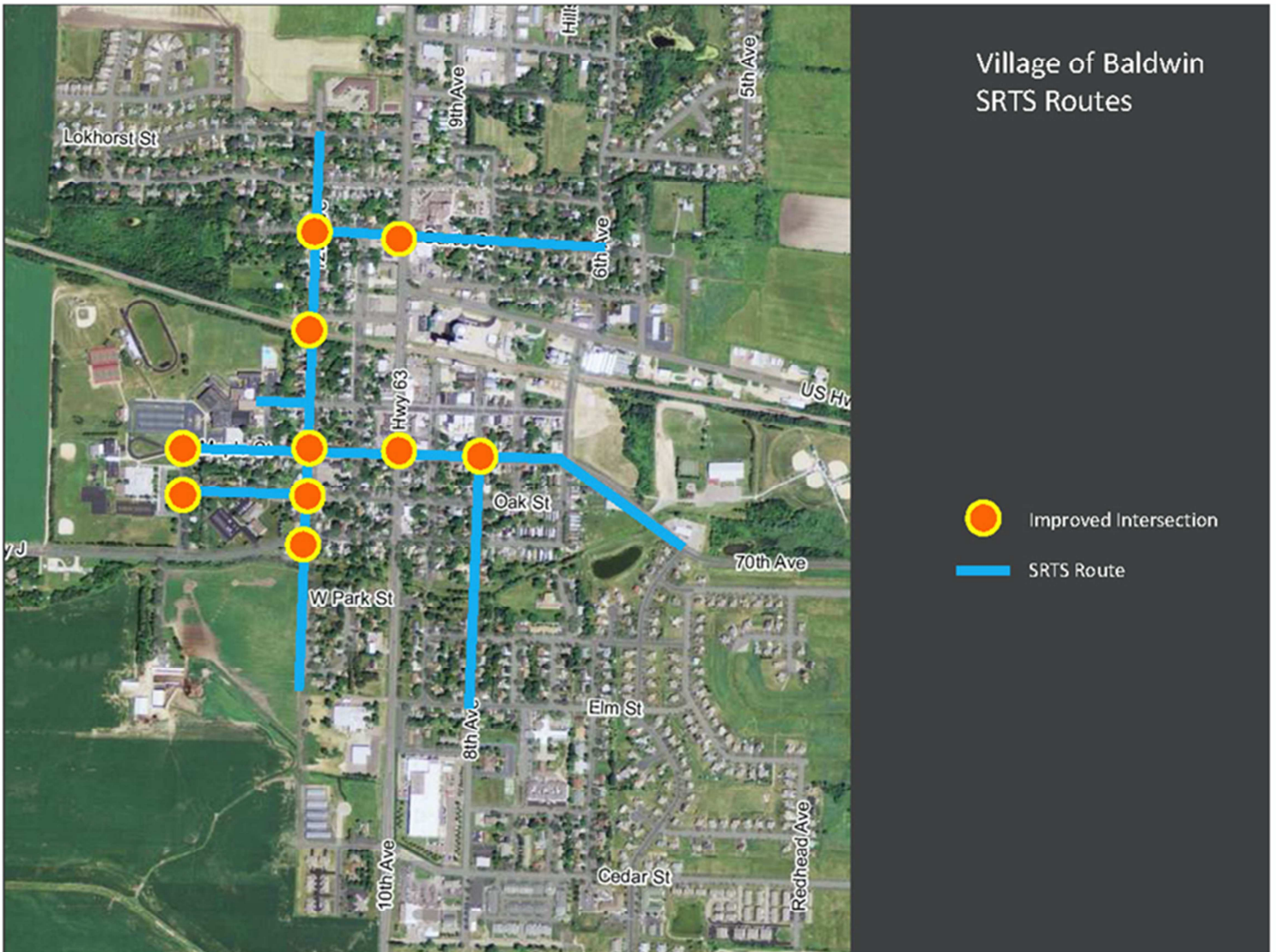
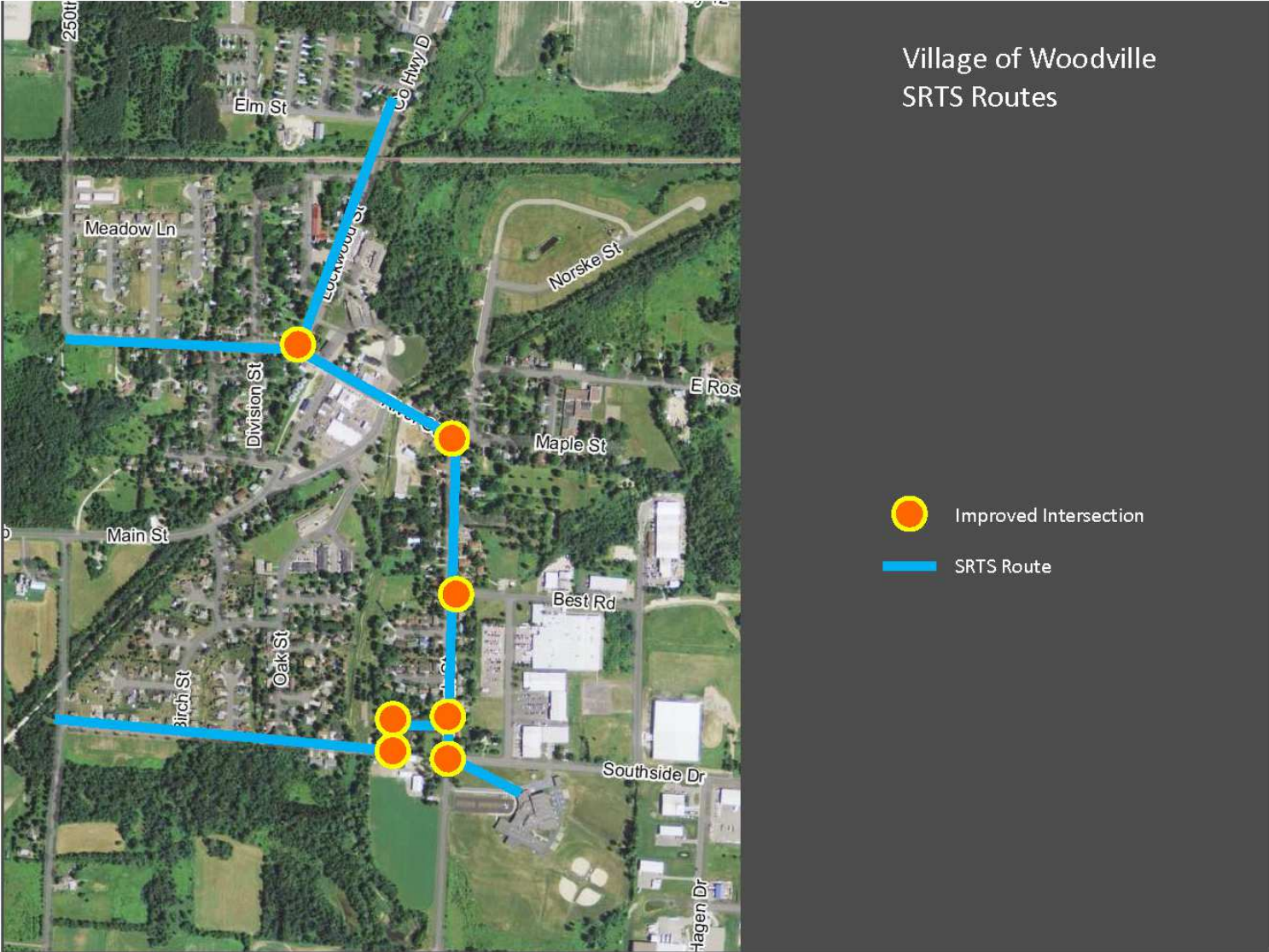


Figure 6
Proposed Safe Routes To School System - Woodville



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 Village.

In the list of recommendations, the strategies all have a stated timeframe. There are three different timeframes for starting implementation: ongoing, short-term (2016), and medium-term (2017-2019). 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 may require some planning to include in school curriculum during 2016 or would be eligible for upcoming grant cycles, such as applications to Wisconsin Department of Transportation TAP grant program. 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.

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:

- Baldwin - Maple St. and Curtis St. crossings with USH 63
- Baldwin – Signage and paint along SRTS corridors
- Woodville – Southside Dr. (west of Church St.)
- Woodville – improving infrastructure through downtown to make it safer for students that live west and north of downtown

Funding programs and abbreviations 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 two communities and School District together and guide them toward the goal of becoming Safe Routes to School communities.

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, villages, 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 to 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 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