



# SCHOOL DISTRICT OF LUCK SAFE ROUTES TO SCHOOL PLAN

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### Luck Safe Routes to School Task Force

- Ann Goldbach .....Luck School District
- Dave Rasmussen.....Village of Luck
- Monte Tretsven .....Village of Luck
- Brad Werner .....Luck School District

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## Executive Summary

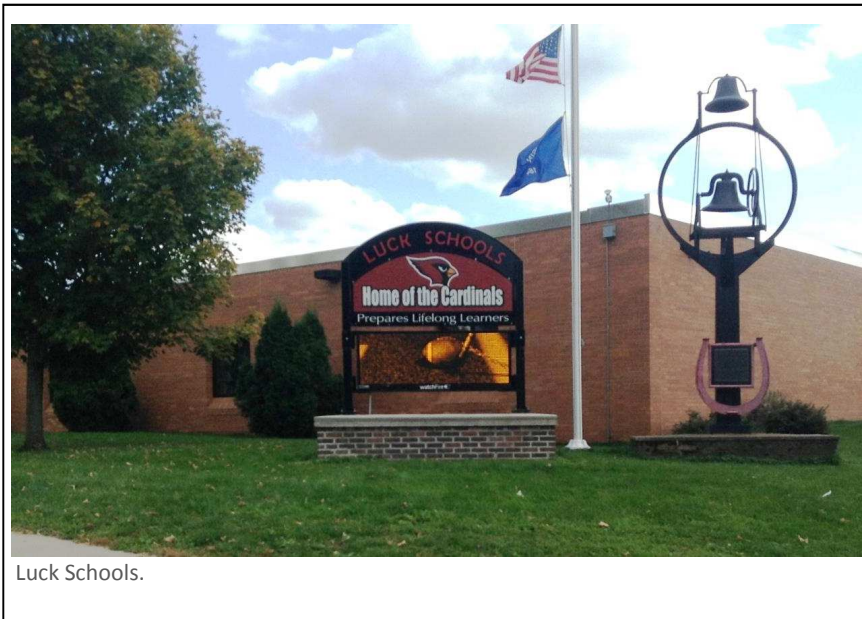
### Introduction

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 School District of Luck and Village of Luck were awarded a SRTS planning grant to develop this plan.

### Luck's SRTS Vision

The School District of Luck and the Village of Luck 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.



Luck Schools.

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



**Key findings include:**

- On days with nice weather, roughly 50 percent of the students 3<sup>rd</sup> grade and older that live in the Village walk or bike to school.
- On days when the weather is not nice, roughly 20 percent of the students 3<sup>rd</sup> grade and older that live in the Village walk or bike to school.
- Due to the location of the school in the Village, all walking/biking students are required to travel to the school from the northwest of the school.
- The Village has 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 11-14.

Safe pedestrian systems for Luck were planned. This includes sidewalks, intersection and crossing improvements, and signage improvements. In addition to the sidewalk system (shown in Figure 5) 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 17-20.

## Introduction

### **Safe Routes To School**

An active SRTS program will help Luck 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 of Luck and Village of Luck 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.

## **School District of Luck**

The School District of Luck has a total enrollment of 483 students. The Village is home to the District's elementary school, middle school, and high school. Luck's 2010 population was 1,119. Regionally speaking, the area that the School District serves is in an area that has not experienced significant growth over the past two decades.

**Figure 1  
Location Map**



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 44 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.

Luck'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. 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 school district has closed the part of Butternut Street in front of the school before and after school to accommodate buses and to limit biking and walking interaction with cars and buses at that location. There is a crossing guard at the Butternut Street and 7<sup>th</sup> Street intersection.





## **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 School District of Luck and the Village of Luck 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:*

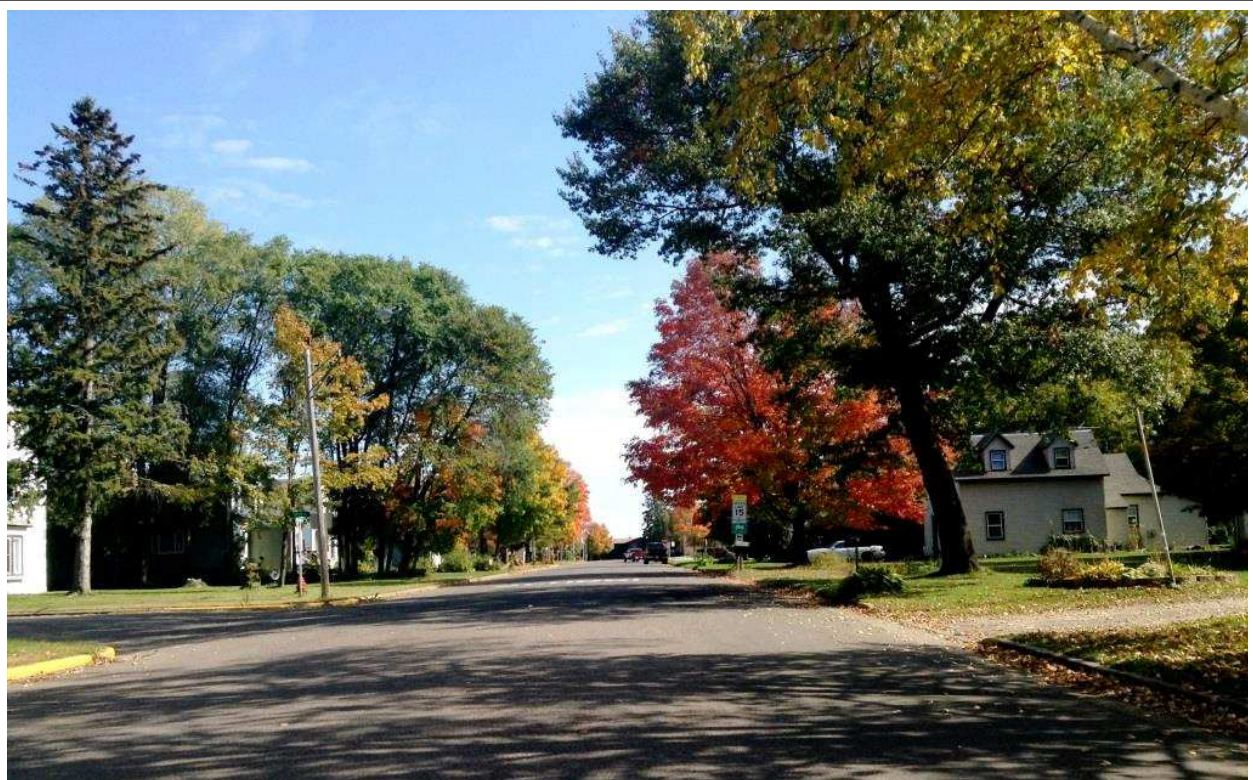
- Make walking and bicycling safe ways to get to school.
- Encourage more children to walk or bike to school.

## Existing Conditions

### Task Force Discussion

The Luck Safe Routes To School Task Force met on October 6. There were a variety of issues and opportunities that were brought up during the meeting. Most issues stemmed from the lack of sidewalks in the Village. In relation to the SRTS planning process, currently, Park Avenue and 7<sup>th</sup> Street south of Park Avenue have sidewalks. Park Avenue was designated as a route that students should use, due to its location in the Village and that it has sidewalks.

One of the most pressing issues is Butternut Avenue, as the street does not have sidewalks, and the street acts as a major corridor to the school. Several streets to the north funnel to Butternut Avenue, and the existing lack of sidewalks is a known issue why some students do not walk and bike to school. Another major issue is the 7<sup>th</sup> Street, Foster Avenue, and Park Avenue intersection. The overwhelming majority of people that use this intersection are local and use it daily. However, intersection is located one block from the school and lacks adequate painted crosswalks and pedestrian crossing signage. In addition, there was some discussion for the need of an adult crossing guard at this location. Lake Street travels directly north of the school along the lake, and it also lacks sidewalks.



Butternut Avenue looking east towards the school.

In the morning, 7<sup>th</sup> Street has significantly more traffic than after school, due to many people from Luck using 7<sup>th</sup> Street as the road to travel south out of the Village to commute to work to communities south of Luck.

As with many small communities in this region, a State Highway travels through the Village. State Highway 48 travels through the northern portion of the Village. With that, it acts as a barrier for students to cross. The major issue is for the residential area in the northwest portion of the Village, primarily 1<sup>st</sup> St. and 2<sup>nd</sup> St. north of STH 48. These students need to cross the

highway and have approximately a 1-1.25 mile distance to travel to school, half of which does not have sidewalk.

### **PM Release Observations (October 6)**

The PM release is orderly and well planned. There is good division between where walkers and bikers have to interact with buses and personal vehicles on school property. A student crossing guard is located at the Butternut Avenue and 7<sup>th</sup> Street intersection. There was also a teacher that seemed to be helping control the intersection as well. The student crossing guard would be more visible with a safety green flag.



7<sup>th</sup> Street facing north at the 7<sup>th</sup> Street, Foster Avenue, and Park Avenue intersection.

After leaving school property, students and bikers were cautious of traffic. However, some important intersections are without crosswalks and safety green pedestrian crossing signs. New crosswalks and signage would make these important intersections safer for pedestrians.

As is common in all communities, walking and biking on the wrong side of the street was observed. Buses were seen dropping off students within ½ mile of the school.

### **Existing Policies and Practices**

Both the School District and the Village 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 all students in the Village limits to ride the school bus. In addition, the Village does not require that sidewalks be provided in the construction of any development.

### **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 four locations that are pertinent to the SRTS Plan.

- Butternut Avenue (Between 2<sup>nd</sup> Street and 4<sup>th</sup> Street) – 1,400 ADT
- Park Avenue (Between 2<sup>nd</sup> Street and 3<sup>rd</sup> Street) – 1,400 ADT



- 7<sup>th</sup> Street (South of the school) – 1,600 ADT
- Lake Street (Between Foster Avenue and Lakeview Avenue) – 730 ADT

### **School Buses and Parent Drop Off**

At this time, the bus loading zone is working well. Butternut Avenue from 7<sup>th</sup> Street to Lake Street is open to buses and closed to personal vehicles before and after school.

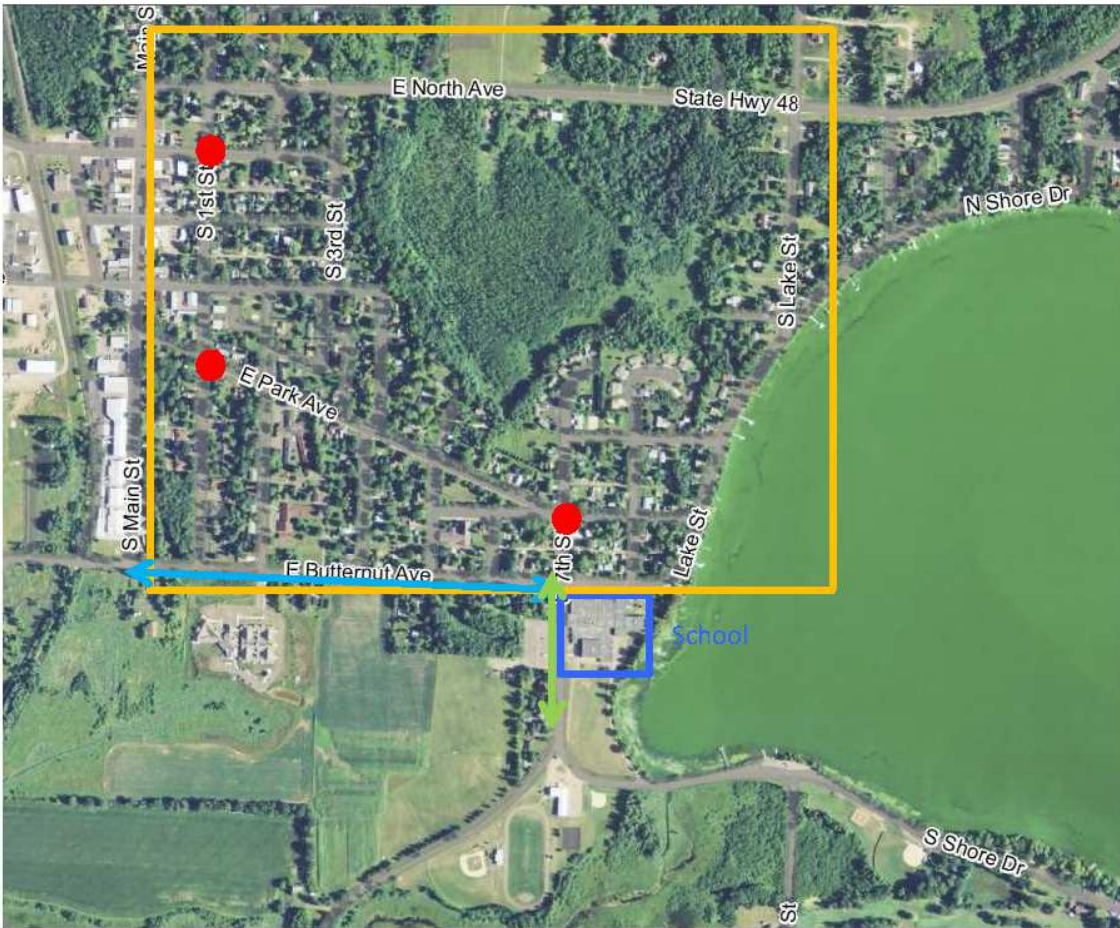
The parent drop off zone is not working as intended. The biggest issue is that parents are supposed to travel south on 7<sup>th</sup> Street and turn around at the football stadium, then drop off their children on the east side of 7<sup>th</sup> Street next to the school. However, many parents use the staff/visitor parking lot immediately west of the school to turn around and drop off their children either of the west or east side of 7<sup>th</sup> Street. This has some impact on students that walk and bike. This increased personal vehicle activity is happening just south of the Butternut Avenue and 7<sup>th</sup> Street intersection. In the past, this congestion has impacted the intersection.



### **Other Plans**

When a community has a comprehensive plan, transportation sections should promote safe walking and biking. School-related walking and biking should be addressed in the goals, objectives, and policies of a comprehensive plan and should be consistent with the goals of this SRTS plan.

**Figure 2**  
**Walking and Biking Barriers**



**School Barriers**

Lack of sidewalks

Intersections with issues

Butternut Ave. – major walking/biking corridor with no sidewalks

7<sup>th</sup> St. – morning commuting traffic

## Recommended Strategies

Numerous strategies are recommended for the Village of Luck and the School District of Luck. 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. Luck faces some challenges to safe walking and biking to school, specifically lack of sidewalks throughout the majority of the Village. The community is 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

#### Village

- Locate a sign along State Highway 48 and State Highway 35 that says Luck 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 for elementary school students. (medium-term)
- Include vehicle/bike/pedestrian law education in school newsletters. (short-term)

#### Village/School District

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



Lakeview Avenue facing west.



## Encouragement

### Village

- 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. (ongoing)
- Organize a walking school bus from strategic locations along SRTS routes, specifically along Butternut Avenue and crossing State Highway 48. (short-term)
- Work with the school bus service provider to determine if reducing the number of stops in the Village would be economically beneficial and/or increase the number of students that walk/bike to school and home. (short-term)

### Village/School District

- Distribute reflectors for backpacks. (ongoing)
- Keep the student crossing guard at Butternut Avenue and 7<sup>th</sup> St. (ongoing)
- Research having an adult crossing guard at the Park Avenue, Foster Avenue, and 7<sup>th</sup> St. intersection. (short-term)
- 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 for the entire area bordered by Foster Avenue, Lake Street, 7<sup>th</sup> Street and the school. Locate 15mph school zone signage before entering this area. (short-term)



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

## Enforcement

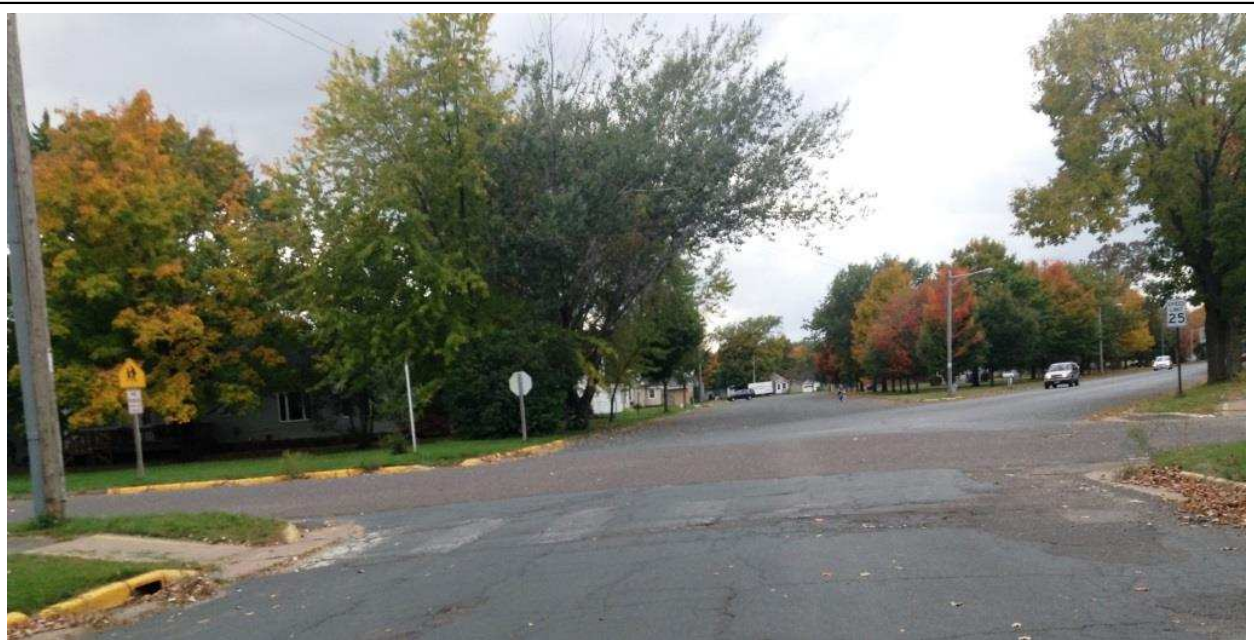
### Village

- Enforce speed limits. (ongoing)
    - Butternut Avenue
    - Park Avenue
    - Lake Street
    - State Highway 48
  - Investigate activity that is currently deterring walking and biking to/from school. (short-term)
  - Purchase a crossing guard flag for the crossing guard at the Butternut Avenue and 7<sup>th</sup> Street intersection. (short-term)
  - Purchase a safety green vest and jacket for the teacher crossing guard at the Butternut Avenue and 7<sup>th</sup> Street intersection. (short-term)
- Acquire safety-green in-street pedestrian signs: (short-term)
    - Butternut Avenue and 7<sup>th</sup> Street intersection.
    - Along Butternut Avenue west of 7<sup>th</sup> Street.
    - Park Avenue, Foster Avenue, and 7<sup>th</sup> Street intersection.

## Engineering

### Village

- 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. If sidewalks are not feasible along Butternut Avenue, paint a walking lane to replace parking on the south side of Butternut Avenue. (short-term)



Foster Avenue facing west at the Foster Avenue, 7<sup>th</sup> St., and Park Avenue intersection.

- Research feasibility for bicycle lanes on proposed SRTS routes. (short-term)
- Locate pedestrian signs at painted crossings along 7<sup>th</sup> Street on the west side of the school. (short-term)
- 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)
  - 7<sup>th</sup> Street north and south of Foster Avenue.
  - 7<sup>th</sup> Street south of the school
  - Lake Street north of Lakeview Avenue
  - Park Avenue west of 7<sup>th</sup> Street
- Paint centerlines and parking lanes and sharrows and/or bike lanes along the SRTS corridors: Park Avenue, 7<sup>th</sup> Street (between Foster Street and S. Shore Drive), Butternut

Avenue, 1<sup>st</sup> Street (north of Park Avenue), and along the 8<sup>th</sup> Street, Lakeview Avenue, and Lake Street SRTS corridor. (short-term)

- Evaluate the need for a five-way stop at Foster Avenue, Park Avenue, and 7<sup>th</sup> Street. (short-term)
- Evaluate the need for a three-way stop at Main Street and Butternut Avenue. (short-term)
- Research feasibility of located flashing pedestrian signs and/or lights along the designated SRTS corridors. (short-term)

#### School District

- Mitigate parent drop off issues in the staff/visitor parking lot. Options can include reducing the two driveway widths and/or closing one of the driveways between before school starts to after school gets out. (short-term)
- Improve bicycle parking areas/facilities with covered bike parking and student art. (medium-term)



Covered bicycle parking in Tomelilla, Sweden.

#### Village/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. (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)



**Figure 3**  
**Proposed Safe Routes To School System**



## 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:

- Butternut Avenue (lack of sidewalks)
- Park Avenue, Foster Avenue, and 7<sup>th</sup> Street intersection (intersection treatment)
- 1<sup>st</sup> Street (lack of sidewalks)
- 8<sup>th</sup> Street to Lake Street corridor (lack of sidewalks)

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 three 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](mailto: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](http://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/](http://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/](http://www.dnr.wi.gov/education/educatorresources/ghs/) or contact DNR staff at: [DNRGHSchools@Wisconsin.gov](mailto: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](mailto: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](mailto: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/](http://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](http://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](mailto: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](mailto: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](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/](http://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](mailto: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](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](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](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](http://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/](http://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](http://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](http://www.kidpower.org)