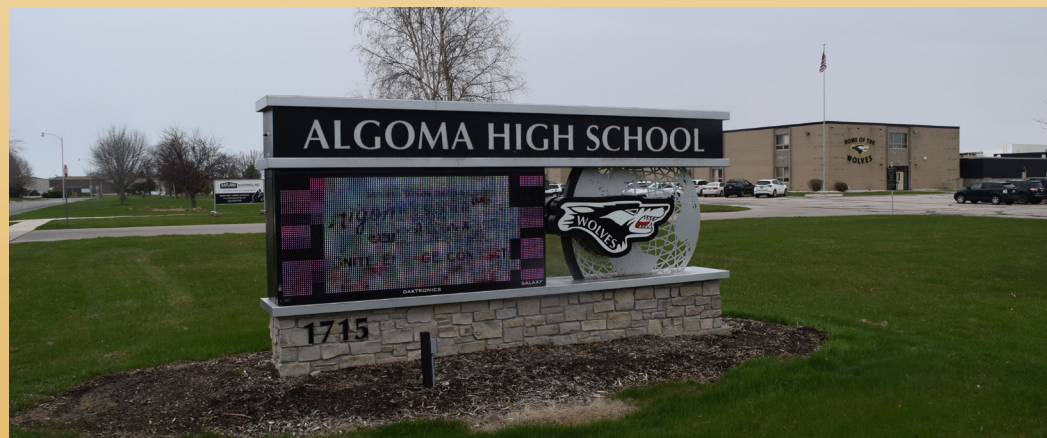


Algoma School District Safe Routes to School Action Plan

August, 2025



Algoma School District Safe Routes to School Action Plan

Approved: 07/28/2025

Prepared By:

Bay-Lake Regional Planning Commission
1861 Nimitz Drive
De Pere, WI 54115
920-448-2820
www.baylakerpc.org



Funded By:

Algoma School District
The preparation of this document was funded in part
by the Wisconsin Department of Transportation.
Financial assistance for this plan was provided by the
Transportation Alternative Program.
Project # 1009-01-33

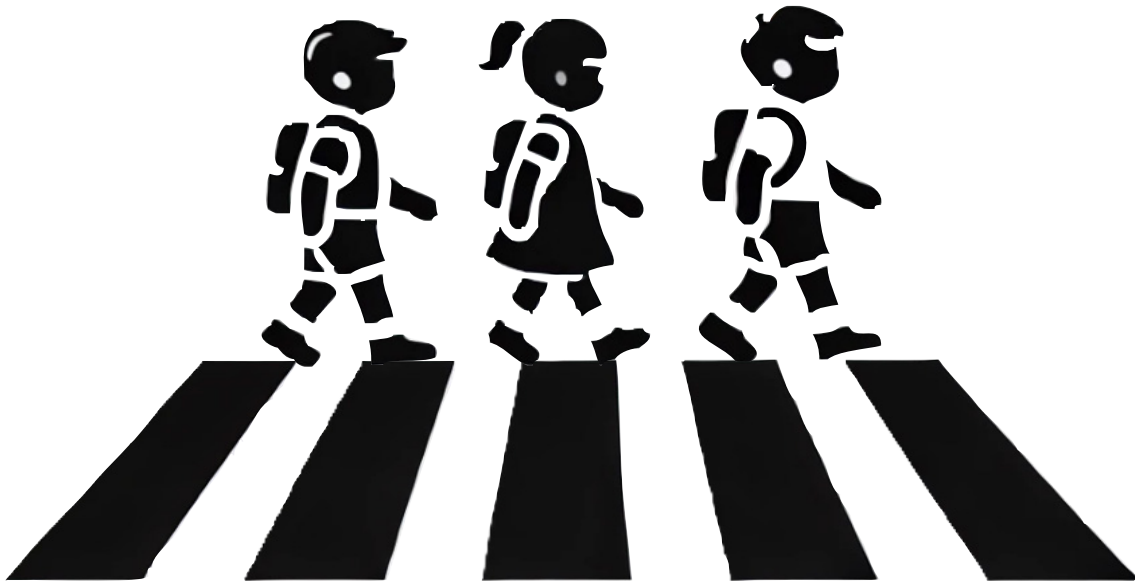


Table of Contents

Introduction	1
What is Safe Routes to School?	1
Why Conduct a Safe Routes to School Plan?	1
Wisconsin Safe Routes to School Program	2
The 6 E's of Safe Routes to School	3
Project Background	4
Algoma School District Overview	5
Location	5
Demographics	5
Schools	7
Enrollment Distribution	7
Means of Travel to School	10
Traffic Data	10
Crash Data Analysis (2019 through 2023)	12
Outreach Process	13
Task Force	13
Community Engagment	13
Walk and Bike Audits	15
Algoma Elementary School Action Plan	19
Quick Facts	19
Assests	19
Challenges	19
Access and Traffic Flow	20
Recommendations for Algoma Elementary School	21
Algoma Middle/High School/Venture Academy Action Plan	24
Quick Facts	24
Assets	24
Challenges	24
Access and Traffic Flow	25
Recommendations for Algoma Middle/High School/Venture Academy	26
State Highway 54 Action Plan	29
Assests	29
Challenges	29
Recommendations for State Highway 54	29
District Recommendations	32
Infrastructure Recommendations	33

Implemenation	38
Evaluation	39
Funding Opportunities	40
Appendix A: Survey Results	42
Appendix B: Audit Maps	46
Appendix C: Facility Examples	53
Rectangular Rapid Flashing Beacons (RRFBs)	54
High Visibility Crosswalks	55
Angled Parking Stalls	56
Dedicated Drop-off Lanes	57

List of Figures

Figure 1: Algoma School District Population	5
Figure 2: Algoma School District Breakdown	5
Figure 3: Algoma School District Enrollment History	7
Figure 4: Algoma School District Demographics	9
Figure 5: Algoma SRTS Flyer	15
Figure 6: Algoma Elementary Enrollment History	19
Figure 7: Algoma Middle/High School Enrollment History	24
Figure 8: State Highway 54 Rendering	31

List of Tables

Table 1: Recommendations for Algoma Elementary School	21
Table 2: Recommendations for Algoma Middle/High School/Venture Academy	26
Table 3: Recommendations for State Highway 54	29
Table 4: Recommendations for Algoma School District	32

List of Maps

Map 1: Algoma School District Boundary	6
Map 2: Algoma School District Schools	8
Map 3: Algoma School District Schools and Bus Hubs	11
Map 4: Teen Driver Crashes	12
Map 5: STH 54 Auditor Location	16
Map 6: Algoma Middle/High School/Venture Academy Auditor Location	17
Map 7: Algoma Elementary School Auditors Location	17
Map 8: Algoma Elementary Traffic Flow	20
Map 9: Recommendations Map for Algoma Elementary School	22
Map 10: Algoma Elementary School Rendering	23
Map 11: Algoma Middle/High School/Venture Academy Traffic Flow	25
Map 12: Recommendations Map for Algoma Middle/High School/Venture Academy	27
Map 13: Algoma Middle/High School/Venture Academy Recommendations Rendering	28
Map 14: Recommendations Map for State Highway 54	30
Map 15: Infrastructure Audit Map: Sidewalks Condition	34
Map 16: Infrastructure Audit Map: Crosswalks Condition	35
Map 17: Infrastructure Audit Map: Curb Cut Condition	36
Map 18: Infrastructure Audit Map: Sign Condition	37
Map 19: Walking Audit Map: Algoma Elementary School (Fall, AM)	47
Map 20: Walking Audit Map: Algoma Middle/High School/Venture Academy (Fall,AM)	48
Map 21: Walking Audit Map: St. Paul's Evangelical Lutheran School (Fall,AM)	49
Map 22: Walking Audit Map: Algoma Elementary School (Fall, PM)	50
Map 23: Walking Audit Map: Algoma Middle/High School,Venture Academy (Fall,PM)	51
Map 24: Walking Audit Map: St. Paul's Evangelical Lutheran School (Fall,PM)	52

Introduction

What is Safe Routes to School?

Safe Routes to School (SRTS) is a nationwide initiative focused on providing children of all ages and abilities with the means to safely and enjoyably walk, bike, or use alternative means to travel to school. This movement arose in response to the decrease in children using active transportation to get to school and the increasing rates of childhood obesity.

SRTS planning first began in the United States in the 1990's, but it wasn't until 2005 when Congress approved funding for the program that SRTS became a federal program. Between 2005 and 2012, SRTS plans were funded through this standalone federal program. During this period of seven years, about \$1 billion in funding was distributed to all 50 states and the District of Columbia to support their SRTS initiatives through infrastructure improvements and programming. In June of 2012, Congress passed the Moving Ahead for Progress in the 21st Century Act (MAP-21), a new transportation bill that made important changes to funding for bicycling, walking, and SRTS plans. The federal SRTS program was integrated with various biking and walking initiatives, resulting in a program called the Transportation Alternatives Program(TAP).

Why Conduct a Safe Routes to School Plan?

Currently, far fewer students walk or bike to school than they did a generation ago. This trend can be attributed to various factors, including parents' worries about traffic safety, concerns for their children's personal safety, and a lack of sidewalks or bicycle infrastructure near schools. As the number of students being driven to school increases, so does traffic congestion and safety concerns.

SRTS plans help identify these issues and address safety hazards such as dangerous intersections, lack of pedestrian and bicycle infrastructure, and traffic congestion around school zones. By implementing improvements such as better crosswalks, clearer signage, and traffic calming measures, the plan creates a safer environment for children, reducing the risk of accidents and fostering a sense of security for parents and students alike. Additionally, it provides opportunities for local governments and communities to collaborate on creating safer neighborhoods.

Furthermore, schools with SRTS plans could expect to see improvements in safety and efficiency during drop-off and pick-up times. In turn, benefiting students who cannot walk or bike to school due to distance, time, disability, or other issues. By working with local authorities, parents, and other stakeholders, schools can develop solutions that create a safer and more organized environment for all students.

Additionally, walking or biking fosters connections among people, builds friendships, promotes healthy living, and encourages youth to engage actively and independently. SRTS programs are essential in community endeavors to enhance accessibility, safety, and overall appeal.

Wisconsin Safe Routes to School Program

The Wisconsin SRTS program encourages SRTS planning in order to achieve the following outcomes:

- **Safer Routes:** One of the main reasons why children do not walk or bike to school is because the routes are too dangerous. This may be due to lack of infrastructure, traffic volume and speed, proximity to school, etc. SRTS planning helps to identify these problems so that safer routes can be identified.
- **Healthier Children:** By encouraging safe walking and biking to school, children are able to get daily exercise that helps mitigate other health issues such as stress and obesity.
- **Cleaner Environment:** Increasing the amount of children walking and biking to school reduces the number of vehicles driving children to school, which in turn reduces vehicle emissions and improves air quality around schools.

Other desired outcomes described in the Wisconsin SRTS program includes:

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

Source: Wisconsin Safe Routes to School Toolkit; Bay-Lake RPC



Source: Wisconsin Safe Routes to School



Source: Safe Routes Partnership

The 6 E's of Safe Routes to School

The basic framework of SRTS planning revolves around what is known as the six E's of Safe Routes to School. The six E's collaborate to establish a unified strategy for encouraging walking and biking. Engaging in events and programs fosters community education and involvement. Moreover, upgrades in engineering and the installation of suitable bicycle and pedestrian facilities will boost accessibility and safety. The six E's are defined in greater detail below:

Engagement

All SRTS initiatives should begin by listening to students, families, teachers, and school leaders and working with existing community organizations to build intentional, ongoing engagement opportunities into the program structure.

Encouragement

Generating enthusiasm and increased walking and bicycling for students through events, activities, and programs.

Education

Providing students and the community with the skills to walk and bike safely, educating about the benefits of walking and bicycling, and teaching about the broad range of transportation choices.

Equity

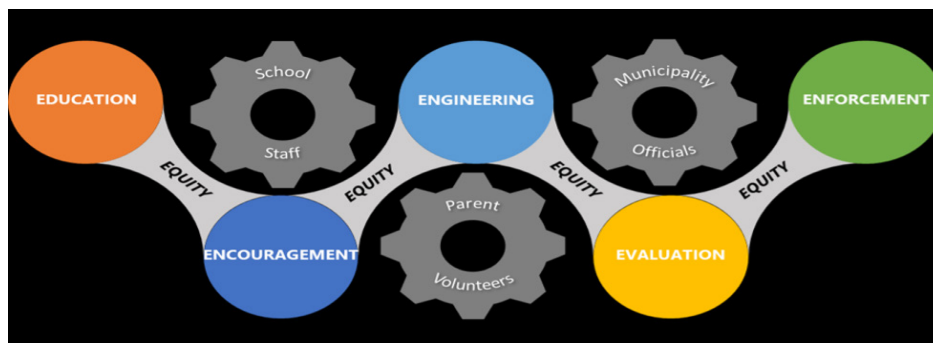
Establishing access and opportunities for all students so everyone is included and has what they need to thrive.

Engineering

Creating physical improvements to streets and neighborhoods that make walking and bicycling safer, comfortable, and more convenient.

Evaluation

Assessing which approaches are more or less successful, ensuring that program and initiatives are supporting equitable outcomes, and identifying unintended consequences or opportunities to improve the effectiveness of each approach.



Source: Safe Routes Partnership

Project Background

Algoma School District (ASD) encompasses 68 square miles in northeastern Wisconsin and serves more than 500 students. ASD's facilities include Algoma Elementary and Algoma Middle/High School/Venture Academy.

Algoma Elementary School, located at 514 Fremont Ave in the City of Algoma, shares a parking lot with Algoma City Hall and the Algoma Public Library. Arrival and dismissal times pose significant challenges for both parents and school buses. These periods raise various safety concerns, such as students crossing busy streets, families parking in "no parking" zones, and traffic congestion caused by the high number of vehicles in the vicinity. There have been several near-miss incidents where children and family members were almost struck by vehicles that were either speeding or driven by inattentive drivers.

Algoma Middle/High School/Venture Academy, located at 1715 Division Street in a residential area of the City of Algoma, faces issues primarily related to traffic patterns in the parking lot. Many high school students drive themselves to and from school, entering the parking lot through a single driveway. This driveway intersects with the circle drive used by parents for student drop-offs and pick-ups, leading to congestion. Additionally, cars often exit behind the school, where students board buses, leading to both safety and congestion concerns on this narrow road.

Beyond the immediate areas surrounding the two schools, State Highway 54 poses a major concern for students traveling to school. The highway bisects the City of Algoma, running east-west. Depending on where students live and which school they attend, many need to cross this major thoroughfare. Vehicle traffic along this route is among the heaviest in the City of Algoma, creating a significant safety risk for students. There have been multiple instances where vehicles fail to yield to pedestrians and exceed the posted speed limit, creating unsafe conditions for students to cross the highway.

To address these issues and to create safe walking and biking infrastructure for students, ASD contracted with the Bay-Lake Regional Planning Commission (Bay-Lake RPC) to conduct a Safe Routes to School initiative. Bay-Lake RPC worked with ASD to apply for and secure a Transportation Alternatives Program (TAP) grant from the Wisconsin Department of Transportation (WisDOT) to help fund the project.



Algoma Middle/High School/Venture Academy

Source: Bay-Lake RPC, 2025



Algoma Elementary School

Source: Bay-Lake RPC, 2025

Algoma School District Overview

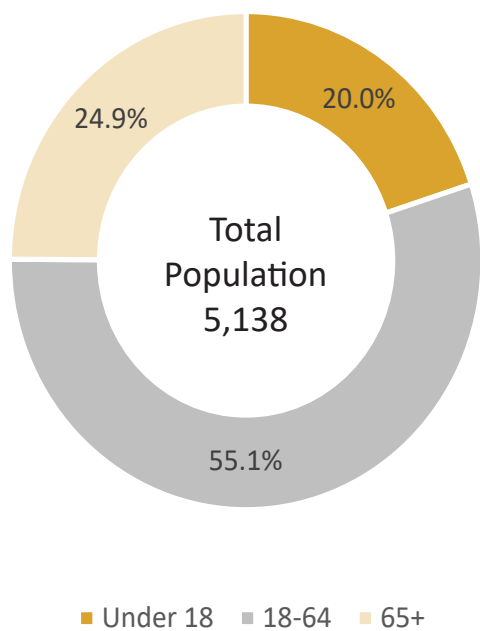
Location

The ASD is located in northeastern Wisconsin in Kewaunee County. The district serves the City of Algoma, Town of Ahnapee, and portions of the Towns of Lincoln, Casco, and Pierce (Map 1).

Demographics

In 2020, the ASD had a population of 5,138 people. 20% of the population were under 18 years of age. Figures 1 and 2 show this breakdown of demographics.

Figure 1: Algoma School District Population



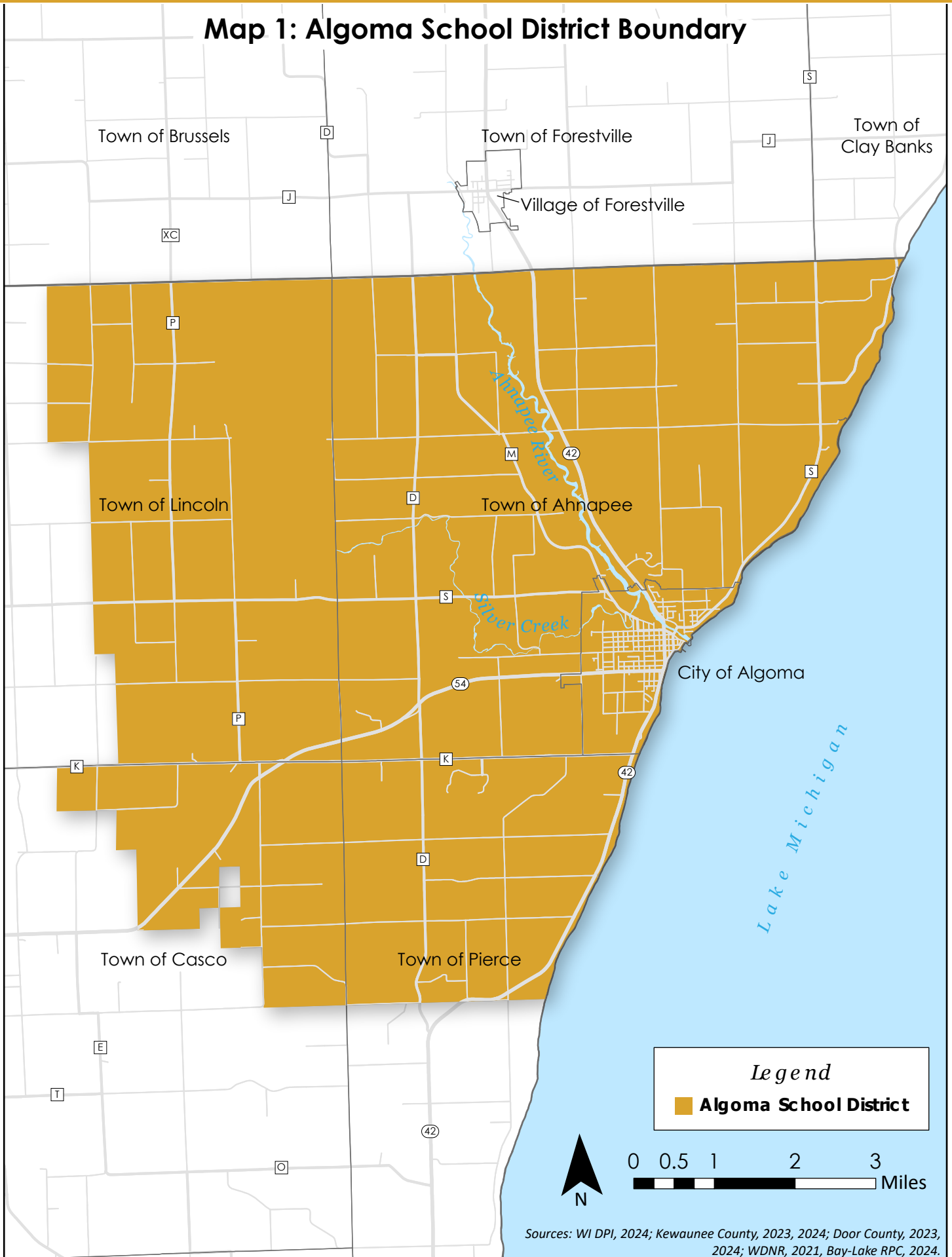
Source: 2020 U.S. Census; Bay-Lake RPC

Figure 2: Algoma School District Demographics

Median Age	46.7
Total Households	2,127
Median Household Income	71,688
Housing Units	2,581
Poverty	10.9%
Average Commute to Work	24.1 min

Source: 2020 U.S. Census; Bay-Lake RPC

Map 1: Algoma School District Boundary



Schools

The ASD, home to the Algoma Wolves, includes two public school buildings:

- Algoma Elementary School (4K-6th)
- Algoma Middle/High School/Venture Academy (7th-12th)

These school buildings lie within the City of Algoma on different campuses (Map 2). A private school, St. Paul’s Lutheran School (4K-8) is also located within the City of Algoma between Algoma Elementary School and Algoma Middle/High School.

Enrollment Distribution

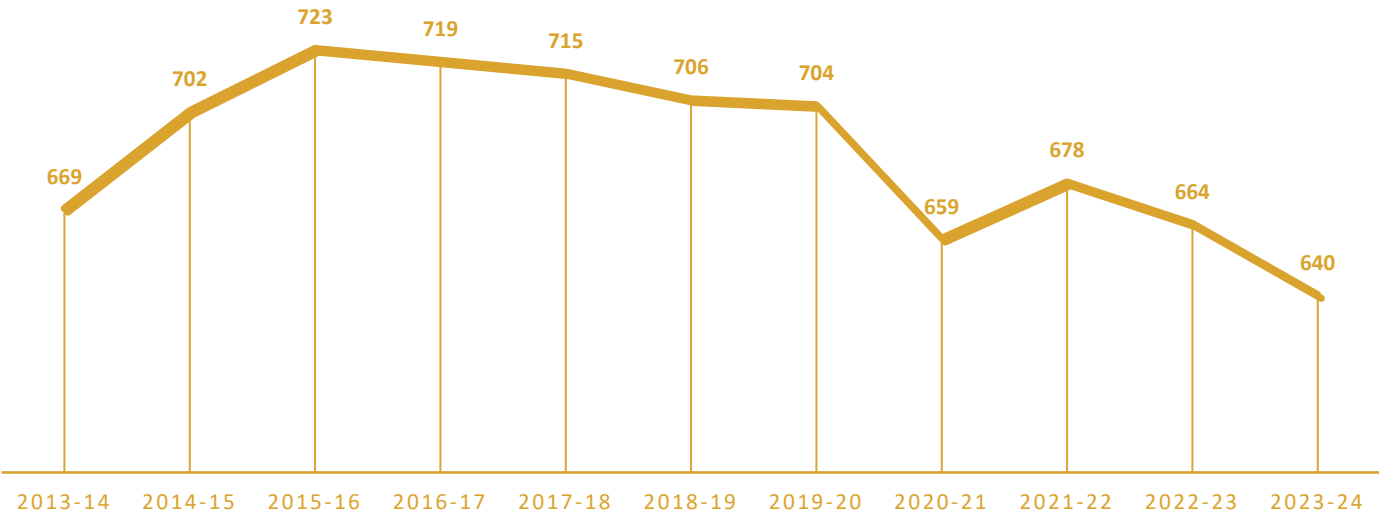
Every third Friday of September, the school district sends enrollment numbers to the Wisconsin Department of Public Instruction (WDPI). Over the last 10 years, district enrollment has fluctuated. The school district saw significant growth between the 2013-14 and 2015-16 school years. Enrollment remained relatively stable from 2015 until 2020 when the COVID-19 pandemic reduced Wisconsin school district enrollments. Consistent with other school districts in Wisconsin, enrollment numbers have been decreasing since the pandemic as families opt for home schooling and other education options. Figure 3 illustrates the ASD enrollment history.

Open Enrollment

The school district has an open enrollment policy meaning students outside of the school district can choose to enroll in the ASD. Of the 664 students in the 2022-2023 school year, 626 students lived within the school district boundaries, while 38 (6%) lived outside the district boundaries.

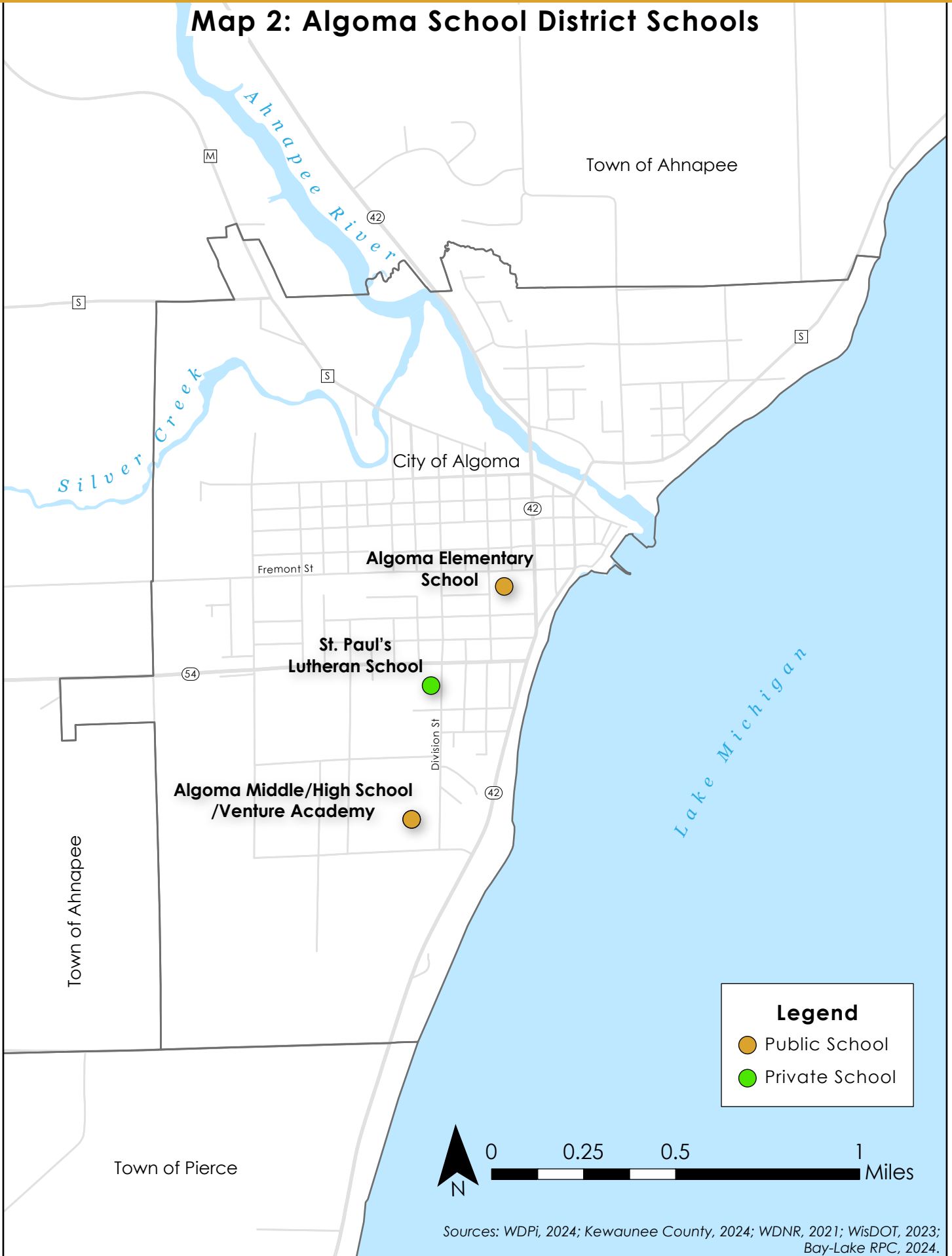
Figure 3: Algoma School District Enrollment History

ALGOMA SCHOOL DISTRICT ENROLLMENT HISTORY



Source: Wisconsin Department of Public Instruction (WDPI), WISEdash Public Portal; Bay-Lake RPC

Map 2: Algoma School District Schools



Sources: WDPi, 2024; Kewaunee County, 2024; WDNR, 2021; WisDOT, 2023; Bay-Lake RPC, 2024.

Economically Disadvantaged

To determine the economic standing of students within a school district, the WDPI commonly uses the term economically disadvantaged. A student who is deemed as economically disadvantaged fits into one of the following categories:

1. Participated in the National School Lunch Program;
2. Member of a household that meets the income eligibility guidelines for free or reduced-priced meals; and
3. Identified by an alternate mechanism, such as the alternate household income form.

Based on the guidelines above, 48.6% of students in ASD were identified as being economically disadvantaged during the 2022-2023 school year.

Students With Disabilities

According to the WDPI, 17% of students were identified as having disabilities during the 2022-2023 school year.

English Learners

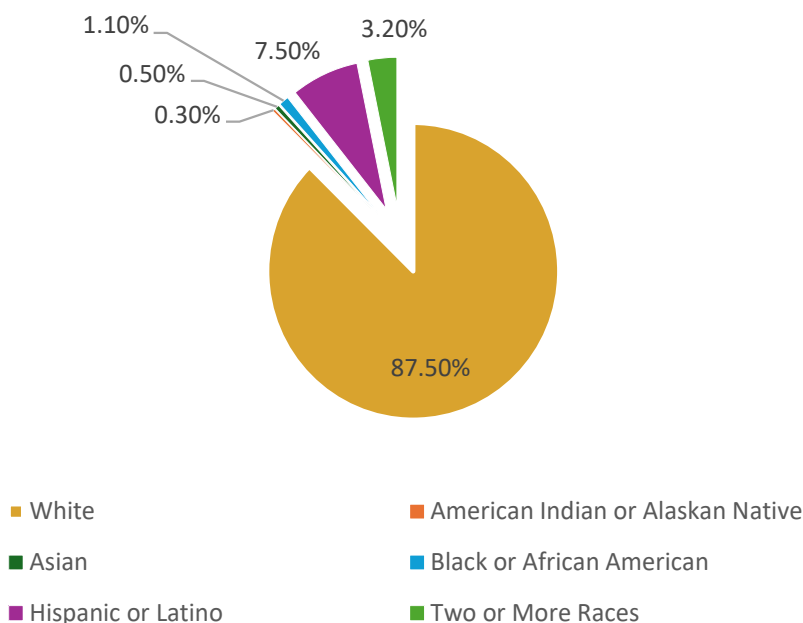
According to the WDPI, *“Any student whose first language, or whose parents’ or guardians’ first language, is not English and whose level of English proficiency requires specially designed instruction, either in English or in the first language or both, in order for the student to fully benefit from classroom instruction and to be successful in attaining the state’s high academic standards expected of all students at their grade level.”*

Based on the above description, 3.2% of students within the ASD were identified as being English learners during the 2022-2023 school year.

Enrollment by Race

Figure 4 details the ASD racial demographics.

Figure 4: Algoma School District Racial Demographics



Source: 2022-2023 WDPI School Report Card; Bay-Lake RPC

Means of Travel to School

The ASD owns and operates its own busing system. In total, the district has six buses and four routes (City, Green, Yellow, and Red). City Route serves approximately 70 students, Green Route serves 37, Yellow Route serves 36, and Red Route serves 39. The other two buses owned by the district are for sports. The buses also provide transportation for St. Paul's Lutheran School within the district. Busing is only eligible for students who live outside of city limits, this makes roughly 150 children in the district not eligible for busing. Since the district does not provide busing to students within city limits, it is estimated that roughly 25% of all students either walk, bike, or get dropped off at school.

The ASD has added a bus route that will include students living within the city limits due to the various safety concerns and hazards that exist within the City of Algoma. Furthermore, the district provides five bus hubs (Map 3) throughout the city where busses pick-up and drop-off students.

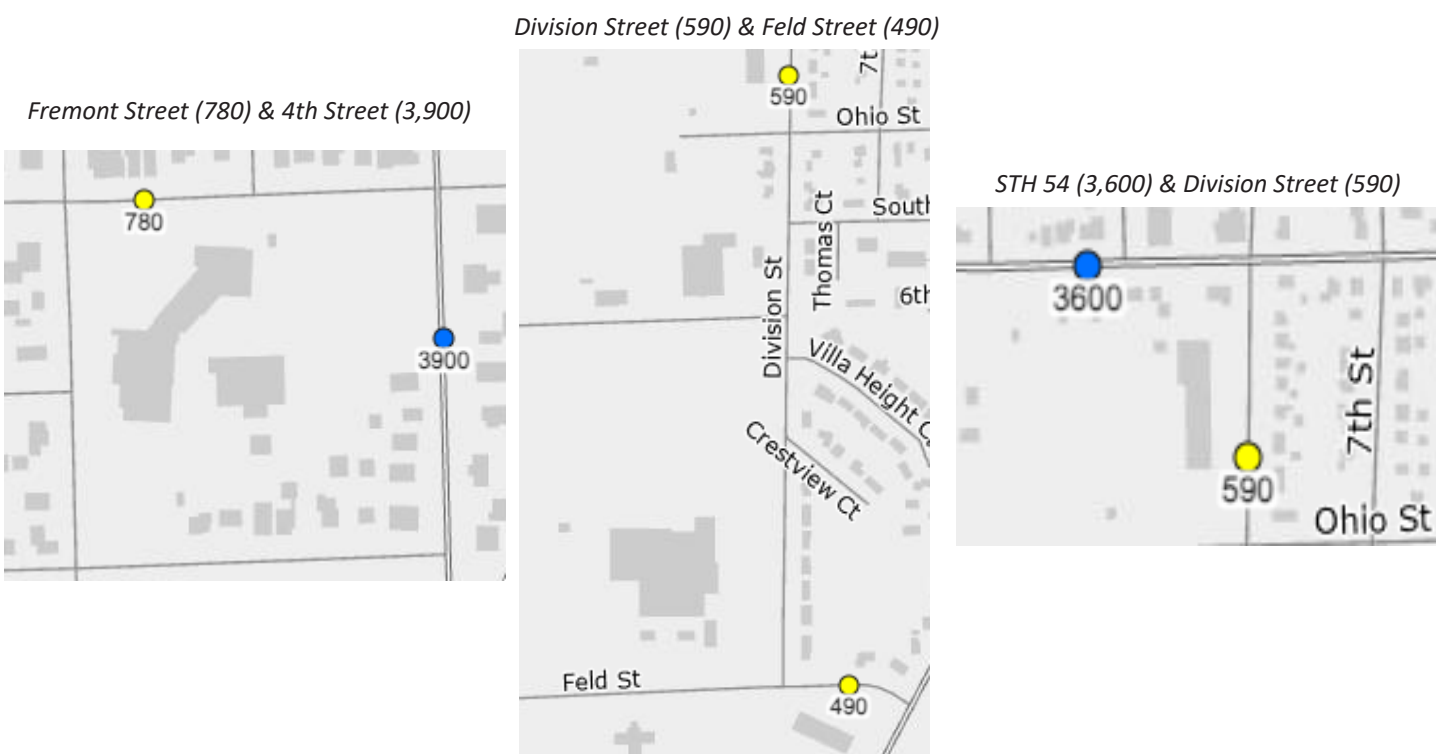
Traffic Data

The Wisconsin Department of Transportation (WisDOT) maintains traffic counts across the state. This is reported as the average daily number of vehicles on a road segment in a full year. This value is called the Annual Average Daily Traffic (AADT).

Based on the most recent WisDOT AADT counts (2022), Fremont Street experiences an average daily traffic volume of 780 vehicles, while 4th Street sees a significantly higher count of 3,900 vehicles. These traffic counts were recorded on the same city block where Algoma Elementary is located.

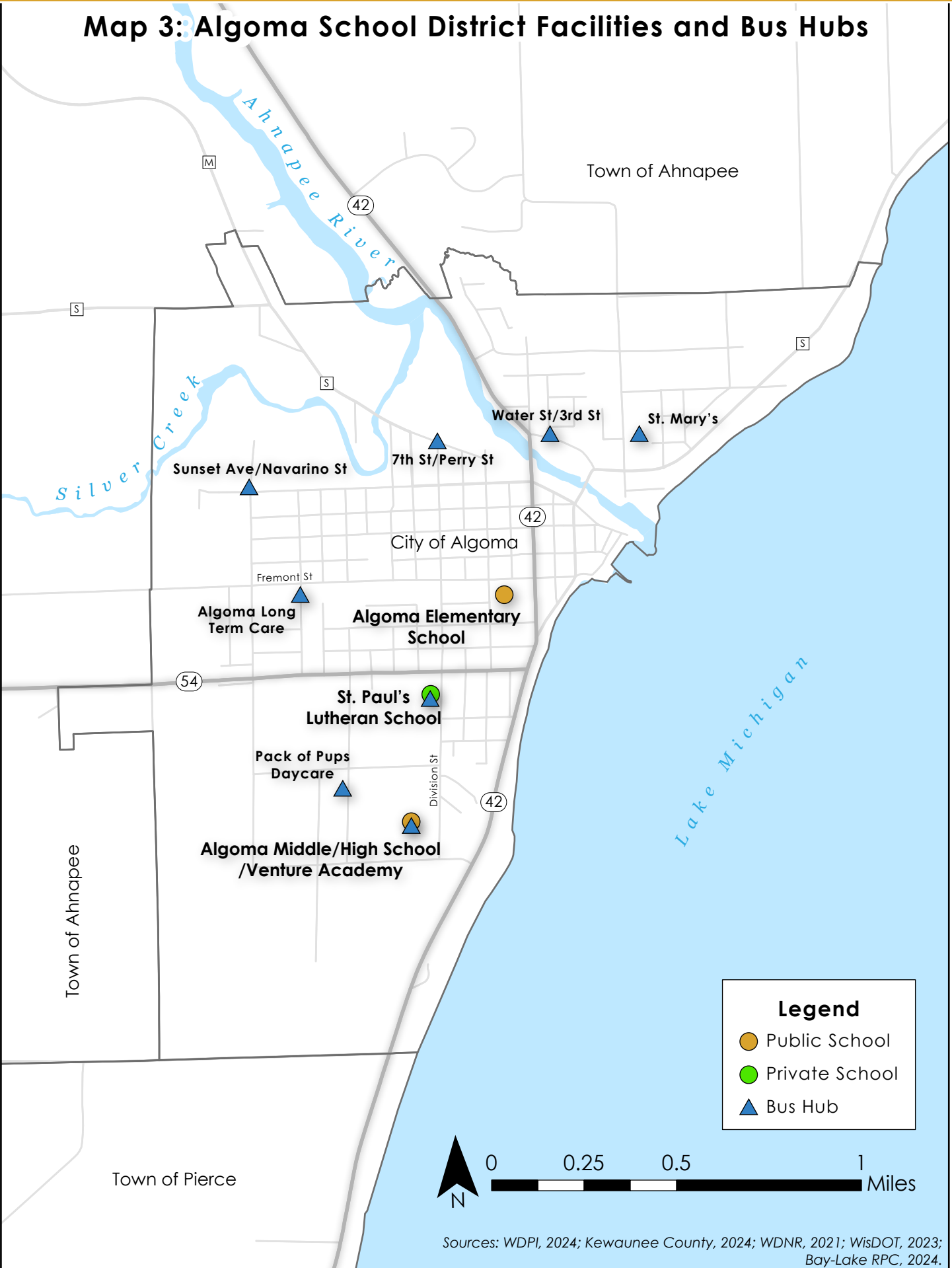
Near Algoma Middle/High School/Venture Academy, Division Street and Feld Street both saw the lowest daily traffic counts. Division Street recorded 590 vehicles while Feld Street recorded 490 vehicles.

Finally, State Highway 54 near the Division Street intersection saw an average daily traffic of 3,600 vehicles. The locations of these traffic count sites are shown below.



Source: WisDOT AADT Website (2022); Bay-Lake RPC

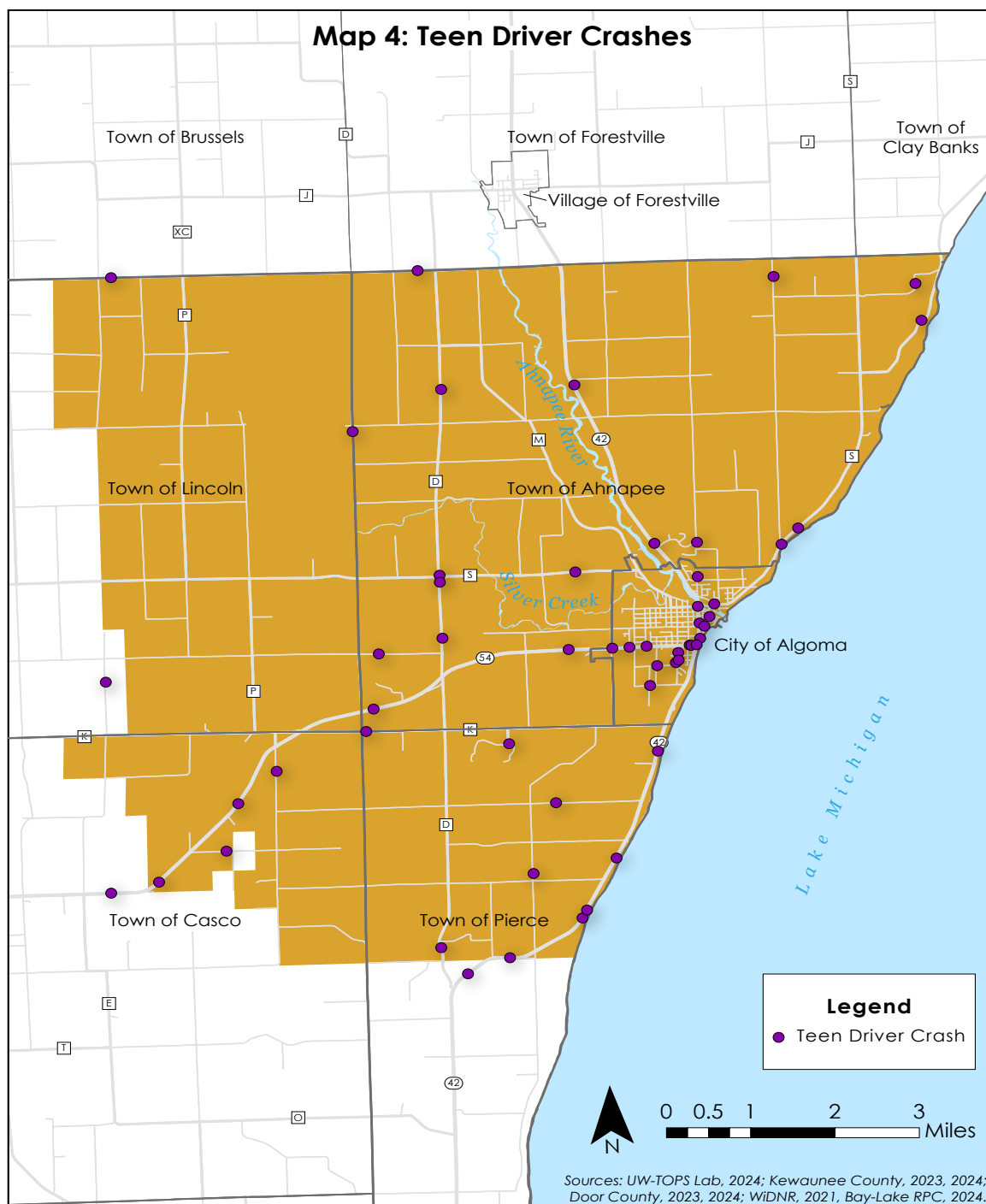
Map 3: Algoma School District Facilities and Bus Hubs



Crash Data Analysis (2019 through 2023)

The UW-Madison Traffic Operations and Safety Laboratory (TOPS) maintains a record of motorized and non motorized crashes within Wisconsin. Data over the past five years (2019-2023) shows there were 661 crashes within the ASD limits.

- 2 crashes involved bicyclists (Fremont Street and N. Water Street), both with serious injuries
- 74 crashes involved teen drivers, the locations of these crashes can be seen in Map 4
- 129 crashes occurred within Algoma city limits
- 0 crashes involved pedestrians



Outreach Process

Task Force

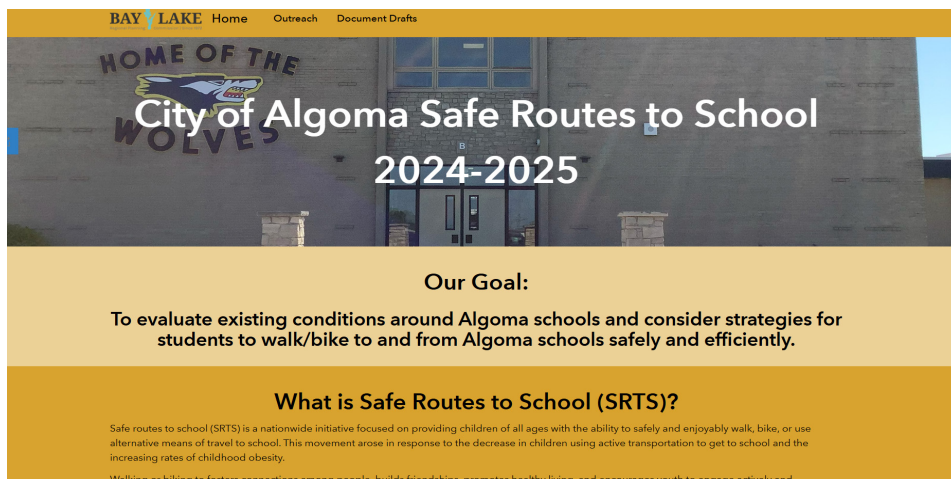
To make sure this SRTS plan aligns with the needs of the ASD, the Bay-Lake RPC collaborated with the ASD to form a SRTS task force. This group consisted of individuals from various areas of the district, including principals, staff, parents, and bus drivers. Their contributions were vital to the development of the plan. The SRTS task force members are listed below:

Task Force Member	Affiliation
Jesse Brinkman	Superintendent - Algoma School District
Katie Servi	Algoma Elementary School Principal
Shelly Schley	Parent
Tracy Brunette	Transportation Director - Algoma School District
David C. Allen	Algoma Police Department
Dana Schopf	Algoma School Resource Officer
David Robertson	Algoma Middle/High School Principal
Katie Horn	Algoma Venture Academy Principal

Community Engagment

Project Website

Bay-Lake RPC staff developed a website for the ASD SRTS Plan. The site served as a platform to share project updates, encourage engagement opportunities, offer contact details of the project team, and provide further information about the ASD SRTS Plan.



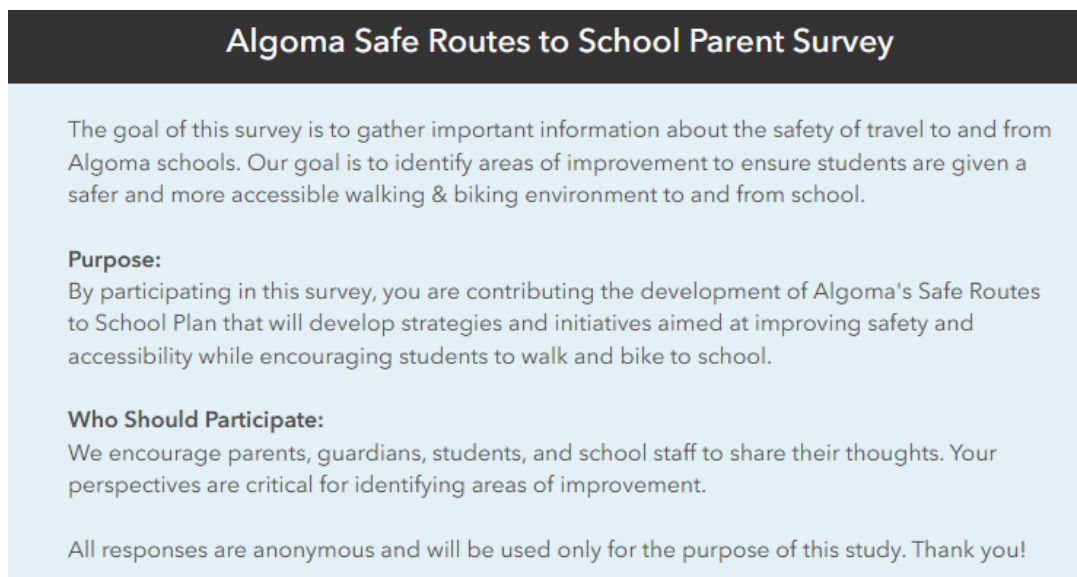
Screenshot of ASD's SRTS website (<https://algoma-srts-baylakerpc.hub.arcgis.com/>)

Source: Bay-Lake RPC, 2025

Online Survey

An online survey was designed to gather insight and concerns from parents and staff of the ASD. The survey asked about their current and preferred modes of transportation to school, the distance and time spent commuting, and the factors that influenced their choice of commute.

The online survey was available to the public from August 28th, 2024 through November 20th, 2024, and received a total of 88 responses. The majority of responses came from parents, with a fairly even distribution between Algoma Elementary School and Algoma Middle/High School. A summary of the survey results is provided below, with a full recap in Appendix A.



Screenshot of the ASD SRTS online survey. Source: Bay-Lake RPC, 2025

Survey Results Summary

Barriers to Walking/Biking:

- 26 parents find the lack of sidewalks, pathways, or bike routes to be a significant barrier when letting their child walk or bike to school.
- 21 parents found this to be a moderate issue.

Safety Concerns:

- 45 parents were very concerned about the safety of intersections and crossings in relation to letting their child walk or bike to school.
- 19 parents find this to be a moderate concern.

Traffic-Related Concerns:

- 39 parents were very concerned about the speed of traffic in relation to letting their child walk or bike to school.
- 26 parents find speed to be a moderate concern.
- 44 parents were very concerned about the volume of traffic in relation to letting their child walk or bike to school.
- 23 parents find traffic volume to be a moderate concern.

Engagement Promotion

The online survey and promotion of the ASD SRTS plan were carried out through both in-person and virtual methods. The project team created a flyer for distribution, which included information about the Safe Routes to School Plan, the project goal, timeline, and task force. The flyer also featured a QR code and link to the online survey.

The flyer was distributed at the beginning of the school year via the district's family email system. Paper copies were also made available at the district's front office for further distribution. In addition, the project team attended the district's parent-teacher conferences on November 14th, 2024 to promote the project and distribute the flyers.

Figure 5: Algoma SRTS Flyer

**Algoma School District
Safe Routes to School**

Goal
To evaluate existing conditions around Algoma schools and consider strategies for students to walk/bike to and from Algoma schools safely and efficiently.

What is Safe Routes to School? (SRTS)
Safe Routes to School (SRTS) is a nationwide initiative focused on providing children of all ages with the ability to safely and enjoyably walk, bike, or use alternative means to travel to school. This movement arose in response to the decrease in children using active transportation to get to school and the increasing rates of childhood obesity.

Walking or biking fosters connections among people, builds friendships, promotes healthy living, and encourages youth to engage actively and independently. Safe Routes to School programs are essential in community endeavors to enhance accessibility, inclusivity, and overall appeal.

Project Timeline

- Late Summer 2024: Project Kickoff
- Fall/Winter 2024: Evaluation & Outreach
- Winter 2025: Analysis & Implementation
- Summer 2025: Final Approval

Steering Committee

Katie Servi Principal	Shelly Schley Parent	David Allen Algoma PD
Jesse Brinkmann Superintendent	Dana Schopf School Resource Officer	Tracy Brunette Transportation Director

Take our survey!

Survey Link: <https://arcg.is/OfC4jL>

Source: Bay-Lake RPC, 2025

Walk and Bike Audits

To better understand the current infrastructure, drop-off and pick-up procedures, and traffic patterns, Bay-Lake RPC staff conducted walking and biking audits throughout the City of Algoma.

During these audits, staff members were stationed at various locations across the campus to observe the actions of drivers, pedestrians, and cyclists during morning drop-off and afternoon pick-up. The team also walked the surrounding routes to evaluate sidewalk conditions, signage, crosswalks, and curb ramps. Using digital tablets, each team member marked specific points on a map via ESRI's Field Maps Application, documenting key observations. The audit was held on Tuesday, September 17th, 2024.

Auditor Postions

For the audit, project team members were positioned at different locations across the city. The ASD SRTS audit team included four Bay-Lake RPC staff members in the morning and three members in the afternoon. During the morning audit, two team members were stationed at Algoma Elementary School, one at Algoma Middle/High School/Venture Academy, and the fourth at the intersection of Division Street and STH 54. In the afternoon, the team was reduced to three members, each assigned to different locations: one at the elementary school, one at the middle/high school, and one at the Division Street and STH 54 intersection. The locations of the auditors can be found on Map 5, Map 6, and Map 7.

Map 5: STH 54 Auditor Location



Source: Kewaunee County, Ayres, 2022; Bay-Lake RPC

Map 6: Algoma Middle/High School/Venture Academy Auditor Location



Source: Kewaunee County, Ayres, 2022; Bay-Lake RPC

Map 7: Algoma Elementary School Auditors Location



Source: Kewaunee County, Ayres, 2022; Bay-Lake RPC



Bike facility at Algoma Elementary School. Source: Bay-Lake RPC, 2025

Audit Results

During the morning audit at the elementary school, staff observed several instances of pedestrians not using crosswalks when crossing the street. Additionally, there were multiple occurrences of pedestrians being dropped off outside designated areas. Traffic congestion was a concern, causing some vehicles to drop children off away from the curb. Along with the congestion, there were a few instances of speeding observed on Fremont Street. Crossing guards were present at the intersections of Fremont Street and 6th Street, and Fremont Street and 5th Street, and assisted children in crossing the streets safely.

At the middle/high school/venture academy, several students were dropped off in the parking lot and had to walk through traffic to reach the building. A few cases of excessive speed were also noted as vehicles entered the parking lot.

At State Highway 54, several vehicles failed to yield to pedestrians. Speeding was a significant issue, with some vehicles not slowing down in time. In one instance, a vehicle signaling a left turn stopped for a pedestrian, but another car passed the turning vehicle on the right, narrowly missing the pedestrian. Maps depicting the walking audits can be viewed in Appendix B.



*Vehicles lining up after the school day at Algoma Middle/High School/Venture Academy.
Source: Bay-Lake RPC, 2025*



*6th Street looking south toward Algoma Elementary's playground.
Source: Bay-Lake RPC, 2025*

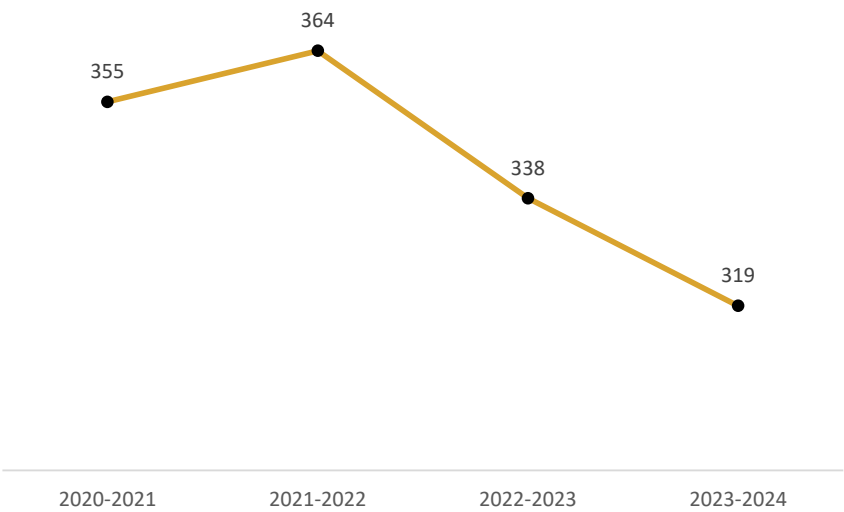


Algoma Elementary School Action Plan

Quick Facts

Principal: Katie Servi	Total Teachers: 38	Total Students: 319	Grades: 4K-6th
----------------------------------	------------------------------	-------------------------------	--------------------------

Figure 6: Algoma Elementary Enrollment History



Source: Wisconsin Department of Public Instruction (WDPI), WISEdash Public Portal 2020-2024; Bay-Lake RPC

Assets

- Crossing guards proved very helpful during drop-off and pick-up times.
- There are multiple entrances and exits to the school.
- Wide and updated sidewalks surround the school.
- 6th Street and Fremont Street are both wide roads with opportunities for improvements.
- Buses have thier own dedicated drop-off/pick-up area.

Challenges

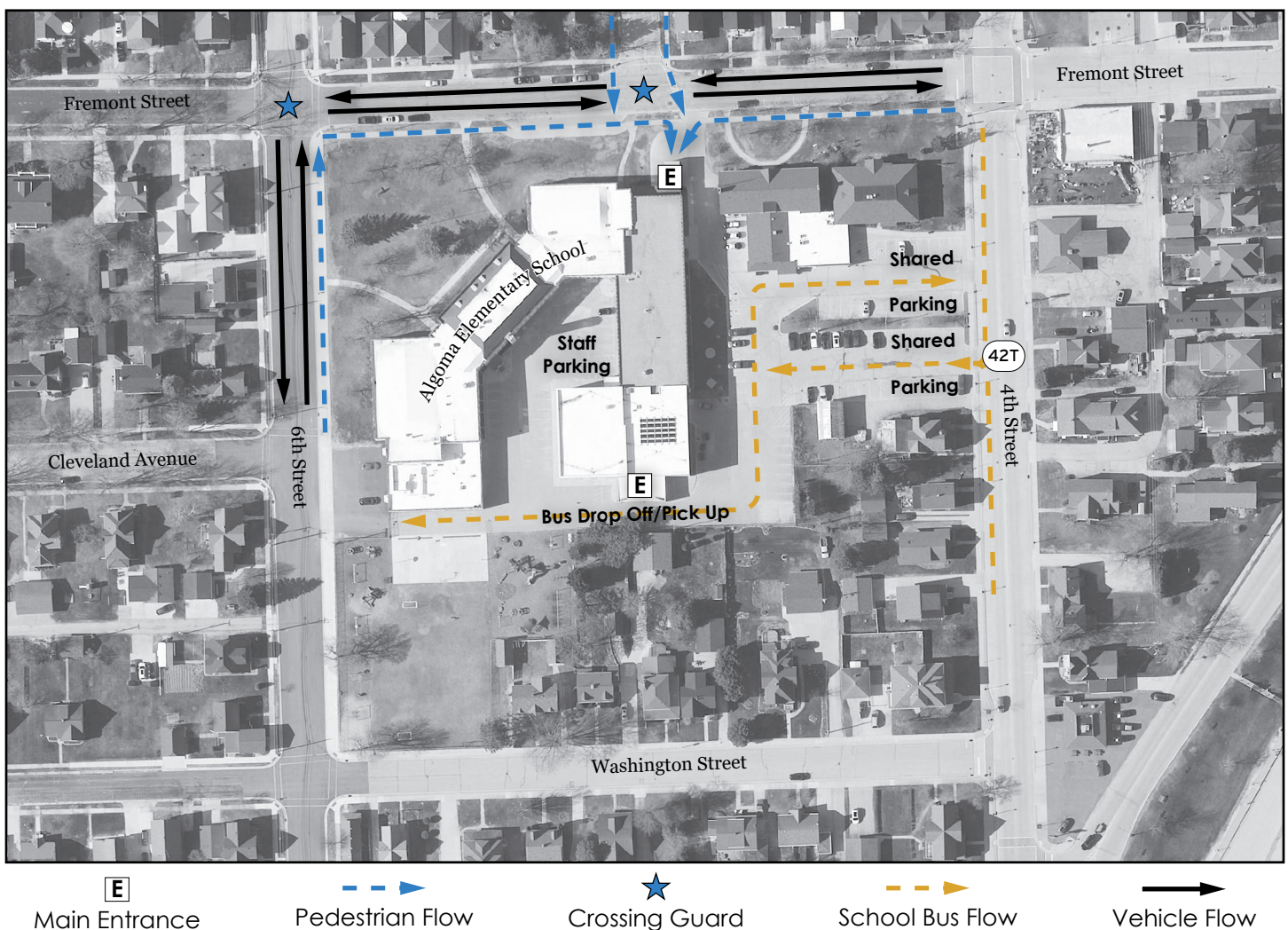
- Major traffic congestion occurs on both sides of 6th Street and Fremont Street.
- Wide roads allow vehicles to speed, posing a risk to pedestrains and other vehicles.
- Vehicles drop children off away from the curb, forcing them to jaywalk.
- No dedicated drop off area for cars.

Access and Traffic Flow

Algoma Elementary School's main entrance is located on the north side of the building, facing Fremont Street. The school shares parking with Algoma's city hall and library. This shared parking lot also serves as the primary entrance for buses, with their drop-off and pick-up area located at the back of the school. Buses enter the parking lot from 4th Street and exit onto 6th Street. Staff parking is located in the center of the school.

Since there is no dedicated drop-off/pick-up area, vehicles park along both sides of 6th Street and Fremont Street. The majority of student foot traffic occurs on the sidewalks in front of the building. Additionally, many students use the crosswalks at the intersections of 6th Street and Fremont Street, as well as Fremont Street and 5th Street. Crossing guards are available at these crosswalks to assist students (Map 8).

Map 8: Algoma Elementary Traffic Flow



Source: Bay-Lake RPC, 2025

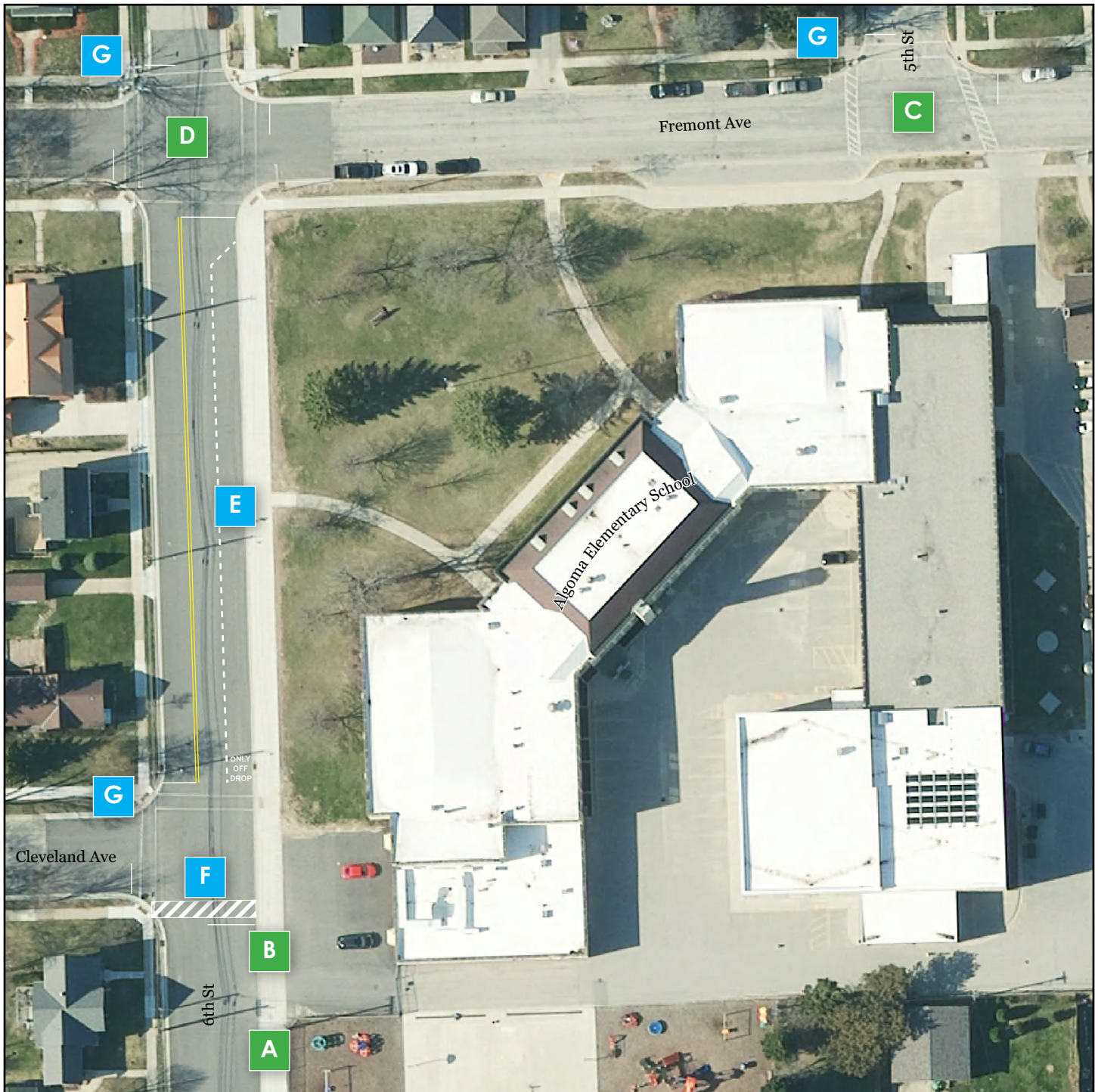
Recommendations for Algoma Elementary School

The following recommendations present a range of location-specific ideas that can be implemented in and around the school area. These suggestions encompass both infrastructure and programmatic elements. For specific locations, please refer to the walk and bike recommendations in Map 9, and for further details, consult Table 1.

Table 1: Recommendations for Algoma Elementary School

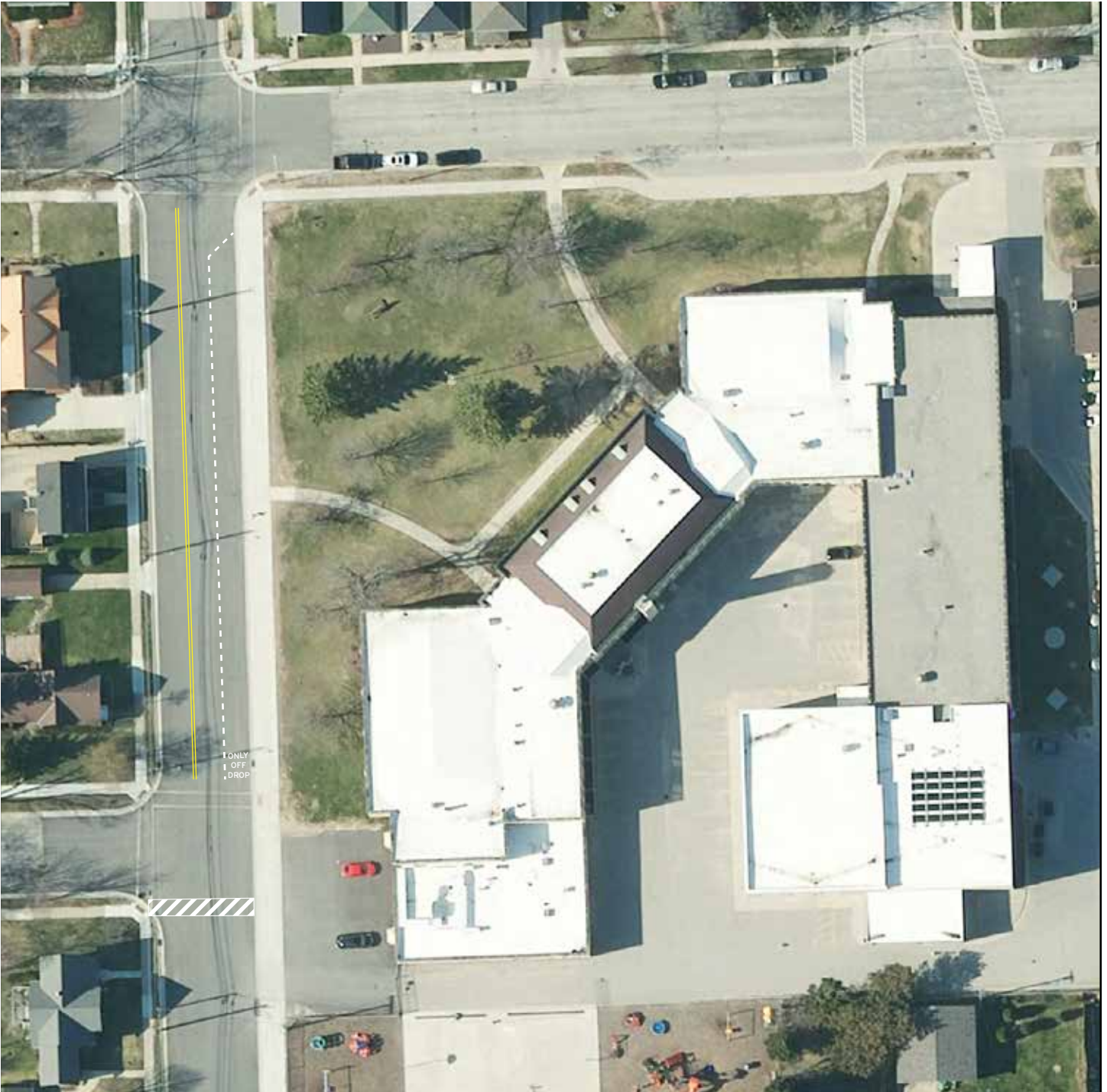
ID	TYPE	RECOMMENDATION
A	Signage	Install a school zone sign on 6th Street between Washington Street and Cleveland Avenue.
B	Signage	Install additional crosswalk signage at the intersection of 6th Street and Cleveland Avenue.
C	Signage	Install crosswalk signage at the intersection of 5th Street and Fremont Street.
D	Signage	Install Rectangular Rapid Flashing Beacons (RRFBs) at the intersections of Fremont Street & 6th Street and Fremont & 4th Street.
E	Procedure	Add a dedicated drop-off/pick-up lane on 6th Street between Cleveland Avenue and Fremont Street.
F	Procedure	Paint an additional crosswalk at the intersection of 6th Street and Cleveland Avenue.
G	Procedure	Add stop lines at all intersections surrounding the school.
H	Education	Create a learning opportunity where students can paint crosswalks and learn to safely navigate them (increasing visibility).

Map 9: Recommendations Map for Algoma Elementary School

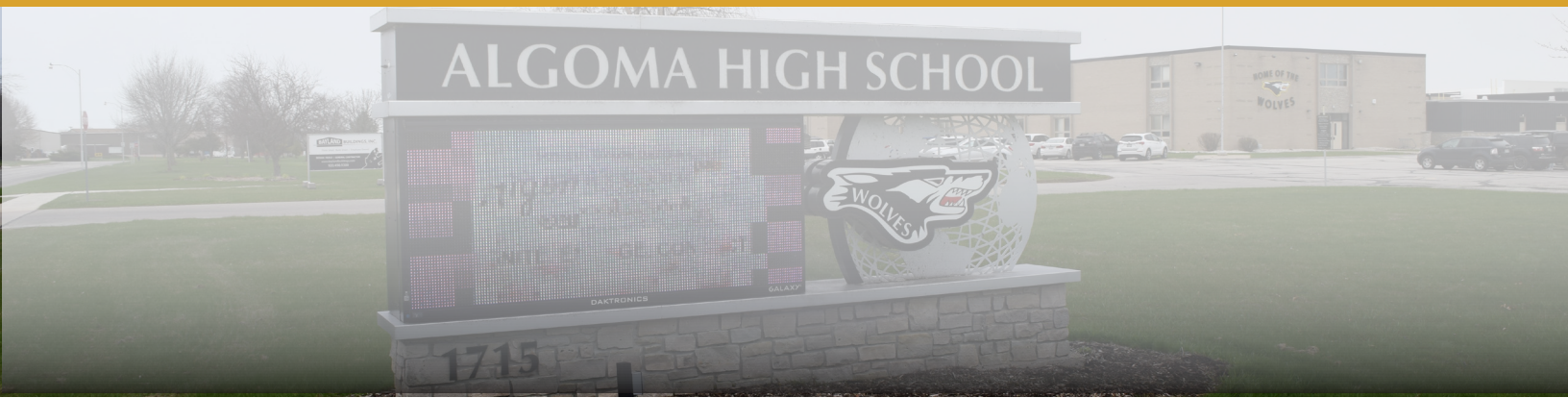


Source: Bay-Lake RPC, 2025

Map 10: Algoma Elementary School Rendering



Source: Bay-Lake RPC, 2025



Algoma Middle/High School/Venture Academy Action Plan

Quick Facts

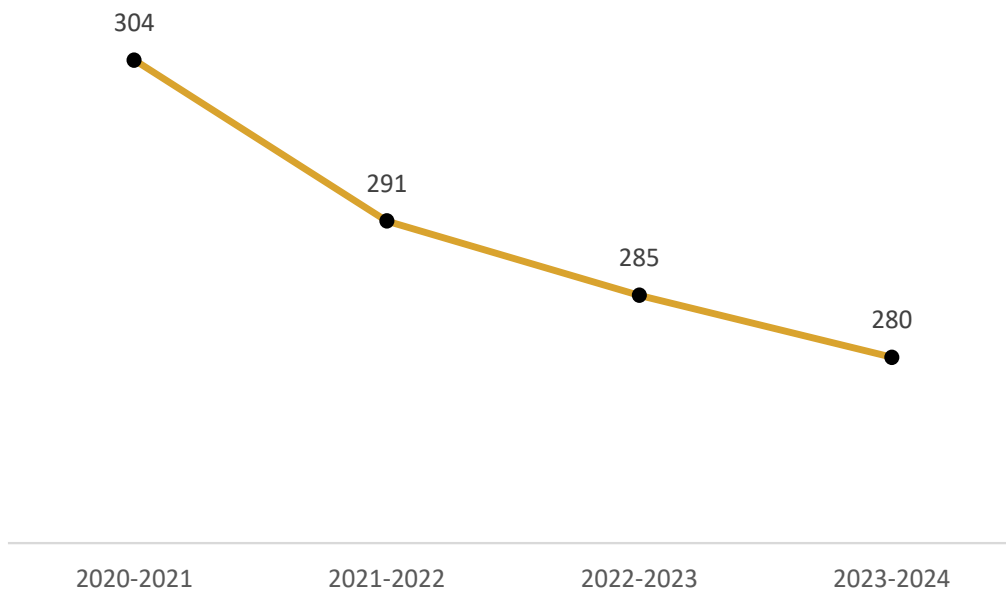
Principal:
David Robertson

Total Teachers:
25

Total Students:
280

Grades:
7th-12th

Figure 7: Algoma Middle/High School Enrollment History



Source: Wisconsin Department of Public Instruction (WDPI), WISEdash Public Portal 2020-2024; Bay-Lake RPC

Assets

- Large parking lot for students and community members.
- Buses have their own designated pick-up area.
- Separate parking area for staff.
- Multiple entrances and exits to the school.

Challenges

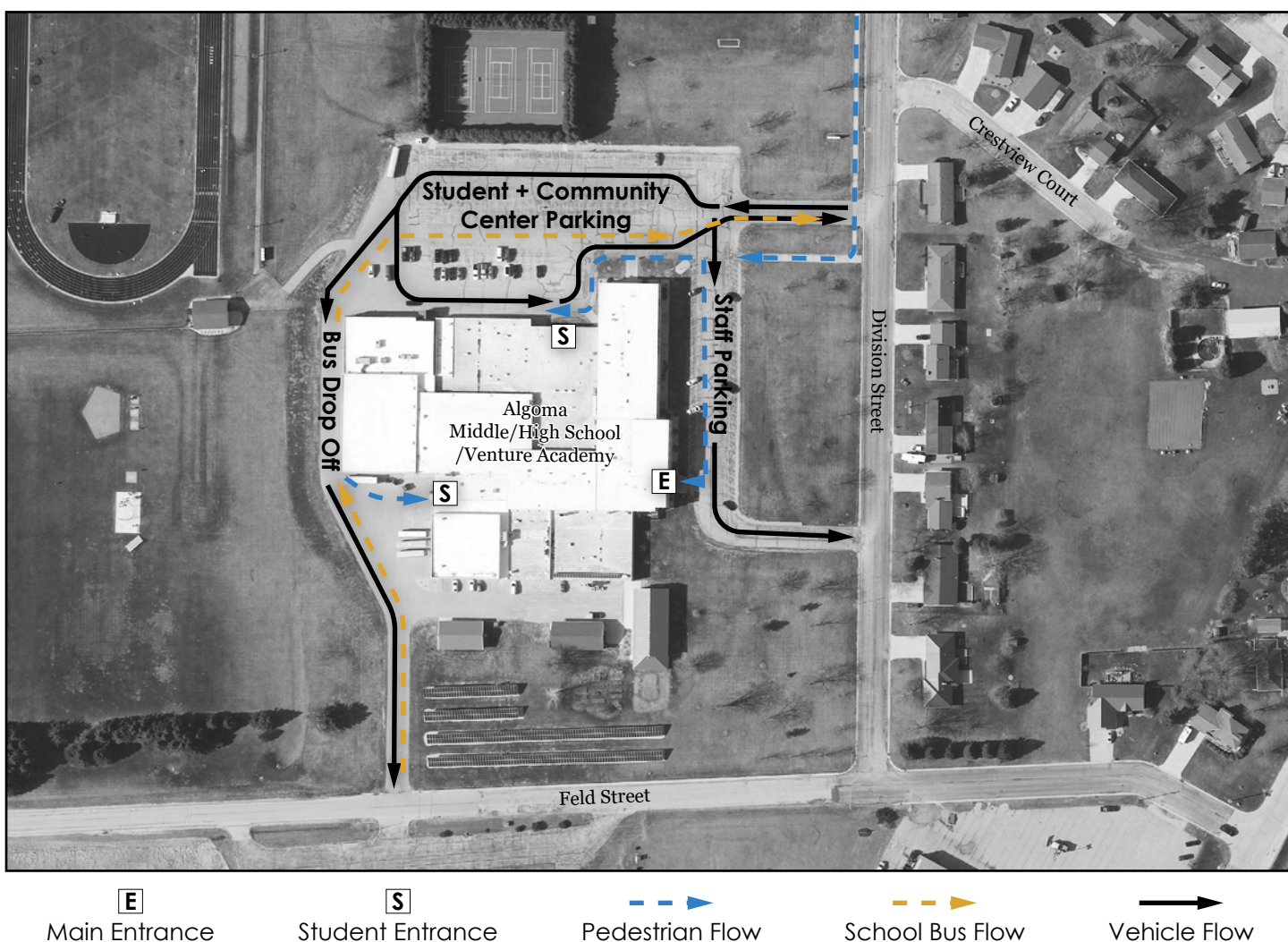
- No dedicated drop off lane.
- Parking lot can get congested during drop-off and pick-up times.
- Lack of bicycle and pedestrian facilities around the school.

Access and Traffic Flow

Algoma Middle/High School/Venture Academy's main entrance is located on the east side of the building, facing Division Street. The student entrance is on the north side of the building, facing the student and community center parking lot. Staff parking is located in front of the main entrance. The north entrance is the entrance to the parking lot, while the south entrance is exit-only. Vehicles dropping off or picking up students will enter through the north entrance and loop around the student parking lot to reach the student entrance. When exiting, vehicles can leave through either the north or south entrances. Some vehicles may also exit around the back of the building onto Feld Street, which can create a conflict with buses entering from Feld Street to drop off or pick up students at the back of the building.

The majority of student foot traffic comes from the sidewalk along Division Street. Students walking or biking will likely need to cross the north entrance of the parking lot and then pass through the staff parking area to reach the student entrance (see Map 11).

Map 11: Algoma Middle/High School/Venture Academy Traffic Flow



Source: Bay-Lake RPC, 2025

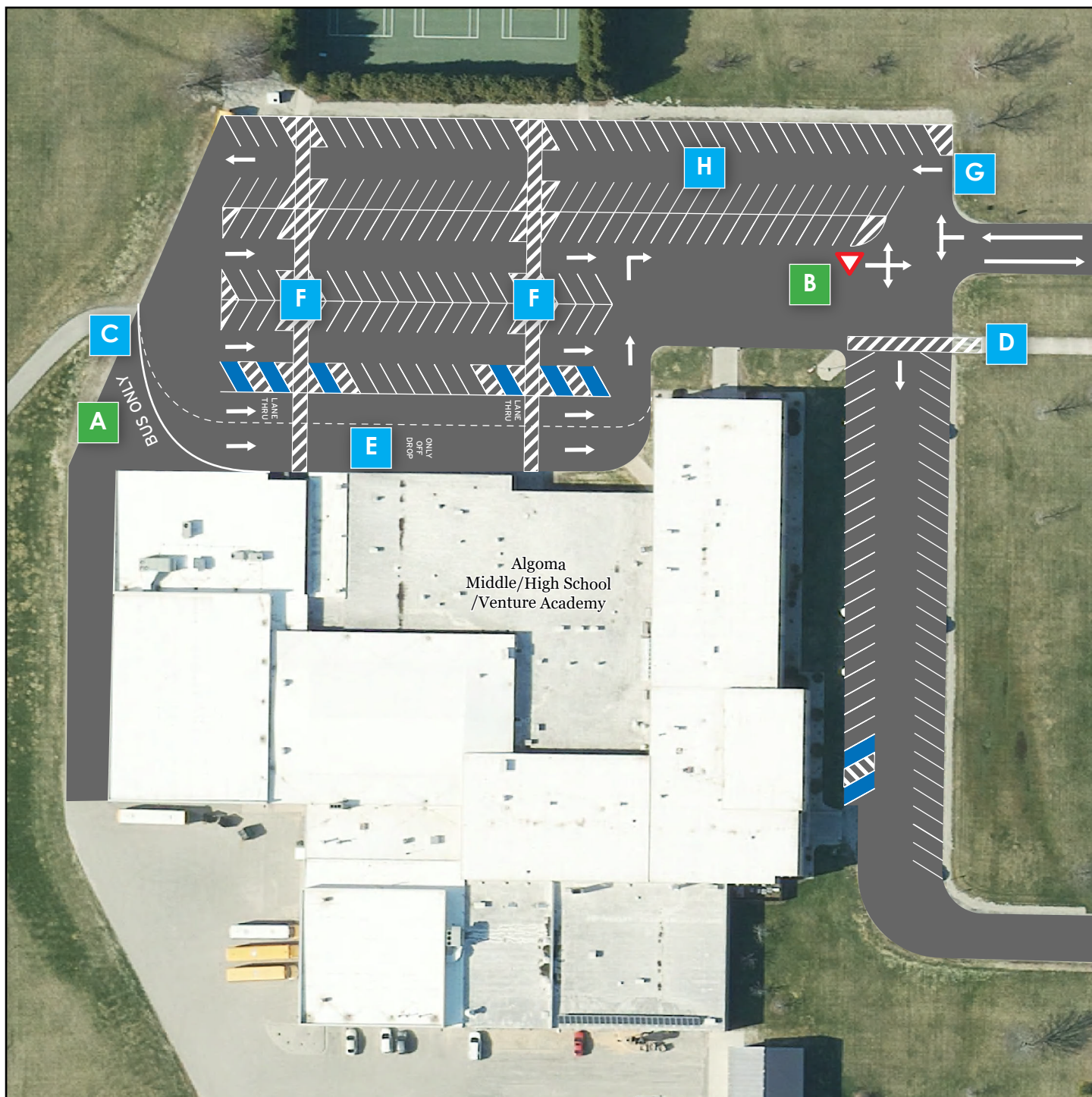
Recommendations for Algoma Middle/High School/Venture Academy

The recommendations provided below present a range of location-specific ideas that can be implemented in and around the school area. These suggestions encompass both infrastructure and programmatic elements. For specific locations, please refer to the walk and bike recommendations on Map 12, and for further details, consult Table 2.

Table 2: Recommendations for Algoma Middle/High School/Venture Academy

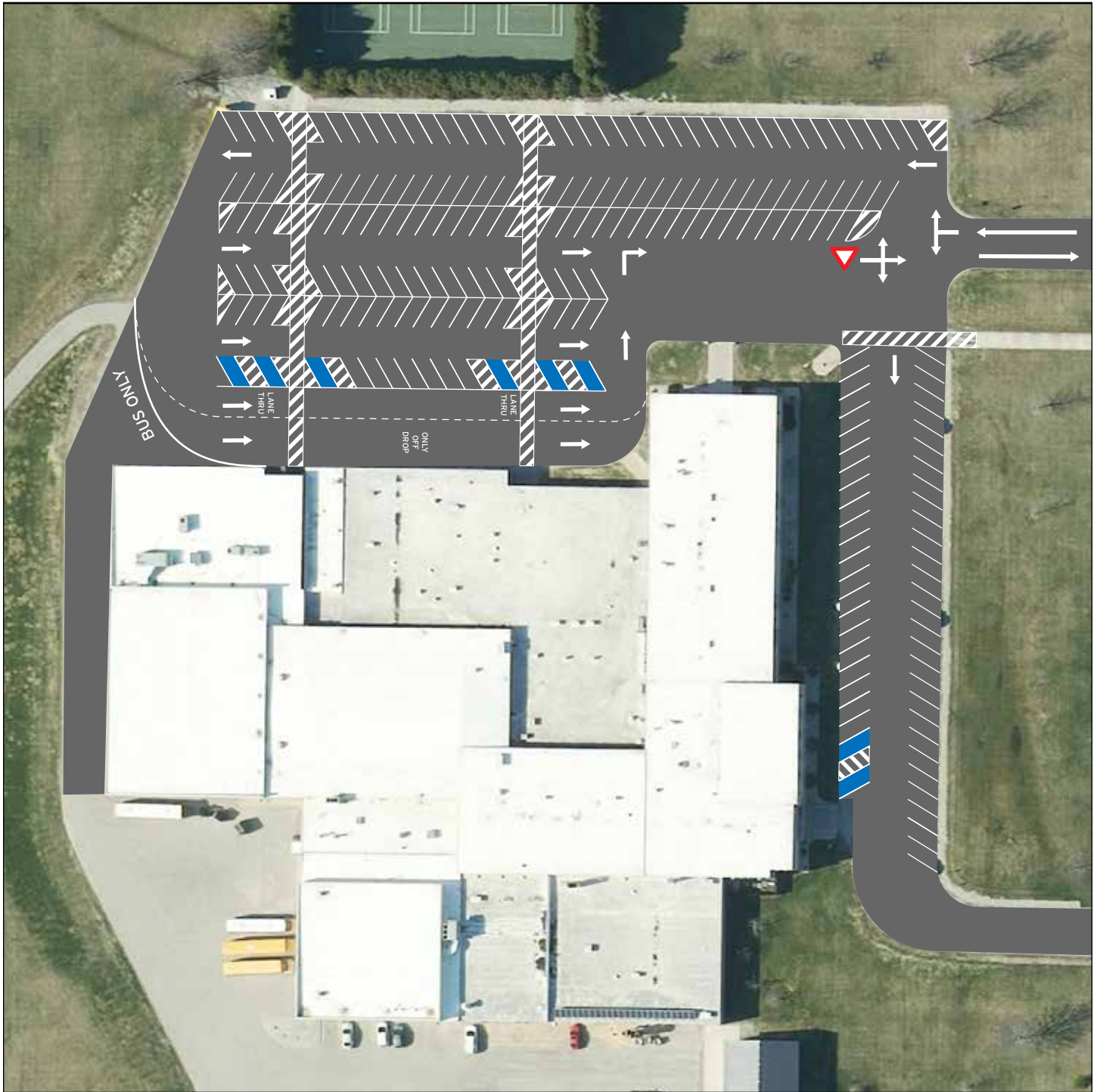
ID	TYPE	RECOMMENDATION
A	Signage	Install bus-only signage before the bus drop-off area to prevent through traffic after school.
B	Signage	Install a yield sign for vehicles leaving the student/community center parking lot.
C	Procedure	Paint a line across the bus entrance to increase visibility of the restricted zone.
D	Procedure	Paint a crosswalk to the student entrance at the north end of the school.
E	Procedure	Paint a dedicated drop-off lane in front of the north student entrance.
F	Procedure	Paint crosswalks within the student and community center parking lot.
G	Procedure	Repaint the student and community center parking lot as a one-way loop with directional arrows.
H	Procedure	Repaint parking stalls with angled parking to encourage one-way traffic flow.

Map 12: Recommendations Map for Algoma Middle/High School/Venture Academy



Source: Bay-Lake RPC, 2025

Map 13: Algoma Middle/High School/Venture Academy Recommendations Rendering



Option 1: As Voted

Student Spaces	Staff Spaces
140 Non-accessible spaces	45 Non-accessible spaces
6 accessible spaces	2 Accessible Spaces

Source: Bay-Lake RPC, 2025



State Highway 54 Action Plan

Assets

- Updated curb cuts for ADA accesibility.

Challenges

- Speeding vehicles
- Vehicles often not yeilding to pedestrians.
- Outdated/lack of pedestrian signage.

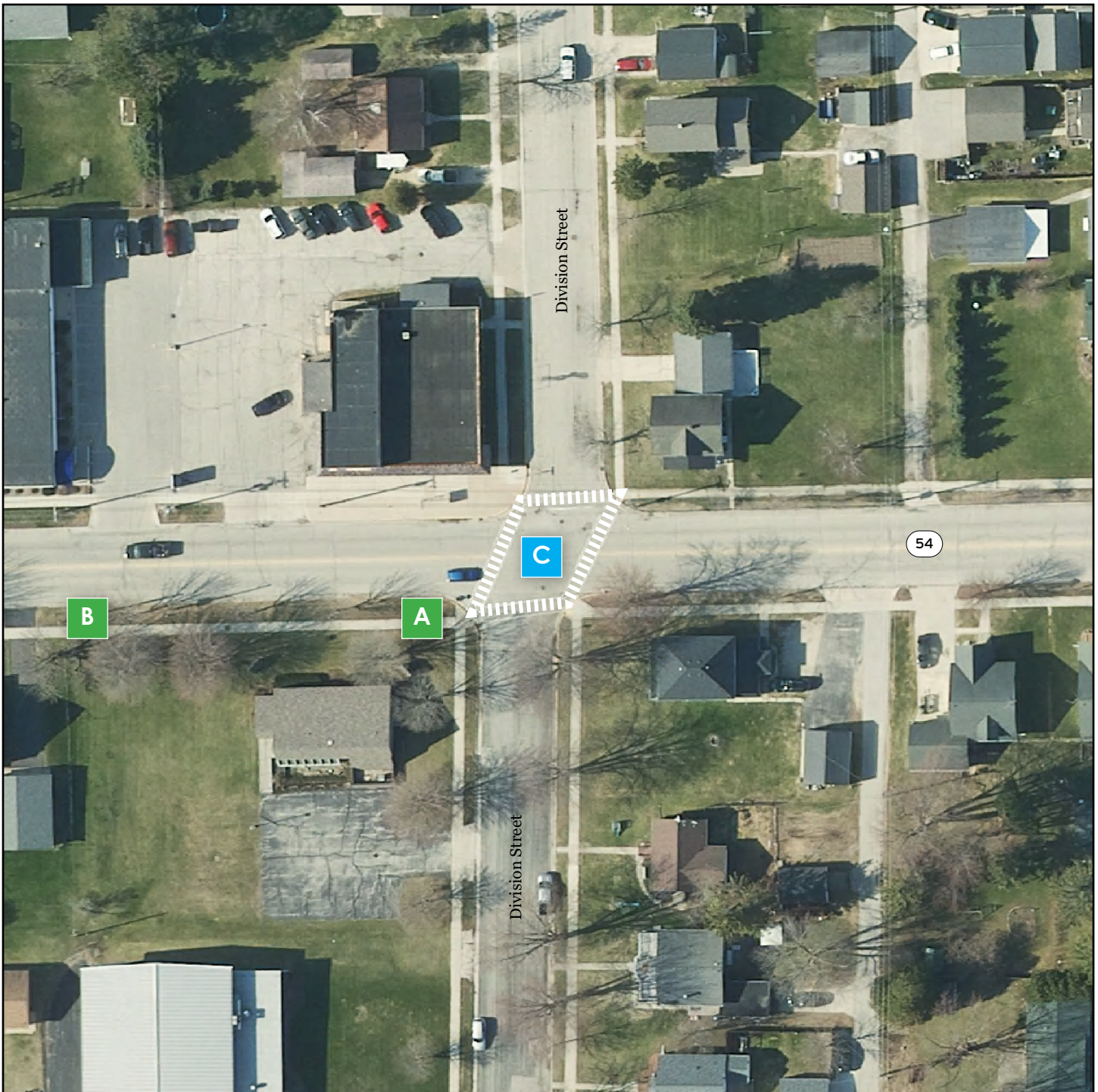
Recommendations for State Highway 54

The recommendations provided in Table 3 present a range of location-specific ideas that can be implemented on and around State Highway 54. These suggestions encompass both infrastructure and programmatic elements. For specific locations, please refer to the walk and bike recommendations on Map 14.

Table 3: Recommendations for State Highway 54

ID	TYPE	RECOMMENDATION
A	Signage	Install rectangular rapid flashing beacons (RRFBs) on the western most crosswalk.
B	Signage	Repair the school zone sign on STH 54 between Division Street and Mill Street.
C	Procedure	Repaint the western most crosswalk with ladder striping.

Map 14: Recommendations Map for State Highway 54



Source: Bay-Lake RPC, 2025

Figure 8: State Highway 54 Rendering



Source: Bay-Lake RPC, 2025

District Recommendations

The recommendations provided in Table 4 present a range of ideas that can be implemented district wide. These suggestions encompass programmatic elements.

Table 4: Recommendations for Algoma School District

ID	TYPE	RECOMMENDATION
A	Procedure	Create a map of the pick-up and drop-off procedures for all schools. Maps should be sent out to all parents prior to each school year and be place on each school's website for reference.
B	Procedure	Communicate early and often with parents about pick-up and drop-off procedures. Utilize school email notices, weekly letters, and school social media platforms to get the word out quickly and efficiently.
C	Procedure	Ensure consistent communication with the City of Algoma and Kewaunee County. Communication should include inquiring about any upcoming road projects that may affect road closures or detours for students who walk and/or bike to school, parent drop-off and pick-up routes, and bus routes.
D	Procedure	Explore the possibility of participating in a bicycle and pedestrian education week where students learn about helmets and how they should navigate as bicyclists and pedestrians. This effort could be part of a physical education class to ensure that all students can participate.
E	Procedure	Establish and partake in a standing safe routes committee made up of members from different stakeholders related to all schools within the ASD that meet regularly to ensure the implementation of ongoing recommendations, as well as suggesting new recommendations.

Infrastructure Recommendations

In addition to the audit completed on September 17, 2024, staff conducted a second audit on May 1, 2025. This audit focused on the existing infrastructure within the City of Algoma. Staff documented signage in need of replacement, sidewalk sections that were cracked or damaged, and the condition of curb cuts and crosswalks.

Sidewalks were evaluated based on the number of cracks, buckles, and divots present in each section. Sidewalk conditions were categorized as follows: Very Good, Good, Fair, Poor, and Very Poor.

The immediate areas around each school ranged from fair to very good, with all sidewalks surrounding Algoma Elementary School falling between good and very good. Sidewalks outside these immediate areas varied more widely, ranging from very good to very poor. Notably, very poor conditions were observed on Cleveland Avenue and Division Street. Washington Street and Adams Street also received poor ratings (Map 15).

Crosswalk conditions were assessed based on the visibility of their paint. Crosswalks were categorized into four levels: Good, Fair, Poor, and No Paint/Extremely Faded. Many crosswalks near the schools were either unpainted or extremely faded, especially along Division Street, which had been recently repaved (Map 16).

Curb cuts were rated as Good, Fair, or Poor. Some locations lacked curb cuts entirely, including in front of St. Paul's Evangelical Lutheran School and at the intersection of Cleveland Avenue and Division Street (Map 17).

The final infrastructure element assessed was signage, which was also rated as Good, Fair, or Poor. Much of the signage was in good condition. A school zone sign and crosswalk sign in front of St. Paul's Evangelical Lutheran School and were the only two noted for poor condition (Map 18).

Each of the conditions maps highlight areas identified for repair as funding becomes available. Safer and more efficient infrastructure will encourage students and residents alike to use active transportation.

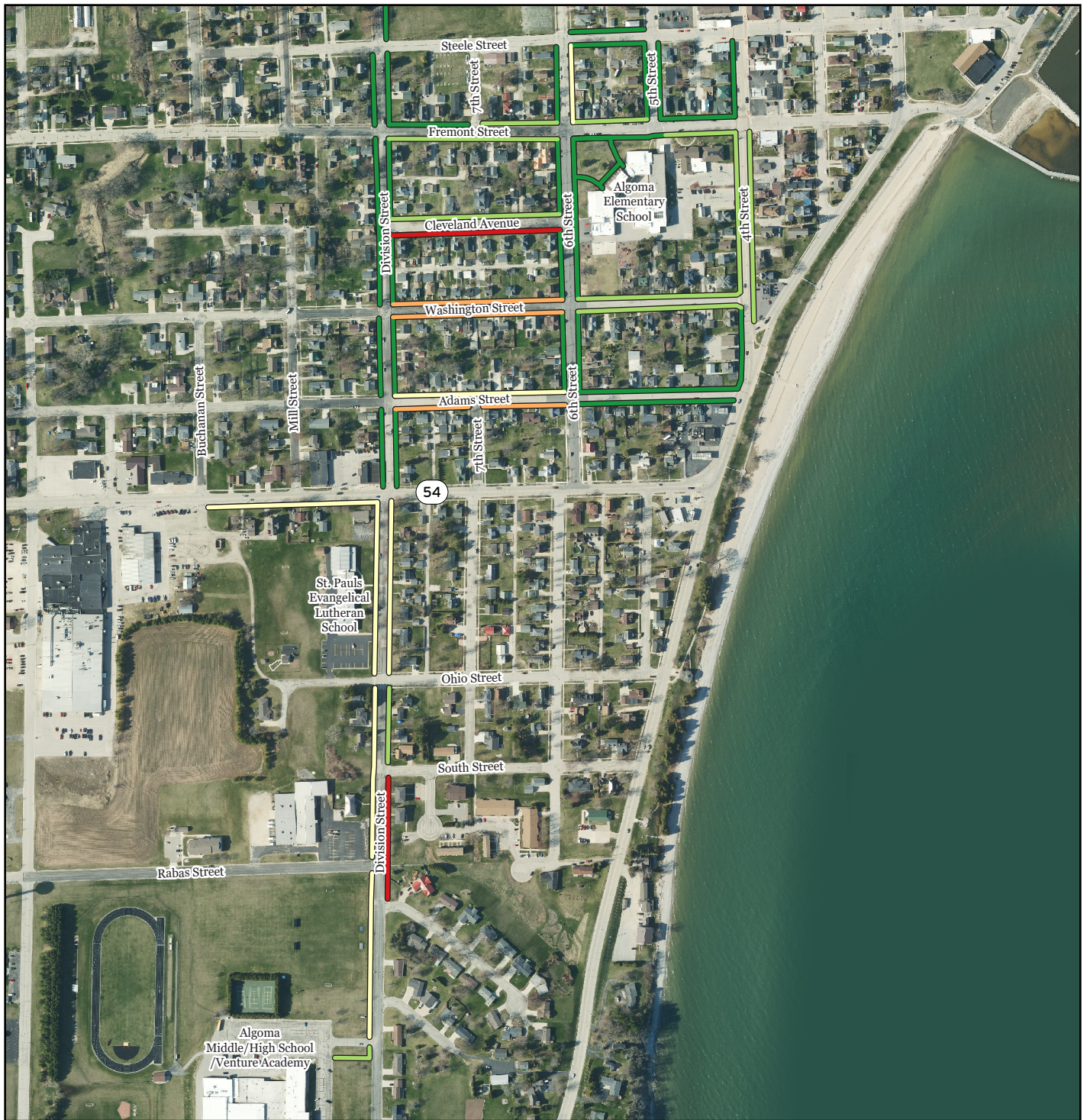


*Crosswalk with no curb cuts in front of St. Paul's Evangelical Lutheran School.
Source: Bay-Lake RPC, 2025*



*Sidewalk in need of repair on Cleveland Avenue.
Source: Bay-Lake RPC, 2025*

Map 15: Sidewalk Conditions



Infrastructure Audit: Sidewalks - Condition

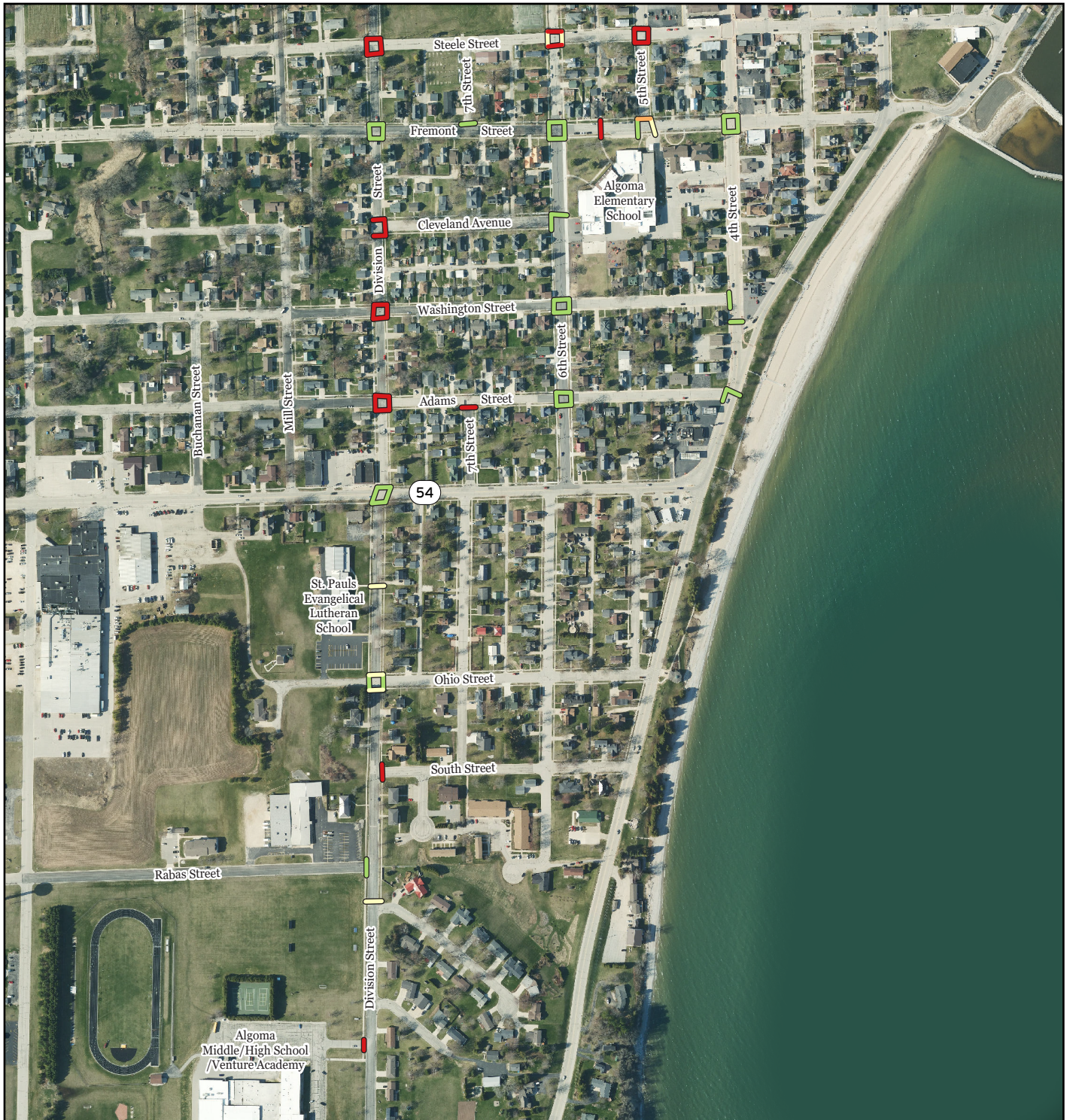
- Very Good
- Good
- Fair
- Poor
- Very Poor



0 235 470 940
Feet

Sources: Kewaunee County, Ayres, 2022;
Bay-Lake RPC, 2025.

Map 16: Crosswalks Conditions



Infrastructure Audit: Crosswalks Condition

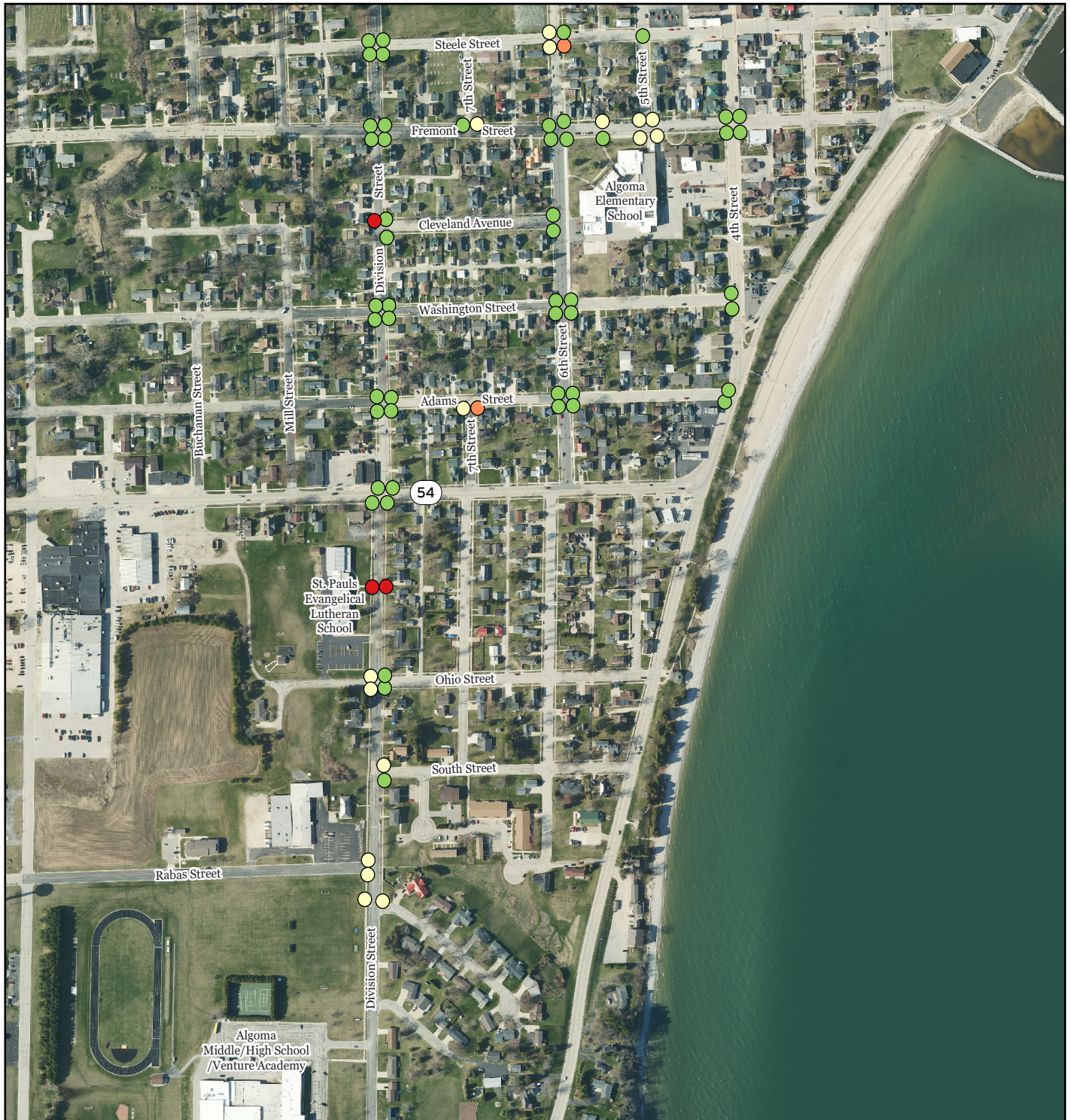
- Good
- Fair
- Poor
- No Paint/Extremely Faded



0 235 470 940
Feet

Sources: Kewaunee County, Ayres, 2022;
Bay-Lake RPC, 2025.

Map 17: Curb Cut Conditions



Infrastructure Audit: Curb Cut Condition

- Good
- Fair
- Poor
- No Curb Cut



0 235 470 940
Feet

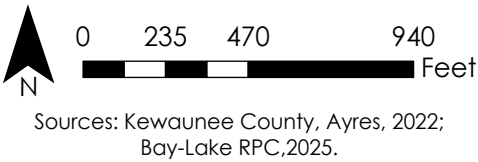
Sources: Kewaunee County, Ayres, 2022;
Bay-Lake RPC, 2025.

Map 18: Sign Conditions



Infrastructure Audit:
Sign Condition

Sign Type	Condition
▲ School Zone	● Good
■ Crosswalk Sign	● Fair
⬢ Stop Sign	● Poor
⬠ Speed Limit Sign	



Implementation

Task Force

To ensure the recommendations provided in this plan are successfully implemented, the ASD SRTS task force must maintain ongoing communication and remain actively engaged. Regular meetings throughout the school year are essential for reviewing progress, evaluating the impact of the SRTS Action Plan, and determining the next steps. It is vital that all schools included in this plan participate in the Task Force and stay updated on its implementation. Additionally, the City of Algoma and Kewaunee County should have representation and be informed about the Task Force's decisions and future plans.

Communication

While many of the recommendations in the school action plans involve infrastructure expenses, several can be implemented at little to no cost. Maintaining consistent communication with all stakeholders—including the City of Algoma—will be essential to keep them informed about project implementation and expected timelines. This coordination will also help ensure projects are included in the City's five-year improvement plan.

Prioritization

The task force should focus on prioritizing projects according to the recommendations in this document. Important factors to take into account when establishing priorities include the following:

- **Safety Results**

The main objective of the Safe Routes to School Action Plan is to focus on the safety and well-being of students as they travel to and from school. Prior to recommending any project, the Task Force Committee should assess whether the project will provide a safe environment for students, parents, staff, and other members of the community, and evaluate the potential health benefits for each project.

- **Cost**

The document includes some recommendations that can be implemented at no cost, but other projects will require an assessment of their costs. The project and its associated expenses should be presented to the school board in a timely manner for approval and to be included in the school's budget.

- **Ease of Implementation**

Similar to cost, some recommendations can be implemented with minimal effort. Prioritizing these projects may be more impactful and cost-effective.

- **Resources and Time Required**

As with any project, the resources required and the time needed to complete each task are key considerations when setting priorities. A schedule should be developed to determine the project's timeline and identify the resources necessary to complete it.

Evaluation

It is suggested that the task force committee conduct an annual review of the document and assess the recommendations. Any necessary updates can be made during this review. Additionally, new recommendations may emerge. For example, infrastructure elements like signage and pavement markings, which are in good condition when the document is created, should be regularly monitored and maintained or replaced as needed. Parents, students, and staff should be encouraged to offer feedback on the recommendations, proposed projects, and their overall experience commuting to and from school annually, either via mail or online survey. Based on the survey results and evaluation, the priority of certain projects might be adjusted, and new projects that aren't currently included in the document could be proposed.



Source: Bay-Lake RPC, 2025

Funding Opportunities

Below is a list of possible funding sources that the ASD, City of Algoma, or Kewaunee County might explore to support the recommendations outlined in the action plan. This list is not meant to be comprehensive, as state and federal funding programs get added or removed annually.

Transportation Alternatives Program (TAP)

The Transportation Alternatives Program (TAP) is a legislative program that was authorized in Fixing America's Surface Transportation Act ("FAST Act"), the federal transportation act that was signed into law in December of 2015. TAP can provide funding for infrastructure and planning projects. These projects must relate to surface transportation and primarily serve to benefit or increase non-motorized methods of transportation.

For more information, visit <https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tap.aspx>.

T-Mobile Hometown Grants

T-Mobile is committing up to \$25 million between 2021-2026 to support small towns across America by funding community projects. This program awards up to \$50,000.

For more information, visit <https://www.t-mobile.com/brand/hometown-grants>.

National Safety Council (NSC) Road to Zero Grants

National Safety Council (NSC) Road to Zero Grants fund various transportation safety projects that reduce the number of serious injuries and deaths on America's roadways. This program offers grant awards at a maximum of \$200,000.

For more information, visit https://www.nsc.org/road/resources/road-to-zero/road-to-zero-grants?srsId=AfmBOooLaU2l2Nr3Vxkzn--eEbGtm9-azg4a_LUDS1iyGt_AZkZnrpDo.

Funds for Greater Green Bay

The Greater Green Bay Community Foundation's grants program funds measurable strategies to make a positive impact on the quality of life and create a better future for residents in our community. This general granting program is open to all nonprofit organizations and prioritizes the following community focus areas: arts and culture, basic needs, education, environment and conservation, health and wellness, human services, older adults, public benefit and community improvement, and youth development. This program awards grants up to \$20,000.

For more information, visit <https://www.ggbcf.org/nonprofits/grants-programs/funds-for-greater-green-bay/>.

Action for Healthy Kids

Action for Healthy Kids brings school communities together by equipping parents and educators with the tools and resources they need to support happier and healthier kids. Since 2009, the program has awarded \$9.3 million in grants to school districts to help them accomplish their student wellness goals.

For more information, visit <https://www.actionforhealthykids.org/grants-support/>.

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) funds highway safety projects at sites that have experiences a high crash history. Emphasis is on low-cost options that can be implemented quickly.

For more information, visit <https://wisconsindot.gov/pages/doing-bus/local-gov/astnce-pgms/highway/hsip.aspx>.

America Walks Community Change Grants

America Walks Community Change Grants focus on improving walking and biking infrastructure at the community level. This program awards communities for projects that create healthy, active, and engaged places to live, work and play.

For more information, visit <https://americawalks.org/programs/community-change-grants/>.

National Center for Safe Routes to School Mini-Grants

The National Center for Safe Routes to School funds local projects that support safe routes to school planning. These mini grants fund up to \$1,000 and range from supporting the beginnings of a safe routes to school plan to funding school events that encourage walking and biking.

For more information, visit <http://minigrants.saferoutesinfo.org/>.

Bay-Lake Regional Planning Commission Funding Portal

The Bay-Lake Regional Planning Commission maintains a Funding and Grant Opportunities portal that provides information about new and upcoming funding opportunities.

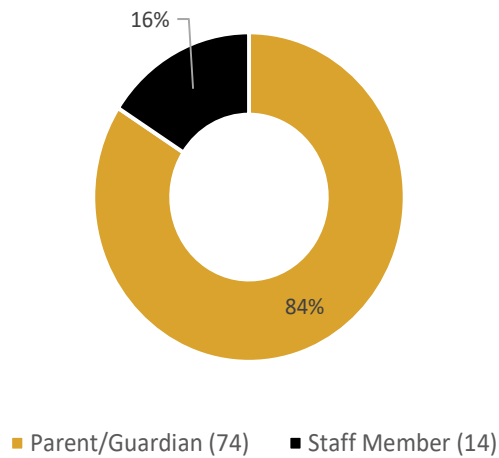
For more information, visit <https://funding-opportunities-baylakerpc.hub.arcgis.com/>.

Appendix A: Survey Results

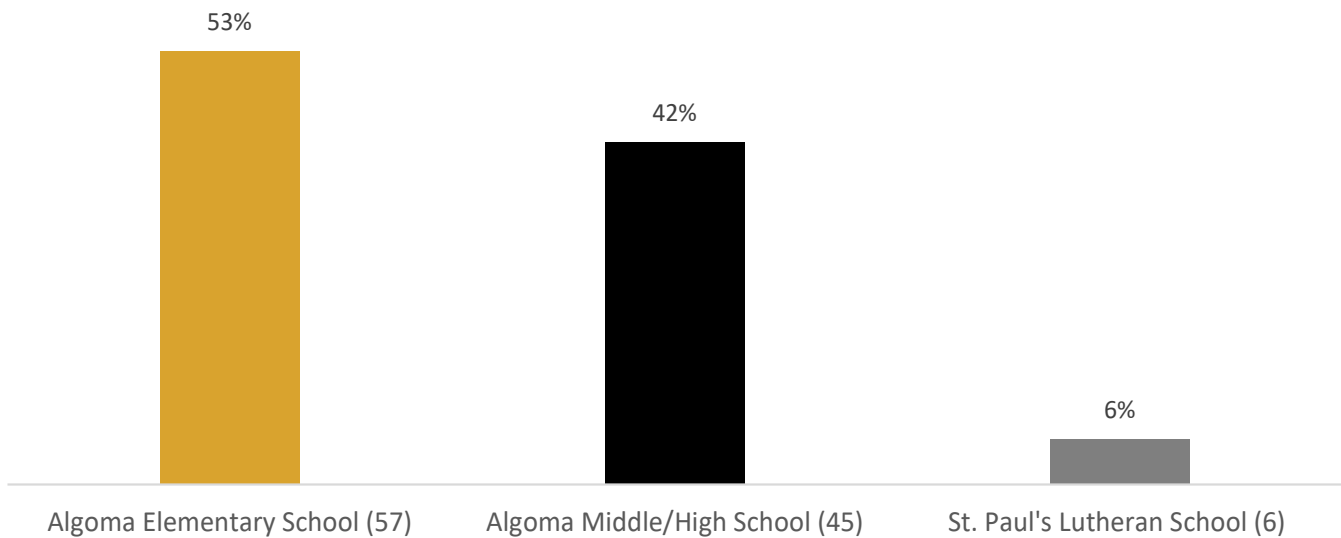
An online survey was designed to gather insights from parents and staff of the ASD regarding their commutes. The survey asked about their current and preferred modes of transportation to school, the distance and time spent commuting, and the factors that influenced their choice of commute.

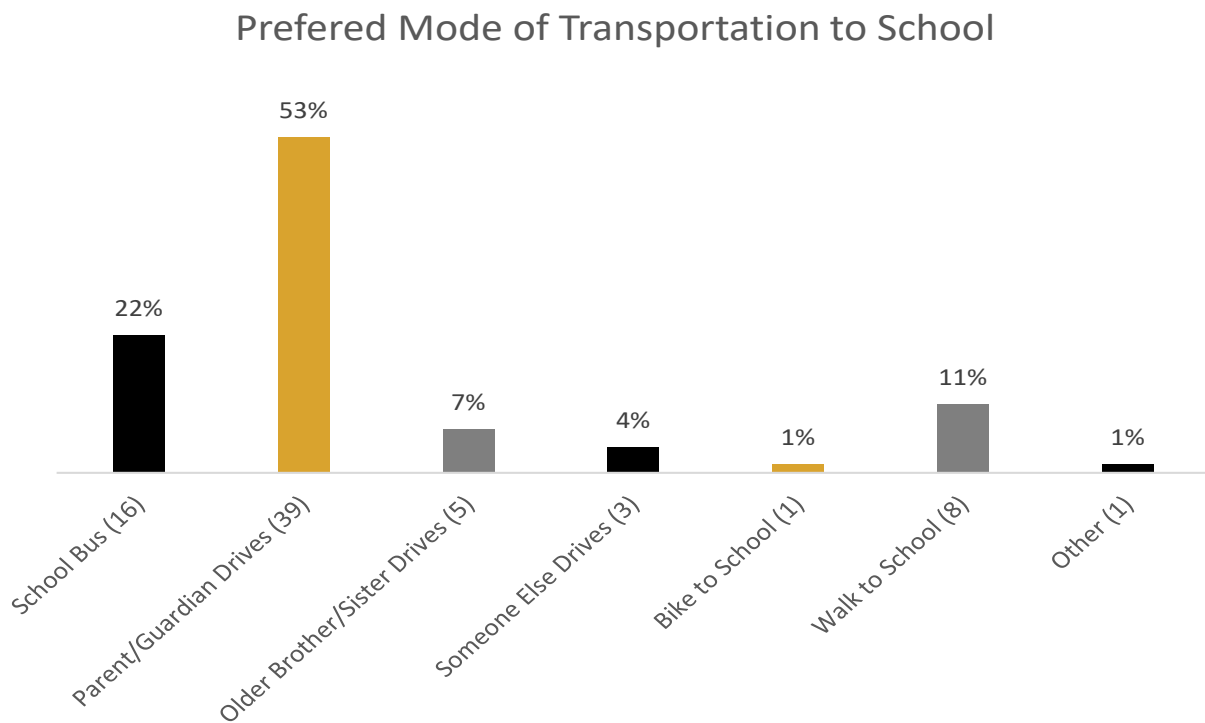
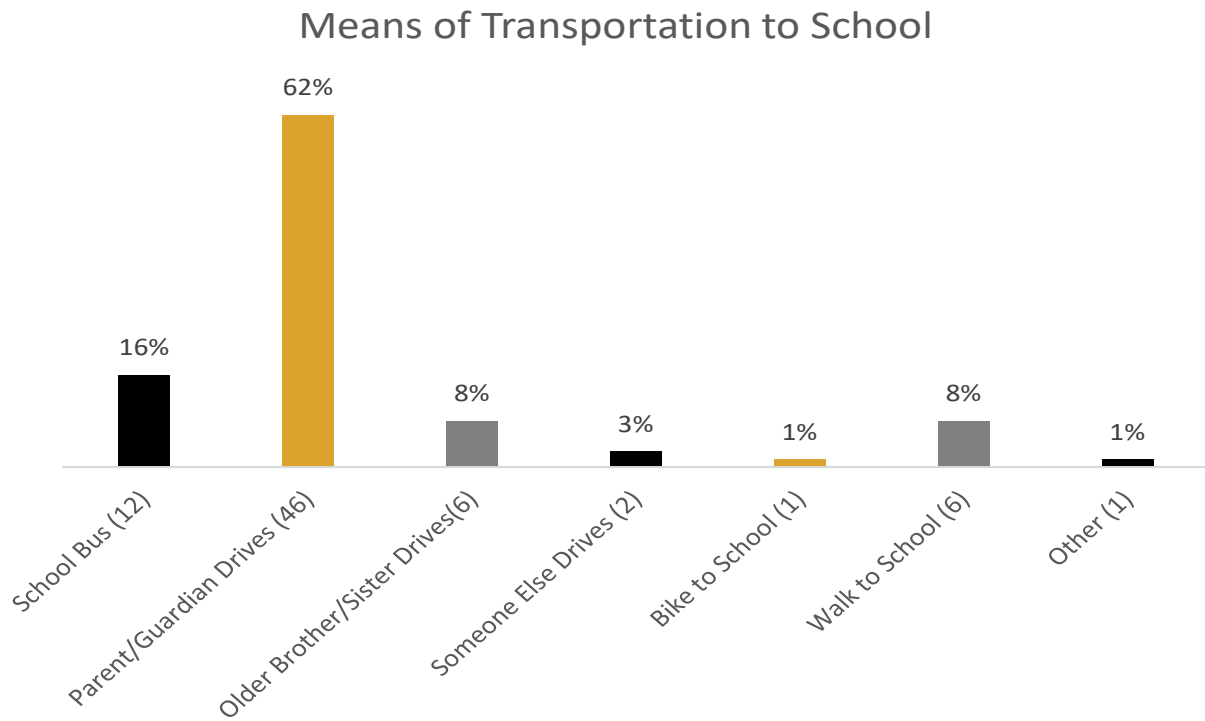
The online survey was available to the public from August 28th, 2024, to November 20th, 2024, and received a total of 88 responses. The majority of responses came from parents, with a fairly even distribution between Algoma Elementary School and Algoma Middle/High School/Venture Academy.

Survey Respondents

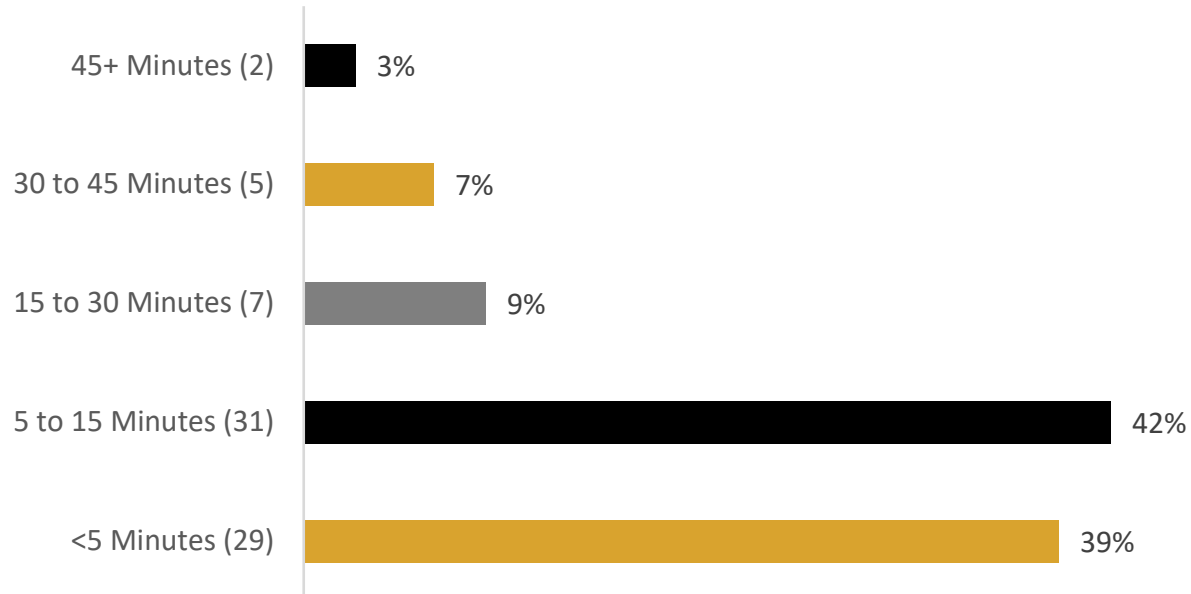


School of Attendance

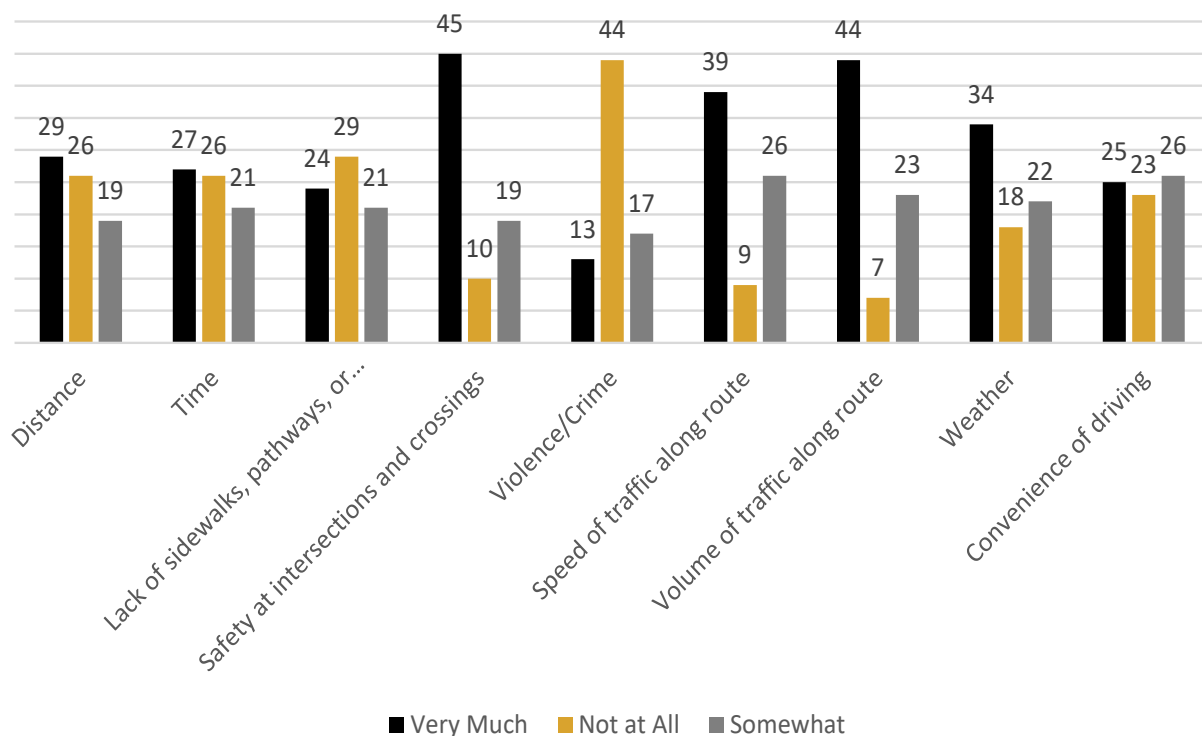




Length of Commute to School



Issues Impacting Students from Walking/Biking to School



Concerns From Online Survey Results

The following concerns are taken from the online survey and have been edited for formatting purposes only.

- 1. More so regarding the drop off situation/around the school. Corners are terrible to see around. Parents drive too fast.*
- 2. Earlier drop off time at elementary helps a lot. Older sibling drops off and the high school starts earlier than the elementary school.*
- 3. It would be nice if there were a formal drop off area like there used to be on the front of the building. That area was converted to disabled parking.*
- 4. We live across the street from the school. For the homes directly across from the school there is not a crosswalk to be utilized for safety or for drivers to be aware to SLOW DOWN!! Police presence is needed before after school. People drive too fast!*
- 5. We live in a walkable distance from AES however the lack of attentiveness of drivers and volume of traffic is concerning. MS needs to go to the HS and that walk is longer. Once the weather turns we have to find transportation.*
- 6. Why have the kids have parking permit in window for safety but kids are allowed to come and go into school randomly and during sporting events allowed to run freely.*
- 7. I wish the school would have a horse shoe 3 lane drop off zone in front of elementary school.*
- 8. The traffic on Jefferson/HWY 54 is usually heavy. The crossings I am concerned about is a long Jefferson at intersection of Division St and 6th Street.*
- 9. Previously dropped children off, walked or rode their bikes before moving and utilizing the bus. Traffic is horrific near elementary school and removing the drop off lane made things worse. I've had children run out from between cars and almost get hit.*
- 10. After school would like them to be able to walk to library but don't like them to cross 54.*
- 11. HWY 54 is busy. It would be nice to have crossing guards and stop for pedestrian signs at the corners.*
- 12. In the last three years i have witnessed three crashes at the intersection of fremont and 6th street. I have also witnessed many stop sign runners that could have caused accidents. Please put 4 way stop at that intersection.*

Appendix B: Audit Maps

To better understand the current infrastructure, drop-off and pick-up procedures, and traffic patterns, the Safe Routes to School team conducted walking and biking audits throughout the district.

During these audits, team members were stationed at various locations across the campus to observe the actions of drivers, pedestrians, and cyclists during both morning and afternoon activities. The team also walked the surrounding routes to evaluate sidewalk conditions, signage, crosswalks, and curb ramps. Using digital tablets, each team member marked specific points on a map via ESRI's Field Maps Application, documenting key observations and existing conditions in the community. The audits were held on Tuesday, September 17th, 2024.



Project team member walking the sidewalk in front of Algoma Middle/High School/Venture Academy.

Source: Bay-Lake RPC, 2025



Bikes outside of Algoma Elementary School.

Source: Bay-Lake RPC, 2025



Tractor traveling down Division Street in front of Algoma Middle/High School/Venture Academy.

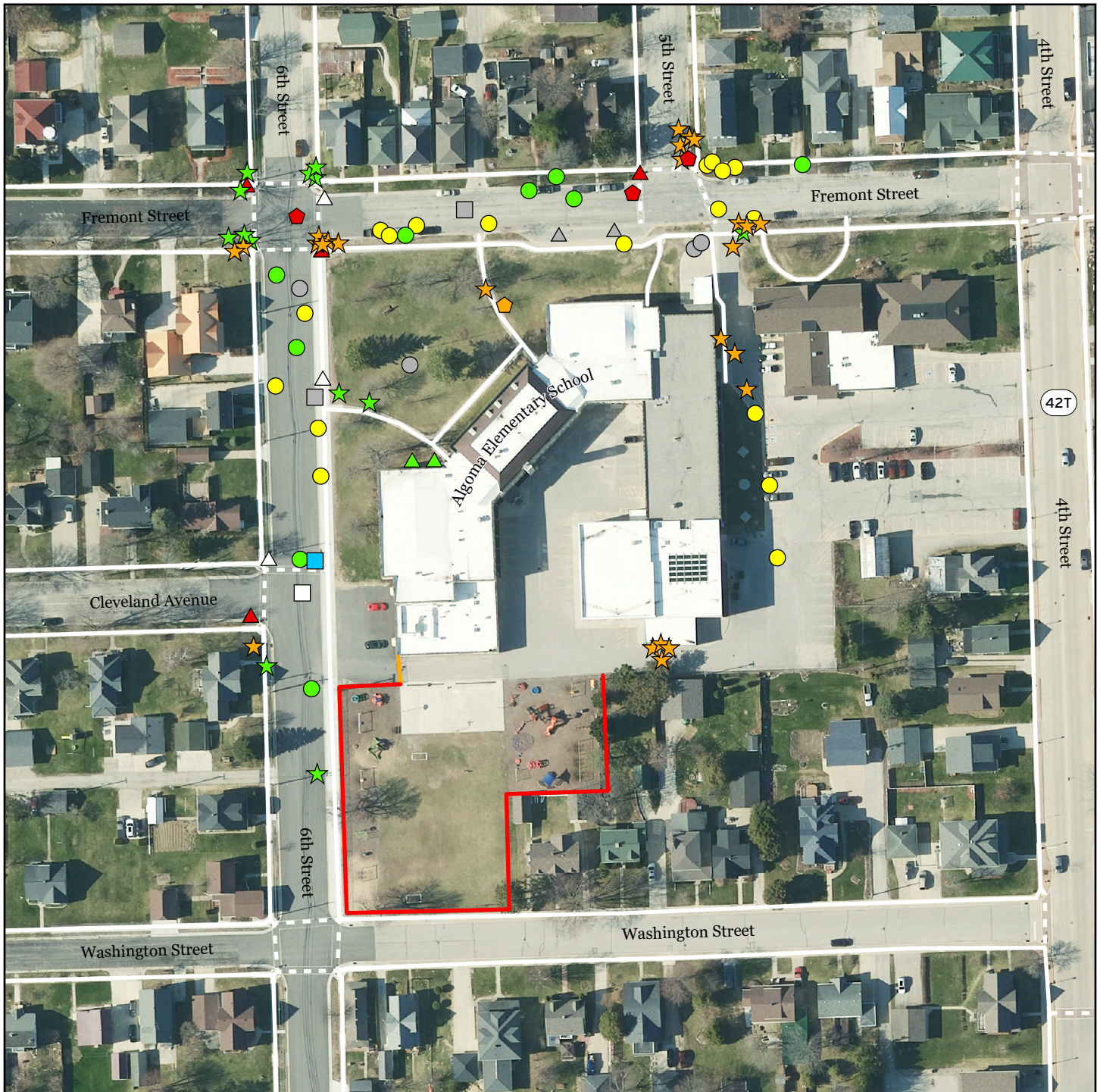
Source: Bay-Lake RPC, 2025



Vehicles exiting Algoma Middle/High School/Venture Academy's parking lot.

Source: Bay-Lake RPC, 2025

Walking Audit Map: Algoma Elementary School (Fall, AM)



Infrastructure Observations

- Path
- - Crosswalk
- Gate
- Fence
- ▲ Speed Limit Sign
- ▲ Stop Sign
- △ Crosswalk Sign
- ▲ School Zone Sign
- △ Other Sign
- ▲ Bike Rack

- ★ Walker
- ★ Biker
- Pedestrian crossing street (not in crosswalk)
- Pedestrian dropped off not in designated area
- Pedestrian - other comment
- Vehicle blocking crosswalk
- Vehicle improper passing

Behavior Observations

- Vehicle not obeying traffic signs
- Vehicle stuck in intersection
- Vehicle not yielding to pedestrians
- Vehicle - other comment
- School Bus Present
- Police Present
- School Official Present
- Crossing Guard Present



0 55 110 220
Feet

Walking Audit Conditions

Date: 9/17/2024
Day of the Week: Tuesday
Time: 7:00 am - 8:00 am
Weather: 62°F, Sunny
Audit Team: Lydia Semo,
Kyle Robison

Walking Audit Map: Algoma Middle/High School/Venture Academy (Fall, AM)



Infrastructure Observations

- Path
- - Crosswalk
- Gate
- Fence
- ▲ Speed Limit Sign
- ▲ Stop Sign
- △ Crosswalk Sign
- ▲ School Zone Sign
- △ Other Sign
- ▲ Bike Rack

Behavior Observations

- ★ Walker
- ★ Biker
- Pedestrian crossing street (not in crosswalk)
- Pedestrian dropped off not in designated area
- Pedestrian - other comment
- Vehicle blocking crosswalk
- Vehicle improper passing
- Vehicle not obeying traffic signs
- Vehicle stuck in intersection
- Vehicle not yielding to pedestrians
- Vehicle - other comment
- School Bus Present
- Police Present
- School Official Present
- Crossing Guard Present



Walking Audit Conditions

Date: 9/17/2024
 Day of the Week: Tuesday
 Time: 7:00 am - 8:00 am
 Weather: 62°F, Sunny
 Audit Team: Natalie Blackert

Walking Audit Map: St. Paul's Evangelical Lutheran School (Fall, AM)



Infrastructure Observations

- Path
- - Crosswalk
- Gate
- Fence
- ▲ Speed Limit Sign
- ▲ Stop Sign
- △ Crosswalk Sign
- ▲ School Zone Sign
- △ Other Sign
- ▲ Bike Rack

- ★ Walker
- ★ Biker
- Pedestrian crossing street (not in crosswalk)
- Pedestrian dropped off not in designated area
- Pedestrian - other comment
- Vehicle blocking crosswalk
- Vehicle improper passing

Behavior Observations

- Vehicle not obeying traffic signs
- Vehicle stuck in intersection
- Vehicle not yielding to pedestrians
- Vehicle - other comment
- School Bus Present
- Police Present
- School Official Present
- Crossing Guard Present



0 50 100 200
Feet

Walking Audit Conditions

Date: 9/17/2024
Day of the Week: Tuesday
Time: 7:00 am - 8:00 am
Weather: 62°F, Sunny
Audit Team: Bryce Thompson

Walking Audit Map: Algoma Elementary School (Fall, PM)



Infrastructure Observations

- Path
- - Crosswalk
- Gate
- Fence
- ▲ Speed Limit Sign
- ▲ Stop Sign
- △ Crosswalk Sign
- ▲ School Zone Sign
- △ Other Sign
- ▲ Bike Rack

- ★ Walker
- ★ Biker
- Pedestrian crossing street (not in crosswalk)
- Pedestrian dropped off not in designated area
- Pedestrian - other comment
- Vehicle blocking crosswalk
- Vehicle improper passing

Behavior Observations

- Vehicle not obeying traffic signs
- Vehicle stuck in intersection
- Vehicle not yielding to pedestrians
- Vehicle - other comment
- School Bus Present
- Police Present
- School Official Present
- Crossing Guard Present



0 55 110 220
Feet

Walking Audit Conditions

Date: 9/17/2024
Day of the Week: Tuesday
Time: 2:45 pm - 3:00 pm
Weather: 75°F, Sunny
Audit Team: Kyle Robison

Walking Audit Map: Algoma Middle/High School/Venture Academy (Fall, PM)



Infrastructure Observations

- Path
- - Crosswalk
- Gate
- Fence
- ▲ Speed Limit Sign
- ▲ Stop Sign
- △ Crosswalk Sign
- ▲ School Zone Sign
- △ Other Sign
- ▲ Bike Rack

Behavior Observations

- ★ Walker
- ★ Biker
- Pedestrian crossing street (not in crosswalk)
- Pedestrian dropped off not in designated area
- Pedestrian - other comment
- Vehicle blocking crosswalk
- Vehicle improper passing
- Vehicle not obeying traffic signs
- Vehicle stuck in intersection
- Vehicle not yielding to pedestrians
- Vehicle - other comment
- School Bus Present
- Police Present
- School Official Present
- Crossing Guard Present



0 90 180 360
Feet

Walking Audit Conditions

Date: 9/17/2024
Day of the Week: Tuesday
Time: 2:30 pm - 3:30 pm
Weather: 76°F, Sunny
Audit Team: Natalie Blackert

Source: Kewaunee County, Ayres, 2022; Bay-Lake RPC, 2024, 2025.

Walking Audit Map: St. Paul's Evangelical Lutheran School (Fall, PM)



Infrastructure Observations

- Path
- - - Crosswalk
- Gate
- Fence
- ▲ Speed Limit Sign
- ▲ Stop Sign
- △ Crosswalk Sign
- ▲ School Zone Sign
- △ Other Sign
- ▲ Bike Rack

- ★ Walker
- ★ Biker
- Pedestrian crossing street (not in crosswalk)
- Pedestrian dropped off not in designated area
- Pedestrian - other comment
- Vehicle blocking crosswalk
- Vehicle improper passing

Behavior Observations

- Vehicle not obeying traffic signs
- Vehicle stuck in intersection
- Vehicle not yielding to pedestrians
- Vehicle - other comment
- School Bus Present
- Police Present
- School Official Present
- Crossing Guard Present



0 50 100 200 Feet

Walking Audit Conditions

Date: 9/17/2024
Day of the Week: Tuesday
Time: 2:45 pm - 3:15 pm
Weather: 76°F, Sunny
Audit Team: Bryce Thompson

Appendix C: Facility Examples

Several recommendations in this plan involve improvements to intersections, sidewalks, and signage. The built environment strongly influences whether people choose to walk or bike. Unsafe or outdated infrastructure can discourage walking and biking, while modern, well-maintained facilities enhance safety and comfort, encouraging more people to choose active transportation. Parents, in particular, may be more willing to let their children walk or bike to school when the infrastructure supports safety and accessibility. The following examples highlight commonly used facilities that promote safe walking and biking for students.



Source: Bay-Lake RPC, 2025

Rectangular Rapid Flashing Beacons (RRFBs)

Rectangular Rapid Flashing Beacons (RRFBs) can significantly improve the safety of intersections. According to the Federal Highway Administration, RRFBs can reduce pedestrian crashes up to 47%, and increase motorist yielding rates up to 98%. RRFBs are installed on both sides of a crosswalk below the pedestrian crossing sign. A push button activates the amber lighting which stutter flashes to alert drivers to yield. RRFBs offer a high level of driver compliance at a lower cost than other traffic calming measures.



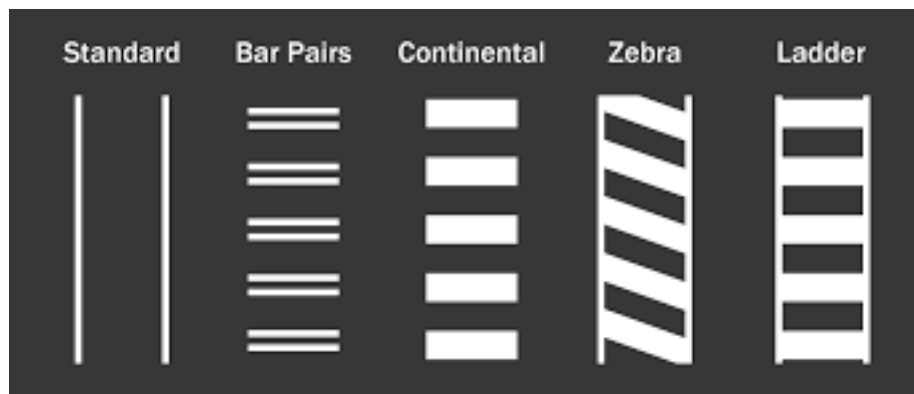
Source: Federal Highway Administration

High Visibility Crosswalks

Paint is an affordable option to improve the safety of crosswalks. High visibility crosswalks can be painted in multiple different patterns. These patterns include continental, zebra, ladder, and bar pairs. These crosswalk designs are more visible to both drivers and pedestrians from farther distances. According to the Federal Highway Administration, high visibility crosswalks can reduce pedestrian injury crashes by up to 40%.



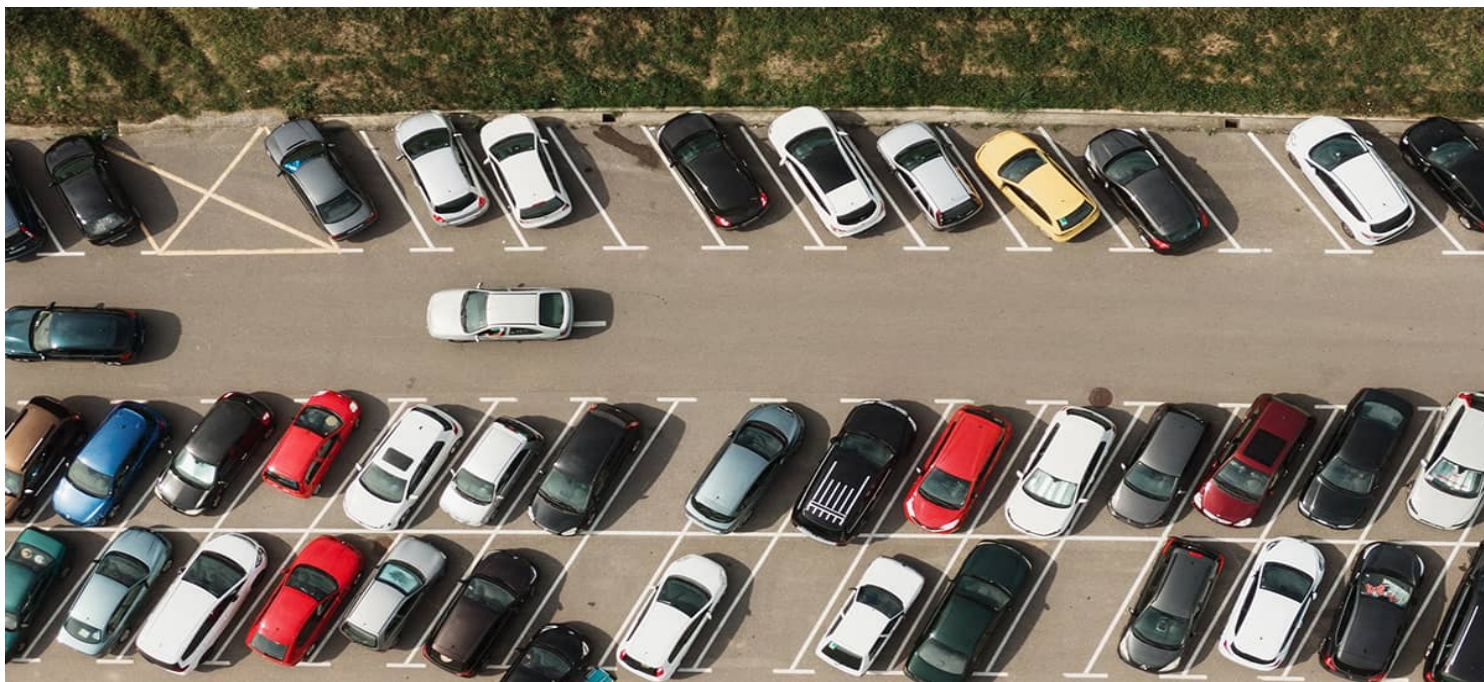
Source: Bay-Lake RPC, 2025



Source: WisDOT

Angled Parking Stalls

Angled parking spaces offer both safety and efficiency in comparison to the standard perpendicular parking lot. Angled parking requires less turning to enter and exit each stall. This increases visibility of oncoming traffic, and mitigates car vs. parked car incidents. Furthermore, angled parking creates one way thru lanes, which can reduce congestion within the parking lot.



Source: American Automobile Association

Dedicated Drop-off Lanes

By allowing a dedicated lane for vehicles to drop-off and pick-up their child, the overall procedure will improve in safety and efficiency. Dedicated drop-off lanes minimize collisions between vehicles and pedestrians, and enhance efficiency by providing a clear and predictable process for parents and students.



Source: saferoutesinfo.org



1715 Division Street
Algoma, WI 54201
920-487-7001
algomawolves.org

