

CHAPTER 2: PRESENT CONDITIONS

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There are a number of existing facilities and services within the Town of Grand Chute that promote biking and walking. Non-motorized transportation facilities within the Fox Cities Area over the past few years have become more developed. Municipalities within the Fox Cities have recognized the need for these facilities as being major transportation facilities as well as recreation facilities.

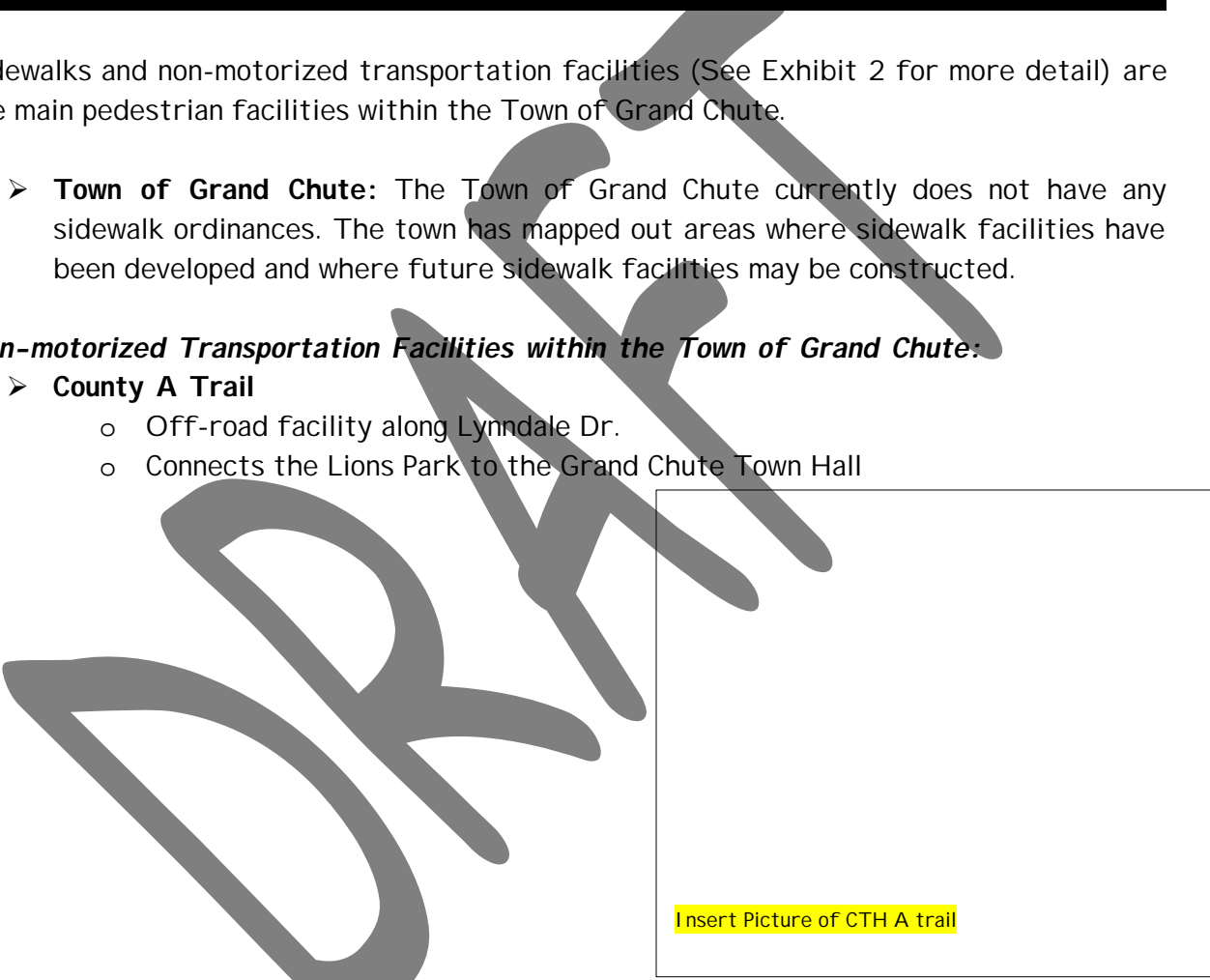
NON-MOTORIZED TRANSPORTATION FACILITIES

Sidewalks and non-motorized transportation facilities (See Exhibit 2 for more detail) are the main pedestrian facilities within the Town of Grand Chute.

- **Town of Grand Chute:** The Town of Grand Chute currently does not have any sidewalk ordinances. The town has mapped out areas where sidewalk facilities have been developed and where future sidewalk facilities may be constructed.

Non-motorized Transportation Facilities within the Town of Grand Chute:

- **County A Trail**
 - Off-road facility along Lynndale Dr.
 - Connects the Lions Park to the Grand Chute Town Hall



Insert Picture of CTH A trail

- **Fox Valley Technical College Trail**
 - Off-road trail
 - 1.6 mile loop on Fox Valley Technical College campus
 - Connects to the pedestrian bridge (over USH 41) to a pedestrian trail at the Fox Cities Stadium

- **Fox Cities Stadium/Fox River Mall Trail**
 - Off-road trail
 - 2 mile trail
 - Connecting the Fox Cities Stadium with the Fox River Mall

TRANSIT SERVICES

Valley Transit (VT) provides transit services to 13 municipalities within the Fox Cities Area. Buses for these routes run on 30 minute and 60 minute headways. Three VT routes run in the Town of Grand Chute: Route 12 – Fox Valley Tech, Route 15 – West College Avenue, and Route 41 – West Fox Valley (See Exhibit 3).

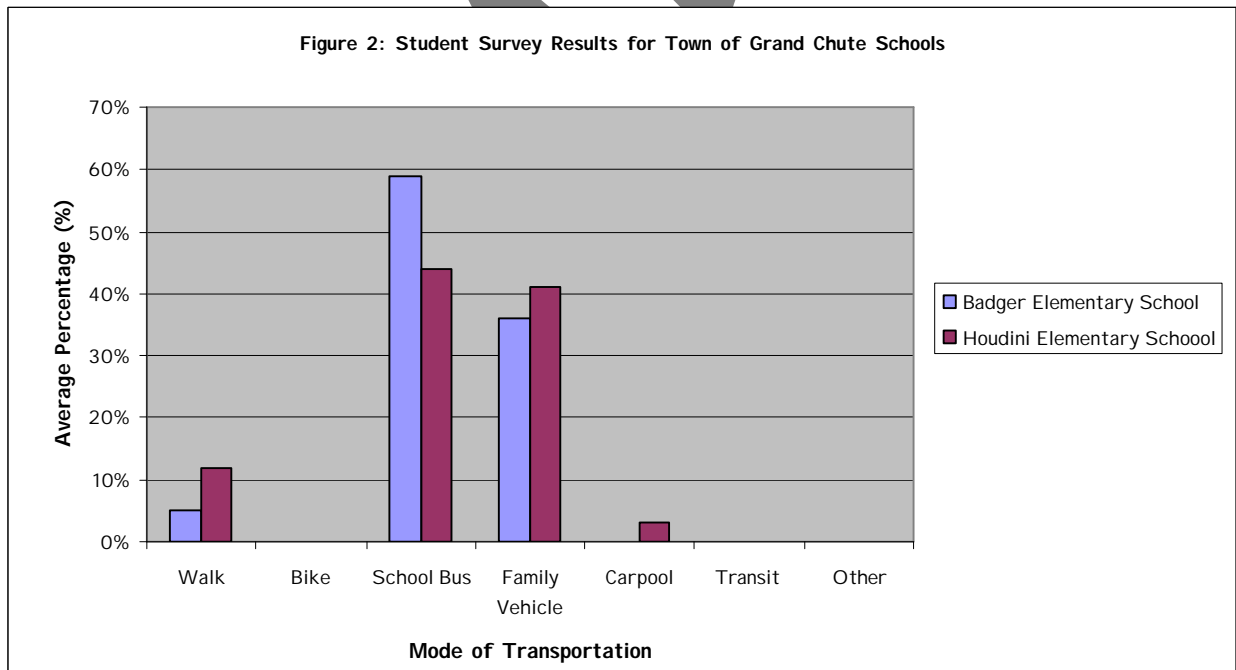
Route 15 – West College Avenue route follows College Avenue to Westhill Blvd., where it proceeds to an area of commercial development within the Town of Grand Chute. This route proceeds down Bluemound Drive with a stop at Badger Elementary School (the corner of Bluemound Drive and Spencer Street). The route then proceeds to the Fox River Mall with additional stops at commercial facilities along Casaloma Drive. Route 15 again proceeds down Spencer Street and Lawrence Street and follows College Avenue back to the transit center (See Exhibit 3 for more detail).

Bike racks were installed on Valley Transit buses as part of the Rack 'n Roll program. This program was implemented in the 2005 through private donations. These racks allow Valley Transit customers to ride their bike to a bus stop, get on the bus, and then proceed to their destination by either bus or by bike. Users of the bike racks on the Valley Transit buses must be certified and retain a permit. Permits are only issued to riders age 12 and older. Bus-bike rack users age 11 and under must be accompanied by an adult with a permit. A maximum of two (2) bikes are permitted on the bus-bike rack at a time. Only single-seat, two-wheeled bikes will be permitted on Valley Transit bus-bike racks; motor-powered vehicles are prohibited.

STUDENT SURVEYS

Student surveys are a means of determining how students are currently getting to and from school. The survey is conducted over the course of a week during the school year. Teachers ask students how they traveled to school in the morning and then how they will be traveling home. This data provides the committee with a base line as to how students are traveling to and from school. To evaluate the SRTS program, a follow-up student survey can then be conducted at a later date once recommendations have been implemented to see if there is an increase in the number of students biking and walking to school.

Student surveys were conducted in the spring of 2008 at each of the participating schools. The 3-day student survey form from the National Safe Routes to School Center was used (See Appendix B). It was found that the student survey results varied based on the pedestrian and bicycle facilities available at and around the schools. The results for the individual schools can be found below.



Badger Elementary School

Currently, there are no sidewalks located on or around Badger Elementary School grounds. The two main modes of transportation for students attending this school is the school bus or the family vehicle. Although there are no sidewalks near the school there is about 5% of the student population that does walk to Badger Elementary School.

➤ **Mode of travel by Badger Elementary School Students:**

1. *School Bus (59%)*
2. *Family Vehicle (36%)*
3. *Walking (5%)*

Figure 3: Badger Elementary School - Student Survey Results

Mode	Average Percentage	AM	PM
Walk	5%	4%	7%
Bike	0%	0%	0%
School Bus	59%	60%	61%
Family Vehicle	36%	35%	38%
Carpool	0%	0%	1%
Transit	0%	1%	0%
Other	0%	0%	0%

Figure 4: Badger Elementary School Student Survey Results

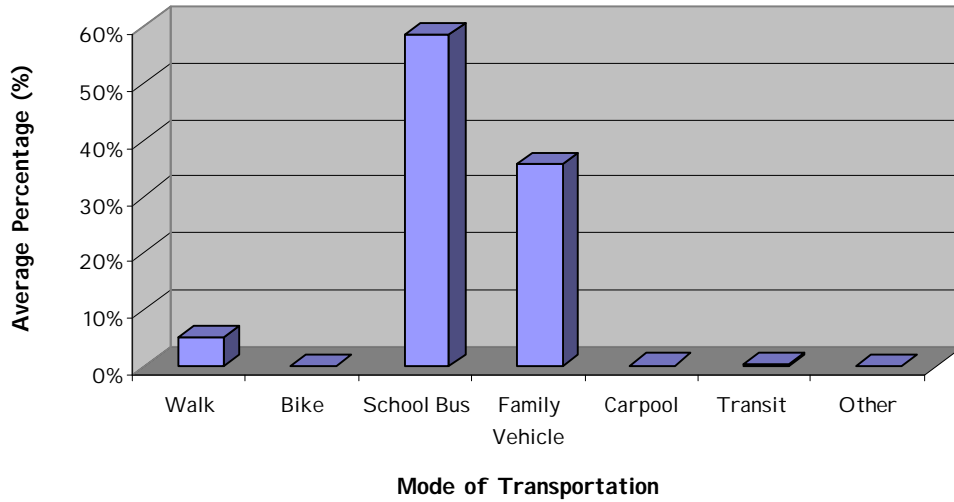
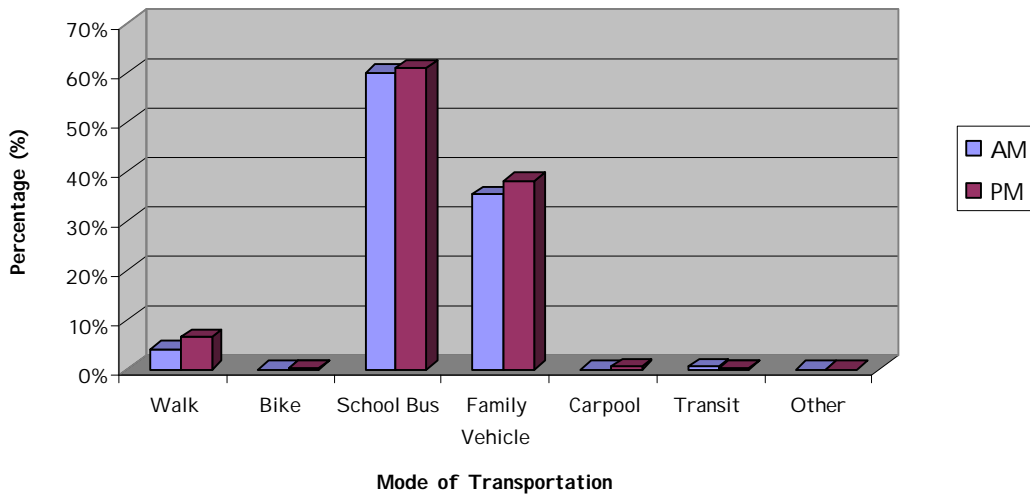


Figure 5: Badger Elementary School Student Survey Results - Morning and Afternoon Comparison



Houdini Elementary School

There are sidewalks located at and around Houdini Elementary School. Students attending this school use the school bus or the family vehicle for their primary mode of transportation.

➤ **Mode of Travel by Houdini Elementary School Students:**

1. School Bus (44%)
2. Family Vehicle (41%)
3. Walking (12%)
4. Carpooling (3%)

Figure 6: Houdini Elementary School – Student Survey Results

Mode	Average Percentage	AM	PM
Walk	12%	10%	14%
Bike	0%	0%	0%
School Bus	44%	40%	47%
Family Vehicle	41%	46%	36%
Carpool	3%	3%	2%
Transit	0%	0%	0%
Other	0%	0%	0%

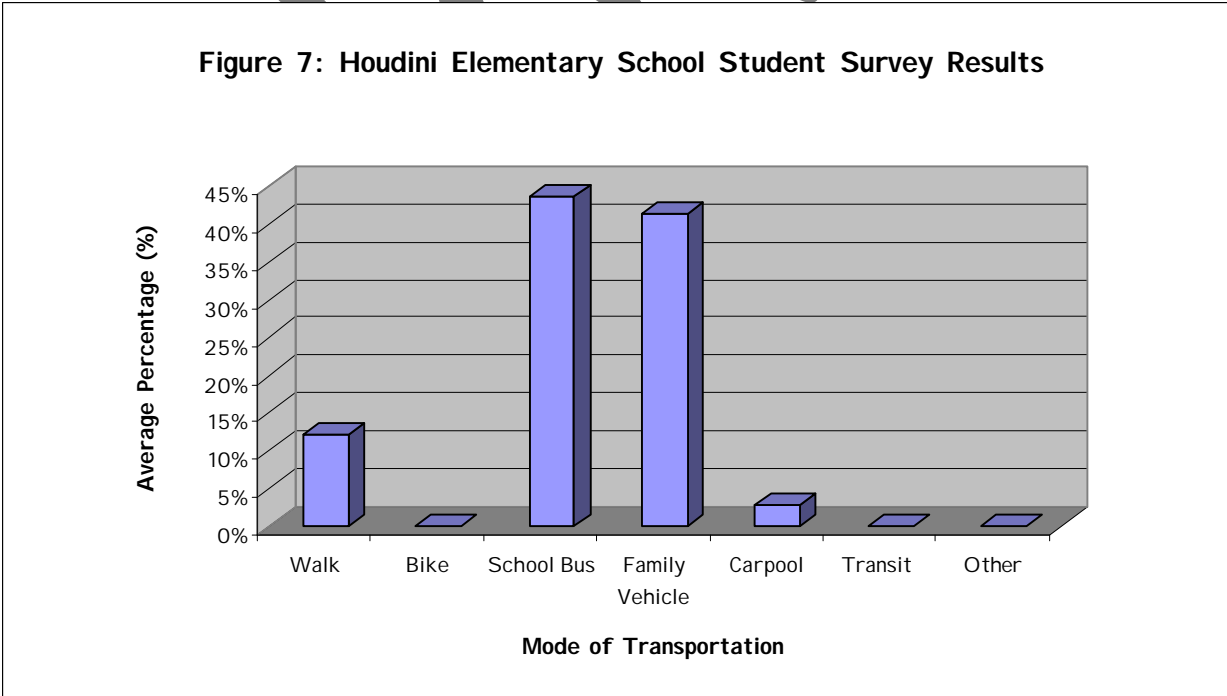
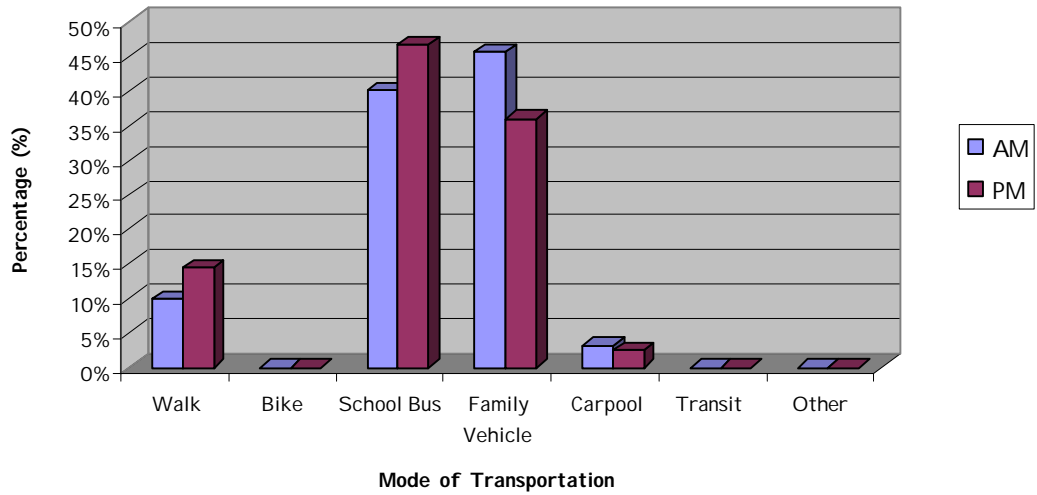


Figure 8: Houdini Elementary School Student Survey Results - Morning and Afternoon Comparison



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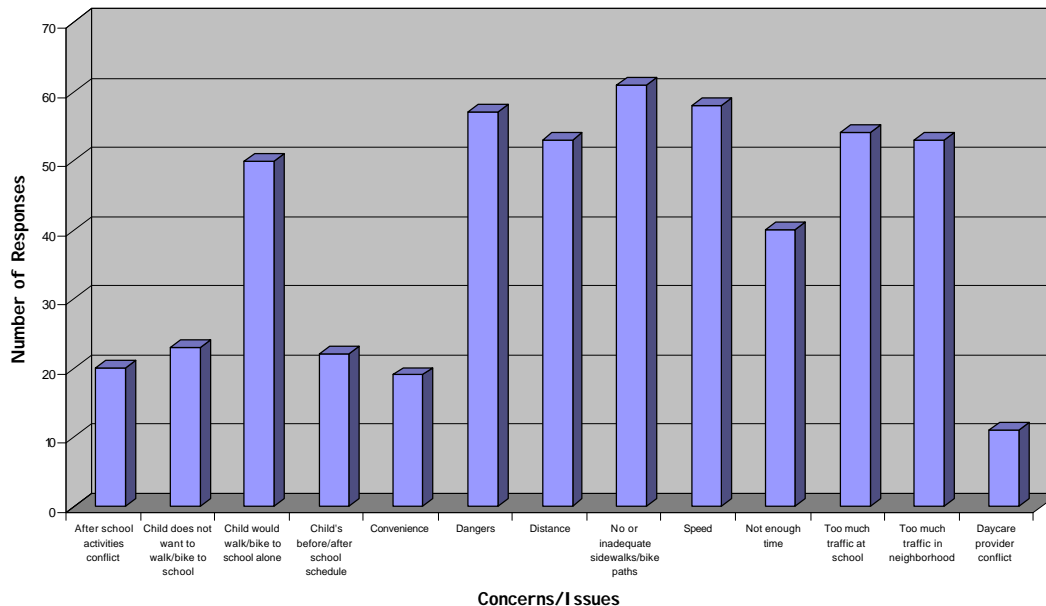
PARENT SURVEYS

A parent survey was conducted to get a better idea of the concerns and safety issues that parents may have with regards to allowing their children to walk and bike to school. The survey also asked parents what they would like to see improved with regards to the safety at and around the schools. Parent surveys were conducted in the early 2008. A copy of the parent survey and comments from the parents can be found in the appendix. Below are the results of the parent survey for each of the individual schools.

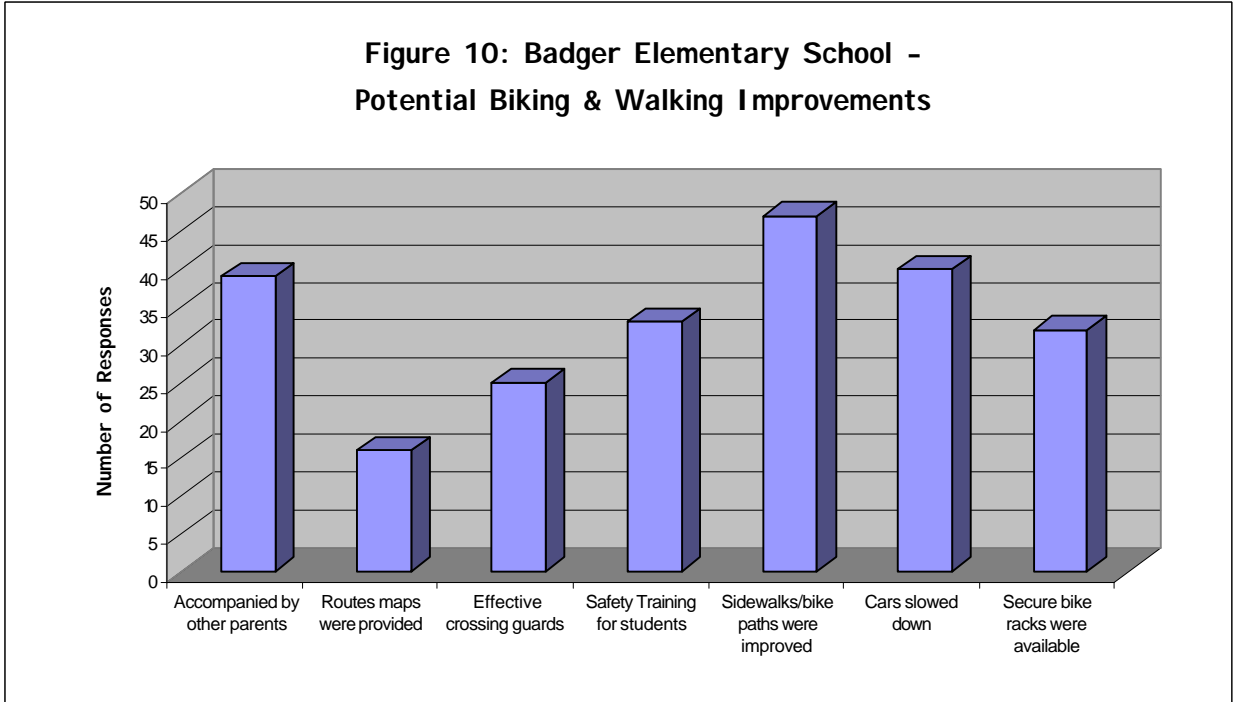
Badger Elementary School

- **Parents top concerns for their children walking and biking to school:**
 1. No (or inadequate) sidewalks/bikeways on the route to school
 2. Speed – cars drive too fast through the neighborhood
 3. Dangers (strangers, bullying, dogs, etc.)

Figure 9: Badger Elementary School - Parent Concerns



- The top three provisions that would allow parents to have their children walk or bike to school were:
1. Sidewalks and bike paths were improved
 2. Cars slowed down
 3. Students were accompanied by other parents

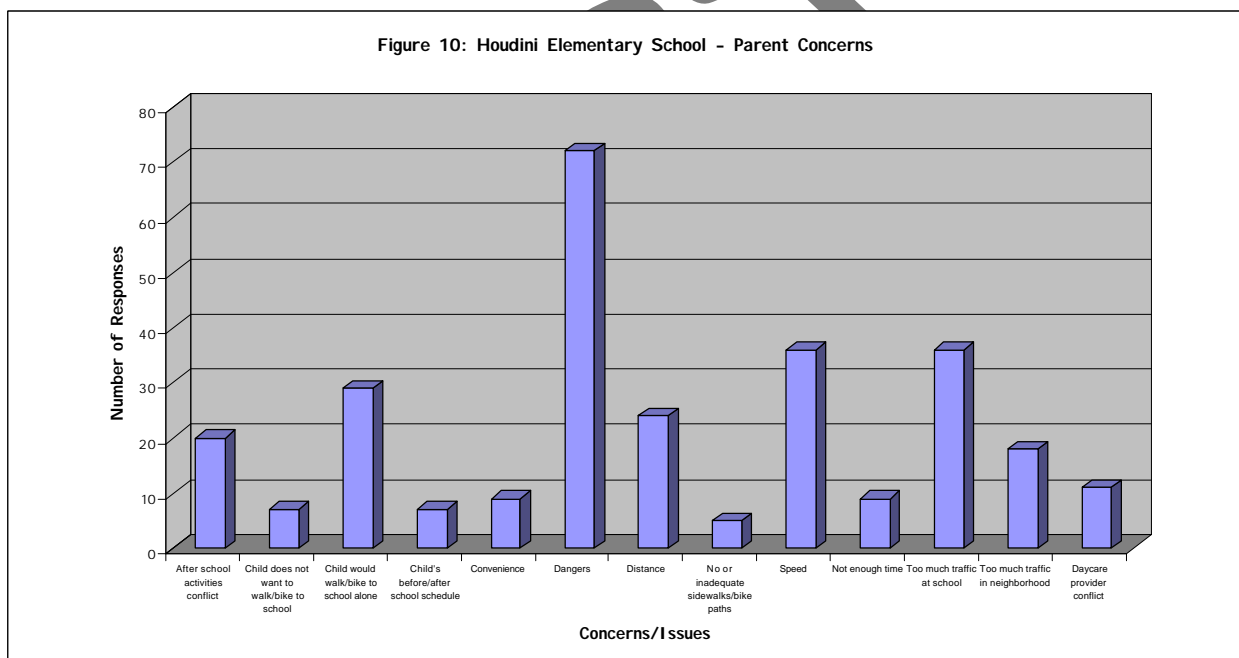


Houdini Elementary School

Parents at Houdini Elementary School expressed concerns with having their children walking or biking to school.

➤ **Parents top concerns for their children walking and biking to school:**

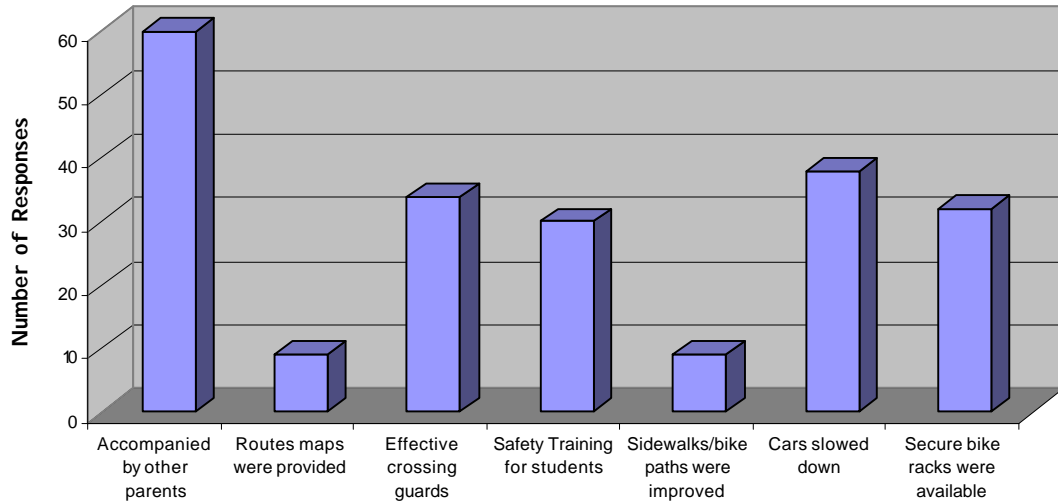
1. Dangers (stranger danger, gangs, bullying, dogs);
2. Speed (cars driving too fast through the neighborhood);
3. Traffic – Too much traffic at school.



➤ **The top three provisions that would allow parents to have their children walk or bike to school were:**

1. Sidewalks and bike paths would have to be improved in order to allow them to walk or bike to school;
2. Students were accompanied by other parents;
3. Cars slowed down.

Figure 11: Houdini Elementary School - Potential Biking & Walking Improvements



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BUSING POLICIES AND HAZARDOUS BOUNDARIES

All students attending Badger Elementary School are eligible for busing due to hazardous situations. Students living 2 or more miles from Houdini Elementary School are eligible for busing and approximately 454 students or 69% of the students are eligible for busing due to hazardous situations. There are approximately 155 students at Houdini Elementary School that are not eligible for busing.

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