

APPENDIX A: SAFE ROUTES TO SCHOOL PLAN



VILLAGE OF LANNON SAFE ROUTES TO SCHOOL PLAN

ADOPTED MAY 11, 2026



WHY SAFE ROUTES TO SCHOOL?

Walking and biking to school was commonplace in previous generations; in 1969, almost half of U.S. children walked or biked to school, and rates were even higher for kids that lived within a mile of their school. In recent decades those figures have fallen significantly, with the Safe Route Partnership estimating that fewer than 15% of children today walk or bike to school.¹

This reduction in walking and biking to school has led to less physical activity for kids, a loss of independence, and increase in vehicle traffic congestion and air pollution. The Safe Routes to School (SRTS) movement was formed to help reverse these trends by providing the resources communities need to ensure kids can safely navigate to school by foot, bike, or other means. These resources encompass infrastructure investments like sidewalks, bike lanes, and crosswalks as well as educational campaigns, programs, and more.

In 2005, the U.S. Congress created the SRTS program when it passed the SAFETE-LU transportation bill and invested an initial \$1.1 billion over five years. Today the program continues as a collaboration across all levels of government, with state-level DOT's receiving federal funds through the Transportation Alternatives Program (TAP) and competitively awarding SRTS projects to local governments and school systems. The Safe Routes Partnership estimates that 14,000 schools across all 50 states have benefited from the SRTS program since its creation two decades ago.



[1 Safe Routes to School | Safe Routes Partnership](#)

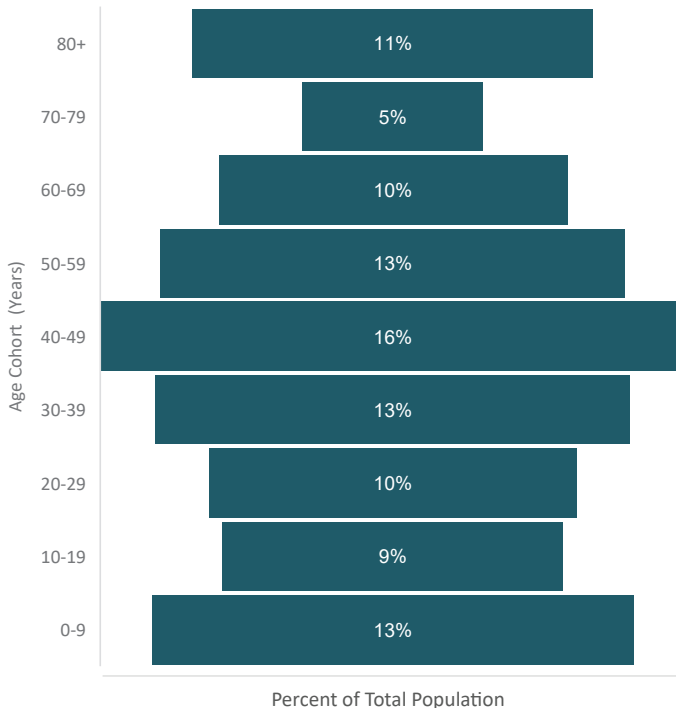
VILLAGE OF LANNON: COMMUNITY OVERVIEW

DEMOGRAPHICS

The Village of Lannon has seen rapid population growth over the last five years, increasing from just over 1,200 in 2020 to 2,212 in 2024 per WI Department of Administration (WDOA) population estimates. The U.S. Census Bureau estimates that there are 707 total households living in the Village—an increase of 236 households from 2013 to 2023 (American Community Survey). ‘Households’ are defined by the Census as the total number of individuals living within a housing unit, whereas ‘families’ are defined more specifically as “a group of two people or more (one of whom is the householder) related by birth, marriage, or adoption and residing together.”²

While average household size in the Village decreased in the ten years between 2013 and 2023 from 2.35 to 2.09, the average family size increased over that same period from 2.87 to 3.11. Overall median age also fell from 42.5 to 41.9 years. Figure 1 shows that Lannon’s 0–9-year-old age cohort comprises 13% of its total population; combined with the 10–19-year-old age cohort, roughly 22% of Village residents are school aged (2023 ACS). These trends point to Lannon being a relatively young community and attractive place for families to set down roots. This is notable given national and statewide trends towards aging populations and younger generations having fewer children or forgoing parenthood.

Figure 1: Village of Lannon Population Pyramid (2023 ACS)



2 [U.S. Census Bureau Subject Definitions: Family](#)

PUBLIC SCHOOL DISTRICTS

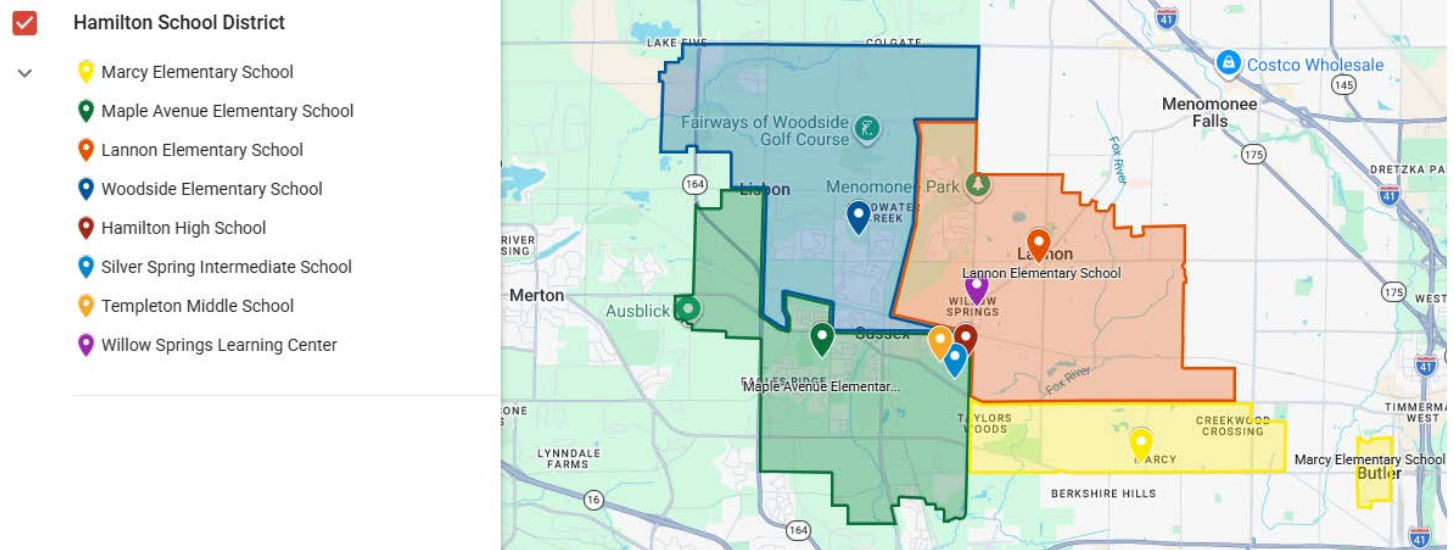
The Village of Lannon is situated within the Hamilton School District in northeastern Waukesha County, WI. The district covers roughly 35 square miles and serves five other municipalities in addition to Lannon: the Villages of Sussex, Menomonee Falls, Butler, and Lisbon and City of Pewaukee. District-wide enrollment for the 2024-2025 school year was more than 5,000.

The Hamilton School District is comprised of four elementary schools, two middle/intermediate schools, one high school, and one 4K early learning center (See Figure 2). Lannon Elementary School is the only Hamilton public school located within the bounds of the Village of Lannon; however, the Willow Springs Learning Center (4K), Hamilton High School, Templeton Middle School, and Silver Spring intermediate School are all located nearby, just beyond the southwest corner of the Village.

A small portion of the Village of Lannon is located within the Menomonee Falls School District. This area includes four Rock Pointe Village apartment buildings that total about 70 apartment units. The closest school to Lannon within the Menomonee Falls School District is Valley View Elementary School.

Figure 2: Hamilton School District Locations & Boundaries

(Source: Hamilton District Map)



SCHOOLS OF FOCUS: LANNON ELEMENTARY SCHOOL & ST. JOHN'S LUTHERAN SCHOOL

Since 1939, Lannon Elementary School has been in the heart of the Village, just south of Good Hope Rd between Lannon Rd and W Main St. The school provides kindergarten through 4th grade education to Village of Lannon residents and portions of the adjacent communities of Menomonee Falls and Sussex. Enrollment for the 2025-2026 school year reached a five-year high of 367 students. The school prides itself for its open-door policy and active parent and community involvement.

St. John's Lutheran School and Preschool is located adjacent to Lannon Elementary School near the intersection of W Main St and W Forest View Dr. St. John's is a private religious school affiliated with the St. John's Lutheran Church, which is located across the street from the school. St. John's provides preschool through 8th grade education for community members across Waukesha County. St. John's Lutheran School participates in the Milwaukee Parental Choice Program (MPCP) and the Wisconsin Parental Choice Program (WPCP) where students must qualify for one of the programs based on their residency or family income. St. John's offers many opportunities for its students ranging from forensics and yearbook clubs to interscholastic sports and participation in the Local Lutheran High School's spelling bee.



EXISTING CONDITIONS

SCHOOL ACCESS

The primary access roads into Lannon Elementary and St. John’s Lutheran School are Lannon Rd and W Main St, respectively; Good Hope Rd intersects both streets just north of Lannon Elementary. St. John’s is also accessible from Lannon Rd via W Forest View Dr traveling east.

In 2025, Lannon Elementary School redeveloped its access points into and out of the school from Lannon Rd, along with its morning and afternoon vehicle drop off/pickup routes (see Figures 4.4 and 4.5). Notably, an additional vehicle access point was added to the south; this access point is closed off for the morning drop off route but is the exit point for the afternoon drop off route. Additionally, a new sidewalk was developed from the school entrance to Lannon Rd. Given that all vehicle access into the school is off Lannon Rd, traffic congestion is expected during weekdays when school is in session.

Special attention to safe and protected bicycle and pedestrian accessways along Lannon Rd, and its intersections with Good Hope Rd and Forest View Dr, are needed to induce more families to consider walking and biking to school. These accessways will also need to accommodate the existing vehicle routes. For instance, pedestrian and bicyclist access could be accommodated through the new sidewalk; however, safe infrastructure on Lannon Rd is needed to connect with this sidewalk stretch.

Figure 3: Aerial Snapshot of Access Roads into Schools



Figure 4: AM Lannon Elementary Ingress/Egress Route

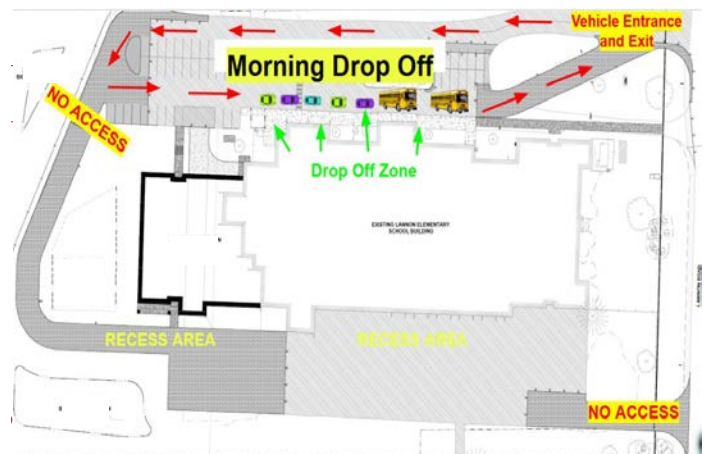
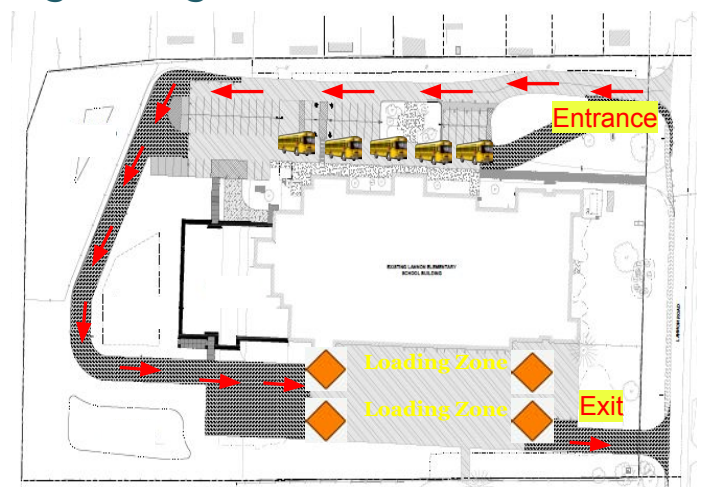
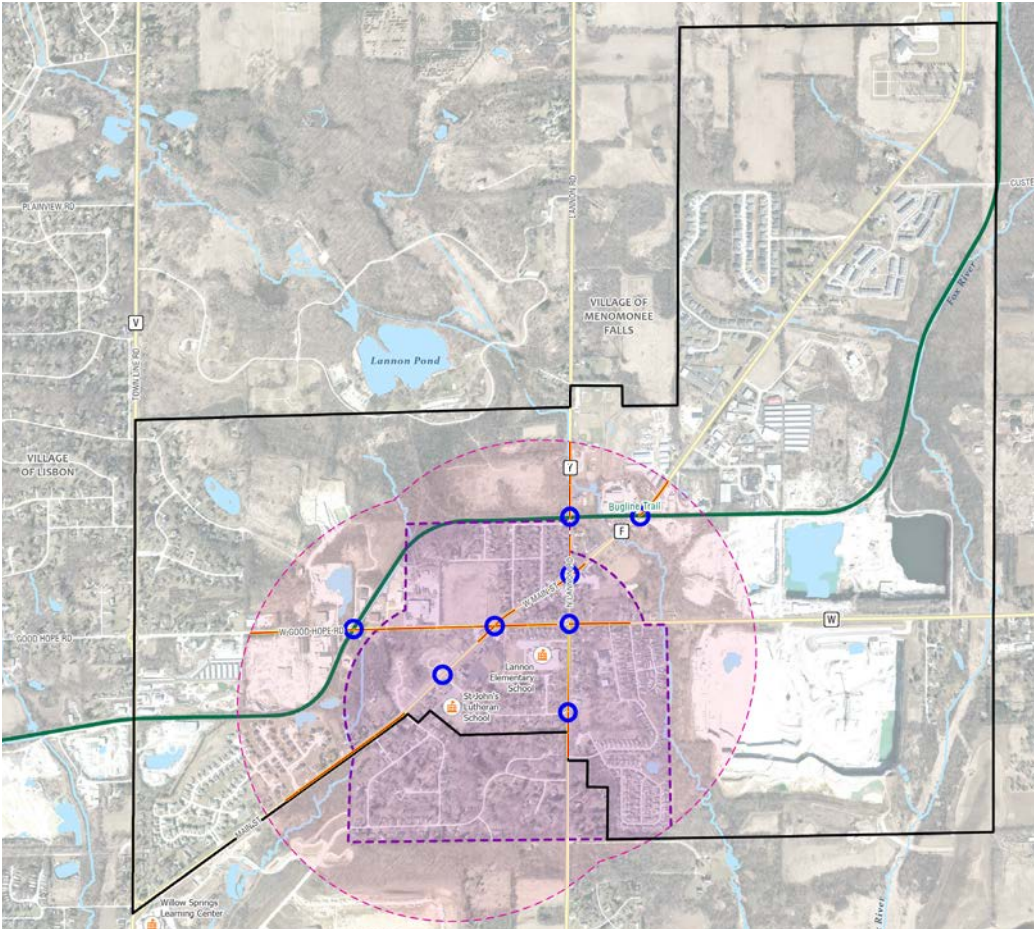


Figure 5: PM Lannon Elementary Ingress/Egress Route of Focus



Source: Lannon Elementary arrival and dismissal processes and procedures ▲▶

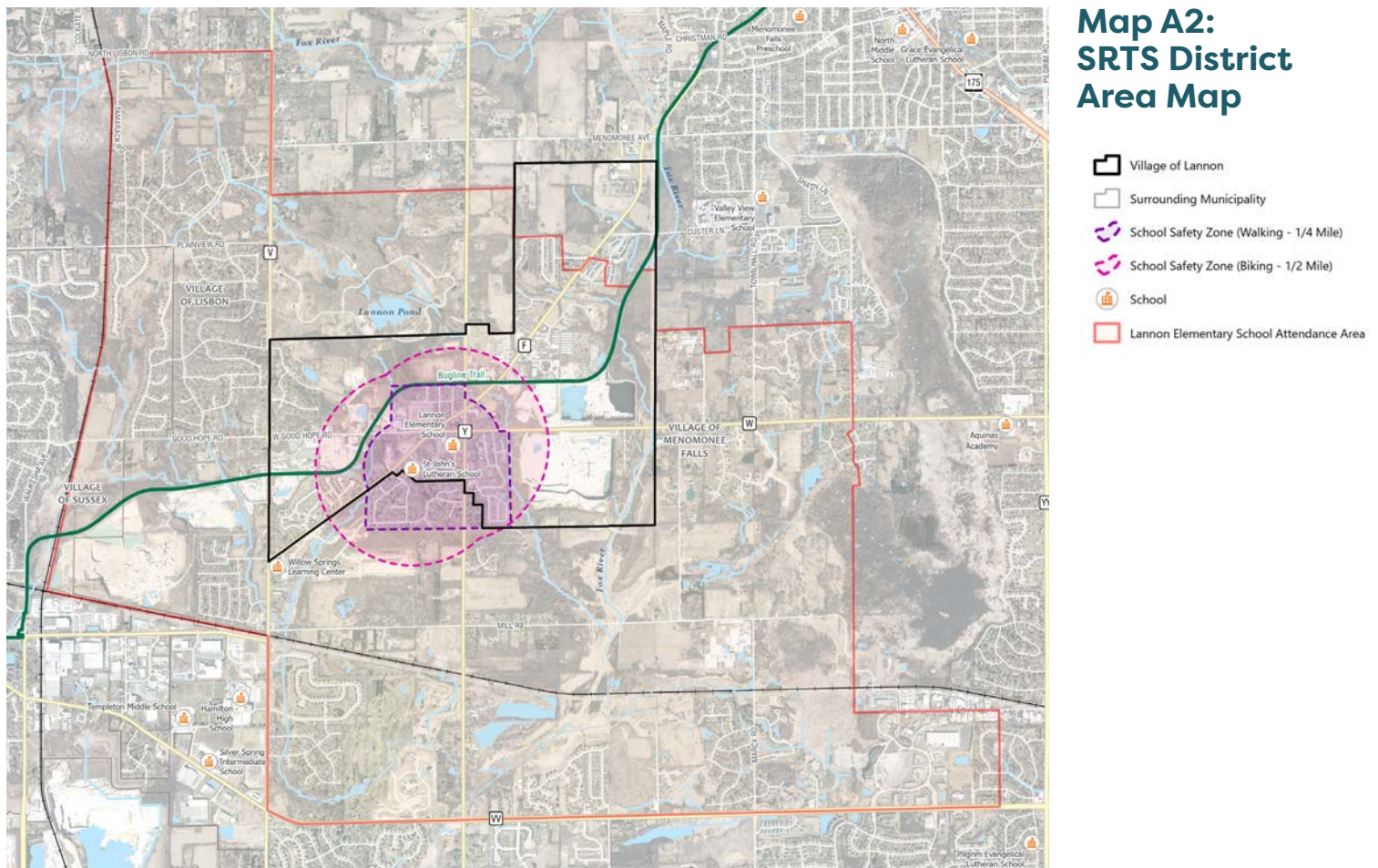


**Map A1:
SRTS Village Area
Map**

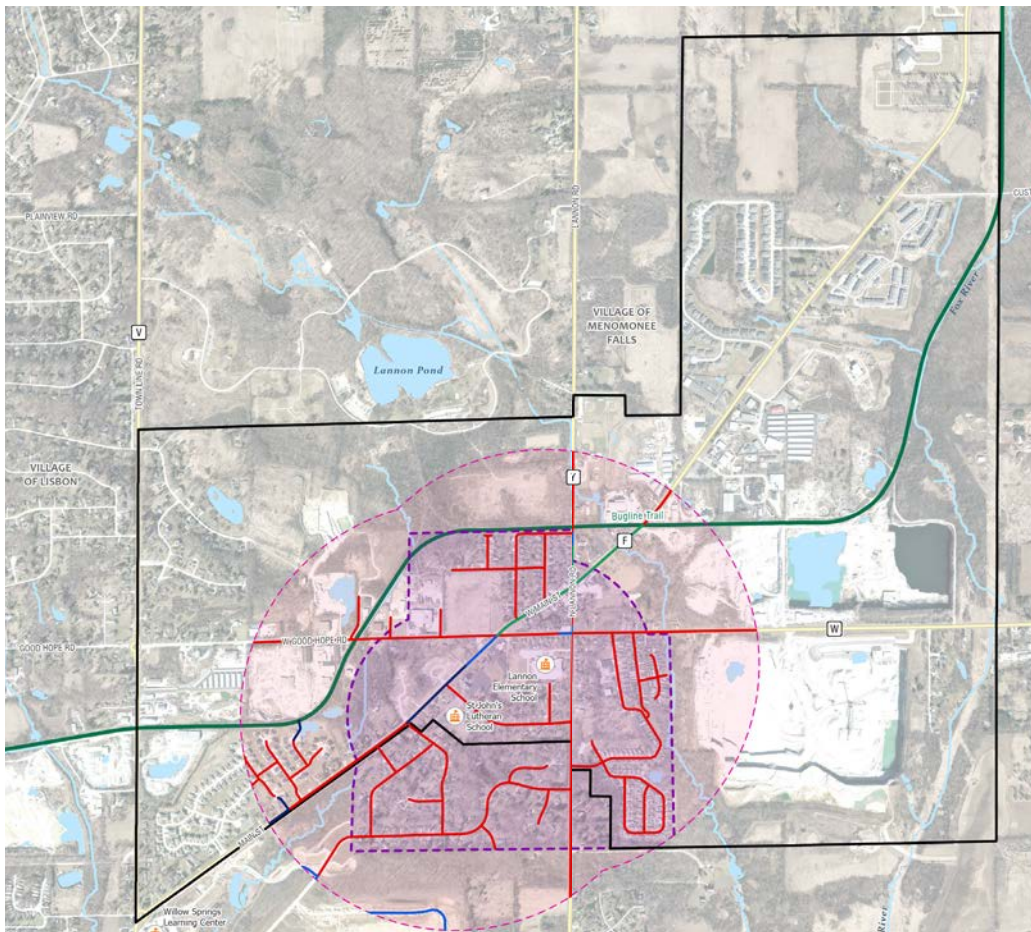
- Village of Lannon
- Surrounding Municipality
- School Safety Zone (Walking - 1/4 Mi)
- School Safety Zone (Biking - 1/2 Mi)
- School
- Gap Network
 - High Priority Gap
 - High Priority Intersection

SCHOOL SAFETY ZONES

Within the school focus areas, the project team has designated School Safety Zones to target improvements and recommendations near to Lannon schools. These are identified in the **SRTS Village Area Map**. The proposed School Safety Zones are provided as a .25-mile walking buffer, inclusive of all residential areas, and a .5-mile biking buffer from both Lannon Elementary School and St. John's Lutheran School. These represent the approximate distance (5-10-minute walk/ bike) that would be appropriate for elementary school age children to walk or bike to school. The SRTS network recommendations are confined to these areas.



Other schools near Lannon are considered for this Safe Routes to School analysis and are identified in the **SRTS District Area Map**. Methodology for analysis and recommendations can be implemented at schools located outside of the village area through collaboration with neighboring municipalities, school officials, school districts, and community members.



**Map A3:
SRTS Existing
Conditions Map**

- Village of Lannon
- Surrounding Municipality
- School Safety Zone (Walking - 1/4 Mile)
- School Safety Zone (Biking - 1/2 Mile)
- School
- Existing Pedestrian Facilities**
- No Sidewalk
- Sidewalk on One Side
- Sidewalk on Both Sides
- Shared Use Path

EXISTING FACILITIES

The **SRTS Existing Conditions Map** identifies existing pedestrian facilities near each school. Currently, there is no pedestrian or bicycle infrastructure that allow a student to reach Lannon Elementary School or St. John’s Lutheran School without going out into the street. Some pedestrian and school zone signage is present but minimal. The intersections of Lannon Rd and Good Hope Rd, Lannon Rd and Main St, and Good Hope Rd and Main St near these schools are all within the top five intersections by number of crashes, highlighting the need for safer facilities. Each of these intersections receives heavier truck traffic volume raising an additional safety concern.



Heavy truck traffic on Good Hope Rd and Lannon Rd



Pedestrian crossing signage at Main St and Lannon Rd intersection



Incomplete sidewalk and pedestrian paved shoulder on Lannon Rd

SRTS COMMUNITY ENGAGEMENT

Community engagement opportunities focused on safety improvements and infrastructure opportunities for areas near St. John’s Lutheran School and Lannon Elementary School. Feedback also included other schools in the area such as Willow Springs Learning Center, schools within the Hamilton and Menomonee Falls School Districts, and private schools. Lannon residents had the opportunity to provide feedback on developing safer routes to school through a school specific focus group interview, a pop-up booth held at Lannon Elementary School, a SRTS survey section, and a community meeting held at Lannon Elementary School with a Safety Walk Audit conducted with students, parents, school officials, and Lannon Police Department.

SCHOOL OFFICIALS AND PARENTS FOCUS GROUP

A virtual focus group was held in October 2025 with families from St. John’s Lutheran School and the principals from both St. John’s and Lannon Elementary. The focus group highlighted that parents and school officials share significant concerns about unsafe walking and biking conditions near Lannon-area schools, citing heavy traffic volumes, especially trucks, lack of sidewalks, risky crossings at Good Hope Rd and Lannon Rd intersection, and limited pedestrian infrastructure as the primary barriers to students traveling safely without a car. Participants noted that while some neighborhood streets (like Forest View Dr) offer manageable access to schools, most major routes feel too dangerous, causing families to avoid biking or walking despite interest.

Schools currently do not promote walking or biking due to safety limitations but have engaged in efforts such as bike safety classes in the past and coordinating directly with families that are known to walk to school to develop specific safe access routes. Parents noted that St. John’s recently ended their bussing program, leading a few families within walking distance to to send their kids to and from school by foot, but cited safety anxiety in doing so.

Desired improvements include added sidewalks, enhanced crosswalk visibility and alerts, school-zone signage, rumble strips or speed humps, and cultural shifts to increase driver awareness of pedestrians. Overall, the group identified safety and crossing improvements for the Good Hope Rd and Lannon Rd intersection as the most critical priority, and noted the Bugline Trail as an underutilized but promising connection if safer access can be created.

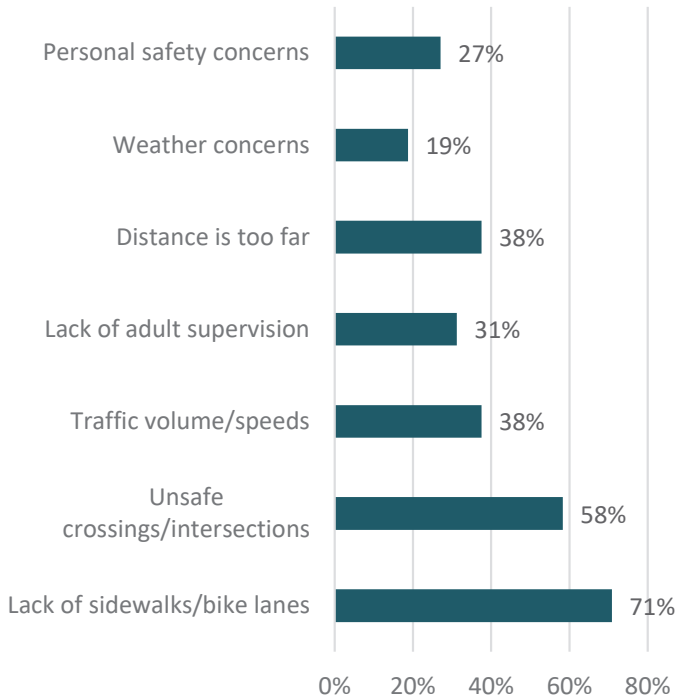


SRTS SURVEY RESULTS

As part of the Village-wide Bike and Pedestrian study, a survey was available to residents from August to November 2025; this survey included questions specific to SRTS. 16% of survey respondents said their student walks to school some days or daily, while 7% biked, 50% took the bus, and 58% were driven to school. Of the parents who took the survey, 58% would allow their child to walk or bike to school if safety conditions were improved. The biggest barriers for walking and biking to school identified by parents who responded to the survey were lack of sidewalks or bike lanes, unsafe crossings or intersections, high traffic speeds or volume, and the distance required for the child to travel from home to school.

Within the free response portions of the survey, many respondents commented that one of the most unsafe areas in the village for bikers and pedestrians are near Lannon Elementary School and downtown area. Many noted the lack of facilities for kids and parents to get to and from school safely. Respondents also indicated a strong desire to improve connections to other schools in the area including Willow Springs Learning Center, Hamilton High School, Templeton Middle School, and Silver Spring Intermediate School. Multiple respondents noted the opportunity for the Bugline Trail to serve as a core conduit to safely connect bicyclists and pedestrians to other schools in the Lannon area and key community spaces.

What prevents your child(ren) from walking or biking to school more often?



Community Voices

“More than anything I would like to see some sort of access to all of the schools. I have to imagine there are a large number of students who would bike/scooter to the schools. That would reduce the amount of bussing the school systems need to pay for or the number of parents who back up the roads waiting to pick up/drop off students.”

“The intersection of Main and Town Line is nearly impossible to traverse unless you are in a car. My children would love to bike to SSI/TMS or the high school but there is absolutely no safe way for them to get through that intersection.”

COMMUNITY MEETING

On Thursday, October 30th, 2025, the planning team held a community meeting at Lannon Elementary School. This meeting was supported by members of Lannon Elementary School and of the Lannon Police Department. The meeting was open house style, allowing adults and children to come in and meander between different engagement activities and speak with representatives of the Lannon Moves team. Activities included a facility voting activity, a community mapping exercise, a student survey, a safety quiz lead by Lannon Police Department, and a walk audit.



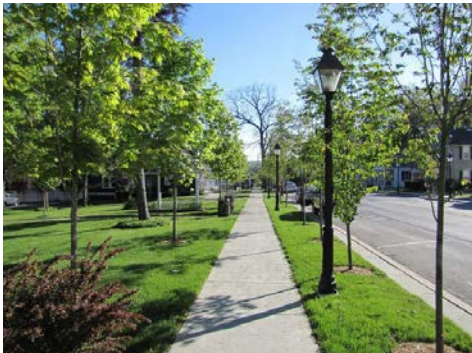
TOP RANKED BIKE/PED AMENITIES



Painted and Clearly Marked Crosswalks



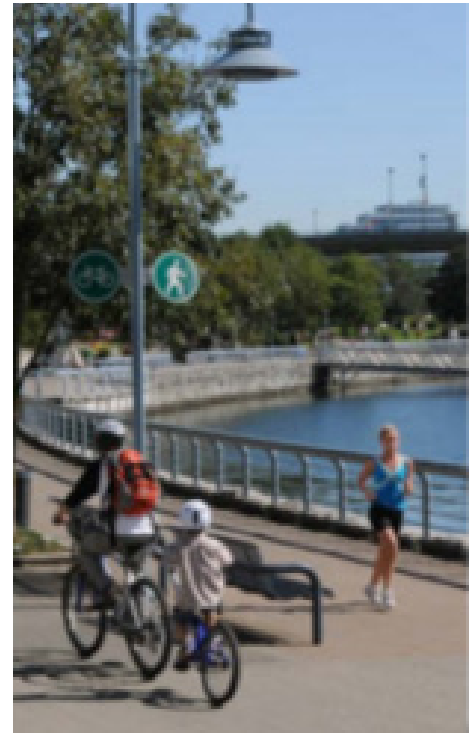
Heavy truck traffic on Good Hope Rd and Lannon Rd



Separated Sidewalks with Vegetation



Bike Parking



Off-Street Bike Path

STUDENT SURVEY

At the community meeting, children were asked to complete a survey geared specifically to elementary-aged kids. In total, there were 13 responses, mostly from Lannon Elementary School Students.

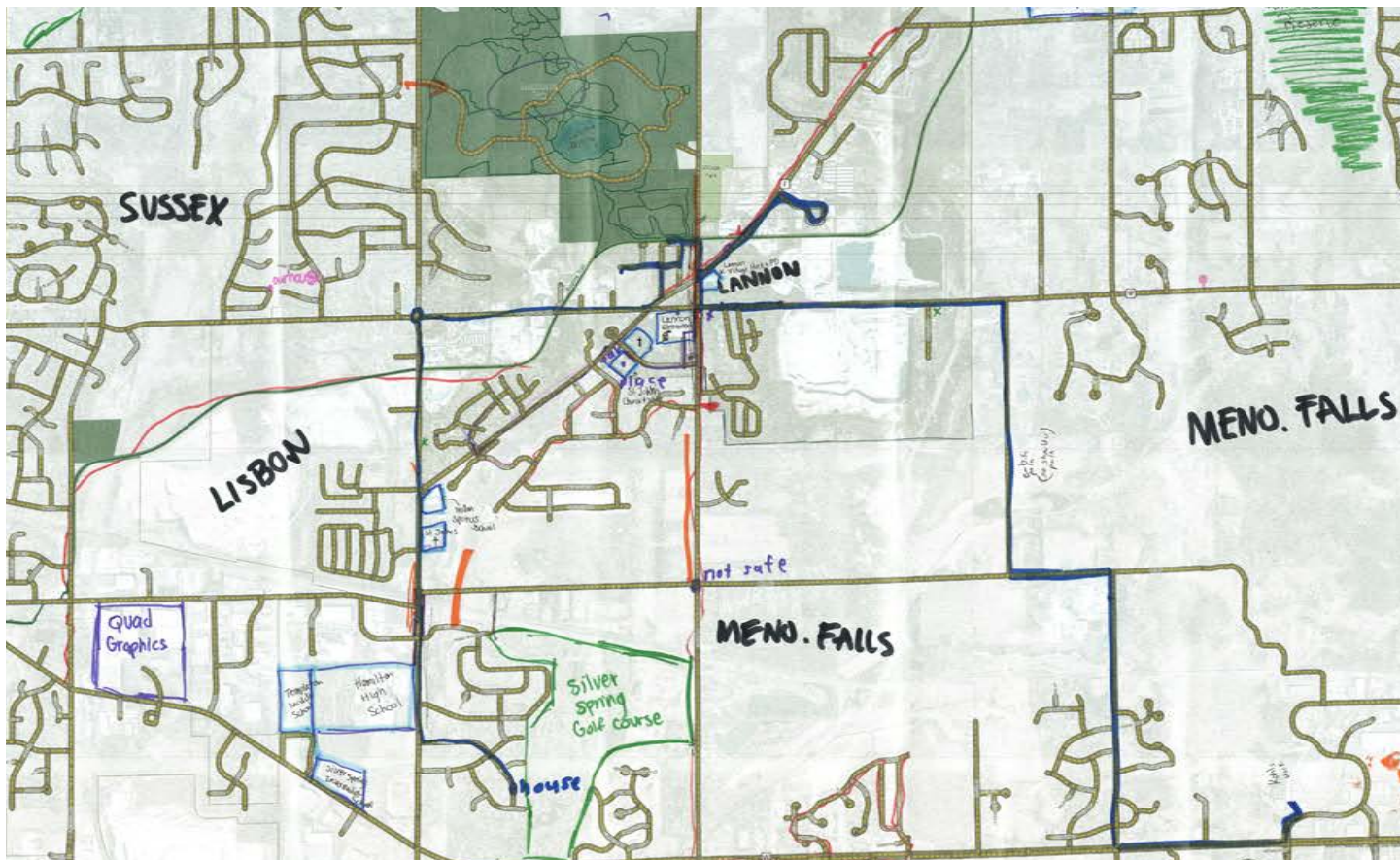
COMMENT BOX SUBMISSIONS

What helps you feel safe when walking/biking? Sidewalks, crossing buttons, signage, helmets

What would make walking/biking to school more fun or easier? Safe path to school, signage, access to Lannon Rd south bound, benches, crosswalks and sidewalks

COMMUNITY MAPPING EXERCISE

Meeting attendees also participated in a community mapping exercise to illustrate places they travel already to and where new connections are needed. Community members identified places of work, schools, their homes, and areas of safety concerns. The map can be used to prioritize safety improvements within existing travel pathways. Connections to other schools located within the Hamilton School District were also drawn on this map.



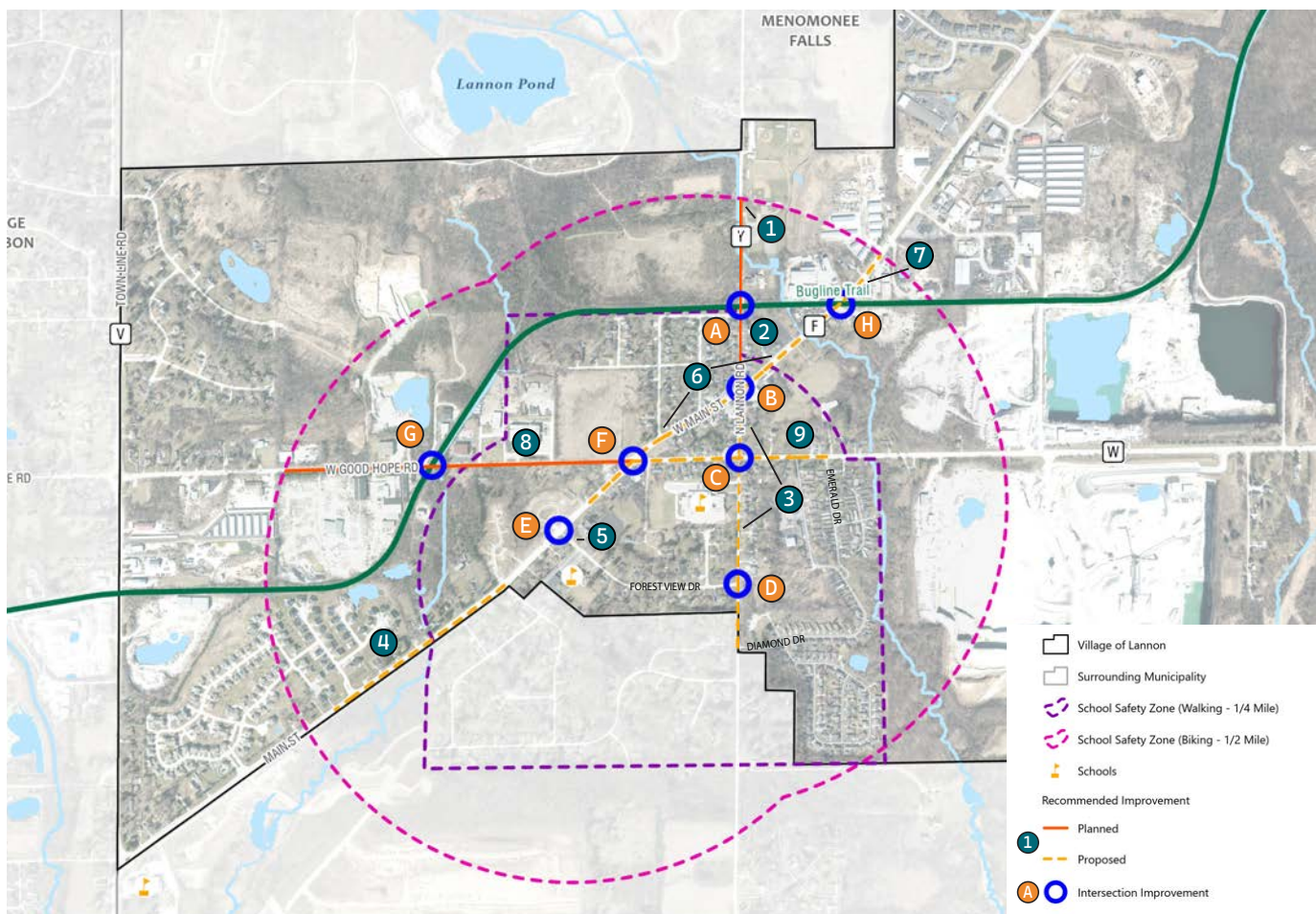
SRTS RECOMMENDATIONS

NETWORK RECOMMENDATIONS

The infrastructure recommendations outlined in this section address gaps and barriers in the existing network and provide guidance for developing Safe Routes to School in Lannon. The recommendations are confined to the School Safety Zones seen in the SRTS Village Area Map and organized by corridor and intersection treatments.

Network Recommendations are detailed in the **SRTS Recommendations Map**. These recommendations are based on engagement with the public and Village Board/Staff as well as detailed network analysis, site visits, and current best practices. Further facility design and engineering must be completed prior to implementation of any recommendations. The Infrastructure Toolkit located Appendix B provides full guidelines and imagery for types of infrastructure described below.

Map A4: Safe Routes to School Recommendations Map



CORRIDORS

1. Lannon Rd – Joeck's Park to Village Park Connection



Potential Solutions

- Off-street, 10-ft shared use path
- Trail installation may require moving of the Joeck's Park monument

Priority: Planned

2. Lannon Rd – Joeck's Park to Main St



Potential Solutions

- Off-street, 10-ft shared use path from Joeck's Park on west side of Lannon Rd, crossing Bugline Trail and connecting with existing sidewalk starting after Hemlock Ln
- Place a bollard on path entrance to Joeck's Park to prevent vehicles from driving on it
- Replace existing sidewalk after Hemlock Ln with 5-ft sidewalk until Main St and install ADA compliant curb ramps
- Rapid Rectangular Flashing Beacon (RRFB) located at Joeck's Park crossing to west side of Lannon Rd

Priority: Planned

3. Lannon Rd – Main St to Diamond Dr



Potential Solutions

- 5-ft sidewalk on the west side of Lannon Rd from Main St to Lannon Elementary
- 10-ft shared use path on the west side of Lannon Rd from Lannon Elementary to Forest View Dr
- RRFB crossing of Lannon Rd located at Forest View Dr with Yield lines to indicate location of vehicle yielding to pedestrians
- 10-ft shared use path continues to Diamond Dr on east side of Lannon Rd

Priority: Short-Term

4. Main St – School Safety Zone Boundary (South) to Fillmore Dr



Potential Solutions

- Continue off-street, 10-ft shared use path on west side of Main St from current terminus of RRFB (at Bedrock Ct) to Fillmore Dr

Priority: Medium-Term

5. Forest View Dr – Main St to St John’s Church and School



Potential Solutions

- Sidewalk connecting from shared use path along Main St to St. John’s Church and School entrances
- RRFB at crossing of Main St to Forest View Dr with Yield lines to indicate location of vehicle yielding to pedestrians
- Enhance crossing and signage from Church to School parking lots

Priority: Short-Term

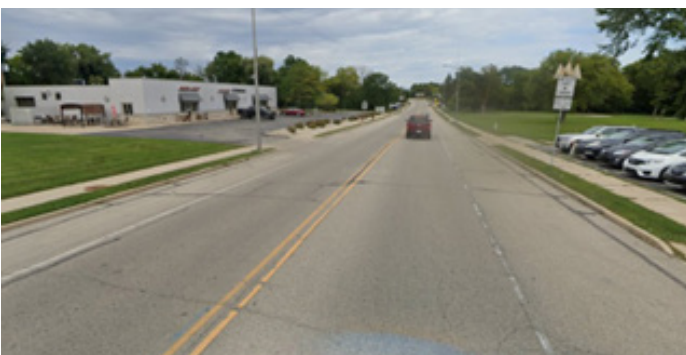
6. Main St – Good Hope Rd to Bugline Trail Crossing



Potential Solutions

- Mark and sign conventional bike lanes on each side of Main St
- Consolidate parking to one side of the street and implement a bi-directional separated cycle track
- Install **School Safety Zone signage**

Priority: Medium-Term



7. Main St – Bugline Trail Crossing to School Safety Boundary (North)



Potential Solutions

- Off-street, 10-ft shared use path along Main St connecting with Overstone Condos and Rock Pointe Apartments to extend to Custer Ln

Priority: Long-Term

8. Good Hope Rd – School Safety Zone Boundary (West) to Main St



Potential Solutions

- Mark and sign conventional bike lanes on each side of Good Hope Rd
- 5-ft sidewalk with ADA compliant curb ramps
- Off-street, 10-ft shared use path

Priority: Planned improvements to Good Hope Road (bicycle accommodations TBD)

9. Good Hope Rd – Main St to Emerald Dr



Potential Solutions

- 5-ft sidewalk on south side of Good Hope Rd with ADA compliant curb ramps
- Mark and sign conventional bike lanes on each side of street
- Consolidate road shoulder and implement a bi-directional separated cycle track
- Install **School Safety Zone signage**

Priority: Short-Term

INTERSECTIONS

A. Lannon Rd and Bugline Trail Crossing



Potential Solutions

- Push button activated RRFB with Yield lines to indicate location of vehicle yielding to pedestrians
- Street lighting near trail crossing
- Remove vegetation that obstructs view of bicyclists and trail users

Priority: Short-Term

B. Lannon Rd and Main St



Potential Solutions

- High visibility painted crosswalks
- Add raised median and refuge island if space allows
- Install **School Safety Zone signage**

Priority: Medium-Term

C. Lannon Rd and Good Hope Rd



Potential Solutions

- High visibility painted crosswalks
- Install **School Safety Zone signage with flashing lights**

Priority: Short-Term

D. Lannon Rd and Forest View Dr



Potential Solutions

- Push button activated RRFB crossing of Lannon Rd with Yield lines to indicate location of vehicle yielding to pedestrians
- High visibility painted crosswalks on Forest View Dr and Lannon Rd
- Install **School Safety Zone signage**

Priority: Short-Term

E. Main St and Forest View Dr



Potential Solutions

- Push button activated RRFB crossing of Main St with Yield lines to indicate location of vehicle yielding to pedestrians
- High visibility painted crosswalks on Main St
- Install School Safety Zone signage

Priority: Short-Term

F. Main St and Good Hope Rd



Potential Solutions

- High visibility painted crosswalks
- Reduce lane width on Main St to accommodate bicycles
- Add medians or raised islands, to provide pedestrian refuge and help to slow traffic through the intersection

Priority: Long-Term

G. Good Hope Rd and Bugline Trail Crossing



Potential Solutions

- Push button activated RRFB with Yield lines to indicate location of vehicle yielding to pedestrians
- Street lighting near trail crossing
- High visibility painted crosswalks

Priority: Medium-Term

H. Main St and Bugline Trail Crossing



Potential Solutions

- Push button activated RRFB with Yield lines to indicate location of vehicle yielding to pedestrians
- Street lighting near trail crossing
- Remove vegetation that obstructs view of bicyclists and trail users

Priority: Short-Term

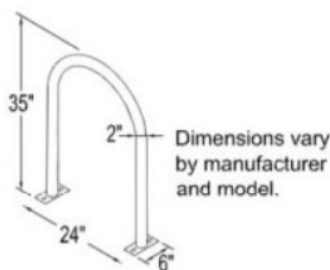
INFRASTRUCTURE RECOMMENDATIONS

This section provides an overview of other infrastructure recommendations within School Safety Zone areas.

BIKE PARKING

Adequate bike parking near community destinations goes a long way in encouraging community members to use their bicycles. Recommended bike parking locations are preferably covered and safe areas within one street block of a bicyclists' destination. Bike racks outside the front of schools would allow students, staff, and parents to safely store their bicycles while at the school. Typically, a recommended amount of bike parking at schools is 10% of total school capacity. For Lannon Elementary with an enrollment of 367 students, space for roughly 30 bikes is sufficient.

Preferred U-Rack Designs



Acceptable Designs



AMENITY AREAS

Amenity areas play a crucial role in creating a comfortable and supportive environment for people biking. Features such as benches, water fountains, shade structures, street trees, and bike repair stations provide essential opportunities for rest, comfort, and basic maintenance along a route. These amenities enhance the overall user experience by making bicycling more enjoyable and accommodating, especially for students, families, and community members who may spend extended time outdoors while traveling to and from key destinations.

Amenities should be located at Bugline Trail crossings and near to major community destinations like schools, parks, and Village Hall.

SIGNAGE AND SIGNALING

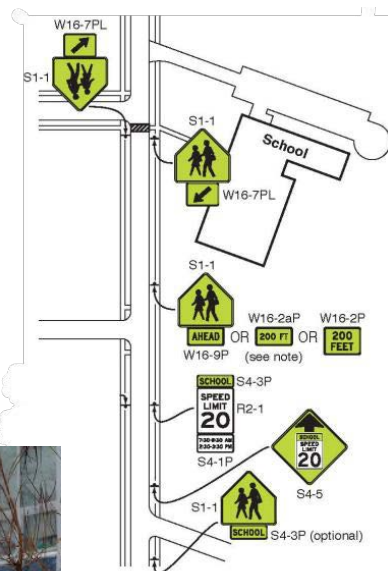
Clear, well placed signage and signaling is essential for helping bicyclists navigate safely and confidently. Safety signage and signaling communicates important rules, alerts, and roadway expectations, while wayfinding signage guides users to schools, parks, community facilities, and other destinations. Together, these create a more intuitive and predictable network, increasing clarity for both bicyclists and drivers and improving safety and accessibility throughout the community. Signage is recommended for each of the priority intersections outlined in the **SRTS Recommendations Map**.



RRFB located at Main St shared use path crossing



Examples of School Safety Zone Signage



Example of Wayfinding Signage located at trail crossing

PROGRAM AND POLICY RECOMMENDATIONS

PROGRAMS

- Implement bike training, rodeos, and other education events to teach students and adults safe bicycling skills. Partner with bicycle-oriented organizations on planning and implementing these activities.
- Organize Walk/Bike to School Days to encourage active transportation among students and families.
- Establish a “Drop and Walk” program to reduce congestion near schools and promote walking for the final portion of the trip.
- Integrate Safe Routes to School education concepts into the school curriculum to build long-term awareness of walking and biking safety.
- Support and participate in community-wide events focused on promoting walking and biking.
- Recruit volunteer crossing guards at major intersections to support safe student crossings.
- Provide educational materials to community members about Safe Routes to School initiatives.
- Develop a Safe Routes to School network map to identify safe and comfortable routes for families and students.

Partner Organization

- Wisconsin Bike Fed
- School Districts
- Waukesha County
- WisDOT
- SEWRPC
- AARP
- Safe Routes Partnerships
- YMCA
- Wheel & Sprocket or local bicycle shop
- Local Bicycling Clubs
- Children’s Safety Network

POLICIES

- Explore opportunities to partner with local schools to implement recommendations and continue outreach for Safe Routes to School plans.
- Outline Safe Routes to School as a key initiative within a Village Vision Zero ordinance.
- Pass resolutions of support for Safe Routes to School projects in Lannon. *Examples found through the [Safe Routes Partnership](#).*
- Advocate to school boards to take up Safe Routes to School issues and initiatives.
 - A first step, advocate for the establishment of a Safe Routes to School District Task Force.

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.

- Seek collaboration with neighboring jurisdictions, school districts, Waukesha County, SEWRPC, and WisDOT in Safe Routes to School planning.
- Allow access to neighboring streets before and after school by unlocking school gates on school property.
- Ensure that pedestrian signal clearance intervals are properly timed to allow all users to cross, including those with mobility or visual impairments and any age; use the 8-80 principle when timing clearance intervals.
- Designate School Safety Zones on streets within .25 miles of schools and prioritize signage and infrastructure changes in these areas.
- Incorporate bicycle parking near schools and community destinations.
- Allow by ordinance, bicyclists under age 12 to utilize sidewalks at speeds under 5MPH where bicycle facilities are not present.
- Prioritize winter maintenance within School Safety Zones.
- Enforce and raise fines for traffic infractions made within School Safety Zones.
- Evaluate drop off/pick-up procedures to ensure accommodation and access for students walking and biking.
- Incorporate this Safe Routes to School Plan into Student and Parent Handbooks.
- Evaluate bike and pedestrian activity near schools annually through a parent survey or traffic count.
- Establish a list of benchmark indicators to determine success of SRTS implementation and programming. Examples include:
 - Number of students biking or walking to school
 - Number of bicycle education events held
 - Number of feet of sidewalk or bicycle infrastructure constructed in School Safety Zones
 - Number of meetings held to discuss bicycle and pedestrian safety
 - Number of traffic citations in School Safety Zones
 - Speed reduction in School Safety Zones

8-80 Principle

Streets should be designed to be safe and enjoyable regardless of if the person is an 8-year-old or an 80-year-old, implying they must also be great for everyone in between, including people with disabilities, parents with strollers, and distracted drivers.