



Kimberly Area School District

Safe Routes to School Action Plan

**EAST CENTRAL WISCONSIN REGIONAL
PLANNING COMMISSION**

August 13th, 2018

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ABSTRACT

TITLE: Kimberly Area School District Safe Routes to School Action Plan

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SUBJECT: Safe Routes to School Action Plan

DATE: August 13th, 2018

PLANNING AGENCY: East Central Wisconsin Regional Planning Commission
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This Safe Routes to School Action Plan describes the existing conditions around schools within the Kimberly Area School District. This action plan also includes future community improvements based on these conditions and information gathered by parents of students.

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1.1 Safe Routes to School Background Information

The East Central Wisconsin Regional Safe Routes to School (SRTS) Program focuses on engaging and empowering schools and communities to foster healthy lifestyles through environmental changes and safe walking and bicycling. By working to make it safer and more appealing for students in grades K-8 to walk and bike to school, the Regional SRTS Program is continually making strides to improve childhood health, reduce traffic congestion and pollution, and create more livable communities.

This Action Plan identifies current transportation behaviors within the Kimberly Area School District. It lists known walking, bicycling, and driving barriers, and it identifies potential engineering and programmatic strategies to address those barriers. This Action Plan is available for use by the Village of Kimberly, Village of Harrison, Village of Combined Locks, Town of Buchanan, City of Appleton, and the Kimberly Area School District, parents, students, and community members to guide the communities work on Safe Routes to School.

Kimberly Area School District Background Information

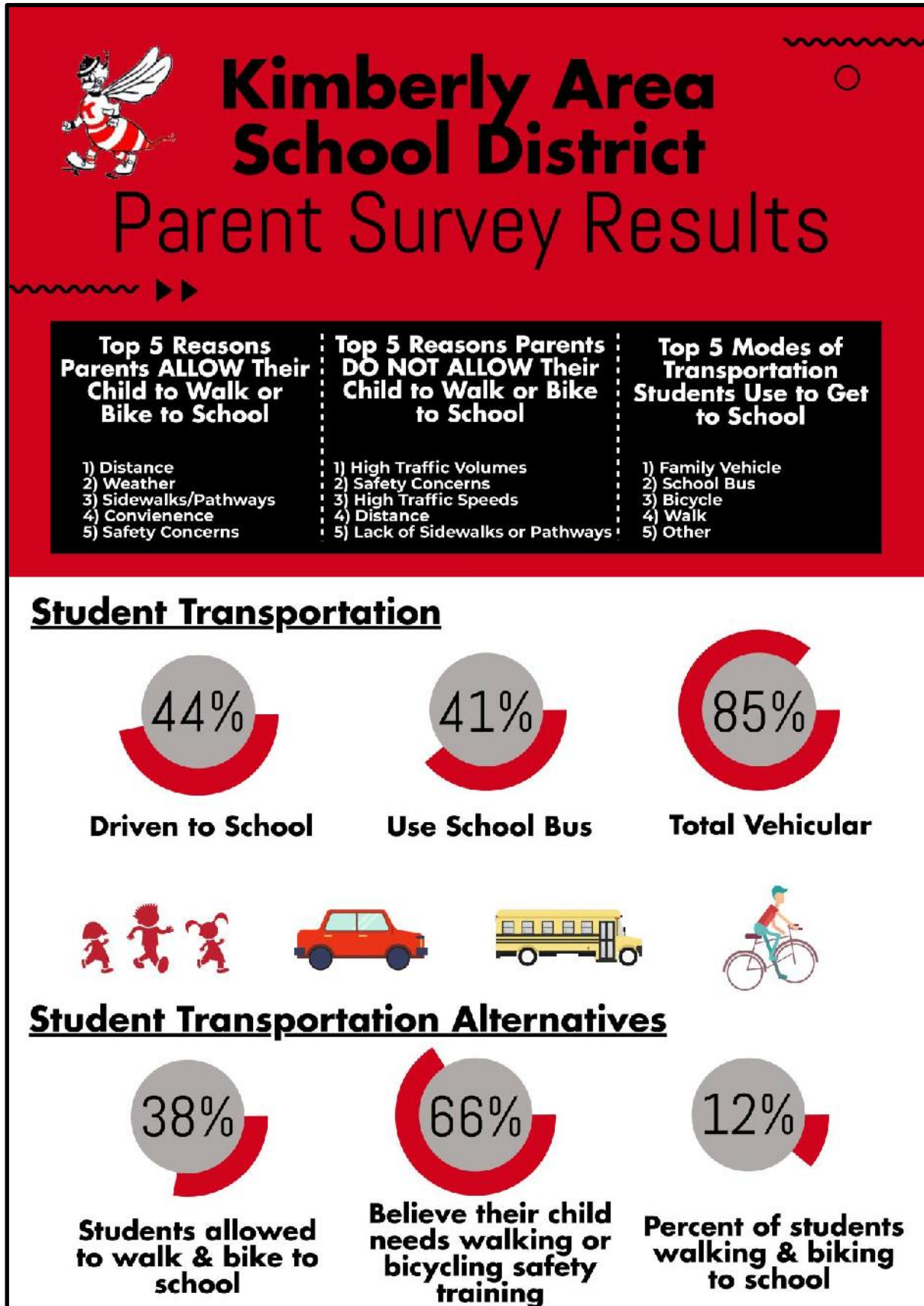
Dedicated to success, the Kimberly Area School District is a progressive public school district located in an area known as the Heart of the Fox Valley in the Fox Cities metropolitan region in Wisconsin. They strive to ensure that every student is given the opportunity to reach their potential through academics, the arts and co-curricular activities. The district currently serves over 5,000 students in one 4K center, four elementary schools (5K-4), two intermediate schools (5-6), one middle school (7-8), and one high school (9-12).

District Transportation Policy

The Kimberly Area School District provides transportation for:

1. Students who reside more than two (2) miles from the school they are required to attend in their home attendance areas/
2. Students who are placed in a special education program outside of their home attendance area, also for students who attend special education programs in their home attendance area if the IEP evaluation team deems transportation necessary for the safety of the child.
3. Students whose paths to their school are found to be unusually hazardous (the school district will follow Wisconsin statute 121.54 (9) each time it receives a request for transportation in hazardous areas).

1.2 District-Wide Parent Survey Results



1.3 Bicycle & Pedestrian Infrastructure Recommendations

This portion of the Kimberly Area School District Action Plan will cover bicycle and pedestrian facility gaps and opportunities. While education and encouragement are vital elements for students to use bicycling and walking as a means of transportation to school, these efforts are futile without having safe and easily accessible facilities. Parents and students alike should have the peace of mind knowing that there is a safe way to walk and bike to school, without the worry of encountering unusually hazardous situations. Kimberly Area School District is very uniquely situated across multiple municipal & county jurisdictions, making cross collaboration between multiple parties of the utmost importance. For this reason, there is a very comprehensive recommendations section in this action plan. This section should be used to help Kimberly Area School District and all of their stakeholders cross collaborate to increase safety for students and the general public alike.

Included in this action plan is a parent survey about walking and bicycling to school within Kimberly Area School District. This survey was sent out to every parent within the district, and we received over 600 surveys back. Of the surveys we received, 62% of parents don't allow their child to walk or bicycle to school. The results of this survey showed a need for increased facilities. Most parents commented on their concern for the lack of facilities as a reason why they do not allow their child to walk to bike to school.

In addition to increased safety, there are also numerous economic impacts that would favor increasing bicycle and pedestrian facilities. By law, Kimberly Area School District must bus all students who cross or walk along unusually hazardous roadways that lack facilities. According to Kimberly Area School District, there are a total of 1,480 students within Kimberly Area School District that must be bused because of unusually hazardous roadways. This is a huge financial burden for the school district, and in turn, for the tax payers that fall within the school district.

When looking at all of the projects listed in this section, it must be noted that not every single project can possibly be done. There are many limitations and barriers that communities must overcome, so prioritizing projects is extremely important. Priority levels will be noted and ranked based on the number of people impacted by the project and overall feasibility. Many of these projects will also have a longer time frame, looking many years into the future. Most outside funding sources run on multi-year cycles, to help lessen the burden of cost to the communities, and many apply for additional outside funding to supplement the cost. Some projects have already been in the planning stages for years now, but it's a good assumption that these projects will take 5+ years from the time of initial planning.

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County Highway N Emons Road to County Highway KK

Background:

This section of County Highway N lacks bicycle or pedestrian facilities. There is also an engineering concern because the northern quarter has a narrow right of way with steep ravines & utilities abutting the right of way. This segment of County Highway N is roughly a half mile long with two total lanes (one northbound & one southbound) and a consistent speed limit of 35 mph with a 2016 average daily traffic of 9,400. It is also the main north/south thoroughfare for the western half of the Town of Buchanan, and a main connection between the Villages of Kimberly & Harrison.

Communities Involved:

- Outagamie County
- Town of Buchanan

Recommendation:

Based on the current conditions, installation of a 10-foot wide off-road multi-use trail on the eastern side of the roadway would be the best option for this roadway. This would connect to an existing 10-foot wide paved off-road multi-use path to the north on County Highway N, and meet up with a future 10-foot wide paved off-road multi-use path on County Highway N, south of County Highway KK. This trail would also connect to the paved off-road multi-use path & bicycle lanes on Emons Road to the west being installed in 2018.

Importance:

Installing a facility at this location would provide walking & bicycling opportunities to students throughout the Town of Buchanan, especially south of Buchanan Road & north of County Highway KK. It would also provide a connection between the Villages of Kimberly & Harrison, linking the three communities together. This would drastically lower the amount of students requiring busing based on the unusually hazardous nature of County Highway N.

Planning Documents:

Town of Buchanan Comprehensive Plan, 2018
Town of Buchanan Comprehensive Outdoor Recreation Plan, 2018
Appleton TMA & Oshkosh MPO Bicycle & Pedestrian Plan, 2015

Priority: Low  High



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County Highway N

County Highway KK to State Highway 10

Background:

This section of County Highway N lacks bicycle or pedestrian facilities. This is a very unique section of highway as well, because there is a large influx of residential development occurring over the course of the next few years. This segment of County Highway N is roughly 3 miles in length with four total lanes (two northbound & two southbound) with varying speed limits between 35 & 55 mph with no safe crossing points and traffic volumes at 8,200 average daily traffic in 2016. It is also the main north/south thoroughfare for community members living within the Village of Harrison, connecting up to the Town of Buchanan and Village of Kimberly.

Communities Involved:

- Calumet County
- Village of Harrison

Recommendation:

Based on the current conditions, installation of a 10-foot wide off-road multi-use path on the eastern side of the roadway would be the best option for this roadway. This would connect up with a future 10-foot wide paved off-road multi-use path on County Highway N, north of County Highway KK. It would also link up to the Friendship State Trail to the south, linking up to the Village of Sherwood & City of Menasha. It is also recommended to conduct a road diet on this roadway, going to two total lanes with a shared turning lane. In conjunction with this improvement, lowering the speed limit to 35 mph, and creating safe crossing points near schools and other high use areas would greatly improve safety.

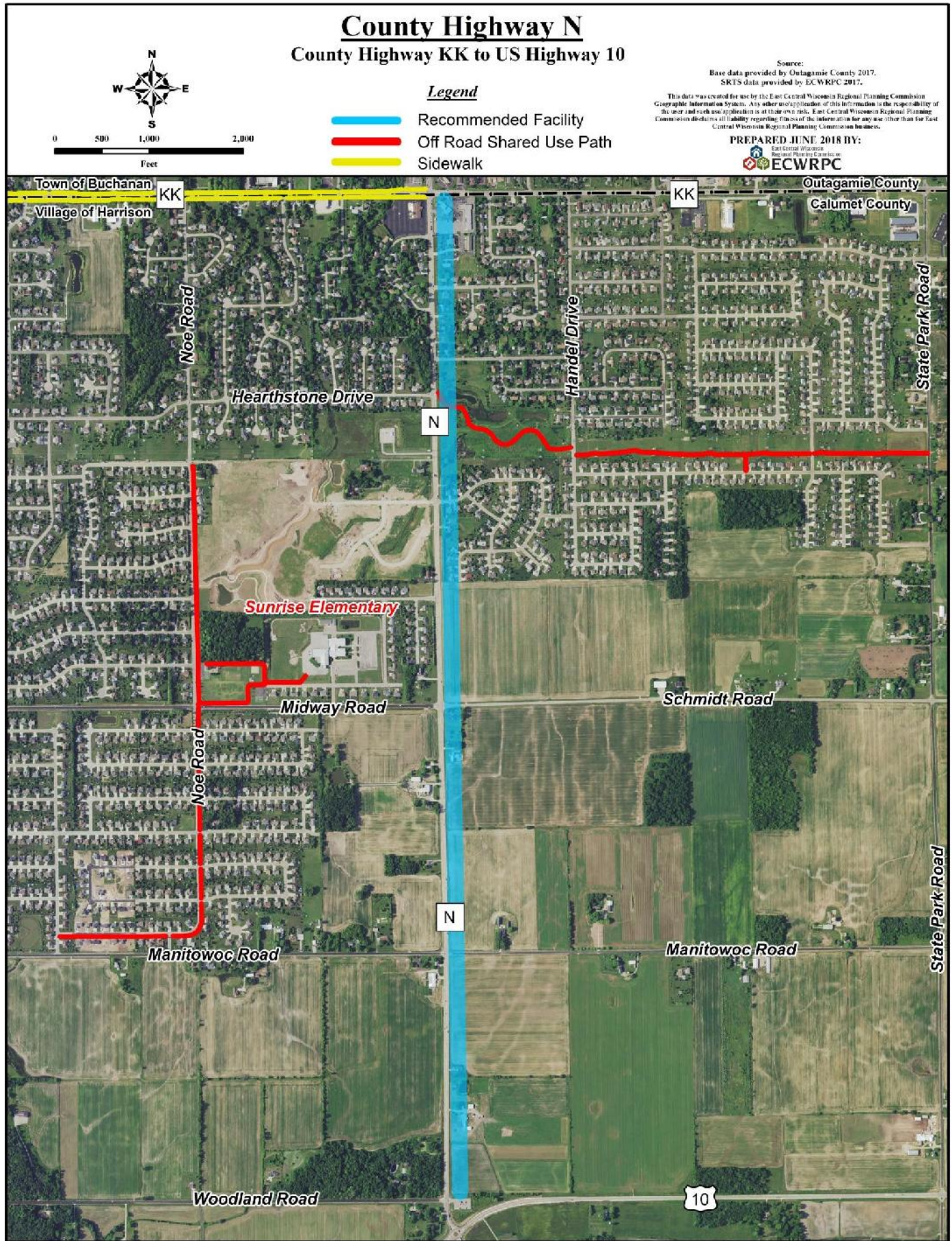
Importance:

Installing a facility at this location would provide walking & bicycling options to students throughout the Village of Harrison, especially on roadways linking to County Highway N. It would drastically lower the amount of students needing bussing based on the unusually hazardous situation of County Highway N.

Planning Documents:

Village of Harrison Comprehensive Outdoor Recreation Plan, 2015
Appleton TMA & Oshkosh MPO Bicycle & Pedestrian Plan, 2015

Priority: Low  High



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County Highway KK

County Highway N to State Park Road

Background:

This section of County Highway KK lacks both bicycle and pedestrian facilities. This segment of County Highway KK is roughly one mile long with four total lanes (two eastbound & two westbound) and a consistent speed limit of 35 mph, and a traffic volume with a 12,000 average daily traffic in 2016. It is also the main east/west thoroughfare for the northern portion of the Village of Harrison and the far southern portions of the Town of Buchanan.

Communities Involved:

- Outagamie County
- Calumet County
- Village of Harrison
- Town of Buchanan

Recommendation:

Based on the current conditions of this roadway, the first priority improvement would be creating safe crossing points along County Highway KK. This would help link residential neighborhoods in the Village of Harrison and Town of Buchanan. The installation of an off-road multi-use trail would also be recommended. This would link up to current pedestrian facilities to the east, and future off-road multi-use paths on County Highway N.

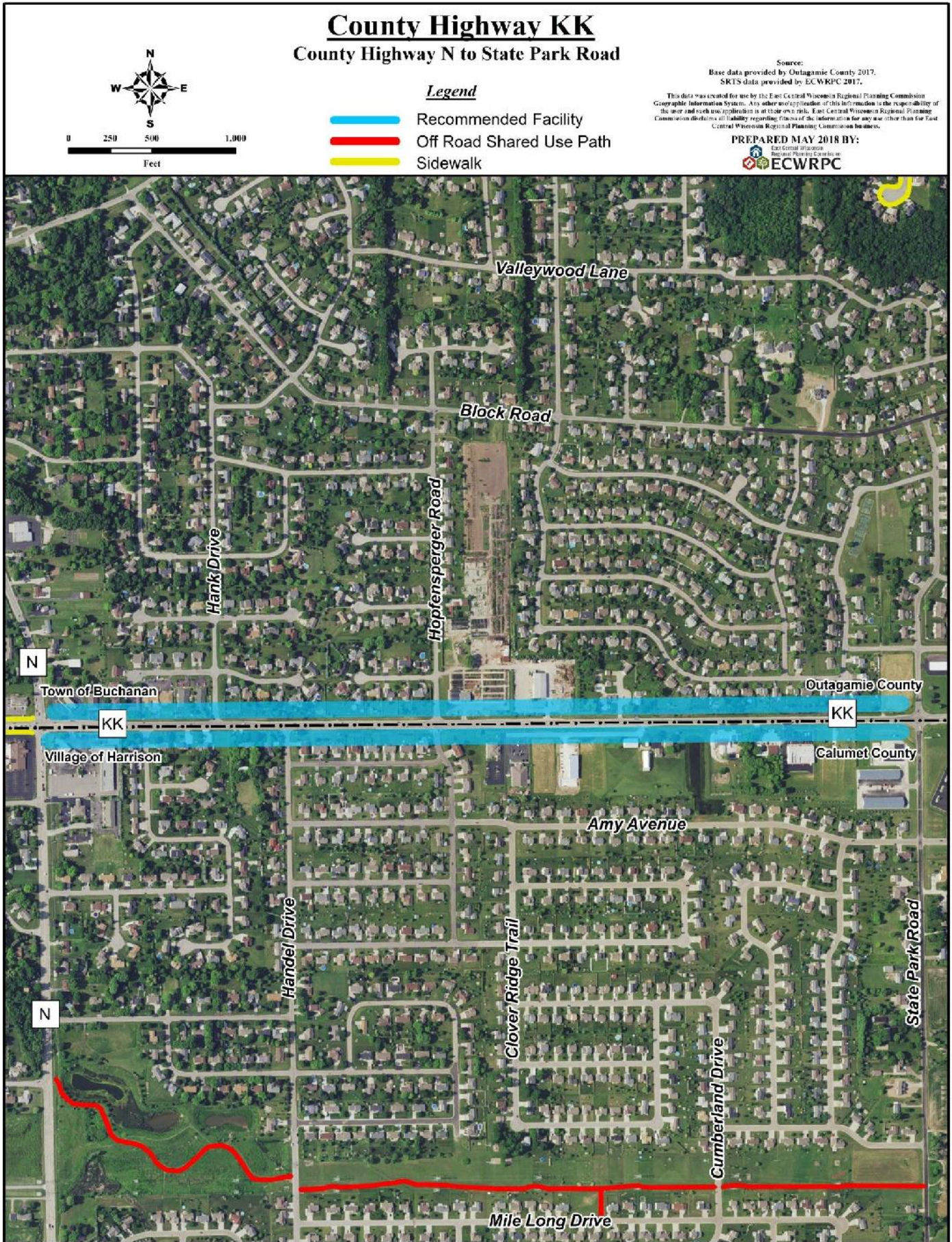
Importance:

Installing safe crossing points along this roadway would provide an important link between the Village of Harrison and the Town of Buchanan. The installation of an off-road multi-use path would greatly improve safety along County Highway KK, and lower the amount of students that require bussing based on the unusually hazardous situation of County Highway KK.

Planning Documents:

Town of Buchanan Comprehensive Plan, 2018
Village of Harrison Comprehensive Outdoor Recreation Plan, 2015
Appleton TMA & Oshkosh MPO Bicycle & Pedestrian Plan, 2015

Priority: Low  High



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Emons Road

County Highway N to Eisenhower Drive

Background:

Emons Road currently lacks bicycle and pedestrian facilities. This segment of roadway is currently not urbanized, and has storm water ditches on both sides of the road. Emons Road is roughly a mile long with two total lanes (one northbound & one southbound) and a consistent speed limit of 25 mph and fairly low traffic volumes with an AADT of 1,800 in 2016. It is also a major east/west connection for residences that live south of County Highway CE, north of County Highway KK, west of County Highway N, and east of Eisenhower Drive in the Town of Buchanan.

Communities Involved:

- Town of Buchanan

Recommendation:

Based on the current conditions, installation of a 10-foot wide off-road multi-use trail on the both sides of the roadway would be the best option for this roadway. This would connect to an existing 10-foot wide paved off-road multi-use path to the east on County Highway N, and meet up with a future 10-foot wide paved off-road multi-use trail on Eisenhower Drive. Installation of bicycle lanes on each side of the roadway would also be recommended and provide an amazing opportunity to provide a safe, on road bicycle route in the Town of Buchanan.

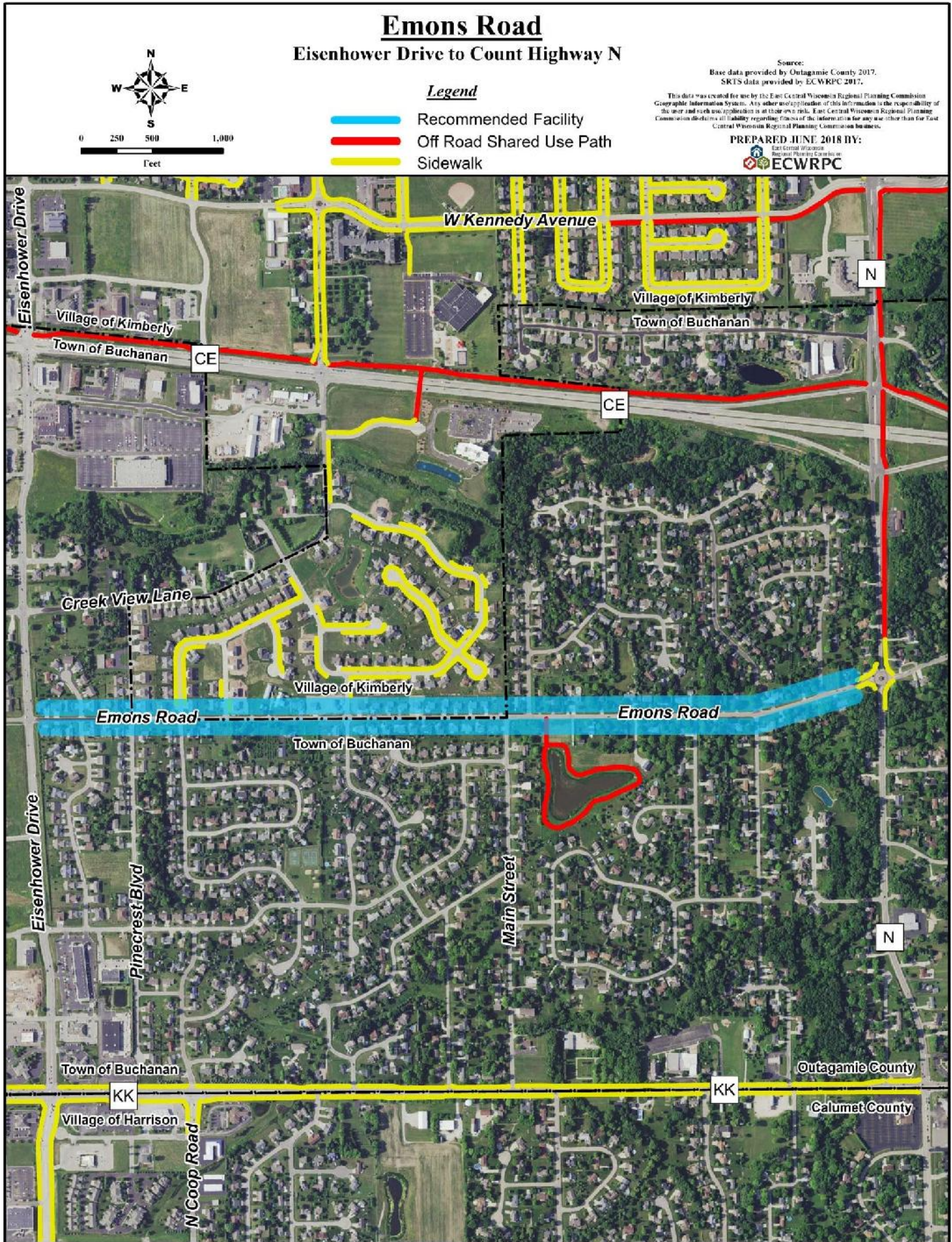
Importance:

Installing a facility at this location would provide walking & bicycling options to students throughout the Town of Buchanan, especially west of County Highway N. This improvement would greatly reduce the amount of students requiring bussing by providing walking and biking options east of County Highway N. Currently, this project may be receiving funding through Appleton Transportation Management Area's Surface Transportation Program Urban Funding Program.

Planning Documents:

Town of Buchanan Comprehensive Plan, 2018
Town of Buchanan Comprehensive Outdoor Recreation Plan, 2018
Fox Cities Transportation Improvement Program, 2015
Appleton TMA & Oshkosh MPO Bicycle & Pedestrian Plan, 2015

Priority: Low  High



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De Bruin Road & Coonen Park

Coonen Drive to County Highway CE

Background:

This section of De Bruin Road lacks bicycle or pedestrian facilities. This section of roadway has seen a lot of residential development, and will see a lot of residential / light commercial development in the future. This segment of De Bruin Road is roughly a half mile long with two total lanes (one northbound & one southbound) and a consistent speed limit of 25 mph. It is a major connection to County Highway CE for the Village of Combined Locks, south of County Highway CE, and the Town of Buchanan via Block Road.

Communities Involved:

- Town of Buchanan
- Village of Combined Locks

Recommendation:

The Village of Combined Locks currently has plans to extend the existing sidewalk out of Coonen Drive, north to County Highway CE. This project will happen in conjunction with commercial development at the corner of DeBruin Road and County Highway CE. Along with this facility improvement, it would be recommended to install a safer crossing facility to access the CE Trail. There is an existing trail through Coonen Park and an underpass at Buchanan Road. Linking these two facilities by installing a 10-foot wide, off-road multi-use path along the southern portion of County Highway CE would provide a safe crossing location for current and future residential and commercial development.

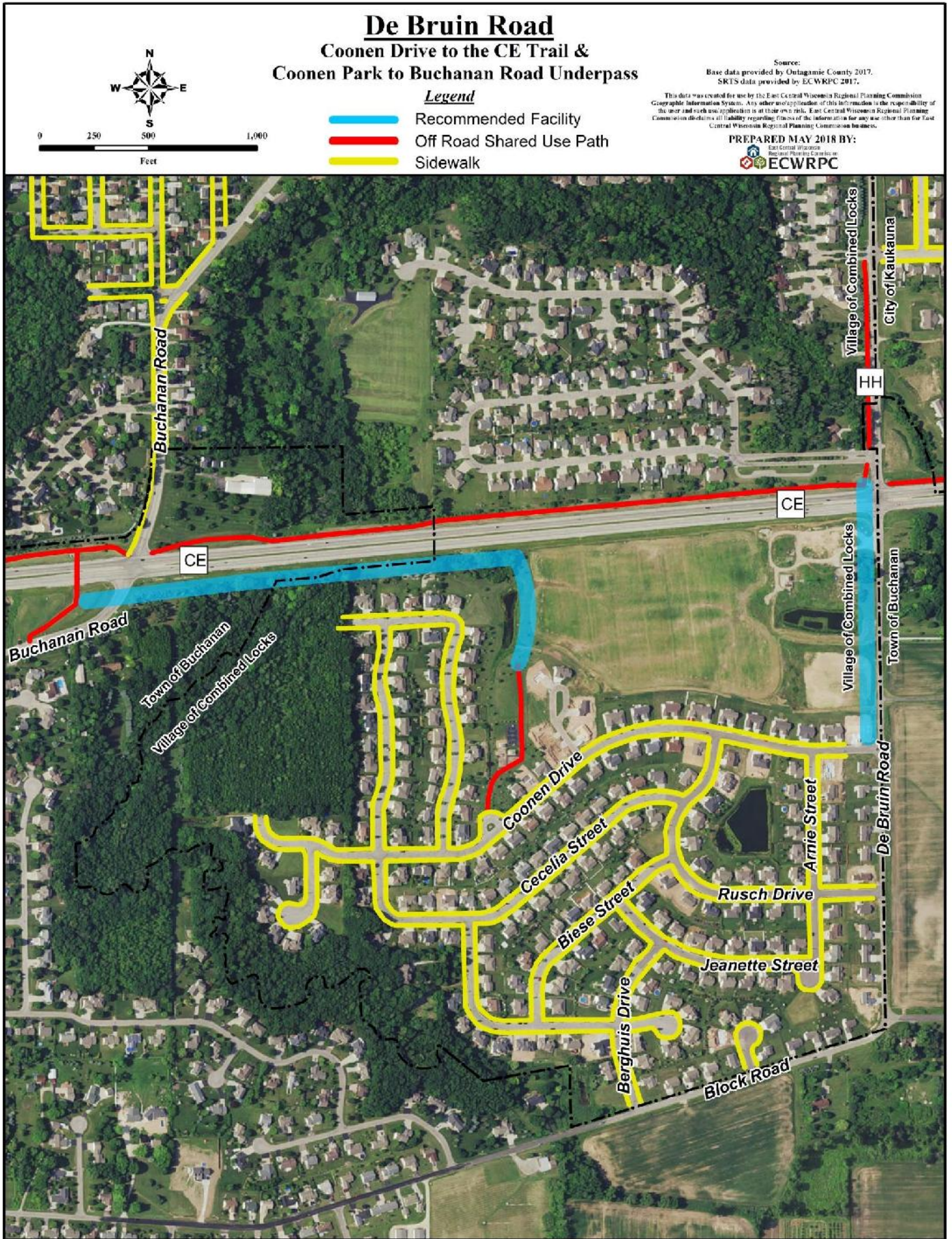
Importance:

Installing a facility at this location would provide walking & bicycling options to students south of County Highway CE in the Village of Combined Locks and Town of Buchanan. As this area continues to develop, there will be a large influx of students, so this facility would lower the amount of students requiring bussing as future development continues.

Planning Documents:

Town of Buchanan Comprehensive Plan, 2018
Town of Buchanan Comprehensive Outdoor Recreation Plan, 2018
Appleton TMA & Oshkosh MPO Bicycle & Pedestrian Plan, 2015

Priority: Low  High



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Manitowoc Road

County Highway LP to N Coop Road

Background:

This section of Manitowoc Road lacks bicycle and pedestrian facilities. Manitowoc Road runs directly along Woodland Elementary/Intermediate School (to the south). This segment of Manitowoc Road is roughly 2 miles long with two total lanes (one eastbound & one westbound) and a consistent speed limit of 45 mph and moderately low traffic volumes with a 1,600 AADT in 2016. It is a major east west connection for many residential subdivisions in the Village of Harrison.

Communities Involved:

- Village of Harrison

Recommendation:

Based on the current conditions, installation of a 10-foot wide off-road multi-use path on the southern side of the roadway would be the best option for this roadway. This would connect to a future off-road multi-use path to the west on County Highway LP & to the northeast on N Coop Road. It would also connect to a small neighborhood trail to the northeastern corner of N Coop Road. Installation of facilities as development occurs along this roadway would also be highly recommended. As this roadway develops, it's recommended to look at potentially reducing the speed as well.

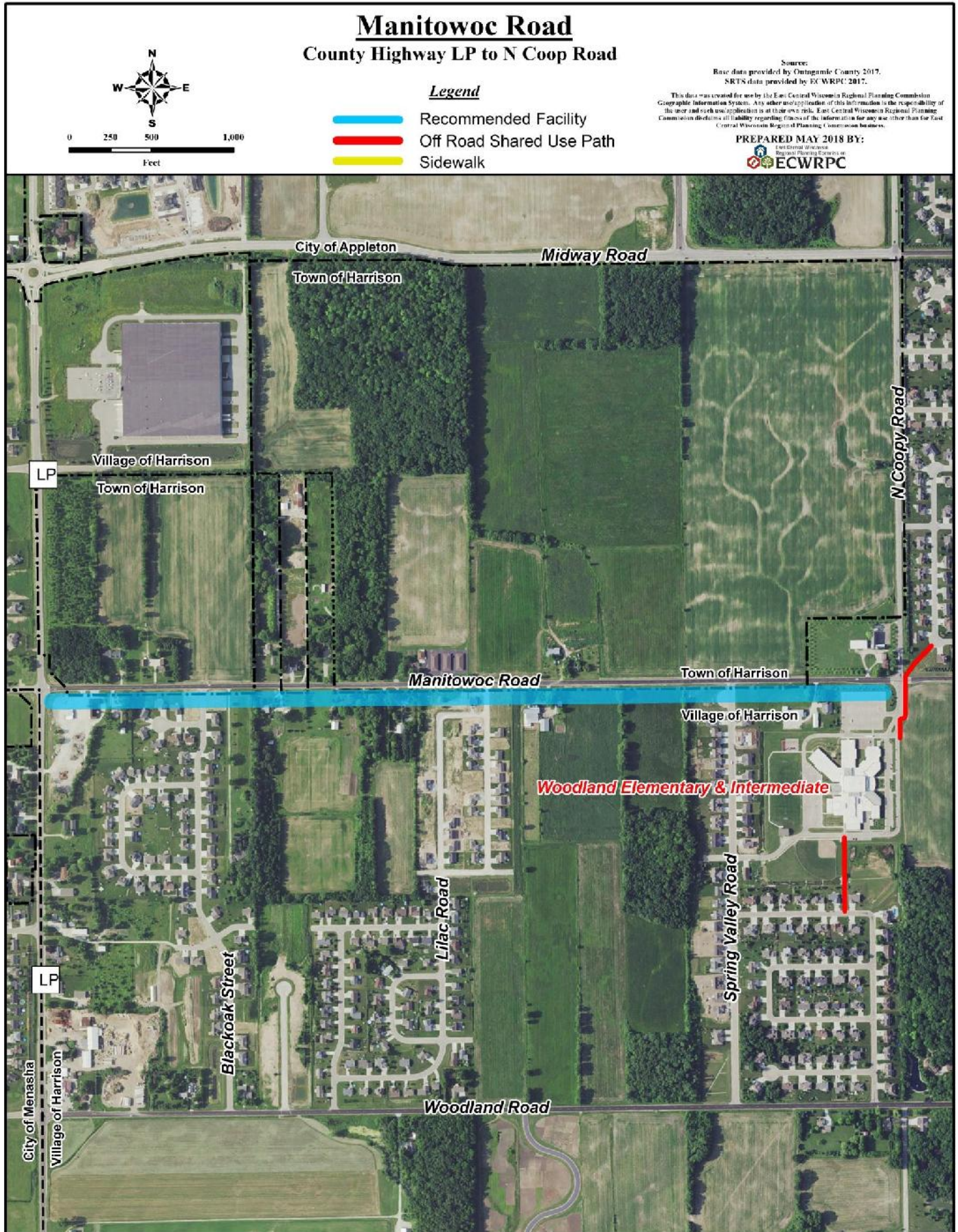
Importance:

Installing a facility at this location would provide walking & bicycling options to students throughout the Village of Harrison, especially west of County Highway N. It would also provide a vital connection to Woodland Elementary / Intermediate School, providing a safe route to this school. This would drastically lower the amount of students requiring busing by providing a connection to Woodland Elementary / Intermediate School.

Planning Documents:

Village of Harrison Comprehensive Outdoor Recreation Plan, 2015
Appleton TMA & Oshkosh MPO Bicycle & Pedestrian Plan, 2015

Priority: Low  High



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N Coop Road

County Highway KK to Manitowoc Road

Background:

This section of N Coop Road lacks bicycle and pedestrian facilities. N Coop Road terminates at Woodland Elementary/Intermediate School from the north. This segment of N Coop Road is roughly one and a half miles long with two total lanes (one northbound & one southbound) and a consistent speed limit of 35 mph and fairly low traffic volumes with an AADT of 1,100. It is also the major north/south connection for the Town of Buchanan & the Village of Harrison to Woodland Elementary/Intermediate School from County Highway KK.

Communities Involved:

- Village of Harrison
- City of Appleton

Recommendation:

Based on current conditions, installation of an off-road multi-use path on the eastern side of the roadway would be recommended. This would connect to current facilities on County Highway KK, and a future facility along Manitowoc Road. It would also be highly recommended to install facilities on the western side as development occurs. As the roadway continues to develop, it would be recommended to look at a possible speed reduction as well.

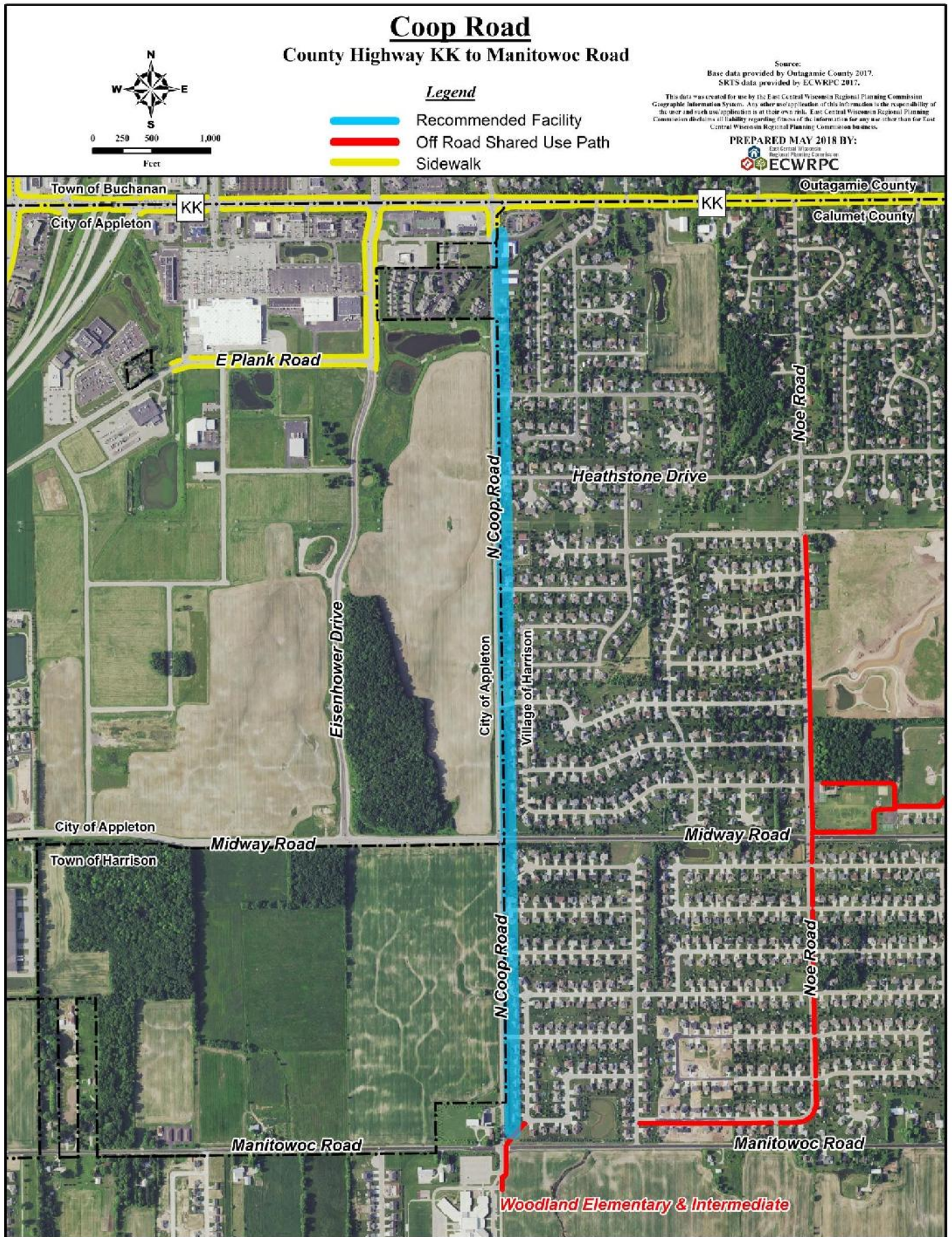
Importance:

Installing a bicycle and pedestrian facility at this location would provide walking & bicycling options to students going to and from Woodland Elementary / Intermediate School. It would provide an important connection from County Highway KK to Manitowoc Road, connecting Woodland Elementary / Intermediate School to the Town of Buchanan. This would greatly reduce the amount of required bussing for a large portion of the Village of Harrison, especially south of County Highway KK.

Planning Documents:

Village of Harrison Comprehensive Outdoor Recreation Plan, 2015
Appleton TMA & Oshkosh MPO Bicycle & Pedestrian Plan, 2015

Priority: Low  High



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Midway & Schmidt Road

Eastern Development to N Coop Road

Background:

This section of Midway & Schmidt Road lacks bicycle or pedestrian facilities. This roadway is the main east/west connection for Sunrise Elementary School. This segment of Midway & Schmidt Road is roughly one and a half miles long with two total lanes (one eastbound & one westbound) and a consistent speed limit of 35 mph, and a traffic volume with an average daily traffic of 2,100 in 2016. It is also the major east/west connection for multiple subdivisions in the Village of Harrison.

Communities Involved:

- Village of Harrison

Recommendation:

Based on the current conditions, installation of a 10-foot wide off-road multi-use trail on the northern side of the roadway would be the best option for Midway & Schmidt Road. This would connect to an existing 10-foot wide paved off-road multi-use path that runs through Darboy Community Park. It would also connect to future off-road multi-use paths along County Highway N and N Coop Road. It is also recommended to create a safe walking point making it safe for residential subdivisions south of Midway & Schmidt Road to access the facility and in turn, Sunrise Elementary School.

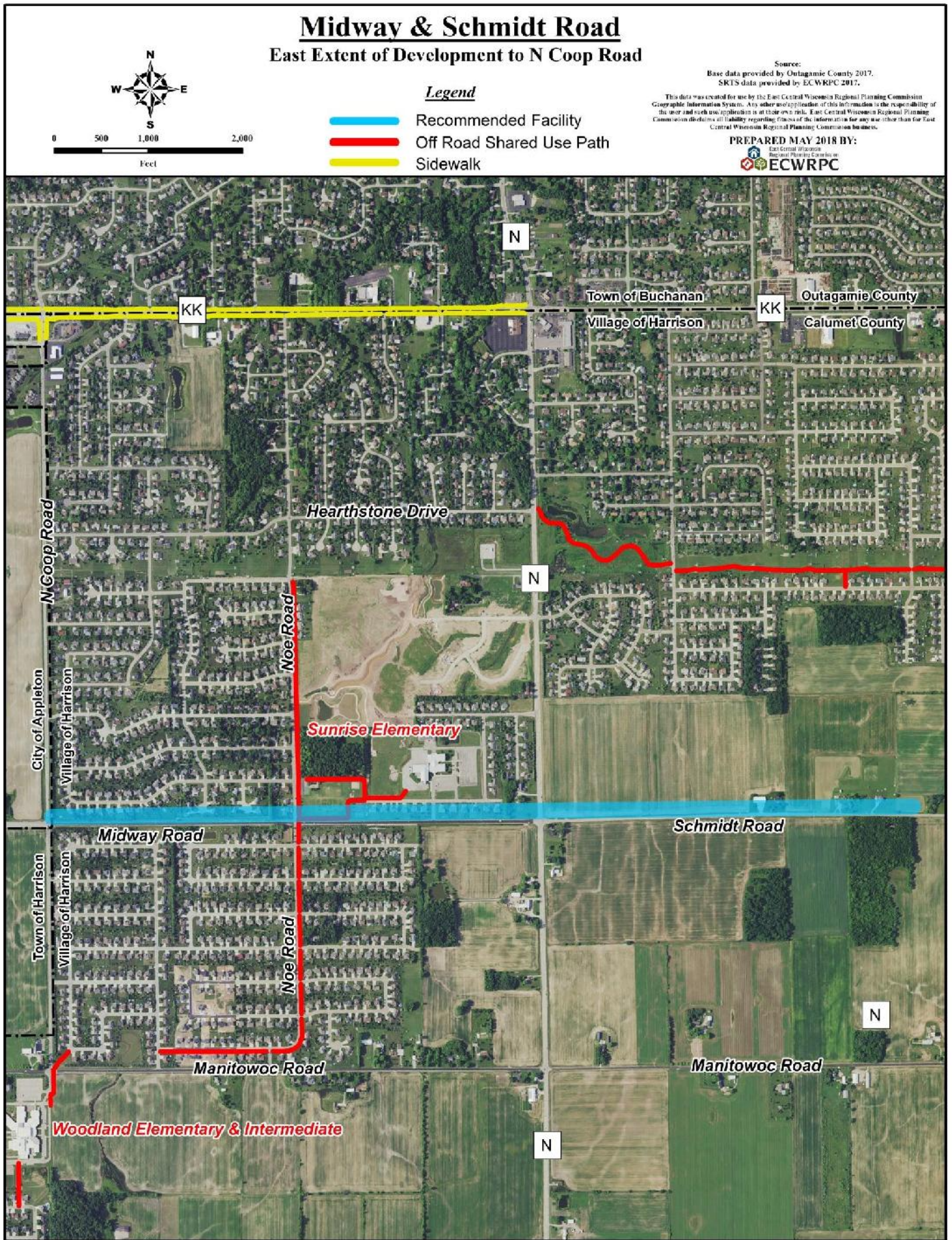
Importance:

Installing a facility at this location would provide walking & bicycling options to students in the Village of Harrison, around Sunrise Elementary. This facility would provide an important connection to Sunrise Elementary once facilities are installed around the school, drastically lowering the amount of students required to take busing to the school.

Planning Documents:

Village of Harrison Comprehensive Outdoor Recreation Plan, 2015
Appleton TMA & Oshkosh MPO Bicycle & Pedestrian Plan, 2015

Priority: Low  High



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Eisenhower Drive

County Highway CE to County Highway KK

Background:

This section of Eisenhower Drive has a small portion with sidewalk facilities to the north (near Theatre Way); otherwise, it has no bicycle or pedestrian facilities. Eisenhower Drive has an abundance of commercial land use in this segment as well. This portion of Eisenhower Drive is roughly a mile long with four total lanes (two northbound & two southbound) and a consistent speed limit of 35 mph and high traffic volume with an AADT of 11,600 in 2016. It is also a major north/south thoroughfare for the western half of the Town of Buchanan, and an important connection for many subdivisions to the east, along with people utilizing the commercial district around Eisenhower Drive.

Communities Involved:

- Town of Buchanan

Recommendation:

Based on the current conditions, installation of a 10-foot wide off-road multi-use trail on the eastern side of the roadway would be the best option for this roadway. This would connect to an existing 10-foot wide paved off-road multi-use path to the north on County Highway CE, and meet up with a future 10-foot wide paved off-road multi-use trail on Emons Road. This would also be an ideal road to consider a road diet on, which would include reducing the roadway to two total lanes with a third shared turning lane. It would also be recommended to implement safe crossing points would also be essential along this roadway.

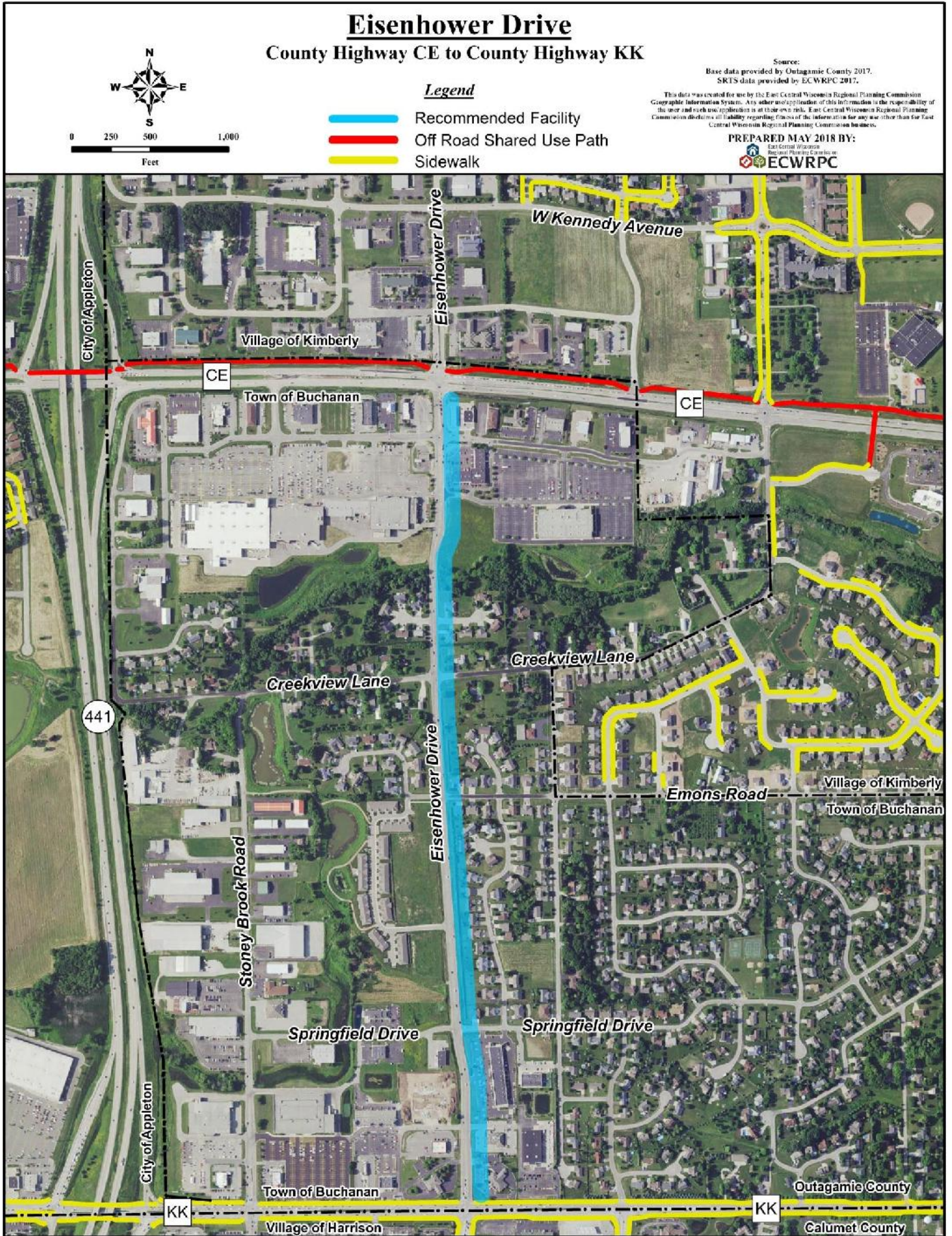
Importance:

Installing a facility at this location would provide walking & bicycling options to students throughout the Town of Buchanan, especially those utilizing the businesses located around Eisenhower Drive. It would also help connect commercial and residential development between the Villages of Kimberly & Harrison, along with the Town of Buchanan.

Planning Documents:

Town of Buchanan Comprehensive Plan, 2018
Appleton TMA & Oshkosh MPO Bicycle & Pedestrian Plan, 2015

Priority: Low  High



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Education Way Bridge

Woodland Intermediate / Elementary

Background:

Education Way is a small roadway that runs along the southern & eastern side of Woodland Elementary/Intermediate School. It meets up to the south at Spring Valley Road, where there is a large residential development. Near this connection, there is a small storm water detention area, where numerous culverts run under Education Way. At these culverts the roadway narrows and there are no bicycle or pedestrian facilities. There is also no room on the side of the road for pedestrians/bicycles, along with a fence running into the roadway on the school side of the roadway.

Communities Involved:

- Village of Harrison
- Woodland Elementary/Intermediate School (Kimberly Area School District)

Recommendation:

When road reconstruction occurs, it is recommended to widen the road slightly so a sidewalk or multi-use trail can be added on one side of the roadway. Temporarily though, a small portion of the fence could be removed on the school side of the small segment of Education Way. Temporary barriers could also be installed, creating a safe walking space for pedestrians. This could be as simple as putting up cones along one side or even installing surface paint to make vehicles and pedestrians alike aware of the designated path across this small section of Education Way.

Importance:

This would alleviate the bottle-neck that is currently located along the storm water detention area west of Woodland Elementary / Intermediate School. It would also provide a safer route for students walking to Woodland Elementary/Intermediate School from the subdivision directly connected to the school along Spring Valley Road.

Planning Documents:

None

Priority: Low  High



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John Street & Kennedy Avenue

J.R. Gerritts Middle School

Background:

There have been concerns with the John Street and Kennedy Avenue intersection, particularly at peak hours and during special events. There is, however, a large amount of bicycle and pedestrian traffic around very popular community facilities in the area, with this intersection being the main access point for J.R. Gerritts Middle School and the only access for the Heart of the Valley YMCA. This roadway is two total lanes, one eastbound and one westbound, with parking only allowed on the southern half of Kennedy Avenue and all of John Street. There is an average daily traffic count of 4,500.

Communities Involved:

- Village of Kimberly
- Kimberly School District
- Heart of the Valley YMCA

Recommendation:

Installation of rapid flashing beacons would be a relatively low cost remedy. Installing temporary bump outs to calm traffic would also be a cheap and reliable means to slow traffic and improve safety around this intersection. If funds and volunteers are available, utilizing a crossing guard or even starting a safety patrol program would help to increase safety.

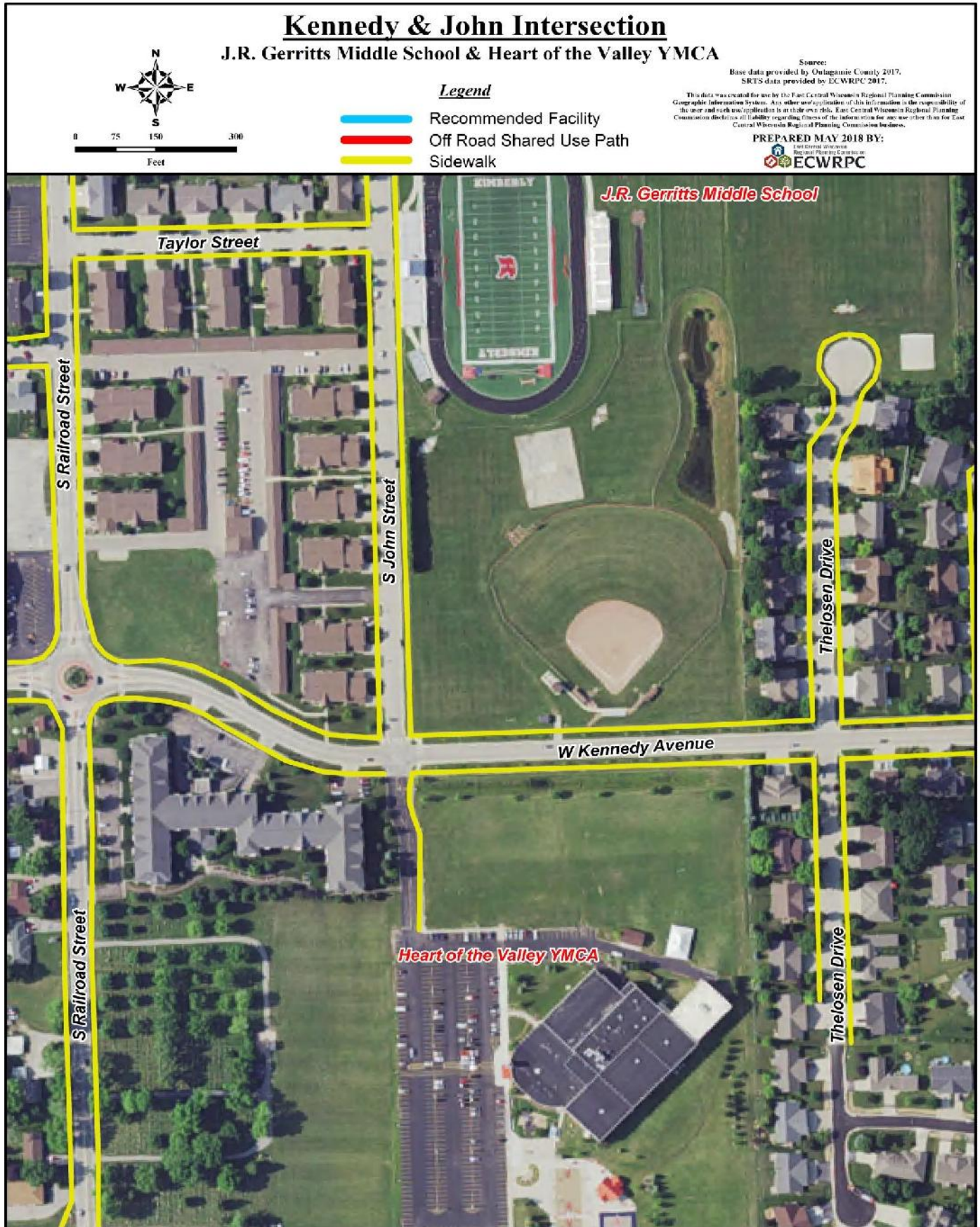
Importance:

The Heart of the Valley YMCA and J.R. Gerritts Middle School are within such close proximity to this intersection, creating the safest space possible is of the utmost importance. There are a lot of after school programs at both locations that increase the amount of bicyclists and pedestrians, so installing proper safety measures would help to increase safety and traffic flow for this intersection.

Planning Documents:

None

Priority: Low   High



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W Kimberly Avenue & S Railroad Street Intersection

Village of Kimberly

Background:

This intersection can be very difficult for pedestrians and bicyclists to maneuver. With another “T” intersection within close proximity of this intersection, there are a lot of vehicles leaving and coming from W Kimberly Avenue. In addition to this, there are no stopping points along this roadway, which can lead traffic to travel faster than it was designed and signed for. This roadway has two total lanes meeting at the “T” intersection, with an average daily traffic count of roughly 4,200.

Communities Involved:

- Village of Kimberly

Recommendation:

One recommendation to help calm traffic would be to create a three-way stop at this location. Creating a three-way stop would help calm traffic in the area along W. Kimberly Avenue, and create a safe north/south crossing for students.

Another recommendation would be to add a crossing guard at this intersection or possibly even rapid flashing beacons. Both of these recommendations would help increase the awareness for pedestrians and bicyclists by vehicular traffic.

Importance:

This intersection effectively divides the Village of Kimberly into eastern and western halves. With such a high traffic volume, and multiple roads meeting around this point, it can make it difficult for pedestrians and bicyclists to cross W Kimberly Avenue. This intersection is also close to Westside Elementary School and Mapleview Intermediate School. Creating a safe crossing point and traffic calming location may increase the amount of students who feel safe walking and biking to school.

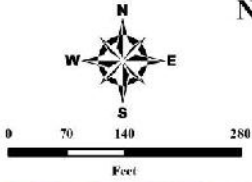
Planning Documents:

None

Priority: Low  High

Kimberly Avenue & Railroad Street Intersection

Near Westside Elementary & Mapleview Intermediate

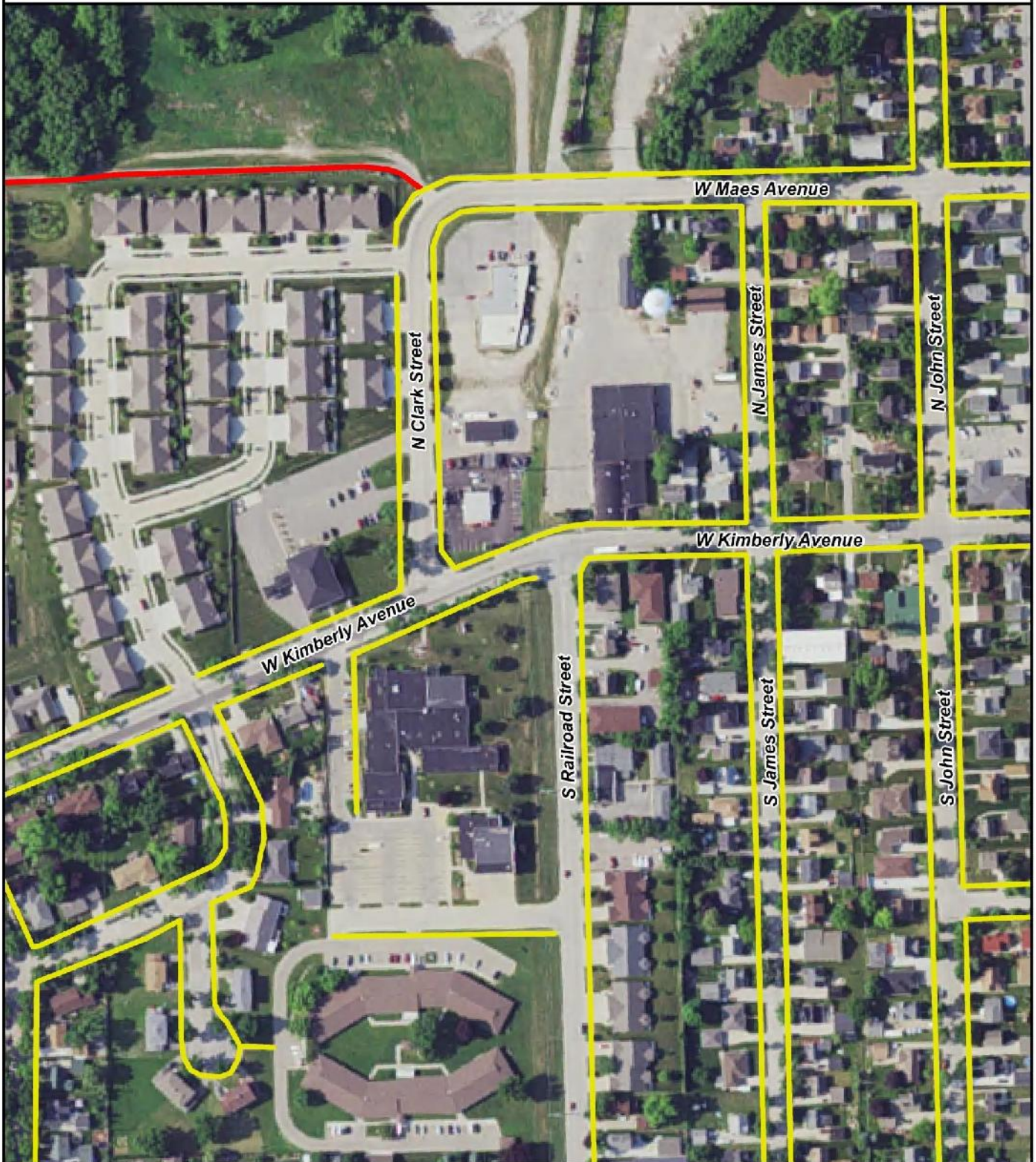


Legend

- Recommended Facility
- Off Road Shared Use Path
- Sidewalk

Source:
 Base data provided by Outagamie County 2017.
 SRTS data provided by ECWRPC 2017.
 This data was created for use by the East Central Wisconsin Regional Planning Commission Geographic Information System. Any other application of this information is the responsibility of the user and such application is at their own risk. East Central Wisconsin Regional Planning Commission disclaims all liability regarding fitness of the information for any use other than for East Central Wisconsin Regional Planning Commission business.

PREPARED APRIL 2018 BY:
 ECWRPC



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Kimberly High School Parking

Village of Kimberly

Background:

There has been a very large influx of students at Kimberly High School over the last few years, which has subsequently increased the amount of traffic around the school. There is also more commercial businesses that students like to shop at before/after school, which has increased the amount of pedestrian/bicycle traffic, along with vehicular traffic. This combination has caused large vehicular backups within the parking lot, and has caused safety concerns to be raised about the safest route for bicyclists and pedestrians to maneuver the parking lot.

Communities Involved:

- Village of Kimberly
- Kimberly Area School District

Recommendation:

It was recommended by the Kimberly Area School District staff to conduct a bike and walk audit in the fall of 2018 to look at traffic flow and conflict points for bicyclists and pedestrian at and around Kimberly High School. After the audit is completed, Safe Routes to School and Kimberly Area School District staff can collaborate to come up with one or multiple possible solutions to increase safety for bicyclists, pedestrians, and motorists alike.

Importance:

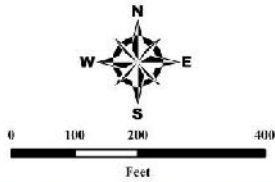
The Kimberly Area School District is rapidly growing, so this issue will only continue to increase. With the increase in facility improvement, there will inevitably be an increase in students walking and biking to school.

Planning Documents:

None

Priority: Low  High

Kimberly High School Parking Lot Configuration



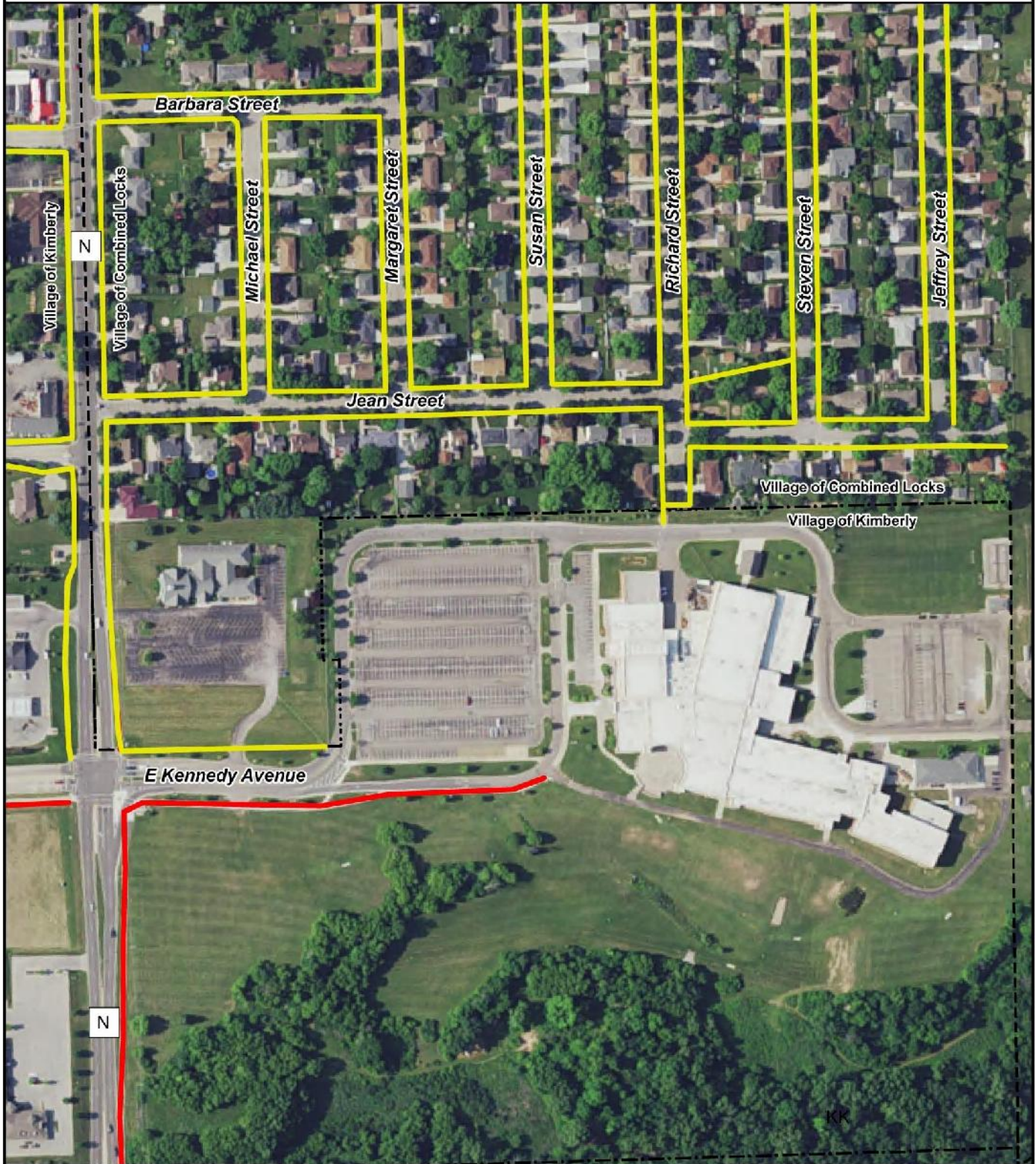
Legend

- Recommended Facility
- Off Road Shared Use Path
- Sidewalk

Source:
Base data provided by Outagamie County 2017.
SKIS data provided by ECRWPC 2017.

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PREPARED MAY 2018 BY:
 ECRWPC



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Uncontrolled Intersections

Village of Kimberly

Background:

Throughout the Village of Kimberly, especially north of 3rd Street and west of County Highway N, there are many intersections that are uncontrolled. Most of these intersections are on roadways with very low traffic volumes (average daily traffic counts under 500 on most) with only two total traffic lanes and a consistent speed of 25 miles per hour. These intersections, however, fall within very close proximity of Mapleview Intermediate School and Westside Elementary School.

Communities Involved:

- Village of Kimberly

Recommendation:

As new roadway projects are planned and implemented, it is recommended to consider installing traffic control measures at these intersections. At intersections nearest to schools and high bicycle and pedestrian traffic, it would be recommended to install traffic control measures prior to that roadway being slated for a reconstruction project. The Safe Routes to School Program can work closely with Kimberly Area School District and the Village of Kimberly to identify these intersections.

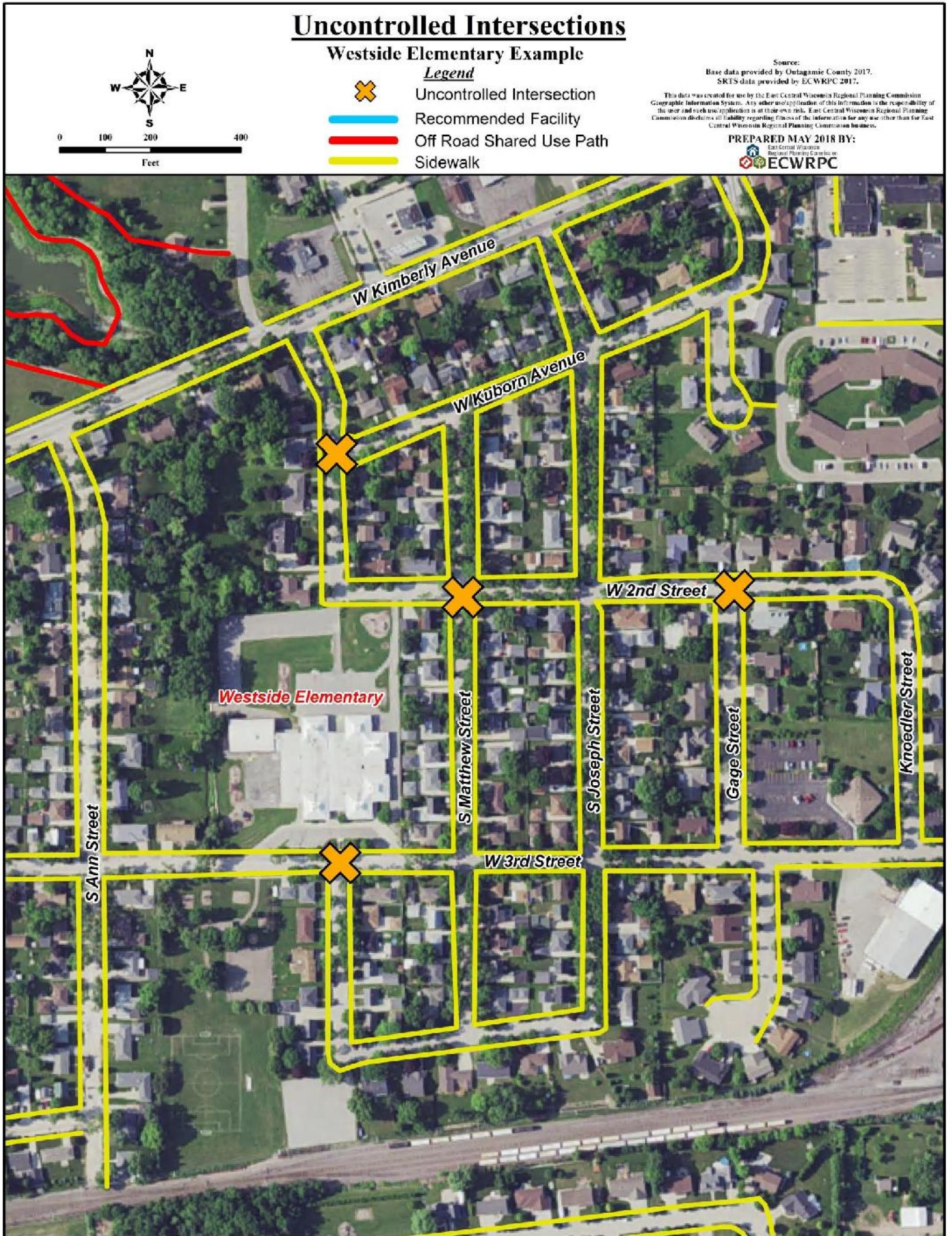
Importance:

All of these intersections have some form of bicycle or pedestrian facility, so they are already relatively safe along the roadways. Making this small adjustment to the intersections along safe pathways for students would help increase the safety for the students along the entire roadway, making it more uniform and predictable for vehicles, pedestrians, and bicyclists alike.

Planning Documents:

None

Priority: Low  High



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Sunrise Elementary Sidewalks

Hoelzel Way, Exploration Avenue, Skippers Lane, & Krissy Drive

Background:

There are four main local roadways that are used to access Sunrise Elementary: Hoelzel Way, Exploration Avenue, Skippers Lane, and Krissy Drive. These roadways all lack bicycle and pedestrian facilities, and have large storm water ditches along the roadways. There are many homes located along these roads, with a new subdivision connecting into Hoelzel Way. Many parents park along these roadways to pick up their children, which causes the children to walk in the often wet storm water ditches to reach their vehicles.

Communities Involved:

- Village of Harrison

Recommendation:

Urbanizing these roadways with sidewalks on both sides of the road would be the best recommendation possible. Creating a safe crossing point along this sidewalk network would also be important, especially during peak hours. This could involve installing rapid flashing beacons, painting a crosswalk with a crossing guard on duty, or starting a safety patrol program.

Importance:

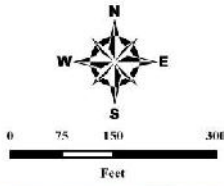
This network would connect up to the future facilities on County Highway N and Midway Road. This would provide a safe means for students to walk and bike to Sunrise Elementary School. It would also provide a very safe access point to Darboy Community Park from the large parking lot east of Sunrise Elementary School, benefiting the entire community

Planning Documents:

Priority: Low ★ ★ ★ ★ ★ High

Sunrise Elementary Sidewalks

Hoelzel Way, Exploration Avenue, & Skippers Lane



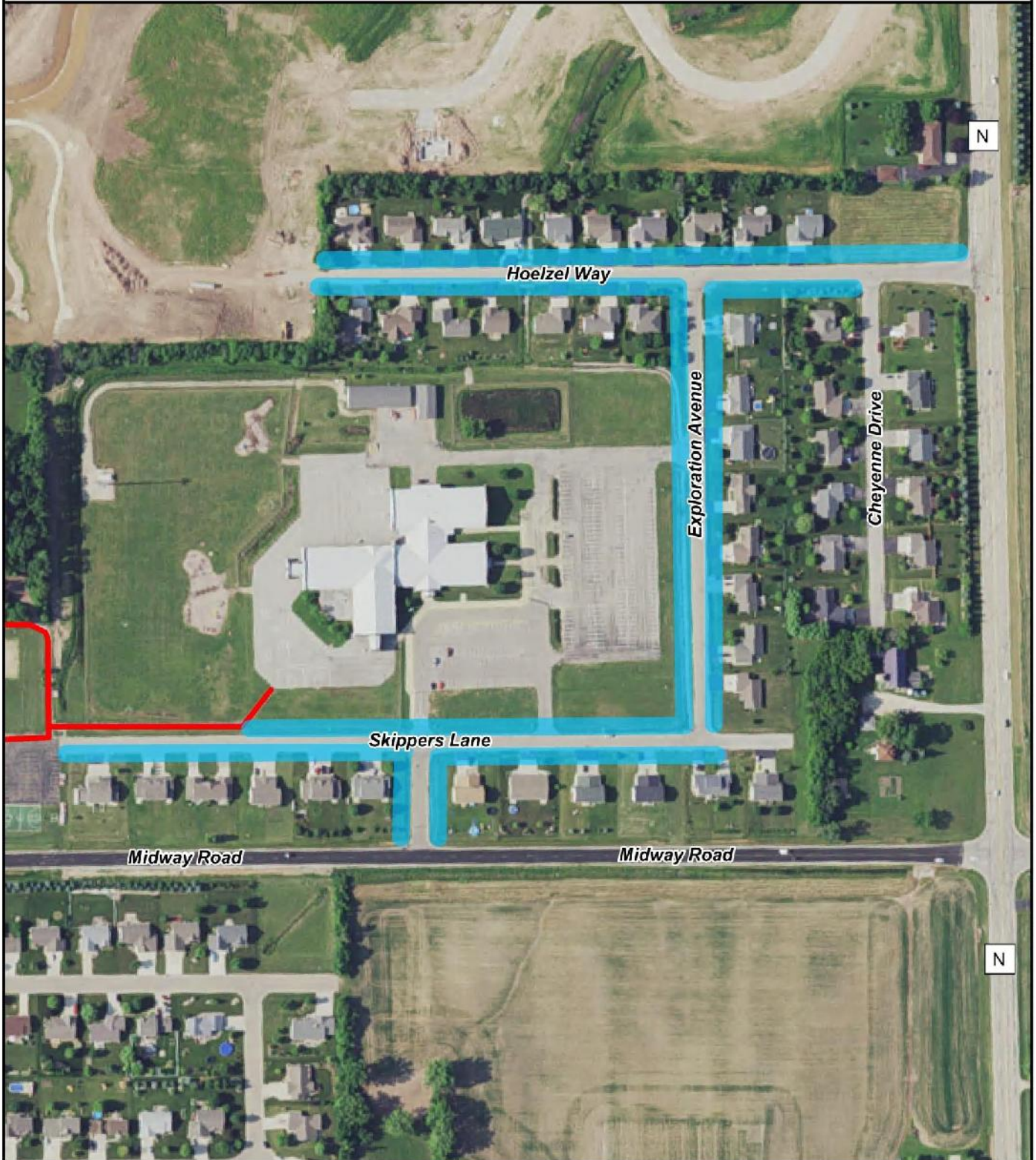
Legend

- █ Recommended Facility
- █ Off Road Shared Use Path
- █ Sidewalk

Source:
Base data provided by Outagamie County 2017.
SRTS data provided by ECRWPC 2017.

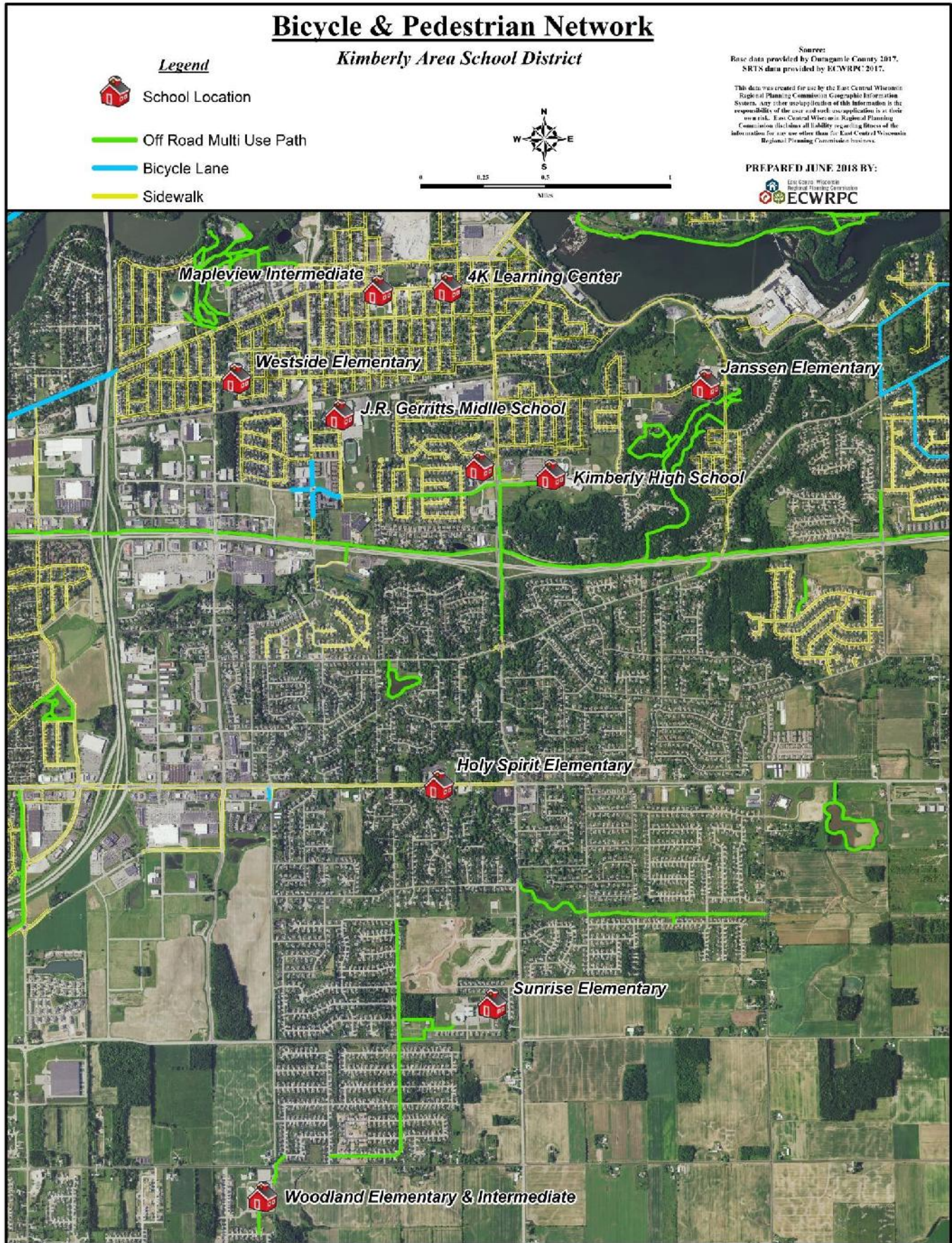
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PREPARED APRIL 2018 BY:



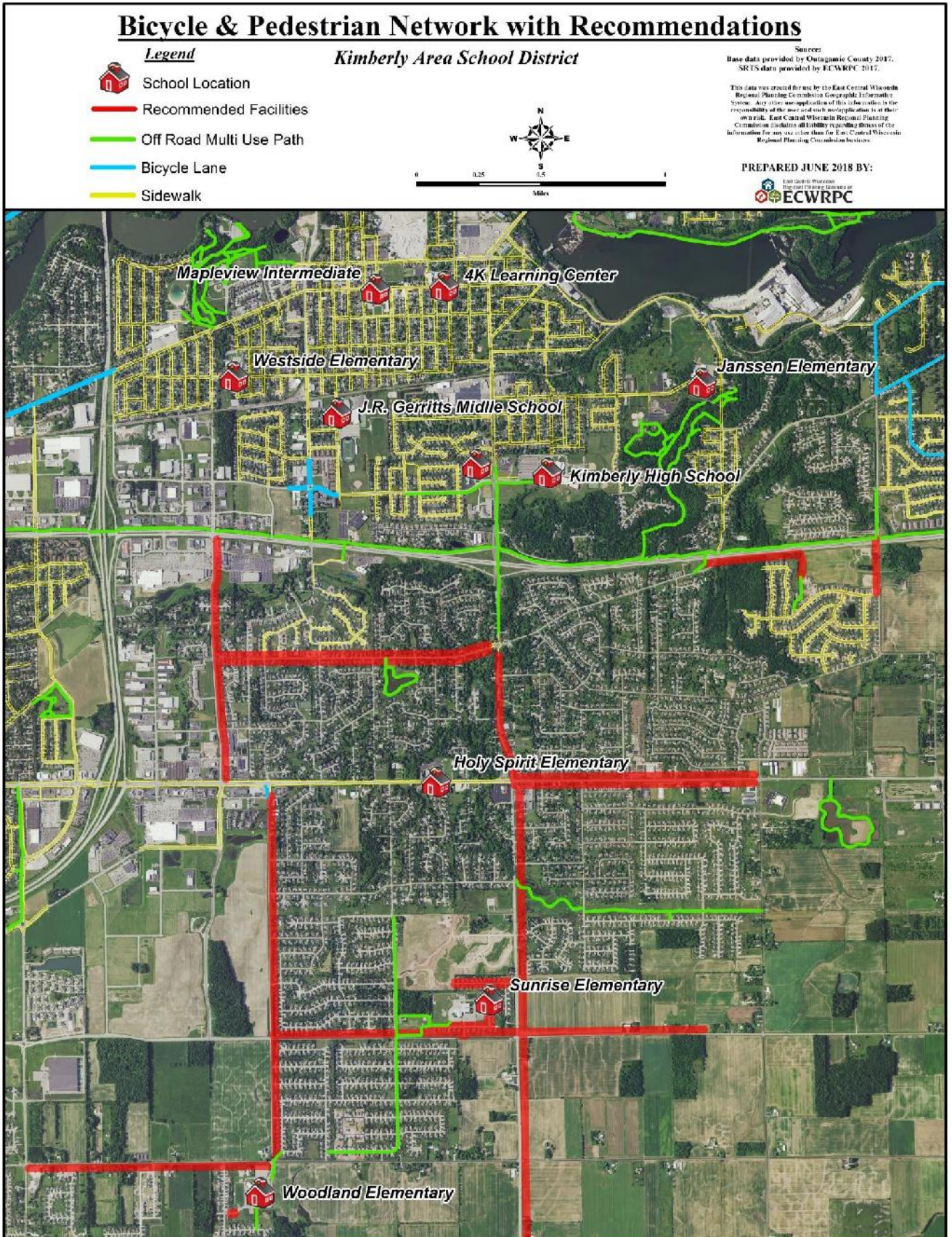
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Bicycle & Pedestrian Facilities



TD: P:\150x-Regional_SRTS\GIS_Mapping\Bicycle Walk Audits\2017\Kimberly\KASD_Bicycle_Pedestrian_Network.mxd

Bicycle & Pedestrian Facilities with Recommended Facilities



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1.4 School Educational & Enforcement Recommendations

Education and encouragement activities are very important to getting students to walk and bike to school safely. The Safe Routes to School Program offers a wide array of programs to each school. Some of these programs are less time intensive; one day events that help raise awareness to students on bicycle and pedestrian safety. There are also semester-long and yearlong programs that help foster a lasting culture change at schools. These programs help students, parents, and teachers become more educated on safely getting to and from school, especially while acting as a pedestrian or bicyclist. Almost all of these programs come at little or no cost, and they can be implemented with the help of the Safe Routes to School Program. Once programs are implemented, it is recommended by our staff that each school indicate a “Safe Routes to School Champion” to coordinate and promote the program. Champions can be principals, PE teachers, community health educators, administrative workers, teachers, or community members such as parents of a student. In conjunction with the Safe Routes Champion, the Safe Routes to School team helps to ensure programs continue running smoothly, and that each school is aware of new programs and funding when they are available.

The Kimberly Area School District is unique in that it has very developed urbanized areas with nearby schools, as well as very rural areas. The rural areas currently lack the infrastructure as discussed in the facilities recommendation chapter. This can limit the types of educational programs that can be used. Some programs require biking and walking facility access to their school, however, some of these programs can also be tailored to schools. Therefore, an educational and encouragement Safe Routes to School action plan was created for each school with programs they can implement through the Safe Routes to School Program.

Enforcement is another important aspect of the Safe Routes to School Program. As part of this action plan, the Safe Routes to School Team conducted safety audits at every school. Morning audits survey students being dropped off, and afternoon audits survey students being picked up from school. These audits were used to create maps to explore enforcement changes that could be implemented. Some enforcement changes are simple education pieces; such as maps informing parents of proper pick up and drop off procedures. The Safe Routes to School Program involves engineering aspects of enforcement, such as assigning areas of schools as “Hug-N-Go’s.” Enforcement pieces can also involve educational programming, such as Project RADAR or implementing a Safety Patrol Program.

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Woodland Elementary & Intermediate School Safe Routes to School Action Plan

Recommendations

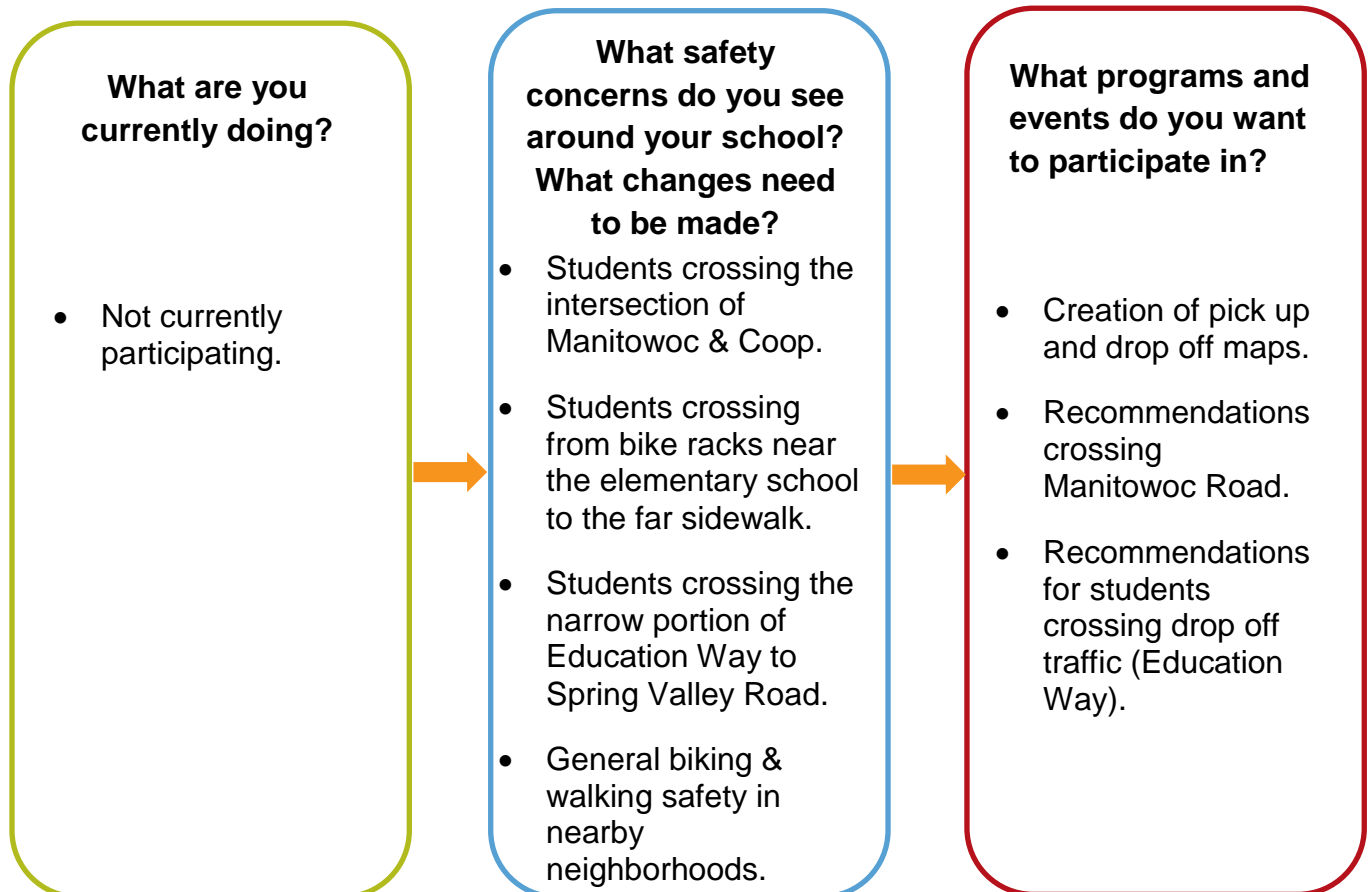
Education & Encouragement:

- Consider participating in “on-campus” programs such as the Frequent Walker Program.
- Host programs and assemblies on walking and biking safety.
- SRTS Champions: Tom Smits (tsmits@kimberly.k12.wi.us)

Enforcement:

- Increase police presence in the area for students crossing Manitowoc Road.
- Participate in Project RADAR to help remind drivers about responsible driving in school zones along Manitowoc Road.

Action Plan



Woodland Elementary & Intermediate

Bicycle & Walk Audit

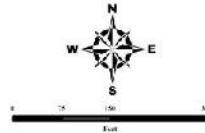
Legend

- | | | | |
|---|------------------|---|---------------------------|
|  | Crossing Guard |  | Fence |
|  | Pedestrian Sign |  | Bus Loading Zone |
|  | School Zone Sign |  | General/Staff Parking |
|  | Bike Rack |  | Parent Pick Up / Drop Off |
| | |  | No Parking |

Source:
Base data provided by Outagamie County 2017,
SRTS data provided by ECWRPC 2017.

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PREPARED JUNE 2018 BY:



Westside Elementary School Safe Routes to School Action Plan

Recommendations

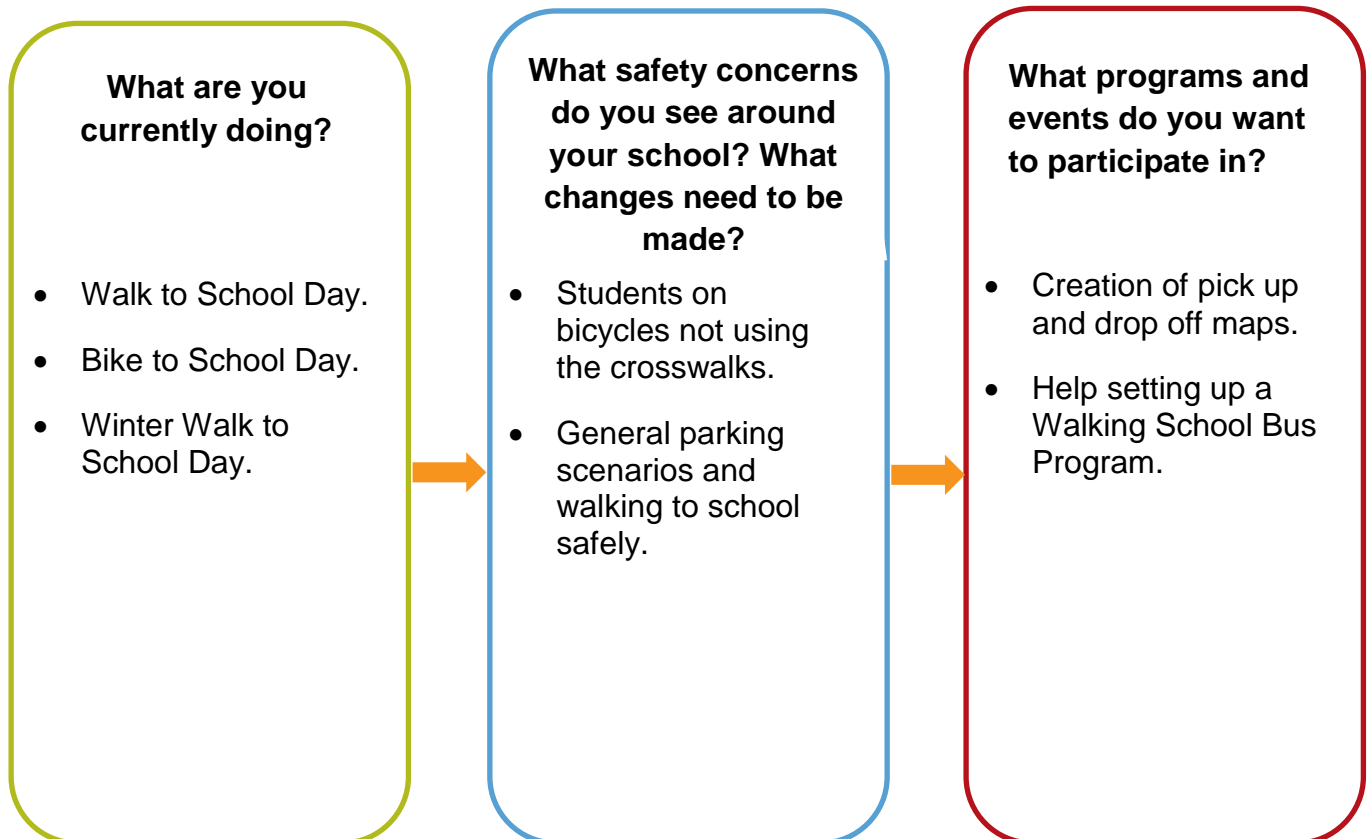
Education & Encouragement:

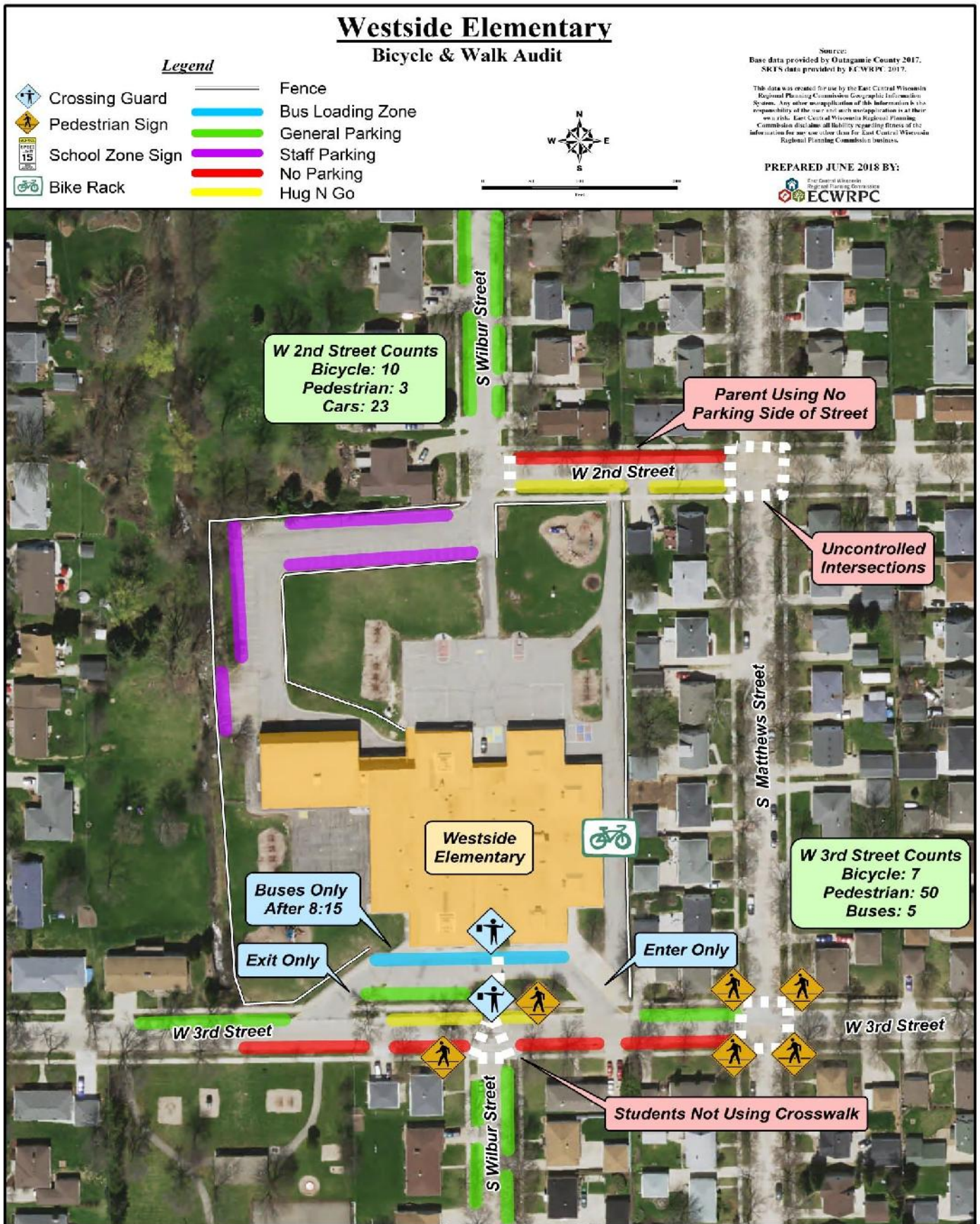
- Consider creating a Walking School Bus Program.
- Consider incorporating walking and bicycling into school curriculum.
- SRTS Champion: Deb Jakel (djakel@kimberly.k12.wi.us)

Enforcement:

- Work with Safe Routes to School staff & Fox Valley Metro Police Department on walking and biking safety.
- Consider adding an extra crossing guard if a volunteer can be found.
- Start a Safety Patrol Program.
- Consider working with the Village of Kimberly to add additional School Zone Signage.

Action Plan





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Sunrise Elementary School Safe Routes to School Action Plan

Recommendations

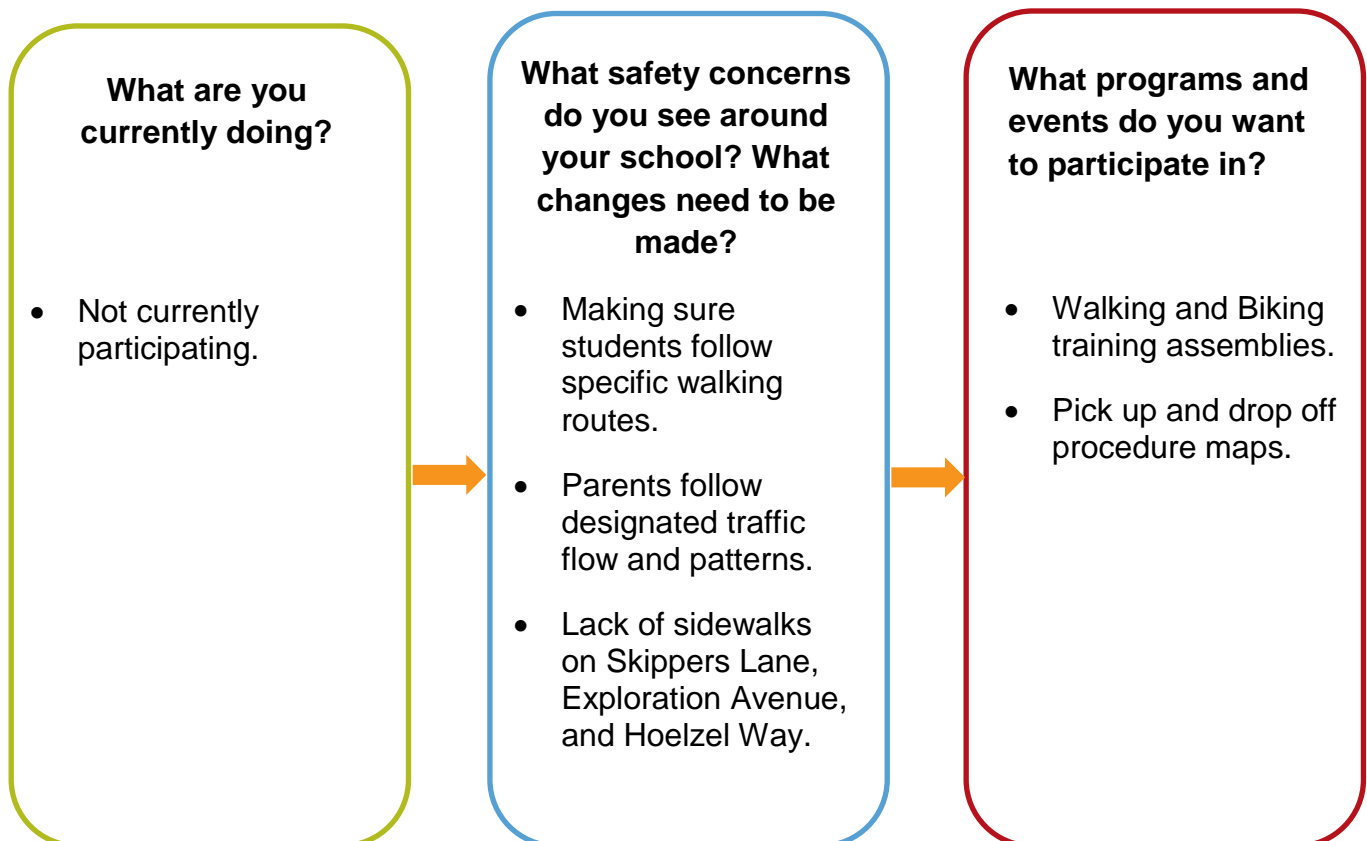
Education & Encouragement:

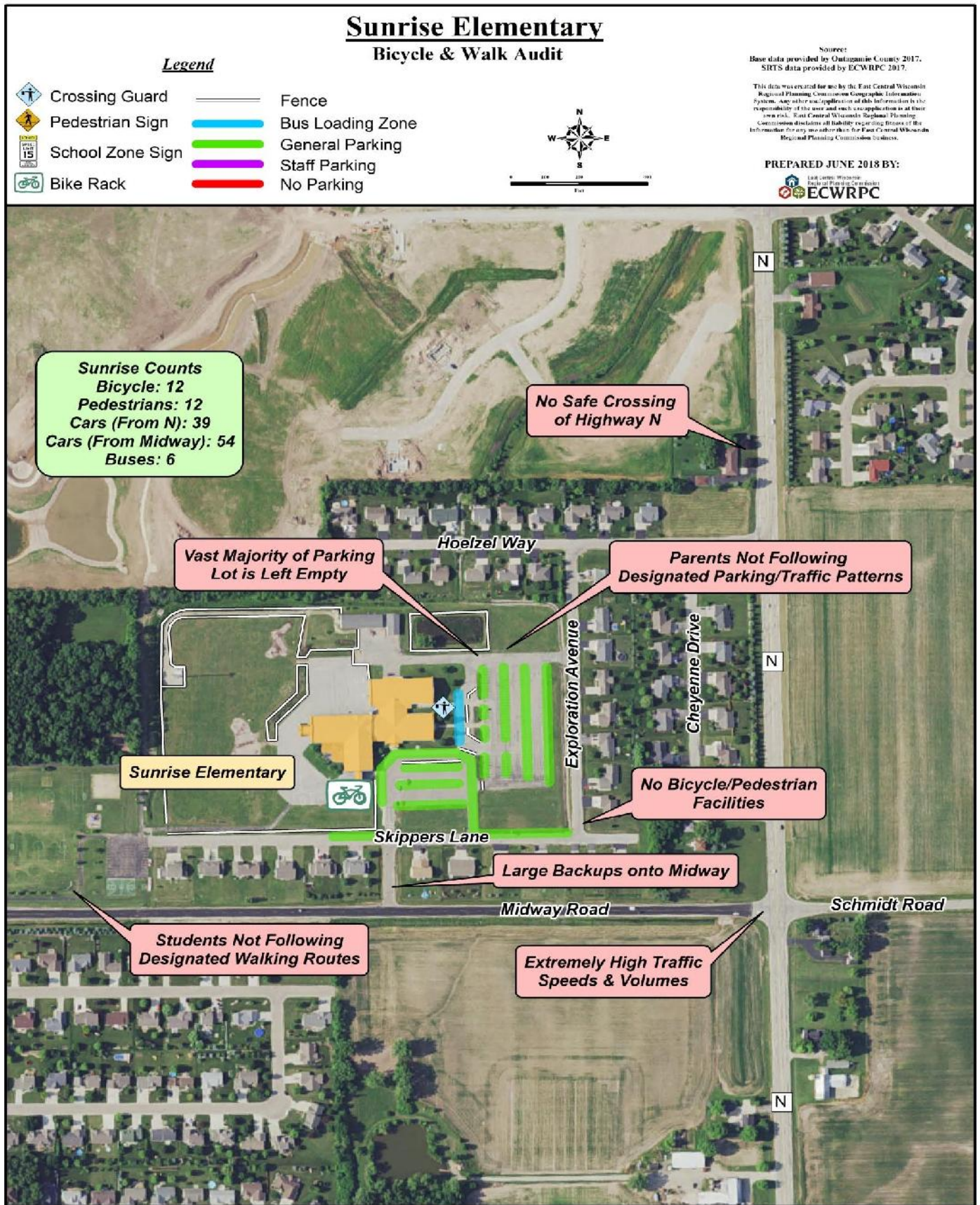
- Create on-campus walking routes.
- Implementation of “on campus” programs such as the Frequent Walker Program.
- SRTS Champion: Sean Fitzgerald (sfitzgerald@kimberly.k12.wi.us)

Enforcement:

- Increase police enforcement along Midway Road & County Highway N.
- Enforcement of posted parking and designated drop off/pick up points for students.
- Work with the Village of Harrison to install School Zone Signage.
- Reconfigure the parking scenarios to remove on-street parking.

Action Plan





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Janssen Elementary School Safe Routes to School Action Plan

Recommendations

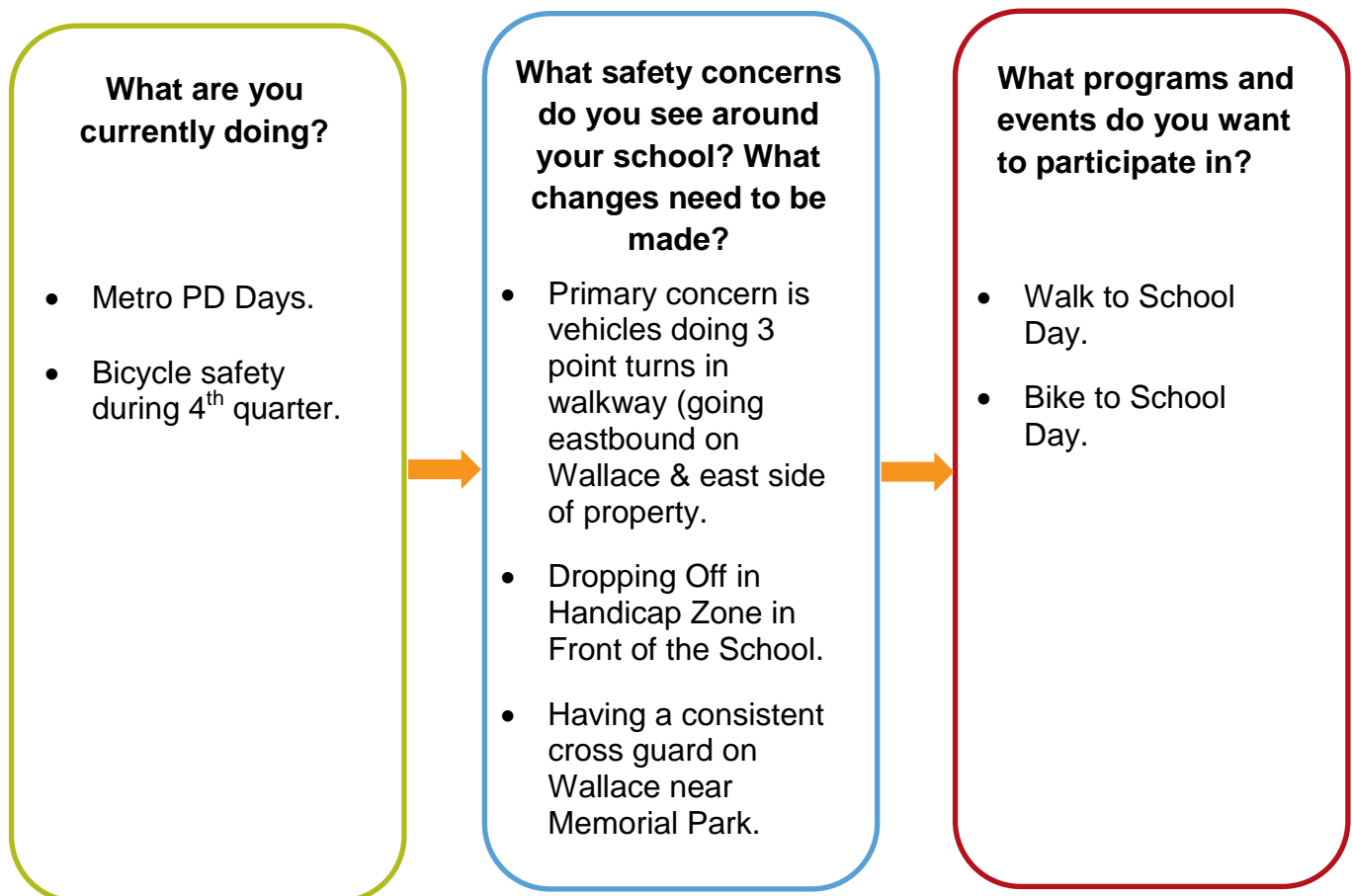
Education & Encouragement:

- Follow up with a second bicycle and walk audit.
- Consider creating a Walking School Bus Program.
- SRTS Champion: Pam Herrling (pherrling@kimberly.k12.wi.us)

Enforcement:

- Continue crossing guard enforcement around the school.
- Enforce parking and drop off / pick up procedures










Action Plan



Janssen Elementary

Bicycle & Walk Audit

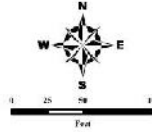
Legend

- | | | | |
|---|------------------|---|------------------|
|  | Crossing Guard |  | Fence |
|  | Pedestrian Sign |  | Bus Loading Zone |
|  | School Zone Sign |  | General Parking |
|  | Bike Rack |  | Staff Parking |
| | |  | No Parking |

Source:
Base data provided by Outagamie County 2017.
SRTS data provided by ECWRPC 2017.

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PREPARED JUNE 2018 BY:



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Mapleview Intermediate School Safe Routes to School Action Plan

Recommendations

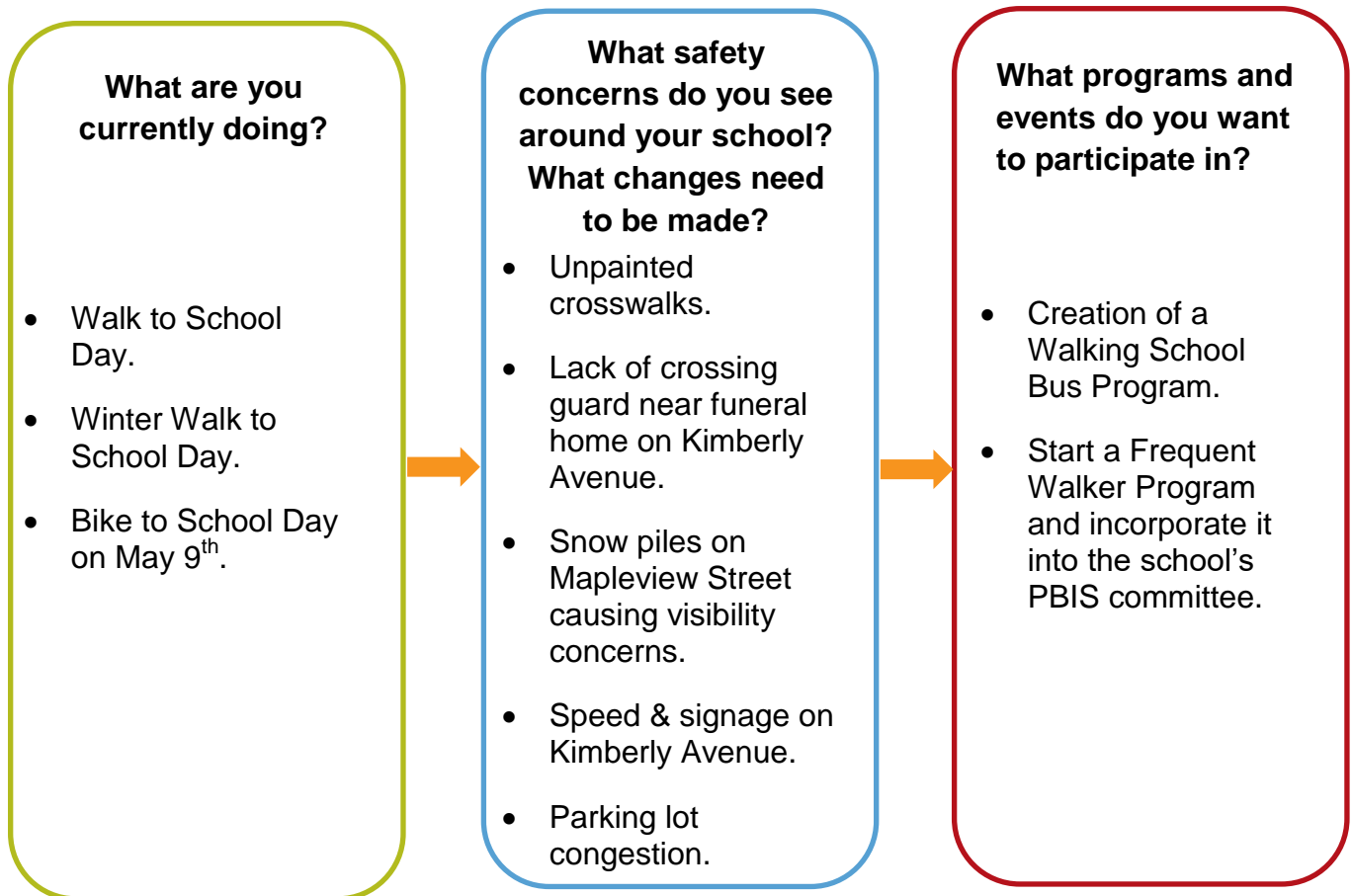
Education & Encouragement:

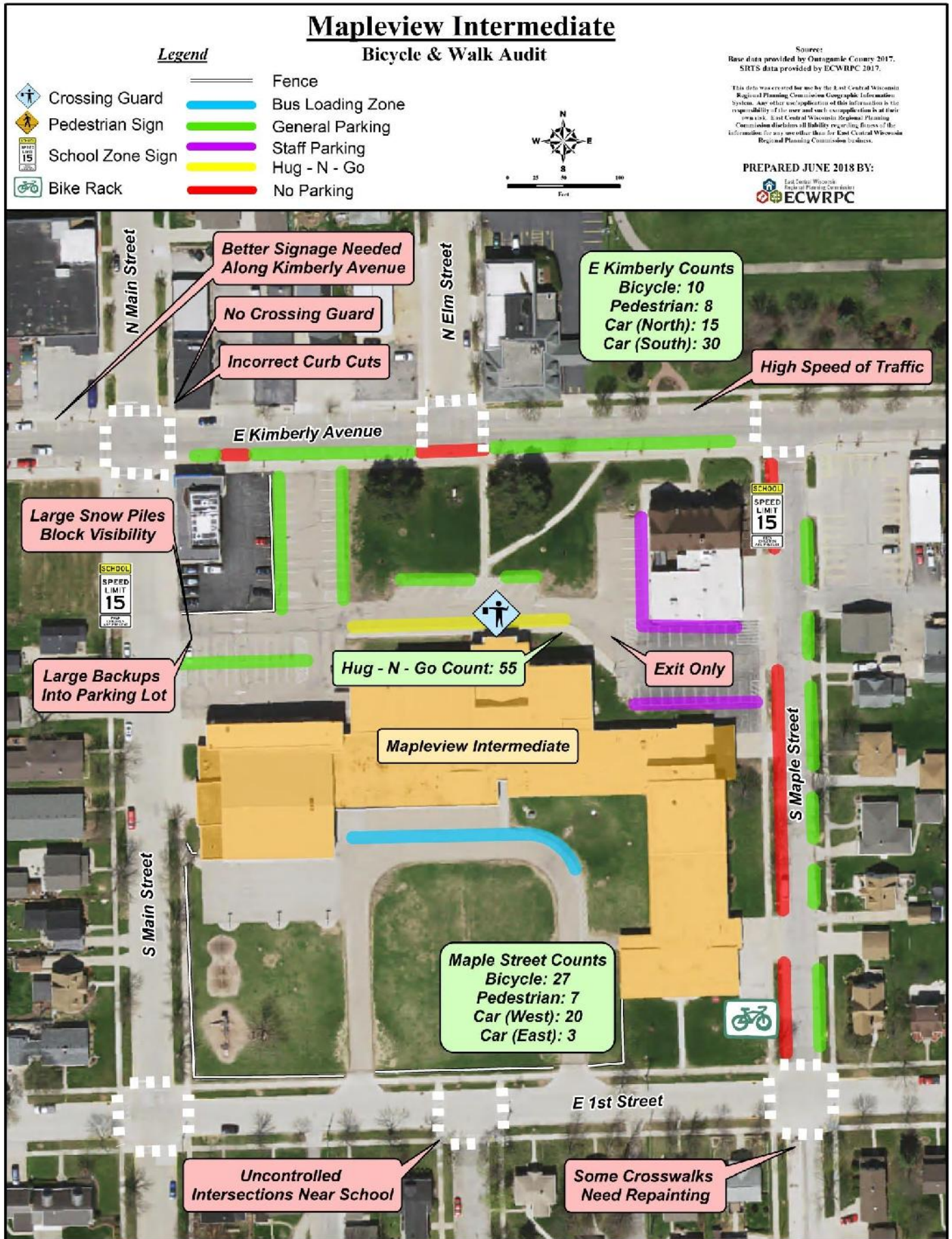
- Consider creating a Walking School Bus Program.
- SRTS Champion: Amber Jochimsen (ajochimsen@kimberly.k12.wi.us)

Enforcement:

- Consider participating in Project RADAR and incorporating it into classroom curriculum.
- Consider starting a Safety Patrol Program.

Action Plan





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J.R. Gerritts Middle School Safe Routes to School Action Plan

Recommendations

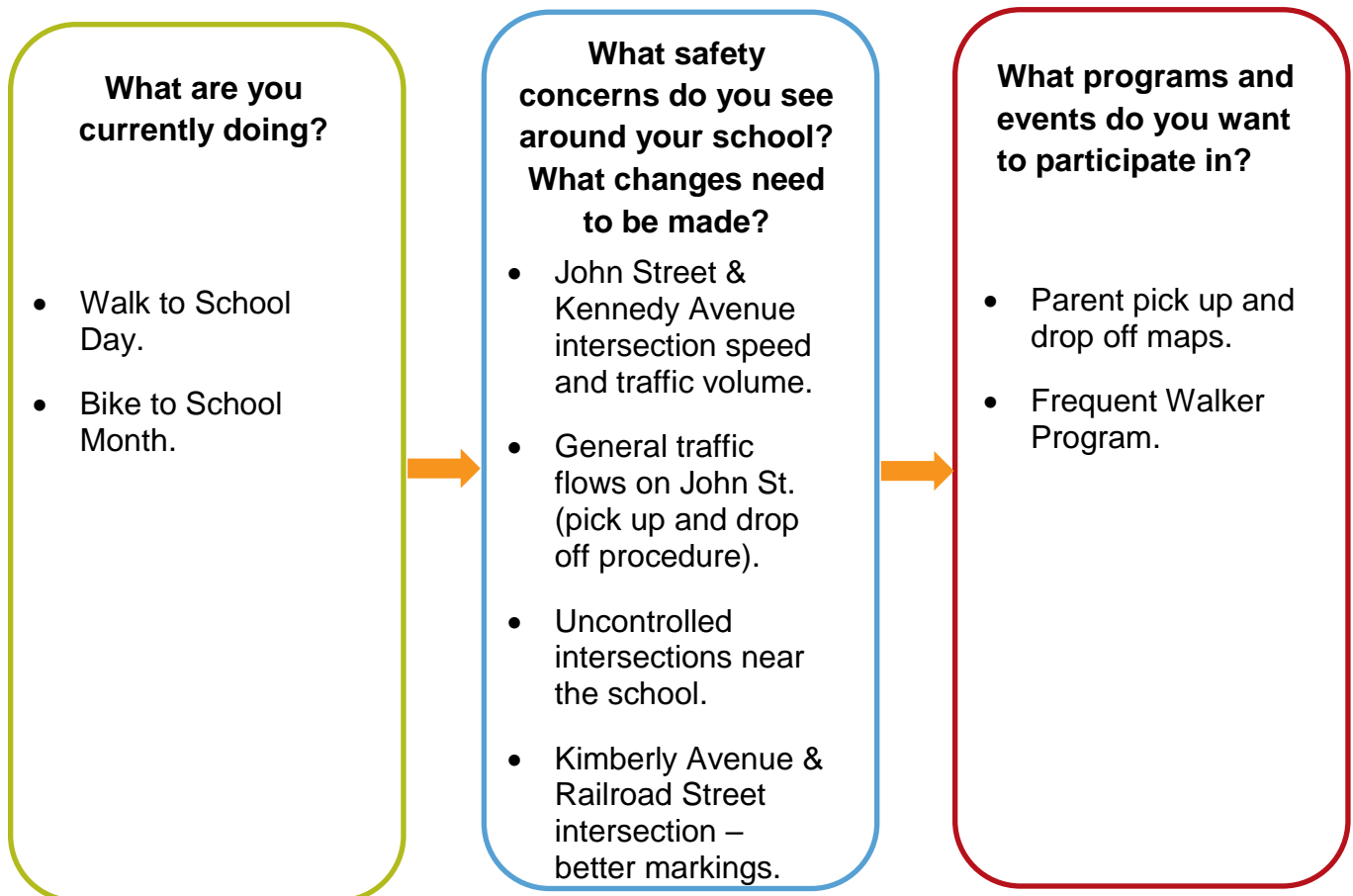
Education & Encouragement:

- Start a Frequent Walker Program and incorporate it into the physical education curriculum.
- SRTS Champion: Matt Bumgardner (mbumgardner@kimberly.k12.wi.us)

Enforcement:

- Consider utilizing Project RADAR around the school & incorporate it into the school curriculum.
- Consider starting up a Safety Patrol Program, specifically in front of the school and at the intersection of John Street & Kennedy Avenue.









Action Plan



J.R. Gerritts Middle School

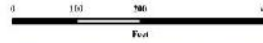
Bicycle & Walk Audit

Legend

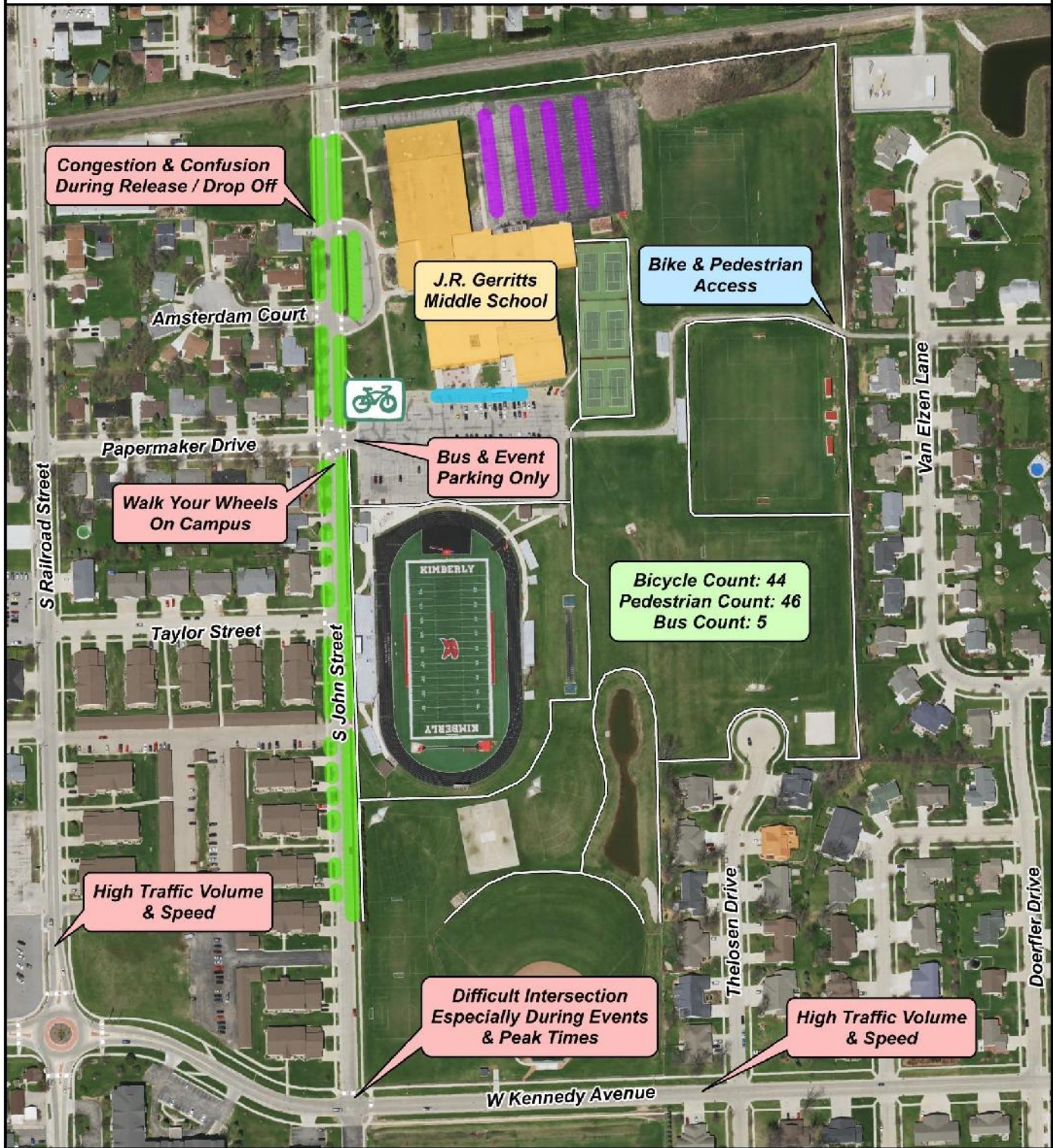
- | | | | |
|---|------------------|---|------------------|
|  | Crossing Guard |  | Fence |
|  | Pedestrian Sign |  | Bus Loading Zone |
|  | School Zone Sign |  | General Parking |
|  | Bike Rack |  | Staff Parking |
| | |  | No Parking |

Source:
Base data provided by Outagamie County 2017.
SRTS data provided by ECWRPC 2017.

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PREPARED JUNE 2018 BY:



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Kimberly High School Safe Routes to School Action Plan

Recommendations

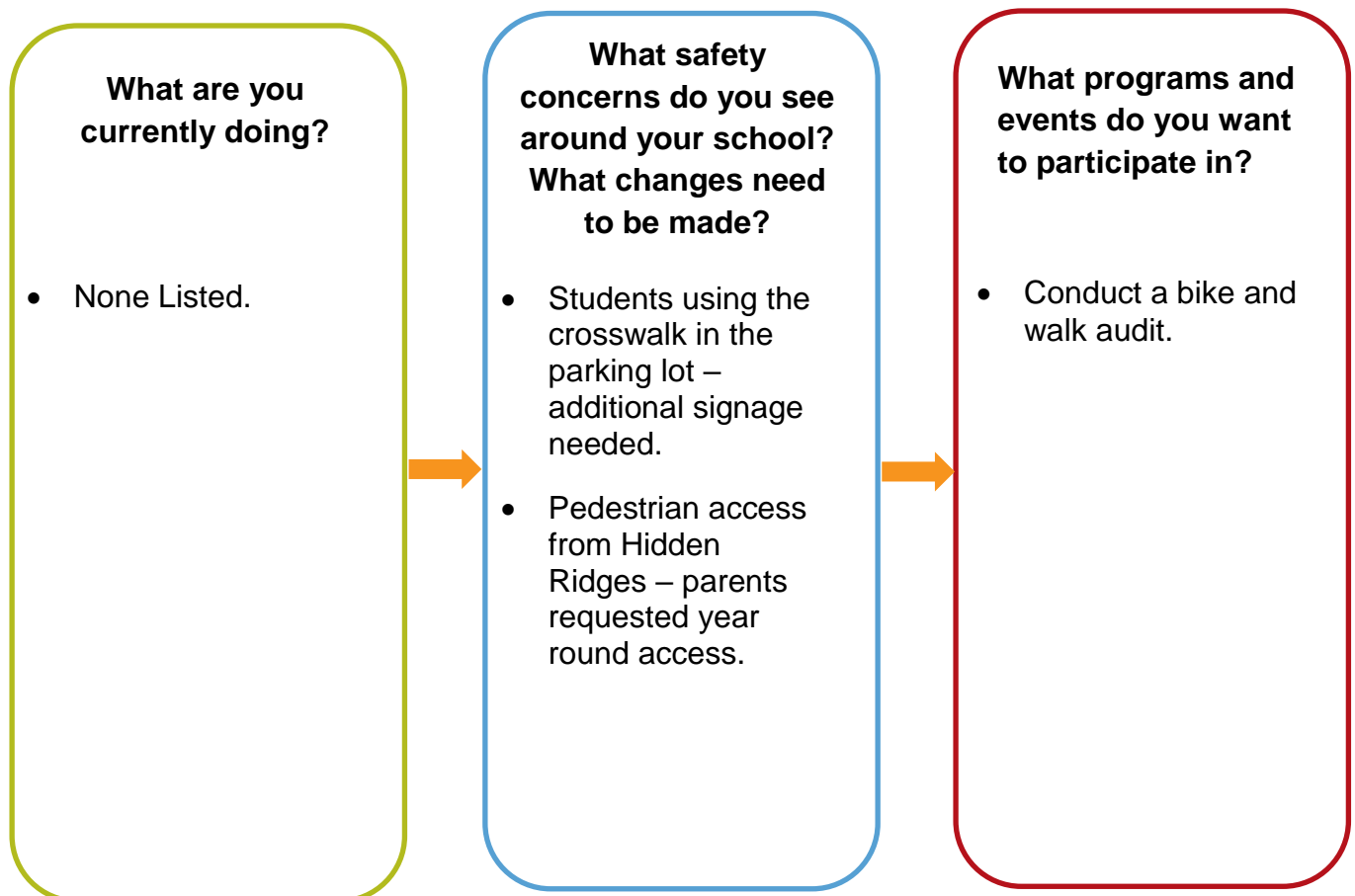
Education & Encouragement:

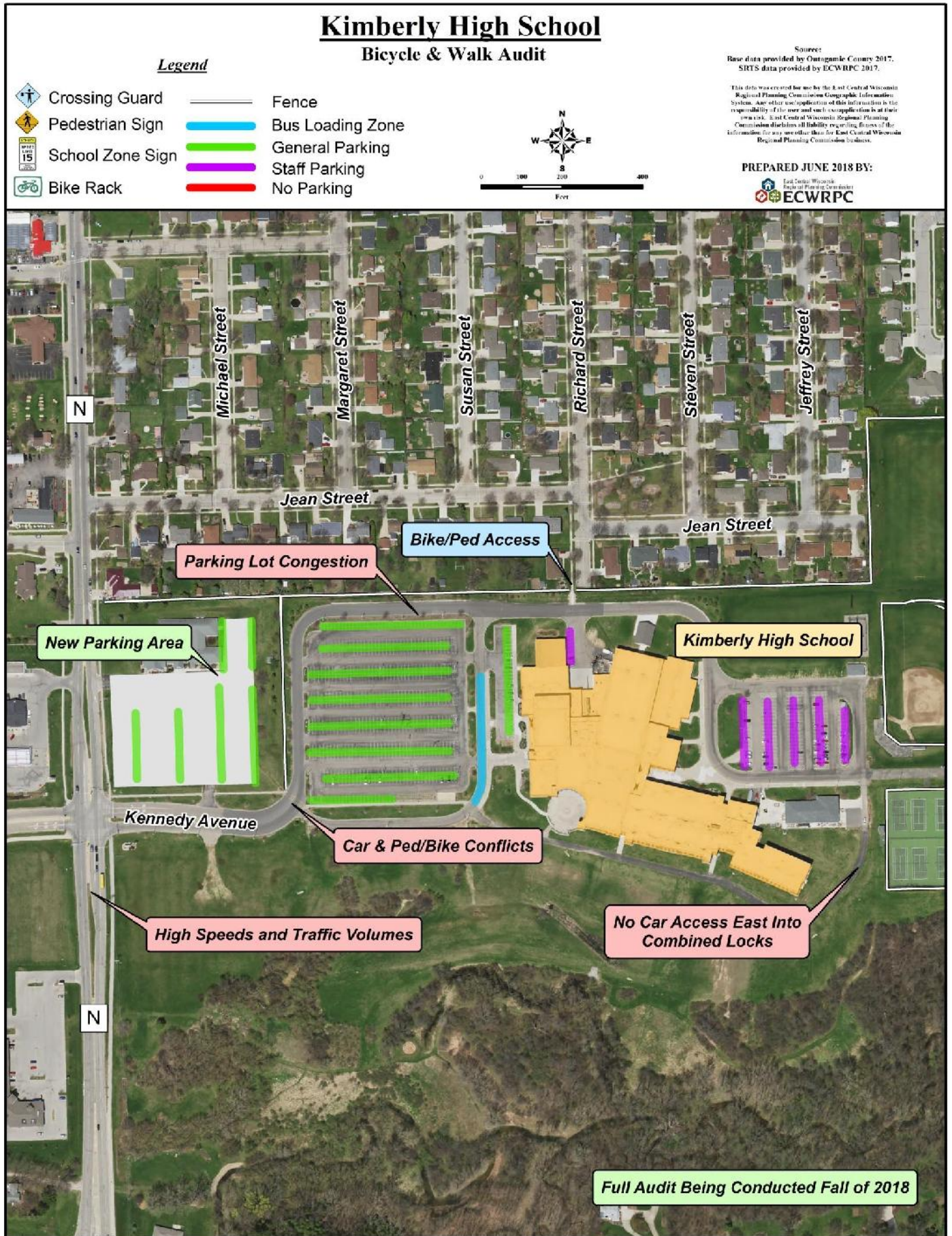
- Participate in events such as National Bike to School Day and International Walk to School Day
- SRTS Champion: Steve Verboomen (sverboomen@kimberly.k12.wi.us)

Enforcement:

- Consider utilizing Project RADAR around the school & incorporate it into the school curriculum.
- Conduct a parking lot study through the Safe Routes to School Program.

Action Plan





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4K Learning Center Safe Routes to School Action Plan

Recommendations

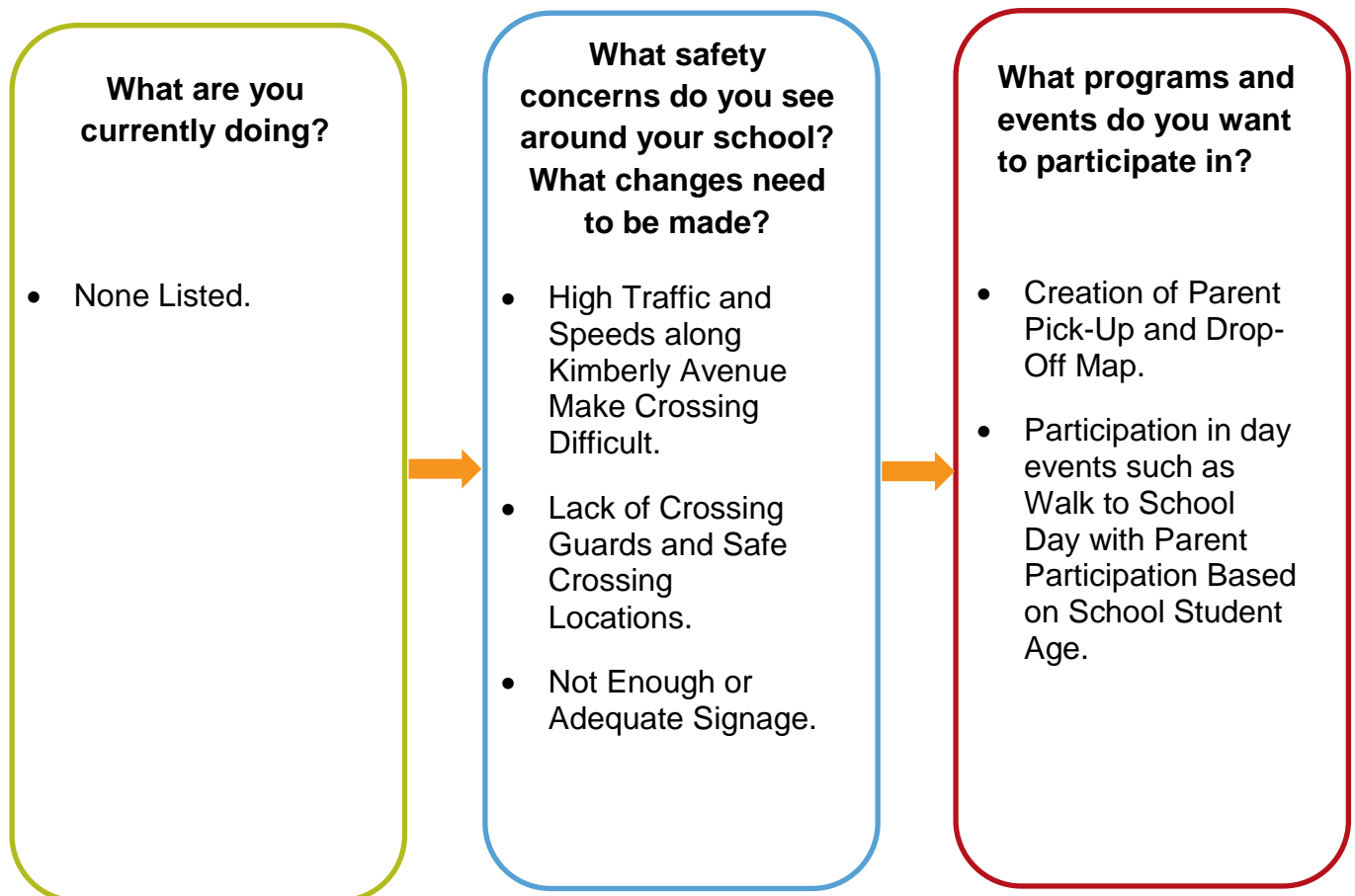
Education & Encouragement:

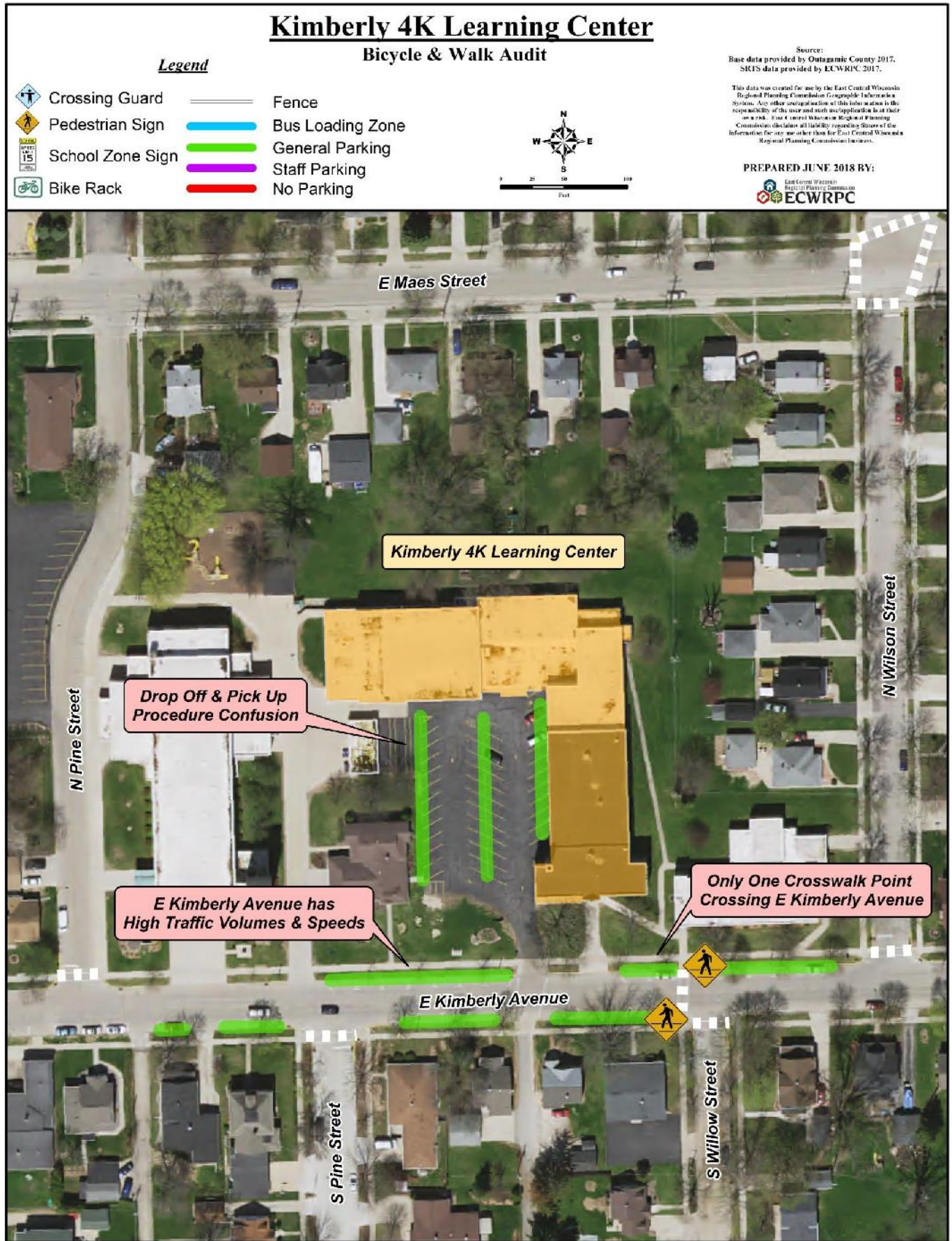
- Participate in events such as National Bike to School Day and International Walk to School Day with parent/community involvement.
- SRTS Champion: Sean Fitzgerald (sfitzgerald@kimberly.k12.wi.us)

Enforcement:

- Consider adding a teacher or volunteer crossing guard.
- Work with the Safe Routes to School Team to produce a parent parking map.

Action Plan

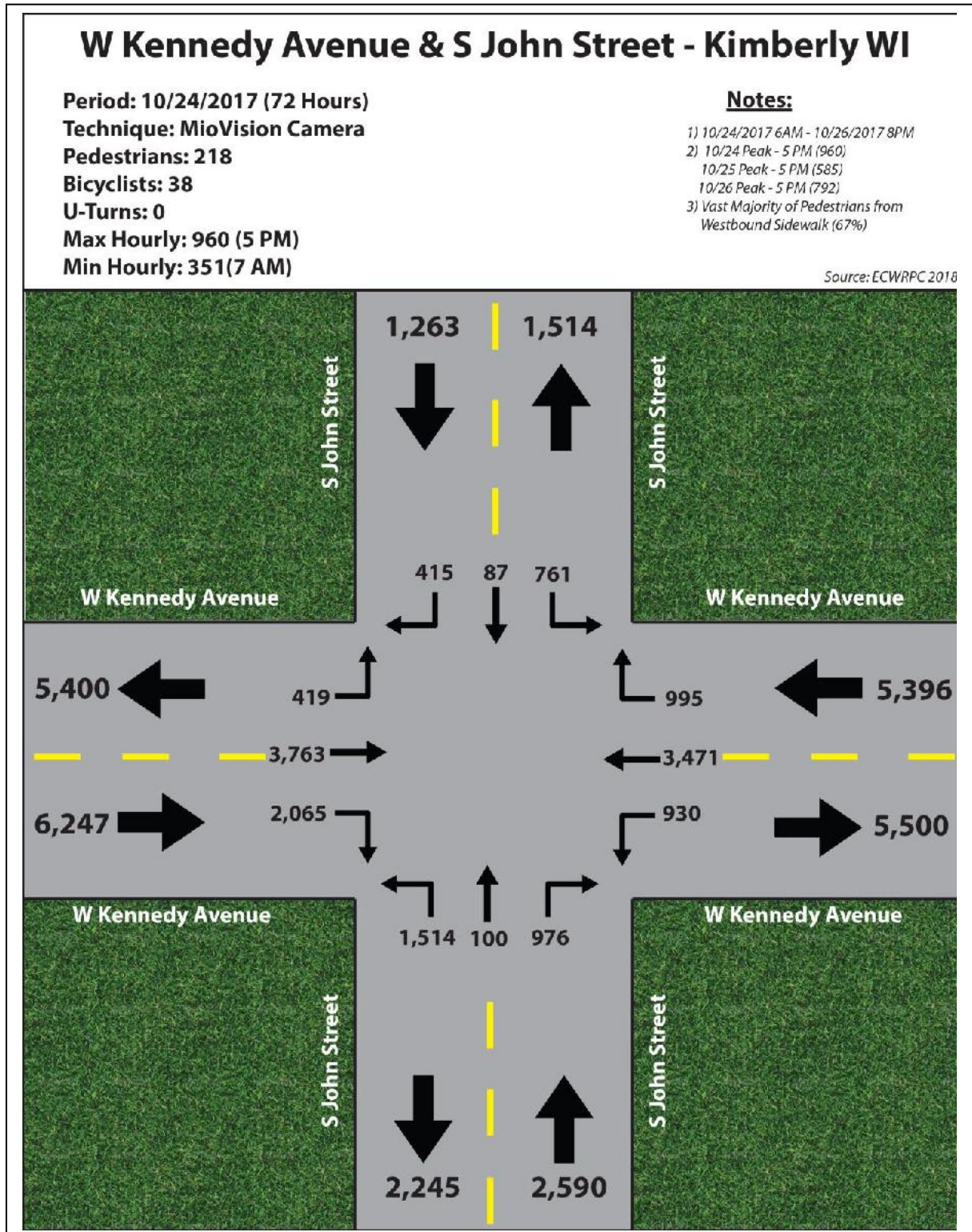




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1.5 Additional Documentation

Kennedy Avenue & John Street MioVision Report





400 Ahnaip Street
Menasha, WI 54952
(920) 751 - 4770