

# New London School District

## Safe Routes to School Action Plan

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# Abstract

TITLE: New London Safe Routes to School  
Action Plan

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SUBJECT: Safe Routes to School Action Plan

DATE: March 22nd, 2022

PLANNING AGENCY: East Central Wisconsin Regional Planning Commission  
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Menasha, WI 54952  
[www.ecwrpc.org](http://www.ecwrpc.org)

This Safe Routes to School Action Plan describes the existing conditions at and around schools within the New London School District. The five (5) schools included within this action plan include Lincoln Elementary School, Parkview Elementary School, Sugar Bush Elementary School, Readfield Elementary School, and New London Intermediate Middle School. This action plan also includes future community improvements based on these conditions and information gathered by parents of students. Recommendations included in this plan are based on the 6 E's of the SRTS Program. To learn more information on the 6 E's see page two of this plan. Local SRTS Action Plans are updated on a five-year rotating schedule.

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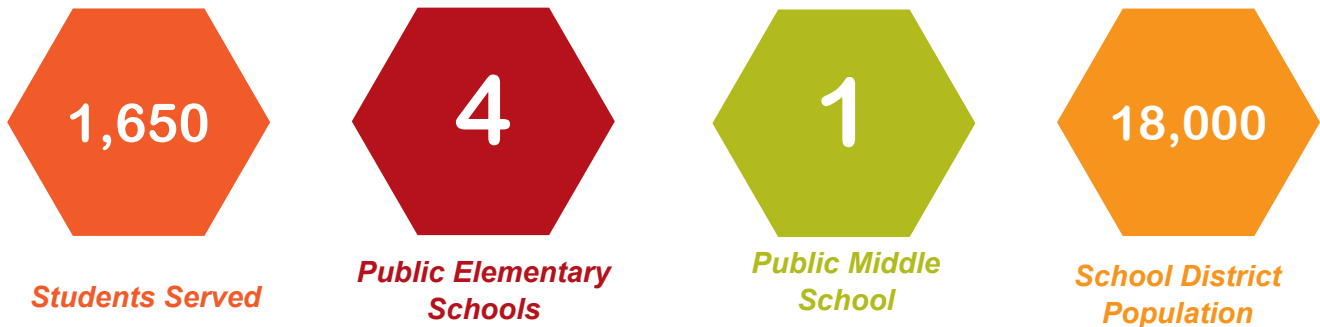
## *Safe Routes to School Background Information*

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.

## *New London School District Background Information*

This Action Plan identifies current transportation behaviors within the New London 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 City of New London, the Town of Deer Creek, the Town of Dale, the Town of Maple Creek, the Town of Hortonville, the Town of Lebanon, the Town of Mukwa, the Town of Fremont, the Town of Royalton, the Town of Liberty, the Town of Wolf River, the Town of Winchester, the Town of Greenville, the Town of Caledonia, parents, students, and community members to guide the communities work on Safe Routes to School.

The School District of New London is located in East Central Wisconsin on the border of Waupaca and Outagamie counties. It covers 144 square miles in three counties, with an approximate population of 18,000 and a tax base of just over one billion dollars. The school district employs over 325 full and part time individuals and is the third largest employer in the City of New London.

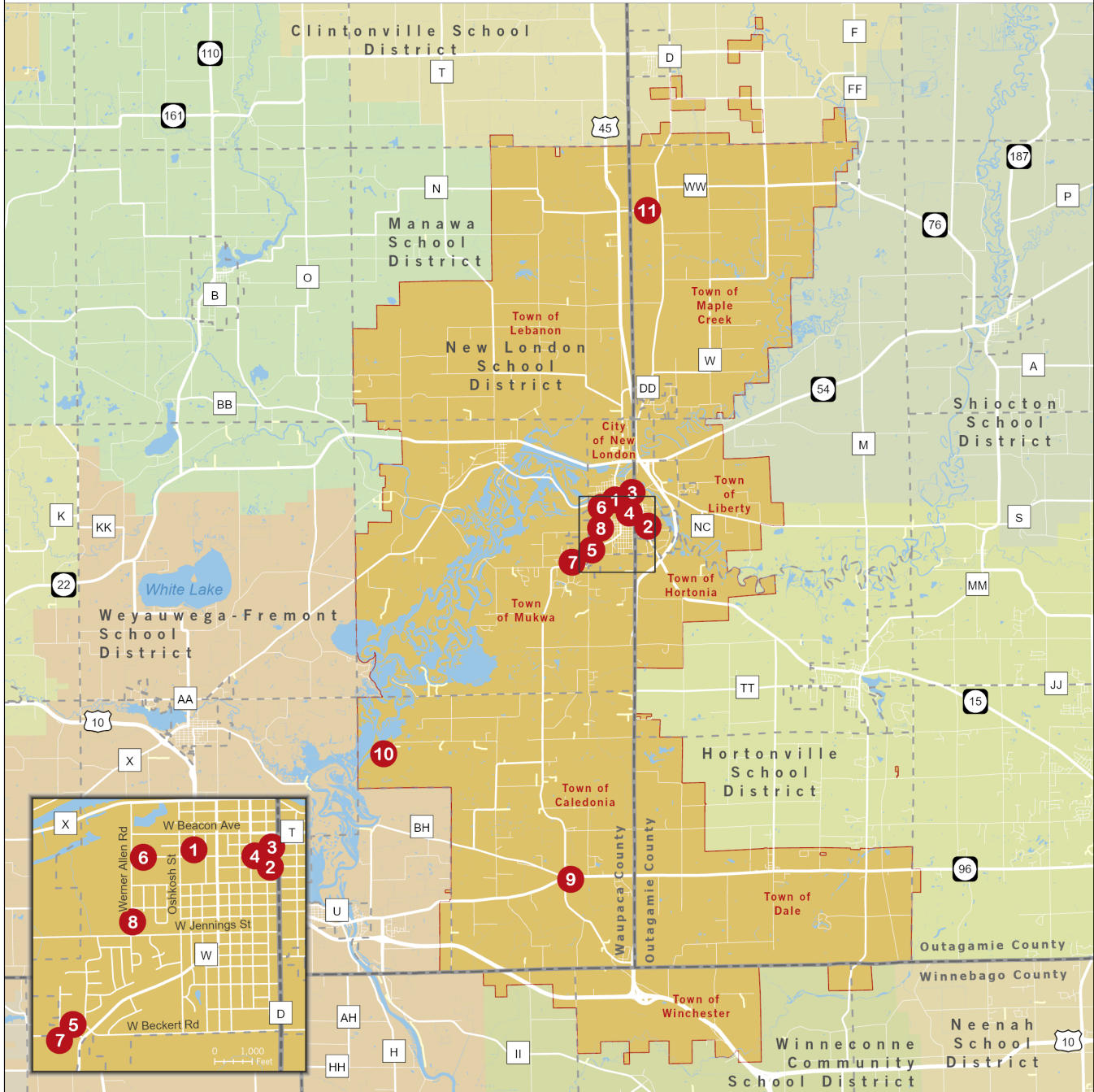


## *New London School District Transportation Policies*

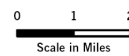
The purpose of the District's Transportation Services is to provide a safe and economical way for students to be transported between home and school. District policies and procedures are designed to provide for a reasonable sharing between students, parents/guardians, and the district for these transportation responsibilities. The transportation of students will be administered uniformly and consistently throughout the district and in accordance with state and federal law. Students who are required to walk along a state or federal highway because no alternate route is available, may be transported by school vehicle. Students who live less than 2 miles from their school and who must walk along areas determined unusually hazardous under provisions of the state statutes may be served by district transportation.

# School Locations & District Boundaries

# New London School District



- 1** Catalyst Academy
- 2** Emanuel Lutheran School
- 3** Lincoln Elementary
- 4** Most Precious Blood Grade School
- 5** New London High
- 6** New London Middle
- 7** Next Generation Academy
- 8** Parkview Elementary
- 9** Readfield Elementary
- 10** Starr Academy
- 11** Sugar Bush Elementary
- Municipal Boundary
- New London School District



PREPARED MARCH 2022 BY:



Source:  
Base data provided by Regional Counties, 2021. SRTS data provided by ECWRPC, 2021.

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# The 6 E's of Safe Routes to School

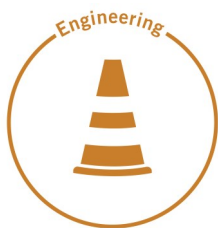
Comprehensive Safe Routes to School initiatives have been shown to be more effective at increasing physical activity and reducing injuries. The Regional Safe Routes to School program is based on these principles of the 6 E's.



**Education**— Providing students and the community with the skills to walk and bicycle safely, educating them about the benefits of walking and bicycling, and teaching them about the broad range of transportation choices.



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



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



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



**Evaluation**— Assessing which approaches are more or less successful, ensuring that programs and initiatives are supporting equitable outcomes, and identifying unintended consequences or opportunities to improve the effectiveness of each approach. Events and programs will be evaluated on a regular basis.



**Equity**— Ensuring that Safe Routes to School initiatives are benefiting all demographic groups, with particular attention to ensuring safe, healthy, and fair outcomes for low-income students, students of color, students of all genders, students with disabilities, and others.

# Event and Program Overview



**Walk to School Day**— A global event that involves communities from more than 40 countries walking and bicycling to school on the same day. This event occurs annually on the first Wednesday in October.



**Bike to School Day**— Focuses on increasing bicycle safety and encourages students to bicycle to school. Bike to School Day typically falls on the second Wednesday in May.



**Winter Walk to School Month**— Is held in February and promotes walking to school year-round, even during the cold Wisconsin Winters.



**Walking School Bus Program**— Is a group of children who walk to school together under the supervision of a trained route leader.



**Frequent Walker Program**— Is a walking at school program and it encourages students to walk before, during, and after school by making it fun and rewarding.



**Youth Engagement**— Empowers elementary and middle school students, leaders, teachers, and adult facilitators by providing knowledge and resources to help lead activities and events that support active transportation.



**Project RADAR**— Creates awareness about safe driving habits around school zones by developing educational materials utilizing radar velocity speed guns.



# Event and Program Participation

New London School District	Events			Programs				2021
	Walk to School Day	Winter Walk to School Month	Bike to School Day	Walking School Bus Program	Frequent Walker Program	Youth Engagement Program	Project RADAR	
Lincoln Elementary School	X	X	X		X			
Parkview Elementary School	X	X	X		X			
Sugar Bush Elementary School	X	X	X		X			
Readfield Elementary School	X	X	X		X			
New London Intermediate Middle	X	X	X		X			



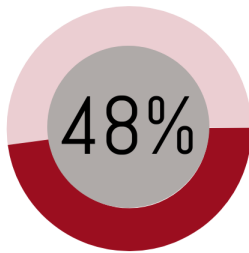
# New London School District

## Parent Survey Results

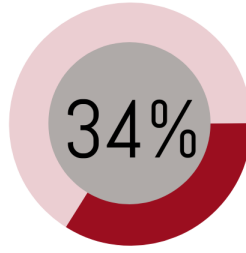


Number of Surveys: 116

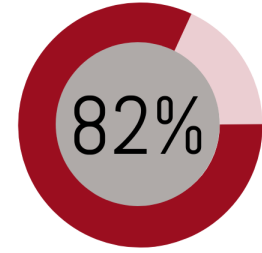
### Student Transportation



**Driven to School**



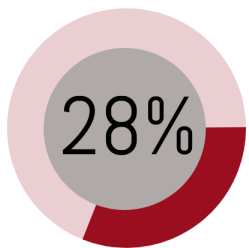
**Use School Bus**



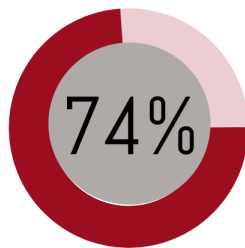
**Total Vehicular**



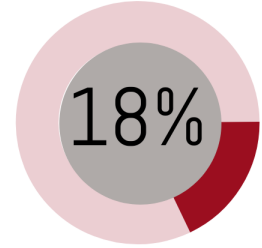
### Student Transportation Alternatives



**Students allowed to walk & bike to school**



**Believe their child needs walking or bicycling safety education**



**Students walking & biking to school**

#### **Top 5 Reasons Parents ALLOW Their Child to Walk or Bike to School**

- 1) Distance
- 2) Weather or Climate
- 3) Convenience of walking or biking
- 4) Sidewalks or pathways
- 5) Time

#### **Top 5 Reasons Parents DO NOT ALLOW Their Child to Walk or Bike to School**

- 1) Distance
- 2) Amount of traffic
- 3) Traffic speed
- 4) Safety concerns at intersections and crossings
- 5) Lack of sidewalks or pathways

#### **Top 4 Modes of Transportation Students Use to Get to School**

- 1) Parent Vehicle
- 2) School Bus
- 3) Walk
- 4) Bike

# *New London School District Equity Analysis*

The Safe Routes to School Equity Analysis identifies schools that would benefit from additional resources to promote safe walking and bicycling. Data shows that people walking and bicycling in under-privileged communities suffer from higher injury and fatality rates than the general population.<sup>1</sup> With this in mind, the percent of students receiving free and reduced cost lunch, the median household income, and the percent of arterials a half a mile around the school were collected and analyzed to identify the top three priority schools within the New London School District. Identifying these schools can guide decisions on recommended infrastructure improvements and participation in the SRTS Program. This analysis also identifies locations where bike and pedestrian facilities can be upgraded and installed to make it safer for students walking and bicycling.

## **Median Household Income**

Median household income data is used to identify the block groups where more children may be walking and bicycling. A block group is a geographical unit used by the U.S. Census Bureau; it is a subdivision of a census tract that covers a contiguous area and is a cluster of census blocks.<sup>2</sup> This is evaluated because data shows children from low-income families are twice as likely to walk to school as children from higher-income families. SRTS initiatives can support low-income schools and communities.<sup>1</sup>

A low-income family is generally defined as one in which the family income is no more than twice the federal poverty limit. The 2021 poverty limit in WI is \$26,500 for a family of four, which means a low-income family of four makes \$53,000 or less.<sup>3</sup> The Median Household Income was collected by block groups for the New London School District and is displayed in the map on page 8.

## **Free and Reduced Cost Lunch**

Family income is also used to qualify students for the Free and Reduced Cost Lunch Program under the National School Lunch Program, which is outlined for each school in the table on page 9.

## **Arterial Roads**

In addition to income levels, arterial road proximity to schools were analyzed. Arterial roads can be classified as roads which move high volumes of traffic over a long distance at high speeds.<sup>5</sup> Analyzing the percentage of arterials within a half mile radius of each school, assists in prioritizing schools while making bicycle and pedestrian recommendations.

Improvements to safe and equitable walking and bicycling experiences can be provided for students and community members through the implementation of SRTS 6 E's. Participating in events and programs helps to educate and engage the community. In addition, engineering upgrades and installation of proper bicycle and pedestrian facilities will improve access and safety.

Recommendations for the 6 E's can be found in each School Action Plan, as well as the bicycle and pedestrian facility recommendations on page 13.

<sup>1</sup> <https://www.saferoutespartnership.org/sites/default/files/pdf/LowIncomeGuide.pdf>

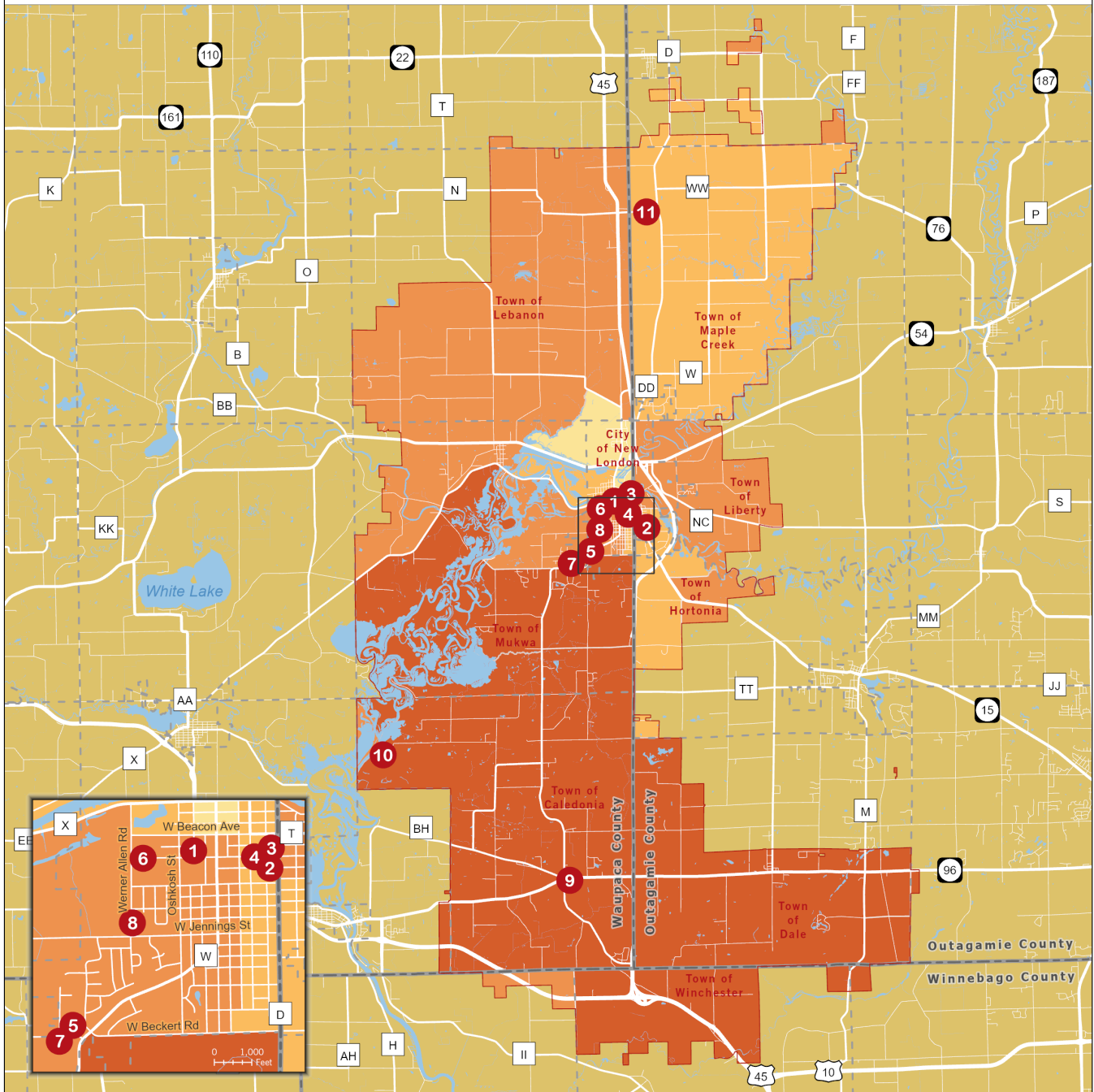
<sup>2</sup> [https://www.census.gov/programs-surveys/geography/about/glossary.html#par\\_textimage\\_4](https://www.census.gov/programs-surveys/geography/about/glossary.html#par_textimage_4)

<sup>3</sup> <https://www.dhs.wisconsin.gov/medicaid/fpl.htm>

<sup>4</sup> Wisconsin Department of Public Instruction: Enrollment and Participation Reports for Food and Nutrition Programs Operation in WI Schools and Institutions. October 2019.

<sup>5</sup> <https://wsdot.wa.gov/sites/default/files/2021-10/WSDOT-Glossary.pdf>

# Median Household Income by Block Group | New London School District



- 1 Catalyst Academy
  - 2 Emanuel Lutheran School
  - 3 Lincoln Elementary
  - 4 Most Precious Blood Grade School
  - 5 New London High
  - 6 New London Middle
  - 7 Next Generation Academy
  - 8 Parkview Elementary
  - 9 Readfield Elementary
  - 10 Starr Academy
  - 11 Sugar Bush Elementary
- 2015-2019 Median Household Income
- \$20,001 - \$40,000
  - \$40,001 - \$60,000
  - \$60,001 - \$80,000
  - \$80,001 - \$110,000
- New London School District

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Source:  
 Household Income data provided by ACS, 2015-2019. Base data provided by Regional Counties, 2021. SRTS data provided by ECWRPC, 2021.

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## New London School District Equity Analysis

School Name	Percent of Students Receiving Free and Reduced Cost Lunch	Median Household Income	Percent Arterials (Minor and Principal)	Equity Needs Score
Sugar Bush Elementary School	63.46%	\$60,000	26.5%	13
Lincoln Elementary School	57.2%	\$47,287	12.7%	11
New London Intermediate Middle School	40.88%	\$61,538	20.1%	9
Readfield Elementary School	17.56%	\$80,250	24.8%	7
Parkview Elementary School	41.82%	\$61,538	15.2%	7

Arterial Road Information: ACS 2015-2019 / Median Household Income 2020/ Free and reduced lunch rates are based off 2019 data.

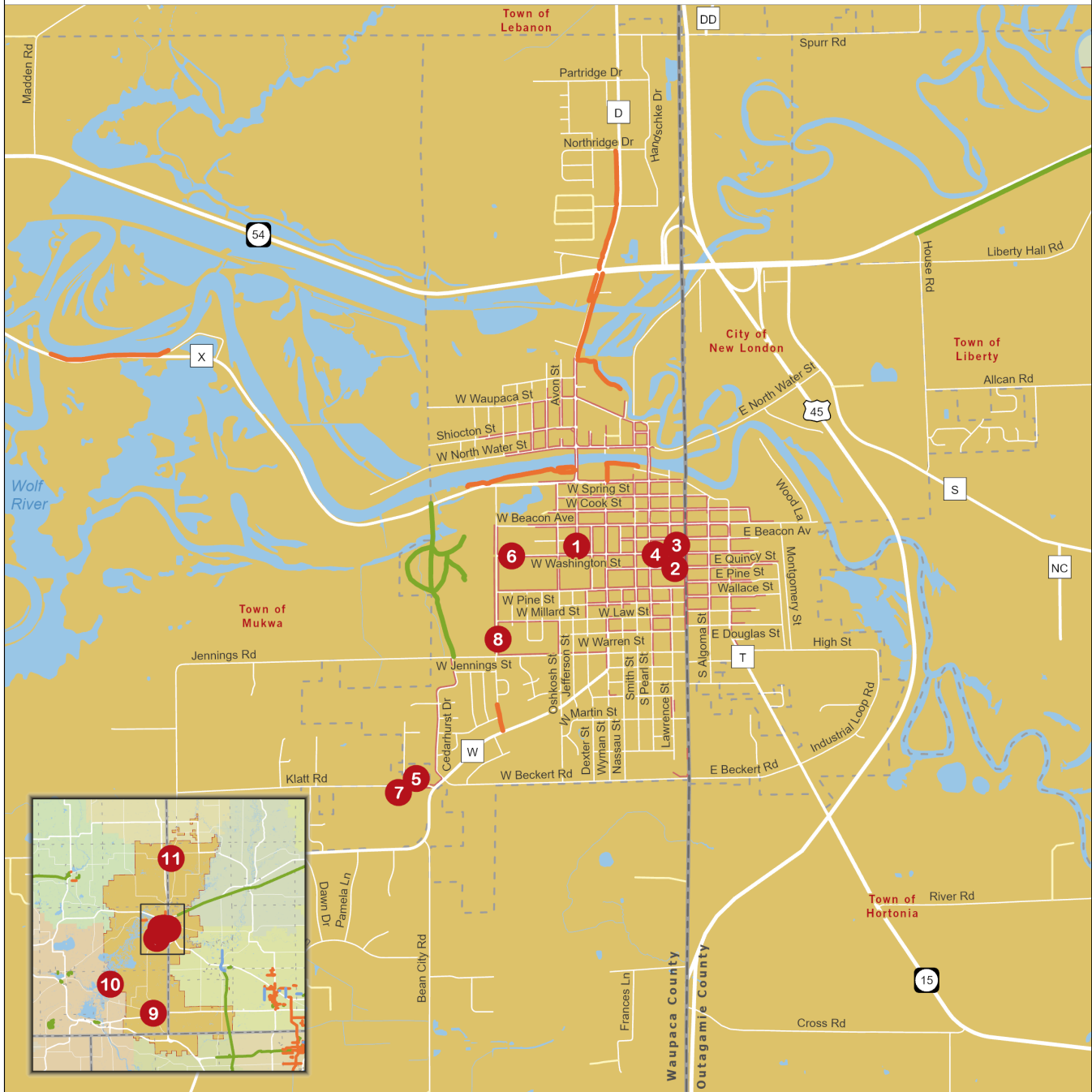
# Equity Analysis Recommendations

With typically higher rates of walking, biking, and skating to school, students at under-privileged schools are particularly vulnerable to unsafe routes that lack bicycle and pedestrian accommodations, and where drivers speed. The equity analysis assessment can be used to identify schools that could benefit from additional resources as well as locations that lack physical infrastructure to promote safe walking and biking.

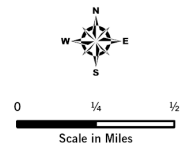
New London School District				
School Name	Current Participation	Recommended Events and Programs	Arterials Located 2 Miles From School	Bicycle/ Pedestrian Recommended Infrastructure
Lincoln Elementary School	Walk to School Day, Winter Walk to School Month, Bike to School Day, and Frequent Walker Program	Youth Engagement Program	County Rd T, HWY 15, HWY 45, County Rd T, County Rd W	We have no recommended bike and pedestrian infrastructure at this time.
Parkview Elementary School	Walk to School Day, Winter Walk to School Month, Bike to School Day, and Frequent Walker Program	Youth Engagement Program	County Rd T, County Rd D, County Rd X, Jennings Street, Werner Allen Road	Sidewalk on Jennings Street from Werner Allen Road to Cedarhurst Drive
Sugar Bush Elementary School	Walk to School Day, Winter Walk to School Month, Bike to School Day, and Frequent Walker Program	Youth Engagement Program	Hwy 45, County Rd D	We have no recommended bike and pedestrian infrastructure at this time.
Readfield Elementary School	Walk to School Day, Winter Walk to School Month, Bike to School Day, and Frequent Walker Program	Youth Engagement Program	HWY 96, County Rd. W	When resurfacing HWY 96, maintain wide shoulders for bicycle and pedestrian use
New London Intermediate Middle School	Walk to School Day, Winter Walk to School Month, Bike to School Day, and Frequent Walker Program	Youth Engagement Program	County Road T, County Road D, County Road X, Jennings Street, Werner Allen Road	Sidewalk on the North side of Washington Street from the school to Oshkosh Street

# Existing Bike & Pedestrian Network

# New London School District



- |   |                                 |
|---|---------------------------------|
| <b>1</b> Catalyst Academy                 | <b>9</b> Readfield Elementary   |
| <b>2</b> Emanuel Lutheran School          | <b>10</b> Starr Academy         |
| <b>3</b> Lincoln Elementary               | <b>11</b> Sugar Bush Elementary |
| <b>4</b> Most Precious Blood Grade School | Bike Lane                       |
| <b>5</b> New London High                  | Paved Trail                     |
| <b>6</b> New London Middle                | Unpaved Trail                   |
| <b>7</b> Next Generation Academy          | Sidewalk                        |
| <b>8</b> Parkview Elementary              | New London School District      |



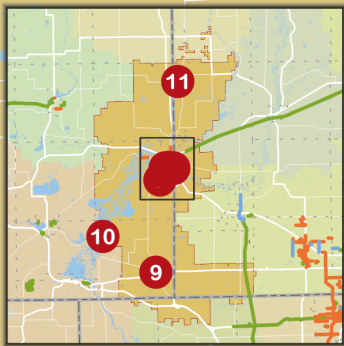
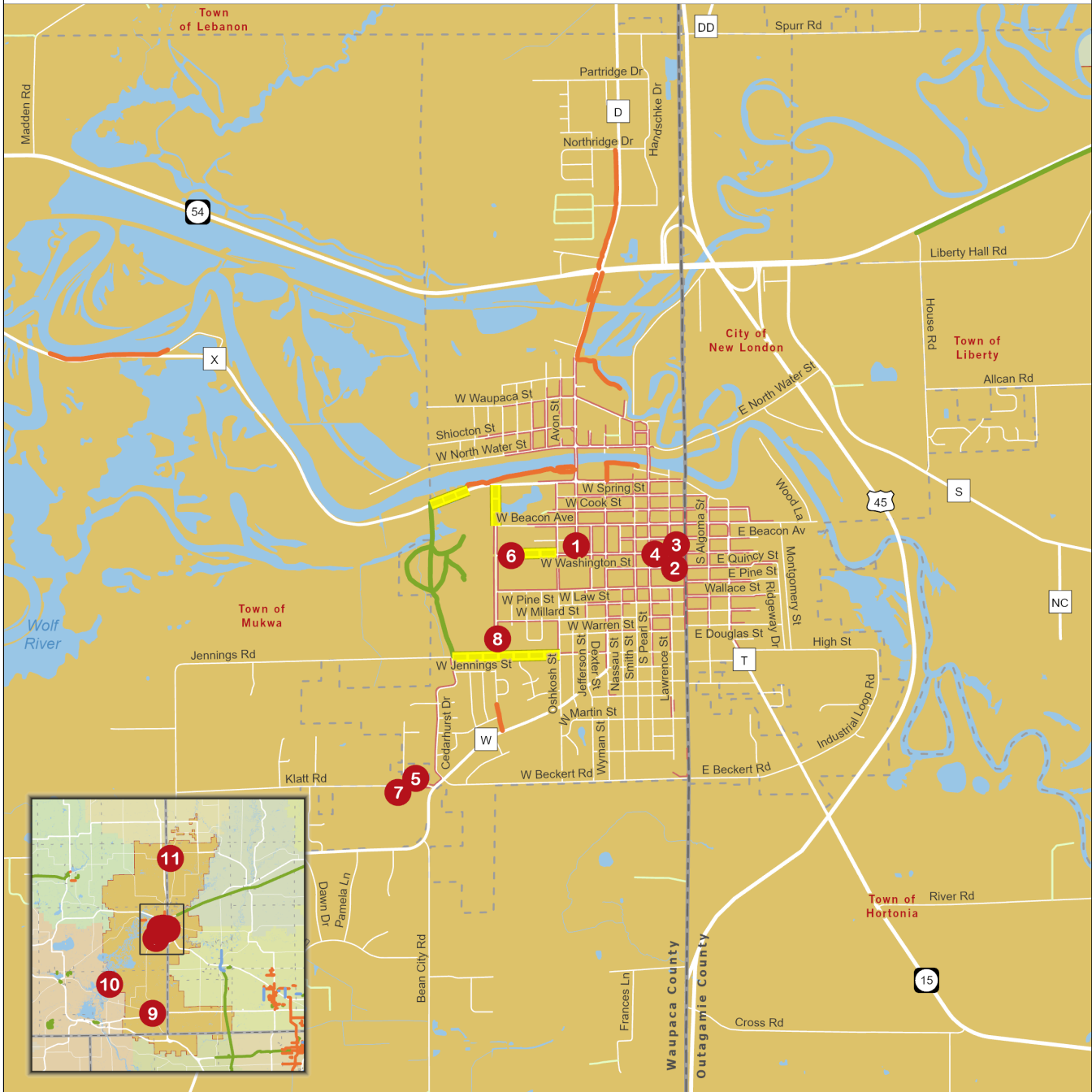
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**ECWRPC**  
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Source:  
 Base data provided by Regional Counties, 2021. Bicycle and Pedestrian data and SRTS data provided by ECWRPC, 2021.

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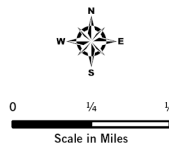
# Recommended Bike & Pedestrian Improvements

# New London School District



- |   |                                  |
|---|----------------------------------|
| <b>1</b> Catalyst Academy                 | <b>7</b> Next Generation Academy |
| <b>2</b> Emanuel Lutheran School          | <b>8</b> Parkview Elementary     |
| <b>3</b> Lincoln Elementary               | <b>9</b> Readfield Elementary    |
| <b>4</b> Most Precious Blood Grade School | <b>10</b> Starr Academy          |
| <b>5</b> New London High                  | <b>11</b> Sugar Bush Elementary  |
| <b>6</b> New London Middle                |                                  |

- Recommended Network
- Bike Lane
- Paved Trail
- Unpaved Trail
- Sidewalk
- New London School District



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# Bicycle & Pedestrian Recommendations

The table below identifies bicycle and pedestrian connections that would support New London students walking and biking to school. These recommendations should be considered by the City of New London planning for future facilities.

New London School District					
Road Name	From	To	Recommended Facility	Responsible Organization	Schools Impacted
Jennings St	Cedarhurst Dr	Oshkosh Street	Sidewalk	City of New London	Parkview Elementary, New London Middle School
Washington Street	Front of school	Oshkosh Street	Sidewalk	City of New London	New London Middle School
W Wolf River Avenue	Johnny's Bait Shop	Unpaved trail at Hatten Park	Trail Connection	City of New London	Parkview Elementary, New London Middle School
Werner-Allen Road	West Beacon Avenue	West Wolf River Drive	Sidewalk	City of New London	Parkview Elementary, New London Middle School

\*It is our recommendation that for all future developments and street upgrades, sidewalks be installed.

# Lincoln Elementary School Action Plan

## Education & Encouragement

1. Educate parents about not parking too close to crosswalks and in no parking zones to increase the visibility of students crossing.
2. Continue to participate in one-day walking and bicycling events such as Walk to School Day, Winter Walk to School Month, and Bike to School Day to encourage students and parents to walk and bike to school.
3. Encourage student-led groups to organize bike or walk related events such as Walk to School day, competitions, and school safety patrols.
4. Implement the SRTS bicycle and snowshoe curriculum in Physical Education classes to encourage and educate students to get exercise and participate in these activities safely.

## Engineering

1. Replace the pedestrian sign at the corner of Hancock and Pearl Street as well as the intersection of Pearl and Washington Street because they are cracked and faded.
2. Replace the two-minute parking and no parking signs in front of the school on Washington Street because they are cracked and faded.
3. Replace vests and handheld stop signs for the crossing guards in front of the school to increase their visibility to drivers.
4. Paint a ladder style crosswalk at the intersection of Division Street and Washington Street to create awareness for drivers.
5. Create curb cuts at the intersection of Lawrence Street and Washington Street.

## Engagement

1. Participate in SRTS Educational Campaigns to educate parents and community members about safe driving, walking, and biking at school and in the community.

## Evaluation

1. Continue to evaluate safety concerns through parent surveys regarding their children walking/ biking to school.

## Equity

1. Please refer to the equity analysis discussion on page 7.




**Current Event and Program Participation**

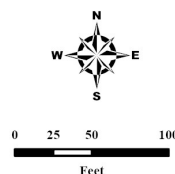


# Bicycle & Walk Audit | Lincoln Elementary School



- █ Bus Loading Area
- █ Parent Pickup/Drop Off
- █ Parent/General Parking
- █ Staff Parking
- █ No Parking

-  Crossing Guard
-  School Zone Speed Limit Sign
-  Pedestrian Sign



Source:  
Base data provided by Waupaca County 2015.  
SRTS data provided by ECWRPC 2020.

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# Parkview Elementary School Action Plan

## Education & Encouragement

1. Continue to participate in one-day walking and bicycling events such as Walk to School Day, Winter Walk to School Month, and Bike to School Day to encourage students and parents to walk and bike to school.
2. Implement the SRTS bicycle and snowshoe curriculum in Physical Education classes to encourage and educate students to get exercise and participate in these activities safely.
3. Encourage student-led groups to organize bike or walk related events such as Walk to School day, competitions, and school safety patrols.

## Engineering

1. Replace all pedestrian and school speed limit signs on Werner Allen Road and West Jennings Street because they are cracked and not reflective.
2. Create ADA compliant curb cuts at the intersection of Werner Allen Road and West Jennings Street because they are not ADA accessible.

## Engagement

1. Participate in SRTS Educational Campaigns to educate parents and community members about safe driving, walking, and biking at school and in the community.

## Evaluation

1. Continue to evaluate safety concerns through parent surveys regarding their children walking/ biking to school.

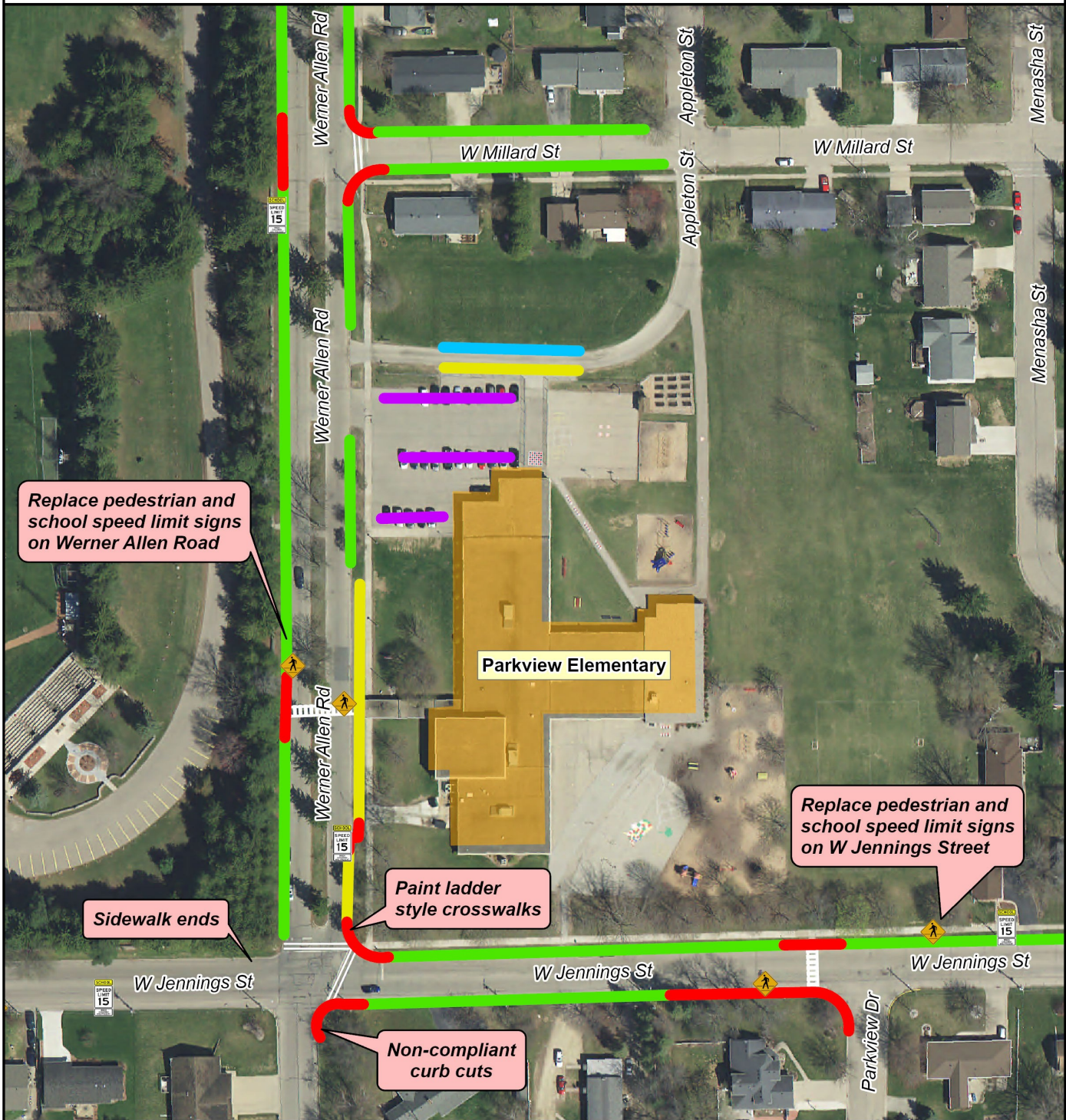
## Equity

1. Please refer to the equity analysis discussion on page 7.

**Current Event and Program Participation**



# Bicycle & Walk Audit | Parkview Elementary School



Replace pedestrian and school speed limit signs on Werner Allen Road

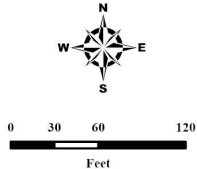
Replace pedestrian and school speed limit signs on W Jennings Street

Paint ladder style crosswalks

Non-compliant curb cuts

Sidewalk ends

- █ Bus Loading Area
- █ Parent Pickup/Drop Off
- █ Parent/General Parking
- █ Staff Parking
- █ No Parking



Source:  
Base data provided by Waupaca County 2015.  
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# Sugar Bush Elementary School Action Plan

## Education & Encouragement

1. Educate and encourage parents to park in the designated parent parking lot and walk to the meeting point to pick up their children.
2. Continue to participate in one-day walking and bicycling events such as Walk to School Day, Winter Walk to School Month, and Bike to School Day to encourage students and parents to walk and bike to school.
3. Encourage student-led groups to organize bike or walk related events such as Walk to School day, competitions, and school safety patrols.

## Engineering

1. Update paint in the parking lot for handicap parking stalls.
2. Replace or reconsider the pedestrian signs on County Road WW because they are cracked and faded.

## Engagement

1. Participate in SRTS Educational Campaigns to educate parents and community members about safe driving, walking, and biking at school and in the community.

## Evaluation

1. Continue to evaluate safety concerns through parent surveys regarding their children walking/ biking to school.

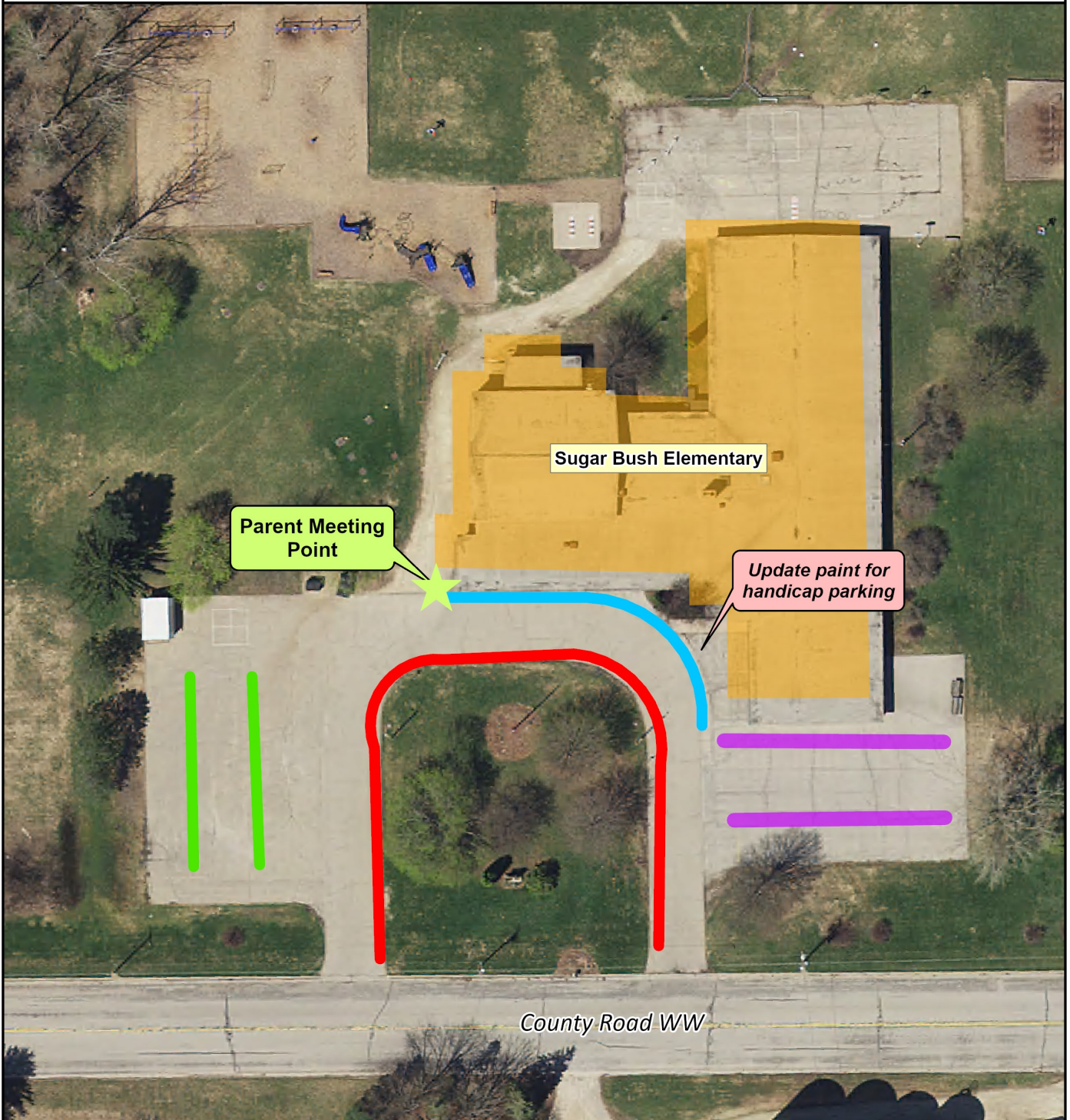
## Equity

1. Please refer to the equity analysis discussion on page 7.

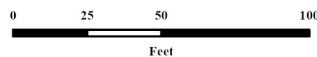
**Current Event and Program Participation**



# Bicycle & Walk Audit | Sugar Bush Elementary School



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



Source:  
Base data provided by Waupaca County 2015.  
SRTS data provided by ECWRPC 2020.

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PREPARED MARCH 2022 BY:



# Readfield Elementary School Action Plan

## Education & Encouragement

1. Continue to participate in one-day walking and bicycling events such as Walk to School Day, Winter Walk to School Month, and Bike to School Day to encourage students and parents to walk and bike to school.
2. Implement the SRTS bicycle and snowshoe curriculum in Physical Education classes to encourage and educate students to get exercise and participate in these activities safely.
3. Encourage student-led groups to organize bike or walk related events such as Walk to School day, competitions, and school safety patrols.

## Engineering

1. Replace handicap parking signs because they are cracked and faded.
2. Replace the set of pedestrian crossing signs by the hug-n-go lane next to the school because they are cracked and faded.

## Engagement

1. Participate in SRTS educational campaigns to educate parents and community members about safe driving, walking, and biking at school and in the community.

## Evaluation

1. Continue to evaluate safety concerns through parent surveys regarding their children walking/ biking to school.

## Equity

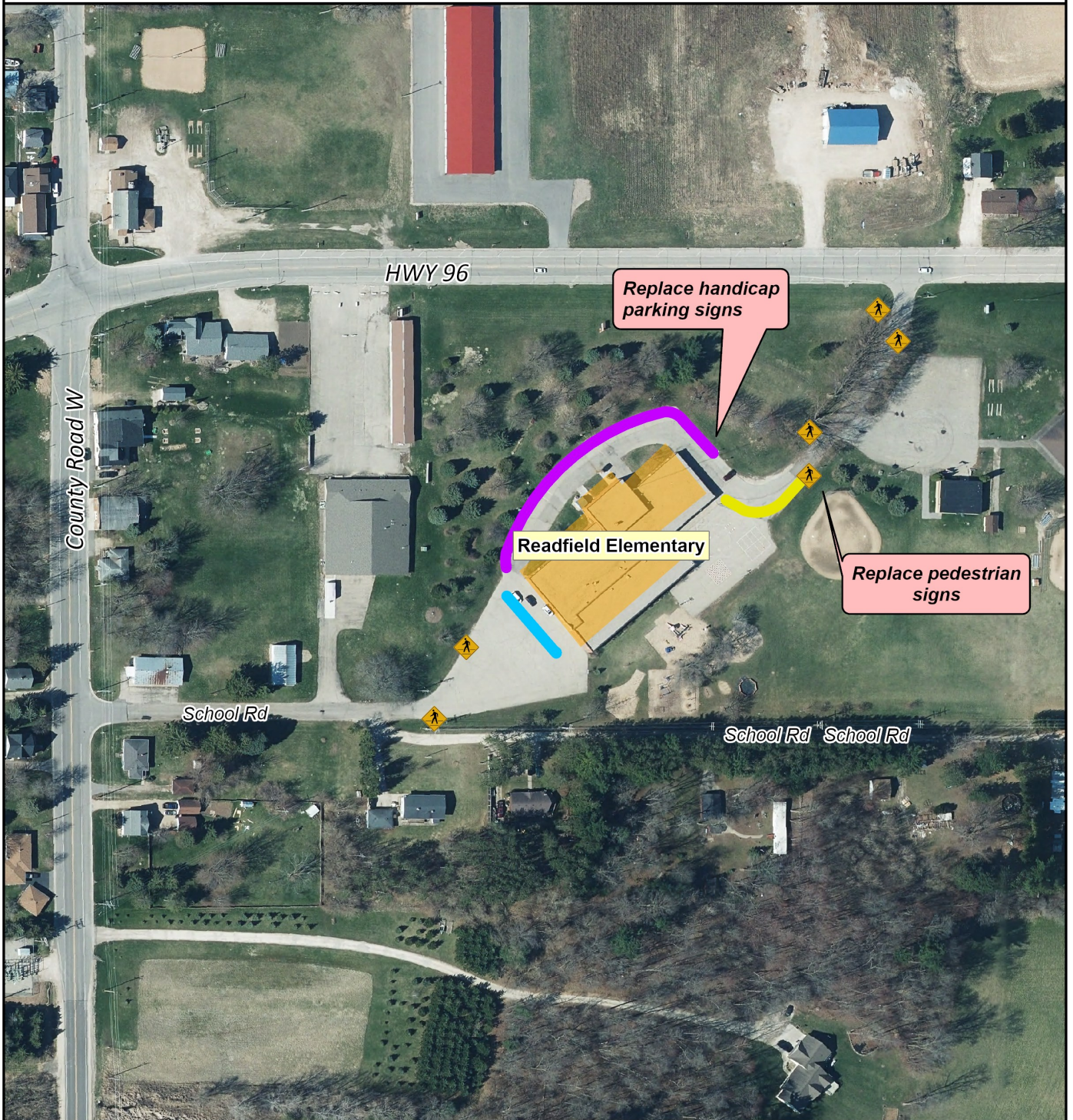
1. Please refer to the equity analysis discussion on page 7.

**Current Event and Program Participation**

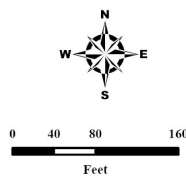




# Bicycle & Walk Audit | Readfield Elementary School



- Bus Loading Area
- Parent Pickup/Drop Off
- Staff Parking
- Pedestrian Sign



Source:  
Base data provided by Waupaca County 2015.  
SRTS data provided by ECRPC 2020.

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PREPARED MARCH 2022 BY:



# New London Intermediate Middle School

## Education & Encouragement

1. Implement the SRTS bicycle and snowshoe curriculum in Physical Education classes to encourage and educate students to get exercise and participate in these activities safely.
2. Continue to participate in one-day walking and bicycling events such as Walk to School Day, Winter Walk to School Month, and Bike to School Day to encourage students and parents to walk and bike to school.
3. Encourage student-led groups to organize bike or walk related events such as Walk to School day, competitions, and school safety patrols.
4. Educate students about safely exiting the parking lot and to be aware for drivers and school buses.

## Engineering

1. Replace the no parking sign west of the crosswalk on Washington Street because the letters are faded.
2. Continue the sidewalk on the north side of Washington Street to connect to Oshkosh Street. Students could then use the crosswalk in front of the school to safely cross the street.
3. Replace the stop sign at the parking lot exit because it is cracked and faded.
4. Create curb cuts at the handicap parking stalls in front of the school to make them ADA compliant.

## Engagement

1. Participate in SRTS educational campaigns to educate parents and community members about safe driving, walking, and biking at school and in the community.

## Evaluation

1. Continue to evaluate safety concerns through parent surveys regarding their children walking/ biking to school.

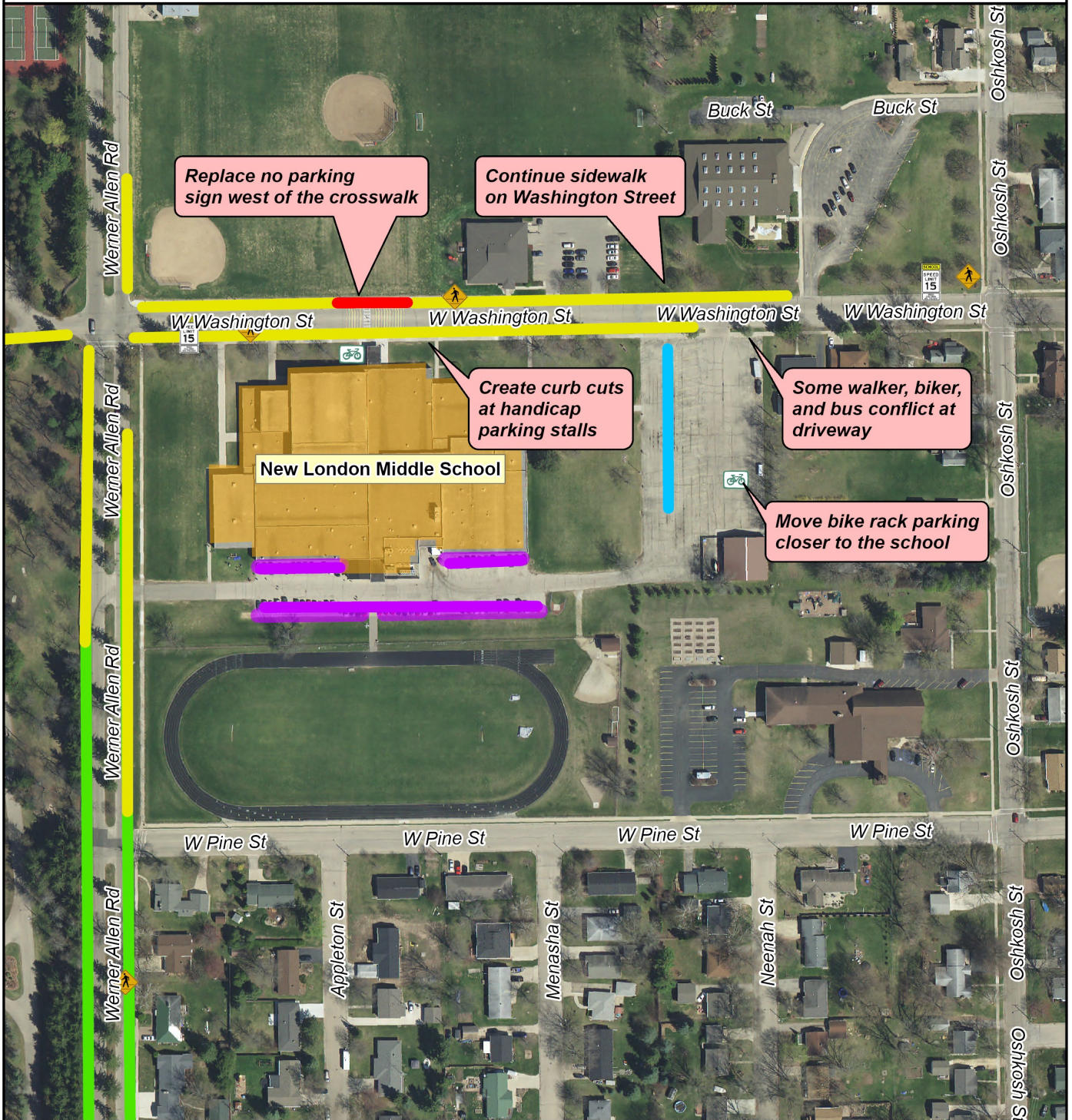
## Equity




1. Please refer to the equity analysis discussion on page 7.

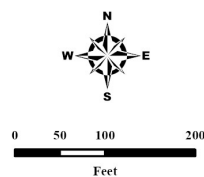
**Current Event and Program Participation**



# Bicycle & Walk Audit | New London Middle School



- █ Bus Loading Area
- █ Parent Pickup/Drop Off
- █ Parent/General Parking
- █ Staff Parking
- █ No Parking
-  Bike Rack
-  School Zone Speed Limit Sign
-  Pedestrian Sign



Source:  
 Base data provided by Waupaca County 2015.  
 SRTS data provided by ECWRPC 2020.

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PREPARED FEBRUARY 2022 BY:  


## Summary Highlights: 2012 Engineering Recommendations

Featured below is a table highlighting some of the top engineering recommendations provided in the 2012 Action Plan. The right hand column indicates what improvements were made following that Plan Adoption. A complete list of recommendations can be found in the 2012 Action Plan document.

2012 Recommendations		Improvements Made?
<b>Lincoln Elementary School</b>		
Reconfigure parent pick-up/drop-off to minimize conflicts between busses and students and maximize safety for students walking or biking.	✓	Parent pick-up and drop off occurs only on Washington Street and Lawrence Street away from bus loading area.
<b>Parkview Elementary School</b>		
Consider options to separate sidewalk from angled parking in front of the school.	✓	Sidewalk was extended on Werner-Allen Road and angle parking eliminated. Parent drop-off was moved to driveway on the north side of the school.
Paint high visibility ladder style crosswalks at designated intersections.	✓	A ladder style crosswalk was painted across Werner-Allen Road to the school entrance.
<b>New London Middle School</b>		
Paint a ladder style crosswalk in front of the school.	✓	A wide ladder style crosswalk was painted in front of the school to allow for students to safely cross.

# Summary checklist: 2022 Engineering Recommendations

2022 Recommendations		✓
<b>Lincoln Elementary School</b>		
Replace the pedestrian sign at the corner of Hancock and Pearl Street as well as the intersection of Pearl and Washington Street because they are cracked and faded.		
Replace the two-minute parking and no parking signs in front of the school on Washington Street because they are cracked and faded.		
Paint a ladder style crosswalk at the intersection of Division Street and Washington Street to create awareness for drivers.		
Create curb cuts at the intersection of Lawrence street and Washington Street.		
<b>Parkview Elementary School</b>		
Replace all pedestrian and school speed limit signs on Werner-Allen Road and West Jennings Street because they are cracked and not reflective.		
Create ADA compliant curb cuts at the intersection of Werner-Allen Road and West Jennings Street because they are not ADA accessible.		
<b>Sugarbush Elementary School</b>		
Update the paint for the handicap parking stalls in the parking lot.		
Replace the pedestrian signs on County Road WW because they are cracked and faded.		
<b>Readfield Elementary School</b>		
Replace handicap parking signs in the parking lot because they are cracked and faded.		
Replace the set of pedestrian crossing signs by the hug-n-go lane next to the school because they are cracked and faded.		
<b>New London Middle School</b>		
Replace the no parking sign west of the crosswalk on Washington Street because the letters are faded.		
Continue the sidewalk on the north side of Washington Street to connect to Oshkosh Street.		
Replace the stop sign at the parking lot exit because it is cracked and faded.		
Create curb cuts at the handicap parking stalls in front of the school the make them ADA compliant.		

# Appendix: SRTS Coalition Meeting Summary

Safe Routes to School partners met in March of 2022 to discuss the local SRTS Action Plan Recommendations. The agenda items and discussion topics from the meeting are outlined below. This coalition meeting took place following individual meetings with each school principal to go over their action plan and discuss any feedback.

## Coalition Partners included:

Ashley Tracy.....	ECWRPC
Katie Livernash.....	ECWRPC
Scott Bleck.....	School District Administrator
Joe Marquardt.....	School District Director of Business Services
Chad Hoerth.....	New London City Administrator
Luke Hammons.....	New London Public Works Director
Ginger Arndt.....	New London Parks and Recreation Director

## Items on the Agenda included:

- Safe Routes to School Program Overview
- Safe Routes to School Action Plan Overview:
  - ⇒ Parent Survey
  - ⇒ Equity Analysis
  - ⇒ Walk and Bike Audits conducted at each school
  - ⇒ Action Plan developed for each school using survey, walk and bike audit data
  - ⇒ Bicycle and Pedestrian network and connections
- Review the Action Plan for each school
- Voice safety concerns around each school
- Review current bicycle and pedestrian network and discuss network improvements

## Appendix: SRTS Coalition Meeting Summary

The following areas were discussed in detail as areas of safety concerns around the schools. Improvements to these locations would help walker and biker safety during parents pick-up and drop-off times, as well as other times when pedestrians are accessing the school campus. The locations, safety concerns, and discussions on possible improvements are outlined in the table below.

LOCATION	CONCERNS	DISCUSSION ON IMPROVEMENT
<b>Lincoln Elementary</b>	<ol style="list-style-type: none"> <li>1. E Washington Street is congested during pick-up and drop-off times, adding to safety concerns for students walking or biking.</li> <li>2. Students crossing Division street to the school also face safety concerns with traffic not slowing down.</li> </ol>	<ol style="list-style-type: none"> <li>1. Consider using the church parking lot at the corner of Hancock and Pearl Street as an alternate pick-up and drop-off location to reduce traffic on Washington Street.</li> <li>2. Consider painting a ladder style crosswalk across Division street and add a temporary in-street pedestrian sign during school start and end times to increase visibility of students crossing.</li> </ol>
<b>New London Intermediate Middle School</b>	<ol style="list-style-type: none"> <li>1. W Washington Street is congested during drop-off time, impacting safety of students walking and biking.</li> <li>2. Students mid-block cross between parked cars east of the school during drop-off times because of the lack of sidewalk on the north side of Washington Street</li> </ol>	<ol style="list-style-type: none"> <li>1. Consider having an alternate pick-up spot for 8th graders on Pine Street to reduce congestion on Washington. Students could walk around the block to access Pine Street, or the school could consider adding a path from the back of the school to Pine Street. If a sidewalk is added from the school building to Werner-Allen, 5th graders could also be released towards Werner-Allen Road.</li> <li>2. Continue the sidewalk on Washington Street in front of the Administration Building to Oshkosh Street. Encourage students to utilize the crosswalk in front of the school for crossing. This can reduce the conflict point of walkers and bikers crossing in front of the parking lot entrance where busses enter.</li> </ol>