

SUMMER 2023

Kimberly Area School District

SAFE ROUTES

TO SCHOOL

ACTION PLAN

Developed by East Central Wisconsin
Regional Planning Commission



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ABSTRACT

Kimberly Area School District Safe Routes to School Action Plan

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SUBJECT: Safe Routes to School Action Plan

DATE: August, 2023

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This Safe Routes to School Action Plan describes the existing conditions at and around schools within the Kimberly School District, and is an update from the original plan developed in 2018. It lists known walking, bicycling, and driving barriers, and it identifies potential engineering and programmatic strategies to address those barriers.

Safe Routes to School staff conducted walk and bike audits to outline the assets and challenges of each school's existing Safe Routes to School programming and infrastructure. The information from audits, in conjunction with information gathered by parents of students, and local and national Safe Routes to School best practices are used to develop recommendations for each individual school. 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 five of this plan.



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WHAT IS SAFE ROUTES TO SCHOOL?

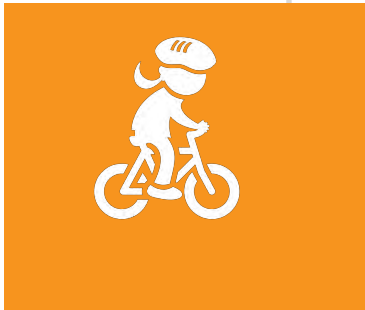


Safe Routes to School (SRTS) is a national movement that aims to make it safe, convenient, and fun for children of all ages and abilities to walk, bike, or roll to school. The movement started due to the declining number of children using active transportation to travel to school, as well as the upward trend of childhood obesity.

Active travel connects people, develops friendships, creates healthful opportunities, and empowers youth to be active and independent. Safe Routes to School programs play a pivotal role in communities' efforts to become more inviting, accessible, and inclusive.

WHY SAFE ROUTES TO SCHOOL?

Dramatically fewer students walk and bike to school today than even one generation ago. Parent concerns about traffic safety, fears about their children's personal safety, and a lack of sidewalks or trails around the school are some of the reasons for this downward trend. As more students are driven to school, congestion and traffic safety concerns increase. By addressing these issues and concerns, Safe Routes to School initiatives can increase the number of students who are able to walk and bike to school, bringing benefits to the students, the school and the community.



THE 6 E's OF SAFE ROUTES TO SCHOOL

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.



REGIONAL SAFE ROUTES TO SCHOOL PROGRAM OVERVIEW

FREQUENT WALKER

This program provides students who cannot walk to school the opportunity to be active during the school day. Students walk along a designated route and track their distance.

WALKING SCHOOL BUS

Actually, there is no bus at all. It can be as simple as families taking turns walking their children to school or as formal as a structured route with a timetable, designated stops and assigned volunteers. What's important is to simply start moving and help children discover that the journey to school can start with their own feet.

WALKING AND BIKING EVENTS

These annual events encourage students, teachers and parents to get out of the car and walk or bike to school. Safe Routes to School provides participating schools with a toolkit and giveaways for students.

EDUCATION & PRESENTATIONS

We offer educational presentations on bicycle and pedestrian safety, bike rodeos, Project RADAR (school zone safety) and snowshoeing.



BICYCLE BLENDERS

We have five stationary bikes with blenders attached, mixing delicious smoothies or slushies as you pedal.

SNOWSHOE FLEET

38 snowshoes in various sizes available to check out and use to teach winter walking curriculum or for events.

BICYCLE FLEET

A fleet of 18 bicycles available for schools to check out and use to teach bicycle safety curriculum through their education program.

****All equipment and programs are available to schools within our region at no charge.***

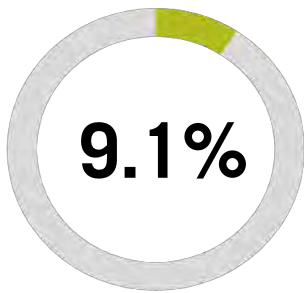
For more information on our programs and resources please visit:

www.eastcentralrts.org

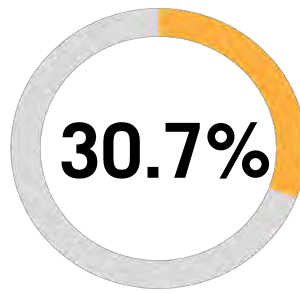
KIMBERLY AREA SCHOOL DISTRICT OVERVIEW

The Kimberly Area School District covers about 17 square miles and is split between Outagamie and Calumet Counties. The district currently serves over 5,100 students in one 4K center, four elementary schools, two intermediate schools, one middle school, and one high school.

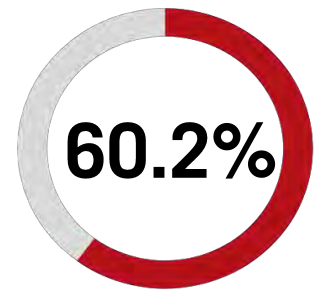
STUDENT TRAVEL SURVEY RESULTS



WALKING OR BIKING



SCHOOL BUS



PERSONAL VEHICLE

TOP 5 REASONS

PARENTS ALLOW THEIR CHILD TO WALK OR BIKE TO SCHOOL

1. Distance
2. Weather
3. Convenience
4. Access to sidewalks and paths
5. Time

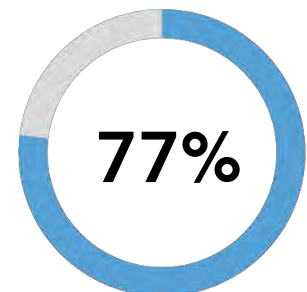
TOP 5 REASONS

PARENTS DO NOT ALLOW THEIR CHILD TO WALK OR BIKE TO SCHOOL

1. Safety concerns about intersections or crossings
2. High volumes of traffic along the route
3. Speed of traffic along the route
4. Distance
5. Lack of sidewalks and paths

165 parent responses

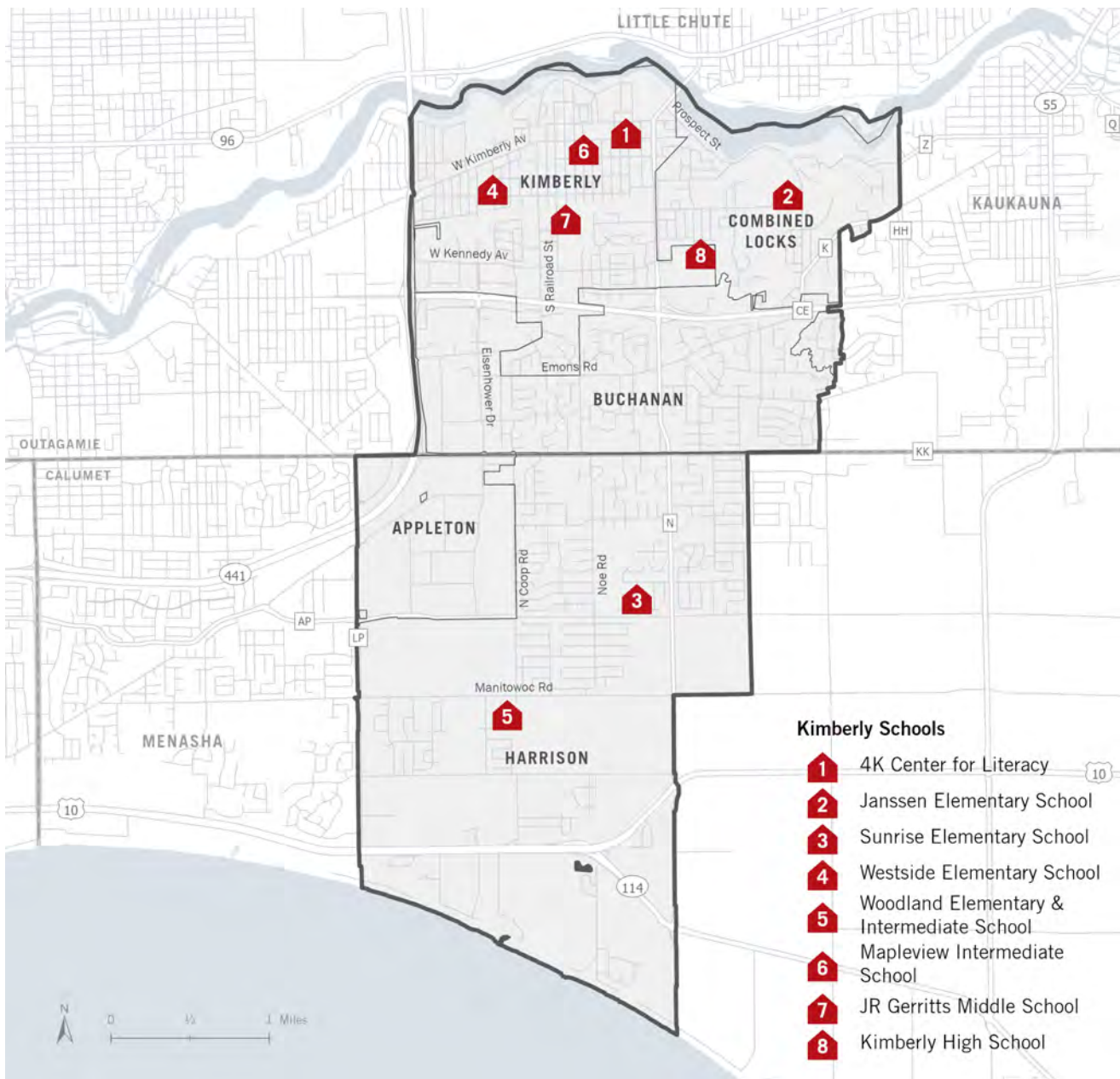
77% of parents within the Kimberly Area School District believe their child needs walking or biking safety education at school.



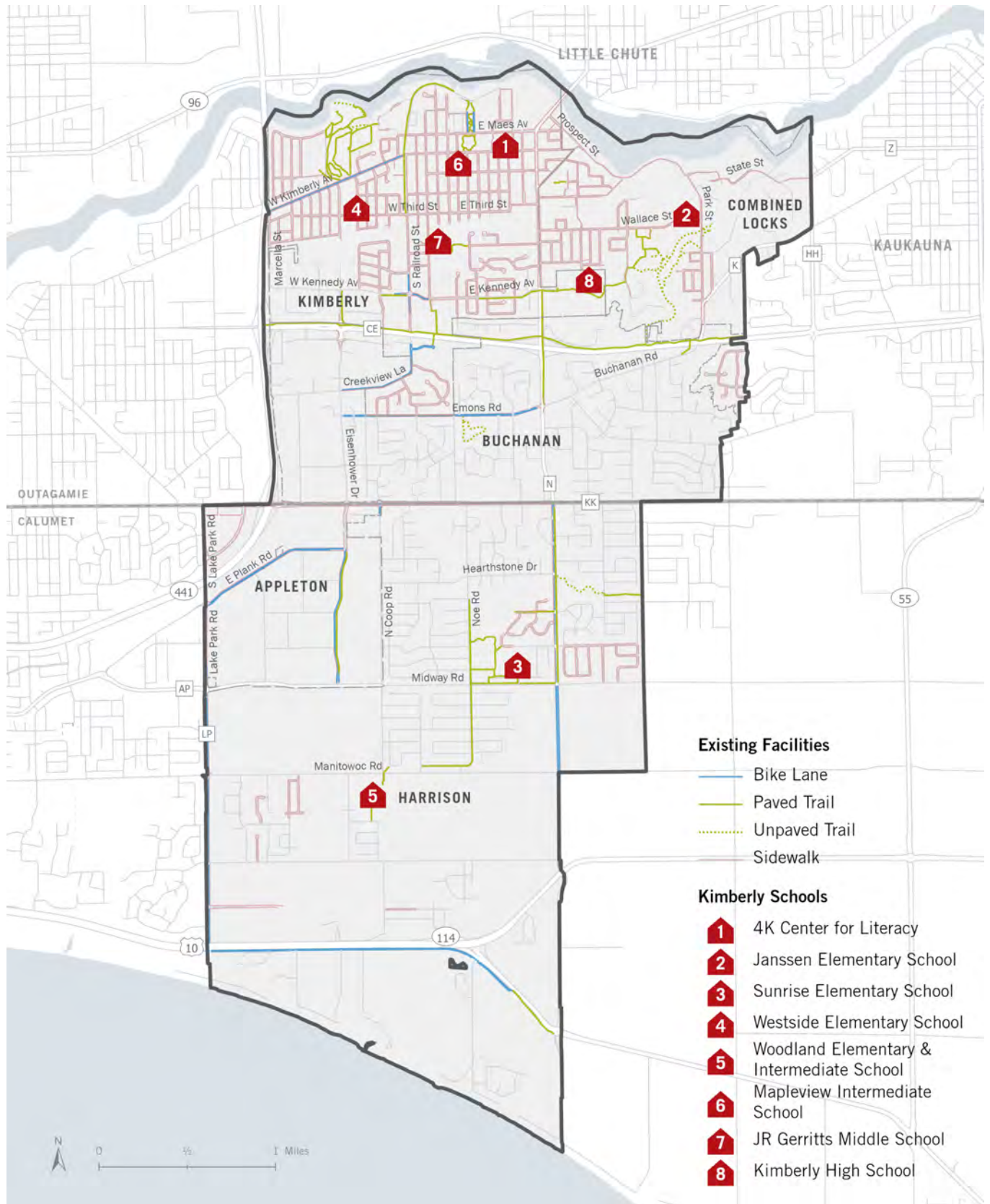
TRANSPORTATION POLICY AND UNUSUALLY HAZARDOUS BUSING

The Kimberly Area School District provides transportation for students who reside more than two (2) miles from the school they are required to attend in their home attendance areas. Transportation is also provided for 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 Individualized Education Plan evaluation team deems transportation necessary for the safety of the child. Finally, transportation is provided for students whose path to their schools are found to be unusually hazardous.

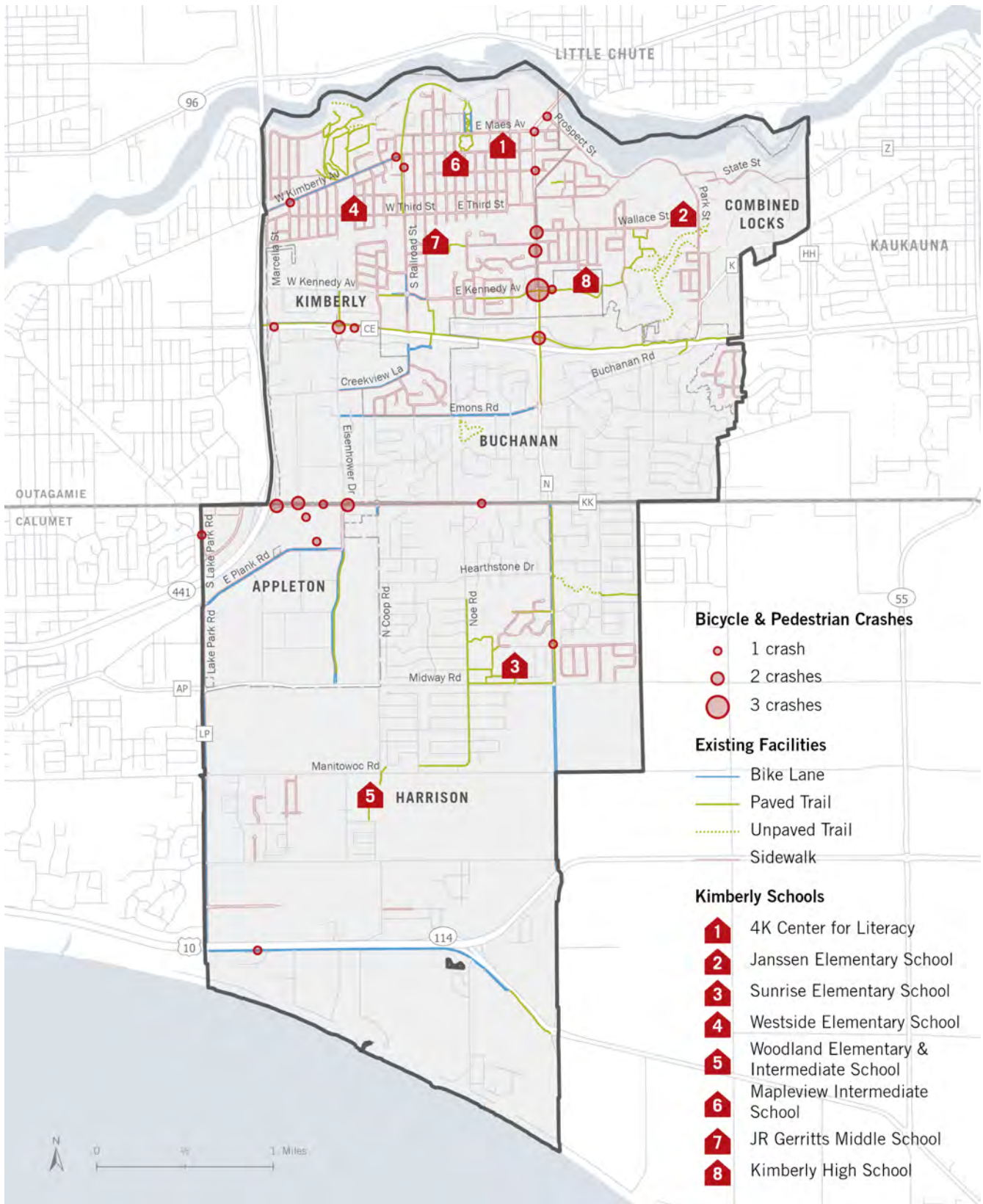
KIMBERLY AREA SCHOOL DISTRICT BOUNDARY & SCHOOL LOCATIONS



KIMBERLY AREA SCHOOL DISTRICT EXISTING BICYCLE & PEDESTRIAN FACILITIES



KIMBERLY AREA SCHOOL DISTRICT BICYCLE & PEDESTRIAN CRASHES (2018-2022)



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.¹



MEDIAN HOUSEHOLD INCOME

» Median household income is used to identify the block groups where more children may be walking and bicycling. A low-income family is generally defined as one in which the family income is no more than twice the federal poverty limit.²

The 2022 poverty limit in WI is \$27,750 for a family of four, which means a low-income family of four makes \$55,500 or less.³

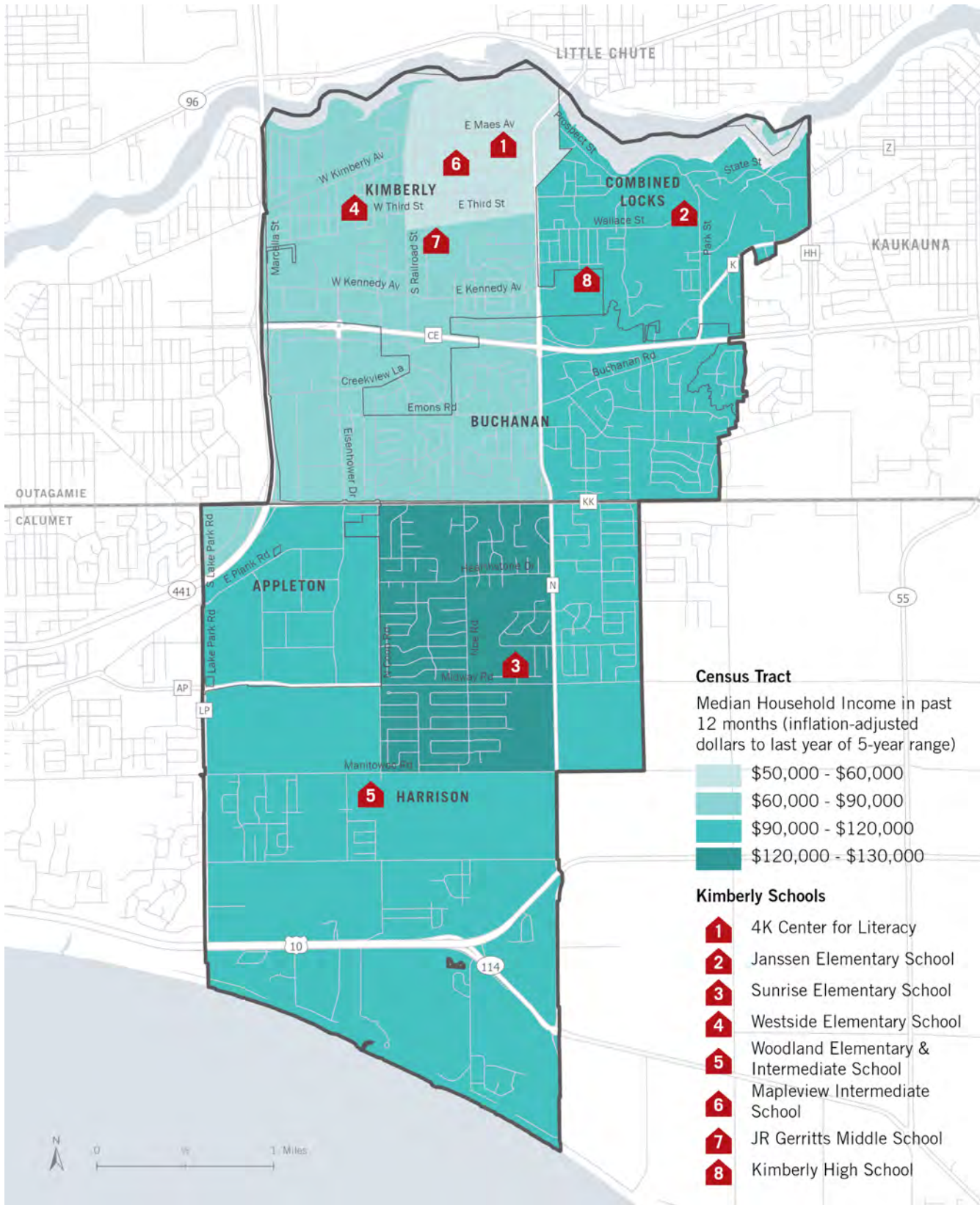
FREE AND REDUCED COST LUNCH PROGRAM

» 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 in Appendix B.

PROXIMITY TO ARTERIAL ROADS

» Arterial roads can be classified as roads which move high volumes of traffic over a long distance at high speeds.⁴ By looking at the percentage of arterials within a half mile radius of each school, we are able to prioritize certain schools when making bicycle and pedestrian.

KIMBERLY AREA SCHOOL DISTRICT MEDIAN HOUSEHOLD INCOME

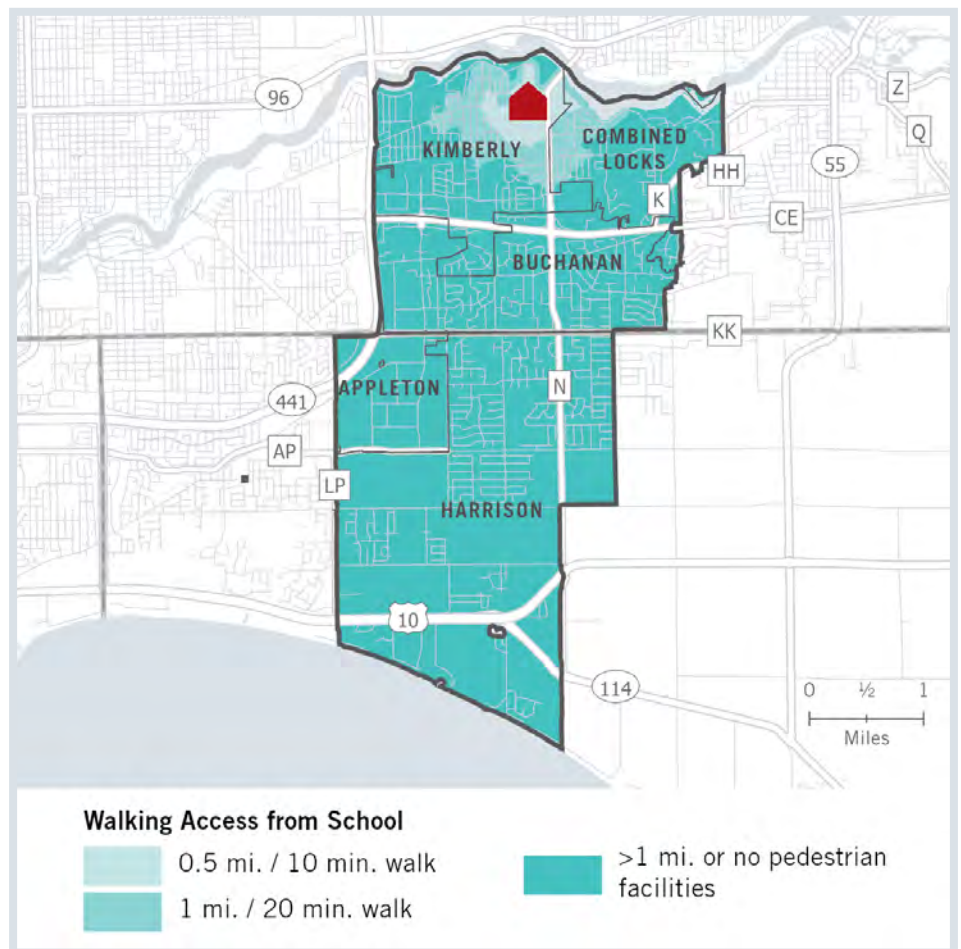




4K CENTER FOR LITERACY PARENT SURVEY SUMMARY

All school families were given the opportunity to provide input on how their students were getting to and from school and what safety concerns they had in regards to their child(ren) walking and bicycling. We received a total of 18 responses from families at the 4K Center. The responses indicated that less than one percent of the students were walking or biking to school, 66% of students enrolled are using the school bus, and 33% of students are using a personal vehicle.

4K CENTER FOR LITERACY ENROLLMENT BOUNDARY & WALKSHED

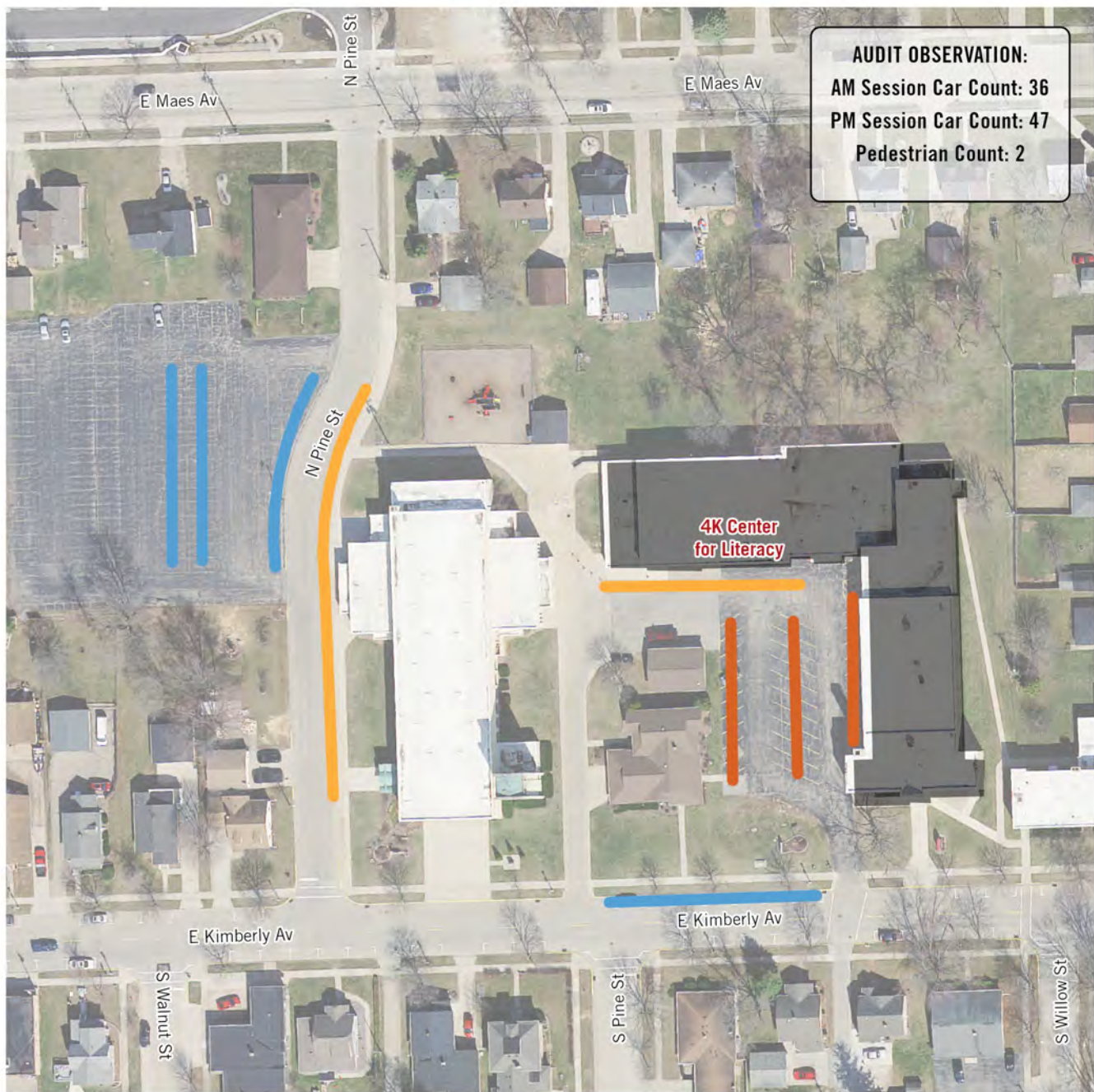


SRTS PROGRAM RECOMMENDATIONS:

- » Walk to School Day
- » Winter Walk Month
- » Education Campaign

4K CENTER FOR LITERACY | SCHOOL CIRCULATION MAP

AUDIT OBSERVATION:
 AM Session Car Count: 36
 PM Session Car Count: 47
 Pedestrian Count: 2



- Bus Loading Area
- Parent/General Parking
- Staff Parking



Source:
 Base data provided by Outagamie County 2021.
 SRTS data provided by ECWRPC 2023.

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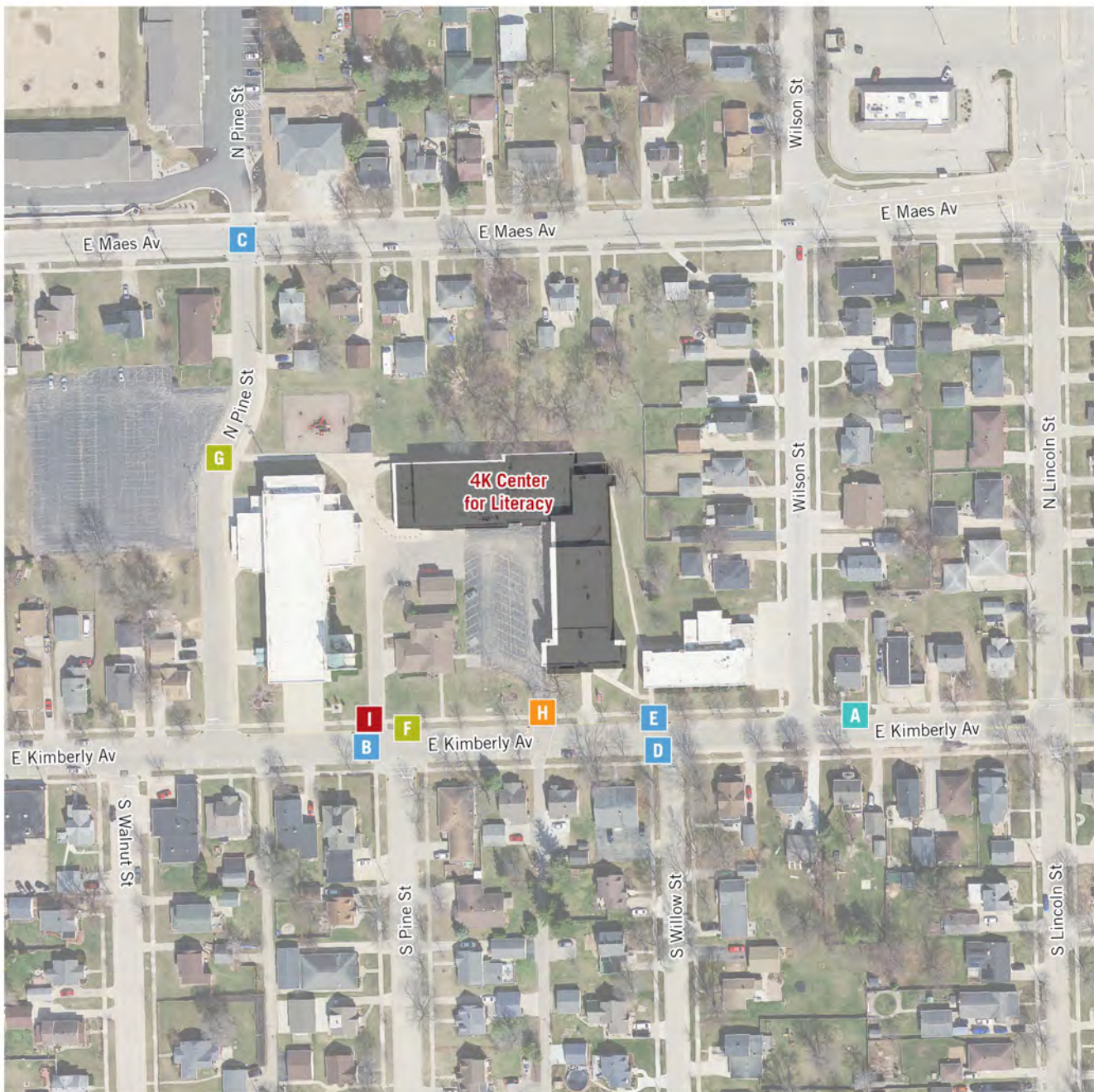


RECOMMENDATIONS FOR 4K CENTER FOR LITERACY

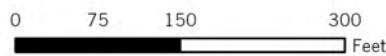
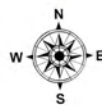
The recommendations listed here offer a selection of location specific ideas that can be implemented in and near the area around the school. The recommendations include both infrastructure and programming components. Please refer to the walk and bike audit recommendations map for the specific location and the table below for more detail.

ID	TYPE	RECOMMENDATION	PRIORITY
INFRASTRUCTURE			
A	Signage	Replace the “School Zone Speed Limit”, “Pedestrian” and “No Parking” signs on Kimberly Avenue to improve the visibility of the signage.	High
B	Intersection Improvement	Paint a ladder style crosswalk at the intersection of E. Kimberly Avenue and S. Pine Street to improve safety and visibility for pedestrians.	High
C	Intersection Improvement	Paint a crosswalk at the intersection of E. Maes Avenue and N. Pine Street to improve safety and visibility for pedestrians.	Medium
D	Intersection Improvement	Repaint a crosswalk at the intersection of S Willow Street and E. Kimberly Avenue.	Low
E	Intersection Improvement	Update the curb cuts and crosswalk at the intersection of S Willow Street and E. Kimberly Avenue Street for ADA compliance and improve visibility of crosswalk.	Low
F	Route improvement	Eliminate the first parking spot east of the driveway exit on Kimberly Avenue to improve sightlines for motorists and pedestrians.	Medium
G	Route Improvement	Work with the church to install a curb cut and crosswalk across N. Pine Street into the parking lot.	Medium
PROGRAMMING			
H	Procedure	Add cones and a para-professional to the parking lot entrance on E. Kimberly Avenue to prevent parents from driving through the bus drop off lane.	Low
I	Education	Provide parents with pedestrian safety tips.	Medium

4K CENTER FOR LITERACY | WALK & BIKE AUDIT RECOMMENDATIONS



- Signage Improvement
- Intersection Improvement
- Route Improvement
- Procedure Improvement
- Education Improvement



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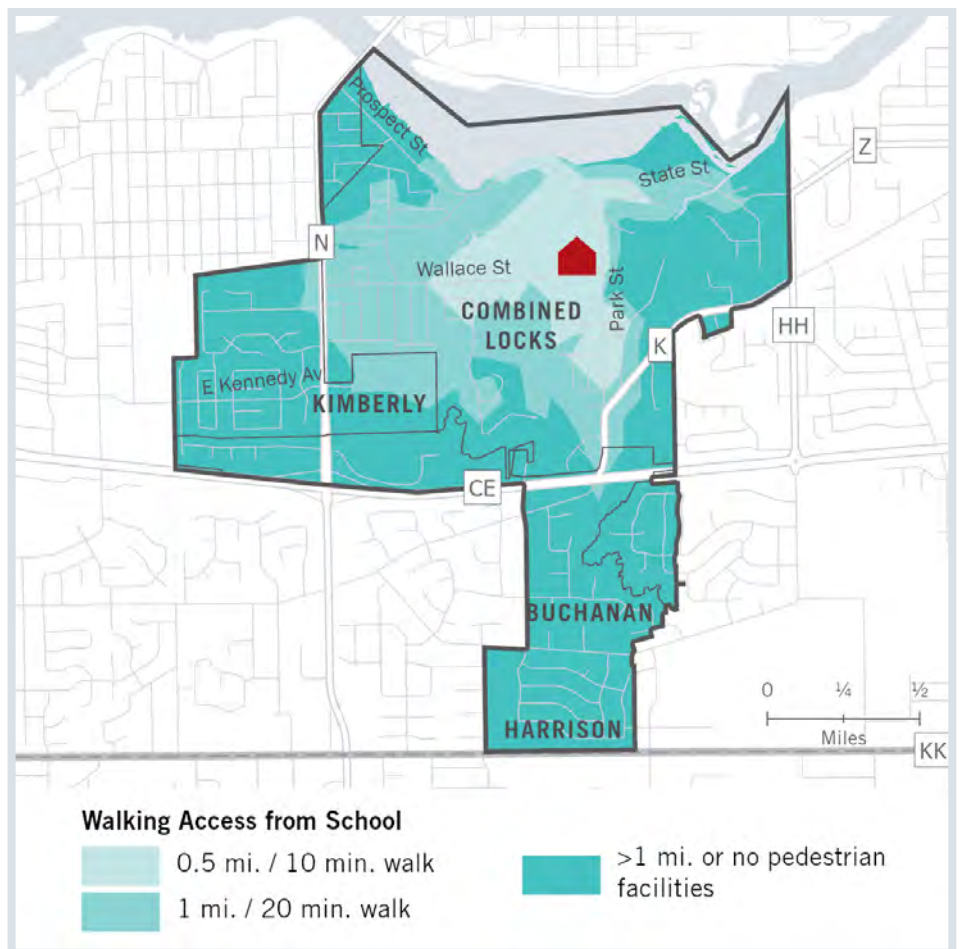




JANSSEN ELEMENTARY SCHOOL PARENT SURVEY SUMMARY

All school families were given the opportunity to provide input on how their students were getting to and from school and what safety concerns they had in regards to their child(ren) walking and bicycling. We received a total of 104 responses from families at Janssen Elementary School. The responses indicated that seven percent of the students were walking or biking to school, 13% of students enrolled are using the school bus, and 80% of students are using a personal vehicle.

JANSSEN ELEMENTARY SCHOOL ENROLLMENT BOUNDARY & WALKSHED










SRTS PROGRAM RECOMMENDATIONS:

- » Walk to School Day
- » Winter Walk Month
- » Bike to School Day
- » Golden Sneaker Challenge
- » Education Campaign

JANSSEN ELEMENTARY SCHOOL | SCHOOL CIRCULATION MAP

AUDIT OBSERVATION:
 Car Count: 123
 Pedestrian Count: 30
 Bicycle Count: 19



-  Crossing Guard
-  Bike Parking/Rack
-  Bus Loading Area
-  No Parking
-  Parent Pick up/Drop off
-  Parent/General Parking
-  Staff Parking



Source:
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RECOMMENDATIONS FOR JANSSEN ELEMENTARY SCHOOL

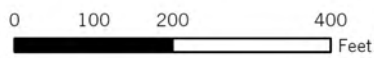
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ID	TYPE	RECOMMENDATION	PRIORITY
INFRASTRUCTURE			
A	Signage	Consider moving the “Pedestrian Crossing Ahead” sign location on Wallace Street for the mid block crossing to improve safety for pedestrians.	High
B	Intersection Improvement	Update the curb cuts and crosswalk at the intersection of Park Street and Wallace Street for ADA compliance and improve visibility of crosswalk.	Medium
C	Intersection Improvement	Update the curb cuts and crosswalk at the midblock crossing on Wallace Street for ADA compliance and improve visibility of crosswalk.	Medium
D	Route Improvement	Widen sidewalks on the east side of Park Street south of Wallace Street to provide a buffer between traffic and pedestrians and improve walking route as roadway improvements are made.	High
E	Route Improvement	Move section of fencing to reroute families to the sidewalk in the parking lot to reduce congestion and interactions between pedestrians and vehicles.	High
PROGRAMMING			
F	Procedure	Move the bike racks to a more central location to encourage more students to bike to school.	Medium

JANSSEN ELEMENTARY SCHOOL | WALK & BIKE AUDIT RECOMMENDATIONS



- Signage Improvement
- Intersection Improvement
- Route Improvement
- Procedure Improvement



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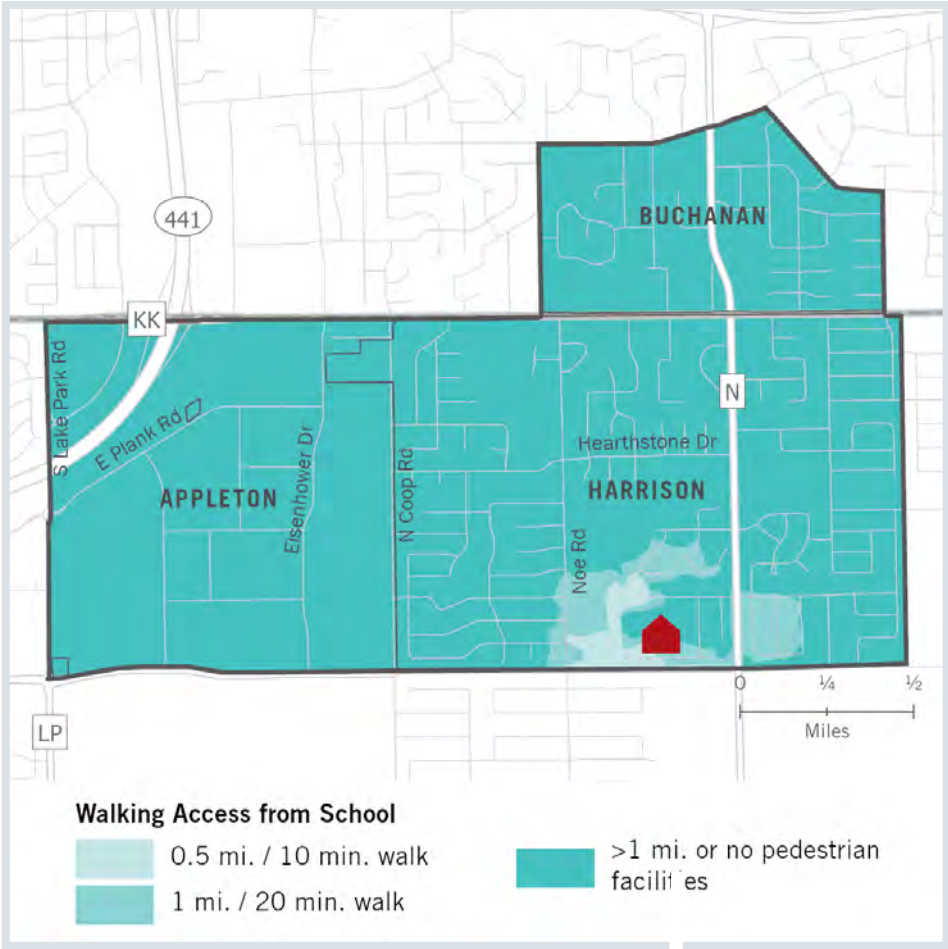




SUNRISE ELEMENTARY SCHOOL PARENT SURVEY SUMMARY

All school families were given the opportunity to provide input on how their students were getting to and from school and what safety concerns they had in regards to their child(ren) walking and bicycling. We received a total of 43 responses from families at Sunrise Elementary School. The responses indicated that two percent of the students were walking or biking to school, 58% of students enrolled are using the school bus, and 39% of students are using a personal vehicle.

SUNRISE ELEMENTARY SCHOOL ENROLLMENT BOUNDARY & WALKSHED




SRTS PROGRAM RECOMMENDATIONS:

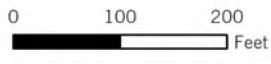
- » Walk to School Day
- » Winter Walk Month
- » Walking School Bus
- » Project RADAR
- » Education Campaign

SUNRISE ELEMENTARY SCHOOL | SCOOOL CIRCULATION MAP



AUDIT OBSERVATION:
Car Count: 143
Pedestrian Count: 0
Bicycle Count: 2

-  **Bike Parking/Rack**
-  **Bus Loading Area**
-  **Parent Pick up/Drop off**
-  **Parent/General Parking**
-  **Staff Parking**



Source:
 Base data provided by Calumet County 2021.
 SRTS data provided by ECWRPC 2023.

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RECOMMENDATIONS FOR SUNRISE ELEMENTARY SCHOOL

The recommendations listed here offer a selection of location specific ideas that can be implemented in and near the area around the school. The recommendations include both infrastructure and programming components. Please refer to the walk and bike audit recommendations map for the specific location and the table below for more detail.

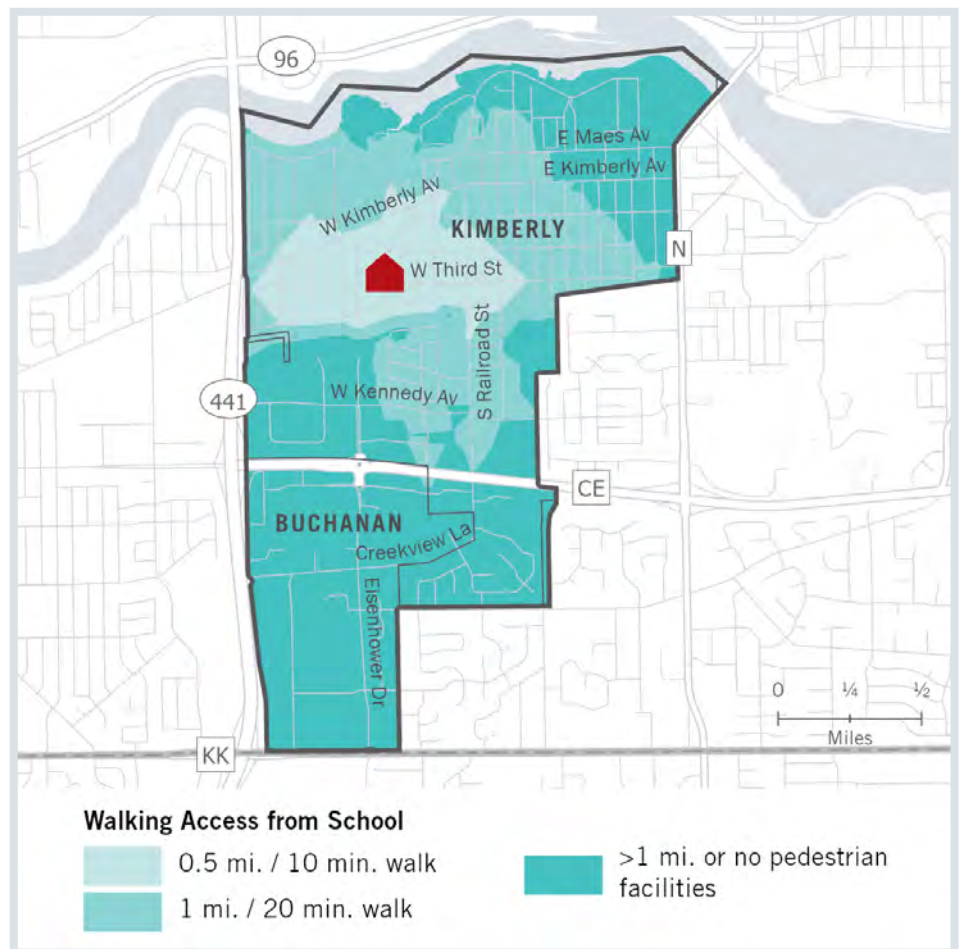
ID	TYPE	RECOMMENDATION	PRIORITY
INFRASTRUCTURE			
A	Signage	Prohibit parking on Skippers Lane in front of the parking lot to improve sightlines for motorists and pedestrians.	High
B	Signage	Add “School Zone Speed Limit” signage on Exploration Way to clearly define the speed limit and school zone area.	Medium
C	Signage	Replace the “Stop Sign” at the Parking lot exit onto Exploration Way to increase visibility.	Medium
D	Route Improvement	Have a crossing guard at the intersection of Midway Road and Krissy Drive to improve safety and visibility of pedestrians.	High
E	Route Improvement	Extend trail on Schmidt Road to connect with Dusty Drive and provide a safe space for students to walk and bike.	High
F	Route Improvement	Add a second set of lights to Rapid Flashing Beacons to improve visibility. Continue to monitor the volume of students walking and biking through the roundabout to determine if other improvements need to be considered.	High
G	Route Improvement	Repaint crosswalks on Noe Road to connect to the trail to improve visibility and safety for pedestrians.	Medium
H	Route Improvement	Add “School Zone Speed Limit” signage to County Highway N.	Medium
PROGRAMMING			
I	Procedure	Make sure all staff in the parking lot area are wearing high visibility vests to increase visibility and safety.	Medium
J	Education	Remind parents that want to park and walk into the building to use the parking lot on the east side of the building to reduce congestion in the parent loop.	High
K	Education	Provide school families with a parent procedure map to ensure all families know and understand procedures/expectations.	Medium



WESTSIDE ELEMENTARY SCHOOL PARENT SURVEY SUMMARY

All school families were given the opportunity to provide input on how their students were getting to and from school and what safety concerns they had in regards to their child(ren) walking and bicycling. We received a total of 10 responses from families at Westside Elementary School. The responses indicated that 10% of the students were walking or biking to school, 20% of students enrolled are using the school bus, and 70% of students are using a personal vehicle.

WESTSIDE ELEMENTARY SCHOOL ENROLLMENT BOUNDARY & WALKSHED



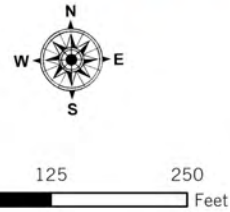
SRTS PROGRAM RECOMMENDATIONS:

- » Walk to School Day
- » Winter Walk Month
- » Bike to School Day
- » Education Campaign

WESTSIDE ELEMENTARY SCHOOL | SCHOOL CIRCULATION MAP



-  **Crossing Guard**
-  **Bike Parking/Rack**
-  **Bus Loading Area**
-  **No Parking**
-  **Parent Pick up/Drop off**
-  **Parent/General Parking**
-  **Staff Parking**



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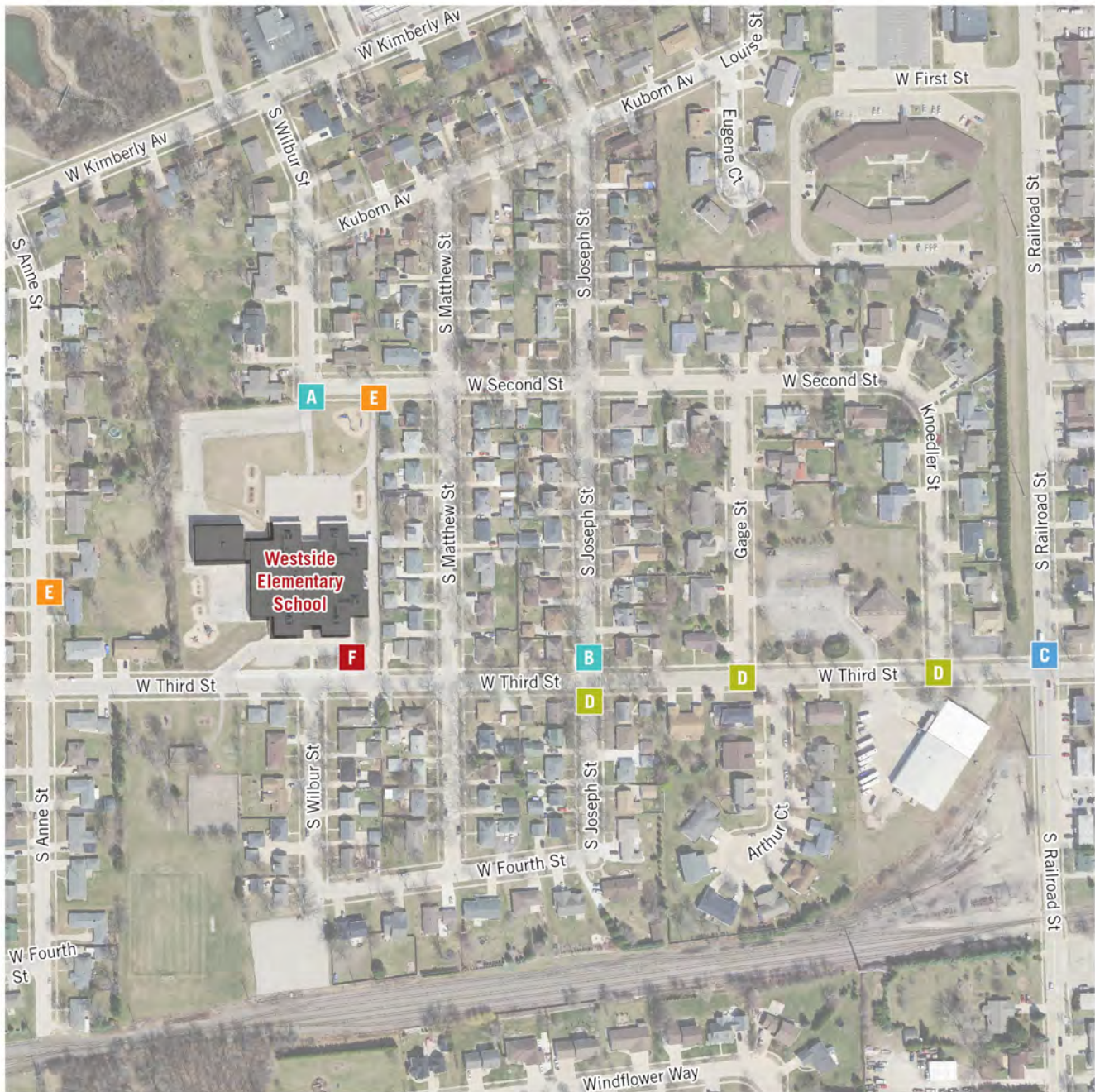
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RECOMMENDATIONS FOR WESTSIDE ELEMENTARY SCHOOL

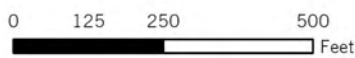
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ID	TYPE	RECOMMENDATION	PRIORITY
INFRASTRUCTURE			
A	Signage	Replace the “Stop Sign” at the Parking lot exit onto 2nd Street to increase visibility.	High
B	Signage	Replace the “Stop Sign” and the “School Zone Speed Limit” sign on 3rd Street and Joseph Street to increase visibility and improve safety for all users.	High
C	Intersection	Install curb extensions along Railroad Street to reduce the crossing length for pedestrians.	High
D	Route Improvement	Update curb cuts at all four legs of the intersection of 3rd Street and Joseph Street, 3rd Street and Gage Street, and 3rd Street and Knoedler Street.	High
PROGRAMMING			
E	Procedure	Encourage more families to pick up their students on Wilbur Street , 2nd Street, and Ann Street to reduce some of the congestion on 3rd Street.	High
F	Education	Educate families on proper use of drop off and pick-up loop.	Medium

WESTSIDE ELEMENTARY SCHOOL | WALK & BIKE AUDIT RECOMMENDATIONS



- Signage Improvement
- Intersection Improvement
- Route Improvement
- Procedure Improvement
- Education Improvement



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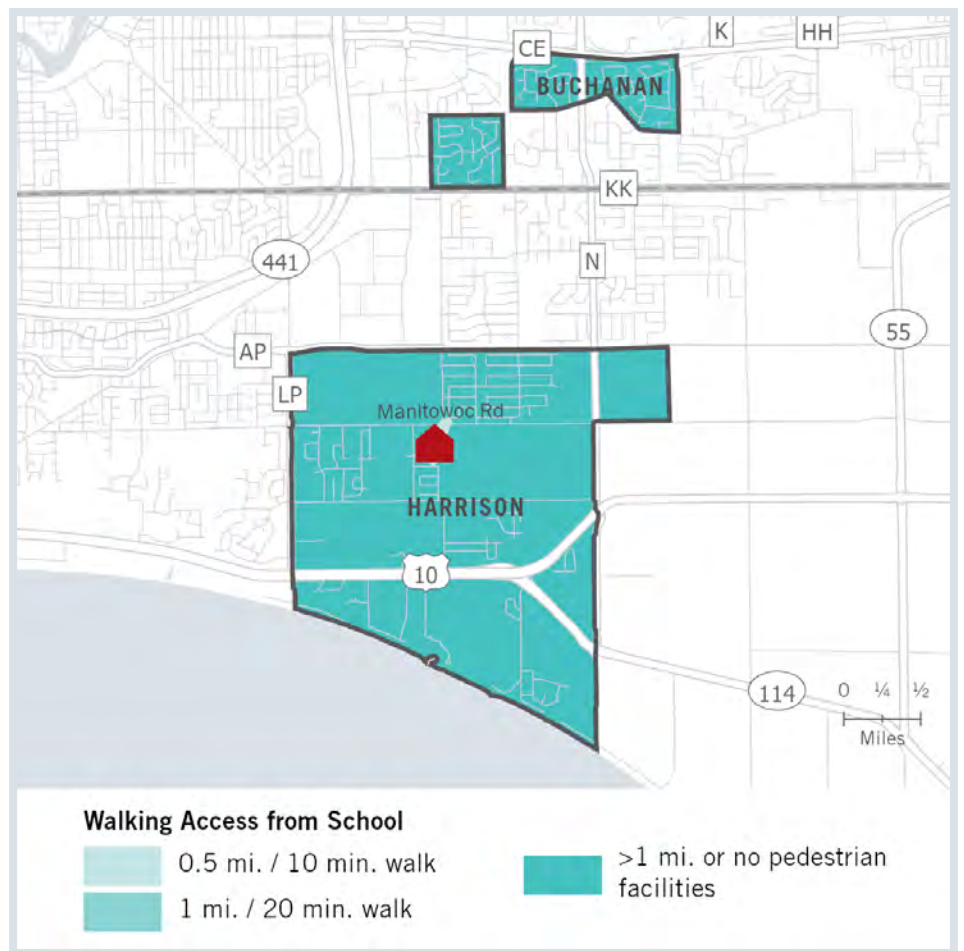




WOODLAND ELEMENTARY SCHOOL PARENT SURVEY SUMMARY

All school families were given the opportunity to provide input on how their students were getting to and from school and what safety concerns they had in regards to their child(ren) walking and bicycling. We received a total of 32 responses from families between Woodland Elementary School. The responses indicated that six percent of the students were walking or biking to school, 53% of students enrolled are using the school bus, and 41% of students are using a personal vehicle.

WOODLAND ELEMENTARY SCHOOL ENROLLMENT BOUNDARY & WALKSHED

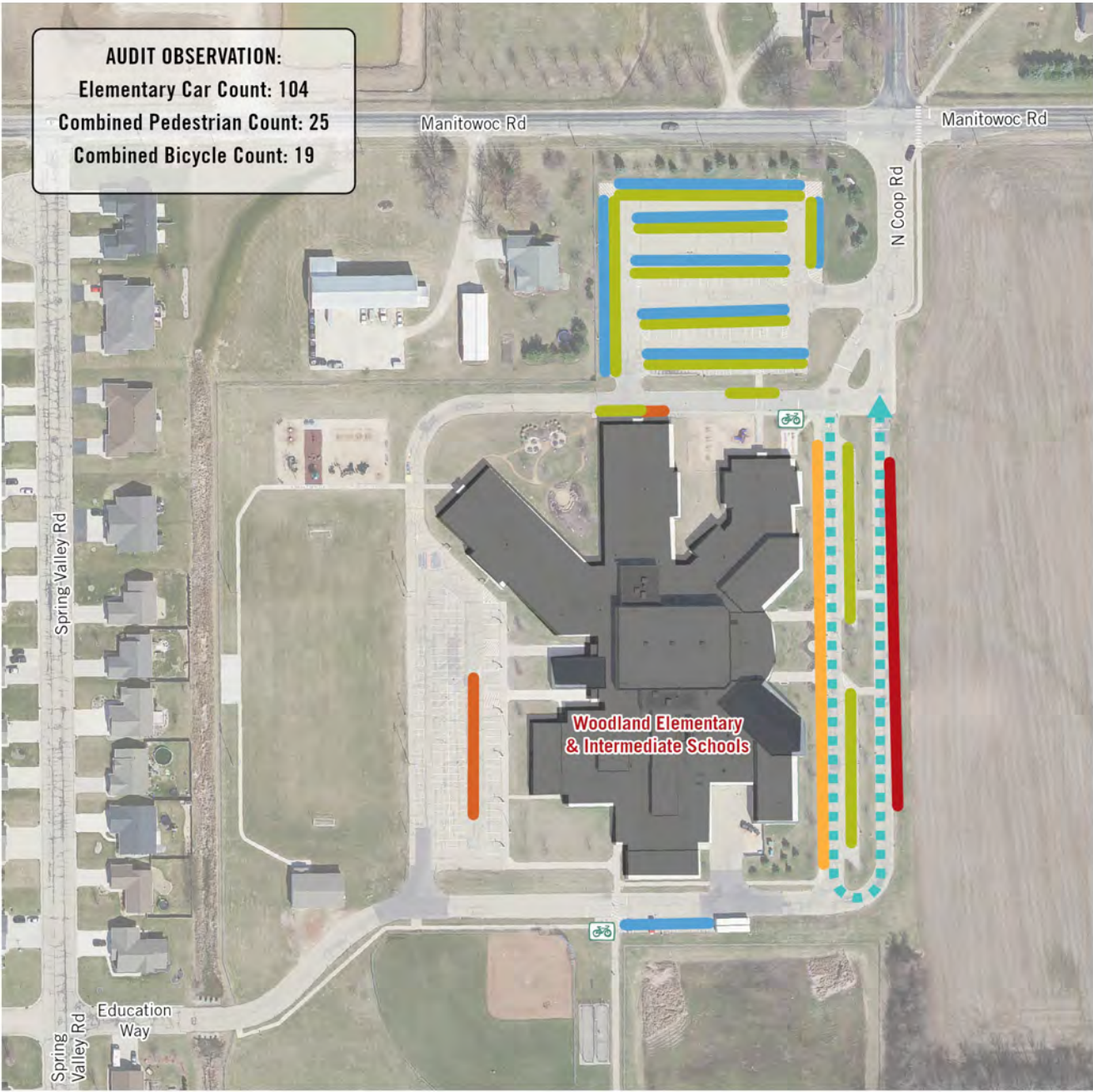


SRTS PROGRAM RECOMMENDATIONS:

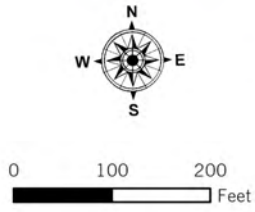
- » Education Campaign
- » Bike Safety Presentation & Rodeo

WOODLAND ELEMENTARY | SCHOOL CIRCULATION MAP

AUDIT OBSERVATION:
 Elementary Car Count: 104
 Combined Pedestrian Count: 25
 Combined Bicycle Count: 19



- Bike Parking/Rack
- Bus Loading Area
- No Parking
- Drop off Lane
- Driving Lane
- Parent/General Parking
- Staff Parking



Source:
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 SRTS data provided by ECWRPC 2023.

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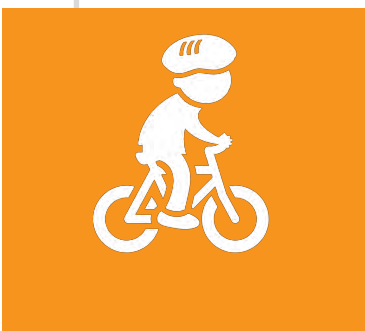
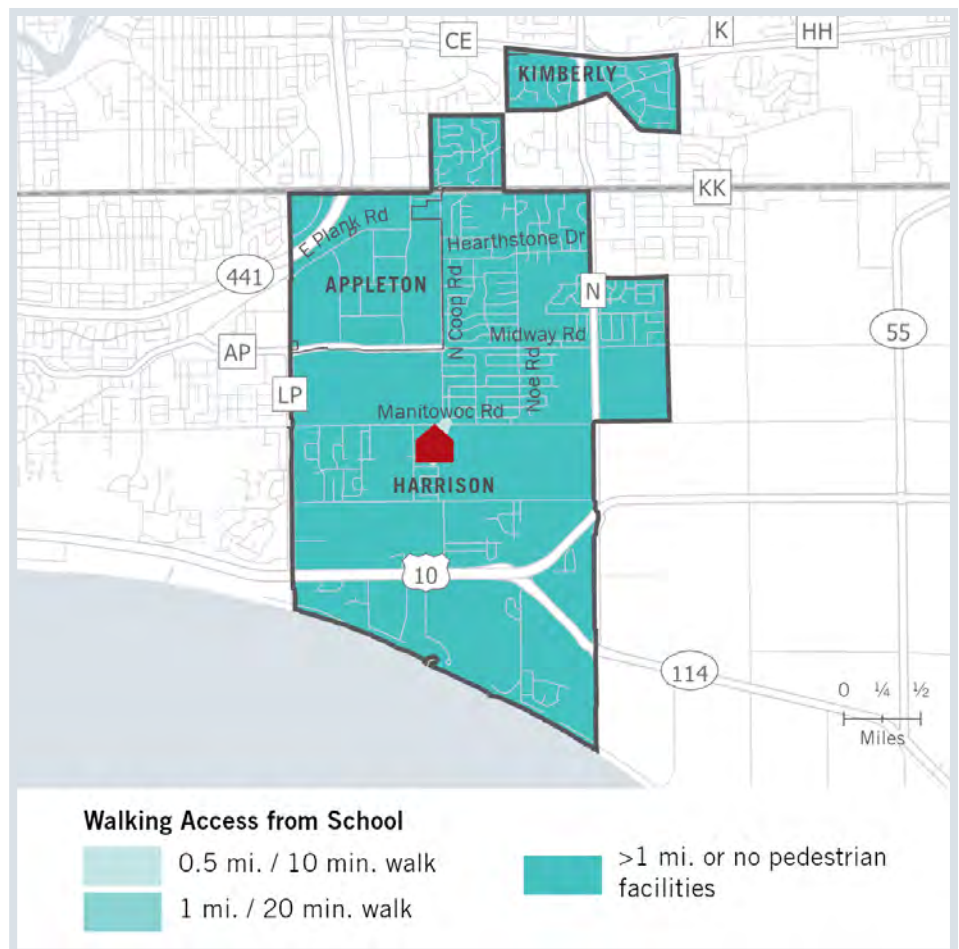
PREPARED AUGUST 2023 BY:
 East Central Wisconsin Regional Planning Commission



WOODLAND INTERMEDIATE SCHOOL PARENT SURVEY SUMMARY

All school families were given the opportunity to provide input on how their students were getting to and from school and what safety concerns they had in regards to their child(ren) walking and bicycling. We received a total of 25 responses from families between Woodland Intermediate School. The responses indicated that eight percent of the students were walking or biking to school, 56% of students enrolled are using the school bus, and 36% of students are using a personal vehicle.

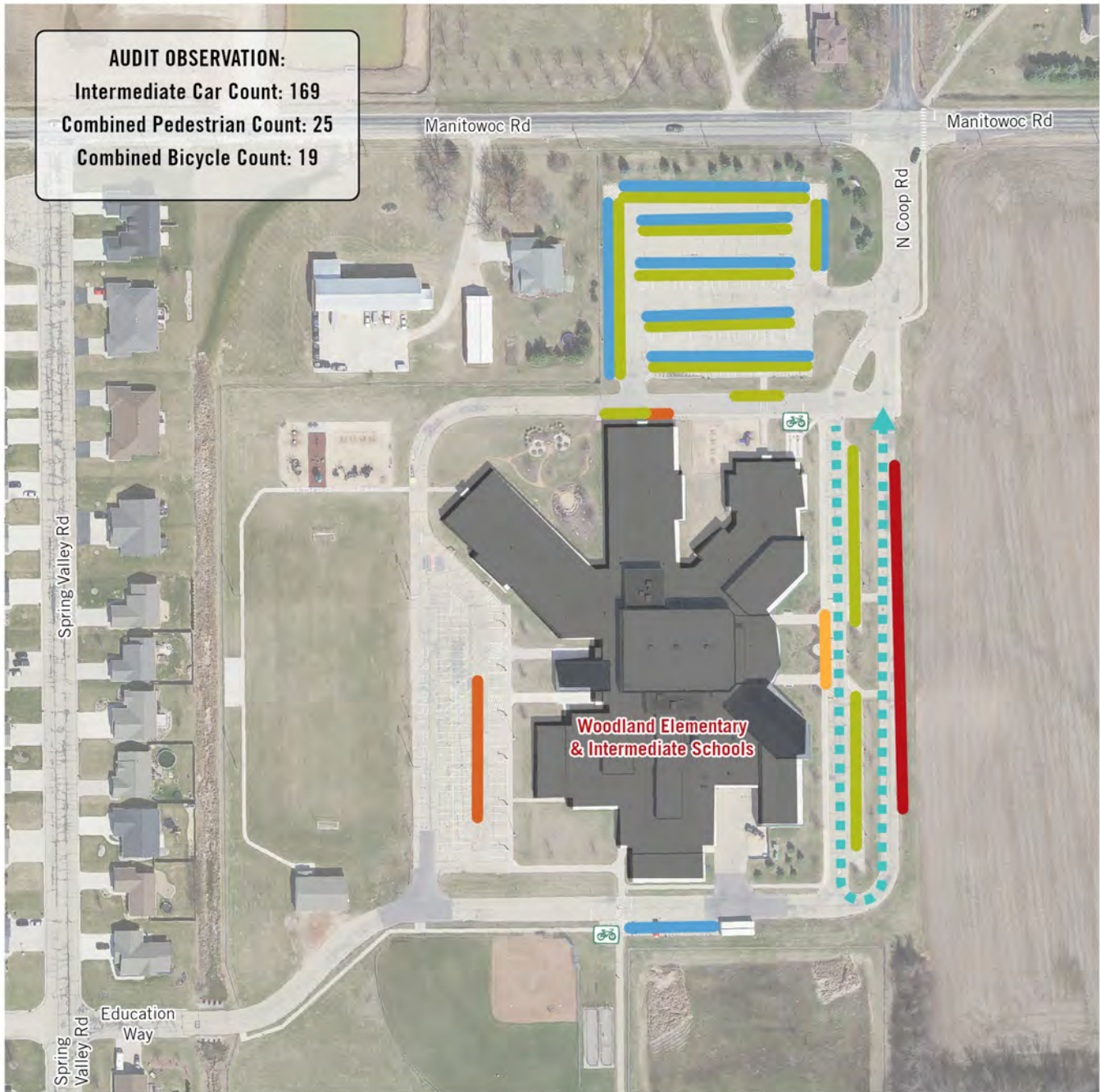
WOODLAND INTERMEDIATE SCHOOL ENROLLMENT BOUNDARY & WALKSHED



SRTS PROGRAM RECOMMENDATIONS:

- » Education Campaign
- » Project RADAR

WOODLAND INTERMEDIATE SCHOOL | SCHOOL CIRCULATION MAP



AUDIT OBSERVATION:
 Intermediate Car Count: 169
 Combined Pedestrian Count: 25
 Combined Bicycle Count: 19

Source:
 Base data provided by Calumet County 2021.
 SRTS data provided by ECWRPC 2023.

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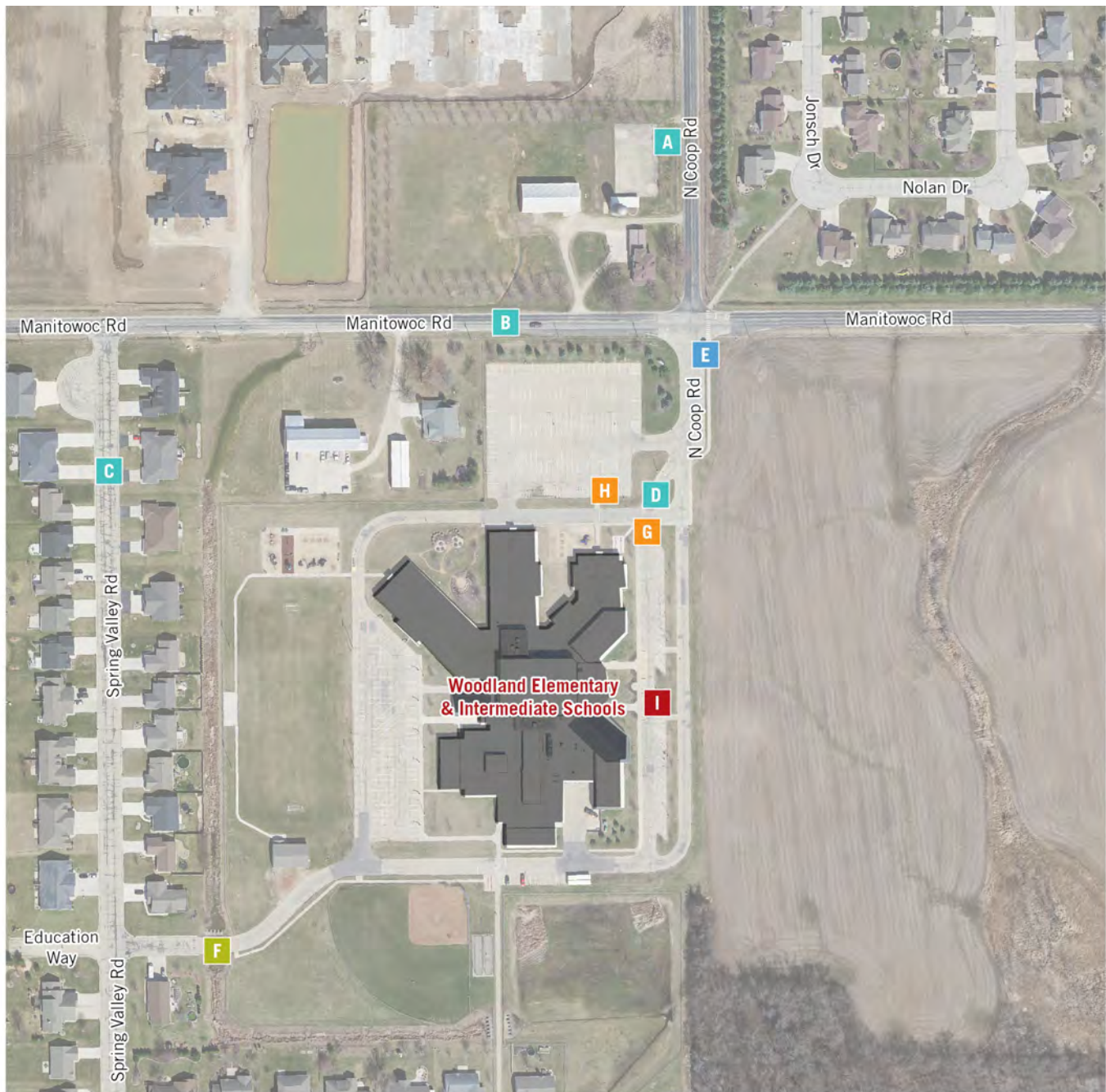


RECOMMENDATIONS FOR WOODLAND ELEMENTARY & INTERMEDIATE SCHOOL

The recommendations listed here offer a selection of location specific ideas that can be implemented in and near the area around the school. The recommendations include both infrastructure and programming components. Please refer to the walk and bike audit recommendations map for the specific location and the table below for more detail.

ID	TYPE	RECOMMENDATION	PRIORITY
INFRASTRUCTURE			
A	Signage	Raise the height of the “School Zone Speed Limit” sign on the west side of Coop Road to 7 foot minimum.	High
B	Signage	Replace the “School Zone Speed Limit” signage on Manitowoc Road to increase visibility.	Medium
C	Signage	Consider adding “School Zone Speed Limit” signage on Spring Valley Road and Education Way to improve safety for pedestrians.	Medium
D	Signage	Raise the height of the “Stop Sign” at the “Y” intersection in the parking lot.	Low
E	Intersection Improvement	Move the stop bar on Education Way back at the intersection of Coop Road and Manitowoc Road to allow for increased visibility of pedestrians.	High
F	Route Improvement	Widen the bridge on Education Way to safely allow for vehicle and pedestrian travel.	High
PROGRAMMING			
G	Procedure	Repaint the parking lot arrows, crosswalks, and stop lines to clearly define walking areas and procedures.	High
H	Procedure	Consider making the parking spots near the crosswalk “Handicap Parking” to improve safety of families loading and unloading children of different abilities.	Medium
I	Education	Remind parents and students to cross at designated crosswalks within the parking lot loop.	High

WOODLAND ELEMENTARY & INTERMEDIATE I WALK & BIKE AUDIT RECOMMENDATIONS



- Signage Improvement
- Intersection Improvement
- Route Improvement
- Procedure Improvement
- Education Improvement



Source:
 Base data provided by Calumet County 2021.
 SRTS data provided by ECWRPC 2023.

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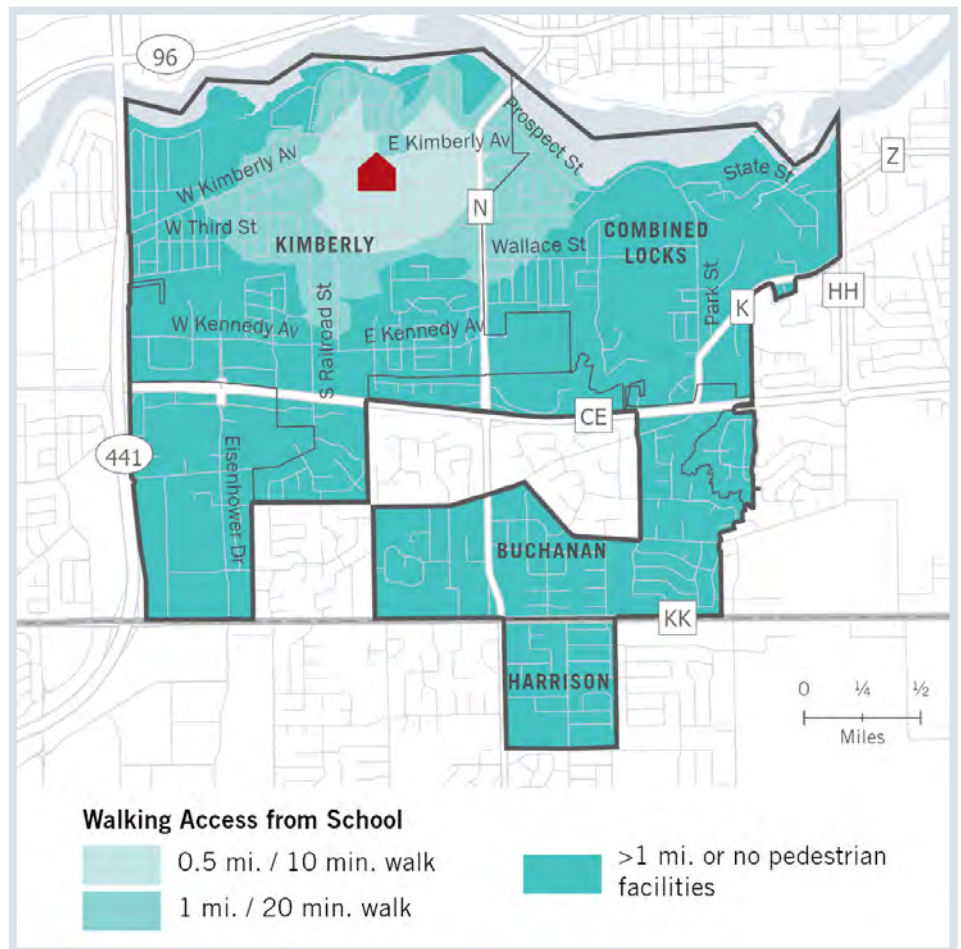
PREPARED AUGUST 2023 BY:
 East Central Wisconsin
 Regional Planning Commission
ECWRPC



MAPLEVIEW INTERMEDIATE SCHOOL PARENT SURVEY SUMMARY

All school families were given the opportunity to provide input on how their students were getting to and from school and what safety concerns they had in regards to their child(ren) walking and bicycling. We received a total of 31 responses from families at Mapleview Intermediate School. The responses indicated that 26% of the students were walking or biking to school, 29% of students enrolled are using the school bus, and 45% of students are using a personal vehicle.

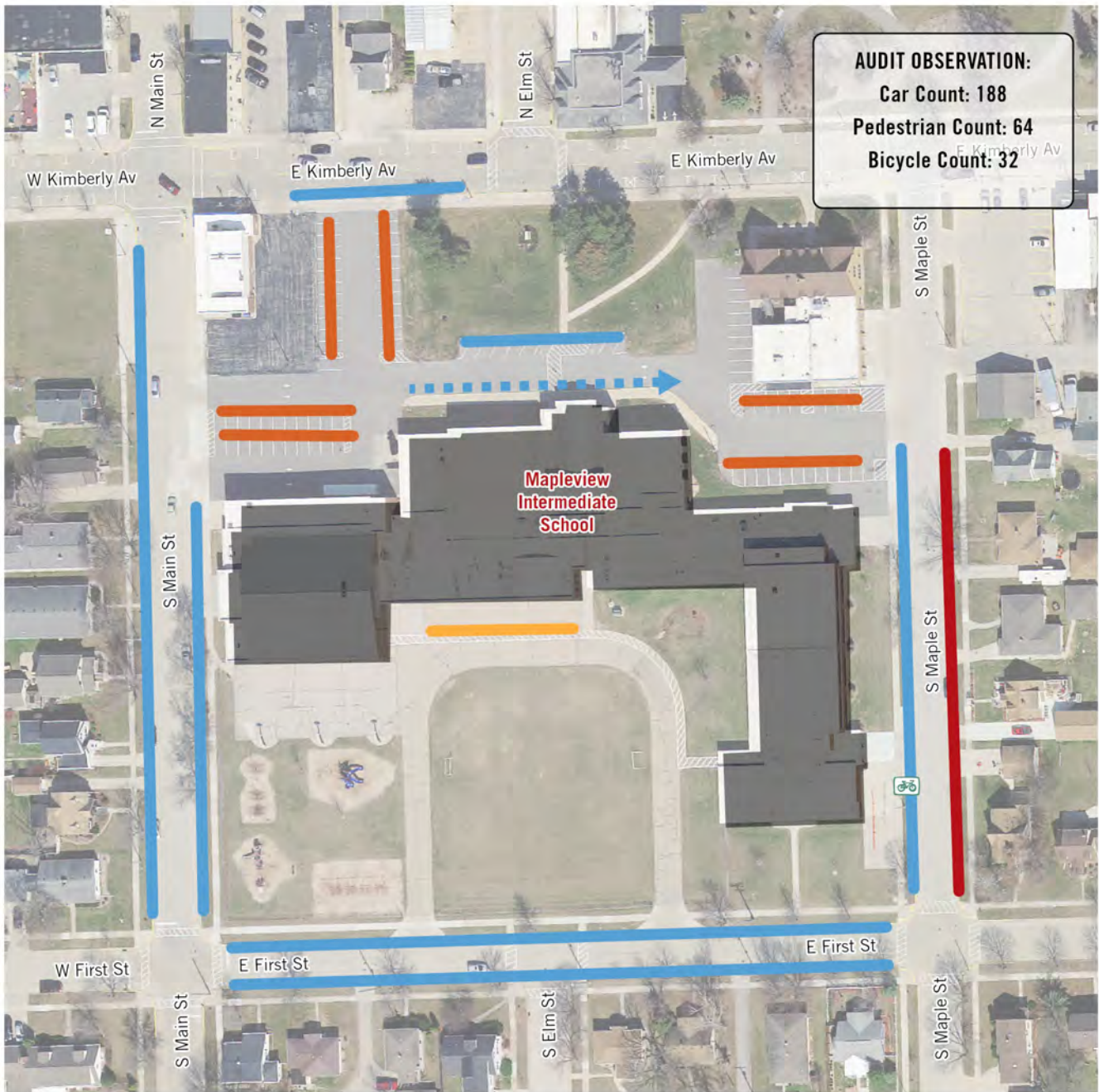
MAPLEVIEW INTERMEDIATE SCHOOL ENROLLMENT BOUNDARY & WALKSHED



SRTS PROGRAM RECOMMENDATIONS:

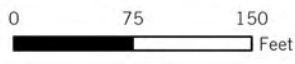
- » Walk to School Day
- » Winter Walk Month
- » Bike to School Day
- » Project RADAR
- » Education Campaign

MAPLEVIEW INTERMEDIATE SCHOOL | SCHOOL CIRCULATION MAP



AUDIT OBSERVATION:
Car Count: 188
Pedestrian Count: 64
Bicycle Count: 32

- Bike Parking/Rack**
- Bus Loading Area**
- No Parking**
- Parent Pick up/Drop off**
- Parent/General Parking**
- Staff Parking**



Source:
 Base data provided by Outagamie County 2021.
 SRTS data provided by ECWRPC 2023.

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PREPARED AUGUST 2023 BY:



RECOMMENDATIONS FOR MAPLEVIEW INTERMEDIATE SCHOOL

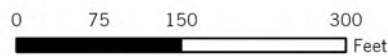
The recommendations listed here offer a selection of location specific ideas that can be implemented in and near the area around the school. The recommendations include both infrastructure and programming components. Please refer to the walk and bike audit recommendations map for the specific location and the table below for more detail.

ID	TYPE	RECOMMENDATION	PRIORITY
INFRASTRUCTURE			
A	Signage	Consider adding a Rapid Flashing Beacon at the mid-block crossing on Kimberly Avenue to improve crossing for pedestrians.	High
B	Signage	Add "School Zone Speed Limit" signage on Kimberly Avenue and 1st Street to clearly define the speed limit in the area.	Medium
C	Signage	Eliminate the first parking spot directly to the south of the parking lot exit on Maple Street to improve sightlines for drivers exiting the school parking lot.	Medium
D	Signage	Raise the height of the "School Zone Speed Limit" signage on Maple Street to 7 foot minimum.	Medium
E	Intersection Improvement	Update curb cuts and crosswalks around the school for ADA Compliance and safety of pedestrians.	High
PROGRAMMING			
F	Procedure	Have a staff member directing students to crosswalks on both Kimberly Avenue and Maple Street to reduce congestion and students are crossing where drivers expect them to be.	High
G	Education	Continually provide students and parents with pedestrian safety tips and stress importance of using crosswalks.	High
H	Education	Remind parents not to park over crosswalks on Kimberly Avenue.	Medium

MAPLEVIEW INTERMEDIATE SCHOOL | WALK & BIKE AUDIT RECOMMENDATIONS



- Signage Improvement
- Intersection Improvement
- Procedure Improvement
- Education Improvement



Source:
Base data provided by Outagamie County 2021.
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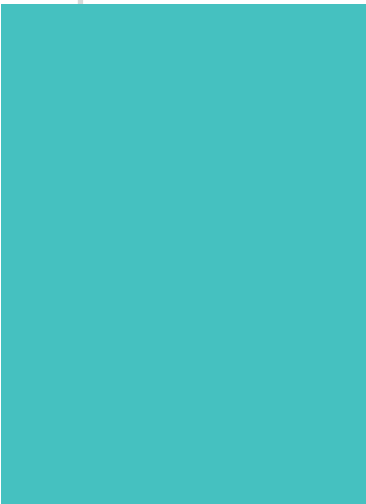
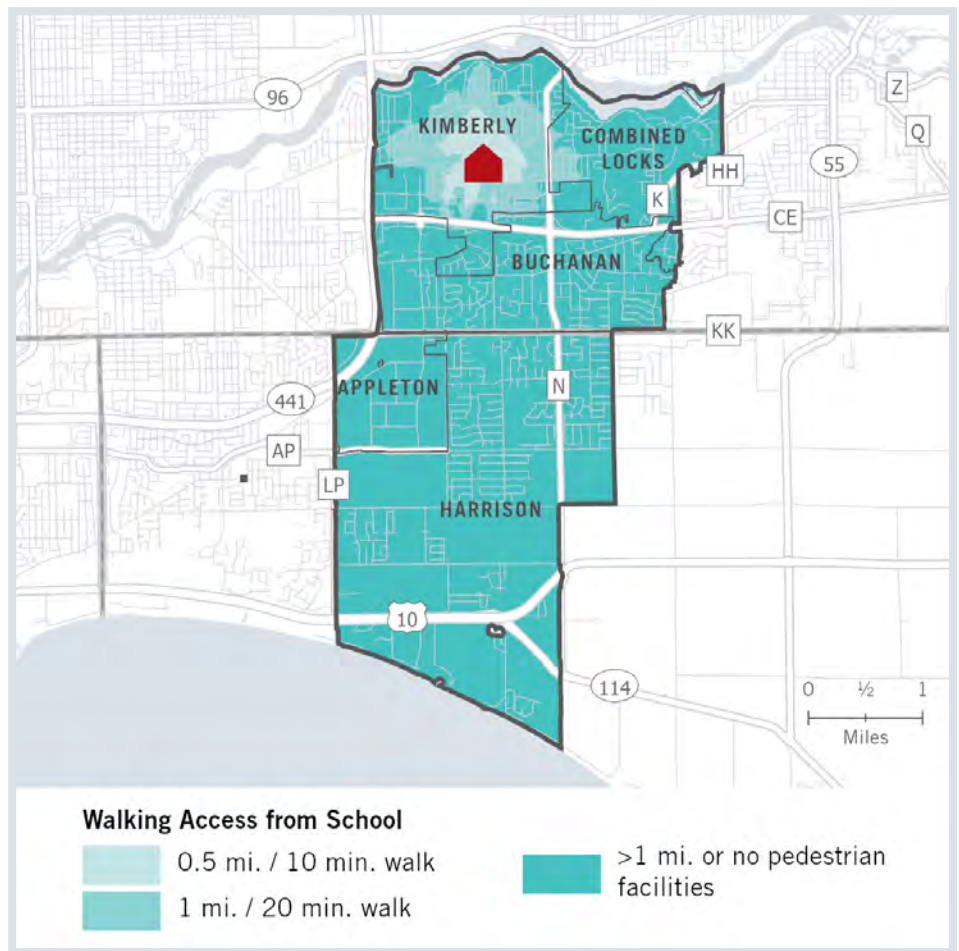




JR GERRITTS MIDDLE SCHOOL PARENT SURVEY SUMMARY

All school families were given the opportunity to provide input on how their students were getting to and from school and what safety concerns they had in regards to their child(ren) walking and bicycling. We received a total of 40 responses from families at JR Gerritts Middle School. The responses indicated that 15% of the students were walking or biking to school, 25% of students enrolled are using the school bus, and 60% of students are using a personal vehicle.

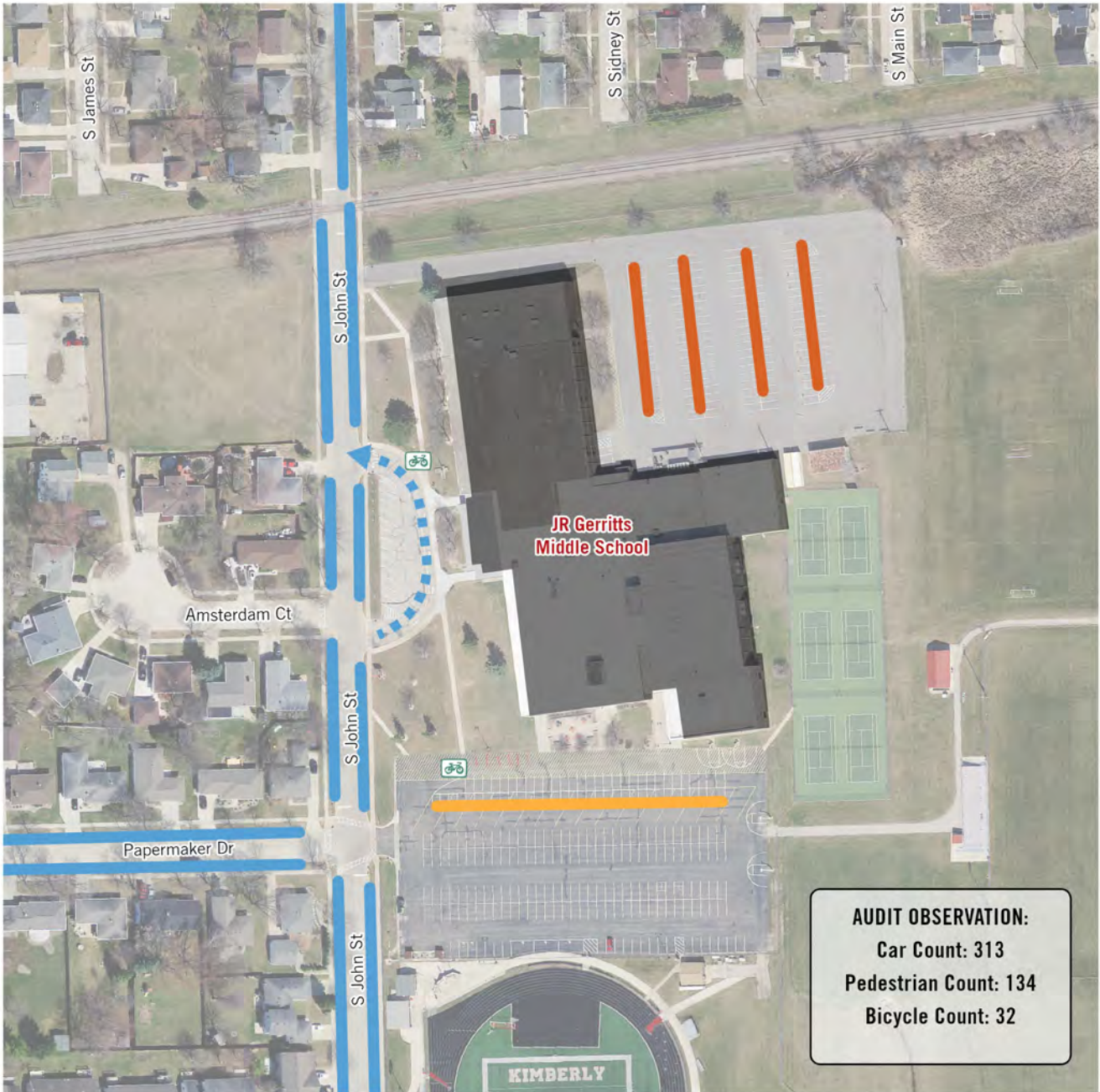
JR GERRITTS MIDDLE SCHOOL ENROLLMENT BOUNDARY & WALKSHED



SRTS PROGRAM RECOMMENDATIONS:

- » Walk to School Day
- » Bike to School Day
- » Education Campaign

JR GERRITTS MIDDLE SCHOOL | SCHOOL CIRCULATION MAP



AUDIT OBSERVATION:
Car Count: 313
Pedestrian Count: 134
Bicycle Count: 32

-  **Bike Parking/Rack**
-  **Bus Loading Area**
-  **Parent Pick up/Drop off**
-  **Parent/General Parking**
-  **Staff Parking**



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PREPARED AUGUST 2023 BY:



RECOMMENDATIONS FOR JR GERRITTS MIDDLE SCHOOL

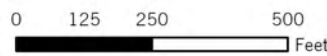
The recommendations listed here offer a selection of location specific ideas that can be implemented in and near the area around the school. The recommendations include both infrastructure and programming components. Please refer to the walk and bike audit recommendations map for the specific location and the table below for more detail.

ID	TYPE	RECOMMENDATION	PRIORITY
INFRASTRUCTURE			
A	Signage	Add "School Zone Speed Limit" signs on John Street and Kennedy Avenue to clearly define the speed limit and school zone area.	High
B	Intersection Improvement	Repaint crosswalks at Papermaker Drive and John Street to ensure high visibility crossings.	High
C	Intersection Improvement	Eliminate the first parking spot directly south of the parent loop exit on John Street in to improve sight lines for vehicles exiting to the left.	High
D	Intersection Improvement	Consider installing a Pedestrian Hybrid Beacon (HAWK) at the intersection of John Street and Kennedy Avenue.	High
E	Intersection Improvement	Paint crosswalks at Taylor Street and John Street to increase awareness and visibility where students are crossing.	Medium
F	Route Improvement	Add drop off lane on John Street from Papermaker Drive to the south to the fire hydrant. (see concept photos in Appendices).	High
PROGRAMMING			
G	Procedure	Remove cones from parent loop to improve traffic flow in the parent loop and clearly define travel paths for vehicles.	High
H	Procedure	Make sure all staff in the parking lot area are wearing high visibility vests to increase visibility and safety.	High

JR GERRITTS MIDDLE SCHOOL | WALK & BIKE AUDITS RECOMMENDATIONS



- Signage Improvement
- Intersection Improvement
- Route Improvement
- Procedure Improvement



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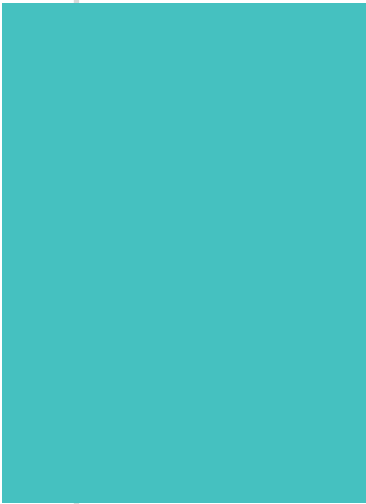
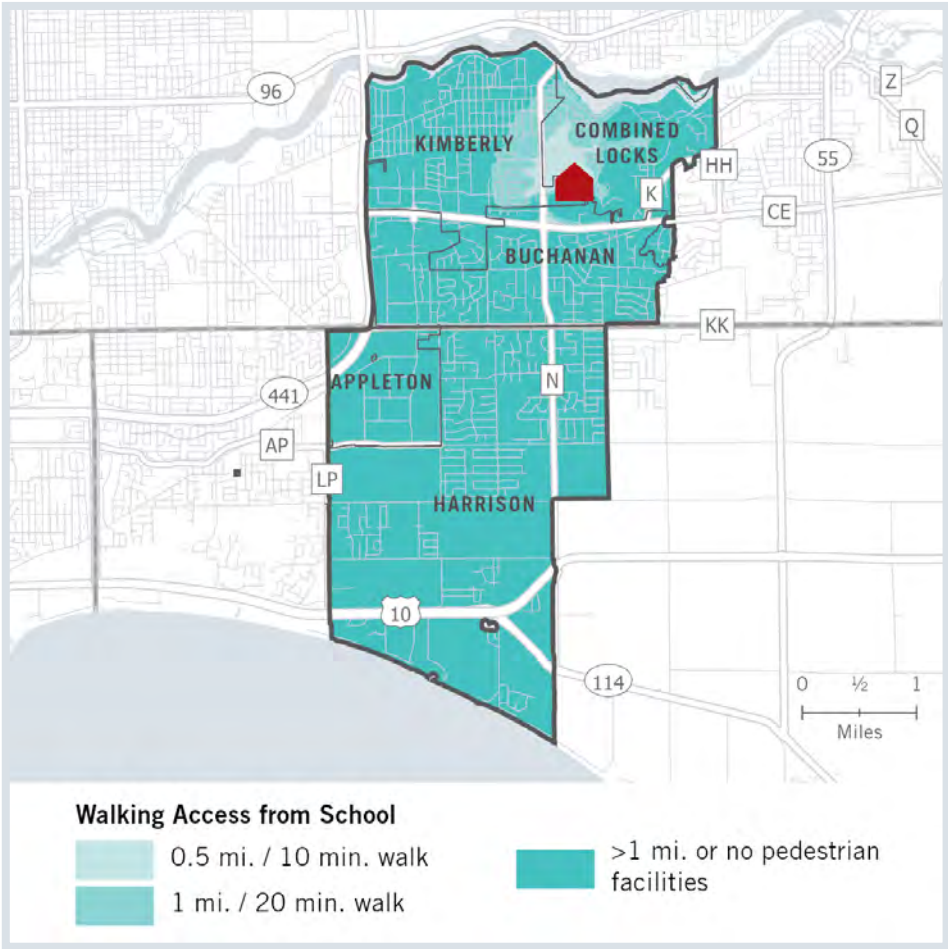




KIMBERLY HIGH SCHOOL PARENT SURVEY SUMMARY

All school families were given the opportunity to provide input on how their students were getting to and from school and what safety concerns they had in regards to their child(ren) walking and bicycling. We received a total of 24 responses from families at Kimberly High School. The responses indicated that 1% of the students were walking or biking to school, 16% of students enrolled are using the school bus, and 83% of students are using a personal vehicle.

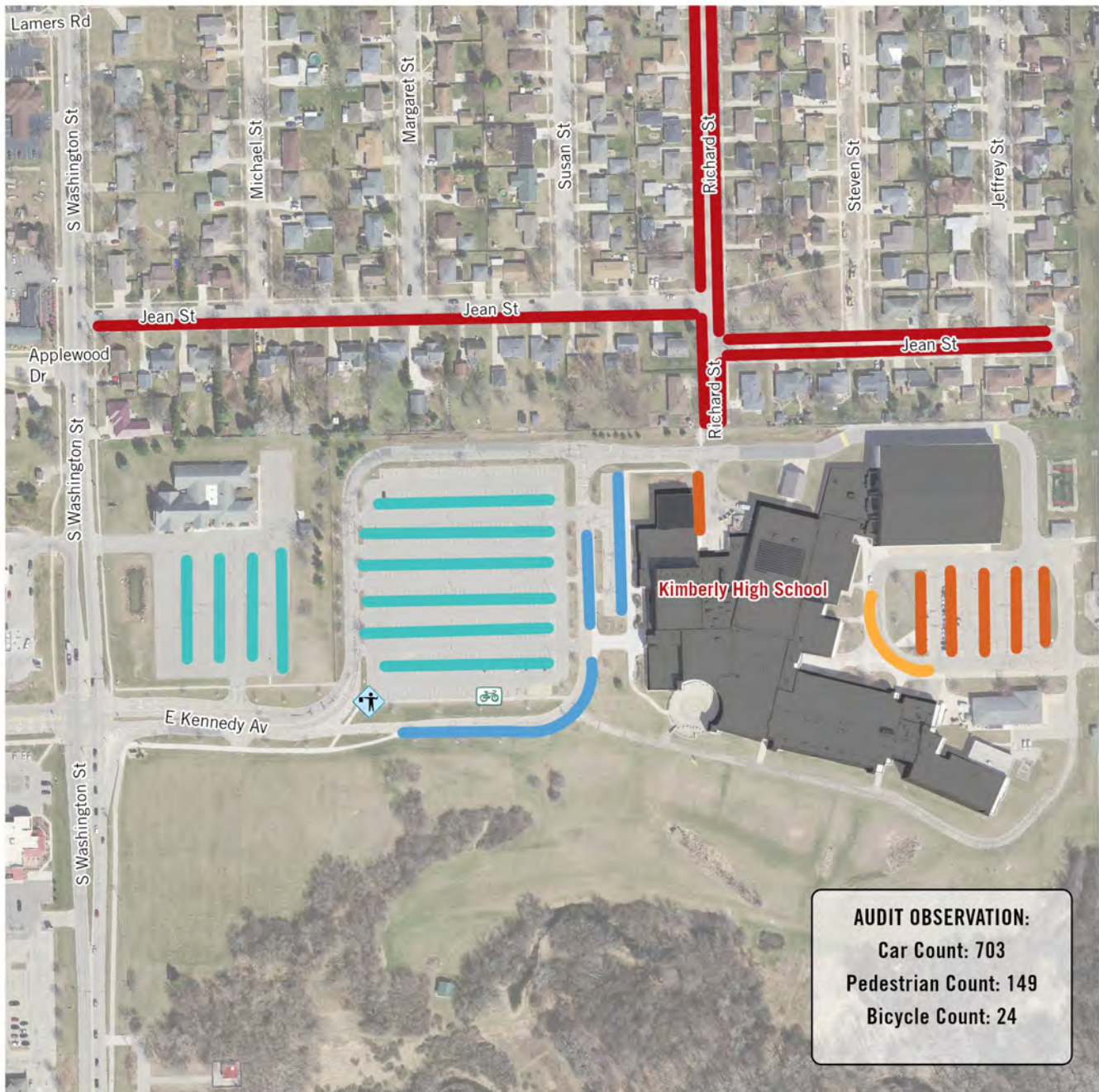
KIMBERLY HIGH SCHOOL ENROLLMENT BOUNDARY & WALKSHED



SRTS PROGRAM RECOMMENDATIONS:

» Youth Led Educational Campaign

KIMBERLY HIGH SCHOOL | SCHOOL CIRCULATION MAP



AUDIT OBSERVATION:
 Car Count: 703
 Pedestrian Count: 149
 Bicycle Count: 24

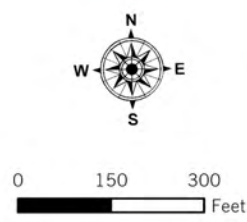
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PREPARED AUGUST 2023 BY:



-  Crossing Guard
-  Bike Parking/Rack
-  Bus Loading Area
-  No Parking
-  Parent/General Parking
-  Staff Parking
-  Student Parking



RECOMMENDATIONS FOR KIMBERLY HIGH SCHOOL

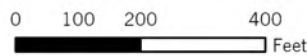
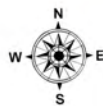
The recommendations listed here offer a selection of location specific ideas that can be implemented in and near the area around the school. The recommendations include both infrastructure and programming components. Please refer to the walk and bike audit recommendations map for the specific location and the table below for more detail.

ID	TYPE	RECOMMENDATION	PRIORITY
INFRASTRUCTURE			
A	Signage	Update “Speed Limit” signage in the school parking lot area to be consistent throughout the parking lot.	High
B	Signage	Replace parking lot procedures signage in the parent loop.	High
C	Intersection Improvement	Repaint crosswalks, stop bars, and arrows at all four legs of the intersection of Kennedy Avenue and Washington Street.	High
D	Intersection Improvement	Conduct further evaluation at the intersection of Kennedy Avenue and Washington Street to determine appropriate options.	Medium
E	Intersection Improvement	Add a raised crosswalk at the Y-intersection where students are crossing to slow traffic down at the curve and increase safety for pedestrians.	Medium
F	Route Improvement	Repaint the crosswalk in the parking lot that leads to Richard Street as a ladder style crosswalk to increase visibility for high volume of students crossing.	High
PROGRAMMING			
G	Procedure	Consider moving bike racks to grassy area to reduce the number of parking spots needed at the church and the number of students crossing at the Y-intersection.	Low
H	Education	Consider having a student led group develop an educational campaign and promote safe driving to increase effectiveness of the messaging.	High

KIMBERLY HIGH SCHOOL | WALK & BIKE AUDIT RECOMMENDATIONS



- Signage Improvement
- Intersection Improvement
- Route Improvement
- Procedure Improvement
- Education Improvement



Source:
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PREPARED AUGUST 2023 BY:



RECOMMENDATIONS FOR WALLACE STREET & WASHINGTON STREET

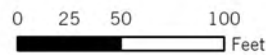
The recommendations listed here offer a selection of location specific ideas that can be implemented in and near the intersection. Please refer to the audit recommendations map for the specific location and the table below for more detail.

ID	TYPE	RECOMMENDATION	PRIORITY
INFRASTRUCTURE			
A	Intersection Improvement	Retro-fit a six-button Accessible Pedestrian Signal (APS) with audible and tactile cues for pedestrians.	High
B	Intersection Improvement	Repaint the stop bars further back on the north leg of Washington Street and on Wallace Street to reduce blind spots for drivers.	High
C	Intersection Improvement	Paint "Pedestrian Crossing" on both north and south bound lanes approaching the intersection to increase awareness of a high volume of pedestrians.	Medium
D	Intersection Improvement	Paint ladder style crosswalks across Washington Street.	Medium
E	Route Improvement	Trim tree branches to make sure that signage alerting drivers of pedestrian crossings are visible.	Low

WALLACE STREET & WASHINGTON STREET | AUDIT RECOMMENDATIONS



- Intersection Improvement
- Route Improvement



Source:
 Base data provided by Outagamie County 2021.
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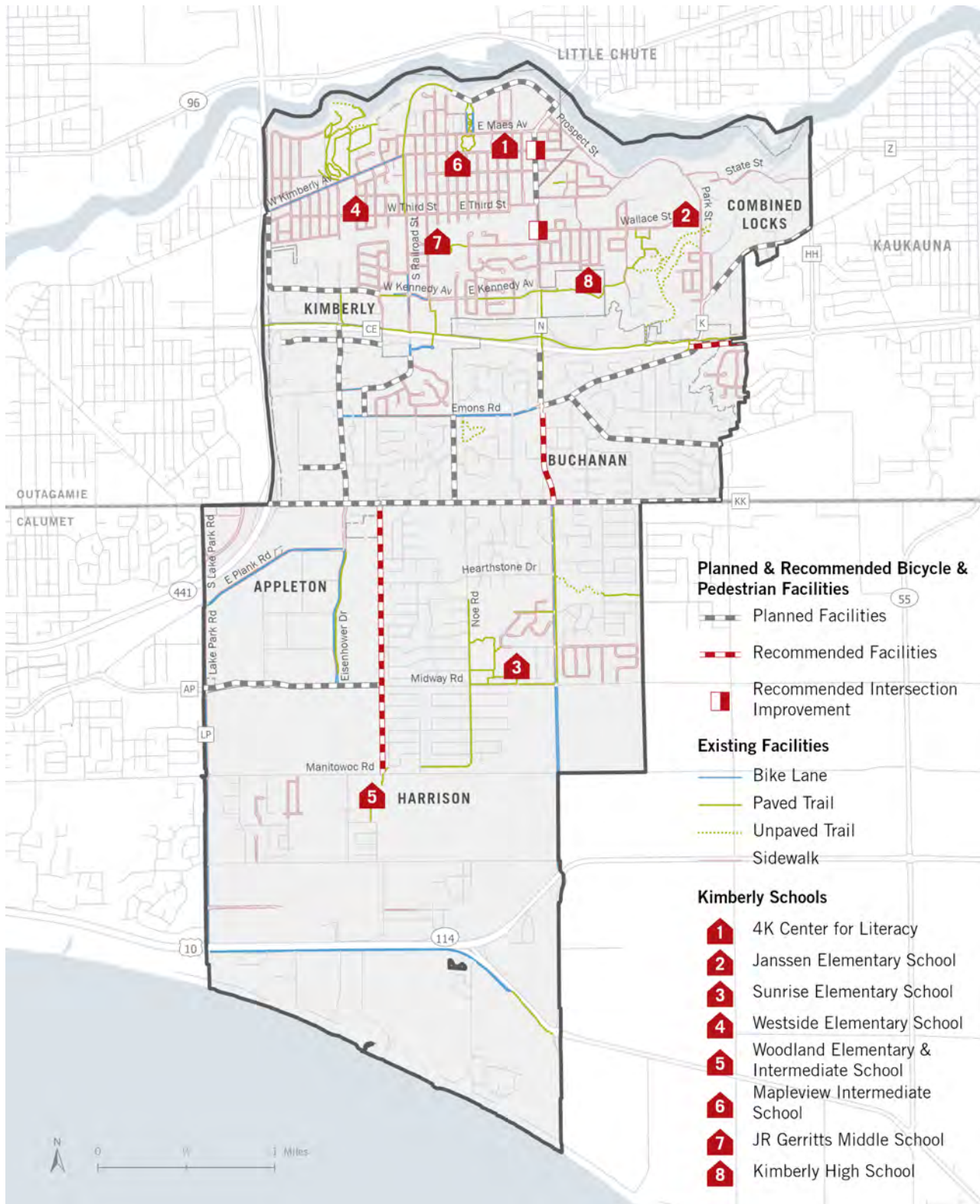




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PLANNED AND RECOMMENDED BICYCLE AND PEDESTRIAN NETWORK

These projects are planned or proposed by their respective municipalities and include short-range planned projects and long-range proposals. The Safe Routes to School network recommendations are also included.



INSTALLATION OF A CURB EXTENSION(S) ALONG WASHINGTON STREET (MAPLEVIEW)

We are recommending testing a curb extension along the Washington Street/County Highway N corridor. Two possible intersections for the temporary demonstration project would include the intersection of Kimberly Avenue and Washington Street and the intersection of 1st Street and Washington Street. Curb extensions can be painted and delineators could be added to separate the space from the traffic lane. These options should first be conceptualized and reviewed with public officials prior to implementation. Curb extensions would reduce the crossing distance for pedestrians.



- Recommended Improvement
- Existing Trail
- Existing Bike Lane
- Existing Sidewalk

CTH N FROM EMONS ROAD TO CTH KK (HIGH SCHOOL)

Both an off road multi-use trail on the east side of the roadway and a sidewalk connection on the western side of the roadway are planned projects for the Town of Buchanan and Outagamie County in 2025. Installing bike and pedestrian facilities in this stretch of roadway will provide a connection between three communities and could drastically increase the amount of students that are walking and biking to school.



COONEN PARK TO BUCHANAN ROAD UNDERPASS (HIGH SCHOOL)

There is an existing trail through Coonen Park and an underpass at Buchanan Road. Linking these two facilities by installing an 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.



- Recommended Improvement
- Existing Trail
- Existing Bike Lane
- Existing Sidewalk

N COOP ROAD FROM MANITOWOC ROAD TO COUNTY HIGHWAY KK

Installation of an off-road multi-use path on the eastern side of the roadway would be recommended. Installing a bicycle and pedestrian facility at this location would provide walking & bicycling options to students going to and from Woodland Elementary / Intermediate Schools. This could greatly increase the amount of students that are walking and biking to school.



- - - Recommended Improvement
- Existing Bike Lane
- Existing Trail
- Existing Sidewalk

SUMMARY: VILLAGE OF KIMBERLY INFRASTRUCTURE RECOMMENDATIONS

4K CENTER FOR LITERACY

- Replace the “School Zone Speed Limit” , “Pedestrian” and “No Parking” signs on Kimberly Avenue to improve the visibility of the signage.
- Paint a ladder style crosswalk at the intersection of E. Kimberly Avenue and S. Pine Street to improve safety and visibility for pedestrians.
- Paint a crosswalk across Maes Ave at the intersection of E. Maes Avenue and N. Pine Street to improve safety and visibility for pedestrians.
- Update the curb cuts and crosswalk at the intersection of S Willow Street and E. Kimberly Avenue Street for ADA compliance and improve visibility of crosswalk.
- Eliminate the first parking spot east of the driveway exit on Kimberly Avenue to improve sightlines for motorists and pedestrians.

WESTSIDE ELEMENTARY SCHOOL

- Replace the “Stop Sign” and the “School Zone Speed Limit” sign on 3rd Street and Joseph Street to increase visibility and improve safety for all users.
- Install curb extensions along Railroad Street at Third Street to reduce the crossing length for pedestrians.
- Update curb cuts at all four legs of the intersection of 3rd Street and Joseph Street, 3rd Street and Gage Street, and 3rd Street and Knoedler Street.





SUMMARY: VILLAGE OF KIMBERLY INFRASTRUCTURE RECOMMENDATIONS CONTINUED

MAPLEVIEW INTERMEDIATE SCHOOL

- Consider adding a Rapid Flashing Beacon at the mid-block crossing on Kimberly Avenue to improve crossing for pedestrians.
- Add “School Zone Speed Limit” signage on Kimberly Avenue and 1st Street to clearly define the speed limit in the area.
- Eliminate the first parking spot directly to the south of the parking lot exit on Maple Street to improve sightlines for drivers exiting the school parking lot.
- Raise the height of the “School Zone Speed Limit” signage on Maple Street to 7 foot minimum.
- Update curb cuts and crosswalks around the school for ADA Compliance and safety of pedestrians.
- Test curb extensions along the Washington Street/County Highway N corridor. Curb extensions can be tested using paint and delineators to separate the space for pedestrians.

J.R. GERRITTS MIDDLE SCHOOL

- Add “School Zone Speed Limit” signs on John Street and Kennedy Avenue to clearly define the speed limit and school zone area.
- Repaint crosswalks at Papermaker Drive and John Street to ensure high visibility crossings.
- Paint crosswalks across John Street at the intersection of Taylor Street and John Street to increase awareness and visibility where students are crossing.
- Eliminate the first parking spot directly south of the parent loop exit on John Street in to improve sight lines for vehicles exiting to the left.
- Consider installing a Pedestrian Hybrid Beacon (HAWK) at the intersection of John Street and Kennedy Avenue.
- Add drop off lane on John Street from Taylor Street to the parent loop entrance.

KIMBERLY HIGH SCHOOL

- Repaint crosswalks, stop bars, and arrows at all four legs of the intersection of Kennedy Avenue and Washington Street.



SUMMARY: VILLAGE OF HARRISON INFRASTRUCTURE RECOMMENDATIONS

SUNRISE ELEMENTARY SCHOOL

- Prohibit parking on Skippers Lane in front of the parking lot to improve sightlines for motorists and pedestrians.
- Add “School Zone Speed Limit” signage on Exploration Way to clearly define the speed limit and school zone area.
- Extend trail on Schmidt Road to connect with Dusty Drive and provide a safe space for students to walk and bike.
- Add a second set of lights to Rapid Flashing Beacons to improve visibility. Continue to monitor the volume of students walking and biking through the roundabout to determine if other improvements need to be considered.
- Repaint crosswalks on Noe Road to connect to the trail to improve visibility and safety for pedestrians.

WOODLAND ELEMENTARY & INTERMEDIATE SCHOOLS

- Raise the height of the “School Zone Speed Limit” sign on the west side of Coop Road to 7 foot minimum.
- Replace the “School Zone Speed Limit” signage on Manitowoc Road to increase visibility.
- Consider adding “School Zone Speed Limit” signage on Spring Valley Road and Education Way to improve safety for pedestrians.
- Move the stop bar on Education Way back at the intersection of Coop Road and Manitowoc Road to allow for increased visibility of pedestrians.
- Widen the bridge on Education Way to safely allow for both vehicle and pedestrian travel areas.
- Install an off road multi-use path on the eastern side of Coop Road from Manitowoc Road to Highway KK.

SUMMARY: VILLAGE OF COMBINED LOCKS INFRASTRUCTURE RECOMMENDATIONS

JANSSEN ELEMENTARY SCHOOL

- Consider moving the “Pedestrian Crossing Ahead” sign location on Wallace Street for the mid block crossing to improve safety for pedestrians.
- Update the curb cuts and crosswalk at the intersection of Park Street and Wallace Street for ADA compliance and improve visibility of crosswalk.
- Update the curb cuts and crosswalk at the midblock crossing on Wallace Street for ADA compliance and improve visibility of crosswalk.
- Widen sidewalks on the east side of Park Street south of Wallace Street to provide a buffer between traffic and pedestrians and improve walking route as roadway improvements are made.

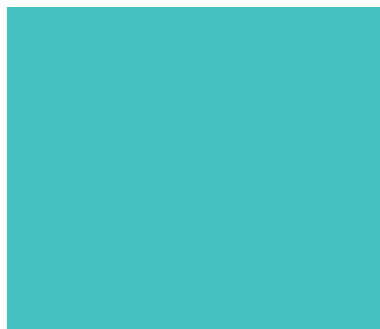
KIMBERLY HIGH SCHOOL

- Work with the town of Buchanan to install a trail from Connen Drive to the Buchanan Road underpass to connect to the CE trail.

SUMMARY: TOWN OF BUCHANAN INFRASTRUCTURE RECOMMENDATIONS

KIMBERLY HIGH SCHOOL

- Install an off-road multi-use trail along County Highway N from Emons Road to County Highway KK to increase opportunities for walking and biking and provide connections to the Village of Harrison and Village of Kimberly.
- Work with the Village of Combined Locks to install a trail from Coonen Drive to the Buchanan Road underpass to connect to the CE trail.



SUMMARY: TOWN OF BUCHANAN INFRASTRUCTURE RECOMMENDATIONS

KIMBERLY HIGH SCHOOL

- Install an off-road multi-use trail along County Highway N from Emons Road to County Highway KK to increase opportunities for walking and biking and provide connections to the Village of Harrison and Village of Kimberly.
- Work with the Village of Combined Locks to install a trail from Coonen Drive to the Buchanan Road underpass to connect to the CE trail.



LOCAL FUNDING OPPORTUNITIES

- Local Hospitals and Healthcare Organizations support community initiatives that are consistent with their Community Health Needs Assessment.
- Public-Private Partnerships could potentially help secure the local match for state and federal grant programs.

FEDERAL FUNDING OPPORTUNITIES

- ITE Planning and Funding Accessible Pedestrian Facilities provides sources of funding for pedestrian safety projects—<https://www.ite.org/technical-resources/accessible/planning-and-funding-accessible-pedestrian-facilities/>
- National Safety Council (NSC) Road to Zero Grants funds projects that aim to reduce traffic and roadway deaths, such as various transportation safety projects, including pedestrian safety initiatives—<https://www.nsc.org/road/resources/road-to-zero/road-to-zero-grants>
- People for Bikes Community Grant Program provides funding for projects that make bicycling better in communities—<https://www.peopleforbikes.org/grants>
- America Walks funds projects that create change and opportunities for walking and movement at the community level—<https://americawalks.org/programs/community-change-grants/>

STATE FUNDING OPPORTUNITIES

- Wisconsin DOT Transportation Alternatives (TA) Set Aside Program funds locally sponsored pedestrian and bicycle infrastructure programs.—<https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tap.aspx>
- Surface Transportation Block Grant (STBG) Program funding for projects to preserve and improve the conditions and performance, including pedestrian and bicycle infrastructure.—<https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/stp-urban.aspx>
- Highway Safety Improvement Program (HSIP) funding for stand alone safety projects designed to reduce the number and severity of crashes on all streets and highways.—<https://wisconsindot.gov/pages/doing-bus/local-gov/astnce-pgms/highway/hsip.aspx>



SUMMARY: KIMBERLY AREA SCHOOL DISTRICT PROGRAMMING RECOMMENDATIONS

4K CENTER FOR LITERACY

- Add cones and a para-professional to the parking lot entrance on E. Kimberly Avenue to prevent parents from driving through the bus drop off lane.
- Provide parents with pedestrian safety tips.

JANSSEN ELEMENTARY SCHOOL

- Move the bike racks to a more central location to encourage more students to bike to school.

SUNRISE ELEMENTARY SCHOOL

- Make sure all staff in the parking lot area are wearing high visibility vests to increase visibility and safety.
- Remind parents that want to park and walk into the building to use the parking lot on the east side of the building to reduce congestion in the parent loop.
- Provide school families with a parent procedure map to ensure all families know and understand procedures/expectations.
- Have a staff member at the corner of Midway Road and Krissy Drive assisting students with crossing Krissy Drive.

WESTSIDE ELEMENTARY SCHOOL

- Encourage more families to pick up their students on Wilbur Street , 2nd Street, and Ann Street to reduce some of the congestion on 3rd Street.
- Educate families on proper use of drop off and pick-up loop.

WOODLAND ELEMENTARY & INTERMEDIATE SCHOOL

- Repaint the parking lot arrows, crosswalks, and stop lines to clearly define walking areas and procedures.
- Raise the height of the “Stop Sign” at the “Y” intersection in the parking lot to the 7ft minimum requirement.





WOODLAND ELEMENTARY & INTERMEDIATE SCHOOL

- Repaint the parking lot arrows, crosswalks, and stop lines to clearly define walking areas and procedures.
- Raise the height of the “Stop Sign” at the “Y” intersection in the parking lot to the 7ft minimum requirement.
- Consider making the parking spots near the crosswalk “Handicap Parking” to improve safety of families loading and unloading children of different abilities.
- Remind parents and students to cross at designated crosswalks within the parking lot loop.

MAPLEVIEW INTERMEDIATE SCHOOL

- Have a staff member directing students to crosswalks on both Kimberly Avenue and Maple Street to reduce congestion and students are crossing where drivers expect them to be.
- Continually provide students and parents with pedestrian safety tips and stress importance of using crosswalks.
- Remind parents not to park over crosswalks on Kimberly Avenue.

JR GERRITTS MIDDLE SCHOOL

- Remove cones from parent loop to improve traffic flow in the parent loop and clearly define travel paths for vehicles.
- Make sure all staff in the parking lot area are wearing high visibility vests to increase visibility and safety.

KIMBERLY HIGH SCHOOL

- Replace parking lot procedures signage in the parent loop.
- Consider moving bike racks to grassy area to reduce the number of parking spots needed at the church and the number of students crossing at the Y-intersection.
- Repaint the crosswalk in the parking lot that leads to Richard Street as a ladder style crosswalk to increase visibility for high volume of students crossing.
- Add a raised crosswalk at the Y-intersection where students are crossing to slow traffic down at the curve and increase safety for pedestrians.
- Consider having a student led group develop an educational campaign and promote safe driving to increase effectiveness of the messaging.



APPENDIX A

SOURCES

¹ Crash Data: Wisconsin Traffic Operations and Safety Laboratory (Wisconsin TOPS), 2018-2022

² <https://www.dhs.wisconsin.gov/medicaid/fpl.htm>

³ <https://www.saferoutespartnership.org/sites/default/files/pdf/LowIncomeGuide.pdf>

⁴ <https://www.dhs.wisconsin.gov/medicaid/fpl.htm>



⁵ Median Household Income: ACS Data 2016-2021

⁶ Free and Reduced Cost Lunch Rates: DPI 2019

⁷ Functional Classification of Roads/Arterial Roads: WisDOT 2022

DOCUMENTS AND RESOURCES

- ECWRPC Safety Action Plan for Implementing Pedestrian Crossing Countermeasures
- ECWRPC Bicycle and Pedestrian Facilities Design Guidelines
- Manual on Uniform Traffic Control Devices (MUTCD)

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- National Association of City Transportation Officials (NACTO)
 - Small Town and Rural Design Guide Facilities for Walking and Biking
 - AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities

APPENDIX B

EQUITY ANALYSIS

SCHOOL NAME	MEDIAN HOUSEHOLD INCOME ⁵	% OF STUDENTS RECEIVING FREE AND REDUCED COST LUNCH ⁶	% OF ARTERIAL ROADS ⁷
4k Center for Literacy	\$87,619	N/A	27.11%
Janssen Elementary	\$79,999	27.18%	42.48%
Sunrise Elementary	\$111,534	13.92%	26.82%
Westside Elementary	\$64,923	36.62%	27.11%
Woodland Elementary	\$98,259	8.08%	21.51%
Mapleview Intermediate	\$80,447	28.94%	24.10%
Woodland Intermediate	\$98,259	8.50%	21.51%
JR Gerritts Middle School	\$87,619	17.18%	19.67%
Kimberly High School	\$87,619	14.40%	40.76%

EQUITY ANALYSIS RANKING

The equity analysis above is used to prioritize schools based on need. The data above aided in ranking the top 4 priority schools which would benefit most from increased bike and pedestrian infrastructure in their neighborhoods.

1. Westside Elementary School
2. Janssen Elementary School
3. Kimberly High School
4. Mapleview Intermediate School

APPENDIX C

CONCEPT ILLUSTRATIONS OF SELECT IMPROVEMENT AREAS

JR GERRITTS MIDDLE SCHOOL | JOHN STREET





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