

Menasha Joint School District

Safe Routes to School Action Plan

Abstract

TITLE: Menasha Joint School District Safe Routes to School Action Plan

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SUBJECT: Safe Routes to School Action Plan

DATE: February 24th, 2022

PLANNING AGENCY: East Central Wisconsin Regional Planning Commission
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This Safe Routes to School Action Plan describes the existing conditions around schools within the Menasha Joint School District. The seven (7) schools included within this action plan are Banta Elementary School, Butte des Morts Elementary School, Clovis Grove Elementary School, Gegan Elementary School, Nicolet Elementary School, Jefferson Elementary School, and Maplewood Middle School. This action plan also includes future community improvements based on these conditions and information gathered by parents of students.

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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.

Menasha Joint School District Background Information

This Action Plan identifies current transportation behaviors within the Menasha Joint 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 Menasha, the City of Appleton, the Village of Fox Crossing, parents, students, and community members to guide the communities work on Safe Routes to School.

The Menasha Joint School District's goals are to focus on equity and socio-emotional learning, to promote and improve student, family, and community engagement, and implement continuous improvement efforts across the district. Menasha School District is about eleven square miles large with a stable student population of about 3,500 served. Within the School District, there is a bi-lingual program at Banta Elementary School.



Menasha Joint School District Transportation Policies

The Menasha Joint School District provides transportation for students who reside more than two miles from the school they are required to attend in their home attendance area. Transportation will be provided for students who are placed in a special education program outside of their home attendance area. Transportation will also be provided for students who attend a special education program in their home attendance area if the IEP (individualized education program) team deems it necessary for the safety of the child. Lastly, busing is provided for students who participate in the four year old kindergarten program and students whose paths to their schools are found unusually hazardous.

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 from the Safe Routes Partnership.



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.



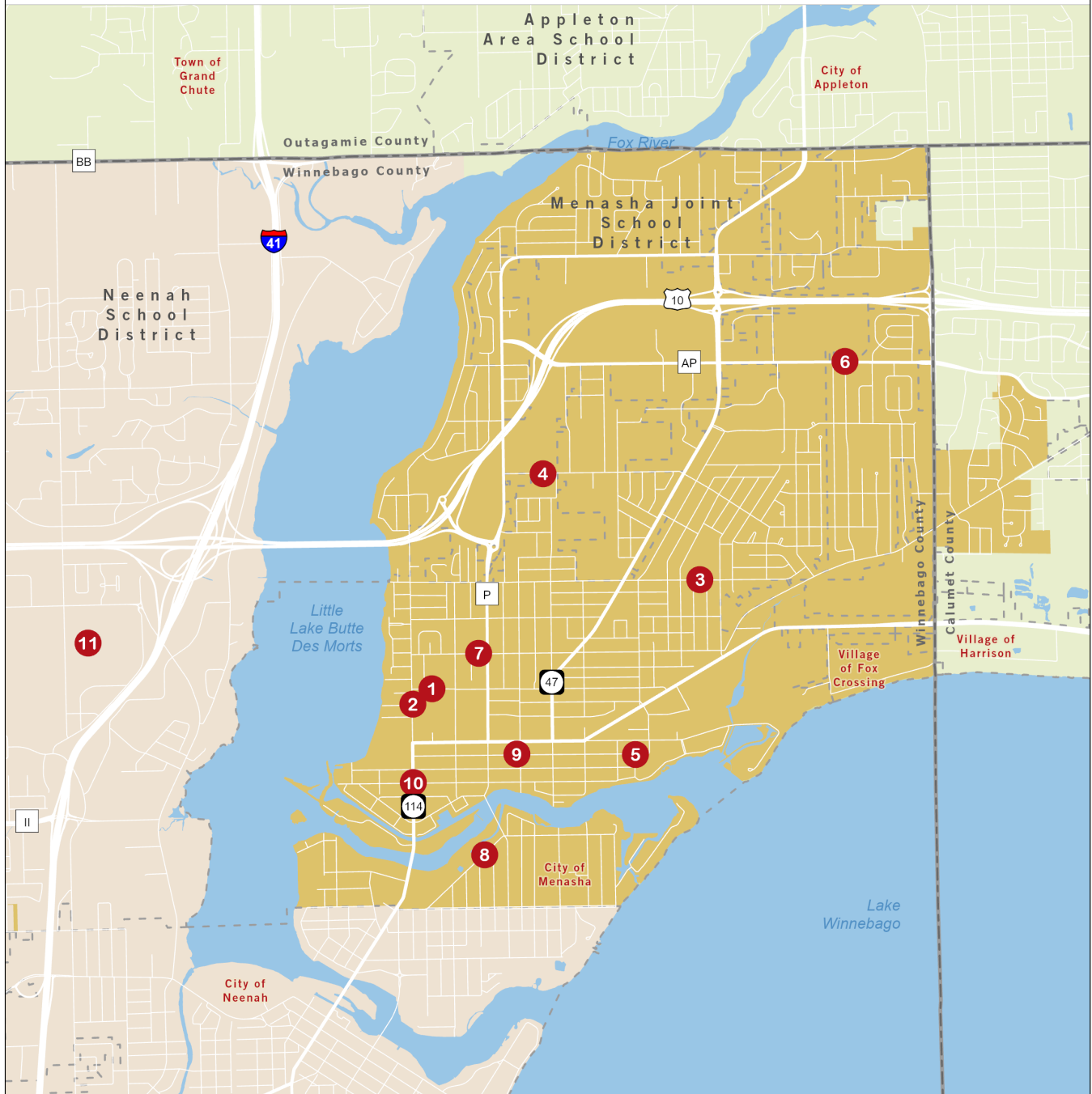
Evaluation— Assessing which approaches are more or less successful, ensuring that programs and initiatives are supporting equitable outcomes, and identifying unintended consequences or opportunities to improve the effectiveness of each approach. Events and programs will be evaluated on a regular basis.



Equity— Ensuring that Safe Routes to School initiatives are benefitting 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.

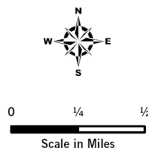
School Locations & District Boundaries

Menasha School District



Schools

- 1 Banta School
 - 2 Butte des Morts Elementary
 - 3 Clovis Grove Elementary
 - 4 Gegan Elementary
 - 5 Jefferson Elementary
 - 6 Maplewood Middle
 - 7 Menasha High
 - 8 Nicolet Elementary
 - 9 Saint Mary Grade School
 - 10 Trinity Lutheran Grade School
 - 11 Saint Mary Middle School
- Municipal Boundary
- Menasha School District



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

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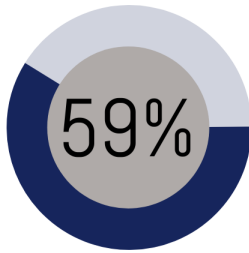
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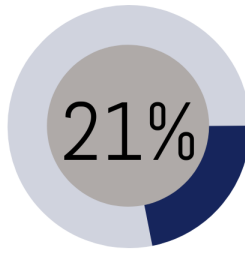
MENASHA
JOINT SCHOOL DISTRICT

Parent Survey Results

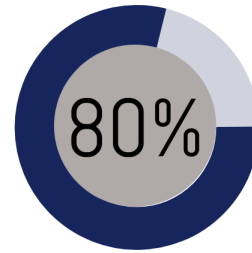
Student Transportation



Driven to School



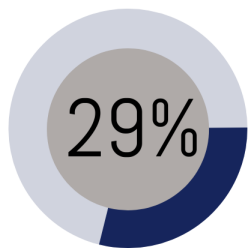
Use School Bus



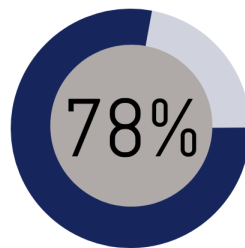
Total Vehicular



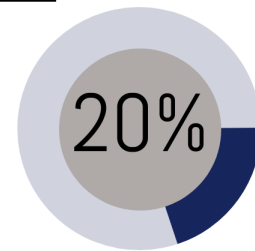
Student Transportation Alternatives



Students allowed to walk & bike to school



Believe their child needs walking or bicycling safety education in the classroom



Students walking & biking to school

Number of Surveys: 129

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

- 1) Distance
- 2) Sidewalks or pathways
- 3) Convenience of walking or biking
- 4) Weather
- 5) Crossing Guards and safety of intersections

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

- 1) Distance
- 2) Safety concerns about intersections and crossings
- 3) Speed of traffic along route
- 4) Lack of adults to walk or bike with
- 5) Amount of traffic along route

Top 4 Modes of Transportation Students Use to Get to School

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

Event and Program Descriptions



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 occurs annually on the Wednesday in the first full week of 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 which 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

Menasha Joint School District	Events			Programs				2020 - 2021
School Name	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	
Banta Elementary School								
Butte des Morts Elementary School	X							
Clovis Grove Elementary School			X					
Gegan Elementary School								
Nicolet Elementary School								
Jefferson Elementary School								
Maplewood Middle School								

Menasha Joint 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.¹ 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 four priority schools within the Menasha Joint School District. Knowing these locations can guide decisions for where improvements and involvement in the SRTS Program should be focused. It also identifies locations where bike and pedestrian facilities can be upgraded and installed.

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.² 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 have many benefits including safety improvements for low-income communities and schools.¹

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.³ The Median Household Income was collected by block groups for the Menasha Joint School District and is displayed in the map on the following page. According to the data, Butte des Morts Elementary is located within the borders of a low-income family block group and Banta Elementary is located on the border of a low-income family block group. 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. Besides 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.⁵ 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 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 the School Action Plans, as well as the bicycle and pedestrian facility recommendations on page 14.

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

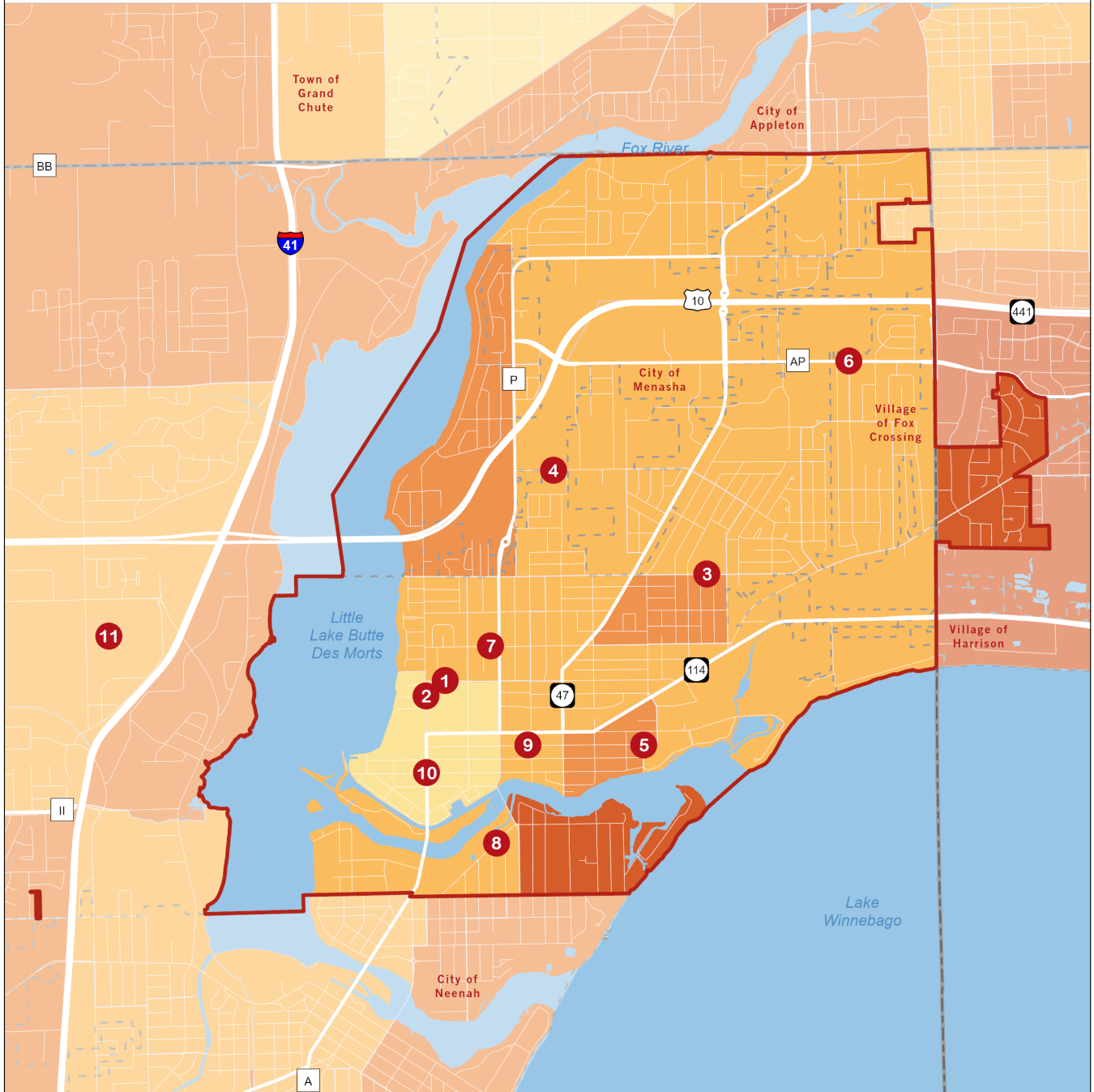
² https://www.census.gov/programs-surveys/geography/about/glossary.html#par_textimage_4

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

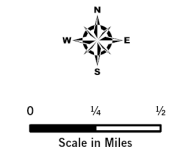
⁴ Wisconsin Department of Public Instruction: Enrollment and Participation Reports for Food and Nutrition Programs Operation in WI Schools and Institutions. October 2019.

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

Median Household Income by Block Group | Menasha School District



- | | |
|------------------------------|-----------------------------------|
| 1 Banta School | 9 Saint Mary Grade School |
| 2 Butte des Morts Elementary | 10 Trinity Lutheran Grade School |
| 3 Clovis Grove Elementary | 11 St. Mary Middle School |
| 4 Gegan Elementary | |
| 5 Jefferson Elementary | 2014-2019 Median Household Income |
| 6 Maplewood Middle | Less than \$30,000 |
| 7 Menasha High | \$30,001 - \$60,000 |
| 8 Nicolet Elementary | \$60,001 - \$90,000 |
| | \$90,001 - \$120,000 |
| | Menasha School District |



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Source:
 Household Income data provided by ACS, 2014-2019. Base data provided by Regional Counties, 2021. SRTS data provided by ECWRPC, 2021.

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Menasha Joint 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
Gegan Elementary	63.31%	\$41,431	44.12%	13
Banta Elementary	69.05%	No data *	14.78%	9
Butte des Morts Elementary	66.58%	\$47,831	16.98%	9
Maplewood Middle School	56.58%	\$50,019	42.98%	9
Jefferson Elementary	58.33%	\$53,095	12.51%	7
Nicolet Elementary	55.81%	\$51,546	15.27%	7
Clovis Grove Elementary	48.92%	\$57,939	59.45%	7

2019 DPI Data for Free and Reduced Cost Lunch / Median Household Income 2020/ WisDOT 2013

*Median Household Income information could not be attained due to open enrollment and student locations lying throughout the district.

Equity Analysis Recommendations

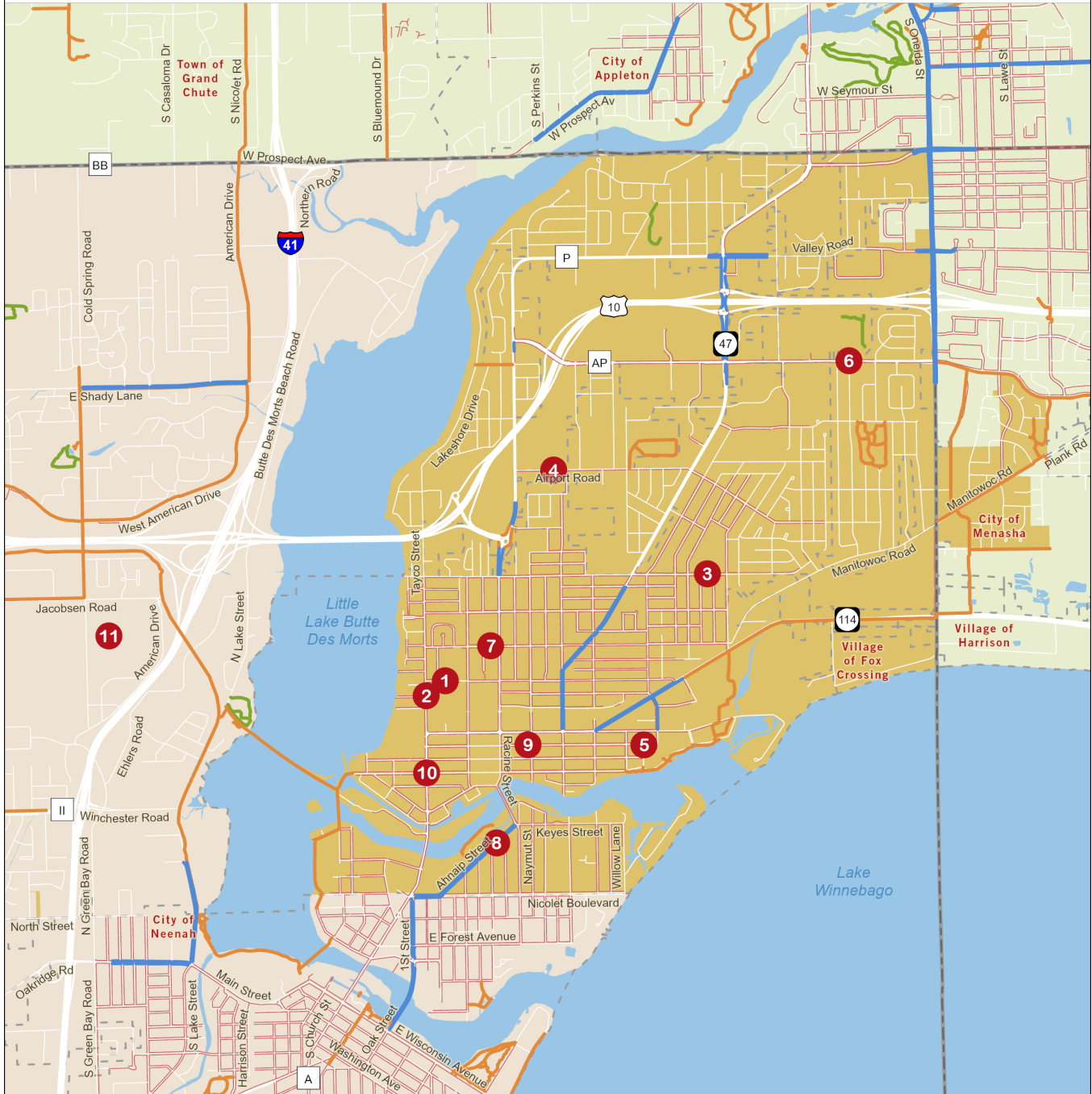
With typically higher rates of walking, biking, and skating to school, students at under-privileged schools are particularly vulnerable to unsafe routes that lack bicycle and pedestrian accommodations, and where drivers speed. The equity analysis assessment can be used to identify schools that could benefit from additional resources as well as locations that lack physical infrastructure to promote safe walking and biking. ¹

Menasha Joint School District				
School Name	Current Participation	Recommended Events and Programs	Arterials Located 2 Miles From School	Bicycle/Pedestrian Recommended Infrastructure
Gegan Elementary School	Not currently participating	Walking School Bus Program, Frequent Walker Program, Walk to School Day, Bike to School Day, and Winter Walk Month	Midway Road, Highway 47/ Appleton Road, Racine Street, Highway 441,	Add sidewalk on 15th St. from Appleton St, to DePere St., Continue sidewalk or bike lane on Racine Street from Olde Midway Road to 12th Street, Create trail on Racine Street from W. Airport Road o Olde Midway Road
Banta Elementary School	Not currently participating	Frequent Walker Program, Walk to School Day, Bike to School Day, and Winter Walk to School Month	Racine Street, 3rd Street/HWY 114, Tayco Street, Main Street, HWY 47, HWY 10	Continue sidewalk on 6th Street from Walburn Street to Milwaukee Street
Butte des Morts Elementary School	Walk to School Day	Bike to School Day, Winter Walk to School Month, and Walking School Bus Program	Racine Street, 3rd Street/HWY 114, Tayco Street, Main Street, HWY 47, HWY 10	Continue sidewalk on 6th Street from Walburn Street to Milwaukee Street
Maplewood Middle School	Not currently participating	Walk to School Day, Bike to School Day, and Winter Walk to School Month	Highway 10/441, Midway Road, Highway 47/ Appleton Road, Oneida Street	Continue sidewalk on Sandy's Lane and Stead Drive, implement road diet on Midway Road

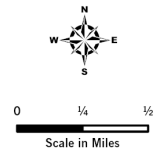
¹ https://www.saferoutespartnership.org/sites/default/files/resource_files/at-the-intersection-of-active-transportation-and-equity.pdf

Existing Bike & Pedestrian Network

Menasha School District



- 1** Banta School
 - 2** Butte des Morts Elementary
 - 3** Clovis Grove Elementary
 - 4** Gegan Elementary
 - 5** Jefferson Elementary
 - 6** Maplewood Middle
 - 7** Menasha High
 - 8** Nicolet Elementary
 - 9** St. Mary Grade School
 - 10** Trinity Lutheran Grade School
 - 11** St. Mary Middle School
- Bike Lane
 - Paved Trail
 - Unpaved Trail
 - Sidewalk
 - Menasha School District



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

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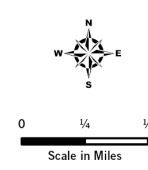
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Recommended and Planned Bike & Pedestrian Network | Menasha School District



- | | | |
|-------------------------------------|---|---|
| 1 Banta School | 8 Nicolet Elementary | Recommended Network Improvement |
| 2 Butte des Morts Elementary | 9 Saint Mary Grade School | Projects planned to be constructed within 5 years |
| 3 Clovis Grove Elementary | 10 Trinity Lutheran Grade School | Trail |
| 4 Gegan Elementary | 11 St. Mary Middle School | Bike Lane |
| 5 Jefferson Elementary | Existing Network | Long range projects proposed over 5 years |
| 6 Maplewood Middle | Bike Lane | Trail |
| 7 Menasha High | Paved Trail | Bike Lane |
| | Unpaved Trail | Menasha School District |



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

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Bicycle & Pedestrian Recommendations

City of Menasha					
Road Name	From	To	Recommended Facility	Responsible Organization	Schools Impacted
Ice Street	2nd Street	Broad Street	Sidewalk	City of Menasha	Jefferson Elementary
6th Street	Walbrun Street	Milwaukee Street	Continue sidewalk	City of Menasha	Banta Elementary, Butte des Morts Elementary
15th Street	Appleton Street	DePere Street	Sidewalk	City of Menasha	Gegan Elementary
Racine Road	Olde Midway Road	12th Street	Continue sidewalk or bike lane	City of Menasha	Gegan Elementary
Racine Road	W Airport Road	Olde Midway Road	Trail	City of Menasha, Winnebago County	Gegan Elementary
Sandy's Lane	Briarwood Drive	Stead Drive	Continue sidewalk	Village of Fox Crossing	Maplewood Middle
Stead Drive	Midway Road	Sandys Lane	Sidewalk	Village of Fox Crossing	Maplewood Middle
9th Street	Tayco Street	Melissa Street	Bike Lanes	City of Menasha	Clovis Grove Elementary, Menasha High School
9th Street	Manitowoc Street	Appleton Road	Continue sidewalk on both sides of the road	City of Menasha	Clovis Grove Elementary
Midway Road	Oneida Street	Appleton Street	Road Diet/lane reconfiguration	City of Menasha	Maplewood Middle School

The City of Menasha adopted their Complete Streets policy in 2021. Complete Streets are defined as streets which are designed to allow for safe, accessible, and comfortable use for users of all abilities and modes of transportation, including pedestrians, bicyclists, public transportation riders, and drivers. Design features which can often be added to a public right-of-way to accomplish a Complete Streets project include sidewalks, bicycle facilities such as bike lanes and wayfinding signage, ADA-compliant curb ramps and bus stops, and trails. When new construction and reconstruction projects are being considered and planned, the city's Complete Streets policy should be referenced. In addition, East Central Wisconsin Regional Planning Commission also has its own Complete Streets policy which should be referenced for new projects in the region.

Banta Elementary School Action Plan

Education & Encouragement

1. Participate in the Frequent Walker Program to provide all students, including those who cannot walk to school, the opportunity to be active during the school day.
2. Participate in Walk to School Day, Bike to School Day, and Winter Walk to School Month events to encourage students and parents to walk and bike to school.
3. Educate parents to not park too close to the crosswalks around the school to improve the visibility of students crossing.

Engineering

1. Paint ladder style crosswalks at the intersection of Walburn and 7th street to improve visibility of students crossing.
2. Add a safety patrol student or a crossing guard at the intersection of Walburn and 6th street crosswalks during morning drop off time.
3. Add a safety patrol student at parking lot driveway to increase safety for student walkers who cross here between cars.
4. Replace the school zone speed limit sign on the north side of 6th Street because it does not meet MUTCD guidelines. It is very faded.
5. Consider temporarily closing Walbrun Street during school hours to reduce traffic and improve safety if students crossing Walbrun 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.
2. Continue partnership with Parks and Recreation Department about future playground replacement plans.

Evaluation

1. Continue to evaluate safety concerns through parent surveys regarding their children walking/biking to school.
2. Evaluate the number of students walking/biking to school as participation increases in SRTS events and programs.

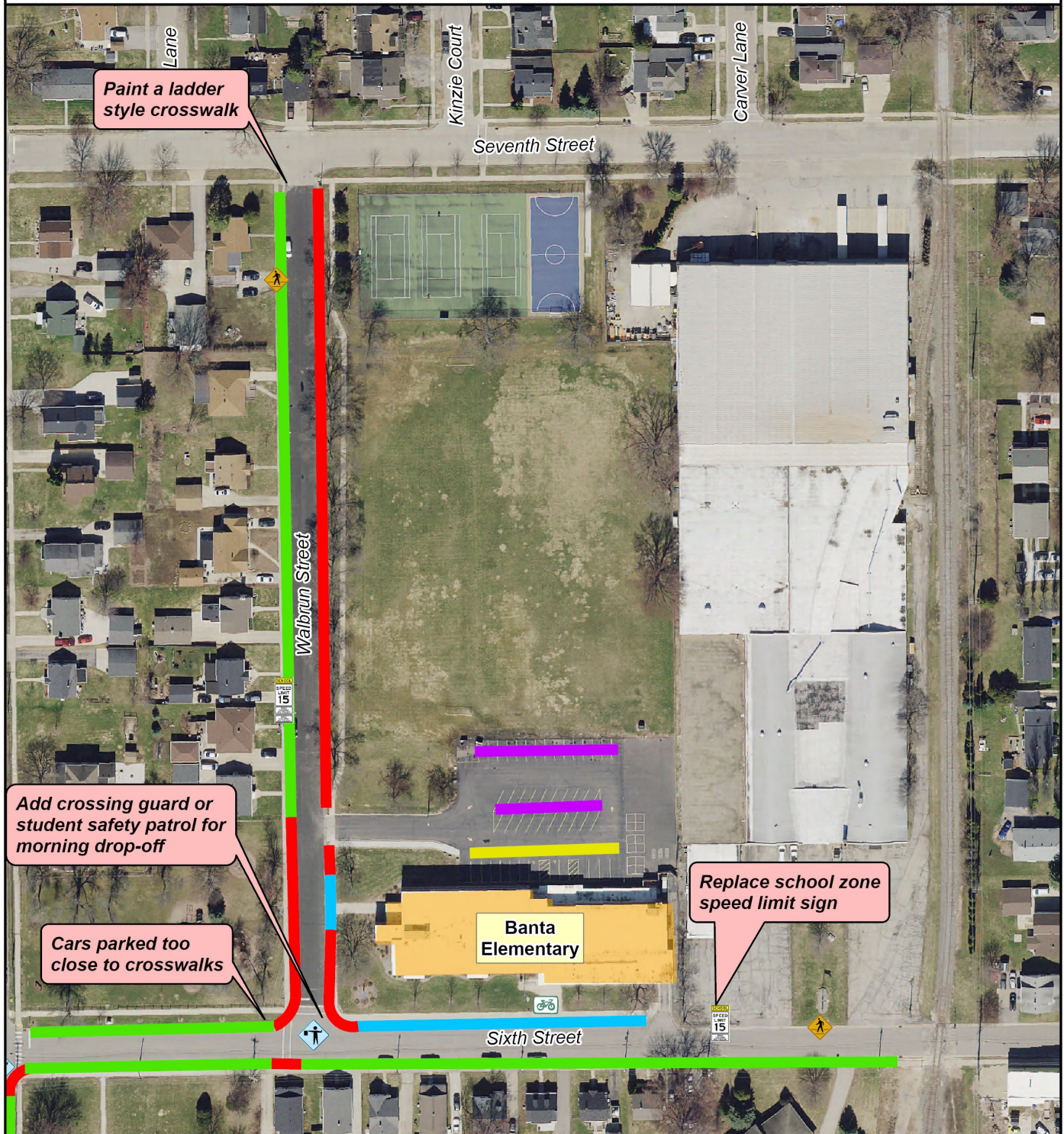
Equity

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

**Current Event and Program
Participation:**

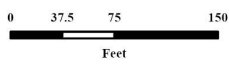
Not Currently participating

Bicycle & Walk Audit | Banta 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
- Bike Parking/Rack



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Butte des Morts Elementary School Action Plan

Education & Encouragement

1. Participate in Walk to School Day, Bike to School Day, and Winter Walk to School Month events to encourage students and parents to walk and bike to school.
2. Participate in the Frequent Walker Program to provide all students, including those who cannot walk to school, the opportunity to be active during the school day.
3. Participate in Project RADAR to educate students and community members about driving safe and slowing down in school zones.
4. Educate parents on not parking too close to the crosswalks around the school to maintain visibility of pedestrians.
5. Educate parents about preferred pick-up and drop-off areas within the school parking lot and along the East side of Tayco Street and South side of 6th streets to reduce the number of students crossing the street.
6. Remind parents and students to use crosswalks and sidewalks around the school when being dropped off or picked up.

Engineering

1. Repaint a ladder style crosswalk at Tayco and Fourth Street to improve the visibility of students crossing.
2. Replace the school zone sign on the east side of Tayco Street and the “Ahead” sign underneath pedestrian sign.
3. Replace the arrow on the pedestrian sign at the crosswalk on the east side of Tayco Street.
4. Replace the vests for crossing guards on Tayco Street to increase their visibility to drivers.

Engagement

1. Host a Bike Rodeo to engage parents, students, police and fire departments, and members of the community to teach children bike safety skills.

Evaluation

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

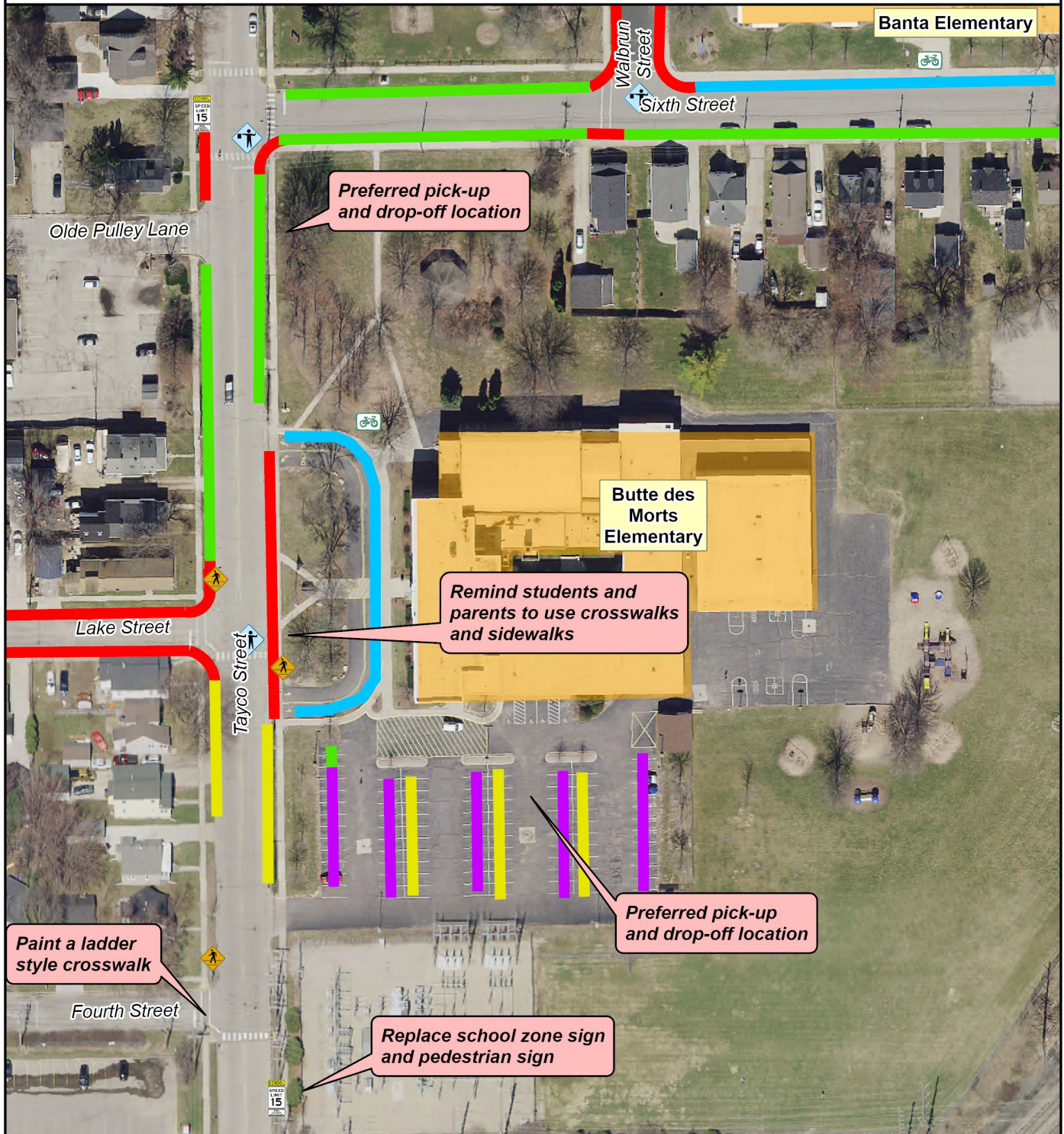
Equity

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

**Current Event and Program
Participation:**

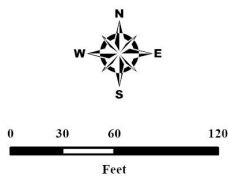


Bicycle & Walk Audit | Butte des Morts Elementary School



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

- School Zone Speed Limit Sign
- Pedestrian Sign
- Bike Parking/Rack



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Clovis Grove Elementary School Action Plan

Education & Encouragement

1. Participate in Walk to School Day, Winter Walk to School Month, and Bike to School Day events to encourage students and parents to walk and bike to school.
2. Participate in the Walking School Bus Program to encourage students to walk to school. We recommend looking at walking routes to the south and east of the school since this is a residential area.
3. Participate in the Frequent Walker Program to provide all students, including those who cannot walk to school, the opportunity to be active during the school day.
4. Educate parents on not parking too close to the crosswalks and intersections around the school to maintain visibility of pedestrians.

Engineering

1. Replace the pedestrian signs on 9th Street and John Street because they are not up to MUTCD standards. They are cracked and faded.
2. Add temporary in street pedestrian signs at crosswalk on 9th Street and Ida Street to create awareness of students crossing.
3. Paint a ladder style crosswalk Ida and 9th street intersection, as well as at the 9th and John street intersection.
4. Paint a crosswalk at the Greendale and Melissa street intersection.

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.
2. Host a Bike Rodeo to engage parents, students, police and fire departments, and members of the community to foster driver awareness and learn bicycle safety skills.

Evaluation

1. Continue to evaluate safety concerns through parent surveys regarding their children walking/biking to school.
2. Evaluate the number of students walking/biking to school as participation increases in SRTS events and programs.

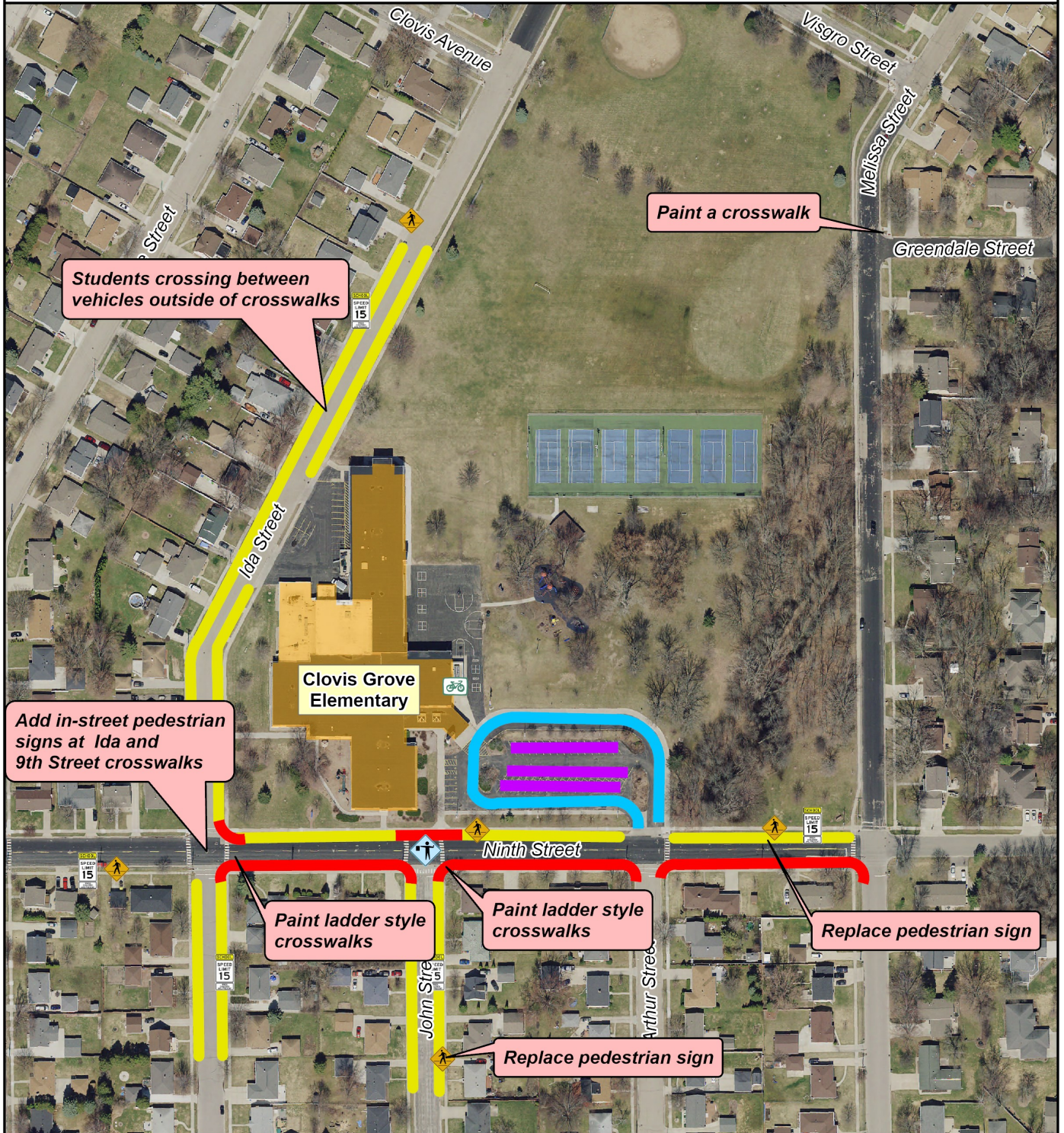
Equity


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




Current Event and Program

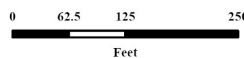


Bicycle & Walk Audit | Clovis Grove Elementary School



- Bus Loading Area
- Parent Pickup/Drop Off
- Staff Parking
- No Parking
-  Crossing Guard

-  School Zone Speed Limit Sign
-  Pedestrian Sign
-  Bike Parking/Rack



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PREPARED JANUARY 2022 BY:



Gegan Elementary School Action Plan

Education & Encouragement

1. Participate in Walk to School Day, Bike to School Day, and Winter Walk to School Month events to encourage students and parents to walk and bike to school.
2. Participate in the Walking School Bus Program to encourage students to walk and bike to school. We recommend looking at walking routes south of the school because this is a residential area.
3. Participate in the Frequent Walker Program to provide all students, including those who cannot walk to school, the opportunity to be active during the school day.
4. Participate in Project RADAR to educate students and community members about driving safe and slowing down in school zones.

Engineering

1. Update school zone speed limit sign on Depere Street because it does not meet MUTCD guidelines. This sign is very faded and cracked,
2. Update curb cuts on Depere Street and W. Airport Road to be ADA compliant during reconstruction of Airport Road. The curb cuts are not compliant because they are angled into the street and do not send the pedestrian to the crosswalk.
3. Repaint the crosswalk at Depere Street to be standard style, or consider different paint, because new paint is slippery when it rains making it difficult to cross.
4. Update “Ahead” piece on pedestrian sign on W. Airport Road west of the school because it does not meet MUTCD guidelines. It is faded and not reflective.

Engagement

1. Host a bike rodeo to engage parents, students, police and fire departments, and members of the community to teach children bike safety skills.
2. 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. Evaluate the number of students walking/biking to school as participation increases in SRTS events and programs.

Equity

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




**Current Event and Program
Participation:**

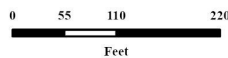
Not currently participating.

Bicycle & Walk Audit | Gegan 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
-  Bike Parking/Rack



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PREPARED NOVEMBER 2021 BY:



Jefferson Elementary School Action Plan

Education & Encouragement

1. Participate in Walk to school Day, Winter Walk to School Month, and Bike to School Day events to encourage students and parents to walk and bike to school.
2. Participate in the Frequent Walker Program to provide all students, including those who cannot walk to school, the opportunity to be active during the school day.

Engineering

1. Update the curb cut at the intersection of Second Street and Konemac Street to be MUTCD compliant. The curb cut is not compliant because it is angled into the street and does not send the pedestrian to the crosswalk.
2. Add a sidewalk to the west side of Ice Street to create a sidewalk connection to Second Street and the park as well as for use of those parking on Ice Street.

Engagement

1. Host a Bike Rodeo to engage parents, students, police and fire departments, and members of the community to teach children bike safety skills.

Evaluation

1. Evaluate the number of students walking/biking to school as participation increases in SRTS events and programs.

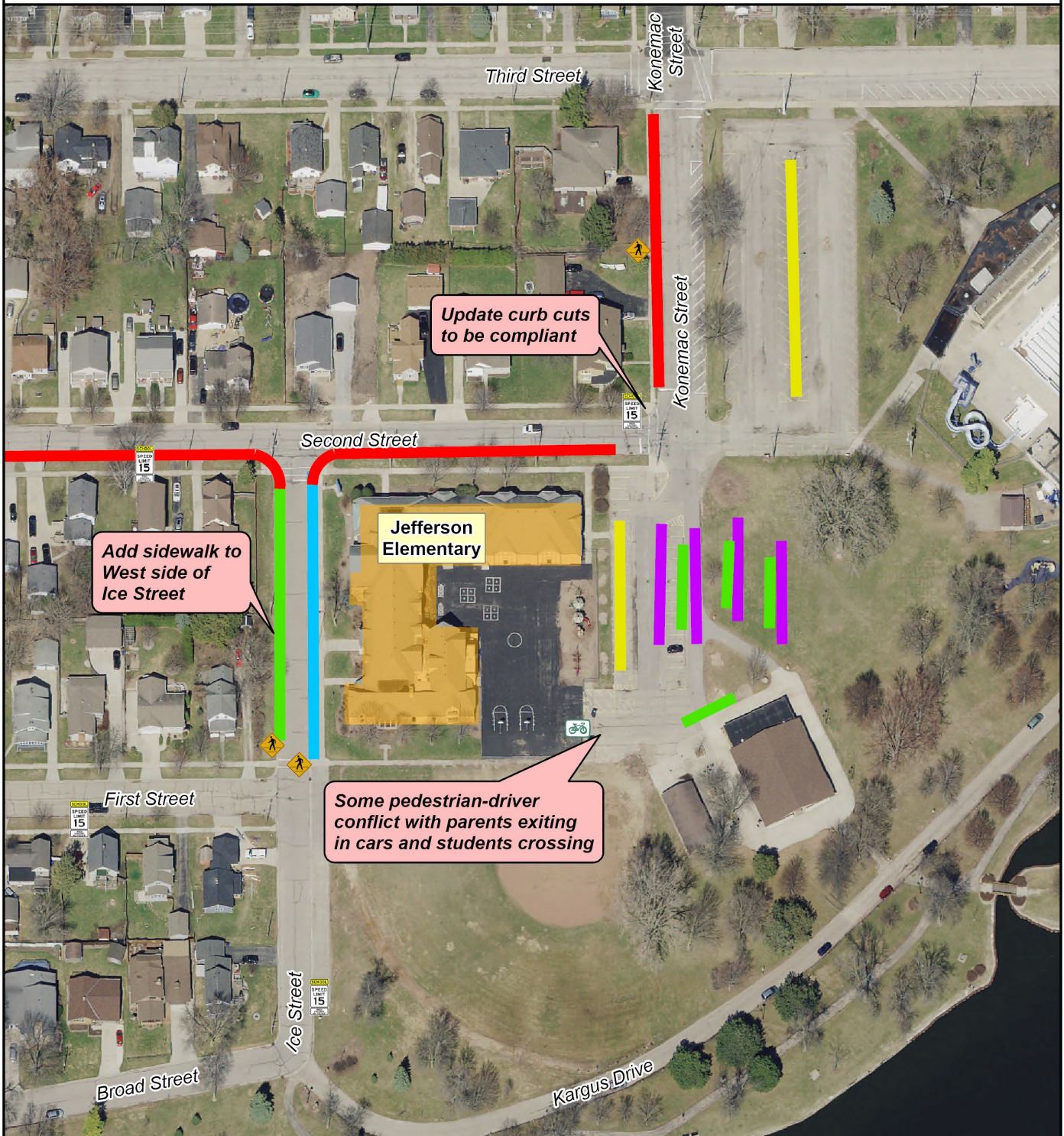
Equity

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




**Current Event and Program
Participation:**

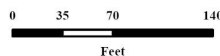
Not currently participating.

Bicycle & Walk Audit | Jefferson Elementary School



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

-  School Zone Speed Limit Sign
-  Pedestrian Sign
-  Bike Parking/Rack



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PREPARED NOVEMBER 2021 BY:



Nicolet Middle School Action Plan

Education & Encouragement

1. Participate in Walk to School Day, Winter Walk to School Month, and Bike to School Day events to encourage students and parents to walk and bike to school.
2. Participate in the Walking School Bus Program to encourage students to walk to school. We recommend looking at walking routes south of the school because this is a residential area.
3. Participate in Project RADAR to educate students and community members about driving safe and slowing down in school zones.

Engineering

1. Paint ladder style crosswalks at the intersection of Nassau Street and Ahnaip Street to improve visibility of students crossing.
2. Consider adding a permanent speed feedback sign on Ahnaip Street.
3. Re-evaluate traffic flow near the school after development and new infrastructure is added.

Engagement

1. Host a Bike Rodeo to engage parents, students, police and fire departments, and members of the community to teach children bike safety skills.
2. 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.
2. Evaluate the number of students walking/biking to school as participation increases in SRTS events and programs.

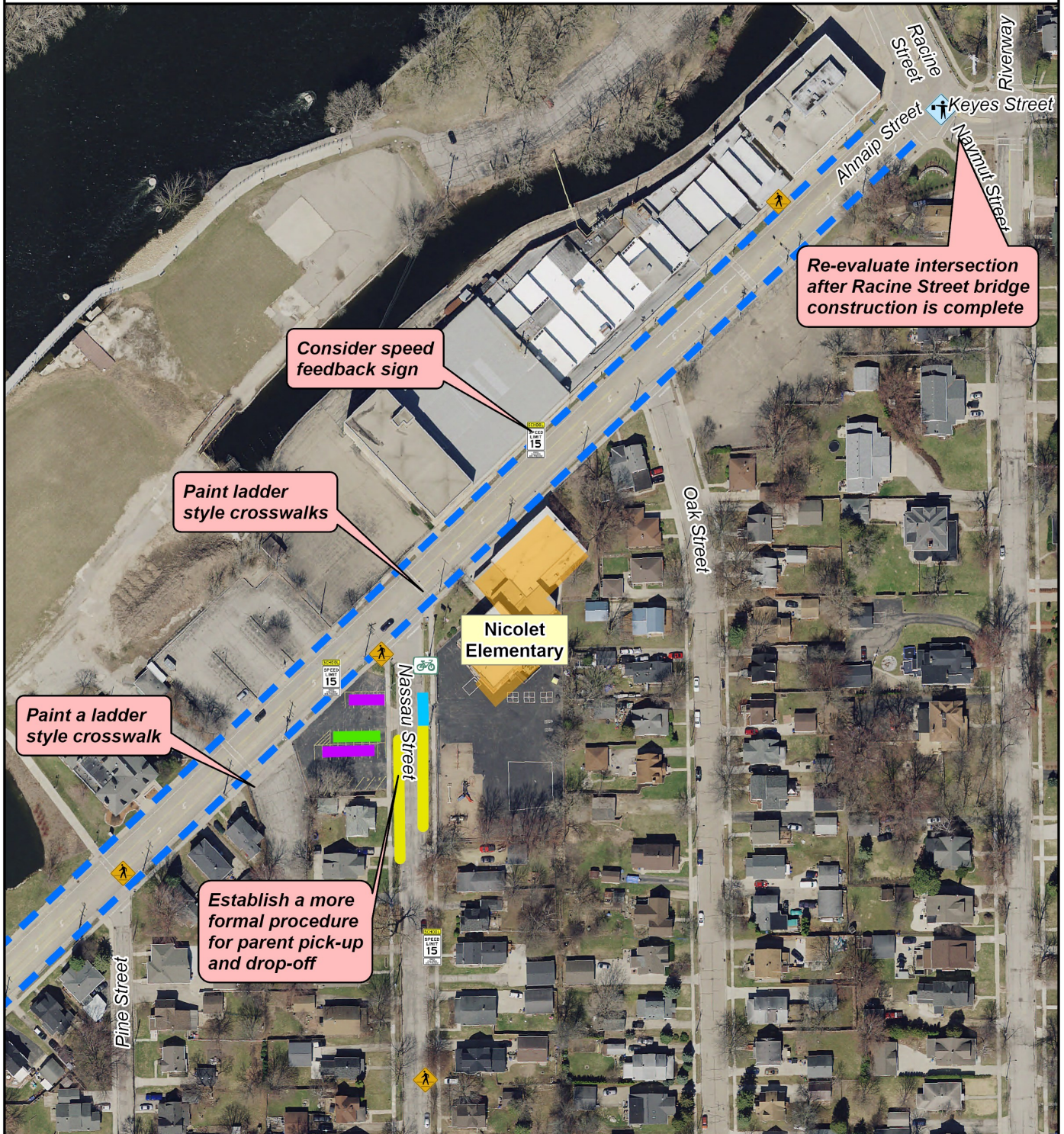
Equity

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

**Current Event and Program
Participation:**

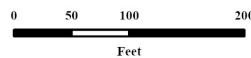
Not currently participating

Bicycle & Walk Audit | Nicolet Elementary School



- ▬ Bus Loading Area
- ▬ Parent Pickup/Drop Off
- ▬ Parent/General Parking
- ▬ Staff Parking
- Bike Parking/Rack
- ▬ Bike Lane

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



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PREPARED JANUARY 2022 BY:



Maplewood Middle School Action Plan

Education & Encouragement

1. Educate and encourage students to walk their bikes when they are on school grounds. This is a safety concern for students walking on the sidewalk.
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. Participate in International Walk to School Day, Winter Walk to School Month, and Bike Safety Month events to encourage students and parents to walk and bike to school.
4. Participate in Project RADAR to educate students and community members about driving safe and slowing down in school zones.

Engineering

1. Update the school zone speed limit sign on Midway Road west of the school to be the MUTCD standard height of 7 feet from the base of the sign.
2. Update both school zone signs on Midway Road to be more visible - replace the orange flags on top.
3. Paint crosswalks by staff parking lot entrance and exit.

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. Evaluate how the installation of the new HAWK system on Midway Road in front of the school impacts crossing safety.
2. Continue to evaluate safety concerns through parent surveys regarding their children walking/biking to school.
3. Evaluate the number of students walking/biking to school as participation increases in SRTS events and programs.

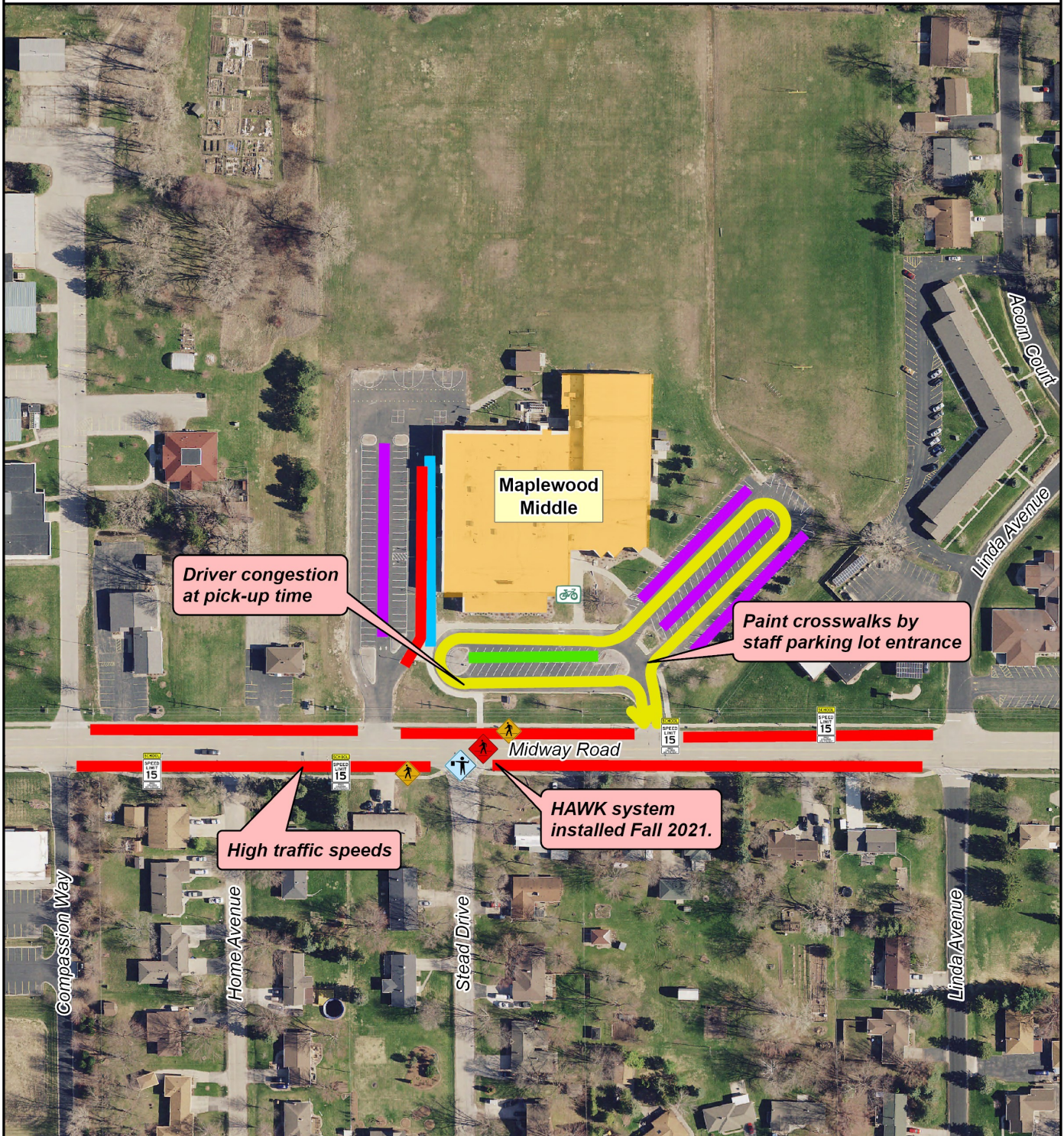
Equity











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

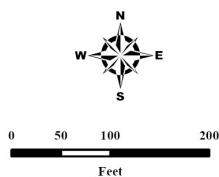
**Current Event and Program
Participation:**

Not currently participating

Bicycle & Walk Audit | Maplewood Middle School



- | | | | |
|---|------------------------|---|------------------------------|
|  | Bus Loading Area |  | School Zone Speed Limit Sign |
|  | Parent Pickup/Drop Off |  | Pedestrian Sign |
|  | Parent/General Parking |  | HAWK System |
|  | Staff Parking |  | Bike Parking/Rack |
|  | No Parking | | |
|  | Crossing Guard | | |



Source:
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PREPARED FEBRUARY 2022 BY:



Summary: Menasha SRTS Engineering Recommendations

2022 Recommendations		✓
Banta Elementary		
Paint ladder style crosswalks at the intersection of Walburn and 7th Street to improve visibility of students crossing.		
Add student safety patrol or a crossing guard at the intersection of Walburn and 6th Street crosswalks during the morning drop off time.		
Replace the school zone speed limit sign on the north side of 6th Street because it does not meet MUTCD guidelines. It is very faded.		
Butte de Morts Elementary		
Repaint a ladder style crosswalk at Tayco and Fourth Street to improve the visibility of students crossing.		
Replace the school zone sign on the north side of 6th Street and the "Ahead" sign underneath pedestrian sign.		
Replace the arrow on the pedestrian sign at the crosswalk on the north side of 6th Street.		
Clovis Grove Elementary		
Replace the pedestrian signs on 9th Street and John Street because they are not up to MUTCD code. They are cracked and faded.		
Add temporary in-street pedestrian signs at crosswalk on 9th Street and Ida Street to create awareness of students crossing.		
Gegan Elementary		
Update school zone speed ,limit sign on Depere Street because it does not meet MUTCD guidelines. The sign is very faded and cracked.		
Update curb cuts on Depere street and W. Airport Road to be ADA compliant. The curb cuts are not compliant because they are angled into the street, sending the pedestrian into the road.		
Repaint the crosswalk at Depere Street to be standard styke because new paint is slipper when in rains, making it difficult to cross.		
Update "Ahead" piece on pedestrian sign on W. Airport Road west of the school because it does not meet MUTCD guidelines.		

Summary: Menasha SRTS Engineering Recommendations continued

2022 Recommendations continued		✓
Jefferson Elementary		
Update the curb cut at the intersection of Second Street and Konemac Street to be MUTCD compliant. The curb cut is angled into the street and does not send the pedestrian to the crosswalk.		
Add a sidewalk to the west side of Ice Street to create a sidewalk connection to Second Street and the park, as well as for use of those parking on Ice Street.		
Nicolet Elementary		
Talk to the city of Menasha to trim the bushes in the pedestrian refuge island at the Racine Ahnaip Street intersection to increase the visibility of pedestrians for drivers.		
Paint ladder style crosswalks at the intersection of Nassau Street and Ahnaip Street to improve the visibility of students crossing.		
Move the speed radar sign on Keyes Street to Ahnaip Street to create awareness of driver's speed in front of the school.		
Maplewood Elementary		
Update school zone speed limit sign on Midway Road west of the school to be MUTCD standard height of 7 feet from the base of the sign,		
Update both school zone signs on Midway Road to be more visible - replace the orange flags on top.		
Paint crosswalks by staff parking lot entrance and exit.		
Add a set of cones in the lower left corner of the parking lot to reduce parking on the south side of the parking lot for pick up.		

Appendix A: SRTS Coalition Meeting Summary

Safe Routes to School partners met in January 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
Casey Peters.....	ECWRPC
Chris VanderHeyden.....	MJSD Superintendent
Brian Adesso.....	MJSD Director of Business Services
Farrah Yang.....	Menasha Community Development Planner
Megan Sacket.....	Menasha Parks and Recreation Director
Laura Jungwirth.....	Menasha Public Works Director
Matt Schanke.....	School Resource Officer, Menasha Police Department

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 A: 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
Banta Elementary	Students are crossing Walbrun Street throughout the day to access the playground across the street.	The playground is set to be replaced in 2023/2024 through the Parks and Rec Dept. As plans begin, there will be more discussion about moving the playground across the street. There was discussion on temporary closing access to Walbrun Street from 6th Street during school hours to minimize conflict between students and cars.
Clovis Grove Elementary	Students are crossing outside of crosswalks and in between cars on Ida Street resulting in low visibility of students.	During winter months, snow can be used as an apron to prevent cars from parking on either side of the parking lot entrance on Ida Street.
Nicolet Elementary	High traffic speeds on Ahnaip Street in front of the school.	Consider replacing the current speed limit sign on Ahnaip Street with a permanent speed feedback sign. This location will be reevaluated after the Racine Street Bridge re-opens and new developments have been completed.
Maplewood Middle School	<ol style="list-style-type: none"> 1. High traffic speeds on Midway Road are a concern for students crossing. 2. Congested parent pick-up and drop-off is a safety concern for students walking and biking as well as parent vehicles blocking lanes on Midway Road. 	<ol style="list-style-type: none"> 1. A road diet study is planned to evaluate possible traffic calming solutions on Midway Road. A HAWK system was installed in Fall of 2021; this location will continue to be reevaluated to see how the installation has impacted crossing safety. 2. The school district has considered partnering with UW-Oshkosh to provide an alternate “drop and walk” spot to reduce congestion on Midway Road.

Appendix B: Parent Survey Comments

An online survey was sent out to all parents in the Menasha School District in October 2021. Below are the comments from the survey.

Education Related comments :

Regardless if most children are driven to school or not it is good to reinforce safety with bike riding and crossing streets safely. As our children get older and move into middle school they will be doing those things more often in peer groups outside of adult supervision and reinforcement of these safety rules will help.

Wouldn't hurt any child to learn this. Decades ago Menasha had safety school programs in the summer, might be a nice program to have for 6 year old students in a gym class-type setting. Cross walks, bike hand signals, helmets, stop signs etc.

Bike and walking safety would be good.

It wouldn't be a bad idea for a quick reminder/refresher about how to cross at the corner safely when walking and safe riding rules when on their bikes or scooters.

It is helpful when the information parents give at home, is reinforced at school (i.e. intersection/walking safety)

As much as we go over it with them as parents, it would be great to include that in school as well. Possibly part of their physical education requirements. (school providing education on intersection/walking and or biking safety to students)

Facility Improvement, Traffic Safety, and Neighborhood Safety Related comments

Banta Elementary

We need a way for kids to safely cross by fifth and depere st in menasha. that road is very dangerous, cars come fast and do not look for pedestrians. about 2-3 years ago the city put in a yield to pedestrian sign upon request from residence in the area but unfortunately it does not help as much as we were hoping. it continues to be extremely dangerous for kids (and adults) to cross on their own. i would love my kids to be biking to school regularly but this road is the #1 reason they do not. there are lots of kids who live back in that area with no way to cross the road to get to school or the park. it would be great to get pedestrian crossing lights like they put at tayco st and on plank rd.

If the Menasha School district and the city could work together to provide a larger parking lot for Banta school. Then the area of 6th and Walburn might just be safer. Speed limit signs, blinking lights crossing guard in this area are all things that are needed.

The intersection by our house (8th and State) is dangerous at times. Even though the intersection is a 4 way stop, people do not come to a complete stop and some have gone right through without hesitation.

If we bike, we are forced to use 7th and Racine to cross for the lights in hopes that the vehicles will drive slower for a school zone and stop at the light.

Cars don't stop for pedestrians and even with bus's having their red lights on cars go by. I think busses should stop in the middle of the intersections with red lights preventing cars from passing or using that intersection

I have to have my children listed as walking and I park on 6th street to have my child walk to butte des Morts and then I walk my other two to Banta but it is so unsafe no crossing guard the parking lot is a death trap!

Appendix B: Parent Survey Comments

Facility Improvement, Traffic Safety, and Neighborhood Safety Related comments

Butte des Morts Elementary

I just don't feel like its safe there is not enough crossing guards and Racine street is way too busy

Not enough crossing guards, very busy intersection

My main concern in the speed of traffic on Tayco around BDM. Many people drive way too fast past the school and do not slow down to school day speeds. The crossing guards do an amazing job, but they can only do so much.

Just worried people don't care and look out for kids on third street

Tayco and 3rd isn't very safe and the mills semi trucks are always going too fast and not watching out for kids

We live on 6th street and he would have to cross Racine street and cars and semis are blowing past even with the crossing guard. And he is only 6 and I wouldn't let him walk or ride bike alone for his safety and making sure he gets there safe

Our kids would have to cross Racine St to get to school...we live right by the high school and traffic can be really crazy on Racine in the morning and afternoons when school begins/ends

Appendix B: Parent Survey Comments

Facility Improvement, Traffic Safety, and Neighborhood Safety Related comments

Clovis Grove Elementary

There needs to be a crosswalk or bright cone out in road at end of day on the west end of school... to slow drivers down and give students a place to get across to their rides on the other side of road

Something needs to be done blocking viewing of after school pick up on ida street. Trucks speed through. Kids that are very young that live across the street do not have parents meeting them to cross the street and leaving teachers to do it. The no parking zone is always filled so can no even see if someone is pulling out of parking lot with cones because they are dodging the trucks that pull up blocking them everyday. Young kids are searching for parents after school because parents are not meeting the kids and making them walk up and down the sidewalk searching for their parents car.

There are additional crosswalk areas around Clovis Grove where there is no paint to identify it as a crosswalk. All of the crosswalks around this elementary school block and park need to be painted, additional signage is needed at Melissa and Greendale to slow or stop traffic including, either making it a stop or putting signage or lights that it is a school zone and needs to be yielding for pedestrians.

Intersection of Greendale and Melissa the pedestrian walkway is not painted. Cars drive way over the speed limit on Melissa and the curve makes it a blind intersection. 2 weeks ago I witnessed a child within inches of being hit by car car while he was trying to get to school. My own children and I have to wait for cars to pass because they go too fast and have no indication there that there is a pedestrian crosswalk there.

Manitowoc Rd and Oneida St plus the whole stretch of Manitowoc Rd has no sidewalks or bike paths and is a rather narrow road

If biking/walking from our house, my children would have to cross Oneida St. and walk along Manitowoc Rd. until Meadowview (for fastest route). Oneida St. is a busy intersection to cross and there are no sidewalks on Manitowoc Rd./Meadowview until you get a block on 9th St.

I walk my kids home from school. I do not trust the drivers out there to pay attention and watch out for pedestrians. So my kids do not get to walk home alone.

People speed down Ida street before and after and do not look for kids crossing. They do not comply with no parking cones or signs as well

The intersection of Ida and 9th is terrible. Cars parked up and down Ida all the way to the corner. Hard to see around the cars. Too many cars turning from 9th onto Ida.

Busy and main streets by us and on route to school have no sidewalks and cars speed by and don't stop at our stop signs a lot of the time. I don't want my child getting hit by a car due to reckless driving and busy intersections

I would be worried about my young daughters crossing Airport road by themselves.

Appendix B: Parent Survey Comments

Facility Improvement, Traffic Safety, and Neighborhood Safety Related comments

Gegan Elementary

More stop signs

I think they should place an officer or a crossing guard to provide safety for students walking at 9th and depere st. There is multiple students walking here. Not just mine.

Definitely need a crossing guard at the end of depere

I also attended Gegan as a kid and there was a crossing guard at the intersection by the school and also one at the end of Fatima Street to cross airport road. As a 5th grader those of us who walked home also learned how to be crossing guards at the back of the school to get kids across Depere street. We learned responsibility and also helped the younger kids cross the street. Local citizens and parents knew about this and were slow and cautious at this intersection.

I'm not a huge fan how we have to look backwards by 15th st. And depere to get to the school as there is no stop sign for the people turning right as they go north on depere by the school.

Enforce the posted rules of the parking lot better. Parents park by the no parking cones, because they think they can pause for a second to have a kid jump in, bad idea. Or when they leave the lot it specifically says no left turns but they do anyway.

9th street and depere st is way to busy and uncontrolled to let my child walk to school. He can't ride bus because we are too close to school.

Jefferson Elementary

No crossing guards at Jefferson. Elementary aged kids shouldn't be walking anyways. All kids should be bussed no matter where they live when they are in k thru 5.

Plank Road and Konemac/London (intersection concern). The flashing lights were added at the crosswalk but it hasn't changed much

Nicolet Elementary

Ahnaip St is really busy. Drivers are already speeding and do not slow down for the school. There used to be flashing lights attached to the SCHOOL traffic sign, but they don't work anymore. Anything to slow drivers down would be appreciated.

Appendix B: Parent Survey Comments

Facility Improvement, Traffic Safety, and Neighborhood Safety Related comments

Maplewood Middle School

My son walks to Maplewood and it is impossible to cross Midway without a crossing guard. Drivers do not stop or slow down to allow anyone to cross the street.

Maplewood definitely needs a to continue using the crossing guard on Midway Rd.

Valley Road doesn't have side walks the entire length of the street and some areas where there is sidewalk is overgrown by tall grass.

Having regular patrol car presence on Midway Road near Maplewood would make me feel safer for the children as it is 4 lanes and high speeds can happen.

Crossing Midway Rd is the major concern

Racine and Valley Rd - a very troubling intersection...even dangerous when driving because people zip around the corner. We bike through the neighborhood.