

SCHOOL DISTRICT OF AMERY

Safe Routes to School Plan

2022



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SCHOOL DISTRICT OF AMERY SAFE ROUTES TO SCHOOL TASK FORCE

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SRTS 2022

The School District of Amery Safe Routes to School is a program to create a safer environment for students walking and biking to and from school.



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EXECUTIVE SUMMARY



Executive Summary

Safe Routes to School (SRTS) is an international movement that promotes walking and biking to school. SRTS began in the 1970s in Denmark in response to an alarming number of child injuries and fatalities due to vehicle-pedestrian accidents. SRTS reached the United States in 1997, when The Bronx, New York City received local funds to implement a SRTS program. The success of the program convinced other communities to adopt similar measures. By 2000, SRTS programs had spread nationwide. In 2005, Congress recognized the importance of these programs and consequently signed a federally funded SRTS program into law.

The SRTS program has its roots in both health and transportation safety. The major program goals are to make the school trip safer for walking and biking and to encourage children to walk and bike to and from school. SRTS strives to reduce congestion around schools, improve the health of school-aged children through increased physical activity, reduce vehicle emissions and fuel consumption, increase community security, enhance community accessibility, increase community involvement, and improve partnerships among schools, local municipalities, parents, and other community groups.

This SRTS plan is a new plan document for the School District of Amery. The Amery SRTS Task Force consisted of representatives from the School district of Amery and the City of Amery. The project was facilitated by the West Central Wisconsin

AMERY'S SRTS VISION

The School District of Amery with the City of Amery have safe and enjoyable environments for walking and biking to and from school. To allow walking and biking as viable options for school children and the broader community, the School District, and City, collaborate with other community stakeholders in enhancing and increasing interconnected walking/biking systems to and at the schools. Safe walking, biking, and driving habits; a family-oriented SRTS environment; and development that incorporate SRTS initiatives are common in the City.





Executive Summary

Regional Planning Commission (WCWRPC).

During the planning process, WCWRPC met with staff from the district to help determine issues and opportunities for each school. Together, the task force worked together to identify issues and opportunities throughout the community, and then developed strategies to make walking and biking to and from each school safer for students.

As part of the planning process, collecting and analyzing existing conditions and data are extremely important. The task force members discussed existing conditions, both for the entire district and for individual schools, and summarized a list of key district-wide findings shown to the right.

The complete list of district-wide findings can be found in Section IV, and school-specific findings can be found on the detailed school pages found in Section III.

KEY FINDINGS INCLUDE:

Due to existing conditions, busing is allowed for all or the vast majority of students.

Speeding and inattentive drivers are extremely common adjacent to schools and along routes where students are walking/biking.

Due to speed of traffic and safety of intersections, parents and school staff view certain areas around schools as dangerous for walkers/bikers.

There is strong local interest to significantly increase the number of students walking/biking to school.

Opportunities exist for an increase in SRTS programs and projects.



Strategies

The SRTS framework recommends using six categories for analyzing issues and developing strategies. These are called the Six Es. Recommendations in the plan were developed using all six Es (Engagement, Equity, Engineering, Encouragement, Education, and Evaluation). All proposed strategies were reviewed by staff at each respective school along with the SRTS task force.

Each school has a SRTS map in their respective four-page section. When applicable, the map shows the school's current walk zone boundary (where no bus service is provided), and safe route to school corridors. All maps were reviewed and approved by the respective school and the task force.

Funding

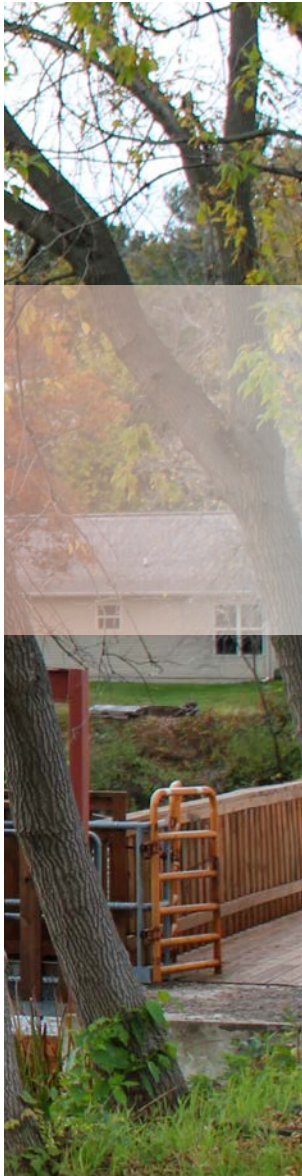
This project was partially (20%) funded by Amery School District and Chippewa-Eau Claire Metropolitan Planning Organization. The primary (80%) funding source for SRTS planning and infrastructure is the Federal Transportation Alternatives Program (TAP). In Wisconsin, TAP is administered by the Department of Transportation (WisDOT) and dedicated to projects that focus on non-motorized transit, particularly those projects that address the SRTS focus on biking and walking. Both infrastructure and non-infrastructure (planning) projects are eligible. The School District of Amery, along with six other school districts were awarded the TAP grant.

Other grants may be appropriate for smaller projects. Other funding sources from both health and transportation sources are listed and described in Section VI.



SECTION I. INTRODUCTION





Safe Routes to School Program

Safe and enjoyable environments for students to walk and bike to/from school should not be viewed as an extreme concept. Rather, it should be a basic component of how we design a community. In other parts of society we protect people from vehicles with pedestrian zones, higher speeding fines, traffic calming, and reduced speed limits. We should enact the same types of precautions adjacent to our schools and along corridors to our schools.

An active SRTS program will help the Amery area create safer, easier, and more enjoyable walking and biking routes to school so more students choose walking and biking as their main mode of transportation. There are a number of benefits to the entire community when walking and biking conditions are improved.

Safer Routes

One of the reasons parents do not allow their children to walk and bike to school is because the routes to school are too dangerous. Problems such as incomplete, poorly maintained, or missing sections of sidewalks and trails, congested streets, high traffic speeds, and unsafe crossings in the vicinity of schools discourage walking and biking to school. SRTS programs help communities identify and fix these problems making it safer for all residents and visitors to the area.





Healthier Children

In the past few decades, the number of active children in the United States has decreased and the number of overweight children has almost doubled. As of 2018, Wisconsin Department of Health Services reports that 67% of adults and 42% of high school students in the state are overweight or obese. In addition, children spend far less time being active than at any time in the past. Numerous health organizations and associations recommend that children participate in at least 60 minutes of moderate to vigorous physical activity every day. One of the ways to achieve a large portion of this goal is to walk or bike to school. Overall, SRTS programs encourage children to be more active by walking and biking to school.

Cleaner Environment

Emissions from vehicles pollute the air our children breathe and can cause serious health problems such as asthma and bronchitis. Motor vehicle use is now generally recognized as the source of more air pollution than any other single human activity. In order to decrease air pollution, communities should look to reduce the number of vehicles on the roads, and especially the masses of vehicles that converge and idle in the vicinity of schools. Fewer cars emitting pollutants will improve the air quality, thus decreasing health problems in children. SRTS programs aim to decrease the number of cars in the vicinity of schools thereby creating a cleaner environment.

Other Desired Outcomes of Safe Routes to School:

- » Enhanced community accessibility.
- » Increased community involvement.
- » Reduced fuel consumption.
- » Increased community security.
- » Improved partnerships among schools, local municipalities, parents, and other community groups.

6 Es

In order to accomplish the goals of SRTS programs, the two school districts and City will use the “Six Es” framework: Engagement, Equity, Engineering, Encouragement, Education, and Evaluation. This comprehensive approach allows communities to maximize the number of students walking and biking to school.

Engagement

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

Equity

It is important to work to support safe, active, and healthy opportunities for children and adults in lower-income neighborhoods, people with disabilities, minorities, and beyond. Throughout the implementation process, it is vital to incorporate equity concerns throughout the other E's to understand and address obstacles, create access, and ensure safer and equitable outcomes.



Engineering

Problems with the physical environment around schools such as damaged or missing sidewalks, high traffic speeds, or unsafe crosswalks prevent children from walking and biking safely and easily to and from school. These problems can be dangerous enough to cause pedestrian injuries and fatalities, often to children. Clearly, a safer physical environment is necessary for enabling children to walk and bike to school. Therefore, certain federal funds can be used to make infrastructure improvements that will fix these problems and make the physical environment safer for children. Improving the physical environment near schools is necessary for a successful SRTS program. In addition, other measures are needed, in tandem with those improvements, to get students walking and biking to school.

Encouragement

Another key component to the SRTS program is encouraging children to walk and bike to school. Convincing children, as well as parents and guardians, that walking and biking to school is safe, fun, and healthy can be a difficult task, especially since changing habits may challenge a parent's already busy schedule or established routine of driving their child to school. That is why a comprehensive SRTS program offers activities and events that promote walking and biking to school that are fun, safe, and easy. This will help to ease the safety concerns of parents and guardians in their decision to allow their children to walk and bike to school.

Education

Educating children and parents is an important part of SRTS. Children as well as parents need to learn about biking and walking safety and about the benefits of walking and biking to school. Equally important is educating drivers about safe driving around schools. These programs will help walkers, bikers, and drivers to think about safety first.

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 are essential in implementing an effective SRTS plan. Evaluation techniques such as surveys will help communities see the current walking and biking behaviors and understand the attitudes that parents and children have towards walking and biking. With this information, communities can make the necessary adjustments to change behaviors and attitudes.

Evaluation of the program will be vital to continuing SRTS programming. The ability to show improvements by comparing before and after data is very helpful in maintaining local commitment to the program. Even more, evaluation can show what techniques did or did not work so that adjustments can be made in the future.



Background

The School District of Amery has a total enrollment of 1,447 PreK-12 students. Students attending the School District of Amery primarily live in the City of Amery and large rural areas in the towns of Alden, Black Brook, Garfield, and Lincoln. School District of Amery contains one elementary school (grades PreK-2), one intermediate school (grades 3-5), one middle school (6-8), and one high school (9-12). In the 2020-2021 enrollment year School District of Amery had 375 elementary school students, 279 intermediate students, 323 middle school students, and 470 high school students.

Amery's 2020 population was 2,898. Some school attendance areas have experienced more growth than others, and it is anticipated that in the near future there will be additional residential development within the School District of Amery boundary. However, a significant percentage of the areas where development will occur will not be located in areas where students will be able to easily walk or bike to school, primarily due to distance.

Economic status of students is closely monitored in Wisconsin by the Wisconsin Department of Public Instruction (DPI). Students are considered economically disadvantaged if the student is a member of a household that meets the income eligibility guidelines for free or reduced-price meals (less than or equal to 185% of Federal Poverty Guidelines) under the National School Lunch Program (NSLP). In the 2020-21 school year, 43.6% of Amery students were

considered economically disadvantaged. This can be further broken down as 50.1% of elementary students, 44.4% of intermediate students, 44.6% of middle school students, and 37.2% of high school students. The percent economically disadvantaged is given for each school in Section III of this plan. Data show that the percent of Amery considered to be economically disadvantaged has been on the rise over the past 15 years. Economically disadvantaged students are more likely to rely on walking and biking to and from school.

Safe Routes to School Task Force

A SRTS task force is a group of people who represent different stakeholders of the SRTS program in the community and work together to develop and implement a plan to increase the number of students walking and biking to school. The Amery SRTS Task Force developed a vision and goals for their SRTS program, considered relevant issues, and discussed strategies to overcome the barriers to walking and biking. This was done through meetings, school walk/bike audits, classroom tally sheets, and parent surveys.

Previous Safe Routes to School Work

This plan is the first SRTS work to be done by the School District of Amery.



Vision and Goals

A vision and two goals were developed to bring the SRTS program into focus and to ensure it fits the specific needs and desires of school district and municipalities. It is important to revisit the vision and goals throughout the planning and implementation stages of the program to ensure that projects are heading in the intended direction and in a coordinated manner. There may be times when the vision and goals need to be updated to meet changes in the local environment. Kept current, they will help to lead toward a unified implementation and realization of the vision.



This is an example of an area along Broadway that is lacking curb cuts. Curb cuts make it easier for those with physical disabilities use these facilities.

Vision:

The School District of Amery and the City of Amery have safe and enjoyable environments for walking and biking to and from school. To allow walking and biking as viable options for school children and broader community, the School District and City collaborate with other community stakeholders in enhancing and increasing interconnected walking/biking systems to and at schools. Safe walking, biking and driving habits; a family oriented SRTS environment; and development that incorporates SRTS initiatives are common in the City.

Goals:

- » Make walking and bicycling safe ways to get to school
- » Encourage more children to walk or bike to school for increased physical activity

SECTION II. EXISTING CONDITIONS



Safe Routes to School Task Force

The Amery SRTS Task Force met four times beginning in October 2021. There were a variety of district-wide and school specific issues and opportunities that were brought up and discussed during the meetings. In addition, the task force reviewed all the survey data and parent comments from the surveys. The task force also reviewed all the results from the walk and bike audits and the concerns associated with each individual school.

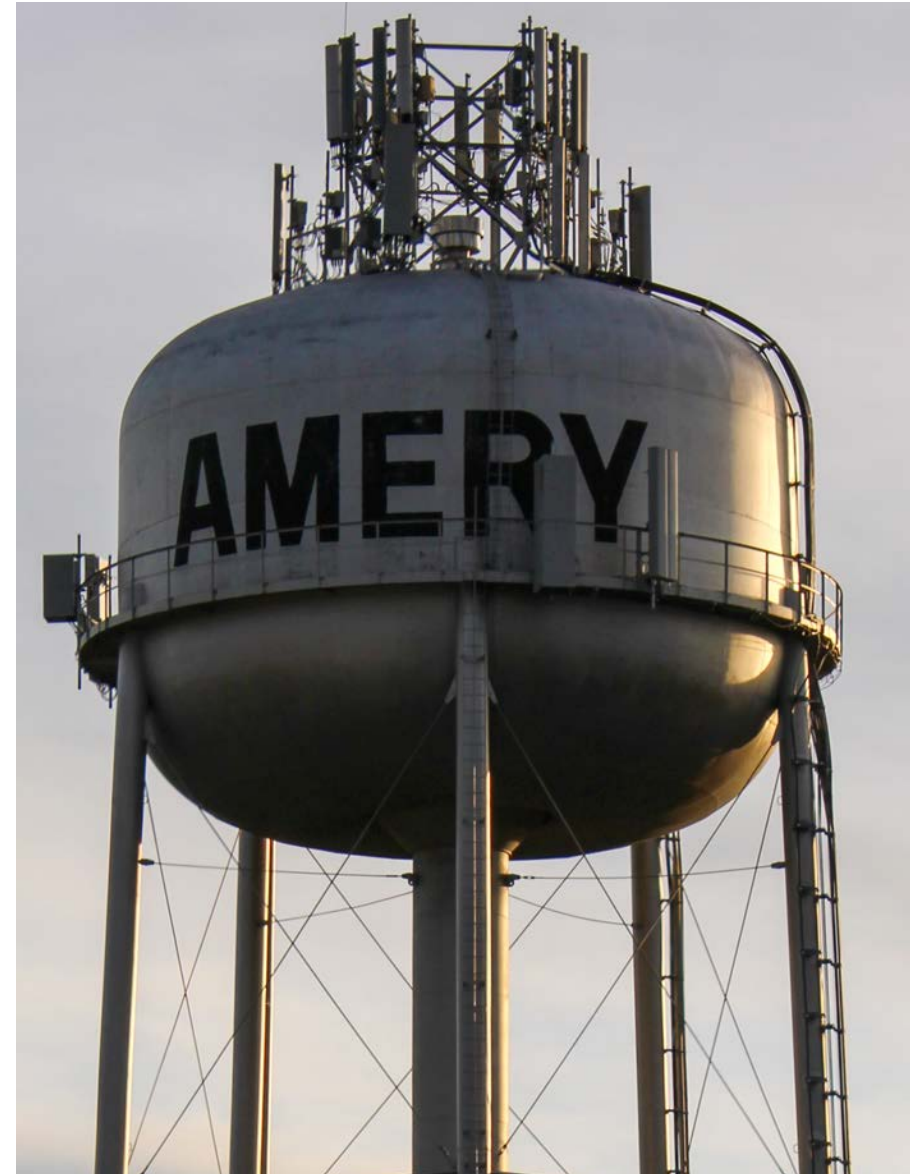
Walk and Bike Audit

Morning (during school drop-off) walk and bike audits were performed at all schools in October 2021. WCWRPC facilitated the audits, and volunteers assisted and provided input on issues and opportunities.

Excessive traffic speed and inattentive drivers were identified as a top concern district-wide. In addition, a variety of other issues, such as unmarked crosswalks, incomplete sidewalks, and congestion at the drop-off site were noted. All issues and improvements were noted and are detailed for each school in Section III.

Classroom Tally Sheets

Classroom tally sheets were used to find out what modes of transportation were used by students going to and from school over a one-week period. The tally sheets were completed in





March 2022. All Amery schools, except the high school, completed the classroom tally sheets. Altogether, two percent of the trips were students walking to/from school (Figure 1).

As is common at most every school, the classroom tally sheet showed that more students walk home than walk to school. This shows that many students that only walk home have the ability to walk to school in the A.M. as well. Figure 2 shows the results from each school along with the percentage of students that walk and bike

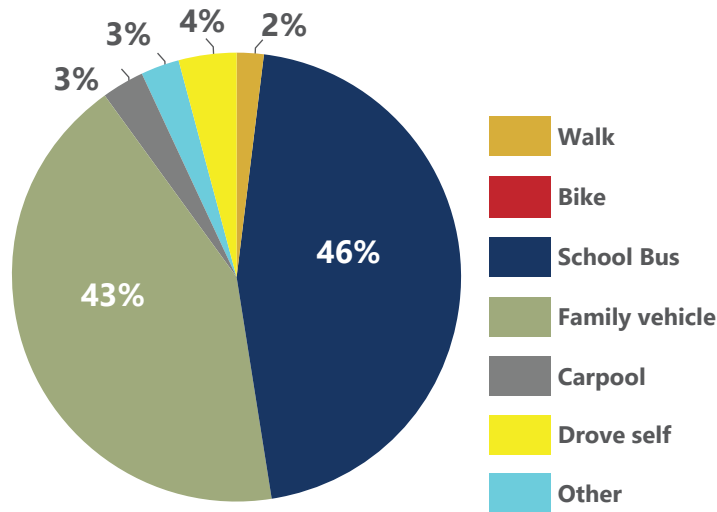


Figure 1: Chart showing total district student travel mode to/from school in percent (Classroom tally).

Parent Surveys

The parent survey was made available for parents with children at all schools in the School District of Amery. There were a total of 245 responses to the survey. The number of surveys returned from each school ranged from 49 surveys at the middle school to 74 surveys at the high school. Of the responses, twenty-three percent stated that they lived within one mile of their school.

District-wide, the three most cited reasons why parents choose to not allow their children to walk or bike to/from school, other than distance and weather, are related to traffic and intersection safety: 1) amount of traffic (55%), 2) safety of intersections and crossings (50%), and 3) speed of traffic (49%). The table on page 24 shows which issues are most important at each school.

The opposite table shows solutions to the issues identified, and how fixing the issues would change a parent's opinion on letting their child walk or bike to school. The most cited variables with potential to drive change included 1) safety of intersections (63%), 2) sidewalks or pathways (62%), and 3) speed of traffic (58%).

Another key finding from the parent survey is the parent's perception of how schools encourage or discourage walking and biking to/from school. Fifty-nine percent of the parents stated that their child's school neither encourages



WALK/BIKE TO SCHOOL PERCENTAGES

School	Walk	Bike
High School	2%	0%
Middle School	2%	0%
Intermediate School	2%	0%
Lien Elementary School	0%	0%

Figure 2: Percentage of students that walk or bike to school based on total attendance at each school as determined from 2022 classroom tally.

or discourages walking and biking to/from school. Six percent of the respondents answered that the school encouraged or strongly encouraged walking and biking to/from school.

Attendance Area & Walk Zones

An important part of the planning process included reviewing each school's respective walk zone and how that walk zone relates to the school's attendance area. Walk zones are the designated areas considered to be walkable and where bus transportation is not provided. Some districts have specific distances for walk zones. School District of Amery does not have a current walk zone.

Crossing Guards

While Amery does not employ adult crossing guards, Lien Elementary does have one staff member helping students cross the parking lot during drop off and pick up times.

Crash Data

Pedestrian and bicycle crash data from the State of Wisconsin and City were used to locate areas with high crash numbers. Data show that over an 5-year time period, from 2016 -2020, there were a total of 6 reported crashes involving a pedestrian or bicyclist (Figure 3).

Sidewalks

Sidewalks are the most important infrastructure to ensure safe walking in a community. In addition, due to road and traffic conditions, bicyclists often use sidewalks instead of riding in the street. It is important for a community to have a connected and expansive sidewalk system. Without sidewalks, pedestrians and bicyclists are extremely more susceptible to being involved in a crash. As of February 2022, 73% of street sides within the City do not have sidewalks. The map on page 26 shows the gaps in sidewalks in the City of Amery.



Existing Conditions

ISSUES - “Which of the following issues affect your decision to not allow your child to walk or bike to/from school?” (from parent survey)



Schools	Number of surveys	Distance	Convenience of driving	Time	Child's participation in after-school activities	Speed of traffic	Amount of traffic	Sidewalks or pathways	Safety of intersections	Crossing guards	Violence or crime	Weather or climate
High School	60	58%	13%	22%	20%	42%	43%	35%	45%	8%	30%	45%
Middle School	44	55%	7%	30%	11%	55%	61%	50%	64%	14%	18%	50%
Intermediate School	54	59%	4%	20%	13%	48%	54%	56%	57%	20%	11%	43%
Lien Elementary	60	63%	7%	23%	12%	53%	63%	53%	48%	17%	17%	37%
All surveys	218	59%	8%	23%	14%	49%	55%	48%	50%	15%	13%	43%

SOLUTIONS - “Would you let your child walk/bike to/from school if this problem was changed/improved?” (from parent survey)



Schools	Distance	Convenience of driving	Time	Child's participation in after-school activities	Speed of traffic	Amount of traffic	Sidewalks or pathways	Safety of intersections	Crossing guards	Violence or crime	Weather or climate
High School	42%	32%	43%	34%	52%	52%	51%	55%	42%	38%	45%
Middle School	44%	29%	36%	30%	55%	57%	71%	70%	56%	32%	50%
Intermediate School	41%	24%	36%	32%	61%	58%	65%	69%	53%	33%	48%
Lien Elementary	45%	23%	35%	25%	62%	59%	61%	60%	48%	26%	30%
All surveys	43%	27%	38%	30%	58%	57%	62%	63%	50%	33%	42%



Attendance Area

The map to the right shows the area of the School District of Amery.

Legend



Schools



City of Amery Boundary

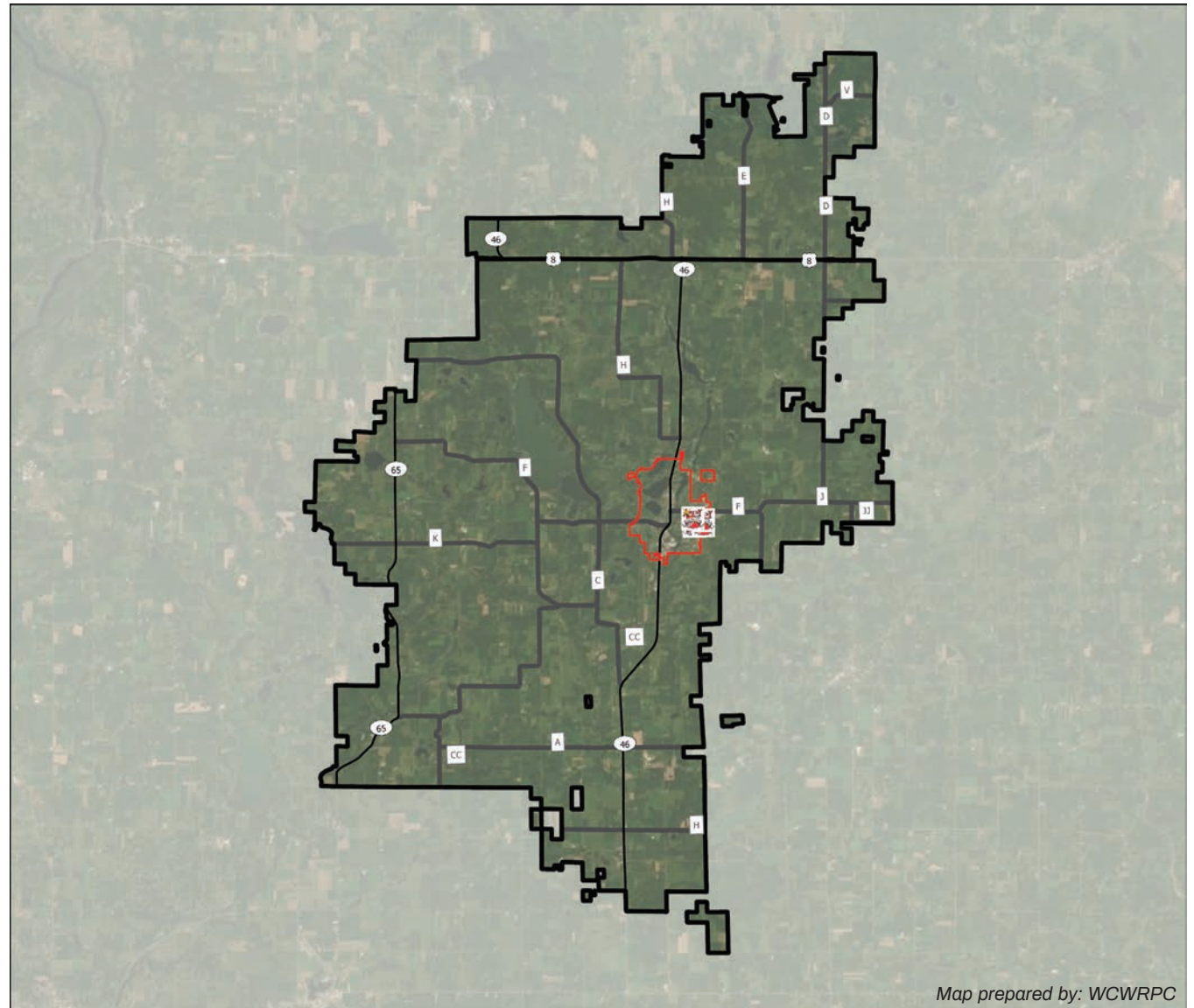


School District Boundary

October 2021



Data Sources:
2018 Aerial Image (USDA)
School District of Amery







Map prepared by: WCWRPC



Sidewalks

The map to the right shows the areas that have existing sidewalks and where no sidewalks are present.

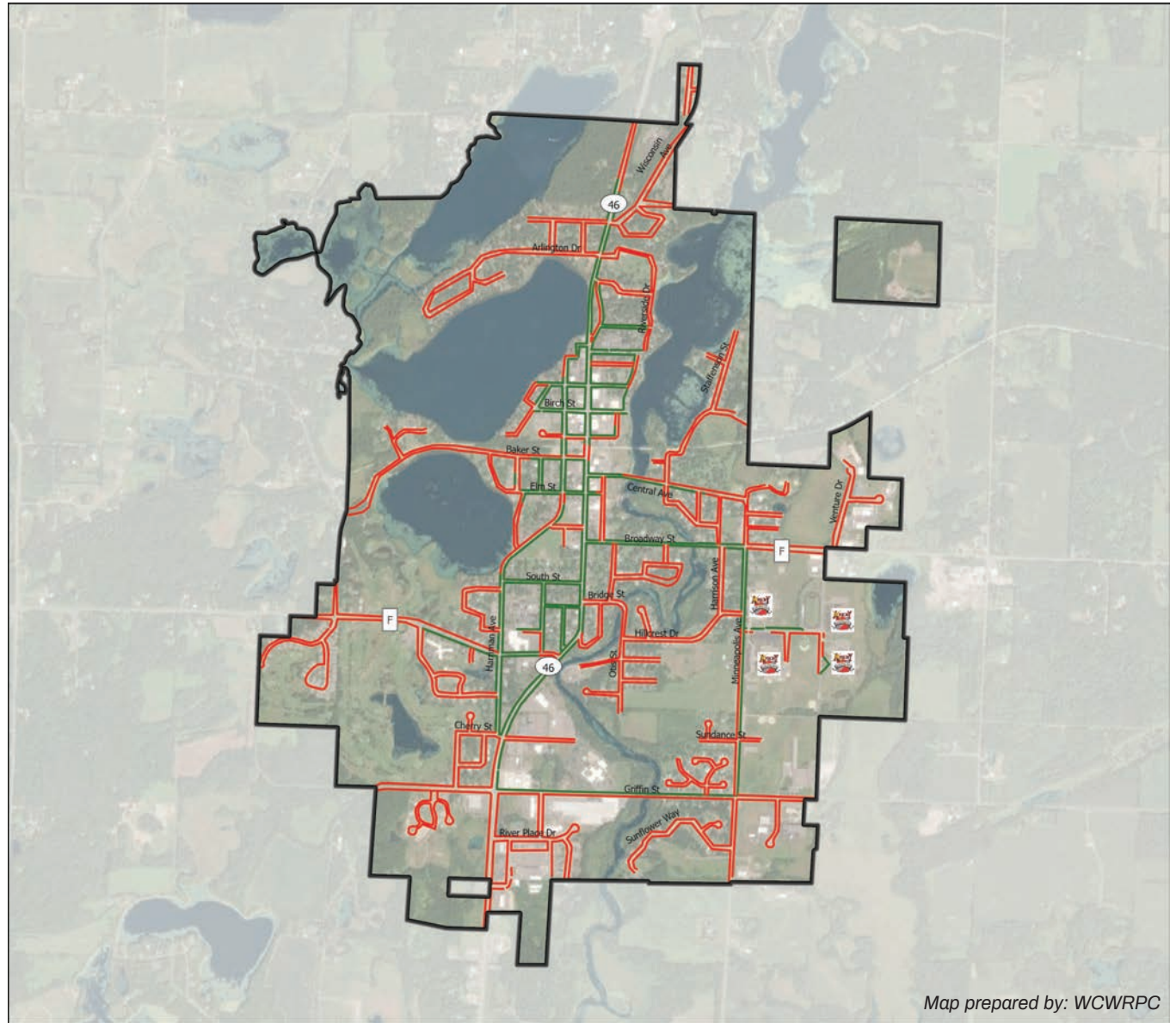
Legend

-  Schools
-  No Sidewalks
-  Existing Sidewalks
-  City of Amery Boundary

October 2021



Data Sources:
2018 Aerial Image (USDA)
School District of Amery



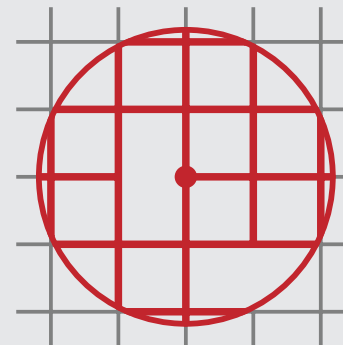
Map prepared by: WCWRPC



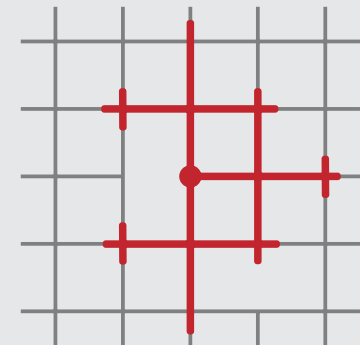
Walksheds

A walkshed is the network of streets within a defined walking distance of a specific location, such as a school. They are a more accurate way to identify actual walking routes and distances to destinations. Unlike approaches that measure straight-line distance to a destination, walksheds attempt to consider gaps in the network where streets don't connect and where there are physical barriers, cul-de-sacs, etc. Mapping walksheds on the street network helps identify individual street segments that pedestrians and cyclists are likely to take to a specific destination within a given walking distance or time.

Crow Flies Radius Network



Walkshed Network





Heat Map of Crashes

The map to the right shows the location of all crashes reported in the City of Amery between 2011-2020.

Legend

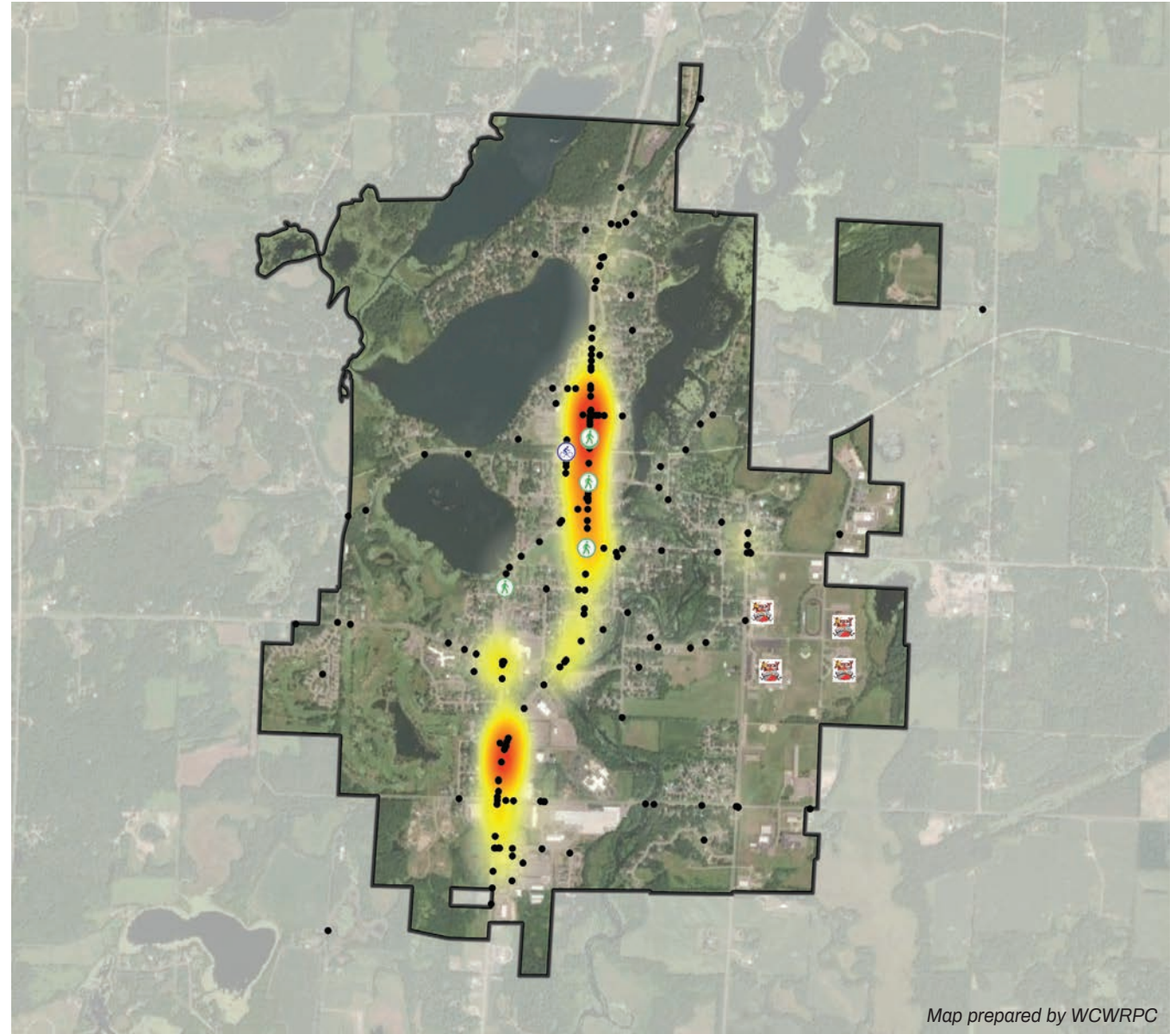
- Crash Location (280)
- 🚶 Pedestrian Involved (5)
- 🚲 Bicycle Involved (1)
- City of Amery Boundary



October 2021



Data Sources:
 2018 Aerial Image (USDA)
 Amery School District






Map prepared by WCWRPC



Walkshed and Sidewalks

The map to the right shows the 1 mile and 1/2 mile walkshed to the campus. It also shows the areas within the walkshed that has existing sidewalks and where no sidewalks are present.

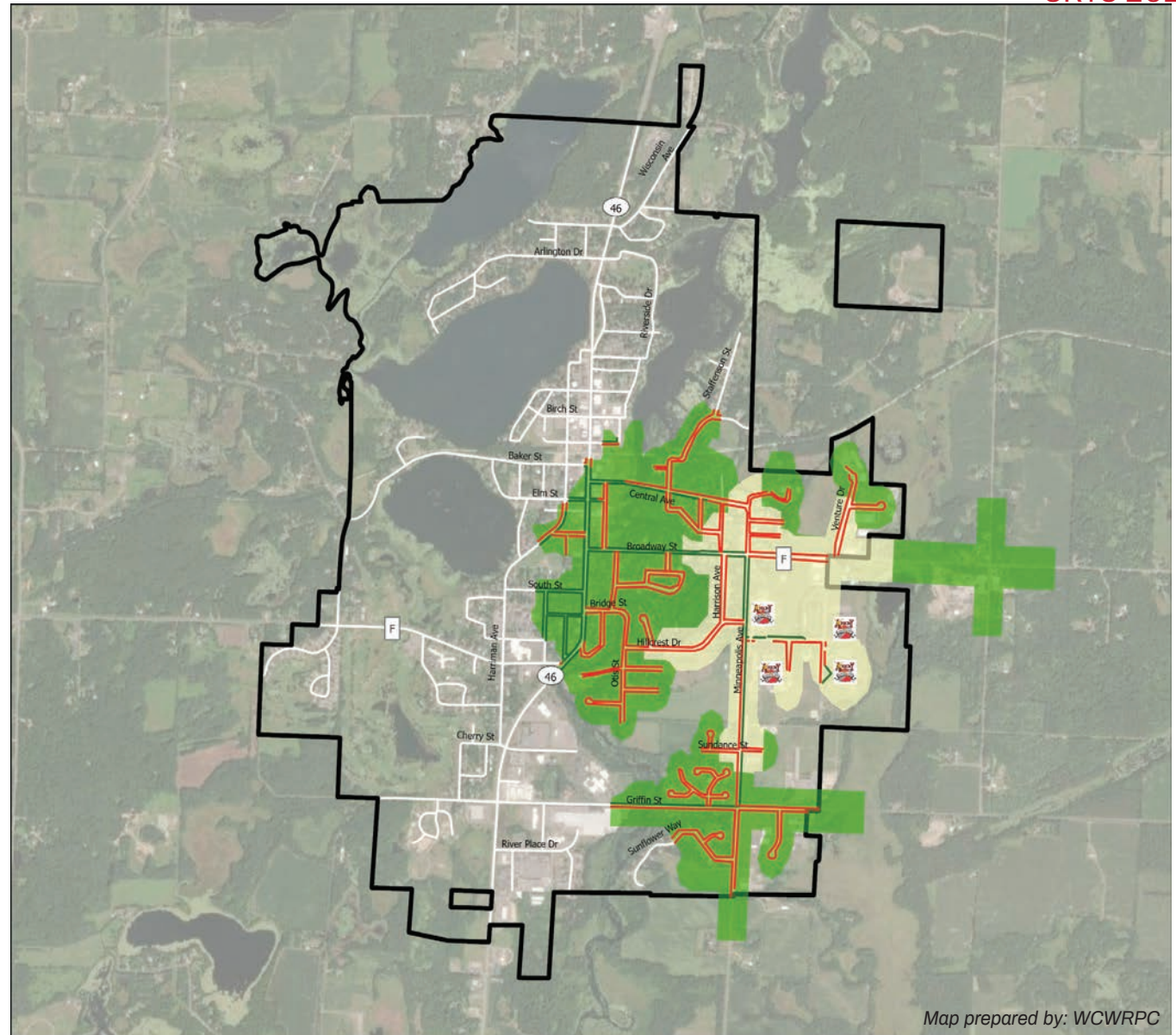
Legend

-  Schools
-  No Sidewalks
-  Existing Sidewalks
-  1 Mile Walkshed
-  1/2 Mile Walkshed
-  City of Amery Boundary

October 2021



Data Sources:
2018 Aerial Image (USDA)
School District of Amery



Map prepared by: WCWRPC

SECTION III. SCHOOL ISSUES AND STRATEGIES





Working closely with the school district was an important and significant portion of the planning process. Through parent surveys, walk/bike audits, and classroom tally sheets, valuable information was gathered. From these discussions, valuable local knowledge of past, existing, and possible future issues were discussed.

The following pages include lists of strengths, issues, and strategies/opportunities for each individual school. In addition, there is a SRTS map and selected data for each school. Even though bus service is available to all students, it is unrealistic to think that students will not walk and/or bike to/from school. With that, in some cases routes were shown that present the safest crossing from across a walk boundary.

The SRTS maps are designed to show the safest routes for students to walk and bike to school. Some routes identified in the plan will benefit from improvements like signage, crosswalks, and sidewalks, as described in the individual school sections, Section IV. Recommended Community Strategies, and Section V. Implementation.

Of all parents surveyed,

55% & 50%
ranked **amount of traffic,**
and speed of traffic as their
biggest concerns for allowing
their children to walk or bike to
school.

Of all parents surveyed,

58%-63%
indicated that **Safer**
intersections, incorporating
more sidewalks/pathways,
and reducing speed of traffic,
would help them feel more
comfortable with allowing their
child to walk or bike to school.



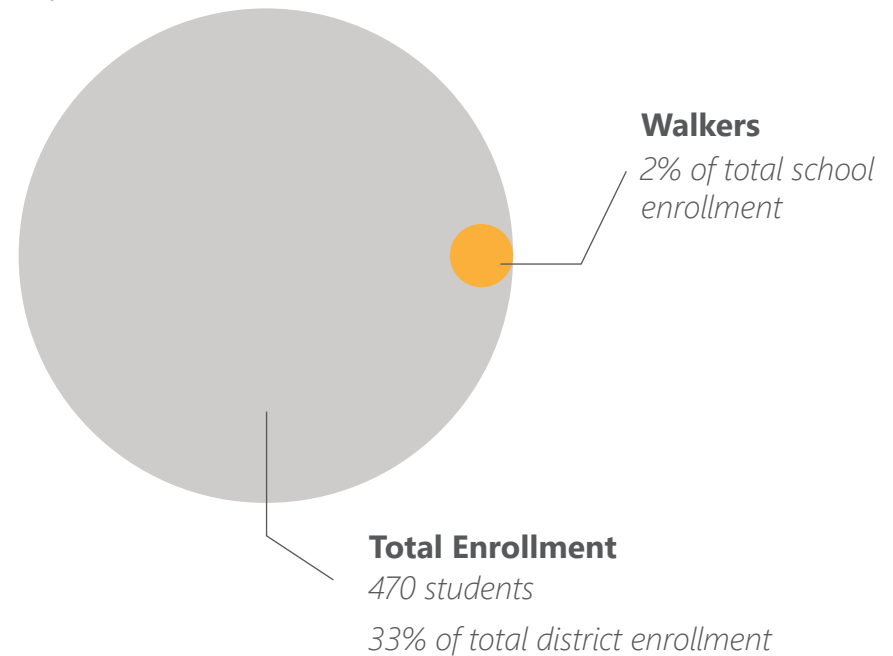
AMERY HIGH SCHOOL

The graphic to the right shows the proportion of the walk zone in relation to the size of the attendance area for the school. Amery High School has the largest school enrollment.

The graph below shows the number of students that walk or bike to school, and total enrollment for the school. Estimates of the number of students that walk or bike to school were taken from classroom tally sheets that were administered to students.

Number of Students
470

Economically Disadvantaged
37%








Map of School District of Amery's Safe Routes

The map to the right shows the designated Safe Routes to School for the school district of Amery.

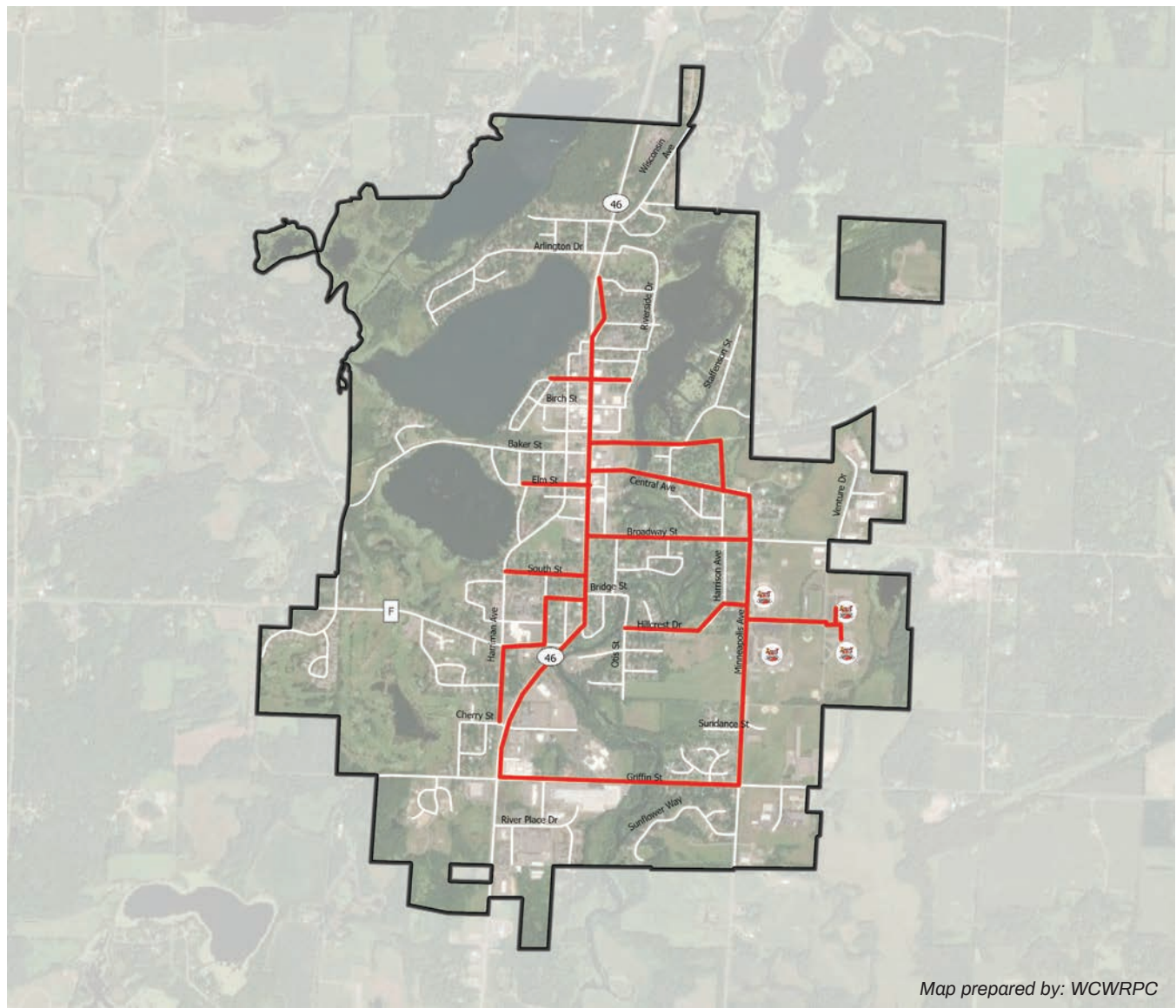
Legend

-  Schools
-  Safe Routes
-  City of Amery Boundary

October 2021



Data Sources:
2018 Aerial Image (USDA)
School District of Amery



Map prepared by: WCWRPC

Strengths

1. There is separate parking for students.
2. Vehicles traveling along Warrior Way obey the 15 mph speed limit.

Issues

1. Sidewalks along Minneapolis are not lit.
2. The sidewalk along the west side of Minneapolis are over grown with vegetation and disconnected to the south.
3. The crosswalk going through the north parking lot is faded and has no signage.
4. There are two different crosswalks between the elementary school and the high school.
5. The 15 mph signs within campus are not the same as the signs on Minneapolis.
6. North side parking lot has no clear entrance. There is no curb separating the parking lot from the road.
7. There is no bike parking available.
8. There is no sidewalk along south side of Warrior Way.
9. Intersection of Broadway and Minneapolis has no curb cuts, and crosswalk paint is faded.
10. There are no crossing guards.
11. There are no sidewalks along Hillcrest.

Strategies/Opportunities

1. Install lighting along Minneapolis.
2. Construct sidewalk on west edge of Minneapolis south to Griffin

3. Repaint and maintain crosswalks yearly or as needed. Crosswalks should be zebra-style.
4. Update and replace signage so that they contain the safety green color.
5. Construct curb along Warrior Way to separate parking lot from roadway.
6. Purchase bike racks and construct covered bike parking on a concrete pad.
7. Construct sidewalk along south edge of Warrior Way.
8. Construct curb cuts and repaint crosswalks at Broadway and Minneapolis intersection.
9. Research opportunities for adult crossing guards.
10. Construct sidewalks along Hillcrest.



Amery High School

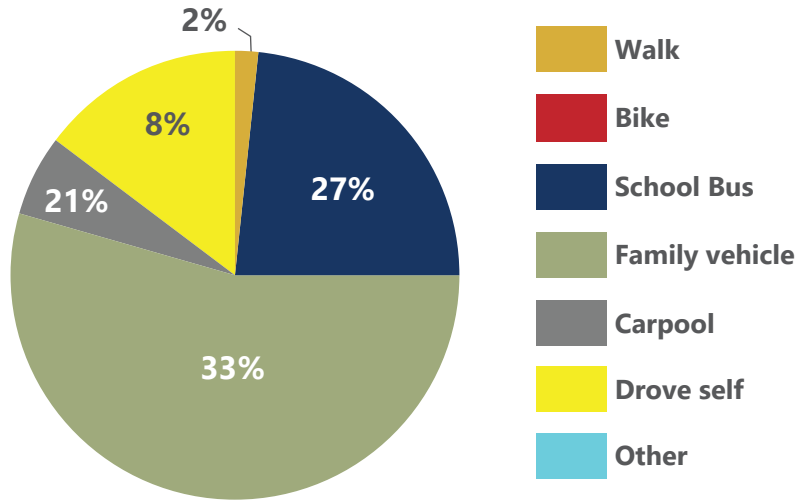
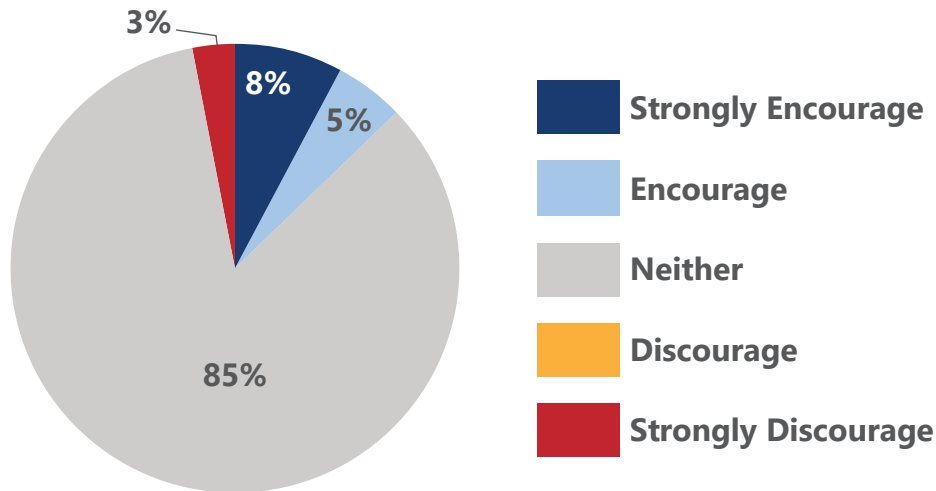
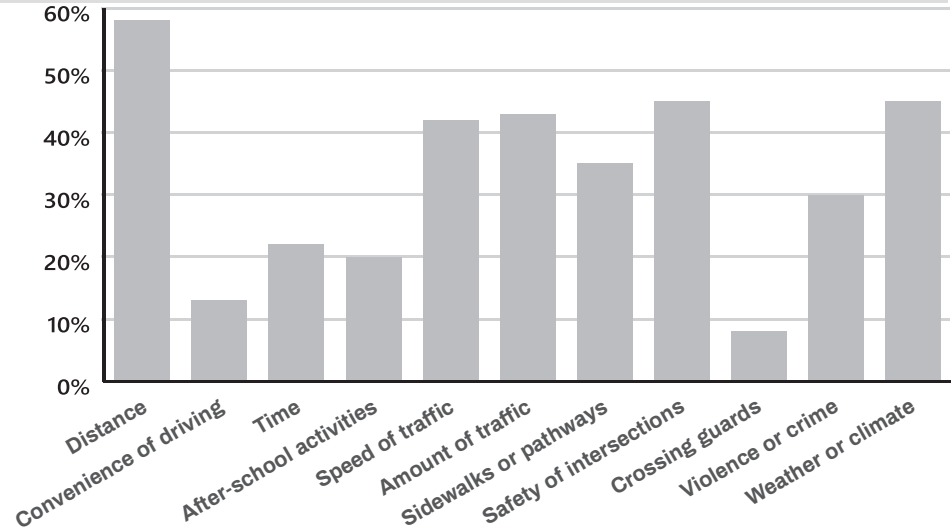


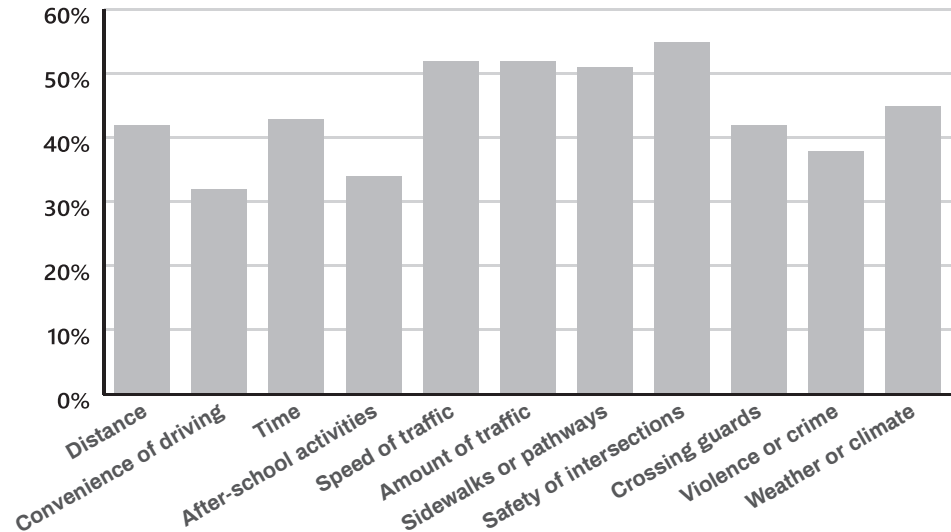
Chart showing student travel mode to/from school in percent (teacher survey tally).



Results of parent survey question: "How much does your child's school encourage or discourage walking/biking to/from school?"



The graph above shows the reasons parents do not allow their children to walk/bike to/from school (parent survey).



The graph above shows which issues, if resolved, would result in parents allowing their children to walk/bike to/from school (parent survey).



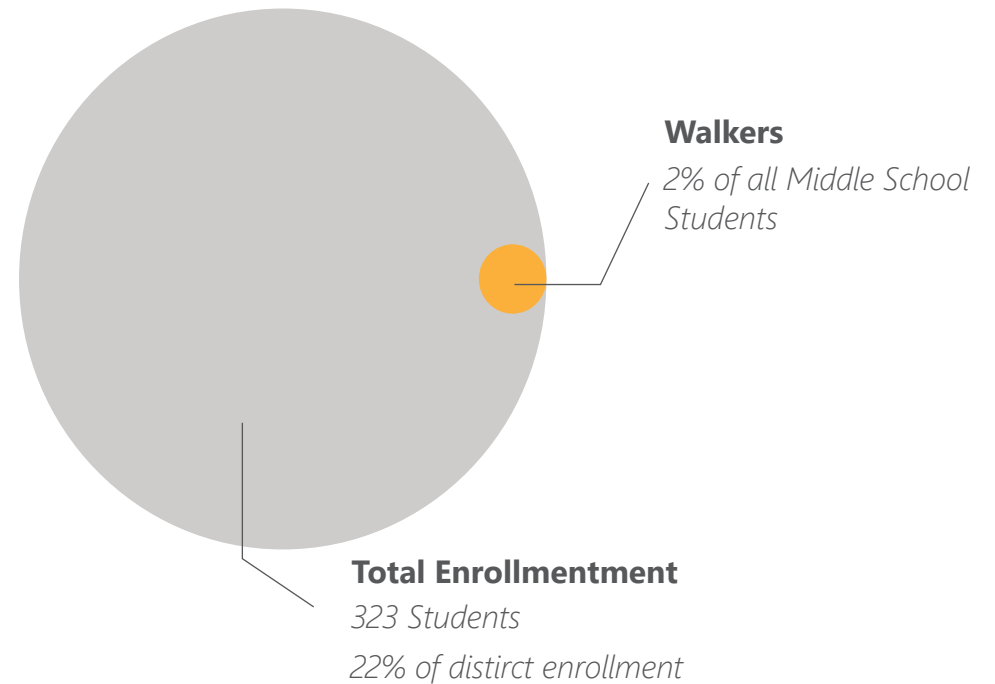
AMERY MIDDLE SCHOOL

The graphic to the right shows the proportion of the walk zone in relation to the size of the attendance area for the school. Amery Middle School has the 3rd largest school attendance area

The graph below shows the number of students that walk or bike to school and total enrollment for the school. Estimates of the number of students that walk or bike to school were taken from classroom tally sheets that were administered to students.

Number of Students
323

Economically Disadvantaged
45%





Map of School District of Amery's Safe Routes

The map to the right shows the designated Safe Routes to School for the school district of Amery.

Legend



Schools



Safe Routes

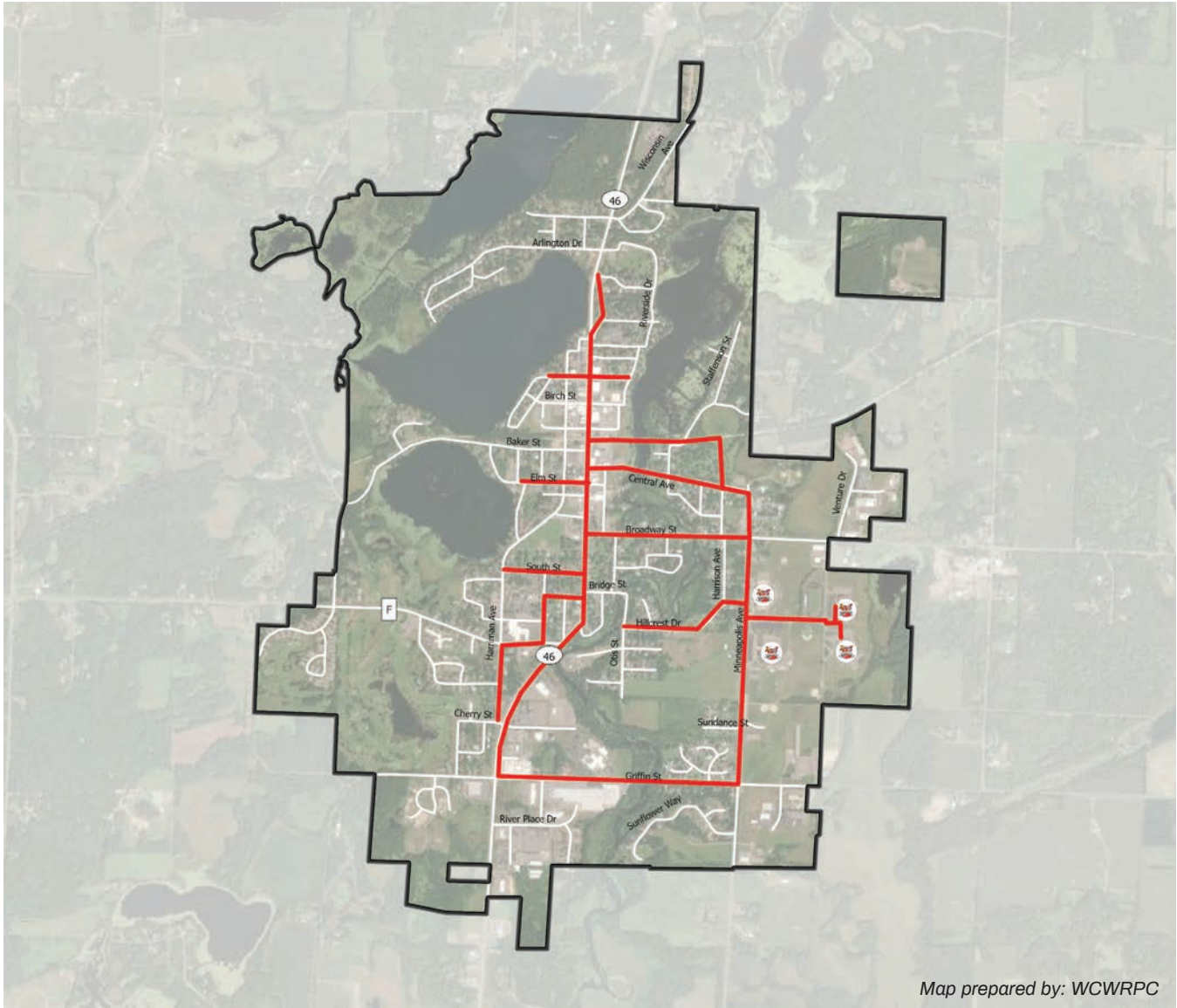


City of Amery Boundary

October 2021



Data Sources:
2018 Aerial Image (USDA)
School District of Amery



Map prepared by: WCWRPC

Amery Middle School

Strengths

1. Sidewalks around middle school are well lit.
2. Parent drop off and bus drop off is separate.
3. There are three bike racks available for students and it is located on cement pad.
4. Campus trail is well lit.
5. There is school zone signs in front of school

Issues

1. Bike racks are only usable from one side and a bench is blocking one.
2. There are no sidewalks along Warrior Way to the north.
3. There are no sidewalks along County Road F.
4. There are no crossing guards.
5. There are no sidewalks along Hillcrest.

Strategies & Opportunities

1. Move bike racks so that they are usable from both sides and remove bench.
2. Construct sidewalks along Warrior Way out to County Highway F.
3. Construct sidewalks along County Highway F to Minneapolis.
4. Research opportunities for adult crossing guards or Study Safety Patrol.
5. Construct sidewalks along Hillcrest.



Amery Middle School

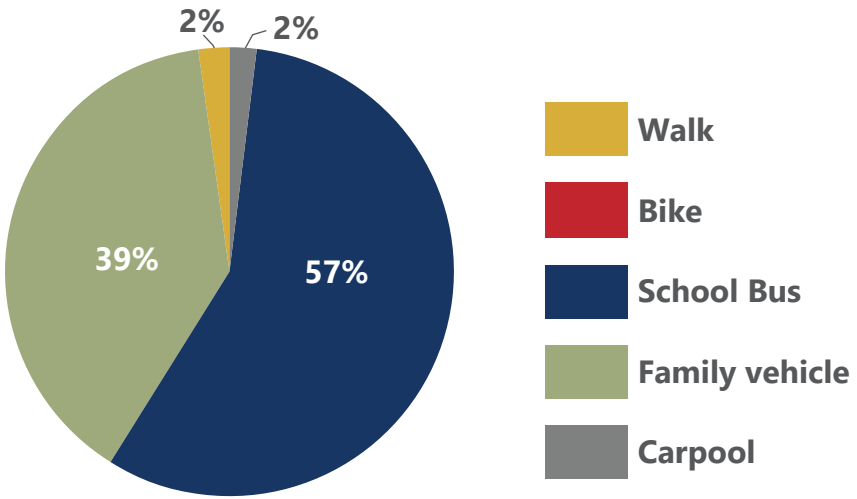
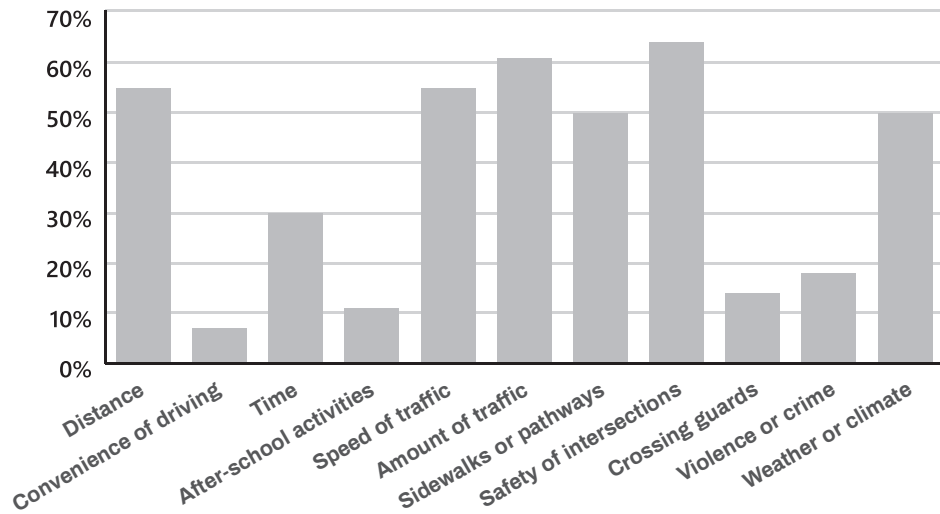
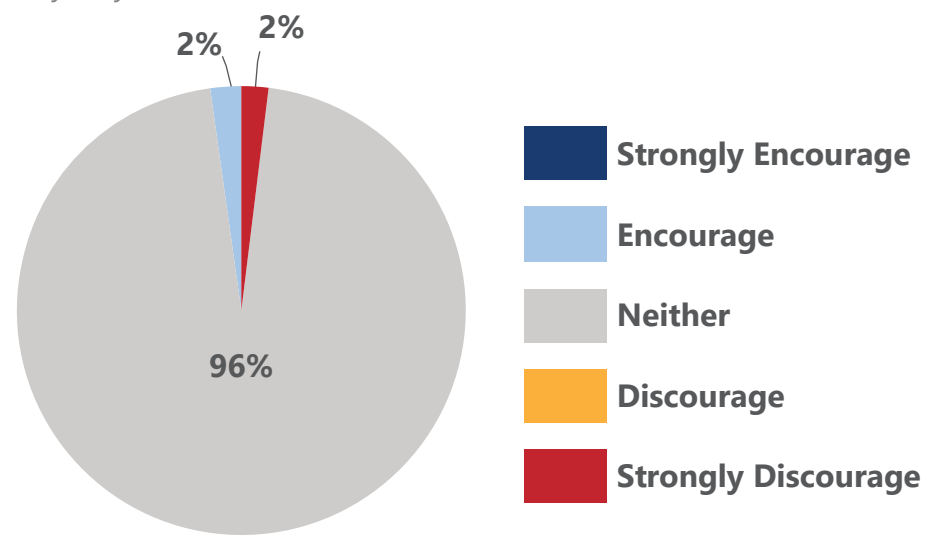


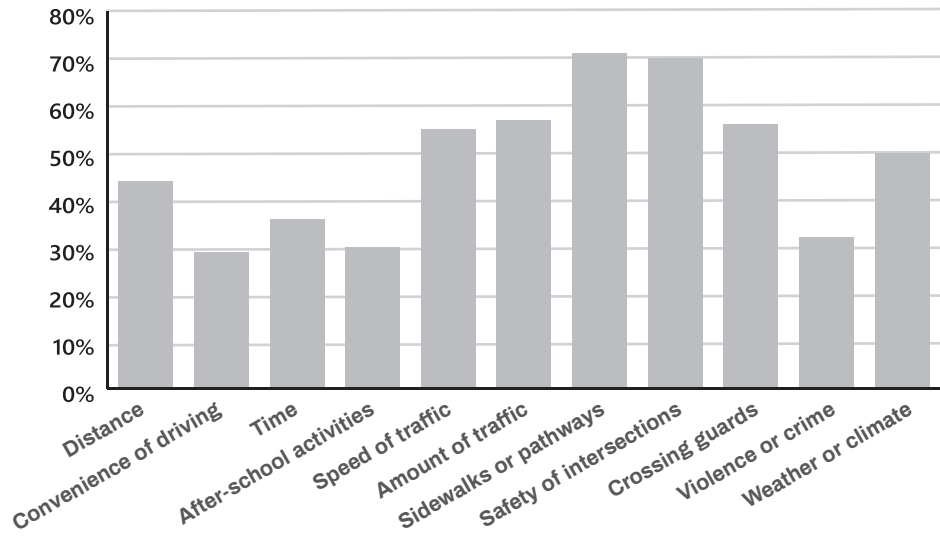
Chart showing student travel mode to/from school in percent (teacher survey tally).



The graph above shows the reasons parents do not allow their children to walk/bike to/from school (parent survey).



Results of parent survey question: "How much does your child's school encourage or discourage walking/biking to/from school?"



The graph above shows which issues, if resolved, would result in parents allowing their children to walk/bike to/from school (parent survey).



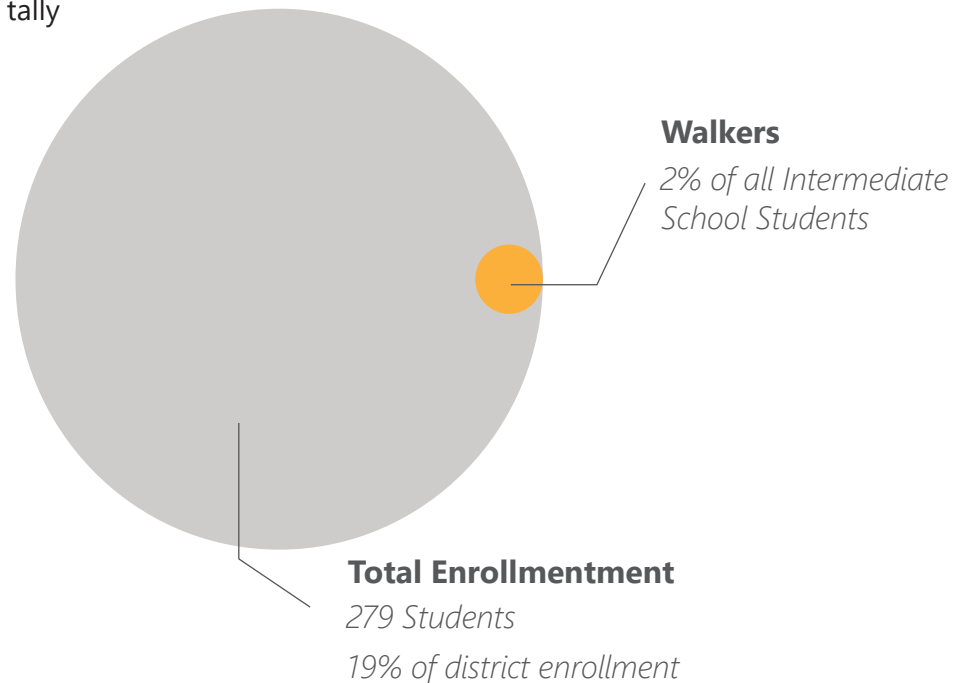
Number of Students
279

Economically Disadvantaged
44%

AMERY INTERMEDIATE SCHOOL

The graphic to the right shows the proportion of the walk zone in relation to the size of the attendance area for the school. Halmstad smallest school attendance area.

The graph below shows the number of students that walk or bike to school, the number of students who live in the walk zone, and total enrollment for the school. Estimates of the number of students that walk or bike to school were taken from classroom tally sheets that were administered to students.








Map of School District of Amery's Safe Routes

The map to the right shows the designated Safe Routes to School for the school district of Amery.

Legend

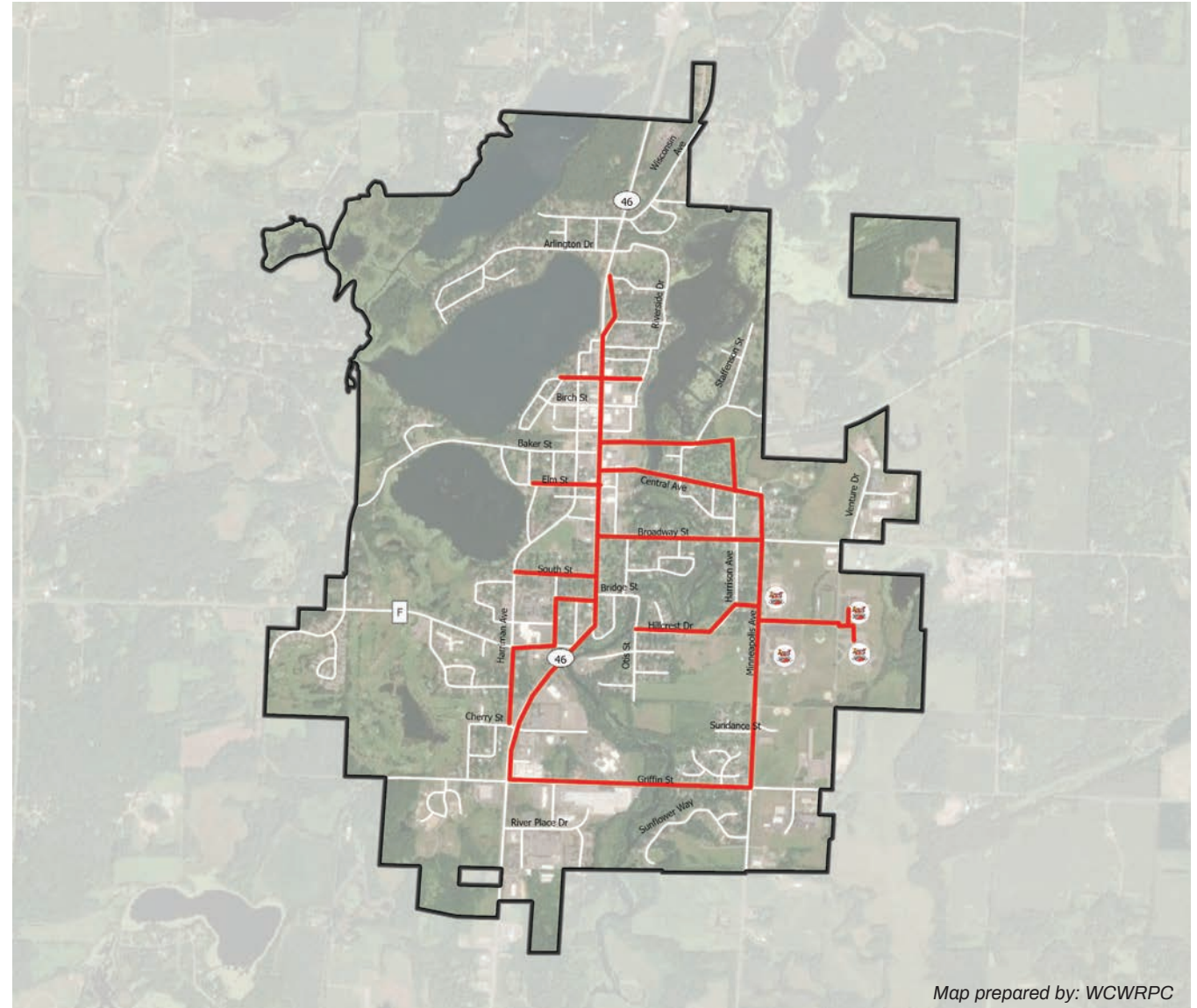
-  Schools
-  Safe Routes
-  City of Amery Boundary

October 2021

0 0.13 0.25 0.5 Miles



Data Sources:
2018 Aerial Image (USDA)
School District of Amery



Map prepared by: WCWRPC

Amery Intermediate School

Strengths

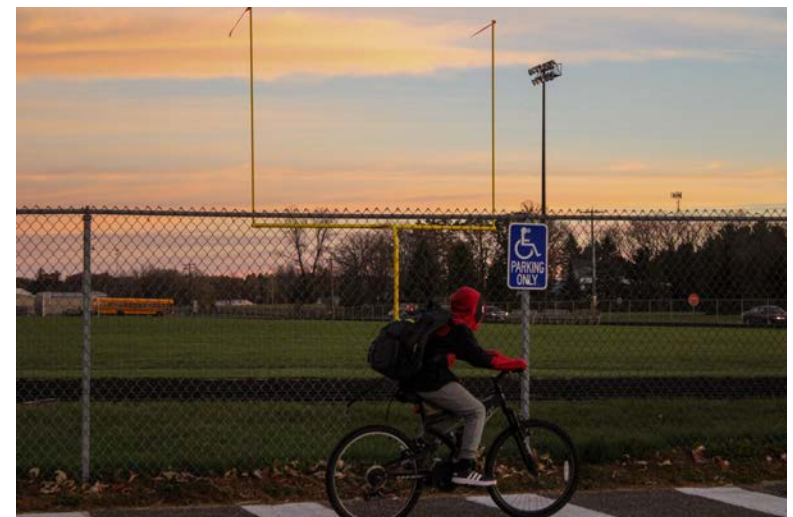
1. Parent drop off and bus drop off is separate.
2. There are 2 bike racks available for students and it is located on cement pad.
3. Campus trail is well lit.
4. There is a yellow painted crosswalk through the staff parking lot.
5. Traffic obeys 15 mph along Warrior Way.

Issues

1. There is no cement pad at north east corner for pedestrians crossing at Warrior Way four-way stop.
2. Traffic along Warrior Way is heavy with buses, parents, and high school students.
3. There are no sidewalks along Hillcrest.
4. There are no sidewalks along Warrior Way to the north.
5. There are no sidewalks along County Road F.
6. There are no crossing guards.

Strategies/Opportunities

1. Construct pedestrian refuge landing at four-way stop.
2. Research ways to reduce traffic along Warrior Way.
3. Construct sidewalks along Hillcrest, Warrior Way, and County Road F.
4. Research opportunities for adult crossing guards or Study Safety Patrol.



Amery Intermediate School

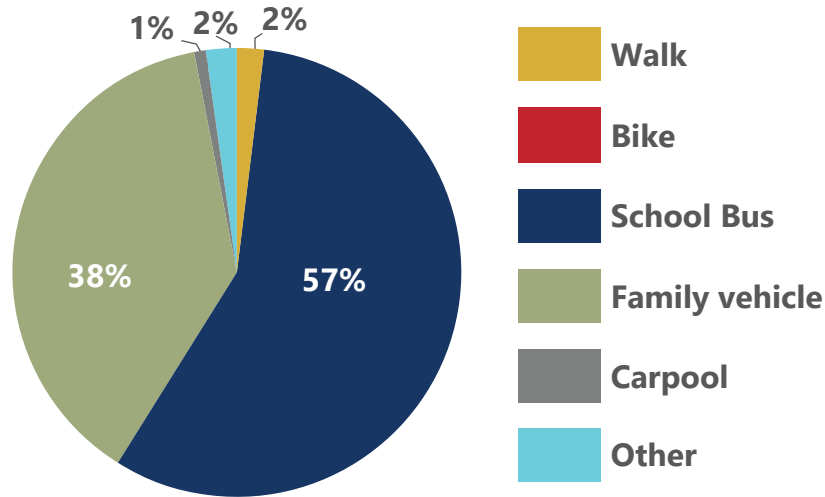
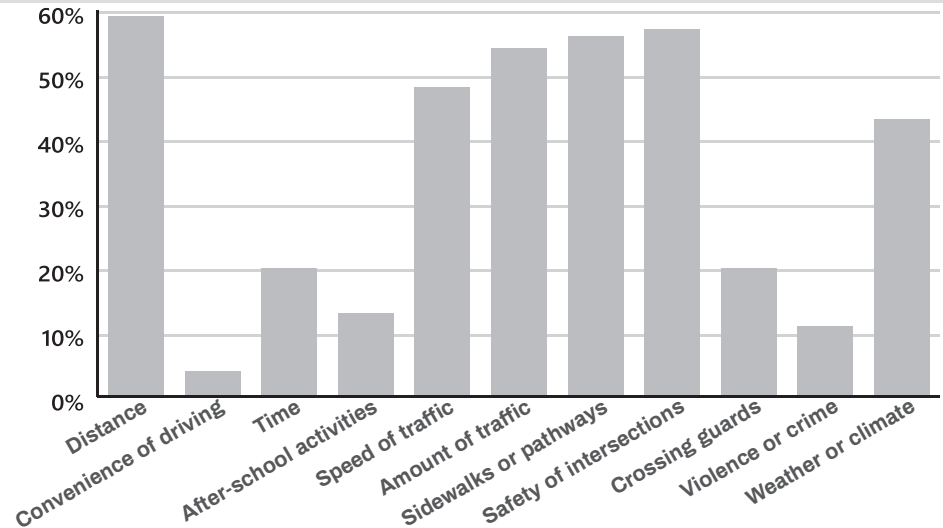
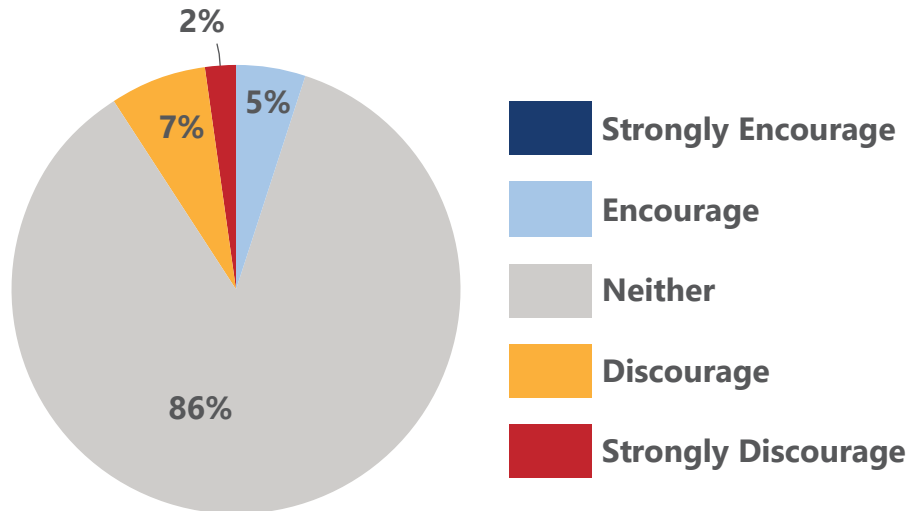


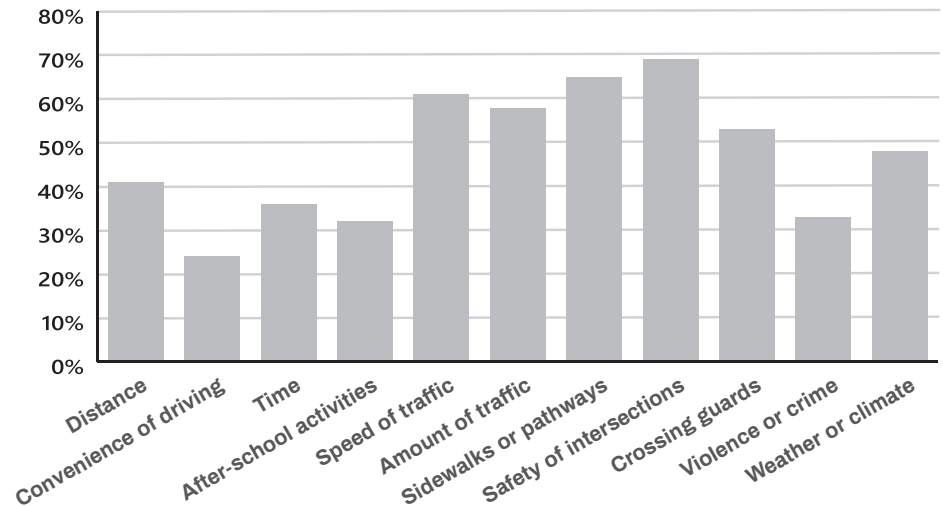
Chart showing student travel mode to/from school in percent (teacher survey tally).



The graph above shows the reasons parents do not allow their children to walk/bike to/from school (parent survey).



Results of parent survey question: "How much does your child's school encourage or discourage walking/biking to/from school?"



The graph above shows which issues, if resolved, would result in parents allowing their children to walk/bike to/from school (parent survey).



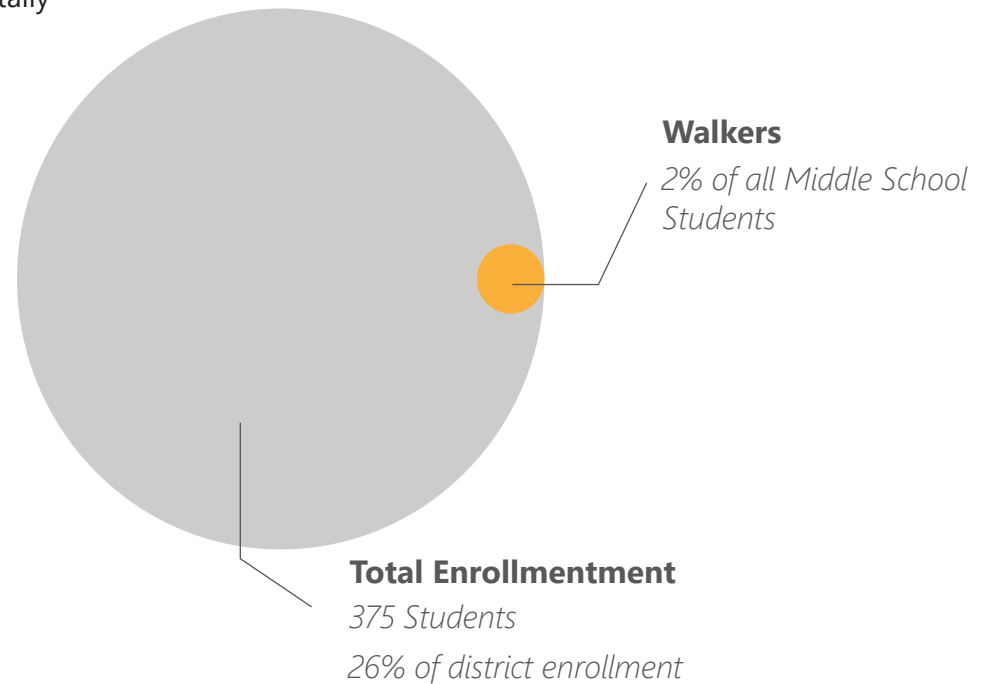
Number of Students
375

Economically Disadvantaged
50%

LIEN ELEMENTARY SCHOOL

The graphic to the right shows the proportion of the walk zone in relation to the size of the attendance area for the school. Lien Elementary School has the second largest school attendance area.

The graph below shows the number of students that walk or bike to school, the number of students who live in the walk zone, and total enrollment for the school. Estimates of the number of students that walk or bike to school were taken from classroom tally sheets that were administered to students.








Map of School District of Amery's Safe Routes

The map to the right shows the designated Safe Routes to School for the school district of Amery.

Legend

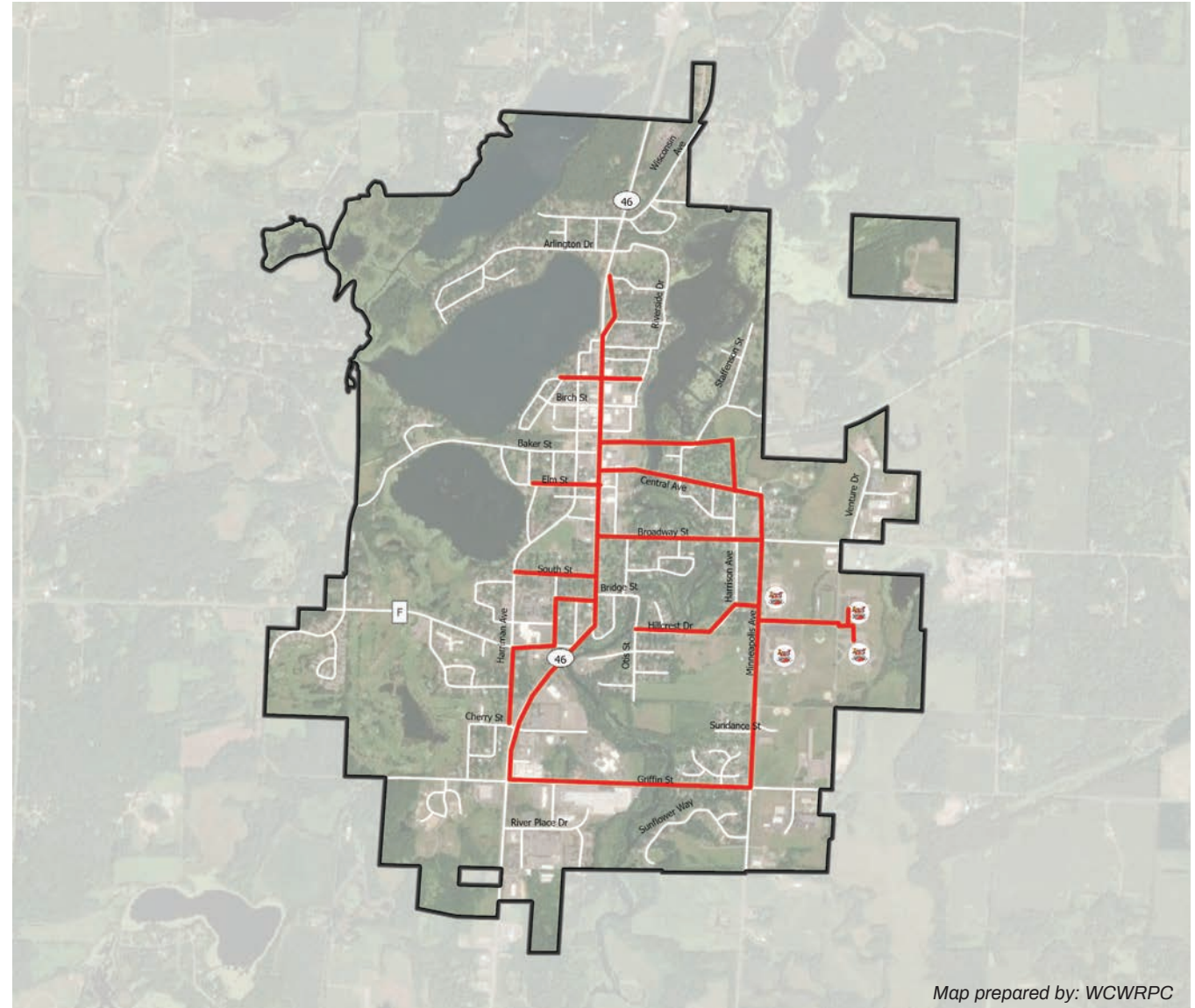
-  Schools
-  Safe Routes
-  City of Amery Boundary

October 2021

0 0.13 0.25 0.5 Miles



Data Sources:
2018 Aerial Image (USDA)
School District of Amery



Map prepared by: WCWRPC

Strengths

1. There is a bike rack located in front of the school.
2. Drop off for buses and parents is separate.
3. 15 mph is obeyed along Warrior Way.
4. There is a crossing guard directing traffic at drop off and pick up.
5. School campus trail is well lit and used by both pedestrians and bicyclist.

Issues

1. There are no curb cuts at the intersection of Broadway and Minneapolis.
2. There is no sidewalk along Hillcrest.
3. Sidewalk conditions surrounding school along Minneapolis.
4. The bike rack is positioned to close to the school and can only be used from one side. It also is a different style than the racks at the middle and intermediate schools.
5. Parent drop off is very congested and backed up passed Hillcrest and Minneapolis intersection.
6. There is a curb cut out to cross Minneapolis north of Hillcrest, but there is no opposite curb cut or crosswalk.
7. There are two crosswalks near each other with varying styles connecting the elementary school to the high school.
8. There are no crossing guards at locations outside of the school campus.
9. Signage around campus is faded.

Strategies/Opportunities

1. Construct curb cuts at the Broadway and Minneapolis intersection.
2. Construct sidewalk along Hillcrest.
3. Reconstruct sidewalk along west side of Minneapolis.
4. Purchase bike racks and relocated to a covered concrete pad.
5. Research options to reduce congestion and improve traffic flow at drop off and pick up.
6. Construct curb cut, install signage, and paint crosswalk across Minneapolis in front of school.
7. Research options for adult crossing guards or Student Safety Patrol.
8. Replace and update signage along Warrior Way.



There are two crosswalks between the high school and the elementary school with varying styles. This can be confusing for pedestrians and bicyclist.

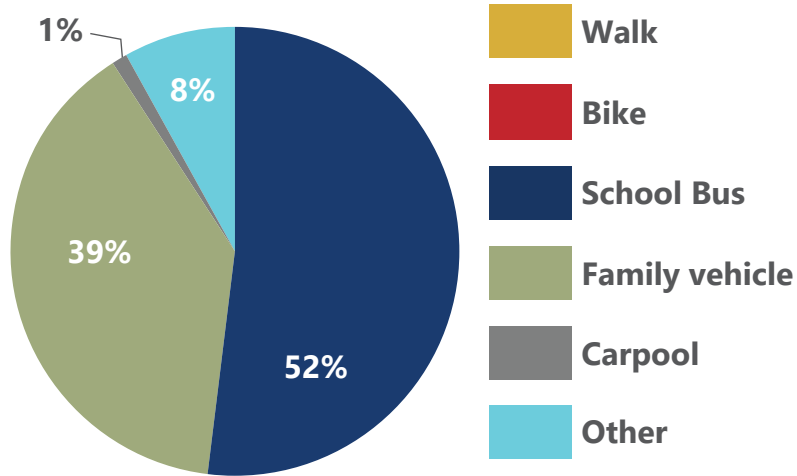
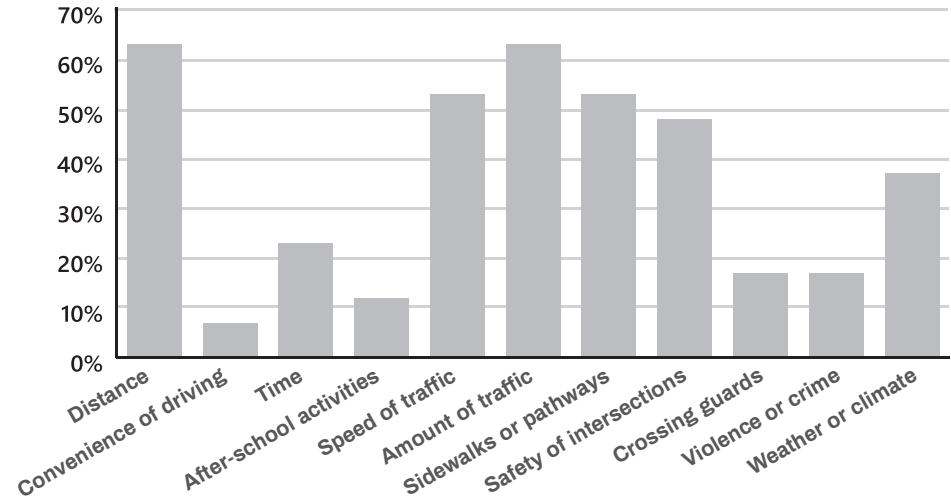
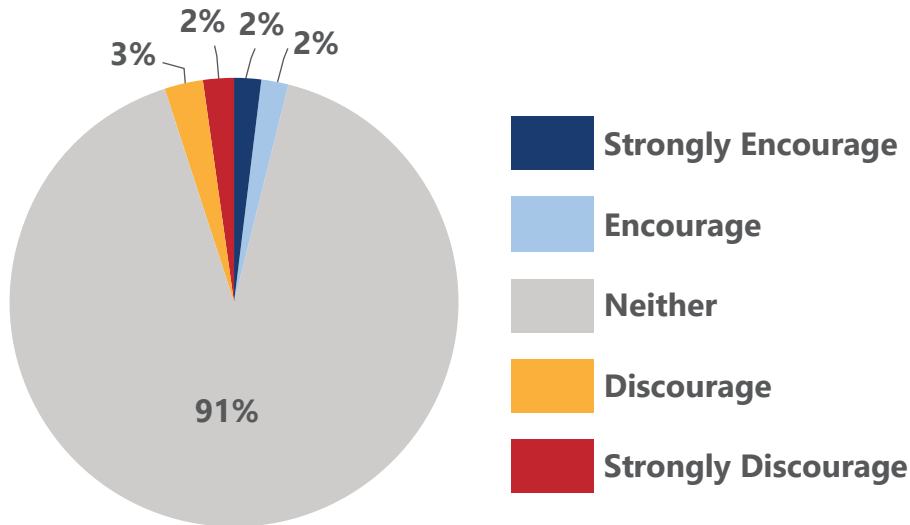


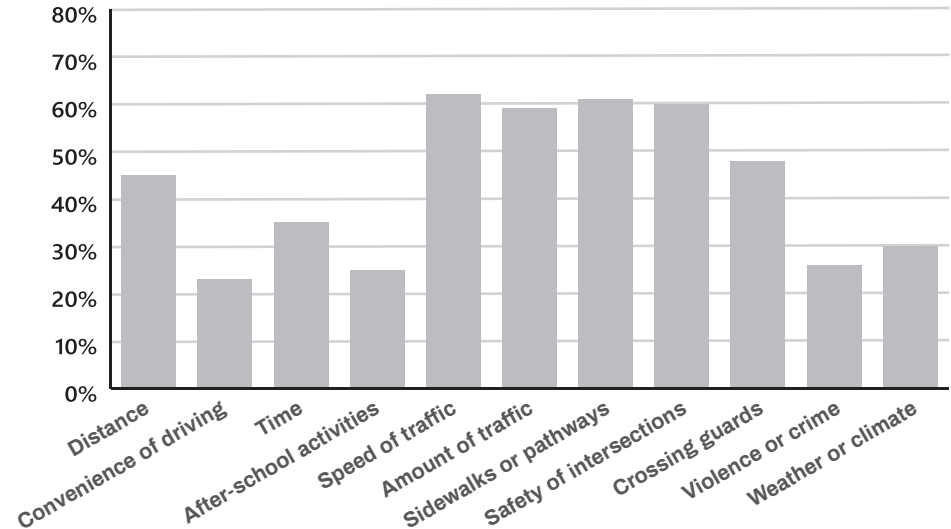
Chart showing student travel mode to/from school in percent (teacher survey tally).



The graph above shows the reasons parents do not allow their children to walk/bike to/from school (parent survey).



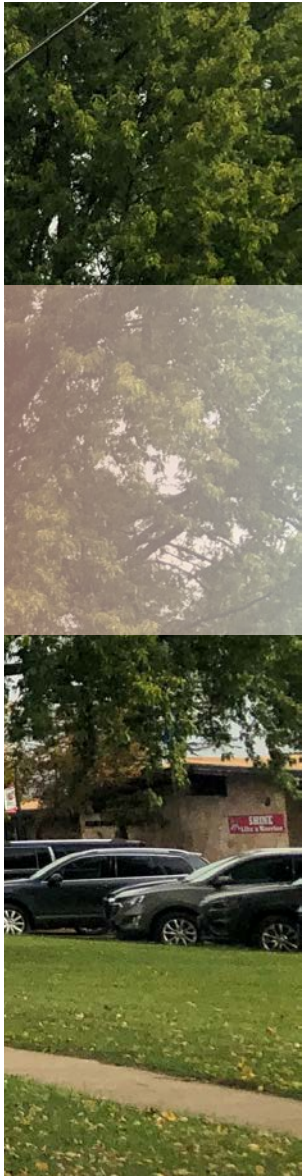
Results of parent survey question: "How much does your child's school encourage or discourage walking/biking to/from school?"



The graph above shows which issues, if resolved, would result in parents allowing their children to walk/bike to/from school (parent survey).

SECTION IV. RECOMMENDED COMMUNITY STRATEGIES





This planning process resulted in a number of recommendations to implement to achieve a successful Safe Routes to School program. It is important to remember that a neighborhood or community that is safe for students to walk and bike to school is also walkable and more livable for everyone. The Amery area faces some challenges to safer walking and biking to school, including some which are significant. There is a significant percentage of students live within one mile of the school campus and should be able to walk and bike to school if safe routes exist. In addition to making school more accessible for education purposes, schools also function as neighborhood parks when school is not in session.

As discussed earlier, the majority of parent concerns are related to traffic volume and speed of traffic. High traffic speeds and volumes are legitimate concerns for parents as barriers to walking and biking to/from school. It was observed in many locations along SRTS corridors and in school zones that traffic was traveling over the speed limit and in some cases well over. As can be seen on the graph to the right, death and injury rates increase significantly as a vehicle's speed increases.

A number of the district-wide recommended strategies pertain to reducing speeds around schools. In addition, there are numerous things the school district and City can do to educate students and parents about SRTS and encourage walking and biking to/from school.

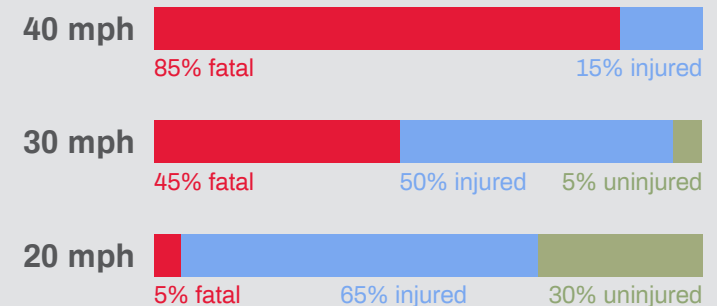


1 mile of walking each way = **2/3** of the daily recommended 60 minutes of physical activity

Source: Safe Routes Partnership, 2018

SLOW IT DOWN!

Pedestrian Injuries at Impact Speeds



Source: Traffic Advisory Unit, 1993



There are three different time frames recommended for implementation of strategies: ongoing, short-term (2022-2024), and medium-term (2025-2026).

Engagement

School District

- » Include a pedestrian skills section in physical education courses. (Ongoing)
- » Include route maps in the orientation packet for students each year. (Short-term)

Municipalities

- » Share updates on SRTS plan implementation annually. (Short-term)
- » Gather input from community members at opportunities such as the community events, city council meetings, etc. (Short-term)

Equity

School District

- » Work with individual schools to make sure all population groups in the respective schools are being positively impacted by SRTS implementation. (Short-term)

Municipalities/School District

- » Continue to incorporate SRTS programs and implement SRTS policies that work with and provide for all demographic groups. (Ongoing)

Engineering

School District

- » Install speed limit signs and speed bumps in school parking lots. (Short-term)
- » Improve bicycle parking areas/facilities at schools with paved parking areas, covered bike parking, and student art. (Medium-term)

Municipalities

- » Annually check school zone signs and remove vegetation and other obstructions to drivers' line of sight to the signs. (Ongoing)
- » Require future development to meet pedestrian, bicycle, and SRTS policies and needs. (Short-term)
- » Include SRTS strategies in capital improvement plans. (Short-term)
- » Require all future surrounding development to have adequate pedestrian/bicycle trails, sidewalks, and feeder systems to the school. (Short-term)
- » Incorporate SRTS principles and recommendations in all applicable city plans and projects. (Short-term)
- » Locate appropriate crosswalk treatment at all SRTS intersection crossings. (Short-term)
- » Locate pedestrian crossing signage at busier intersections. (Short-term)



- » Incorporate speed limits of 25 mph or less adjacent to all schools. (Short-term)
- » Locate “school zone” or similar wording on street pavement when entering school zone. (Short-term)
- » Locate “school zone approaching” signs before all 15 mph school zone signs. (Short-term)
- » Create bike parking ordinances. Five percent of individual school’s design population. (Short-term)
- » Use medians and/or pedestrian refuge islands for traffic calming and student safety around schools and other pertinent SRTS nodes. (Medium-term)
- » Where they do not currently exist, construct sidewalks along all SRTS routes. If existing sidewalks are in poor condition, they should be improved. (Medium-term)
- » Locate “school zone ends” signs where the school zone ends. (Medium-term)

Municipalities/School District

- » Allow school district to be able to comment on all new subdivision and rezoning applications. (Short-term)
- » Work together with law enforcement, adult crossing guards, and other applicable stakeholders to determine how street designs are working to control speeds in relation to posted speed limits. Incorporate design options that increase the number of vehicles that drive at or below the speed limit. (Medium-term)

Create your own **WALKING SCHOOL BUS**



- Ages 4 to 6** —————> 1 adult per 3 children
- Ages 7 to 9** —————> 1 adult per 6 children
- Ages 10+** —————> Fewer adults necessary





Recommended Strategies

- » Incorporate unique signage designating SRTS routes. This can include signage that has a city theme and/or school district theme.
- » Incorporate street art in high-use pedestrian/bike intersections. (Medium-term)
- » Improve lighting along SRTS corridors, where needed. (Medium-term)
- » Locate safety green cones in crosswalks and other needed crossings to slow traffic and create awareness of a school crossing.

SPEED	STOPPING DISTANCE
10-15	25 feet
MPH	FATALITY RISK
	2%



SPEED	STOPPING DISTANCE
20-25	40 feet
MPH	FATALITY RISK
	5%



SPEED	STOPPING DISTANCE
30-35	75 feet
MPH	FATALITY RISK
	45%



SPEED	STOPPING DISTANCE
40+	118 feet
MPH	FATALITY RISK
	85%



Encouragement

School District

- » Distribute maps that shows distances by walking, calories burned, and designated safer routes. Distribute annually. (Short-term)
- » Help facilitate the creation of walking school buses from strategic locations along SRTS routes. (Short-term)
- » Research and consider feasibility of student safety patrol at the middle school and intermediate school. (Short-term)
- » Start a district-wide walk/bike to school day event/activities. This could include larger annual events/activities and smaller monthly/weekly events/activities. (Medium-term)

The graphic above shows the "cone of vision" and how risk of death or injury rises as people travel faster. Lowering speed limits and enforcement protect people. Source: Nelson/Nygaard



Municipalities

- » Locate signage that shows designated safe routes, distance, and calories burned. Possibly incorporate this with a community based theme. (Medium-term)

Municipalities/School District

- » Work with the Amery Police Department to host bike rodeos at each school or as an annual district-wide event. (Short-term)
- » Distribute reflectors for backpacks as a reward for participating in national bike to school week (first week of May). (Medium-term)
- » Collaborate with community organizations (outdoor groups, health organizations, etc.) and private businesses to help promote walking and biking to/from school. (Medium-term)

Education

School District

- » Adopt resolution proclaiming the school district as a Safe Routes to School District, raising awareness of plans, strategies, partnerships, and commitment. (Short-term)
- » Distribute an annual letter to parents at the beginning of the school year stating that the school district is a Safe Routes to School District and include a map of designated SRTS corridors for the respective school. (Short-term)
- » Include vehicle/bicycle/pedestrian education in school

newsletters. (Short-term)

- » Host fitness speakers at schools that promote walking/ biking (athlete/coach, members of the community, etc.). (Medium-term)

Municipalities

- » Locate a sign at major entrances of the city that states that they are a Safe Routes to School community. (Short-term)
- » Adopt a resolution proclaiming city as a Safe Routes To School community, raising awareness of plans, strategies, partnerships, and city commitment. (Short-term)
- » Update comprehensive plans to include SRTS plan as part of an element and/or as an appendix. (Short-term)

Municipalities/School District

- » Promote SRTS on website and social media. (Short-term)
- » Work with local media in promoting SRTS. (Short-term)
- » Incorporate SRTS into local neighborhood watch programs (Short-term)
- » Work with local driver education programs to include importance of driving safely around schools and in school zones. (Medium-term)



Evaluation

School District

- » Employ a staff person to implement the SRTS Plan/Program. (Ongoing)
- » Update applicable committees on SRTS issues, opportunities, and progress. (Short-term)
- » Complete a classroom tally sheet every two years, starting again in fall 2024. (Short-term)
- » Complete a parent survey every two years, starting again in fall 2024. (Short-term)

Municipalities

- » Update relevant committees on SRTS issues, opportunities, and progress. (Ongoing)

Municipalities/School District

- » Continue to meet as a SRTS task force (at least twice a year). (Ongoing)

Recommended Strategies

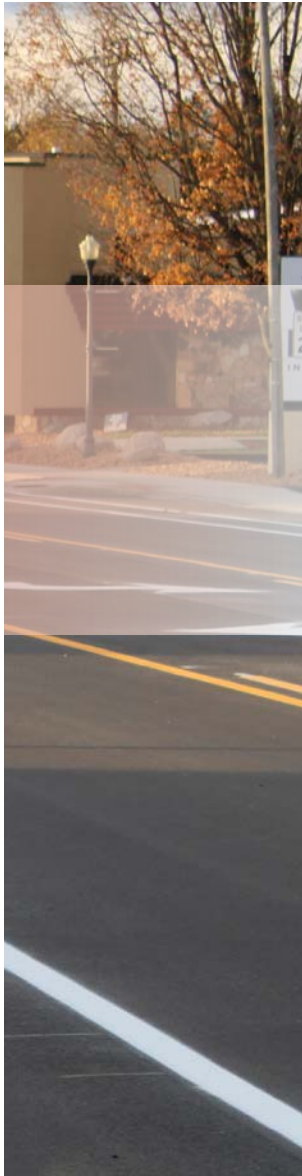


SRTS 2022

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SECTION V. IMPLEMENTATION



In order for the recommendations included in this SRTS plan to become reality, it is important that the SRTS task force remain active. The group's role will be to coordinate, track, and evaluate projects, programs, and grant applications. They will serve as the champion of SRTS for the school district and municipalities. It is important to have a representative task force that includes members from School District of Amery and City of Amery. Meetings should be held at least twice a year to allow for updates and help keep implementation items on their proposed time line. It is also recommended that the implementation strategies correspond with municipal and school district capital budget cycles to improve the likelihood of implementation as a function of normal municipal planning, engineering, and programming.

The list of district-wide recommendations includes a target time frame for implementation for each recommendation. There are three different time frames for starting implementation: ongoing, short-term (2022-2024), and medium-term (2025-2026). The ongoing projects are those that are already in progress. The short-term category includes those projects that should be able to start relatively easily and/or with limited financial requirements. Projects included in the medium-term are longer term projects that either require more coordinated effort, design time, or may need more complex funding schemes. With the correct planning and coordinated effort, some of these could start sooner. Some of these strategies could be eligible for upcoming funding cycles, such as applications to WisDOT for the federal TAP grant program.

PROJECT/PROGRAM IMPLEMENTATION CHECKLIST:



Identify a project, which will be implemented to produce an identifiable and useable facility or activity



If the project includes non-infrastructure improvements:

- **Work with the task force** to identify costs from similar efforts elsewhere or develop estimates for anticipated costs of programs and events



If the project includes infrastructure improvements:

- **Work with an engineer** to define specific limits of the project and begin preliminary cost estimates
- **Work with county or local municipality** to identify mutual opportunities



The following is a list of criteria that could be used by the SRTS task force. During the planning process, it was discussed that some strategies were of high priority. It is planned that over the coming months and years, the SRTS task force will update the strategies that are to be at highest priority levels. In addition, it should be noted that some strategies can be accomplished easily and that even though they are not the highest priority, these can and should be implemented when the resources are available.

1. Safety
2. Ease of Implementation
3. Usage
4. Cost
5. Healthy Outcomes
6. Time Required

The engineering strategies of highest priority include:

- » Broadway and Minneapolis intersection: Install traffic calming measures and appropriate crosswalk treatments. (See Appendix C)
- » Minneapolis and Hillcrest: Intall traffic calming measures and appropriate crosswalk treatments.
- » Incorporate sidewalks with appropriate signage along SRTS corridors.





- » Address the issues associated with parent drop off at Lien Elementary school. (See Appendix B)

Potential funding sources are described on the following pages. This list serves as a starting point for some of the major programs that are currently available but is not an exhaustive list, as new programs addressing the health and safety of children are established every year. It is important to partner with local service groups, as well as organizations with children's health and safety as their mission.

The best means of implementation is an organized and diligent task force working to bring the City of Amery and School District of Amery together to guide and evaluate implementation progress and activities. To ensure ongoing efforts are directed towards this program, it is recommended that SRTS implementation be assigned to an existing school district employee or a position is created to coordinate and implement the SRTS program.



AMERY HIGH SCHOOL

AMERY
WARRIORS
SUCCEED
Like a Warrior.

A

SECTION VI. FUNDING & RESOURCES

Additional Funding

Action for Healthy Kids

Action for Healthy Kids helps create healthier schools by bringing all the members of a school community together and equipping them with the tools and resources they need to make change happen. “Game On” grant funds start at \$1,000 for physical activity and/or nutrition initiatives that support schools in implementing comprehensive health programming. “Parents for Healthy Kids” grants are available to parents or parent groups to lead school-based physical activity and/or nutrition initiatives. For more information, visit www.actionforhealthykids.org.

Green & Healthy Schools Program

Green & Healthy Schools Wisconsin (GHSP) empowers, supports and recognizes schools for nurturing healthy kids and sustainable communities. Participating schools may reduce environmental impacts and costs, improve health and wellness, and increase environmental and sustainability literacy and report achievements using a web-based reporting tool. This program is administered through a partnership between the DNR, DPI, and the Wisconsin Center for Environmental Education at UW-Stevens Point. For more information, visit www.ghswisconsin.org.

Mayo Hometown Health Grant

The Mayo Hometown Health Grant supports innovative efforts to improve mental health, prevent obesity, and reduce chronic disease in local schools, workplaces,





and neighborhoods. This grant works in partnership with community-based organizations and residents to translate their vision for healthy communities into visible, concrete changes — and, ultimately, a healthier hometown. For more information, visit www.mayoclinichealthsystem.org/locations/eau-claire/about-us/hometown-health-grant/.

People For Bikes

The People for Bikes Community Grant Program provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives. For more information, visit www.peopleforbikes.org.

Recreational Trails Program

Funding for the Recreational Trails Program (RTP) is provided through federal gas excise taxes paid on fuel used by off-highway vehicles and administered by the Wisconsin Department of Natural Resources. Towns, cities, counties, tribal governing bodies, school districts, state agencies, federal agencies and incorporated organizations are eligible to receive reimbursement for development and maintenance of recreational trails and trail-related facilities for both motorized and non-motorized recreational trail uses. Eligible sponsors may be reimbursed for up to 50 percent of the total project costs. Visit dnr.wisconsin.gov/aid/RTP.html for more.

Robert Wood Johnson Foundation

The Robert Wood Johnson Foundation makes grants for a range of health issues, including access to care, childhood obesity, and training for doctors and nurses. Other topics of interest to the foundation include social and economic factors that can impact health, including quality of housing, violence, poverty, and access to fresh food. For more information, visit www.rwjf.org.

U.S. Dept. of Transportation Federal Highway Administration Bike & Pedestrian Program

The Bicycle & Pedestrian Program of the Federal Highway Administration's Office of Human Environment promotes bicycle and pedestrian transportation use, safety, and accessibility. A variety of funding opportunities are available. For more information, visit www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm.

Wisconsin Dept. of Transportation Enforcement for Bicycle Safety

WisDOT's Enforcement for Bicycle Safety (EBS) is a training approved by Wisconsin Department of Justice Training and Standards Board for 12 hours Law Enforcement Agency (LEA) officer's credit. The course and manual teach all aspects of bicycle safety, and which laws to emphasize with child and adult bicyclists and with motorists to reduce crashes by up to 90%. Officer awareness of what bicycling is today and how to begin bicycle crash cause identification are a part



of this course. Officer as front line, on-traffic-duty educator is key. Contact Larry Corsi, larry.corsi@dot.wi.gov, WisDOT or visit www.webike.org for more information.

Wisconsin Dept. of Transportation Transportation Alternatives Program

The Transportation Alternatives Program (TAP) is a legislative program that was authorized in Fixing America's Surface Transportation Act (or "FAST Act"), the federal transportation act that was signed into law on December 4, 2015. With certain exceptions, projects that met eligibility criteria for the Safe Routes to School Program, Transportation Enhancements, and/or the Bicycle & Pedestrian Facilities Program are eligible TAP projects. For more information, visit wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tap.aspx.

Wisconsin Medical Society Community Grant

The Wisconsin Medical Society Foundation focuses on providing support for physician-led, community-based or statewide programs to improve health through education and outreach. They seek to support primarily high impact, high visibility programs that support the Foundation's mission. For more information, visit foundation.wismed.org/wisconsin/foundation/Programs/improving-community-health/grants/foundation/programs/grants.aspx.

Related Programs

Alliance for a Healthier Generation

For more than a decade, Healthier Generation has worked with schools, youth-serving organizations, businesses, and communities to empower kids to develop lifelong healthy habits by ensuring the environments that surround them provide and promote good health. Visit www.healthiergeneration.org/.

The Safe Routes Partnership

The Safe Routes Partnership is a national nonprofit organization working to advance safe walking and rolling to and from schools and in everyday life, improving the health and well-being of people of all races, income levels, and abilities, and building healthy, thriving communities for everyone. They work to strengthen and expand the Safe Routes to School effort through funding, advocacy, policy change, grass roots engagement and technical assistance. Visit www.saferoutespartnership.org for more.

National Center for Safe Routes to School

The National Center for Safe Routes to School is part of the University of North Carolina Highway Safety Research Center (HSCR), which in 2016 received funding from USDOT to lead the Collaborative Sciences Center for Road Safety, a National University Transportation Center. They work closely with the Pedestrian and Bicycle Information Center (PBIC), which is also part of HSRC and serves as the USDOT's clearinghouse



for pedestrian and bicycle research and tools. See www.saferoutesinfo.org for more information.

Safe Kids Worldwide

Safe Kids works with more than 400 coalitions in 49 states and the District of Columbia across the country. The coalitions consist of incredibly dedicated and caring volunteers who operate programs such as car seat checkup events, pedestrian safety workshops, bike rodeos, sports safety clinics, and expectant mother courses. For more information, visit: www.safekids.org/united-states-0.

Wisconsin Department of Health Services Nutrition, Physical Activity, and Obesity Program

The Nutrition and Physical Activity Program provides statewide leadership to decrease overweight and obesity, increase physical activity and improve nutrition. Located in the Wisconsin Department of Health Services, the program and its partners have developed and are implementing the Wisconsin Nutrition, Physical Activity, and Obesity State Plan to accomplish the overall goal of preventing obesity and chronic disease. For more information, visit www.dhs.wisconsin.gov/physical-activity/index.htm.

Wisconsin Department of Public Instruction Coordinated School Health

Healthy kids make better students and better students

make healthy communities! This belief is the cornerstone to coordinated school health and the reason why organizations and agencies representing public health, higher education, school districts, parents, and other groups have joined the Department of Public Instruction (DPI) in supporting CSH initiatives. DPI incorporates a variety of strategies to address critical health behaviors and they include funding opportunities; technical assistance; free resources through printed publications, internet, and media resources; and professional development events. For more information, visit dpi.wi.gov/sspw/coordinated-school-health.

Wisconsin Department of Public Instruction Local Wellness Policy

With the passing of the Child Nutrition and WIC Reauthorization Act of 2004, school districts participating in federally subsidized child nutrition programs (e.g., National School Lunch Program, School Breakfast Program, Special Milk Program and After School Snack Program) are required to establish a local school wellness policy. In 2010, Congress passed the Healthy, Hunger-Free Kids Act and added new provisions for local school wellness policies related to implementation, evaluation, and publicly reporting on progress of local school wellness policies. Part of Wisconsin's School Wellness Policy requires schools to set goals for physical activity for their students. Safe Routes to School Programs will help meet these goals. For more information visit: dpi.wi.gov/school-nutrition/program-requirements/local-wellness-policy.



Wisconsin Department of Public Instruction School Health Award

The Wisconsin School Health Award is a way to recognize and celebrate schools with policies, programs, and the infrastructure to support and promote healthy eating, physical activity, parental and community involvement, and staff wellness. The goal of this award is to motivate and empower Wisconsin schools as they create and maintain healthy school environments. To learn more or to apply, visit: dpi.wi.gov/sspw/coordinated-school-health/wisconsin-school-health-award.

Other Resources

Healthy Places by Design

Healthy Places by Design is a strategic partner for communities and those who invest in them, helping turn visions of health into equitable and lasting impact. At local, state, and national scales, they connect community leaders with inspiring success stories, lessons learned, and each other to deepen their capacity as change makers. Drawing on their experience supporting hundreds of partnerships, they strengthen assets and enhance efforts to grow an enduring culture of health and wellbeing. For more information, visit healthyplacesbydesign.org.

Wisconsin Bike Fed

The Wisconsin Bike Fed is the only statewide organization that advocates for better bicycling for everyone who rides a

bike, whether for transportation, fitness or recreation. They work with the governor's office, the state legislature, and all relevant government agencies. They attend key meetings, track legislation and budgets and keep their members informed about how decisions and dollars will affect them. The Bike Fed is actively involved with Safe Routes to School Programs. For more information, visit wisconsinbikefed.org.

Girls on the Run

The mission of Girls on the Run is to inspire girls to be joyful, healthy and confident using a fun, experience-based curriculum which creatively integrates running. Meeting in small teams or connecting virtually, trained volunteer coaches inspire girls to build confidence and other important life skills through dynamic, interactive lessons and physical activity. The curriculum is through after-school programs, recreation centers and other non-profit settings. For more information, visit www.girlsontherun.org.

Kid Power

Kid Power is a global non-profit leader dedicated to providing empowering and effective child protection, positive communication, and personal safety skills for all ages and abilities by using millions of people to successfully to create cultures of respect and safety and to prevent and stop harm all over the world. For more information, visit www.kidpower.org.

APPENDIX A.

Parent Survey Comments

Amery High School

- Most schools like river falls has crossing guards at each intersection
- The high schoolers drive and act like maniacs and there isn't proper supervision in the parking lots. The parking lot is also set up badly for the number of kids who park there.
- The new pick up procedure at the elementary school is an accident waiting to happen. The new way may be more convenient for busses, but seems unsafe for kids walking with their parents. Seems like a nonsensical sacrifice for making it easier for buses.
- We live 15 mins out of town, walking is not an option. When staying after for sports the kids walk down town and to Kwik Trip ect.
- why is the dream to walk and bike to school, school buses are safer, have bus stops in downtown if that helps. i'm not down with young kids crossing roads on bikes with out a parent. Most adult bicycle riders don't follow the rules of the road, i.e. stop signs. how do we expect children to?
- buses are safer, young folks don't follow rules of the road, don't need 50 more bikes darting out in front of cars and buses. This is all part the Mayor's grand plan, resist. The schools are not the traffic police, safer to get kids on bus and dropped off at home vs. crossing highways on bike. Maybe we can spend a couple million and put a bridge over cty F? buy new buses go with what works and what we need.
- Kids that live in the apartments 100 meters away from the school should not be picked up by the bus. This is why kids get obese.
- Our children walk from our work building to their school building. It is a short distance, but I have been concerned about safety of intersections, lack of crossing guards, and the speed and amount of traffic as they walk to their buildings.
- Amery is the city of sidewalks to nowhere. Citizens should be ashamed to have let this happen to our city.
- It is a 20 minute drive to school, biking & walking in not an option
- We live too far away from the school to walk and my child drives to her part time job after school.
- If it were an option for us she would rather get dropped off and picked up from school by personal vehicle. I do not feel like it is unsafe for her to walk or ride bike however.
- How can Distance, Time and weather climate change for a student to walk to school? You live where you live and unless you decide to relocate it's something you have to work with. That wasn't the best choice or response. This city has sidewalks that start and finish with no rhyme or reason. We have streets that don't connect properly (Harrison is an example, Fay to Bridge Street another). Unless some of those intersections are corrected there will always be dangerous situations in this town. Let's do what we say, let's see more staff walking and biking to work and maybe others will follow by example.
- Not really interested in biking or walking. Wants to ride ATV to school when he turns 16.

APPENDIX A.

- kids who live 100 feet from school shouldn't ride the bus if they are older
- If your child lives in the apartments 100 meters away from school MAKE THEM WALK! Don't let the future generation be FAT.
- My children will walk to areas around town, from school, and it's the traffic that I most worry about. Clear lanes for walking or biking would be great. As far as kids going to and from school, I would love to see more of them walking or biking along safe routes.

Amery Middle School

- there is never anyone outside in the morning directing traffic, making children are safe while crossing busy streets or making sure the parents who are dropping the kids off are following safety precautions themselves. This needs to be managed and looked at first, new signs need to be placed so it is easy to read and follow. Teachers or volunteers need to be outside helping the children and parents come and go. Cumberland school district has many crossing guards available both adults and children to help direct traffic and keep kids safe. Maybe look to other districts with a similar population to Amery to decide what needs to happen.
- My daughter has autism and I'm very thankful she can ride the bus...walking to school will never be something she does!
- My main concern is that the high school students drive like maniacs and are not well supervised. Middle school students often still have to pass by the high school. Daily supervision in the high school parking lot would help.
- Live to far away to walk however if we lived within city limits

I would allow my child 4th grade and up walk up to a mile and 1st grade and up if lived on same side of hwy 46 as the school wouldn't want children crossing main street. Require a crossing guard to get to elementary and the middle/intermediate school to allow for safer crossing

- My child is a bit of a scatterbrain and it wouldn't be a good idea for him to walk or ride his bike. He'd be unlikely to pay attention at crosswalks and would get hit by a car
- For the most part this doesn't pertain to our family, but pick up is sometimes an issue, when the kids walk from the Intermediate/middle school after school they create a long line that stretches out and cause a traffic issue at the stop sign. it would be nice if they were taught to gather in a group and cross the road together, sometime we sit at that stop sign for 5 minutes wait for the train of children to cross. The other safety issue I see is when kids walk along the road across from the bus garage and then turn to walk down Co Rd F towards town. it would be nice if there were sidewalks for safe walking/biking there.
- It would be wonderful if my child could bike to school during good weather if it were safer
- Once we move into our new build in town, we will allow for our (then 7th grader), to bike when weather permits.
- Walking/biking is weather dependent. After school activities also determine if rides/bus/walking is appropriate. Distance is an issue, but not a deterrent when weather permits. Currently we use the bus less often due to Covid, but it is used.

APPENDIX A.

Amery Intermediate School

- We live 9.5 miles north of the school. The girls do not have the option to bike or walk 19 miles per day. And I won't give up living on the lake to move to town to give them that opportunity. I like our home too much.
- Although my children do not walk all the way to school, they do walk in between buildings each day.
- We live very close to school but I do not feel it's a safe route or intersection. I'd love for my kids to walk or bike if it was safe. I feel the school discourages walking and biking by not having safe routes even though it's been talked about for years, and by bussing kids who live very close. Even walking between buildings is precarious due to traffic patterns.
- More police presence on Hillcrest. Cars turn on to the road and speed, all the time. My daughter was almost hit.
- I think the bike lanes are a great start! I would let my daughter bike if she was older. I would let her walk when she's older if the sidewalks were better in some places. On some of the side roads they are in disrepair or not there at all.
- home is too far from school, not an option for us
- There's just a lot of traffic and I get nervous. I have allowed my son to bike to/from school a few times and it's been ok. I wish I were comfortable enough to let him do it more often! I also worry about someone trying to grab him. We live in a pretty safe area but you just never know!
- The high school parking lot, which kids from many schools have to pass through it by, is a death trap. There is minimal supervision there and many high schoolers drive recklessly.
- Because I work at the elementary school my child walks to and from the school buildings. I wish more adult supervision was available for before and after students that walk.
- My son walks from the elementary school (where I work) to the intermediate school, and back again after school. We let him walk as is, but would feel more comfortable with it if there was a crossing guard at the intersection in front of the middle/intermediate schools. He is very responsible, but has had some close calls with drivers that he thought were going to wait, but then started driving. It is a very busy intersection and can be stressful to get across safely (both before and after school). My daughter will be doing the same walk to the intermediate school next year. If she could not walk with her older brother, I would not allow her to walk.
- It's unbelievable there isn't sidewalks on one of the main roads to the school. Add to that traffic driving too fast and sometimes sunrise in your eyes, it's down right dangerous.
- Our sidewalk situation is one of the worst I have seen in a community of this size. We don't have bike paths/jogging paths and the sidewalks that we do have often just end in the middle of the walkway. The maintenance of these walkways are also in need of repair.
- If there were sidewalks on Minneapolis Ave from Griffin Street to Sunflower we would let our children walk. Also I would love if there were crossing guards for walkers especially on district campus. It is very busy for children crossing from intermediate school to the path by the fields
- My son walks from the Intermediate School to my work place, then we drive home. In the short walk, I regularly worry about his safety from vehicles and influence/harassment of a certain few boys.

APPENDIX A.

- Lack of walkways
- We are within biking distance of the school but our kids would need to cross 46 at the Griffin St traffic light, where there is no sidewalk or crosswalk, so it is not a safe crossing.
- Living so far away on the other side of north park it is too far for my 5 and 8 year old to walk
- Speed limit needs to be enforced
- My 3rd grader walks across the grass to the HS because there is too much traffic around the schools. When he is older I'd allow him to ride his bike home if there were more sidewalks around/in/out of town. Right now he would be on a road where people don't pay attention.
- I allow my 5th grader to walk with her older brother. Decent weather & the buddy system usually determine if we drive or bike. Due to coronavirus, the bus is our last option at this time.

Amery Elementary School

- We would have to cross 46 this just is not an option safety wise for my kids
- There are not enough staff helping with traffic in the morning. Mrs Baukol does a great job, but people drive like maniacs all up and down the front of the school.
- The only thing I wish was different is the time elementary an enter the building
- The new pick up/drop off at the elementary school is hazardous on so many ways. Cars parking every where possible, some parking, backing, looking for spots, all while kids & parents are walking every possible direction. There is

no safe way I see for the process this year, unless there are CLEARLY marked walkways everywhere. It may be easier for staff & busses to do it this way, but I saw zero safety concerns when pick up & drop offs where in the front of the school. I'm quite appalled at the chaos that takes place on the back of the school.

- The morning route are around the elementary school and into Warrior Way is absolutely terrible! It takes families 11-17 minutes to get off of Minneapolis Avenue onto Warrior Way through the Elementary School parking lot and to try and find a parking spot. There are parents bringing their children to the childcare, parents bringing their children into school. Which usually we bring classroom snacks, winter wear etc that the children cannot bring in by themselves. Why isn't any of the large land north of the elementary school to the bus garage being utilized? Something has to give. This is terrible.
- There are no sidewalks or crosswalks along Hillcrest/Otis/Bridge/Birchwood, some of the busiest streets and a street the school is building homes on. If there was a sidewalk/crosswalks along the route and crossing guards near the school, there would be no question letting my child walk to school
- My little guy really wants to bike but I just don't think it's in the cards for him quite yet!
- My kids live outside of town about 2.5 miles and would need to cross 46... it's just not safe...
- We have biked to school on the last day together. I would feel more comfortable if there was a safer route from the stower trail to the school.
- We have biked to school on the last day. I would feel more

APPENDIX A.

comfortable if there was a safe route from the stower trail to the school.

- The elementary school parking lot is much better regulated than the others, but it is adjacent to the unregulated high school parking lot, which the high schoolers treat like a demolition derby. Supervising the high school parking lot would do a lot to help make things safer for everyone.
- Between traffic, high school students driving, bullying that Amery is renowned for, plus many many other issues that are still place from when I graduated 19 years ago and spent my time at Amery from k-12. The laundry list is long.
- My children have walked and biked to school, but only with me. I would not allow them to do either on their own at this point. There are no sidewalks after the dog park and people drive too fast and are quick at that intersection. We have had close calls as a family.
- We really drive most of the way and walk the last block with a friend
- Speed of traffic on 46 on the northern edge of town is a Deterrent
- We live within biking distance of the school but our kids would need to cross 46 at the Griffin St. light which has no sidewalk on the west side and no crosswalk, so it is not a safe intersection for crossing.
- Children live outside of city limits. There is no scenario in which I would allow my children to walk or ride a bike to school. The district built the schools in a piss poor location. Traffic is horrible during drop off and pick up times, and road access is very minimal. No matter what kind of safe access routes you try to install, will fix any of the day to day issues

parents have while trying to drop off/ pickup children from Amery schools.

- When we move into our new build in town, we will consider allowing our child to walk or bike once they are older.
- The only struggle I have is that the elemanrty should start sooner and end sooner then the kids could get on the bus and ride to the intermeidate or highschool to get onto the regular bus or go with parents at that building. Plus the younger kids have to wait outside longer then the older kids in the morning. The end of the day is really congested at the elemantry school and I think this would help solve that issue as well.
- Bridge, Birchwood, Hillcrest (a road the school is buying land and building homes on!) and Harrison are lacking sidewalks and are often traveled at high rates of speed but rarely patrolled. There is also a lot of traffic at the Minneapolis/ Hillcrest intersection along with the school campus that I think could benefit from a crossing guard. I would trust my child to walk to school if there was a sidewalk to keep them safe the entire route.
- A lot of kids walk and bike on Hillcrest Drive. The lack of sidewalks is concerning. There is also not a safe place to cross Keller near Bridge St. - traffic is typically moving faster than 25 mph there.
- It's worth noting we live outside the district. That being said, I do not trust humans anymore so my child will never be walking to or from school.
- We live too far away for biking to school to be a viable option. But it is nice to see families that live in town/closer to school walk or bike to school and having safe options for them is important.

APPENDIX B.

Amery Campus Traffic Circulation Flow

The map to the right shows the direction traffic should flow to reduce congestion around the elementary school.

Legend



Schools



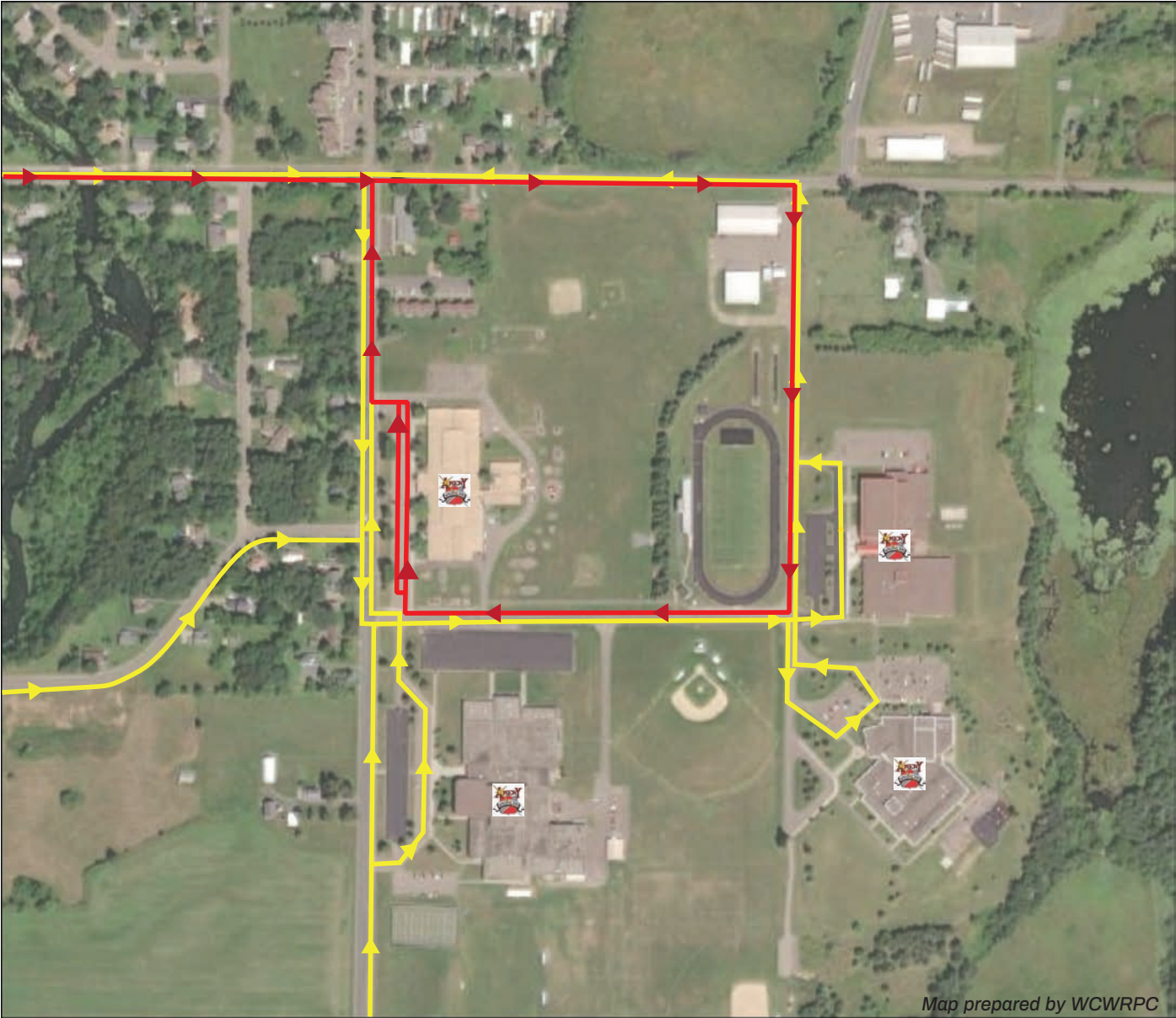
Lien Elementary



Other Schools

October 2021

Data Sources:
2018 Aerial Image (USDA)
School District of Amery







Map prepared by WCWRPC

APPENDIX B.

School Zone Sign Locations

The map to the right shows the locations where School Zone and School Zone Ahead signs should be placed.

Legend

-  Schools
-  School Zone Ahead Sign Location
-  School Zone Sign Location
-  City of Amery Boundary

October 2021



Data Sources:
2018 Aerial Image (USDA)
School District of Amery



APPENDIX B.

Uncontrolled and Unsigned Intersection Crossings

The map to the right shows the areas that should have crosswalk signage.

Legend



Schools



Uncontrolled Intersection

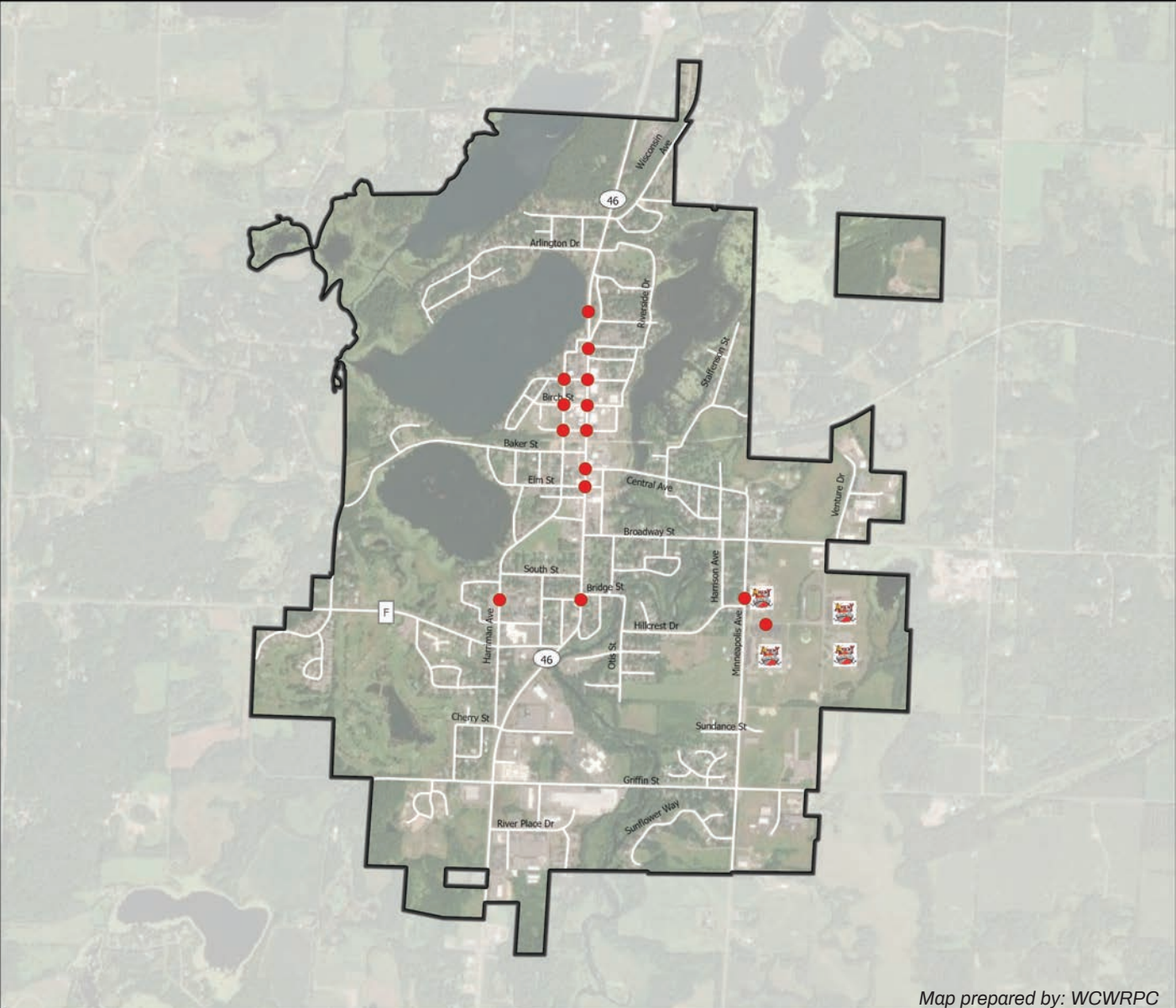


City of Amery Boundary

October 2021



Data Sources:
2018 Aerial Image (USDA)
School District of Amery



Map prepared by: WCWRPC







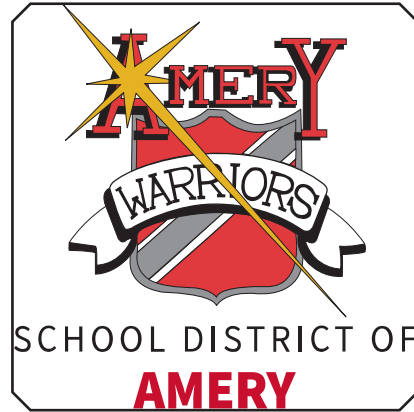




APPENDIX C.

Minneapolis and Broadway Intersection **After**





Innovate. Lead. Succeed.

