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# Adams-Friendship Safe Routes to School Plan



October 2019

Prepared by: North Central Wisconsin Regional Planning Commission

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## ACKNOWLEDGEMENTS

The Adams-Friendship Safe Routes to School Plan was developed with the following residents and staff. Special thanks are extended to the following:

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Cover photos: NCWRPC

October 2019

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This plan was developed by NCWRPC in conjunction with the Adams-Friendship Area School District, City of Adams, Village of Friendship, and the Adams-Friendship Area SRTS Task Force as part of the North Central Wisconsin Regional Safe Routes to School Program. This Regional program was made possible in part by a Transportation Alternatives Program grant from the Wisconsin Department of Transportation. Additional funding provided by the NCWRPC.

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- A - Student Tally & Parent Survey Forms
- B - Student Tally & Parent Survey Results
- C - SRTS Task Force Meetings and Adoption Documentation
- D - Bicycle Parking Guidelines

# PREFACE

## NCWRPC

The North Central Wisconsin Regional Planning Commission (NCWRPC) is a voluntary association of governments created in 1973 under Wisconsin State Statute 66.945, now 66.0309. NCWRPC provides assistance throughout the region in the areas of economic development, geographic information systems (GIS), intergovernmental cooperation, land use, and transportation. Staff regularly provides professional planning services to communities, for projects of both local and regional significance.

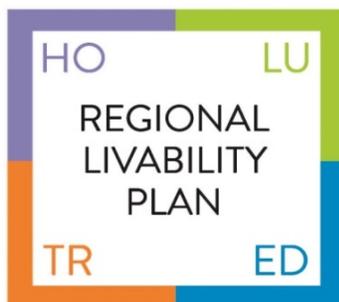
Under Wisconsin law ss. 66.0309(9), “The regional planning commission shall have the function and duty of making and adopting a master plan for the physical development of the region”. The statute was later revised to add that the master plan must incorporate the elements described in ss. 66.1001 – the state’s comprehensive planning law. To comply with that requirement, the NCWRPC adopted the "Regional Livability Plan" in 2015.

## THE REGION

The Region consists of a ten county area stretching one hundred and eighty-five miles in a north-south direction, extending from Forest and Vilas Counties in the north to Adams and Juneau Counties in the south. The Region roughly follows the upper Wisconsin River Valley and covers 9,328 square miles, or about 17 percent of the state’s total land mass.

The ten counties are: Adams, Juneau, Forest, Langlade, Lincoln, Marathon, Oneida, Portage, Wood, and Vilas. The Region includes 268 local units of government: 198 towns, 39 villages, 21 cities, and ten counties.

## REGIONAL LIVABILITY PLAN



The Regional Livability Plan identifies ways to address the region’s opportunities and weaknesses to become more livable for all residents. The plan addresses four specific areas: Housing, Economic Development, Transportation, and Land Use. The RLP introduces goals, objectives, and recommendations that can help the region use the money we have more effectively and efficiently by investing in solutions that solve multiple problems. Mainly, livable and sustainable developments are less expensive to build, require fewer

municipal services, result in higher property values, and generate a range of long-term social and environmental benefits.

Working as a region, all communities can be made more livable. When residents are able to live near their place of employment, travel costs, transportation maintenance,

pollution, and congestion are reduced. Efficient use of land and support for walking, biking, and access to transit reduces energy consumption saving money for individuals, communities, and the region. The successful implementation of the RLP will save tax dollars, create more housing options, provide more transportation choices, increase economic development, accommodate an aging population, retain and attract a knowledgeable workforce, improve community health, protect the region's rural character, and enhance the region's scenic beauty.

The process to develop the plan included the creation of long term goals for the region in addition to more specific objectives and recommendations that economic development organizations, businesses, community organizations, and county and local governments can adopt to make a more livable region a reality.

## **THE NORTH CENTRAL REGIONAL SAFE ROUTES TO SCHOOL PROGRAM**

As part of its on-going commitment to implementation of the Regional Livability Plan, the North Central Wisconsin Regional Planning Commission (NCWRPC) has undertaken a regional Safe Routes To School (SRTS) program. Implementing safe routes to school advances livability principles by making it safer and more enjoyable for people to walk and bike within their communities. The program allows the NCWRPC to assist eleven school districts comprised of a total of 25 school sites, see Map 1, with the development of SRTS plans. This District Safe Routes to School Plan document and the associated school SRTS Action Plans are an outcome of the regional SRTS program.

To fund the program, the NCWRPC applied for and received a Transportation Alternatives Program (TAP) grant from the Wisconsin Department of Transportation. Additional funding to support the grant was provided by the NCWRPC. The regional SRTS Program will provide resources and ongoing support for public and private schools, as well as communities, within the North Central Region. This regional effort will effectively leverage local funds with state funds to greatly increase safe routes programming in the region and state.





# CHAPTER 1: INTRODUCTION

## PURPOSE AND OVERVIEW

The purpose of the Safe Routes to School (SRTS) program is to provide safe pedestrian and bicycle facilities that encourage healthier lifestyles. Programs can be established to educate students, parents, and the community on the benefits of walking and bicycling to school and provide tips to do so safely. Major SRTS goals are:

1. To enable and encourage children, including those with disabilities, to walk and bike to school.
2. To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age.
3. To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

SRTS planning efforts assess the facilities and conditions near school, examine how students are currently traveling to/from school, and identify safety concerns/issues raised by parents and the community. Infrastructure and non-infrastructure recommendations are then created and implemented, sometimes with grant funding assistance, by the SRTS Task Force and other community members. SRTS plans focus on projects within two miles of an elementary or middle school (Kindergarten-8<sup>th</sup> grade) and address the five E's which are:

- Engineering
- Education
- Encouragement
- Enforcement
- Evaluation

### SAFE ROUTES TO SCHOOL (SRTS) PROGRAM:

#### PROBLEMS:

- Pedestrian crashes
- Rising childhood obesity

#### SOLUTIONS:

- Use planning process and 5 E's to:
- Create safe routes to school; and
- Get students walking and biking to school again

## WHAT IS SAFE ROUTES TO SCHOOL?

Safe Routes to School is a nationwide effort to increase the safety and health of children walking or bicycling to and from school. Nationally, walking and bicycling to school is viewed as a realistic way for children to achieve higher levels of daily physical activity and for communities to reduce the number and speed of vehicles in school zones.

### Health and Obesity

- Over the past 40 years, rates of obesity have soared among children of all ages in the United States, and approximately 25 million children and adolescents—more than 33%—are now overweight or obese or at risk of becoming so.
- Kids are less active today, and 23% of children get no free time physical activity at all.
- The prevalence of obesity is so great that today's generation of children may be the first in over 200 years to live less healthy and have a shorter lifespan than their parents.
- Today, approximately one-quarter of health care costs in the United States are attributable to obesity, and health care costs just for childhood obesity are estimated at approximately \$14 billion per year.
- People living in auto-oriented suburbs drive more, walk less, and are more obese than people living in walkable communities. For each hour of driving per day, obesity increases 6 percent, but walking for transportation reduces the risk of obesity.



### Physical Activity and Academic Performance

- Physical activity and fitness boost learning and memory in children; fitness-associated performance benefits are largest for those situations in which initial learning is the most challenging.
- Sixth- and ninth-grade students with high fitness scored significantly better on math and social studies tests compared with less fit students, even after controlling for socioeconomic status. Muscular strength and muscular endurance were significantly associated with academic achievement in all grades.
- Lower performing students appear to derive particular benefit from physical activity. In addition, short bicycling exercise periods resulted in enhanced neuronal activity and increased cognitive performance for teenagers with intellectual and developmental disabilities.

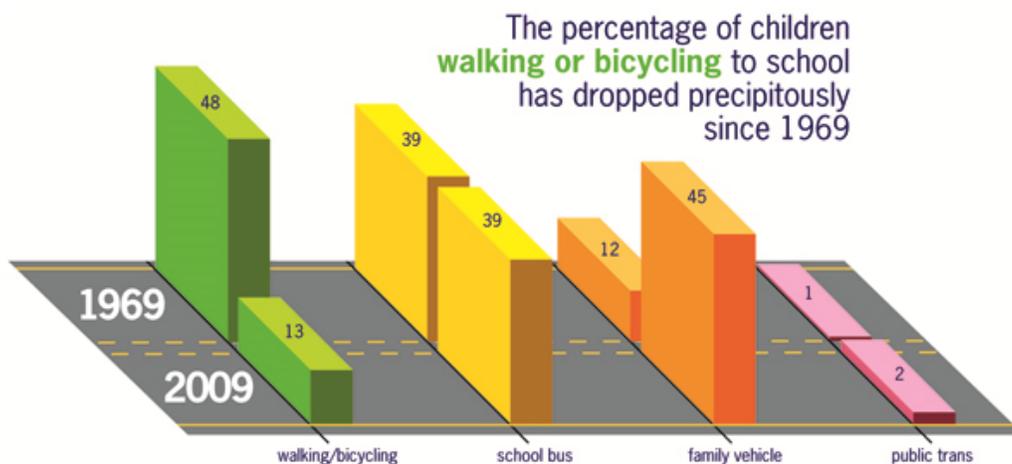
- When children get physical activity before class, they are more on task and fidget less. This is true for both girls and boys, and has been shown to be particularly beneficial for children who have the most trouble paying attention and those with attention deficit disorders.

### Safety

- People walking are more than twice as likely to be struck by a vehicle in locations without sidewalks.
- In 2009, approximately 23,000 children ages 5-15 were injured and more than 250 were killed while walking or bicycling in the United States.

### Traffic Congestion

- Neighborhoods are becoming increasingly clogged by traffic. By boosting the number of children walking and bicycling, Safe Routes to School projects reduce traffic congestion.
- Within the span of one generation, the percentage of children walking or bicycling to school has dropped precipitously, from approximately 50% in 1969 to just 13% in 2009.
- While distance to school is the most commonly reported barrier to walking and bicycling, private vehicles still account for half of school trips between 1/4 and 1/2 mile—a distance easily covered on foot or bike.



## **SAFE ROUTES TO SCHOOL PLANNING PROCESS**

This Safe Routes to School (SRTS) Plan was prepared by the North Central Wisconsin Regional Planning Commission (NCWRPC) as part of its Regional Safe Routes to School Program. This program was made possible by a Transportation Alternatives Program (TAP) grant from the Wisconsin Department of Transportation. The School District was one of 11 to partner with the NCWRPC for the application submitted in January of 2016. Funding for the award was made available in the fall of 2018, and the NCWRPC coordinated with District officials to conduct student travel tallies and parent surveys and to organize a safe routes to school planning task force. Task force meetings were held over winter of 2018-19 into summer of 2019.

The planning process followed the recommended "5-E" approach. The process was driven by an ad-hoc citizen advisory committee and public input. An inventory of existing facilities was analyzed, including crash statistics and roadway suitability in order to determine ways to improve safety and security for bicyclists and pedestrians.

### Goals and Objectives

1. Use planning process to create recommendations to establish safe routes to school
2. Use collaboration to help educate and encourage the schools, parents, and community members to encourage and implement use of safe routes and thereby increase the amount of students that choose biking and walking to school rather than parents driving students to school

## **SCHOOL DISTRICT OF ADAMS-FRIENDSHIP**

The Adams-Friendship School District encompasses most of the geographical area of Adams County, Wisconsin, with the exception of smaller sections located at the north and south ends of the county. Map 2 shows that the District includes the City of Adams, Village of Friendship, Town of Monroe, Town of Big Flats, Town of Strongs Prairie, Town of Preston, Town of Adams, Town of Lincoln, Town of Quincy, and Town of Easton. The District also includes most of the Towns of Colburn, Richfield, and New Chester and partial sections of the Towns of Springville and Jackson. The City of Adams and Village of Friendship share a common border and are located in the heart of the School District.



The Adams-Friendship School District includes Adams-Friendship Elementary School, Grand Marsh Elementary School, Adams-Friendship Middle School, and Adams-Friendship High School. There are three schools included in this SRTS Plan, Adams-Friendship Elementary School, Grand Marsh Elementary School, and Adams-Friendship Middle School. Adams-Friendship Elementary and Middle Schools are located in the City of Adams. Grand Marsh Elementary is located in the community of

Grand Marsh in the Town of New Chester. Adams-Friendship Elementary School had 456 students in pre-kindergarten through 4<sup>th</sup> grade that were enrolled in 2018-2019. Adams-Friendship Middle School had 450 students enrolled in 5<sup>th</sup> through 8<sup>th</sup> grade for the 2018-2019 school year. Grand Marsh Elementary School had 102 5-year kindergarteners through 4<sup>th</sup> grade students enrolled in the 2018-2019 school year.



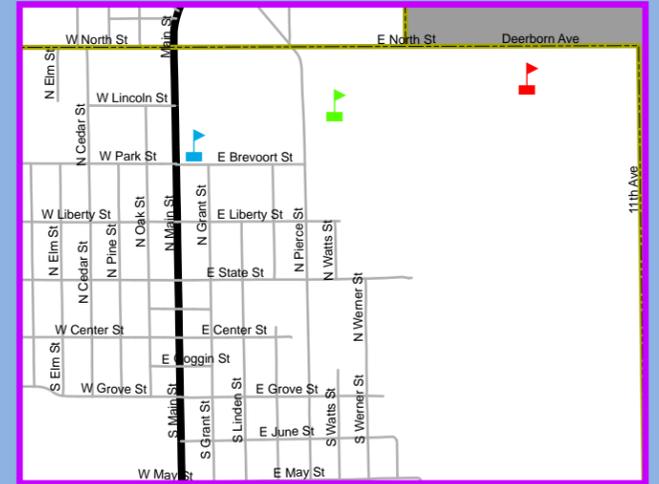
Source: NCWRPC

Adams-Friendship Elementary

# Map 2 School District Location

## Adams-Friendship Area Safe Routes To School

-  Adams-Friendship Elementary School
-  Adams-Friendship High School
-  Adams-Friendship Middle School
-  Grand Marsh Elementary School
-  Minor Civil Division
-  Water

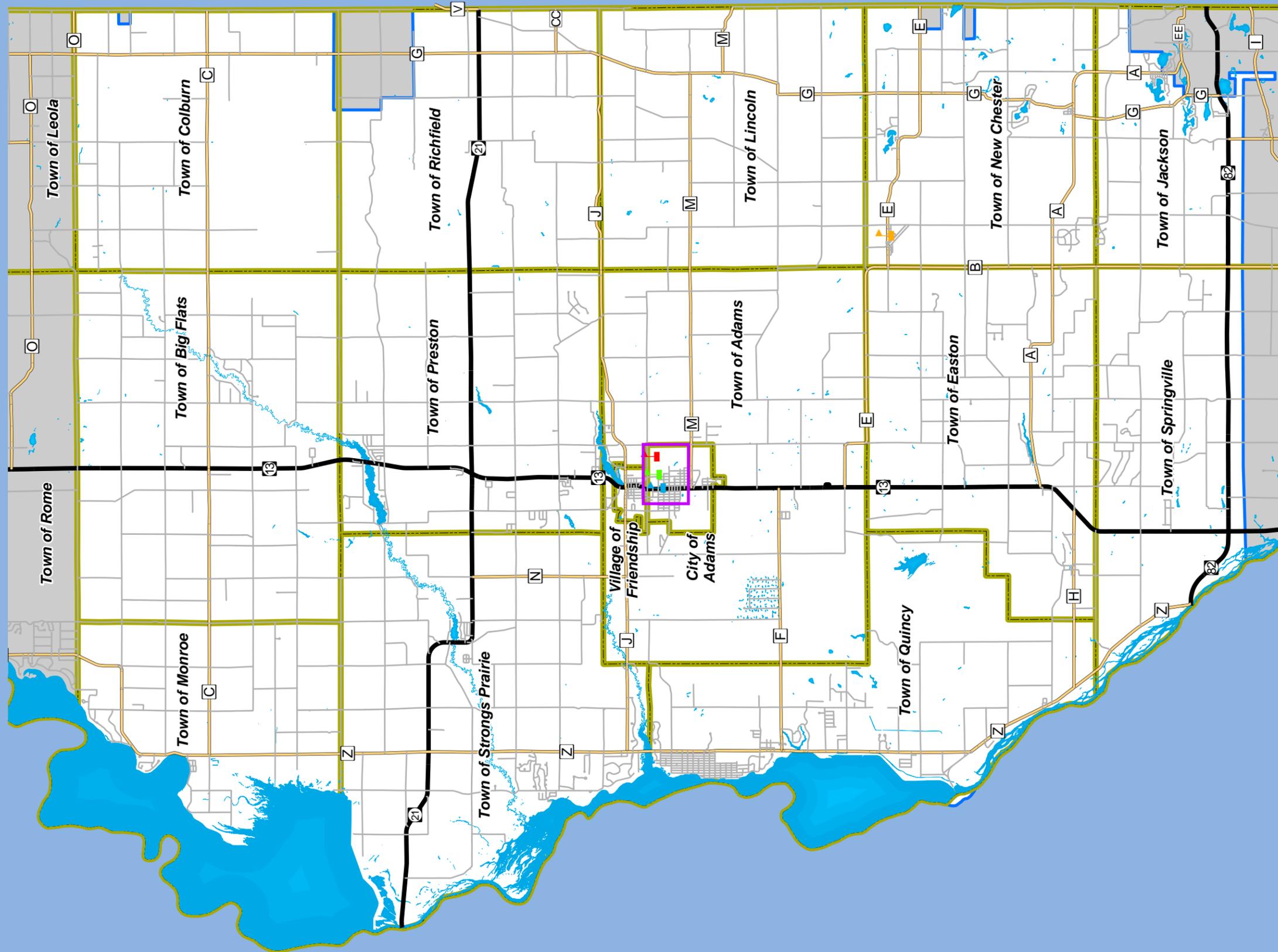


Source: WI DNR, NCWRPC, Adams Co  
 This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCWRPC is not responsible for any inaccuracies herein contained.



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Enrollment numbers have decreased fairly steadily in the past several years and are summarized in Table 1. The largest decreases have been demonstrated in very young children in preschool and kindergarten. High school numbers have decreased fairly significantly, but are not included in this study. Interestingly the only age group that has stayed fairly steady and even displayed marginal increase is in the elementary school (grades 1-8) category. Incidentally this group is the main focus of this SRTS Plan.

<b>Table 1: Adams-Friendship School Enrollment</b>				
	<b>2011</b>	<b>2013</b>	<b>2015</b>	<b>2017</b>
Total 3 years and over enrolled	2,463	2,399	2,385	2,124
Nursery School/Preschool	206	154	243	135
Kindergarten	148	142	131	96
Elementary School (Grades 1-8)	991	992	1,004	1,029
High School (Grades 9-12)	660	596	501	507

Source: American Community Survey

## COMMUNITY DEMOGRAPHICS

Table 2 displays population information for the minor civil divisions that are included in the Adams-Friendship School District. The School District as a whole experienced a slight decline in population. In 2017, the Town of New Chester was the most populated municipality within the School District that was completely encompassed within the District (2,031 people). However, that was attributable to the fact that the institutionalized population within Federal Correctional Institution, Oxford, was included in the count. Therefore when controlling for institutionalized residents, the City of Adams is the civil division with the highest population (1,936 people). The Town of Preston followed (1,378 people). From 2010-2017 the divisions that experienced the greatest growth were the Towns of Colburn (22.4%), Lincoln (19.3%), and Jackson (16.4%). The areas with most significant decline were the Town of Richfield (-24.7%), the Village of Friendship (-15.6%), and the Town of Adams (-15.4%).



Source: NCRPC

High visibility crosswalk lines on STH 13

<b>Table 2: Population of Minor Civil Divisions Within the Adams-Friendship School District</b>					
	<b>1990</b>	<b>2000</b>	<b>2010</b>	<b>2017</b>	<b>2010-2017 % change</b>
Town of Adams	1,170	1,267	1,345	1,138	-15.4%
Town of Big Flats	731	946	1,018	888	-12.8%
Town of Colburn	154	181	223	273	22.4%
Town of Easton	824	1,194	1,130	1,026	-9.2%
Town of Jackson	641	926	1,003	1,167	16.4%
Town of Lincoln	318	311	296	353	19.3%
Town of Monroe	305	363	398	413	3.8%
Town of New Chester	1,675	2,141	2,254	2,031	-9.9%
Town of Preston	1,057	1,360	1,393	1,378	-1.1%
Town of Quincy	927	1,181	1,163	1,303	12.0%
Town of Richfield	159	144	158	119	-24.7%
Town of Springville	785	1,167	1,318	1,214	-7.9%
Town of Strongs Prairie	1,028	1,115	1,150	1,034	-10.1%
City of Adams	1,715	1,831	1,967	1,936	-1.6%
Village of Friendship	728	781	725	612	-15.6%
School District of Adams-Friendship			14,801	13,928*	-5.9%

Source: US Census Data/American Community Survey Estimates  
 \*School District total does not equal MCD total as the geographical boundaries differ

Household numbers within the minor civil divisions can be seen in Table 3. In 2017 there were 5,556 total households in the Adams-Friendship School District, down from 6,511 in 2010 for a total decrease of 14.7%. The percentage District decrease in number of households was substantially greater than the percentage of general population decline from 2010-2017. Most households were located in the City of Adams (882), followed by the Towns of Quincy (571), Preston (554), and Strongs Prairie (518). The Town of Richfield had the fewest number of households (57). From 2010-2017 the Town of Jackson experienced the greatest growth in number of households (6.7%) followed by the Town of Colburn (5.5%). The greatest decline in the number of households was seen in the Town of Richfield (-26.9%) and the Village of Friendship (-22.7%).

<b>Table 3: Households of Minor Civil Divisions Within the Adams-Friendship School District</b>					
	<b>1990</b>	<b>2000</b>	<b>2010</b>	<b>2017</b>	<b>2010-2017 % change</b>
Town of Adams	454	547	580	508	-12.4%
Town of Big Flats	294	402	444	414	-6.8%
Town of Colburn	60	83	109	115	5.5%
Town of Easton	326	486	477	430	-9.9%
Town of Jackson	271	397	465	496	6.7%
Town of Lincoln	124	129	129	134	3.9%
Town of Monroe	132	168	201	198	-1.5%
Town of New Chester	267	371	428	402	-6.1%
Town of Preston	420	561	619	554	-10.5%
Town of Quincy	428	569	573	571	-0.3%
Town of Richfield	58	62	78	57	-26.9%
Town of Springville	342	487	538	484	-10.0%
Town of Strongs Prairie	411	502	530	518	-2.3%
City of Adams	737	769	886	882	-0.5%
Village of Friendship	251	257	256	198	-22.7%
School District of Adams-Friendship			6,511	5,556	-14.7%

Source: US Census Data/American Community Survey Estimates  
 \*School District total does not equal MCD total as the geographical boundaries differ

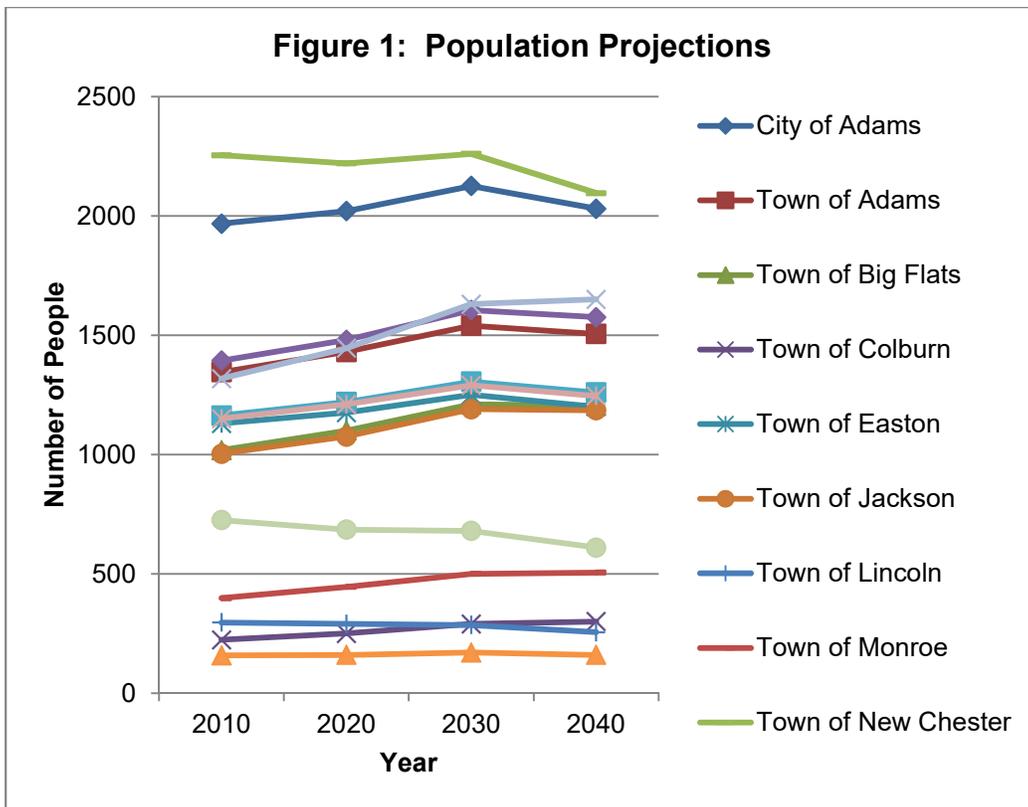
Even though the number of households has been steadily declining over the last several years, Table 4 shows that household size has in fact been increasing. From 2010 to 2017 the average household size had risen from 2.05 to 2.30 in the School District. The biggest increases in household size were seen in the Towns of Colburn (15.6%), Lincoln (14.8%) and New Chester (13.4%). The communities that saw the most significant decline in household size were the Towns of Strongs Prairie (-7.8%), Big Flats (-6.6%) and Adams (-4.8%).

<b>Table 4: Average Household Size of Minor Civil Divisions Within the Adams-Friendship School District</b>				
	<b>2000</b>	<b>2010</b>	<b>2017</b>	<b>2010-2017 % change</b>
Town of Adams	2.32	2.30	2.19	-4.8%
Town of Big Flats	2.35	2.29	2.14	-6.6%
Town of Colburn	2.18	2.05	2.37	15.6%
Town of Easton	2.46	2.37	2.39	0.8%
Town of Jackson	2.33	2.16	2.35	8.8%
Town of Lincoln	2.41	2.29	2.63	14.8%
Town of Monroe	2.16	1.98	2.09	5.6%
Town of New Chester	2.33	2.31	2.62	13.4%
Town of Preston	2.42	2.25	2.49	10.7%
Town of Quincy	2.08	2.03	2.28	12.3%
Town of Richfield	2.32	2.03	2.09	3.0%
Town of Springville	2.40	2.45	2.51	2.4%
Town of Strongs Prairie	2.22	2.17	2.00	-7.8%
City of Adams	2.34	2.20	2.18	-.9%
Village of Friendship	2.31	2.29	2.40	4.8%
School District of Adams-Friendship		2.05	2.30	12.2%

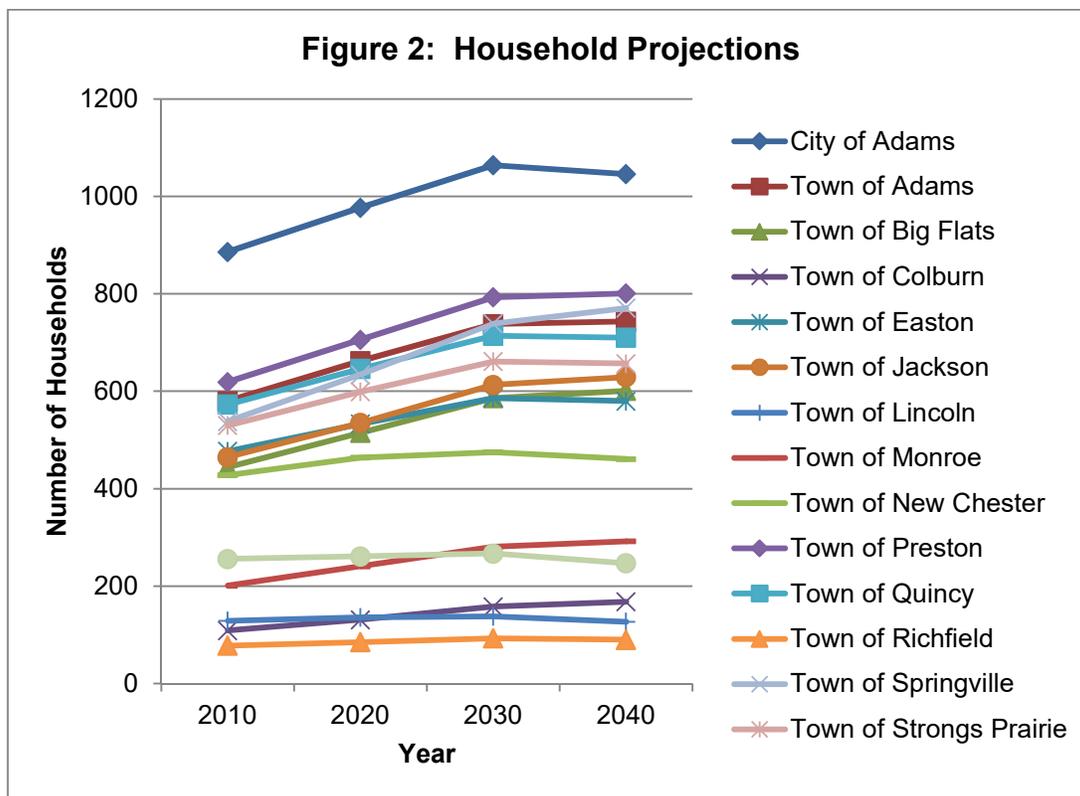
Source: US Census Data/American Community Survey Estimates

Figure 1 includes population estimates and projections taken from the Wisconsin DOA Demographic Services Center in 2013. The population projections begin for year 2015, but in many communities across North Central Wisconsin, the DOA population projections have been lower than expected. From 2010 to 2040 the City of Adams is projected to increase by 63 persons or 3.2 percent. The Town of Colburn is expected to experience the greatest growth at 34.5 percent. The Village of Friendship is expected to have the lowest estimated growth rate at 15.9 percent.

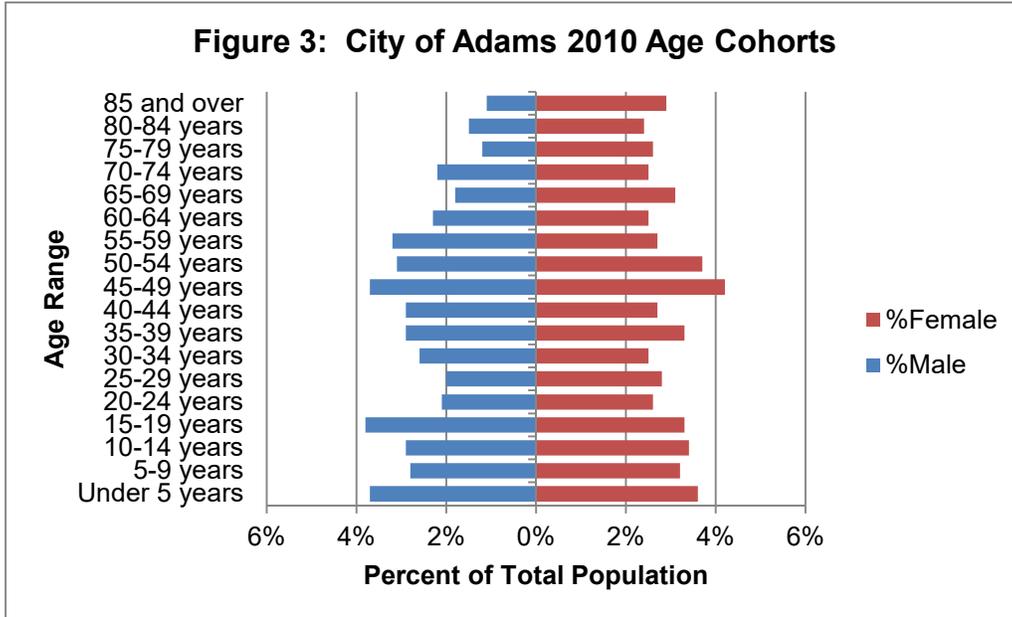
In 2017, the NCES estimated that of the 5,556 households in the District 3,466 of these were family households and 846 of the family households had children under 18 that were their own children. Figure 2 shows that the number of households is expected to increase 18.1 percent for the City of Adams from 2010-2040. The biggest decrease is projected at -3.5 percent for the Village of Friendship, and the highest increase is expected at 45.3 percent for the Town of Monroe between 2010 and 2040.



Source: Wisconsin Department of Administration Population Projections 2013

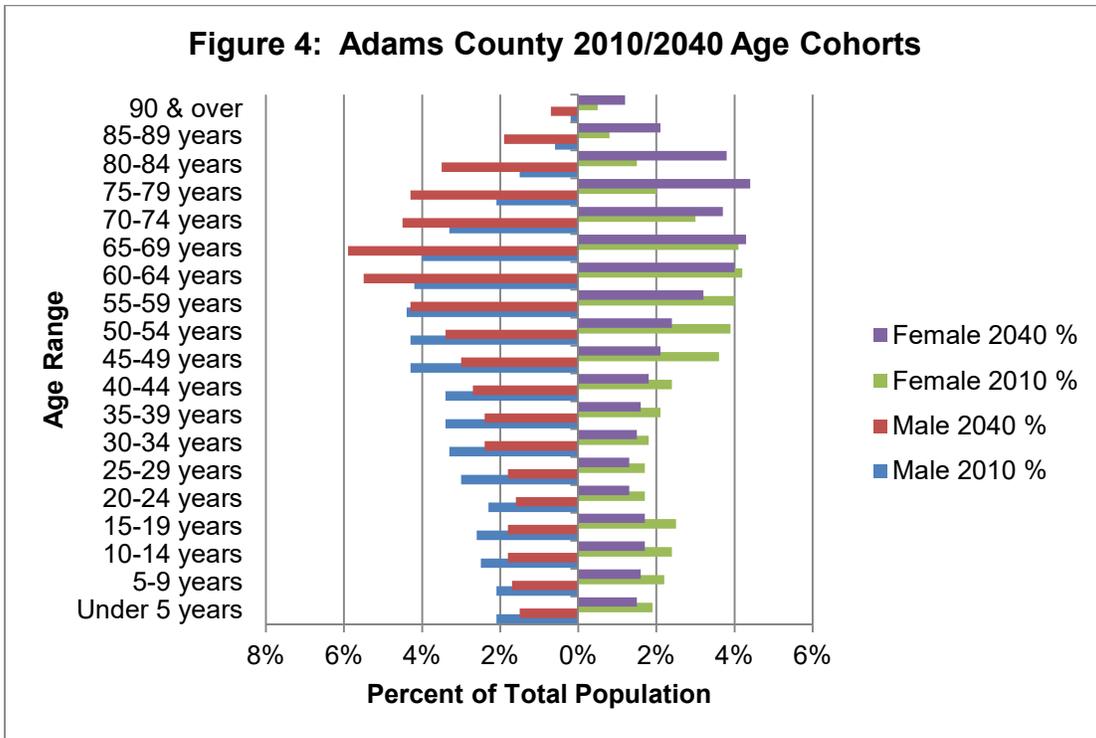


Source: Wisconsin Department of Administration Household Projections, 2013

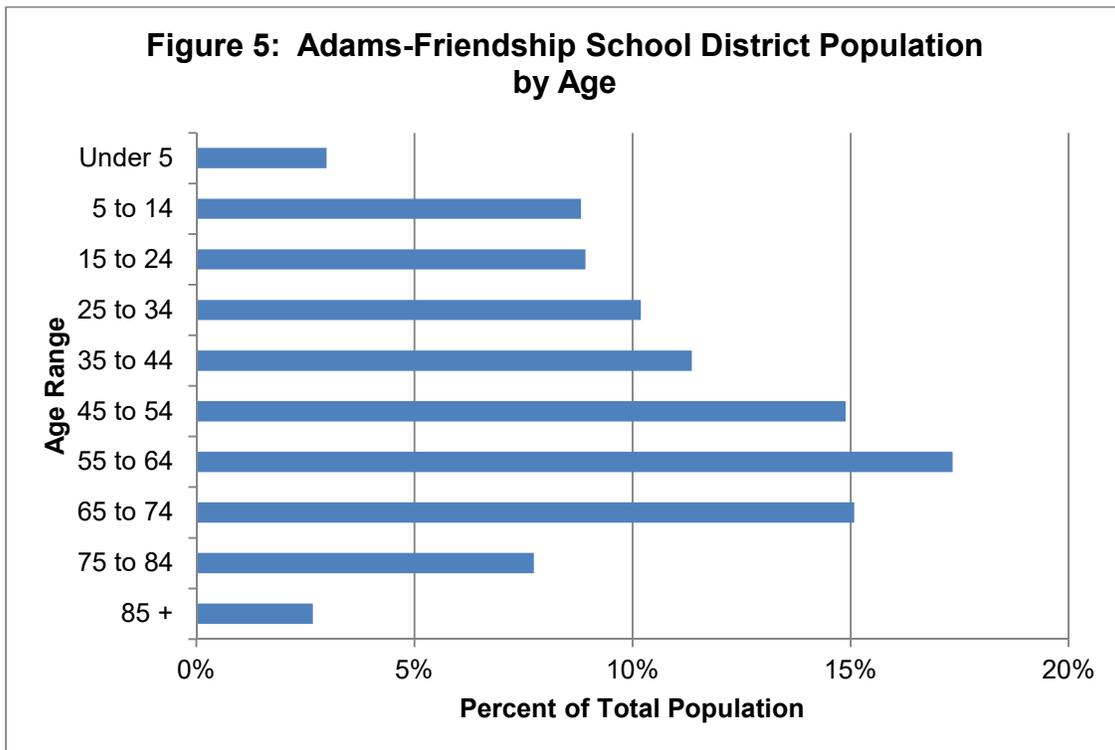


Source: US Census Data

Figure 3 shows an age population pyramid for the City of Adams illustrating population distribution with respect to age cohorts. The City of Adams population is reflected as more of a column than a pyramid, which shows that population is both stable and growing slowly. The rural Wisconsin counties, including Adams County, are aging much faster than the state and nation as a whole. The median age for the City of Adams was 42.2, which was 7 years lower than the county and 3.7 years higher than the state, at 49.2 and 38.5 respectively in 2010. The City of Adams' median age was 3.5 years higher than it was in 2000, which reflects the general aging population of Wisconsin. Figure 4 shows that same interrelation for Adams County both presently and with 2040 population projections. The population pyramid could be described as constrictive and projected to become more so in upcoming decades. The number of older adults is far greater than the amount of new births and young children. The same distribution is seen in Figure 5, which depicts the population by age range among residents in the Adams-Friendship School District. The vast majority of residents are concentrated in the older age ranges, with much less representation in those under 34 years of age.

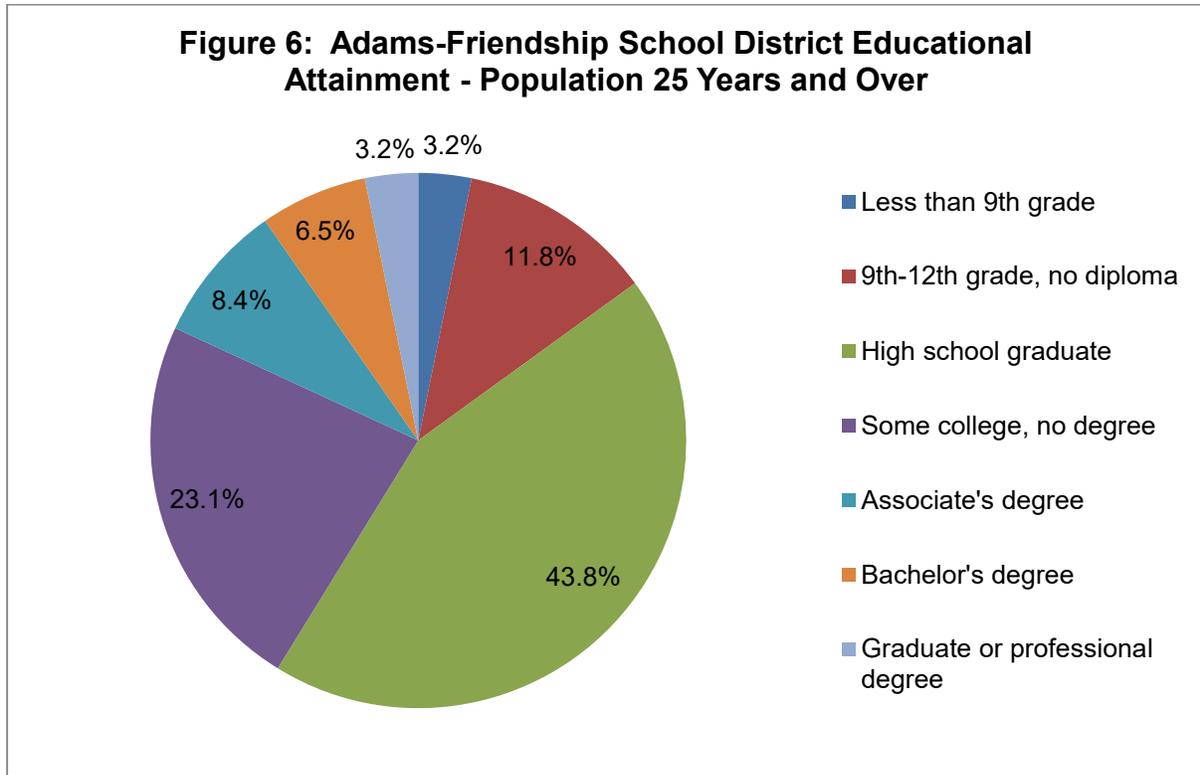


Source: US Census Data, State of Wisconsin Demographic Services Center Projections



Source: American Community Survey 2013-2017

According to 2017 Census data, 81.6 percent of the City of Adams and 82.0 percent of the Village of Friendship residents had a high school education or higher, as shown on Table 5. This was up 7.7 percent for the City of Adams and 6.9 percent for the Village of Friendship from 2010. Within the Adams-Friendship School District, the NCES estimated that in 2017 among adults that were 25 and older there were 9385 total high school graduates in the District and 1071 total bachelor's degree recipients. Figure 6 shows the breakdown within the District, there were a total of 85 percent high school degree holders or higher and 9.7 percent bachelor's degree graduates or higher.



Source: 2013-2017 American Community Survey

**Table 5: Educational Attainment in Minor Civil Divisions (Among Those 25 Years and Over)**

Educational Attainment	City of Adams	Town of Adams	Town of Big Flats	Town of Colburn	Town of Easton	Town of Jackson	Town of Lincoln	Town of Monroe	Town of New Chester	Town of Preston	Town of Quincy	Town of Richfield	Town of Springville	Town of Strongs Prairie	Village of Friendship
Less than 9 <sup>th</sup> Grade	3.4%	1.6%	4.5%	3.3%	1.1%	2.7%	4.8%	3.6%	3.5%	3.0%	3.2%	1.9%	9.0%	2.7%	6.1%
9 <sup>th</sup> to 12 <sup>th</sup> Grade, No Diploma	15.1%	10.8%	17.2%	8.5%	14.7%	6.1%	10.0%	13.9%	8.2%	12.2%	14.0%	12.4%	11.1%	6.3%	11.9%
High School Graduate	40.3%	39.0%	42.5%	67.1%	45.1%	44.8%	35.9%	46.8%	48.1%	42.6%	45.9%	42.9%	40.8%	43.1%	41.6%
Some College, No Degree	24.2%	25.3%	19.3%	12.2%	22.6%	23.3%	20.0%	13.9%	26.8%	19.7%	22.3%	23.8%	18.6%	28.8%	23.6%
Associates Degree	6.7%	10.8%	7.8%	5.2%	6.1%	8.2%	18.1%	9.5%	8.2%	10.2%	7.1%	4.8%	10.3%	8.5%	4.0%
Bachelor's Degree	7.8%	5.9%	6.7%	3.8%	8.8%	7.3%	8.1%	10.6%	3.6%	6.4%	5.4%	10.5%	8.7%	6.3%	9.6%
Graduate or Professional Degree	2.6%	6.6%	2.0%	0%	1.6%	7.7%	3.0%	1.7%	1.5%	6.0%	2.0%	3.8%	1.6%	4.2%	3.1%
Percent high school graduate or higher	81.6%	87.6%	78.3%	88.3%	84.2%	91.3%	85.2%	82.5%	88.3%	84.8%	82.7%	85.7%	79.9%	90.9%	82.0%
Percent bachelor's degree or higher	10.5%	12.5%	8.7%	3.8%	10.4%	15.0%	11.1%	12.3%	5.2%	12.4%	7.4%	14.3%	10.3%	10.5%	12.8%

Source: 2013-2017 American Community Survey

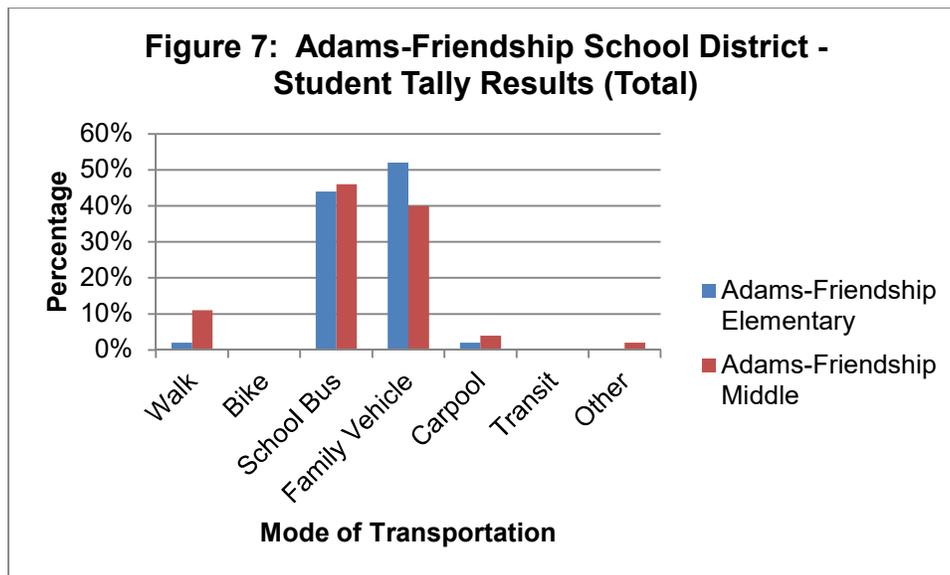
## CHAPTER 2: EXISTING CONDITIONS

This chapter analyzes a range of background material and information used to help develop the recommended safe routes to school strategies, including: a review of the results of the student travel tallies and parent surveys conducted as part of this Plan; discussion of information gleaned from the planning meetings and site assessments; and background information on the planning area including policies and practices that are in place, as well as traffic and crash data.

### STUDENT TALLY OVERVIEW

In October of 2018 student tallies were administered by all homeroom teachers. The 3-day Students Arrival and Departure Tally Sheet from the National Safe Routes to School Center was used (See Appendix A). In the student tally, homeroom teachers documented how students got to and from school and had opportunity to note other relevant comments. Adams-Friendship Elementary School collected student tallies from 22 classrooms and there were a total of 799 morning trips and 784 afternoon trips. Data was collected from 21 classrooms and there were 695 morning and 696 afternoon trips total for Adams-Friendship Middle School. Student tallies occurred over a two-day period, so one student would equal four trips if they attended both days. However it is possible that some students attended only one day due to illness or absence.

Student tally results for the Adams-Friendship Elementary and Middle Schools can be seen in Figure 7. Student tallies were not collected for Grand Marsh Elementary School. The majority of children from the elementary school take the family vehicle, while the majority of students from the middle school take the school bus. Tallies and surveys were administered to establish base line data, provide recommendations and compare future progress.



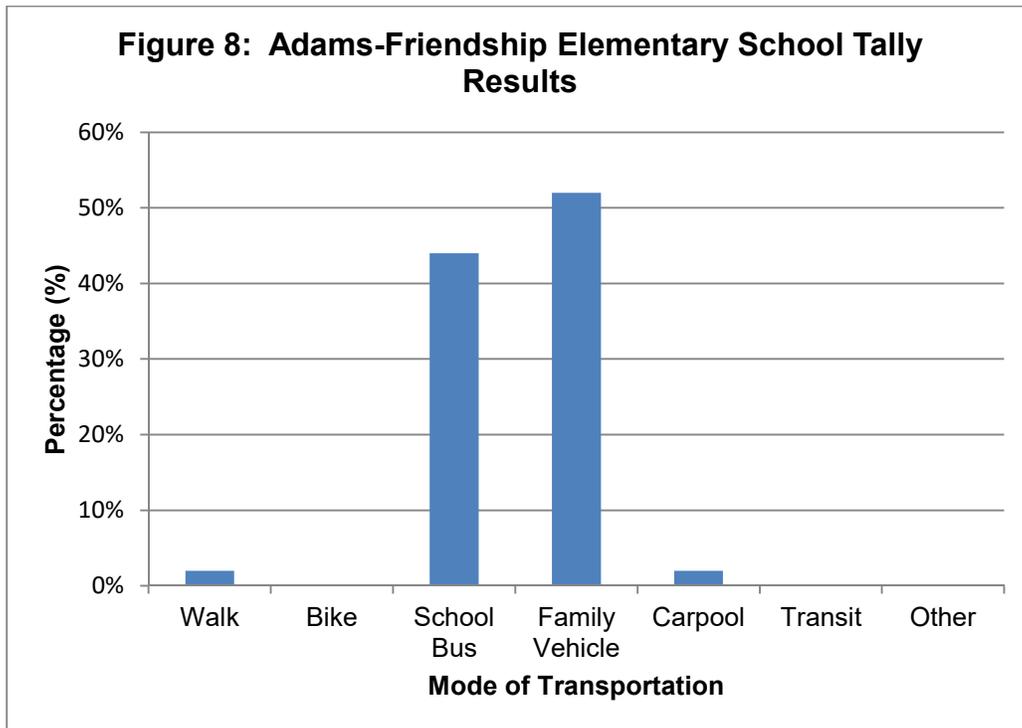
## Adams-Friendship Elementary School Student Tally

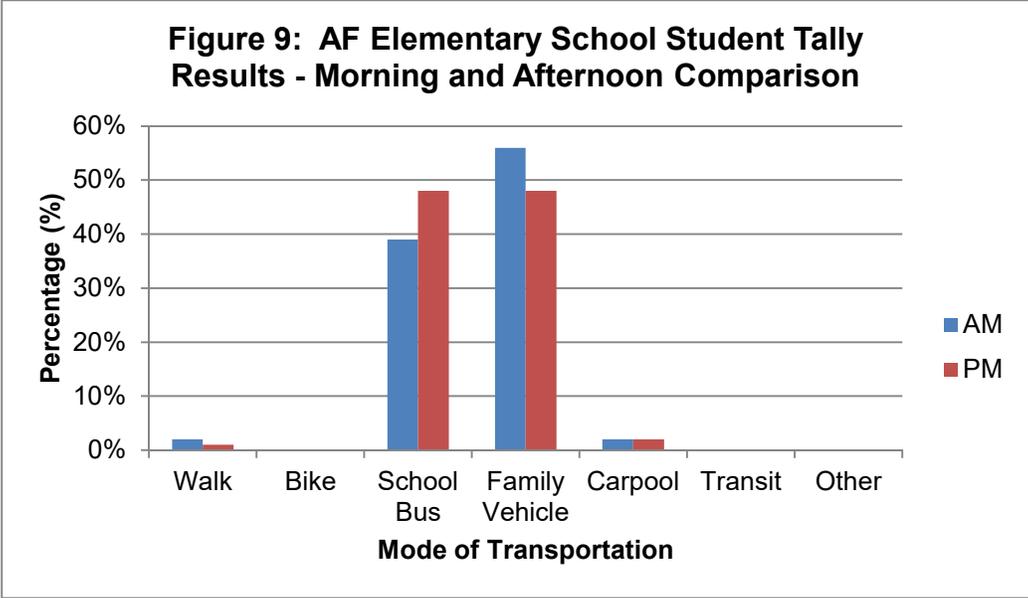
The majority of students attending Adams-Friendship Elementary School are students in 4-year kindergarten through 4<sup>th</sup> grade. Additionally, the school serves an age range of 3-10 years when early childhood students and children with cognitive disabilities are included. The primary mode of transportation for these students is family vehicle followed by school bus.

➤ **Modes of Travel by Adams-Friendship Elementary School Students:**

1. Family Vehicle (52%)
2. School Bus (44%)
3. Walk (2%)/Carpool (2%)

<b>Table 6: Adams-Friendship Elementary School – Student Tally Results</b>			
<b>Mode</b>	<b>Average Percentage</b>	<b>Morning</b>	<b>Afternoon</b>
Walk	2%	2%	1%
Bike	0%	0%	0%
School Bus	44%	39%	48%
Family Vehicle	52%	56%	48%
Carpool	2%	2%	2%
Transit	0%	0%	0%
Other	0%	0%	0%



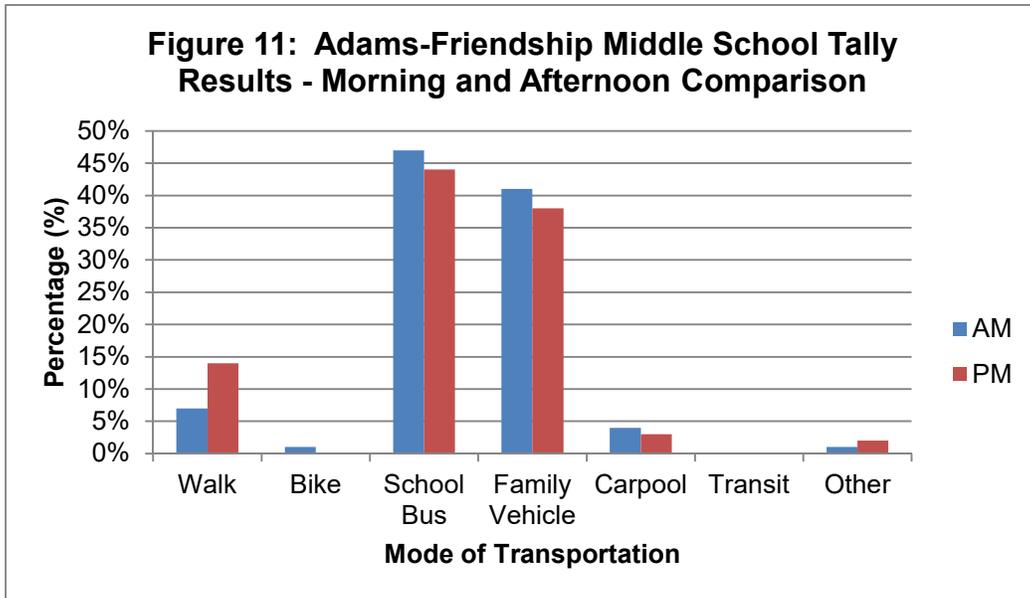
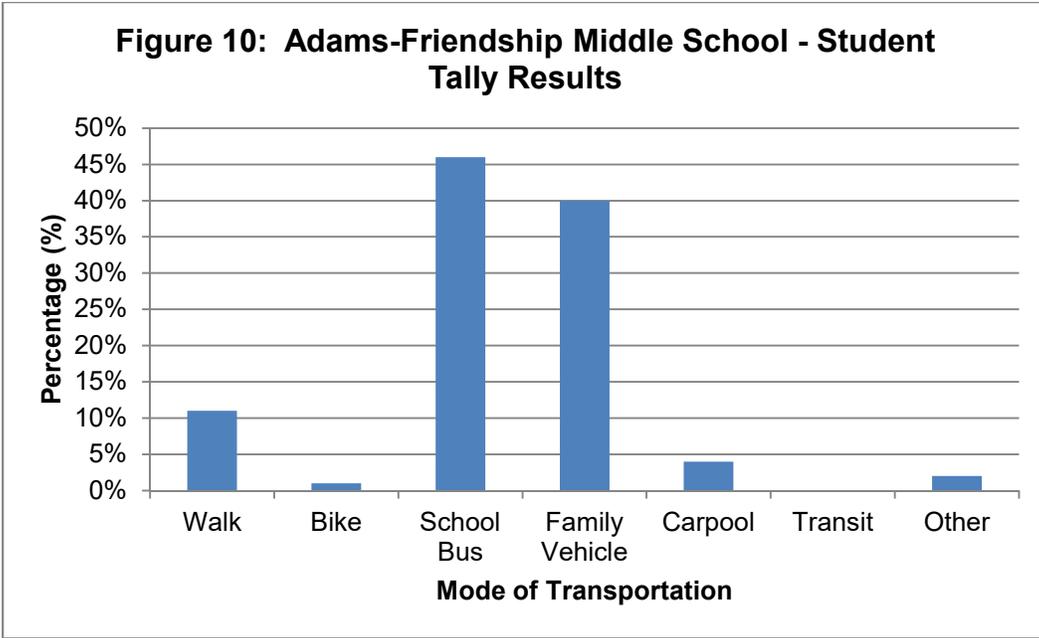


**Adams-Friendship Middle School Student Tally**

Students attending Adams-Friendship Middle School are in grades 5-8. The primary mode of transportation for these students is by school bus and family vehicle. There are also a notable percentage of students that walk and do so primarily in the afternoon.

- **Modes of Travel by Adams-Friendship Middle School Students**
  1. School Bus (46%)
  2. Family Vehicle (40%)
  3. Walk (11%)

<b>Table 7: Adams-Friendship Middle School – Student Tally Results</b>			
<b>Mode</b>	<b>Average Percentage</b>	<b>Morning</b>	<b>Afternoon</b>
Walk	11%	7%	14%
Bike	0%	1%	0%
School Bus	46%	47%	44%
Family Vehicle	40%	41%	38%
Carpool	4%	4%	3%
Transit	0%	0%	0%
Other	2%	1%	2%



## PARENT SURVEY OVERVIEW

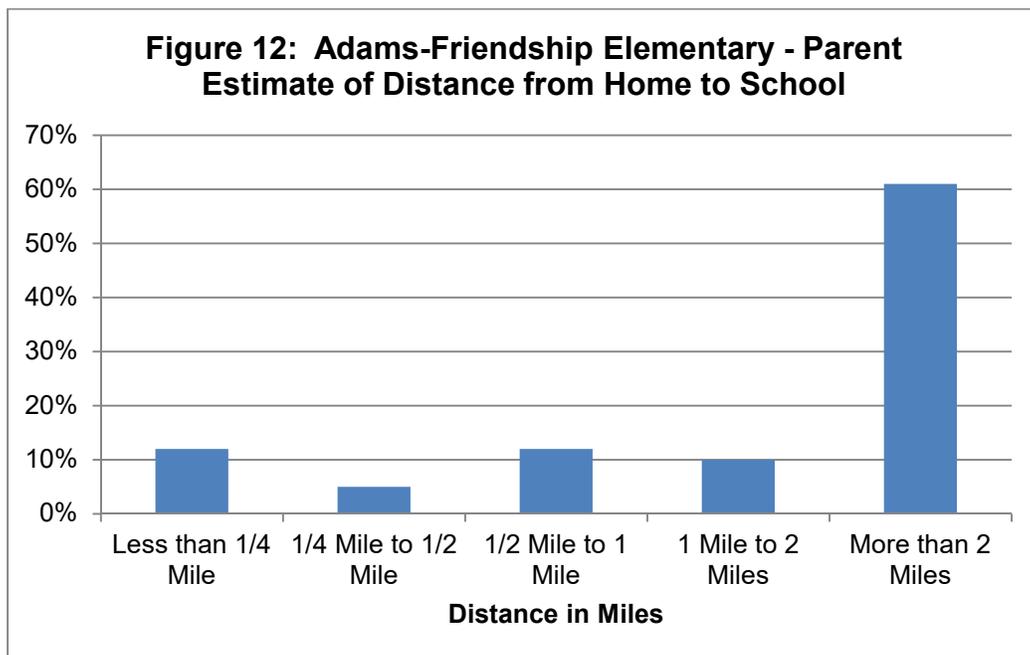
While student tallies were being coordinated at school, parent surveys were sent home to be completed by parents. The Parent Survey from the National Safe routes to School Center was used (See Appendix A). On the form, parents described how children got to and from school, total travel time, and factors that influence their decision to allow or not allow their children to walk/bike to and from school. Additionally they were asked if in their opinion biking/walking is fun and healthy and to what degree they felt that the school encouraged biking/walking.

Parents were instructed to fill out only one survey per school. If multiple children attended the same school, they were asked to fill out one survey for the child with the next birthday from today's date. There were 43 parent surveys collected for Adams-Friendship Elementary School, 37 for Adams-Friendship Middle School, and 7 surveys were returned for Grand Marsh Elementary School. Expanded parent survey results can be seen in Appendix B.

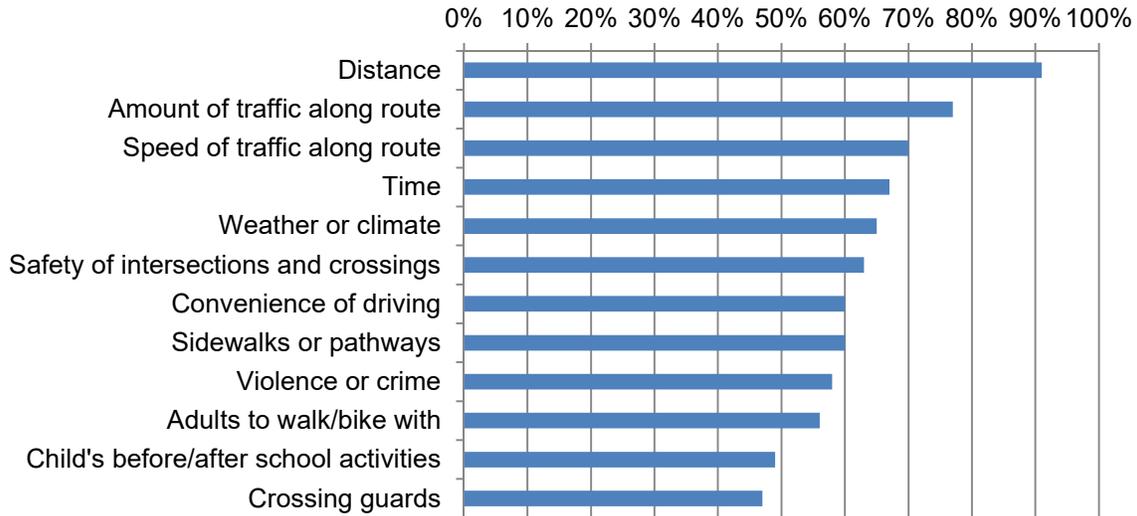
### Adams-Friendship Elementary School Parent Survey

Figure 12 shows that 61 percent of parents report living over 2 miles from the school, the remaining 39 percent of the respondents are under the 2 mile radius and are being addressed in this SRTS Plan. Correspondingly, Figure 13 indicates that the most significant barrier reported by parents preventing them to allow walking or biking is distance.

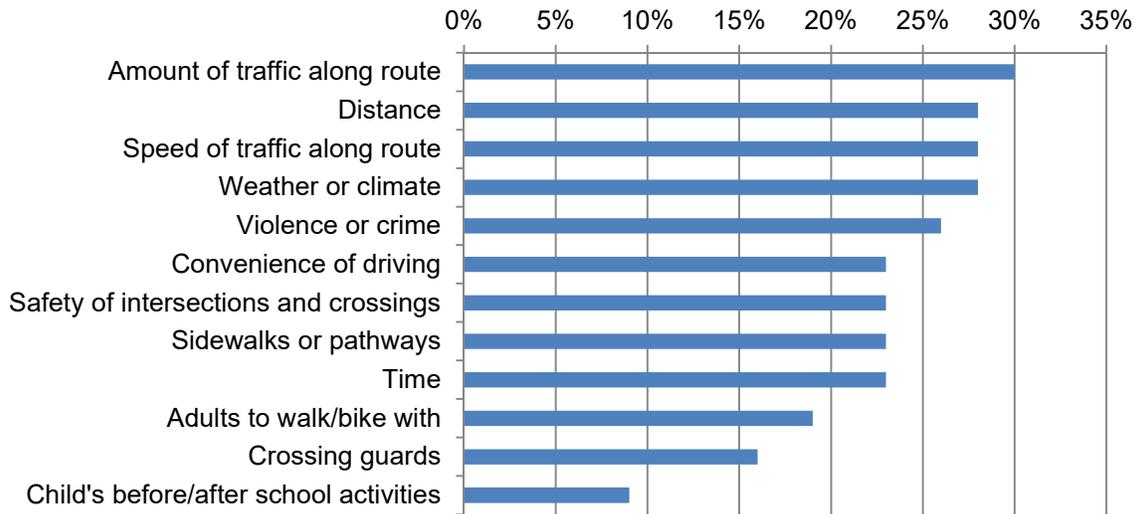
- **Factors cited most by parents prohibiting biking/walking:**
  1. Distance (91%)
  2. Amount of traffic along route (77%)
  3. Speed of traffic along route (70%)
  4. Time (67%)
  5. Weather or climate (65%)



**Figure 13: Adams-Friendship Elementary - Issues That Affected Parent's Decision to Not Allow Walking/Biking**



**Figure 14: Adams-Friendship Elementary - Parent Would Probably Let Child Bike/Walk If This Were Improved**



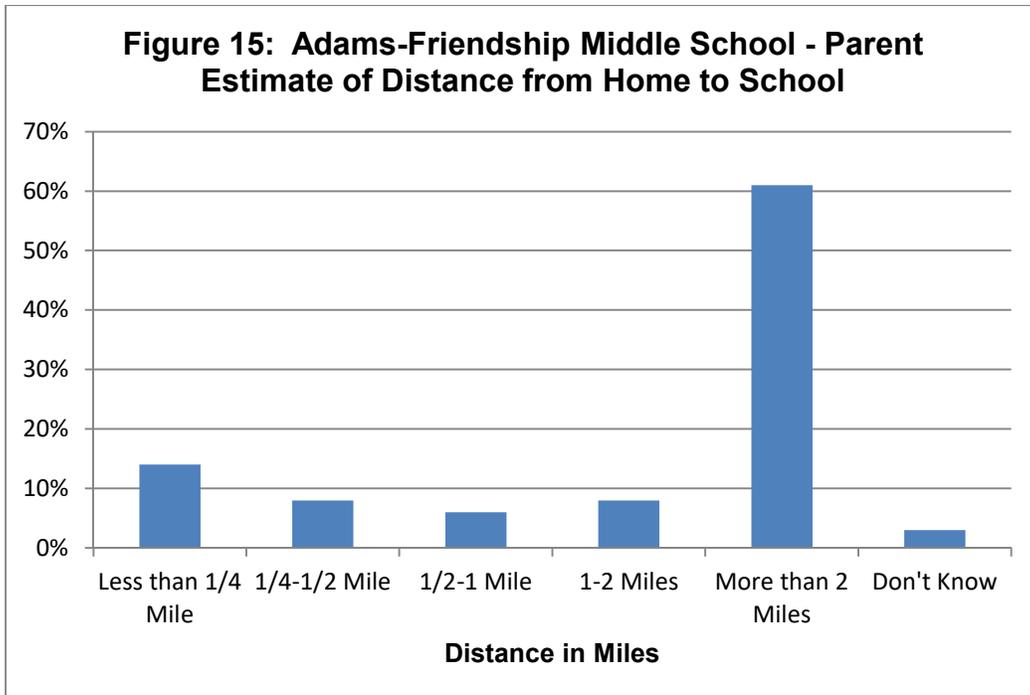
Parents cited the variables in Figure 14 as the factors that would be most influential in their decision to allow biking and walking. The top five items are detailed below. This plan will focus specifically on amount of traffic, speed of traffic, and violence/crime.

- **Proposed changes most cited by parents that would cause them to allow biking/walking**
  1. Amount of traffic along route (30%)
  2. Distance (28%)
  2. Speed of traffic along route (28%)
  2. Weather or climate (28%)
  3. Violence or crime (26%)

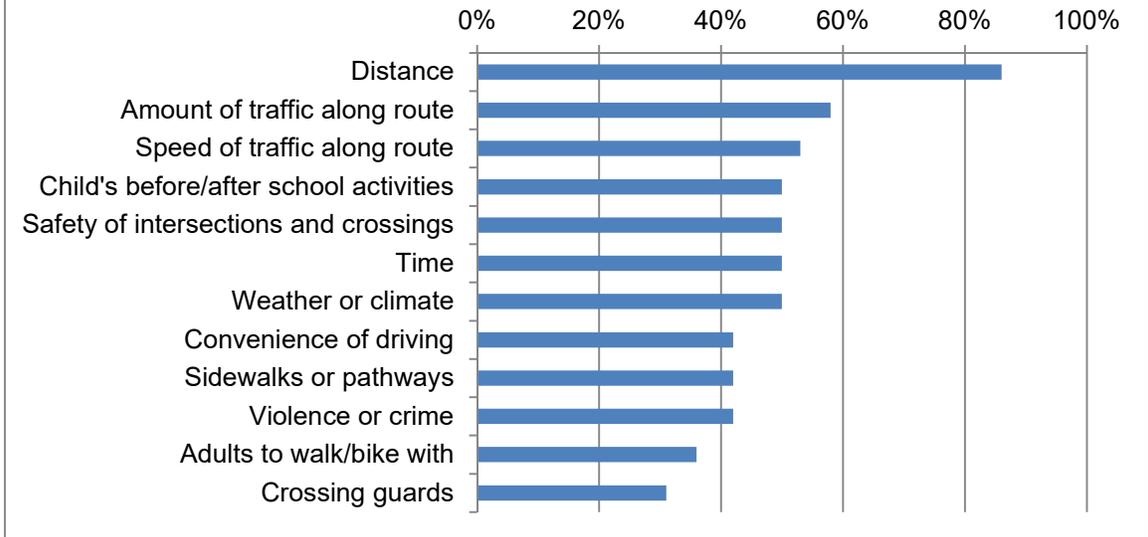
**Adams-Friendship Middle School Parent Survey**

Figure 15 indicates that 61 percent of parents reported to live more than 2 miles from the middle school. Therefore, 39 percent of students are included in the targeted study area. Similarly, 86 percent of parents report that distance is the most commonly cited factor in preventing permitting walking and biking to school, see Figure 16.

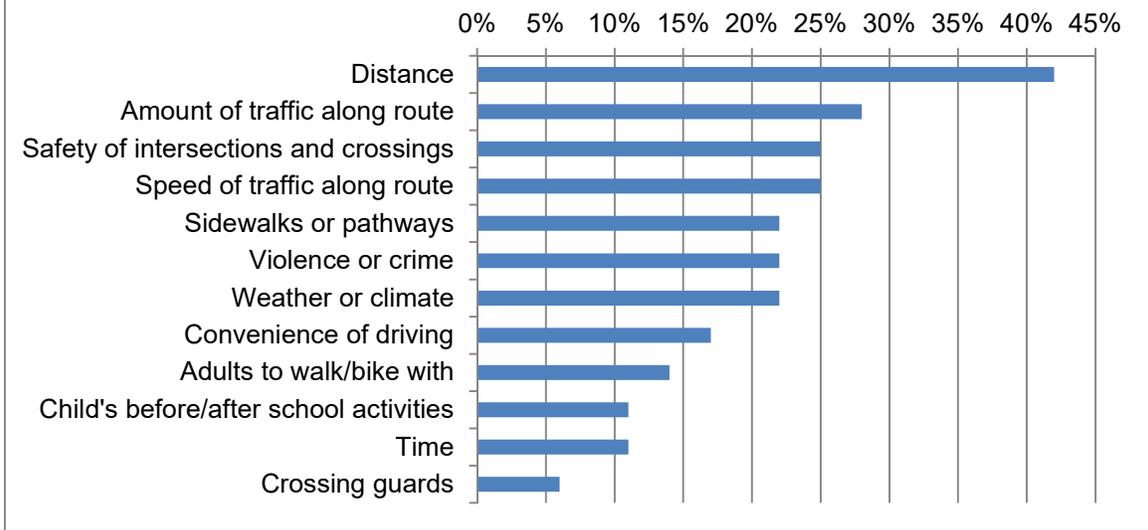
- **Factors cited most by parents prohibiting biking/walking:**
  1. Distance (86%)
  2. Amount of traffic along route (58%)
  3. Speed of traffic along route (53%)
  4. Child’s before and after school activities (50%)
  4. Safety of intersections and crossings (50%)
  4. Time (50%)
  4. Weather or climate (50%)



**Figure 16: Adams-Friendship Middle School - Issues that Affected Parent's Decision to Not Allow Walking/Biking**



**Figure 17: Adams-Friendship Middle School - Parent Would Probably Let Child Bike/Walk If This Were Improved**



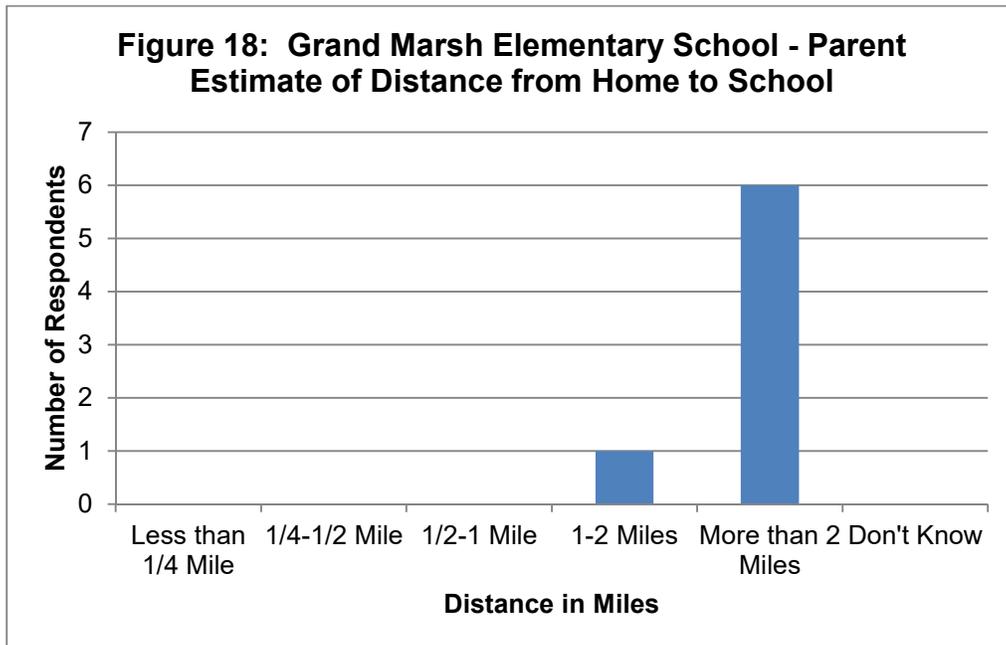
Parents cited the factors in Figure 17 as most likely to influence their decision to allow biking and walking if changed. The top issues are detailed below. This Plan will focus specifically on the amount of traffic, safety of intersections/crossings, speed of traffic, safe sidewalks/pathways, and crime. Distance and weather will not be addressed as these variables are fixed.

- **Proposed changes most cited by parents that would cause them to allow biking/walking**
  1. Distance (42%)
  2. Amount of traffic along route (28%)
  3. Safety of intersections and crossings (25%)
  3. Speed of traffic along route (25%)
  4. Sidewalks or pathways (22%)
  4. Violence and crime (22%)
  4. Weather (22%)

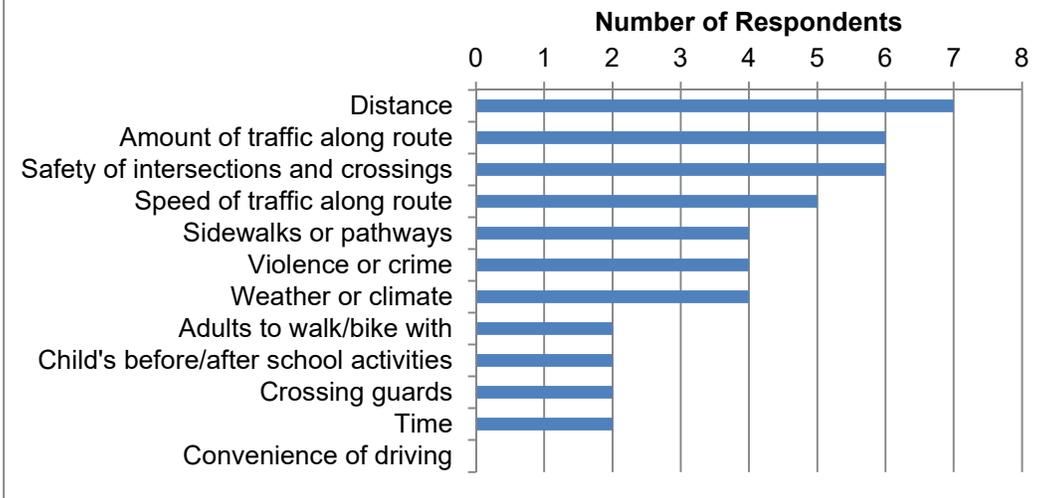
**Grand Marsh Elementary School**

Figures 18-20 use number of children/responses rather than overall percentage due to the small sample size. A majority of the survey respondents live 2 miles or more from Grand Marsh. Correspondingly, distance was cited most commonly as an issue that affects parent decisions to not allow walking/biking. Amount of traffic and safety of intersections and crossings followed closely behind, see Figure 19.

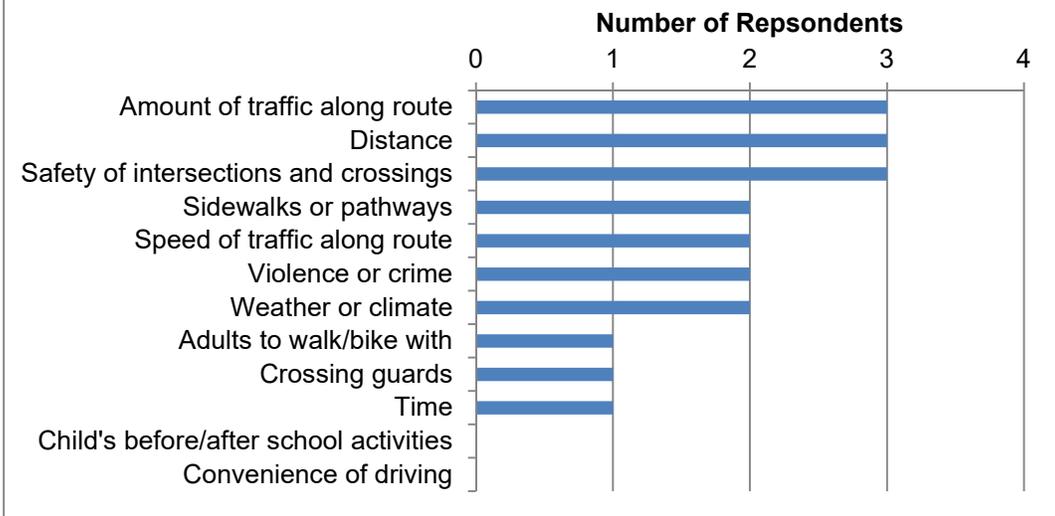
- **Factors cited most by parents when prohibiting biking/walking:**
  1. Distance (7)
  2. Amount of traffic along route (6)
  2. Safety of intersections and crossings (6)
  3. Speed of traffic along route (5)
  4. Sidewalks or pathways (4)
  4. Violence or crime (4)
  4. Weather or climate (4)



**Figure 19: Grand Marsh Elementary - Issues Reported by Parents That Affect Their Decision to Not Allow Walking/Biking**



**Figure 20: Grand Marsh Elementary Parents - if Issue Changed Would Allow Walking/Biking**



Parents cited the variables in Figure 20 as the issues most likely to influence their decision to allow biking and walking if changed. The issues are detailed below. This plan will focus specifically on amount of traffic, safety of intersections/crossings, safe sidewalks/pathways, speed of traffic, and crime, as distance and weather are fixed.

- **Proposed changes most cited by parents that would cause them to allow biking/walking**
  1. Amount of traffic along route (3)
  1. Distance (3)
  1. Safety of intersections and crossings (3)
  2. Sidewalks or pathways (2)
  2. Speed of traffic along route (2)
  2. Violence or crime (2)
  2. Weather or climate (2)

## **SITE ASSESSMENT**

As part of this Safe Routes to School planning process, a walking and bicycling site assessment was conducted within about a block around each of the Adams-Friendship area schools encompassed in this Plan, and the overall community where these schools are located. The assessment was conducted by NCWRPC staff. Some of the data collected from the assessment is shown on Map 3.

A walking and bicycling assessment is a process that involves a systematic gathering of data about the physical conditions that affect walking and bicycling in an area or site. The objective of the assessment is to document factors that help or hinder safe walking and bicycling. These factors include, but are not limited to, street lighting; existence of sidewalks and their width or condition; traffic volume, road widths, and topography.

## **TASK FORCE MEETING OUTCOMES**

The SRTS Task Force includes a diverse group of individuals (school, city, safety, health, etc.) that work toward the common goal of creating safe routes to school within the community. Through a series of meetings, the Task Force identified issues and objectives that helped to shape the recommendations put forth in this Plan. The Task Force will continue to be instrumental in the implementation and evaluation stages.

### Meeting 1: March 5, 2019

The most significant concerns expressed by Task Force members were regarding safety and crime. Members expressed unease about registered sex offenders that had been released and housed close to the schools. There were concerns about drug/substance abuse problems that were increasing in the area. Members had misgivings about safety on buses and walking to school. Recently cameras had been installed on all buses for child safety. There was much discussion about safety with regard to State Highway (STH) 13 which runs north and south through the City of Adams and the Village of Friendship. Task Force members expressed concern about the speed and amount of traffic on this highway and scrutinized the safety of crossing this highway.

Two intersections were identified as being especially problematic, one is STH 13 and Liberty Street, the second is STH 13 and Park Street/Brevoort Street. A section of STH 13 from West Street to State Street becomes a four lane undivided highway. There was discussion about a roadway reconfiguration throughout this section making the four lanes three with two through lanes and a center, two-way left turn lane. This likely would reduce crash rates as well as improve mobility and access of all road users including cyclists and pedestrians. A need for sidewalks on Park Street, Liberty Street, and State Street was also addressed. The potential of a “walk to school week” with adult supervision was discussed to ascertain the desire of persons to utilize these routes if there were increased safety measures in place. Ideally a walk to school week would also aid in alleviating some of the safety concerns that parents associate with walking and biking.

#### Meeting 2: May 22, 2019

At this meeting the Task Force discussed strategies and recommendations that would be most beneficial for the School District. Law enforcement was present and able to reassure members of the high level of safety present in the community. Traffic calming in the form of a road diet was identified as a solution to increase safety for pedestrians and bicyclists. Additionally, methods for integrating safety education and creating interest and motivation in biking and walking were discussed

#### Meeting 3: August 31, 2019

At this meeting a proposed plan was analyzed and final suggestions were discussed. Options were discussed for the intersection of North Street and Pierce Street as well as concerns about safe pedestrian access along North Street. The intersection of Main Street and Park/Brevoort Street remains the most heavily traveled pedestrian intersection and the addition of crossing guards in conjunction with some intersection enhancements were seen as a solution.

#### Final Adoption (Winter 2019-2020)

As soon as all the changes were made and WisDOT approved the recommendations for state highways, then the SRTS Plan was moved through the approval process at the School Board, Friendship Village Board, and the Adams City Council in winter. See Attachment C for adoption documentation.

## **EXISTING POLICIES AND PRACTICES**

### Busing

According to Wisconsin law, a K-12 public school student living more than two miles from a public school is entitled to busing provided by the School District. Additionally, §121.5(9)(a), Wis. Stats., establishes the procedures to be followed in the development of an usually hazardous transportation (UHT) plan within a two mile radius. An “unusual hazard” is an existing transportation condition that constitutes more than an ordinary hazard and seriously jeopardizes the safety of pupils traveling to and from school. Adams-Friendship does have a UHT plan in place and it states that all students at both

Adams-Friendship Elementary and Grand Marsh Elementary are offered busing services because of safety concerns including high volume/speed streets and lack of sidewalks. Middle school students are offered busing if they live north of Lake Street, east of 11<sup>th</sup> Avenue, south of the railroad crossing, or west of Juneau Street.

### Bike Racks

There are old style bike racks that are located at A-F Elementary and Grand Marsh Elementary, and newer bike racks available behind the gate at A-F Middle School. None of these racks meet current bike rack design guidelines (Attachment D), because they don't allow a bike frame to be supported at two points to hold it up while locking the front tire and frame with a U-lock. The bike racks at the Middle School are also mounted in the ground too close together. These two-sided racks should be about 16-feet apart, which allows a 5-foot walkway for student access between the rows of locked bikes.



Source: NCWRPC

Bike racks near Middle School entrance

### Crossing Guards

Adult crossing guards are usually assigned at heavily traveled intersections. The presence of crossing guards can significantly increase safety for youth by ensuring that they are learning and obeying pedestrian safety rules as they cross the street under their watch. Adams-Friendship School District has difficulty obtaining and retaining crossing guards. There is one crossing guard located at the entrance/exit at the elementary school. This person is responsible for assisting with pick-up and drop-off and stopping traffic to allow parents and children to cross to get to and from their cars. There are two adult crossing guards at the middle school. One is responsible to keep queued pick-up and drop-off vehicles moving and one staffs the crosswalk from the middle school across E. Brevoort Street. There is an additional adult crossing guard at the intersection of W. Lincoln Street and N. Main Street.

### Annual Bicycle Rodeo

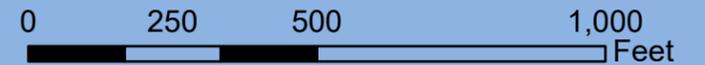
There is an annual bicycle rodeo held at the Adams County Airport in the summer. The event has been sponsored in the past by the Adams County Sheriff's Office, the Young Eagles Rally, and Be Healthy Adams County. The event includes a skills course, safety demonstrations, handouts, and free helmets.

# Map 3A Site Assessment

## A-F Elementary & A-F Middle School

### Adams-Friendship Area Safe Routes To School

-  Sidewalks
-  Asphalt Path
-  Gravel Path (Not Plowed in Winter)
-  Adams-Friendship Elementary School
-  Adams-Friendship Middle School
-  Bike Rack
-  Crossing Guard
-  Parking
-  Parking Flow Direction
-  School Entrance
-  Speed Limit
-  Chain Link Fence
-  Crosswalk
-  4-lane Undivided Highway
-  15 mph School Speed Limit

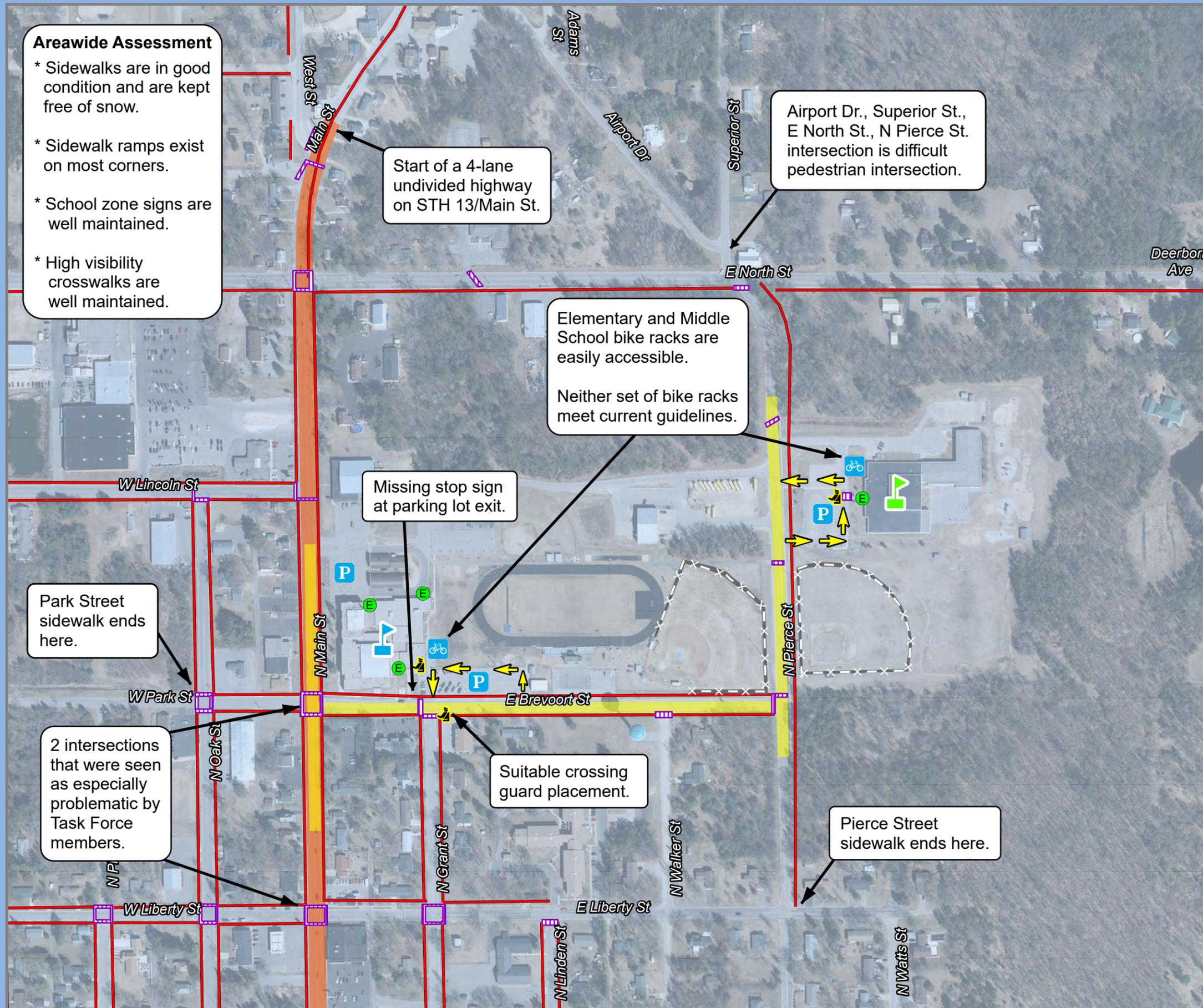


Source: WI DNR, NCRWPC, Adams Co  
 This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCRWPC is not responsible for any inaccuracies herein contained.



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# Map 3B Site Assessment

## Grand Marsh Elementary

Adams-Friendship Area  
Safe Routes To School

-  Sidewalks
-  Grand Marsh Elementary School
-  Bike Rack
-  Crossing Guard
-  Parking
-  Parking Flow Direction
-  School Entrance
-  15 mph school zone
-  Speed Limit (35)
-  Speed Limit (45)
-  Speed Limit (55)
-  15 mph School Speed Limit



Source: WI DNR, NCWRPC, Adams Co  
This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCWRPC is not responsible for any inaccuracies herein contained.



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## TRAFFIC COUNTS

The vast majority of traffic in the area comes through on State Highway 13. The middle school is directly adjacent to STH 13 and the elementary school is a little less than one half mile from this highway. Therefore, this roadway presents the most significant barrier to walking and biking to and from school. Table 8 displays traffic count data within a half mile radius of the schools. The most significant increase in volume was seen on E. North Street west of 11<sup>th</sup> Avenue in Friendship, where the count increased sharply from 2004 to 2011. Otherwise, traffic volumes have decreased substantially over time. However, even with decreased volumes, in most cases traffic is highest when students are walking and biking to school. The locations that are most relevant to this SRTS Plan and are within a half mile buffer include:

<b>Table 8: Traffic Volumes</b>			
<b>Street</b>	<b>AADT 2008</b>	<b>AADT 2017</b>	<b>Percent Change</b>
STH 13 btw North and W. Sixth Sts. Friendship	8,500	7,300	-14.1%
STH 13 btw Liberty and State Sts. Adams	10,000	8,900	-11.0%
STH 13 (Main) btw State and Grove Sts. Adams	9,800	8,600	-12.2%
<b>Street</b>	<b>AADT 2004</b>	<b>AADT 2011</b>	<b>Percent Change</b>
State St. east of STH 13 (Main) Adams	590	530	-10.2%
E. North St. west of 11 <sup>th</sup> Ave. Friendship	920	1700	84.8%

Source: Wisconsin Department of Transportation

**Children have little concept of how fast cars are traveling, or how to anticipate what a driver is going to do, so it is up to adults to be responsible.**



Map 4 shows the most current traffic volume counts. It also details fourteen total bicycle crashes and seventeen total pedestrian crashes that occurred in areas near the schools since 2000. Of the fourteen bicycle crashes, eleven occurred during school hours and eight school age children were involved. Eleven of the seventeen pedestrian crashes transpired during school hours and there were nine school aged persons involved.

## CRASH DATA

Safety is often cited as the primary reason people do not bike or walk more often. Creating a safer environment for these activities is an important factor that requires an understanding of safety issues and proven actions that can be taken to improve safety.

Crashes involving motor vehicles that result in injuries or fatalities to bicyclists and pedestrians have been recorded at the state and federal levels for many years.

Over the past few decades, traffic safety experts have been moving away from the term “accident” in favor of the term “crash” to describe a collision. An accident is defined as an unforeseen and unplanned event or circumstance. WisDOT made this change in 1990 because traffic crashes are not accidents, but avoidable events caused by a single variable or chain of variables.

Crash data is reported universally for Wisconsin on form MV4000. However, it is important to highlight some shortcomings:

1. *Some studies indicate that as few as ten percent of all bicycle crashes are reported;*
2. *Some roads with a higher frequency of bicycle crashes may have higher bicycle use;*
3. *Very likely that there will be no detectable pattern of bicycle crashes because of the small number reported in rural areas and small cities.*

Crashes from 2000 to 2017 within a half mile radius are shown in Table 9. Reducing bicyclist and pedestrian traffic injuries and fatalities can be accomplished through safety and education efforts.

<b>Table 9: Crash Data</b>		
<b>Address</b>	<b>Type</b>	<b>Date</b>
N. Main St./Liberty St.	Pedestrian	4/14/05
N. Main St./E. Brevoort St.	Pedestrian	6/6/12
N. Main St./E. Brevoort St.	Pedestrian	5/28/14
N. Main St./W. Lincoln St.	Pedestrian	3/3/00
N. Main St./W. Lincoln St.	Bicycle	7/17/02
N. Main St./W. Lincoln St.	Bicycle	6/26/04
N. Main St./W. Lincoln St.	Bicycle	7/23/05
N. Main St./North St.	Bicycle	7/23/04
N. Main St./North St.	Bicycle	9/26/05
N. Main St./North St.	Pedestrian	8/25/07
N. Main St./Center St.	Pedestrian	N/A
N. Main/West St.	Pedestrian	4/14/17
E. Liberty St./N. Walker St.	Pedestrian	4/28/03
E. Liberty St./N. Grant St.	Pedestrian	9/18/12
W. Liberty St./N. College St.	Pedestrian	N/A
E. Goggin St./ Main St.	Bicycle	9/7/17
E. North St./N. Pierce St.	Pedestrian	9/22/05
N. Pine St./W. State St.	Bicycle	7/5/04
Superior St./E Second St.	Pedestrian	8/6/16
Grove St./Main St.	Bicycle	9/2/07

Source: Wisconsin Department of Transportation



## CHAPTER 3: RECOMMENDED STRATEGIES

This chapter was developed to address the issues and opportunities observed by school officials, Task Force members, parents, and NCWRPC staff throughout the development of this Plan. Moreover, this chapter presents possible solutions to improve existing conditions and concerns. Previous chapters identified background information about the school and municipality, analyzed student and parent data, including quantifying attitudes toward walking and biking. Additionally Task Force outcomes were summarized and existing conditions were assessed.

The SRTS Task Force and NCWRPC have developed the following recommendations around the 5 E's for Safe Routes to School. A successful SRTS program incorporates components of each classification (i.e., the 5 E's: engineering, education, encouragement, enforcement, and evaluation).

Chapter 4 contains SRTS Action Plans for each school. A table in the back of each SRTS Action Plan identifies who may enact each item and provides the timeframe for each item's completion. Map 5 shows the location of physical recommendations.

### Engineering

Engineering is a broad concept used to describe the design, implementation, operation, and maintenance of traffic control devices or physical measures. Children and adolescents need well designed paths, safe crossings, and well-maintained roads and pathways. The goal of these recommendations is to create a balanced roadway environment that can accommodate traffic, bicycles, and pedestrians of all types including those with disabilities. With regard to engineering, it is best to implement low-cost solutions first and then seek funding for the larger cost-intensive projects.

**Note:** Any Recommendations for STH 13 will need WisDOT permits.

#### Issue 1: Pedestrian and Bicycle Safety

There is a need for increased pedestrian and bicycle safety measures due to the following two observations:

- 1) A relatively high number of pedestrian and bicycle crashes on STH 13 in close proximity to the crossings for the elementary and middle schools; and
- 2) A lack of sidewalks in some areas near the elementary school deters student walking.

The Task Force also noted that the following intersections are particularly dangerous for bicyclists and pedestrians:

- STH 13 & Park/Brevoort St (because of the large number of cars turning to drop-off and pick-up students); and
- STH 13 & Liberty St (because of the large number of students using this intersection to access Kwik-Trip before and after school, and the students avoiding STH 13 & Park/Brevoort due to no crossing guard and the large number of turning cars there). Additional note: this intersection is very much used by walking citizens throughout the day too.

### Recommendations:

- Implement a road diet on STH 13 to convert an existing stretch of four lane undivided roadway (between West Street and State Street) to a three-lane roadway consisting of two through lanes and a center *two-way left turn lane* (TWLTL). If WisDOT determines that enough room exists, then there is a possibility of adding bicycle lanes too.
- Replace all bicycle racks with new racks that enable a bike frame to be supported at two points to hold up the bike while locking the front tire and frame with a U-lock. See guidelines in Attachment D, and ask NCWRPC for additional design and location guidance as needed.
- Consider adjusting the space between the existing Middle School racks (if they are not being replaced) to about 16-feet apart, which will allow a 5-foot walkway for student access between the rows of locked bikes. Current racks are double sided, so the existing walkway between racks is too narrow.
- Maintain high visibility crosswalks (Figure 21) at intersections, or parts of intersections, shown on Map 5.

### **Sidewalk Installation**

- Install #1 proposed sidewalk (Map 5) on Park St from Oak Street to Juneau Street.
- Install #2 proposed sidewalk (Map 5) on Pierce St from Liberty Street to Grove Street to connect to existing sidewalks within the City of Adams.
- Install #3 proposed sidewalk or bike path (Map 5) on one side of Ann St & CTH M, from Walker St east to mobile home park driveway.
- Install #4 proposed sidewalk or bike path (Map 5) on one side of 11<sup>th</sup> Ave, from CTH M north to the A-F High School driveway.

### **Intersection Treatments (See Map 5)**

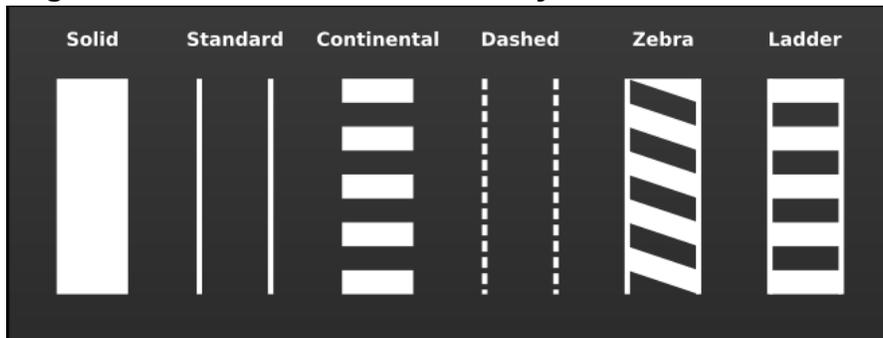
#### STH 13 & Liberty St

- See Figure 22 for all the specific improvements.

#### North St, Pierce St, Airport Dr, & Superior St

- See Figure 23 for all the specific improvements.

**Figure 21** **Crosswalk Styles**

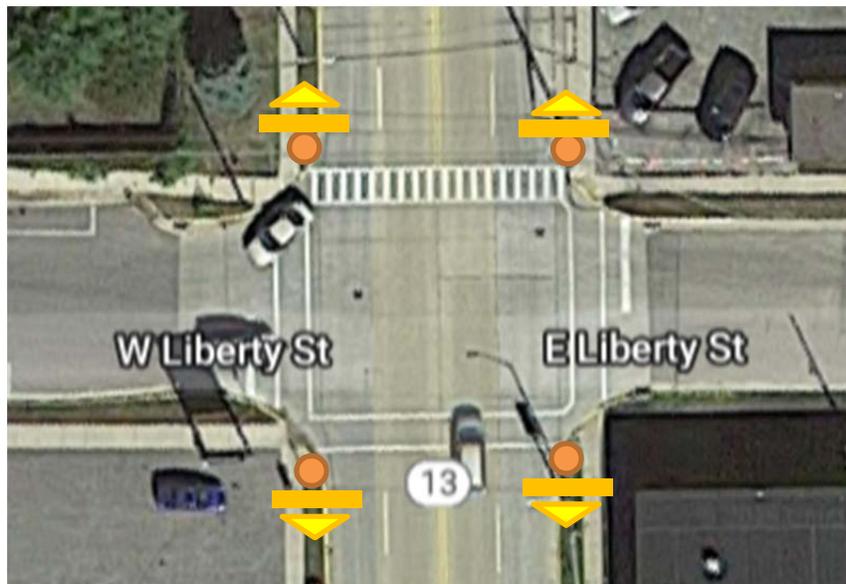


Source: FHWA

*WisDOT approved High Visibility Crosswalks Are: Continental, Zebra, and Ladder.*

**Note:** Continue to use one style of high visibility crosswalk for the whole community.

**Figure 22** **Intersection Treatment for STH 13 & Liberty St**



Source: Google airphoto

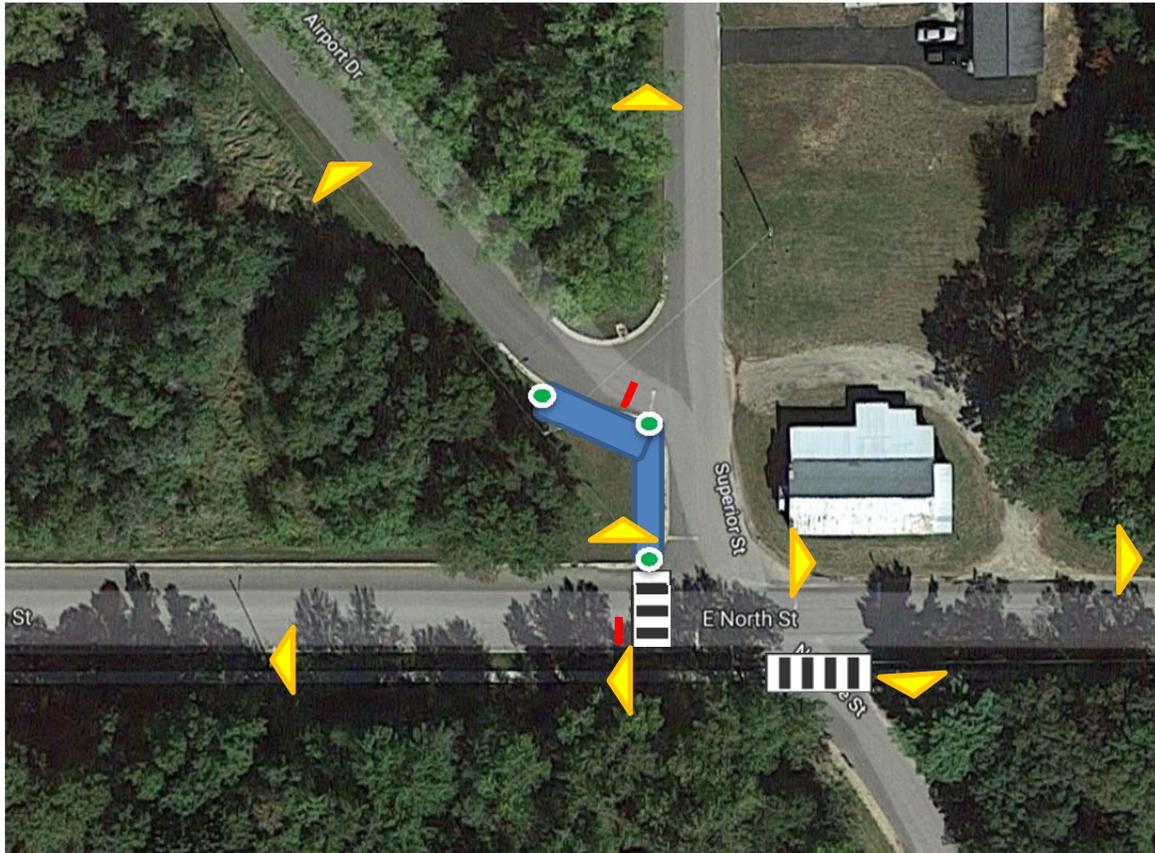
-  = Rectangular Rapid Flash Beacon (RRFB), point faces traffic.
-  = Post for sign assemblies.
-  = Pedestrian crosswalk assembly (W11-2 & W16-7P)

**Note 1:** Set up RRFBs so that when a person pushes the button, then all 4 RRFBs activate.

**Note 2:** Continue maintaining high visibility crosswalk (Figure 21) on north side of intersection

Figure 23

Intersection Treatment for  
North St, Pierce St, Airport Dr, & Superior St



Source: Google airphoto

 = School Advance Crossing assembly [S1-1 & W16-9P]  
OR  
School Crossing assembly [S1-1 & W16-7P]  
(point faces traffic). See MUTCD for details.

 = Move stop line and stop sign back to here.

 = Install sidewalk with curb ramps (  at each end.

 = Paint high visibility crosswalk here.

**Note:** Do not extend the Pierce St school speed zone north to cover this intersection, because it is a 4-way stop and therefore is not needed. Installing School Crossing assemblies will provide high visibility for drivers.

## **Education**

Education activities include teaching pedestrian and bicyclist traffic safety, and may provide guidance on how to handle potentially dangerous or scary situations.

### Issue 2: Traffic Concerns

The amount and speed of traffic are the most frequent concerns cited by parents who don't allow their kids to walk or bike to school. There is a need to educate drivers about safe practices in school speed zones, and to inform parents about how to teach their children about walking and biking safely in traffic.

#### Recommendations:

- Provide a link to WisDOT's web page that shows motorists how to share the road with bicyclists and pedestrians.
- Provide materials to School District families to assist them with teaching their children on how to walk and bike safely. See the "Resources" webpage for various educational materials (<http://www.ncwrpc.org/adams/a-f/resources.html>).
- Consider field trips that integrate safe walking and biking practices into the curriculum.
- Continue Bicycle Rodeo program.

## **Encouragement**

*Before beginning Encouragement strategies, children should receive pedestrian and bicyclist safety education.*

Encouragement strategies are about having fun; they generate excitement and interest in walking and bicycling. Encouragement activities also play an important role moving the overall SRTS program forward, because they build interest and enthusiasm, which can maintain support for changes that might require more time and resources – such as constructing a sidewalk.

### Issue 3: Reluctance to Allow Walking and Biking

There is some general reluctance to allow walking and biking due to an array of factors including traffic speed and volume, safety of intersections, sidewalks, weather, and crime/personal welfare concerns. Assisting parents and caregivers to overcome these concerns and become more comfortable with the idea of walking and biking will lead to an increase in the number of students that walk and bike to school.

#### Recommendations:

- Participate in "Walk to School Week" in the fall ([www.walkbiketoschool.org](http://www.walkbiketoschool.org)). Normally one day events are held nationwide the first week of October, but schools are free to dedicate more than one day in the same week to the event (e.g., in case of rain or to encourage more participation), and also to pick a week that may better fit their schedule.
- To continue momentum after a Walk To School event, consider organizing a walking/biking club that promotes student walking/biking. A student logs their

mileage or number of times they walked/biked to school and has a chance to win prizes or as a competition between classrooms throughout the school.

### Enforcement

Enforcement includes students, parents, adult school crossing guards, school personnel, and neighborhood watch programs all working in conjunction with law enforcement. Working together to enforce rules for safe walking, bicycling and driving makes it safer and easier for everyone to walk and bicycle.

#### Issue 4: Safe Crossings

There is concern about students having a safe crossing option available on STH 13. Crossing guards aid in deterring motorists from unsafe behaviors, while reinforcing safe habits in pedestrians and bikers.

#### Recommendations:

- Continue to provide a crossing guard at Brevoort St. & Grant St.
- Add crossing guards on Main St. & Park/Brevoort St. to control mainly traffic on STH 13 (Main St).
- Continue maintaining school zone signs per the federal MUTCD and any additional WisDOT guidance.
  - Extend the Pierce St school zone north to North Street, which also means installing school zone ahead signs (S1-1 & W16-9P) on the 4 streets leading into the intersection (i.e., North St [eastbound and westbound], Airport Dr, and Superior Street);
  - Relocate “Speed Limit 25” signs from within the school zone on STH 13 to the ends of the school zone (or as close as possible), and mount “End School Zone” signs (S5-2) under the “Speed Limit 25” signs on same posts.
- The road diet on STH 13 will have an added benefit on enforcing speed limits.



Source: MUTCD 2009

### **Evaluation**

Evaluation can determine if the aims of the strategies are being met. It can also be used to ensure that resources are being directed toward efforts that show the greatest likelihood of success. Future evaluation can aid in determining what adjustments if any are needed. Therefore, it is important that evaluation measures are taken before, during, and after the creation of SRTS activities.

#### **Issue 5: Measurement of Results Needed**

A variety of issues have been identified and recommendations have been made to work toward creating Safe Routes to School for the School District of Adams-Friendship. However, it is imperative that student tallies and other measurement tools are utilized to determine if the suggestions that have been implemented have been effective. In this way, the Task Force can continue to make new observations and recommendations to help work toward the goal of creating safe routes for the students in the community.

#### **Recommendations:**

- Conduct student tallies in the fall when Task Force members want to see if walking and biking have increased. Usually, after a series of recommendations have been implemented, then student tallies in the fall would be useful to determine how effective at changing behavior those recommendations worked.
- Evaluate ability of crossing guards to stop traffic at STH 13 and Park/Brevoort St.
- If walking and biking have not increased, then review various educational programming on “Resources” webpage and consider implementing additional changes.

“Resources” webpage:

<http://www.ncwrpc.org/adams/a-f/resources.html>

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#### **Table 10**

In Table 10 each recommendation has a specific timeframe or a general suggested timeframe of either: short, medium, or long term. The short-term projects are those that can be implemented without the need for specific grant funds or large coordinative efforts. The medium-term category includes those projects that may require some planning to include in school curriculum or would be eligible for upcoming grant cycles, such as applications to Wisconsin Department of Transportation TAP grant program. Long-term projects require a more coordinated effort, design time, or may need a more complex funding scheme. With different funding sources and a coordinated effort, some of these activities could start sooner.

**Table 10: Recommendations**

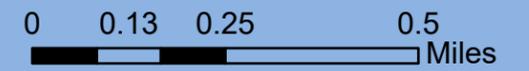
ACTIVITY	LOCATION	FUNDING	LEAD AGENCY (BOLD)	TIME FRAME
<b>Engineering</b>				
#1 Perform a <b>road diet</b> on STH 13, which is 4 lanes to 2 lanes + TWLTL.	STH 13 between West Street and State Street	WisDOT 100%	<b>County Hwy Safety Committee,</b> WisDOT	Immediately bring up at County Hwy Safety Committee. <i>Implement possibly within 7-years.</i>
Install #1 sidewalk (Map 5).	Park Street	WisDOT 80%, or local taxes	<b>City,</b> NCWRPC	Medium term (TAP application every other year)
Install #2 sidewalk (Map 5).	Pierce Street	WisDOT 80%, or local taxes	<b>City,</b> NCWRPC	Medium term (TAP application every other year)
Install #3 sidewalk or bike path (Map 5).	Ann St & CTH M	WisDOT 80%, or local taxes	<b>City,</b> NCWRPC	Medium term (TAP application every other year)
Install #4 sidewalk or bike path (Map 5).	11 <sup>th</sup> Ave	WisDOT 80%, or local taxes	<b>City,</b> NCWRPC	Medium term (TAP application every other year)
Intersection Treatments per Figure 22	STH 13 & Liberty St	Local taxes	<b>City</b>	Short term
Intersection Treatments per Figure 23	North St, Pierce St, Airport Dr, & Superior St	Local taxes	<b>Village, City</b>	Short term
Continue maintaining high visibility crosswalks.	See Map 5.	Local taxes	<b>City, County Hwy Dept.</b>	Ongoing
Replace all bike racks.	A-F E.S., Grand Marsh E.S. & A-F M.S.	Local taxes	<b>School Dist.,</b> NCWRPC	Short term
<b>Education</b>				
Link to WisDOT's web page that shows motorists how to share the road with bicyclists and pedestrians.	Communitywide	Current staff	<b>City, Village, School Dist.,</b> NCWRPC	Ongoing
Consider school field trips that integrate safe walking and biking practices into the curriculum.	Schools	School Dist.	<b>School Dist.</b>	Short term
Provide materials to student's families about how to walk or bike with your kids.	School families	Local taxes	<b>School Dist.,</b> Nat'l SRTS, NCWRPC, WI Bike Fed	Annually or as needed
Continue bicycle rodeo programming.	Communitywide	Adams County Sheriff and Be Healthy Adams County	<b>Adams County Sheriff,</b> Be Healthy Adams County	Annually

<b>Encouragement</b>				
Create a "Walk to School Week" every fall.	Communitywide	Current staff	<b>School Dist., Police, City, &amp; Village</b>	Annually in fall
Review creating a walking/biking club.	E.S. & M.S.	Current staff	<b>School Dist., NCWRPC</b>	Short term Ongoing
<b>Enforcement</b>				
Continue to provide crossing guards.	Grant St. & Brevoort St.	Local taxes	<b>City, School Dist.</b>	Annually
Add crossing guards on STH 13 by M.S.	STH 13 & Park/Brevoort St	Local taxes	<b>City, School Dist.</b>	Short term
Continue maintaining school speed limit zones.	Existing locations.	Local taxes	<b>City, County Hwy Dept, WisDOT</b>	Ongoing
Review all school speed limit zone and school crosswalk signs to make sure their locations match the current MUTCD.	STH 13	Local taxes	<b>County Hwy Dept, City</b>	Short term
<b>Road diet</b> on STH 13 will also act as a way to enforce speed limits.	See: "Engineering #1"			
<b>Evaluation</b>				
Conduct student tallies to see if walking and biking have increased.	Schools	Current staff	<b>School Dist., NCWRPC</b>	After initial changes are made, and also after other modifications are made
Evaluate ability of the crossing guard to stop traffic at STH 13 & Park/Brevoort St.	Schools	Current Staff	<b>City, School Dist.</b>	Within the first year after hiring guards
If walking or biking have not increased, then review various educational programming on "Resources" webpage and implement one or more of the resources such as the following: <ul style="list-style-type: none"> <li>• Wisconsin Bike Fed programming</li> <li>• Middle school bicycle mechanics program</li> <li>• Middle school bicycle physical education unit</li> </ul>	Schools	Current staff	<b>School Dist.</b>	After student tally information has been collected

# Map 5 Physical Recommendations

## Adams-Friendship Area Safe Routes To School

-  Sidewalk on Both Sides
-  Sidewalk on One Side
-  Intersection Treatment
-  High Visibility Crosswalk
-  Road Diet
-  Adams-Friendship Elementary School
-  Adams-Friendship High School
-  Adams-Friendship Middle School
-  Minor Civil Division
-  Mobile Home Park **# of mobile homes**
-  Water

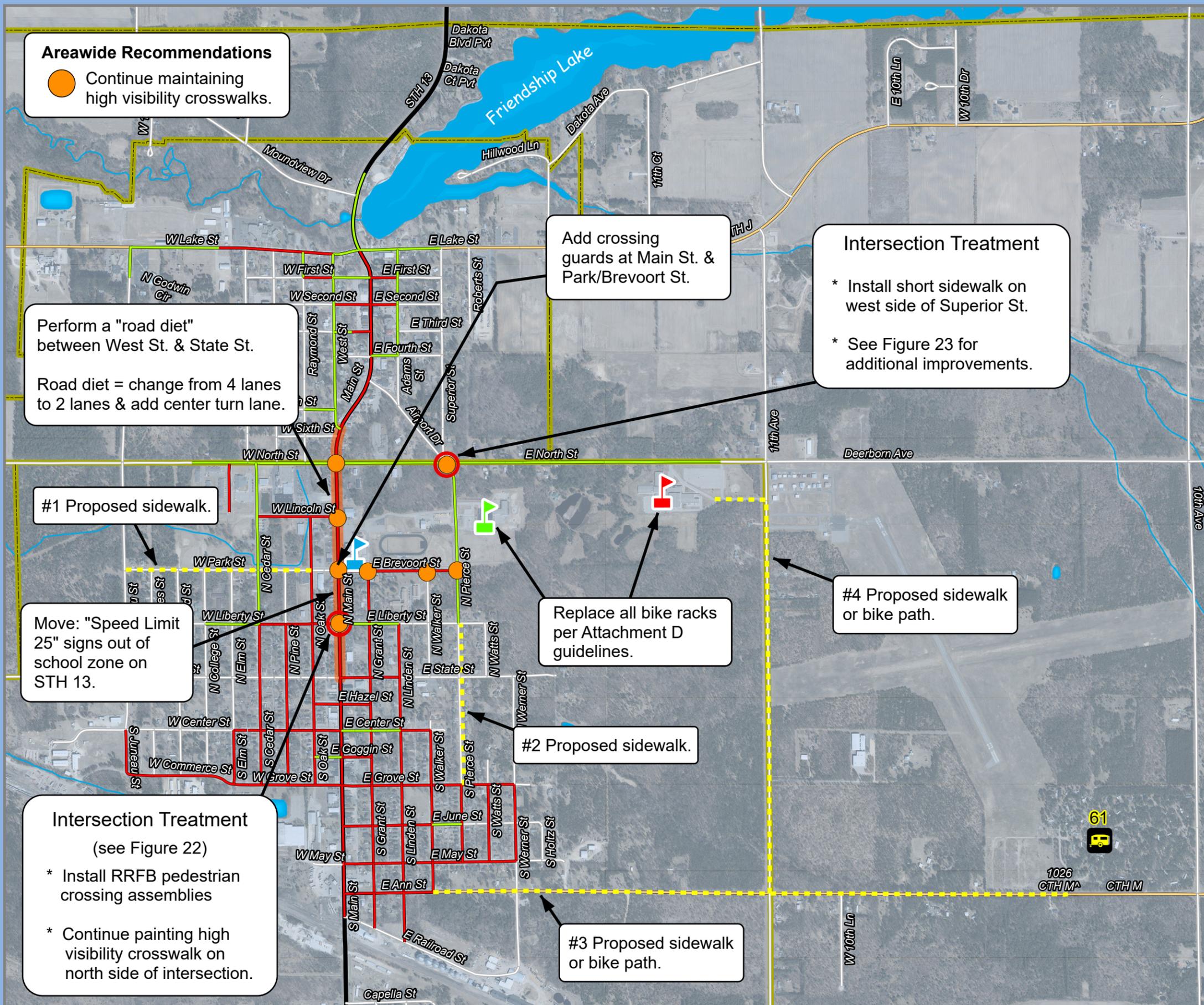


Source: WI DNR, NCRPC, Adams Co  
 This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCRPC is not responsible for any inaccuracies herein contained.



Prepared By:  
**North Central  
 Wisconsin Regional  
 Planning Commission**

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**Areawide Recommendations**  
 Continue maintaining high visibility crosswalks.

Perform a "road diet" between West St. & State St.  
 Road diet = change from 4 lanes to 2 lanes & add center turn lane.

#1 Proposed sidewalk.

Move: "Speed Limit 25" signs out of school zone on STH 13.

**Intersection Treatment**  
 (see Figure 22)  
 \* Install RRFB pedestrian crossing assemblies  
 \* Continue painting high visibility crosswalk on north side of intersection.

Add crossing guards at Main St. & Park/Brevoort St.

**Intersection Treatment**  
 \* Install short sidewalk on west side of Superior St.  
 \* See Figure 23 for additional improvements.

Replace all bike racks per Attachment D guidelines.

#2 Proposed sidewalk.

#4 Proposed sidewalk or bike path.

#3 Proposed sidewalk or bike path.

## CHAPTER 4: SCHOOL ACTION PLANS

This SRTS Plan contains a considerable amount of information including community demographics, facts and figures about the School District, student and parent survey information, recommendations, and guidelines for implementation. There may be circumstances in which a brief summary of this SRTS Plan is preferable to sharing the Plan in its entirety. It is for this reason that School Action Plans have been created for each school. In this way, School District Administrators, teachers, and Task Force members can convey the plan highlights without having to distribute the entire Plan.

School Action Plans contain a brief description of the Safe Routes to School program, background information about each school, key survey data, community data, Task Force highlights, and a site assessment map. The culmination on the last page is a recommendations table. This table is consistent with the recommendations section within the SRTS Plan, but is contained within one page. The columns include the recommended activity, location, funding, lead agency, and the time frame within which the recommendation could be realistically completed.

The identified strategies each have a suggested timeframe: short, medium or long term. The short-term projects are those that can be implemented without the need for specific grant funds or large coordinative efforts. The medium-term category includes those projects that may require some planning to include in school curriculum or would be eligible for upcoming grant cycles, such as applications to Wisconsin Department of Transportation TAP grant program. Long-term projects require a more coordinated effort, design time, or may need a more complex funding scheme. With different funding sources and a coordinated effort, some of these activities could start sooner.

These School Action Plans are included in the SRTS Plan. However, they can also be printed in a four page newsletter format for each school. It is advisable to have several copies available at any time, as they would be appropriate to distribute to student families, potential community partnership groups (i.e. bike and pedestrian committees, community health committees, and PTO/PTA's), and school neighbors. An annual or biannual review of these School Action Plans by the SRTS Task Force will provide guidance to determine progress, set goals, and make modifications as needed. Additionally, if some areas have been found to be particularly successful, the Task Force may want to renew efforts in this specific area. New activities to consider may become apparent when data from newly administered student tallies and parent surveys are reviewed.

Resources are available on the Adams-Friendship Safe Routes to School Home Page under the "Resources" tab: <http://www.ncwrpc.org/adams/a-f/resources.html>. The "Resources" link has information for students, parents, and teachers. In addition, there are links to other communities that have had success as well as more information about programs offered by the Wisconsin Bike Fed. If encouragement strategies are found to be especially successful, there is information on how to plan a walk to school event in seven days and details on National Walk and Bike to School day planning.



# Adams-Friendship Elementary School SRTS Action Plan

## Adams-Friendship School District Safe Routes to School Program

### School Demographics:

Enrollment: 456  
 Grades: Pre-K-4th grade  
 Start Time: 8:10 a.m.  
 End Time: 3:00 p.m.  
 Principal: Roxanne Irely  
 500 N. Pierce St.  
 Adams, WI 53910

SRTS Background Information 1

Survey Results and Existing Conditions 2

Site Assessment Map 3

Recommendations: The 5 E's 4

### Safe Routes to School Background Information

The purpose of the SRTS program is to provide safe pedestrian and bicycle facilities that encourage healthier lifestyles. Programs can be established to educate students, parents, and the community on the benefits of walking and bicycling to school and provide tips to do so safely. Major SRTS goals are:

- To enable and encourage children, including those with disabilities, to walk and bike to school.
- To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age.
- To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air

pollution in the vicinity of schools.

SRTS Planning efforts assess the facilities and conditions near school, examine how students are currently traveling to /from school, and identify safety concerns/issues raised by parents and the community. Infrastructure and non-infrastructure recommendations are then created and implemented, sometimes with grant funding assistance, by the SRTS Task Force and other community members. SRTS Plans focus on projects within two miles of an elementary or middle school (Kindergarten-8th grade) and address the 5 E's:

- ⇒ **Engineering**
- ⇒ **Enforcement**
- ⇒ **Education**
- ⇒ **Encouragement**
- ⇒ **Evaluation**



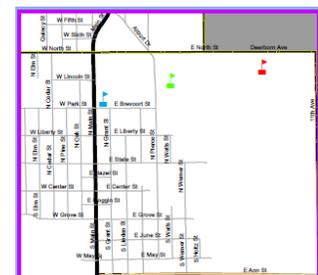
*The main goal of SRTS programs is to get children safely walking and biking to school.*

### Adams-Friendship Elementary School Background Information

Adams-Friendship Elementary School is located in the City of Adams, which is adjacent to the Village of Friendship. There are also 13 townships included within the school district boundary. The area is primarily rural. The majority of students travel to and from school in the family vehicle (52%) or on the school bus (44%). In comparison, an average of 2% of stu-

dents travel to and from school on foot. The top three concerns of parents who do not allow their children to walk or bike to school are distance from school, the amount of traffic along the route, and speed of traffic along the route. State Highway 13 is the biggest barrier to safe walking. Traffic counts on this highway are 7,300 north of North St., 8,900

north of Liberty St., and 8,600 north of Center St.

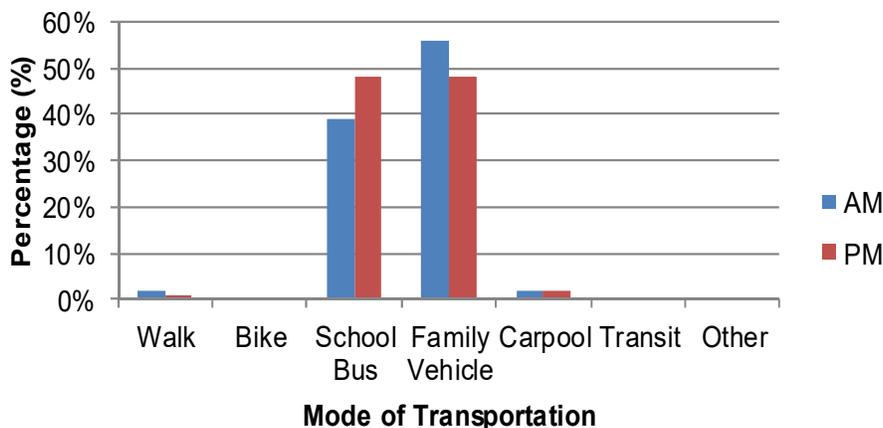




STH 13 traffic was a key concern of both parents and task force members.

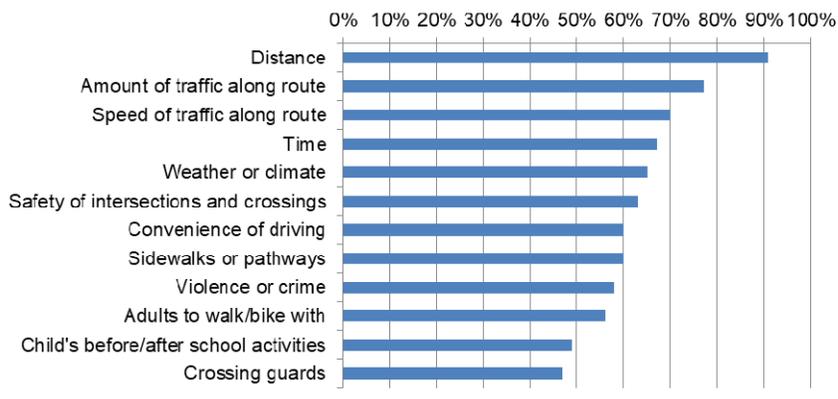
*The vast majority of students arrive and depart in the family vehicle (52%), followed by the school bus (44%) compared with very few bikers and walkers (2%). Distance is the most commonly cited barrier by parents although 39 percent report living within two miles of school.*

### Adams-Friendship Elementary - Mode of Transportation for Arrival and Departure



Survey Data Collected Fall of 2018

### Adams-Friendship Elementary - Issues That Affected Parent's Decision to Not Allow Walking/Biking

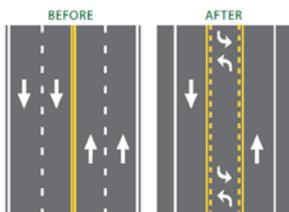


Survey Data Collected Fall of 2018

## Community/Task Force

### BACKGROUND

The City of Adams and the Village of Friendship have common interests with regard to student safety. Despite the fact that the existing infrastructure is reasonably safe, these communities are following the national trend of far fewer students walking and biking to school. The school and community have some existing policies in place such as a community bicycle rodeo and a bicycle themed physical education unit at the middle school level that serve as a good starting point. With additional changes both in the built environment and with education and encouragement these communities have a lot of walking and biking potential.



A road diet is a solution to traffic concerns on STH 13.

### TASK FORCE

The Adams Friendship SRTS Task Force began meeting in March of 2019. The most significant concern of the task force involved student safety, both due to traffic concerns and personal crime. They were most concerned about students traveling along and crossing STH 13. This highway becomes four lanes through Adams and Friendship. A road diet where three lanes are created including a middle two-way left turn lane was seen as a solution to this problem. Law enforcement was able to reassure the group regarding the safety of the Town and Village with regard to personal crime. The group recognized the benefit of a "Walk to School Week" get both students and parents excited about walking and biking.

# Site Assessment

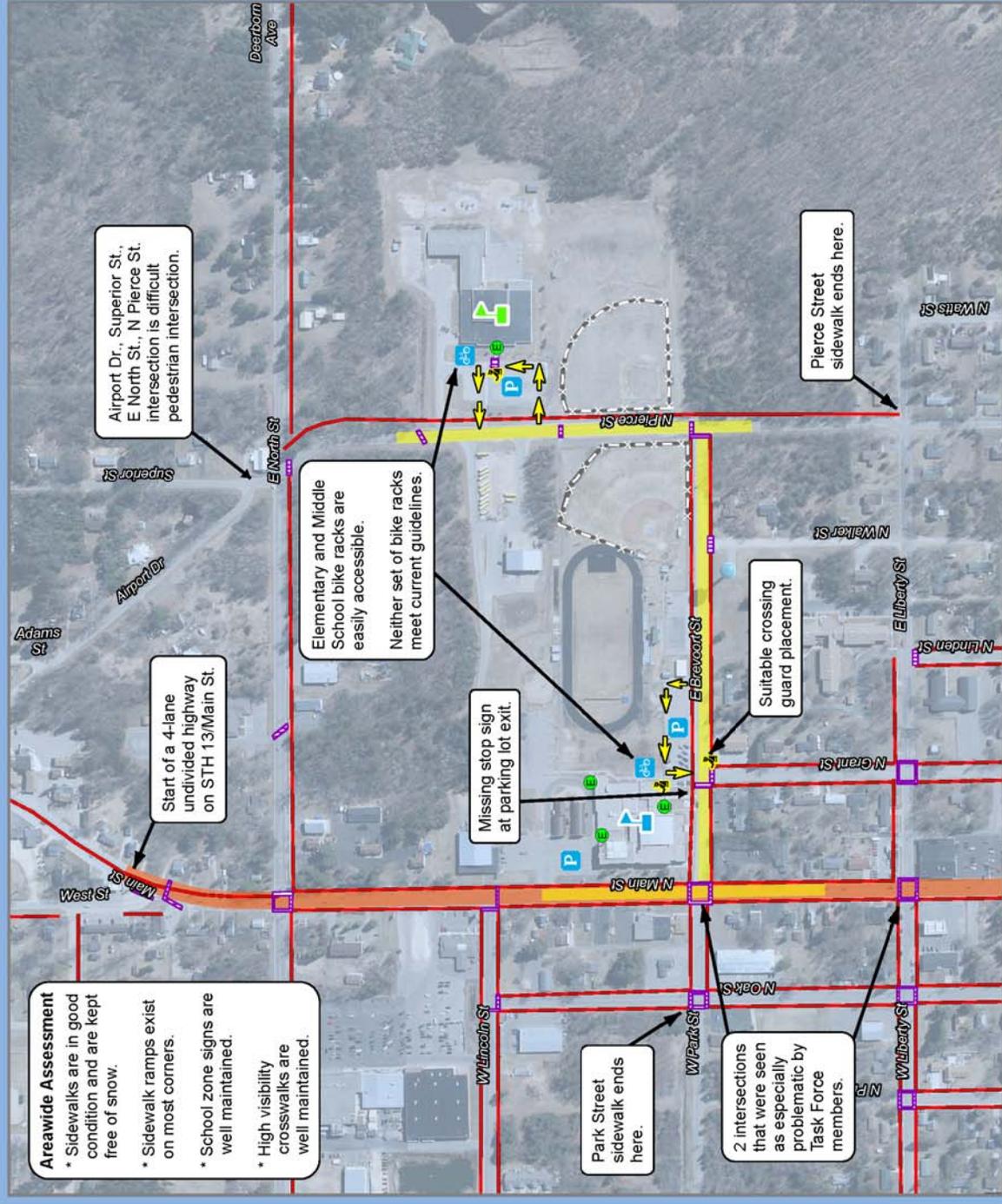
## A-F Elementary & A-F Middle School Adams-Friendship Area Safe Routes To School

	Sidewalks
	Asphalt Path
	Gravel Path (Not Plowed in Winter)
	Adams-Friendship Elementary School
	Adams-Friendship Middle School
	Bike Rack
	Crossing Guard
	Parking
	Parking Flow Direction
	School Entrance
	Speed Limit
	Chain Link Fence
	Crosswalk
	4-lane Undivided Highway
	15 mph School Speed Limit



Source: W/D/R, NCVRPC, Adams Co.  
This map is neither a legally recorded map nor a survey. It is a compilation of records, information and data used for reference purposes only. NCVRPC is not responsible for any inaccuracies herein contained.

Prepared By:  
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**NORTH CENTRAL  
WISCONSIN  
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SRTS Action Plan prepared by North Central Wisconsin Regional Safe Routes to School Program. For additional information please contact Fred Heider or Carrie Edmondson, Regional SRTS Coordinators at 715-849-5510 or visit www.ncwrpc.org.

## RECOMMENDATIONS TABLE

ACTIVITY	LOCATION	FUNDING	LEAD AGENCY (BOLD)	TIME FRAME
<b>Engineering</b>				
#1 Perform a <b>road diet</b> on STH 13, which is 4 lanes to 2 lanes + TWLTL.	STH 13 between West Street and State Street	WisDOT 100%	<b>County Hwy Safety Committee</b> , WisDOT	Immediately bring up at County Hwy Safety Committee. <i>Implement possibly within 7-years.</i>
Install #1 sidewalk (Map 5).	Park Street	WisDOT 80%, or local taxes	<b>City</b> , NCWRPC	Medium term (TAP application every other year)
Install #2 sidewalk (Map 5).	Pierce Street	WisDOT 80%, or local taxes	<b>City</b> , NCWRPC	Medium term (TAP application every other year)
Install #3 sidewalk or bike path (Map 5).	Ann St & CTH M	WisDOT 80%, or local taxes	<b>City</b> , NCWRPC	Medium term (TAP application every other year)
Install #4 sidewalk or bike path (Map 5).	11 <sup>th</sup> Ave	WisDOT 80%, or local taxes	<b>City</b> , NCWRPC	Medium term (TAP application every other year)
Intersection Treatments per Figure 22	STH 13 & Liberty St	Local taxes	<b>City</b>	Short term
Intersection Treatments per Figure 23	North St, Pierce St, Airport Dr. & Superior St	Local taxes	<b>Village, City</b>	Short term
Continue maintaining high visibility crosswalks.	See Map 5.	Local taxes	<b>City, County Hwy Dept.</b>	Ongoing
Replace all bike racks.	A-F E.S., Grand Marsh E.S. & A-F M.S.	Local taxes	<b>School Dist.</b> , NCWRPC	Short term
<b>Education</b>				
Link to WisDOT's web page that shows motorists how to share the road with bicyclists and pedestrians.	Communitywide	Current staff	<b>City, Village, School Dist.</b> , NCWRPC	Ongoing
Consider school field trips that integrate safe walking and biking practices into the curriculum.	Schools	School Dist.	<b>School Dist.</b>	Short term
Provide materials to student's families about how to walk or bike with your kids.	School families	Local taxes	<b>School Dist.</b> , Nat'l SRTS, NCWRPC, WI Bike Fed	Annually or as needed
Continue bicycle rodeo programming.	Communitywide	Adams County Sheriff and Be Healthy Adams County	<b>Adams County Sheriff</b> , Be Healthy Adams County	Annually
<b>Encouragement</b>				
Create a "Walk to School Week" every fall.	Communitywide	Current staff	<b>School Dist.</b> , Police, City, & Village	Annually in fall
Review creating a walking/biking club.	E.S. & M.S.	Current staff	<b>School Dist.</b> , NCWRPC	Short term Ongoing
<b>Enforcement</b>				
Continue to provide crossing guards.	Grant St. & Brevoort St.	Local taxes	<b>City, School Dist.</b>	Annually
Add crossing guards on STH 13 by M.S.	STH 13 & Park/Brevoort St	Local taxes	<b>City, School Dist.</b>	Short term
Continue maintaining school speed limit zones.	Existing locations.	Local taxes	<b>City, County Hwy Dept</b> , WisDOT	Ongoing
Review all school speed limit zone and school crosswalk signs to make sure their locations match the current MUTCD.	STH 13	Local taxes	<b>County Hwy Dept</b> , City	Short term
<b>Road diet</b> on STH 13 will also act as a way to enforce speed limits.	See: "Engineering #1"			
<b>Evaluation</b>				
Conduct student tallies to see if walking and biking have increased.	Schools	Current staff	<b>School Dist.</b> , NCWRPC	After initial changes are made, and also after other modifications are made
Evaluate ability of the crossing guard to stop traffic at STH 13 & Park/Brevoort St.	Schools	Current Staff	<b>City, School Dist.</b>	Within the first year after hiring guards
If walking or biking have not increased, then review various educational programming on "Resources" webpage and implement one or more of the resources such as the following: Wisconsin Bike Fed programming Middle school bicycle mechanics program Middle school bicycle physical education unit	Schools	Current staff	<b>School Dist.</b>	After student tally information has been collected



# Adams-Friendship Middle School SRTS Action Plan

## Adams-Friendship School District Safe Routes to School Program

### School

#### Demographics:

Enrollment: 450

Grades: 5th-8th grade

Start Time: 8:00 a.m.

End Time: 3:15 p.m.

Principal:

Michelle Johnson

420 N. Main St.  
Adams, WI

SRTS Background Information 1

Survey Results and Existing Conditions 2

Site Assessment Map 3

Recommendations: The 5 E's 4

### Safe Routes to School Background Information

The purpose of the SRTS program is to provide safe pedestrian and bicycle facilities that encourage healthier lifestyles. Programs can be established to educate students, parents, and the community on the benefits of walking and bicycling to school and provide tips to do so safely. Major SRTS goals are:

- To enable and encourage children, including those with disabilities, to walk and bike to school.
- To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age.
- To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air

pollution in the vicinity of schools.

SRTS Planning efforts assess the facilities and conditions near school, examine how students are currently traveling to /from school, and identify safety concerns/issues raised by parents and the community. Infrastructure and non-infrastructure recommendations are then created and implemented, sometimes with grant funding assistance, by the SRTS Task Force and other community members. SRTS Plans focus on projects within two miles of an elementary or middle school (Kindergarten-8th grade) and address the 5 E's:

- ⇒ **Engineering**
- ⇒ **Enforcement**
- ⇒ **Education**
- ⇒ **Encouragement**
- ⇒ **Evaluation**



*The main goal of SRTS programs is to get children safely walking and biking to school.*

### Adams-Friendship Middle School Background Information

Adams-Friendship Middle School is located in the City of Adams, which is adjacent to the Village of Friendship. There are also 13 townships included within the school district boundary. The area is primarily rural. The majority of students travel to and from school on the school bus (46%) or in the family vehicle (40%). In comparison, an average of 11% of stu-

dents walk or bike to school. The top three concerns of parents who do not allow their children to walk or bike to school are distance from school, the amount of traffic along the route, and speed of traffic along the route. State Highway 13 is the biggest barrier to safe walking. Traffic counts on this highway are 7,300 north of North Street, 8,900 north of Liberty

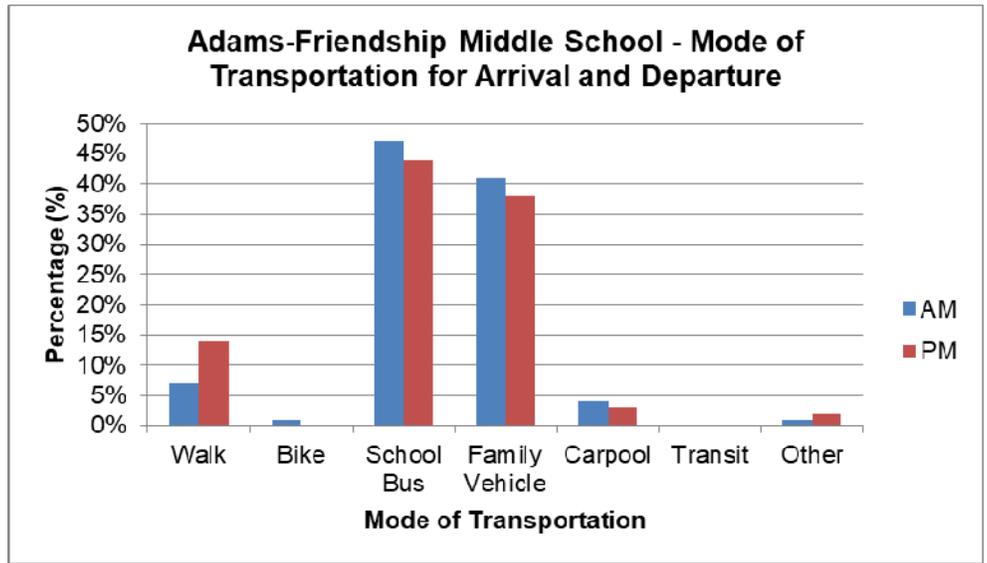
Street, and 8,600 north of Center Street.



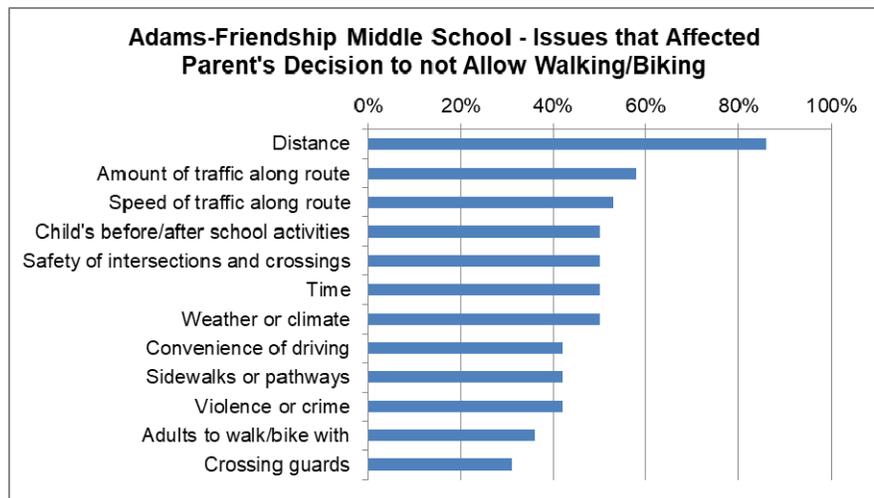


A notable 11 percent of students walk and do so primarily after school. Four percent of students arrive in a carpool.

**The vast majority of students arrive and depart on the school bus (46%), followed by the family vehicle (40%) compared with 11 percent that bike or walk. Distance is the most commonly cited barrier by parents although 39 percent report living within 2 miles of school.**



Survey Data Collected Fall of 2018

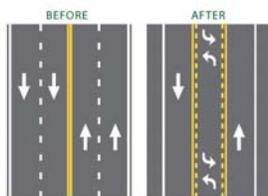


Survey Data Collected Fall of 2018

## Community/Task Force

### BACKGROUND

The City of Adams and the Village of Friendship have common interests with regard to student safety. Despite the fact that the existing infrastructure is reasonably safe, these communities are following the national trend of far fewer students walking and biking to school. The school and community have some existing policies in place such as a community bicycle rodeo and a bicycle themed physical education unit at the middle school level that serve as a good starting point. With additional changes both in the built environment and with education and encouragement these communities have a lot of walking and biking potential.



Safety on and around STH 13 was a main concern of the task force. A road diet is a solution to traffic concerns on STH 13.

### TASK FORCE

The Adams Friendship SRTS Task Force began meeting in March of 2019. The most significant concern of the task force involved student safety, both due to traffic concerns and personal crime. They were most concerned about students traveling along and crossing STH 13. This highway becomes four lanes through Adams and Friendship. A road diet where three lanes are created including a middle two-way left turn lane was seen as a solution to this problem. Law enforcement was able to reassure the group regarding the safety of the Town and Village with regard to personal crime. The group recognized the benefit of a "Walk to School Week" get both students and parents excited about walking and biking.

# Site Assessment

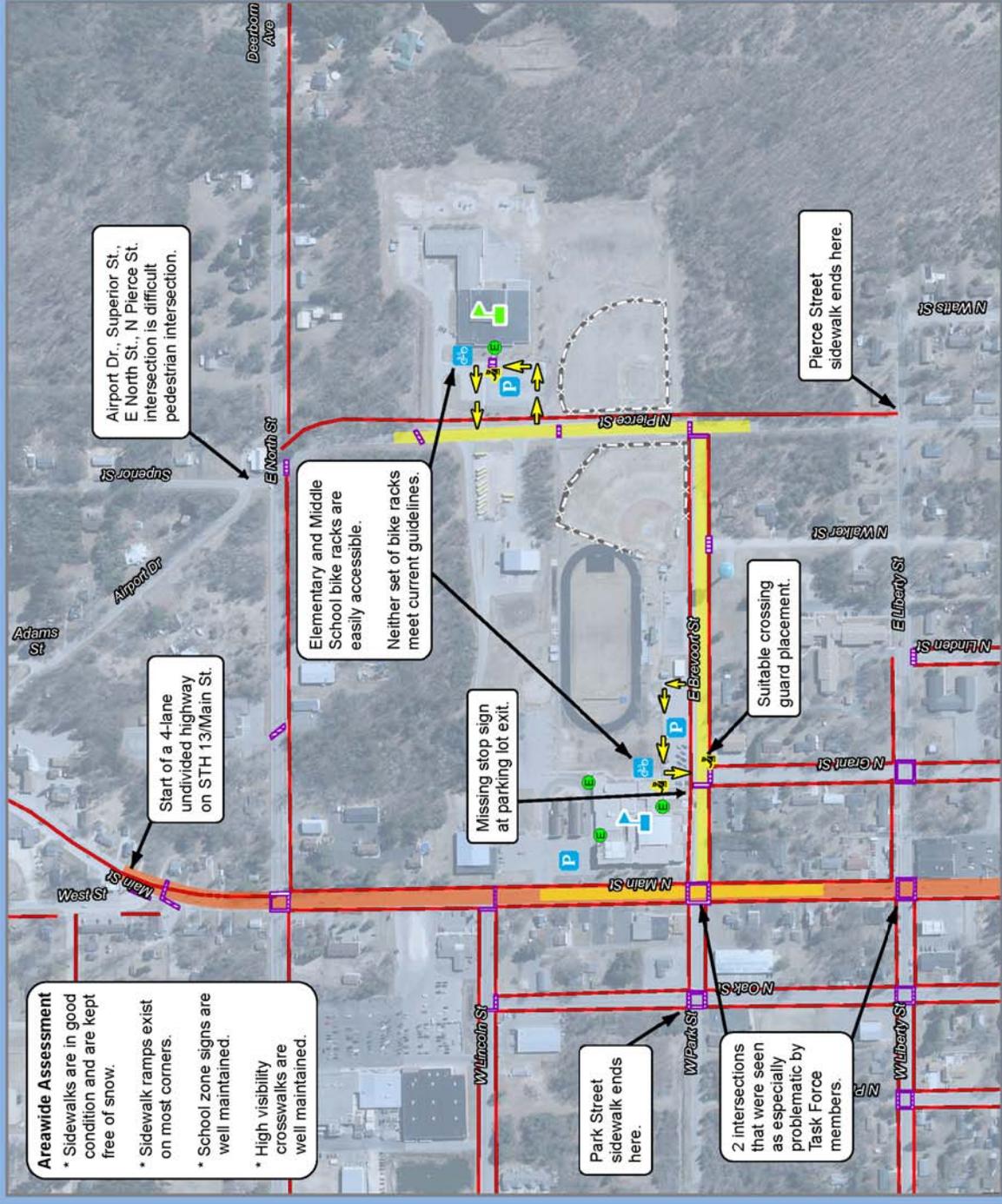
## A-F Elementary & A-F Middle School Adams-Friendship Area Safe Routes To School

	Sidewalks
	Asphalt Path
	Gravel Path (Not Plowed in Winter)
	Adams-Friendship Elementary School
	Adams-Friendship Middle School
	Bike Rack
	Crossing Guard
	Parking
	Parking Flow Direction
	School Entrance
	Speed Limit
	Chain Link Fence
	Crosswalk
	4-lane Undivided Highway
	15 mph School Speed Limit



Source: WIDR, NCRWPC, Adams Co.  
This is not a legally enforceable survey.  
It is a compilation of records, information and data used for  
reference purposes only. NCRWPC is not responsible for  
any inaccuracies herein contained.

Prepared by:  
**North Central  
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**NORTH CENTRAL  
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SRTS Action Plan prepared by North Central Wisconsin Regional Safe Routes to School Program. For additional information please contact Fred Heider or Carrie Edmondson, Regional SRTS Coordinators at 715-849-5510 or visit www.ncwrpc.org.

## RECOMMENDATIONS TABLE

ACTIVITY	LOCATION	FUNDING	LEAD AGENCY (BOLD)	TIME FRAME
<b>Engineering</b>				
#1 Perform a <b>road diet</b> on STH 13, which is 4 lanes to 2 lanes + TWLTL.	STH 13 between West Street and State Street	WisDOT 100%	<b>County Hwy Safety Committee, WisDOT</b>	Immediately bring up at County Hwy Safety Committee. <i>Implement possibly within 7-years.</i>
Install #1 sidewalk (Map 5).	Park Street	WisDOT 80%, or local taxes	<b>City, NCWRPC</b>	Medium term (TAP application every other year)
Install #2 sidewalk (Map 5).	Pierce Street	WisDOT 80%, or local taxes	<b>City, NCWRPC</b>	Medium term (TAP application every other year)
Install #3 sidewalk or bike path (Map 5).	Ann St & CTH M	WisDOT 80%, or local taxes	<b>City, NCWRPC</b>	Medium term (TAP application every other year)
Install #4 sidewalk or bike path (Map 5).	11 <sup>th</sup> Ave	WisDOT 80%, or local taxes	<b>City, NCWRPC</b>	Medium term (TAP application every other year)
Intersection Treatments per Figure 22	STH 13 & Liberty St	Local taxes	<b>City</b>	Short term
Intersection Treatments per Figure 23	North St, Pierce St, Airport Dr. & Superior St	Local taxes	<b>Village, City</b>	Short term
Continue maintaining high visibility crosswalks.	See Map 5.	Local taxes	<b>City, County Hwy Dept.</b>	Ongoing
Replace all bike racks.	A-F E.S., Grand Marsh E.S. & A-F M.S.	Local taxes	<b>School Dist., NCWRPC</b>	Short term
<b>Education</b>				
Link to WisDOT's web page that shows motorists how to share the road with bicyclists and pedestrians.	Communitywide	Current staff	<b>City, Village, School Dist., NCWRPC</b>	Ongoing
Consider school field trips that integrate safe walking and biking practices into the curriculum.	Schools	School Dist.	<b>School Dist.</b>	Short term
Provide materials to student's families about how to walk or bike with your kids.	School families	Local taxes	<b>School Dist., Nat'l SRTS, NCWRPC, WI Bike Fed</b>	Annually or as needed
Continue bicycle rodeo programming.	Communitywide	Adams County Sheriff and Be Healthy Adams County	<b>Adams County Sheriff, Be Healthy Adams County</b>	Annually
<b>Encouragement</b>				
Create a "Walk to School Week" every fall.	Communitywide	Current staff	<b>School Dist., Police, City, &amp; Village</b>	Annually in fall
Review creating a walking/biking club.	E.S. & M.S.	Current staff	<b>School Dist., NCWRPC</b>	Short term Ongoing
<b>Enforcement</b>				
Continue to provide crossing guards.	Grant St. & Brevoort St.	Local taxes	<b>City, School Dist.</b>	Annually
Add crossing guards on STH 13 by M.S.	STH 13 & Park/Brevoort St	Local taxes	<b>City, School Dist.</b>	Short term
Continue maintaining school speed limit zones.	Existing locations.	Local taxes	<b>City, County Hwy Dept, WisDOT</b>	Ongoing
Review all school speed limit zone and school crosswalk signs to make sure their locations match the current MUTCD.	STH 13	Local taxes	<b>County Hwy Dept, City</b>	Short term
<b>Road diet</b> on STH 13 will also act as a way to enforce speed limits.	See: "Engineering #1"			
<b>Evaluation</b>				
Conduct student tallies to see if walking and biking have increased.	Schools	Current staff	<b>School Dist., NCWRPC</b>	After initial changes are made, and also after other modifications are made
Evaluate ability of the crossing guard to stop traffic at STH 13 & Park/Brevoort St.	Schools	Current Staff	<b>City, School Dist.</b>	Within the first year after hiring guards
If walking or biking have not increased, then review various educational programming on "Resources" webpage and implement one or more of the resources such as the following: Wisconsin Bike Fed programming Middle school bicycle mechanics program Middle school bicycle physical education unit	Schools	Current staff	<b>School Dist.</b>	After student tally information has been collected



# Grand Marsh Elementary School SRTS Action Plan

## Adams-Friendship School District Safe Routes to School Program

### School Demographics:

Enrollment: 102

Grades: K4-4th grade

Start Time: 7:45 a.m.

End Time: 3:10 p.m.

Principal:  
Garrett Gould

620 County Hwy E  
Grand Marsh, WI

SRTS Background Information 1

Survey Results and Existing Conditions 2

Site Assessment Map 3

Recommendations: The 5 E's 4

### Safe Routes to School Background Information

The purpose of the SRTS program is to provide safe pedestrian and bicycle facilities that encourage healthier lifestyles. Programs can be established to educate students, parents, and the community on the benefits of walking and bicycling to school and provide tips to do so safely. Major SRTS goals are:

- To enable and encourage children, including those with disabilities, to walk and bike to school.
- To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age.
- To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air

pollution in the vicinity of schools.

SRTS Planning efforts assess the facilities and conditions near school, examine how students are currently traveling to /from school, and identify safety concerns/issues raised by parents and the community. Infrastructure and non-infrastructure recommendations are then created and implemented, sometimes with grant funding assistance, by the SRTS Task Force and other community members. SRTS Plans focus on projects within two miles of an elementary or middle school (Kindergarten-8th grade) and address the 5 E's:

- ⇒ Engineering
- ⇒ Enforcement
- ⇒ Education
- ⇒ Encouragement
- ⇒ Evaluation



*The main goal of SRTS programs is to get students safely walking and biking to and from school.*

### Grand Marsh Elementary School Background Information

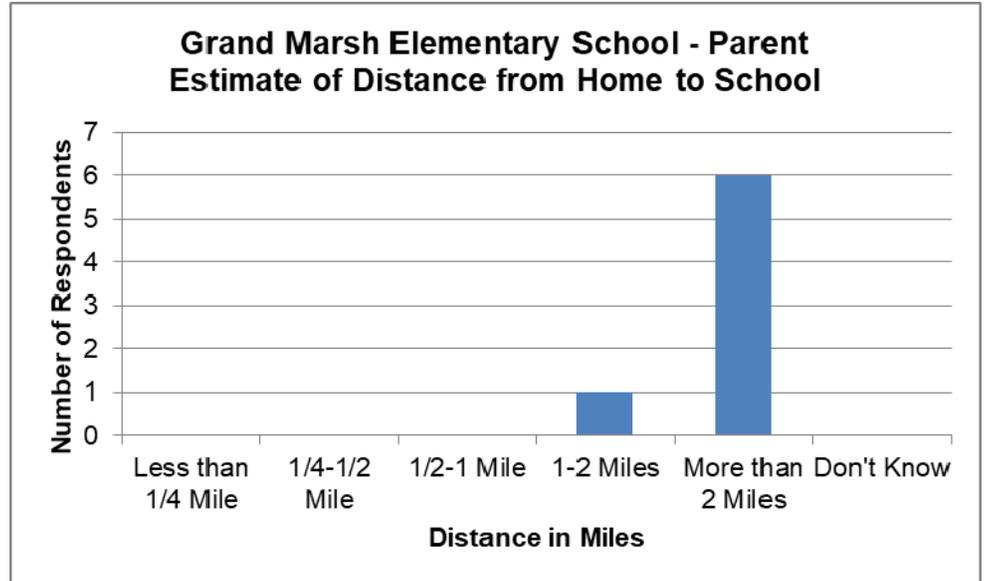
Grand Marsh Elementary School is located in the community of Grand Marsh in the Town of New Chester. The area is rural and the vast majority of students live over two miles from the school. The top three concerns of parents who do not allow their children to walk or bike to school are distance from school, the amount of traffic along the route, and safety of

intersections and crossings. County Road E is the most significant barrier to walking for the few students who live within walking distance.



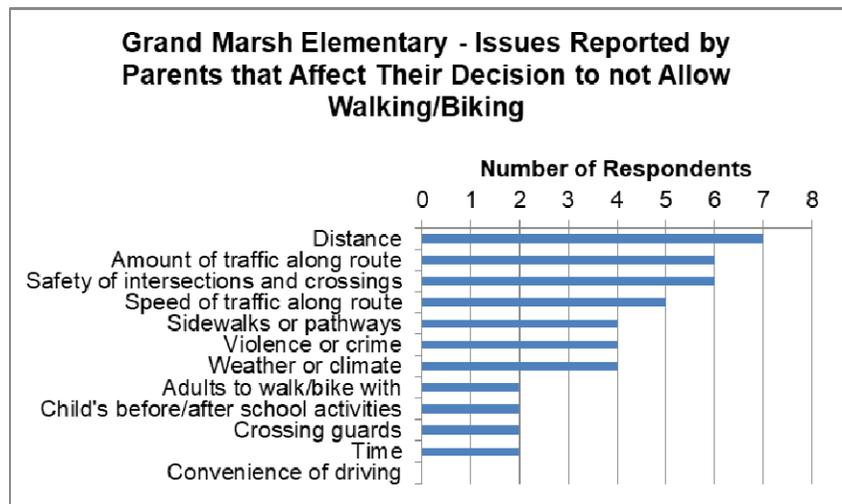


Grand Marsh Elementary is located in the rural community of Grand Marsh. Most parents report living over 2 miles from the school.



Survey Data Collected Fall of 2018

*Distance is the most common barrier cited by parents, followed by the amount of traffic, and safety of intersections and crossings.*



Survey Data Collected Fall of 2018

## Community/Existing Facilities

### COMMUNITY

Grand Marsh Elementary is located in the community of Grand Marsh in the Town of New Chester in Adams County. In 2010, the Town of New Chester had 2,254 residents, however, only 988 were non-institutionalized residents living in households. The community of Grand Marsh is a small community and in 2017 had only 159 residents. Of the 102 students that attend Grand Marsh Elementary, very few live in the Grand Marsh community. Most of the students from this school are very bus dependent.



The task force noted that the majority of students who attend Grand Marsh Elementary are bus dependent.

### EXISTING FACILITIES

#### Busing

All elementary students are offered busing services due to the location on County Road E. This is also due to the lack of sidewalks and/or paths for pedestrian traffic.

#### Census Data

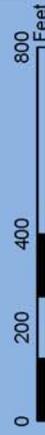
There were only 9 residents from ages 5-14 according to 2017 US Census data within the community of Grand Marsh. The vast majority of students are not within walking or biking distance.

# Site Assessment

## Grand Marsh Elementary

Adams-Friendship Area  
Safe Routes To School

	Sidewalks
	Grand Marsh Elementary School
	Bike Rack
	Crossing Guard
	Parking
	Parking Flow Direction
	School Entrance
	15 mph school zone
	Speed Limit (35)
	Speed Limit (45)
	Speed Limit (55)
	15 mph School Speed Limit



Source: WIDMR, NCWRPC, Adams Co  
This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is for informational purposes only. NCWRPC is not responsible for any inaccuracies herein contained.



Prepared By:  
**North Central Wisconsin Regional Planning Commission**  
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## RECOMMENDATIONS TABLE

ACTIVITY	LOCATION	FUNDING	LEAD AGENCY (BOLD)	TIME FRAME
<b>Engineering</b>				
Replace all bike racks.	A-F E.S., Grand Marsh E.S. & A-F M.S.	Local taxes	<b>School Dist., NCWRPC</b>	Short term
<b>Education</b>				
Link to WisDOT's web page that shows motorists how to share the road with bicyclists and pedestrians.	Communitywide	Current staff	<b>City, Village, School Dist., NCWRPC</b>	Ongoing
Consider school field trips that integrate safe walking and biking practices into the curriculum.	Schools	School Dist.	<b>School Dist.</b>	Short term
Provide materials to student's families about how to walk or bike with your kids.	School families	Local taxes	<b>School Dist., Nat'l SRTS, NCWRPC,</b>	Annually or as needed
<b>Encouragement</b>				
Review creating a walking/biking club.	E.S. & M.S.	Current staff	<b>School Dist., NCWRPC</b>	Short term Ongoing
<b>Enforcement</b>				
Continue maintaining school speed limit zones.	CTH E	Local taxes	<b>County Hwy Dept</b>	Ongoing
Review all school speed limit zone and school crosswalk signs to make sure their locations match the current MUTCD.	CTH E	Local taxes	<b>County Hwy Dept</b>	Short term
<b>Evaluation</b>				
Conduct student tallies to see if walking and biking have increased.	Schools	Current staff	<b>School Dist., NCWRPC</b>	After initial changes are made, and also after other modifications are made
Evaluate ability of the crossing guard to stop traffic at STH 13 & Park/Brevoort St.	Schools	Current Staff	<b>School Dist.</b>	Within the first year after hiring guards
If walking or biking have not increased, then review various educational programming on "Resources" webpage and implement one or more of the resources such as the following: Wisconsin Bike Fed programming Middle school bicycle mechanics program Middle school bicycle physical	Schools	Current staff	<b>School Dist.</b>	After student tally information has been collected



SRTS Action Plan prepared by North Central Wisconsin Regional Safe Routes to School Program. For additional information please contact Fred Heider or Carrie Edmondson, Regional SRTS Coordinators at 715-849-5510 or visit www.ncwrpc.org.

## CHAPTER 5: IMPLEMENTATION

In order for the recommendations included in this SRTS Plan to materialize, 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 within the Adams-Friendship School District and in the respective communities.

As stated earlier, the identified strategies in Table 10 each have a suggested timeframe: short, medium or long term. The following is a list of criteria that could be used by the SRTS Task Force to evaluate projects and assign a priority level. Resources can then be directed to the strategies of high priority. As projects are completed over time, the SRTS Task Force will re-evaluate the remaining strategies to determine which are to be the next priority focus. 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. Prioritization criteria include:

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

### FUNDING OPPORTUNITIES

Determining how to fund various bicycle and pedestrian improvements is a key issue that communities face when implementing safe routes to school plans. While there are many funding options, each source may have limitations making it more or less appropriate for certain types of projects. Some funding sources are targeted to infrastructure while others target education and encouragement efforts. Some sources are not directly bicycle or pedestrian related but can be applied to bikeway and pedestrian projects that may have a nexus with another public priority such as historic preservation or public health. Some sources may support grants of hundreds of thousands or millions of dollars; others may be targeted to smaller amounts and require citizen volunteers or community involvement, as a part of the required local match.

## Federal Funding Administered by State Agencies

The primary Federal Transportation funding programs for bicycling were consolidated under the MAP-21 legislation of 2012. The Transportation Enhancements, Safe Routes to School and National Recreational Trails programs were combined into the Transportation Alternatives Program (TAP). Funding levels were reduced over previous years, and some changes were made in project eligibility. Table 11 provides a summary of the types of potential safe routes to school projects that would be eligible for a wide range of Federal Transportation funding programs.

Programs that remain unchanged by MAP-21 include the following. Most of these programs are under a larger Surface Transportation Program known as STP with allocations to sub-programs.

- The Surface Transportation Program provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. These funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects such as maps, brochures, and public service announcements related to safe bicycle use and walking. Although seldom used for bicycle and pedestrian projects, this is still an excellent source of funding for hard to finance safe routes to school projects. Up to 80% of project costs can be covered by STP funds.
- The Transportation Alternatives program will provide the best opportunity for federal funding of safe routes to school projects. Projects that exceed \$400,000 are the best fit for this program since a significant amount of administrative work is involved. As indicated above, this program combines several former programs.
- The Highway Safety Improvement Program and Railway-Highway Crossing Program are funded through a set aside of 10 percent of the State's annual Surface Transportation Program allocation and can address bicycle and pedestrian safety at hazardous locations.
- Funds from the Recreational Trails Program (RTP) may be used for development and maintenance of recreational trails and trail-related facilities. This is the only federal transportation funding source that can be used for maintenance activities.
- The Highway Safety Grant Program (Section 402) is administered by Wisconsin DOT. Federal 402 funds are used for pedestrian and bicycle public information and education programs. Funds are distributed to states annually from the National Highway Traffic Safety Administration (NHTSA) according to a formula based on population and road mileage. Government agencies or government-sponsored entities are eligible to apply for 402 funds. WisDOT has a program for teaching safe bicycling and "mini-grants" for new bike rodeo programs and law enforcement activities.

## State Funding Sources

The Wisconsin Department of Transportation and the Wisconsin Department of Natural Resources both administer federally funded programs, all of which are listed on the previous page under: “Federal Funding Administered by State Agencies.”

Currently, the only state funded program that funds bicycle and pedestrian projects is the Department of Natural Resources’ Stewardship Program. The set of eligible activities includes paths, but only within a park. The need for such a path as a safe route to school is a possibility in some communities.

## Local Funding Sources

Any physical improvements suggested on Map 5 can be funded through a school district’s or municipality’s general fund. Less strings and paperwork come with such funding too. Generally, the maintenance of any improvements that are installed with state or federal funding will need to be made with local funds.

Generally, the majority of the bikeway recommendations that are implemented as stand-alone projects will need to be funded through a municipality’s general fund. This is particularly true of any on-street markings. Projects that have a longer life than street markings (e.g., paths or sidewalks) may be able to be financed through general obligation debt in the same manner that many street or other infrastructure projects are financed. One effective approach is that bicycle and pedestrian facilities should be included as part of reconstruction projects and perhaps with resurfacing projects. However, to set the plan in motion, higher priority projects may need to be funded as independent projects. In order to do that, local funds will need to be used either on their own and/or as a match for federal funding.

Partnering with local or state service groups or organizations is a way of bringing additional resources to help implement some of the recommended programming activities in this SRTS Plan.

Table: 11 Potential Funding Sources For Safe Routes To School Projects

Activity/Project	FTA	ATI	HSIP	NHPP/NHS	STP	TAP	RTP	PLAN	402	FLH
Access enhancements to public transportation	X	X			X	X				X
Bicycle and/or pedestrian plans	X					X		X		X
Bicycle lanes on road	X	X	X	X	X	X				X
Bicycle parking	X	X			X	X				X
Bike racks on transit	X	X			X	X				X
Bicycle share (capital/equipment; not operations)	X	X		X	X	X				X
Bicycle storage or service centers	X	X			X	X				
Bridges / overcrossings	X	X	X	X	X	X	X			X
Bus shelters	X	X			X	X				X
Coordinator positions (State or local)					X	X				
Crosswalks (new or retrofit)	X	X	X	X	X	X	X			X
Curb cuts and ramps	X	X	X	X	X	X	X			X
Helmet promotion						X			X	
Historic preservation (bike, ped, transit facilities)	X	X				X				X
Land/streetscaping (bike/ped route; transit access)	X	X			X	X				X
Maps (for bicyclists and/or pedestrians)	X	X				X			X	
Paved shoulders			X	X	X	X				X
Police patrols						X			X	
Recreational trails					X	X	X			X
Safety brochures, books						X			X	
Safety education positions						X			X	
Shared use paths / transportation trails	X	X	X	X	X	X	X			X
Sidewalks (new or retrofit)	X	X	X	X	X	X	X			X
Signs / signals / signal improvements	X	X	X	X	X	X				X
Signed bicycle or pedestrian routes	X	X		X	X	X				X
Spot improvement programs	X		X		X	X	X			
Traffic calming	X		X	X	X	X				
Trail bridges			X	X	X	X	X			X
Trail/highway intersections			X	X	X	X	X			X
Training						X	X		X	
Tunnels / undercrossings	X	X	X	X	X	X	X			X

*Source: US Dept. of Transportation, 2018*

<i>FTA: Federal Transit Administration Capital Funds ATI: Associated Transit Improvement HSIP: Highway Safety Improvement Program NHPP/NHS: National Highway Performance Program</i>	<i>STP: Surface Transportation Program TAP: Transportation Alternatives Program RTP: Recreational Trails Program PLAN: Statewide or Metropolitan Planning</i>	<i>402: State and Community Traffic Safety Program FLH: Federal Lands Highway Program (Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program)</i>
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**ATTACHMENT A:  
Student Tally and Parent Survey Forms**

**From: National Center for Safe Routes to School**



8. Has your child asked you for permission to walk or bike to/from school in the last year?  Yes  No

9. At what grade would you allow your child to walk or bike to/from school without an adult?

(Select a grade between PK,K,1,2,3...)   grade (or)  I would not feel comfortable at any grade

**Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box**

10. What of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school? (Select ALL that apply)

11. Would you probably let your child walk or bike to/from school if this problem were changed or improved? (Select one choice per line, mark box with X)

- Distance.....  Yes  No  Not Sure
- Convenience of driving.....  Yes  No  Not Sure
- Time.....  Yes  No  Not Sure
- Child's before or after-school activities.....  Yes  No  Not Sure
- Speed of traffic along route.....  Yes  No  Not Sure
- Amount of traffic along route.....  Yes  No  Not Sure
- Adults to walk or bike with.....  Yes  No  Not Sure
- Sidewalks or pathways.....  Yes  No  Not Sure
- Safety of intersections and crossings.....  Yes  No  Not Sure
- Crossing guards.....  Yes  No  Not Sure
- Violence or crime.....  Yes  No  Not Sure
- Weather or climate.....  Yes  No  Not Sure

**Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box**

12. In your opinion, how much does your child's school encourage or discourage walking and biking to/from school?

- Strongly Encourages  Encourages  Neither  Discourages  Strongly Discourages

13. How much fun is walking or biking to/from school for your child?

- Very Fun  Fun  Neutral  Boring  Very Boring

14. How healthy is walking or biking to/from school for your child?

- Very Healthy  Healthy  Neutral  Unhealthy  Very Unhealthy

**Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box**

15. What is the highest grade or year of school you completed?

- Grades 1 through 8 (Elementary)  College 1 to 3 years (Some college or technical school)
- Grades 9 through 11 (Some high school)  College 4 years or more (College graduate)
- Grade 12 or GED (High school graduate)  Prefer not to answer

16. Please provide any additional comments below.




**ATTACHMENT B:  
Student Tally and Parent Survey Results**

**From: National Center for Safe Routes to School Data Collection System**

# Student Travel Tally Report: One School in One Data Collection Period

**School Name:** Adams-Friendship Elementary School

**Set ID:** 28357

**School Group:** Adams-Friendship Area School District

**Month and Year Collected:** October 2018

**School Enrollment:** 0

**Date Report Generated:** 02/19/2019

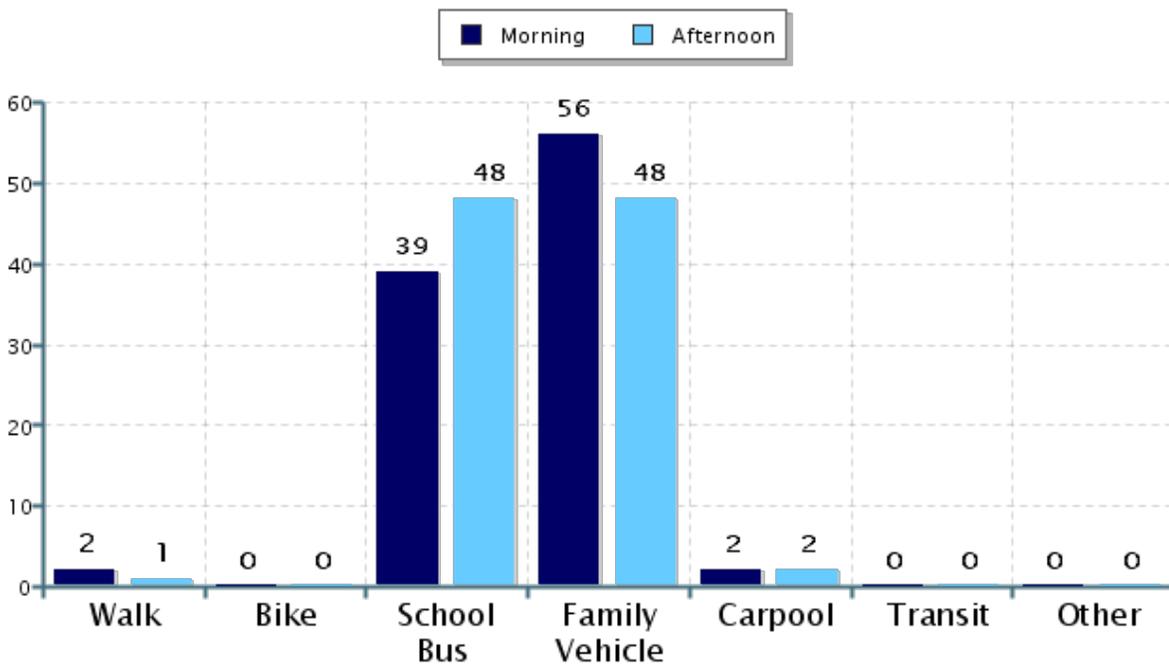
**% of Students reached by SRTS activities:**

**Tags:**

**Number of Classrooms  
Included in Report:** 22

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

## Morning and Afternoon Travel Mode Comparison



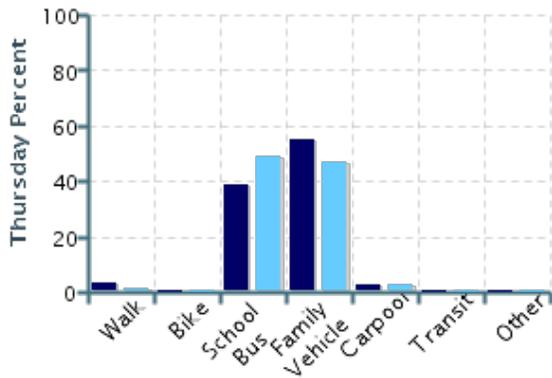
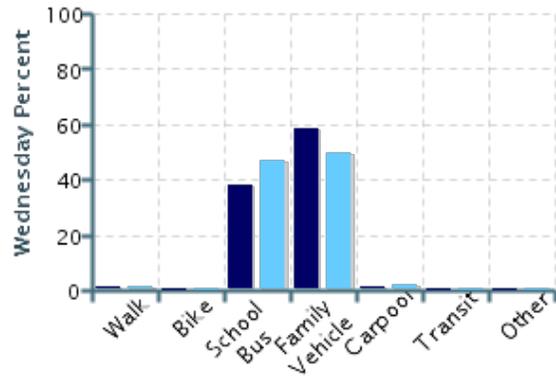
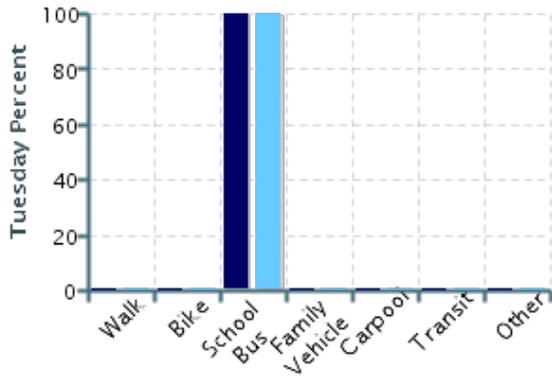
## Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	799	2%	0%	39%	56%	2%	0%	0%
Afternoon	784	1%	0%	48%	48%	2%	0%	0%

Percentages may not total 100% due to rounding.

## Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

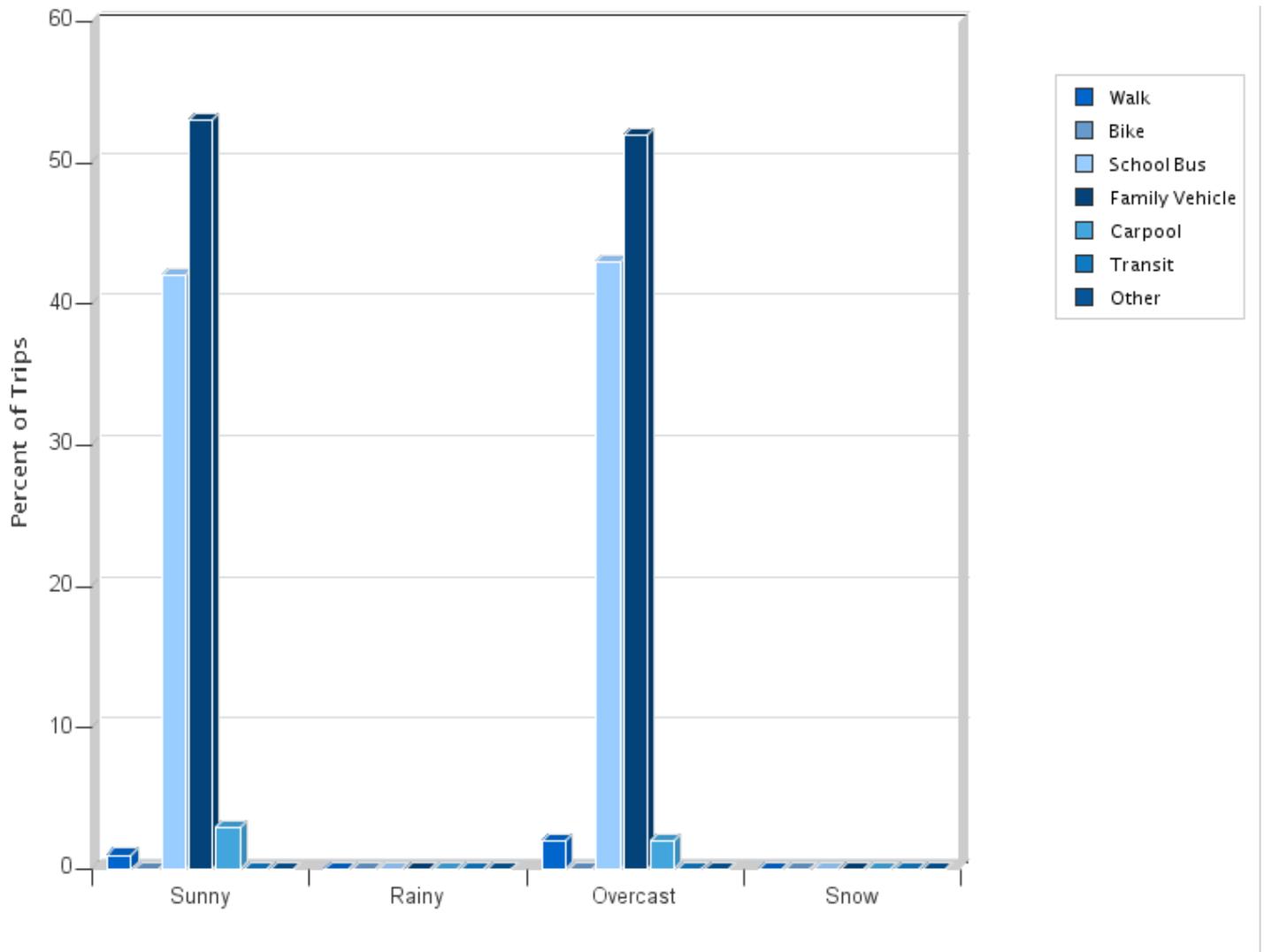


## Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	6	0%	0%	100%	0%	0%	0%	0%
Tuesday PM	6	0%	0%	100%	0%	0%	0%	0%
Wednesday AM	414	2%	0%	38%	58%	2%	0%	0%
Wednesday PM	404	1%	0%	47%	50%	2%	0%	0%
Thursday AM	379	3%	0%	39%	55%	3%	0%	0%
Thursday PM	374	1%	0%	49%	47%	3%	0%	0%

Percentages may not total 100% due to rounding.

## Travel Mode by Weather Conditions



## Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	737	1%	0%	42%	53%	3%	0%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	738	2%	0%	43%	52%	2%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

# Student Travel Tally Report: One School in One Data Collection Period

**School Name:** Adams-Friendship Middle School

**Set ID:** 28359

**School Group:** Adams-Friendship Area School District

**Month and Year Collected:** October 2018

**School Enrollment:** 0

**Date Report Generated:** 02/19/2019

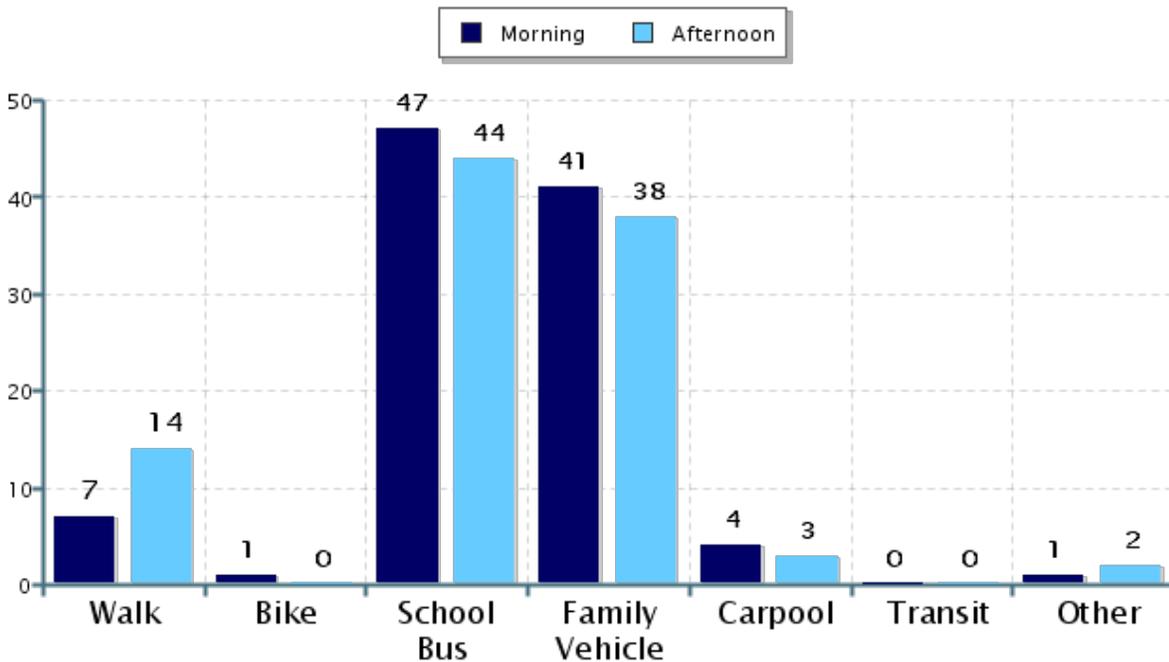
**% of Students reached by SRTS activities:**

**Tags:**

**Number of Classrooms  
Included in Report:** 21

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

## Morning and Afternoon Travel Mode Comparison



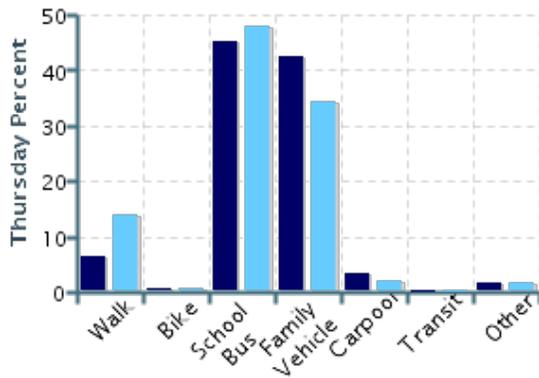
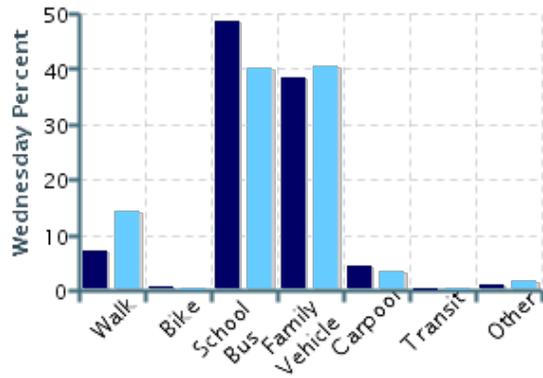
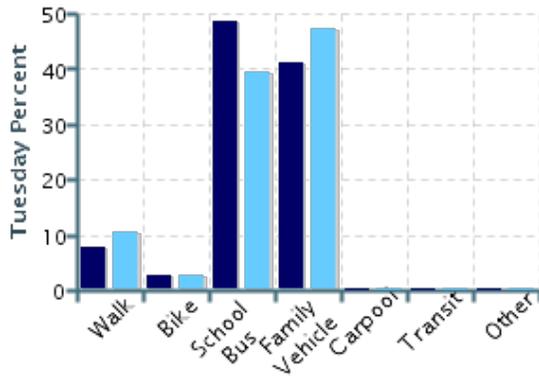
## Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	695	7%	0.6%	47%	41%	4%	0%	1%
Afternoon	696	14%	0.3%	44%	38%	3%	0%	2%

Percentages may not total 100% due to rounding.

## Morning and Afternoon Travel Mode Comparison by Day

■ Morning ■ Afternoon

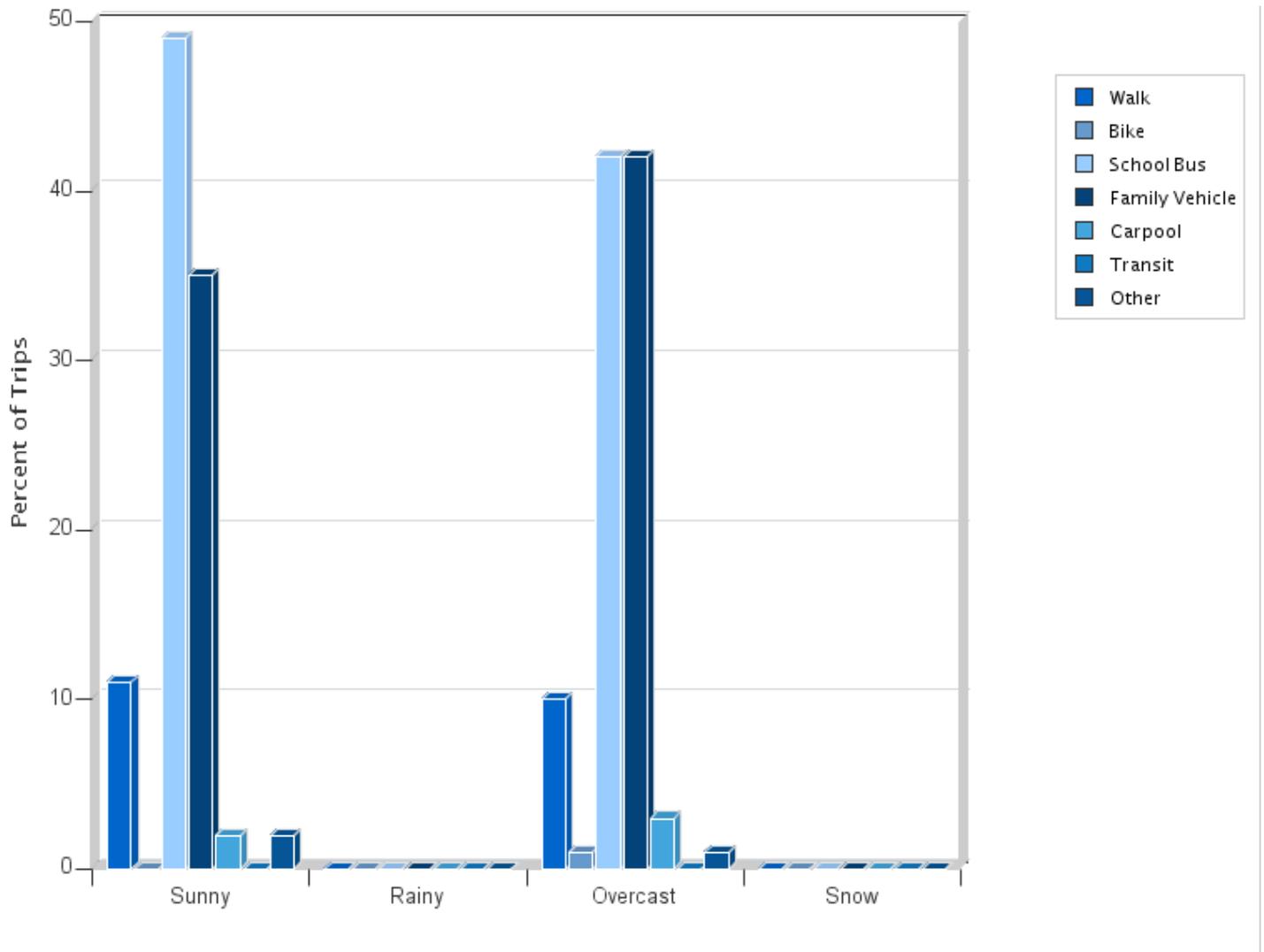


## Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	39	8%	3%	49%	41%	0%	0%	0%
Tuesday PM	38	11%	3%	39%	47%	0%	0%	0%
Wednesday AM	330	7%	0.3%	48%	38%	5%	0%	0.9%
Wednesday PM	334	14%	0%	40%	40%	3%	0%	2%
Thursday AM	326	6%	0.6%	45%	43%	3%	0%	2%
Thursday PM	324	14%	0.3%	48%	34%	2%	0%	2%

Percentages may not total 100% due to rounding.

## Travel Mode by Weather Conditions



## Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	548	11%	0.4%	49%	35%	2%	0%	2%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	677	10%	0.6%	42%	42%	3%	0%	1%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

# Parent Survey Report: One School in One Data Collection Period

**School Name:** Adams-Friendship Elementary School

**Set ID:** 18424

**School Group:** Adams-Friendship Area School District

**Month and Year Collected:** October 2018

**School Enrollment:** 0

**Date Report Generated:** 02/28/2019

**% Range of Students Involved in SRTS:** Don't Know

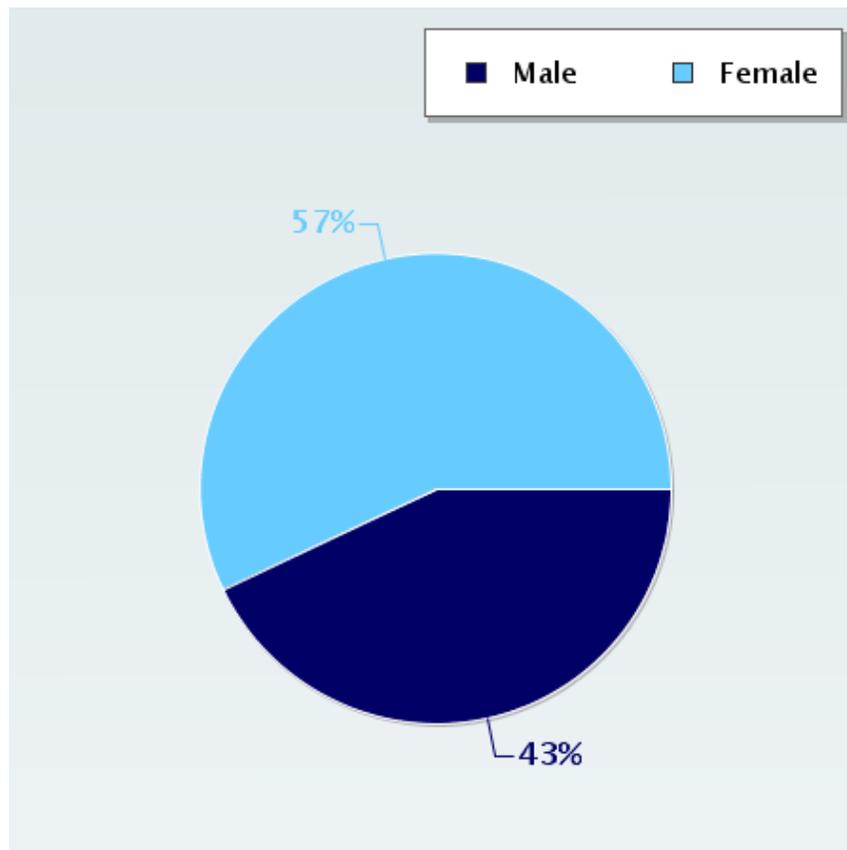
**Tags:**

**Number of Questionnaires Distributed:** 0

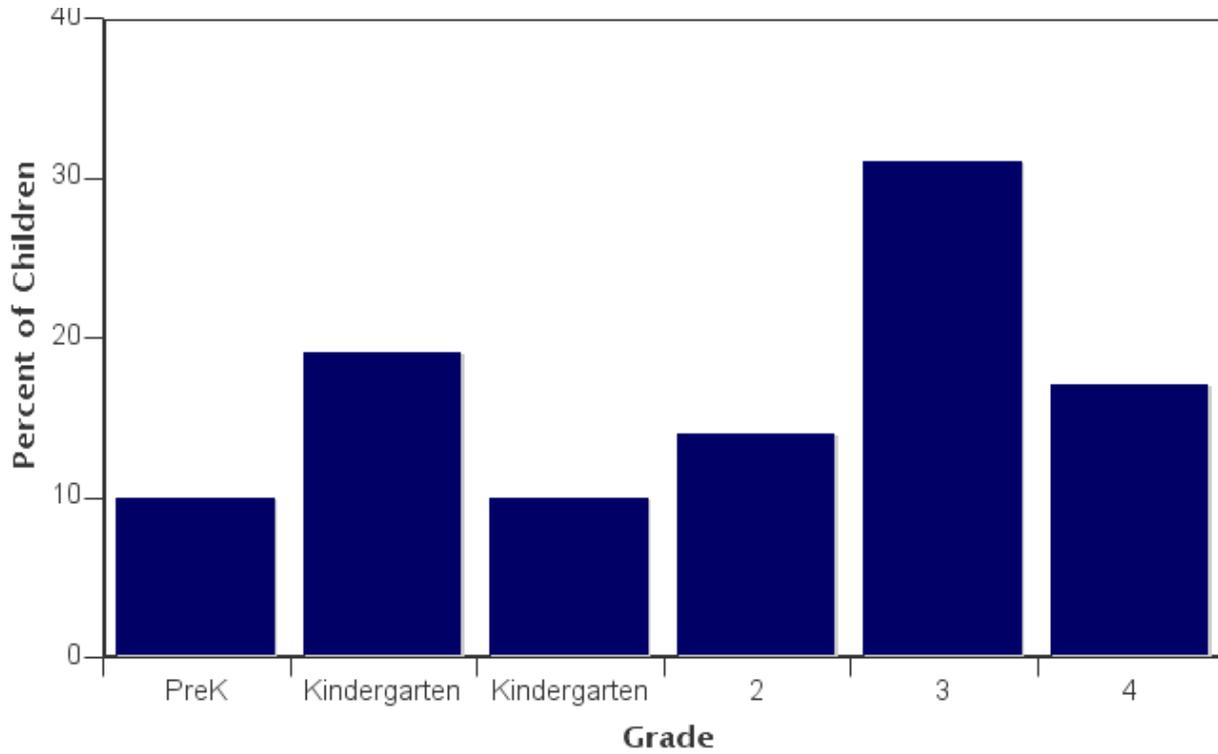
**Number of Questionnaires Analyzed for Report:** 43

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey



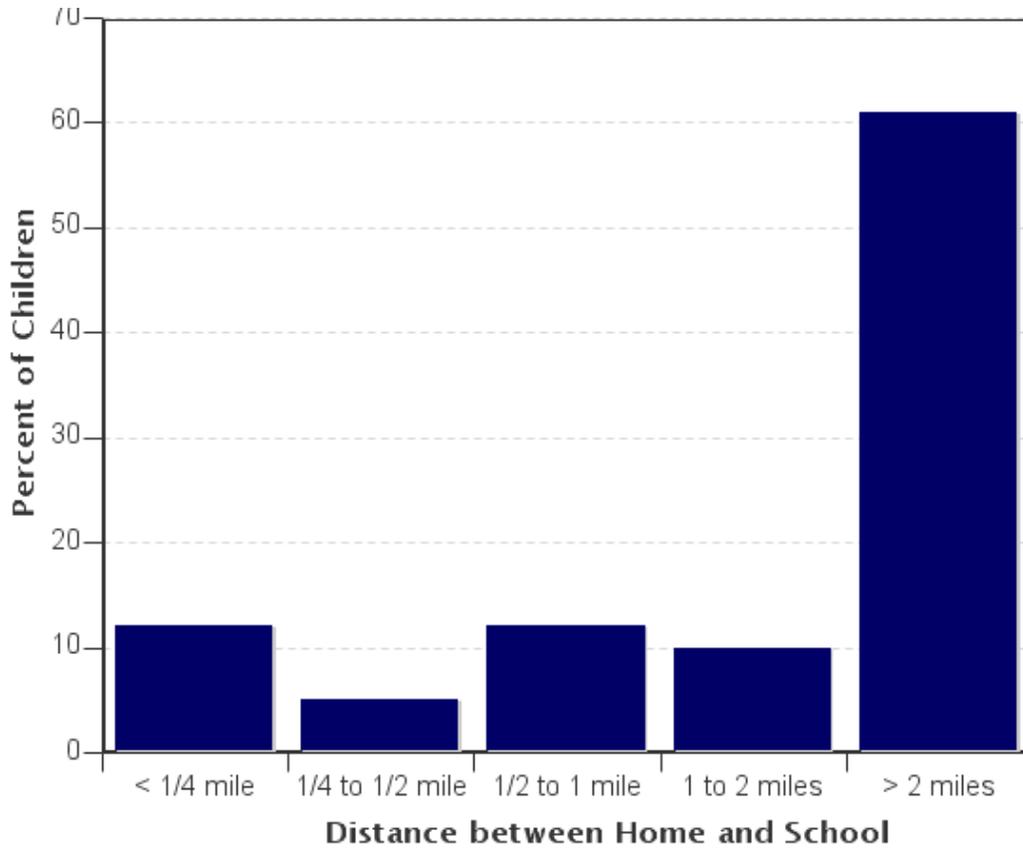
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	4	10%
Kindergarten	8	19%
1	4	10%
2	6	14%
3	13	31%
4	7	17%

No response: 1

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school



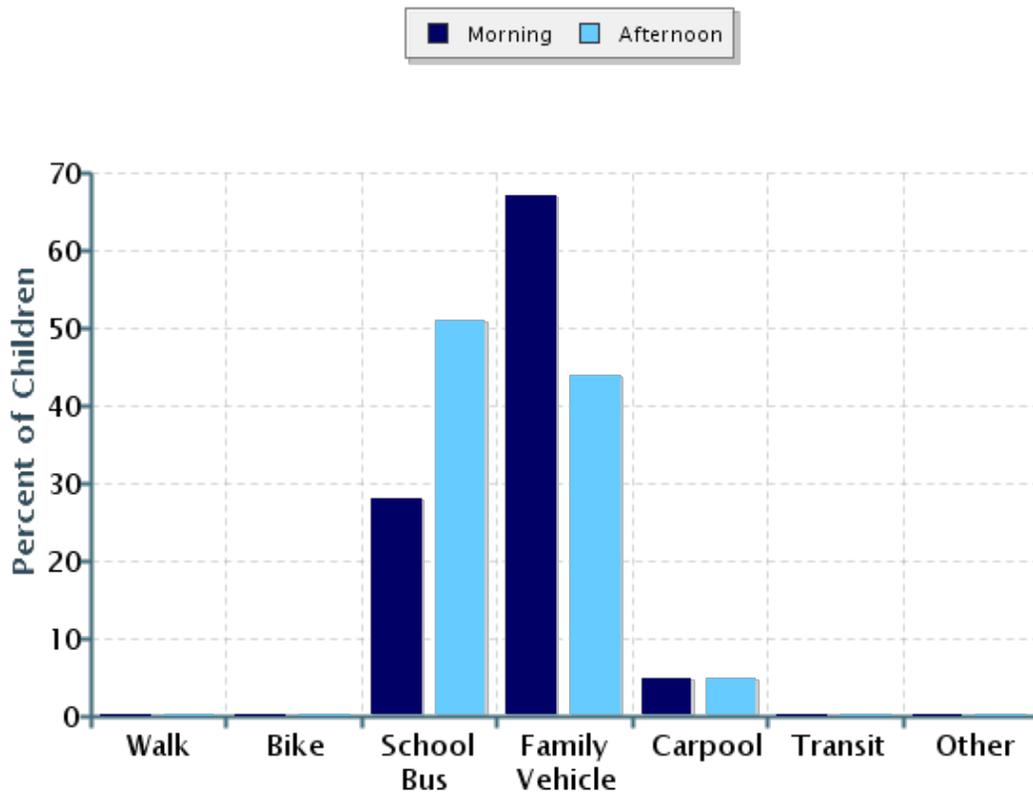
Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	5	12%
1/4 mile up to 1/2 mile	2	5%
1/2 mile up to 1 mile	5	12%
1 mile up to 2 miles	4	10%
More than 2 miles	25	61%

Don't know or No response: 2

Percentages may not total 100% due to rounding.

### Typical mode of arrival at and departure from school



### Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	43	0%	0%	28%	67%	5%	0%	0%
Afternoon	43	0%	0%	51%	44%	5%	0%	0%

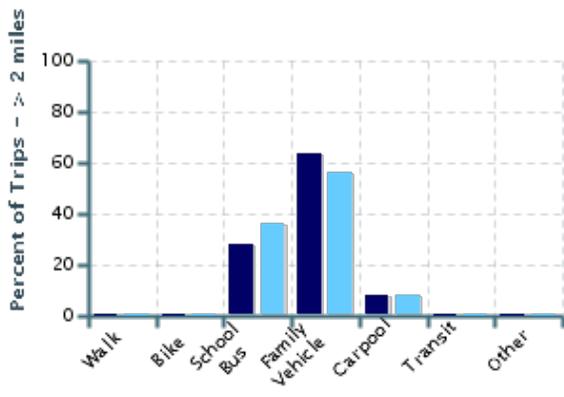
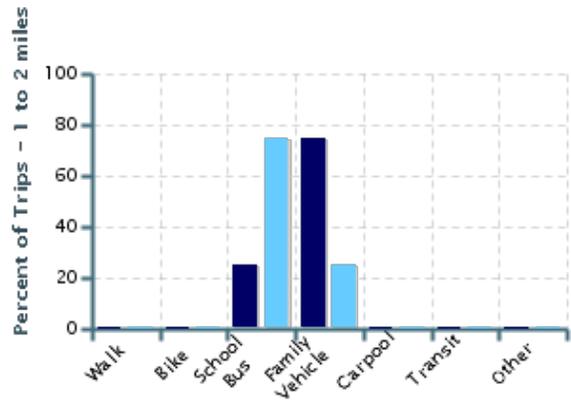
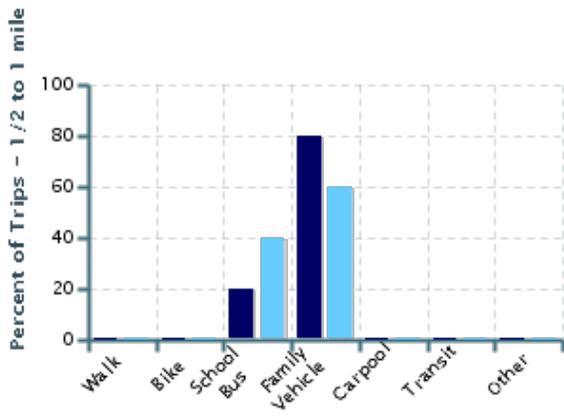
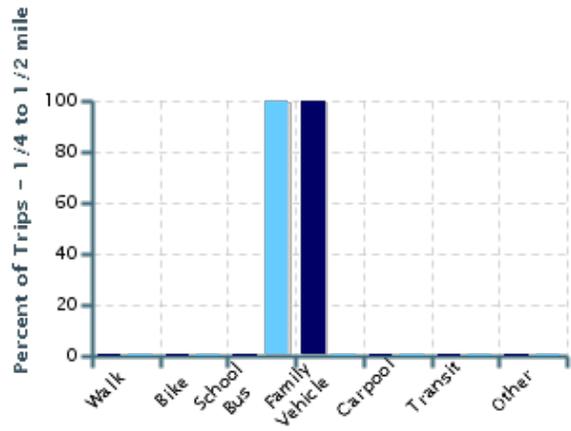
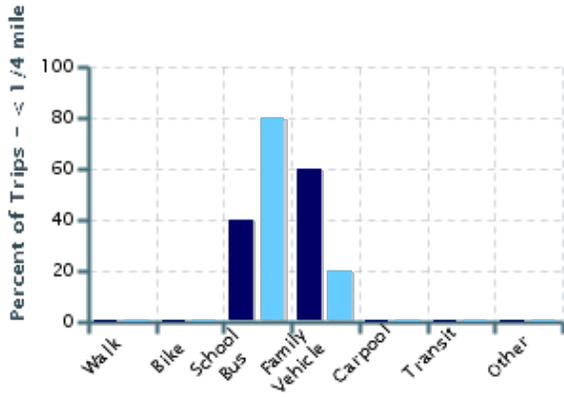
No Response Morning: 0

No Response Afternoon: 0

Percentages may not total 100% due to rounding.

# Typical mode of school arrival and departure by distance child lives from school

■ Morning      ■ Afternoon



## Typical mode of school arrival and departure by distance child lives from school

### School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	5	0%	0%	40%	60%	0%	0%	0%
1/4 mile up to 1/2 mile	2	0%	0%	0%	100%	0%	0%	0%
1/2 mile up to 1 mile	5	0%	0%	20%	80%	0%	0%	0%
1 mile up to 2 miles	4	0%	0%	25%	75%	0%	0%	0%
More than 2 miles	25	0%	0%	28%	64%	8%	0%	0%

Don't know or No response: 2

Percentages may not total 100% due to rounding.

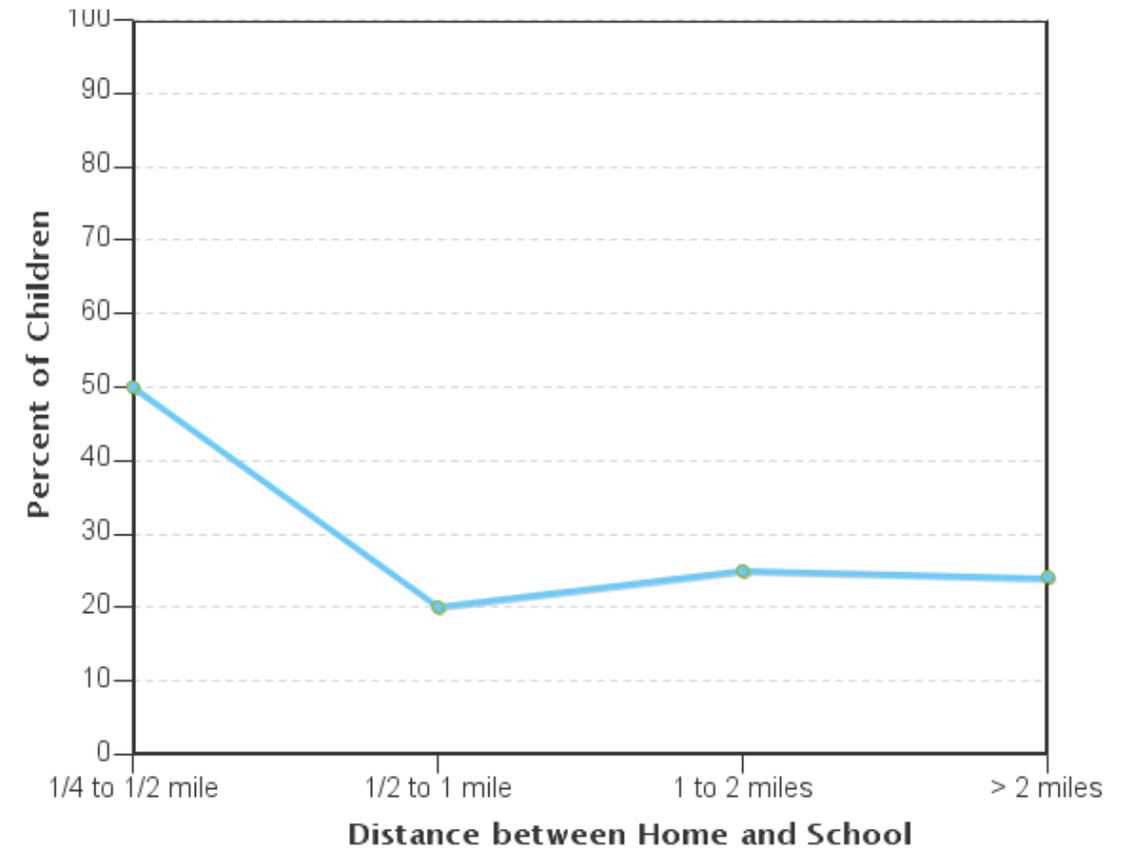
### School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	5	0%	0%	80%	20%	0%	0%	0%
1/4 mile up to 1/2 mile	2	0%	0%	100%	0%	0%	0%	0%
1/2 mile up to 1 mile	5	0%	0%	40%	60%	0%	0%	0%
1 mile up to 2 miles	4	0%	0%	75%	25%	0%	0%	0%
More than 2 miles	25	0%	0%	36%	56%	8%	0%	0%

Don't know or No response: 2

Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

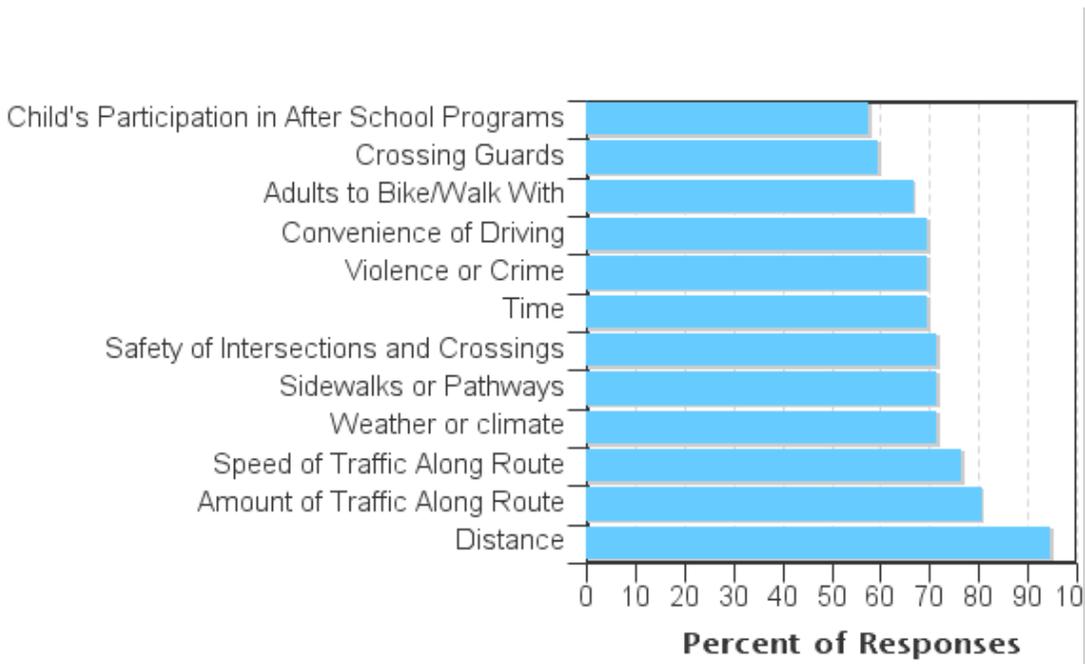


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	9	0%	50%	20%	25%	24%
No	32	100%	50%	80%	75%	76%

Don't know or No response: 2  
 Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	95%	0
Amount of Traffic Along Route	81%	0
Speed of Traffic Along Route	77%	0
Weather or climate	72%	0
Sidewalks or Pathways	72%	0
Safety of Intersections and Crossings	72%	0
Time	70%	0
Violence or Crime	70%	0
Convenience of Driving	70%	0
Adults to Bike/Walk With	67%	0
Crossing Guards	60%	0

Child's Participation in After School Programs	58%	0
<b>Number of Respondents per Category</b>	<b>43</b>	<b>0</b>

No response: 0

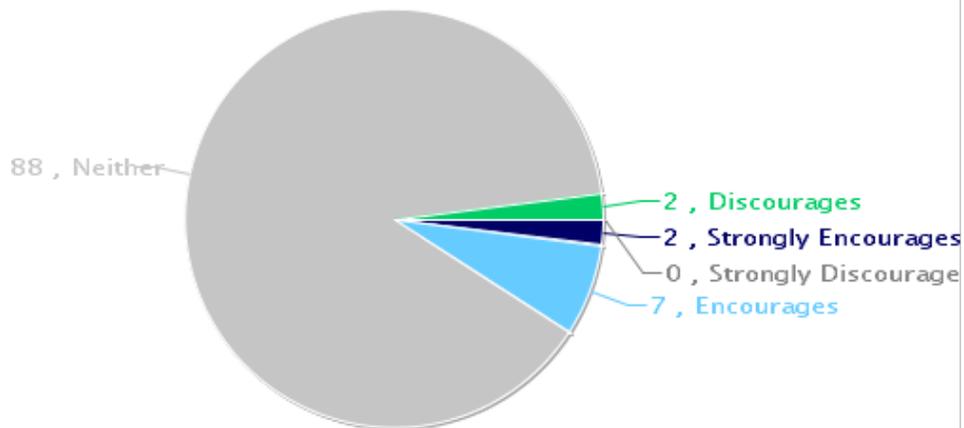
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

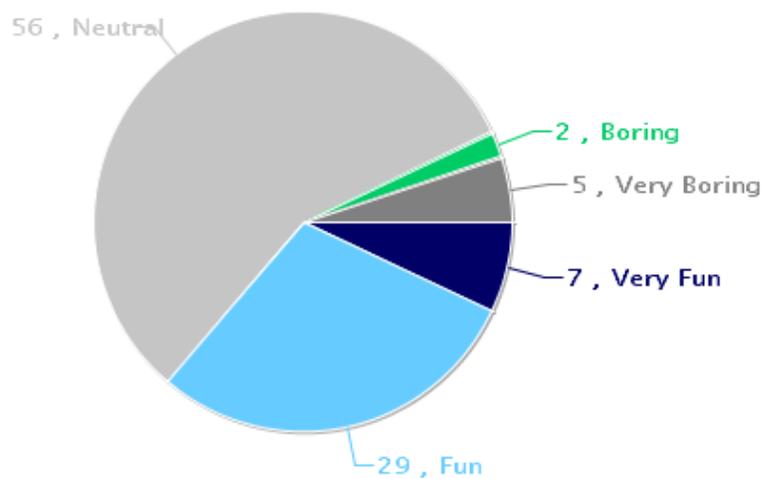
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

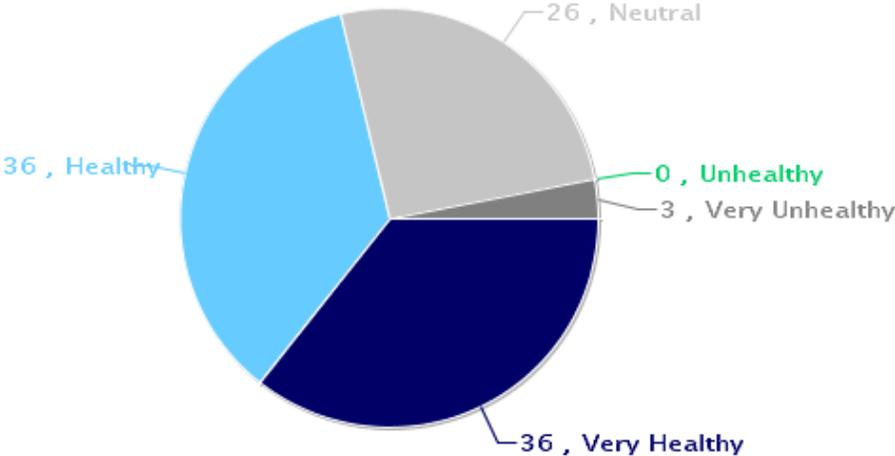
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



## Comments Section

SurveyID	Comment
1654487	My child doesn't bike.
1654494	I think there needs to be a drop-off/pick-up car line put in place with numbers so parents can not come into school who pick-up daily but drive up and have child get into car by school personnel with numbers.
1654512	We live in Grand Marsh, too far to walk/bike.

# Parent Survey Report: One School in One Data Collection Period

**School Name:** Adams-Friendship Middle School

**Set ID:** 18471

**School Group:** Adams-Friendship Area School District

**Month and Year Collected:** October 2018

**School Enrollment:** 0

**Date Report Generated:** 03/04/2019

**% Range of Students Involved in SRTS:** Don't Know

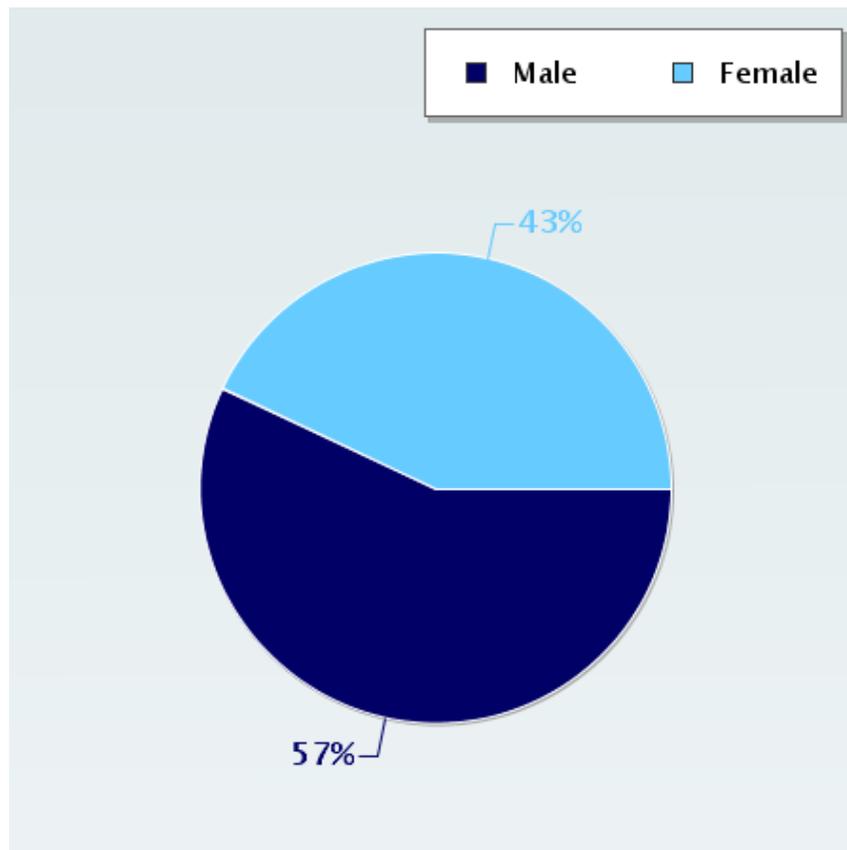
**Tags:**

**Number of Questionnaires Distributed:** 0

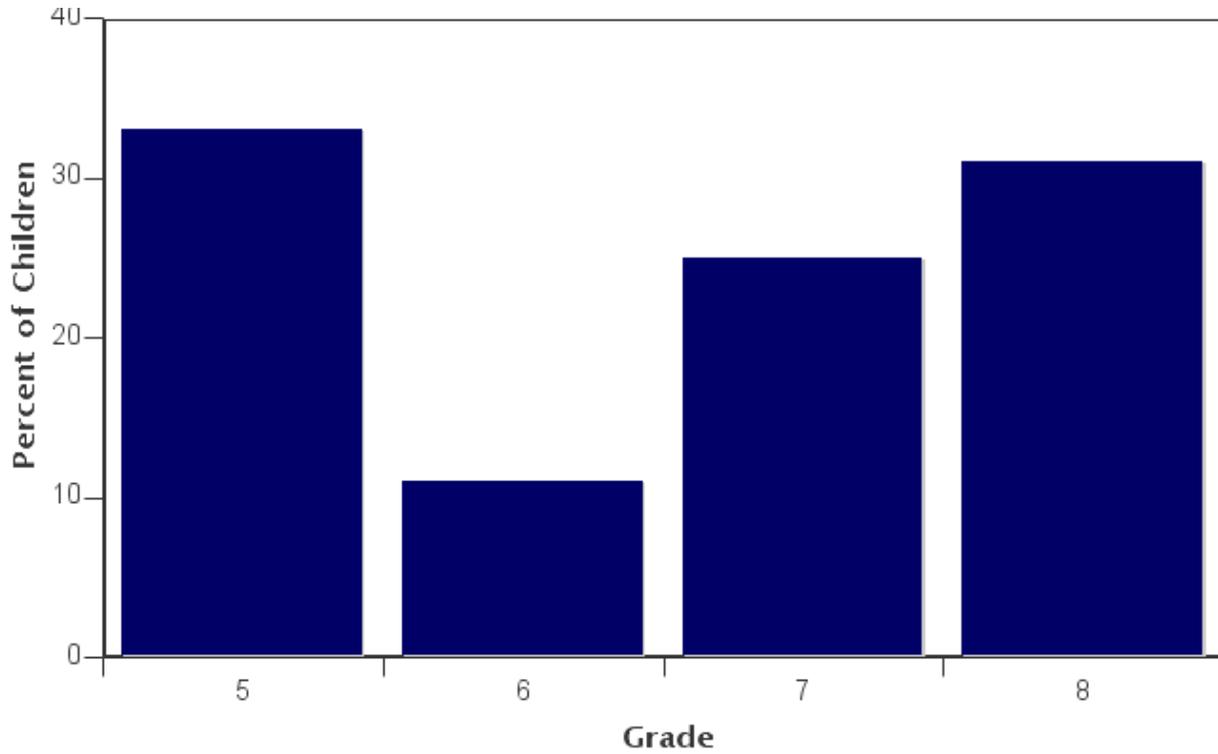
**Number of Questionnaires Analyzed for Report:** 37

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey



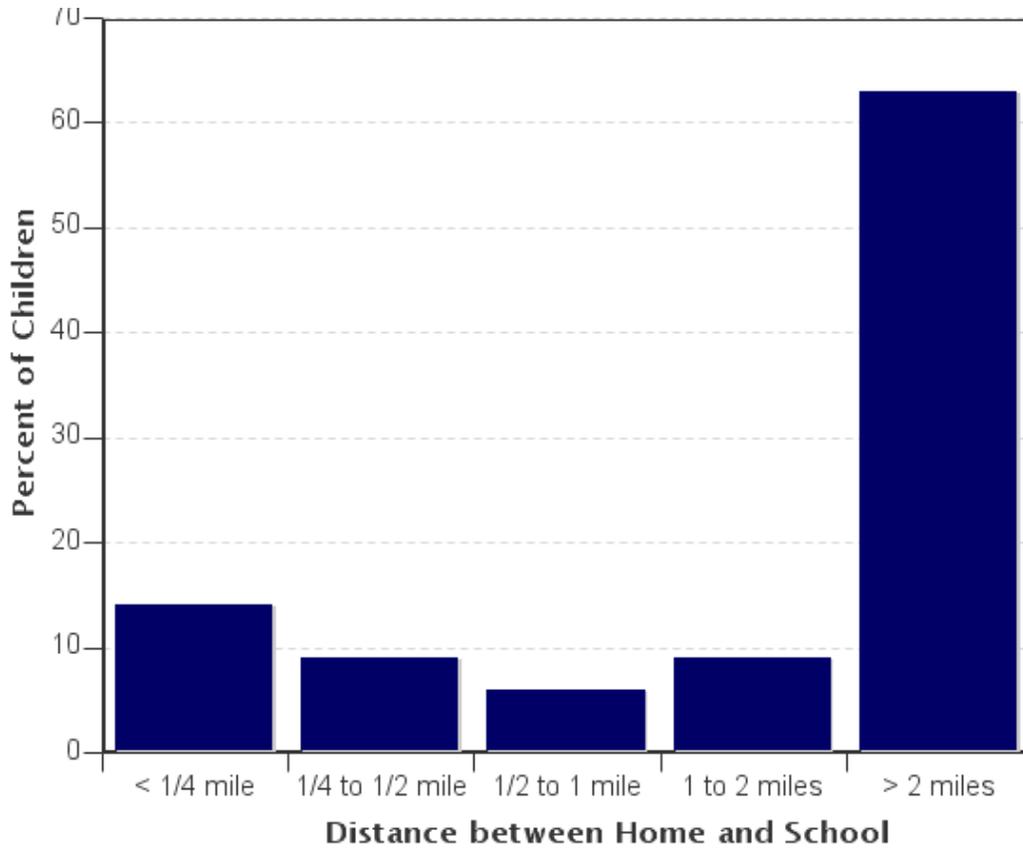
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
5	12	33%
6	4	11%
7	9	25%
8	11	31%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school



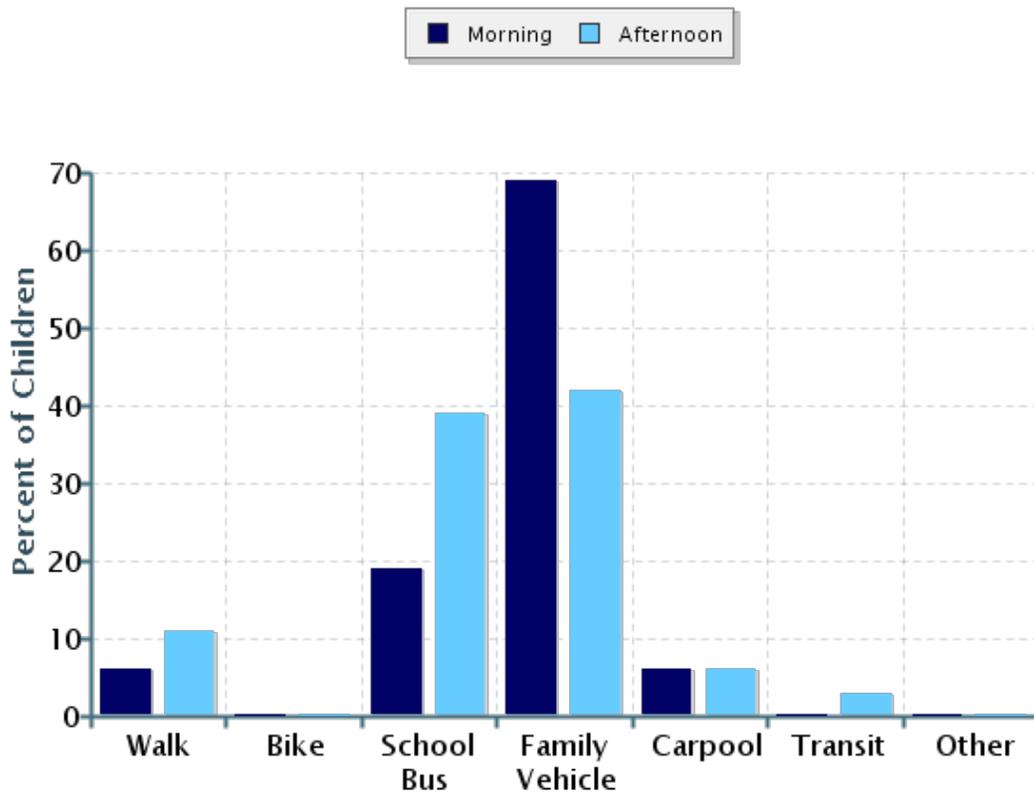
Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	5	14%
1/4 mile up to 1/2 mile	3	9%
1/2 mile up to 1 mile	2	6%
1 mile up to 2 miles	3	9%
More than 2 miles	22	63%

Don't know or No response: 2

Percentages may not total 100% due to rounding.

### Typical mode of arrival at and departure from school



### Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	36	6%	0%	19%	69%	6%	0%	0%
Afternoon	36	11%	0%	39%	42%	6%	3%	0%

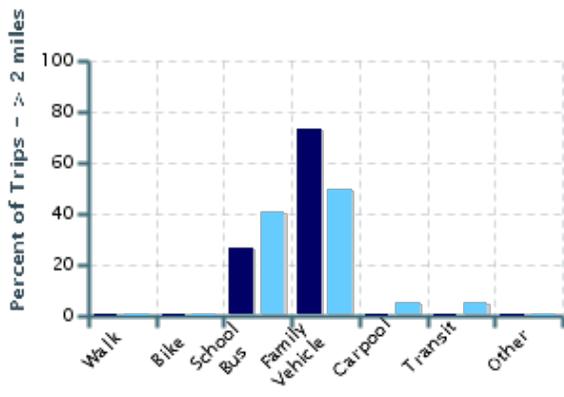
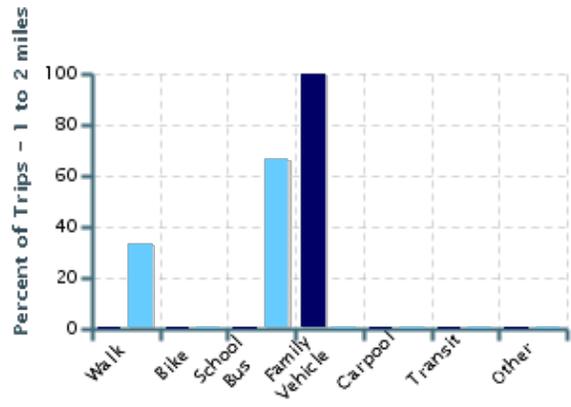
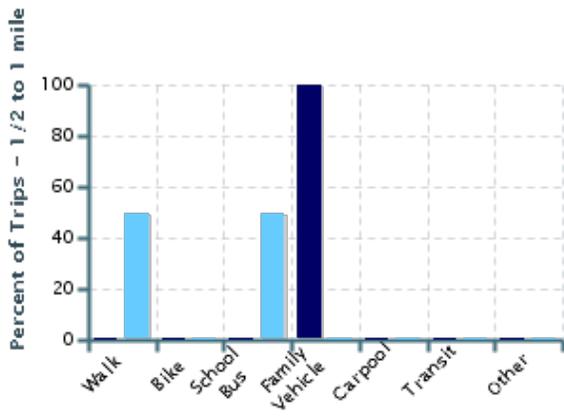
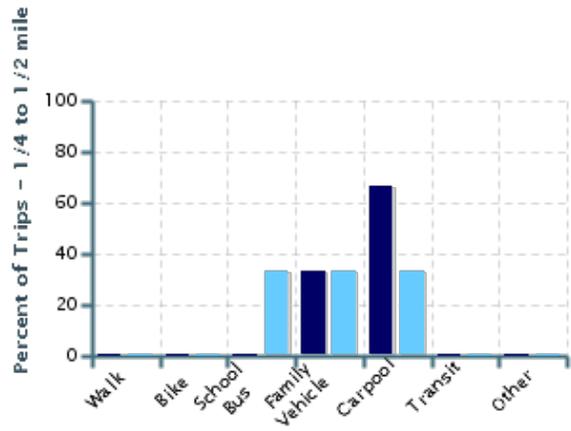
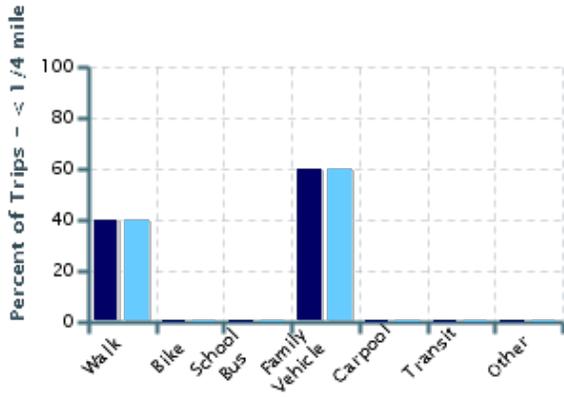
No Response Morning: 1

No Response Afternoon: 1

Percentages may not total 100% due to rounding.

# Typical mode of school arrival and departure by distance child lives from school

■ Morning      ■ Afternoon



## Typical mode of school arrival and departure by distance child lives from school

### School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	5	40%	0%	0%	60%	0%	0%	0%
1/4 mile up to 1/2 mile	3	0%	0%	0%	33%	67%	0%	0%
1/2 mile up to 1 mile	2	0%	0%	0%	100%	0%	0%	0%
1 mile up to 2 miles	3	0%	0%	0%	100%	0%	0%	0%
More than 2 miles	22	0%	0%	27%	73%	0%	0%	0%

Don't know or No response: 2

Percentages may not total 100% due to rounding.

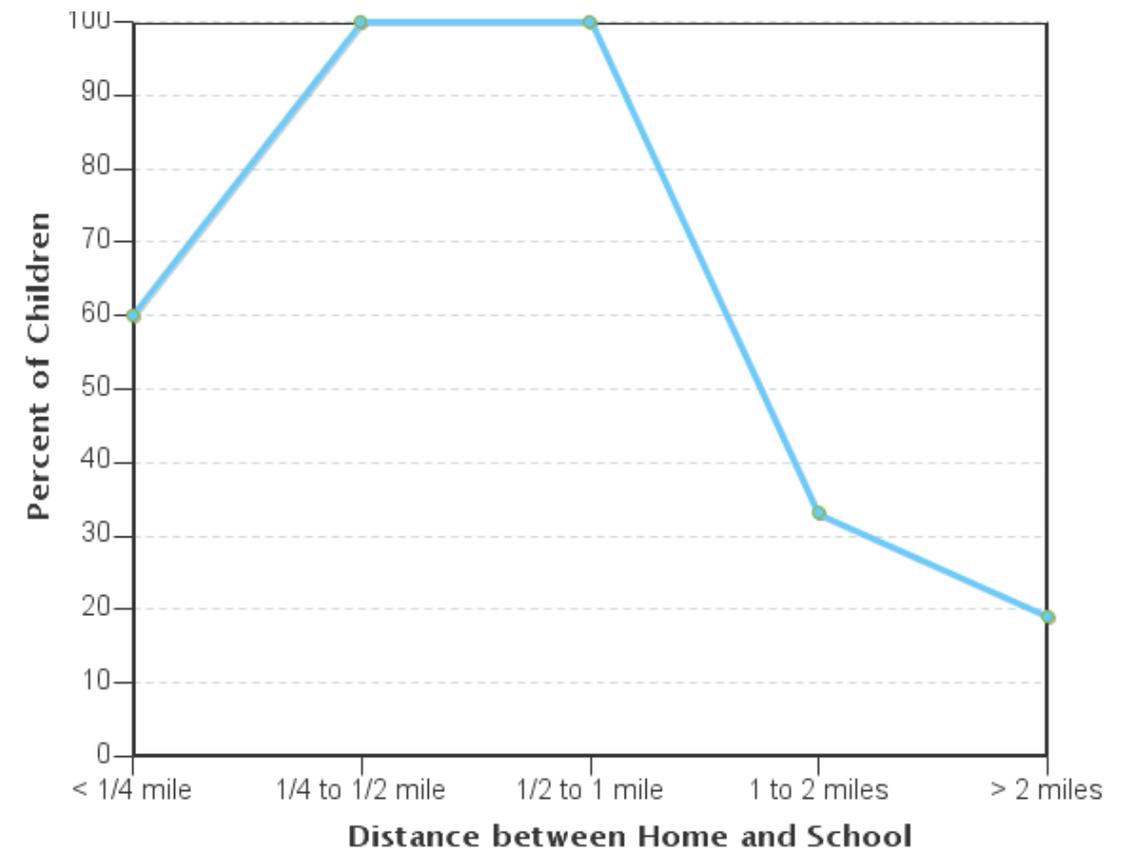
### School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	5	40%	0%	0%	60%	0%	0%	0%
1/4 mile up to 1/2 mile	3	0%	0%	33%	33%	33%	0%	0%
1/2 mile up to 1 mile	2	50%	0%	50%	0%	0%	0%	0%
1 mile up to 2 miles	3	33%	0%	67%	0%	0%	0%	0%
More than 2 miles	22	0%	0%	41%	50%	5%	5%	0%

Don't know or No response: 2

Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

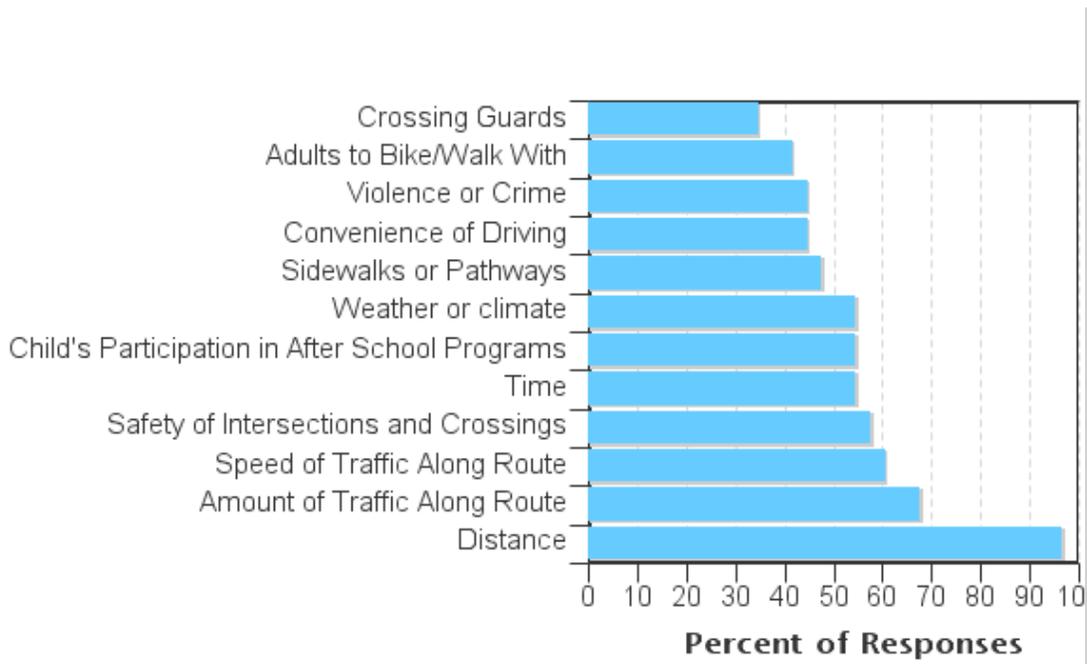


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

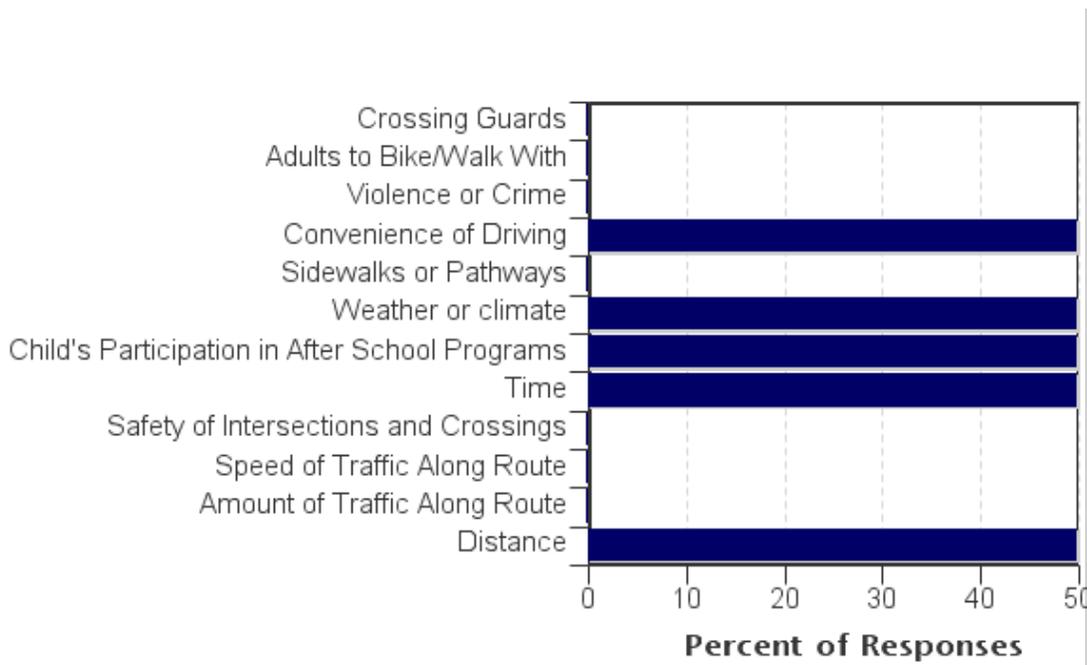
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	13	60%	100%	100%	33%	19%
No	21	40%	0%	0%	67%	81%

Don't know or No response: 3  
 Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by  
parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	97%	50%
Amount of Traffic Along Route	68%	0%
Speed of Traffic Along Route	61%	0%
Safety of Intersections and Crossings	58%	0%
Time	55%	50%
Child's Participation in After School Programs	55%	50%
Weather or climate	55%	50%
Sidewalks or Pathways	48%	0%
Convenience of Driving	45%	50%
Violence or Crime	45%	0%
Adults to Bike/Walk With	42%	0%
Crossing Guards	35%	0%
<b>Number of Respondents per Category</b>	<b>31</b>	<b>2</b>

No response: 4

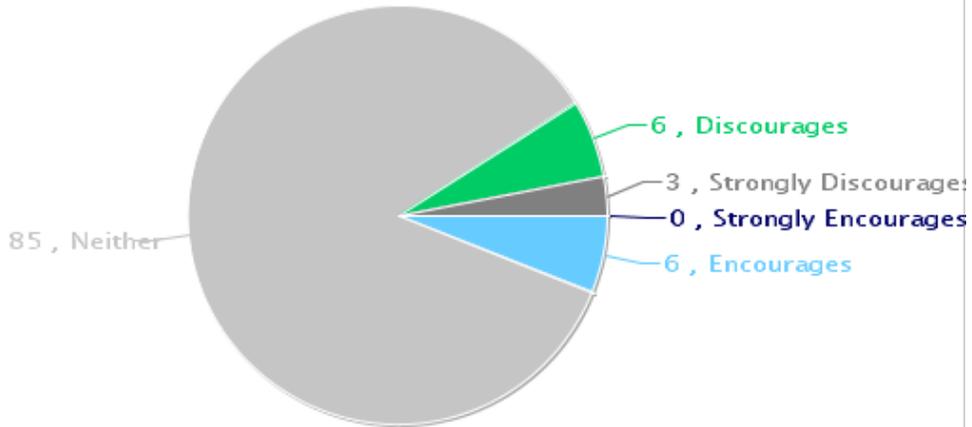
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

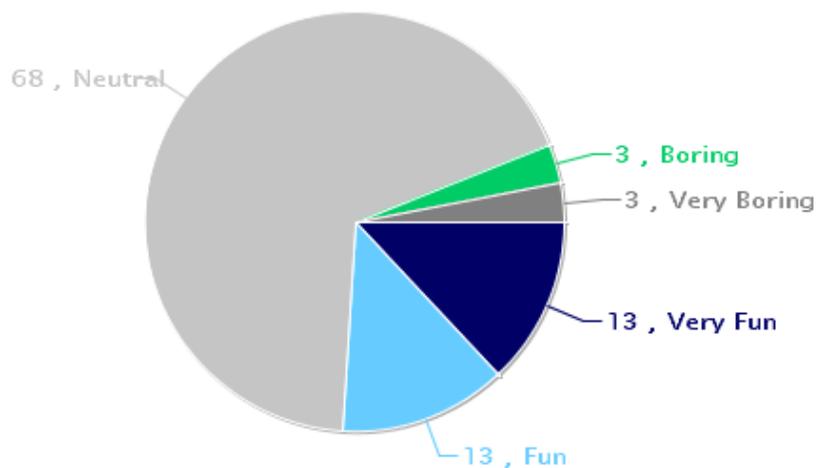
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

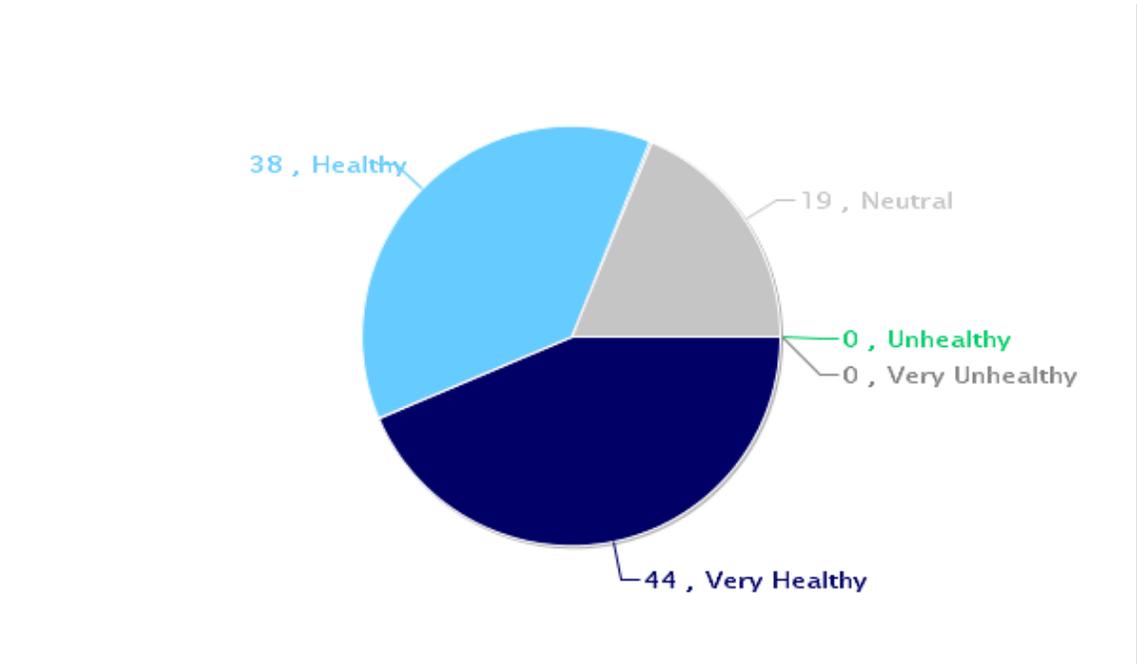
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



## Comments Section

SurveyID	Comment
1656132	Im unsure of questions 10 and 11. I bring them to school since its convenient and they walk to my office after school.
1656141	We live too far to ride bike or walk

## Parent Survey Report: One School in One Data Collection Period

**School Name:** Grand Marsh Elementary School

**Set ID:** 18470

**School Group:** Adams-Friendship Area School District

**Month and Year Collected:** October 2018

**School Enrollment:** 0

**Date Report Generated:** 02/28/2019

**% Range of Students Involved in SRTS:** Don't Know

**Tags:**

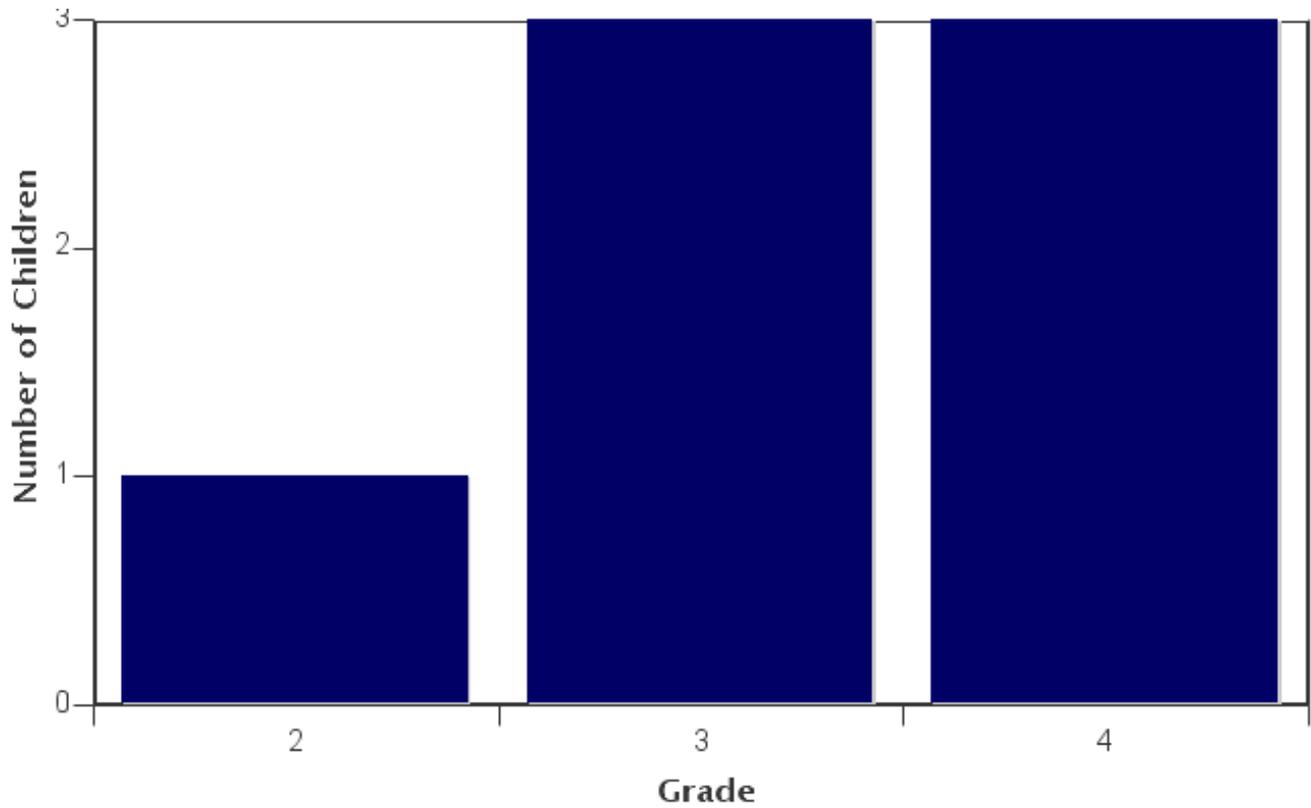
**Number of Questionnaires Distributed:** 0

**Number of Questionnaires  
Analyzed for Report:** 7

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

\*\*Because less than 30 questionnaires are included in this report, each graph and table display counts rather than percentage information.

Grade levels of children represented in survey



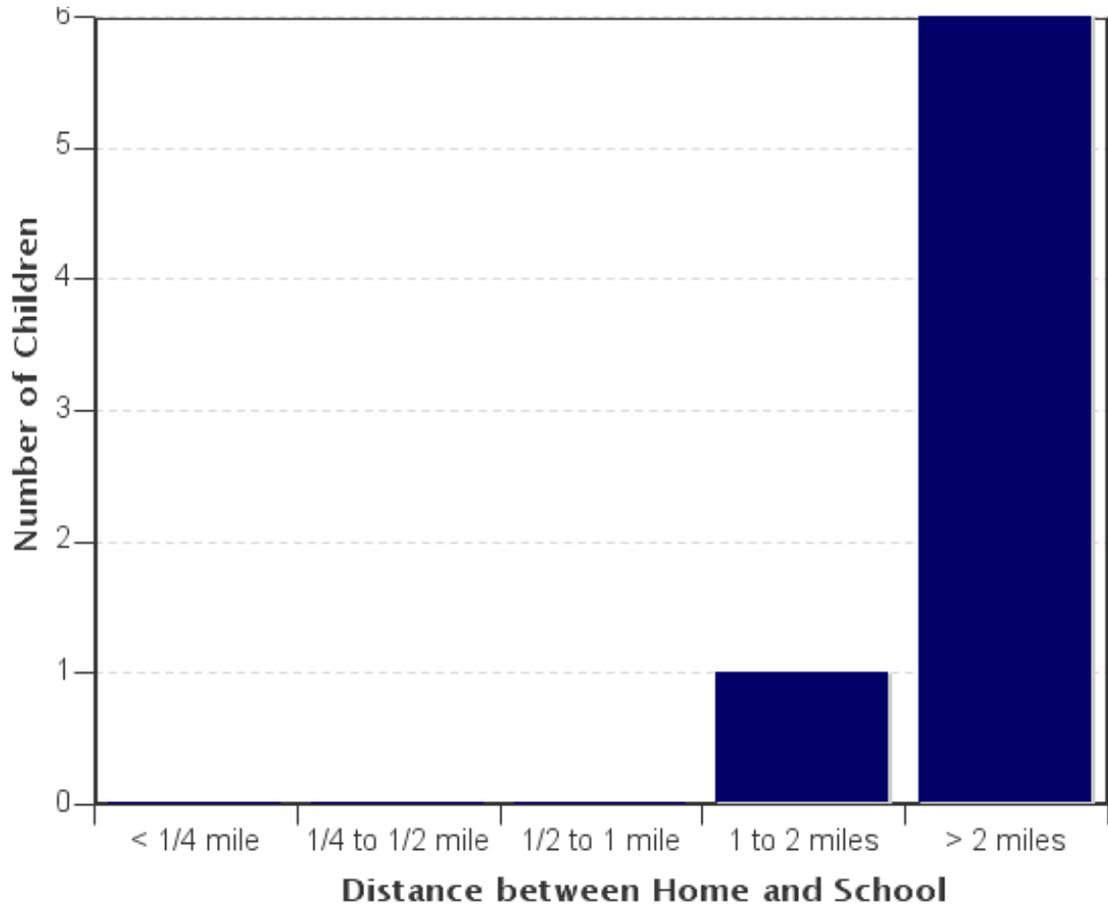
Grade levels of children represented in survey

Grade in School	Responses per grade
	Number
2	1
3	3
4	3

No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Parent estimate of distance from child's home to school



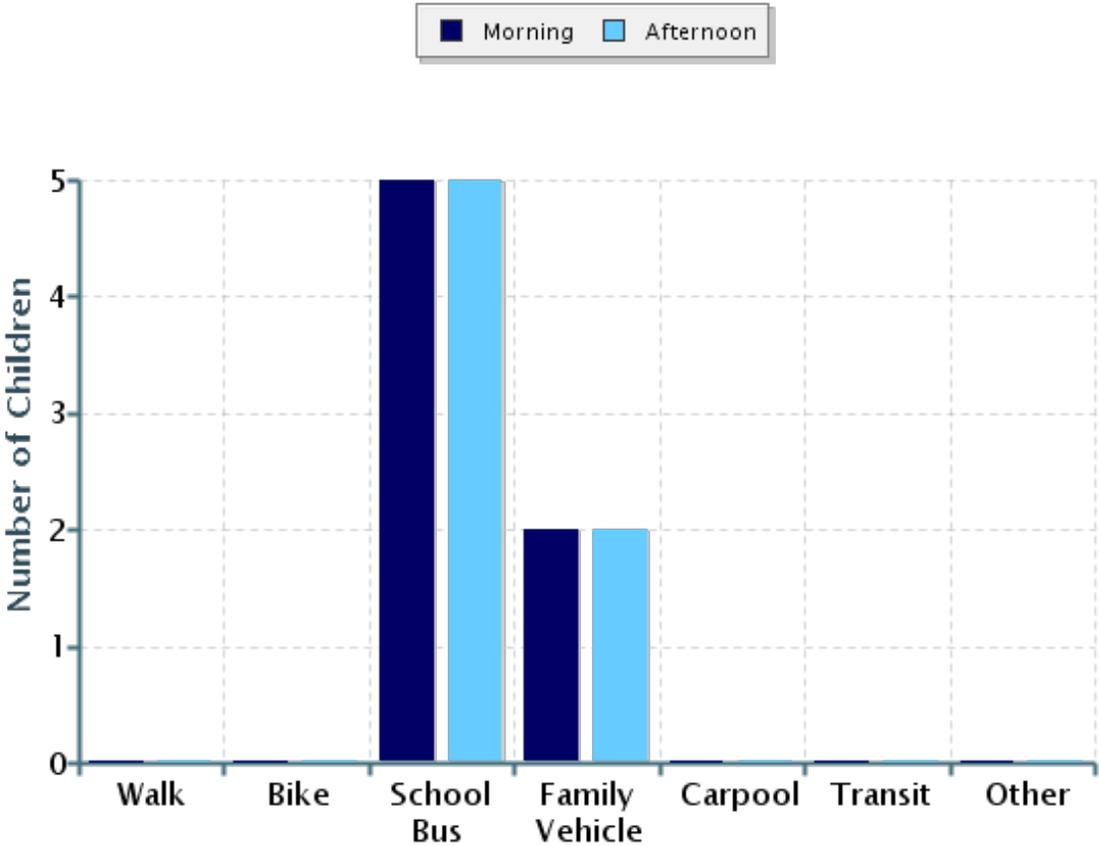
Parent estimate of distance from child's home to school

Distance between home and school	Number of children
Less than 1/4 mile	0
1/4 mile up to 1/2 mile	0
1/2 mile up to 1 mile	0
1 mile up to 2 miles	1
More than 2 miles	6

Don't know or No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

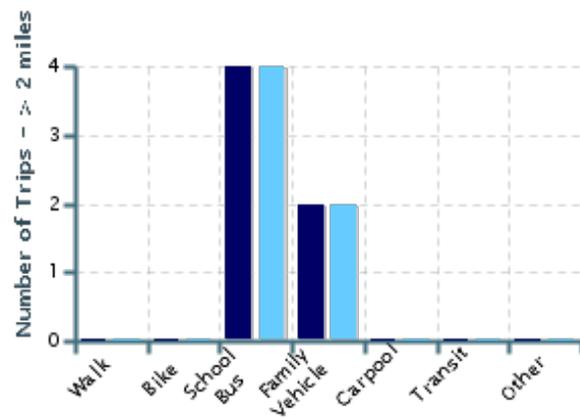
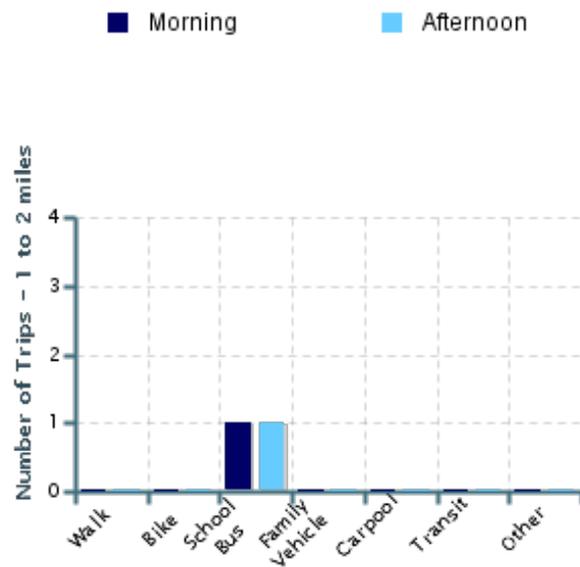
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	7	0	0	5	2	0	0	0
Afternoon	7	0	0	5	2	0	0	0

No Response Morning: 0

No Response Afternoon: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

# Typical mode of school arrival and departure by distance child lives from school



## Typical mode of school arrival and departure by distance child lives from school

### School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	0	0	0	0	0	0	0	0
1/4 mile up to 1/2 mile	0	0	0	0	0	0	0	0
1/2 mile up to 1 mile	0	0	0	0	0	0	0	0
1 mile up to 2 miles	1	0	0	1	0	0	0	0
More than 2 miles	6	0	0	4	2	0	0	0

Don't know or No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

### School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	0	0	0	0	0	0	0	0
1/4 mile up to 1/2 mile	0	0	0	0	0	0	0	0
1/2 mile up to 1 mile	0	0	0	0	0	0	0	0
1 mile up to 2 miles	1	0	0	1	0	0	0	0
More than 2 miles	6	0	0	4	2	0	0	0

Don't know or No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

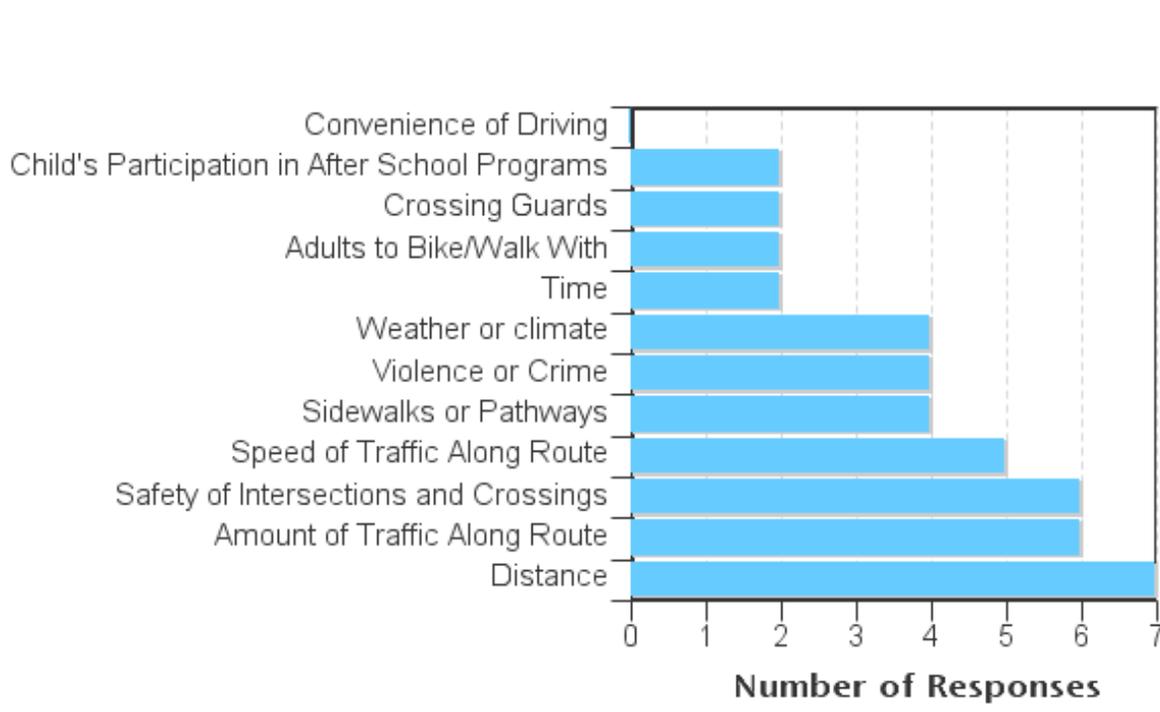
Number of children who have asked for permission to walk or bike to/from school by distance they live from school

Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	0	0	0	0	0	0
No	7	0	0	0	1	6

Don't know or No response: 0

Numbers rather than percents are displayed because the number of respondents for this question was less than 30.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	7	0
Amount of Traffic Along Route	6	0
Safety of Intersections and Crossings	6	0
Speed of Traffic Along Route	5	0
Sidewalks or Pathways	4	0
Violence or Crime	4	0
Weather or climate	4	0
Time	2	0
Adults to Bike/Walk With	2	0

Crossing Guards	2	0
Child's Participation in After School Programs	2	0
Convenience of Driving	0	0
<b>Number of Respondents per Category</b>	<b>7</b>	<b>0</b>

No response: 0

Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school

Level of support	Number of children
Strongly Encourages	0
Encourages	0
Neither	5
Discourages	0
Strongly Discourages	0

Parents' opinions about how much fun walking and biking to/from school is for their child

Level of fun	Number of children
Very Fun	1
Fun	2
Neutral	3
Boring	0
Very Boring	0

Parents' opinions about how healthy walking and biking to/from school is for their child

How healthy	Number of children
Very Healthy	2
Healthy	4
Neutral	0

Unhealthy	0
Very Unhealthy	0

## Comments Section

SurveyID	Comment
1656077	We do not live in town, but even if we did I would not allow my children to walk or bike to school.
1656083	If we were closer to school and walking was possible I would walk with my child. I did it at his age all through high school.

**ATTACHMENT C:  
Task Force Meeting and Adoption Documentation**

**From: NCWRPC**

**Adams-Friendship Safe Routes To School (SRTS) Timeline**

This schedule is provided as an overview of the plan development process and is subject to revision as the process starts.

**Preliminary Tasks .....Fall 2018**

- Create SRTS Task Force.
- Administer Student Travel Tally;
- Administer Parent Survey;

 **Meeting 1: Kick-Off Meeting ..... Winter 2018/2019**

- Introduce the Safe Routes To School planning process.
- Present data, and results of Parent Survey and Student Tallies.
- Identify issues and concerns.
- Basic Walk Audit at each school.

 **Meeting 2: Recommendations ..... Spring 2019**

- Pick strategies from all **5-Es\*** to recommend.
  - Prepare to host Initial Review Meetings.
- \*5-Es = education, engineering, encouragement, enforcement, & evaluation.*

 **Meeting 3: Wrap-up Meeting ..... Summer 2019**

- Review feedback from City, Village, and School District.
- Possibly revise recommendations.
- Discuss plan adoption procedures.
- Identify next steps for possible implementation.

**Meeting 4: Adoption Meetings ..... Summer 2019**

(Non-NCWRPC attended)

- City of Adams approval meetings.
- Village of Friendship approval meetings.
- Adams-Friendship School District approval meetings.

## RESOLUTION

### Resolution Adopting the Adams-Friendship Area Safe Routes To School Plan

**WHEREAS**, the Adams Friendship Area School District supports policies and programs that focus on health and wellness and healthier community environments; and

**WHEREAS**, the health and safety of children is of highest concern to the citizens of the Adams Friendship Area School District; and

**WHEREAS**, Safe Routes to School efforts help remove barriers to walking and biking to school, and reduce traffic congestion and speed in and around schools; and

**WHEREAS**, the Adams Friendship Area School District has developed a Safe Routes To School (SRTS) Plan for the dual purposes of serving as a guide for future programming and infrastructure improvements (the 5 E's of education, encouragement, engineering, enforcement, and evaluation), and in order to be eligible for various funding programs including the Transportation Alternatives Program (TAP grant); and

**WHEREAS**, the Wisconsin Department of Transportation (WisDOT) requires, that in order to be eligible for funding of needed projects, municipalities to either create or amend their SRTS Plan; and

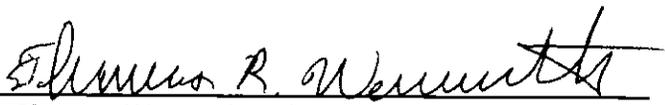
**WHEREAS**, the Adams Friendship Area School District had members/staff on the SRTS Task Force; and

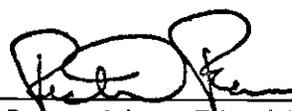
**WHEREAS**, the SRTS Task Force collected data, reviewed the results, and provided direction for SRTS Plan development, and then incorporated those results into the SRTS Plan; and

**NOW THEREFORE, BE IT RESOLVED**, that the Adams Friendship Area School District hereby adopts Safe Routes to School Resolution.

**BE IT FURTHER RESOLVED**, that the Adams Friendship Area School District staff is directed to begin implementing this SRTS Plan by coordinating efforts among the three governmental entities who created this plan (City of Adams, Village of Friendship, and A-F School District).

**Adopted this 9th day of March, 2020.**

  
\_\_\_\_\_  
Dr. Thomas Wermuth, Adams Friendship Area School District Administrator

  
\_\_\_\_\_  
Richard Pease, Adams Friendship Area School District Board President

RESOLUTION 2020-06R

Resolution Adopting the Adams-Friendship Area Safe Routes To School Plan

**WHEREAS**, the City of Adams supports policies and programs that focus on health and wellness and healthier community environments; and

**WHEREAS**, the health and safety of children is of highest concern to the citizens of the City of Adams; and

**WHEREAS**, Safe Routes to School efforts help remove barriers to walking and biking to school, and reduce traffic congestion and speed in and around schools; and

**WHEREAS**, the City of Adams has developed a Safe Routes To School (SRTS) Plan for the dual purposes of serving as a guide for future programming and infrastructure improvements (the 5 E's of education, encouragement, engineering, enforcement, and evaluation), and in order to be eligible for various funding programs including the Transportation Alternatives Program (TAP grant); and

**WHEREAS**, the Wisconsin Department of Transportation (WisDOT) requires, that in order to be eligible for funding of needed projects, municipalities to either create or amend their SRTS Plan; and

**WHEREAS**, the City of Adams had members/staff on the SRTS Task Force; and

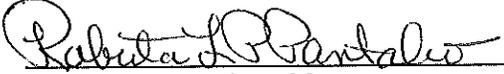
**WHEREAS**, the SRTS Task Force collected data, reviewed the results, and provided direction for SRTS Plan development, and then incorporated those results into the SRTS Plan; and

**NOW THEREFORE, BE IT RESOLVED**, that the City of Adams hereby adopts Resolution 2020-02R.

**BE IT FURTHER RESOLVED**, that the City of Adams staff is directed to begin implementing this SRTS Plan by coordinating efforts among the three governmental entities who created this plan (City of Adams, Village of Friendship, and A-F School District).

Adopted this 2nd day of March, 2020.

CITY OF ADAMS

By:   
Roberta Pantaleo, Mayor

ATTEST:

  
Janet Winters, CMTW, CMC, WCMC  
Clerk/Treasurer

The above Resolution was passed  
at a Regular Session of the Adams City Council  
on the 2nd day of March, 2020,  
by a vote of 6 for, 0 against, and 0 absent.  
Motion to adopt Resolution No. 2020-06R,  
By Scott, second by Goodhue.

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[ Name ], [ Title ]

**ATTACHMENT D:  
Bicycle Parking Guidelines**

**From: Association of Pedestrian and Bicycle Professionals (APBP)**  
*One page summary sheet.*

# Bicycle Parking Guidelines

A summary of recommendations from the Association of Pedestrian and Bicycle Professionals

## Bicycle Parking Design

- Required spaces shall be at least 2 feet by 6 feet.
- An access aisle of at least 5 feet shall be provided in each facility.
- Racks shall be situated to allow a minimum of 2 feet between adjacent bike parking stalls.
- Spaces shall have a vertical clearance of at least 80 inches.

## Bicycle Rack Design

Structures that require a user-supplied locking device:

- must accommodate U-shaped locking devices;
- support the bike frame at two points;
- be securely anchored to the ground or the building structure; and
- be designed and maintained to be mud and dust free.

## Bicycle Rack Location

- Racks should be located in a clearly designated safe and convenient location.
- Racks should be designed and located to be harmonious with the surrounding environment.
- Racks should be at least as convenient as the majority of auto parking spaces provided.

To learn more about bicycle parking guidelines, visit the Association of Pedestrian and Bicycle Professionals at: [www.apbp.org](http://www.apbp.org).

## *These bicycle racks do NOT meet the design guidelines:*

Grid or Fence Style Racks



Wave or Ribbon Style Racks



## *These bicycle racks DO meet the design guidelines:*

Inverted-U Style Racks



Angled Wave Style Racks



Freestanding Style Racks



The above images are examples only. NCWRPC does not endorse any particular bicycle rack manufacturers.

If you have questions about whether a particular bicycle parking rack you are considering using meets these requirements, please contact NCWRPC planner **Fred Heider**, AICP at [fheider@ncwrpc.org](mailto:fheider@ncwrpc.org).