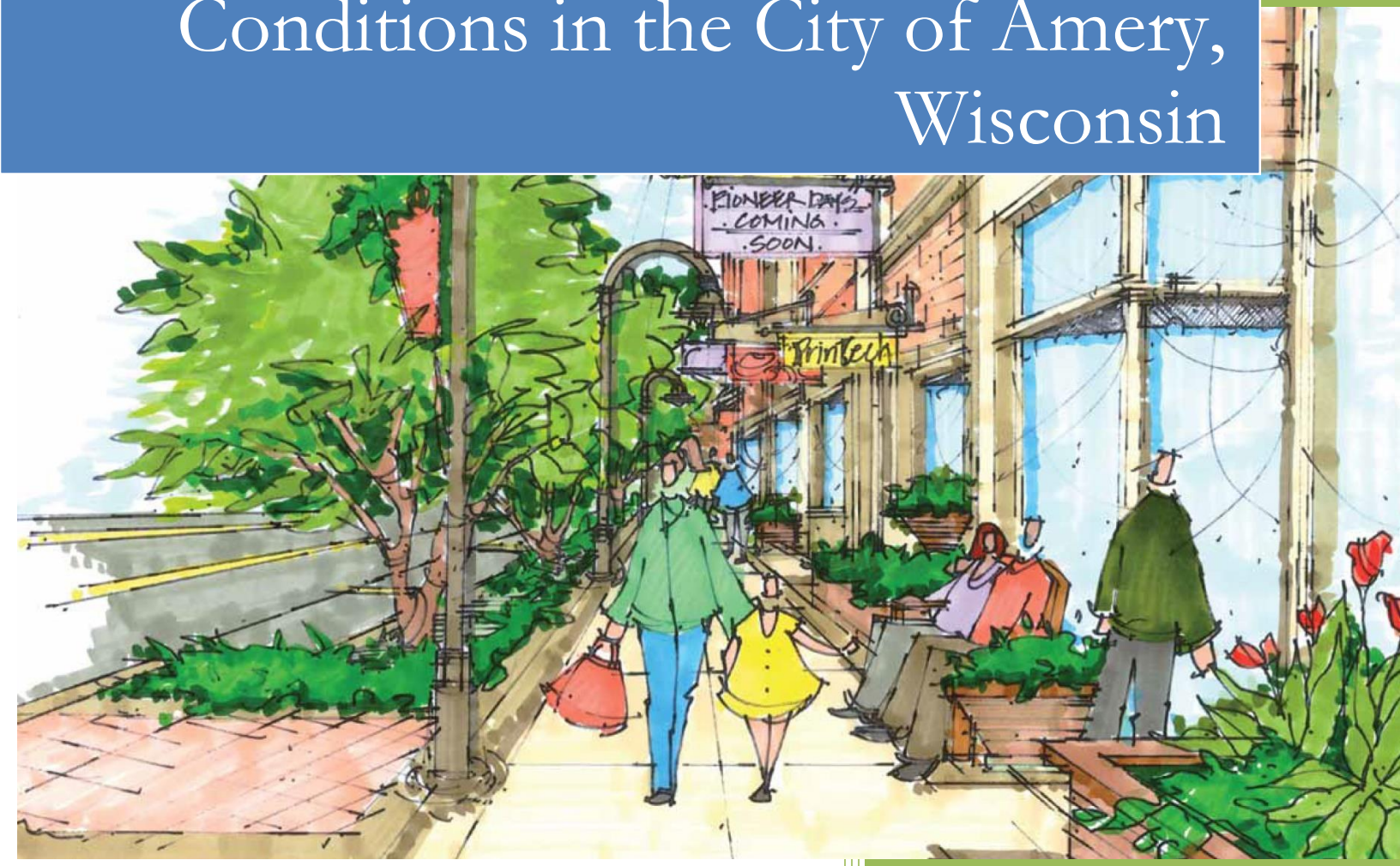
Walkability: Pedestrian and Cyclist Conditions in the City of Amery, Wisconsin



Prepared for the City of Amery

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Executive Summary

Walkability is a measurement of accessibility for pedestrians and bicyclists. While the term walkability conjures up images of laying concrete for sidewalks, walkability encompasses many elements, such as safety and accessibility, and would address a number of concerns in the City of Amery. Walkability increases the vibrancy and quality of life in a community by creating platforms for community engagement and opportunities to be active and healthy. Walkability enhances the economic health of local businesses, encourages tourists to explore, and builds new business opportunities. "Walkable" communities attract millennials and entrepreneurs alike.

This study was conducted to assess the walkability of Amery and to address questions of the City of Amery City Council which were raised in 2013 and 2014. The report includes a compilation of police incidents involving pedestrians and cyclists, a sidewalk inventory map and conditions report, and input form community members and visitors gathered from focus groups and surveys. The study considered the effect of current city ordinances and policies on walkability and compared Amery's experience to other communities. Surprisingly, many of the ordinances, plans, and laws necessary to create walkable neighborhoods already exist; however these are not enforced or prioritized.

This study provides a number of possible improvements for walkability throughout the city which go beyond changing ordinances and laying concrete. Suggested improvements come from walkability and safety experts as well as community input. This includes pedestrian and bicyclist infrastructure such as sidewalk repair, bicycle lanes, and shared use paths. The study also explores possible paths to improve connectivity across the city. It outlines safety issues and possible solutions for pedestrians and bicyclists, such as sidewalk buffers and advanced stop lines. Zoning codes that are prohibitive to walkability are also addressed. These improvements form the strategic recommendations

Four recommendations are made to the City Council to improve walkability. These include increased enforcement of current sidewalk maintenance ordinances and traffic laws. Recommendations also include corroboration with the state and county to address pedestrian safety issues on Keller Avenue. The last recommendation is to appoint a walkability committee of business and community members to prioritize other improvements, create a long term strategy to address walkability, and recommend a payment method to city council.

Introduction

The walkability study began with a safety concern about the lack of sidewalks on Hillcrest Street near the school campus in the City of Amery in 2013. The following public hearing on the sidewalks issue exposed dissatisfaction with the lack of walkable infrastructure and connectivity across the city on the part of some community members. A walkability study of Amery was proposed to explore the benefits, challenges, and options of creating a more pedestrian friendly community.

The purpose of this report is to answer some of the questions and concerns that have been raised and to explore possible options for improving walkability. The report begins with an overview of the concept of walkability. It explores the benefits of walkable communities including health, safety, environmental, social, and economic benefits. The report examines current city sidewalk policies, presents the results of a sidewalk inventory and condition report, and gathers past police accident reports relating to pedestrians and bicyclists. Walkability improvements from experts and community members are discussed in the next section as well as possible funding options. Lastly, four recommendations to improve walkability in the City of Amery are presented.

Figure 1: Traditional Neighborhood Design

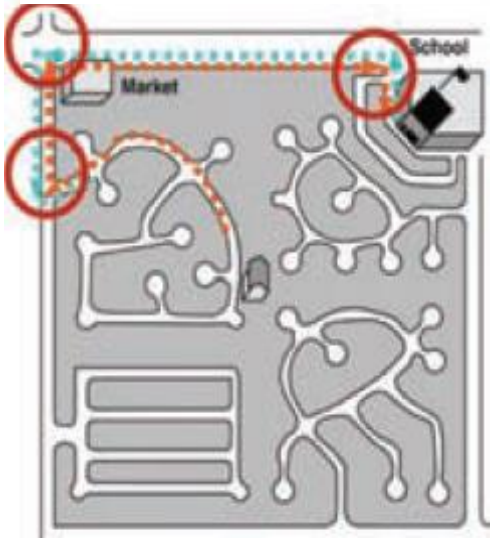
This is an illustration of a traditionally designed neighborhood. The streets are interconnected. Although the market, school, and residence are located on the same spot as the suburban design neighborhood, the distance to travel are much shorter, encouraging residences to walk instead of driving.

Defining Walkability

Walkability is a measurement of the ease of walking or cycling to a particular designation. To achieve walkable community experts point to three key principals: physical access, designations, and proximity to home. 'Physical access' describes sidewalk conditions, safety elements, universal design, and aesthetics. If physical access is poor, fewer residents will travel by foot. The principle of 'designation' acknowledges that to be a walkable neighborhood, there must be an end to the means, such as a local café, grocery, or park. Lastly, 'proximity to home' is important. To be considered walkable, a designation should be about ¼ of a mile from a home or a 10 to 15 minute walk (Lavey and Hill 2014).

Walkable neighborhoods and cities are denser than drivable suburban developments and instead of sprawling developments there is a focus on urban infill. Residential and commercial areas are accessible by multiple forms of transportation including automobiles, transit, bikes, and walking. Lots are smaller and residential and commercial blocks are shorter which make walking distances shorter as well. See Figure 1 and compare to Figure 2. Local walkability allows neighborhood residents to access daily and weekly needs, such as groceries, pharmacy, and restaurants. Regional walkable centers features mixed use commercial and residential developments as well but also incorporates employment, retail, and medical facilities that

Figure 2: Suburban Design



This is an illustration of a typical suburban neighborhood. Because of the lack of connectivity between subdivisions, residents are forced to take longer routes to reach designation. This encourages residents to drive rather than walk.
Source:http://safety.fhwa.dot.gov/ped_bike/ped_focus/docs/fhwa

are easy to access by multiple modes of transportation (Leinberger 2007).

While cities have begun to recognize the benefits of walkability, in many communities across the United States owning a car is still a necessity. This necessity is the result of prioritization of the automobile and zoning policies that separated residential areas from commercial areas that supply daily and weekly needs to residents.

Zoning started during the Progressive Era, to separate houses from factories which emitted noxious chemicals and sludge as well as loud noises (Schmitt 2013). However, zoning was eventually extended to nonhazardous commercial venues. These zoning laws led to cities banning corner grocery stores, pharmacies and cafes in residential areas, effectively eliminating the 2nd and 3rd elements (designations and proximity to home) of walkable communities.

At the end of WWII, there was an exodus of Americans leaving the cities for the newly built suburbs featuring large residential lots, ample room for parking, and broad winding roads, which increased walking distances. Commercial developments and schools increased in size, necessarily meaning fewer and larger schools and stores, which are by definition farther from the average student or shopper and less walkable (Cortright 2009). Fewer neighborhoods were built in the traditional neighborhood design and the needs of the pedestrian were largely ignored as governments prioritized cars and roads over walkable infrastructure. See Figure 2.

The prioritization of the car is not difficult to identify. Half of the trips in the US are three miles or less, with 28% of trips being less than a mile. Furthermore, 40% of roads do not have sidewalks in the United States (Change Lab Soultions 2015).

In the past ten years, many planners and community advocates have begun advocating for mixed use developments with traditional neighborhood design and increased walkable infrastructure investment. They argue that zoning laws are not in line with consumer preferences or public health. Baby boomers, empty nesters, and millennials want interesting, engaging neighborhoods with the opportunity to using alternative means of transition, including walking (PMC 2011). The consumer preference survey, 60% of respondents favor neighborhood with a mix of houses and stores and other businesses that are easy to walk to (Doyle 2013).

Benefits of Walkability

Walkability is more than laying concrete sidewalks. A large body of academic work has grown that points to a variety of benefits associated with walkability, including health and safety improvements. Additionally, walkability could reduce carbon emissions and transportation costs. Research has also shown that walkable neighborhoods increase property values, social capital, and tourism while decreasing foreclosures and crime rates.

Health

Obesity has been declared an epidemic by the US Surgeon General as a result of larger food portions and sedentary lifestyles (Litman 2014). Obesity increases the likelihood of heart disease, diabetes, sleep apnea, and depression. Furthermore, a child who is obese can expect to see $19,000 more in medical costs over his or her lifetime compared to a normal or overweight person (Finkelstein, Graham and Malhotra 2014).

Obesity is correlated with decreased rates of walking or biking and increased commuting times by automobile. Unsurprisingly, an international survey found that Americans had some of the lowest rates of walking, cycling, and use of public transportation compared to other industrialized nations. Furthermore one American study showed that every additional hour spent in a car is associated with a six percent greater risk of being obese (Change Lab Solutions 2015).

The problem is especially acute in rural communities. Because large distances separate designations and fewer resources exist to invest in infrastructure, rural communities have trouble providing the most basic pedestrian and bicycle facilities. Public transportation systems are usually nonexistent and opportunities to walk can be few and far. Additionally, people with low-incomes, seniors, and those with mobility disabilities have a higher risk of social isolation and less access to health promoting goods and services (Change Lab Soultions 2015).

Along with a healthy diet, exercise is an important part of the equation to reduce obesity and the diseases associated with it. The American Heart Association promotes 30 minutes of excise a day to lower the risk of heart disease, osteoporosis, type 2 diabetes, and breast and colon cancer. Walking can improve blood pressure and blood sugar levels, maintain body weight, and enhance metal wellbeing (American Heart Association 2015). Walking can also slow mental decline and lead to a longer life (Arthritis Foundation 2015).

Creating walkable neighborhoods cannot solve the obesity epidemic. However, walkable elements increase opportunities to be active. Research has shown that 43% of people with a safe place to walk achieve their daily recommended activity level, while only 27% without a safe place to walk or walkable designations achieved their recommended activity (Litman 2014).

Lastly, higher driving rates leads to poorer air quality, which consequently leads to health problems including asthma, other respiratory diseases, coronary heart disease, premature births, and cancer. It is estimated that 40,000 premature deaths in the United States can be contributed to poor air quality each year (Change Lab Soultions 2015).

Figure 3: Pedestrian Injuries at Impact Speeds

This graph illustrates the probability of death and injury when a vehicle is traveling at a certain speed. For example, if a vehicle was traveling at 40 mph, the probability that if hit a pedestrian would die is 85%.
Source: http://safety.fhwa.dot.gov/ped_bike/ped_focus/docs/fhwasa0512.pdf

Pedestrian and Bicyclist Safety

While the car has been prioritized, it is one of the least safe ways to travel. In the United States, on average, 90 people are killed and 6,000 are injured in traffic related crashes each day. The majority of these deaths and injuries were automobile drivers or their passengers (Change Lab Soultions 2015). In the 1980s, as Congress and other entities discussed installing seat belts on school buses, a cost-benefit analysis found that funds would be better spent on improving conditions for students traveling by car in which they had a greater chance of an accident. Improving walkability is one way to decrease the chance of automobile by decreasing the amount of time spent or trips in a car.

Furthermore, improving walkability can increase the safety of pedestrians and bicycles by adjusting the placement of sidewalks, improving visibility at crosswalks, installing proper sidewalk ramps and by addressing other accessibility issues for wheelchairs, scooters, and strollers. In a meta-analyst completed last year, twelve studies positively linked safety benefits to walkable neighborhoods, while zero studies showed a negative effect on pedestrian and cyclist safety. Five studies found no clear negative or positive effect (Talen and Koschinsky 2014).

Environment

Walkability can reduce the carbon footprints of neighborhood households. Shorter car trips produce more pollution per mile than longer trips as the engine of an automobile is the least efficient when still warming. By replacing a number of these short trips with walking, biking, or other forms of public transportation, carbon emissions could be reduced and decrease the carbon footprint of households in walkable areas.

Considering that 28% of all trips taken by automobile in this country are less than a mile, it is possible to convert many of these short car trips into walkable trips by improving walking conditions and connectivity.

Portland is a great example of a city using multiple forms of transportation to reduce its carbon footprint. Through promoting walkable neighborhoods, as well as infill development and transit-oriented development, the city has reduced its carbon emissions, despite an 18 percent growth in city population (Hawley 2009).

Community

Walkable communities are correlated to increased social capital. (Lavey and Hill 2014). Social capital is a measure of an individual's or a group's networks, personal connections, and involvement. Research finds that there are higher levels of trust when community members can meet each other. High social capital creates emotional support, reduces isolation, and increases resilience in times of hardship in the community. Higher levels of social capital lead to a great diversity of friendships, political participation, civic leadership, association involvement, faith-based engagement, civic engagement, volunteering, and philanthropy (Rogers, et al. 2010). Studies have found that residents in walkable neighborhoods do know their neighbors and are more likely to become engaged and involved in civic processes (Change Lab Soultions 2015). Conversely, there is an association between higher commuting times, 20 minutes or greater, and decreased community participation and social interactions (Besser, Marcus and Frumkin 2008). High social capital is important for any community but is also a key element of a successful rural community.

Economic

Creating walkable neighborhood also has a number of economic benefits, including decreased transportation costs. Walkable neighborhood would also increase property values and boost tourism and local businesses.

The average household spent 17.5% of its budget on transportation expenditures in 2012, or an average of $9,000, including fuel, car maintenance, and other non-automobile trips (Bureau of Transportation Statistics 2013). Creating walkable routes for daily and weekly needs could reduce the total transportation expenditures for Amery residents. Even households that do not walk to every designation would have shorter trips and decrease the amount of gasoline purchased or the wear on a vehicle when living in or near a walkable area (Cortright 2009).

The presence of sidewalks and other walking facilities increase the value of a house. Homes in walkable neighborhoods command a price premium over otherwise similar homes in less walkable areas, $4,000 to $34,000 in the typical metropolitan areas studies. In a typical urban market, a one point increase in walkability/walk score was associated with between $500 and $3,000 increase in home values (Cortright 2009). Increasingly home buyers are actively seeking properties in walkable neighborhoods, especially retirees, empty nesters, and millennials (Lavey and Hill 2014). These buyers are using Walk Scores, provided through online calculators, alongside other traditional information, such as the number of bedrooms or baths, when considering a property. Building a corner café or grocery is just one example of increasing a walk score and increasing property values. Walk scores are further explained in Appendix A.

Creating safe and attractive routes to business would also promote tourism and patronage of local businesses. More people walking on the street is a signal that an area is safe and interesting (Cortright 2009). Promoting broad sidewalks, installing bicycle parking, or allowing restaurant seating on sidewalks has been shown to increase revenue and commercial values in urban areas (Litman 2014). Small businesses also benefit as walkers and bicyclists are more likely to spend locally.

Conditions

This section presents the challenges and current walkable conditions in the City of Amery. The information presented here came from requests from City Council committees as found in the 2013 and 2014 minutes. This information includes current and past city ordinances and policy, the condition of city, commercial, and

residential sidewalks, pedestrian and bicycle related police reports, and community perspectives on walkability.

Current City Ordinances and Infrastructure Conditions

The oldest Amery city ordinance on sidewalks is from 1987 which was replaced by the 2004 update.[1] The previous sidewalk ordinance and the 2004 version states "payment for repairing a sidewalk and/or curb and gutter shall: 1. be made by the abutting landowner. (Sec. 6-2-2 (5) (a) (1))" and that the "Common Council may determine that sidewalks and/or curb and gutter be constructed and establish the width, determine the material and prescribe the method of construction of standard sidewalks and/or curb and gutter pursuant to this Section (6-2-2 (a) (2))" according to Section 66.615 and 66.22 Wisconsin Statues. The 2004 city ordinances also state that sidewalks are to be built in all new subdivisions (Sec. 6-2-2 (b) (1)) and that sidewalks should be minimum of five feet in width (Sec. 6-2-2(d)(7)). Additionally the 2009 Amery Comprehensive Plan contains many of the policies needed to build a walkable community, including mixed use design, the discouragement of micro-freeways, and the provision for continuous sidewalks on both sides of the street.

Despite ordinances and policy, several important areas in the city are lacking connectivity in both the new areas of town as well as older areas and many sidewalks are deteriorating. This is illustrated in Figure 4, the Sidewalk Inventory Map, and in Appendix B. The Riverplace Mall area, an important area for weekly and daily residential needs, has no sidewalks in the area. In new residential developments, including Whispering Water and Apple River Sanctuary, sidewalks have not been built despite the ordinances. Other issues include poor residential maintenance, including debris and foliage that extends into the sidewalks. Furthermore, many areas do not meet Universal Design standards and are too narrow two adults to walk together.

According to the city administrator, over the past few years the city budget for city sidewalks has dwindled as the city decided to prioritize roads when faced with tightened budgets. In 2015, $5,000 was budgeted for city sidewalks. In 2014 and 2013, zero dollars were budgeted. In 2010 and 2009 however, $15,000 were budgeted for both years.

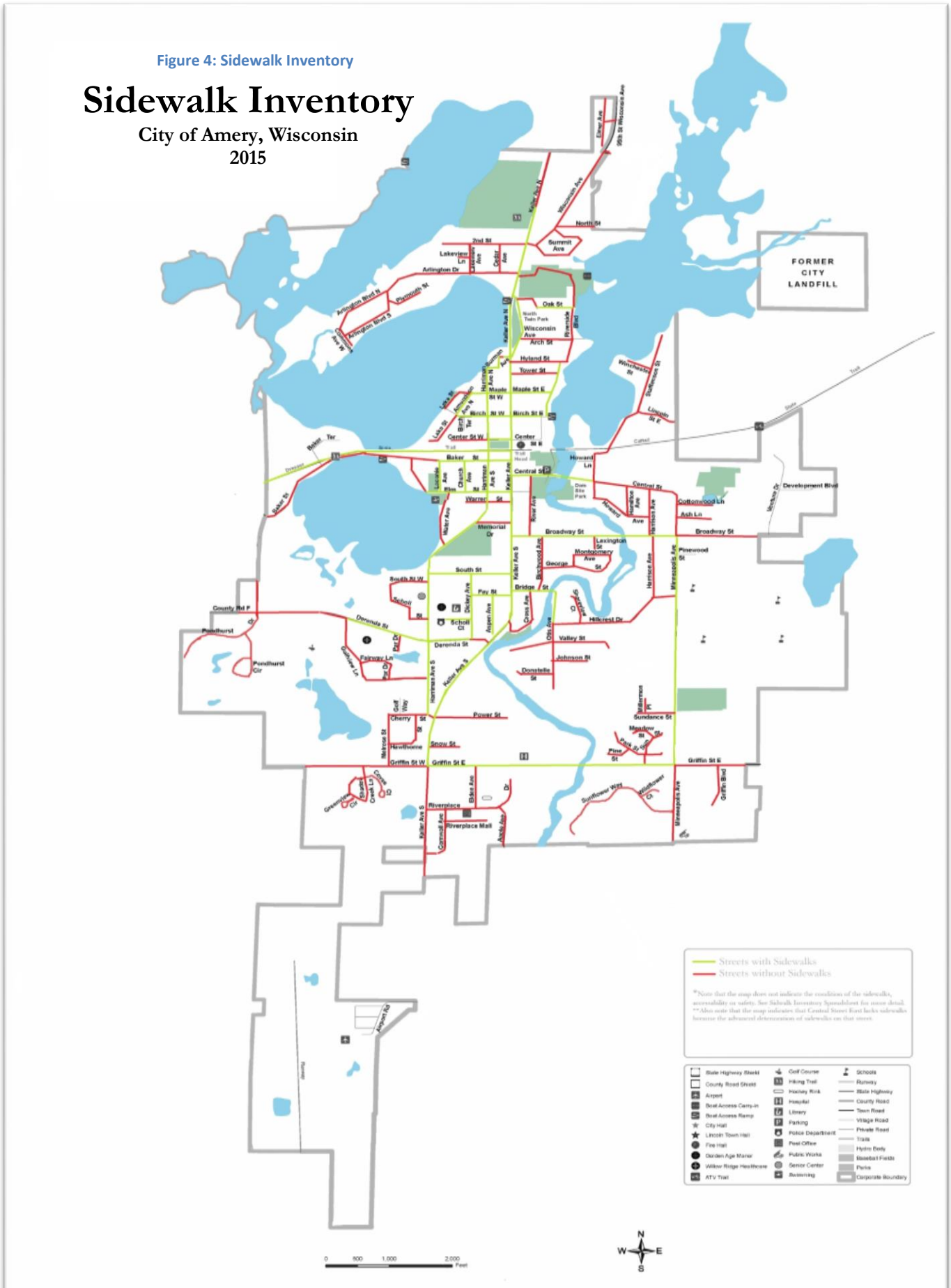
Other communities with similar policies are facing the same challenge to maintain their sidewalks and pedestrian infrastructure. City council members have been understandably reluctant to enforce sidewalk building and maintenance policies due to the financial burden that is put on citizens. Instead of doing routine inspections or maintenance for city, commercial and residential right-of-way sidewalks, many times cities rely on residents to report on unsafe sidewalk conditions. Enforcement can therefore appear arbitrary or inconsistent as a reported sidewalk may or may not be in worst condition than another sidewalk across the street or across town. Furthermore, the lack of clarity in liability also discourages both residents and the city from taking action or responsibility.

Sidewalk Inventory and Conditions

Figure 4 is an inventory of sidewalks in the City of Amery. The bright green lines represent the streets that have a sidewalk on at least one side of the street while the red lines indicate streets where no sidewalks are present. From this map, it is easy to identify that the newer areas of the city are the most likely to lack sidewalks. There are approximately 8.42 miles of street in the city limits that have a sidewalk on one or more sides of the street, meaning that 39.1% of the streets have sidewalks.

[1] However, there are reports from city council members and the Public Works Director that before these ordinances, sidewalks adjacent to both private and public property were the responsibility of the city.

Figure 4: Sidewalk Inventory



The map does not however represent the condition of the existing sidewalks. It does not show were cut outs are universally designed or pedestrian crosswalks are appropriately placed. It does not show if there are sidewalks on both sides of the street, if there is a sidewalk buffer between the sidewalk and the street, or the width of the sidewalk. Much of this information can however be found in Appendix B, Sidewalk Inventory and Conditions, which is a spreadsheet of every street section of the city. For example, one street section would be Center Street from Harriman Avenue to Keller Avenue. From this spreadsheet, it becomes apparent that many of the sidewalks in the city need to be replaced or are not being maintained.

The sidewalks were rated on a scale from one to five, with five representing a sidewalk in good condition and a one represents a sidewalk that has great deteriorated. This scaling system was based on the road rating system PASER and adapted for sidewalks by the assistant director of public works. The condition of a sidewalk on a street section could vary greatly from one end to the other due to age and maintenance which can be seen in the spreadsheet. Half of the sidewalks did not rate higher than a 3 on the scale. Additionally, half of the street sections had parts of the sidewalk that rated 2 or below.

Many of the sidewalks were poorly maintained. Many were overgrown and in need of edging and removal of grass. Others had foliage blocking the path that needed to be trimmed. Many needed to be swept to clear the debris. Additionally, many were cracked, uneven, or slanted.

Community Perspectives

Three tools were used to gage the perception of walkability from city residents and from surrounding communities. This included the UW Extension First Impressions program, community focus groups, and the Amery Community Walkability Survey.

UW-Extension First Impressions

In 2013, Amery participated in the UW-Extension First Impression program. The City of Amery sent representatives to the Hurley, Wisconsin community while community members from Hurley came for a surprise visit to Amery. The following comments relating to walkability are observations from the Hurley visitors:

- "I liked the pedestrian signs in the middle of the road, making it easier for people to get around downtown."
- "A wider road is needed for bikes and walkers, especially since the schools are located so close."
- "Trail heads are difficult to find, although they were right on main street."
- "Bike lanes are needed in the roads."
- "Students can easily walk or bike to school."
- "I thought the hospital's focus on wellness was very cool, and the trail behind it was very peaceful."
- "The downtown could use a better sidewalk system."
- "The sidewalks could use some work."
- "The sidewalks looked fairly well (maintained), displays were nice, and the signs were great."
- "There were a lot of nice things, but some of the sidewalks could use work and the motel was not in the best shape."
- "On the sidewalk at night some spots were really dark and it was hard to see where you were going."
- "The lights in downtown at night were great and looked very good."
- "I think tourism in the downtown would be improved with bike lanes and racks."

- "Need bike paths."
- "Some sidewalks are not in the greatest condition."
- "The back street sidewalks were not appealing, but the downtown area had nice sidewalks."
- "Somewhat pedestrian friendly, but it could be more bike friendly."

Amery Walkability Interest Group

During two focus group meeting in Amery, held on July 9, 2015, several issues and impressions were made. Several of the residents were particularly concerned about safety issues for walkers, especially for those using strollers, scooters, and wheelchairs. One resident had a list of ramps or drop offs that were in poor condition or nonexistent.

While the residents thought that many of the areas of Amery were walkable despite the lack of sidewalks, they wanted to see the sidewalks in the worst condition be replaced. They also thought the city should focus on making South Keller, the Riverplace Mall, and the school area more walkable. One nontraditional route that was proposed was a path cutting through Minneapolis Avenue to Hillcrest.

There was also the impression that the downtown was very quiet, even compared to smaller communities in the area. It was discussed that there were only a few walkable designations, mainly restaurants and the pharmacy.

Amery Walkability Community Wide Survey

From mid-July to late August Amery residents were invited to complete a short survey on walkability. The survey was available online on the city website and in paper forms at City Hall and at the library. Surveys were also made available at the Amery Monday Farmer's Market and at Cookies and Coffee at Bremer Bank. The survey was announced on the city Facebook page, Twitter, on WPCA, and during the August City Council Meeting.

There were several limitations with this survey. Due to resource limitations, the survey respondents were not randomized. To achieve statistical significance, 341 surveys needed to be completed from city residents. At the time of this report's completion 133 were completed. Furthermore, not all of the survey respondents were city residents. Lastly, potential respondents seemed to display an aversion to completing the survey if they were not in favor of improving walkability. For this reason, questions regarding current usage of pedestrian infrastructure and prioritization of walkability will not be discussed in this report, as this data could be taken out of context and misrepresented.

Nonetheless, the survey did yield many insightful comments from residents as well as other community members on how walkability in the city could be improved. Some of the most common concerns were as follows: connectivity, narrow sidewalks, uneven sidewalks, lack of crosswalks, failure to yield to pedestrians, snow removal, sidewalk maintenance, and sidewalks that need to be repaired. Some of the most common areas of concern are Keller Avenue, Riveplace Mall, the downtown, the parks, and the school. For Keller Avenue, many of the residents are concerned about the speed of traffic, pedestrian street crossing, the lack of buffer between the street and the sidewalk, and the condition of the sidewalks including the narrowness.

Example of the survey and comments are attached as Appendix C. The survey remains open as of August 24th, 2015.

Accidents

In the past fifteen years, seven pedestrians have been hit by motorized vehicles in the City of Amery. Six of these incidents happened when a pedestrian was crossing on Keller Avenue. Two happened on Harriman Ave, with one involving a blind pedestrian. One of these incidents involved an intoxicated residence crossing

the street in the dark. Comparable numbers to other similar cities has not been found. Additionally, two accidents involving an automobile and a bicyclist were also reported.

At the same time, 17 instances citing failure to yield to pedestrians have been reported. Ten of these of these incidents happened on Keller Ave. Drivers mostly stated that they did not see the pedestrian in the crosswalk.

Walkability Improvements

This section of the report focuses on several board areas of improvement for walkability: infrastructure, zoning, safety, education and as well as a couple of unique Amery community member suggestions. Many of the suggestions go beyond laying and repairing sidewalk to address safety concerns, downtown improvements, and visually appealing walking paths. This includes infrastructure and connectivity, safety, zoning, a designated walking zone, and education.

Infrastructure

To improve walkability, it is essential that a city would consider improvements through maintenance, repairs, and install of sidewalks and connectivity, including bike lanes and shared use paths.

Maintenance:

The lack of maintenance in residential areas is a visible barrier to walkability in the city of Amery. In residential and commercial areas of the city, the sidewalks are overgrown or are covered by leaves or dirt. Furthermore, on trash days garbage and recycling bins are left in the middle sidewalks making it difficult for pedestrians and bicyclists navigate. Lastly, many property owners do not remove snow in a timely manner. The city could improve enforcement of ordinances which require adjacent property owners to kept sidewalks clear and maintained which would greatly improve the walkability of areas with existing sidewalks.

Repair

On the other hand many sidewalks are deteriorating and need to be replaced, as more than half of the sidewalk street sections had sidewalks with conditions rating two or below. Several sidewalks are considered quite hazardous by some city residents. Many are cracked and some at uneven, especially where trees have been planted too close. The sidewalks are slanted for drainage purposes in the downtown areas, making it difficult to walk on when sidewalks are icy. Running on an uneven surface can also be uncomfortable. The sidewalks are very narrow in some areas which decrease accessibility.

Installation

On 60% of streets, the sidewalks are non-existent. While installing sidewalks to every dead end street may not be an efficient use of resources, installing sidewalks strategically could greatly increase connectivity and the opportunity to walk to complete daily errands. Connectivity could also be improved by the installation of bicycle lanes or shared use paths. A concrete five-foot sidewalk is approximately $32 per linear foot on average, but can range from $2.00 to $400. The Amery Public Works Department can install sidewalks at $5.00 per square linear foot while a curb is $25. Using paving materials other than concrete can alter the cost substantially (Pedestrian and Bicycle Information Center n.d.). For example, a linear square foot of asphalt (2 inches deep) costs between $2.50 and $3.00. The costs to prepare the site costs about $1 per square foot.

Pedestrian Infrastructure

When improving walkability, pedestrian infrastructure should be considered when possible. Pedestrian infrastructure refers to benches, street garbage cans, drinking fountains, and bathrooms as well as bike parking or lockers. This increases comfort and convenience for walkers and bicyclists and allows them to travel longer distances. See Figure 5.

Bicycle Lanes

Bicycle lanes are becoming familiar across the country. Bike lanes are adjacent to automobile lanes and are generally four to six feet wide. Wider bike lanes and bicycle lane buffers provide additional protection for cyclists. While sidewalks may be appropriate for slower moving cyclists, bicycle lanes reduce potential conflict between pedestrians and higher speed cyclists. The construction of a five foot bicycle can range from $5,000 to $535,000 per mile, averaging around $130,000 depending on the treatment. (Pedestrian and Bicycle Information Center n.d.).

Figure 5: Pedestrian Infrastructure

This drinking fountain is a great example of interesting pedestrian infrastructure on Keller Avenue. *Source: Author*

Shared Use Paths

A shared use path, otherwise known as a sidepath or multi-user path, creates recreational and transportation links for a variety of users including cyclists and pedestrians. The separation of the shared use path from the road creates safety and can provide more direct links to a designation if the designer can work successfully with property owners. The City of Hudson in Wisconsin has used six foot wide asphalt shared use paths to connect new development in commercial areas. A shared use path ranges from six to ten feet wide and cost approximately $65,000 per mile. The Amery Public Works Director said that a square linear foot of asphalt for a shared use path would be appropriately $2.50 to $3.00 (with a depth of 2 inches) plus another $1.00 for base treatment.

Shared Use Path from Riverplace Mall to Library/Police Department:

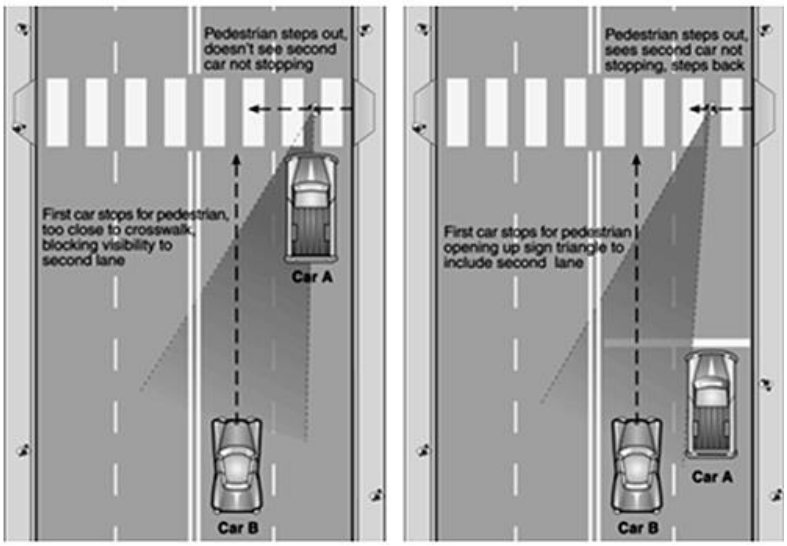
Considering the traffic and the importance of the post office and other businesses in the Riverplace Mall area, an effort should be made to improve walkability in this area and connect it to the residential areas and the northern part of the city. Currently, there are no sidewalks in the mall area past South Griffin Street. A share-use path could start in front of the Slumberland. The path could continue to Deronda Street along Highway 46. The path could cut between the foreclosed property on Deronda and the Our Savior's Lutheran Church. The path could also connect Highway 46 to the Amery Area Library where there is currently no sidewalk through an off shoot along Deronda Street. Additionally, the path would have an off shoot to Harriman Ave for connectivity. In the future, possible routes to connect this share-use path to the Stower bike Trail could also be explored.

This route, from Slumberland to Deronda Street is approximately .6 miles long. At 6 feet wide, approximately 19,000 square feet would need to be covered. At $3 per linear foot with a depth of 2 inches, the cost for asphalt would be approximately $57,000 plus $19,000 for path base costs, totaling $76,000.

Shared Use Path Connecting to Hospital: Another thought is to connect the hospital walking trail to existing sidewalks. Unfortunately there are no sidewalks on the west side on Power and Snow Streets to connect the path. One option would be to connect the path to Power Street and install sidewalk to Keller Avenue that would be over .2 miles long. A path could connect to the proposed path from Slumberland to Deronda Street as well, although crossing Keller Avenue would be a concern without a stop light.

Shared Use Path along River or Lakes: Lastly, through surveys and focus groups, there is interest in building paths along the river and South Twin Lake. Because much of this area is wetlands, the option of boardwalks could be explored. One opinion may be a path extending the hospital walking path across Griffin Street to the Riverplace Mall. The path could follow the Apple River and connect to Riverplace Drive. As with many paths and trails, cooperation of private landowners is essential.

Figure 6: Advanced Stop Lines



Advanced stop signs in a four lane street increases visibility for both pedestrians and for drivers when two or more lanes of same direction traffic are present.
Source: http://mntransportationresearch.org/tag/advanced-stop-lines/

Figure 7: Flashing Pedestrian Crosswalk

Source:
http://safety.fhwa.dot.gov/ped_bike/tools_solve/ped_scdproj/sys_impact_rpt/images/fig25s.jpg

Figure 8: Zebra Stripe Crosswalk

Source:
https://upload.wikimedia.org/wikipedia/commons/thumb/0/05/Raised_crosswalk_1.jpg/220px-Raised_crosswalk_1.jpg

Pedestrian Safety Improvements

Pedestrian safety improvements should also be considered especially when building and repairing sidewalks and streets. This would include crosswalks, driveway standards, buffer strips, access management, crosswalks, curb extensions, and ramp placement and design.

Crosswalks

There are several ways to increase safety at crosswalks including advanced stop lines, in street pedestrian signs, and pedestrian operated flashing light signals in an uncontrolled intersection. An advanced stop line can help prevent a common pedestrian accident as illustrated in Figure 6, on the previous page. In this figure, Car A is able to see the pedestrian in the crosswalk on the left illustration but has the driver stops in front of the crosswalk, the car blocks the view of Car B and the pedestrian of each other. This could create a dangerous situation. In the right illustration, the problem has been corrected by placing the stop line further back from the crosswalk which creates more visibility.

Pedestrian operated flashing lights at uncontrolled intersections, while more expensive, can be appropriate at intersections that see high volumes of traffic. This is especially true where drivers travel at high speeds. See Figure 7.

Additionally, in-street pedestrian crossing signs can also serve as a constant reminder to be vigilante for pedestrians. Zebra stripes can also make a crosswalk more visible, see Figure 8. Additionally, extended curbs can increase pedestrian visibility and decrease the length of a sidewalk, which are discussed in traffic dieting.

Driveways:

Driveways can be area for concern for walkability and safety. Driveways are often sloped, periodically blocked by vehicles or items like garbage cans and can present a danger to pedestrians when drivers move in and out of driveways. Sidewalks should

remain level throughout a driveway, if possible. See Figure 9 as an example. Parking and the placement of other items, such as a garbage can, should be discouraged. These policies would help sidewalks meet the American with Disabilities Act accessibility requirements, clear the right-of-way for pedestrians, and promote pedestrian safety by slowing down motorists as they enter a driveway (Federal Highway Administration 2006).

Figure 9: Walkable Driveways

Driveways should be designed so that the sidewalk continues through the driveway in a relatively flat and level alignment.
Source:
http://safety.fhwa.dot.gov/ped_bike/ped_focus/docs/fhwasa0512.pdf

Pedestrian Buffer Zones:
Generally sidewalks would not be placed adjacent to moving vehicle traffic. Wherever possible sidewalks should be buffered by a planter strip, parking lane, shoulder or bike lane. Ideally, the buffer would be six feet wide. While buffer zones are not feasible in every area, they provide an element of safety and a perception of comfort for the pedestrian, bicyclist and even the driver. A buffer strip planted with (appropriately sized) trees provides additional comfort through shade and a perceived barrier.

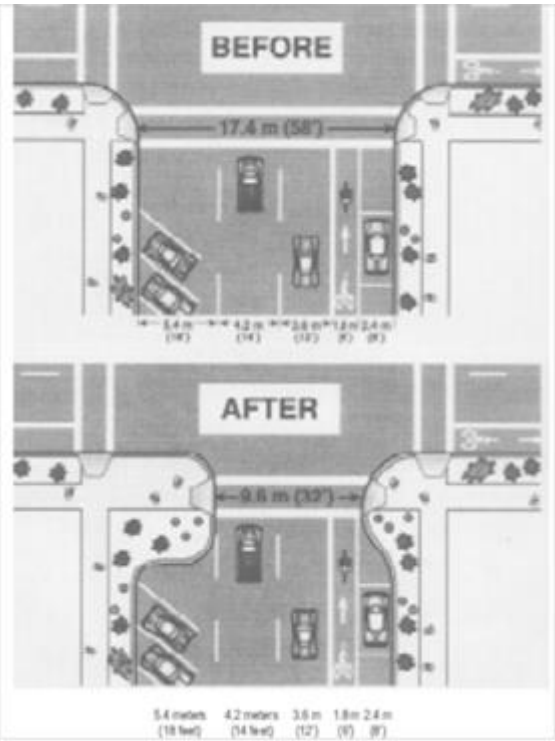
Ramp Placement and Design:
Poor ramp placement can increase the difficulty of crossing a street for people using wheelchairs or strollers. For example, poorly placed or oriented ramps force may force wheelchair users to cross outside the crosswalk lines at a location where motorists do not expect them and they may not be able cross in the allotted time at a signalized intersection. See Figure 10. Proper ramp placement and design ensures that all users cross in crosswalks, close to the intersection, where motorists can see them, and without undue delay. Ramps should be wholly contained within the marked crosswalk area. Usually, this can only be accomplished if the curb radius is 7.6m (25ft) or less" (Federal Highway Administration 2006). Also, the lack of ramps and poorly designed ramps might also explain why some motorized scooter riders choose to drive in the road instead of the sidewalks.

Figure 10: Poor Ramp Placement

This misaligned ramp was taken on Keller Avenue and Central Street.
Source: *Author*

Traffic Dieting and Calming
Speed along the Highway 46/Keller Avenue is a safety concern in the City of Amery as evidenced by focus groups and the community survey. Traffic calming, such as road bumps or tables, can slow traffic at specific points in the street. Traffic dieting, which narrows a lane or takes two lanes down to one lane, also can slow motor vehicles through longer stretches. Another example of traffic dieting is curb extensions. See Figure 11. By extending the curb, the line of sight for pedestrians and drivers is improves. Also the "choking point" of curb extensions forces drivers to slow down.

Figure 11: Curb Extensions



Curb extensions increase pedestrian visibility and create a shorter distance for pedestrians to cross. *Source: Oregon Department of Transportation, Oregon Bicycle and Pedestrian Plan.*

Arguments against traffic calming and dieting techniques are common as past policies have been implemented to decrease traffic congestion and commute times. However, studies have shown that for communities under 20,000 people adding bike lanes, center strips or other traffic calming techniques result in "smoother, safer driving with fewer crashes and frustrations." Other studies have not found decreased capacity with the installment of road diets (Change Lab Soultions 2015).

By decreasing the speed of traffic, pedestrian and bicyclist safety and comfort is increased. Traffic calming can also accomplish other walkability goals when a bike lane, sidewalk buffer, or a landscaped terrace is added. Traffic calming also decreases the distance that a pedestrian or cyclist must cross the street (Change Lab Soultions 2015).

Lighting:

Safe sidewalks are also well lit. Pedestrian scaled lighting differs from road lighting. It is closer to the ground and lights are placed closer together to create even lighting rather than alternating between bright and dark spots.

Police Enforcement:

Another way to improve pedestrian safety is to increase enforcement of existing traffic and right of way laws. Some communities have campaigned to spread the word that creating pedestrian friendly spaces has become a priority for the city. The public information campaigns would also let residents know that the city would be increasing the enforcements of traffic laws so that residents would be aware and start the process of behavior change.

Zoning

As previously discussed, the 2009 Comprehensive Plan and the city ordinances contain many of the elements needed to create a walkable community, including but not limited to, the encouragement of mixed use developments and traditionally designed neighborhoods, the discouragement of cul-de-sacs, and a sidewalk ordinance that requires the adjacent property owner to install and maintain sidewalks. Nonetheless, most of these policies have not become reality.

Aside from enforcing or following existing policies, the city could consider several other zoning improvements. All new properties should have a sidewalk/walkability plan that decides where the sidewalk should be placed and considers a buffer from the street. It would be the responsibility of the developer to submit a walkability plan, after working with the Plan Commission, before being approved.

Additionally, the city could decrease minimum square footage requirements for residential buildings and reduce the lot size requirement for building to encourage urban infill. Currently, the minimum square footage requirement for a single family single story house is 850 square feet while a lot must be 10,000 square feet in order to build. Lowering the minimum requirements would aid with urban infill by allowing the development of lots that were previously too small. While minimum housing square footage was considered essential for

health purposes, it could be considered more a cultural construct, especially with improvements in sanitation and venation. Furthermore, smaller houses could be appealing to many single adults and couples.

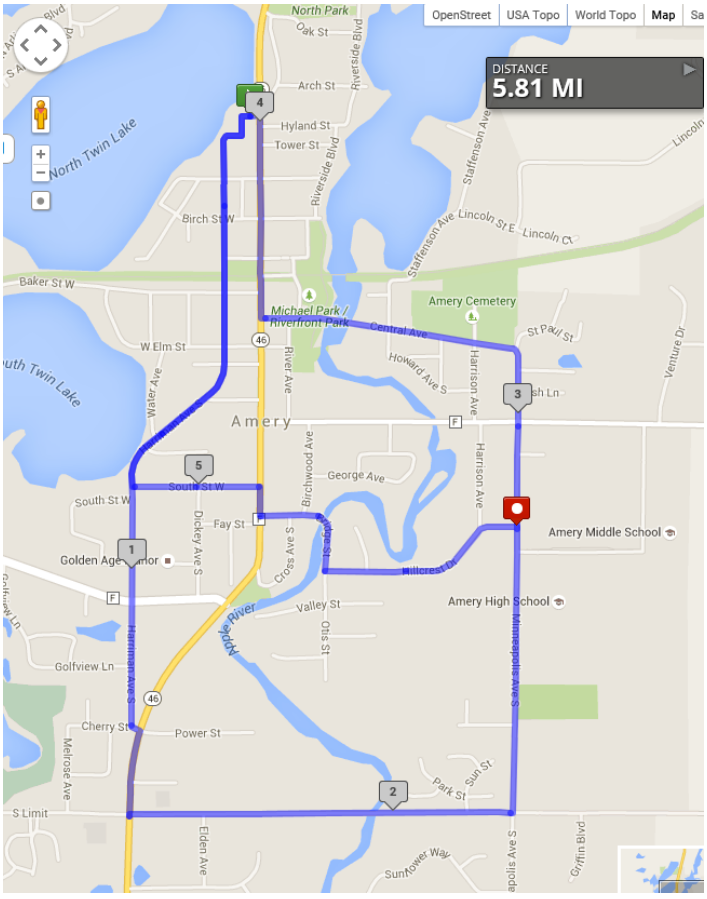
Designated Walking Zone

One community proposal for creating a more walkable community is a designated walking zone. The proposed zone can be seen on the map in Figure 12 on the previous page. The advantages of this path is that much of the area is owned by the city, the school, and private businesses, all of whom have an incentive to keep the sidewalks clear of debris and snow as well safe and maintained. It is also a long loop, scenic in many areas, and would bring walkers downtown. It also connects to the Stower Trail and the Amery Medical Center.

There are also several challenges to this route. Sidewalks adjacent to some residential properties are not being maintained and need to be replaced, especially on Central Street, North Minneapolis Avenue, and Hillcrest Avenue. In many areas there are sidewalks only on one side of the street, which could create an unnecessary safety hazard when pedestrians cross the street to connect to another sidewalk. The installed sidewalks not Universally Designed and are too narrow in some areas for two adults to walk side by side.

Safety would also be an issue, especially where the walking zone would across Highway 46. More safety measures, including illumination, would need to be considered. A flashing light pedestrian crosswalk may be appropriately used here to alert drivers that pedestrians will be entering the crosswalk.

Figure 12: Proposed Designated Walking Route



The prosed outer loop is approximately 4 miles long. The inner two loops are 3 miles long.
Source: Map My Run

Other infrastructure to be considered is beautification and pedestrian amenities. Walkable neighborhoods and towns need to be pleasant in order for citizens to take full advantage. This may include the planting of trees and flowers in some areas. Signs marking the designated walk zone or "you are here" maps would also be helpful. Additionally, water foundations, restroom facilities, and benches should also be considered for tired walkers.

The questions of maintenance and financial responsibility need to be addressed as well. The path could be controversial for residents as it would raise issues of equity if the city maintained non-public sidewalks. Public buy in would be essential for this project.

Improvements to York Park

Several residents have also suggested minimally invasive improvements to York Park, including installing gravel on existing pathways. Another suggestion to improve the usage of that park would be to update the existing hand drawn map to a topographical map to include a city brochure.

Free Bicycles on Stower Trail

In urban areas throughout the country, bicycles are available to rent using a credit card on a specialized bicycle rack. Residents and visitors can then rent out the bicycles for a desired amount of time and return them to the same location or at another bicycle station. The bicycles are maintained by the business who installed the bicycle racks. One citizen proposal was to alter this model to have the city own the bicycles and place a set on the Stower Trail. The bicycles would be free to use, but require the use of a credit card to ensure the prompt return of the bicycles. Alternatively, the city could look into attracting a bicycle company to install the rack and maintain it. This has been in Willmar, Minnesota as well as Austin, Texas as a part of the Yellow Bike Project.

Education

Citizens should be aware that their city would be changing to accommodate pedestrians. A community information campaign would be needed to educate drivers, pedestrians, and cyclists, especially in regards to new traffic laws, such as increased enforcement or an advanced crosswalk stop.

Additionally, time should be taken to educate residents about the benefits of walking. This may be a project taken up by the hospital or other health conscious organizations. Considering the success of the "Like a Warrior" campaign here in Amery, a walking campaign could be considered to promote walking. An example would a famous people walking campaign, and could include signs like "Gandhi Walked" or "Neil Armstrong Walked." Another idea that came out the focus groups was having a community wide walkability challenge. This would try to get as many business employees or possibly families to walk to as many designations as they could. The company with the most employees who worked or the family would win an award. Not only would this encourage people to walk to designations they had not before, the challenge would also raise awareness for areas of the city that need improvement.

Additionally, current walking opportunities should also be more widely advertised. For example, few people in the community know that they can walk in the school forest. There is also a loop at the elementary school for indoor walking.

Funding

While improving walkability has many advantages, many residents display an aversion when asked to pay for sidewalks. However, as the benefits of walkability have started to be understood, cities have recognized that the improvement of sidewalks and other infrastructure is a public good. As such, these cities have begun to shift some of the burden placed on the property owner back to the community through several different ways.

Cost Sharing: One of the most common ways to pay for sidewalks is cost sharing. While a property owner usually would be 100 percent responsible for new construction, cities that use cost sharing cover 50% to 75% of repair costs. In Madison, Wisconsin sidewalks reassessed at the time or road repair and the property owner is responsible for 50% of the cost. The City of New Richmond is currently considering a similar policy.

Low Cost Sharing: Another option is to extend the city's access to low cost financing to homeowners. The city takes a loan and the cost of the sidewalks is paid for by the homeowners over an extended period along with their property taxes. The advantage of this is that the full cost of installing/repairing sidewalks does not hit the property owner all at once.

Combined Bids: The city could organize property owners who need sidewalk repairs and negotiate on the part of the property owners with a paving company to increase efficiency and reduce the overall price for homeowners.

Sidewalk Utility: A more equitable and predictable way of paying for sidewalks is create a special assessment or a utility fee. These are usually voter approved. In Ann Arbor Michigan, the assessment was approved by 60 percent of voters. The average household pays an additional $13.00 per year in local taxes. While the fee or tax is usually relatively small, the steady funding enables municipalities to plan and complete sidewalk maintenance and repair in a regular and systematic fashion (DOT 2013). Considering that there are 1,286 households and an estimated 200 businesses in the city, if every household and business were to pay $8.00 dollars quarterly along with their water utilities, the city would raise around $45,952 per year to spend on sidewalks. Note that the $8.00 is an arbitrary number and can be adjusted as deemed appropriate.

Furthermore, these options are not mutually exclusive. Several could be combined, such as low cost financing, combined bids, and cost sharing.

Grants

One of the obvious ways to fund sidewalks would be to seek grant money. Unfortunately, of the eight solely federal grants found to fund community infrastructure improvements, five have not been renewed for the 2015 fiscal year and several programs have been terminated. Two possible grants could come from the USDA, including the Community Facilities Loans and Grants and the Rural Community Development Initiative Grant. The EPA administers the Building Blocks for Sustainable Communities Technical Assistance Program; however this grant focuses on planning rather than construction.

The Wisconsin Department of Transportation also offers a grant in partnership with the federal government, known as the Transportation Alternatives Program (TAP). This program combines the Safe Routes to School Program, Transportation Enhancements Grant, and the Bicycle and Pedestrian Facilities Program in to one grant process. Examples of projects in 2014 include sidewalk improvements in the Village of Oseola, the Wauesha to Brookfield Connector Bike and Pedestrian Trail, City of Beloit's Powerhouse River Walk, and Bicycle and Safe Routes to School planning effort in West Central and North Central Wisconsin. The secretary of DOT expects the next TAP award cycle to begin in fall of 2015. However, with the 2015 and 2016 fiscal years, the state funding for TAP will be cut.

The Knowles-Nelson Stewardship program administers local assistance grant programs. This includes Urban Green Space grants and the federally funded Recreational Trails Act. Local governments are eligible to apply and work with DNR regional community service specialists to plan projects, follow program requirements and complete grant applications. These grant awards are subject to availability of funds and changes that result from changes in the state budget.

As for funding from non-profits, little information was found for walkability or sidewalks. A chart of grants for building walkable infrastructure can be found in Appendix D. More information about TAP is in Appendix E and F.

Alternative Funding

Lastly, the city could pursue community fundraising options to finance walkability projects. This option would be particularly useful for funding trails or a free bike project on Stower Trail. It could also be used to sponsor pedestrian infrastructure projects, such as the Lion's Club drinking fountain in Soo Line Park. While federal and state funding is dwindling, support could be sought from the WE Energies, Xcel, Bremer, or Amery Community Foundations through grants. Alternatively, the city could fundraise by selling the naming rights of a trail or program or fundraise by selling other advertisements, such as bench advertisements.

Other smaller options, such as pancake breakfasts or community events, could be used to fundraise especially for projects that have a substantial public buy-in. Donations from the community could also be taken.

Recommendations

The concept of walkability encompasses many elements-including infrastructure, safety, education, and shared use paths. With limited resources, the City of Amery should be strategic in selecting improvements in the short and long term. Three immediate actions are suggested here to the City Council, including enforcement of current maintenance ordinances, enforcement of speed limits and pedestrian right of ways, and speed calming techniques on Keller Avenue. Additionally, the creation of a temporary "walkability committee" is also suggested to plan for improvements in the long term.

Enforcement of Maintenance

The city can improve walkability by enforcing its current maintenance policies of sidewalks for adjacent property owners. This includes sweeping sidewalks and clearing sidewalks of any obstacles including snow, garbage cans, tree branches, or vehicles. Sidewalks should also be edged on a regular basis to ensure that grass does not encroach on the sidewalks. However, enforcement of these policies could be burdensome to some residents and still raise equitability issues. Nonetheless, enforcement of maintenance ordinances is essential to improving walkability now and to sustaining walkability in the future.

Enforcement of Speed Limits and Pedestrian Crosswalks

Keller Avenue has been identified by residents and business owners as the most dangerous areas for pedestrians through focus groups and surveys. While some of the unease is due the lack of buffer between the sidewalk and the street, another major safety issue is that drivers often fail to yield to pedestrians. While the number of police reports citing failure to yield is small, the perception is strong that Keller Avenue is dangerous to cross on foot. One suggestion is to increase enforcement of the current speed limits on Keller Avenue and the pedestrian right of way in the crosswalks. Along with increased enforcement, a campaign is needed to inform the public that the police will increasingly enforce these laws. A campaign could start with city council meetings, the newspaper, and other information avenues. Again, while enforcement may be unpopular to some, the suggestion came from focus groups and traffic compliance is necessary to create a pedestrian friendly atmosphere.

Speed Calming on Keller Avenue

The city should collaborate with Polk County and the Wisconsin Department of Transportation to decrease the number of lanes on Keller Avenues from four lanes and parking to two lanes with parking to slow traffic and increase the pedestrian facilities in the business districts. While the process would be difficult, traffic calming and pedestrian safety was a concern expressed by many in the businesses in the downtown, residents, and visitors in focus groups and surveys. Easily accessible businesses are essential to meet the three elements of walkability. Traffic calming in this area would also increase pedestrian comfort and busy sidewalks would create more interest in the downtown area, drawing more drivers into the business area to shop.

Walkability Task Force

A temporary walkability task force should be established to create a long term strategy to improve walkability in the City of Amery. The task force committee would consist of community members, meet a minimum of five times, elect a chairman, and choose walkability goals. The task force would be focused on three main assignments. First is the creation of a five to fifteen year strategic plan that prioritize the location of sidewalks that should be repaired or installed based on connectivity based on determined sections of the city. The task force could also identify the most advantageous trails to further connectivity. Lastly, the task force would make a recommendation on how the city should finance these projects the based on some of the recommendations included in the report or other means.

Conclusion

Walkability is much more than concrete and sidewalks. Communities with walkability experience a greater quality of life through improved health, smaller carbon footprints, increased social capital, fewer transportation costs, and the enhancement of local businesses and opportunities. For a small town, improving

downtowns and attracting young people to the community are vital. Walkability will not solve every concern, but it could be a part of the equation.

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Appendix A: Walk Scores

Walk Scores use Google Maps to compute the distance between residential addresses and nearby designations. The system awards points for each destination that is between one-quarter mile and a mile of the subject residence. The system ranges from 0, being totally car dependent, to 100 which would be a walker's paradise (Cortright 2009).

Caution should be used because the system simply measures the straight line distance to each of these location and makes no adjustments for the ease of walking, width or connectivity of streets, sidewalks, vegetation, slopes, traffic or other obstacles to walking. The score also depends on the accuracy of the database of designations. Lastly, walk scores are a measure of opportunity, not actual activity (Cortright 2009).

Appendix B: Sidewalk Inventory and Conditions

The sidewalk inventory and Conditions spreadsheet, as talked about on pages 10 and 12, list every section of the street in the city limits and rates the condition of the sidewalk based on a scale from one to five. A rating of one indicates that the sidewalk is in poor condition while a rating of five indicates a sidewalk in the best conditions. Along with the street and the street section, the spreadsheet also reports if there is a sidewalk presence on both sides of the street, the side of the street that sidewalks may be missing, and if their a buffer between the street and the sidewalk.

Street	Street Section	Presence	Both Sides	Missing Side	Condition	Notes	Buffer
2nd St.	All	No	N/A	N/A	N/A	N/A	N/A
Amundson Ave	Lake St. To Maple St. E	Yes	Yes	N/A	2 to 3	Trees are lifting up the sidewalks	Yes
Apple Ave	To Riverplace Dr	No	N/A	N/A	N/A	N/A	N/A
Arlington Blvd.	All	No	N/A	N/A	N/A	N/A	N/A
Arlington Blvd.	All	No	N/A	N/A	N/A	N/A	N/A
Arlington Dr.	All	No	N/A	N/A	N/A	N/A	N/A
Arlington Dr.	All	No	N/A	N/A	N/A	N/A	N/A
Ash Lane	All	No	N/A	N/A	N/A	N/A	N/A
Aspen Ave	To Fay St	Yes	Yes	N/A	2 to 3	Narrow	Yes
Baker St	105 St. To Elm St	No	N/A	N/A	N/A	N/A	N/A
Baker St	Elm St. To Laconie Ave	No	N/A	N/A	N/A	N/A	N/A
Baker St	Harriman Ave S To Keller Ave	Yes	No	S	2	Grass	No
Baker St	Laconie Ave. To Church Ave	Yes	No	S	2 to 3	Ends midway	No
Baker St	Church Ave. To Harriman Ave S	Yes	No	S	2 to 4	Grass	Yes
Birch St.	Harriman Ave. To Lake St/Amundson Ave. N	Yes	Yes	N/A	4	Next to memory care	No
Birch St.	Keller Ave. To Riverside Blvd	Yes	Yes	N/A	4 to 5	Sloped sidewalks	No
Birch St.	Keller Ave. To Harriman Ave.	Yes	Yes	N/A	4 to 5	Could use some cleaning up, sand	No
Birchwood Ave	Broadway St. To Bridge St	No	N/A	N/A	N/A	N/A	N/A
Broadway St.	Keller Ave S To Birchwood Ave	Yes	Yes	N/A	2 to 3	N/A	Yes
Broadway St.	Lexington St. To Harrison Ave	Yes	Yes	N/A	2 to 3	N/A	Yes
Broadway St.	Minneapolis Ave To East	No	N/A	N/A	N/A	N/A	N/A
Broadway St.	Birchwood Ave To Lexington	Yes	Yes	N/A	2 to 3	N/A	Yes
Broadway St.	Harrison Ave To Minneapolis Ave	Yes	Yes	N/A	2 to 3	N/A	Yes
Cedar Ave	All	No	N/A	N/A	N/A	N/A	N/A
Center St.	Harriman Ave.	No	N/A	N/A	N/A	N/A	N/A
Center St.	Keller Ave. To Apple River	Yes	No	S	2 to 3	Parking lot	No
Center St.	Harriman Ave. To Keller Ave.	Yes	No	S	2 to 5	N/A	No
Central St.	Harrison Ave To Hamilton Ave	No	N/A	N/A	N/A	Sidewalk is basically non-existant in its current state.	N/A
Central St.	Hamilton Ave To Howard Ave	No	N/A	N/A	N/A	Sidewalk is basically non-existant in its current state.	N/A
Central St.	Howard Ave. To River Ave	No	N/A	N/A	N/A	Sidewalk is basically non-existant in its current state.	N/A
Central St.	River Ave To Keller Ave	No	N/A	N/A	N/A	Sidewalk is basically non-existant in its current state.	N/A
Central St.	Minneapolis Ave To Harrison Ave	Yes	Yes	N/A	3	N/A	Yes
Cherry St	Melrose St. To Harriman Ave S	No	N/A	N/A	N/A	N/A	N/A

Church Ave	All	Yes	Yes	N/A	4 to 5	Trees need to be trimmed	Yes
Commons Ave	All	No	N/A	N/A	N/A	N/A	N/A
Cornwall Ave	Keller Ave To Riverplace Dr.	No	N/A	N/A	N/A	N/A	N/A
Cottonwood Lane		No	N/A	N/A	N/A	N/A	N/A
Cross Ave	Keller Ave S To Bridge St.	No	N/A	N/A	N/A	N/A	N/A
Deronda St.	Golfview Ln To Par Dr	Yes	No	N/A	2 to 3	N/A	N/A
Deronda St.	Pondhurst Dr To Golfview Ln	No	N/A	N/A	N/A	N/A	N/A
Deronda St.	Par Dr To Harriman Ave S	Yes	No	North	3	Overgrown	Yes
Deronda St.	Harriman Ave. S To Keller Ave S	Yes	Yes	N/A	3	Missing from keller ave to dickey ave	Yes
Dickey Ave	South St. To Scholl Ct	Yes	Yes	N/A	3 to 4	N/A	Yes
Donatelle St	All	No	N/A	N/A	N/A	N/A	N/A
Elden Ave	Riverplace Dr To Griffin St E	No	N/A	N/A	N/A	N/A	N/A
Elm St.	Baker St. To Laconie Ave	No	N/A	N/A	N/A	N/A	N/A
Elm St.	Laconie Ave. To Church Ave	Yes	No	N	1 to 3	N/A	Yes
Elm St.	Church Ave. To Harriman Ave S	Yes	Yes	N/A	1 to 3	N/A	Some
Elm St.	Harriman Ave S To Keller Ave	Yes	Yes	N/A	2 to 5	N/A	Yes
Elm St.	Keller Ave. To River Ave.	Yes	Yes	N/A	3 to 4	N/A	No
Elmer Ave.	All	No	N/A	N/A	N/A	N/A	N/A
Fariway Ln	Golfview Ln To Par Dr.	No	N/A	N/A	N/A	N/A	N/A
Fay St	Dickey Ave To Keller Ave S	Yes	Yes	N/A	1 to 3	N/A	Yes
George St.	Montomery Ave To Birchwood Ave	No	N/A	N/A	N/A	N/A	N/A
George St.	Montomery Ave To Montomery Ave	No	N/A	N/A	N/A	N/A	N/A
Golf Way	To Cherry St	No	N/A	N/A	N/A	N/A	N/A
Golfview Ln	Deronda St To Fairway Ln	No	N/A	N/A	N/A	N/A	N/A
Golfview Ln	Fairview Ln To Par Dr.	No	N/A	N/A	N/A	N/A	N/A
Griffin Blvd	South To Griffin St E	No	N/A	N/A	N/A	N/A	N/A
Griffin St	To Keller Ave S	No	N/A	N/A	N/A	N/A	N/A
Griffin St	Keller Ave S To Elden Ave	Yes	No	South	3 to 4	N/A	No
Griffin St	Elden Ave To Minneapolis Ave	Yes	No	South	3 to 4	N/A	No
Griffin St	Minneapolis Ave To Griffin Blvd	Yes	No	South	3 to 4	N/A	No
Hamilton Ave.	Howard Ave To Central St.	No	N/A	N/A	N/A	N/A	N/A
Harriman Ave	Burman Ave To Maple St. W	Yes	Yes	N/A	4	N/A	Yes
Harriman Ave	Birch St To Maple St. W	Yes	Yes	N/A	3	N/A	Yes
Harriman Ave	Center St. W To Birch St. W	Yes	Yes	N/A	3 to 4	Trees are lifting up the sidewalks	Yes
Harriman Ave	Memorial Dr. To South St	Yes	Yes	N/A	3	N/A	Yes
Harriman Ave	South St. To Deronda St.	Yes	Yes	N/A	2 to 3	N/A	Yes
Harriman Ave	Deronda St. To Cherry St.	Yes	Yes	N/A	3 to 4	N/A	Yes
Harriman Ave S	Baker To To Elm S	Yes	Yes	N/A	1 to 3	N/A	Yes
Harriman Ave S	Elm St To Memorial Dr.	Yes	No	West	1 to 3	N/A	Yes
Harrison Ave	Broadway To Central St.	No	N/A	N/A	N/A	N/A	N/A
Hawthorne St	Melrose St To Cherry St	No	N/A	N/A	N/A	N/A	N/A
Hillcrest Dr	Otis Ave To Shoreview Ct	No	N/A	N/A	N/A	N/A	N/A
Hillcrest Dr	Shoreview Ct To Harrison Ave	No	N/A	N/A	N/A	N/A	N/A
Hillcrest Dr	Harrison Ave To Minneapolis Ave	No	N/A	N/A	N/A	N/A	N/A
Howard Ave	Central St. To Hamilton Ave.	No	N/A	N/A	N/A	N/A	N/A

Howard Ave	Hamilton Ae To Harrison Ave.	No	N/A	N/A	N/A	N/A	N/A
Howard Ave	Central St To Howard Ln	No	N/A	N/A	N/A	N/A	N/A
Howard Ave	Howard Ln To Lincoln St E	No	N/A	N/A	N/A	N/A	N/A
Howard Ln		No	N/A	N/A	N/A	N/A	N/A
Hyland St.	Keller Ave To Riverside Blvd	Yes	Yes	N/A	5(north side) and 1(south side)	South side is narrow, blocked by tree branches, grass.	Yes
Johnson St	All	No	N/A	N/A	N/A	N/A	N/A
Keller Ave	Oak Street To Burman Ave.	Yes	Yes	N/A	3	Sinking,	No
Keller Ave	Burman Ave. To Center St.	Yes	Yes	N/A	3	Slants towards street, some cracks, wide sidewalks	No
Keller Ave	2nd Street To Arlington Dr.	Yes	Yes	N/A	4	West side in better condition than east side. East side could use maintenance.	Yes
Keller Ave	Arlington Dr. To Oak St.	Yes	Yes	N/A	4	West side in better condition than east side. East side could use maintenance.	Yes
Keller Ave	Bridge St To Riverview Blvd	Yes	Yes	N/A	2 to 3	Narrows	No
Keller Ave	Center St To Broadway St	Yes	Yes	N/A	2 to 5	Sidewalk disappears between Soo line park and Baker St. Sidewalk condition greatly ranges	No
Keller Ave	Broadway St To Bridge St	Yes	Yes	N/A	2 to 5	Narrows to 3 ft	No
Keller Ave	Keller Ave To 2nd Street	Yes	Yes	N/A	Between 5 and 4	West side in better condition than east side. East side could use maintenance.	Yes
Keller Ave	Griffin St To Riverplace	No	N/A	N/A	N/A	N/A	N/A
Keller Ave	Riverview Blvd To Cornwall Ave	No	N/A	N/A	N/A	N/A	N/A
Keller Ave	Power St To Griffin St E	Yes	No	West	3 to 4	N/A	Yes
Keller Ave S	Riverview Blvd To Power St	Yes	Yes	N/A	4	N/A	Yes
Laconie Ave	All	Yes	No	E	2 to 5	N/A	Yes
Lake St	Lake St.	No	N/A	N/A	N/A	N/A	N/A
Lakeview Ave	All	No	N/A	N/A	N/A	N/A	N/A
Lakeview Lane	All	No	N/A	N/A	N/A	N/A	N/A
Lexington St.	Broadway St. To Montgomery Ave	No	N/A	N/A	N/A	N/A	N/A
Lincoln St E	Howard Ave To East	No	N/A	N/A	N/A	N/A	N/A
Maple St.	Harriman Ave. To Keller Ave.	Yes	Yes	N/A	?	N/A	Yes
Maple St.	Keller Ave. To Riverside Blvd	Yes	Yes	N/A	3 to 4	Could use some edging. Buffer starts closer to riverside Blvd.	No/yes
Meadow St	All	No	N/A	N/A	N/A	N/A	N/A
Melrose St	Griffin St W To Cherry St	No	N/A	N/A	N/A	N/A	N/A
Memorial Dr	Harriman Ave S To Keller Ave	No	Yes	N/A	N/A	N/A	N/A
Millermon Pl	All	No	N/A	N/A	N/A	N/A	N/A
Minneapolis Ave	South To Griffin Blvd	No	N/A	N/A	N/A	N/A	N/A
Minneapolis Ave	Broadway To Cottonwood Ln	No	N/A	N/A	N/A	N/A	N/A
Minneapolis Ave	Griffin St To Hillcrest St.	Yes	No	West	4 to 5	Great buffer	Yes
Minneapolis Ave	Hillcrest St. to Broadway St.	Yes	Yes	N/A	4 to 5	N/A	Yes
North St.	All	No	N/A	N/A	N/A	N/A	N/A
Oat St.	Keller Ave. To Riverside Bld.	No	N/A	N/A	N/A	N/A	N/A
Otis Ave	South To Donatell St	No	N/A	N/A	N/A	N/A	N/A
Otis Ave	Donatelle St To Johnson St	No	N/A	N/A	N/A	N/A	N/A
Otis Ave	Johnson St To Valley St	No	N/A	N/A	N/A	N/A	N/A
Otis Ave	Hillcrest Dr. To Valley St	No	N/A	N/A	N/A	N/A	N/A
Otis Ave	Hillcrest Dr. To Bridge St.	Yes	No	West	4 to 5	From Bride to Hillcrest	No
Park St	All	No	N/A	N/A	N/A	N/A	N/A
Pine St	All	No	N/A	N/A	N/A	N/A	N/A
Pinewood St.	Al	No	N/A	N/A	N/A	N/A	N/A

Plymouth St.	All	No	N/A	N/A	N/A	N/A	N/A
Pondhurst Cir	To Pondhurst Dr	No	N/A	N/A	N/A	N/A	N/A
Pondhurst Dr	To Deronda St	No	N/A	N/A	N/A	N/A	N/A
Power St	From Keller Ave S	No	N/A	N/A	N/A	N/A	N/A
River Ave	Birchwood Ave To Central St.	No	N/A	N/A	N/A	N/A	N/A
Riverplace Dr.	Keller Ave S To Apple Ave	No	N/A	N/A	N/A	N/A	N/A
Riverside Blvd.	Keller Ave. To Hyland	No	N/A	N/A	N/A	Not much room for sidewalks	N/A
Scholl Ct.	To Dickey Ave	Yes	No	South	3 to4	N/A	
Scholl St.	South St. W To Harriman Ave S	No	Yes	N/A	N/A	N/A	N/A
Shoreview Ct	All	No	N/A	N/A	N/A	N/A	N/A
Snow St	From Keller Ave S	No	N/A	N/A	N/A	N/A	N/A
South St.	Scholl St To Harriman Ave S	Yes	Yes	N/A	1 to 3	N/A	Yes
South St.	Harriman Ave To Keller	Yes	Yes	N/A	1 to 3	N/A	Yes
Staffenson St		No	N/A	N/A	N/A	N/A	N/A
Summit Ave	All	No	N/A	N/A	N/A	N/A	N/A
Sun St	All	No	N/A	N/A	N/A	N/A	N/A
Sundance St	All	No	N/A	N/A	N/A	N/A	N/A
Sunflower Way	All	No	N/A	N/A	N/A	N/A	N/A
Tower St.	Keller Ave To Riverside Blvd	No	N/A	N/A	N/A	N/A	N/A
Valley St E	All	No	N/A	N/A	N/A	N/A	N/A
Valley St W	All	No	N/A	N/A	N/A	N/A	N/A
Warren St	To Harriman	No	N/A	N/A	N/A	N/A	N/A
Warren ST	Harriman Ave S To Keller Ave	No	N/A	N/A	N/A	N/A	N/A
Water Ave.	Elm St. To Harriman Ave S	No	N/A	N/A	N/A	Ends quickly from elm st	N/A
Whispering Waters	All Subdivision	No	N/A	N/A	N/A	N/A	N/A
Wildflower Ct	All	No	N/A	N/A	N/A	N/A	N/A
Winchester St.	All	No	N/A	N/A	N/A	N/A	N/A
Wisconsin Ave	Keller Ave To 95th St. Wisconsin Ave.	No	N/A	N/A	N/A	N/A	N/A
Wisconsin Ave	Oat St. To Arch St.	Yes	No	West	4	Foliage could be trimmed	Yes

Appendix C: Survey and Comments

The following page is a copy of the survey that Amery residents were asked to complete. In addition to walkability questions, the survey also asks about community gardens, which is another project that the city is considering.

Comments from the survey are displayed on the page following the survey example. The resulting statistics from the survey are not listed here due to the limitations discussed on page 13.

Amery Community Survey: Walkability & Community Gardens

The City of Amery is conducting a walkability study. Your comments and opinions are important to this study. Please take a few minutes to complete survey.

Name: _____

Address: _____

City and State: _____

Age: _____

Do you live within City Limits? Yes No
Are you a full time Amery residence? Yes No

Walkability

1. How often do you walk in the City of Amery for health or exercise?
A. Rarely or never
B. 1 to 2 times per month
C. 1 to 2 times per week
D. Almost daily

2. How often do you walk to complete a daily errand from your residence?
A. Rarely or never
B. 1 to 2 times per month
C. 1 to 2 times per week
D. Almost daily

3. How often do you walk from your residence to visit family or friends?
A. Rarely or never
B. 1 to 2 times per month
C. 1 to 2 times per week
D. Almost daily

4. Do you feel that walking in the City of Amery is safe?
A. Yes
B. No
C. Not Sure

5. Do you feel that walking in the City of Amery is aesthetically pleasing?
A. Yes
B. No
C. Not Sure

6. Should creating a "walkable" community be a priority?
A. Yes
B. No
C. Not Sure

7. Would improving walking conditions in the City of Amery give you an incentive to walk more?
A. Yes
B. No
C. Not Sure

8. Would you like to see the City of Amery improve walking conditions, such as sidewalks and connectivity? If so, how?

Community Gardens

With obesity being one of the top areas of concern in the county, the City of Amery has also been exploring the idea of a community garden. This section of the survey is meant to gage community interest in a community garden.

9. Do you feel that there is a need for a community garden?
A. Yes
B. No
C. Not Sure

10. Would you be interested in tending a community garden plot?
A. Yes
B. No
C. Not Sure

11. Would you like to be involved in the planning process for a community garden?
A. Yes
B. No

12. Do you have an idea for a space to start a community garden? If so, please tell us about it.

Thank you for completing the survey!

Please save and email to megan.will@amerywi.gov

Would you like to the see the City of Amery improve walking conditions, such as sidewalks and connectivity? If so, how?	***Connectivity***	***Narrow Sidewalks***	***Uneven Sidewalks***	***No Changes Needed***	***Keller Ave.***	***School Connectivity***	***Repair Sidewalks***	***Crosswalks (Lack Of Physical Crosswalk Or Failure To Yield)***	***Cutouts***	***Snow***	***Objects***
Better Access through sidewalks and trails to recreation and business areas of the community.	*1*										
I don't think this should be done maybe fix some of the sidewalks that need fixing or do something on the east side of the road just north of north park as that is very narrow and with kids riding bike and such kinda scary.		*1*									
I work in town and use the sidewalks almost daily. The sidewalks are horribly uneven. We have a lot if elderly clients and complain about sideways as well. Almost impossible to 6 see a walker.			*1*								
More sidewalks, repair sidewalks, walking paths linked throughout the community.	*1*		*1*								
Overall the walking conditions are good.				*1*							
Sidewalks along Keller.					*1*						
The sidewalks on the south end of Keller are very uneven. Very difficult, if not impossible to push stroller or wheelchair in that area. Also, I would think more kids might be inclined to walk to school if there were sidewalks on Bridge Ave (Is it Bridge More See Form			*1*		*1*	*1*					
Yes											
Yes, several areas have no sidewalks at all. Would nice to walk from one end of town to the other staying on the same side of street.	*1*										
Yes, uneven sidewalks can be hazardous			*1*								
Believe Amery has nice sidewalks already.				*1*							
Fix sidewalks that had to be torn up during last winter's pipe freezing episodes.							*1*				
Fix the cracked and upheaved sidewalks			*1*				*1*				
I have never had an issue with walking around Amery prior to having to push my 2 year old in a stroller. The sidewalks and crosswalks are not set up to people needing to cross while pushing a stroller. I hate that we have to jump a curb because it doesn't'								*1*	*1*		
I like to walk in winter sometimes I'd like to see ALL places make sure sidewalks and paths are clear and ice free wherever possible										*1*	
I would like to see all main sidewalks shoveled/plowed, and most are. The sidewalks slant on Keller for drainage, but it is hard to walk when there is ice. Garbage cans get in the way on Keller, but there is no other place to put them, so we just reroute			*1*		*1*					*1*	*1*
It doesn't matter because city tenants don't take care of them, edging, weeding, snow clearing										*1*	
Sidewalks that are deteriorating should be replaced. I am thinking of Central Ave. The City has worked toward connecting sidewalks for example on Griffin Street and up to York Park. See Form	*1*						*1*				

Wider sidewalks along hwy 46 going north out of town. Sidewalks in good repair. I used to walk daily-2 to 3 miles. Condition of the city sidewalks did not stop that, I just have stopped and need to start again. It would be nice to have defined walking					*1*						
Yes, several pieces of sidewalk have upheaval due to tree roots along Harriman Ave			*1*								
do not want from my residence to downtown Amery however, once in town I do try to park in one spot and walk to complete my business. I would like to see better off-street parking with access to sidewalks.											
I have almost been hit 3 times crossing the crosswalk on Keller Avenue during broad daylight. Every person I have spoken with has experienced the same at some point.					*1*			*1*			
Along the highway on the way to Riverplace Mall would be easier to walk with a sidewalk. Actually, I don't walk that way now that there is no coffee shop in the Mall. I used to walk from Montgomery St. to Kristie's Coffee Shop.	*1*										
Fix uneven areas, edges...make sidewalks smoother, paths even. I want to look at the beauty of Amery...NOT at my feet to make sure I don't trip! See Form			*1*								
fix uneven sidewalks			*1*				*1*				
For example, on South Keller where there is no boulevard between sidewalk and street, walking is difficult, especially on trash days. In the winter it is impossible because no one shovels for a long stretch there.					*1*					*1*	*1*
Keep and maintain what we already have.							*1*				
Repair the cracks and dangerous areas							*1*				
There are several places in town where the sidewalks are broken, bumpy, and/or covered in weeds or grass making them not easy to walk on. There are also several sidewalks that do not have a curb that sinks down to make it accessible to people in wheelchair or to parents pushing strollers. I would like to see these areas fixed and/or improved. Another concern I have as a walker is dogs. There are residences in towns where dogs are not confined to the yard. On several occasions I have felt threatened by someone's dog who has aggressively approached me.			*1*						*1*		
Yes, especially on Keller Ave, South from Family Restaurant to South St. Both sides of the street.						*1*					
Add pedestrian crossing at the stop lights on Griffon Street, Sidewalk to Riverplace Mall - Dick's Market - along highway is needed.	*1*							*1*			
Keep trash bins off walking areas. Especially on Keller South of the Family Restaurant. Keller by North Twin Park is scary for cross walkers! PS Walking protection laws should be rigorously enforced.					*1*			*1*			*1*
More garbage cans throughout city. More benches in river pocket park.											
Move sidewalk by North Twin Lake away from the highway a few feet and install a railing so safer for pedestrians. Make sidewalk south of Family Restaurant wider, flatter, and install railing for safety. Routes from downtown to North Park, South Twin Beach and schools should be nice to promote more walking.	*1*	*1*			*1*						
No?				*1*							

People don't shovel from in town to the shopping mall, can't walk unless you walk in street.										*1*	
Repair some of the sidewalks in residential areas.							*1*				
The main streets and residents would make our town look better.							*1*				
yes											
yes-let's put money back in the budget for sidewalks							*1*				
Add a sidewalk on Hillcrest for school kids						*1*					
Goose debris all over											
Have sidewalk from corner by library to 46 where there is no sidewalk right now.	*1*				*1*						
I would like to have a sidewalk available on Hillcrest St. as my daughter walks to and from school daily as with other students, and the traffic on Hillcrest St. is very very busy before and after school. There is a lack of sidewalks on Central Ave. The existing sidewalk is not being maintained and has hazards including lawn extending over it and vehicles parking on them. This is a common road I travel on during my walks and also is very busy and in need of adequate sidewalks for pedestrians. This is a common route for many for many who wish to use Michael and Soo Line parks and town.	*1*					*1*					
Making the accessible cut outs safer for wheelchairs. There are a few that could be fixed. Also areas that need them. Along with crosswalks.								*1*			
No				*1*							
Sidewalks need repair/replacement in some areas and have been neglected for quite some time.							*1*				
Some sidewalks are very narrow and the slope from driveways makes it more difficult to walk without twisting an ankle or in a more relaxing way. In addition, if I were to want to jog for exercise, I would need to pay very close attention in some areas to not twist an ankle.		*1*	*1*								
Yes, some sidewalks are overgrown or in poor shape. Some are very narrow. Easy to trip when walking. Also, lighting can be poor.		*1*									
Yes. It difficult walking down main street during the summer with garbage cans blocking the sidewalk.					*1*						*1*
Get rid of the geese. You can't walk any place not even on the streets. Too much goose poop.											
Make sidewalk along Hwy 46(along north twin) not so close to the highway. I hate walking there with my children with the cars going by so fast. Lower speed limit in that same section from 40 mph. Traffic is moving way too fast for sidewalks much less pedestrians trying to cross to go to north park.		*1*			*1*						
Sidewalks are too close to the road especially on Keller. Not safe for families!		*1*			*1*						
Some of the sidewalks are awful. Now that I live on the edge of the City, I'm not as inclined to walk on them as I once did, but for those folks living where there are sidewalks--improvement is needed.							*1*				
The sidewalks are uneven and I have tripped and fallen more than once.			*1*								
The south end of town could use help; south of farm table and the tobacco shop.							*1*				

Walking paths	*1*										
Wider sidewalks and well-trimmed and maintained sidewalks.		*1*									
Yes. Make sidewalks safer in crosswalk areas; especially for strollers. See Form								*1*			
You need to make them stroller/wheelchair friendly. Curb ramps (or whatever they're called) instead if full curbs with a step up or down. Most sidewalks in the city are not family or handicap friendly for this reason.									*1*		
1. Link parks and existing trails, 2. Sidewalks along public lands first so all residents share costs, access, and benefits (ex. Michael Park, N. Hwy 46) 3. Maintain current sidewalks for safety access and aesthetics before adding new sidewalks!!	*1*				*1*		*1*				
Have a specific walking path along Apple River along Hwy 7, and along South Twin. Sidewalk along S Keller Terrible in front of Family Restaurant dangerous.	*1*				*1*						
I think Amery has good walking sidewalks now.				*1*							
more trees and vegetation would be nice											
No				*1*							
Not Sure.											
The biggest problem is with the geese. With all of their dropping the parks near the river are becoming unusable. There is a walking path there but it is covered with droppings.											
There absolutely need to be cutouts at ever street. Walking with a stroller is incredibly difficult. See Form									*1*		
Widen sidewalks on south Keller, create more walking paths in the parks, require residents to keep dogs leashed or tied in yards, require dog owners to clean up after their pets, create walking paths along the river.	*1*				*1*						
YEs-some cross walks aren't visible and we need more.								*1*			
Absolutely! There are many areas that do not have sidewalks, which is a major concern. I have seven children, provide daycare, and have concerns for walking in areas that do not have sidewalks. Additionally, my older children should have access to sidewalks so that they could walk to town. I don't allow them to walk because they would need to walk in the street. In addition, there are children that wait for the school bus and they have to stand in the street or in the grass while waiting.	*1*							*1*			
Better sidewalks							*1*				
Crossing Keller Avenue (HWY 46) is a nightmare. 4 lanes of traffic create 4 lanes of potential inattentive drivers. I have seen so many near misses of children on foot or bikes (crossing at the cross walk or bike trail). Often one vehicle stops for the stop walk and the vehicle in the next lane does not. The crosswalk time at the 4 way light does not give physically challenged people enough time to cross. The huge expanse of 4 lanes of traffic plus two lanes of parking in downtown bifurcates the downtown area and creates a noisy, dangerous and frankly, ugly center of town. Historical pictures of the Amery downtown show a center island with the clock, greenery and trees which to me is a vision of what the downtown area could be. 46 is a 2 lane road coming into Amery and leaving Amery--turning the hwy into a 4 lane in town is dangerous and forms a great divide in the					*1*			*1*			

middle of our community. This 4 lane road is unsafe for our children and physically challenged.											
Enhance sidewalks...continue walking path from hospital to downtown	*1*						*1*				
No				*1*							
The elephant in the room is Hwy 46 that splits downtown in half. s I have an excellent window, big ones, on Keller Avenue and I see things happen all the time. The traffic is too big and too fast and too loud. It intimidates people and instead of walking they run, hard, to get across the road. Or they don't cross. Or they pull U-turns to get on the correct side of the street with their cars. We need to do something about traffic on Keller Avenue. There are many options open to our community. We should control the traffic instead of allowing the traffic to control us. Unless and until we act to create the kind of downtown that is friendly to pedestrians, shoppers, visitors, we will always struggle to get people to stop in the first place. And, when they do stop, they will have no reason to come back if the experience continues to be built around traffic and not the human experience of being in town.					*1*						
Yes! I would like to see pre-determined (1 mile, 2 mile, and 3 mile) routes that would take you near Amery's lakes and rivers, woods, parks, and existing walking paths.											
Yes, fixing the sidewalks widen them by edging and plowing in the winter.		*1*								*1*	
Yes, I think there needs to be a sidewalk, and even bike paths throughout the town. I love to walk with my daughter, but bikes are banned from most sidewalks in town. As a 6 year old child, she'd never be able to keep up walking as she would biking.	*1*										
YES. THE KELLER AVE SIDEWALKS SOUTH OF THE CREEK AT MEMORIAL DRIVE ARE IN TERRIBLE CONDITION. WITH THE CLOSE PROXIMITY TO HWY 46, WALKING THIS ROUTE IS VERY DANGEROUS AND SCARY!					*1*						
City is already beautiful and needs to address other needs in the area.				*1*							
Hold residence accountable for clearing sidewalks during snow months. Keep grass growing between cracks clear.										*1*	
Not all parts are pleasing, patching is looking poor and older each year as if it is [unreadable] each year instead of replaced. Roads and sidewalks are looking more and more rugged. New business development will want a cleaning and appealing city. Yes, correct sidewalks that are not level, narrow (people can't walk side by side) and cracked. Connect North and South Amery, other than dirt walking path.							*1*				
Priority #1: improve safety and condition of CURRENT sidewalks. Priority #2: Install sidewalks in public areas so a-ALL residents share sidewalk costs equally and b-we have access to running errands and commerce.							*1*				
Replace them.							*1*				
Sidewalks should be wide enough for two people to pass each other. They should be clear of snow & ice and not be obstructed with	*1*									*1*	*1*

garbage cans.											
there is no sidewalk to the main business district in town by Dick's Market, TruValue, etcetera. Try getting to York park in the winter. The snow plows cover the sidewalks. While the city plows Memorial park by South Twin Lake, the residences on either side of this do not shovel. Is there a way to make sure a path is clear across the entire town on some street, like Harriman?	*1*									*1*	
Yes - sidewalks in some communities are in disrepair, by cemetery is especially bad							*1*				
Yes, please! More paths/ trails, and wider shoulders on the roads for safer biking and walking. See Form	*1*	*1*									
Yes. I live on the very W edge of town and to get to town requires a walk down CTH F or Baker St, neither of which have sidewalks. Can be dangerous with small children or pets. The Cattail Trail does help, but the situation isn't perfect.	*1*										
Fix the sidewalks. Some are very uneven, cracked and not safe or easy to navigate. A lot of customers have been talking about the sidewalks. TI is time to do some upgrading. I have gone other cities and they have very nice sidewalks. Nice sidewalks attract.							*1*				
TOTAL	*20*	*9*	*12*	*8*	*18*	*4*	*20*	*9*	*4*	*9*	*5*

Are there specific areas in the community that should be focused on in terms of Walkability?	***Sidewalks,***	***Keller Ave***	***Lake, River***	***Crosswalks***	***Riverplace***	***Downtown***	***Parks***	***Goose***	***Library Area***	***School***	***County F***
All the city streets. I know Amery has spent a lot of money on their park's and waking paths but has forgotten about the sidewalk	*1*										
I don't know											
no											
not sure											
On Keller Ave, especially between Deronda and Griffin.(Also believe speed limit should be lowered in this area as well to make crossing the street safer.)		*1*									
our area has no sidewalks, it works be great to have sidewalks. See Form	*1*										
The side walk north of north park to Wisconsin Ave as it's a tight fight in there and so darn close to the speeding cars		*1*									
Walkability to gain access to the river at all public property.			*1*								
We live on the corner of Keller Ave S and Fay Street. There is a crosswalk in front of our house, and I get so nervous in the summer because of the increased foot traffic crossing main street. Many kids and families use the crosswalk to head over to the				*1*							
We need a sidewalk to the mall.					*1*						
Along the lakes. Along the river would be nice.			*1*								
Downtown area, the mall					*1*	*1*					
Downtown.						*1*					
main street first than focus on pulic parks		*1*									
Near the park							*1*				
nope											
Sidewalks to the Riverplace Mall area are needed. There are people who have no transportation or are limited. I see them walking or biking past my home					*1*						

Some sidewalk blocks kind of stick up and could trip someone, but it is kind of the walker's job to watch for those things.											
The intersection by Redeemer Church is awful and the side walk just south of Amery Family Restaurant and near the American Family Insurance building are horrible!! See Form		*1*									
Unknown											
Every path and sidewalk needs inspection	*1*										
I often walk from my home on Montgomery St. to the library. A problem area is from the corner of Birchwood and Bridge St. over to Keller. It's a short street, but I see women walking there on a regular basis. I have to be careful there, as cars turning from Keller onto Bridge don't always watch for pedestrians.	*1*								*1*		
Keller Avenue		*1*									
main street		*1*									
North and south of the main downtown area on Keller.		*1*									
See above											
See previous response.											
Sidewalks to and from our parks, trails, and businesses.			*1*				*1*				
South end of town from the Fire Hall to the City limits - this is where I find the sidewalks to be more narrow. Also some of Broadway .See Form	*1*										
Yes, control goose populations so there is not so much goose poop on roads and sidewalks. It is a major detractor to walkability.								*1*			
By the water			*1*								
Down town and side streets to and from. Library area.						*1*			*1*		
Encouraging walking or riding bikes to school, especially in nice weather.										*1*	
Hey 46 from north park to downtown. Speed limit is too high and sidewalks too close to the road.		*1*				*1*					
Schools to town							*1*			*1*	
The area between county road F and Broadway street.											*1*
Walking to and from North Park and York Park is dangerous for adults with children and pets due to the excessive speed of the vehicles and no buffer between the sidewalk and the street. Other residential area sidewalks are in poor condition and trip hazards for elderly and children.		*1*					*1*				
Yes all areas leading to and around the school and its extracurricular activities i.e. football fields, softball, soccer fields eic. See Form										*1*	
YES.											
Yes. A sidewalk on Hillcrest would make scoop kids safer										*1*	
A SAFE WALKING ROUTE AROUND SOUTH TWIN WOULD BE A GREAT ADDITION FROM BAKER TO "F"											*1*
Areas around the parks							*1*				
Closeness to road, safety for handicapped											
Cut out at corners and condition of sidewalks											
Hill crest across from the schools										*1*	
Keller avenue is pretty beat up and needs attention. The sidewalks near the school campus on Minneapolis should be fixed as well. See Form		*1*									
Near the schools and by Redeemer church. More safe walking areas on Central St and south of town by Post Office/Grocery stor e.		*1*			*1*					*1*	
No											
None											
South Keller		*1*									
Because of the dangerous situation with Keller Ave that would be my first recommended fix. We need our children to be able to safely cross Keller Avenue on their way to friends, school, the bike trail, to the ice-cream shop. Also in terms of visitors—a 4 lane suggests a town that should be driven through, does not slow them down to incentivize them to stop and shop, and does not suggest a town with pride in it's community cohesiveness.		*1*				*1*				*1*	

Central Street, Sidewalks along both sides of Keller Ave/HWY 46 to and from about holiday to the meet up point of McDonalds.		***1***									
Certain parts of the downtown business areas need improvement....not very clean						***1***					
Deal with the traffic on Keller Avenue first, then we can sort out what kind of walking routes and aesthetics we want to build in to the pedestrian experience.		***1***									
Please see above!											
Riverside, Arlington, Keller Avenue (certain areas require maintenance as well as actual sidewalk between Lampberts and the Fire Hall),		***1***									
See above											
see above: we need SAFE walkability (SIDEWALKS) #1-linking PO and Dick's Shopping Center to Amery residents and #2 connecting with current trails and parks (including MIchaels, trail to Deronda, trail by Hospital, North Park). da trail current!		***1***			***1***		***1***				
the riverfront area around Michael Park has walkways that end before reaching Birch street. A continuous corridor of walking paths or streets from North Park to Broadway Avenue would be nice. Also this could be a bike path for youngsters. It is interesting that the sidewalks from the school to not extend to low income housing or the trailer park north of Broadway, where many children live. Some take the bus home because of this--a walk for two blocks!			***1***								
Would love to have a path/ trail that goes from one end of Amery to the other (and beyond)		***1***									
No See Form											
Those sidewalks along Keller that connects walking traffic from one end of town to the other.		***1***									
TOTAL	***5***	***19***	***5***	***1***	***5***	***6***	***6***	***1***	***2***	***7***	***2***

Appendix D: Grant Chart

The following chart lists the grants found that are or have supported local efforts to improve walkable infrastructure. Many of the grants are no longer being offered or have become another program.

Grant and Source	Description and Status	Deadline, if applicable
Safe Routes to School, US. DOT, Federal Highway Administration	Became TAP FY2012 and before	
Community Facilities Loans and Grants, USDA	To construct, enlarge, extend or otherwise improve community facilitates providing essentially services to rural residents, available for city governments.	Contact the USDA for Rural Development, Regional Agency Office.
Rural Community Development Initiative Grants, USDA	Funds may be used to improve community facilities. Min award of $50,000 and a maximum of $250,000. Marching fund requirement with no in-kind contributions.	August 13, 2015, applications accepted on a regular basis. *https://www.cfda.gov/index?s=program&mode=form&tab=core&*id=95d3fb80782939d9412320e79d722729
Transportation Community and System Preservation, US. DOT Federal Highway Administration	Terminated FY2012	
Building Blocks for Sustainable Communities, EPA	More about planning than construction. But could still be useful. Helps approximately six communities per year.	Due July 17, 2015
Smart Growth Technical Assistance Grants, EPA	The Office of Sustainable Communities occasionally offers grants to support activities that improve the quality of development and protect human health and the environment.	There are no requests for proposals at this time.
Community Transformation Grants-Small Communiti	Ended in 2013	

es Program, CDC		
Moving Ahead for Progress in the 21st Century, US DOT, Federal Motor Carrier Safety Administration	MAP-21 builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established in 1991. MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.	For FY2013 and FY 2014
Local Transportation Enhancements, Wisconsin DOT	Became TAP	FY2013 and before
Bicycle and Pedestrian Facilities, Wisconsin, DOT	Became TAP	FY2013 and before
TAP: Transportation Alternatives Program Wisconsin DOT	The Transportation Alternatives Program (TAP) is a legislative program that was authorized in 2012 by federal transportation legislation, the Moving Ahead for Progress in the 21st Century Act (MAP-21). With certain exceptions, projects that met eligibility criteria for the Safe Routes to School Program, Transportation Enhancements, and/or the Bicycle & Pedestrian Facilities Program are eligible TAP projects. Examples of projects in 2014 include Sidewalk improvements in the Village of Oseola. The	Anticipates that the next TAP award cycle will begin in fall 2015. *State Funding for TAP expected to be cut in the FY2015-2016 state budget, leaving only federal funding.*

	Wauesha to Brookfield Connector Bike and Pedestrian Trail, City of Beloit's Powerhouse Riverwalk, Additions to the Capital City Trail in Madison, Bicycle and Safe Routes to School planning effort in Milwaukee, Oak Creek and West Central and North Central Wisconsin. Northwest Region Contact Bill Zimmer william.zimmer@dot.wi.gov Phone: (715) 635-5014 Fax: (715) 635-2309 http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tap.aspx	

Appendix E: TAP Policies and Procedures Update

WisDOT Transportation Alternatives Program
Policy & Procedure Updates
September 2013

Purpose and Description

This document outlines the policies and procedures that BTLRRH will implement during its SFY 2014—2018 TAP award cycle.

Program Management & Administration

1) WisDOT will consider success of previous TE, BPFP and SRTS projects among the selection criteria for TAP projects.

Selection of quality projects that sponsors can efficiently deliver will increase the ability of the WisDOT TAP to meet MAP-21 and state performance measures. Consideration of historical project success will provide WisDOT with a tool to differentiate between otherwise similar TAP project applications and will allow the Department to efficiently utilize TAP funding.

2) TAP project agreements will include a sunset clause that mandates project completion within approximately six years.

WisDOT will define completion as submission of a project completion certificate form that is provided by WisDOT. The Department may grant a project completion extension for extenuating circumstances on a case-by-case basis. WisDOT's sunset policy affords project sponsors ample time to program and build improvements without risk of violating FHWA's 10-year requirement that project construction commence within 10 years of authorizing any design funds on that project. This policy also ensures that funding provided by Congress and the state Legislature for TAP improvements is utilized within a reasonable timeframe.

3) Project sponsors must fully fund the necessary state oversight and review of any 100% locally-funded design work.

4) WisDOT will not award multi-modal projects that propose stand-alone preliminary engineering work such as developing project-specific design or environmental documents unless an application also proposes project construction.

State Eligibility Policies

5) Trail Use & Maintenance

WisDOT will continue its existing policies regarding motorized trail use and elect not to fund motorized trails beyond the Recreational Trails set-aside. Per existing federal requirements, ATV use is prohibited and—with the exception of SRTS trails—snowmobile use is permitted if authorized by local ordinance.

1

WisDOT anticipates over-subscription to TAP based upon recent interest in the Department's multi-modal transportation improvement programs as outlined in the table immediately below. As such, BTLRRH will fund motorized trails only with the RTP set-aside and utilizing the remainder of limited TAP funding for other TAP eligibility categories.

Program	Award Cycle	Amount of Funding Requested by Applicants	Amount of Funding Approved by WisDOT
Safe Routes to School	2013	$16,500,000	$3,656,190
Statewide Multi-Modal Improvement Program (TE/BPFP)	2011-2014	$85,214,662	$16,965,153

The decision to continue existing state policy is also logical in that application of similar policies to TAP, TE, and BPFP-funded trails avoids the burden of having disparate regulations apply to trails that may be geographically connected yet funded with multiple federal funding programs.

WisDOT will continue to reserve the right to define winter snowplowing as required project maintenance where year-round bicycle and pedestrian use seems particularly warranted. Project agreements for TAP projects within the SRTS eligibility category will require year-round facility maintenance due to SRTS program goals of providing means of transportation for students, including those with disabilities.

6) WisDOT will continue its historical SMIP policy of allocating little or no funding to certain eligibility categories such as outdoor advertising and vegetation management. Maintaining existing WisDOT policy will ease the transitional burden from SAFETEA-LU to MAP-21. And address the anticipation that TAP will be an oversubscribed program with limited available funding.

Project Cost Thresholds

7) WisDOT will increase minimum project cost as compared to previous SRTS, TE, and BPFP award cycles.
Historical project minimums:

Program	Non- Infrastructure Minimum	Infrastructure Minimum
TE/BPFP	$50,000	$200,000
SRTS	$10,000	$25,000

TAP project minimums:

Program	Non- Infrastructure Minimum	Infrastructure Minimum
TAP	$50,000	$300,000

Increasing the TAP project cost threshold is an important step toward ensuring that WisDOT efficiently allocates limited TAP funding to projects that will deliver on time and project sponsors that are committed to the success of their multi-modal projects. WisDOT also views an increase in the minimum project cost as a means of encouraging regional collaboration and acknowledging that sponsorship of non-traditional projects below a certain dollar amount is an unrealistic, uneconomic administrative

burden. Historically successful non-infrastructure projects have been well above the proposed TAP minimum project cost.

Funding Set-Asides

8) Eligibility Categories

As compared to previous federal transportation legislation, MAP-21 does not require a funding set-aside for certain multi-modal programs such as TE or SRTS. In consideration of the additional $1 million of state funds that was included in the 2013-2015 biennial state budget for TAP bicycle-pedestrian projects, WisDOT will not establish any additional set-aside for particular TAP eligibility categories. However, WisDOT will establish equitable TAP project selection criteria that do not automatically favor more traditional, large-scale infrastructure projects.

Local Match Issues

9) Previous federal transportation legislation authorized SRTS as a 100% federally-funded program. MAP-21 continued SRTS as a TAP eligibility category but federally authorized SRTS as a more traditional 80% federally-funded transportation improvement program.

BTLRRH will administer its first TAP award cycle in alignment with the vast majority of WisDOT funding programs do not allow for a local soft match. Successful TAP projects will stem from broad community commitment rather than the support of a handful of individuals. In light of the anticipated over-subscription to TAP, WisDOT will most efficiently allocate its limited funding by awarding projects in communities that demonstrate willingness to financially commit to a proposed project. The Department may revisit this soft match policy if the first TAP award cycle demonstrates that the requisite 20% match significantly hinders project delivery or decreases public interest in applying for TAP projects.

TAP Project Selection & Selection Committee

10) WisDOT will conduct a "pre-scoping" application process as a means of maximizing the selection of quality, effectively delivered TAP projects. This two-stage process is consistent with project selection procedures utilized in other WisDOT programs as well as other state agencies.

11) WisDOT will form TAP sub-committees to rate and rank submitted notices of intent. A full TAP selection committee will vote on comprehensive applications submitted during the second step of the WisDOT TAP project selection process.

Due to program over-subscription, WisDOT has historically needed to ask SMIP and SRTS selection committee members to make a significant time investment in review and selection of applications. Meaningful application review was difficult due to the high level of program interest. Therefore, WisDOT will form sub-committees to review applications at the pre-scoping or notice of intent stage of the TAP project selection process. Formation of sub-committees also acknowledges that selection committee members will come from varying fields of expertise. BTLRRH is working to determine the composition of specific sub-committees.

A full selection committee will rate and rank a more manageable number of applications that were approved through the pre-scoping process. MPOs will continue to comment on and prioritize full applications that WisDOT is considering for TAP funding.

Geographic Distribution of TAP Projects

12) WisDOT will continue to accept TAP applications for projects that would occur in TMAs.

BTLRRH will operate its first TAP award cycle to prioritize selection of quality projects while complying with the TAP funding sub-allocation procedures outlined in MAP-21. Federal legislation requires WisDOT to distribute half of its funding according to population as outlined in the flow chart included in Attachment C. At a minimum, WisDOT will distribute this population-based TAP funding utilizing a scoring mechanism that considers equitable geographic distribution of TAP projects throughout the state.

Considering that WisDOT is operating its first TAP award cycle and is uncertain as to the amount, geographic distribution, and quality of TAP applications that WisDOT will receive, it would be unduly restrictive to prohibit WisDOT funding of TMA TAP projects. Maintaining flexibility at this early stage of the TAP administration process will reserve the Department's ability to later select projects based upon geographic equity or other factors. For example, WisDOT could decide to select projects within a TMA jurisdiction only if that project would have regional or statewide significance. Allowing TMA applications to compete for WisDOT funds will also acknowledge the very limited TAP sub-allocation that each TMA will receive. TAP funding sub-allocations for Wisconsin TMAs are annexed hereto as Attachment B.

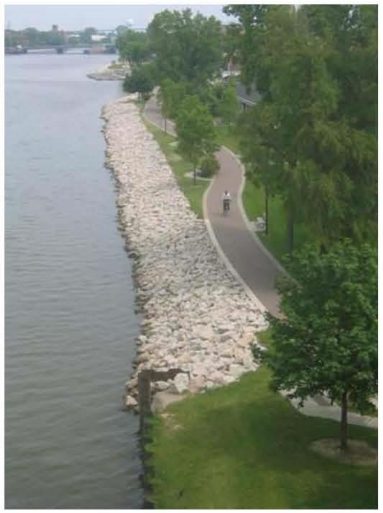
AWARD CYCLE

WisDOT anticipates accepting TAP applications in October 2013, with awards announced in early 2014. The first TAP award cycle will run from State Fiscal Year (SFY) 2014 to SFY 2018. WisDOT will educate interested members of the public at meetings throughout the state in fall 2013.

4802 Sheboygan Avenue
Madison, WI 53707
http://www.dot.wisconsin.gov
http://www.dot.wisconsin.gov/localgov/aid/tap.htm

Transportation Alternatives Program

Quick Guide



ABOUT THE PROGRAM

The Transportation Alternatives Program (TAP) allocates federal funds to transportation improvement projects that "expand travel choice, strengthen the local economy, improve the quality of life, and protect the environment." TAP is a new legislative program that was authorized in 2012 by federal transportation legislation, the Moving Ahead for Progress in the 21st Century Act (MAP-21).

TAP combines three programs that were separate under previous legislation (SAFETEA-LU): Safe Routes to School, Transportation Enhancements, and the Bicycle and Pedestrian Facilities Program. The categories of eligible TAP projects are:

- Trail facilities for non-motorized transport
- Constructing safe routes for non-drivers
- Converting abandoned railroad corridors for non-motorized transportation
- Constructing turnouts, overlooks and viewing areas
- Community improvement activities
- Any environmental mitigation activity
- The Recreational Trails Program
- The Safe Routes to Schools program
- Projects in the right of way of former Interstate System routes or other divided highways

FUNDING

TAP is a reimbursement program. Local sponsors incur authorized costs and are reimbursed upon project completion. TAP is not retroactive, so costs incurred prior to authorization will not be reimbursed.

All TAP projects are funded 80% federally, with a 20% local match. The minimum project cost is $50,000 for non-infrastructure and $300,000 for infrastructure projects.

New TAP projects will contain a sunset clause stating that projects must be completed within approximately six years or risk loss of funding.

SPONSORS

Project sponsors are entities that apply for and oversee approved TAP projects. Sponsors work with various DOT staff to ensure compliance with federal and state regulations.

Eligible sponsors include local governments, (city, town, township, village, borough, parish, county, or tribe), natural resource and public land management agencies, school districts and schools, and regional transportation agencies and transit authorities.

Areas with a population over 200,000 are overseen by a Transportation Management Area (TMA). TMAs evaluate and select projects within their own jurisdiction.

Nonprofit agencies, state DOTs, and state MPOs are ineligible to receive TAP funding directly, but may partner with an eligible sponsor.

Sponsors of approved TAP infrastructure projects must attend a training session that certifies the sponsors to administer a Locally-Let Contract (LLC).

For in-depth information about TAP and other funding opportunities for local programs, visit WisDOT's web site:
www.dot.wisconsin.gov/localgov