CITY OF FRANKLIN
COMMON COUNCIL MEETING*
FRANKLIN CITY HALL COUNCIL CHAMBERS
9229 W. LOOMIS ROAD, FRANKLIN, WISCONSIN
AGENDA
TUESDAY, SEPTEMBER 6, 2011, 6:30 P.M.

A. Call to Order and Roll Call

B. 1. Citizen Comment Period
2. Announcements from Mayor Taylor of upcoming community events & news items:
   a. Certificate of Recognition-Athylia Paremski-Franklin's 2012 Distinguished Young Woman-Dist. #6.
   b. Certification of Recognition-Jeanette Morelan-2012 Distinguished Young Woman of Wisconsin.

C. Approval of Minutes
1. Approval of regular meeting of August 16, 2011.
2. Approval of special meeting of August 29, 2011.

D. Hearings

E. Organizational Business

F. Letters and Petitions
1. Letter from Margaret Guderyon, Saber Robotics Advisor for Franklin High School regarding Saber Robotics Team.
2. Letter from Jim Reichl, President of The Villas Condominiums, Inc. (The Villas of Franklin Association) regarding Villas of Franklin retaining walls.

G. Reports and Recommendations
1. Consent Agenda
   a. Donations to the Fair Commission:
      1) to the Fair Commission:
         aa) from W. Bros. Trucking, Inc. in the amount of $250.
         bb) from Rosie's Tax and Bookkeeping Services LLC in the amount of $250.
         cc) from The Landmark in the amount of $240.
         dd) from Payne & Dolan, Inc. in the amount of $300.
         ee) from Franklin Noon Lions Club in the amount of $250.
         ff) from Marko M. Gerovac, Sr. in the amount of $250.
         gg) from Priya Corporation in the amount of $250.
         hh) from Gus' Mexican Cantina in the amount of $250.
         ii) from Franklin Lions Club Foundation in the amount of $250.
         jj) from Lemke's Loomis Landscape Supplies in the amount of $200.
         kk) from St. Martin of Tours Parish in the amount of $250.

2) from Sandhill Boosters six Wal-Mart gift card donations totaling $150 to assist a Franklin family with school supplies received by the Franklin Health Department.

b. Release of Letter of Credit for Elizabeth Heights Subdivision located on the west side of S. 48th Street north on W. Sherwood Drive (general area of S. 51st Street and W. Ryan Road).

c. Acceptance of water main deferments for W. Oakwood Road from 400 feet west of S. 34th Street to 4,200 feet west of S. 34th Street.

2. Resolution imposing conditions and restrictions for the approval of a Special Use for a physical fitness facility use upon property located at 10610 W. Venture Drive, Suites 114, 115, 116 and 117 (44 Fitness LLC, applicant).
3. Resolution conditionally approving a 1 lot Certified Survey Map, being a division of the Southeast 1/4 and Southwest 1/4 of the Southeast 1/4 of Section 1, Township 5 North, Range 21 East, City of Franklin, County of Milwaukee, State of Wisconsin (M & J 4K Family Limited Partnership) (3030-3130 W. Rawson Avenue).
4. Authorization necessary to proceed with the Community Development Block Grant project "Handicap Accessibility Sidewalk to Clare Meadows" (S. 51st Street from Clare Meadows north to W. Rawson Avenue) including extending the project plan to three phases and affirming use of Capital Improvement Fund fund balance and initiation of project steps.
5. Recommendation for 2012 capital funding of an asphalt path on west side of S. 51st Street north of W. Rawson Avenue.
6. Franklin Trails Committee request for adoption of the Safe Routes to School Plan – Pleasant View Elementary School.
7. Resolution to release a water well pump house and reservoir easement, a water main easement and a water main and drainage and storm sewer easement upon property within the Whitnall Slopes Subdivision and to convey the remaining structure(s) and infrastructure thereon to the owner(s) in fee (Approximately 10591 West Cortez Circle).
8. Resolution awarding contract to D.C. Burbach, Inc. in the amount of $11,981.70 for the installation of concrete sidewalk in easement from W. Forest Hill Avenue to a Franklin High School drive.
9. Halloween Trick-or-Treat Schedule for 2011.
10. Recommendation from the Personnel Committee relative to employee pension and health insurance contributions for 2012, the potential for health plan design changes, and related studies to be performed during 2012. For Information Only.
11. Resolution to replace the Civil Service System "Manual of Personnel Rules" (January 1, 1990) with a Civil Service System Personnel Administration Program (September 6, 2011), including, but not limited to, changes to expand its application to all employees eligible per Wisconsin Statutes, to satisfy legal requirements of Wisconsin Acts 10 and 32, to revise Disciplinary and Disciplinary Grievance Procedures to eliminate the "Just Cause" Standard, and to establish a process for review of Workplace Safety Concerns.

12. Consideration of confirmation of appointment by Mayor Taylor of Jessica M. Lanser as Director of Finance and Treasurer for the City of Franklin and consideration of the terms of employment and action on the same. The Common Council may enter closed session pursuant to Wis. Stat. §19.85(1)(c) and (e) to consider the employment of Jessica M. Lanser and to hear, discuss, deliberate, and decide on the qualifications and suitability of Jessica M. Lanser for the position of Director of Finance and Treasurer for the City of Franklin and consider, discuss, negotiate, and decide on the compensation and terms of such employment, which terms may be in form of an employment agreement, and to reenter open session at the same place thereafter to act on such matters discussed therein as it deems appropriate.
13. City purchase of property for sale (Parcel 885-9996-000, 9.7 acres) in the Woodview neighborhood, in the vicinity of Planned Public Park Site PN3 in the Comprehensive Outdoor Recreation Plan, for public park purposes. The Council may enter closed session pursuant to Wis. Stat. §19.85(1)(e), to consider an offer to sell property (parcel 885-9996-000, 9.7 acres), to the City, for public park purposes, and to reenter open session at the same place thereafter to act on such matters discussed therein as it deems appropriate.
14. Acquisition of easement rights and interests in property for the location, extension, installation and maintenance of public sanitary sewer facilities to provide sanitary sewer service to the southwest area of the City of Franklin by way of the Ryan Creek Interceptor sewer installation upon property in the area from the intersection of South 60th Street and West Ryan Road generally following the Ryan Creek to the intersection of West Ryan Road and South 112th Street, thence westerly along West Ryan Road to the west City limits, upon the following two (2) properties identified by Acquisition Map Parcel No., Tax Key Number and address, respectively, as follows: 1) 15, 936-9996-000 and 10023 S. 92nd Street and 2) 23, 893-9997-002 and W. Ryan Road. The Council may enter closed session pursuant to Wis. Stat. §19.85(1)(e), to consider the terms and negotiation of the public acquisition of easement(s) for public sanitary sewer service for the extension of the Ryan Creek Interceptor Sewer project, for competitive and bargaining reasons, and to reenter open session at the same place thereafter to act on such matters discussed therein as it deems appropriate.

G. Licenses and Permits
   1. Miscellaneous Licenses.

H. Bills
   1. Vouchers and Payroll approval.

I. Adjournment

*Supporting documentation and details of these agenda items are available at City hall during normal business hours.
[Note: Upon reasonable notice, efforts will be made to accommodate the needs of disabled individuals through appropriate aids and services. For additional information, contact the City Clerk's office at (414) 425-7500.]

REMINDERS:

September 8	Plan Commission	7:00 p.m.
September 20	Common Council	6:30 p.m.

B.2.a.

THE CITY OF FRANKLIN

WHEREAS, the Distinguished Young Women Program is the largest and oldest national scholarship program for high school girls that promotes and rewards scholarship, leadership, and talent; and

WHEREAS, the Distinguished Young Women Program inspires high school girls to develop their full, individual potential by encouraging continued education, developing self-confidence, and showcasing excellence in academic achievement, physical fitness, performance skills, communication, and by creating opportunities to beneficially inspire the lives of others; and

WHEREAS, Athylia Paremski, being an accomplished young woman who participated in the Distinguished Young Women Scholarship Program; and

WHEREAS, being judged on interview, scholastics, talent, self-expression, and fitness, Athylia was named the 2012 Distinguished Young Woman of Franklin who will represent the City of Franklin at the Distinguished Young Women of Wisconsin competition; and

WHEREAS, Athylia's parents, the former Distinguished Young Women, the Distinguished Young Women Scholarship Committee, and the community are proud of Athylia's achievement.

NOW, THEREFORE, I, Thomas M. Taylor, Mayor of the City of Franklin, do hereby wish to acknowledge and congratulate Athylia Paremski on her achievement of becoming Franklin's 2012 Distinguished Young Woman.

Dated: September 6, 2011

Signed:

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Thomas M. Taylor, Mayor

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B 2. b.

THE CITY OF FRANKLIN

WHEREAS, the Distinguished Young Women Program is the largest and oldest national scholarship program for high school girls that promotes and rewards scholarship, leadership, and talent; and

WHEREAS, the Distinguished Young Women Program inspires high school girls to develop their full, individual potential by encouraging continued education, developing self-confidence, and showcasing excellence in academic achievement, physical fitness, performance skills, communication, and by creating opportunities to beneficially inspire the lives of others; and

WHEREAS, Jeanette Morelan, being an accomplished young woman who participated in the Distinguished Young Women Scholarship Program, representing Racine; and

WHEREAS, being judged on interview, scholastics, talent, self-expression, and fitness, was named the 2012 Distinguished Young Woman of Wisconsin who will represent the State of Wisconsin at the National Distinguished Young Women competition next June; and

WHEREAS, Jeanette's parents, the former Distinguished Young Women, the Distinguished Young Women Scholarship Committee, and the community are proud of Jeanette's achievement.

NOW, THEREFORE, I, Thomas M. Taylor, Mayor of the City of Franklin, Wisconsin, congratulate Jeanette Morelan on her achievement of becoming the 2012 Distinguished Young Woman of Wisconsin and encourage all Franklin residents to support Jeannette and the Distinguished Young Women Program in Franklin and the nation.

Dated: September 6, 2011

Signed:

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Thomas M. Taylor, Mayor

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F. 1.

Saber Robotics

Memo

To: Common Council

From: Margaret Guderyon and Kathy Adam

Date: 8/22/2011

Re: Saber Robotics, Franklin High School

Several members of the Saber Robotics team presented at the Community Development Authority Meeting on August 18. At that meeting, the CDA approved forwarding a letter from the team to you for further consideration and recommended that we work with Forward Franklin EDC.

After our presentation, Alderman Taylor suggested that we get you copies of information about the team. Attached to this memo is a copy of the Executive Summary from our business plan and a copy of information about the team that is used during our competitions. If you would like our business plan, please contact Kathy and she will send you a PDF file (the document is 37 pages).

We look forward to future collaboration with the city.

Margaret Guderyon
Science Educator
Saber Robotics Advisor (www.saberrobotics.org)
Franklin High School
414-423-4640 * 2038
Margaret.guderyon@franklin.k12.wi.us

Kathy Adam
Team Parent/Business Mentor
414-761-0257
adamkm@wi.rr.com

Saber Robotics (FIRST Team 2506) Executive Summary

Mission Statement
Saber Robotics energizes students to explore and share their interest in science and technology through participation in the FIRST Robotics Competition. The team values collaboration, cooperation, respect for others, and leadership. Team 2506 strives to have fun while enabling students to develop skills that will assist them in the real world.

- **Team Founding**
  - Saber Robotics was formed in the Fall of 2007 and participated in its first competition in the Spring of 2008.

- **Founders**
  - John Budish is the Assistant Principal at Franklin High School (FHS) and had previously mentored FIRST Team 537 in Sussex, WI. He is a strong advocate for FIRST robotics and has strengthened the FHS engineering curriculum by founding the FIRST team and implementing the Project Lead the Way Curriculum.
  - Margaret Guderyon is currently co team leader and is a science teacher at Franklin High School (FHS).
  - Dave Woods was a member of FIRST Team 537 during his high school years with Mr. Budish as his mentor. Now a student at MSOE and an engineer at Rexnord, Dave continues to participate in FIRST by mentoring in Franklin.

- **Current Team Membership (2010/2011 school year):**
  Students- 42
  Mentors- 12

- **Location-** Franklin High School, Franklin, WI (Milwaukee County)

- **Gold Level Sponsors 2011**

Sponsor	Years of Sponsorship	Type of Support
GE Volunteers	2008, 2009, 2010, 2011	Money / Mentors
Krones	2011	Engineered Parts
Milwaukee School of Engineering	2008, 2009, 2010, 2011	Money / Mentor
Rockwell Automation	2008, 2009, 2010, 2011	Money / Mentors
Snap On	2008, 2009, 2010, 2011	Tools / Equipment/ Mentor

- **Team Operations**
  - The team starts the school year with meetings of veteran members, who plan an information meeting for potential new members that will include team information, icebreakers, and tours.
  - The team, both veterans and new members, continues to meet weekly prior to build season to develop team cohesiveness, to learn how to use the tools needed during build season, and to work on marketing and business planning.
  - During the build season, the team meets Monday through Thursday evenings and all day on Saturday. Parents get together to provide Saturday's lunch.
  - The team is student led, with mentors available to provide guidance in their areas of expertise.

- The team members are excited to be part of FIRST and show a strong commitment through the long hours they spend together during build season. Teammates enjoy one another's company and are respectful of diverse opinions.
- Saber Robotics' participates in events outside of robotics that often promote FIRST concepts. These events summarized as part of the table below.

- **Team Growth and History**:

Year	# Team Members	FIRST Awards	Community Involvement
2007-2008	16	None	Citywide Cleanup Gifted and Talented Presentation Science Night Demonstration Summerfest Demonstration
2008-2009	24	Safety (MN) Spirit (MN) Regional Finalist (WI)	Citywide Cleanup Parades Community Walk 2 Lego League Teams Donation to soldiers Brought 6th graders to competition Gifted and Talented Presentation Summerfest Demonstration
2009-2010	30	Website (WI) Regional Finalist (WI) Regional Champion (OH) Woodie Flowers Finalist - Ms. Guderyon (WI)	Citywide Cleanup Parades Recycling Drive 3 Lego League Teams Brought 6th graders to competition Partnership with Cousin's Subs Summerfest Demonstration
2010-2011	42	Industrial Safety (WI) Gracious Professionalism (WI) Entrepreneurship (Northstar – MN) Dean's List-individual student award (MN)	Recycling Drive 4th of July Parade 3 Lego League Teams Assisted Rookie Team from South Milw Robinwood Elementary High Interest Day

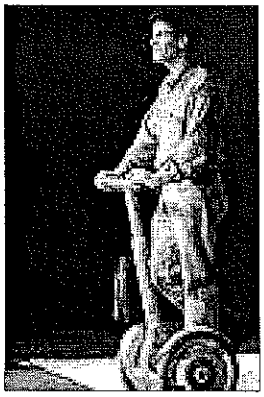
- **Plans for 2011 and beyond**:
  - Develop deeper relationships with sponsors – invite them to more activities and present opportunities for involvement. Request tours of their facilities. Offer sponsors and the community our assistance for completing projects or repair projects.
  - Assist in start-up of First Lego League teams at Franklin elementary schools that are currently without teams.
  - Foster team communication to improve the design and build process.
  - Do demonstrations at the Middle School, invite students to visit during build season, and invite them to competitions.
  - Improve publicity for the team, including within the school and the community.
  - Work on team development/continuity through training manuals and thorough cross training.

Saber Robotics Team 2506

"Syncing Our Teeth into Technology"

History of FIRST

History of FIRST



In today's society many children grow up thinking that the only interesting careers out there are professional sports or show business. Most students do not even consider the range of fascinating professions in the fields of science and technology. FIRST (For Inspiration and Recognition of Science and Technology) was founded by Dean Kamen in order to get the youth of America to do just that. The original competition had 28 teams and was based out of a high school gym in New Hampshire. Today it reaches hundreds of thousands of students all over the world.

VISION:

"To transform our culture by creating a world where science and technology are celebrated and where young people dream of becoming science and technology heroes."

MISSION:

Our mission is to inspire young people to be science and technology leaders, by engaging them in exciting mentor-based programs that build science, engineering and technology skills, that inspire innovation, and that foster well-rounded life capabilities including self-confidence, communication, and leadership.

Dean Kamen is an inventor, entrepreneur, and tireless advocate for science and technology. His passion and determination to help young people discover the excitement and rewards of science and technology are the cornerstones of FIRST (For Inspiration and Recognition of Science and Technology.)

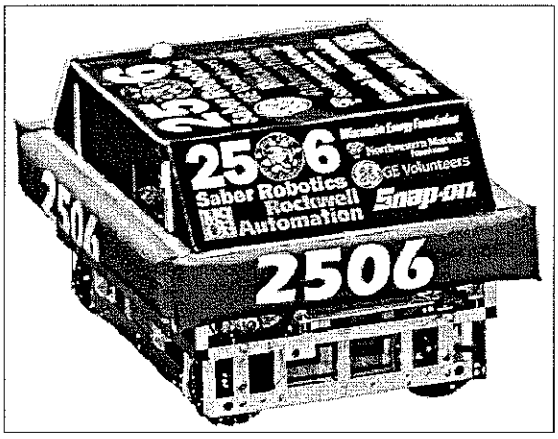
Saber Robotics Team 2506

"Syncing Our Teeth into Technology"

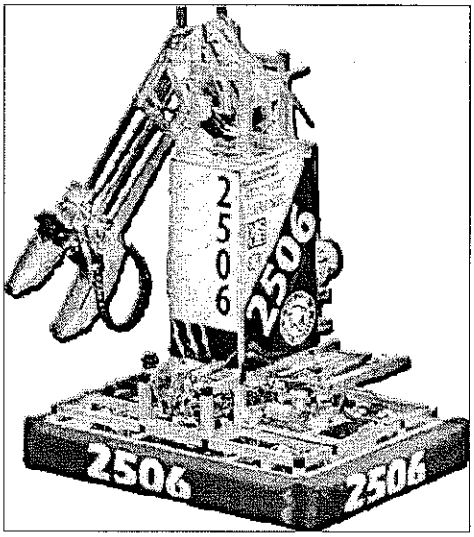
Our Robots

The Gudertron

Gudertron II



Gudertron III



Gudertron IV

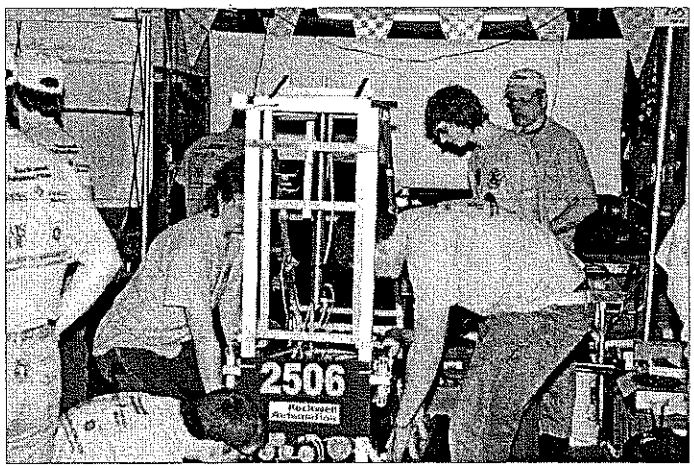
Saber Robotics Team 2506

"Syncing Our Teeth into Technology"

2008: Our Rookie Year

Team 2506 Saber Robotics is a relatively new team that was formed in the fall of 2007. Our team had to overcome the obstacle of being a rookie team. As a young team, we were inexperienced in the many aspects of robotics. We did not even know where to start! Thankfully, our mentors guided us through and we were able to pull together for the competition.

Monday evenings during that first autumn season were the start of our team's journey to domination in FIRST. Pre-season, Mr. Budish, an associate principal at Franklin High School, was hunting young scholars to come and join our team. Mr. Budish's efforts eventually paid off in about twenty five student participants and six mentors. These members spent many brisk October evenings in our school's basement learning the ropes. Excitement built as the kickoff quickly approached. When it finally arrived, we started our *FIRST* build season. That year's game, Overdrive, was presented and we started mulling over ideas for our robot's design. The goal for Overdrive was to go around a track and throw trackballs onto or over an overpass. Ultimately, our design committee decided that knocking the trackballs off of the overpass and herding the ball around the field would be the best strategy given our skill level. We would knock the trackball off using a pneumatic pump and herd them using our winglet attachments.



(2007 Team 2506 Robot, "The Gudertron")

Build season was intense. The team split up into four groups, Mechanical, Electrical, Programming, and Marketing teams in order to increase productivity. We unanimously decided to name our robot the Gudertron after our "super-great" mentor and teacher Ms. Guderyon. To ship the Gudertron on time, we put in grueling hours, sometimes up to twenty hours a week to get everything done! Even after we shipped, we continued to work diligently until the season's competition in March, making buttons, working on pit design and other last minute items.

Saber Robotics Team 2506

"Syncing Our Teeth into Technology"

2008: Our Rookie Year Continued...

When competition came around, our team arrived at the U.S. Cellular Arena not knowing what to expect. The sheer amount of people at the event was overwhelming. Our team scouted from the stands and cheered the Gudertron on. We competed to the best of our ability; and although disappointed that we didn't win, we were overall pleased finishing around the middle of the pack of about 60 total teams.

(2008 Team 2506 at Overdrive Competition)

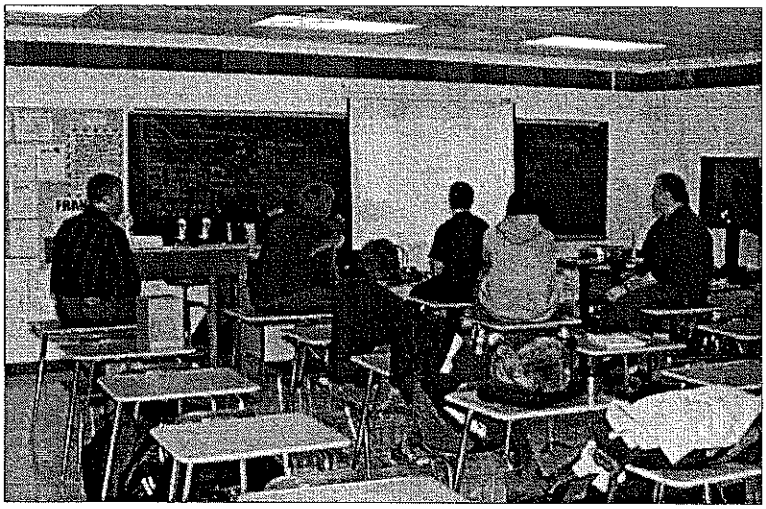
After competition we continued working on various odd jobs until school was out including the city-wide clean up. The marketing team continued to work on a website, but that did not turn out so well. Over the summer we participated in a demonstration at Summerfest. Many teams turned up and there was some friendly competition. The purpose of this was to promote FIRST and other robotics teams.

Saber Robotics Team 2506

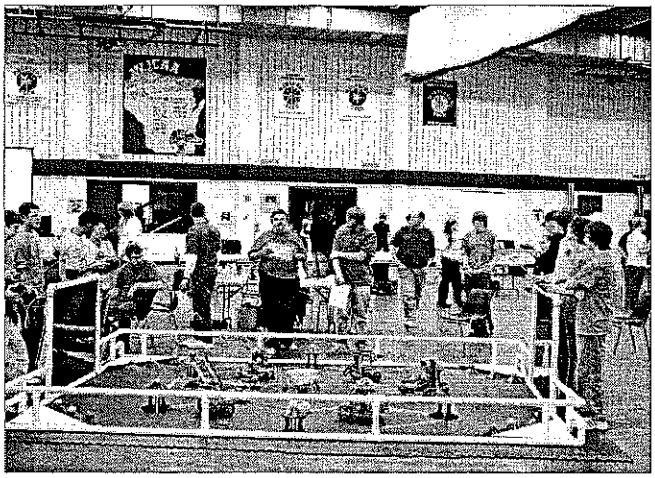
"Syncing Our Teeth into Technology"

2009: Back with a Vengeance

After getting a flavor for what competition is all about, we were anxious to get started again in the fall of 2008. The majority of our members from our rookie year returned and even recruited friends and other interested students. To help prepare for '09 kickoff, we were given a series of challenges each week. Our mentors would present us with a specific hypothetical challenge that we needed to solve. We would split up into small groups for brainstorming sessions. At the end of each meeting, each student team would present their ideas for robot design and strategy for the "competition." This was a great learning experience and helped to prepare us for the actual kickoff in January. Another important exercise we did prior to kick off was researching and presenting on the various types of robot components, specifically drive trains, which we then presented to the entire team. We also provided all of the pros and cons of each drive train, which proved to be very helpful after the kick off in January.



Vex Competition



2008 VEX Competition

Some of the most dedicated members of our team joined together to form a VEX team. The competition was long and fierce, and eventually wore us down. We came out better than we had first expected, not coming in last, having only two weeks to build our little robot. This small scale competition gave us a taste of what was to come.

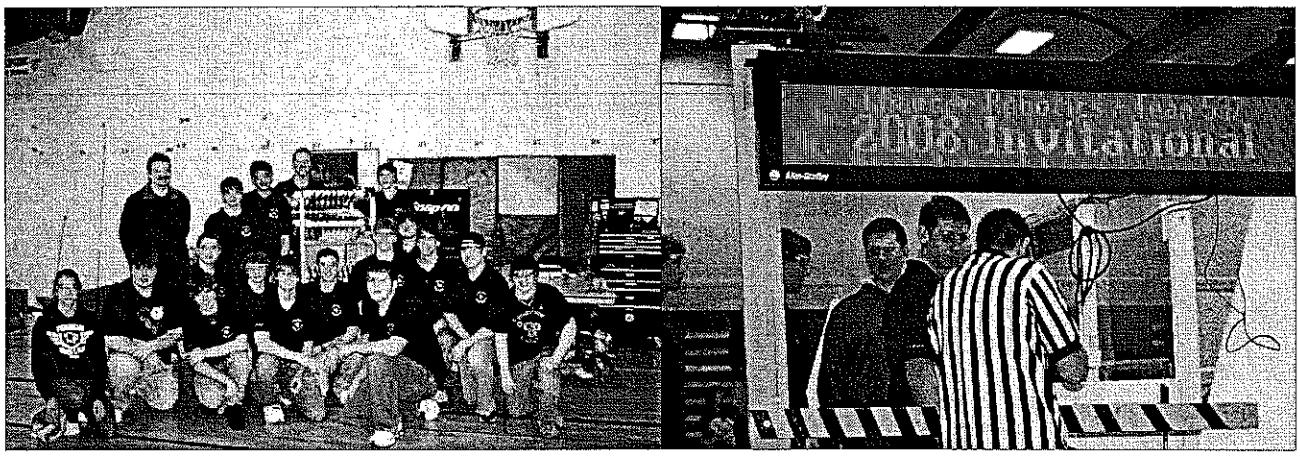
Saber Robotics Team 2506

"Syncing Our Teeth into Technology"

2009: Back with a Vengeance Continued...

The majority of our team attended the kickoff where we were introduced to that year's game, Lunacy. The name Lunacy comes from the issue presented by the low friction Regolith playing surface in combination with the low resistance wheels, simulating a zero gravity environment. Our goal for this year is to develop and build a robot to get "moon rocks" into the trailers pulled by other robots. We started up our rigorous build season schedule again, and quickly set out to build this year's robot.

On the 15th of February 2009 we participated in the Sussex-Hamilton Mini Regional. About seventeen teams competed in a mock regional event run by team 537. Our robot did much better than we expected, in fact, you might even say it dominated. From our first match it was clear that we meant business. Throughout all of our matches, the official score shows alliances we were on ended up with 96 more points than the alliances against us. More important than even the scores, we were excited to hear the announcer call our robot, Team 2506, as the 'Power House' of the competition. As exciting as that was, we knew there was still a lot of work to be done. We hurried home and made a few adjustments on Monday to finish up the robot for shipping the next day.



Saber Robotics Team 2506

"Syncing Our Teeth into Technology"

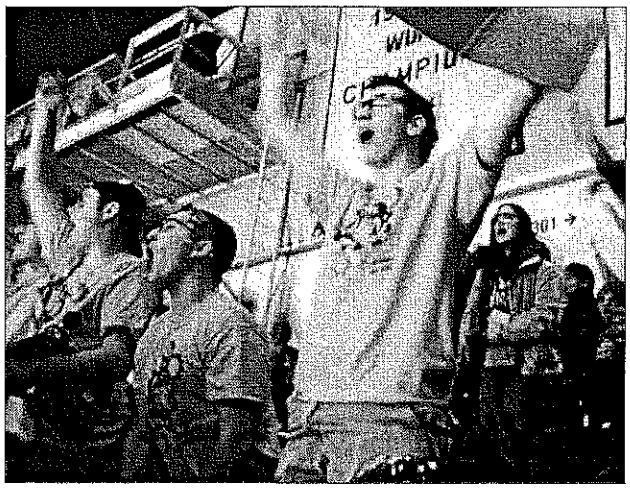
Lunacy Competition

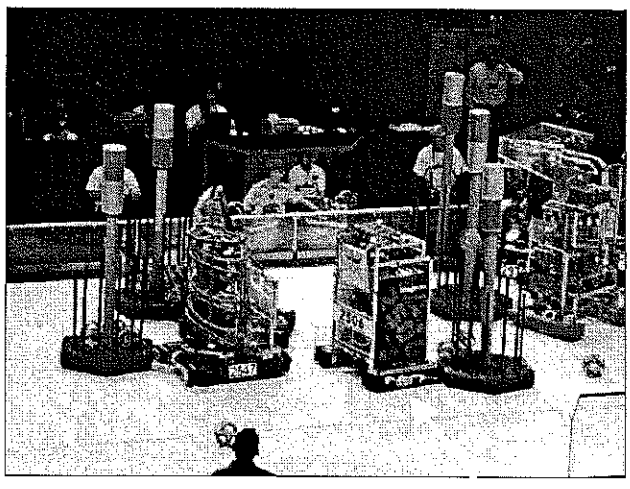
The Saber Robotics team competed and was a regional finalist at the Wisconsin Regional Event at the U.S. Cellular Arena on March 13-14, 2009.

This regional event featured 53 teams from across the United States. Each team competed in eight seeding matches in an effort to qualify for the quarter-final competition. Our team was seeded 2nd overall after the qualifying matches were complete, with a score of 7 wins and 1 loss. We were then able to choose two other teams to join our alliance for the elimination matches.

Our team—along with our alliances from Kenosha, WI and Rockford, IL —won the quarterfinal and semifinal elimination matches. We were then defeated in the finals in a best of 3 competition, and so ended the competition. Our team received an award for being a Regional Finalist. Given that this is only our second year of competition, there is much to be proud of.

After the Wisconsin Regional, we headed up to the Land of Ten Thousand Lakes for the Minnesota Regional. Our alliance included teams numbers 2883 and 648. 2883 was from Minnesota, and 648 was from the Land of Lincoln, AKA, Illinois. Our alliance ended up in third place. Even though we did not win, we received awards for safety and for team spirit. In fact, we were the most enthusiastic team there!





This is our robot!

Saber Robotics Team 2506

"Syncing Our Teeth into Technology"

2010: Going for the Goal

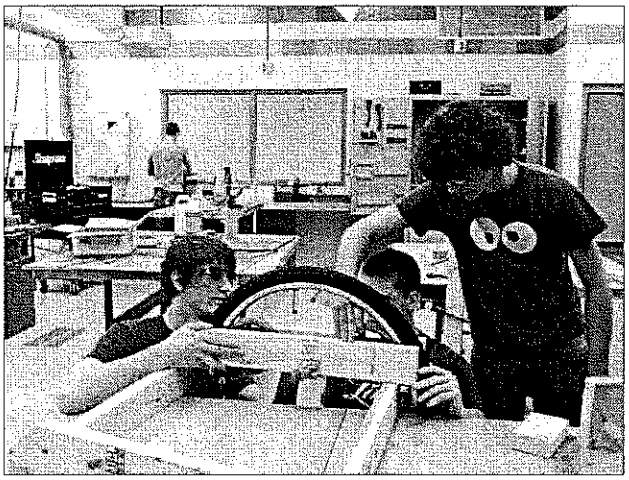
We began the 2010 Season prepared for any challenge laid down before us. We began meeting in early September in order to ensure that we would be prepared for our next journey to FIRST place. We again divided into sub teams, and began to study for the immense tasks which were ahead of us.

Our mentors have decided to allow students to take on more leadership responsibility. This year we implemented a Leadership Board compiled of different members from each sub team. This board meets before each meeting to discuss everything that is going on and also to set short-term and long-term goals.

On January 9th, we all gathered at school in the early morning, not knowing what was in store for us. We headed to Waukesha County Technical College to see what the 2010's challenge would be. This year's game is called "Breakaway." In this game, a robot must kick balls into goals in a setup similar to soccer. Bonus points can be made if a robot is able to lift itself of the ground and grab onto a beam hanging above the field. This game gives us many new challenges we never had to face in previous competitions.

At the beginning of our design process, our team had two separate ideas for our drive train. One idea was to have a tank, and the other was to have a two wheeled robot. Our mentors embraced both ideas and encouraged us to prototype the two wheel robot. We ultimately decided against this design and began our backup tank design.

We spent several weeks constructing our tank drive. We believed that this drive would take us to victory. Alas, this did not occur, and a fatal mechanical flaw rendered our robot inoperable. We were unable to participate in the Mini-regional this year. We then rushed to replace the treads and fix the wheels in order to ship the robot out in time.



Saber Robotics Team 2506

"Syncing Our Teeth into Technology"

Breakaway Competition

In the 2010 Wisconsin regional, Saber Robotics did very well. We won the website award for having an excellent website that is informational and inviting. Our lead mentor Ms. G was the recipient of the prestigious Woodie Flowers Award. Luckily, we ended up part of the second place alliance as well. It was overall a great learning experience, and we are currently brainstorming improvements that will be made when we go to Cleveland, Ohio for the Buckeye Regional.

On the Thursday of the Buckeye Regional in Cleveland, Ohio, we attached a vacuum system that we had created beforehand to help our robot control the balls better. We also modified the frame to help prevent tipping. These improvements greatly enhanced our robots performance, and we were seeded 14th and selected by the 5th Alliance, Teams 2252 and 3010. We made it through the quarter and semi finals to bring us to our last three matches. The first two matches were very close, one win and one loss. With the help of our alliance partners we managed to make it through the last match and win a regional for the first time.

This was our team's first chance to visit the FIRST Championship. On Wednesday we had our flight down to Atlanta and found our hotel. The next morning we walked down to the Georgia Dome full of excitement. Our robot was in the Newton Division. It was such a great opportunity to be able to compete with some of the best teams in the world. With all the ups and downs of the event, we definitely had our fair share of learning experiences. A lot of the let downs on the field were balanced by the fun activities afterwards, such as our trip to the aquarium, the team social, visiting the coca-cola museum, the braves baseball game, and robo-prom, just to name a few. It was definitely an extended weekend we will never forget.

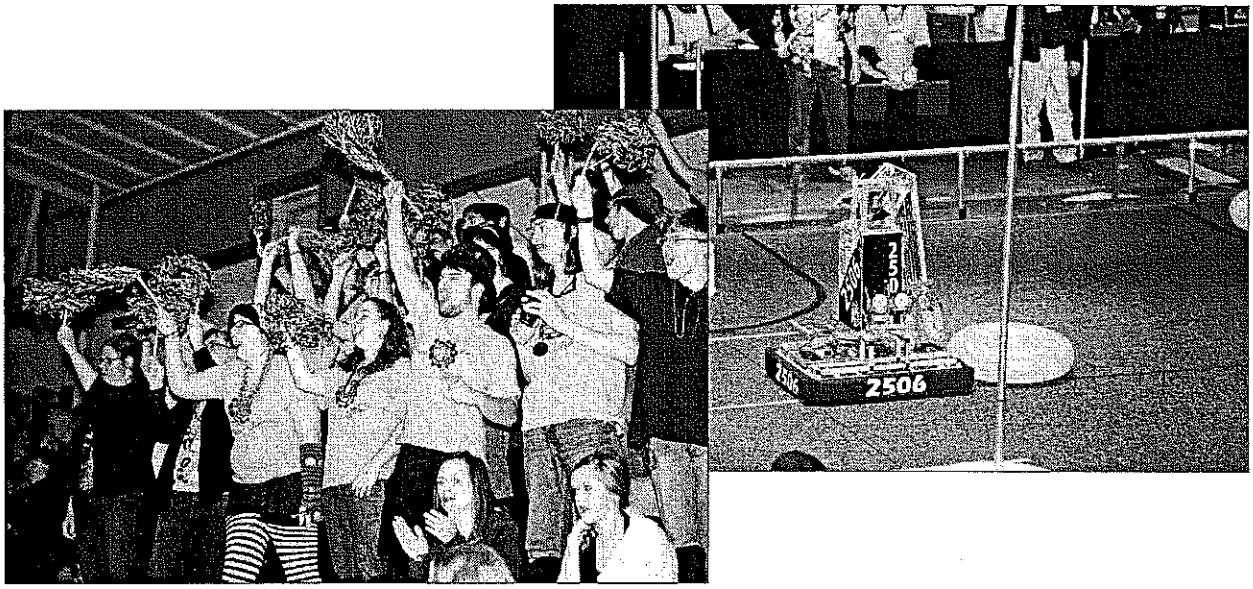
Saber Robotics Team 2506

"Syncing Our Teeth into Technology"

2011: Passing the Torch

This is a pivotal year for us as the majority of our veteran members are graduating this year. We knew recruiting this year was critical in order to grow and sustain the team. We assigned the task of asking each member to recruit at least one new member. Our efforts paid off as our team grew from We have been focusing our efforts on writing good instructional documents for each of the areas, as well as cross training as much as possible.

We participated in the Wisconsin Regional on March 10-13. We overcame many obstacles including, not passing inspection the first time, field connection issues with the robot, and needing replacement parts at the last minute. By selection time we were raked 12th but unfortunately we were not selected. Since we were the first alternate, we had a chance to take FIRST team 930's place on an alliance with FIRST team 2062 and FIRST team 1714 in the quarterfinals. Our hopes were high throughout the match, but near the end our alliance received a red card and was disqualified. We did manage to win the Industrial Safety and Gracious Professionalism Awards and were quite pleased with our overall performance.

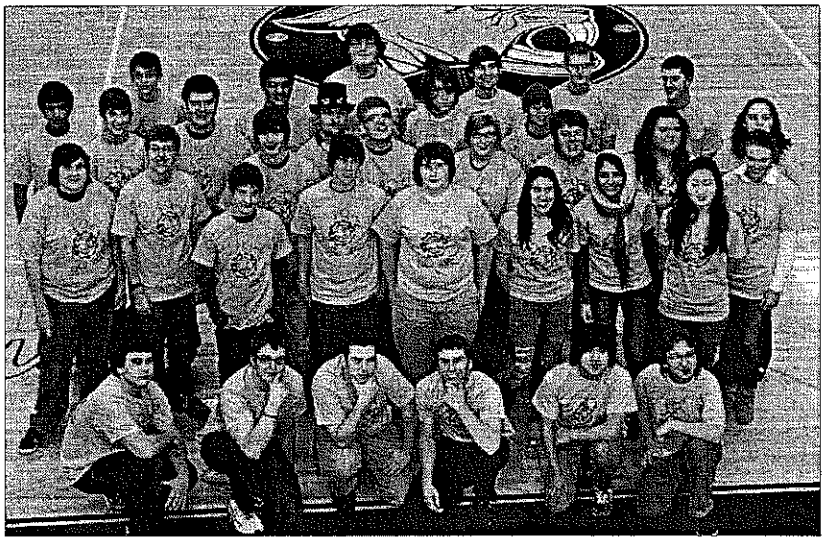


Saber Robotics Team 2506

"Syncing Our Teeth into Technology"

Student Impact

One of FIRST's goals is to prepare students for a career in science and technology. FIRST is able to do this by introducing a problem and letting teams design their own robots based on the set guidelines provided. This program impacts student's lives and makes them, in the words of Dean Kamen, "science and technology heroes". Most of our team is planning to pursue a career involving science or math. We talked with some of our returning members about how being on the team has affected them. Here are some comments given by those participants:



2011 Team 2506 Student members

Olivia, a third year member on our team, commented on the effect last year's completion had on her this way, "Before robotics my ideas for what to do after high school were not very realistic and not very inventive." She went on to state that being on the programming team and watching her hard work pay off at completion really inspired her and made her think of other options for her future.

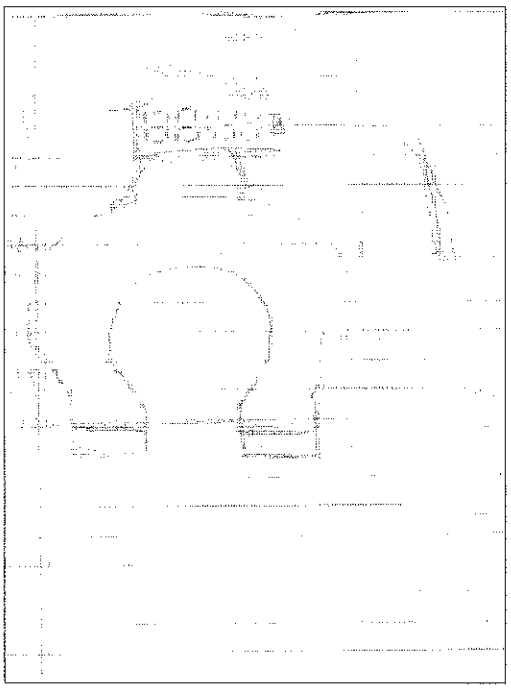
When our team started, few students willingly took the initiative to lead the team. Last season we instituted a leadership board that consisted of one or two student members from each of our sub-teams. They met before meetings to set goals and after meetings to discuss progress. This year we have two members who stepped up to the team lead roles. These students give announcements and tell us the goals for each night's meeting. Our student leadership helps our members develop their own skills rather than let mentors do everything.

Saber Robotics Team 2506

"Syncing Our Teeth into Technology"

Student Impact continued...

Our robotics seasons were not all work. We have had a fair amount of fun and great memories. A favorite memory of many students is the "digital magnet" incident. One evening during build season, when tensions were high, our lead mechanical mentor Dave sent a student named Evan to look for a digital magnet. Dave even gave him a drawing of the magnet to help aide in his search. Evan was completely oblivious to the fact that such an object did not exist and spent several hours in our supply closet searching for one. As you probably guessed, Evan was quite upset when he found out that there was no such thing as a digital magnet.



(Digital Magnet, Dave Wood, 2008, Pencil on Legal Pad, 8.5"x11")

FIRST has been a fun way to prepare our students for future careers in technology and science related fields. It also builds our moral character by emphasizing gracious professionalism at all times. The lessons we have learned in *FIRST* will stay with us for the rest of our lives.

Saber Robotics Team 2506

"Syncing Our Teeth into Technology"

Community Awareness Events continued...

Our team sought out to 'Adopt a Soldier' from Wisconsin whom we could report the progress of the robot build and competition. We would send care packages with letters and videos to explain and show what we had accomplished since the previous package was sent. Just before Christmas of 2008 we sent our first care package over to the a soldier in Iraq through anysoldier.com. Our members wrote letters and holiday cards to the troops. We also sent over snacks and various other items such as decks of playing cards and small toys for the soldiers to give to local children. About 3 weeks later we planned to send our second package, but unfortunately our soldier was reported as missing. Although this sounds very sad, there is a possibility that the soldier is simply on a secret mission and is not able to report back to the Any Soldier website. That is what we are hoping and praying for.

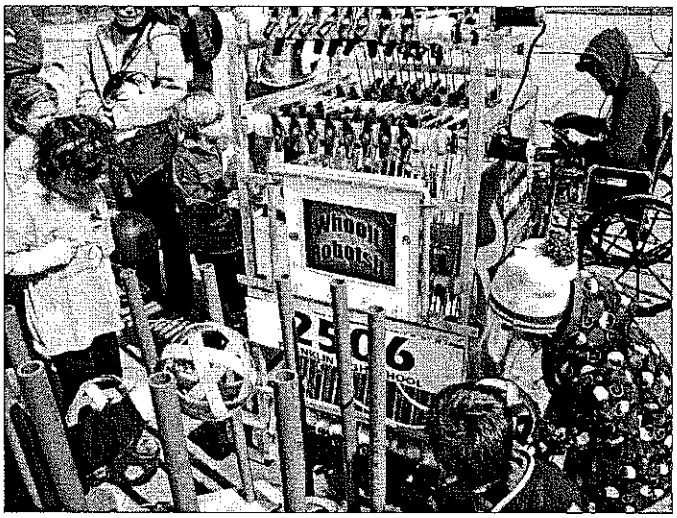
We decided to select another Wisconsin soldier to continue with our efforts to spread the word about robotics, but also make a difference for a troop serving our country on our behalf. To help raise money to pay for these care packages and for the shipping, we had a penny war fundraiser at our high school. Thanks to our student's high spirits we managed to raise much more money than expected and needed. All of the active members of our team wrote letters to send along with the packages to show our appreciation and get their minds off the war. We plan to continue to communicate and send packages throughout the rest of the school year.

Saber Robotics Team 2506

"Syncing Our Teeth into Technology"

Community Awareness Events

In Saber Robotics, we don't just build "bots", we help the community. In the summer of 2009 a few of our team members proudly marched our robot down the Fourth of July parade route in Franklin. We drove our robot from the back of a 1978 El Camino. Along the way we demonstrated our robots skills and told people about our successful season and about the FIRST program.



In the May of 2009, the Robotics Team participated in a city wide cleanup. Instead of rainy weather we experienced in 2008, the weather was bright and sunny. We cleaned up the long stretch of road in front of the high school. We were able to beautify the neighborhood around the school. Thanks to the beautification efforts, the street's looks have vastly improved.

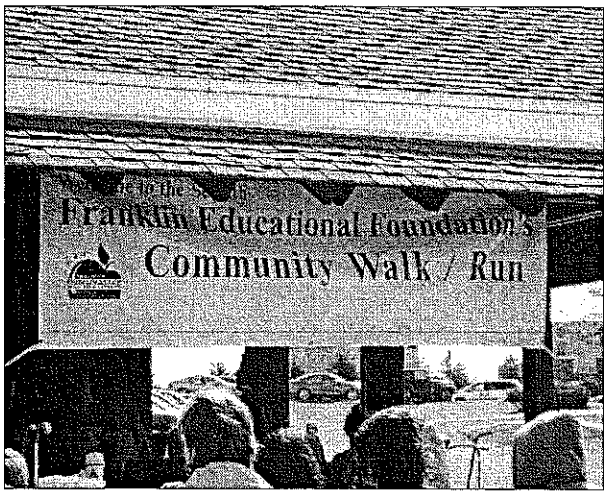
Saber Robotics Team 2506

"Syncing Our Teeth into Technology"

Community Awareness Events continued...

In the May of 2009, we presented our robot at the Franklin Education's Walk. We generated interest in our team and in FIRST among young minds. We allowed the elementary and middle school students take turns feeding Moon Rocks to our robot. The kids said the had a good and a fun time.

One of the largest events we participated in was a Robotics event at Summerset, an annual music festival in Milwaukee. The event was organized by Team 537. There was a mock competition, in which different teams played games of Lunacy with each other. This event generated much interest with FIRST, and helped spread knowledge of ours and other teams.



From left to right: Mayor at Cousin's Night, and Franklin Educational Walk

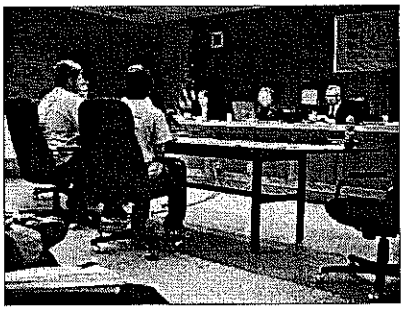
We also have restaurant nights, during which we receive 10% of a particular establishment's profits. We have had such fundraisers at Culver's and at Cousin's Subs. These were enjoyable experiences where the restaurants customers could see our robot and learn about FIRST. Our partnership with Cousin's Subs is particularly strong. For two weeks before our first regional in 2009 they handed out flyers advertising the competition and our team.

Saber Robotics Team 2506

"Syncing Our Teeth into Technology"

Community Awareness Events continued...

Post season of 2010 was busy. In May, a group of our team members acted as accident victims as a training exercise for Red Cross First Alert trainees. They acted out scenario in which they had various injuries ranging from dislocated joints to broken bones. We helped give the trainees a chance to show how they would act in a real world situation.



During the Spring, two team members presented at Franklin's Common Council Meeting. This meeting contained the mayor of Franklin as well as other important members of the community. We presented our team and what FIRST is all about. They were very impressed with our organization and were proud of the fact that young adults are passionate about science and technology

The Saber Spirit Club hosted a recycling drive, with the organization Action Recyclers, at Franklin High School in May. They asked us to help break down electronics, in order to get the most amount of money, and we quickly accepted. Several team members and mentors spent the day cutting wire and disassembling electronics and other metallic objects.

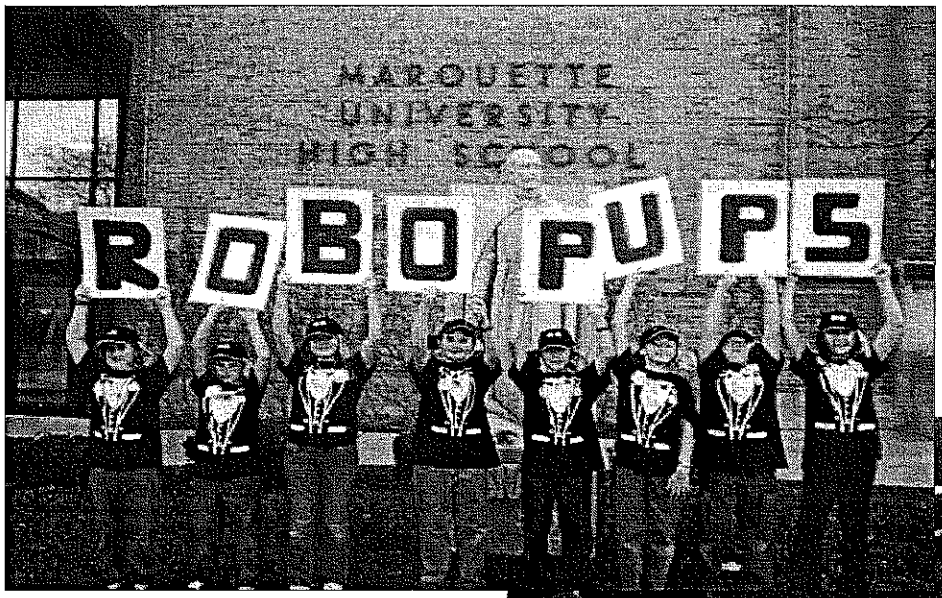
During the summer we took our 2009 robot to a local Cub Scouts residence camp to participate in their "Time Spiral" Party. The kids got to see and drive our robot along with FIRST Team 269, Cooney Tech's, 2008 robot. Later in the fall, we brought our robot to a local Cub Scout pack's meeting to show them how cool science and engineering can be.

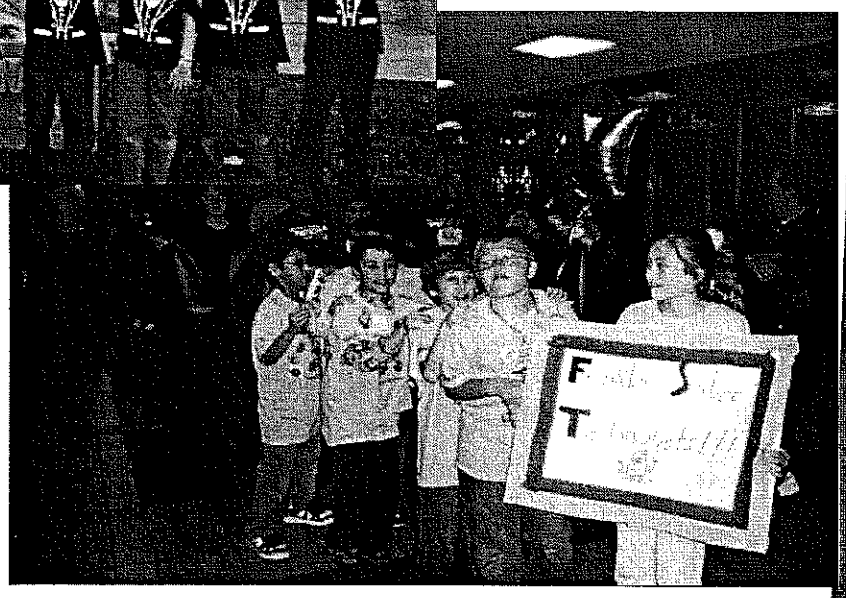
Saber Robotics Team 2506

"Syncing Our Teeth into Technology"

Lego League

Saber Robotics has helped to spread the message of FIRST by starting three Lego League teams. Two of them started in 2009 and the third began in 2010. Several members of Team 2506 dedicated many of their hours last fall helping these three teams. They provided good, reputable examples for the younger students and helped to engender an interest in FIRST and in science and technology in general. The hard work and dedication eventually paid off. All three teams did well at their matches, and both came home with awards. The Robopups came home with the Judge's Award at their qualifying event. Not to be outdone, The Technobots came home with a Teamwork Award, which they also won at their qualifying event. The Operational Lego had a tough rookie year, but they are off to a strong start.





Saber Robotics Team 2506

"Syncing Our Teeth into Technology"

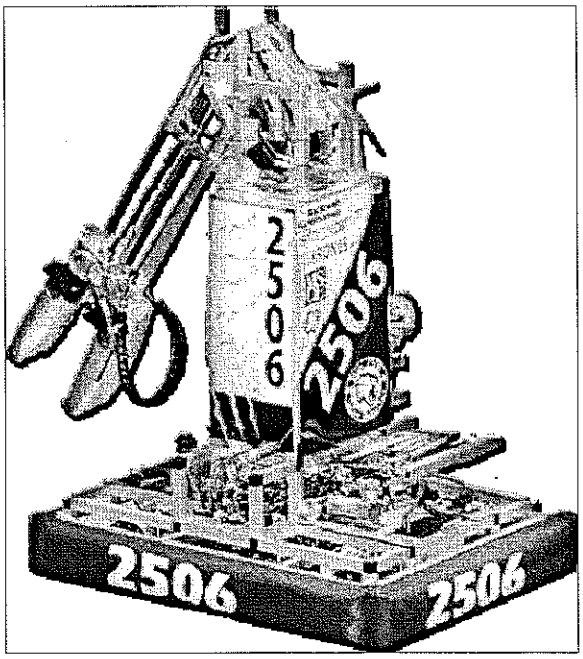
2011 Robot Specifications

Robot Specs:

- Dimensions (36" x 26" x 20")
- Weight (~120 lbs)
- Chassis Material (aluminum tubing with connectors)

Drive Train:

- Two wheel drive powered by four CIM motors that are assembled with Andy Mark tough boxes
- Chain driven, single chain on each side



Strategy:

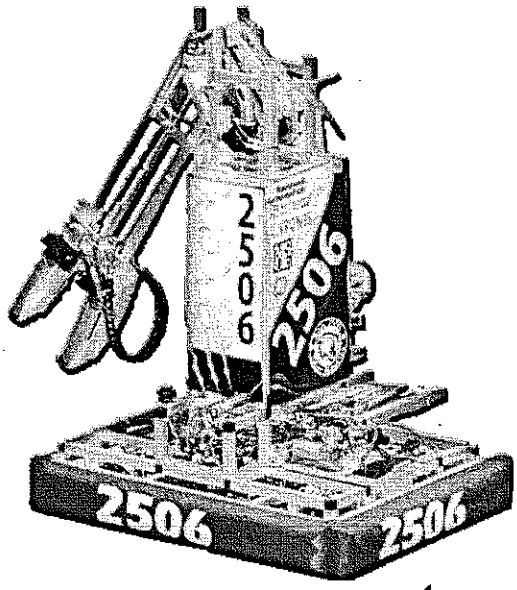
- Able to score tubes on all levels
- Able to pick up tubes
- Minibot can climb pole

Saber Robotics Team 2506

"Syncing Our Teeth into Technology"

Robot Specifications continued...

Arm Mechanism:
Uses piston to extend and retract
Gear with timing belt to move up and down
Window motors with Polyurethane tubing for claw



Drive Train:
Two wheel drive
Powered by four CIM motors

Minibot:
Two wheels drive it up the pole
Magnets keep it attached

F. 2.

Sandi Wesolowski

From: tom2563@att.net
Sent: Friday, August 12, 2011 11:37 AM
To: Jim Reichl
Cc: Sandi Wesolowski; Jack Bennett; Jesse Wesolowski; Alderman Steve F. Taylor; Mark Luberda
Subject: Re: Villas of Franklin...CC Agenda

Mr. Reichl,

I appreciate you getting back to me so promptly. I had just spoken to the City Clerk to see if she or others at City Hall had received a letter from you so that I could have placed on this letter on the next Common Council agenda. I will send her a copy of this reply for her information as well as to those other interested parties.

As I stated in my message to you I will place a letter from you and/or your organization on the next Common Council and then it will be up to the Council to determine whether or not they wish to take action, refer the matter to the staff for recommendations or take such other action that the Council may elect. You are free to speak to this matter at the Citizen Comment Period and then ask the Council to take such action as you choose.

The members of the Council will receive a copy of your future letter in their Council packet on the Friday prior to the Common Council meeting, so they will have the opportunity to contact the staff or others prior to the meeting. I should note that the staff of the City may also have information available for the Council on the issues contained in your future letter as well as the City's involvement in attempting to resolve outstanding issues that your association had encountered in the past..

f you should have questions or concerns regarding the information contained in my reply please contact me as soon as possible.

Sincerely,

Thomas M. Taylor
Mayor of the City of Franklin

From: Jim Reichl <jim@reichl.com>
To: tom2563@att.net
Sent: Friday, August 12, 2011 10:41 AM
Subject: RE: Villas of Franklin...CC Agenda

Mayor Taylor,

Due to scheduling conflicts, I will not be able to get the information you need by 10:00AM today. I will be sure you receive it early next week. I would then assume our association could be heard at the Common Council meeting on September 6th.
Thank you.

im Reichl
From: tom2563@att.net [mailto:tom2563@att.net]
Sent: Wednesday, August 10, 2011 10:22 PM

To: 'Jim Reichl'; 'Alderman Steve F. Taylor'
Cc: mjziino@wi.rr.com; Suebwine@aol.com; 'Jesse Wesolowski'; 'Jack Bennett'
Subject: RE: Villas of Franklin...CC Agenda

Mr. Reichl,

Please provide me with a letter specifically detailing your issues and concerns and the relief that your members are seeking and I will consider placing it on a future Common Council agenda under letters and petitions.

The members of the Common Council may or may not take action on your letter as they so choose. Our staff will also weigh-in on this issue and may present arguments to the Council should the Council so elect to hear from their department heads.

Please provide me with the letter that I am requesting from you as soon as possible but no later than Friday of this week by 10:00 a.m. if you wish to potentially have me place your letter on the next Common Council agenda. If we receive your letter after that date, it will then be potentially considered to be placed on the following Common Council agenda or future Common Council agendas.

Please provide in this letter the signatures of those parties that have been elected by your association members to speak on their behalf and the motion or motions that were made and passed by a majority of your association members regarding the issues you wish to bring to the attention of the Common Council. This motion or motions will clearly show that you or others have been empowered to speak on behalf of your members and that they have provided you with the authority to speak on their behalf and that they have authorized you to enter into potential settlements or discussions, should the members of the Common Council wish to entertain such discussions or settlements. As the mayor I have unfortunately had the experience of having individuals speak on issues and requesting relief only to find out later that these individuals had no authority whatsoever to enter into agreements, discussions or settlements on behalf of association members. This was a tremendous waste of time and money and did nothing but create conflict between the city and the residents and therefore I insist that individuals show that they indeed have been empowered to speak and resolve issues as authorized by their members. I view these types of discussions as I would when sitting down to negotiate a collective bargaining agreement between labor and management.

have had discussions with the staff of the city concerning your last message to me and as of this date they and I are not in agreement with your position or your arguments. I however will consider placing a letter from you as stated above on a future Common Council agenda so that the alderman may or may not take action regarding your members' concerns.

If you should have any questions or concerns regarding the information contained in this reply, please contact me at your earliest convenience. You and others do have the ability of speaking on issues at the Citizen Comment Period of the Common Council meeting. Should a majority of the Council choose to allow you and others to speak regarding your issues contained in your letter to me they may also choose to suspend the regular order of business to allow you to speak on the issues you have raised in your letter to me.

The Common Council has many options available to them but they could also chose to have the staff of the city address the issues you raise and report back to them with the staff's findings and recommendations? It has been my experience that the Council normally wants to hear back from the staff and to view their recommendations but this is entirely up to the Council members. At any point it will require a majority vote of the Council to pass a measure and then the mayor normally has the ability to veto such action should he elect to do so. Should the mayor elect to veto such action it would require a two thirds vote of the Council to override the mayor's veto.

I apologize to you for not getting back to you sooner but your last message required me to consult with the City Attorney, the Director of Administration, the City Engineer and the alderman for the area before I could respond.

I know that in the past the membership of your association had expressed appreciation of the work that was performed for them by the staff of the city and by the alderman of the area and hopefully reasonable people will be able to continue the very positive relationship that has been put in place between the association and the city?

I look forward to continuing to work with the Association and its elected representatives.

incerely,

Thomas M. Taylor

Mayor of the City of Franklin

From: Jim Reichl [mailto:jim@reichl.com]
Sent: Friday, August 05, 2011 1:08 PM
To: tom2563@att.net ; 'Alderman Steve F. Taylor'
Cc: mjziino@wi.rr.com; Suebwine@aol.com
Subject: Villas of Franklin...CC Agenda

Dear Mayor Taylor and Alderman Taylor,

The Villas of Franklin Association is interested in being heard by the Franklin Common Council. This would be a focused hearing regarding the nonconforming retaining walls that were installed next to our buildings.

Both the Planning and Engineering Departments did not confirm construction per the Approved Grading Drawings, the City of Franklin Unified Development Ordinance, Part 8, Division 15-8.0100, Section 15-8.0101, 15-8.0102,15-8.0203(J), and others. The Franklin Design Standards and Construction Specifications also were not followed. Specifically, Section 6.9 Retaining Walls. The Engineering Department has been unable to produce the approved preconstruction retaining wall plan stamped and signed by a professional engineer. The engineering department has also not produced the record "as built" drawings for the retaining walls as required in section 15-8.0203(J) of the UDO. Three sets of these drawings are required as a condition of final acceptance of the improvements to release the financial surety letter of credit which assures completion per the previously stated documents. Fences were required per the grading drawings at the top of these retaining walls. None were installed.

Neither the Planning Department nor the Engineering Department has done a site survey assuring that the retaining walls are safe and conform to the documents. The common Council needs to direct the departments to complete their work so the walls do conform to the documents. The Villas Association taxpayers entrusted the City of Franklin and these departments to follow their own pre-established ordinances and specifications to provide us with a safe place to live. This has not happened.

We would like to be heard earlier in the evening's agenda if at all possible. Please advise.
Thank you.

Jim Reichl
President
Villas Condominiumns Inc

The Villas of Franklin Association
PO Box 320426
Franklin WI 53132

August 15, 2011

Mayor Taylor,

The following individuals have been duly elected or appointed as board members to represent Villas Condominiums Inc. (Villas of Franklin) in all business matters.

James Reichl President *James Reichl*

Mario Ziino Vice President

James Petersen Director. *James A Petersen*

The bylaws of the Villas Condominiums Inc. gives the board of directors the authority to act on behalf of the membership.

Sincerely,

Phillip Wasmer

Phillip Wasmer
Treasurer

8/17/11 - Copy given to Sandi Wesolowski

2011 AUG 17

Villas Condominiums Inc.

PO Box 320426

Franklin, WI 53132

Hand Delivered
August 17, 2011

Thomas M. Taylor
Mayor of the City of Franklin

Re: Villas of Franklin Retaining Walls

Dear Mayor Taylor,

Thank you for your consideration to include our association on an upcoming agenda of the Common Council. To date we have had a hard time understanding why the retaining walls that are in very close proximity to our buildings continue to fail every year. We have learned from numerous landscape and grading professionals that the boulder walls that were installed are not meant for elevation changes higher than three to four feet maximum. The freeze – thaw cycles that we go through each winter will not allow this type of wall to retain ground as high as eleven to twelve feet as has been installed around our ranch style side by side villas. How could this have happened?

We have researched the construction documents for the Villas and found that the retaining walls are shown on the *project grading drawings* that were approved by the City of Franklin Engineering Department. On these grading drawings, there is a legend noting the location of the new retaining walls. There is also a note on the drawings directing that *"All retaining walls with a height of 3 feet or multiple walls with a total grade difference of 3 feet shall have a fence installed along the top of the single wall or along the top of the upper wall".*

The new construction condominium improvements for the grading and retaining walls must be installed per the City of Franklin *Unified Development Ordinance*, Part 8, *Improvements and Construction*. Under Section 15-8.0102 *General Standards*, "The required improvements set forth in this Ordinance shall be installed in accordance with the City Engineer's "*Design Standards and Construction Specifications*". Within those design standards is section 6.9 *Retaining Walls*. It reads..."*For all retaining walls, a plan shall be submitted to the City Engineer for approval. The plan shall be stamped and signed by a professional engineer."*

Further research within the UDO shows *Section 15-8.0203 Plans and Specifications. Item J Record "As Built" Plans*....."prior to final acceptance of said improvements, the Condominium Developer shall make or cause to be made three (3) complete sets of record "as-built" plans.... *The presentation of the record "as-built" plans shall be a condition of final acceptance of the improvements and release of the financial surety assuring their completion".* These as built plans must reference not just changes in grades. They need to show the location of all of the retaining walls "as-built" so the City Engineer is in a position of accepting the work.

Based upon the above cited documents and directives, it is evident that the City Engineer has not accepted the retaining walls. As such, our association also has not accepted the retaining walls for the following reasons:

1. None of the walls have a fence.
2. We have not been able to obtain from Engineering a copy of the pre-construction plan for the retaining walls that were stamped and signed by a professional engineer.
3. We have not been able to obtain a copy of the "as-built" plans from the Engineering Department that pertain to retaining walls. These plans, if done correctly, would show many more retaining walls installed than what the grading drawing shows.

We request that the City Engineer survey the existing retaining walls constructed through out the development, produce the stamped pre-construction drawings for the retaining walls and produce the as-built plans so he is in a position to assure conformance to the documents. Then and only then, would he be in a position to release the letter of credit per the City ordinance(s).

Please let us know when we will be heard before the Common Council. We request that the Council direct the City Engineer to assure that all of the retaining walls constructed in close proximity to our buildings conform to the documents as required. These walls are not safe.

Sincerely,
James Reichl, President

Villas Condominiums, Inc

Villas Condominiums Inc.
P.O. Box 320426
Franklin, WI 53132

COPY

Hand Delivered
July 8, 2011

City of Franklin Planning Department
Joe Dietl, AICP
Planning Manager
9229 W. Loomis Road
Franklin, WI 53132

City of Franklin Engineering Department
John Bennett, PE.
City Engineer
9229 W. Loomis Road
Franklin, WI 53132

Re: Grading / Retaining Walls at Franklin Oaks (aka Villas of Franklin)

Dear Mr. Dietl and Mr. Bennett,

The Villas Condominium Association is interested in your departments final "as built" review and inspection documents of the approved grading drawings, as they relate to retaining walls. The copy of the drawings that we have, indicated that grading drawings sheets 1, 8 and 9 of 9 total sheets would apply.

These sheets include the legend showing retaining walls, the retaining wall locations and the note at the bottom of sheet 1 indicating that "all retaining walls with a height of 3 feet or multiple walls with a total grade difference of 3 feet shall have a fence installed along the top of the single wall or along the top of the upper wall."

We are also interested in reviewing a copy of all documents indicating final inspection of these walls and the conformance to the ***Development Agreement for Franklin Oaks*** (dated May 2005), the ***Unified Development Ordinance*** and the referenced ***Standards & Specifications for Development.***

We have seen the Standards & Specifications for Development and note on page 53, section 6.9 Retaining Walls, which requires **"for all retaining walls, a plan shall be submitted to the City Engineer for approval"**.... We request a copy of this final approval issued prior to construction. We also note within the Design Standards and Construction Specifications as revised, further clarification requiring **retaining walls** proposed as part of development plans **are to be approved by a licensed professional engineer.**

The reason for our query is due to the continued year after year failure of the retaining walls. This was originally pointed out to Orrin Sumwalt, City Planner, upon his site inspection for compliance of Landscaping back in May of 2009. This wall failure has also been confirmed by the Mayor during his own site visit.

We also note that within the Developers Agreement for Franklin Oaks, ***Grading*** (including Erosion Control) ***is a line item cost that is included under the letter of credit financial surety to ensure performance of obligations and guarantees by the developer / surety.*** The City shall only allow reductions in the amount of the financial surety in proportion to the amounts of the obligations as they are fulfilled. ***The completed work must be inspected and approved to conform to the City of Franklin UDO and Standards & Specifications for Development.***

We continue to note within the UDO that the Developer had to submit **3 sets of Record As-Built Drawings as a condition of final acceptance of the improvements before the release of the financial surety letter of credit.** Do these as built drawings exist for the grading / retaining walls and were they accepted by the City of Franklin?

We request that a City site inspection for compliance of the retaining walls be completed as required. Currently, the non-compliant walls are located at the following addresses:

7983 Patricia Court
7981 Patricia Court
7979 Patricia Court
7977 Patricia Court
7984 Patricia Court
7986 Patricia Court
7970 Susanna Court
7972 Susanna Court
7994 Susanna Court
7996 Susanna Court

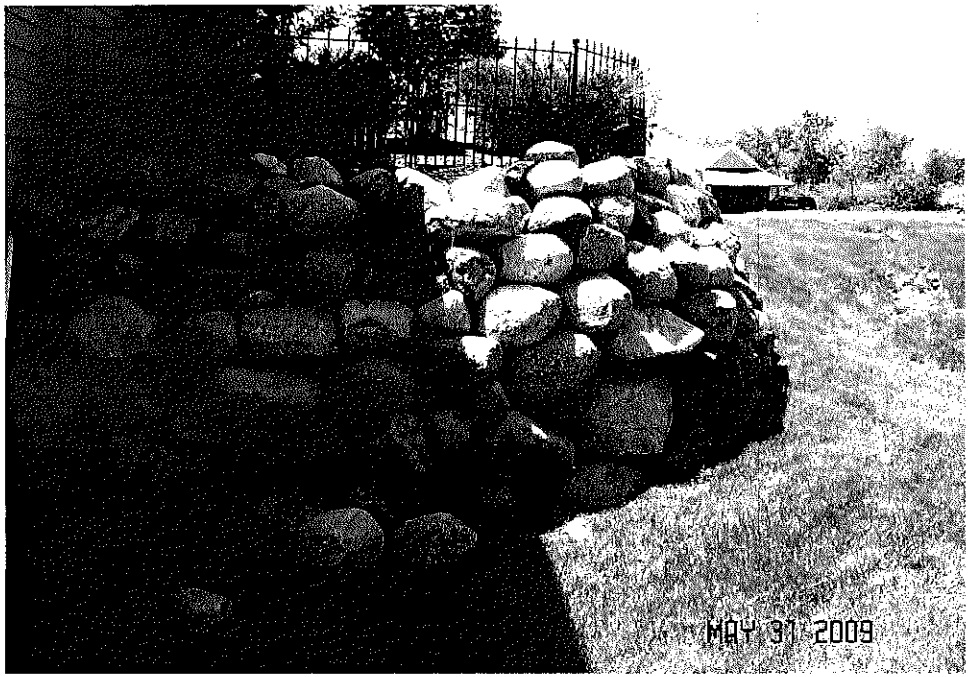
We look forward to your response to all of our concerns related to these retaining walls. I can be reached via cell phone or e-mail.

Sincerely,

Villas Condominiums Inc.
James Reichl, President
414-510-9680
jim@reichl.com


OCT 19 2009


OCT 19 2009


MAY 31 2009


MAY 31 2009


MAY 31 2009


MAY 31 2009

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APPROVAL	REQUEST FOR COUNCIL ACTION	MEETING DATE
SLW		9/06/11
Reports and Recommendations	Donation from W. Bros. Trucking, Inc., Inc. in the amount of $250; Rosie's Tax and Bookkeeping Services LLC in the amount of $250; The Landmark in the amount of $240; Payne & Dolan, Inc. in the amount of $300; Franklin Noon Lions Club in the amount of $250; Marko M. Gerovac, Sr. in the amount of $250; Priya Corporation in the amount of $250; Gus' Mexican Cantina in the amount of $250; Franklin Lions Club Foundation in the amount of $250; Lemke's Loomis Landscape Supplies in the amount of $200 and St. Martin of Tours Parish in the amount of $250 to the Fair Commission	ITEM NUMBER G.1.a.1)

The City of Franklin Fair Commission has received donations from the following to be used for the promotion of the St. Martins Fair:

W. Bros. Trucking, Inc. in the amount of $250.
Rosie's Tax and Bookkeeping Services LLC in the amount of $250.
The Landmark in the amount of $240.
Payne & Dolan, Inc. in the amount of $300.
Franklin Noon Lions Club in the amount of $250.
Marko M. Gerovac, Sr. in the amount of $250.
Priya Corporation in the amount of $250.
Gus' Mexican Cantina in the amount of $250.
Franklin Lions Club Foundation in the amount of $250.
Lemke's Loomis Landscape Supplies in the amount of $200.
St. Martin of Tours Parish in the amount of $250

COUNCIL ACTION REQUESTED

Motion to accept the donation of $250 from W. Bros. Trucking, Inc.; $250 from Rosie's Tax and Bookkeeping Services, LLC; $240 from The Landmark; $300 from Payne & Dolan, Inc.; $250 from Franklin Noon Lions Club; $250 from Marko M. Gerovac, Sr.; $250 from Priya Corporation; $250 from Gus' Mexican Cantina; $250 from Franklin Lions Club Foundation; $200 from Lemke's Loomis Landscape Supplies and $250 from St. Martin of Tours Church to the Fair Commission to be used for the promotion of the St. Martin's Fair.

APPROVAL	REQUEST FOR COUNCIL ACTION	MEETING DATE
SLW		9/06/11
Reports and Recommendations	**Franklin Sandhill Boosters six Wal-Mart gift card donations totaling $150 to assist a Franklin family with school supplies received by the Franklin Health Department**	ITEM NUMBER G.1.a.2)

The City of Franklin Health Department has received six Wal-Mart gift card donations from the Franklin Sandhill Boosters in the amount of $150 to assist a Franklin family with school supplies.

COUNCIL ACTION REQUESTED

Motion to accept the gift card donations of $150 from Franklin Sandhill Boosters to the Health Department to assist a Franklin family with school supplies.

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APPROVAL	REQUEST FOR COUNCIL ACTION	MTG. DATE
SLW		9/6/11
Reports & Recommendations	**SUBJECT:** Release of Letter of Credit for Elizabeth Heights Subdivision located on the west side of S. 48th Street north on W. Sherwood Drive (general area of S. 51st Street and W. Ryan Road)	**ITEM NO.** G.1.b.

BACKGROUND

Pursuant to the development of the Elizabeth Heights Development by GJJR, LLC and the letter of credit from Associated Bank, No. DC 110664, dated September 12, 2000, please be advised that engineering staff has reviewed the infrastructure that was required by the development. The subdivision contains three lots and two multi-family buildings (Group Housing).

ANALYSIS

Staff has determined that all items contained in the development agreement have been completed as per the City specifications and the developer has paid for the street tree planting.

OPTIONS

Approve release of letter of credit.

or

Table

FISCAL NOTE

None

RECOMMENDATION

Motion to authorize staff to release the letter of credit from Associated Bank, No. DC 110664, dated September 12, 2000, for the Elizabeth Heights Development as recommended by the City Engineer.

JMB/db

ca\release of LC for Elizabeth Heights.S293-14 2011

Jack Bennett

From: Michael Budish
Sent: Friday, August 26, 2011 1:21 PM
To: Jack Bennett
Subject: Elizabeth Heights

I did check this development out today. The last remaining item was missing street trees. They have now been installed. All other items are O.K.

Jack Bennett

From: Richard Coury [rcoury@wi.rr.com]
Sent: Wednesday, August 24, 2011 8:58 PM
To: Jack Bennett
Subject: lifting LOC Elizabeth Heights

Dear Jack, Thank You for taking my call last week . I was inquiring into the possibility of lifting the LOC on our development (ELIZABETH HEIGHTS). We have been carrying one in the amount of $30,045 DC110664. This was in place to insure completion of the final lift of asphalt on our private drive. We have just recently completed that work work. Thanks for your consideration and I appreciated the help the city maintenance crews gave us in relocating our culvert which allowed us to construct a more appropriate entrance radius on our 51st street entrance. Sincerely Richard F. Coury

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APPROVAL SLW	REQUEST FOR COUNCIL ACTION	MTG. DATE 9/6/11
Reports & Recommendations	**SUBJECT:** Acceptance of water main deferments for W. Oakwood Road from 400 feet west of S. 34th Street to 4,200 feet west of S. 34th Street.	**ITEM NO.** G.1.c.

BACKGROUND

Pursuant to Section 14.21 (4) of the Municipal Code, the property owners as shown below have qualified for and have requested a 10-year deferment for payment of the water main special assessment on their property.

ANALYSIS

It is recommended to accept the request for water main deferments per Section 14.21(4) of the Municipal Code for the following parcels:

W. Oakwood Road from 400 feet west of S. 34th Street to 4,200 feet west of S. 34th Street

Tax Key No.:	Property Owner:	Property Address:	Total Deferred Assessment Including Lateral:
950-9997-001	Lorraine Wendt/J. Kaczmarek	3617 W. Oakwood Road	$17,147.96
950-9999-003	David & Natalie Schmidt	4051 W. Oakwood Road	$17,147.96
950-9999-002	John H Lemieux	4127 W. Oakwood Road	$12,295.96
950-9999-001	Dennis & Nancy Alexander	4265 W. Oakwood Road	$17,147.96
949-9997-002	Gregory Meinerz	4525 W. Oakwood Road	$17,147.96
929-9998-000	Lois Muharrem & Hito Zaim	4236 W. Oakwood Road	$17,147.96
930-9995-003	John & Clara Mazos	4416 W. Oakwood Road	$17,147.96
930-9996-001	Nicholas G & June Mazos	4510 W. Oakwood Road	$17,147.96
930-9997-002	Robert O & Margaret Bruss	4648 W. Oakwood Road	$ 9,869.96

OPTIONS

Approve
or
Table

FISCAL NOTE

A part of the water main project financing through special assessments and the water impact//connection fee account.

RECOMMENDATION

Motion to accept the request for water main deferments per Section 14.21 (4) of the Municipal Code listed above and authorize the Mayor and City Clerk to sign the petitions for deferment as listed above.

JMB/db

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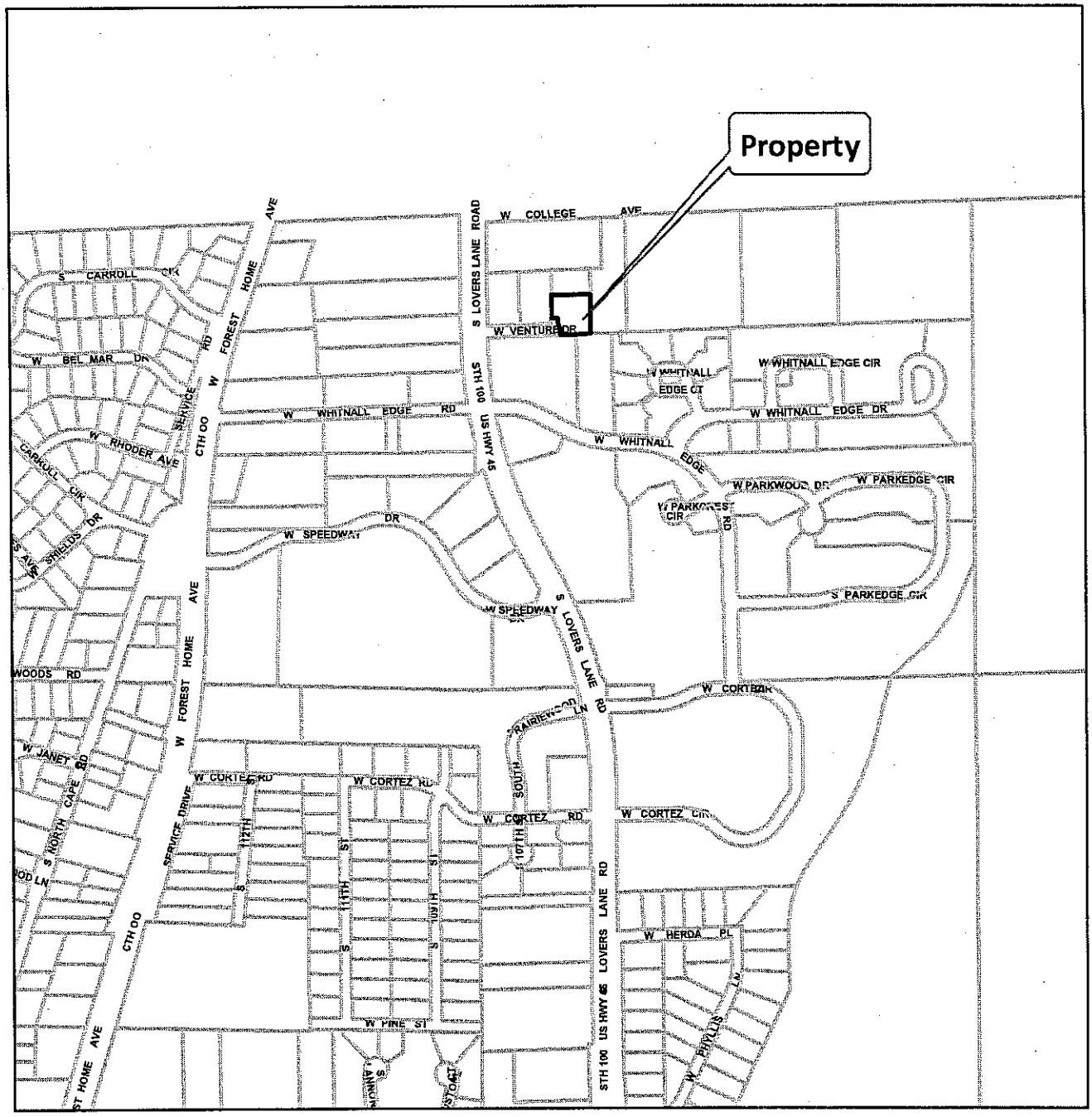
APPROVAL SLW	REQUEST FOR COUNCIL ACTION	MEETING DATE 09/06/11
REPORTS & RECOMMENDATIONS	**RESOLUTION IMPOSING CONDITIONS AND RESTRICTIONS FOR THE APPROVAL OF A SPECIAL USE FOR A PHYSICAL FITNESS FACILITY USE UPON PROPERTY LOCATED AT 10610 WEST VENTURE DRIVE, SUITES 114, 115, 116, AND 117 (44 FITNESS LLC, APPLICANT)**	ITEM NUMBER G. 2.

At its August 18, 2011 meeting, following a properly noticed Public Hearing, the Plan Commission recommended approval of a resolution imposing conditions and restrictions for the approval of a special use for a physical fitness facility use upon property located at 10610 West Venture Drive, Suites 114, 115, 116, and 117 (44 Fitness LLC, Applicant).

COUNCIL ACTION REQUESTED

A motion to adopt Resolution No. 2011-_____, a resolution imposing conditions and restrictions for the approval of a special use for a physical fitness facility use upon property located at 10610 West Venture Drive, Suites 114, 115, 116, and 117 (44 Fitness LLC, Applicant).

10610 W. Venture Drive



STATE OF WISCONSIN CITY OF FRANKLIN MILWAUKEE COUNTY

RESOLUTION NO. 2011-_____

A RESOLUTION IMPOSING CONDITIONS AND RESTRICTIONS FOR THE APPROVAL OF A SPECIAL USE FOR A PHYSICAL FITNESS FACILITY USE UPON PROPERTY LOCATED AT 10610 WEST VENTURE DRIVE, SUITES 114, 115, 116 AND 117 (44 FITNESS, LLC, APPLICANT)

WHEREAS, 44 Fitness, LLC having petitioned the City of Franklin for the approval of a Special Use in an M-1 Limited Industrial District under Standard Industrial Classification Title No. 7991 "Physical Fitness Facilities", to allow for a physical fitness facility use upon property located at 10610 West Venture Drive, Suites 114, 115, 116 and 117, bearing Tax Key No. 705-8989-009, more particularly described as follows:

> Parcel 2 of Certified Survey Map No. 5248, recorded on March 22, 1989, Reel 2313, Image 716, as Document No. 6261752, being a redivision of Parcel 3 of Certified Survey Map No. 4834 and a redivision of Outlot No. 1 and Parcel No. 1 of Certified Survey Map No. 4743, being a part of the Northwest 1/4 of the Northwest 1/4 of Section 5, Town 5 North, Range 21 East, in the City of Franklin, County of Milwaukee, State or Wisconsin; and

WHEREAS, such petition having been duly referred to the Plan Commission of the City of Franklin for a public hearing, pursuant to the requirements of §15-9.0103D. of the Unified Development Ordinance, and a public hearing having been held before the Plan Commission on the 18th day of August, 2011, and the Plan Commission thereafter having determined to recommend that the proposed Special Use be approved, subject to certain conditions, and the Plan Commission further finding that the proposed Special Use upon such conditions, pursuant to §15-3.0701 of the Unified Development Ordinance, will be in harmony with the purposes of the Unified Development Ordinance and the Comprehensive Master Plan; that it will not have an undue adverse impact upon adjoining property; that it will not interfere with the development of neighboring property; that it will be served adequately by essential public facilities and services; that it will not cause undue traffic congestion; and that it will not result in damage to property of significant importance to nature, history or the like; and

WHEREAS, the Common Council having received such Plan Commission recommendation and also having found that the proposed Special Use, subject to conditions, meets the standards set forth under §15-3.0701 of the Unified Development Ordinance.

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and Common Council of the City of Franklin, Wisconsin, that the petition of 44 Fitness, LLC, for the approval of a

Special Use for the property particularly described in the preamble to this Resolution, be and the same is hereby approved, subject to the following conditions and restrictions:

1. That this Special Use is approved only for the use of the subject property by 44 Fitness, LLC, successors and assigns, as a physical fitness facility use, which shall be developed in substantial compliance with, and operated and maintained by 44 Fitness, LLC, pursuant to those plans City file-stamped August 8, 2011 and annexed hereto and incorporated herein as Exhibit A.

2. 44 Fitness, LLC, successors and assigns, shall pay to the City of Franklin the amount of all development compliance, inspection and review fees incurred by the City of Franklin, including fees of consults to the City of Franklin, for the 44 Fitness, LLC physical fitness facility, within 30 days of invoice for same. Any violation of this provision shall be a violation of the Unified Development Ordinance, and subject to §15-9.0502 thereof and §1-19. of the Municipal Code, the general penalties and remedies provisions, as amended from time to time.

3. The approval granted hereunder is conditional upon 44 Fitness, LLC, and the physical fitness facility use for the property located at 10610 West Venture Drive, Suites 114, 115, 116 and 117: (i) being in compliance with all applicable governmental laws, statutes, rules, codes, orders and ordinances; and (ii) obtaining all other governmental approvals, permits, licenses and the like, required for and applicable to the project to be developed and as presented for this approval.

BE IT FURTHER RESOLVED, that in the event 44 Fitness, LLC, successors or assigns, or any owner of the subject property, does not comply with one or any of the conditions and restrictions of this Special Use Resolution, following a ten (10) day notice to cure, and failure to comply within such time period, the Common Council, upon notice and hearing, may revoke the Special Use permission granted under this Resolution.

BE IT FURTHER RESOLVED, that any violation of any term, condition or restriction of this Resolution is hereby deemed to be, and therefore shall be, a violation of the Unified Development Ordinance, and pursuant to §15-9.0502 thereof and §1-19. of the Municipal Code, the penalty for such violation shall be a forfeiture of no more than $2,500.00, or such other maximum amount and together with such other costs and terms as may be specified therein from time to time. Each day that such violation continues shall be a separate violation. Failure of the City to enforce any such violation shall not be a waiver of that or any other violation.

BE IT FURTHER RESOLVED, that this Resolution shall be construed to be such

Special Use Permit as is contemplated by §15-9.0103 of the Unified Development Ordinance.

BE IT FURTHER RESOLVED, pursuant to §15-9.0103G. of the Unified Development Ordinance, that the Special Use permission granted under this Resolution shall be null and void upon the expiration of one year from the date of adoption of this Resolution, unless the Special Use has been established by way of the issuance of an occupancy permit for such use.

BE IT FINALLY RESOLVED, that the City Clerk be and is hereby directed to obtain the recording of a certified copy of this Resolution in the Office of the Register of Deeds for Milwaukee County, Wisconsin.

Introduced at a regular meeting of the Common Council of the City of Franklin this _____ day of _____, 2011.

Passed and adopted at a regular meeting of the Common Council of the City of Franklin this _____ day of _____, 2011.

APPROVED:

_____
Thomas M. Taylor, Mayor

ATTEST:

_____
Sandra L. Wesolowski, City Clerk

AYES _____ NOES _____ ABSENT _____

SQUEEZE
STUDIO FITNESS
EVERY REP COUNTS

2 Locations •
Hales Corners: 10731 W. Forest Home Ave. • Hales Corners
Brookfield: 14260 W. Greenfield Ave. • Brookfield

July 18, 2011

City of Franklin
Planning Department
9229 W. Loomis Road
Franklin, WI 53132

Franklin
AUG 8 2011
City Development

Re: Special Use Application
10610 W. Venture Dr., second floor
44 fitness, LLC
Project Narrative

Dear Board Members:

44 fitness, LLC is a new business for me. I have operated a location of Squeeze Studio Fitness for three years which is about three block north of this new location, at 10731 W. Forest Home Ave, Hales Corners. Squeeze Studio Fitness currently has two locations; the Hales Corners location will be closing and the Brookfield location will remain open and operated by the current owner. I will continue to provide some training services at the Brookfield Squeeze Studio Fitness and there will be some client crossover with 44 fitness.

44 fitness will provide very similar services to Squeeze Studio Fitness. The primary service is personal training and small group fitness classes. Other types of classes will include Brazilian Jiu-Jitsu, yoga, kettelbell, bodybuilding, and weight loss and nutritional counseling. As weather permits, classes may occasionally be held outside in areas near the building designated for this use., normal usage will be in short bursts (one activity as part of a circuit) and then back into the buillding.

Our normal hours of operation are 6am to 8:30 pm Monday through Thursday, 6am to noon on Fridays, and 8am to noon on Saturdays. Since we focus on personal training, there may be times that fall outside of those hours based on client demand.

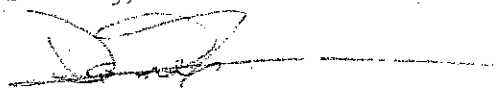
Classes on average will be two to three with maximum class sizes being around six. We currently only run one class at a time.

The old Hales Corners location was a two story wood frame building that was shared with a number of other business. This location is a masonry and steel frame building with a concrete floor the second floor, and very few neighbors in the building. Most of the adjacent areas are self storage, and directly below us is an office that rebuilds sterilizing equipment. This should make a great new home for us.

We are not planning any changes to the outside of the building. The interior changes are primarily the addition of a single shower/changing room. The building's existing men's and women's bathrooms will be updated with new fixtures.

We are planning on moving to the new facility and starting classes during September or October.

Sincerely,



David Tekiela

Owner, 44 fitness - ACE certified personal trainer - AMFPT certified sports nutritionist
Brazilian Jiu-Jitsu purple belt - Medic First Aid, CPR, AED certified

SUNSET INVESTORS

REAL ESTATE / DEVELOPMENT / CONSTRUCTION

July 14, 2011 C:\Ken's\Venture.Dr\10610 Tenants\Squeeze Studio Fitness\Special Use letter.wpd

City of Franklin
Planning Department
9229 W. Loomis Road
Franklin WI 53132

Re: Special Use Application
10610 W. Venture Drive, second floor
44 Fitness, LLC

Response to the General Standards, Special Standards & Considerations of UDO

Dear Sirs:

We have reviewed the Uniform Development Ordinances 15-3.0700 and find that the applicant is meeting the Special Use General Standards. There are no applicable Special Standards. In particular:

Comprehensive Master Plan: Zoning remains the same, and use as a Fitness Center would continue then to fit.

No Undue Adverse Impact: No negative impact seen. A fitness center would seem to benefit the health and morals instead of negatively impact it. There is no residential area adjacent to, or within direct view of the location. It can be seen from the public right of way, but only from the dead end of Venture Drive.

No Interference with Surrounding Development: No interference seen with the operations of the adjacent miniwarehouses, which are not accessible to this tenant. No interference with the flex office warehouses West of it, or Boucher VW to the South.

Adequate Public Facilities: The property is an existing building served by public utilities, and a road to the property.

No Traffic Congestion: This is not a high traffic operation. Venture Drive is one block long and connects directly to Hwy 100. No tenant or customer would pass through any residential district getting to it from Hwy 100.

No Destruction of Significant Features: This is an existing building, and no exterior alterations are being planned.

Compliance with Standards: The building was constructed over 50 years ago. The only standard it does not meet is the percentage of green space. But there is plenty of landscaping, flowers and bushes on the property to make it look good.

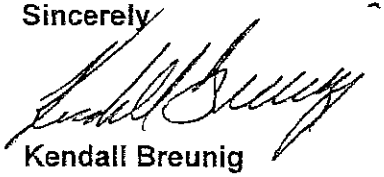
The only potential adverse impact I can see is parking. The calculated parking amount needed

(414) 529-8352 • FAX (414) 529-7454
www.sunsetinvestors.com • E-MAIL: info@sunsetinvestors.com
10535 W. COLLEGE AVE. • FRANKLIN, WI 53132-1273

is 4 or 5. 44 Fitness specializes in personal training, so most times there will be 1-2 employees and 2-3 customers. There will also be classes where there could be up to 8-10 people there, which could require 5 more spaces that calculated, if every one of them drove seperately. The 10610 building has 5 more parking spaces than the calculated parking requirement. Also, because I also own the adjacent 10700 W. Venture Drive flex office/warehouse building with 50 parking spaces. I have the ability to deal with added parking on site if needed.

There may be times when they go running and will leave the premises, and there may be times when they have some of their physical training outside on the grass when the weather is nice. They do sometimes run a "Boot Camp" program which would use a tire course outside in the yard. Outdoor activities would be limited by the weather and the sunlight. This is a 5-10 minute part of an indoor program. This is inside a lot on the end of a dead end street. A little use of the grass outside will not hurt anyone.

Sincerely



Kendall Breunig

Exhibit A

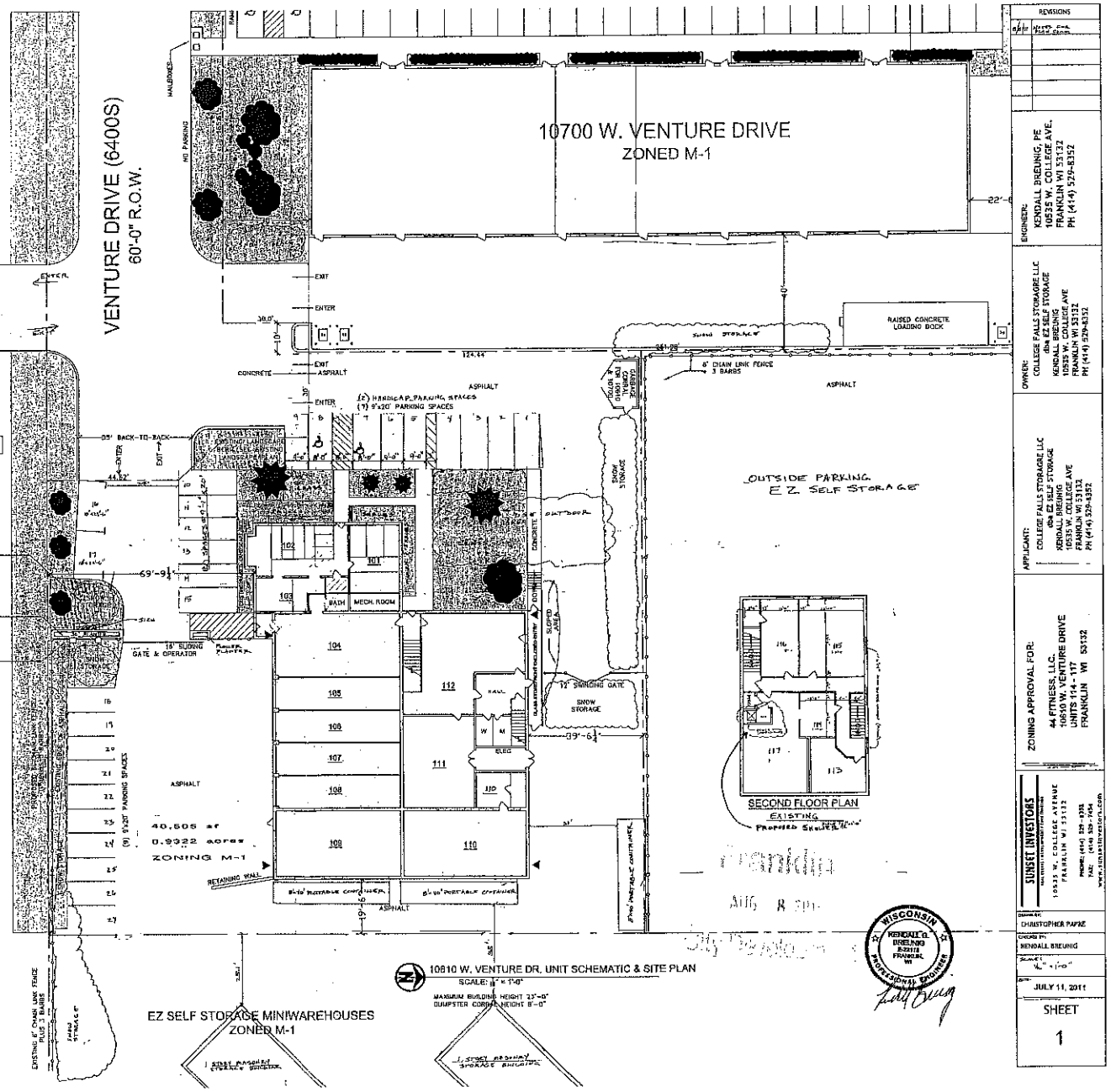
BOUCHER VOLKSWAGEN
ZONED B-3

10610 W. VENTURE DRIVE OCCUPANCY SCHEDULE			REQUIRED PARKING	COMPANY VEHICLES
UNIT	OCCUPANCY PERMIT ISSUED TO	TENANT		
101/102/103	EZ SELF STORAGE	(17) SELF STORAGE TENANTS	1.8	0
104	NATIONAL INTERLOCK	NATIONAL INTERLOCK	2.2	0
105	ACCURATE CARPET	ACCURATE CARPET	1.1	0
106	EZ SELF STORAGE	PLUM TREE APTS (STORAGE)	0.1	0
107	EZ SELF STORAGE	SELF STORAGE	0.1	0
108	EZ SELF STORAGE	SELF STORAGE	0.1	0
109	A-Z AUTO REPAIR, LLC	A-Z AUTO REPAIR, LLC	1.9	0
110	FRANKLIN FASTENERS	FRANKLIN FASTENERS	.6	1
111/112	MILWAUKEE STERILIZER	MILWAUKEE STERILIZER	4.1	1
114-117	44 FITNESS, LLC	44 FITNESS, LLC	2.1	1 SPACE REQUIRED
113	VACANT	OFFICE	1.0	0 2.2
				PROVIDED = 27

SETBACK SCHEDULE	REQUIRED PER M-1	PROVIDED
NORTH (REAR)	15'	39'-6"
EAST (SIDE)	20'	19'-6"
SOUTH (FRONT)	30'	69'-9"
WEST (SIDE)	20'	80'-2"

GENERAL NOTES
LIGHTING: ▲ = EXISTING 175 WATT MERCURY VAPOR YARD LIGHT
LANDSCAPING: B FOR EXISTING LANDSCAPING SEE DURHAM HILL LANDSCAPING PLAN

EXISTING LANDSCAPE SCHEDULE		TYPE	SCIENTIFIC NAME
A	IRIS, SPECIES TBD	PERENNIAL FLOWER	?
B	STELLA DE ORO DAYLILY	PERENNIAL FLOWER	HEMEROCALLIS STELLA DE ORO
C	WHITE EDGED HOSTA	PERENNIAL FLOWER	H. UNDULATA
D	COLORADO BLUE SPRUCE (EXISTING)	EVERGREEN	PICEA PUNGENS
E	BIRCH (EXISTING)	DECIDIOUS	BETULA
F	SCOTCH PINE (EXISTING)	EVERGREEN	PINUS SYLVESTRIS
G	STATE STEET MAPLE	DECIDIOUS	
H			



REVISIONS

ENGINEER: KENDALL BREUING, PE, 10535 W. COLLEGE AVE, FRANKLIN WI 53132, PH: (414) 529-8352

OWNER: COLLEGE FALLS STORAGE LLC dba EZ SELF STORAGE, KENDALL BREUING, 10535 W. COLLEGE AVE, FRANKLIN WI 53132, PH (414) 529-8352

APPLICANT: COLLEGE FALLS STORAGE LLC dba EZ SELF STORAGE, KENDALL BREUING, 10535 W. COLLEGE AVE, FRANKLIN WI 53132, PH (414) 529-8352

ZONING APPROVAL FOR: 44 FITNESS, LLC, 10610 W. VENTURE DRIVE, UNIT 114 - 117, FRANKLIN WI 53132

SUNSET INVESTORS, 10535 W. COLLEGE AVENUE, FRANKLIN WI 53132, PHONE: (414) 529-8352, FAX: (414) 529-7454, www.sunsetinvestors.com

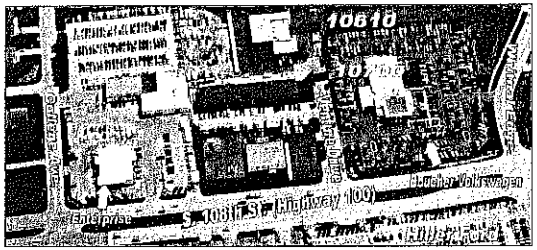
DRAWN BY: CHRISTOPHER PAPKE

CHECKED BY: KENDALL BREUING

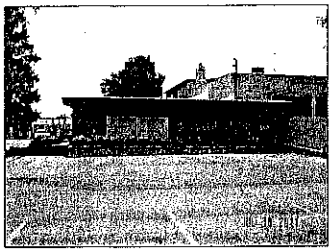
SCALE: 1" = 1'-0"

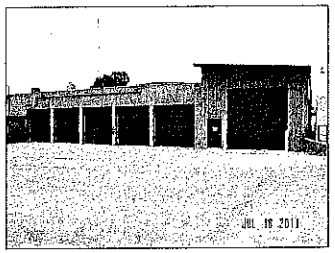
DATE: JULY 11, 2011

SHEET 1

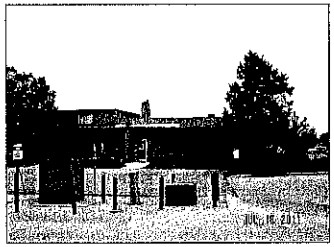


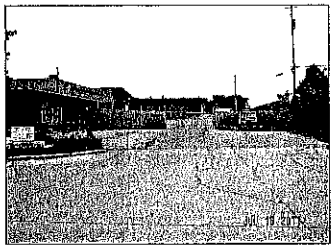
Arial View



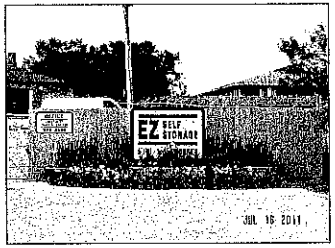


South Elevation

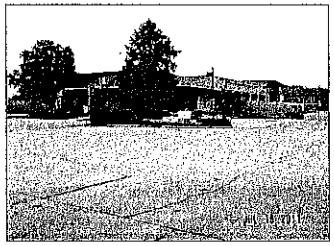




West Elevation



EZ Entry Sign



View From Street

North Elevation

East Elevation

OWNER:
COLLEGE FALLS STORAGE LLC
dba EZ SELF STORAGE

KENDALL BREUNIG
10535 W COLLEGE AVE
FRANKLIN WI 53132
PH (414) 529-8352

SITE PHOTOS
10610 W. VENTURE DRIVE
FRANKLIN, WI 53132

SUNSET INVESTORS
10535 W COLLEGE AVENUE
FRANKLIN, WI 53132
PHONE (414) 529-8352
FAX (414) 529-7464
www.sunsetinvestors.com

DRAWN BY
BRAD JOERRES

CHECKED BY
KENDALL BREUNIG

SITE PHOTOS

Date
July 2011

SHEET
2

CITY OF FRANKLIN

REPORT TO THE PLAN COMMISSION

Meeting of August 18, 2011

Special Use

RECOMMENDATION: City Development Staff recommends approval of the Special Use for the proposed physical fitness facility at 10610 West Venture Drive, subject to the conditions in the draft resolution.

Project Name:	44 Fitness Special Use
Project Address:	10610 W. Venture Drive, Suites 114, 115, 116, & 117
Applicant:	44 Fitness, LLC
Owner:	College/Falls Storage, LLC
Zoning:	M-1 Limited Industrial District
Use of Surrounding Properties:	Outdoor storage (to the north), car dealership (to the south), EZ Self Storage (to the east) and a multi-tenant office/warehouse building (to the west).
2025 Comprehensive Plan:	Industrial
Applicant Action Requested:	Recommendation of approval to the Common Council for the proposed Special Use.

INTRODUCTION:

Please note that:

- Staff recommendations are *underlined, in italics* and are included in the draft ordinance.
- Staff suggestions are only underlined and not included in the draft resolution.

On July 20, 2011, David Tekiela submitted a Special Use application for 44 Fitness, LLC to be located within Suites 114, 115, 116, and 117 of an existing building on property located at 10610 West Venture Drive. According to the applicant, 44 Fitness, LLC's services will include personal training and small group fitness classes. This type of facility is under Standard Industrial Classification No. 7991 Physical Fitness Facilities, which is a Special Use in the M-1 Limited Industrial District.

PROJECT DESCRIPTION AND ANALYSIS:

As previously stated, 44 Fitness, LLC is proposing to occupy Suites 114, 115, 116, and 117 which encompass the majority of the second floor at 10610 West Venture Drive. The total lease space of the four suites is approximately 2,060 square feet. According to David Tekiela, Owner of 44 Fitness, LLC, the types of classes offered at this facility include; Brazilian Jiu-Jitsu, yoga, kettlebell, body building, and group fitness. In addition, Mr. Tekiela will offer weight loss and nutritional counseling.

According to the applicant, class sizes are on average 2-3 people, with a maximum of 6. Proposed hours of operation are from 6:00 a.m. to 8:30 p.m. Monday through Thursday, 6:00 a.m. to 12:00 p.m. on Fridays, and 8:00 a.m. to 12:00 p.m. on Saturdays.

Site Plan

In his project narrative, the applicant states that, "As weather permits, classes may occasionally be held outside in areas near the building designated for this use, normal usage will be in short bursts (one activity as part of a circuit) and then back into the building. The site plan indicates an "Occasional use outdoor fitness area" at the northwest corner of the building at 10610 West Venture Drive. A portion of the "Occasional use outdoor fitness area" is a small lawn located at the front of the building, and the remainder is in a drive isle on the north side of the building. This area can be seen in a picture of the west building elevation included in the packet materials. The portion of the proposed "Occasional outdoor fitness area" located in the drive isle presents potential conflict between pedestrians and cars accessing the northwest corner of the property. The overall traffic generated by the uses in this building is minimal. However, because the entire northern portion of the property is paved, existing tenants utilize this area for parking. Therefore, in order to avoid any potential conflicts between pedestrians and cars in the parking lot, staff suggests the "Occasional use outdoor fitness area" be restricted to the lawn on the west side of the building.

Parking

The subject multi-tenant building is currently occupied by several different types of uses. Below is a table indicating the tenant spaces and required number of parking for each tenant. There is currently one vacant tenant space and staff has estimated the parking based on the revised parking standards approved by Ordinance No. 2011-2043.

Tenant Space(s)	Unit Size	Occupant	Parking Standard	Required Parking
101 & 102	15 units	EZ Self-Storage	1 space/10 storage units	1.5
103 & 104	1 bay	National Interlock	4 spaces per service bay	4
105-108	4 units	EZ Self-Storage	1 space/10 storage units	0.4
109	1,056	A-Z Repair	2/1,000 sq. ft.	2.1
110	1,200	Franklin Fasteners	0.5/1,000 sq. ft.	0.6
111 & 112	2,054	Milwaukee Sterilizers	2/1,000 sq. ft.	4
113	300	Vacant	3.33/1,000 sq. ft.	1
114-117	2,060	44 Fitness, LLC	4/1,000 sp. ft.	8.24
Total				**22**

A total of 22 parking spaces are required and the site consists of 27 spaces, including the required two ADA accessible parking spaces.

Landscaping

The applicant is not proposing any new landscaping at this time.

The M-1 Limited Industrial District requires a minimum Landscape Surface Ratio (LSR) of 40%. The site is approximately 40,605 square feet with about 5,221 square feet of greenspace, which is an LSR of roughly 13%. Staff suggests that existing asphalt be removed and grass added along the north and west property lines.

Lighting

The applicant is not proposing any new lighting at this time.

Outdoor Storage

While reviewing the building elevation pictures submitted with the Special Use application, staff observed three cargo containers which must have recently been brought to 10610 West Venture Drive. Two of these cargo containers are located right next to the building, on the east elevation of the building. One additional container is located north of the building along the northern property line. All three cargo containers are depicted on the Site Plan as 8' x 40' portable containers. The outdoor storage was added by the property owner without any approvals from the City of Franklin, and is not related to the proposed Special Use for 44 Fitness, LLC. The property owner has divided each cargo container into multiple storage units and is leasing them as storage space. The outdoor storage use is not allowed at 10610 W. Venture Drive and shall be removed from the property.

STAFF RECOMMENDATION:

City Development Staff recommends approval of the Special Use for the proposed physical fitness facility at 10610 West Venture Drive, subject to the conditions in the draft resolution.

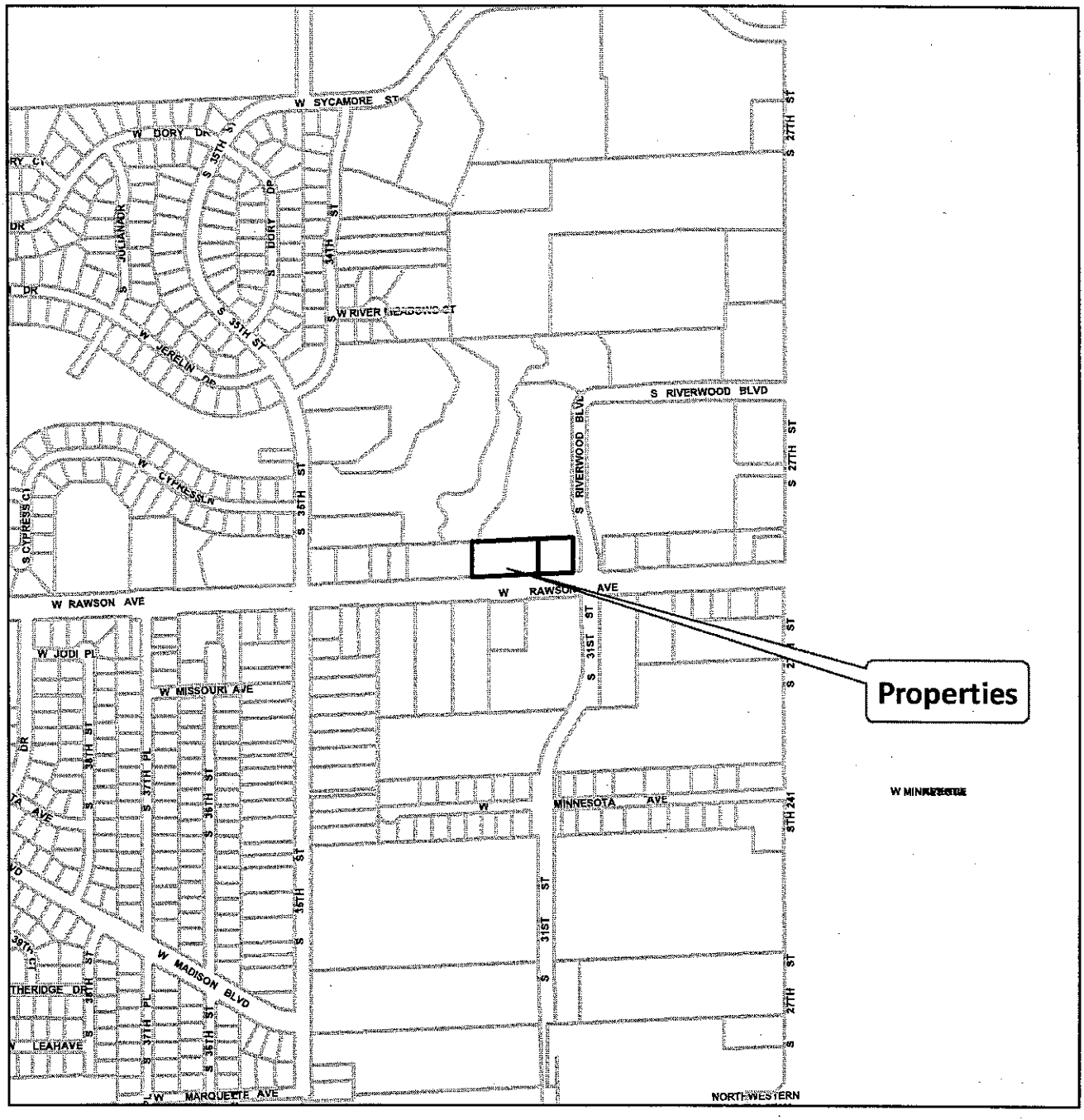
APPROVAL SLW	REQUEST FOR COUNCIL ACTION	MEETING DATE 09/06/11
REPORTS & RECOMMENDATIONS	**RESOLUTION CONDITIONALLY APPROVING A 1 LOT CERTIFIED SURVEY MAP, BEING A DIVISION OF THE SOUTHEAST 1/4 AND SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 1, TOWNSHIP 5 NORTH, RANGE 21 EAST, CITY OF FRANKLIN, COUNTY OF MILWAUKEE, STATE OF WISCONSIN (M & J 4K FAMILY LIMITED PARTNERSHIP) (3030-3130 WEST RAWSON AVENUE)**	ITEM NUMBER G.3.

At its August 18, 2011, meeting the Plan Commission recommended approval of a resolution conditionally approving a 1 lot Certified Survey Map, being part of the Southeast 1/4 and Southwest 1/4 of the Southeast 1/4 of Section 1, Township 5 North, Range 21 East, City of Franklin, County of Milwaukee, State of Wisconsin (M & J 4K Family Limited Partnership) (3030-3130 West Rawson Avenue).

COUNCIL ACTION REQUESTED

A motion to adopt Resolution No. 2011-_____, a resolution conditionally approving a 1 lot Certified Survey Map, being part of the Southeast 1/4 and Southwest 1/4 of the Southeast 1/4 of Section 1, Township 5 North, Range 21 East, City of Franklin, County of Milwaukee, State of Wisconsin (M & J 4K Family Limited Partnership) (3030-3130 West Rawson Avenue).

3030-3130 W. Rawson Avenue



0 450 900 1,800 Feet

City Development 2011
(2010 Aerial Layer)

NORTH

STATE OF WISCONSIN CITY OF FRANKLIN MILWAUKEE COUNTY

RESOLUTION NO. 2011-_____

A RESOLUTION CONDITIONALLY APPROVING A 1 LOT CERTIFIED SURVEY MAP, BEING PART OF THE SOUTHEAST 1/4 AND SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 1, TOWNSHIP 5 NORTH, RANGE 21 EAST, CITY OF FRANKLIN, COUNTY OF MILWAUKEE, STATE OF WISCONSIN
(M & J 4K FAMILY LIMITED PARTNERSHIP)
(3030-3130 WEST RAWSON AVENUE)

WHEREAS, the City of Franklin, Wisconsin, having received an application for approval of a certified survey map, such map being part of the Southeast 1/4 and Southwest 1/4 of the Southeast 1/4 of Section 1, Township 5 North, Range 21 East, City of Franklin, County of Milwaukee, State of Wisconsin, more specifically, of the property located at 3030-3130 West Rawson Avenue, bearing tax key nos. 738-9990-000 and 738-9991-000, M & J 4K Family Limited Partnership, applicant; said certified survey map having been reviewed by the City Plan Commission and the Plan Commission having recommended approval thereof pursuant to certain conditions; and

WHEREAS, the Common Council having reviewed such application and Plan Commission recommendation and the Common Council having determined that such proposed certified survey map is appropriate for approval pursuant to law upon certain conditions.

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and Common Council of the City of Franklin, Wisconsin, that the Certified Survey Map submitted by M & J 4K Family Limited Partnership, as described above, be and the same is hereby approved, subject to the following conditions:

1. That any and all objections made and corrections required by the City of Franklin, by Milwaukee County, and by any and all reviewing agencies, shall be satisfied and made by the applicant, prior to recording.

2. That all land development and building construction permitted or resulting under this Resolution shall be subject to impact fees imposed pursuant to §92-9. of the Municipal Code or development fees imposed pursuant to §15-5.0110 of the Unified Development Ordinance, both such provisions being applicable to the development and building permitted or resulting hereunder as it occurs from time to time, as such Code and Ordinance provisions may be amended from time to time.

3. Each and any easement shown on the Certified Survey Map shall be the subject of separate written grant of easement instrument, in such form as provided within the *City of Franklin Design Standards and Construction Specifications* and such form

and content as may otherwise be reasonably required by the City Engineer or designee to further and secure the purpose of the easement, and all being subject to the approval of the Common Council, prior to the recording of the Certified Survey Map.

4. M & J 4K Family Limited Partnership, successors and assigns, and any developer of the M & J 4K Family Limited Partnership 1 lot certified survey map project, shall pay to the City of Franklin the amount of all development compliance, inspection and review fees incurred by the City of Franklin, including fees of consults to the City of Franklin, within 30 days of invoice for same. Any violation of this provision shall be a violation of the Unified Development Ordinance, and subject to §15-9.0502 thereof and §1-19. of the Municipal Code, the general penalties and remedies provisions, as amended from time to time.

5. The approval granted hereunder is conditional upon M & J 4K Family Limited Partnership and the 1 lot certified survey map project for the property located at 3030-3130 West Rawson Avenue: (i) being in compliance with all applicable governmental laws, statutes, rules, codes, orders and ordinances; and (ii) obtaining all other governmental approvals, permits, licenses and the like, required for and applicable to the project to be developed and as presented for this approval.

BE IT FURTHER RESOLVED, that the Certified Survey Map, certified by owner, M & J 4K Family Limited Partnership, be and the same is hereby rejected without final approval and without any further action of the Common Council, if any one, or more than one of the above conditions is or are not met and satisfied within 180 days from the date of adoption of this Resolution.

BE IT FINALLY RESOLVED, that upon the satisfaction of the above conditions within 180 days of the date of adoption of this Resolution, same constituting final approval, and pursuant to all applicable statutes and ordinances and lawful requirements and procedures for the recording of a certified survey map, the City Clerk is hereby directed to obtain the recording of the Certified Survey Map, certified by owner, M & J 4K Family Limited Partnership, with the Office of the Register of Deeds for Milwaukee County.

Introduced at a regular meeting of the Common Council of the City of Franklin this _____ day of _____, 2011.

Passed and adopted at a regular meeting of the Common Council of the City of Franklin this _____ day of _____, 2011.

APPROVED:

_____
Thomas M. Taylor, Mayor

ATTEST:

_____
Sandra L. Wesolowski, City Clerk

AYES _____ NOES _____ ABSENT _____

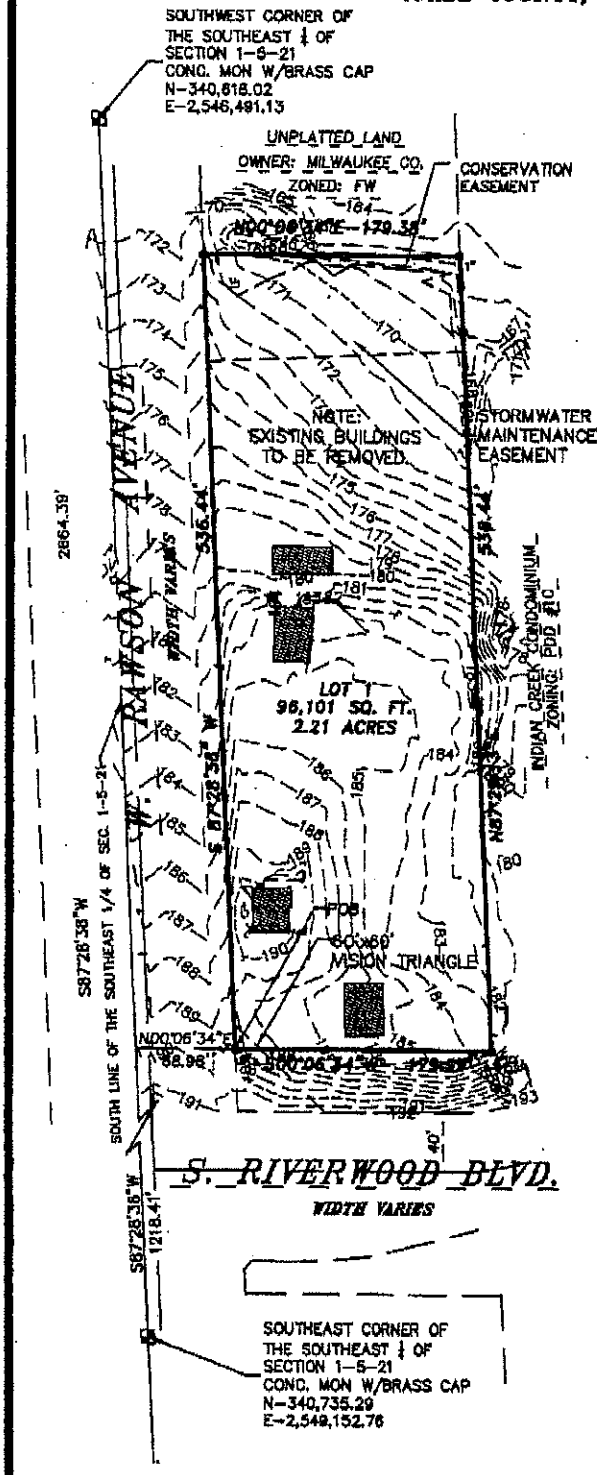
Franklin

AUG 9 2011

City Develop...

CERTIFIED SURVEY MAP NO. _____

PART OF THE SOUTHEAST ¼ AND SOUTHWEST ¼ OF THE SOUTHEAST ¼ OF SECTION 1, TOWNSHIP 5 NORTH, RANGE 21 EAST, CITY OF FRANKLIN, MILWAUKEE COUNTY, WISCONSIN.



●1 – DENOTES 1" IRON PIPE – FOUND

ALL DIMENSIONS ARE MEASURED AND SHOWN TO THE NEAREST HUNDREDTH OF A FOOT.

BEARINGS ARE REFERENCED TO THE WISCONSIN STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, NAD 1927, THE SOUTH LINE OF THE SOUTHEAST ¼ SECTION 1-5-21 ASSUMED BEARING S87°28'38"W.

THIS LAND IS SERVED BY SANITARY SEWER AND PUBLIC WATER.

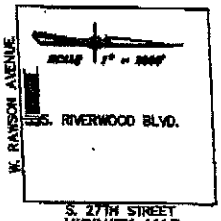
See Sheet 2 for Conservation Easement Detail

See Sheet 3 for Stormwater Maintenance Easement Detail

OWNER:
M&JHK Family LTD Partnership
8575 W. Forest Home Ave #160
Greenfield, WI 53228

ZONING: B-4

DISTRICT
SETBACK INFORMATION
FRONT YARD SETBACK: 30'
REAR YARD SETBACK: 30'
SIDE YARD SETBACK: 10'
CORNER SIDE YARD SETBACK: 40'



VICINITY MAP
SE 1/4 SEC. 1-5-21

McClure Engineering Associates, Inc.
5417 North 118th Court, Milwaukee, WI 53225
(414)616-4660 PROJECT NO.: 08-15-10-099
(414) 616-4666 (FAX)
DRAWING: T:\LAND PROJECTS\10099 CSM\DWGS\10099C1.DWG

SCALE 1" = 100'
GRAPHIC SCALE

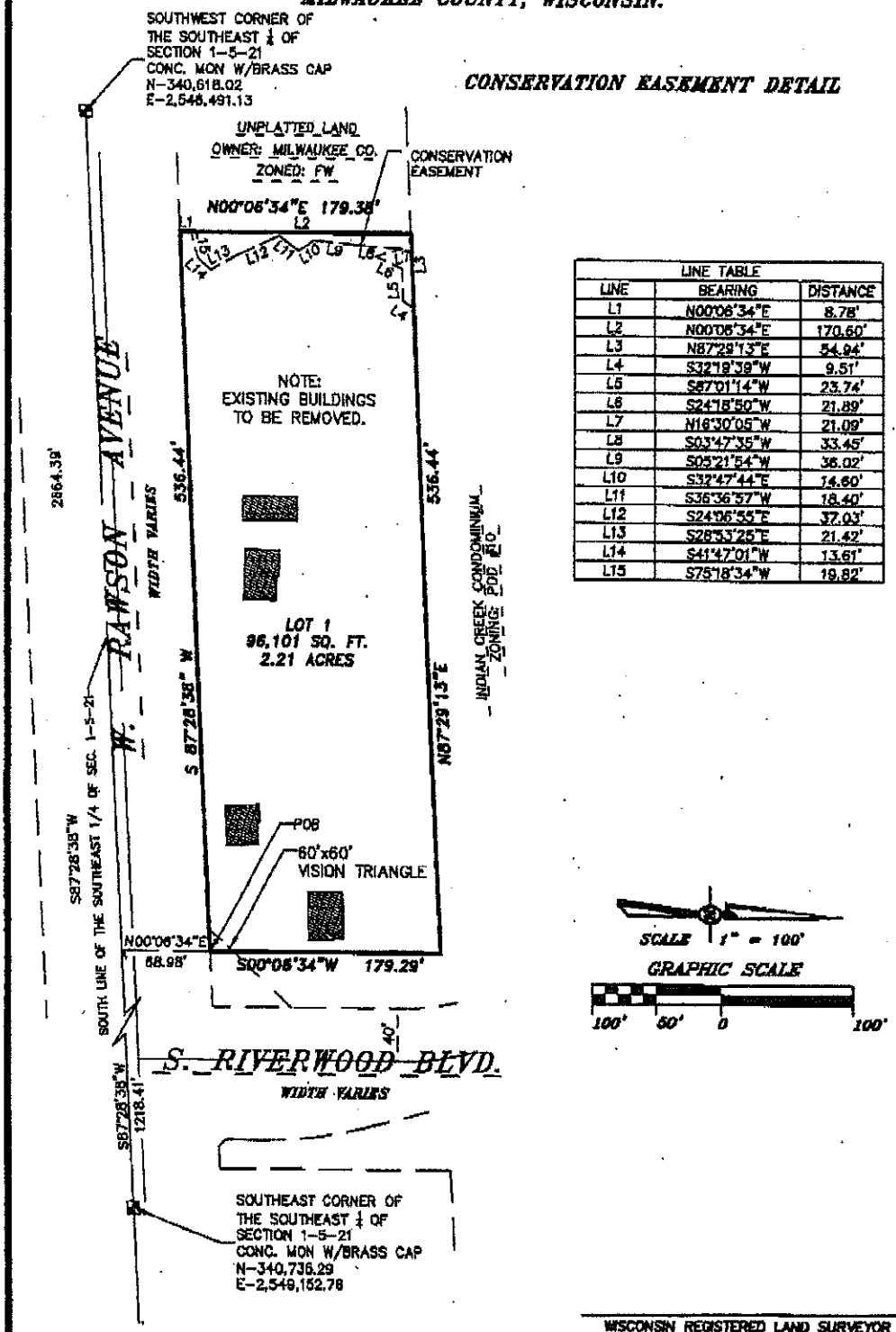
100' 50' 0 100'

WISCONSIN REGISTERED LAND SURVEYOR
MARK D. NESGOOD, RLS S-1957

THIS INSTRUMENT WAS DRAFTED BY MARK D. NESGOOD, RLS

CERTIFIED SURVEY MAP NO. _____

PART OF THE SOUTHEAST ¼ AND SOUTHWEST ¼ OF THE SOUTHEAST ¼ OF SECTION 1, TOWNSHIP 5 NORTH, RANGE 21 EAST, CITY OF FRANKLIN, MILWAUKEE COUNTY, WISCONSIN.



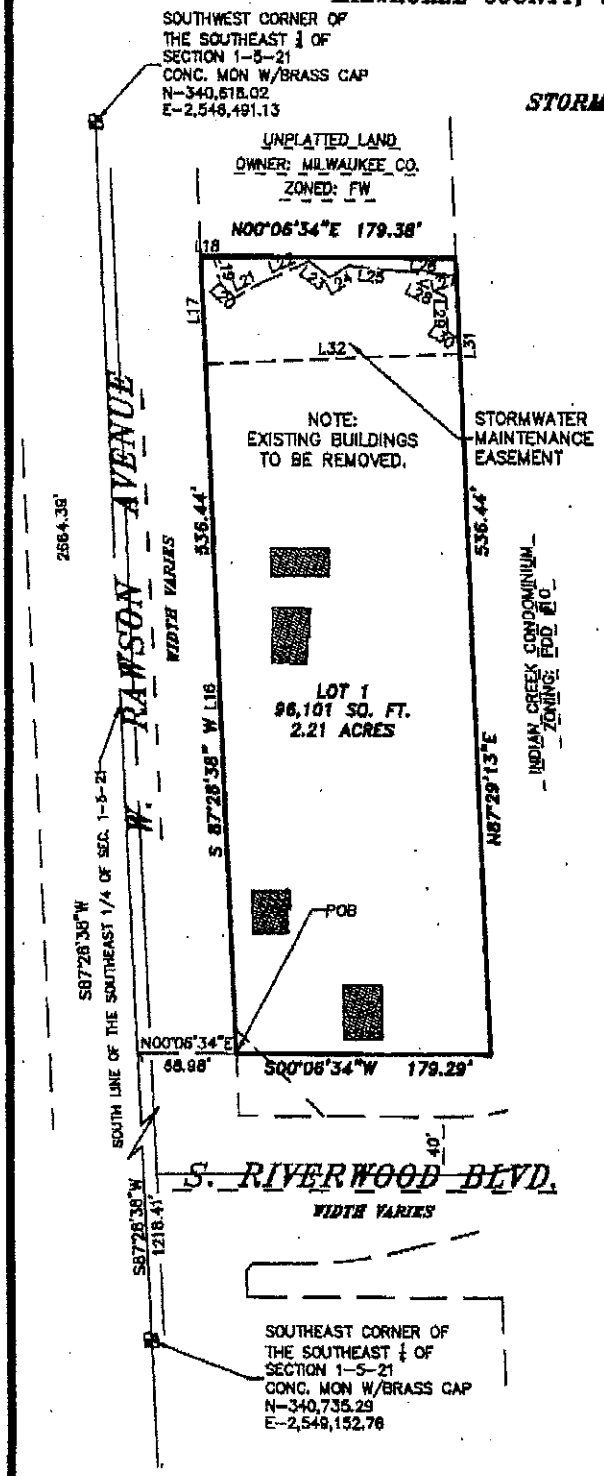
LINE TABLE		
LINE	BEARING	DISTANCE
L1	N00°06'34"E	8.78'
L2	N00°06'34"E	170.60'
L3	N87°29'13"E	54.94'
L4	S32°19'39"W	9.51'
L5	S87°01'14"W	23.74'
L6	S24°18'50"W	21.89'
L7	N16°30'05"W	21.09'
L8	S03°47'35"W	33.45'
L9	S05°21'54"W	36.02'
L10	S32°47'44"E	14.60'
L11	S36°36'57"W	18.40'
L12	S24°06'55"E	37.03'
L13	S28°53'25"E	21.42'
L14	S41°47'01"W	13.61'
L15	S75°18'34"W	19.82'

WISCONSIN REGISTERED LAND SURVEYOR
MARK D. NESGOOD, RLS S-1967

THIS INSTRUMENT WAS DRAFTED BY MARK D. NESGOOD, RLS

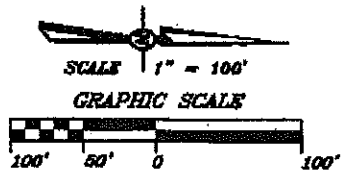
CERTIFIED SURVEY MAP NO. _____

PART OF THE SOUTHEAST ¼ AND SOUTHWEST ¼ OF THE SOUTHEAST ¼ OF SECTION 1, TOWNSHIP 5 NORTH, RANGE 21 EAST, CITY OF FRANKLIN, MILWAUKEE COUNTY, WISCONSIN.



STORMWATER MAINTENANCE EASEMENT DETAIL

LINE TABLE		
LINE	BEARING	DISTANCE
L16	S87°28'38"W	463.82'
L17	S87°28'38"W	72.62'
L18	N00°06'34"E	8.78'
L19	N75°18'34"E	19.82'
L20	N41°47'01"E	13.61'
L21	N26°53'25"W	21.42'
L22	N24°08'55"W	37.03'
L23	N36°36'57"E	18.40'
L24	N32°47'44"W	14.60'
L25	N05°21'54"E	36.02'
L26	N03°47'35"E	33.45'
L27	S16°30'05"E	21.09'
L28	N24°18'50"E	21.88'
L29	N87°01'14"E	23.74'
L30	N32°19'39"E	9.51'
L31	N87°29'13"E	9.52'
L32	S02°30'00"E	179.18'



WISCONSIN REGISTERED LAND SURVEYOR
MARK D. NESGOOD, RLS S-1957

THIS INSTRUMENT WAS DRAFTED BY MARK D. NESGOOD, RLS

CERTIFIED SURVEY MAP NO. _____

PART OF THE SOUTHEAST ¼ AND SOUTHWEST ¼ OF THE SOUTHEAST ¼ OF SECTION 1, TOWNSHIP 5 NORTH, RANGE 21 EAST, CITY OF FRANKLIN, COUNTY OF MILAUKEE, STATE OF WISCONSIN.

SURVEYOR'S CERTIFICATE

STATE OF WISCONSIN)
MILWAUKEE COUNTY) SS

I, Mark D. Nesgood, Registered Land Surveyor, do hereby certify that I have surveyed, divided and mapped that part of the Southeast ¼ and Southwest ¼ of the Southeast ¼ of Section 1, Township 5 North, Range 21 East, City of Franklin, County of Milwaukee, State of Wisconsin, bounded and described as follows:

Commencing at the Southeast corner of the Southeast ¼ of said Section; thence S87°28'38"W along the South line of said ¼ Section 1218.41 feet; thence N00°06'34"E 68.69 feet to the point of beginning, said point also being on the North line of W. Rawson Avenue; thence S87°28'38"W along the North line of said Avenue 536.44 feet; thence N00°06'34"E 179.38 feet; thence N87°29'13"E 536.44 feet; thence S00°06'34"W 179.29 feet to the point of beginning.

Containing 2.21 acres of land more or less.

That I have made such survey and map by the direction of M&J4K Family LTD Partnership, owner of said land.

That such plat is a correct representation of the exterior boundaries of the land surveyed and the map thereof made.

That I have fully complied with the provisions of Chapter 236 of the Wisconsin Statues and the unified Development Ordinance – Division 15, of the City of Franklin Municipal Code in surveying, dividing and mapping the same.

Dated this 13th day of July, 2011.

_____
Wisconsin Registered Land Surveyor
Mark D. Nesgood S-1967

CERTIFIED SURVEY MAP NO. _____

PART OF THE SOUTHEAST ¼ AND SOUTHWEST ¼ OF THE SOUTHEAST ¼ OF SECTION 1, TOWNSHIP 5 NORTH, RANGE 21 EAST, CITY OF FRANKLIN, COUNTY OF MILAUKEE, STATE OF WISCONSIN.

CORPORATE OWNER'S CERTIFICATE

M&J4K Family LTD Partnership, a Corporation duly organized and existing under and by virtue of the laws of the State of Wisconsin, as owner, does hereby certify that said Corporation caused the land described on this map to be surveyed, divided and mapped as represented on this map.

M&J4K Family LTD Partnership, does further certify that this map is required by the provisions of Chapter 236 of the Wisconsin Statutes and the Unified Development Ordinance – Division 15 of the City of Franklin.

IN WITNESS, whereof M&J4K Family LTD Partnership., caused these present to be signed by Mike Dilworth at Greenfield, Wisconsin, and its corporate seal to be hereunto affixed on this day of _____, 2009.

In the presence of:

M&J4K Family LTD Partnership

_____

_____
Mike Dilworth

STATE OF WISCONSIN)
MILWAUKEE COUNTY) SS

Personally came before me this ____ day of _____,2011, Mike Dilworth of the above named Corporation to me known to be such Officer of said Corporation, and acknowledges that he executed the foregoing instrument as such Officer as the deed of said Corporation, by its authority.

_____
Notary Public, State of Wisconsin
My Commission Expires

CERTIFIED SURVEY MAP NO. _____

PART OF THE SOUTHEAST ¼ AND SOUTHWEST ¼ OF THE SOUTHEAST ¼ OF SECTION 1, TOWNSHIP 5 NORTH, RANGE 21 EAST, CITY OF FRANKLIN, COUNTY OF MILAUKEE, STATE OF WISCONSIN.

CONSENT OF CORPORATE MORTGAGEE

BMO Harris Bank, mortgagee of the above described land, does hereby consent to the surveying, dividing dedicating and mapping of the land described on this map, and does hereby consent to the foregoing owner's certificate.

BMO Harris Bank

_____
Matt Sell, Vice President

STATE OF WISCONSIN)
MILWAUKEE COUNTY) SS

Personally came before me this ____ day of _____, 2011, Matt Sell of the above named Corporation, to be known to be the person who executed the foregoing instrument, and to me known to be such Vice President of said Corporation, and acknowledged that he executed the foregoing instrument as such officer as the deed of said corporation, by its authority.

_____
Notary Public, State of Wisconsin
My Commission expires _____

COMMON COUNCIL APPROVAL

APPROVED and Dedication accepted by the Common Council of the City of Franklin, Resolution No. _____ of this _____ day of _____, 2011.

_____
Thomas M. Taylor, Mayor

_____
Sandra L. Wesolowski, City Clerk

CITY OF FRANKLIN

REPORT TO THE PLAN COMMISSION

Meeting of August 18, 2011

Site Plan and Certified Survey Map

RECOMMENDATION: City Development Staff recommends approval of the Site Plan and Certified Survey Map for the proposed medical and professional office development proposed at 3030 and 3130 West Rawson Avenue, subject to the conditions set forth in the draft resolutions.

Project Name:	Rawson Avenue Office Development
Project Address:	3030 & 3130 West Rawson Avenue
Applicant:	Michael Dilworth, M & J 4K Family Limited Partnership
Owners (both properties):	M & J 4K Family Limited Partnership
Current Zoning:	B-4 South 27th Street Mixed Use Commercial District
2025 Comprehensive Plan	Mixed Use
Use of Surrounding Properties:	Planned Development District No. 10 (Indian Creek Condominiums) to the north, east and west; Milwaukee County land to the west; Casa Di Giorgio restaurant and a medical center to the south
Applicant Action Requested:	Approval of the proposed Site Plan and CSM for the proposed medical and office development

Introduction

Please note:

- Staff recommendations are *underlined, in italics* and are included in the draft resolution.
- Staff suggestions are only underlined and are not included in the draft resolution.

On July 12, 2011 and July 15, 2011, the applicant submitted a Site Plan Application and a Certified Survey Map (CSM) Application, respectively, for the development of a two-phase medical and professional office development proposed at 3030 and 3130 West Rawson Avenue.

The subject properties are located in the B-4 South 27th Street Mixed Use Commercial District and in the South 27th Street Design Overlay District. The applicant is proposing to construct a one-story 8,000 square foot building in phase 1 and a two-story 8,000 square foot office building in phase 2. Medical and professional office are typically allowed as permitted uses within the B-4 District. As such, the applicant is requesting Site Plan Approval to construct the two buildings.

Project Description/Analysis

3030 West Rawson Avenue has an area of approximately 34,412 square feet (0.79 acres) and 3130 West Rawson Avenue has an area of approximately 66,211 square feet (1.52 acres). Both

properties consist of a single-family home with a wood deck and a detached garage. These structures will be razed by the applicant as part of this development project.

The applicant is proposing an office development that will be constructed in two phases. Phase 1 will include a one-story, 8,000 square foot (80' x 100') building, 61 parking spaces, all required landscaping and stormwater management facilities. Phase 2 will consist of an 8,000 square foot two-story building with a 4,000 square foot footprint (40' x 100') and 34 parking spaces. The applicant has indicated that an unspecified anchor tenant may occupy the phase 1 building. No timeframe has been provided for the construction of phase 2.

The combined properties have an area of 2.21 acres and a depth of approximately 179 feet, measured from Rawson Avenue to the rear of the property. Because the applicant is proposing to construct two buildings on a property of this size, the available footprint left for parking, landscaping, green space and stormwater retention is limited. To increase the amount of area available for these features, staff suggests that the applicant consider constructing one multi-story building on the property instead of two separate buildings. Such a design would also increase the property's conformance with the South 27th Street Overlay District Standards. Staff acknowledges that this would be a significant change to the proposed development, and the applicant has indicated that the project cannot move forward unless it is developed with two buildings constructed in separate phases.

Site Plan:

The site plan features two proposed buildings with one proposed driveway connection to Rawson Avenue. The applicant has not received Milwaukee County approval for this access point. *Staff recommends that the applicant obtain and submit an approval letter from Milwaukee County for the ingress/egress access to West Rawson Avenue prior to the issuance of a building permit.*

The site will include the following amenities, pursuant to the South 27th Street Design Overlay District standards:

- Benches, bike racks and picnic tables
- An internal pedestrian walkway between the two buildings
- Sidewalk connections to the sidewalk along West Rawson Avenue
- Walkways around the buildings with foundation plantings
- Two-story building elements
- Awnings adjacent to building entrances

The applicant has not indicated where (i.e., on the ground, wall, or roof) the mechanical equipment for each building will be placed. *Staff recommends that the applicant submit a mechanical plan for review and approval by the Department of City Development, prior to the issuance of a building permit.*

The corners of the tower features for the phase 1 building encroach 7.1 feet into the minimum 30-foot wide front yard setback of the B-4 District. In addition, the phase 2 tower features

encroach 6.9 feet into the setback. *Staff recommends that the applicant obtain a variance by the Board of Zoning and Building Appeals from the Table 15-3.0304 of the Unified Development Ordinance setback requirements for the building encroachment within the 30-foot front yard setback of the B-4 South 27th Street Mixed-Use Commercial District, prior to the issuance of a building permit.*

Parking:

The applicant is proposing to provide 61parking spaces in phase 1 and 34 parking spaces in phase 2. Although the anticipated use for both buildings is primarily medical office, the applicant has indicated that professional office may also be a viable use. Table 15-5.0203 of the UDO requires a parking ratio of 6.5/1,000 square feet of gross floor area for medical office and 3.33/1,000 for general office. However, Section 15-5.0203B of the UDO states that a reduction of up to 25 percent of the minimum number of required parking spaces may granted without a variance.

Using the 6.5/1,000 square foot parking ratio for medical office, a minimum of 104 parking spaces would be required. If the maximum 25 percent reduction in the minimum number of parking spaces were approved, only 78 parking spaces would be required. As such, the proposed 95-stall parking lot may be approved without a variance. Staff does not object to the requested reduction in parking spaces and believes there will be sufficient parking with the anticipated uses. However, it should be noted that with limited or no area for additional parking, other uses with higher parking ratios (e.g. a restaurant) might not be able to locate on the property due to parking constraints.

Landscaping:

Table 15-5.0302 requires one canopy/shade tree, one evergreen tree, one decorative tree, and one shrub for every five provided parking spaces. The applicant is proposing to provide a total of 95 parking spaces on the property. Therefore, 19 plantings of each type are required. The applicant has revised the Landscape Plan to include 20 plantings of each type.

The applicant has not indicated if any trees, outside of the protected woodland located on the west edge of the property, will be disturbed. (This woodland will be placed within a conservation easement). The applicant has indicated both buildings will contain hose bibs for water conveyance to the proposed plantings.

The B-4 South 27th Street Mixed Use Commercial District requires a minimum Landscape Surface Ratio (LSR) of 0.45. The proposed Site will have a landscape area of 0.992 acres, the minimum area needed in order to achieve a LSR 0.45. The applicant has not denoted the LSR on the Landscape Plan, nor has the applicant illustrated snow storage areas as required by Section 15-5.0210 of the UDO. *Staff recommends that the Applicant submit a revised Landscape Plan for review and approval by the Department of City Development, to include the Landscape Surface Ratio and areas for snow storage pursuant to Section 15-5.0210 of the Unified Development Ordinance, prior to the issuance of a building permit.*

Lighting:

The applicant is proposing to provide decorative lighting fixtures attached to 20-foot high poles on a two-foot base in and around the parking lot area. In addition, 36-inch internally illuminated bollards are proposed around the buildings. The inclusion of decorative pedestrian-scale lighting conforms with requirements of the South 27th Street Design Overlay District standards.

NRPP:

A Natural Resource Protection Plan was completed in November 2010 by Natural Resource Consulting, Inc. Upon review, staff made the following comments:

1. The Natural Resource Protection Plan (NRPP) completed by NRC does not provide any information regarding steep slopes, however, a separate NRPP map submitted and the Site Intensity and Capacity Calculations include steep slopes on the property. Please clarify.

2. In addition, the NRPP map does not clearly show the existing steep slopes versus the area to be disturbed. A color map may be necessary. The map should also include the area calculations showing that disturbance is within the allowable percentages of Table 15-4.0100 of the UDO. A Conservation Easement is required for the remaining steep slopes.

3. Below is the definition for Steep Slopes. Please note man-made steep slopes are excluded. If it is believed that steep slopes are man-made, please provide evidence as such.

   Slope, Steep. Three categories of steep slopes are defined herein for use in this Ordinance. These categories are based upon the relative degree of the steepness of the slope as follows: ten (10) to twenty (20) percent, twenty (20) to thirty (30) percent, and greater than thirty (30) percent. No land area shall be considered a steep slope unless the steep slope area has at least a ten (10) foot vertical drop and has a minimum area of five thousand (5,000) square feet. Steep slopes exclude man-made steep slopes.

4. How far from the property line is the wetland located to the northwest of the property? Please note that the 30-foot wetland buffer and the 50-foot wetland setback should be shown on the Site Plan. A Conservation Easement is required if the 30-foot wetland buffer extends onto the subject property.

5. The young woodland on the property also requires protection and placement in a Conservation Easement.

6. The NRPP Sheet submitted does not include the young woodland located along the west side of the property. Please include all natural resource features on this map.

The applicant has not yet submitted a revised NRPP for staff review. *Staff recommends that the applicant submit a revised NRPP to the Planning Department for review and approval, prior to issuance of a Building Permit.*

Architecture:

The subject property is located within the South 27th Street Design Overlay District. This district contains special architectural, parking, and landscaping standards for sites with new buildings or for projects which result in an increase in floor area of fifty (50) percent or more over the floor area of the existing building at the time of the addition.

The primary materials and features specified for the proposed buildings include windows, brick veneer, stone veneer and stucco. The applicant has added tower features to the single-story building in order to address staff's suggestion that two-story elements be integrated into its design. (Tower features were concurrently added to the two-story building for a consistent design theme). Staff further suggests that the applicant consider providing the following architectural enhancements to the buildings:

- Provide larger, more predominant entrances
- Provide larger windows on the elevation facing West Rawson Avenue
- Add architectural elements to provide for greater building articulation and modulation
- Add sustainable design features to the site/building, such as permeable pavers
- Consider matching the towers roof design to the building's roof design, if deemed aesthetically appropriate
- Replace the stucco utilized on the middle of the building with brick on all elevations
- Replace some windows with architectural elements, such as pilasters
- Consider the addition of dormers, at least on the south elevation
- Eliminate the residential-style roof and replace with a flat roof with parapets to better match the tower features

The South 27th Street Overlay Design District standards prohibit darkly tinted windows and mirrored windows that block two-way visibility at ground floor windows along street facades. The applicant has indicated that the windows will have a slight reflection or tint to them; however, the window glazing will provide two-way visibility.

Signage:

Staff has informed the applicant that signage requires a separate review and approval process by the Architectural Review Board or potentially the Plan Commission under a Master Sign Program.

Stormwater Management:

The initial stormwater management plan submitted by the applicant was reviewed by Bonestroo, the City's stormwater consultant. Bonestroo issued a letter on August 4, 2011 stating that they were not recommending approval of the preliminary stormwater management plans (see attached letter). The applicant submitted a revised plan on August 8, 2011. This plan is still under review. *Staff recommends that the applicant obtain final approval of the stormwater management plan from the City Engineer, prior to building permit application.*

Cross Access Agreement:

The B-4 South 27th Street Mixed Use Commercial District requires that cross access (or cross-access easements) be provided for both pedestrian and vehicular circulation between adjacent parcels at the time of any new development or redevelopment. In this instance, staff has not recommended submittal of a cross-access easement agreement with the abutting parcels. The subject property to the east and a small portion of the abutting land to the west has a residential use (PDD 10). In addition, the majority of the lot to the west is zoned FC Flood Conservancy and FW Floodway.

Certified Survey Map:

As discussed, the applicant is proposing to combine the two existing lots into one lot for the proposed development. As shown on the CSM, a woodland will be placed in a Conservation Easement. Per Condition No. 3 of the draft resolution, *staff recommends that each and any easement shown on the Certified Survey Map shall be the subject of separate written grant of easement instrument, in such form as provided within the City of Franklin Design Standards and Construction Specifications and such form and content as may otherwise be reasonably required by the City Engineer or designee to further and secure the purpose of the easement, and all being subject to the approval of the Common Council, prior to the recording of the Certified Survey Map.*

Staff Recommendation

City Development Staff recommends approval of the Site Plan and Certified Survey Map for the proposed medical and professional office development at 3030 and 3130 West Rawson Avenue, subject to the conditions as set forth in the draft resolutions

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APPROVAL	REQUEST FOR COUNCIL ACTION	MEETING DATE
SLW		9/6/11
REPORTS & RECOMMENDATIONS	**Authorizations necessary to proceed with the CDBG project "Handicap Accessibility Sidewalk to Clare Meadows" (51st Street from Clare Meadows north to Rawson) including extending the project plan to three phases and affirming use of Capital Improvement Fund fund balance and initiation of project steps.**	ITEM NUMBER G.4.

At their meeting of July 5, 2011, the Common Council authorized pursuing additional CDBG funding from River Hills to help make it possible for the City of Franklin to complete the Handicap Accessibility Sidewalk to Clare Meadows as a two-year project. That approval included the authorization of $25,000 of City funds this year and a recommendation that the 2012 budget include $55,000 in City funding. Unfortunately, the additional funding from River Hills remains tied up as River Hills continues to address CDBG issues with the County and the Federal Office of Housing and Urban Development. The City of Franklin, however, still needs to move forward to use its current year allocation. The County is strongly suggesting that money must be used during the current year or risk loss of the funding.

Without the additional funding, however, it will be necessary to convert the project from a two-year project to a three-year project. Phase 1 would become Clare Meadows to the equivalent of Marquette extended. Phase 2 would become the Phase 1 termination to Minnesota. Phase 3 would become Minnesota to Rawson.

The best estimate of the cost restructuring would be as follows:

Estimated Cost Scenario

	2011 Phase 1	2012 Phase 2	2013 Phase 3	Total	
A. Construction Estimate	$50,000	$62,000	$62,750	$174,750	
B. Restoration	4,700	5,800	6,120		
C. Estimated Cost Less Restoration	45,300	56,200	56,630		
D. Estimated Contingency	10,000	13,000	17,250		
E. Maximum Estimated Cost (A+D)	60,000	75,000	80,000	215,000	
Estimated Funding Scenario					
CDBG	37,422	37,422	37,422	112,266	52%
Potential Approximate City Funding	23,000	38,000	43,000	104,000	48%

As one can see, the project remains significantly funded by the CDBG program, so if the project is ever going to be done, use of CDBG dollars is the most efficient way to proceed. The total potential City cost, however, increases from the previously estimated (and approved) $80,000 to approximately $104,000 over three years. The increase of $24,000 is very roughly the difference between the lost 2011 funding from River Hills of $63,747 and the City's additional year (2013) of CDBG funding of $37,422.

Although it is operationally not the best for the City, the City's direct costs could be reduced if it took on the restoration obligations, estimated at around $16,600. Furthermore, if only half of the contingency is ultimately required $20,125 would come off of the City's portion. Although relying on a contingency reduction is not advisable, it does indicate that the final results could potentially remain in line with the last estimates of City costs, which is the estimate under which the Common Council directed staff to proceed.

Alternatively to a three-year project, delaying Phase 1 and 2 construction until next year would make the construction project easier to implement, but it puts the 2011 CDBG allocation at risk and, importantly, it does not change the overall funding allocation. Similarly, keeping the project on its current two-year plan would require as much as $63,747 in additional City funding in 2011 beyond that already addressed.

Therefore, assuming the Common Council still wants to move forward with this project, the above scenario presents the current best option for moving forward. In summary, the overall project would be extended one additional year and there is a potential need for an additional $24,000 in City funding required in 2013. On the off chance that the additional funding previously anticipated does become available (on short notice), I would suggest the motion provide flexibility so that additional delay can be avoided (additional delay would seriously jeopardize completing any phase 1 work yet this year).

COUNCIL ACTION REQUESTED

Motion to direct the Director of Administration to request and execute a CDBG funding contract modification altering Phase 1 to cover the area from the entrance road at Clare Meadows to Marquette extended (approximately 7637 to 7508 S. 51st Street), authorize the Director of Administration to modify the 2012 CDBG application to reflect the revised Phase 2 schedule as indicated herein, authorize continued use of $25,000 of fund balance in the Capital Improvement Fund previously approved for this project, affirm direction to staff relative to action steps necessary to compete the Phase 1 installation in 2011, and, alternatively, if additional CDBG funding comes available the Director of Administration is authorized to execute an amended CDBG project contract that incorporates the additional funding and alters the project plan as needed but consistent with the Common Council's intent as evidenced by this action and its action of July 5, 2011.

APPROVAL SLW	REQUEST FOR COUNCIL ACTION	MTG. DATE 9/6/11
Reports & Recommendations	**SUBJECT:** Recommendation for 2012 capital funding of an asphalt path on west side of S. 51st Street north of W. Rawson Avenue	**ITEM NO.** G.5.

BACKGROUND

Please be advised that Staff will be recommending the paving of S. 51st Street from W. Rawson Avenue to the north City Limits for the 2012 Local Road Program. The condition of this section of S. 51st Street has deteriorated to a condition that repaving is needed during the 2012 construction season. Staff will be recommending that the existing surface be pulverized and that a four (4) inch hot mix asphalt surface be constructed over this pulverized base. Left turn lanes at intersections as well as reducing the vertical rise (the hill) at St. Paul Church will be included in this project.

Citizens have requested a safe pedestrian route along S. 51st Street, specifically north of Rawson Avenue. This has been confirmed through the Safe Routes to School neighborhood meetings and requests from the neighborhood homeowners associations. Ideally, construction of this route could take place at the time the road is resurfaced.

ALTERNATIVES

Four (4) alternatives for pedestrian routing have been reviewed by the Engineering Staff in discussion with the District Aldermen. They are as follows:

1. Construct a 5 foot wide concrete sidewalk on the west side $122,500 estimated cost
2. Construct a 5 foot wide sidewalk on the east side $135,000 estimated cost
3. Construct a 5 foot wide concrete sidewalk on both sides $257,500 estimated cost
4. Construct an 8 foot wide asphalt path on the west side $123,000 estimated cost
   (This cost includes the cost of acquiring right-of-way which may be reduced.)

FISCAL NOTE

The resurfacing of S. 51st Street north of W. Rawson Avenue has been placed into the 2012 budget and funding would come from the Local Road Program. Funding the pedestrian routing would need to be placed into the Capital Improvement Fund. Staff has completed cost estimates for four alternatives that will result in meeting the pedestrian needs. Accommodating consumer access is anticipated to provide economic benefits for local businesses.

RECOMMENDATION

Staff recommends inclusion of Alternative 4, an 8 foot asphalt path on the west side of S. 51st Street north of W. Rawson Avenue, in the 2012 capital budget.

RJR/db

Doug,
> I thought this reply from Jack might be helpful since I noticed you were not copied.
>
> Kristen Wilhelm
> 3rd District Alderman
> City of Franklin
> 9229 West Loomis Road
> Franklin, WI 53132
> City Hall 414.427.7603
> kwilhelm@franklinwi.gov
> www.franklinwi.gov

> -----Original Message-----
> From: Kristen Wilhelm [mailto:kwilhelm5@wi.rr.com]
> Sent: Tue 8/30/2011 7:06 PM
> To: Kristen Wilhelm
> Subject: Fwd: Reconstruction of S. 51st Street
>
> kw- Forwarding to City account.
>
> Begin forwarded message:
>
>> From: Jack Bennett <JBennett@franklinwi.gov>
>> Date: August 22, 2011 11:49:49 AM CDT
>> To: "Kristen Wilhelm (External)" <kwilhelm5@wi.rr.com>
>> Subject: RE: Reconstruction of S. 51st Street
>>
>> I talked to Doug and he does not have a problem postponing the
>> informational meeting. Ron will prepare a CA for the 6th and we can
>> see what the Common Council wants to do. I have held off the meeting
>> notices and it would be too late to send notices out after today for
>> next Tuesday
>>
>> I think the best option would be to resurface the road to the same
>> width and install left turn lanes at each public street
>> intersection. Maybe take down the hill north of the church. We would
>> use local road program funds for the street construction.
>>
>> If funds are available then I think the best option would be a multi-
>> use trail on the west side.
>>
>> From: Kristen Wilhelm [mailto:kwilhelm5@wi.rr.com]
>> Sent: Monday, August 22, 2011 10:42 AM
>> To: Jack Bennett
>> Cc: Douglas Schmidt; Kristen Wilhelm
>> Subject: Re: Reconstruction of S. 51st Street
>>
>> Jack
>> What would be your design recommendation?
>>
>> Sent from my iPhone

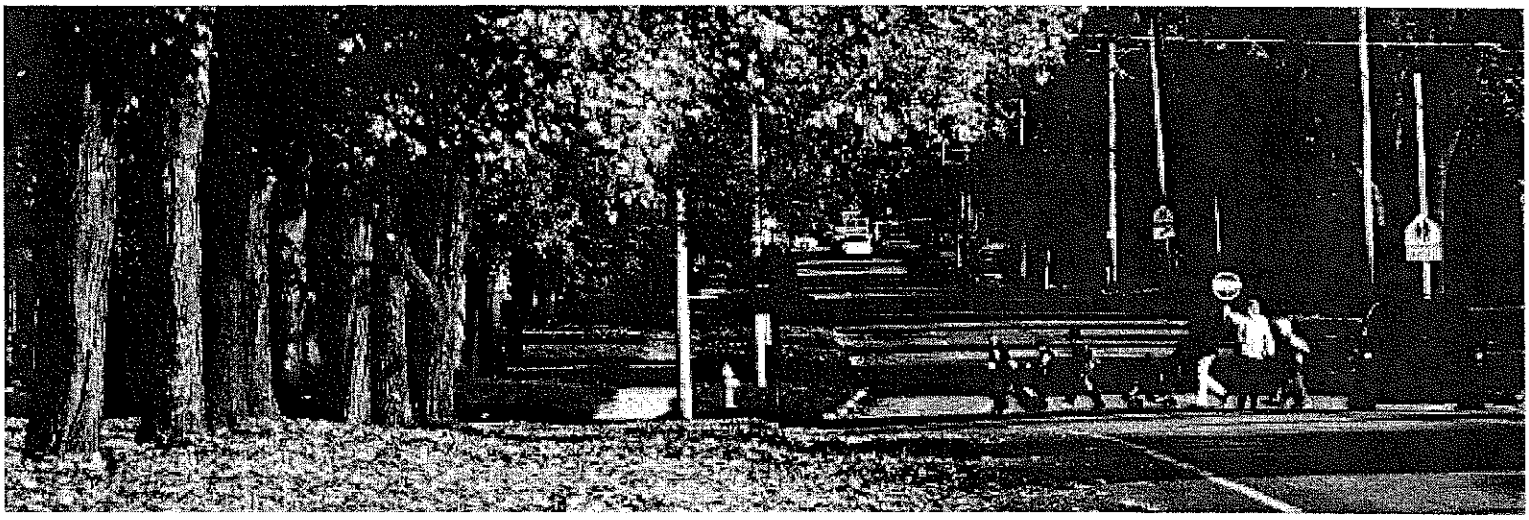
APPROVAL	REQUEST FOR COUNCIL ACTION	MEETING DATE
SLW		09/06/11
REPORTS & RECOMMENDATIONS	FRANKLIN TRAILS COMMITTEE REQUEST FOR ADOPTION OF THE SAFE ROUTES TO SCHOOL PLAN – PLEASANT VIEW ELEMENTARY SCHOOL	ITEM NUMBER G.6.

At their August 11, 2011 meeting, the Franklin Trails Committee approved a motion to forward the final draft of the Safe Routes to School Plan to the Plan Commission and Common Council for approval and adoption, subject to Trails Committee changes. The final draft of the plan was distributed with the August 18, 2011 Plan Commission packets. The Plan Commission did not take action at that meeting. Chairman Fowler will be in attendance at the September 6, 2011, Common Council meeting.

The Trails Committee is recommending the plan be adopted as part of the 2025 Comprehensive Master Plan or be adopted as a standalone plan. Adoption as part of the 2025 Comprehensive Master Plan will require the plan to go back to the Plan Commission for a recommendation to the Common Council and a public hearing held at Common Council. Adoption as a standalone plan would not require a Plan Commission recommendation.

COUNCIL ACTION REQUESTED

Action on the final draft of the Safe Routes to School Plan as the Common Council deems appropriate.



Safe Routes to School Plan

Pleasant View Elementary School

City of Franklin, Wisconsin

Implementation Guide
August 2011

Adopted ____ __, 2011

Prepared by: Patrick Hannon, SAA Design Group, Inc.
and the City of Franklin Safe Routes to School Task Force
(Nicholas Fuchs, Task Force Coordinator)

SAA DESIGN GROUP

Project # 2429.04

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Acknowledgements

Task Force

City of Franklin Trails Committee Members	Other Affiliations
David Fowler, Chairman	City Plan Commission, MMSD employee, Parent
John Michlig	Economic Development Commission, City Plan Commission, Parent
Kevin Haley	City Plan Commission, Milwaukee County Parks and Recreation Department, Parent
Curtis Bolton	Former Municipal employee, Performance Benchmark & Planning, LLC
Greg Kowalski	Citizens for Community Development

City of Franklin Staff	Other Affiliations
Nicholas Fuchs, Senior Planner	
John Bennett, City Engineer	
Kristin Anderson, Public Health Nurse	Parent

City of Franklin Elected Officials	Other Affiliations
Mayor, Tom Taylor	City Plan Commission, Community Development Authority
Alderman Tim Solomon	Parks Commission, Franklin Trails Committee
Alderman Kristen Wilhelm	Franklin Trails Committee, Parent

Franklin Public School District	Other Affiliations
Dr. Steve Patz	Superintendent
Mark Cloutier	Building and Grounds Manager
Jamie Foeckler	Pleasant View Elementary School Principal

Franklin Public School District	Other Affiliations
Tom Labisch	InStep Walking Centers

Agency Advisors	Other Affiliations
Sonia Doubielzig	Southeastern Wisconsin Regional Planning Commission

Participating School

Pleasant View Elementary School
4601 W. Marquette Avenue

Planning Consultant*

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*Ongoing revisions to this document performed by Task Force

Table of Contents

Chapter 5: Best Practices and Implementation Resources

Appendices

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Executive Summary

Introduction

Safe Routes to School (SRTS) programming is gaining traction across the country largely as a result of national trends in health, safety, the environment, and land use. Originating in Denmark in the 1970s, Safe Routes to School programming was developed to curb climbing pedestrian crash rates. The program reached the United States in 1997 when The Bronx, NY received local funds to implement a SRTS program to reduce the number of child crashes and fatalities near schools. One year later, the National Highway Traffic Safety Administration (NHTSA) funded two pilot projects, and by 2005 Congress had allocated $612 million among all fifty states. The Franklin Public School District, with support from the City of Franklin, was awarded a planning grant from the Wisconsin Department of Transportation (WisDOT) in 2010 to prepare this plan.

Nationally, there are more parents driving their children to school today than ever before, and this increases the amount of traffic congestion and air pollution around school sites. Childhood obesity rates are similarly on the rise. From 1963-2004 the prevalence of obesity among children has tripled. Similarly, participation in organized physical activity during non-school hours has decreased, and most children are not getting the 60 minutes of physical activity per day recommended by experts (see Chapter 1).

Fewer children walk and bicycle to school. Many school officials, health advocates, and transportation professionals feel that increasing walking and biking to school can positively contribute to the well-being of children and reverse recent trends. SRTS programs are sustained efforts to improve the health and safety of children through the application of "The Five E's". These include Education, Encouragement, Engineering, Enforcement, and Evaluation. This SRTS plan includes recommendations from each of these five core areas.

The Task Force was comprised of representatives from the participating school as well as parents, city staff, health officials, and others. This committee met at key benchmarks during the process to oversee preparation of the plan and provide direction for policy development. Generation of this plan included review of present policies and conditions (Chapter 2); a biking and walking audit as well as student, parent, and teacher surveys (Chapter 3); and a comprehensive listing of recommendations and an action plan (Chapter 4). Additional resources and program ideas are provided in Chapter 5.

Existing Conditions

The Franklin Public School District is located in southwest Milwaukee County. The majority of its approximately 29,000 students reside in the suburban neighborhoods within the City of Franklin.

This report focuses on Pleasant View Elementary School. Though this report focuses only on this school, improvements recommended to increase the mobility and safety for children is also likely to have a positive impact on safety for other student and resident populations.

Several surveys were administered as part of the planning process to determine attitudes for walking and bicycling, and to determine the numbers of students who walk or bicycle on a daily basis. Surveys include a student tally, parent survey, and a teacher survey.

Student travel tallies from April 2011 show the highest percentage of students (66%) traveled to and from school via school bus. The next highest categories were "family vehicle" with 27%,

"walk" with 4% and bike with 2%. These data show utilization of a range of transportation across the district, but transportation by school bus or family vehicle were the predominant modes.

Parent and teacher surveys each recorded attitudes about walking and biking to school, and cited observed behaviors of students. The primary issues affecting mode choice for parents were the "Amount of Traffic Along Route" followed by "Traffic Speed" and "Safety of Intersections and Crossings". The lack of sidewalks and pathways as well as the distance between place of residence and the school their child attends were also noted as concerns. Surveys of teachers revealed a number of observations about existing behaviors in school zones. inappropriate walking and bicycling behaviors like crossing at unmarked locations, walking or biking on the incorrect side of the road, and not wearing visible clothing when it's dark or protective gear such as helmets.

To supplement attitudinal data, a walking and biking audit was conducted for areas within a ½ mile radius of Pleasant View Elementary School in February 2011. Primary physical issues identified included incomplete sidewalk networks, unsafe crossings (especially at Rawson Ave.), and lack of off-street connections (especially between the school and adjacent neighborhoods).

Site and Communitywide Recommendations
Recommendations are categorized into two sections: 1) Site and Neighborhood Recommendations; and 2) Communitywide Recommendations. The site and neighborhood recommendations are school-specific concepts and programs to improve the conditions for walking and bicycling at each school site and its immediate vicinity. The communitywide recommendations are more generalized activities and actions that should take place throughout the community respective to the 5 E's.

Communitywide issues included the lack of bicycle, pedestrian, and driver education as well as compliance with posted speed limits and signage within the school zones. The amount of traffic and safety of crossings has also been identified. Recommendations include increasing the amount of educational programming available, including continuing events like Walk to School Day, and regularly communicating with local police departments about motorist behaviors, such as speeding, which make it difficult to cross some streets.

In terms of school site and neighborhood issues, completing the sidewalk network throughout the community would increase mobility for pedestrians. Utilizing regular walking school buses, or group walks to school, as well as developing additional encouragement programs to get students excited about walking or biking to school is also recommended. Infrastructure recommendations include efforts to expand the sidewalk network around Pleasant View Elementary, developing off street trail connections to adjacent neighborhoods and improving crossing facilities along major roadways.

Funding
Potential funding sources for implementation strategies are listed in the action plan, and elaborated in Chapter 5. Primary funding sources are anticipated to include federal funding through Safe Routes to School. This fund includes monies for both infrastructure and non-infrastructure improvements and programs. Other grants are available through the Wisconsin Department of Transportation including Transportation Enhancement (TE) funds for larger infrastructure projects. Some other programs may be implemented through volunteer efforts or fundraising, or can be earmarked as part of an approved expenditure in local municipal or school district budgets.

1 Introduction

Safe Routes to School (SRTS) began as a European phenomenon thirty years ago and migrated through Canada to New York City in 1997, spurred by high pedestrian crash rates in some Bronx neighborhoods. In the 1970s, Denmark had Europe's highest child pedestrian crash rate. Implementing the first Safe Routes to School program, planners in Denmark identified specific road dangers leading to the country's schools and took steps to remedy these hazards. Today, the child pedestrian crash rate has dropped by 80% in Denmark since 1970.

Inspired by such success and faced with rising childhood obesity and crash rates, the Bronx neighborhood in New York tested their own SRTS program. In 1998, Congress funded two pilot SRTS programs through the National Highway Traffic Safety Administration (NHTSA). NHTSA issued $50,000 each for Safe Routes to School pilot programs in Marin County, California, and Arlington, Massachusetts. Within a year after launching these pilot programs, grassroots SRTS efforts took off in other parts of the country.

Figure 1-1

School zone in Marin County, CA (MCBC)

After the initial success of Safe Routes to School pilot programs in the United States, subsequent federal funding facilitated SRTS's expansion nationwide. The 2005 passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) institutionalized Safe Routes to School by allocating $612 million among the fifty states. These funds have been distributed to states based on student enrollment, with no state receiving less than $1 million per year. SRTS funds can be used for both infrastructure projects and non-infrastructure activities.

In Wisconsin, this amounted to more than $9 million for program years 2005 through 2009. Since 2009, SAFETEA-LU has been reauthorized through short-term extensions. In program year 2009-11, Wisconsin had over $3 million per year available for distribution. The SAFETEA-LU legislation requires each state to have a Safe Routes to School Coordinator. Renee Callaway, with the Wisconsin Department of Transportation, oversees Wisconsin's SRTS efforts and serves as a central contact for the state.

SAA Design Group (SAA), in partnership with the Wisconsin Department of Transportation and local task forces, has developed Safe Routes to School plans throughout Wisconsin. Through program year 2011, SAA has helped prepare thirty SRTS Plans covering 90 schools including this plan for the DeForest Area School District.

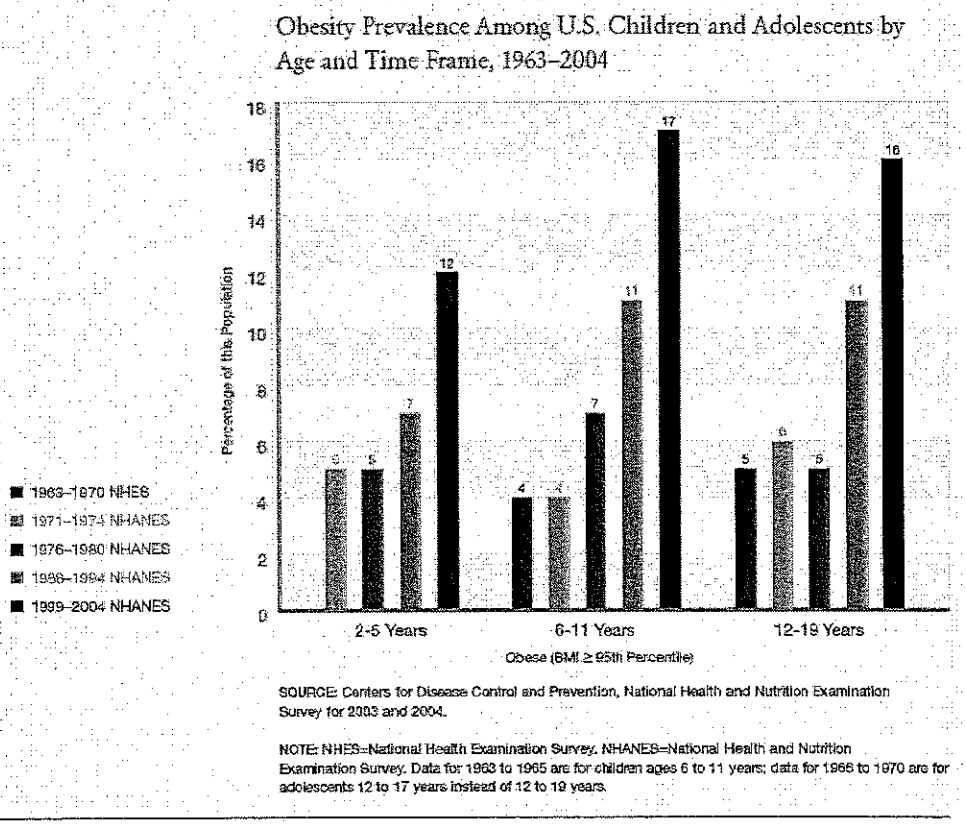
National Trends

Safe Routes to School programming is gaining traction across the country largely as a result of national trends in health, safety, the environment, and land use.

Health

In less than a generation, the percentage of children age six to nineteen that are considered severely overweight has tripled, according to the National Health and Nutritional Examination Survey (NHANES). Likewise, even among the youngest children, ages 2 to 6, the rate of severely overweight children has doubled in the last thirty years. [1] Results from the 2007-2008 NHANES, using measured heights and weights, indicate that an estimated 16.9% of children and adolescents aged 2-19 years are obese.

Chart 1: Obesity Prevalence



Obese children stand at a higher risk of Type II diabetes, aggravated existing asthma, sleep apnea, and decreased physical functioning. Obesity, while deleterious to physical health, may damage students in other intangible ways, as well. Many obese children experience social stigmas and discrimination, which are believed to lead to low self-esteem and symptoms of depression.

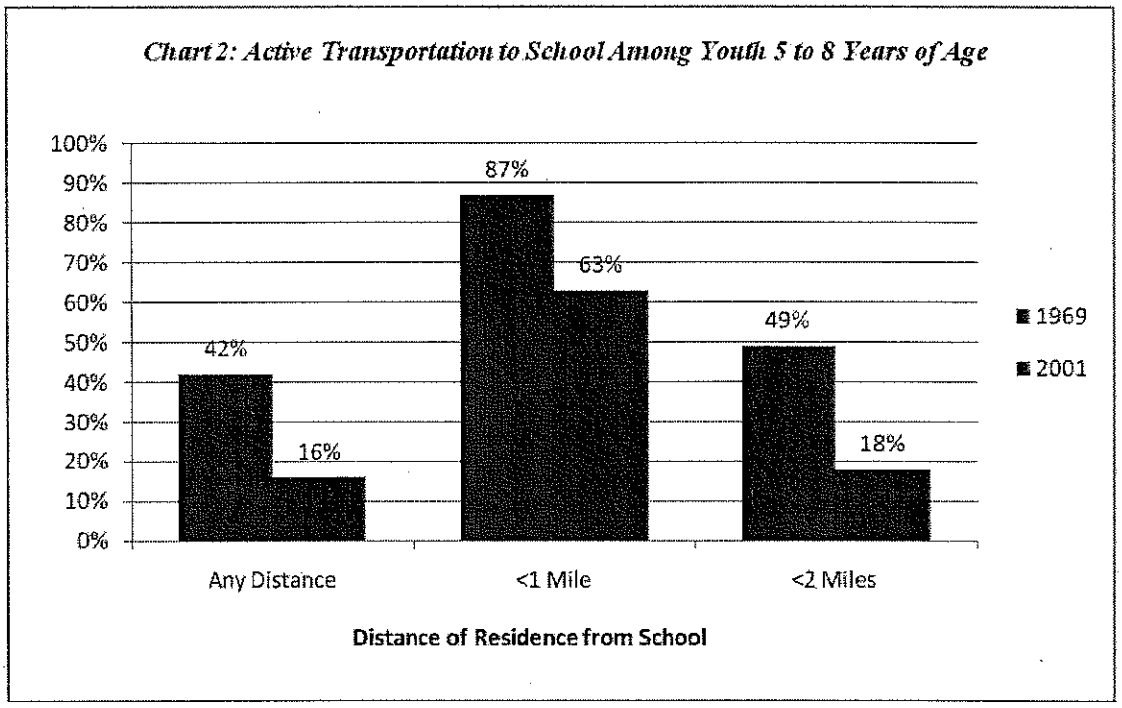
[1] U.S. Centers for Disease Control and Prevention: Overweight and Obesity. Available: http://www.cdc.gov/nccdphp/dnpa/obesity/index.htm Accessed: April 17, 2008.

Behaviors ingrained during childhood often translate into lifelong habits. In fact, obese children are twice as likely to become obese adults. Obese adults, in turn, are at a greater risk for premature death and chronic diseases than their healthy weight counterparts. Therefore, it is important to combat obesity among young people before it becomes chronic and leads to a life of poor health.

Contributing to the obesity epidemic, recent studies have demonstrated that most kids are not getting the exercise they need. Among 9 to 13 year-olds, 61.5% do not engage in organized physical activity during non-school hours; 22.6% do not participate in any free-time physical activity at all.[2] These statistics become even more grim as children get older. As age increases, physical activity participation drastically declines.

According to the U.S. Centers for Disease Control and Prevention, in 1969, 42 percent of children 5 to 18 years of age walked or bicycled to school. By 2001, the share dropped to 16 percent—two and one half times less than the percentage of kids who walked or biked to school in 1969.

Even when the distance to school remained constant, fewer kids were walking and biking to school. In 1969, 87 percent of children 5 to 18 years of age who lived within one mile of school walked or bicycled to school. By 2001, only 63 percent of children who lived within one mile of school walked or bicycled to school.[3]



[2] U.S. Centers for Disease Control and Prevention: Child and Adolescent Health. Available: http://www.cdc.gov/mmwr/preview/mmwrhtml/mm5233a1.htm Accessed: April 17, 2008.

[3] U.S. Centers for Disease Control and Prevention: Then and Now – Barriers and Solutions. Available: http://www.cdc.gov/nccdphp/dnpa/kidswalk/then_and_now.htm Accessed: April 17, 2008.

Part of the solution to reverse these trends includes increasing the amount of time children spend exercising. A nationwide study published in March 2008 by the U.S. Center for Disease Control validated the positive residual effects of increased physical activities among children. Researchers tracked the reading and math skills of more than 5,000 elementary students and found that girls, especially, with the highest levels of physical education (70-300 minutes/week) consistently scored higher on standardized tests.

Experts recommend that children get at least 60 minutes of physical activity on most, preferably all, days of the week. Convincing or allowing students to walk or bicycle to school is one method to increase physical activity among young people and help reverse the detrimental childhood health trends of the last thirty years.

Safety

Concurrent with rising childhood health concerns and decreased walking and biking trips to school, the National Highway Traffic Safety Administration (NHTSA) determined in 2002 that motor vehicle crashes are the leading cause of death for children two years of age and for people of every age from four to 34 years old. Not all of these crashes were "automobile on automobile" crashes, some included bicyclists or pedestrians struck by automobiles. In 2003 alone, 4,749 pedestrians were reported to have been killed in motor vehicle crashes in the United States. These deaths accounted for 11 percent of the 42,643 motor vehicle deaths nationwide that year. Pedestrian crashes are most prevalent during morning and afternoon peak periods, when traffic levels are highest, and coincidentally, when children are out of school.

Bicycle crashes, like pedestrian crashes, affect all age groups, but the highest injury and fatality rates (per population) are associated with younger bicyclists. The 10 to 15 age group has both the highest fatality rate and the highest injury rate. Crash-involvement rates are also highest among 5-9 year-old males, further emphasizing the gravity of preventative traffic safety efforts. Crash types for this age group include ride-outs from driveways and intersections, swerving left and right, riding in the wrong direction, and crossing mid-block. These are not the same crash types observed in other age groups. Overwhelmingly, crashes experienced by child bicyclists are due to inappropriate behavior by the bicyclist.

Figure 1-2

A student prepares to walk her bicycle across a street in Madison, WI (SAA)

The Teaching Safe Bicycling (Train the Trainer) workshops sponsored by the Wisconsin Department of Transportation emphasize several factors that limit children's understanding of traffic and safety, and increase their likelihood of experiencing a bicycle crash. Specifically, children:

- Have a narrower field of vision than adults, about 1/3 less.
- Cannot easily judge a car's speed and distance.
- Assume that if they can see a car, its driver must

be able to see them.
- May be impatient and impulsive.
- Concentrate on only one thing at a time. This is likely not to be traffic.
- Have a limited sense of danger.

Fortunately, safety training and education programming can increase a child's awareness of automobiles and their place within the traffic network and potentially reduce traffic conflicts leading to crashes.

Wearing proper safety equipment, such as helmets, also affects the severity of crashes children experience. While wearing a helmet may not impact the frequency of crashes, numerous studies have found that use of approved bicycle helmets significantly reduces the risk of fatal injury, serious head and brain injury, and middle and upper face injury among bicyclists of all ages involved in all types of crashes and crash severities. This is where Safe Routes to School programs step in providing guidance in safety education and enforcement. A menu of education programs is provided in Chapter 5.

Even with increased attention given to childhood obesity and decreased physical activity, Americans are driving more than ever before. According to the NHTSA, over the past twenty years, the number of miles Americans travel on highways has nearly doubled. This includes increased automobile trips to school. In fact, as part of the Marin County, California SRTS pilot program the county's congestion management agency determined parents driving their children to school accounted for 20-25% of all morning rush-hour traffic[4].

Paradoxically, as motor vehicle traffic increases, parents become more convinced that it is unsafe for their children to walk or bicycle to school so more parents drive their children to school, thereby increasing the amount of traffic experienced and justifying their perception.

Additional safety concerns about walking or biking to school were identified in a 2004 U.S. Centers for Disease Control (CDC) nationwide survey[5]. The survey revealed the most commonly reported barrier was distance to school (62%), followed by traffic-related concerns (30%), and weather (19%).

Figure 1-3

Students walk through the exhaust of an idling

[4] USDOT National Highway Traffic Safety Administration: Safe routes to School Overview. Available: http://www.nhtsa.dot.gov/people/injury/pedbimot/bike/Safe-Routes-2002/overview.html#back2. Accessed April 22, 2008.

[5] U.S. Centers for Disease Control and Prevention: Barriers to Children Walking to or from School – United States, 2004. Available: http://www.cdc.gov/MMWR/preview/mmwrhtml/mm5438a2.htm. Accessed: April 22, 2008.

Environment

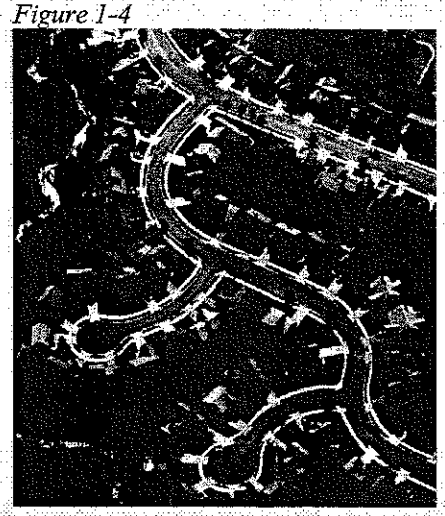
The affects of increased automobile traffic go beyond safety concerns – there are also environmental health considerations. The Environmental Protection Agency (EPA) reports that transportation is the fastest-growing source of greenhouse gas (GHG) emissions in the United States. Greenhouse gases are components of the atmosphere that contribute to the greenhouse effect that warms the planet. In 2003, the transportation sector accounted for about 27% of total U.S. GHG emissions[6].

According to the U.S. Department of Energy (DOE), transportation energy use is expected to increase 48 percent between 2003 and 2025, despite modest improvements in the efficiency of vehicle engines. This projected rise in energy consumption closely mirrors the expected growth in transportation GHG emissions and bodes poorly for future environmental integrity.

Children are particularly vulnerable to air pollution because they breathe faster than adults and inhale more air per pound of body weight (up to 50% more). Exposure to fine particulates, from fossil fuel combustion, is associated with increased frequency of childhood illnesses including asthma. **Stand outside almost any elementary school at arrival and dismissal times and you are likely to witness parents and caregivers converging in their vehicles around the school, many parked with their engines running and increasing the amount of fine particulates within the school zone.**

The US Environmental Protection Agency's "Clean School Bus USA" program identified idling school buses as contributing to air pollution outside and inside of schools. Automobile emissions can enter school buildings through air intakes, doors, and open windows[7]. Instructing bus drivers to shut off their buses also saves money. A typical school bus engine burns approximately half a gallon of fuel per hour. School districts that eliminate unnecessary idling can also save significant dollars in fuel costs each year, but a greater benefit to reducing vehicle emissions in the school zone is increased school attendance. Asthma is the most common chronic illness in children and the cause of most school absences. It is also the third leading cause of hospitalization among children under the age of 15.

Figure 1-4



Automobile-oriented development isolates homes from school and other destinations (Smithsonian Magazine)

Reducing the frequency of motor vehicle trips to school and increasing the number of students walking, bicycling, or using other active modes of transportation not only improves childhood physical health, but is a relatively simple way individuals can improve the air quality surrounding schools and reduce greenhouse gas

[6] U.S. Environmental Protection Agency: Greenhouse Gas Emission from U.S. Transportation Section: 1990-2003. Available: http://www.epa.gov/oms/climate/420r06003summary.htm. Accessed: April 22, 2008.

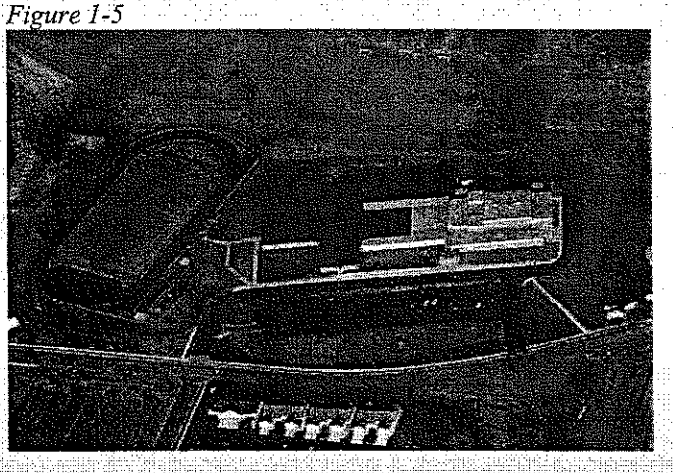
[7] U.S. Environmental Protection Agency: National Idle-Reduction Campaign. Available: http://www.epa.gov/otaq/schoolbus/antiidling.htm. Accessed: April 22, 2008.

emissions, which may contribute to global warming.

Land Use Patterns

Parents who drive their children to school are reacting, in part, to decades of auto-oriented land use planning that has neglected pedestrians and bicyclists as users of the transportation system. In many areas, auto-oriented development has hindered the creation of walkable communities. These new developments lack sidewalks or bicycle facilities and may be located too far away to make bicycling or walking practical.

Figure 1-5



When schools are constructed in undeveloped areas it reduces the number of students located within walking distance (SAA)

Traditionally, schools were located in the center of communities, and this close proximity to residential areas contributed to high rates of walking and bicycling to school. Beginning in the 1970s, rather than renovating existing schools or building schools within existing residential communities, most new schools were built on the edges of communities where the land costs were lower. School siting policies may also dictate a certain acreage minimum that precludes many inner-community locations. Peripheral school siting means fewer kids live close enough to these facilities to make walking or biking to school practical.

School consolidation that closes small centrally-located schools in lieu of one newer and larger facility has also meant that these small walkable schools are abandoned in neighborhoods where they were ideally situated for walking and biking.

The effects of consolidation are measurable. Between 1940 and 2003, the number of public school districts decreased from 117,108 to 14,465, and the number of public and private elementary and secondary schools went from over 226,000 to approximately 95,000 in 2003. During this same period, the number of students attending elementary and secondary schools grew from 28 million to 54.5 million according to the U.S. Department of Education (DOE)[8].

These statistics indicate that school consolidation has done what it set out to do, increase the number of students attending each school, while decreasing the inventory of schools. Theoretically, this makes for increased efficiencies in many areas, but it also necessitated increased expenditures in transportation. It also concentrates the flow of traffic to one location, and conflicts have emerged.

[8] U.S. Department of Education Digest of Education Statistics: Number of public school districts and public and private elementary and secondary schools: Selected years, 1869-70 to 2002-03. Available: http://nces.ed.gov/programs/digest/d04/tables/dt04_085.asp. Accessed: April 22, 2008.

Larger schools translate into more students traveling to the same place at the same time—and mostly by automobile. As a result, school-site automobile congestion and accompanying poor air quality surrounding schools have become major concerns in communities not just in Wisconsin, but nationwide. This congestion has made it increasingly difficult for children who do live close to school to walk or bike to school safely.

Not only are schools larger and more congested, they also draw students from attendance areas that are geographically larger than in the past. These expanded enrollment areas make it more difficult for students who want to bike or walk to school to do so safely or conveniently.

With land use practices that dissuade children from walking and bicycling to school, it is unsurprising that in the last thirty years the proportion of children walking and bicycling to school has dropped dramatically.

Why Safe Routes to School?

Fewer children walk and bicycle to school today than ever before. At the same time, childhood health has declined, automobile crashes involving children have increased, air quality has deteriorated, and schools have been built farther away from where children live. Many school officials, health advocates, and transportation professionals feel that increasing walking and biking to school can positively contribute to the well-being of children and reverse recent trends.

Figure 1-6

Parents and students walk together during a Walk to School Day encouragement activity (Waterford, WI)

Walking and bicycling to school is important not only in helping to address and perhaps reverse national trends, but walking and biking to school gives children time for physical activity and a sense of responsibility and independence; allows them to enjoy being outside; and provides them with time to socialize with their parents and friends and to get know their neighborhoods. Parents have often noted that they relish their time walking or biking with their children to school because it gives them a chance to bond with their kids without distractions.

Safe Routes to School (SRTS) programs are sustained efforts to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school. The SRTS effort begins by understanding why kids are not walking and bicycling to school. Safe Routes to School programs audit conditions around the school and conduct surveys of parents, teachers, and

students to determine existing attitudes and facilities surrounding the school. SRTS programs then identify opportunities to make bicycling and walking to school a safer and more appealing transportation choice, thus encouraging a healthy and active lifestyle from an early age.

Safe Routes to School refers to a variety of multi-disciplinary programs and facility improvements aimed at promoting walking and bicycling to school. SRTS largely centers around five core areas, called "The Five E's". They include Education, Encouragement, Engineering, Enforcement, and Evaluation. An effective SRTS program will include strategies from each of the Five E's described below:

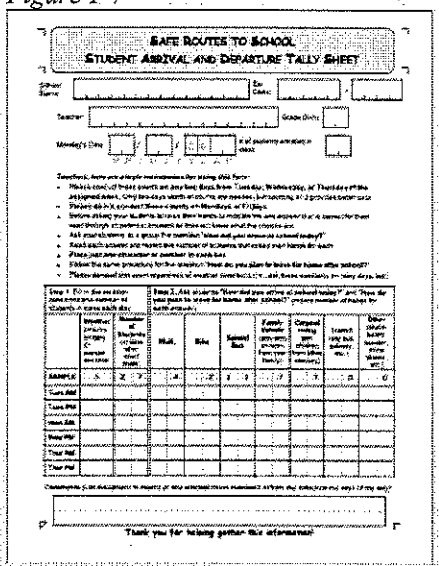
• **Engineering** is a broad concept used to describe the design, implementation, operation, and maintenance of traffic control devices or physical measures. It is one of the complementary strategies of SRTS, because engineering alone cannot produce safer routes to school. Safe Routes to School engineering solutions may include adequate sidewalks or bike-paths that connect homes and schools, improved opportunities to cross streets (such as the presence of adult crossing guards, raised medians, or pedestrian signals), and traffic calming measures (such as reduced speed limits, speed bumps, or stanchions).

• **Enforcement** includes policies that address safety issues such as speeding or illegal turning, but also includes getting community members to work together to promote safe walking, bicycling, and driving.

• **Education** includes identifying and promoting safe routes, teaching students to safely cross the street and obey crossing guards, handling potentially dangerous situations, and the importance of being visible to drivers. Education initiatives also teach parents to be aware of bicyclists and pedestrians and the importance of practicing safety skills with their children. SRTS education efforts alert all drivers to the potential presence of walkers and bikers and the need to slow down, especially in school zones. **Additionally, the Safe Routes to School plan educates local officials by identifying regulatory changes needed to improve walking and bicycling conditions around schools. This strategy is closely tied to Encouragement strategies.**

• **Encouragement** combines the results of the other "E's" to improve knowledge, facilities and enforcement to encourage more students to walk or ride safely to school. Most importantly, encouragement activities build interest and enthusiasm and help ensure the program's continued success. Programs may include "Walk to School Days" or "Mileage Clubs and Contests" with awards to motivate students.

Figure 1-7



Surveys, like the Student Arrival and Departure Tally Sheet through the National Center for Safe Routes to School, should be used to evaluate the

• **Evaluation** involves monitoring outcomes and documenting trends through data collection before and after SRTS programming to identify successful methods and practices and to measure overall effectiveness.

While Safe Routes to School plans largely prioritize improvements in areas where children predictably congregate, particularly school zones and major transportation links between the school and residential areas, it is important to remember that children are a part of every community. Adequate facilities are, therefore, necessary everywhere people are expected to walk. Streets that allow children to walk and bicycle to school safely will better accommodate all users and create a more vital transportation network.

Franklin Public School District Planning Process

Franklin Community

The Franklin Public School District is a K-12 common school district with five elementary schools, one middle school and one high school. The total population within the district is estimated at over 29,000 people. All schools in the district are located within the City of Franklin.

Franklin encompasses 34.6 square miles in southwest Milwaukee County. The City of Franklin contains a combination of US, state, and county highways, as well as local roads. **The primary highways are USH 41, located east of the city limits and USH 45, located near the west of city limits. The primary vehicular obstacles in Franklin are a series of highly trafficked collector streets, which carry relatively high-speed traffic north-south and east-west through the center of the community. The collector streets lack proper bicycle and pedestrian facilities and separate some neighborhoods from schools and other meaningful destinations.**

The City of Franklin was initially designed for travel by automobile. Facilities for walking and biking are located sporadically throughout Franklin. A segment of the Oak Leaf Trail, a 108 mile multi-use facility, runs through the community, but trail heads are not easily accessible to cyclists and pedestrians. There is a lack of sidewalk facilities around some school sites, and many of the collector streets can be difficult for student bicyclists and pedestrians to negotiate. There are very few on-street bicycle facilities throughout the community which requires bicyclists to use a combination of roads or off-street trails to complete most trips.

The Wisconsin Department of Administration projects the population of Franklin to be 33,900 people in 2010 and by 2030, the projected population is anticipated to be 39,199 people (a 41% increase from 2010). With the City's expanding population, it is particularly important to grow multi-modal transportation options as the community expands. It is easier and more cost effective to build the infrastructure for a good bicycle and pedestrian environment in conjunction with development projects, rather than retrofitting bicycle and pedestrian improvements after construction of new neighborhoods and commercial areas. Enhancing the bicycle and pedestrian network can also save money in the long-term if development of new or expanded roadways is deemed unnecessary due to mode shift.

This report focuses on Pleasant View Elementary School. Though this report focuses only on this school, improvements recommended to increase the mobility and safety for children is also likely to have a positive impact on safety for other student and resident populations.

Enrollment at Pleasant View Elementary School totaled 475 students for the 2009-10 school year. 85% of these students live within two miles of the school. It is this 85% that this plan is focused on, as SRTS funding is available for physical improvements within two miles of a school site.

Study Process

Formation of the SRTS program for Franklin originated with City Council direction and mayoral support to form a committee to address citizen requests for increased bike and pedestrian facilities. In December 2010 planners from Schreiber/Anderson Associates began working with the local SRTS Task Force and interested municipal and community members. Development of the plan entailed collecting and analyzing information, identifying community needs and priorities, and recommending steps to remedy existing problems and accomplish community goals and visions.

The Franklin Safe Routes to School Task Force was comprised of a diverse group of stakeholders including parents, school administrators, teachers, and city staff. Prior to plan development, the Task Force completed several tasks including a public Walking Workshop and a series of follow-up meetings to gather public input and serve as a kickoff for the City's SRTS program. The group also recommended incorporation of the Milwaukee County Trails Network Plan into the City's 2025 Comprehensive Master Plan for future city trail design and funding and made significant strides.

Plan development included Task Force review at key benchmarks in the process. Starting in fall 2008, there were seven SRTS Task Force working meetings. The plan was prepared using this outline:

- Start Up and Visioning
  - SRTS Plan Start Up
  - Meeting #1 (January 2011)
- Existing Conditions and Current Issues
  - Collect and Review Existing Information
  - Conduct Walking/Biking Audits
  - Administer Surveys
  - Develop Recommendations
  - Meeting #2 (discuss draft recommendations, February 2011)
- Draft and Final Plans
  - Meeting #3 (public information meeting, April 2011)
  - Meetings #4-7 (review draft SRTS plan, May-July 2011)
  - Finalize SRTS Plan

The schedule was determined by the availability of municipal and school staff, and authorization by the Wisconsin Department of Transportation. Surveys and the biking and walking audits were administered early in the process to provide a framework and direction for recommendations.

Plan Objectives and Policy Statements

The Franklin SRTS Task Force developed the following objectives and policy statements based on the 5 E's of Safe Routes to School. This plan seeks to implement these key objectives in all five strategy areas.

Encouragement: The Task Force recognizes the need to promote walking and biking as a viable mode of transportation. Activities that encourage the entire community to walk or bike will be developed and promoted. Activities will focus on ensuring walking and biking become routine transportation options.

Education: Members of the SRTS Task Force will continue to educate the community through presentations at PTA meetings, back to school nights, and school board meetings. To increase the education opportunities for cyclists and pedestrians, additional tools such as school newsletters, website publications, the District TV channel, and press releases should also be utilized.

Enforcement: Law enforcement will increase patrolling around schools during arrival and dismissal times to deter hazardous behaviors. This may include establishing an adult crossing guard program to help students safely cross busy streets.

Engineering: Sidewalk and crosswalk facilities will continue to be developed and evaluated throughout the community. When complete networks have been established, the Task Force, City of Franklin staff or school district staff and local law enforcement will develop walking and biking routes which will be mapped and promoted through a brochure provided by the District.

Evaluation: The SRTS Task Force, City of Franklin staff or school district staff will continue to distribute National Center for Safe Routes to School surveys to determine program impact and to identify additional concerns and obstacles within the community. The Task Force will also continue to evaluate and update this plan to ensure relevancy and to prioritize facility and programming improvements.

2 Present Conditions & Past Studies

This chapter provides a current conditions inventory of existing policies, plans, and legislative controls within the school district. Policies and ordinances are listed to demonstrate district and municipal standards for walking and biking as transportation. The chapter also discusses past studies that may affect recommendations cited elsewhere in this plan.

Present Conditions

School Enrollment Boundaries

The Franklin Public School District is a K-12 common school district with a total population of over 29,000. Schools within the district include Ben Franklin Elementary, Country Dale Elementary, Pleasant View Elementary, Robinwood Elementary, Southwood Glen Elementary, Forest Park Middle School and Franklin High School. **See Appendix A.** All schools that service the District in 2010-11 are located within the City of Franklin.

The District boundaries include approximately 18,628 acres, or approximately 29.1 square miles and has approximately 4,100 students enrolled in kindergarten through twelfth grade. There are five elementary schools in the District, one middle school and one high school. Pleasant View Elementary School is the focus of this plan, which includes analysis and recommendations.

Bicycle and Recreational Facilities

Bicycle accommodations in Franklin are primarily limited to off-street facilities; limited almost exclusively to the Oak Leaf Trail network. However, many roads have adequate paved shoulders that allow for on-street bicycle transportation. Loomis Road, Drexel Avenue, Oakwood Road and Ryan Road are preferred routes for on-street travel.

Franklin is fortunate to have connections to the Oak Leaf Trail, which is managed by the Milwaukee County Park System as part of its extensive state trail system. The 108-mile trail network is comprised of off-road paved trails, park drives and municipal streets where necessary. The trail loops extend through all major parkways and parks in Milwaukee County and offers year round recreation opportunities.

Pedestrian Facilities

Studies show that walkable communities are friendlier and safer places to live. Of particular importance is the role that sidewalks play in the lives of the community's children. Children must utilize sidewalks to get to all of their destinations, such as neighborhood homes, schools and parks. A safe facility in good condition encourages kids to stay on the sidewalk and provides a barrier from street traffic.

Sidewalks are located sporadically throughout the City of Franklin and, despite recent efforts to improve the network, poor connections to some school sites still exist. A major impediment to pedestrian travel is Rawson Avenue which bisects several neighborhoods adjacent to Pleasant View Elementary School. **The school is located south of Rawson Avenue, a 4-lane divided highway (with turn lanes) making this busy roadway an obstacle for any student residing north of Rawson Avenue. Even though there are sidewalks on both sides of Rawson Avenue between S. 51st Street and S. 35th Street, there is only one signal controlled intersection, all others are stop controlled.** There are currently no adult crossing guards in the District.

Sidewalk Development Policy

Part 8 (Improvements and Construction) of the City of Franklin Unified Development Ordinance states that sidewalks shall be required under the following conditions: one (1) side of all collector streets; on the school and/or public park side of a collector street; on minor, collector and/or arterial streets which provide adjacent access to school and/or public park sites; on arterial streets with an urban type cross section; and any other identified pedestrian access areas to accommodate safe and adequate pedestrian circulation. Where sidewalks are provided, they shall be a minimum of five (5) feet in width and be located within a dedicated public right-of-way or pedestrian access easement.

School Zone Speed Limits—Wisconsin Law

Wisconsin law requires drivers to reduce their speed to 15 mph or the posted school zone speed and maintain this speed until the end of the school zone when children are going to and from school or are present. Technically, a school zone is enforceable any time children are present, not just during regular school hours. Too often, drivers do not observe posted limits.

Unfortunately, other rules and regulations put in place to increase pedestrian safety are also not uniformly observed. A Safe Community Coalition survey in Madison and Dane County, WI in 2005 showed that less than 2 percent of drivers were yielding the right-of-way to pedestrians at crosswalks.

Disobeying posted speed limits and ignoring crosswalk regulations can add to unsafe conditions for all transportation users. It should be noted that vehicles traveling at lower rates of speed are better able to stop and the rate of speed has a dramatic effect on the severity of injury sustained in a crash event. For example, a pedestrian hit at 20 mph has a 95 percent chance of survival. Compare this to a crash at even 30 mph and the chance of pedestrian fatality increases to 45 percent. Even small increments of speed reduction can have a dramatic effect on safety.

Transit Facilities

In some communities, public transit services are utilized to transport children to school. The Franklin Public School District does not utilize this form of public transportation for journey to school. The Milwaukee County Transit System provides transit services to the City of Franklin and, during the school year, a total of 57 routes within Milwaukee County are operational. 30 routes are local, 10 are freeway based, 14 have limited morning and afternoon service and 3 function as service to UW Milwaukee. Several routes serve major corridors within the City of Franklin and there are currently no plans to expand service.

Rail and Truck Routes

Transportation for heavy vehicles, including trains, is an important consideration when developing non-motorized transportation routes since these vehicles can pose hazards to pedestrians and bicyclists. In the next chapter, school district-defined hazard areas are described for the determination of school busing routes.

Franklin is not directly served by railroads, though freight and passenger rail service extends to neighboring communities. The primary regional rail corridor runs between Milwaukee and Chicago with the nearest spur located east of the City in Oak Creek.

There is a significant amount of truck traffic generated by Franklin's business and industrial parks and commercial areas. The Franklin Municipal Code designates CTH BB (Rawson Ave.), MM (St.

Martins Rd.), J (N. Cape Rd.), OO (Forest Home Ave.), H (Ryan Road), A (S. 68th St.) and U (76th St.) as heavy traffic routes. In addition, the State of Wisconsin designates STH 36 and 100, as well as USH 45 and 241(27th Street), and Rawson Avenue as truck routes.

Traffic Counts and Crash Data

National Crash Data

Nationally, 698 pedalcyclists and 4,654 pedestrians were killed in 2007, according to the National Highway Traffic Safety Administration. Additionally, 70,000 pedestrians and 43,000 pedalcyclists were injured in traffic crashes in the United States this same year. Pedalcyclists include all types of transportation that is pedaled by the user, including bicycles, tricycles, etc. They accounted for 13 percent of all nonoccupant traffic fatalities in 2007, while pedestrians made up 85 percent of all nonoccupant traffic fatalities. In terms of age, children under 16 years of age accounted for 15 percent of all pedalcyclists killed in 2007. Children under age 13 accounted for 5 percent of the pedestrian fatalities in 2007.

Wisconsin Crash Data

In Wisconsin, 1,122 pedalcyclists were injured and 10 pedalcyclists were killed in 2007. With 1.79 pedalcyclist fatalities per million population. Wisconsin's rate was slightly higher than that of Illinois (1.44) and significantly higher than that of Minnesota (0.78). Additionally, in Wisconsin, 1,351 pedestrians were injured and 52 pedestrians were killed in traffic crashes in 2007.

Local Crash Data and Traffic Counts

07/01/2009 to 07/01/2010: S. 35th Street to S.51st Street/W.Drexel Ave. to W. Rawson Ave.

In this time period there were 26 crashes resulting in property damage and personal injury. Unfortunately the crash data documentation does not specify if bicyclists or pedestrians were involved. Since 2004, there have been three fatal accidents involving pedestrians. In September, 2004 a fatal accident involving a pedestrian occurred on the 3500 block of W. Rawson Avenue, another occurred in December, 2005 at the intersection of S. 51st Street and W. Rawson Avenue and the third fatal accident occurred in July, 2007 at the intersection of Riverwood Blvd. and 27th Street.

Traffic counts near the school show a variety of average annual daily traffic numbers (AADT). The highest AADT, excluding Hwy. 241, was recorded just north of Pleasant View Elementary School on W. Rawson Avenue. W. Rawson Avenue has been cited as a major barrier to bicycle and pedestrian travel. The lowest traffic count was recorded near W. Drexel Avenue and S. 51st Street where 2,800 trips were recorded in 2008. See Table 2-2 for a complete listing.

Table 2-1 Crash Data near Pleasant View Elementary School

Date	Time	Location
Personal Injury Crashes (2009)		
08/01/09	9:42 am	3700 Rawson
09/16/09	3:12 pm	5100 Rawson
12/06/09	11:16 am	7200 51st
12/14/09	5:14 pm	4300 Rawson
12/22/09	5:12 am	4300 Rawson
Property Damage Crashes (2009)		
09/08/09	10:46 am	7700 51st
09/10/09	2:49 pm	4700 Rawson
09/19/09	4:36 pm	5100 Rawson
10/03/09	11:19 am	3500 Rawson
10/26/09	6:45 am	5100 Rawson
11/23/09	9:20 am	5100 Rawson
12/04/09	6:37 am	5100 Drexel
12/05/09	5:24 pm	3500 Rawson
12/22/09	5:47 pm	4200 Rawson
12/26/09	3:22 pm	5100 Rawson
12/31/09	5:06 pm	3500 Rawson

Date	Time	Location
Personal Injury Crashes (2010)		
03/28/10	12:07 pm	4600 Drexel
05/28/10	10:48 pm	7300 51st
Property Damage Crashes (2010)		
01/09/10	2:10 pm	5100 Rawson
01/12/10	7:11 am	7500 51st
02/04/10	3:40 pm	5100 Drexel
02/08/10	7:03 am	5100 Rawson
02/09/10	1:19 pm	4900 Rawson
02/24/10	5:13 pm	4600 Rawson
06/20/10	10:23 am	5100 Rawson
07/01/10	3:03 pm	5100 Rawson

Table 2-2 Traffic Counts near Pleasant View Elementary School (2008)

Location		AADT
W. Drexel Avenue	Between S. 51st St. and S. 31st. St.	2,800
W. Drexel Avenue	Between S. 31st St. and Hwy 241	5,600
S. 51st Street	Between W. Drexel Ave. and W. Rawson Ave.	5,500
S. 51st Street	North of W. Rawson Ave.	5,700
W. Rawson Ave.	West of S. 51st Street	18,500
W. Rawson Ave.	Between S. 51st St. and Hwy. 241	22,200
Hwy. 241	Between W. Rawson Ave. and W. Drexel Ave.	19,100

Policies, Programs & Plans

There are a number of school policies and plans that have an affect on the physical condition and behaviors of children within the District. A sampling of policies and plans related to Safe Routes to School programming is provided below.

Policies

Transportation

The entire Franklin School District has been declared a hazardous transportation area by the Milwaukee County Sheriff's Department and, as a result, transportation must be provided for every student. Much of the district's busing needs are privately contracted although the district does own several busses used for students with special needs. There are a series of policies related to bus stop locations, pick-up and drop-off times, and route assignment.

Hazardous Transportation Areas

Unique characteristics to each community generate unusual transportation areas and, as a result, state laws do not dictate specific conditions to define these areas. The Wisconsin Department of Instruction suggests the following criteria for determining a hazard situation.

- Age of pupils
- Lack of sidewalks
- Lack of crossing guards
- Lack of local law enforcement
- Railroad crossings
- Width of shoulder of road/highway
- Traffic counts
- Temporary hazards such as construction projects or street repairs
- Other conditions identified by local units of government

Wellness

Schools can play an important role in establishing student health and nutrition habits. Positive impacts to students may include provision of nutritious meals and snacks through the schools' meal programs, supporting the development of good eating habits, and promoting increased physical activity. Parents and the public at large also play a significant role so a communitywide education effort is encouraged to promote, support, and model healthy behaviors and habits.

In 2006, the Franklin Public School District implemented a wellness policy (#5315) to promote wellness, good nutrition, and regular physical activity as a part of the total learning experience. The District identified the following four components as essential to the implementation of positive nutrition and wellness practices.

1. Nutrition Education: Student and parent education will emphasize the newest Dietary Guidelines for Americans and nutrition information.
2. Physical Activity: Students and staff will increase their knowledge and skills to integrate physical activities into various instructional areas.
3. Other School Based Activities: All students will have access to healthy food choices during school and at school functions where food is available.

4. Food Service Program: Franklin Public School's hot lunch program will follow Federal and State guidelines, administered by the Food Service Manager.

Health

The City of Franklin Health Department has created a booklet that illustrates recommended park and neighborhood walking loops. The intent is to encourage residents to seek and use safe neighborhood pedestrian networks.

The City of Franklin has implemented a 5-Year Community Health Improvement Plan, based on Mobilizing for Action through Planning and Partnerships principles, intended to improve community health. The framework seeks to prioritize public health issues and identify resources to help address them. A recent survey in Franklin placed obesity and lack of physical activity first out of twelve concerns with roughly 75% of respondents reporting no or insufficient physical activity.

Programs

Movin' and Munchin' Schools

Pleasant View Elementary School has incorporated the Movin' and Munchin' Schools program, designed to encourage healthful eating and increased physical activity, into the Physical Education classes. The program awards children with points for various healthy activities, ranging from a week without TV to walking with a family member, which can be redeemed for prizes.

Plans

City of Franklin 2025 Comprehensive Master Plan (2009)

The City of Franklin experienced nearly a 25 percent growth rate over the last decade, making it one of the fastest growing communities in the state and the fastest growing community in Milwaukee County. Based on a history of solid population growth and the desire to remain a well-planned model community, the city prepared a comprehensive master plan in 2009. The plan includes multiple recommendations related to walking and bicycling. These recommendations include:

1. Provide appropriate facilities to encourage recreational and commuter bicycle trips.
2. Develop a system of sidewalks and paths that links neighborhoods to active destinations.
3. Provide transportation options for the disabled and those who cannot drive.

Comprehensive Outdoor Recreation Plan 2020 (2002 with 2011 update)

This plan was developed to present a comprehensive strategy for the City of Franklin that would serve as a guide to its citizens and officials in the development of facilities to accommodate existing and future park and recreational needs. Existing park acreage in Franklin includes regional and multi-community parks, community parks, neighborhood parks, mini-parks and playgrounds totaling approximately 3,880.72 acres. A large amount of this land (approximately 2,166 acres) is located within the floodplain of the Root River, owned by Milwaukee County.

Milwaukee County Trails Network Plan (2007)

The Milwaukee County Trails Network Plan identifies the countywide network of trails and provides guidance to the Milwaukee County Park System for effectively using its funding sources for land acquisition and development. This plan identifies trail corridors for potential

development, provides guidance for trail development and funding future land acquisitions, develops budget guidelines and builds on partnerships between Milwaukee County and various units of government, nonprofit organizations and volunteer groups. The plan is also designed to encourage the consideration of connections between recreational trails and roadway routes in order to provide a comprehensive and seamless network for bicyclists travelling from residential, employment, commercial and recreational facilities.

Wisconsin State Trails Network Plan (2001)

The Wisconsin State Trails Network Plan, completed in 2001 and approved by the Natural Resources Board, provides a long-term, big-picture vision for establishing a comprehensive trail network for the state. Franklin is located within the Southeast Region. Plans for trail expansion in this region are somewhat different than in other parts of the state due to intensive growth and development. Trail connections between municipalities are needed to provide useful routes for commuting as well as for recreation. Development intensity limits the likelihood of trail development within rail corridors and, as a result, trails will need to be located within natural resource corridors and on existing roadways.

Segment 37 of the Trails Network Plan seeks to create a continuous trail connection beginning in the southwest corner of Milwaukee County and ending at the east end of the Muskego Lakes Trail. Part of this segment includes a natural resource/utility corridor proposed as the Waterford-St. Martins Trail, building on four miles of the corridor (Waterford-Wind Lake Trail) developed by Racine County. The Fox River Trail, the Burlington Trail and the Southwestern Trail complete connections to the state line.

Wisconsin Bicycle Transportation Plan 2020 (1998)

WisDOT encourages planning for bicyclists at the local level, and is responsible for developing long-range, statewide bicycle plans. The development of WisDOT's statewide long-range bicycle plan, Wisconsin Bicycle Transportation Plan 2020, involved many people, including an advisory committee. The plan is intended to help both communities and individuals in developing bicycle-friendly facilities throughout Wisconsin. The recommendations within the Plan are worth considering in Franklin as connections to other communities are studied.

The *Wisconsin Bicycle Transportation Plan 2020* states that "the most frequent, comfortable, and practical trips for bicyclists—those under five miles—produce the greatest environmental benefits since [auto] trips under five miles in length are the least fuel efficient and produce the highest emissions per mile." Multipurpose trails and the availability of sidewalks offer people alternative transportation routes that can reduce automobile use and provide alternatives to solo driving.

Wisconsin Pedestrian Policy Plan 2020 (2002)

The Wisconsin Pedestrian Policy Plan 2020, created by the Wisconsin Department of Transportation (WisDOT), was established to make pedestrian travel a viable, convenient and safe transportation choice throughout Wisconsin. While the Policy Plan primarily aims to minimize the barriers to pedestrian traffic flow from State Trunk Highway expansions and improvements, it provides guidance to local communities on how to encourage pedestrian travel through the creation of pedestrian plans, increasing enforcement of pedestrian laws, adopting and implementing sidewalk ordinances, and addressing pedestrian issues through public participation.

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3 Identifying Safety Issues & Attitudes

This chapter explores attitudes and barriers for walking and bicycling that may exist within the community. Survey information, school site assessment, and neighborhood evaluations are provided as both a baseline assessment and as a starting point for future deliberation, monitoring, and evaluation.

Surveys

Communities tailor a combination of engineering, education, encouragement and enforcement strategies to address the specific needs of their schools. Evaluation is also an important component of any SRTS program. Evaluation is used to determine if program actions are having an effect and to assure that resources are directed toward efforts that show the greatest likelihood of success. Timely evaluation also allows for:

- **Making sure that the underlying problem is identified so that proper strategies to address the problem are chosen.** Sometimes a SRTS program begins without a good understanding of the underlying issues resulting in a less successful program.
- **Setting reasonable expectations about what the program can do.** By knowing the starting point, SRTS programs can set specific and reasonable objectives.
- **Identifying changes that will improve the program.** Part of evaluation is monitoring what happens throughout the life of a project so that mid-course corrections can be made, if needed, to improve chances of success.
- **Determining if the program is having the desired results.** This is a primary purpose of any evaluation and can be used to inform funding sources, the media, and the public to help build support for SRTS.

There are benefits that extend beyond an individual program. Data collected and shared by local programs can influence future funding at the local, state and national level. Today's SRTS exists in part because of the evaluations of earlier programs.

Copies of the student, teacher and parent survey instruments used for this analysis can be found in **Appendix B.** The student and parent survey instruments were developed by the National Center for Safe Routes to School. A subsequent Teacher Survey was also developed and administered by SAA.

A discussion about each survey and its results is provided below.

Student Tally

The Student In-Class Travel Tally was developed to help measure how students get to school and whether the SRTS Program affects trips to and from school in the future. Teachers use the tally sheet to record the travel mode children utilize to arrive and depart from school on select days during one week. The data collected in Franklin were entered using the SRTS DataTools – Online Data Entry and Analysis System provided through the National Center for Safe Routes to School. The Center uses these data to help track the success of SRTS programs across the country.

Student Tally data were recorded for 100% of classrooms (21) within Pleasant View Elementary School. This accounts for 501 students. Data were collected during one week in spring 2011.

As shown in Chart 3.1, about two-thirds of the students (66%) traveled to and from school via school bus. The next highest categories were "family vehicle" with 27%, "walk" with 4% and "bike" with 2%. These data show utilization of a range of transportation, but transportation by school bus or family vehicle were the predominant modes.

Using these data one may infer that about 30 children were walking or biking to school each day. One of the primary goals of the SRTS program is to create mode shift to walking and biking by reducing transportation by bus or automobile. In Franklin, that means capturing a percentage of the approximately 94% of students who arrived and departed school grounds via school bus or family vehicle.

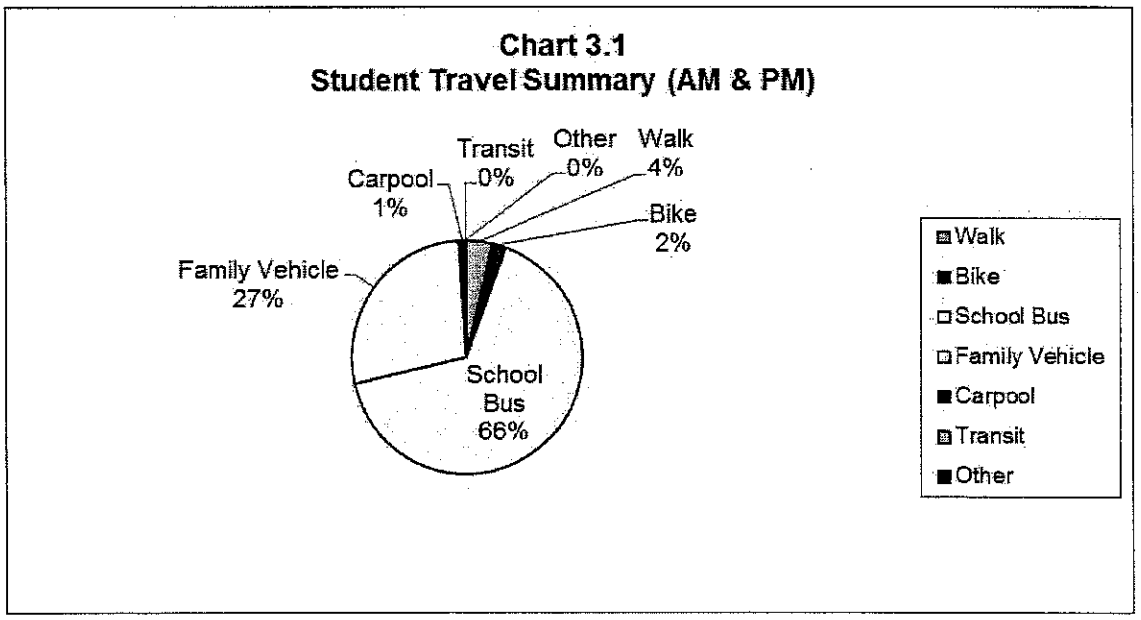
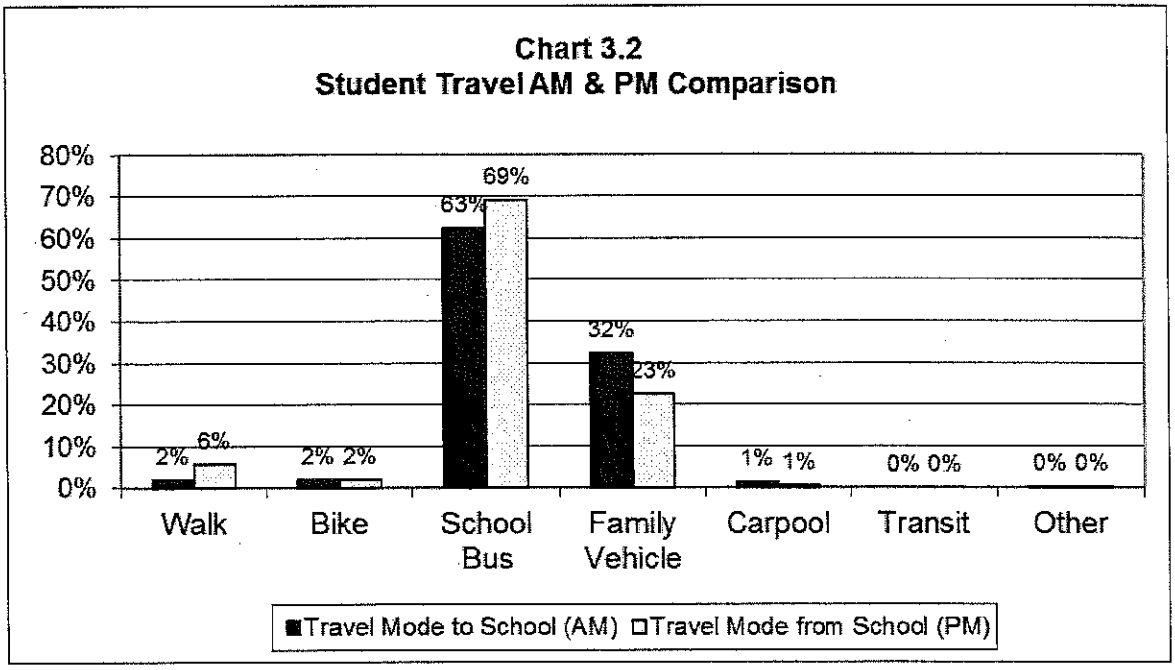


Chart 3.2 indicates that some students who arrived by family vehicle departed by another mode. Family vehicle trips fell from 32% in the morning to 23% in the afternoon. There was a related increase in other mode shares with increases observed in "school bus" and "walk" for trips from school (PM). It's worth noting that walking showed an increase from morning to afternoon with an increase from 2% to 6% of trips. This equates to about 30 students walking home after school. Further, the jump in walking from morning to afternoon demonstrates that more children are capable of walking from home to school but use other modes.



Parent Surveys

The Parent Survey asks for information about what factors affect whether parents allow their children to walk or bike to school. It also records opinions concerning the presence of key safety-related conditions along existing routes to school, and collects related background information. The survey results are used to help determine how to improve opportunities for children to walk or bike to school and to measure changes in attitude among parents as the local SRTS program grows.

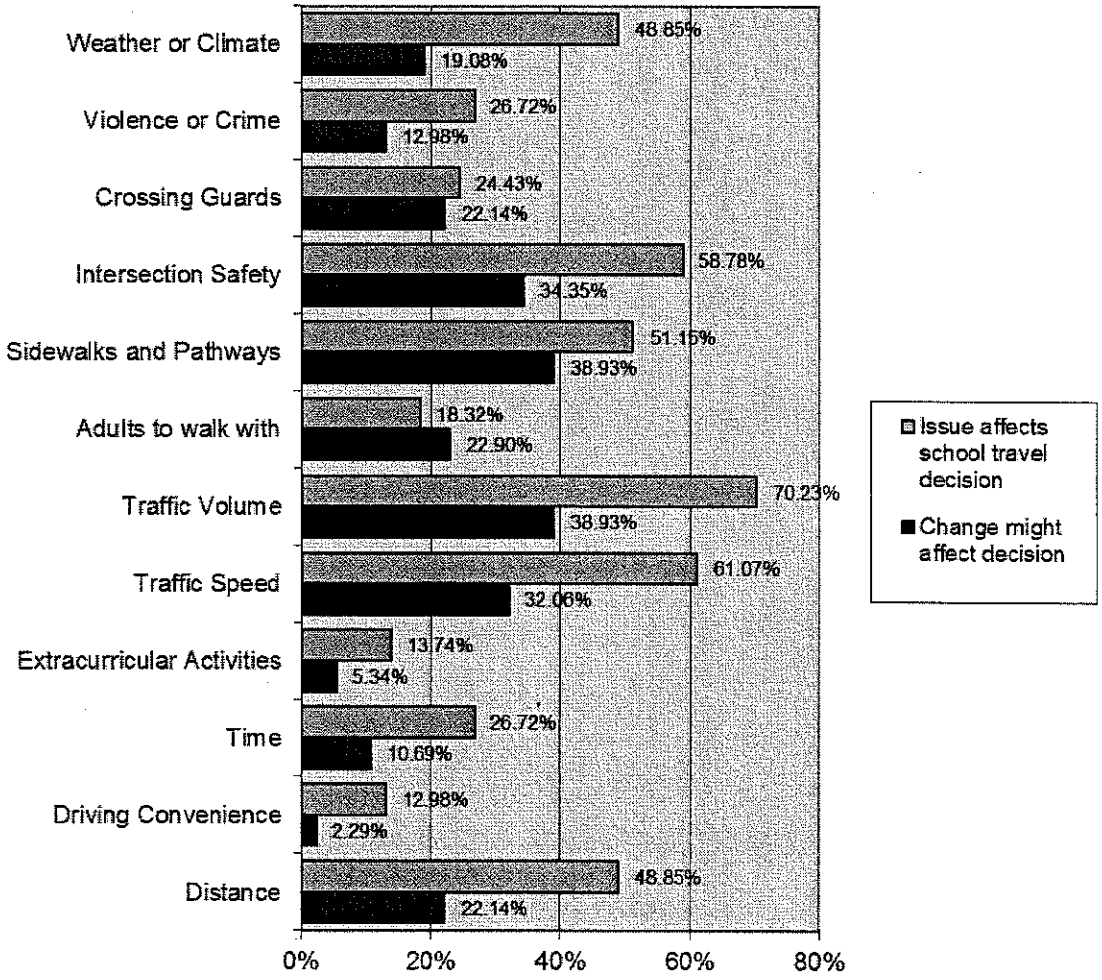
Parent Surveys were administered in March 2011 and 356 surveys were distributed to Pleasant View Elementary parents with 131 returned (37%).

The following section provides information from parents about their perceptions and attitudes on their child walking and bicycling to school. The data used in this report were collected using the Survey about Walking and Biking to School for Parents survey instrument from the National Center for Safe Routes to School.

The highest recorded issues affecting parent's decisions to allow, or not allow, their child to walk or bike to/from school included the following. See Chart 3.4.

- Volume of traffic along route (70%)
- Speed of Traffic along route (61%)
- Safety of intersection and crossings (59%)
- Sidewalks or pathways (51%)
- Distance (49%)
- Weather (49%)

Chart 3.3
Opportunities to Affect School Travel Decisions

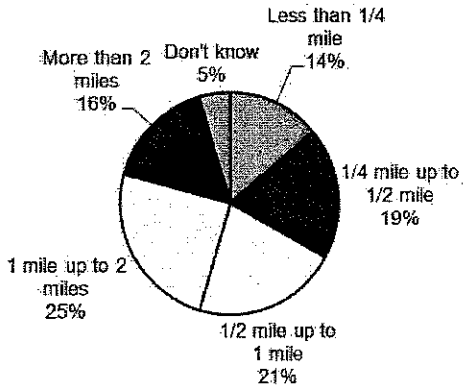


When asked if parents would allow their child to walk or bike to school if any of these conditions were changed or improved the majority replied "yes". Factors that would be unaffected by "change" or "improvement" were:

- Convenience of Driving (2%)
- School Activities (5%)
- Violence or Crime (13%)
- Time (11%)

Respondents who lived between 1 and 2 miles from school accounted for the highest percentage of responses (25%). See Chart 3.5. About 54% of respondents lived within 1-mile of Pleasant View Elementary School. Generally speaking, this is the population an SRTS program is most interested in capturing for regular trips to school. In terms of encouragement overall, 92% of respondents felt their child's school neither encouraged nor discouraged walking or biking to school. This high percentage of parents who don't feel encouraged to use non-motorized transportation options demonstrates that encouragement or incentive programming may have an impact.

Chart 3.4
Distance From Home to School



Teacher Surveys

The Teacher Survey was developed to measure the extent to which walking and bicycling skills are or are not included in classroom curricula, and to determine teacher attitudes and observations about walking and biking. Teacher Surveys were administered to all Kindergarten through sixth grade instructors.

General Findings

The 21 total Teacher Surveys recorded a number of observations about existing behaviors in school zones. These include inappropriate walking and bicycling behaviors like crossing at unmarked locations, walking or biking on the incorrect side of the road, and not wearing visible clothing when it's dark or protective gear such as helmets. Issues stemming from a lack of sidewalks and access paths to the school were also a common observation. Observed driver behaviors include inattentive driving, speeding, and not yielding to pedestrians in crosswalks.

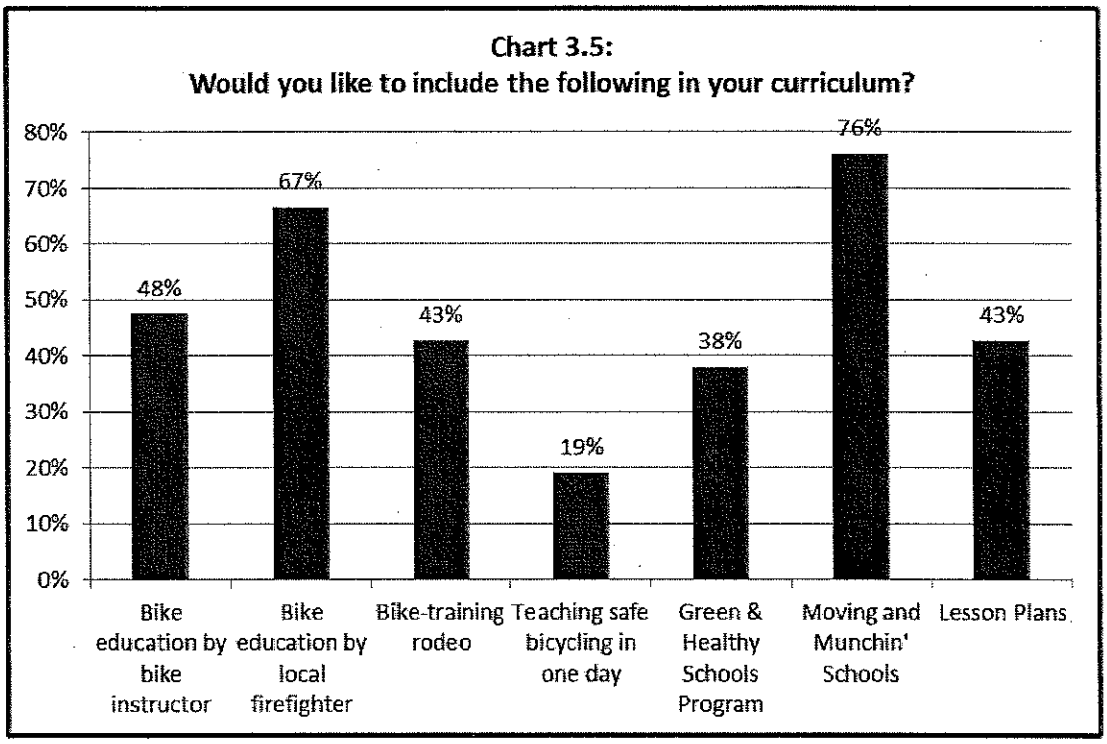


Chart 3.5 shows percentages of response to the question, "Would you like to include the following in your curriculum?" These data show many teachers (76%) would be interested in incorporating the "Moving and Munchin' Schools" program (Wisconsin DPI). A prior question on the survey asked how many teachers already incorporated walking or biking education in their curricula with the highest response (67%) recorded for "how to prevent advances from strangers".

In the open-ended portion of the survey, many teachers responded that inappropriate walking and biking behavior was a problem on and off school grounds and this issue is compounded by a lack of sidewalks throughout the community. Teachers report that there is a perception that helmets are "uncool" and some older students are acting inappropriately towards vehicles. Other comments include drivers traveling too fast in the school zone and being inattentive; observation of walking or biking on the incorrect side of the street; and, the need to grow a critical mass of walkers and bikers to change safety attitudes.

School Environment

Walking and Biking Audits

A walking and biking audit was conducted at Pleasant View Elementary School and the audit was performed for areas within a ½ mile radius of the school. The audit was conducted by Principal Jamie Foeckler, City of Franklin Senior Planner Nick Fuchs, Alderperson Kristen Wilhelm and Patrick Hannon (SAA) on February 22, 2011.

The audit consisted of a group walk with the audit volunteers and concluded with a debriefing where observations were discussed. The information gathered during the group walk and assessment of the school site was used to produce an audit map with conditions and issues

relevant to SRTS programs within a ½-mile radius of each school. Generation of the map was supplemented by narrative descriptions of the general safety for biking and walking to school as expressed by the meeting attendees and any recommendations for improvements to the neighborhood or campus that were discussed.

One of the primary functions of the audit data was to identify cases where existing facilities were insufficient for use by children with varying abilities. The audit exercise is a primary means of identifying gaps in the transportation network that may impede safe travel (e.g. missing sidewalk segments).

Audit maps for Pleasant View Elementary School can be found in **Appendix C.** The following list includes a summary of primary issues identified.

Primary observations included:

- Children approaching the school on foot or bike from Hillendale Drive (and connecting streets) do not have a formalized path providing a direct route to the school. A well-worn dirt path is the only east-west connection.
- There are sidewalks on one side of West Marquette Avenue, but the street and sidewalk both terminate at the edges of the school property creating significant gaps in the transportation network.
- Very few sidewalks exist in the neighborhoods surrounding Pleasant View Elementary School and off street trails have not been formalized.
- S. 46th Street is the only street providing direct access to the school. The street is essentially shoulderless, narrow and does not accommodate bicyclists or pedestrians. This street carries a high volume of traffic during arrival and dismissal times.
- An informal path is the only connection to the neighborhood directly southeast of the school.
- Pedestrian crossings opportunities along W. Rawson Avenue are infrequent.
- A bridge over the creek between the Victory Creek subdivision and the school does not have railing and is unsafe for use.
- W. Rawson Avenue carries a high volume of traffic and is perceived as a major barrier to bicycle and pedestrian travel.
- Many students live within view of Pleasant View Elementary School, but are unable to bike or walk due to insufficient accommodations and unsafe conditions.

School Site Assessments

An assessment of Pleasant View Elementary School grounds surrounding and containing the school was performed at the same time as the audit on February 22, 2011. The analysis included walking around the school sites and photographing entrances, bike racks, traffic signage, sidewalks, and other features of the sites that may enable or impede walking or biking to the building. See the Site Assessment Map in **Appendix D.**

General observations of school site conditions around Pleasant View Elementary School include:

- Adult crossing guards would greatly enhance the existing non-motorized transportation network.
- The school is minimally accessible via biking or walking from multiple directions, even where dedicated bicycle or pedestrian facilities are absent.
- There are some major impediments to travel including busy intersections [W. Rawson Avenue at S. 51st Street] and high-speed roadways.
- Surrounding neighborhoods lack sidewalks.
- There appears to be a desire to connect neighborhoods to school facilities (evidenced by several well-worn paths and informal trails maintained by parents).
- Crosswalk striping on W. Marquette Avenue is lacking.
- Generally speaking, bus and parent drop-off areas are very well identified. There are also bicycle parking facilities that are easily accessible.

Site Specific Observations:

Pleasant View Elementary School is located on W. Marquette Avenue between W. Rawson Avenue and W. Drexel Avenue. The only direct access to the school property is via S. 46th Street and, as a result, this street accommodates a high volume of traffic. Bus traffic enters the loading area from the westernmost parking entrance while parents picking up and dropping off children queue at the easternmost entrance and traffic is combined at the central exit aisle (exit only) leading directly to S. 46th Street. Traffic flows reasonably well given the current access limitations, but vehicular traffic is dominant and the lack of bike and pedestrian facilities make non-motorized travel hazardous around the school. The posted speed limit in front of the school along S. 46th Street is 15 mph.

Bicycle racks, located east of the main entry, are well positioned and seem to be adequate given the number of students currently biking to school. Students should be instructed to walk their bicycles to the rack once on school grounds by way of sidewalks to avoid conflicts with automobiles in the drop off area. Sidewalk facilities are adequate immediately around the school and along the south side of W. Marquette Ave., although crosswalks should be painted across all drive aisles to the parking and loading area. A second north-south sidewalk connection (with a painted crosswalk) near the west end of the school should be considered once W. Marquette Ave. is extended to S. 51st Street.

4 Recommendations for Infrastructure and Non-Infrastructure Improvements

This chapter was developed to address the issues and opportunities observed by school officials, Task Force members, parents, and SAA staff throughout the development of this plan. Previous chapters identified existing policies and ordinances, quantified attitudes about walking and biking, and compiled other existing conditions information. This chapter will present possible solutions to improve or mitigate existing concerns.

The recommendations in this chapter have been developed around the 5 E's for Safe Routes to School. The 5 E's are 1) Education; 2) Encouragement; 3) Enforcement; 4) Evaluation; and, 5) Engineering. A successful SRTS program will incorporate components of each of these approaches.

Recommendations are categorized into two sections:

A) Site and Neighborhood Recommendations
B) Communitywide Recommendations.

The site and neighborhood recommendations are school-specific concepts and programs to improve the conditions for walking and bicycling at the Pleasant View Elementary school site and its immediate vicinity. The communitywide recommendations are more generalized activities and actions that should take place throughout the community respective to the 5 E's. Both sets of recommendations should occur in tandem to enhance their effectiveness.

The chapter concludes with an Action Plan that consolidates those actions that should be implemented within a one to five year timeframe. The Action Plan also assigns responsibility for implementation and cites an approximate timeframe for completion.

A. Site and Neighborhood Recommendations

This section includes issues and recommendations for the Pleasant View Elementary School site and the surrounding neighborhood. A summary of site and neighborhood issues pertaining to the school is summarized in a table preceding each section. Following this table is an explanation of each issue and a series of recommendations to address listed concerns.

Sec. I. Site and Neighborhood Issues Pleasant View Elementary School
1.1 Important vehicular, bicycle and pedestrian connections are missing.
1.2 Heavy vehicles and high speeds create hazardous conditions on W. Rawson Ave. and W. Drexel Ave.
1.3 Neighborhoods surrounding the school lack consistent sidewalks.
1.4 The planned sidewalk connection along S. 51st Street (from W. Rawson Ave. to W. Drexel Ave.) remains incomplete.
1.5 W. Rawson Ave. is a major barrier to bike and pedestrian travel.
1.6 Arrival and dismissal times are hazardous for a variety of transportation users.
1.7 There is a desire to increase the amount of formalized encouragement and education programs.

Issue 1.1: Important vehicular, bicycle and pedestrian connections are missing.
Vehicular connections to S. 51st Street are missing and, as a result, the majority of vehicular traffic is forced to use S. 46th Street. Sidewalks are infrequent in the neighborhoods surrounding Pleasant View Elementary School and off street path connections have not been formalized.

Recommendations

1.1.1 The extension of W. Marquette Ave. 1.3.4 to S. 51st Street should become a priority. The street connection should also provide accommodations for bicyclists and pedestrians.

1.1.2 Upon completion of the connection of W. Marquette Ave. to S. 51st Street, consider routing bus traffic along W. Marquette Ave directly to 51st Street to reduce vehicular traffic on S. 46th Street.

1.1.3 Upon completion of the connection of W. Marquette Ave.to S. 51st Street, explore the possibility of limiting vehicular traffic to one way on S. 46th Street (from W. Marquette Ave. to Rawson Ave.) during arrival and dismissal times. The second travel lane could be signed and marked for bicycle and pedestrian use only (during arrival and dismissal times).

1.1.4 Construct a universally accessible path (8-10 foot width) from Pleasant View Elementary School eastward to provide a formalized connection to Hilleandale Drive and the neighborhood northeast of the school.

1.1.5 Construct a universally accessible path from Pleasant View Elementary School southeast to the Victory Creek neighborhood. An informal path currently exists, but lacks appropriate surfacing and requires the use of an unsafe bridge. It is recommended that the path be placed on the City of Franklin property (future park) directly south of the school.

Issue 1.2: Heavy vehicles and high speeds create hazardous conditions on W. Rawson Ave. and W. Drexel Ave.
Pleasant View Elementary is located between W. Rawson Avenue and W. Drexel Avenue; both are major arterials. W. Rawson Avenue carries a high volume of heavy vehicle traffic from a nearby quarry (west of S. 51st Street) and, with a posted speed of 45 mph, conditions are seen as unsafe for bicycle and pedestrian travel. Sporadic sidewalk linkages and infrequent crossings compound the problem.

Recommendations

1.2.1 Encourage periodic enforcement of speed limits on W. Rawson Ave. and W. Drexel Ave. At a minimum, this should include focused enforcement efforts near Pleasant View Elementary School at the beginning of each school semester to enforce posted limits.

1.2.2 Consider employing adult crossing guards to help students cross key intersections safely.

Issue 1.3: Neighborhoods surrounding the school lack consistent sidewalks.
The neighborhoods surrounding Pleasant View Elementary School were designed to accommodate motorized vehicular traffic, but not necessarily bicyclists and pedestrians. Many of the roads were designed with a rural cross section (no curb and gutter, no sidewalk and ditches to accommodate drainage) and few have widened or paved shoulders. The existing road profiles make it difficult to accommodate sidewalks. Relatively narrow roads with few facilities for non-motorized transportation create hazardous conditions for bicyclists and pedestrians.

Recommendations

1.3.1 Work with the Franklin Public Works Department to schedule sidewalk improvements in the Capital Improvements Plan for key areas in the community that would strengthen the pedestrian network.

1.3.2 At a minimum, major connecting streets should have a sidewalk installed on one side.

1.3.3 Create a "Complete Streets" review committee/commission to review all Franklin developments, trails, sidewalk and road projects to ensure that facilities for pedestrians and bicycles are included (or at least considered), and to advise based on the citywide and regional transportation network as a whole (see also 2.2.8).

In addition, the "Complete Streets" initiative/committee should accomplish the following:

- Review design policies to ensure their ability to accommodate all modes of travel, while still providing flexibility to allow designers to tailor the project to unique circumstances.
- Measure and report the City of Franklin's success through a number of methods. For example: the miles of on-street bicycle routes created; new linear feet of pedestrian accommodation; changes in the number of people bicycling or walking (mode shift); number of new street trees; and/or the creation or adoption of a new multi-modal Level of Service standard that better measures the quality of travel experience.

1.3.4 As roads are scheduled for reconstruction, ensure they are improved upon, where possible, to include facilities for bicycles and pedestrians.

1.3.5 Encourage annual or biennial grant applications to the DOT for Transportation Enhancement (TE) or Bicycle and Pedestrian Facilities Program (BPFP) monies that can be used to enhance the multimodal transportation network.

Issue 1.4: The planned sidewalk connection along S. 51st Street remains incomplete.

A Community Development Block Grant was secured by the City of Franklin to fund the construction of a sidewalk that would run just under one-third of the distance between W. Drexel Avenue and W. Rawson Avenue. A complete sidewalk running the length of S. 51st Street from W. Rawson Avenue to W. Drexel Avenue would complement other improvement recommendations and help establish a more complete pedestrian network.

Recommendations

1.4.1 A sidewalk network is being designed for the east side of the street. On-street bike lanes should be considered in the roadway design. If development occurs on the west side of S. 51st Street, sidewalks should be installed.

1.4.2 Consider the use of countdown signals at crossings along S. 51st Street.

1.4.3 Consider the use of traffic calming devises along S. 51st Street at key crossing locations.

Issue 1.5: W. Rawson Ave. is a major barrier to bike and pedestrian travel.

W. Rawson Ave., posted at 45 mph, carries a high volume of traffic and is a major route for heavy vehicles going to and from a nearby quarry. W. Rawson Ave. is viewed as a barrier to bicycle and pedestrian travel for students as well as adults. Expanded bicycle and pedestrian facilities and safe crossings may help community members travel to and from Pleasant View Elementary School, travel between neighborhoods and allow access to retail/service destinations without the use of a vehicle. Few opportunities for safely crossing W. Rawson Ave. currently exist and where they do exist, the crossings facilities are inadequate. Consider restriping crosswalks,

installing user activated crossing signals and creating pedestrian refuge islands within the existing median on W. Rawson Avenue.

Recommendations

1.5.1 Consider utilizing different crosswalk marking patterns to provide additional accommodation for student pedestrians. Markings that utilize a wider pattern of lines, including "ladder" or "continental" stripes alert motorists of the crosswalk location more effectively than standard patterns.

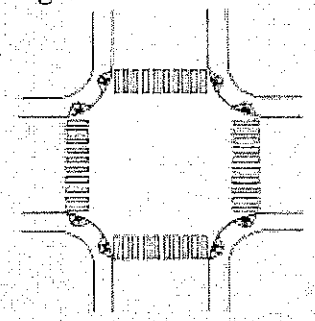
1.5.2 Improve crossing facilities at the intersection of W. Rawson Ave. at S. 51st St. Consider restriping crosswalks, installing user activated crossing beacons, countdown timers and creating pedestrian refuge islands within the existing median on W. Rawson Ave.

1.5.3 Explore opportunities for additional crossing locations along W. Rawson Ave. Tumble Creek Drive at W. Rawson Ave. may be feasible. Coordinate with Milwaukee County to determine the warrant for installing traffic signals at the W. Rawson Ave. (CTH BB)/Tumble Creek Drive intersection. This is a location where students could be encouraged to cross the street. Installing pedestrian countdown timers across W. Rawson Ave. (CTH BB) will also better enable students to determine when it is safe to cross the street.

1.5.4 Work cooperatively with the Franklin Police Department to periodically enforce speed limits in key areas. This enhanced enforcement effort should focus on high-use areas throughout the community.

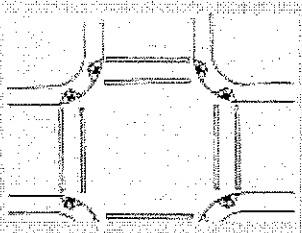
1.5.5 Consider employing adult crossing guards to help students cross key intersections safely.

Figure 1.1



Above: FHWA considers "continental" markings to be the most visible to motorists.

Below: although crosswalks with parallel markings are permitted by MUTCD, they are less visible than crosswalks with ladder striping.



Issue 1.6: Arrival and dismissal times are hazardous for a variety of transportation users.

The arrival and dismissal procedure is relatively functional given the site access constraints; however reports of motorized vehicles occasionally disobeying rules and the volume of traffic being routed to S. 46th Street creates conflicts that are hazardous for a variety of transportation users. As improvements are made and circulation patterns change, it will be important to review the arrival and dismissal procedure on a regular basis and make revisions to the process as needed.

Recommendations

1.6.1 Continue to develop, review and implement on-site management plans that include designated drop-off/pick-up locations (zones), adult monitors, and

Figure 1.2

Pedestrian countdown timer. (FHWA)

student safety patrols for schools that do not currently have such plans. Evaluate existing on-site management plans annually for functionality.

1.6.2 Develop a safe walk/bike zone within a block or two of the schools and actively discourage parents or caregivers from driving into the zone for ten minutes before and after arrival/dismissal times. This zone can be introduced on a monthly basis to ease transition.

1.6.3 Develop a "friendly notes" program to issue "tickets" to vehicles not obeying rules. They may include a "no idling" message, or convey information like "no parking" or "bus lane". Conversely, issue "tickets" to vehicles obeying the rules that can be cashed in by the student for a prize drawing or some other reward.

1.6.4 Institute a "No Idling" campaign to educate students, parents, and neighbors on the consequences of idling engines.

1.6.5 Instruct children who ride their bikes to school to dismount their bikes and walk them to a bike rack when on school property. Riding on busy sidewalks can cause user conflicts and injuries.

Issue 1.7: There is a desire to increase the amount of formalized encouragement and education programs.

The Teacher Survey revealed that many teachers have observed unsafe bicyclist and pedestrian behavior and feel that increased education and encouragement programs may help create a safer environment. Other comments included the need to educate students and motorists about walking or biking on the correct side of the road, the dangers of inattentive driving (cell phones and texting) and arrival/dismissal procedures for motorized vehicles.

Recommendations

1.7.1 Recruit adult volunteers to develop a Walking Wednesday's program. Students and the volunteer would gather at designated locations and then walk together to the Pleasant View Elementary School.

1.7.2 Periodically, teachers should remind students to walk their bicycles once on school grounds. Rewarding children for wearing helmets might also help to reinforce the message that helmets are an important part of their bicycle equipment.

1.7.3 The Franklin Public School District should prepare a circulation plan for all of its schools. This includes written directions for where parents who drive their children to school should drop-off/pick-up their children, and maps to indicate the locations. Teachers or parent volunteers should be utilized to enforce "No Parking" areas, and to remind parents to turn off their vehicle's engine (before the line starts to move) if they are waiting to pick up a child in the queue. Many schools post "No Idling" signs as a reminder.

1.7.4 For parents who want their children to walk or bicycle to school, they should reserve some time on a weekend day to determine a route and observe their child's behavior while en route to the school. Principals can aid in route determination by providing maps where safer crossings are located.

1.7.5 Include biking and walking route information as part of new student orientation. Educate parents on current arrival/dismissal procedures and rules and continue to do so at intervals during the school year.

1.7.6 Consider taking students on walking field trips when applicable.

B. Communitywide Recommendations

Communitywide issues in Franklin include a perceived lack of bicycle, pedestrian and driver education. This issue is common in most communities especially the perception by pedestrians and bicyclists that motorists aren't paying attention to them and their rights within the transportation network. Parents and students worry about motorists yielding to pedestrians in crosswalks and high automobile speeds in school zones. This issue is compounded by the general lack of a sidewalk network. There is also some need to maintain existing crosswalks, develop new ones, and to improve certain intersection crossings. Achieving a greater working knowledge of walking and bicycling conditions within the community is also a strong desire, as is increasing the perception of safety for these mode choices.

A series of issues and recommendations for implementation throughout Franklin are provided below. Many require substantial inter-agency coordination including cooperation between the Franklin Public School District, City of Franklin and its departments, Milwaukee County, WisDOT and various parents, teachers, and community organizations.

Sec. 5. Communitywide Issues
2.1 Perceived lack of bicycle/pedestrian/driver education.
2.2 Facilities in school zones should be evaluated and consistent.
2.3 Vehicles speeding
2.4 Walking and biking to school as a popular transportation choice.
2.5 Perception of community safety for walking and biking to school is poor.
2.6 Current conditions for walking and biking throughout the community are not fully known.

Issue 2.1: Perceived lack of bicycle/pedestrian/driver education.
There is some concern that children do not ride their bicycles appropriately, and do not obey traffic signs or wear appropriate safety gear (helmets, etc.). Many adults also worry about children running out into the street, or crossing mid-block. While these are behaviors exhibited primarily by children, another major concern is the behavior of motorists, especially in school zones or where they encounter crosswalks communitywide.

The biggest danger posed to most bicyclists and pedestrians is automobiles. While Franklin maintains an efficient system of roadways for motorized vehicles, conflicts emerge when other modes are introduced into the system. When pedestrians cross the street and bicyclists utilize local roadways they share the transportation network with automobiles. In order to function effectively, all users must know and practice their responsibilities when operating in the transportation network.

Recommendations

2.1.1 Disseminate information via backpack flyer, websites, or an instructional DVD illustrating the benefits and responsibilities of active transportation.

2.1.2 Add lessons to current classroom curricula on the benefits of walking or biking to school. Include sections on the environment, health, and safety.

2.1.3 Contact the Wisconsin Department of Transportation, Franklin Police Department, and local advocacy groups about bringing a Walkable Communities Workshop or other education programs to Franklin.

2.1.4 Work with local organizations to hold Bike Rodeo events to teach children about bicycle and helmet safety, and promote Lids On Kids programs that provide helmets at reduced costs. These programs are most effective if held during a school day, when all children are able to participate. The event should include parent invites, because parents must learn about proper safety procedures that they can reinforce at home. Promote the Teaching Safe Bicycling (TSB) educational course through WisDOT to train bicycle instructors.

2.1.5 Include bicycle and pedestrian education as part of driver education programs held at the local high schools and elsewhere within the community.

2.1.6 Invite guest speakers and hold assemblies on safe transportation. Include sections for parents and other drivers about sharing the road with bicyclists and pedestrians.

Issue 2.2: Facilities in school zones should be evaluated and consistent.

The City of Franklin should standardize school warning signs and crosswalk designs in school zones and perform yearly maintenance of marked crosswalks if identified as substandard along identified school routes. Consistent sidewalk networks, curb ramps, and crosswalks should also be developed to increase mobility options for all members of the community.

Recommendations

2.2.1 The City of Franklin should work with each local school to identify their preferred school zone and place signs appropriately.

2.2.2 Determine the need for beacons on school speed limit signs to identify to motorists when the reduced speed limits apply. There are programmable beacons available that will activate only when school is in session, many can also be manually activated.

2.2.3 Perform yearly maintenance of marked crosswalks if identified as substandard along identified school routes. This will require an updated listing of school crosswalk locations and installation of additional crosswalks where they do not exist. Utilization of a ladder-style pattern is preferred to a standard two bar design.

2.2.4 Consider placing in street pedestrian pylons to inform drivers they should "yield to pedestrians". Start with these signs in school zones on collector and arterial roadways.

2.2.5 Encourage annual or biennial grant submittals to the DOT for Transportation Enhancement (TE) or Bicycle and Pedestrian Facilities Program (BPFP) monies that can be used to enhance the multimodal transportation network. Safe Routes to School (SRTS) Funding grants should also be pursued because they offer 100% funding whereas the other programs mentioned require a local match.

Issue 2.3: Vehicles speeding

Franklin contains many major thoroughfares. This flow of automobile traffic increases the likelihood of a variety of traffic-related incidents including crashes, speeding, illegal parking, and failure to yield to the right-of-way. Many of these conditions are compounded during pick-up and drop-off times in schools zones when parents are looking for the fastest and easiest way to access and depart the school area.

Motorist behavior is affected by a number of factors including perception of the driving environment. If motorists feel it is safe to travel at a higher rate of speed than posted, they

often will. Aside from vehicle speeding, multiple lanes of traffic result in great distances curb-to-curb for pedestrians and bicyclists to negotiate. Compound great distance with a high rate of speed and some intersections that do not contain pedestrian signals are very difficult to cross (portions of Rawson Ave, etc.).

Recommendations

2.2.3 Work cooperatively with the Franklin Police Department to periodically enforce all applicable bicycle and pedestrian rights-of-way. This enhanced enforcement effort should focus on high-use crosswalks or other crossings throughout the community.

2.2.3 Work with the Franklin Police Department to report incidents of speeding, parking violations, and crosswalk violations in school zones.

2.2.4 Work with the City of Franklin and school district to better identify school zones by ensuring school zone speed limits are identified and enforced.

2.2.5 In the long term, initiate an adult crossing guard program to control identified pedestrian crossing points. This program should include annual training of the adult crossing guards and a public education campaign to alert motorists about their responsibilities when crossing guards are controlling traffic. Most programs are administered through the local traffic authority (City of Franklin) with cost sharing between school districts and the locality as needed.

2.2.6 Remove "when children present" from all school zone speed limit signs and replace with "when flashing". This change would necessitate installing flashing beacons to the school warning sign assembly. These beacons should be on timers, or manually actuated so that the reduced speed limits only apply "when flashing" (during student arrival and dismissal times).

2.2.7 Identify locations for curb extensions, or bulb-outs, to extend the sidewalk curb line out into the street. This narrowing of the street simultaneously slows traffic and decreases the distance for pedestrians crossing the street. Temporary bulb-outs can also be constructed using traffic cones during pick-up/drop-off times in school zones with village approval.

Issue 2.4: Walking and biking as a popular transportation choice.

Over the past 30 years America overall has become much more accustomed to utilizing a private automobile for regular transportation. Part of the issue in educating drivers about pedestrian and bicyclist rights is creating a critical mass of walkers and bikers to increase the expectation these users will be encountered during a trip. If residents don't see walking or biking frequently, or don't believe people walk or bike as part of regular transportation, they are less likely to look for them while driving. Further, non-walkers and non-bikers are less likely to suggest walking or biking trips to their children.

A variety of facilities including some sidewalks, bike lanes, and the Oak Leaf Trail enable walkers and bikers a variety of route options to accommodate many users. On-street facilities and off-street trails have also increased access to a variety of locations including schools and public parks, but the pedestrian network remains relatively incomplete. Unfortunately, many residents and workers find it more convenient to drive to their destinations in Franklin, even when other options exist. This includes parents driving their children to school.

Recommendations

2.4.1 Encourage more people to walk or bike as a regular transportation choice. Consider implementing "Walking/Fitness Day" activities that promote walking to school. Similar

efforts should be expanded by asking community groups, employers, and residents to observe Bike to Work Week and other walking or biking encouragement events.

2.4.2 Develop school-based incentive programs, such as Mileage Clubs that offer rewards when mileage thresholds are reached, to encourage biking and walking as a daily activity. Continue current programs in the district including "Golden Shoe" clubs and walking tours. A menu of other encouragement activities is provided in Chapter 5.

2.4.3 Consider developing a media campaign to get the SRTS message out to parents and the general public. This may include posters, emails, newsletters, or stories in the local newspaper about the programs used to generate enthusiasm within the community.

2.4.4 Encourage the City of Franklin Department of Public Works and other traffic authorities to continue to grow the sidewalk and bike lane network. This includes designing bicycle and pedestrian facilities as part of any roadway reconstruction project.

Issue 2.5: The perception of community safety for walking and biking to school is low. There are a variety of issues affecting the perceived safety of walking or biking to school. The Parent Survey, conducted in spring 2011, revealed many concerns related to traffic. The top two recorded issues affecting parent's decisions to allow, or not allow, their child to walk or bike to/from school included the "volume of traffic along the route", and the "speed of traffic along the route". It is likely that Rawson Avenue and S. 51st Street played heavily in these responses since these routes separate many neighborhoods from Pleasant View Elementary.

Recommendations

2.5.1 Increase the safety of the pedestrian network. This includes improving pedestrian connections where they encounter intersections, and installing crosswalks.

2.5.2 The City of Franklin should require sidewalks in new residential developments per the subdivision ordinance.

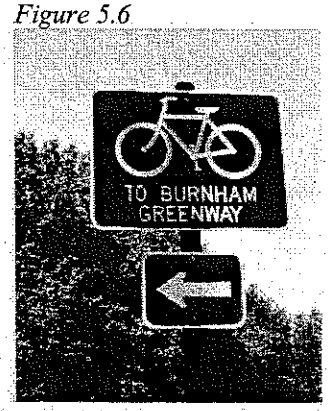
2.5.3 Enforce speed limits and crosswalk regulations in school zones, in the long term consider positioning adult crossing guards at strategic intersections communitywide.

2.5.4 Develop a regular Walking School Bus program to encourage groups of children to walk to school together. This program is most successful when led by an adult who can ensure safe practices among "passengers".

2.5.5 The Franklin Public School District should consider developing a "School Facility Planning" policy to identify requirements for the placement and construction of school facilities. This includes ensuring a site is located within walking distance of the neighborhood it is meant to serve and that school sites should not be located next to major arterial streets or highways. Every effort should be made to provide off-road facilities to the neighborhoods adjacent to schools (such as multiuse trails) as the site is developed. If the policy cannot be enforced, revise the policy to ensure that ***connections*** to neighborhoods (existing or planned) are designed and installed when siting and developing new school properties.

2.5.6 Consider installing a wayfinding system of sign assemblies including destination panels. Destinations should include major places of interest, such as the Oak Leaf Trail or parks and schools, and include direction and distance markers. See Figure 5.6.

Figure 5.6



Above: Bike Route Signage with destination markers and directional arrow.

Below: Destination panels that describe the direction, destination, and distance.

(Images: Chicago DOT; walkinginfo.org)

Issue 2.6: Current conditions for walking and biking throughout the community are not fully known.
Like many communities, an exhaustive analysis of bikeability or pedestrian friendliness has not been performed and is only available anecdotally. Census 2000 shows that less than 1% of the working population walks to work on a regular basis, there is no measure of safety attributed to this datum. The Student Tally performed at Pleasant View Elementary shows roughly 4% of the potential 501 students recorded, walked to school. Similar analysis performed communitywide should measure the effectiveness of designating preferred routes to key destinations. This baseline analysis should be used for comparison purposes against future pedestrian numbers that may increase with implementation of this SRTS plan, or any other bicycle or pedestrian plan that may be implemented. Bicycle data should also be recorded to determine the effectiveness of education or encouragement programs.

Recommendations

2.6.1 Consider working with bicycle and pedestrian advocacy groups to increase the working knowledge of biking and walking issues within the community. These groups may also be able to provide key insight or volunteers for implementation efforts, and survey distribution.

2.6.2 Determine the feasibility of a communitywide transportation survey to measure mode choice within the community. The survey should include a section on popular destinations and list the primary concerns of pedestrians. Biking questions should include information on preferred routes to identify where bicycle facilities should be developed (such as bike lanes) to help prioritize recommendations and formalize a bicycle and pedestrian plan for Franklin.

2.6.3 Continue to collect and submit SRTS survey and advocacy results to the National Center for Safe Routes to School so that national databases can be expanded.

2.6.4 Develop a formalized bicycle and pedestrian plan on a citywide scale to link not only neighborhoods and schools, but also places of recreation, employment centers, and commercial areas. Utilize recommendations developed as part of this *Pleasant View Elementary Safe Routes to School Plan* to inform and support a specific element of the plan on developing safe routes to schools communitywide.

2.6.5 Encourage Milwaukee County to perform a Bicycle Compatibility Index (BCI) to quantitatively evaluate the area roadways for levels of bicycle accommodation.

Capital improvements identified in this chapter that are located in the public right-of-way have been consolidated below. The following table (Table 4-1) contains the reference (recommendation or map number) where the improvement is discussed in greater detail. School site recommendations, long-term goals, and some off-street facilities are not included in this table (Table 4-1).

Table 4-1

Ref.	Improvement	Segment
	Restripe Crosswalks	W. Rawson Ave. at S. 51st Street
	Sidewalk	East Side of S. 51st Street from W. Rawson Ave. to W. Drexel Ave.
	Street/Sidewalk	Extend W. Marquette Ave. to S. 51st Street
	School Crossing Signs/Beacons	W. Rawson Ave. at S. 51st Street
	Traffic Study	Determine the warrant for installing a pedestrian crossing at W. Rawson Ave. and Tumble Creek Drive
	Striping and Signage	Conversion of S. 46th Street to a one-way street during arrival and dismissal times
	Pedestrian Refuge Islands	W. Rawson Ave. at S. 51st Street

C. Action Plan

The following action plan is based on a one to five year forecast of reasonably attainable goals. The strategies within this Action Plan prioritize important components of the SRTS program because they lay the foundation for activities within each strategy area. Strategy areas include the 5 E's for Safe Routes to School. The 5 E's are 1) Education; 2) Encouragement; 3) Enforcement; 4) Evaluation; and, 5) Engineering. A successful SRTS program will incorporate components of each of these approaches.

The table is meant to complement the recommendations discussed throughout this chapter. It incorporates strategies and responsibility for implementation of select recommendations given. This table should be updated periodically with new strategies sourced from the recommendations within this chapter, or within the SRTS Toolbox discussed in Chapter 5.

Groups assigned to implement this SRTS Plan include the Franklin Public School District (authority for school site improvements), the City of Franklin and Milwaukee County, local/county police departments, and other agencies operating within the community. See Table 4-2.

Table 4-2: Action Plan

Strategy Type	Action	Who	Funding Source	#
Education includes identifying safe routes, teaching students to look both ways at intersections, and how to handle potentially dangerous situations. This strategy is closely tied to Encouragement strategies.	Periodically, teachers should remind students to walk their bicycles once on school grounds. Rewarding children for wearing helmets might also help to reinforce the message that helmets are an important part of their bicycle equipment.	Pleasant View Elementary School	None Req.	1.7.2
	The Franklin Public School District should prepare a circulation plan for all of its schools.	School District	None Req.	1.7.3
	For parents who want their children to walk or bicycle to school, they should reserve some time on a weekend day to determine a route and observe their child's behavior while en route to the school.	Parents & Pleasant View Elementary School	None Req.	1.7.4
	Include biking and walking route information as part of new student orientation. Educate parents on current arrival/dismissal procedures and rules and continue to do so at intervals during the school year.	Pleasant View Elementary School	SRTS, General	1.7.5
	Disseminate information via backpack flyer, websites, or an instructional DVD illustrating the benefits and responsibilities of active transportation.	Pleasant View Elementary School	SRTS, General	2.1.1
	Expand educational opportunities within the school system and throughout the community. Explore holding frequent Bike Rodeos, Walking Workshops and other events and encourage ephasis on bike/ped safety in driver education programs.	School District, City of Franklin	SRTS, General	2.1.2, 2.1.3, 2.1.4, 2.1.5, 2.1.6, 2.6.1
Encouragement combines the results of the other "E's" to improve knowledge, facilities and enforcement to encourage more students to walk or ride safely to school. Most importantly, encouragement activities build interest and enthusiasm. Programs may include "Walk to School Days" or "Mileage Clubs and Contests" with awards to motivate students.	Consider employing adult crossing guards to help students cross at key intersections	School District	School District	1.2.2, 2.2.5
	Develop a safe walk/bike zone within in an area around the school, institute a "no idling" campaign and develop a "friendly notes" program to encourage safe behavior from drivers, bicyclists and pedestrians.	Pleasant View Elementary School	None Req.	1.6.2, 1.6.3, 1.6.4, 1.6.5
	Promote regular Walk/Bike to School days and other fitness events. Consider extending events to parents and school staff.	Pleasant View Elementary School	None Req.	1.7.1, 1.7.6, 2.1.4, 2.4.1, 2.5.4
	Distribute biking and walking route information as part of new student orientation.	School District	SRTS	1.7.5
	Develop Walking School Bus programs and incentive programs to encourage groups of children to walk to school together.	School District	SRTS	2.4.2, 2.4.3

Strategy Type	Action		Funding Source	#
Enforcement includes policies that address safety issues such as speeding or illegal turning, but also includes getting community members to work together to promote safe walking, bicycling, and driving.	Upon completion of the connection of W. Marquette Ave. to S. 51st Street, consider routing bus traffic along W. Marquette Ave directly to 51st Street to reduce vehicular traffic on S. 46th Street.	City of Franklin	General	1.1.1, 1.1.2, 1.1.3
	Encourage periodic enforcement of speed limits on W. Rawson Ave. and W. Drexel Ave.	City of Franklin	General	1.2.1, 1.5.4
	Create a "complete streets" review committee to review all Franklin developments, trails, sidewalk and road projects.	City of Franklin	None Req.	1.3.1, 1.3.2, 1.3.3, 1.3.4
	Periodically remind parents and students of and enforce on-site arrival and dismissal policies.	Pleasant View Elementary School	None Req.	1.7.2, 1.7.3, 1.7.5
	Periodically enforce all applicable bicycle and pedestrian rights-of-way.	Franklin Police Department	General	2.2.3
Engineering is a broad concept used to describe the design, implementation, operation, and maintenance of traffic control devices or physical measures. It is one of the complementary strategies of SRTS, because engineering alone cannot produce safer routes to school.*	The extension of W. Marquette Ave. westward to S. 51st Street should become a priority. The street connection should also provide accommodations for bicyclists and pedestrians.	City of Franklin	General	1.1.1
	Upon completion of the connection of W. Marquette Ave.to S. 51st Street, explore the possibility of limiting vehicular traffic to one way on S. 46th Street (from W. Marquette Ave. to Rawson Ave.) during arrival and dismissal times. The second travel lane could be signed and marked for bicycle and pedestrian use only (during arrival and dismissal times).	City of Franklin	SRTS, General	1.1.3
	Construct universally accessible paths to the neighborhoods adjacent to Pleasant View Elementary School.	City of Franklin	SRTS, General	1.1.4, 1.1.5
	Continue to expand the sidewalk network within the City of Franklin.	City of Franklin	SRTS, WisDOT, General	1.3.1. 1.3.2, 1.3.4, 1.4.1, 2.5.1, 2.5.2
	Work with Milwaukee County and the City of Franklin to improve crossing facilities at key locations.	City of Franklin, Milwaukee County	SRTS, WisDOT, General	1.5.1, 1.5.2, 1.5.3, 2.2.2, 2.2.3, 2.2.4, 2.2.7
	Prepare annual or biennial grant submittals to WisDOT to implement infrastructure projects.	City of Franklin, School District	None Req.	2.2.5
Evaluation involves monitoring outcomes and documenting trends through data collection before and after SRTS activities. Surveys and audits can help provide quantitative support for improvements brought about through SRTS programming.	Continue to develop, review and implement on-site management plans that include arrival/dismissal procedures	School District	None Req.	1.6.1, 1.7.3
	Develop a communitywide transportation survey to measure mode choice within the community. The survey should include a section on popular destinations and list the primary concerns of pedestrians.	City of Franklin	General	2.6.2
	Develop a "School Facility Planning" policy to evaluate potential placement on new school facilities.	School District	SRTS	2.5.5
	Continue to collect and submit SRTS survey and advocacy results to the National Center for Safe Routes to School.	City of Franklin, School District	WisDOT	2.6.3
	Encourage Milwaukee County to perform a Bicycle Compatibility Index (BCI) to quantitatively evaluate the area roadways for levels of bicycle accommodation.	Milwaukee County	General	2.6.5

General Fund: the agency's normal operating budget

City of Franklin: the City of Franklin offices and agencies

Milwaukee County Hwy Dept: Milwaukee County Highway Department is the traffic authority for county highways

None Req.: funding is not necessarily required to implement this action

Periodic: perform at regular intervals (annual, biannual, bienniel, etc)

School District: Franklin Public School District

SRTS: Safe Routes to School funding provided through the Department of Transportation

WisDOT: Department of Transportation, Transportation Enhancement (TE) and Statewide Multimodal Improvement Program (SMIP)

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5 Best Practices and Implementation Programs

There are many active Safe Routes to School (SRTS) programs across the country and around the world today. Fortunately, the people behind these successful programs are very willing to share the tools and ideas they have developed. Chapter 5 borrows from this knowledge base and provides a resource for your local SRTS program to build understanding and enthusiasm for SRTS at your school or within the community.

This chapter offers a review of the 5 E's approach to SRTS planning and an extensive toolbox detailing program suggestions and ideas. Additionally, a list of web resources is provided to help your community tap into the vast resources available on the internet that can help enhance your SRTS program.

The 5 E's Reviewed

Safe Routes to School (SRTS) refers to a variety of multi-disciplinary programs and facility improvements aimed at promoting walking and bicycling to school. SRTS largely centers around five core areas, called "The Five E's". They include Education, Encouragement, Engineering, Enforcement, and Evaluation and are described below.

Engineering is a broad concept used to describe the design, implementation, operation, and maintenance of traffic control devices or facilities. It is one of the complementary strategies of SRTS, because engineering alone cannot produce safer routes to school. Safe Routes to School engineering solutions may include adequate sidewalks or bike paths that connect homes and schools, improved opportunities to cross streets (such as raised medians or pedestrian signals), and traffic calming measures (such as reduced speed limits, speed bumps, or stanchions).

Enforcement includes policies that address safety issues such as speeding or illegal turning, but also includes getting community members to work together to promote safe walking, bicycling, and driving.

Unsafe driving behaviors in school zones can be observed each school day at arrival and dismissal times. These behaviors discourage parents from allowing their children to bike or walk to school and also pose a threat to the school's staff and children as they make their way from private cars or buses to the school building and back again. Many school principals report dangerous behaviors by parent drivers as one of their primary safety concerns. Crossing guards support principal observations, highlighting the need for safe, responsible driving practices, especially in school zones.

Enforcement programs can help calm traffic in the neighborhoods around schools and at the school site. When considering an enforcement program, first make a list of unsafe behaviors currently witnessed near the school and on the school campus. Violating school drop-off and pick-up procedures has a multiplying effect on unsafe behaviors. Parents who are trying to follow instructions received from the school get extremely frustrated when another person violates the rules and slows the process down. Their frustration can lead to additional aggressive and unsafe driving.

Community safety is not the sole responsibility of the local police department. Community members can and should play an important role in making both the neighborhood and school better and safer places. The community enforcement approaches listed below are staffed by local volunteers. In addition to community enforcement efforts it will be necessary to involve the local police department, as there are many things a local police department can do to encourage safe driving besides issuing speeding tickets.

Education includes identifying and advertising safe routes and teaching students to look both ways at intersections, to obey crossing guards, how to handle potentially dangerous situations, and the importance of being visible to drivers. Education initiatives also teach parents to be aware of bicyclists and pedestrians and the importance of practicing safety skills with their children. SRTS education efforts alert all drivers to the potential presence of walkers and bikers and the need to slow down, especially in school zones. Additionally, the Safe Routes to School plan educates local officials by identifying regulatory changes needed to improve walking and bicycling conditions around schools. This strategy is closely tied to Encouragement strategies.

Encouragement combines the results of the other "E's" to improve safety issues, facilities, and enforcement to encourage more students to walk or ride safely to school. More importantly, encouragement activities build interest and enthusiasm and help ensure the program's continued success. Programs may include "Walk to School Days" or "Mileage Clubs and Contests," with awards to motivate students.

Evaluation involves monitoring outcomes and documenting trends through data collection before and after SRTS programming is initiated to identify methods and practices that work and those that need improvement.

SRTS Tool Box

Engineering Tool Box

1) Signing and Pavement Marking: Use signing and pavement markings consistently to convey the same message throughout the community. Signage in School Zones should follow the same conventions elsewhere in the community and convey a clear message. For example, if the intention of a NO PARKING sign is that no vehicle is to be stopped, then the sign should reflect that (NO STANDING ANY TIME), otherwise drivers may interpret the sign to mean they can temporarily wait in the location.
2) Install Bicycle Lanes: Bike lanes are 4 to 5 feet wide lanes located next to the road edge or between the parking lane and travel lanes on a street. They are defined by a 4 inch white line and help communicate to bikers and drivers how a road functions.
3) Build Bike Paths: Bike paths are generally 10 foot wide multi-use trails for both bikers and

Figure 5-1

Best practice: in-street pedestrian pylon (SAA)

walkers. They typically have their own right-of-way and can be built on abandoned rail lines, on utility corridors or along riverfronts.

4) Complete the Sidewalk Network: A complete sidewalk network is one of the most important tools for SRTS programs. Sidewalks provide a safe place for students to walk and a complete network makes safe routes from home to school possible.
5) Install, Enhance, or Repair Crosswalks: Crosswalks define the area of the street where automobile drivers can expect to see pedestrians. In the State of Wisconsin, a driver is required to yield to a pedestrian in a crosswalk. For crosswalks adjacent to school grounds, it is suggested that a "ladder crosswalk" be considered to increase visibility.
6) Install Bump Outs: Bump outs are curb extensions usually located at intersections that reduce the crossing distance on streets.
7) Install New or Improved Street Lighting: The school day starts before dawn in parts of Wisconsin during the winter months and ends around dusk. Adequate street lighting is an important tool for walking safety.
8) Install New or Improved Signage (school zones, speed limits, crosswalks, etc.): A surprising number of schools, both public and private, do not have School Zone signs on all streets surrounding the school. These signs remind drivers of the increased likelihood of children being present and allow for the enforcement of reduced speed limits.
9) Install Bicycle Parking Near School Entrances: The location of bike racks on school grounds can encourage regular use of bikes as transportation. Locating them near the main entrance where bikes can be seen from inside the building discourages theft and makes parents more likely to allow their child to ride to school.
10) Install Traffic Calming Measures (curb extensions, speed tables, traffic circles, raised crosswalks, narrowing lanes, etc): Traffic calming measures have become more popular in recent years and the engineering behind them has also improved. Studies have shown that well designed traffic calming measures can reduce speeds considerably.
11) Restrict Turning Movements: Particular restrictions, such as only allowing right turns out of or into school properties, more commonly called "right-in, right-out" access, can help alleviate congestion and queuing in some locations.

Figure 5-2

Best practice: bicycle parking should be conveniently located near school entrances (SAA)

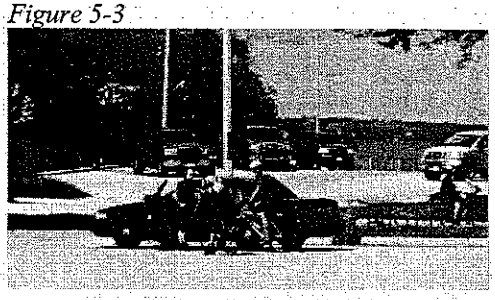
Education Tool Box

1) The Wisconsin Department of Transportation has a wide selection of educational materials from DVDs and brochures to coloring books on transportation safety. These materials are provided for free or at a minimal cost. The DOT encourages assistance with the distribution of these materials at PTO meetings, School Board meetings, and other gatherings.
2) Bicycle Rodeos or training courses can be used to teach on-bike skills. Local community service organizations such as the Lions Club or Jaycees are often looking for opportunities to make

use of their volunteers and are happy to help organize and run a Bike Rodeo. Course information can be found on the web or by calling the Wisconsin Bicycle Federation or contacting Larry Corsi with the Wisconsin Department of Transportation at 608-267-3154 or e-mail larry.corsi@dot.state.wi.us.

3) Movin' and Munchin' is a wellness initiative sponsored by the Wisconsin Department of Public Instruction and cosponsored by WEA Trust. The program aims to encourage healthy eating habits and increased physical activity among students and their families. Individuals earn "Movin' and Munchin' Miles" for healthy nutrition choices and various forms of physical activity, such as walking or biking. All participating schools are considered for awards up to $500 to use towards improving their physical education and nutrition programs. If the district has a WEA Trust health plan and at least 50% of school staff also participate in Movin' and Munchin', the WEA Trust will match any awards given by DPI. More information, including a detailed description of the program, can be found at http://www.movinandmunchin.com. Contact Jon Hisgen of DPI at (608) 267-9234 or e-mail jon.hisgen@dpi.state.wi.us with any further questions.
4) Teach personal safety skills to students and parents (never walk alone etc.). Local police departments are usually willing to come to elementary schools and talk with the students about safety skills.
5) The Wisconsin Bicycle Federation and Wisconsin Walks are two statewide advocacy organizations that advocate for better walking and biking conditions in our communities. They have professional staff willing to help with educational programs for students and are a useful resource on biking and walking safety.
6) Bring the FHWA Pedestrian Roadshow to local communities. The FHWA developed this four-hour workshop to increase pedestrian safety in communities through local awareness and local problem solving.
7) Identify local and knowledgeable advocates to give SRTS presentations throughout the community to build awareness and support for your SRTS program (Rotary, Lions Club, PTO, Plan Commission, etc.).
8) The League of American Bicyclists has developed a Bike Ed program which includes curricula for adults and children taught by certified instructors. Programs include Traffic Skills 101, Traffic Skills 102, Commuting, Motorist Education, Kids I, and Kids II. The latter two include instruction for parents and children to improve on-bike skills for riders of all ages. The Motorist Education program includes a 3-hour session that can be taught in driver's education curriculum. It

Figure 5-3



Best practice (top): bicycle safety training workshops (SAA)

Best practice (bottom): utilize trained adult crossing guards (SAA)

includes roadway positioning for cyclists, motorists and hand signals, principles of right-of-way, and left and right turn conflicts. Working with a local League Cycling Instructor to present as many of the classes as possible will increase overall community traffic safety by improving driver and biker skills.

Enforcement Tool Box

Community Efforts

1) Safety Patrols (or Cadets) – Safety patrols are comprised of specially trained students, usually 5th grade and above, who are assigned tasks such as escorting students to buses and assisting students across streets. They are not legally allowed to stop traffic; however they can and do help other children spot appropriate gaps in traffic so they can cross. They also teach and model safe behaviors on the sidewalk and crossing the street.
2) Adult School Crossing Guards – The local police department usually trains and certifies the crossing guards for a community. They are also legally allowed to stop traffic or traffic violators. They are best deployed at busy intersections along popular school routes.
3) Neighborhood Speed Watch Programs – These programs use a speed trailer to indicate current speeds to drivers as they pass by the trailer. In addition to the trailer, a neighborhood may use yard signs or stickers to encourage drivers to slow down.
4) Active Speed Monitors (or Driver Feedback Signs (DFS)) – These are signs that are permanently mounted near schools to make drivers aware of their current speed. They flash when a motorist is exceeding the posted speed limit.
5) Pace Cars – A pace car program uses volunteers who take a pledge to follow speed limits, stop at stop bars, yellow lights and other traffic control devices. The pace cars slow traffic down by modeling good behavior.
6) AAA School Safety Patrol: Upon registration, schools are eligible to receive free training materials, belts, badges and other items necessary for the operation of a successful School Safety Patrol program.

Police Department Efforts

1) Portable Speed Trailers - Many police departments own small portable speed trailers that provide instant feedback to motorists regarding their current speed. The trailers have proven effective at reducing speeds at least on a temporary basis. Use of the trailers in school zones at the beginning of the school year may remind drivers to slow down.
2) Progressive Ticketing: This is an educational effort that leads to enforcement if a driver receives multiple warnings. The first step is a community awareness campaign, followed by warning tickets, followed by actual traffic citations.
3) Speed Enforcement in School Zones: Strict enforcement of speed laws in school zones can improve the safety for children walking and bicycling to school as well as drivers in the area. A community may even want to consider an increase in fines for drivers who violate the

Figure 5-4

Best practice: portable radar speed trailer (SAA)

posted school zone speed limit.

The National Center for Safe Routes to School web site has much more in depth information regarding enforcement tools at http://www.saferoutesinfo.org/guide/enforcement/index.cfm

Encouragement Tool Box

1) International Walk to School Day: Occurring each October, this event can be used to kick off a new SRTS program or as a highlight of the year for an existing program. The International Walk to School Day organization creates many media opportunities and can be useful for a community to use as a springboard for its own Walk to School Day.
2) Walking School Bus: The walking school bus is a volunteer based program where a parent or other trusted adult volunteers to walk a set route, picking up school children along the way and walking them to the school grounds. Another adult will pick up the children at the school grounds and walk them home. This type of program is sometimes called School Pool or a Bike Train (if using bicycles).

Figure 5-5

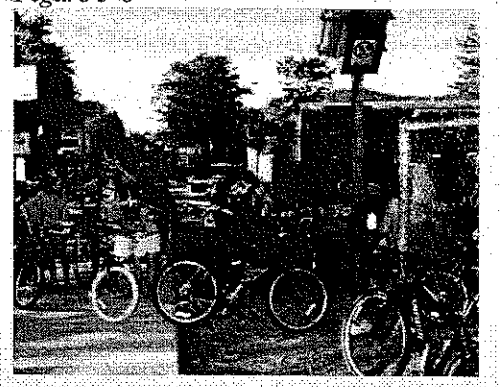
Best practice: Walk to School Day (SAA)

3) Park-And-Walk Programs: Park and walk programs allow students who live too far away to walk the entire way to school a chance to participate and receive the benefits of walking to school. By providing a remote parking lot within a mile of the school grounds, parents and children can leave the car and walk to school.
4) Walking Wednesdays: Walking Wednesdays program participants meet with school staff at a public location such as a coffee house near the school and at a pre-determined time, the students and the staff walk together to school one day a week.
5) Safe Passage or Neighborhood Watch Program: This program is organized by the National Crime Prevention Council and is intended to help communities reduce crime and can be a great asset to a SRTS program.
6) Stagger Dismissal Times: Staggering dismissal times for walkers/bikers, bus riders, and family vehicle riders can be an effective solution to separate transportation modes. By adjusting dismissal time by 5 minutes, schools with limited space to separate transportation modes can alleviate some of the safety and congestion issues common around dismissal time.
7) Adult Crossing Guard Recognition Week: This one week each school year allows local schools and communities an opportunity to formally recognize the value and efforts of school crossing guards. School crossing guards are formally recognized differently across the State of Wisconsin, but universally appreciated among them are "Thank You" cards designed and delivered by school children.
8) Frequent Rider Miles: The Frequent Rider Miles contest was originally conceived by GO GERONIMO, an alternative transportation program in the San Geronimo Valley in Marin County, California, and adapted by the Marin SRTS program of the Marin County Bicycle Coalition (See "SRTS Resources" in this chapter). Children are issued tally cards to win points for walking, biking, carpooling and busing. Every time they walk or bike to school they earn

two points. Every time they carpool or take the bus they earn one point. When they earn twenty points, students turn in their card for a small prize and receive another card. At the end of the contest, a raffle is held using all of the completed tally cards for major prizes. Contact local businesses and ask them to donate prizes.

9) Greening of the Trees: In the "Way to Go" contest (British Columbia), each child arrives at school and colors a leaf. The color of the leaf is determined by the child's travel mode. Walking and biking students color leaves green. Those who arrive by bus and carpool get a different shade of green leaf. If a child traveled by car part of the way, but walked at least a block, the leaf is half yellow or brown and half green. Students who arrive by car (but not in a carpool) get a brown leaf. The leaves are then mounted on a tree, and the more the children walk or bike to school, the greener the tree becomes. A prize is given to the class with the greenest tree.
10) Walk and Bike Across America: Another "Way to Go" initiative, this contest allows students to gain a broader perspective on the freedom provided by walking and biking. Students keep track of the distance that they walk and bike to school by calculating how far they live from school and multiplying that by the number of one-way biking and walking trips. If children are dropped off at staging areas near school they calculate the distance they travel from there. Similar counts are made from home to the bus stop. Each week at a designated time, the students add up the distance that the whole class traveled during that week and plot it on a map. Then they "travel" to a destination chosen by the class within those miles. Students become aware that they can travel great distances on foot or by bike. As the class continues to accumulate miles, they can research new destinations around the country. At the end of a designated time, the class that has traveled the farthest gets a special reward, such as a movie or pizza party. In a variation on this contest, carpools and bus passengers can be included by adding bonus miles for every child who uses those modes. Note that students using motorized transportation can travel farther than those going on their own power. To include the actual miles would defeat the purpose of the exercise. Add one mile to the class total for every child who carpools or rides the bus to school.
11) Art Contest: Art contests provide children the opportunity to develop safety slogans and art while learning about better safety practices. Their artwork can then be used as signs or banners as part of a community wide safety campaign. Students in Hertfordshire, England (United Kingdom), had their artwork transformed into "gateway" signs to alert drivers entering roads around schools.
12) Trip Counters: These systems utilize a radio frequency identification tag (often affixed to helmets) that sends a signal to a solar-powered device. In Boulder, Colorado, one elementary school increased bicycle trips from 10,000 to 20,000 trips per year in part because participants could trade accumulated bicycle trips for prizes. The Freiker program (FREquent – bIKER) registers tags, beeps, and wirelessly uploads data to the Freiker website so kids

Figure 5-6



Best practice: frequent rider systems, such as Freiker (FREquent bIKER) may encourage active transportation (Freiker)

can see how close they are to earning a prize. The system can also be used by walkers.

13) Essay Contests: Essay and creative writing contests give students an opportunity to address how transportation affects their community and the environment. Middle school students at the Lagunitas School in Marin County, California, met with school instructors to develop an essay that examined two different scenarios: 1) What would the world be like in 20 years if everyone drove as much as Americans? and 2) Contemplate a world where everyone rode bikes, walked, or used transit. The outcome "Nightmares and Sweet Dreams" was a thought-provoking essay on the choices the students face in their future. The essay was published in a number of different newsletters.
14) Treasure Hunt: Organize a Treasure Hunt by creating a list of objects, safety signs, and special landmarks and ask the children to locate them on their walk to school. Those who find all the items get a prize.
15) Board Game: Hawthorne School in British Columbia created a classroom game board. Every time the majority of the class walked or biked to school, they stamped a square on the board. When the whole board was completed, the class qualified for a prize.
16) Walk-a-Thon: A Walk-a-Thon is a way to promote walking and raise funds at the same time. Children solicit pledges for every mile they walk (or bike) to and from school. At the end of the period, the student who raises the most money wins a prize.
17) The Marin County Safe Routes to School Coalition has many resources on its website including complete guides to popular encouragement activities such as the Golden Sneaker Award and School Pool. These can be found at: http://www.saferoutestoschools.org/forms.html

Evaluation Tips[1]

Rather than providing a tool box for evaluation, this section provides tips on how and when to evaluate the SRTS program. This information was provided by the National Center for Safe Routes to School. The National Center is collecting data from around the country on SRTS programs in an effort to gauge the success of SRTS. For the best results, it is useful if all evaluations are performed in a similar manner for ease of data compilation and comparison between communities.

Local programs often have many responsibilities, just one of which is monitoring the progress and effects of their Safe Routes to School (SRTS) program. If time and resources are limited, collecting data before and after the program can provide information to help guide program planning, understand the progress and identify future actions.

Using the SRTS student travel tally and parent survey developed by National Center for Safe Routes to School enables programs to use online tools to enter data, generate reports and summarize results.

It is best to evaluate a SRTS program both before starting the program and throughout program implementation. Another good time to evaluate results is after major (or many minor) engineering changes have been constructed.

[1] This information was provided by the National Center for Safe Routes to School. For more information see http://www.saferoutesinfo.org/guide/evaluation/index.cfm

Before initiating SRTS:

1) Use a student travel tally and parent survey to identify current student walking and bicycling rates and parent attitudes regarding children walking or bicycling to school. These tools are available from the National Center.
2) Compile the information. Baseline information from the survey instruments can be entered via Web-based tools to summarize information and create basic reports.
3) Ask the school principal to describe: the main walking and bicycling routes, any safety concerns, any known pedestrian or bicyclist crashes in recent past, and any rules relating to walking/bicycling to school
4) Assess the main walking and bicycling routes. Walk the main routes that students take or would take when walking or bicycling to school, looking for any safety concerns and potential barriers.

Use results from the above evaluation to design a SRTS Program Plan. The information can be used to develop strategies and goals. It is best to correct unsafe conditions before conducting encouragement activities.

After SRTS:

5) Collect the student travel tally and parent survey information again after the activities have taken place. Enter the data using the Web-based tools. These tools can generate reports that compare findings. If engineering improvements were made, reassess the walking and bicycling routes affected with the audit checklist.
6) Compare results collected before and after the program to identify changes. Did walking and bicycling increase? Did parents' attitudes change? Did safety improvements occur? Did parents recognize these improvements?

Who Evaluates?

One person cannot do all the evaluating. The group responsible for planning and conducting the Safe Routes to School (SRTS) program will also most likely be responsible for evaluation. The following stakeholders can all play important roles:

- Implementers: Those involved in running the SRTS program.
- Partners: Those who support the program with resources, such as financing or time.
- Participants: Those served or affected by the program, including students, parents/caregivers or neighbors.
- Decision-makers: Those in a position to do or decide something about the program.
- Professional evaluators: Those whose assistance is required if a complex research design or data analysis is planned.
- SRTS program leader: The person who oversees the evaluation process and convenes the stakeholder meetings.

Sharing Information

Because each stage of evaluation provides important information that can strengthen or improve a program, the results need to be utilized as soon as possible at each stage. Before the Safe Routes to School program, evaluation helps inform the program objectives and activities so the findings can be shared with those who can get the program started. During the program, evaluation identifies what is or is not working while the program is being conducted. These results should be shared with those who can make mid-way changes to improve the program. Evaluation after the completion of the formal SRTS program highlights the changes since the program began.

These results need to be shared with those that can fund the program again or make other decisions about whether to expand or change the program.

Arrival and Dismissal Plans

An Arrival and Dismissal Plan is a very important aspect of improving safety for students who bike and walk to school. A well written plan can make the entire campus safer for every mode of travel, and as such, every school should have an Arrival and Dismissal Plan. This plan contains details on how each mode of transportation will be accommodated safely at the school each morning for arrival and every afternoon for dismissal. The plan needs to be shared with parents and students repeatedly throughout the school year, and enforced.

Figure 5-7

Best practice: designated bus drop-off area (SAA)

Plans should be unique to each school but they commonly include the following information:

1) Designated Drop-off and Pick-up Locations for Private Vehicles: Drop-off and pick-up locations can be designated using pavement or curb markings, positioning adult or child safety monitors at these points, or blocking off or signing locations where access is not desired. Consider developing several designated pick-up/drop-off locations where parents stay in queue until a "spot" is available (children may not race to a vehicle that is not parked in a designated "spot"). Encourage parents that want to escort their children to the building to park in a parking lot or other designated site, rather than in queue or a travel lane.
2) Designated Bus Lanes and Day Care Van Lanes: These are dedicated drop-off and pick-up areas for school buses. An adult should monitor behavior and help children load the buses safely and efficiently. It is best to keep the bus/van traffic as separate as possible from the private car drop-off areas.
3) Designated Area for Children to Gather in the Morning: It is best to provide one area, often at a specific playground, for the children to gather before the first bell, at which time they are allowed into the school. Some larger schools designate different doors for different grades to use when entering the school. This is important as parents will often drop their children off 15 minutes or even 30 minutes ahead of the first bell. Having a designated gathering space allows for easier monitoring of the school children while they wait for the first bell.
4) Designated Area for Siblings to Meet After School: For families with multiple children in one school, it helps to have the siblings meet up in one location before they head out for home.
5) Map of Arrival and Dismissal Procedures: The map of the campus should include driveways, parking lots, bike parking and sidewalks leading to the school and on the school grounds, playground locations, and a building plan with all the doors noted. The map should be easy to read and inform the user where the private cars are to drop-off and pick-up students, where the buses will be parked, and where day care vans should unload and load. Areas for children to gather before first bell should be illustrated, as well as the best approach for students walking and biking to school. Written instructions with further details on the arrival

and dismissal procedures may be included on the back side of the map. The map and instructions will need to be distributed several times a year and should be posted on the web for easy access.

Improving the safety and efficiency of arrival and dismissal

1) Staggered Release: Some schools allow children who biked or walked to school to leave 5 minutes early. This encourages biking and walking and provides them a head start before the auto/bus traffic increases in volume.
2) Designated Doors for Differing Modes of Travel: It may be helpful to consider directing children to different doors depending on if they are expecting to walk or bike, are picked up by private cars, or board buses.
3) Student Valets: Designate older students as valets who escort children from a private vehicle to the building entrance in the morning and vice versa in the afternoon.
4) Controlled Pick-up: The school distributes signs (placards) with children's last names to be displayed in car window at pick-up time. A teacher or monitor will read the last name and that child may load into the vehicle. Usually, names are called out in groups of four, with four cars parked to load children, and four cars in queue for loading. This can help reduce the dangerous practice of children racing to their parents' cars between parked or moving cars.
5) Friendly Notes: These "tickets" can be issued by school staff or by student valets to vehicles not obeying rules. They may include a "no idling message", or convey other information like "no parking" or "bus lane". In Utah, parents developed a Parent Parking Patrol (PPP) to monitor specific school areas. When they observe traffic violations, volunteers approach offenders in a non-confrontational manner and provide safety-related materials and a warning note. Some volunteers also record license plates so that habitual offenders can be reported to local police. Many schools are more comfortable issuing appreciative tickets to motorists who follow the rules. This positive reinforcement encourages continued safe driving practices around the school.
6) Involve Parents: Parents who repeatedly ignore efforts to improve the operation and safety situation on school grounds may be "sold" on the idea if they actually see the problem for themselves. Involving parents in assessing safety on the school grounds, collecting data, and brainstorming solutions allows them to see for themselves the potential consequences of not following the rules.

SRTS Resources

As previously mentioned, a successful SRTS plan is built on a multi-faceted approach to address the problem of decreased childhood activity levels and increased use of automobiles to drive kids to school. In addition to the information contained in this chapter, resources to address each of the 5 E's can be found on the internet. This section provides web addresses to some of the better known websites. Using a web-based search engine to look for issues specific to your community will likely result in additional resources.

The National Center for Safe Routes to School provides a very complete website with information and resources on all aspects of a Safe Routes to School.
http://www.saferoutesinfo.org/index.cfm

International Walk to School maintains an excellent website that shares SRTS information from around the world and organizes International Walk to School Day each fall.
http://www.iwalktoschool.org/index.htm

The Wisconsin DOT's Safe Routes to School website contains information on the state grant program, helpful information on planning and SRTS programs.
http://www.dot.wisconsin.gov/localgov/aid/saferoutes.htm

Wisconsin Walks is Wisconsin's state-wide pedestrian advocacy organization. Their website contains general information on how to make your community more walkable as well as information specific to SRTS.
http://www.wisconsinwalks.org/index.htm

The Bicycle Federation of Wisconsin is Wisconsin's state-wide bicycle advocacy group. They provide information on safe bike riding techniques, ideas for how to improve your community for biking and a specific page on SRTS.
http://www.bfw.org/SRTS/index.php

The Federal Highway Administration (FHWA) maintains a very useful SRTS website containing information such as a broad overview of the program, frequently asked question (FAQ), and funding information.
http://safety.fhwa.dot.gov/saferoutes/

The Safe Routes to School Partnership provides links and contacts to businesses and organizations in each state that support SRTS and can help individuals building a SRTS program.
http://www.saferoutespartnership.org/

Marin County, CA was the first county in the nation to develop a successful SRTS program. The results of their efforts, including helpful "How-to" guides, are available for download at:
http://www.saferoutestoschools.org/

There is much more information on SRTS on the web than can be listed here. Each state in the country has an SRTS web site and successful programs, materials, and resources are relatively easy to find.

Funding Sources

SRTS funding can come from a variety of sources. There are many public grants available as well as private sector funding.

Public Funding

The following table outlines several public funding sources available to increase bicycle and pedestrian programming and facilities development.

Grant Source/Name	Brief Description	Local Match*	Contact Information
Wisconsin Safe Routes to School Program			
Infrastructure Grant	Will fund improvements to public infrastructure within 2 miles of an elementary or middle school that will improve conditions for biking or walking to school.	0%	SRTS WisDOT Coordinator srts@dot.state.wi.us
Non Infrastructure Grant	Will provide funding for programs to encourage biking or walking to school. Will also fund enforcement or evaluation efforts.	0%	
Planning Grant	Funds SRTS planning efforts for an individual school or a community of schools.	0%	
Wisconsin Bureau of Transportation Safety			
Bicycle Safety-Rodeo	One-time funding to assist a community with the initiation of an annual Bike Rodeo to teach safe bike riding skills to elementary students.	0%	WisDOT Bureau of Transportation Safety larry.corsi@dot.state.wi.us
Pedestrian Road Show/Walking Workshop	Funding to bring a half-day workshop to a community to initiate pedestrian safety improvements	0%	
Teaching Safe Bicycling	Annual free "train the trainers" seminar focused on teachers, YMCA and recreation staff so they may in turn teach young students safe riding techniques.	N/A	
Wisconsin Pedestrian and Bicycle Law Enforcement Training Course	A two-day course for law enforcement officers focused on managing traffic for bicycle and pedestrian safety.	Varies	
Wisconsin Department of Transportation			
Local Transportation Enhancements	Funds bicycle and pedestrian facility improvements that address commuting and transportation needs.	20%	WisDOT john.duffe@dot.state.wi.us
Bicycle and Pedestrian Facilities Program (BPFP)	Funds projects that construct or plan for bicycle or bicycle/pedestrian facilities.	20%	WisDOT john.duffe@dot.state.wi.us
Congestion Mitigation Air Quality Improvements	Funds projects that reduce congestion and improve air quality including bicycle and pedestrian facilities. Funding is limited to certain counties in Wisconsin.	20%	

Grant Source/Name	Brief Description	Local Match*	Contact Information
Wisconsin Department of Natural Resources			
Recreational Trails Grant	Funding to build trails for motorized and non motorized traffic.	50%	Depends on location Debra.Martinelli@Wisconsin.gov
Stewardship	Funding for "nature based" recreational facilities including hiking and biking trails.	50%	
Wisconsin Department of Public Instruction			
Movin' and Munchin' Schools	A wellness initiative sponsored by the Wisconsin Department of Public Instruction and cosponsored by WEA Trust. The program aims to encourage healthy eating habits and increased physical activity among students and their families. Individuals earn "Movin' and Munchin' Miles" for healthy nutrition choices and various forms of physical activity, such as walking or biking. All participating schools will be considered for awards up to $500 to use towards improving their physical education and nutrition programs. And if your district has a WEA Trust health plan and at least 50% of your staff also participates in Movin' and Munchin', the WEA Trust will match any awards given by DPI.	N/A	(608) 267-9234 www.movinandmunchin.com
Green and Healthy Schools Program	A DPI program that addresses many of the same issues as SRTS including improved air quality and increase physical activities among students. Small grants are available to schools showing commitment to the same goals.	N/A	

*Local Match is the percentage of the total application amount that must be paid, or matched, by the applicant community

Private Sector Funding

Often, local Safe Routes to School (SRTS) programs can solicit funding from non-governmental resources within their own communities. The multiple benefits of SRTS programs, including the safety, health, environment and community impacts, often align with the interests of the local community. Several grant opportunities are listed in a table on the following page.

Grant Source/Name	Brief Description	Local Match*	Contact Information
P.E. For Life: The Carol M. White PEP Grant			
The Carol M. White Physical Education Program	Will fund efforts to initiate, expand, or enhance physical education programs, including after-school programs, for students in kindergarten through 12th grade.	N/A	www.peforlife.org
General Mills Youth Nutrition and Fitness Grants			
Champions for Healthy Kids Grant Program	General Mills Foundation awards 50 annual grants of $10,000 each to community-based groups that develop creative ways to help youth adopt a balanced diet and physically active lifestyle. In addition, the General Mills Foundation sponsors up to 50,000 young people each year to participate in the President's Challenge and earn the Presidential Active Lifestyle Award for their commitment to a physically active and fit lifestyles	N/A	www.generalmills.com/corporate/commitment/champions.aspx
Gleason Foundation Grants			
The Gleason Foundation	Awards grants to support organizations with programs in education, research, cultural and civic activities. Primary funding interests in organizations with emphasis on education, cultural and civic activities. Grants range from $500 to $10,000,000	N/A	www.thegleasonfoundation.org
Robert Wood Johnson Foundation			
RWJF Grants	One of the largest foundations in the country, the Robert Wood Johnson Foundation offers grants that address public health issues such as childhood obesity and asthma.	N/A	www.rwjf.org

The following list cites potential private funding sources identified in the Safe Routes to School Toolkit, published by National Highway Traffic Safety Administration (NHTSA) [2]:

Corporations and businesses
Contact local corporations and businesses to ask if they will support your program with cash, prizes, and/or donations such as printing services. It's good to ask your parent leaders where they work; they often can help you get a "foot in the door." When contacting a company, ask for information about their "community giving programs."

Foundations
There are institutions throughout the country that provide funding to non-profit organizations. The Foundation Center is an excellent source of potential funding sources. Narrow your funding possibilities by first searching for geographic region of giving. Look under categories for transportation, health, environment, and community building.

Individuals
Statistically, individuals give more money than corporations and foundations combined. You can begin a local fund drive by working within your existing network of team leaders, and reaching out to the larger community.

Events
Many programs have raised funds by holding special events. Use the SRTS theme to attract funding. Hold a walkathon or a bicycling event. You also can choose more traditional fundraising efforts, such as bake sales, concerts, talent shows, etc.

Parent teacher associations (PTAs) and school districts
Many PTAs have funds to distribute to school programs and often schools have safety funding. Contact your local PTA and the School District to see if there is a method for applying for a grant.

[2] From the National Center for Safe Routes to School website- http://www.saferoutesinfo.org/legislation_funding/private.cfm

Appendix A:

School District Boundary Map

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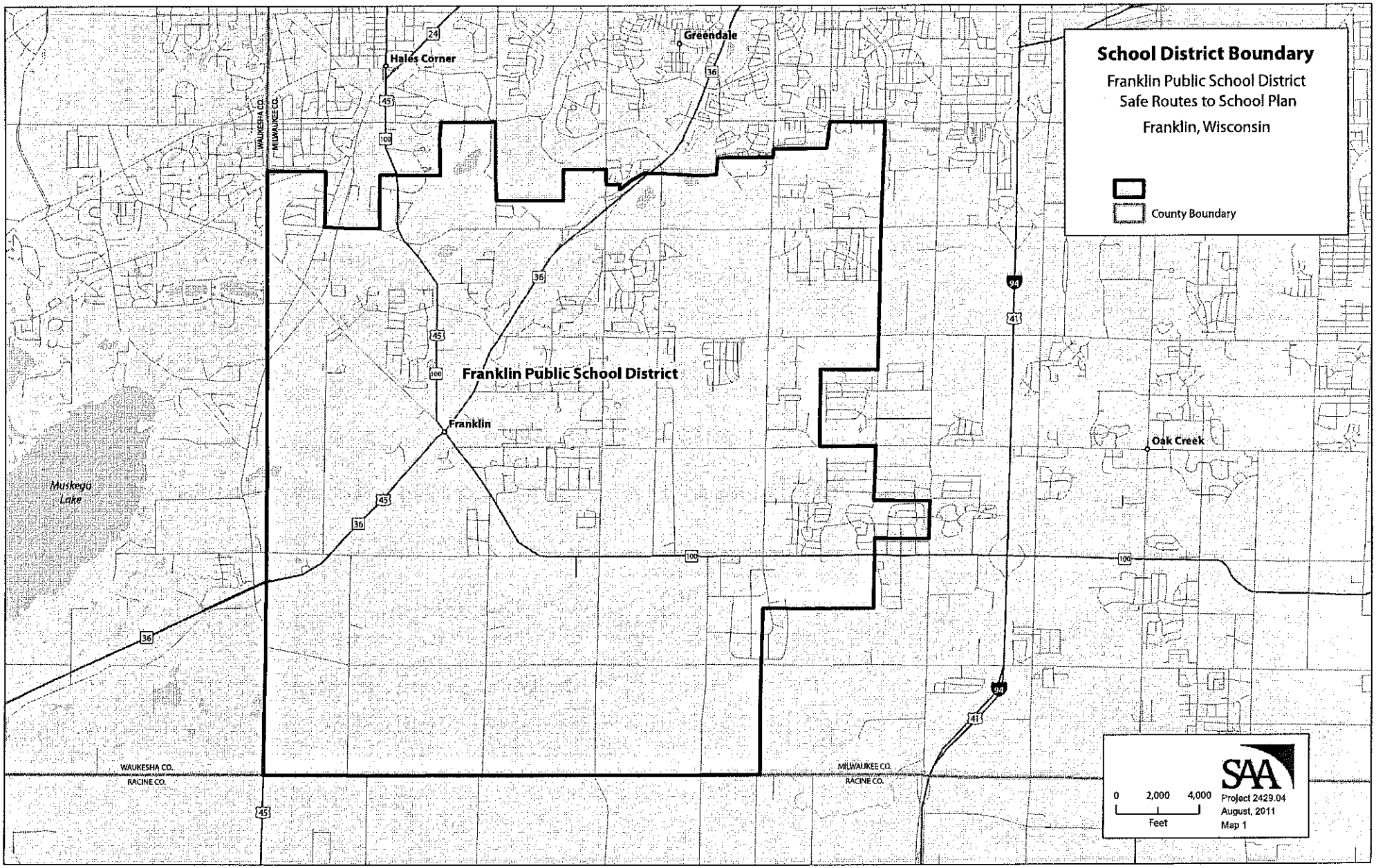
School District Boundary
Franklin Public School District
Safe Routes to School Plan
Franklin, Wisconsin
County Boundary
Franklin Public School District
Hales Corner
Greendale
Franklin
Oak Creek
Muskego Lake
WAUKESHA CO.
MILWAUKEE CO.
RACINE CO.
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SAA
Project 2429.04
August, 2011
Map 1

Appendix B:

Survey Instruments

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Parent Survey About Walking and Biking to School

Dear Parent or Caregiver,

Your child's school wants to learn your thoughts about children walking and biking to school. This survey will take about 5 - 10 minutes to complete. We ask that each family complete only one survey per school your children attend. If more than one child from a school brings a survey home, please fill out the survey for the child with the next birthday from today's date.

After you have completed this survey, send it back to the school with your child or give it to the teacher. Your responses will be kept confidential and neither your name nor your child's name will be associated with any results.

Thank you for participating in this survey!

CAPITAL LETTERS ONLY – BLUE OR BLACK INK ONLY

School Name:

1. What is the grade of the child who brought home this survey? ☐☐ Grade (PK,K,1,2,3...)

2. Is the child who brought home this survey male or female? ☐ Male ☐ Female

3. How many children do you have in Kindergarten through 8th grade? ☐☐

4. What is the street intersection nearest your home? (Provide the names of two intersecting streets)

and

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

5. How far does your child live from school?

☐ Less than ¼ mile
☐ ¼ mile up to ½ mile
☐ ½ mile up to 1 mile
☐ 1 mile up to 2 miles
☐ More than 2 miles
☐ Don't know

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

6. On most days, how does your child arrive and leave for school? (Select one choice per column, mark box with X)

Arrive at school	Leave from school
☐ Walk	☐ Walk
☐ Bike	☐ Bike
☐ School Bus	☐ School Bus
☐ Family vehicle (only children in your family)	☐ Family vehicle (only children in your family)
☐ Carpool (Children from other families)	☐ Carpool (Children from other families)
☐ Transit (city bus, subway, etc.)	☐ Transit (city bus, subway, etc.)
☐ Other (skateboard, scooter, inline skates, etc.)	☐ Other (skateboard, scooter, inline skates, etc.)

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

7. How long does it normally take your child to get to/from school? (Select one choice per column, mark box with X)

Travel time to school	Travel time from school
☐ Less than 5 minutes	☐ Less than 5 minutes
☐ 5 – 10 minutes	☐ 5 – 10 minutes
☐ 11 – 20 minutes	☐ 11 – 20 minutes
☐ More than 20 minutes	☐ More than 20 minutes
☐ Don't know / Not sure	☐ Don't know / Not sure

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

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

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

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

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

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

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

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

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

☐ Strongly Encourages ☐ Encourages ☐ Neither ☐ Discourages ☐ Strongly Discourages

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

☐ Very Fun ☐ Fun ☐ Neutral ☐ Boring ☐ Very Boring

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

☐ Very Healthy ☐ Healthy ☐ Neutral ☐ Unhealthy ☐ Very Unhealthy

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

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

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

16. Please provide any additional comments below.

Safe Routes to School Students Arrival and Departure Tally Sheet

+ CAPITAL LETTERS ONLY – BLUE OR BLACK INK ONLY +

School Name:

Teacher's First Name:

Teacher's Last Name:

Grade: (PK,K,1,2,3...) 0 2

Monday's Date (Week count was conducted) M M D D Y Y Y Y

Number of Students Enrolled in Class: 1 5

- Please conduct these counts **on two of the following three days Tuesday, Wednesday, or Thursday. (Three days would provide better data if counted)**
- **Please do not conduct these counts on Mondays or Fridays.**
- Before asking your students to raise their hands, please read through all possible answer choices so they will know their choices. Each Student may only answer once.
- Ask your students as a group the question **"How did you arrive at school today?"**
- Then, reread each answer choice and record the number of students that raised their hands for each. **Place just one character or number in each box.**
- Follow the same procedure for the question **"How do you plan to leave for home after school?"**
- You can conduct the counts once per day but during the count please ask students both the school arrival and departure questions.
- Please conduct this count regardless of weather conditions (i.e., ask these questions on rainy days, too).

Step 1.
Fill in the weather conditions and number of students in each class

Step 2.
AM – "How did you arrive at school today?" Record the number of hands for each answer.
PM – "How do you plan to leave for home after school?" Record the number of hands for each answer.

Key	Weather	Student Tally	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
	S= sunny R= rainy O=overcast SN=snow	Number in class when count made	-	-	-	Only with Children from your family	Riding with children from other families	City bus, subway, etc.	Skate-board, scooter, etc.
Sample AM	S N	2 0	2	3	8	3		3	1
Sample PM	R	1 9	3	3	8	1	2	2	
Tues. AM									
Tues. PM									
Wed. AM									
Wed. PM									
Thurs. AM									
Thurs. PM									

Please list any disruptions to these counts or any unusual travel conditions to/from the school on the days of the tally.

+ +

SURVEY ABOUT WALKING AND BIKING SKILLS INCLUDED IN CLASSROOM CURRICULA
- FOR TEACHERS -

Dear Teacher,

Congratulations on your school's selection as a *Safe Routes to School (SRTS)* planning grantee! *Safe Routes to School* is a nationally-funded program which addresses concerns regarding a lack of physical activity among today's children and dangerous traffic conditions surrounding schools.

Safe Routes to School seeks to increase the number of children walking and biking to school and promote safer walking and biking conditions. In addition to engineering improvements, encouragement efforts, and traffic enforcement, **education** is critical. All community residents benefit from education about rules and procedures for biking and walking safely and from learning about the benefits of walking and biking as transportation.

To facilitate the planning process, we ask that you fill out the following brief survey to determine the extent to which safe walking and biking skills are incorporated into your current classroom curriculum.

Please complete the survey at your earliest convenience and return it to your school principal.

Thank you for participating in this survey!

Date:

School Name / District:

Community:

Teacher Name:

Grade Level:

Subject(s) Taught (if applicable):

1. **Do you incorporate bicycle and pedestrian safety education in your classroom curriculum?**

   - ❑ YES
   - ❑ NO
   - ❑ Don't Know

2. **Please mark if you incorporate these safety education objectives into your classroom curriculum. Where you mark "yes", at what grade levels do you incorporate them and what do you call the curricula?**

No	*Yes*	*If yes, what grade?*	*If yes, what do you call the curricula?*	*Safety Education Objectives*
				Multimodal Orientation
❑	❑			How walking and biking promote good personal and environmental health
❑	❑			How automobile emissions may negatively impact the earth's environment (air, water)
				Walking Skills
❑	❑			Safe places to cross a street
❑	❑			Safely crossing a street at an intersection when there's not a traffic signal
❑	❑			Wearing brightly colored/reflective clothing to increase visibility
❑	❑			How a student would prevent or respond to advances of strangers
				Biking Skills
❑	❑			Importance of properly sized bike and rider visibility
❑	❑			Importance of properly wearing a proper fitting helmet
❑	❑			Bicycle rules of the road - how to respond to certain traffic signs, signals, and situations, and how to react to certain road conditions
❑	❑			Cycling techniques on the road: (1) entering a roadway safely, (2) scanning, (3) signaling in traffic, (4) merging, changing lanes, yielding, and turning, and (5) obeying traffic signs

3. **Do these education messages also go home to parents?**

4. If these resources were made locally available, which of the following resources would you be interested in incorporating into your curriculum?

- ❑ Bicycle education, taught by a certified bicycle instructor
- ❑ Bicycle education, taught by a local Firefighter or Police Officer
- ❑ Bicycle-training rodeo: A one-time event that teaches safe bicycling operation, skill, and judgment to elementary and middle school children and their parents.
- ❑ Teaching Safe Bicycling: A one-day course that teaches attendees how and why children are different from adults when it comes to bicycling and what the most common child bicycle crashes are.
- ❑ Green & Healthy Schools Program: A web-based program that encourages teachers, staff, students and parents to work together to use the school, its grounds, and the whole community as learning tools to teach, promote and apply healthy, safe and environmentally sound practices.
- ❑ Movin' and Munchin' Schools: A program that promotes healthy eating and increased physical activity among students and their families.
- ❑ Lesson Plans that Integrate Walking/Biking Into Classroom Subjects: Safety education can be integrated into traditional classroom subjects to meet education standards. Examples include:
  - Math: Calculating average walking speeds or distances.
  - Science: Walking outdoors to collect samples and observe nature; learning about climate change, pollution, and how walking and bicycling can play a protective role.
  - Reading: Reading about nature or walking.
  - Language arts: Writing about walking or what is seen on the route to school.
  - Art: Designing posters to encourage walking.
  - Geography: Tracking students' walking and bicycling mileage and plotting it on a map; learning about places that the school or class "visits" as they gather miles; drawing a map of the route to school.
  - Health: Learning about the cardiovascular system; calculating heart rate; using pedometers to count steps.

5. **What are some unsafe attitudes or behaviors of pedestrians, bicyclists, and drivers/motorists that a SRTS Plan should address at your school?**

Thank you for helping gather this information!

Please return this survey to your school principal.

Appendix C:

Biking and Walking Audit Maps

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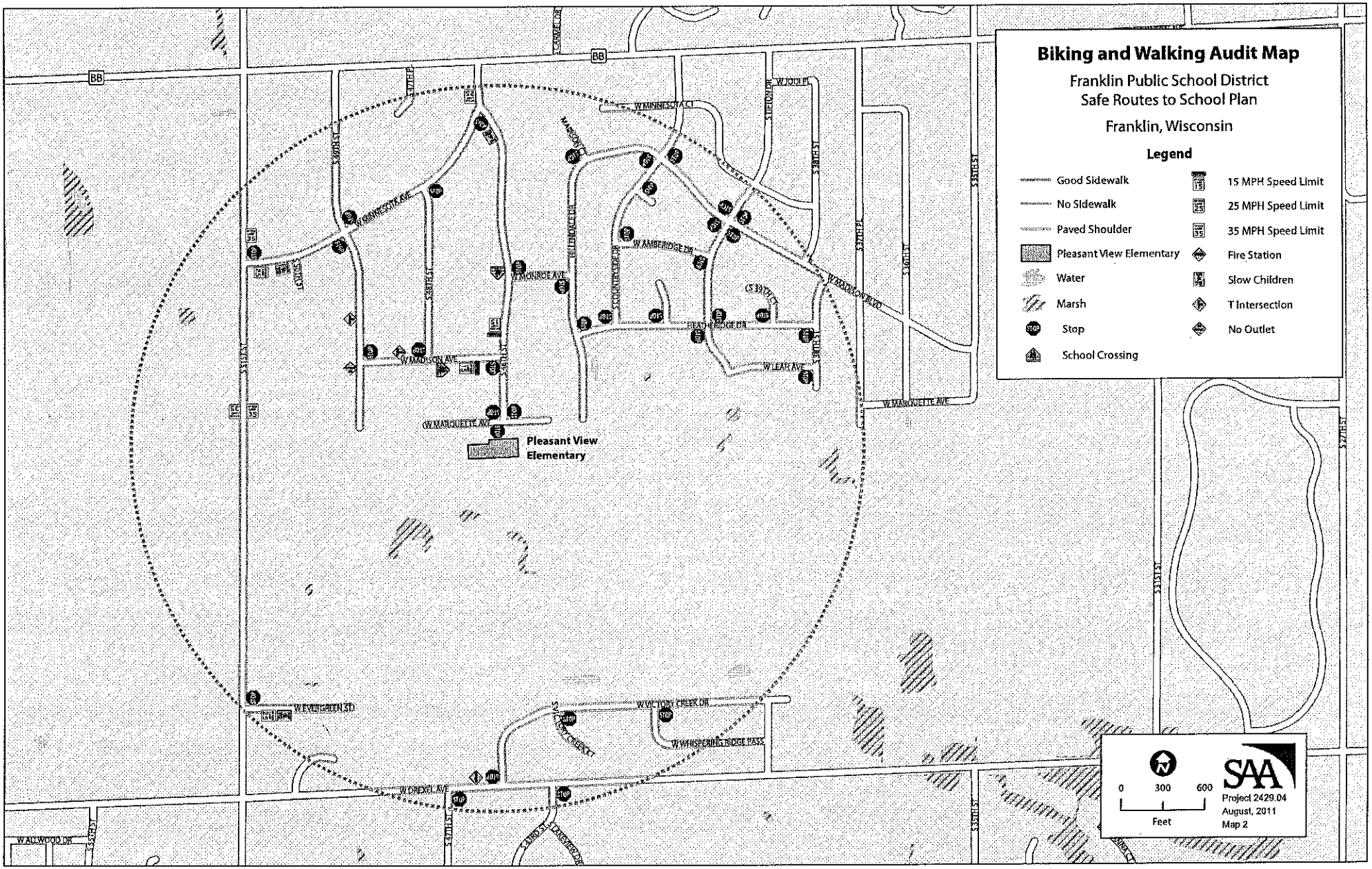
Biking and Walking Audit Map
Franklin Public School District
Safe Routes to School Plan
Franklin, Wisconsin
Legend
Good Sidewalk
No Sidewalk
Paved Shoulder
Pleasant View Elementary
Water
Marsh
Stop
School Crossing
15 MPH Speed Limit
25 MPH Speed Limit
35 MPH Speed Limit
Fire Station
Slow Children
T Intersection
No Outlet
Pleasant View Elementary
W MINNESOTA AVE
W MONROE AVE
W MADISON AVE
W AMBERIDGE DR
W LEAH AVE
W MARQUETTE AVE
W EVERGREEN TD
W VICTORY CREEK DR
W WHISPERING RIDGE PASS
W DREXEL AVE
W ALLWOOD DR
BB
0 300 600
Feet
SAA
Project 2429.04
August, 2011
Map 2

Appendix D:

School Site Assessments

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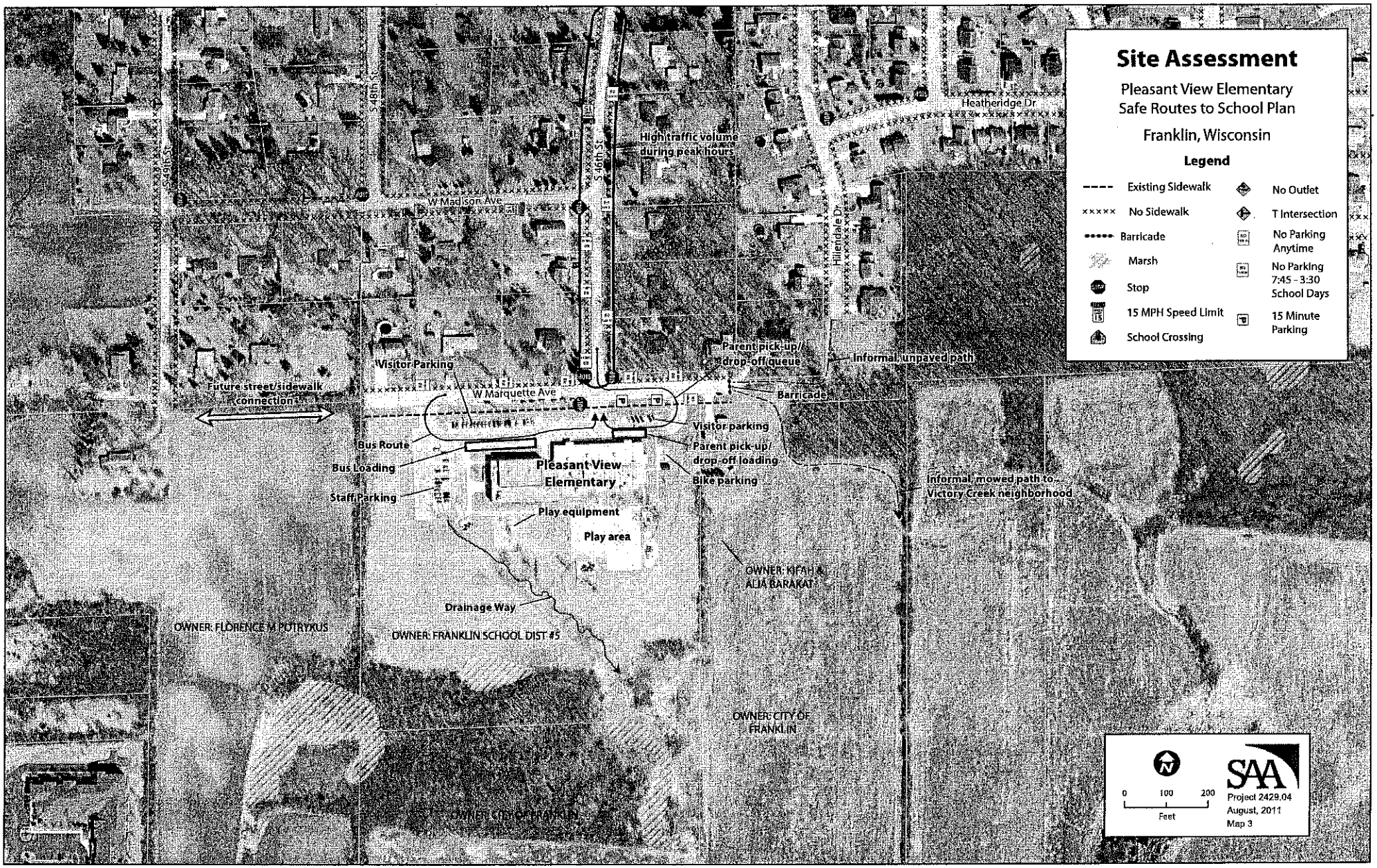
Site Assessment
Pleasant View Elementary
Safe Routes to School Plan
Franklin, Wisconsin
Legend
Existing Sidewalk
No Sidewalk
Barricade
Marsh
Stop
15 MPH Speed Limit
School Crossing
No Outlet
T Intersection
No Parking Anytime
No Parking 7:45 - 3:30 School Days
15 Minute Parking
S 49th St
S 46th St
W Madison Ave
W Marquette Ave
Heatheridge Dr
Hillcrest Dr
High traffic volume during peak hours
Visitor Parking
Future street/sidewalk connection
Parent pick-up/ drop-off queue
Informal unpaved path
Barricade
Visitor parking
Bus Route
Bus Loading
Staff Parking
Pleasant View Elementary
Parent pick-up/ drop-off loading
Bike parking
Informal, mowed path to Victory Creek neighborhood
Play equipment
Play area
OWNER: KIFAH & ALIA BARAKAT
Drainage Way
OWNER: FLORENCE M POTRYKUS
OWNER: FRANKLIN SCHOOL DIST #5
OWNER: CITY OF FRANKLIN
OWNER: CITY OF FRANKLIN
0 100 200
Feet
SAA
Project 2429.04
August, 2011
Map 3

Appendix E:

Site/Neighborhood Improvement Plans

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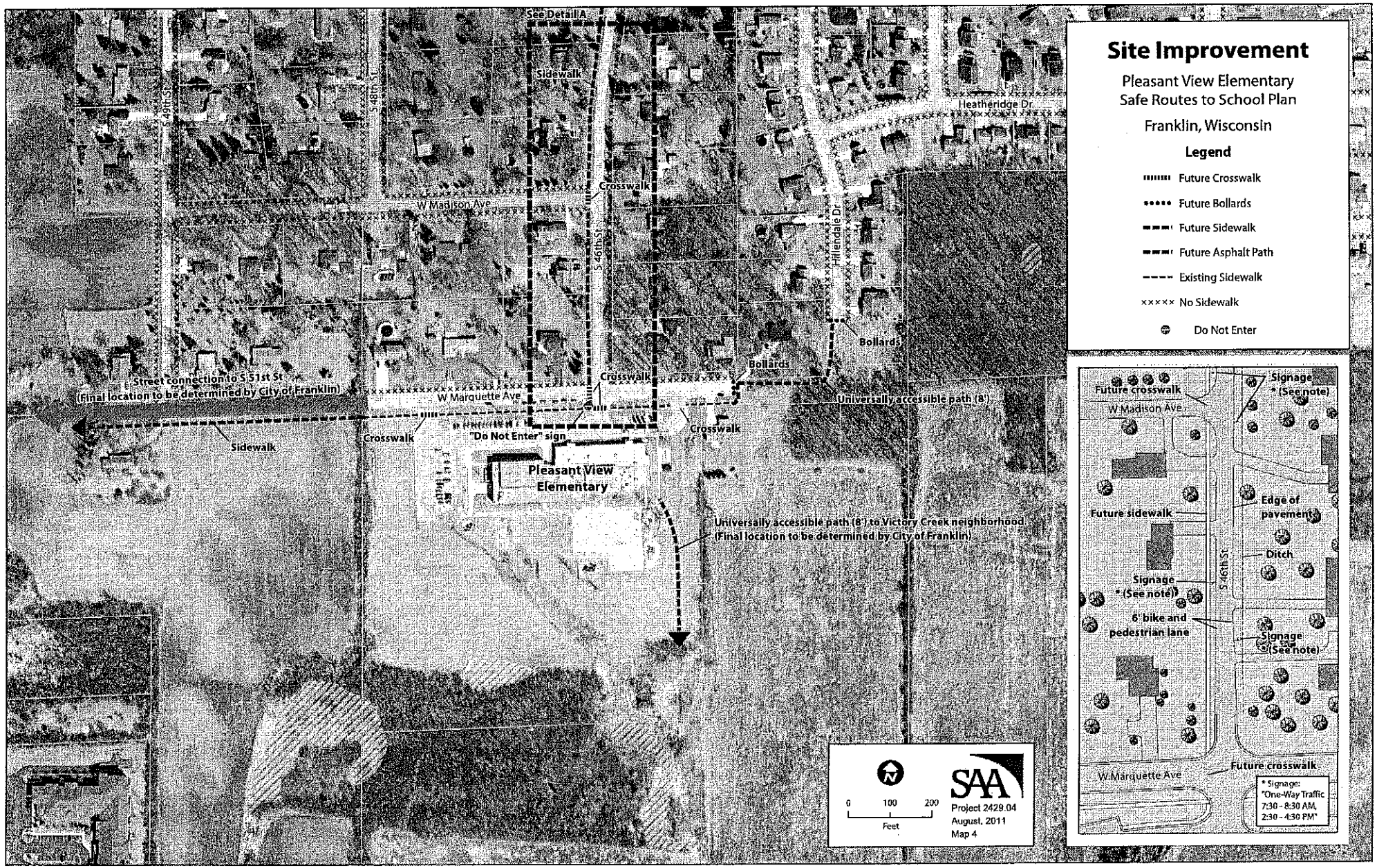


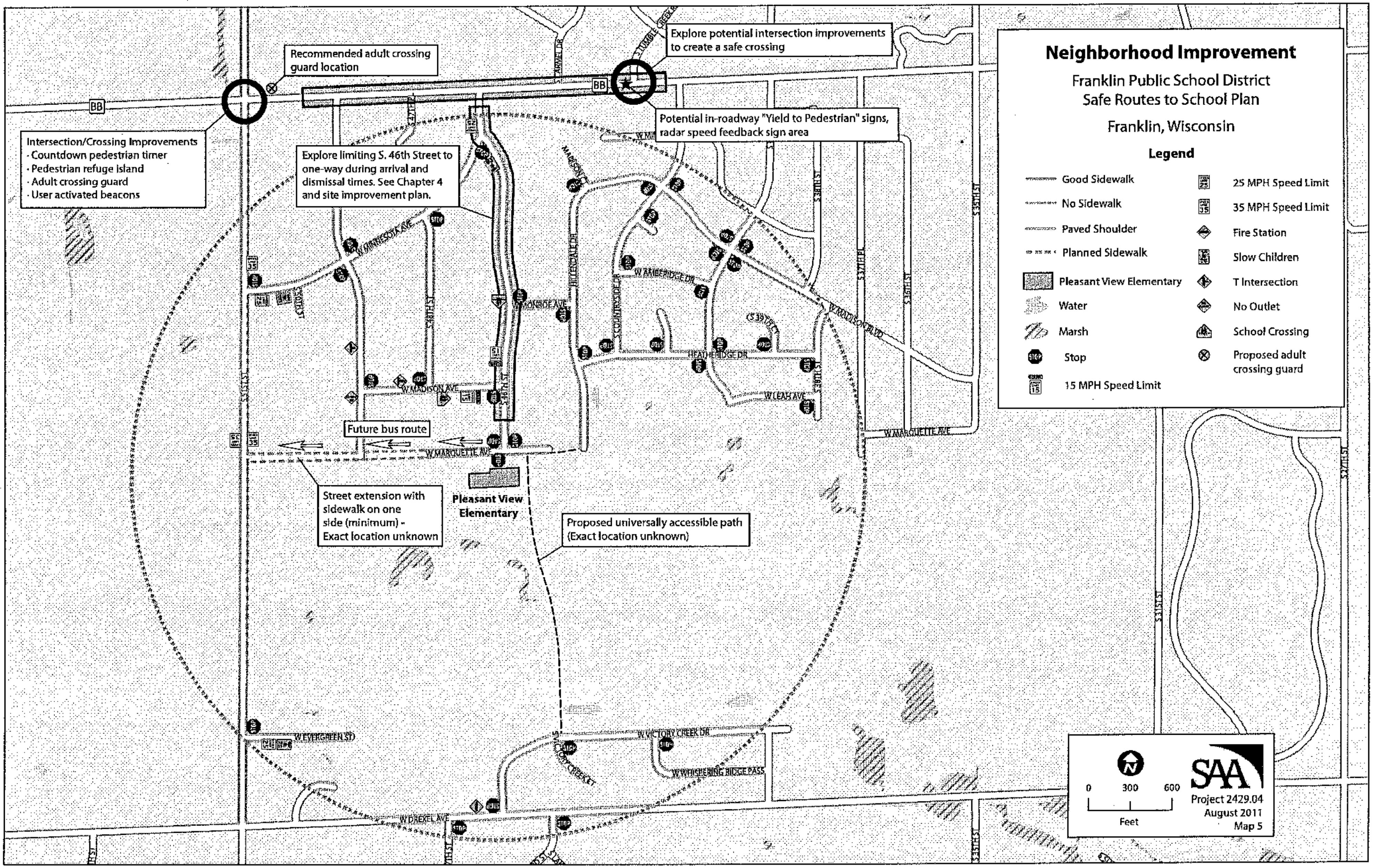
Site Improvement

Pleasant View Elementary
Safe Routes to School Plan

Franklin, Wisconsin

Legend

- Future Crosswalk
- Future Bollards
- Future Sidewalk
- Future Asphalt Path
- Existing Sidewalk
- No Sidewalk
- Do Not Enter


Neighborhood Improvement
Franklin Public School District
Safe Routes to School Plan
Franklin, Wisconsin
Legend
Good Sidewalk
No Sidewalk
Paved Shoulder
Planned Sidewalk
Pleasant View Elementary
Water
Marsh
Stop
15 MPH Speed Limit
25 MPH Speed Limit
35 MPH Speed Limit
Fire Station
Slow Children
T Intersection
No Outlet
School Crossing
Proposed adult crossing guard
Recommended adult crossing guard location
Explore potential intersection improvements to create a safe crossing
Potential in-roadway "Yield to Pedestrian" signs, radar speed feedback sign area
Intersection/Crossing Improvements
· Countdown pedestrian timer
· Pedestrian refuge island
· Adult crossing guard
· User activated beacons
Explore limiting S. 46th Street to one-way during arrival and dismissal times. See Chapter 4 and site improvement plan.
Future bus route
Street extension with sidewalk on one side (minimum) - Exact location unknown
Pleasant View Elementary
Proposed universally accessible path (Exact location unknown)
W MINNESOTA AVE
W MONROE AVE
W MADISON AVE
W MARQUETTE AVE
W AMBERIDGE DR
HEATHERIDGE DR
W LEAH AVE
W MADISON BLVD
W VICTORY CREEK DR
W WHISPERING RIDGE PASS
W EVERGREEN ST
W DREXEL AVE
S 51ST ST
S 46TH ST
S 37TH PL
S 35TH ST
S 33RD ST
S 27TH ST
BB
0 300 600
Feet
SAA
Project 2429.04
August 2011
Map 5

Appendix F:

Proposed S. 51st Street Sidewalk Plans

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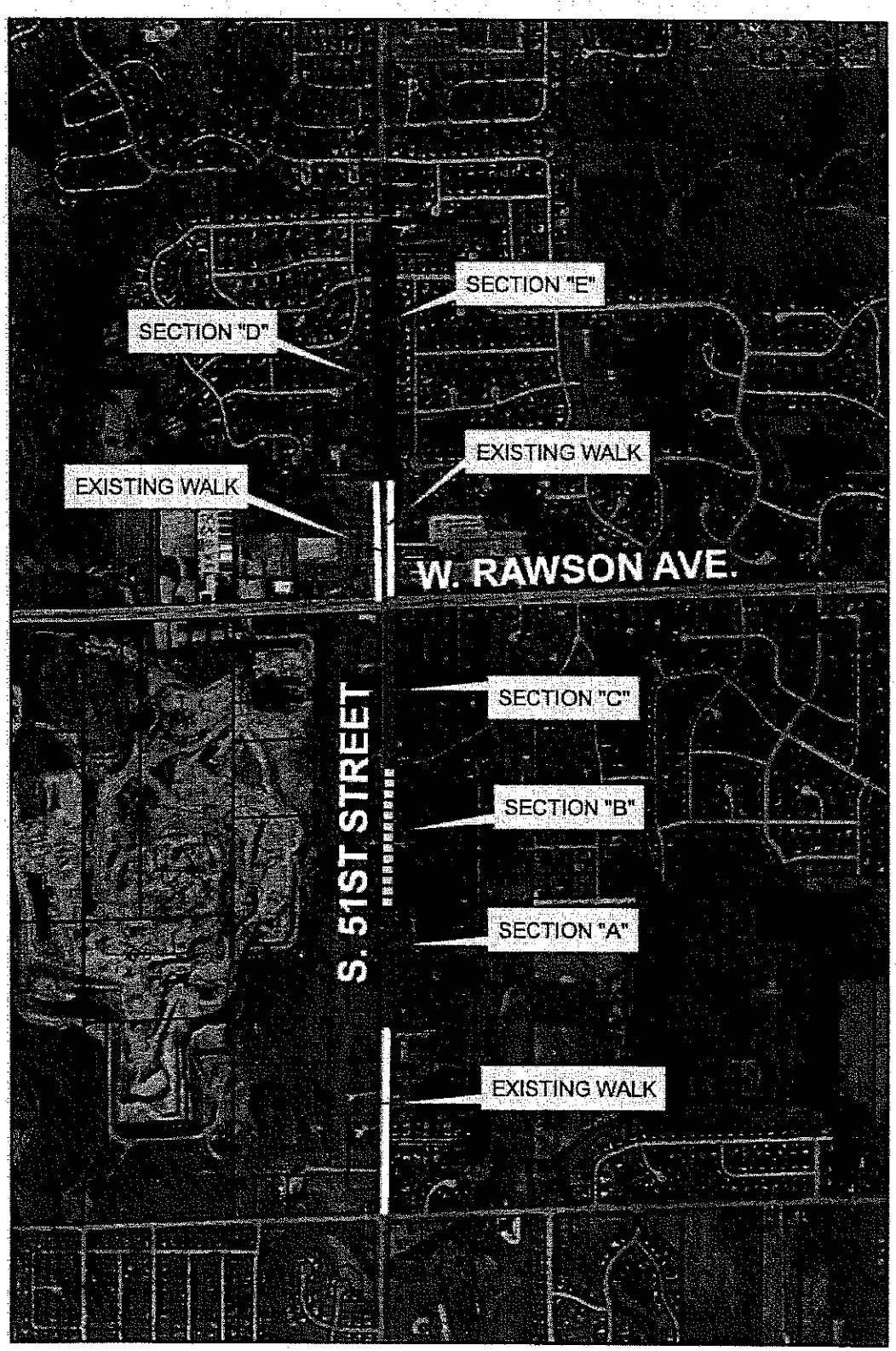
PRELIMINARY COST ESTIMATES
SIDEWALK INSTALLATION
S. 51ST STREET

CITY OF FRANKLIN
JUNE, 2011

LENGTH	SECTION/LOCATION	COST RANGE
	SOUTH OF W. RAWSON AVENUE	
1100 LF	A. (Red) – 7637 to 7508 South East side	$50,000-60,000
1220 LF	B. (Yellow) – 7508 South to W. Minnesota Ave.	$60,000-75,000
1325 LF	C. (Green) – W. Minnesota Ave. to W. Rawson Ave.	$60,000-80,000
3645 LF	Subtotals For A, B and C	$170,000-215,000
	NORTH OF W. RAWSON AVENUE	
2110 LF	D. (Blue) – 1010 Ft. North of W. Rawson Ave. to W. Harvard Drive West side	$110,000-135,000
2615 LF	E. (Purple) – 1020 Ft. North of W. Rawson Ave. to W. Berkshire Drive East side	$120,000-150,000
4725 LF	Subtotals For D and E	$230,000-285,000
8370 LF (1.6 Miles)	Total of A through E	$400,000-500,000

PROPOSED SIDEWALK
S. 51TH STREET
NORTH AND SOUTH OF W. RAWSON AVE.



Appendix G:

Map 7.1 Existing and Planned Public Outdoor Recreation Sites: 2010 (Adopted 4/4/2011)

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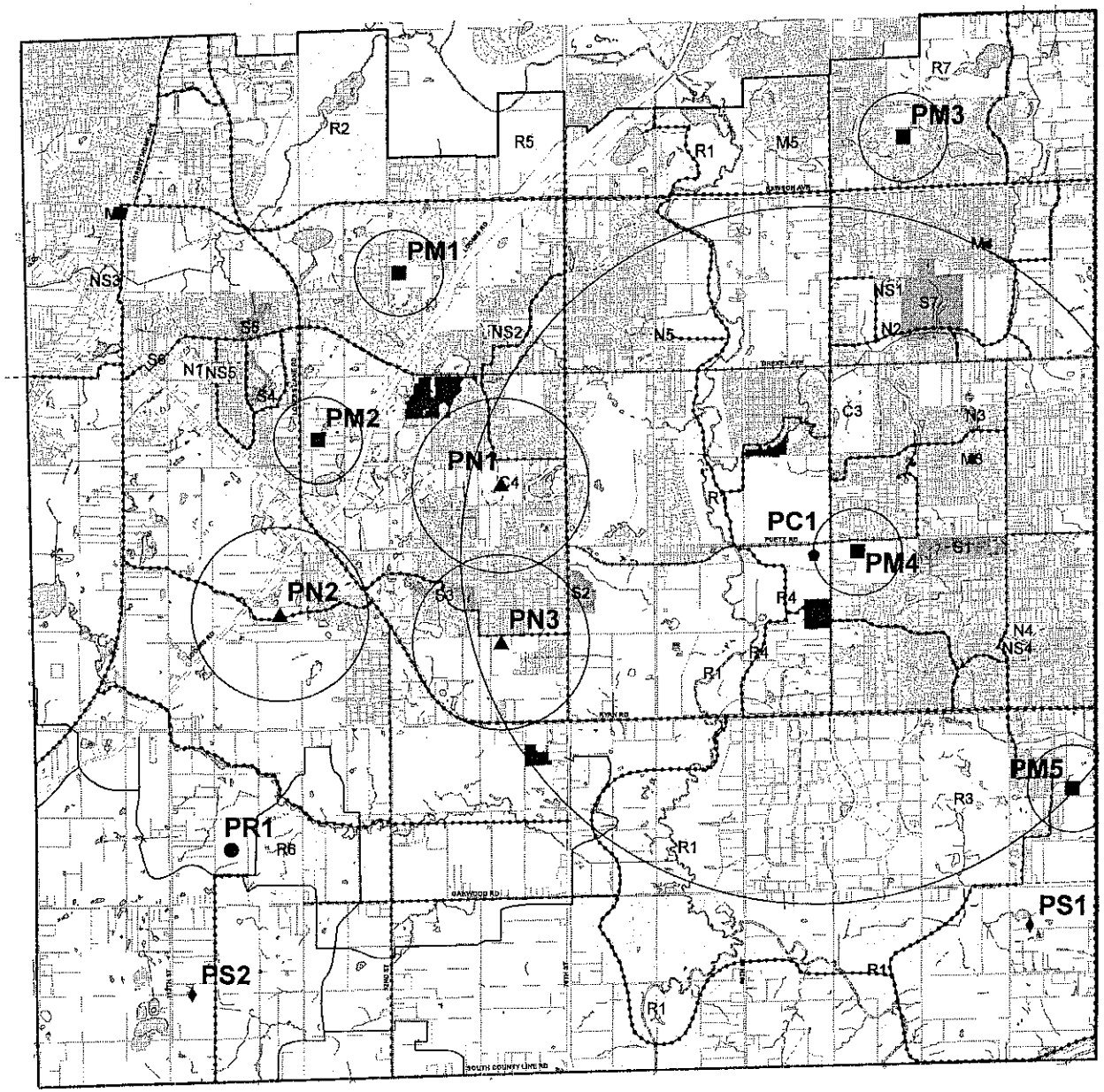

City of Franklin

COMPREHENSIVE OUTDOOR RECREATION PLAN

MAP 7.1 EXISTING AND PLANNED PUBLIC OUTDOOR RECREATION SITES: 2010

LEGEND

- City Boundary
- Water
- Existing "Non Trail Network" Sidewalk

Proposed Public Park Sites

- Planned Community Park
- Planned Mini Park
- Planned Neighborhood Park
- Planned Regional Park
- Planned Special Park

PC1 = Community Rec. Center Bldg. Park
PM1 - PM5 = Mini Parks
PN1 = Forest Hills Neighobrhood Park
PN2 = Hillcrest Neighobrhood Park
PN3 = Woodview Neighobrhood Park
PR1 = Southwest Park
PS1 = Mahr Woods Special Park
PS2 = Metro Conservancy Park

Service Area Radii of Planned Facilities

Trail Type

- Road Shoulder
- Sidewalk
- Trail
- Unknown

Trail System Status

- Existing
- Proposed

EXISTING PUBLIC PARK SITES

REGIONAL AND MULTI-COMMUNITY PARKS
- R1 Root River Parkway
- R2 Whitnall Park
- R3 Oakwood Park and Golf Course
- R4 Milwaukee Co Sports Park
- R5 Crystal Ridge
- R6 Franklin Park
- R7 Grobschmidt Park

COMMUNITY PARKS (at Park Sites):
- C1 Lion's Legend Park
- C2 Froemming Park

COMMUNITY PLAYFIELDS (at MS or HS Sites):
- C3 Franklin High School
- C4 Forest Park Middle School

NEIGHBORHOOD PARKS (at Park Sites):
- N1 St Martins (Robinwood)
- N2 Pleasant View
- N3 Jack Workman Park
- N4 Southwood Glen
- N5 Christine Rathke Memorial Park

NEIGHBORHOOD PLAYGROUNDS (at ES Sites):
- NS1 Pleasant View Elementary
- NS2 Ben Franklin Elementary
- NS3 Country Dale Elementary
- NS4 Southwood Glen Elementary
- NS5 Robinwood Elementary School

MINI PARKS (at Park Sites):
- M1 Lion's Baseball Field
- M2 Cascade Creek Park
- M3 Friendship Park
- M4 Glenn Meadows Park
- M5 Dr Lynette Fox Memorial Park
- M6 Ken Windl Park

SPECIAL PARKS:
- S1 Franklin Woods Nature Center
- S2 Franklin Little League Complex
- S3 Meadowlands Park
- S4 Ernie Lake Park
- S5 Mission Hills Neighborhood Wetlands
- S6 Market Square
- S7 Victory Creek Park

N
W E
S

0 0.25 0.5 0.75 1 Miles

City of Franklin
GIS Department
9229 W. Loomis Rd.
Franklin, WI 53132
www.franklinwi.gov

Appendix H:

Map 7.4 Bicycle and Pedestrian Circulation Facilities (Adopted 10/21/2009)

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Map 7.4 Bicycle and Pedestrian Circulation Facilities