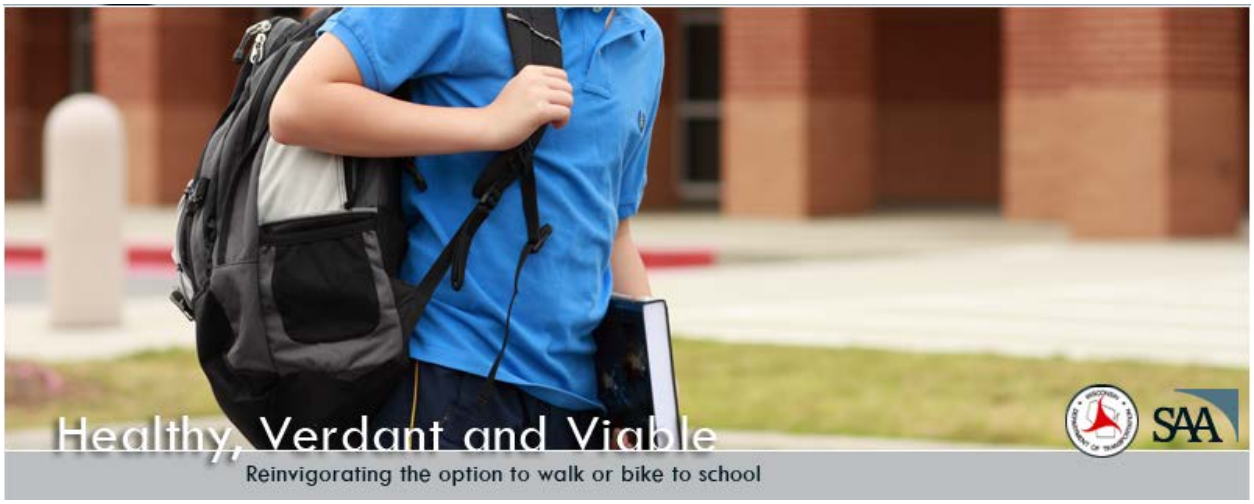
Portage County
Safe Routes to School Plan

Portage County, Wisconsin

Almond Schools



February, 2014

Plan prepared by:

SAA Design Group, Inc.
Toole Design Group

Biking & Walking Audit - Almond Schools

Portage County Combined Bicycle & Pedestrian Plan

0 250 500 1,000
Feet

Project 2489 | 12.18.2012

1/2 Mile Radius

CTH J has paved shoulders

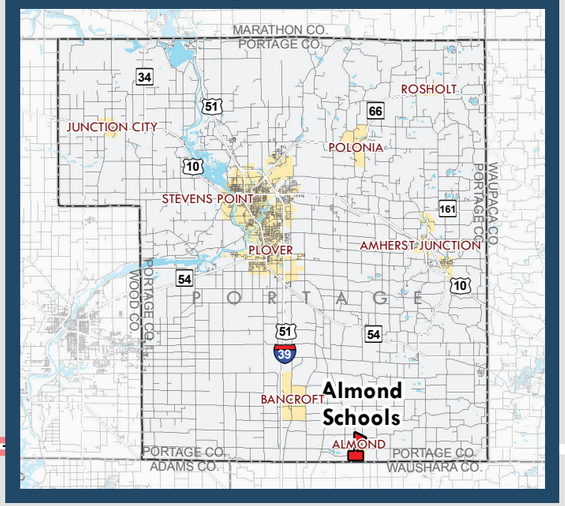
Paved shoulder on east side of road used by two-way pedestrian traffic

Paved shoulder on west side of road used by two-way pedestrian traffic

Almond-Bancroft School

County Road J
County Road A
County Road D
Mill St
Connor Ln
Poplar St
Kamel St
Almart St
High School St
Blaine St
Cleveland St
Maple St
Church St
Main St
Webster St
School St
Park St
Elm St
Spruce St
3rd St
Division St
2nd St
4th St

Location Map



Legend

SUB AREA 5 - A.1

- Good Sidewalk
- Poor Sidewalk
- No Sidewalk
- Shoulder Walkway
- Crosswalk
- School
- 1/2 Mile Radius
- Village Boundary
- 15 MPH School Zone
- 25 MPH Speed Limit
- 35 MPH Speed Limit
- Pedestrian Crossing
- No Outlet
- School Crossing
- Stop
- Stop Ahead
- Traffic Signal

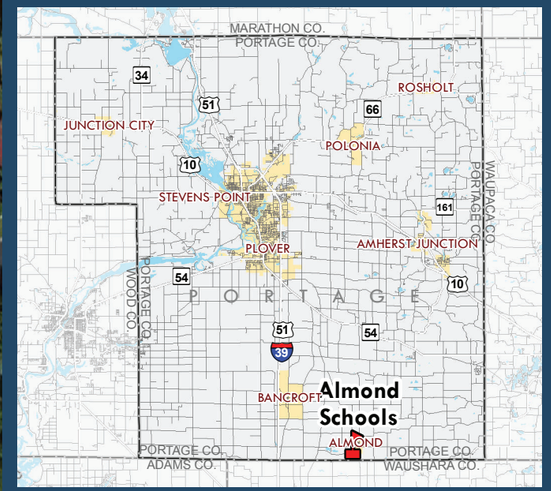
Site Assessment - Almond Schools

Portage County Combined Bicycle & Pedestrian Plan

0 25 50 100
Feet

Project 2489 | 12.18.2012

Location Map



Legend

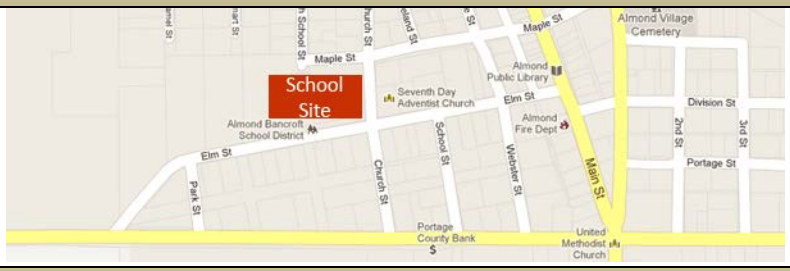
SUB AREA 5 - A.2

- Existing Sidewalk
- No Sidewalk
- Existing Crosswalk
- Pedestrian Path
- Bike Rack
- Two hour Parking
- 15 MPH School Zone
- No Parking
- Stop
- Do Not Enter
- Entrance
- Handicapped Parking
- School Crossing

Almond Schools

Location and Contact Information

Almond Schools
1336 Elm Street
Almond, WI 54909
t(715) 366-2941



Recommendations

Issue	Recommendation	Rationale
Strategy Type :: Education		
Congestion occurs during start and release times.	**5.1.1** Consider staggering start-times and release times to reduce volume of motor vehicle, bus, pedestrian, and bicycle activity at any one time.	See Best Practices (Chapter 2).
Students may not have an understanding of core bicycle and pedestrian safety elements.	**5.1.2** Consider initiating a SRTS Training Program. These programs, available through the Wisconsin Bike Fed, can increase usership and enhance skills.	Educational courses focusing on bicycle and pedestrian safety teach valuable skills.
In depth bicycle safety training opportunities are limited and forums for discussing opportunities for improving the walkability of the community do not currently exist.	**5.1.3** Work with WisDOT and local police to bring a Bicycle Rodeo or Walkable Communities Workshop to the district.	Training programs such as Bicycle Rodeos can teach valuable on-bike skills. Walkable Communities Workshops can help engage the community in the process to create a more walkable community.
Students and parents may be unaware of preferred walking and bicycling routes.	**5.1.4** Display and distribute maps of preferred walking and bicycling routes to parents and students.	See Best Practices (Chapter 2).
Parents may be unaware of or ignore established drop-off/pick-up procedures.	**5.1.5** Integrate drop-off/pick-up education into parent/teacher conferences, student orientation, or other significant school-wide event.	Educating parents on the drop-off/pick-up routine is an ongoing process and needs to be communicated at least annually.
Strategy Type :: Encouragement		
The number of students biking or walking to school could be increased.	**5.1.6** Conduct a district-wide "Walk and Wheel Wednesday" or similar event and award prizes for biking and walking to school. Other initiatives may include media campaigns and participating in national activities like Walk to School Day/Bike to School Day.	Encouragement activities build interest and enthusiasm and help ensure the program's continued success. See Best Practices (Chapter 2).
There aren't enough encouragement activities in place to promote biking and walking as a fun transportation alternative.	**5.1.7** Develop school-based incentive programs such as "Mileage Clubs" or "Golden Sneaker Awards."	See Best Practices (Chapter 2).

There aren't enough encouragement activities in place to promote biking and walking as a fun transportation alternative.	**5.1.8** Develop a Walking School Bus program that engages parents and teachers, as well as middle/high school students as "Walk Captains."	See Best Practices (Chapter 2).
Strategy Type :: Enforcement		
Motorists may exceed school zone speed limits.	**5.1.9** Consider driver feedback signs to inform motorists of their rate of speed within school zones.	See Best Practices (Chapter 2).
Consider adding crossing guards at all significant intersections.	**5.1.10** Increase the number of adult crossing guards.	See Best Practices (Chapter 2).
Strategy Type :: Engineering		
Bicycle racks should be able to secure bikes without posing a risk of damage.	**5.1.11** Replace "wheel-bender" bike racks with modern rack that has at least two touch points, and, where relevant, (re)locate near school entry on hard surface.	Functional, convenient and secure bike parking can encourage regular use of bikes as transportation.
The student parking lot does not have a sidewalk connecting it to the school grounds	**5.1.12** Provide a sidewalk, rather than a shoulder on one side of the street, connecting the student parking lot to the intersection of Elm Street and Church Street	Pedestrians may not legally walk in both directions on a shoulder in Wisconsin; a sidewalk will provide additional separation from traffic.
There is no pedestrian way along Maple Street between High School Street and Church Street	**5.1.13** Consider installing a sidewalk from High School Street to the existing sidewalk on Church Street	Sidewalk will provide pedestrian access to the school from Maple Street
There is no bicycle parking on the north side of the school	**5.1.14** Provide a bicycle rack on the north side of the school	Bicycle parking should be close and convenient to entrances of the building
Crosswalks immediately adjacent to school have poor visibility	**5.1.15** Mark continental crosswalks where crosswalks currently exist	See Best Practices (Chapter 2).
Mid-block crossing on Elm Street is not ADA-compliant	**5.1.16** Ensure that curb ramps exist from the sidewalk to the crossing	All pedestrian crossings should be ADA compliant
Strategy Type :: Evaluation		
Current conditions for walking and biking throughout the community are not fully known.	**5.1.17** Conduct a communitywide transportation survey to measure mode choice. Survey should include primary concerns and popular destinations or routes.	Collecting data can provide information to help guide program planning, understand the progress and identify future actions. See Best Practices (Chapter 2).
The benefits of biking and walking may not be fully understood within the community.	**5.1.18** Work with bicycle and pedestrian advocacy groups to increase the working knowledge of biking and walking and their impact on key community health indicators (physical activity, obesity rates, energy consumption, productivity, sick day rates, etc).	See Best Practices (Chapter 2).
Program success cannot be properly evaluated without regular data collection and analysis.	**5.1.19** Complete and submit School Tally results to the National Center for Safe Routes to School annually.	See Best Practices (Chapter 2).

Site Improvement - Almond Schools

Portage County Combined Bicycle & Pedestrian Plan

0 25 50 100
Feet

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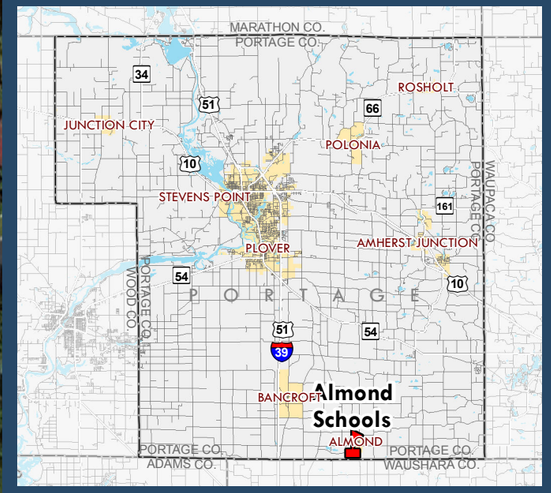
Location Map



ALMAR
HIGH SCHOOL ST
CHURCH ST
CLEVELAND ST
MAPLE ST
Upgrade crosswalks to Continental markings
Upgrade crosswalk to Continental markings
Add bike rack
CHURCH ST
Add curb ramp
ELM ST
Upgrade crosswalks to Continental markings
Upgrade crosswalk to Continental markings
Add sidewalk to student parking area
CHURCH ST
SCHOOL ST
PARK ST

Legend

SUB AREA 5 - A.3

- Existing Sidewalk
- No Sidewalk
- Existing Crosswalk
- Pedestrian Path
- Bike Rack
- Add Sidewalk
- Add Continental Crosswalk
- Improvement