

Portage County Safe Routes to School Plan

Portage County, Wisconsin

Jefferson School for the
Arts



February, 2014

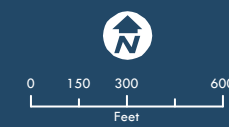
Plan prepared by:

SAA Design Group, Inc.

Toole Design Group

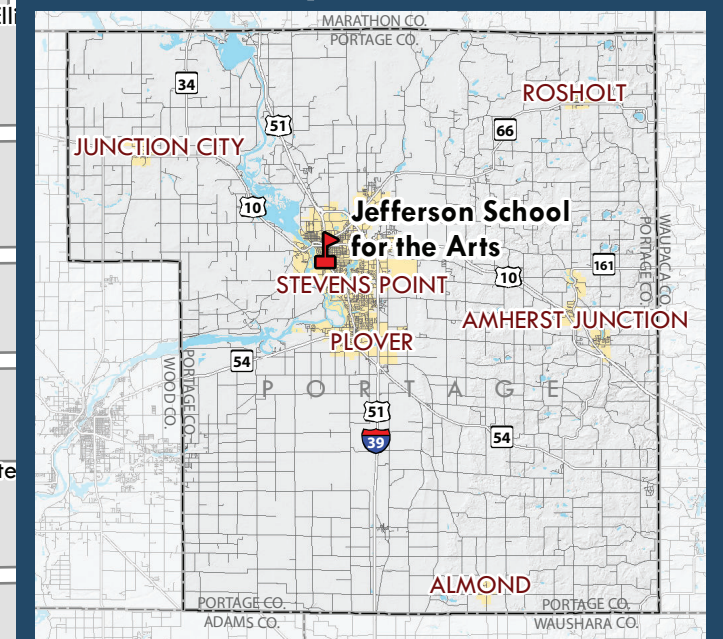
Biking & Walking Audit - Jefferson School for the Arts

Portage County Combined
Bicycle & Pedestrian Plan



SAA
DESIGN GROUP
Project 2489 | 10.28.2013

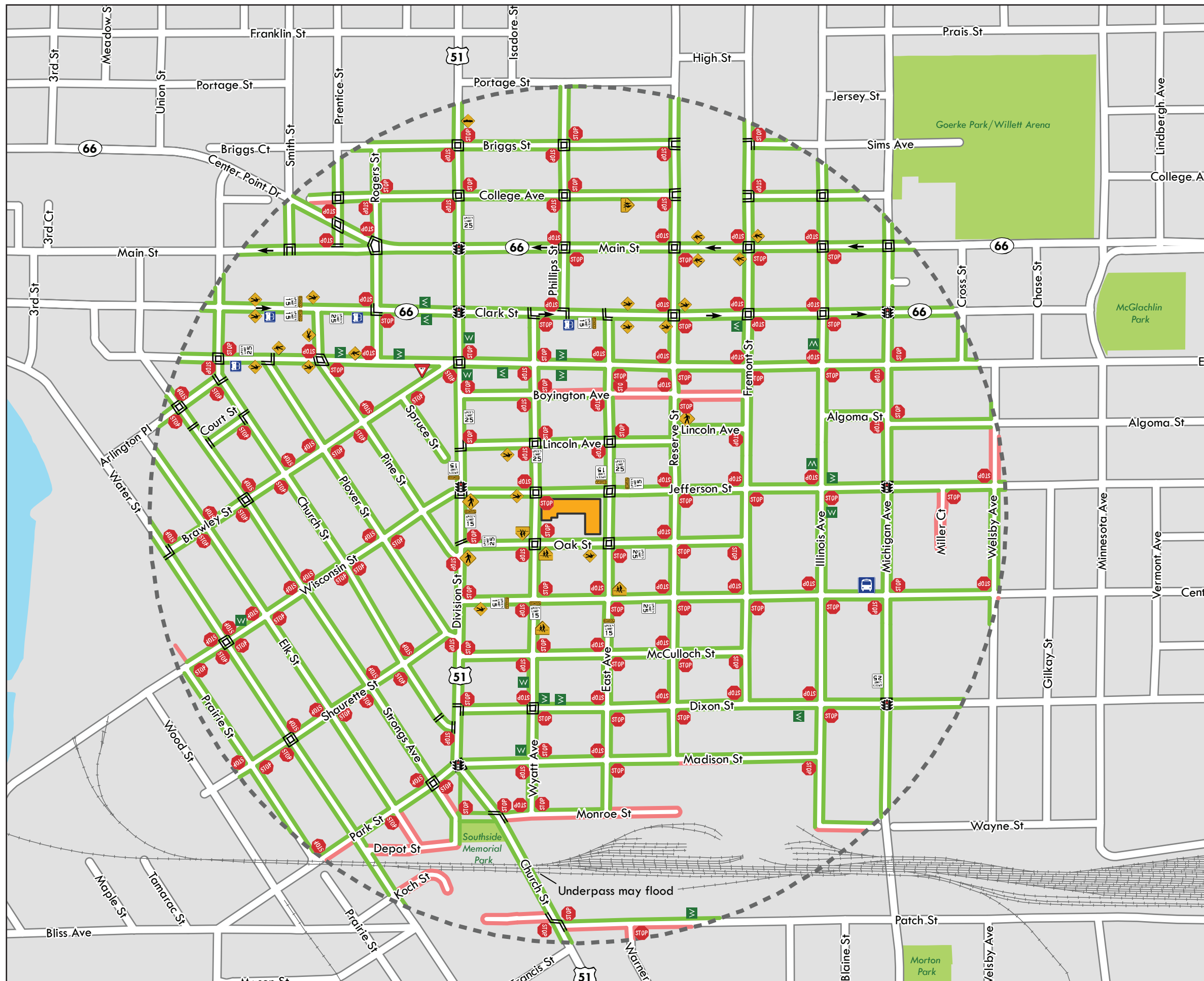
Location Map



Legend

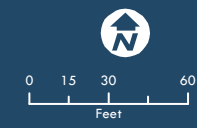
SUB AREA 2 - B.1

	Good Sidewalk		25 MPH Speed Limit
	Poor Sidewalk		Bus Stop
	No Sidewalk		Pedestrian Crossing
	Multi-Use Path		School Crossing
	Crosswalk		Stop
	School		Stop Ahead
	1/2 Mile Radius		Traffic Signal
	15 MPH School Zone		Yield
			Wayfinding Signage

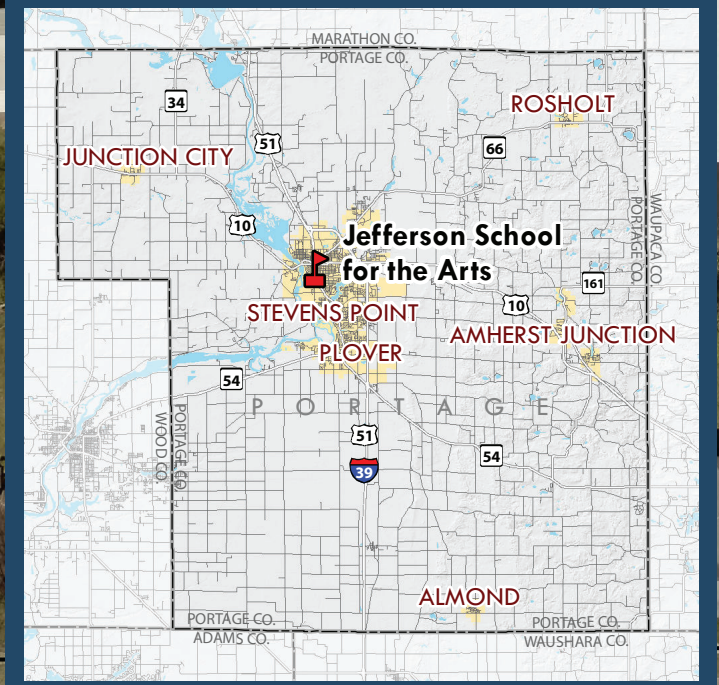


Site Assessment - Jefferson School for the Arts

Portage County Combined
Bicycle & Pedestrian Plan



Location Map



Legend SUB AREA 2 - B.2

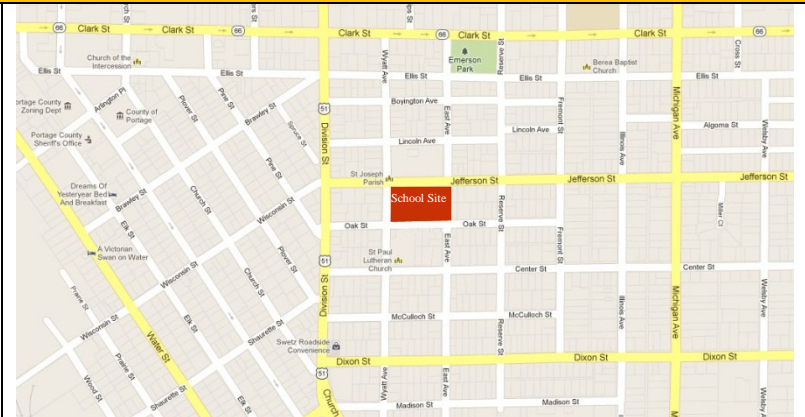
	Barrier Curb		Entrance
	Bus Drop-off		Bike Rack
	Parent Drop-off		Curb Ramp
	Existing Sidewalk		Student Crossing Guard
	No Sidewalk		Adult Crossing Guard
	Existing Crosswalk		
	Fence		

Jefferson School for the Arts

Location and Contact Information

Jefferson School for the Arts
 1800 East Avenue
 Stevens Point, WI 54481
 t(715) 345-5418

David Lockett, Principal
 School Hours: 9:05-3:35
 Grades K-6



Recommendations

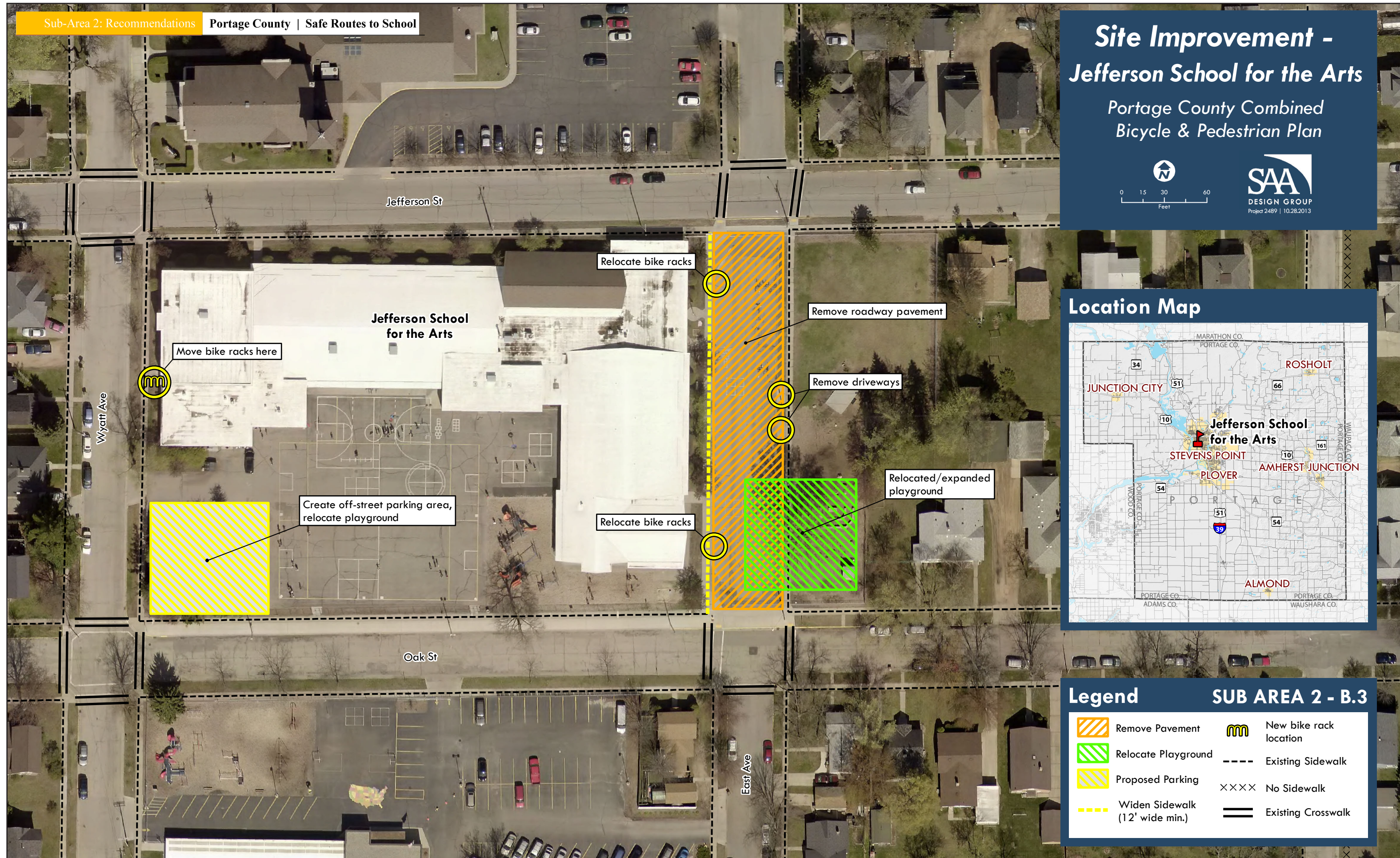
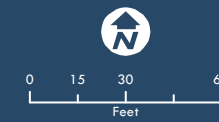
Issue	Recommendation	Rationale
Strategy Type :: Education		
Parents may be unaware of or ignore established drop-off/pick-up procedures.	2.2.1 Integrate drop-off/pick-up routine education into parent/teacher conferences, orientation, or other significant event.	Educating parents on the drop-off/pick-up routine is an ongoing process and needs to be communicated at least annually.
Students may not have an understanding of core bicycle and pedestrian safety elements.	2.2.2 Consider initiating a SRTS Training Program. These programs, available through organizations like the Bicycle Federation of Wisconsin, 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.	2.2.3 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 and livable environment.
Students and parents may be unaware of preferred walking and bicycling routes.	2.2.4 Work with Portage County Planning and Zoning to implement maps of preferred walking and bicycling routes to parents and students.	See Best Practices (Chapter 3)
Strategy Type :: Encouragement		
The number of students biking or walking to school could be increased.	2.2.5 Develop communitywide encouragement and incentive programs to encourage walking and biking. These may include media campaigns and participating in activities like Walk to School Day.	Encouragement activities build interest and enthusiasm and help ensure the program's continued success. See Best Practices (Chapter 3).
The number of students biking or walking to school could be	2.2.6 Develop a Walking School Bus program at each school using	See Best Practices (Chapter 3).

increased.	community and parent volunteers.	
There aren't enough encouragement activities in place to promote biking and walking as a fun transportation alternative.	2.2.7 Develop school-based incentive programs such as "Mileage Clubs" or "Golden Sneaker Awards"	See Best Practices (Chapter 3).
Strategy Type :: Enforcement		
Traffic laws and school zone regulations need to be enforced.	2.2.8 Enforce speed limits, traffic signage and crosswalk regulations in school zones.	Drivers disobeying traffic rules create a dangerous environment for bicyclists and pedestrians.
Inappropriate motorist behavior is not always reported.	2.2.9 Report instances of inappropriate motorist behavior, illegal parking and loading to police regularly.	Unreported traffic violations reinforce inappropriate motorist behavior.
Properly maintained sidewalks are critical to maintaining a safe pedestrian network.	2.2.10 Enforce sidewalk and property maintenance laws to increase safety and capabilities for walking and biking.	Unmaintained or poorly maintained sidewalk creates hazards for pedestrians.
Strategy Type :: Engineering		
This type of bike rack is not well designed for functionality and can easily damage wheels.	2.2.11 Replace "wheel-bender" bike racks with modern rack that has at least two touch points, and (re)locate near school entry on hard surface.	Functional, convenient and secure bike parking can encourage regular use of bikes as transportation.
Pavement from the abandoned segment of East Avenue remains.	2.2.12 Remove East Avenue roadway pavement between existing curbs at Jefferson Street and Oak Street (closed portion of East Avenue).	Removal of existing roadway pavement can create opportunities for expanded pedestrian facilities and bicycle parking.
Pavement from the abandoned segment of East Avenue remains.	2.2.13 In conjunction with the removal of East Avenue pavement, create a widened central path connection between Jefferson Street and Oak Street.	Pedestrian and bicycle parking facilities can be enhanced.
Vehicular circulation on school property could be improved.	2.2.14 Create an off-street staff parking area near the intersection of Wyatt Avenue and Oak Street and relocate the play equipment in the green space created by the removal of pavement on East Avenue.	Shifting play and gathering areas to the area east of the school offers the opportunity to completely separate play from vehicular circulation and offers the opportunity to expand the play area as well adjacency to flexible, unpaved open space. Creating an off-street parking area and relocating the play equipment could help reduce vehicular and bike/ped conflicts.
Pedestrian activated crossing signals do not exist at all major	2.2.15 Install pedestrian activated crossing signals at all major	See Best Practices (Chapter 3).

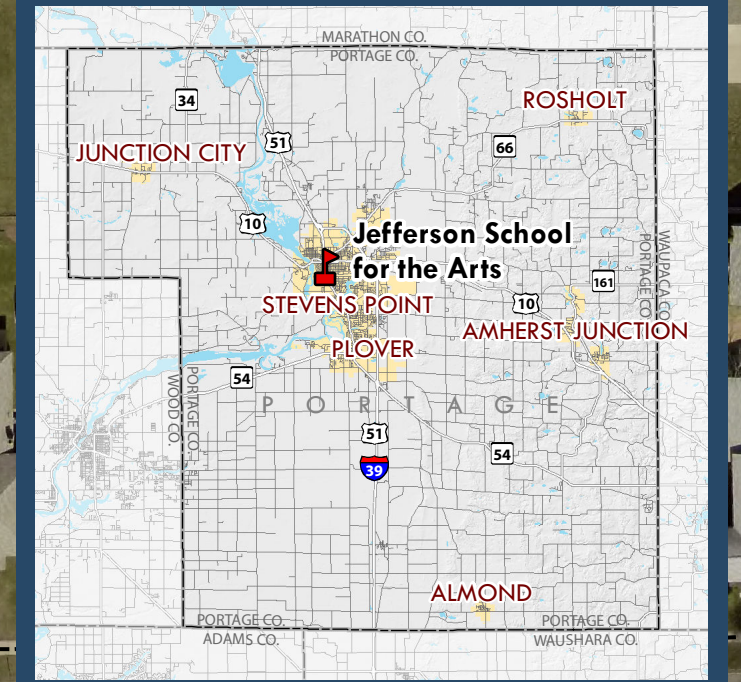
signalized intersections.	signalized intersections.	
Opportunities exist to create a more complete on-street bicycle network.	2.2.16 Explore opportunities for creating on-street bicycle facilities along Minnesota Avenue, Clark Street, Main Street and Church Street. See Neighborhood Improvement Map (Sub Area 2)	Creating a more complete on-street network of bicycle facilities increases opportunities for bicycling as a viable transportation option.
Strategy Type :: Evaluation		
Current conditions for walking and biking throughout the community are not fully known.	2.2.17 Conduct a communitywide transportation survey to measure mode choice within the community. 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 3).
The benefits of biking and walking may not be fully understood within the community.	2.2.18 Work with bicycle and pedestrian advocacy groups to increase the working knowledge of biking and walking and the impact on key community health indicators (physical activity, obesity rates, energy consumption, productivity, sick day rates, etc.)	See Best Practices (Chapter 3).
Program success cannot be properly evaluated without regular data collection and analysis.	2.2.19 Complete and submit School Tally results to the National Center for Safe Routes to School at least annually.	See Best Practices (Chapter 3).

Site Improvement - Jefferson School for the Arts

Portage County Combined Bicycle & Pedestrian Plan



Location Map



Legend SUB AREA 2 - B.3

- Remove Pavement
- Relocate Playground
- Proposed Parking
- Widen Sidewalk (12' wide min.)
- New bike rack location
- Existing Sidewalk
- No Sidewalk
- Existing Crosswalk