

Portage County Safe Routes to School Plan

Portage County, Wisconsin

John F. Kennedy School



February, 2014

Plan prepared by:

SAA Design Group, Inc.

Toole Design Group

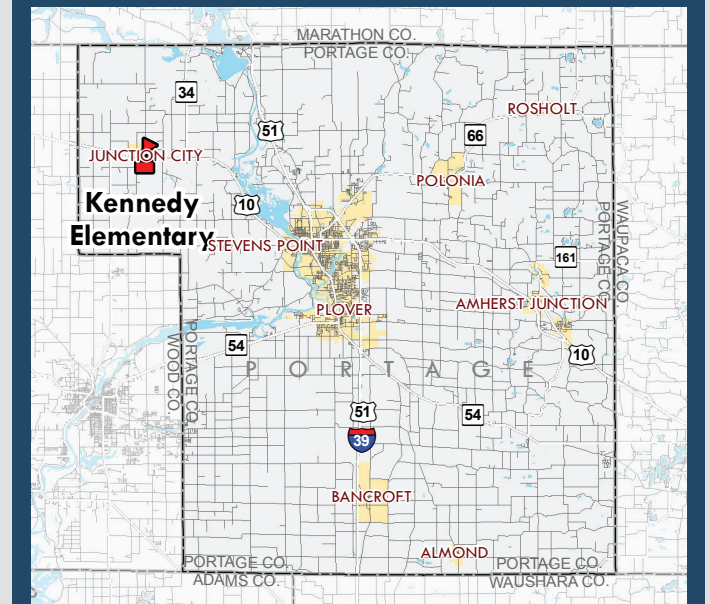
Biking & Walking Audit - Kennedy Elementary

Portage County Combined Bicycle & Pedestrian Plan



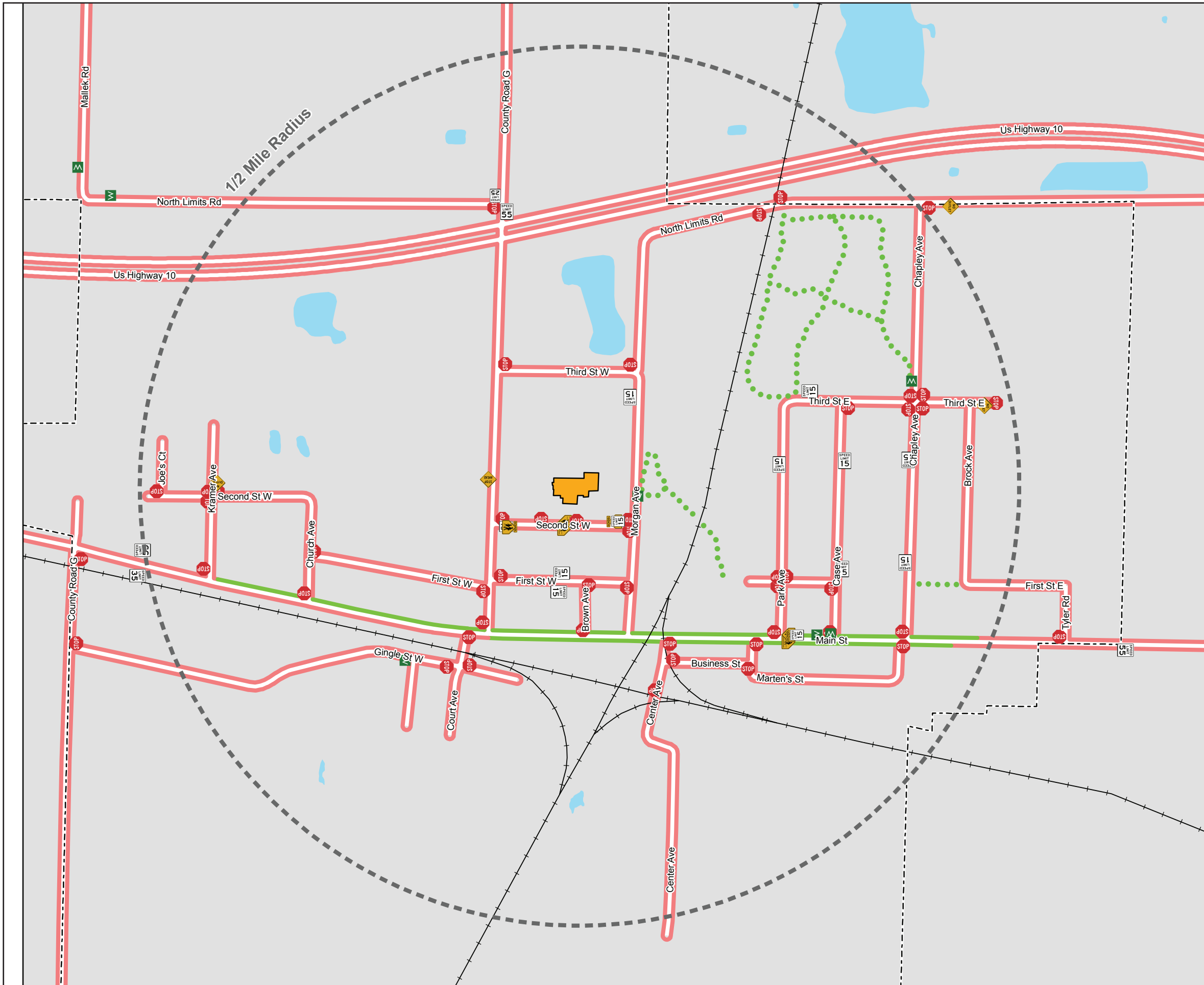
Project 2489 | 12.18.2012

Location Map



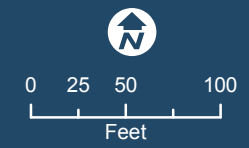
Legend SUB AREA 5 - D.1

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

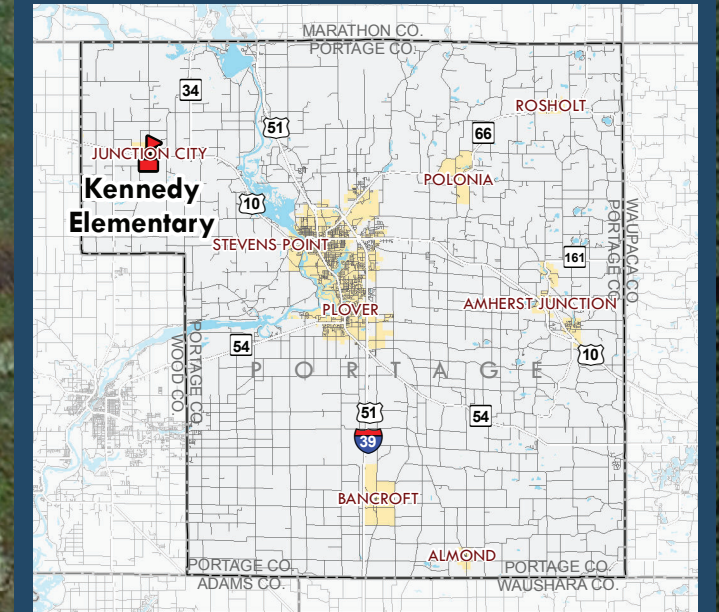


Site Assessment - Kennedy Elementary

Portage County Combined
Bicycle & Pedestrian Plan

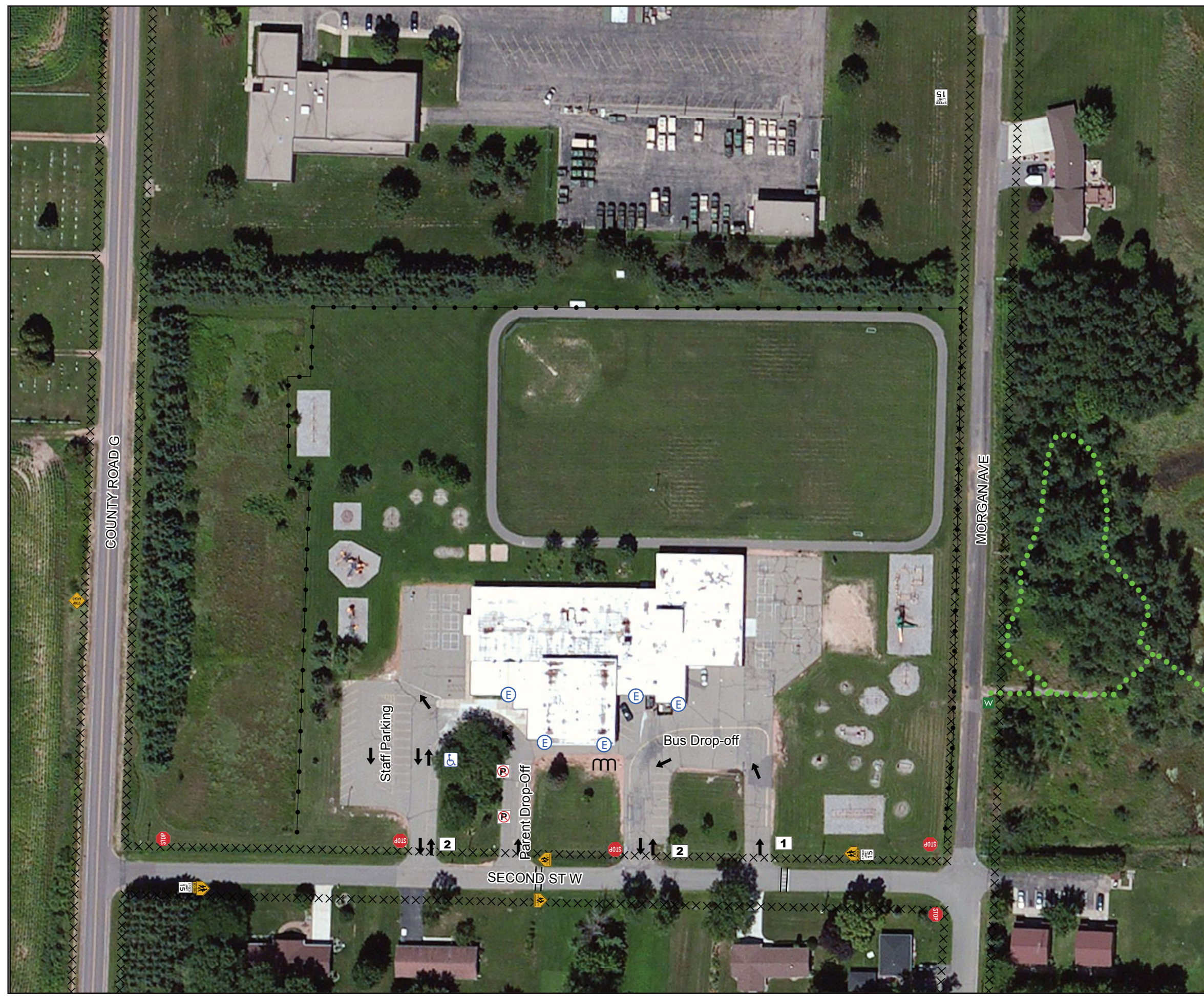


Location Map



Legend SUB AREA 5 - D.2

-----	Existing Sidewalk		15 MPH School Zone
XXXX	No Sidewalk		Entrance
====	Existing Crosswalk		Handicapped Parking
—●—	Fence		School Crossing
	Bike Rack		No Parking
	Buses Only		Handicapped Parking
	No Trespassing		Stop



John F. Kennedy School

Location and Contact Information	
<p>John F. Kennedy School 616 West 2nd Street Junction City, WI 54443 t(715) 345-5614</p>	

Recommendations		
Issue	Recommendation	Rationale
Strategy Type :: Education		
Students may not have an understanding of core bicycle and pedestrian safety elements.	5.3.1 Consider initiating a SRTS Training Program. These programs, available through organizations like 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.	5.3.2 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.	5.3.3 Display and distribute maps of preferred walking and bicycling routes to parents and students.	See Best Practices (Chapter 2).
Strategy Type :: Encouragement		
The number of students biking or walking to school could be increased.	5.3.4 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.	5.3.5 Develop school-based incentive programs such as "Mileage Clubs" or "Golden Sneaker Awards.”	See Best Practices (Chapter 2).

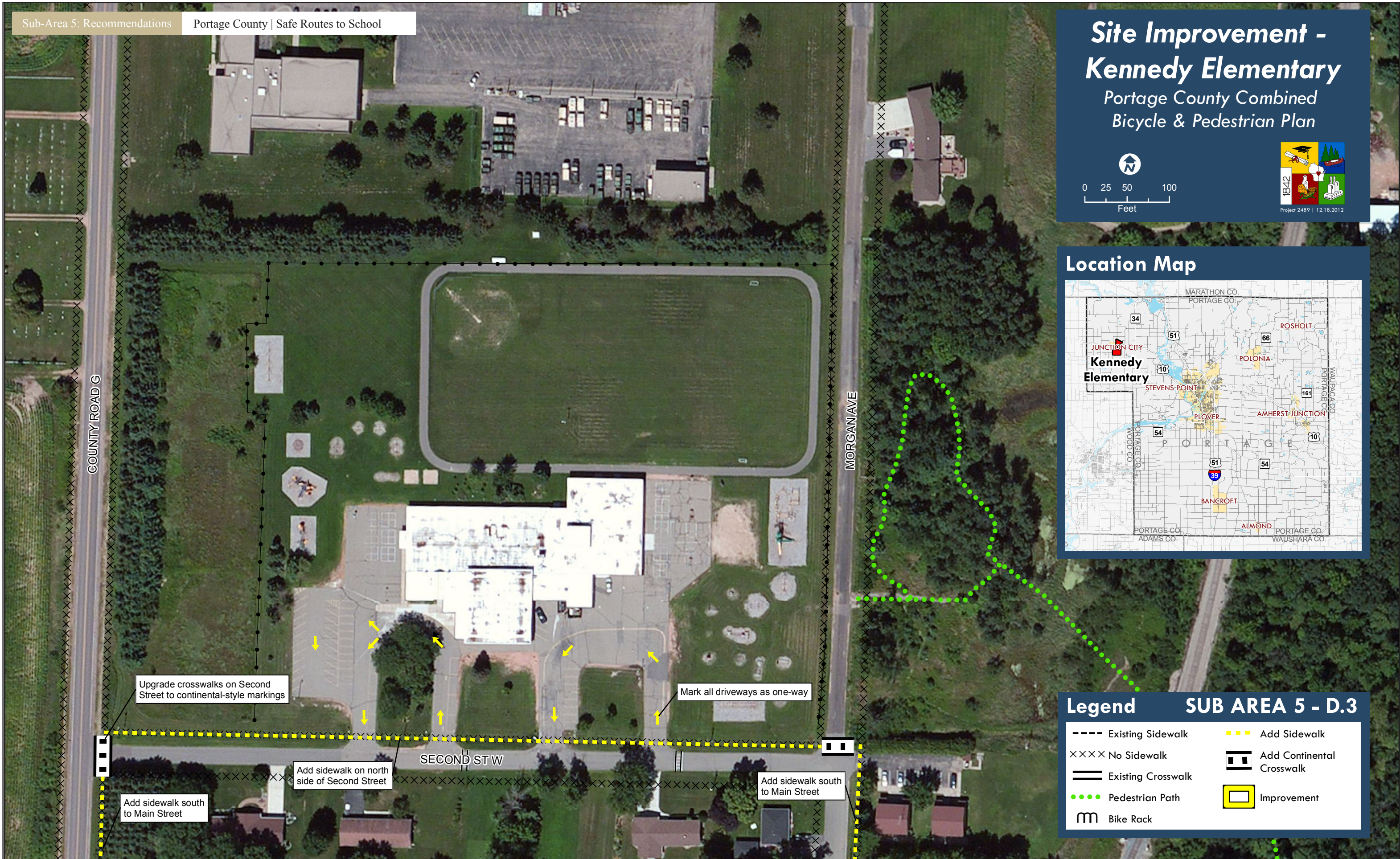
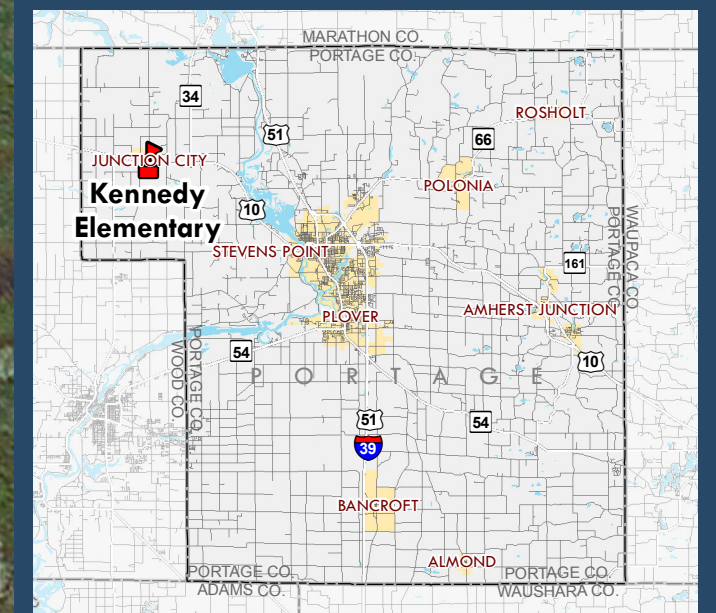
There aren't enough encouragement activities in place to promote biking and walking as a fun transportation alternative.	5.3.6 Develop a Walking School Bus program that engages parents and teachers, as well as middle/high school students as "Walk Captains."	See Best Practices (Chapter 2).
Strategy Type :: Enforcement		
Motorists may exceed school zone speed limits.	5.3.7 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.	5.3.8 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.	5.3.9 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.
There are no sidewalks connecting to the school grounds	5.3.10 Provide sidewalks along the east sides of CR G and Morgan Avenue from Main Street to Second Street and along the north side of Second Street between CR G and Morgan Avenue	Sidewalk will provide pedestrian access to the school from Main Street and much of the rest of the Village
Crosswalks crossing Second Street are faded or not present	5.3.11 Provide continental style crosswalks crossing Second Street along CR G and Morgan Avenue	Continental style crosswalks will provide a high visibility crossing for pedestrians
Strategy Type :: Evaluation		
Current conditions for walking and biking throughout the community are not fully known.	5.3.12 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 2).
The benefits of biking and walking may not be fully understood within the community.	5.3.13 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.	5.3.14 Complete and submit School Tally results to the National Center for Safe Routes to School at least annually.	See Best Practices (Chapter 2).

Site Improvement - Kennedy Elementary

Portage County Combined Bicycle & Pedestrian Plan



Location Map



Legend SUB AREA 5 - D.3

---	Existing Sidewalk	---	Add Sidewalk
XXXX	No Sidewalk	▣	Add Continental Crosswalk
==	Existing Crosswalk	▣	Improvement
●●●●	Pedestrian Path		
Ⓜ	Bike Rack		