

# Portage County Safe Routes to School Plan

Portage County, Wisconsin

Madison Elementary



February, 2014

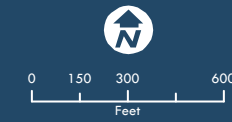
Plan prepared by:

SAA Design Group, Inc.

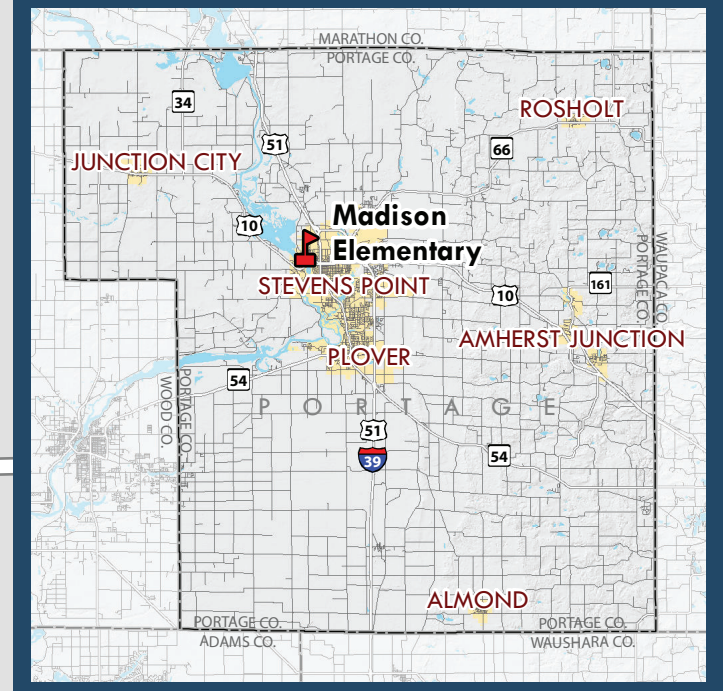
Toole Design Group

# Biking & Walking Audit - Madison Elementary

Portage County Combined  
Bicycle & Pedestrian Plan



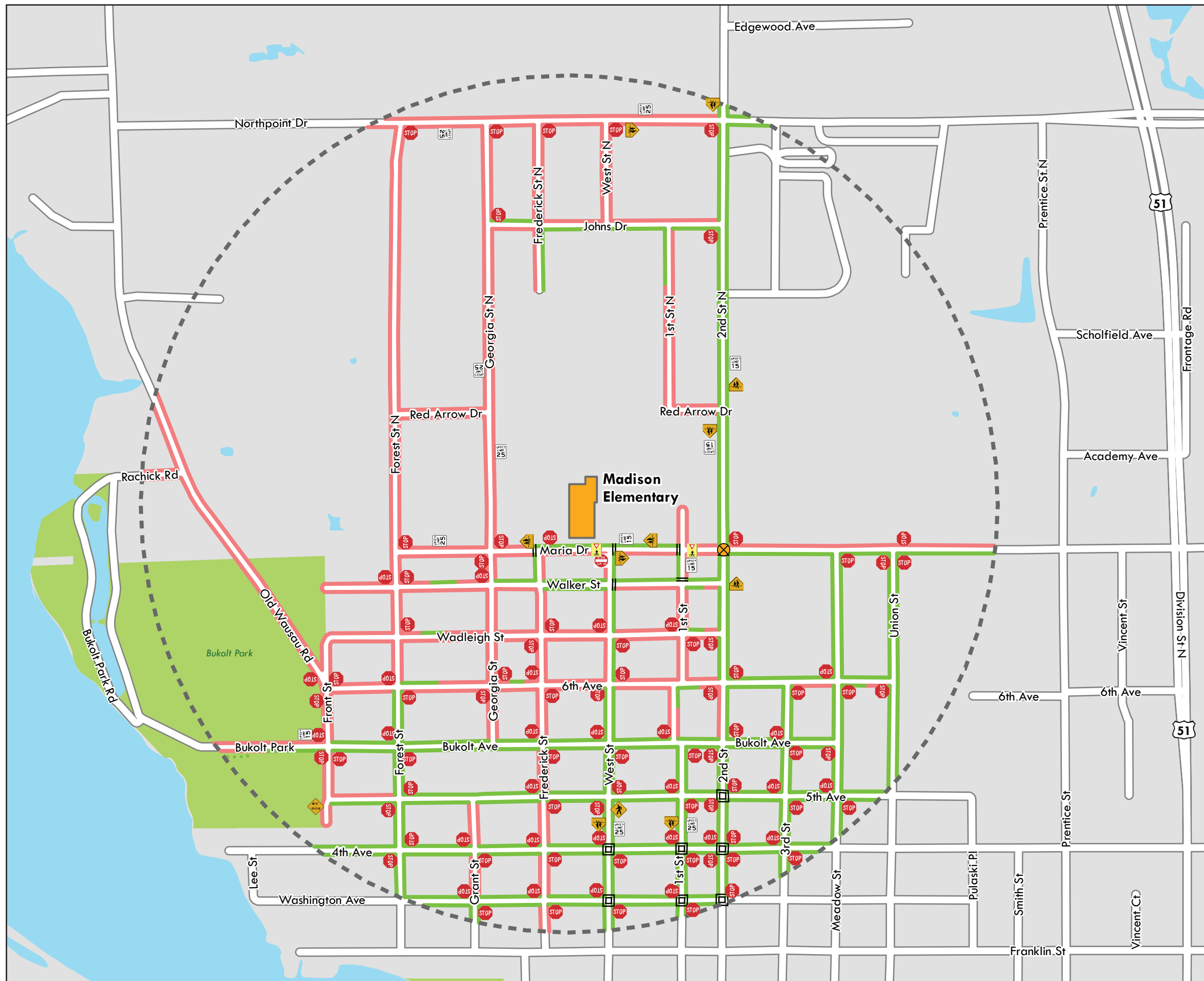
## Location Map



## Legend

## SUB AREA 1 - A.1

- 1/2 Mile Radius
- Crosswalk
- Good Sidewalk
- No Sidewalk
- Trails
- Madison Elementary
- 15 MPH Speed Limit
- 25 MPH Speed Limit
- Adult Crossing Guard
- Dead End
- Do Not Enter
- Pedestrian Crossing
- Yield to Pedestrians
- School Crossing
- Stop Sign

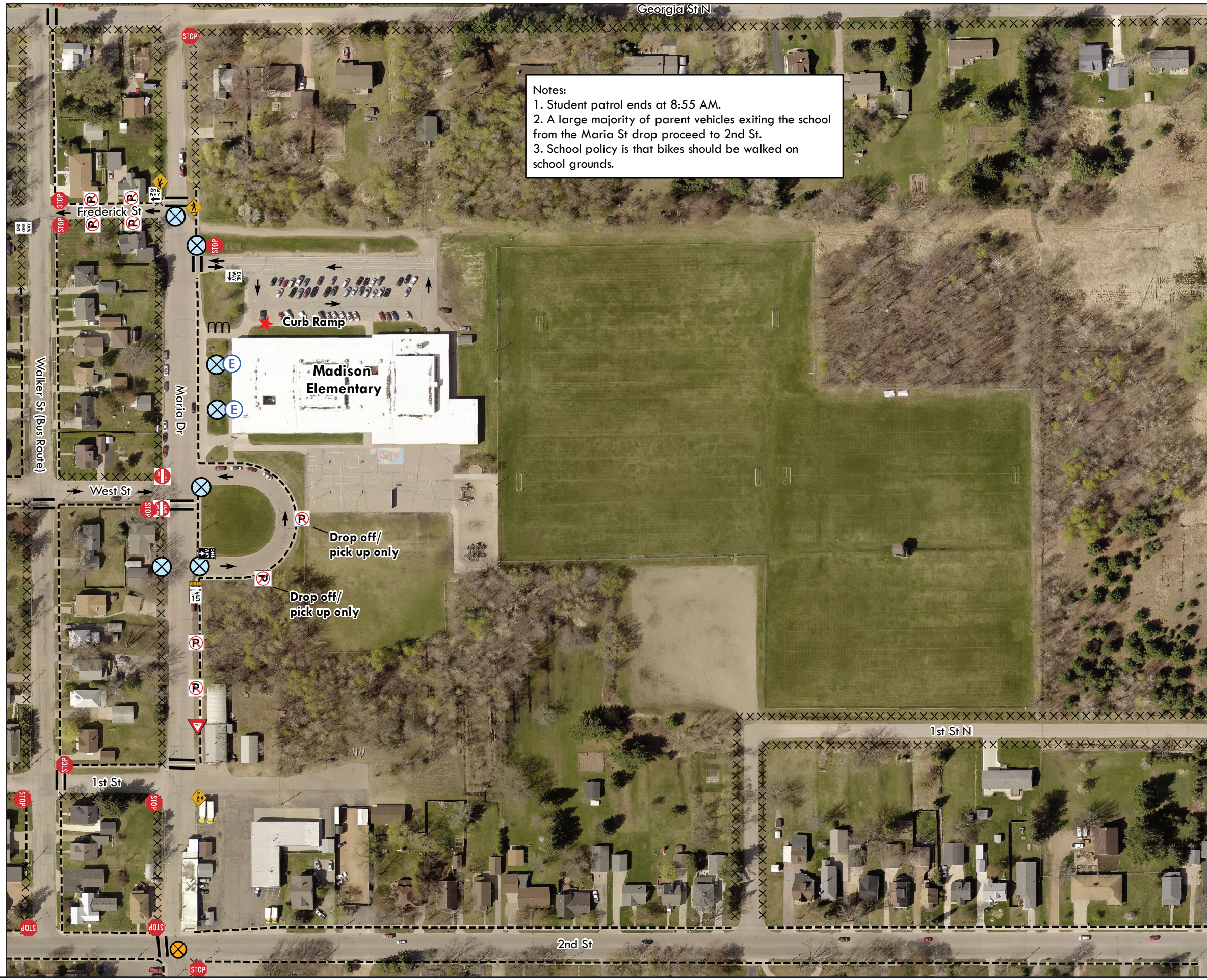


# Site Assessment - Madison Elementary

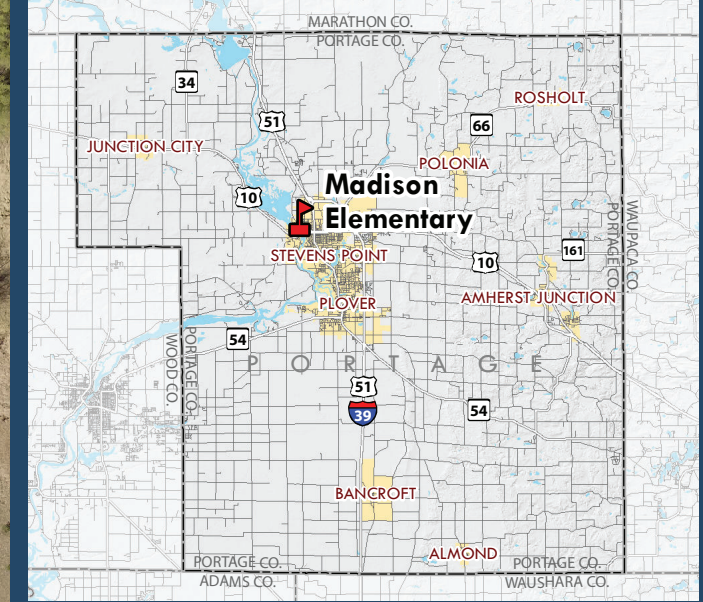
Portage County Combined  
Bicycle & Pedestrian Plan



Notes:  
1. Student patrol ends at 8:55 AM.  
2. A large majority of parent vehicles exiting the school from the Maria St drop proceed to 2nd St.  
3. School policy is that bikes should be walked on school grounds.




## Location Map



## Legend SUB AREA 1 - A.2

----	Existing Sidewalk		End One Way
XXXX	No Sidewalk		Enter Only
==	Existing Crosswalk		Entrance
	15 MPH School Zone		No Outlet
	Bike Rack		No Parking
	Crossing Guard - Adult		One Way
	Crossing Guard - Student		Pedestrian Crossing
	Curb Ramp		Stop
	Do Not Enter		Yield

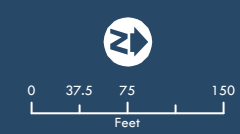
### Madison Elementary School

Location and Contact Information		
<p><b>Madison Elementary School</b>                      5400 Walter Street                      Stevens Point 54482                      t(715) 345-5668</p> <p>Jessica Champion, Principal                      School Hours: 9:05-3:35                      PK-6</p>		
Recommendations		
Issue	Recommendation	Rationale
<b>Strategy Type :: Education</b>		
Congestion occurs during start and release times.	<b>1.1.1</b> 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 3).
Students may not have an understanding of core bicycle and pedestrian safety elements.	<b>1.1.2</b> 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.	<b>1.1.3</b> 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.	<b>1.1.4</b> Display and distribute maps of preferred walking and bicycling routes to parents and students.	See Best Practices (Chapter 3).
Parents may be unaware of or ignore established drop-off/pick-up procedures.	<b>1.1.5</b> Integrate drop-off/pick-up routine 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.
<b>Strategy Type :: Encouragement</b>		
The number of students biking or walking to school could be increased.	<b>1.1.6</b> Conduct a district-wide "Walk and Wheel Wednesday" or similar event and award prizes for school with top percentage, or miles traveled, by bikers and peds. Other initiatives may include media campaigns and participating in national activities like Walk to School Day/Bike to School Day (currently underway at Ben Franklin).	Encouragement activities build interest and enthusiasm and help ensure the program's continued success. See Best Practices (Chapter 3).
There aren't enough encouragement activities in place to promote biking and walking as a fun transportation alternative.	<b>1.1.7</b> Develop school-based incentive programs such as "Mileage Clubs" or "Golden Sneaker Awards".	See Best Practices (Chapter 3).

There aren't enough encouragement activities in place to promote biking and walking as a fun transportation alternative.	<b>1.1.8</b> Develop a Walking School Bus program that engages parents and teachers, as well as middle/high school students as "Walk Captains". Potential launch point at Bukolt Park.	See Best Practices (Chapter 3).
<b>Strategy Type :: Enforcement</b>		
Traffic laws and school zone regulations need to be enforced.	<b>1.1.9</b> Consider driver feedback signs to inform motorists of their rate of speed within school zones.	See Best Practices (Chapter 3).
Properly maintained sidewalks are critical to maintaining a safe pedestrian network.	<b>1.1.10</b> Enforce sidewalk and property maintenance laws to increase safety and capabilities for walking and biking. Several instances of landscape overgrowth obstructing sidewalks noted in the neighborhood surrounding St. Peter Middle and Madison Elementary.	Unmaintained or poorly maintained sidewalk creates hazards for pedestrians.
Crossing guards are not present at all significant intersections.	<b>1.1.11</b> Increase the number of adult crossing guards.	See Best Practices (Chapter 3).
Pedestrians cut through the bus queue on Maria Drive.	<b>1.1.12</b> Reduce spacing of parked buses at pick-up and drop off to prevent pedestrian pass-through.	Reducing the spacing of parked buses will help discourage students crossing Maria Drive midblock where parked cars and buses create a hazardous situation.
<b>Strategy Type :: Engineering</b>		
This type of bike rack is not well designed for functionality and can easily damage wheels.	<b>1.1.13</b> 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.
Poor drainage exists and the sidewalk network is incomplete in the area surrounding Madison Elementary.	<b>1.1.14</b> Implement urban cross section (curb, gutter, terrace, sidewalk where possible) for roadways surrounding Madison Elementary; several locations display standing water after rainfall events due to poor drainage.	Poor drainage patterns and lack of sidewalk on roadways surrounding Madison Elementary limits opportunities for safe and comfortable travel by bicyclists and pedestrians.
<b>Strategy Type :: Evaluation</b>		
Current conditions for walking and biking throughout the community are not fully known.	<b>1.1.15</b> 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.	<b>1.1.16</b> 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 3).
Program success cannot be properly evaluated without regular data collection and analysis.	<b>1.1.17</b> 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 - Madison Elementary

Portage County Combined  
Bicycle & Pedestrian Plan



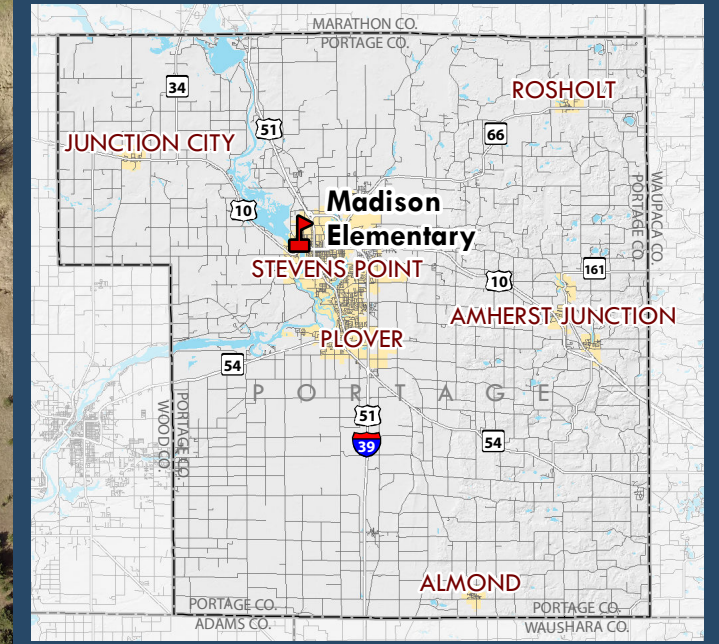
Proposed curb extension/  
bump-out. Install ladder/  
continental style crosswalk.

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continental style crosswalk.

Proposed curb extension/  
bump-out. Install ladder/  
continental style crosswalk.



## Location Map



## Legend SUB AREA 1 - A.3

- Proposed Sidewalk/Off-Street Path
- Proposed Ladder/Continental Crosswalk
- Existing Sidewalk
- No Sidewalk