

Portage County Safe Routes to School Plan

Portage County, Wisconsin

Plover-Whiting
Elementary School



February, 2014

Plan prepared by:

SAA Design Group, Inc.

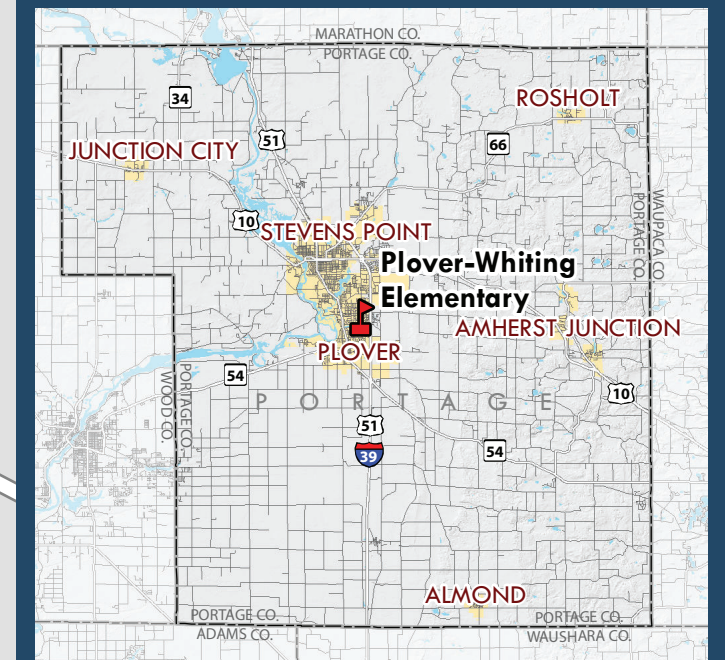
Toole Design Group

Biking & Walking Audit - Plover-Whiting Elementary

Portage County Combined Bicycle & Pedestrian Plan



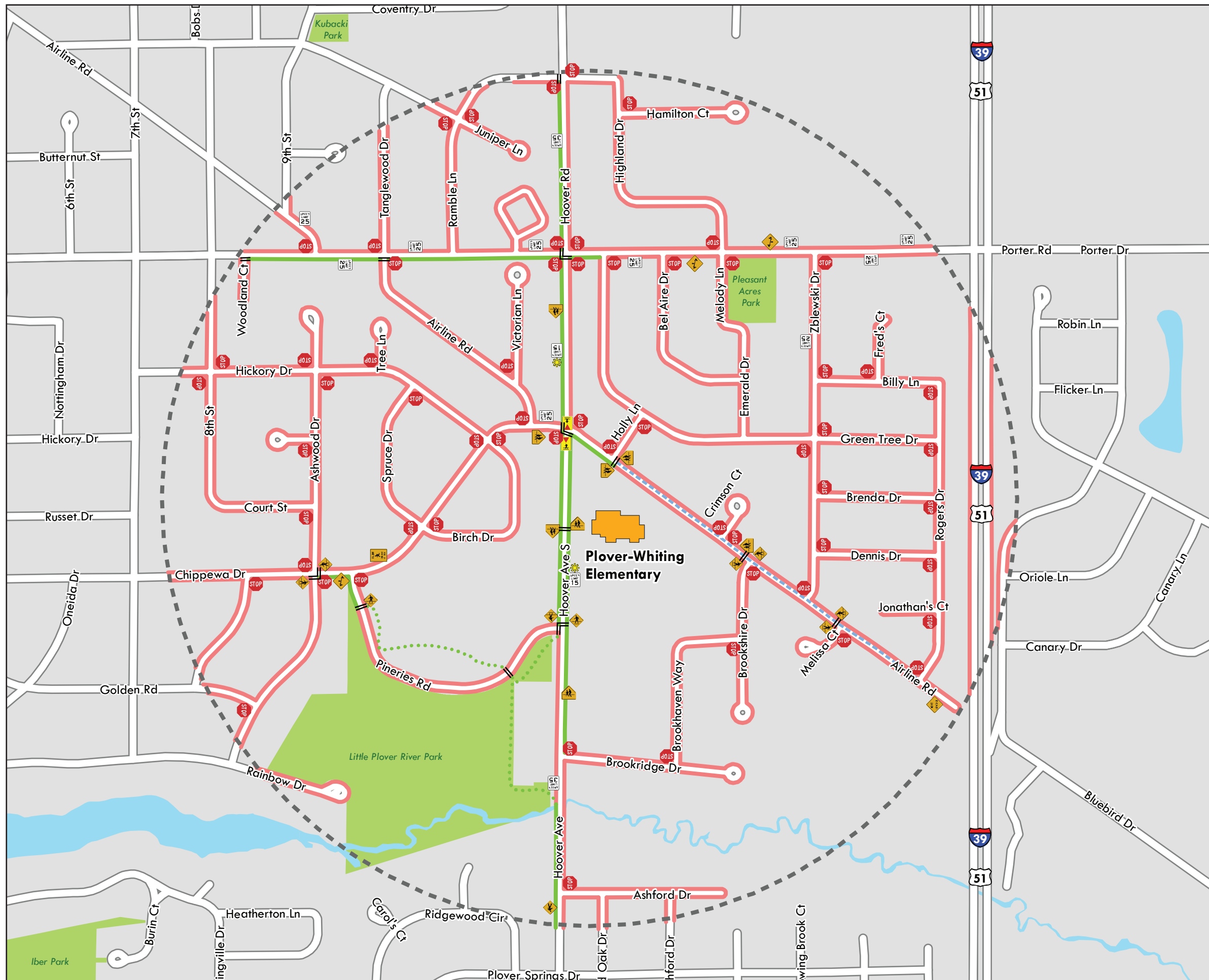
Location Map



Legend

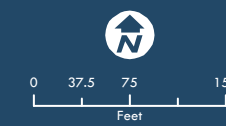
SUB AREA 4 - B.1

	Sidewalk		Crosswalk
	No Sidewalk		Crosswalk Ahead
	Bike Lanes		Dead End
	Crosswalk		Playground
	School		School Crossing
	1/2 Mile Radius		Slow: Children at Play
	15 MPH Speed Limit with Flashing Beacon		Stop
	25 MPH Speed Limit		Yield to Pedestrians
	35 MPH Speed Limit		

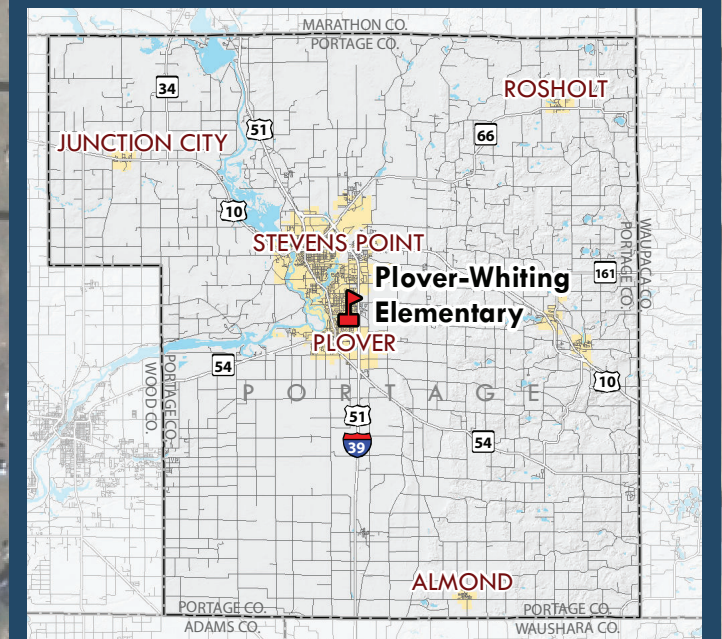


Site Assessment - Plover-Whiting Elementary

Portage County Combined Bicycle & Pedestrian Plan



Location Map



Legend

SUB AREA 4 - B.2

- Existing Sidewalk
- XXXX No Sidewalk
- Bollards
- Fence
- == Existing Crosswalk
- ▨ No Parking Zone
- ⊗ Adult Crossing Guard
- ⚡ 15 MPH Speed Limit with Flashing Beacon
- ← Parent/Teacher Traffic
- ↘ Bus Traffic
- 25 25 MPH Speed Limit
- E Entrance
- FP Faculty Parking
- M Bike Rack
- ⊘ Do Not Enter
- R No Parking
- 🚓 Parked Police Car
- 🚶 Pedestrian Crossing
- 🚸 School Crossing
- STOP Stop
- 🚶 Yield to Pedestrians



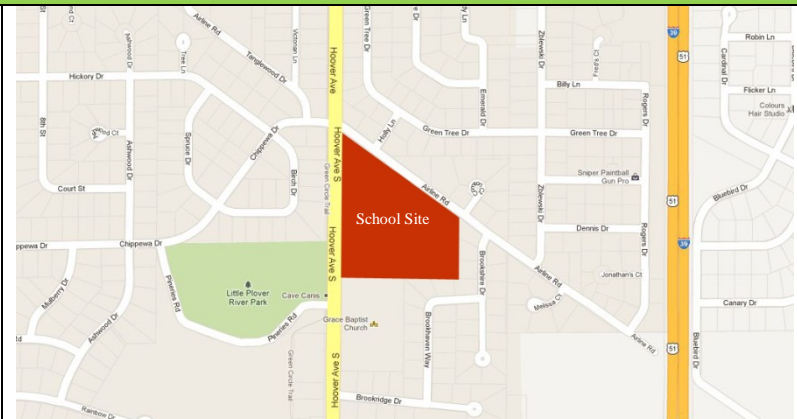
Plover-Whiting Elementary School

Location and Contact Information

Plover-Whiting Elementary School

1400 Hoover Avenue
 Plover, WI 54467
 t(715) 345-5421

Carl Coffman, Principal
 School Hours: 9:05-3:35
 Grades PK-6



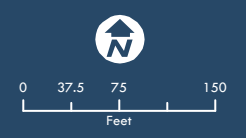
Recommendations

Issue	Recommendation	Rationale
Strategy Type :: Education		
Congestion occurs during start and release times.	4.2.1 Stagger 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 and parents may be unaware of preferred walking and bicycling routes.	4.2.2 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)
Parents may be unaware of or ignore established drop-off/pick-up procedures.	4.2.3 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.	4.2.4 Consider initiating a SRTS Training Program. These programs, available through organizations like the Bicycle Federation of Wisconsin, can increase user ship 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.	4.2.5 Work with WidDOT 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.
Strategy Type :: Encouragement		
The number of students biking or walking to school could be increased.	4.2.6 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.	Encouragement activities build interest and enthusiasm and help ensure the program's continued success. See Best Practices (Chapter 3).
High traffic volumes make crossing Hoover Avenue hazardous.	4.2.7 Consider adding an adult crossing guard at the Hoover Avenue mid-block crossing immediately west	See Best Practices (Chapter 3).

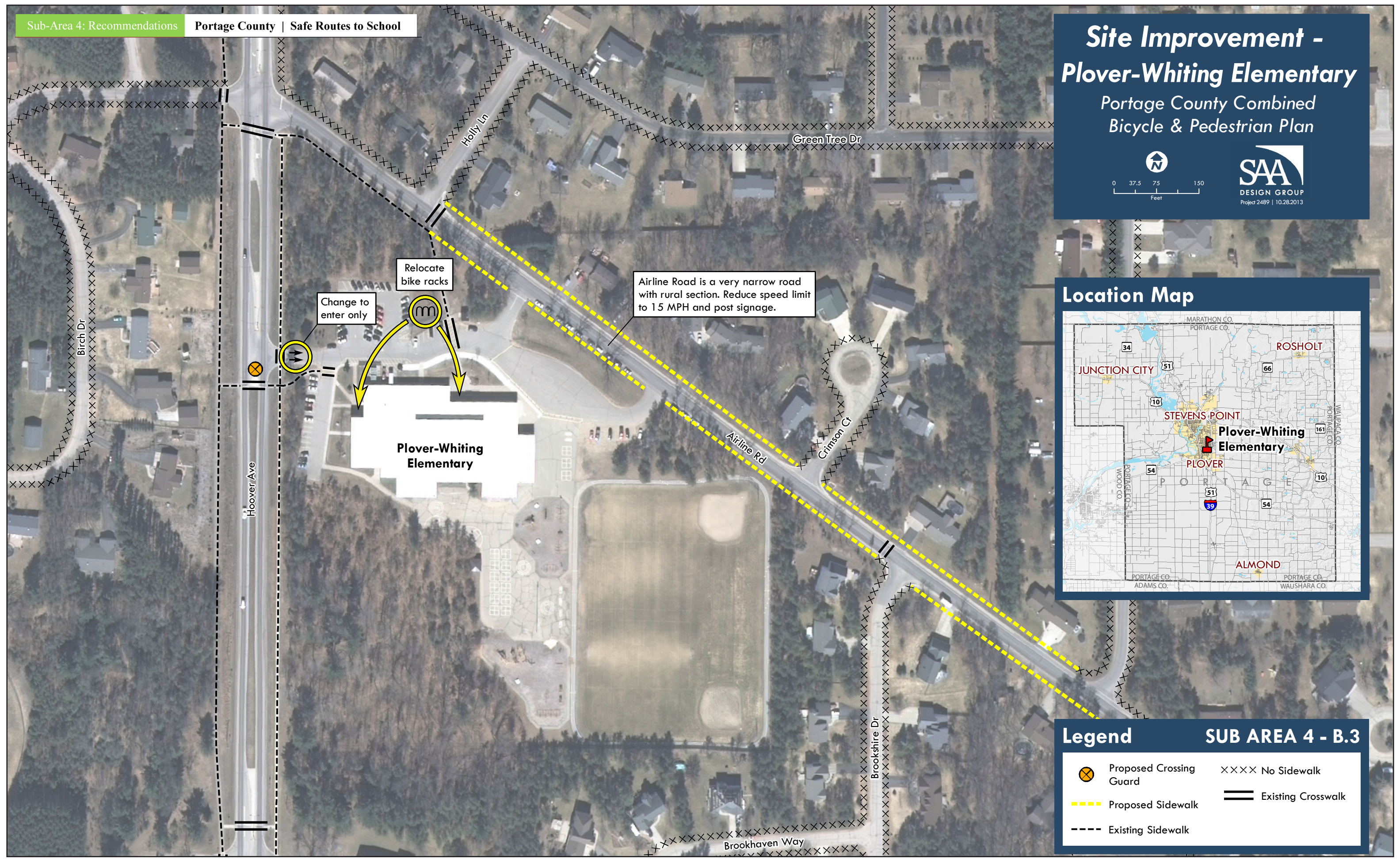
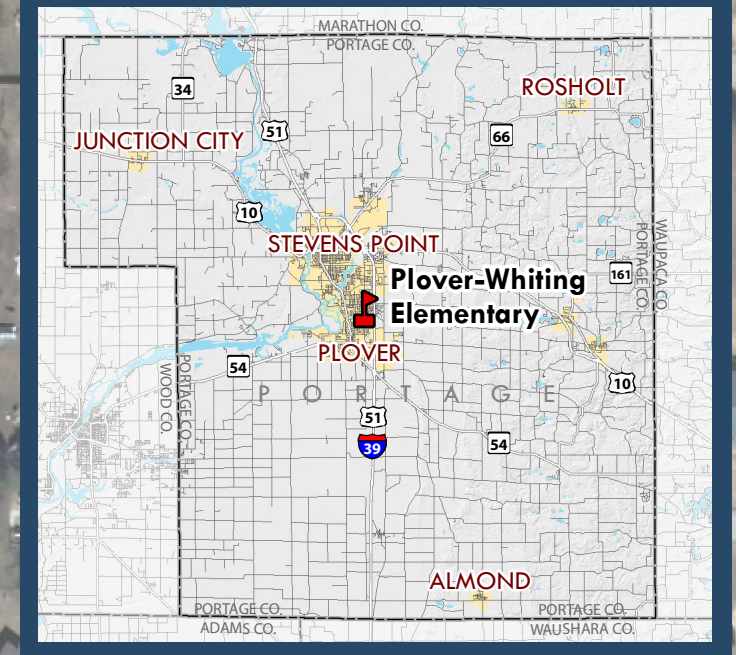
	of the staff parking lot and west building entries.	
The number of students biking or walking to school could be increased.	4.2.8 Consider establishing a Walking School Bus program from Little Plover River Park to the school.	Encouragement activities build interest and enthusiasm and help ensure the program's continued success. See Best Practices (Chapter 3).
Strategy Type :: Enforcement		
Traffic laws and school zone regulations need to be enforced.	4.2.9 Enforce speed limits, traffic signage and crosswalk regulations in school zones.	Drivers disobeying traffic rules create a dangerous environment for bicyclists and pedestrians.
Airline Road is very narrow with a rural section.	4.2.10 Post Airline Road as a school zone with 15 mph limit from Hoover Ave to Brookshire Drive.	Reducing speeds on Airline Road will create a safer environment for bikes/pedestrians.
Vehicles exiting school grounds from the Hoover Avenue driveway creates conflict areas at crosswalks to the north and south.	4.2.11 Enforce and post "Enter Only" signage at Hoover Avenue access to prohibit vehicles from exiting school grounds via this driveway.	Restricting access to Hoover Avenue forces traffic to the Airline Road/Hoover Avenue intersection, where fewer conflict points exist.
Strategy Type :: Engineering		
This type of bike rack is not well designed for functionality and can easily damage wheels.	4.2.12 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.
Pedestrian facilities do not exist on Airline Road.	4.2.13 Extend Airline Road sidewalk on north side of road to Rogers Drive.	Airline Road connects residential areas to the school and should have pedestrian facilities.
Pedestrian facilities do not exist on Airline Road.	4.2.14 Install sidewalk along south side of Airline Road from Hoover Avenue to Brookshire Drive.	See Best Practices (Chapter 3).
Strategy Type :: Evaluation		
Current conditions for walking and biking throughout the community are not fully known.	4.2.15 Conduct a communitywide transportation survey to measure mode choose 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.	4.2.16 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.	4.2.17 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 - Plover-Whiting Elementary

Portage County Combined Bicycle & Pedestrian Plan



Location Map



Legend SUB AREA 4 - B.3

	Proposed Crossing Guard		No Sidewalk
	Proposed Sidewalk		Existing Crosswalk
	Existing Sidewalk		