

Portage County Safe Routes to School Plan

Portage County, Wisconsin

Roosevelt I.D.E.A.
School



February, 2014

Plan prepared by:

SAA Design Group, Inc.

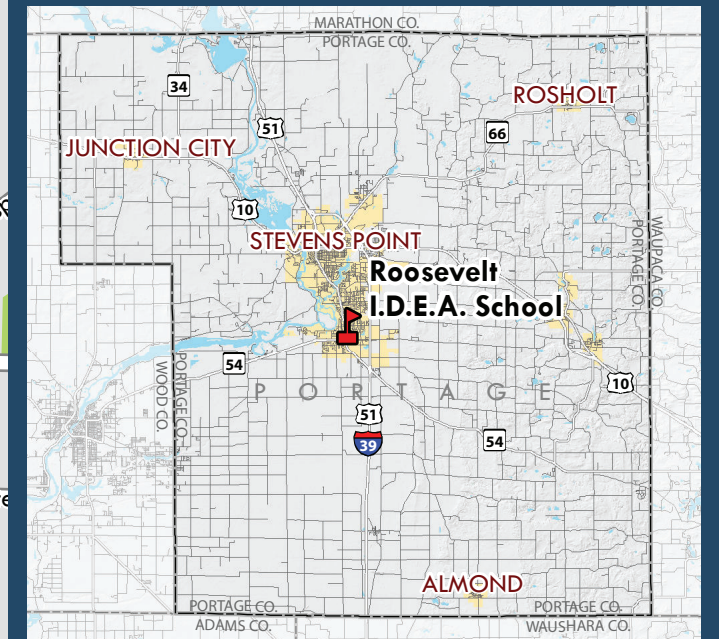
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Biking & Walking Audit - Roosevelt I.D.E.A. School

Portage County Combined
Bicycle & Pedestrian Plan



Location Map



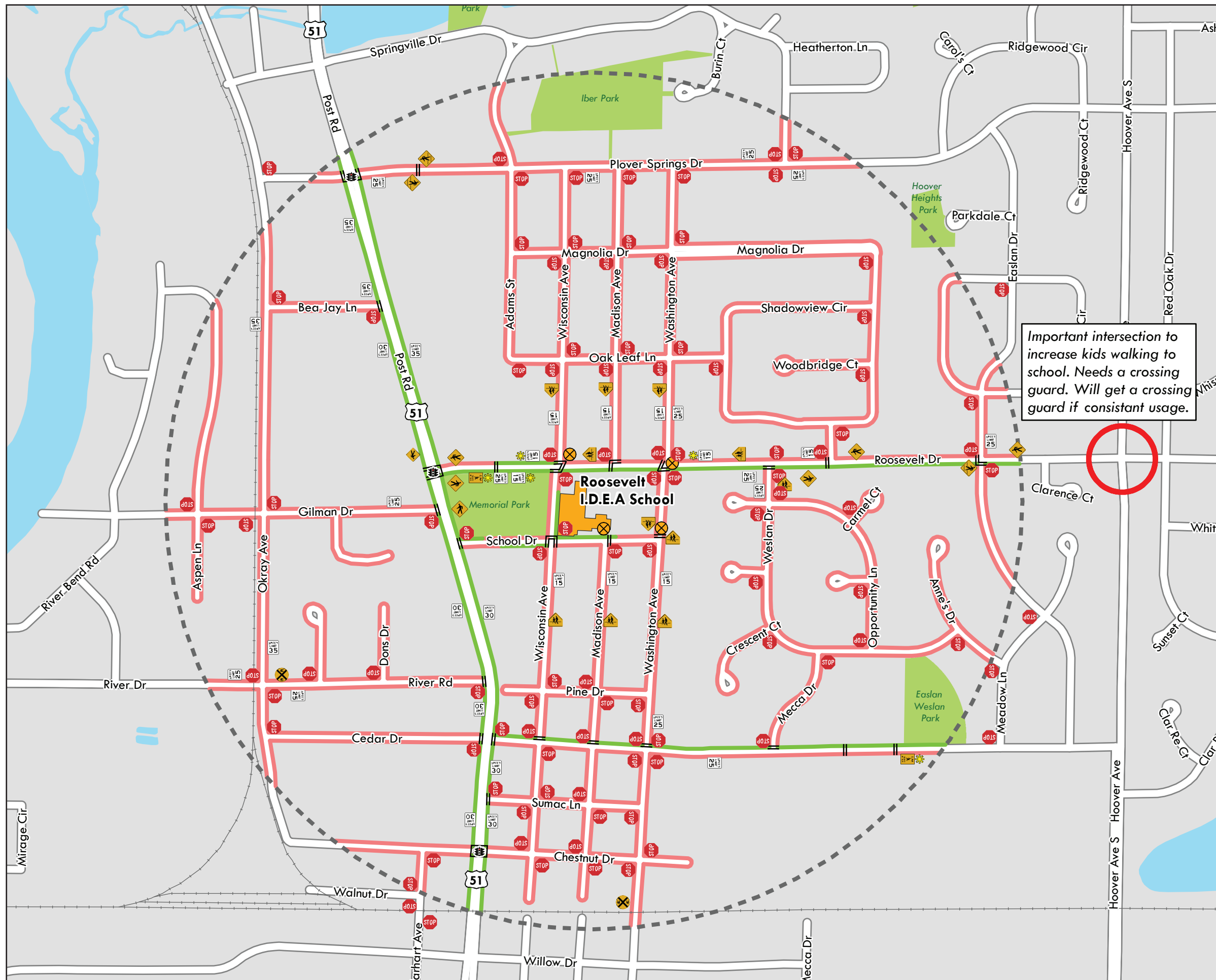
Important intersection to increase kids walking to school. Needs a crossing guard. Will get a crossing guard if consistent usage.



Legend

SUB AREA 4 - C.1

	Crosswalk		50 MPH Speed Limit
	Sidewalk		Crossing Guard
	No Sidewalk		Crosswalk
	School		Crosswalk Ahead
	1/2 Mile Radius		Railroad Crossing
	15 MPH Speed Limit		School Crossing
	15 MPH Speed Limit with Flashing Beacon		Stop
	25 MPH Speed Limit		Slow Children at Play with Flashing Beacon
	30 MPH Speed Limit		Traffic Signal
	35 MPH Speed Limit		

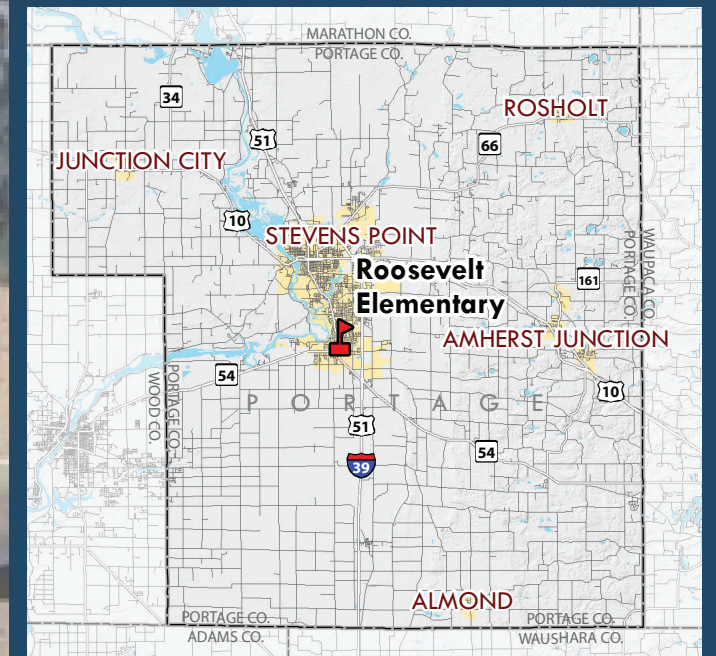


Site Assessment - Roosevelt Elementary

Portage County Combined
Bicycle & Pedestrian Plan



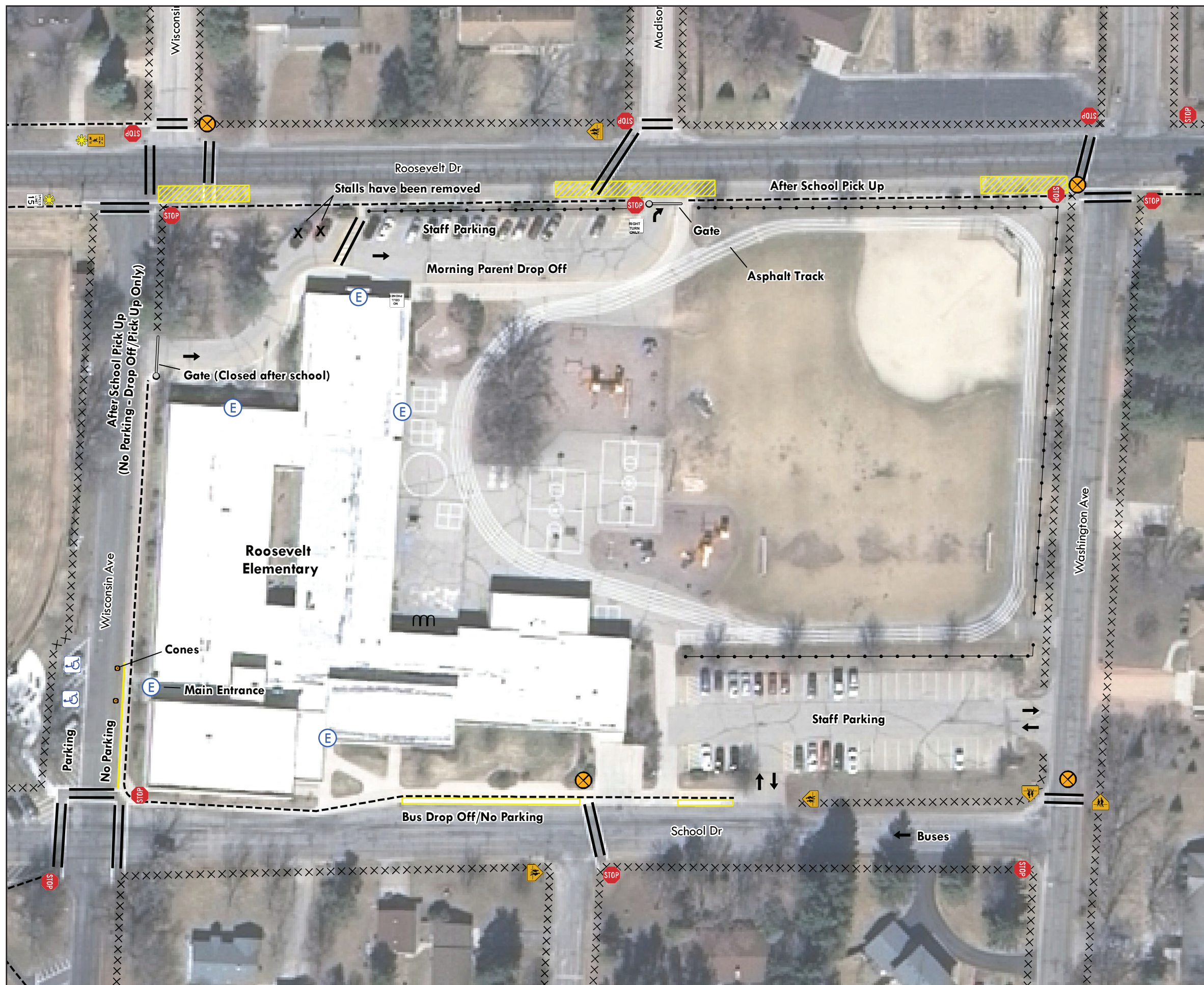
Location Map



Legend

SUB AREA 4 - C.2

- | | |
|---|---|
| ----- Existing Sidewalk | ● Cone |
| XXXX No Sidewalk | ⊗ Crossing Guard |
| ==== Existing Crosswalk | (E) Entrance |
| —●— Fence | (♿) Handicapped Parking |
| —○— Gate | (NO CELL PHONES) No Cell Phones |
| ▭ Bus Drop Off/Pick Up | (RT) Right Turn Only |
| ▨ No Parking Zone | (SCHOOL CROSSING) School Crossing |
| (SPEED LIMIT 15) 15 MPH Speed Limit with Beacon | (SLOW CHILDREN WITH BEACON) Slow Children with Beacon |
| (M) Bike Rack | (STOP) Stop |

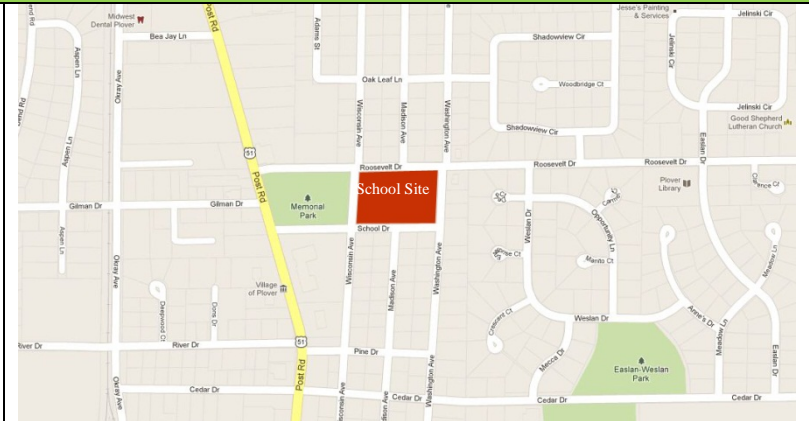


Roosevelt I.D.E.A School

Location and Contact Information

Roosevelt I.D.E.A. School
 2200 Wisconsin Avenue
 Plover, WI 54467
 t(715) 345-5425

Rob Greenwood, Interim Principal
 School Hours: 9:05-3:35
 Grades PK-6



Recommendations

Issue	Recommendation	Rationale
Strategy Type :: Education		
Congestion occurs during start and release times.	4.3.1 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.	4.3.2 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.	4.3.3 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.	4.3.4 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.	4.3.5 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.	4.3.6 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).
Some intersections are difficult to cross.	4.3.7 Consider adding crossing guards at Roosevelt Drive/Madison Ave and at Wisconsin Ave/School	See Best Practices (Chapter 3).

	Drive.	
The number of students biking or walking to school could be increased.	4.3.8 Consider establishing a Walking School Bus program from Royal Wood Park to the school.	See Best Practices (Chapter 3).
Strategy Type :: Enforcement		
Traffic laws and school zone regulations need to be enforced.	4.3.9 Enforce speed limits, traffic signage and crosswalk regulations in school zones.	Drivers disobeying traffic rules create a dangerous environment for bicyclists and pedestrians.
Strategy Type :: Engineering		
A gap exists in the sidewalk network along Roosevelt Drive.	4.3.10 Extend sidewalk on north side of Roosevelt Drive from Wisconsin Avenue to Washington Avenue.	Completing the sidewalk network on Roosevelt Drive creates a central east-west connection within the neighborhood.
Interconnected pedestrian facilities do not exist within the neighborhood.	4.3.11 Install sidewalk on Madison Avenue from Plover Springs Drive to Roosevelt Drive and from School Drive to Cedar Drive.	Creating a central north-south pedestrian network will increase connectivity within the neighborhood.
Wisconsin Avenue can be difficult to cross.	4.3.12 Install curb extensions/bump-outs at Roosevelt Drive and Wisconsin Avenue Intersection to minimize crossing distance for pedestrians.	Reducing crossing distance provides a safer intersection for pedestrians.
Wisconsin Avenue can be difficult to cross.	4.3.13 Install curb extensions/bump-outs at School Drive and Wisconsin Avenue Intersection to minimize crossing distance for pedestrians.	Reducing crossing distance provides a safer intersection for pedestrians.
Strategy Type :: Evaluation		
Current conditions for walking and biking throughout the community are not fully known.	4.3.14 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.	4.3.15 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.	4.3.16 Complete and submit School Tally results to the National Center for Safe Routes to School at least annually.	See Best Practices (Chapter 3).

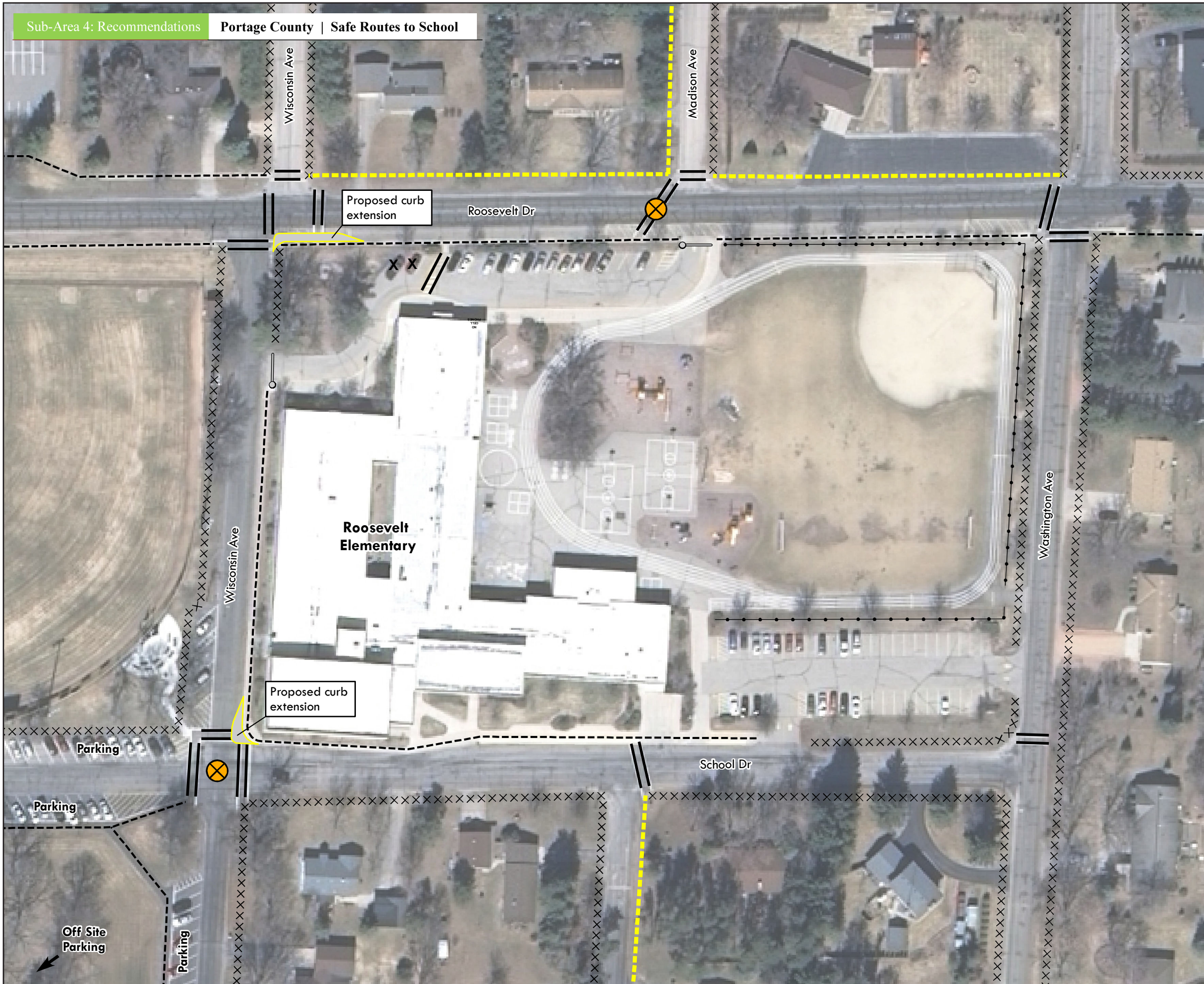
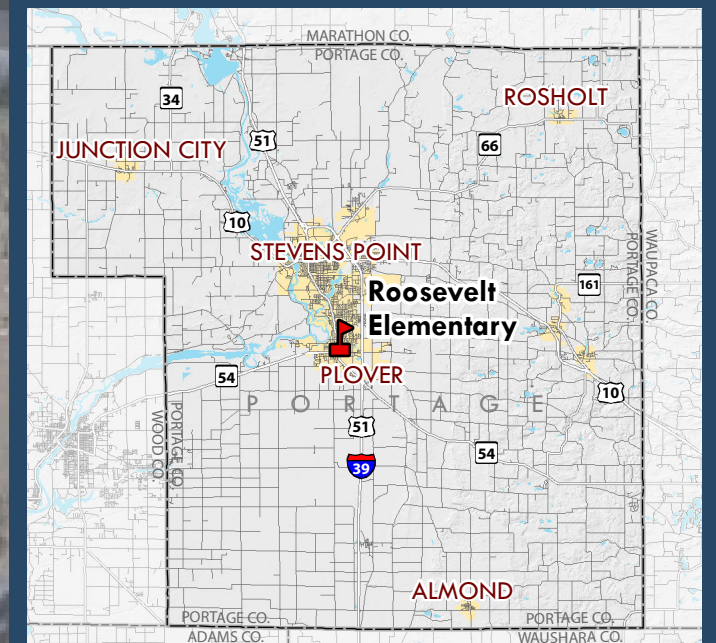
Site Improvement - Roosevelt Elementary

Portage County Combined Bicycle & Pedestrian Plan



Project 2489 | 10.28.2013

Location Map



Legend

SUB AREA 4 - C.3

- Proposed Adult Crossing Guard
- Proposed Sidewalk
- Existing Crosswalk
- Existing Gate
- Existing Fence
- Existing Sidewalk
- No Sidewalk