

Portage County Safe Routes to School Plan

Portage County, Wisconsin

Tomorrow River
Schools



February, 2014

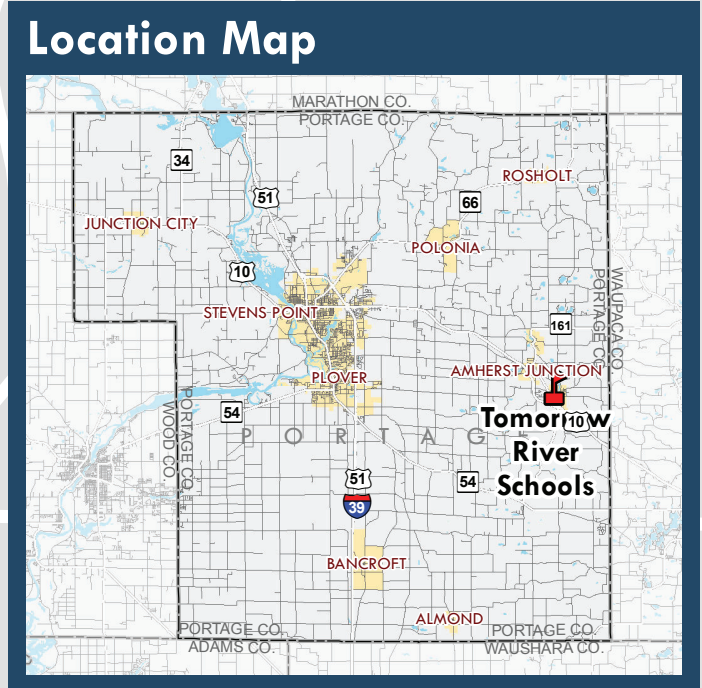
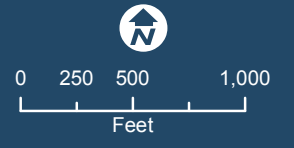
Plan prepared by:

SAA Design Group, Inc.

Toole Design Group

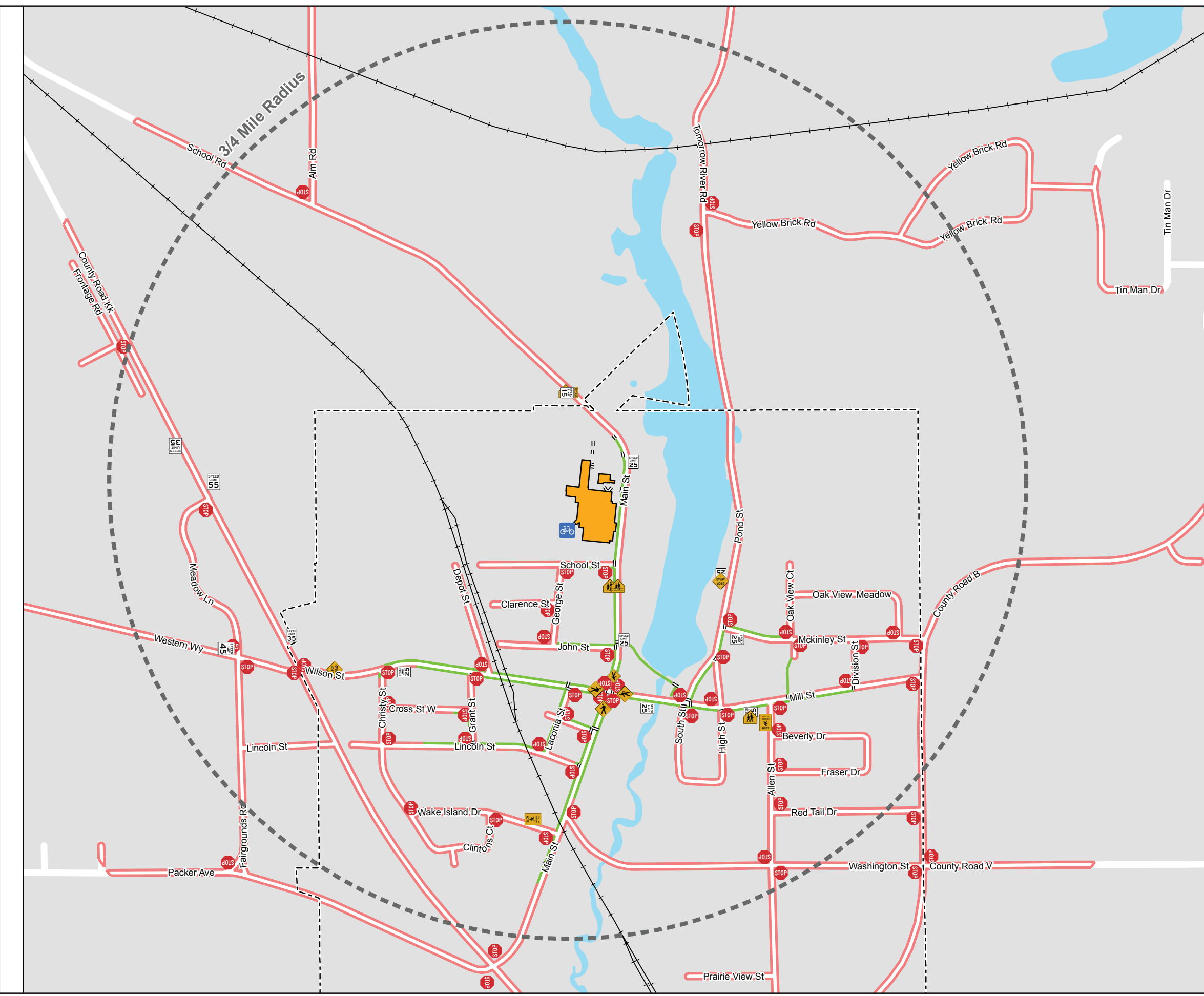
Biking & Walking Audit - Tomorrow River Schools

Portage County Combined Bicycle & Pedestrian Plan



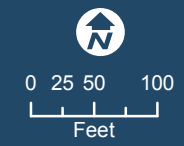
Legend SUB AREA 5 - C.1

	Good Sidewalk		15 MPH School Zone
	Poor Sidewalk		25 MPH Speed Limit
	No Sidewalk		35 MPH Speed Limit
	Multi-Use Path		Pedestrian Crossing
	Crosswalk		No Outlet
	School		School Crossing
	3/4 Mile Radius		Stop
	Village Boundary		Stop Ahead
			Traffic Signal

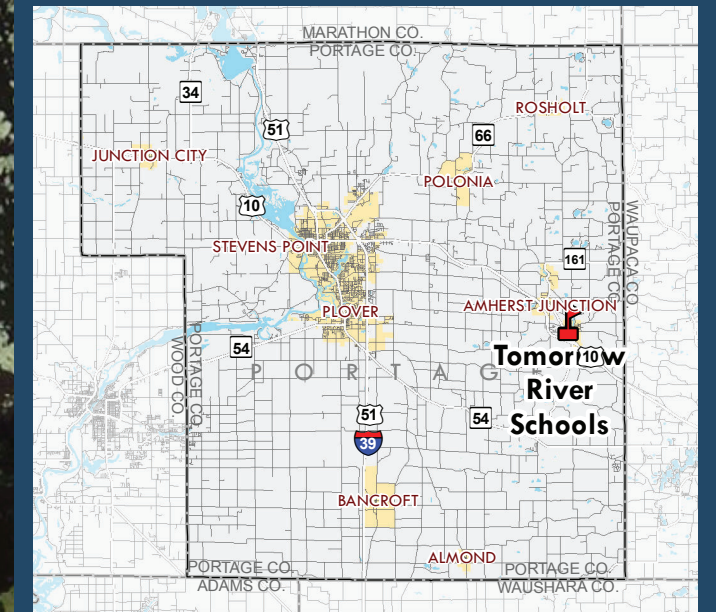


Site Assessment - Tomorrow River Schools

Portage County Combined
Bicycle & Pedestrian Plan



Location Map



Legend SUB AREA 5 - C.2

----	Existing Sidewalk		15 MPH School Zone
XXXX	No Sidewalk		25 MPH Speed Limit
==	Existing Crosswalk		Stop
—●—	Fence		Do Not Enter
	Bike Rack		Entrance
	Buses Parking Only		Handicapped Parking
			School Crossing



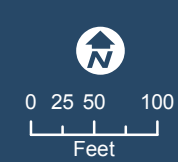
Tomorrow River Schools

Location and Contact Information		
<p>Tomorrow River Schools 357 North Main Street Amherst, WI 54406 t(715) 824-5521</p>		
Recommendations		
Issue	Recommendation	Rationale
Strategy Type :: Education		
Congestion occurs during start and release times.	5.4.1 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 2).
Students may not have an understanding of core bicycle and pedestrian safety elements.	5.4.2 Consider initiating a SRTS Training Program. These programs, available through 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.	5.4.3 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 community.
Students and parents may be unaware of preferred walking and bicycling routes.	5.4.4 Display and distribute maps of preferred walking and bicycling routes to parents and students.	See Best Practices (Chapter 2).
Parents may be unaware of or ignore established drop-off/pick-up procedures.	5.4.5 Integrate drop-off/pick-up 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.
Strategy Type :: Encouragement		
The number of students biking or walking to school could be increased.	5.4.6 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).

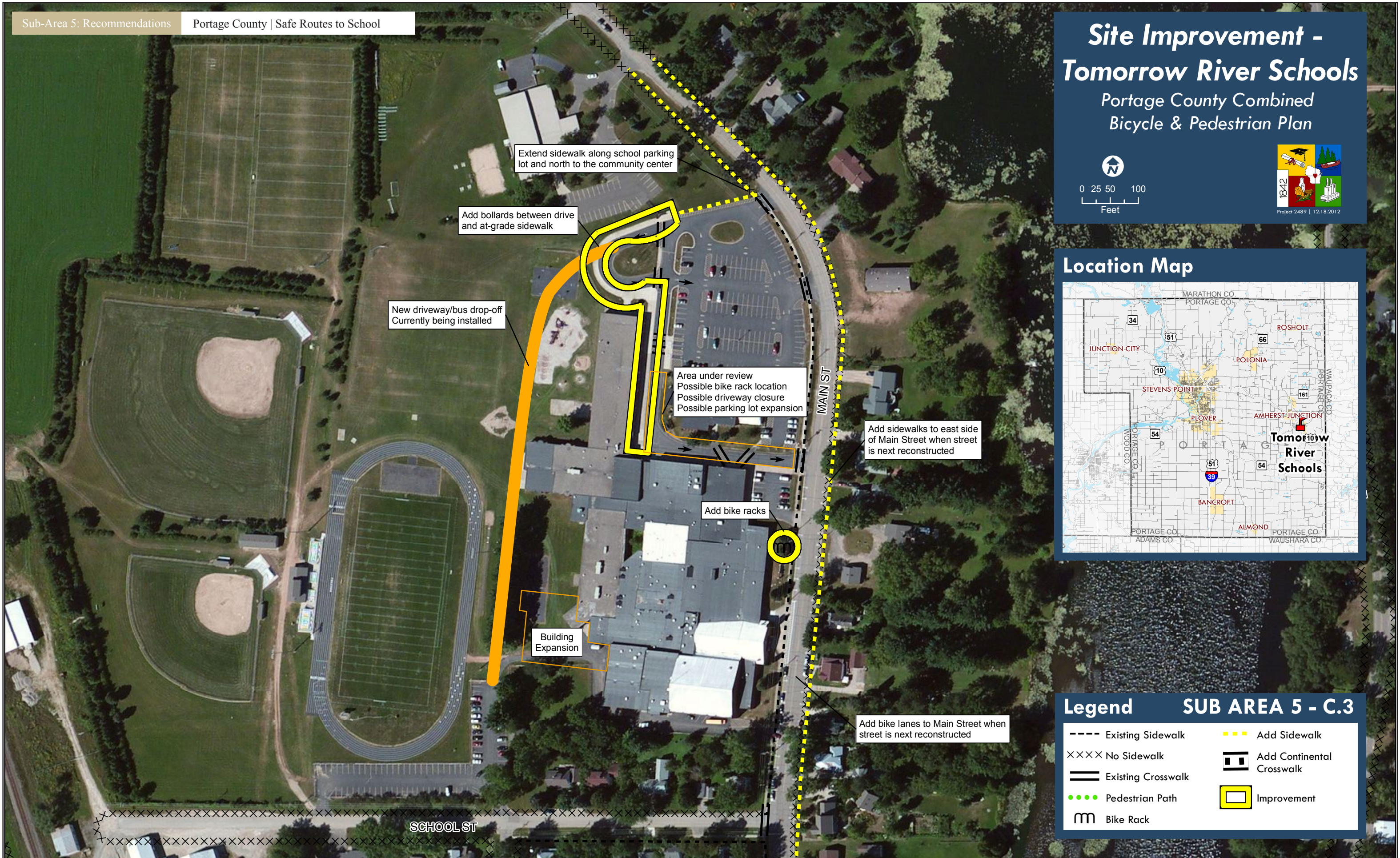
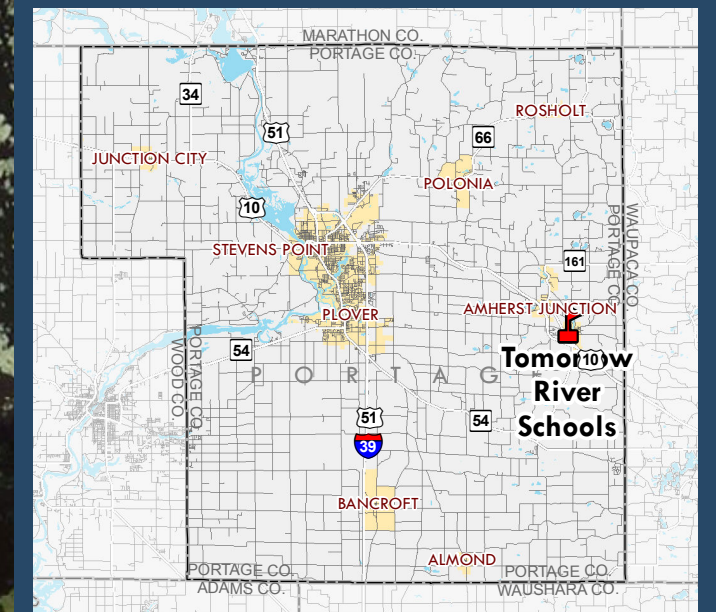
There aren't enough encouragement activities in place to promote biking and walking as a fun transportation alternative.	5.4.7 Develop school-based incentive programs such as "Mileage Clubs" or "Golden Sneaker Awards."	See Best Practices (Chapter 2).
The number of students biking or walking to school could be increased.	5.4.8 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.	5.4.9 Consider driver feedback signs to inform motorists of their rate of speed within school zones.	See Best Practices (Chapter 2).
Additional school zone signage could be installed.	5.4.10 Add 15 mph school zone signage on NB 2nd Street between Franklin and Washington and on SB 2nd Street between Bukolt and 5th.	See Best Practices (Chapter 2).
Strategy Type :: Engineering		
There is no pedestrian facility connecting to the adjacent Community Center.	5.4.11 Provide sidewalk along the north edge of the parking lot and along the west side of Main Street.	Sidewalk will increase the size of the pedestrian drop-off area and provide a defined path to the Community Center.
There is no convenient bicycle parking at the school near Main Street.	5.4.12 Provide bicycle parking near a primary entrance facing Main Street.	Functional, convenient and secure bike parking can encourage regular use of bikes as transportation.
There is no sidewalk on the east side of Main Street	5.4.13 Provide sidewalk on the east side of Main Street when the street is next reconstructed.	Sidewalk on the east side of Main Street will provide direct access to housing.
There are no bicycle accommodations on Main Street.	5.4.14 Provide bicycle lanes on Main Street when the street is next reconstructed.	Bicycle lanes will provide bicyclists with a clearly defined space on the street and provide access to the school and other destinations along Main Street.
Strategy Type :: Evaluation		
Current conditions for walking and biking throughout the community are not fully known.	5.4.15 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.	5.4.16 Work with bicycle and pedestrian advocacy groups to increase the working knowledge of biking and walking and their impact on key community health indicators	See Best Practices (Chapter 2).
Program success cannot be properly evaluated without regular data collection and analysis.	5.4.17 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 - Tomorrow River Schools

Portage County Combined Bicycle & Pedestrian Plan



Location Map



Extend sidewalk along school parking lot and north to the community center

Add bollards between drive and at-grade sidewalk

New driveway/bus drop-off
Currently being installed

Area under review
Possible bike rack location
Possible driveway closure
Possible parking lot expansion

Add sidewalks to east side of Main Street when street is next reconstructed

Add bike racks

Building Expansion

Add bike lanes to Main Street when street is next reconstructed

Legend SUB AREA 5 - C.3

- Existing Sidewalk
- XXXX No Sidewalk
- Existing Crosswalk
- Pedestrian Path
- m Bike Rack
- Add Sidewalk
- ▭ Add Continental Crosswalk
- Improvement