

Portage County Safe Routes to School Plan

Portage County, Wisconsin

Washington

Elementary School



February, 2014



Plan prepared by:

SAA Design Group, Inc.


















Toole Design Group

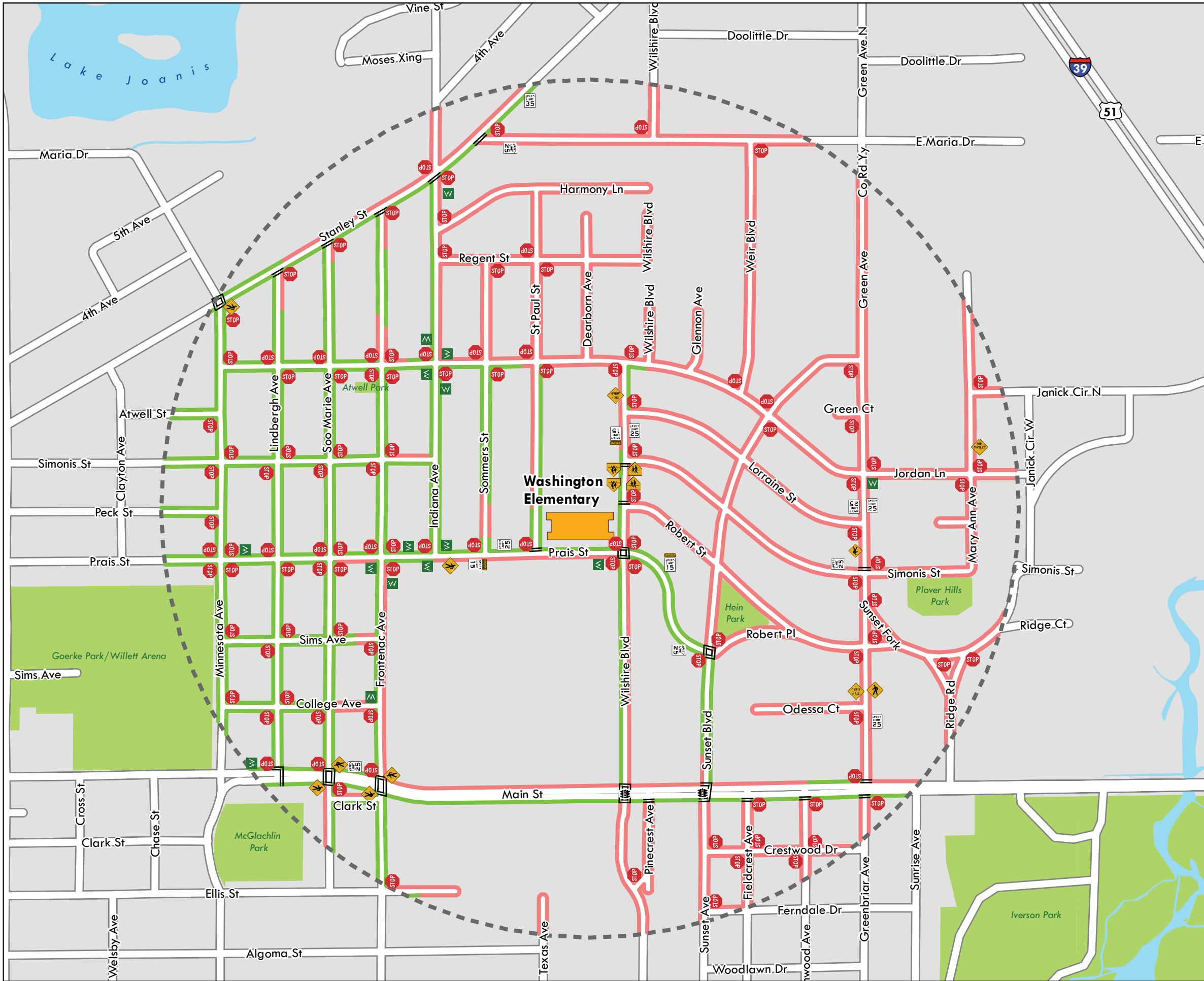
Biking & Walking Audit - Washington Elementary

Portage County Combined Bicycle & Pedestrian Plan

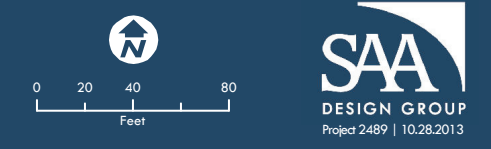

Legend SUB AREA 2 - F.1

	Good Sidewalk		25 MPH Speed Limit
	Poor Sidewalk		35 MPH Speed Limit
	No Sidewalk		Pedestrian Crossing
	Multi-Use Path		No Outlet
	Crosswalk		School Crossing
	School		Stop
	1/2 Mile Radius		Stop Ahead
	15 MPH School Zone		Traffic Signal
			Wayfinding Signage



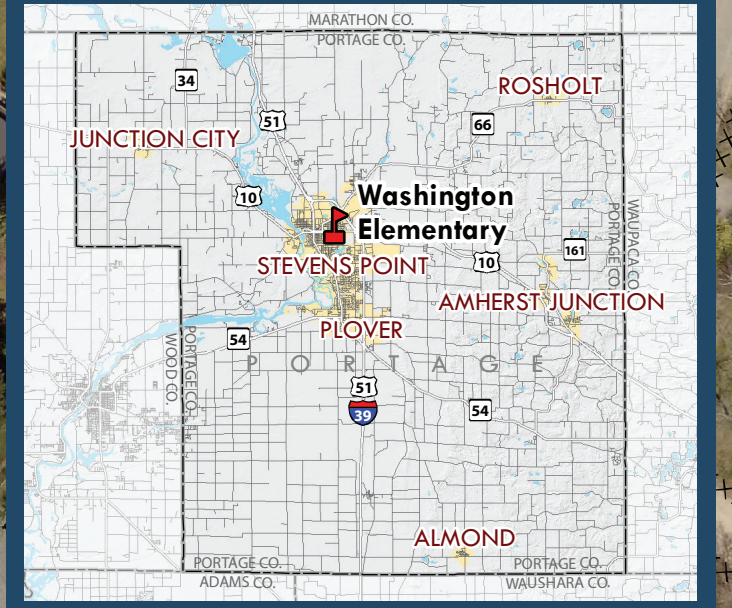
Site Assessment - Washington Elementary

Portage County Combined Bicycle & Pedestrian Plan



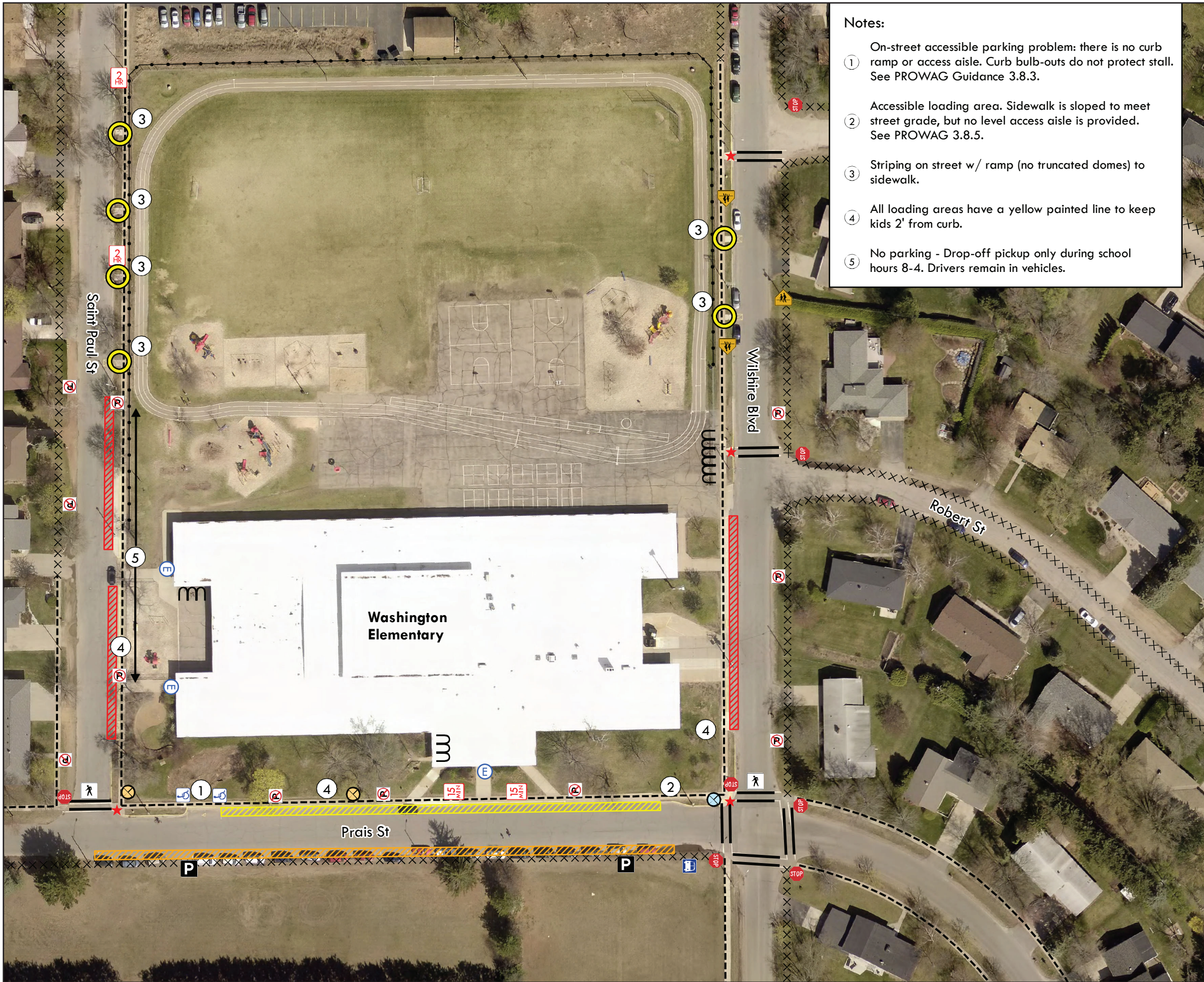
- Notes:
- ① On-street accessible parking problem: there is no curb ramp or access aisle. Curb bulb-outs do not protect stall. See PROWAG Guidance 3.8.3.
 - ② Accessible loading area. Sidewalk is sloped to meet street grade, but no level access aisle is provided. See PROWAG 3.8.5.
 - ③ Striping on street w/ ramp (no truncated domes) to sidewalk.
 - ④ All loading areas have a yellow painted line to keep kids 2' from curb.
 - ⑤ No parking - Drop-off pickup only during school hours 8-4. Drivers remain in vehicles.

Location Map



Legend SUB AREA 2 - F.2

---	Existing Sidewalk	Ⓜ	Bike Rack
XXXX	No Sidewalk	🚌	Bus Stop
==	Existing Crosswalk	★	Curb Ramp
—●—	Fence	ⓔ	Entrance
▨	Bus Drop-off	♿	Handicapped Parking
▨	On-Street Parallel (Striped)	🚶	Moveable Crosswalk Sign
▨	Parent Drop-off	Ⓡ	No Parking
🕒 2 HR	2-Hour Parking	Ⓟ	Parallel Parking Only
🕒 15 MIN	15-Minute Parking 9:30 - 3:00	🚶	School Crossing
👮	Adult Crossing Guard	🛑	Stop
		🚶	Student Crossing Guard



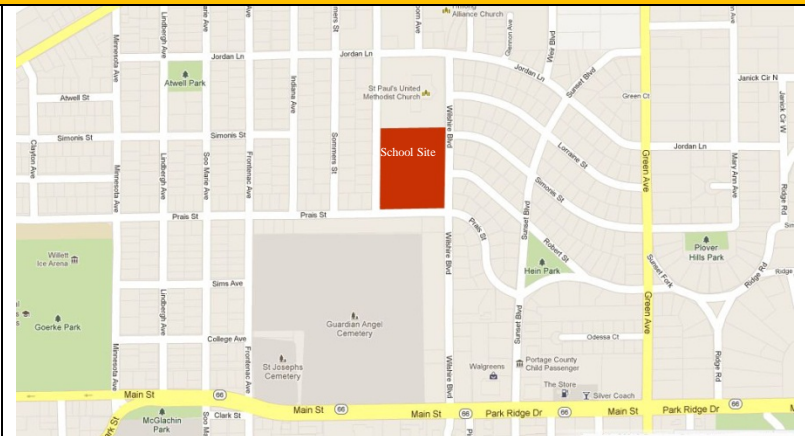
Washington Elementary School

Location and Contact Information

Washington Elementary School

3500 Prais Street
 Stevens Point, WI 54481
 t(715) 345-5426

Bill Carlson, Principal
 School Hours: 9:05-3:35
 Grades K-6



Recommendations

Issue	Recommendation	Rationale
Strategy Type :: Education		
Parents may be unaware of or ignore established drop-off/pick-up procedures.	2.6.1 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.	2.6.2 Consider initiating a SRTS Training Program. These programs, available through organizations like 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.	2.6.3 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 and livable environment.
Students and parents may be unaware of preferred walking and bicycling routes.	2.6.4 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).
Strategy Type :: Encouragement		
The number of students biking or walking to school could be increased.	2.6.5 Develop communitywide encouragement and incentive programs to encourage walking and biking. These may include media campaigns and participating in activities like Walk to School Day.	Encouragement activities build interest and enthusiasm and help ensure the program’s continued success. See Best Practices (Chapter 3).
The number of students biking or walking to school could be increased.	2.6.6 Develop a Walking School Bus program at each school using community and parent volunteers.	See Best Practices (Chapter 3).
There aren’t enough encouragement activities in place to promote biking	2.6.7 Develop school-based incentive programs such as	See Best Practices (Chapter 3).

and walking as a fun transportation alternative.	"Mileage Clubs" or "Golden Sneaker Awards"	
Strategy Type :: Enforcement		
Traffic laws and school zone regulations need to be enforced.	2.6.8 Enforce speed limits, traffic signage and crosswalk regulations in school zones.	Drivers disobeying traffic rules create a dangerous environment for bicyclists and pedestrians.
Inappropriate motorist behavior is not always reported.	2.6.9 Report instances of inappropriate motorist behavior, illegal parking and loading to police regularly.	Unreported traffic violations reinforce inappropriate motorist behavior.
Properly maintained sidewalks are critical to maintaining a safe pedestrian network.	2.6.10 Enforce sidewalk and property maintenance laws to increase safety and capabilities for walking and biking.	Unmaintained or poorly maintained sidewalk creates hazards for pedestrians.
Strategy Type :: Engineering		
The parking stalls designated as accessible do not meet accessibility guidelines (accessible route and ramps).	2.6.11 Install accessible ramps for on-street accessible parking along Prais Street (near the intersection of Prais and St. Paul Street). Ramps should be immediately adjacent to the accessible parking stalls and located along an accessible route.	Accessibility standard for accessible parking need to be followed to ensure safety and universal access.
The loading area designated as accessible does not meet accessibility guidelines (cross slope requirements).	2.6.12 The existing accessible loading area on Prais Street (near the intersection of Prais and Wilshire Blvd.) does not meet current accessibility guidelines for loading areas. Provide an expanded loading area that conforms to maximum slope requirements.	Accessibility standard for accessible parking need to be followed to ensure safety and universal access.
This type of bike rack is not well designed for functionality and can easily damage wheels.	2.6.13 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.
Linkages to the school should be improved.	2.6.14 Complete the sidewalk network on at least one side of the street surrounding the S. Paul's United Methodist Church property (Wilshire Blvd, St. Paul Street and Jordan Lane).	This is a significant gap in a relatively complete sidewalk network. Informal pedestrian paths exist and should be formalized with sidewalk or an off street path.
Main Street is difficult to cross and may be viewed as a barrier to bicyclists and pedestrians.	2.6.15 When Main Street is reconstructed, install pedestrian refuge islands at the intersections of Main and Wilshire and Main and Sunset.	Decreasing the crossing distance on Main Street creates a safer environment for the bicyclist and pedestrian.
Pedestrian activated crossing signals do not exist at all major signalized intersections.	2.6.16 Install pedestrian activated crossing signals at all major signalized intersections.	See Best Practices (Chapter 3).
Opportunities exist to create a more	2.6.17 Explore opportunities for	Creating a more complete on-street

complete on-street bicycle network.	creating on-street bicycle facilities along Minnesota Avenue, Clark Street, Main Street and Church Street. See Neighborhood Improvement Map (Sub Area 2)	network of bicycle facilities increases opportunities for bicycling as a viable transportation option.
Opportunities exist to create a more complete on-street bicycle network.	2.6.18 Explore opportunities for creating on-street bicycle facilities (bike lane or paved shoulder) along Green Avenue. See Neighborhood Improvement Map (Sub Area 2)	Creating a more complete on-street network of bicycle facilities increases opportunities for bicycling as a viable transportation option.
Green Avenue and Simonis Street do not have formalized bicycle or pedestrian facilities and facilities on Prais Street and Wilshire Blvd. are incomplete.	2.6.19 Explore opportunities for creating an off-street multi-use path along Green Avenue, Simonis Street, Wilshire Blvd and Prais Street. See Neighborhood Improvement Map (Sub Area 2).	Green Avenue and Simonis Street do not have formalized bicycle or pedestrian facilities and could create significant connections to the school site. Additional facilities on Wilshire Blvd. and Prais Street could help create a more complete network.
Strategy Type :: Evaluation		
Current conditions for walking and biking throughout the community are not fully known.	2.6.20 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.	2.6.21 Work with bicycle and pedestrian advocacy groups to increase the working knowledge of biking and walking and the 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.	2.6.22 Complete and submit School Tally results to the National Center for Safe Routes to School at least annually.	See Best Practices (Chapter 3).

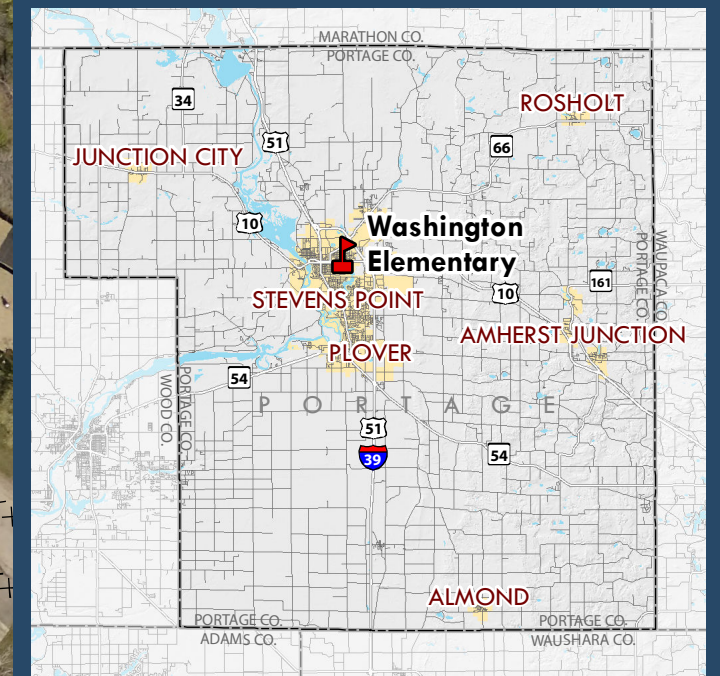
Complete sidewalk network around church

Site Improvement - Washington Elementary

Portage County Combined Bicycle & Pedestrian Plan



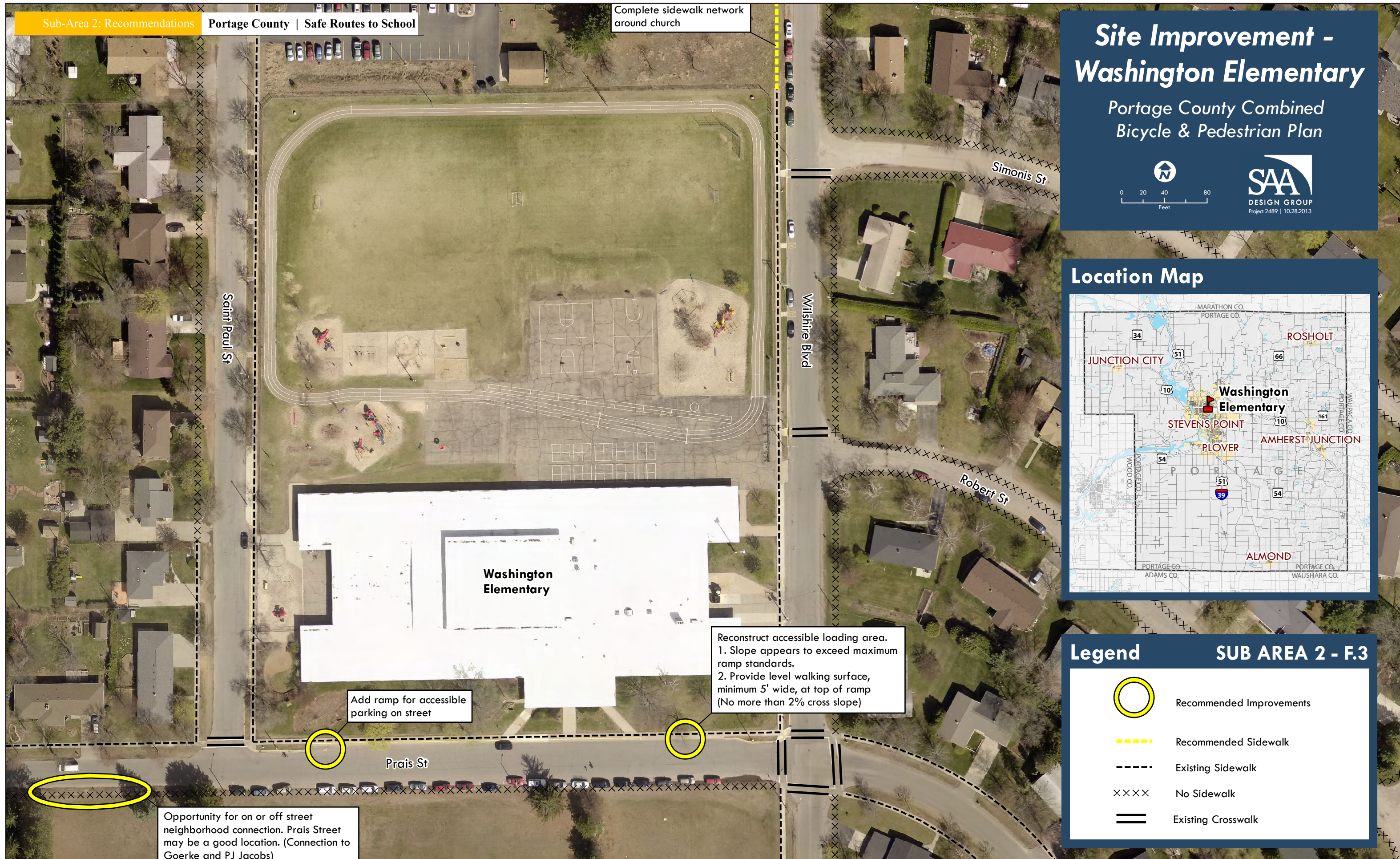
Location Map



Legend

SUB AREA 2 - F.3

- Recommended Improvements
- Recommended Sidewalk
- Existing Sidewalk
- No Sidewalk
- Existing Crosswalk



Opportunity for on or off street neighborhood connection. Prais Street may be a good location. (Connection to Goerke and PJ Jacobs)

Add ramp for accessible parking on street

Reconstruct accessible loading area.
1. Slope appears to exceed maximum ramp standards.
2. Provide level walking surface, minimum 5' wide, at top of ramp (No more than 2% cross slope)