

Portage County Safe Routes to School Plan

Portage County, Wisconsin

Bannach Elementary
School



February, 2014

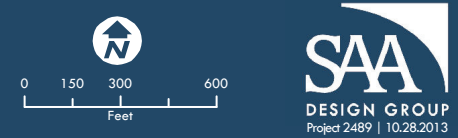
Plan prepared by:

SAA Design Group, Inc.

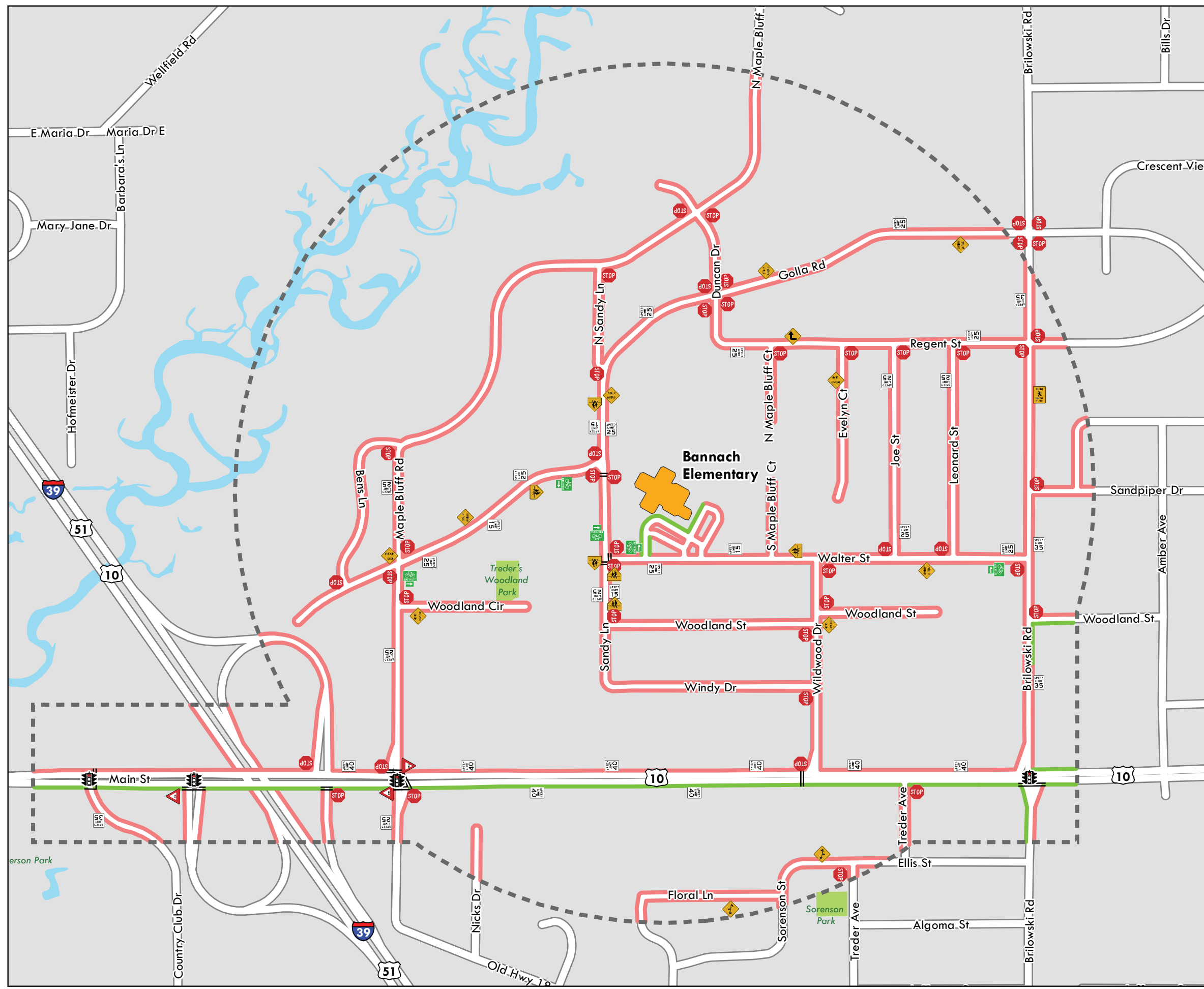
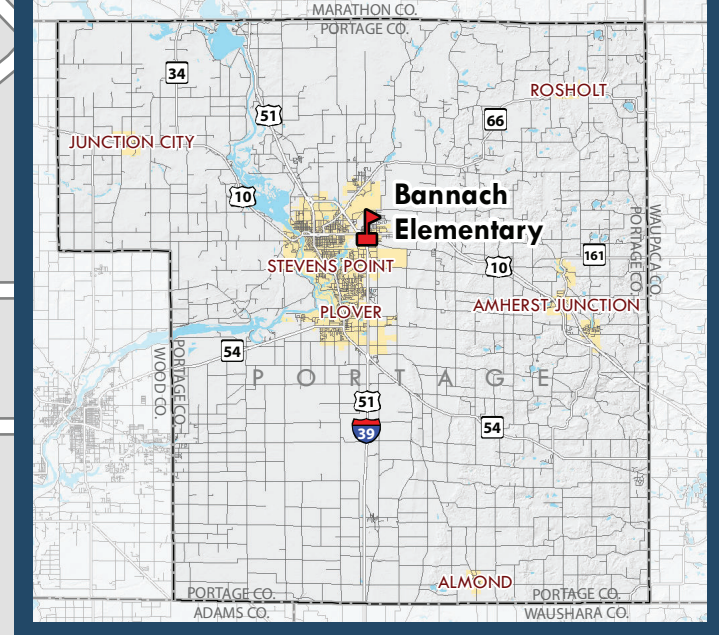
Toole Design Group

Biking & Walking Audit - Bannach Elementary

Portage County Combined
Bicycle & Pedestrian Plan



Location Map

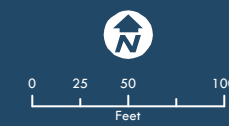


Legend SUB AREA 4 - A.1

	Sidewalk		Crosswalk Ahead
	No Sidewalk		Dead End
	Crosswalk		Playground
	School		School Crossing
	1/2 Mile Radius		Slow: Children at Play
	15 MPH Speed Limit		Stop
	25 MPH Speed Limit		Stop Ahead
	35 MPH Speed Limit		Traffic Signal
	40 MPH Speed Limit		Turn Ahead
	Bike Route		Yield
	Crosswalk		

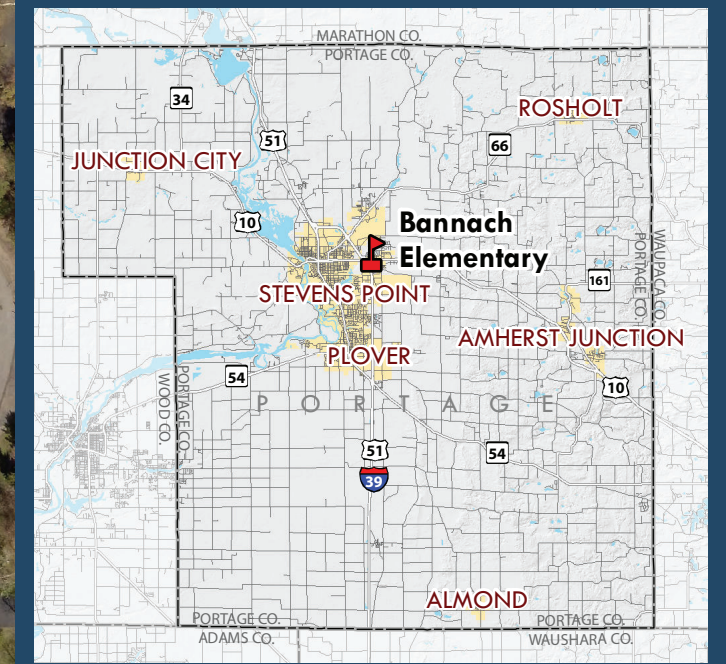
Site Assessment - Bannach Elementary

Portage County Combined
Bicycle & Pedestrian Plan



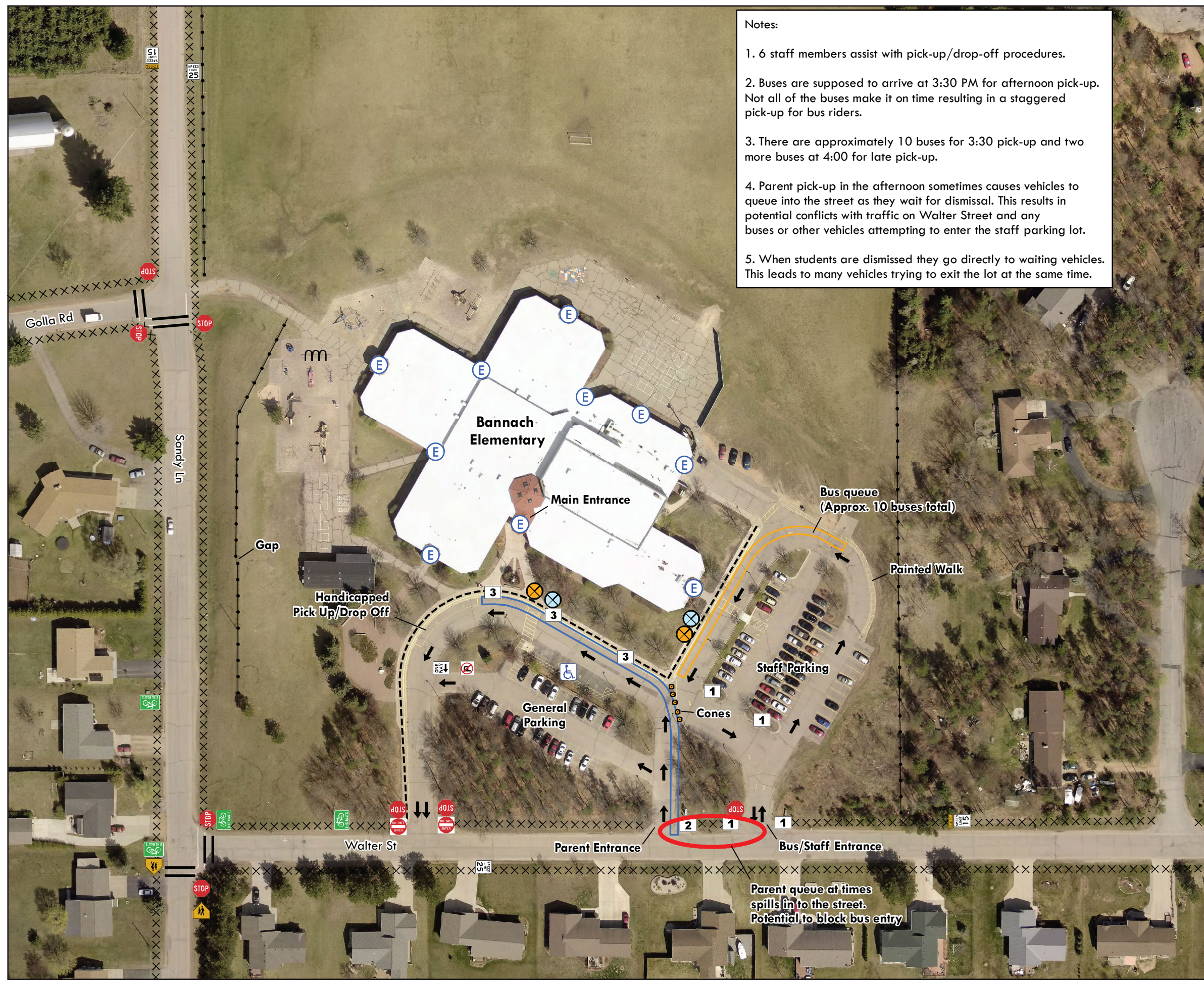
- Notes:
- 6 staff members assist with pick-up/drop-off procedures.
 - Buses are supposed to arrive at 3:30 PM for afternoon pick-up. Not all of the buses make it on time resulting in a staggered pick-up for bus riders.
 - There are approximately 10 buses for 3:30 pick-up and two more buses at 4:00 for late pick-up.
 - Parent pick-up in the afternoon sometimes causes vehicles to queue into the street as they wait for dismissal. This results in potential conflicts with traffic on Walter Street and any buses or other vehicles attempting to enter the staff parking lot.
 - When students are dismissed they go directly to waiting vehicles. This leads to many vehicles trying to exit the lot at the same time.

Location Map



Legend SUB AREA 4 - A.2

---	Existing Sidewalk		15 MPH School Zone
XXXX	No Sidewalk		Bike Route
==	Existing Crosswalk		Cone
—●—	Fence		Do Not Enter
	Bus Drop-Off/ Pick-Up		Entrance
	Parent Drop-Off/ Pick-Up		Handicapped Parking
	Bike Rack		School Crossing
	Buses and Staff Parking Only		School Staff at Drop-Off/Pick-Up
	Parent Entrance and Parking		Student Patrols at Drop-Off/Pick-Up
	No Parking - Pick-Up/ Drop-Off Only		Stop

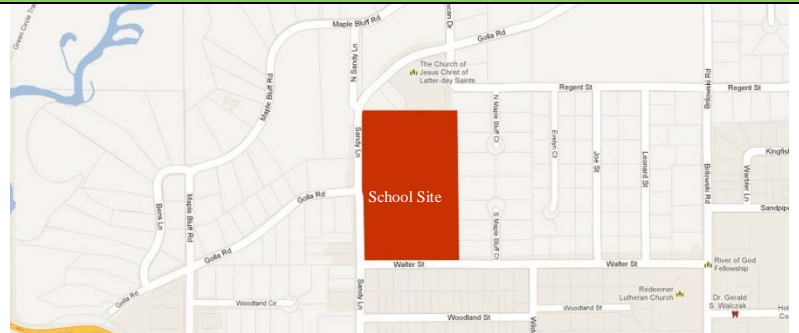


Bannach Elementary School

Location and Contact Information

Bannach Elementary School
 5400 Walter Street
 Stevens Point, WI 54482
 t(715) 345-5668

Jessica Champion, Principal
 School Hours: 9:05-3:35
 Grades PK - 6



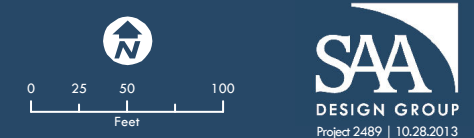
Recommendations

Issue	Recommendation	Rationale
Strategy Type :: Education		
Students and parents may be unaware of preferred walking and bicycling routes.	4.1.1 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	4.1.2 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.	4.1.3 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.	4.1.4 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.	4.1.5 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).
Strategy Type :: Engineering		
The parent loading area is not well defined.	4.1.6 Extend curb at southern edge of bus loading area to separate the bus loop and faculty parking drive from the parent loading area.	Creating a physical barrier between the bus loop/faculty parking and parent loading area will help direct traffic and reduce conflict.
There is only one pedestrian connection from the school to Walter Street.	4.1.7 Create a raised sidewalk connection from the southern edge of the bus loading area to Walter Street.	A raised sidewalk would provide another useful connection to Walter Street and help define the parent drop off area.
Sidewalk at the bus loading area is in poor condition.	4.1.8 Repair or replace sidewalk at bus loading area, maintain width and restripe yellow standing lines as required.	Poorly maintained sidewalk can contribute to hazardous conditions.

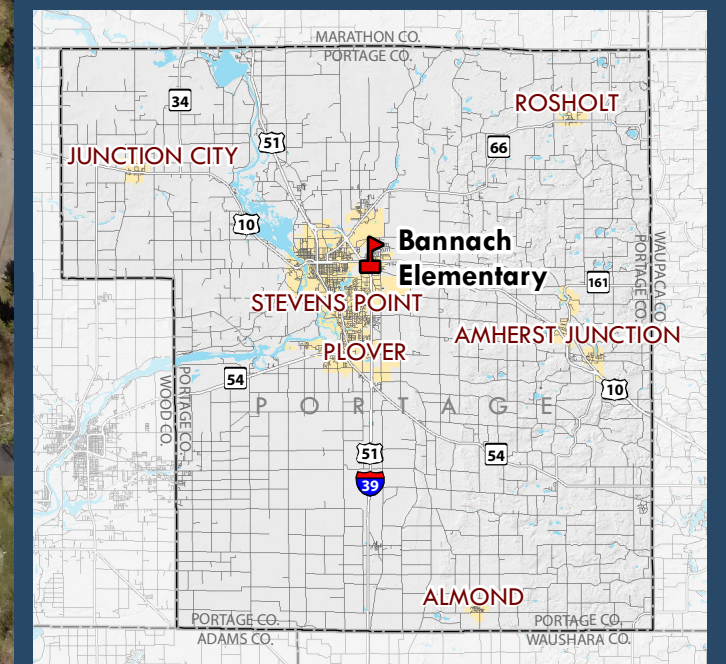
Bike and pedestrian facilities to the north and west of the school do not exist.	4.1.9 Create an off street multi-use path connection along Golla Road and Sandy Lane. Provide a direct connection to the school's internal path network.	An off-path along Sandy Lane and Golla Road would provide a safe connection to the neighborhood.
Drivers may need to be alerted to the presence of students as traffic volumes increase.	4.1.10 As traffic volumes increase, install flashing school zone signs in the areas surrounding the school site.	See Best Practices (Chapter 3).
Pedestrian facilities do not exist on Walter Street.	4.1.11 Install sidewalk along the north side of Walter Street, from Sandy Lane to Brilowski Road.	Implementation of bike/pedestrian facilities along key corridors will improve the conditions for walking and biking within the neighborhood.
Pedestrian facilities do not exist on Wildwood Drive.	4.1.12 Install sidewalk on at least one side of Wildwood Drive, from Walter Street to Highway 10.	Implementation of bike/pedestrian facilities along key corridors will improve the conditions for walking and biking within the neighborhood.
Bike and pedestrian facilities do not exist on Brilowski Road.	4.1.13 Explore opportunities for creating an off-street multi-use path along the east side of Brilowski Road from Highway 10 to Walter Street. Provide crossing improvements at Walter Street and Brilowski Road.	Implementation of bike/pedestrian facilities along key corridors will improve the conditions for walking and biking within the neighborhood. Implementation of bike/pedestrian facilities along key corridors will improve the conditions for walking and biking within the neighborhood.
The intersection of Brilowski Road and Highway 10 is dangerous and difficult to navigate. Appropriate bicycle and pedestrian facilities do not exist.	4.1.14 Improve bicycle and pedestrian accommodations at the intersection of Brilowski Road and Highway 10. Add pedestrian refuge islands and pedestrian activated crossing signals.	Implementation of bike/pedestrian facilities along key corridors will improve the conditions for walking and biking within the neighborhood.
Highway 10 is difficult to cross and bike/pedestrian facilities do not exist on the north side of the highway.	4.1.15 Explore opportunities for an off-street multi-use path along the north side of Highway 10, from Brilowski Road to Maple Bluff Road.	Implementation of bike/pedestrian facilities along key corridors will improve the conditions for walking and biking within the neighborhood.
Strategy Type :: Evaluation		
Current conditions for walking and biking throughout the community are not fully known.	4.1.16 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.	4.1.17 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.	4.1.18 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 - Bannach Elementary

Portage County Combined Bicycle & Pedestrian Plan



Location Map



Legend

SUB AREA 4 - A.3

- - - - Proposed Sidewalk
- - - - Proposed Shoulder
- - - - Proposed Multi-Use Path
- - - - Repair Sidewalk
- Existing Sidewalk
- x x x x No Sidewalk
- · - · Existing Fence
- Existing Crosswalk