

# Portage County Safe Routes to School Plan

Portage County, Wisconsin

Ben Franklin Junior  
High School



February, 2014

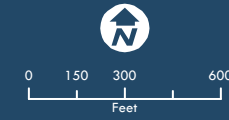
Plan prepared by:

SAA Design Group, Inc.

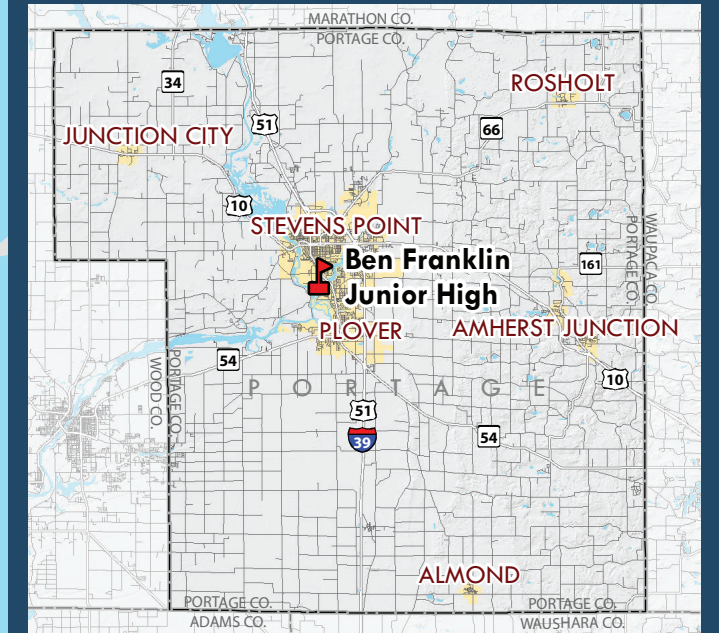
Toole Design Group

# Biking & Walking Audit - Ben Franklin Junior High

Portage County Combined Bicycle & Pedestrian Plan



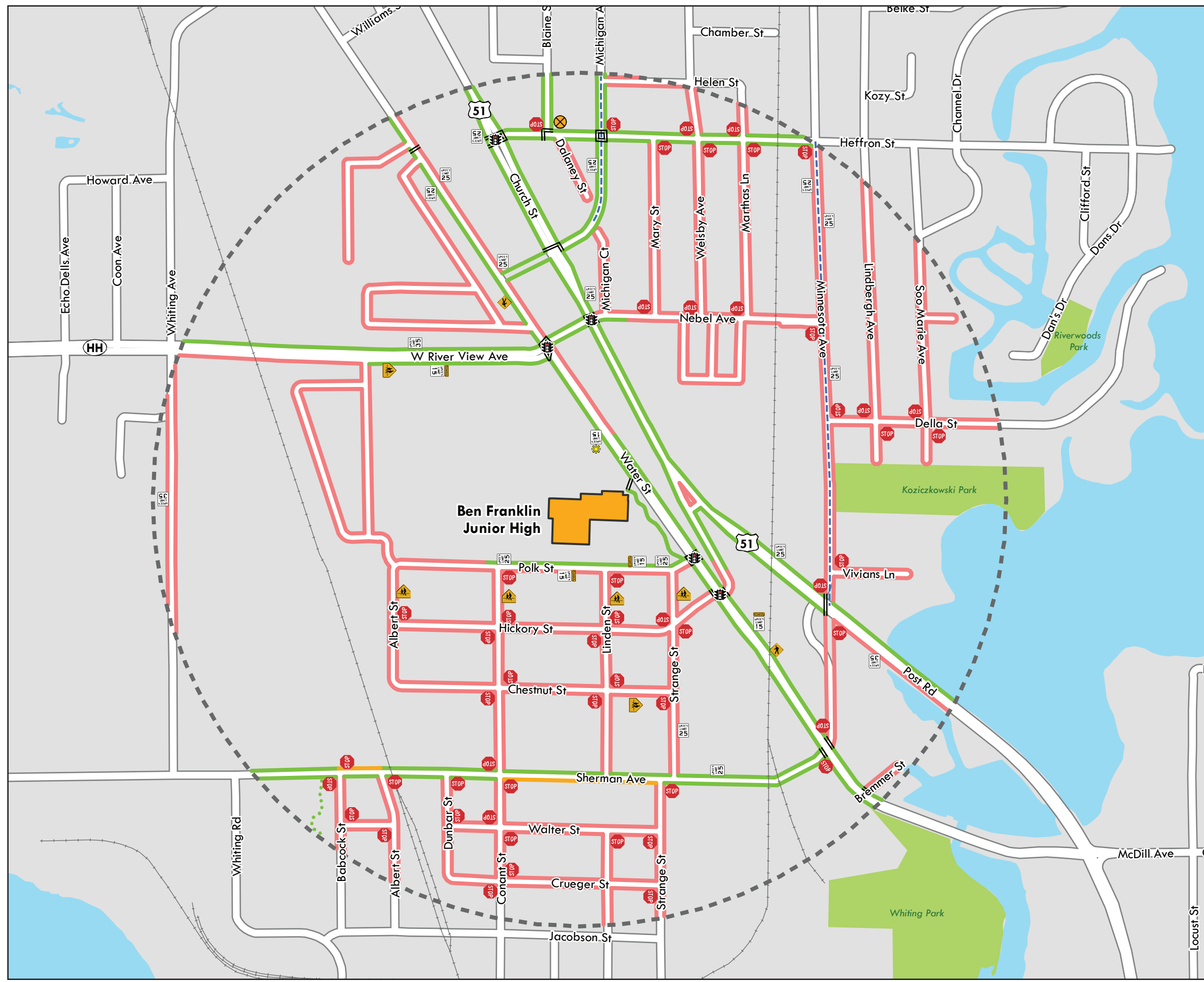
## Location Map



## Legend

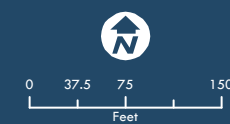
## SUB AREA 3 - A.1

	Good Sidewalk		15 MPH School Zone
	Poor Sidewalk		15 MPH with Beacon
	No Sidewalk		25 MPH Speed Limit
	Trail		35 MPH Speed Limit
	Bike Lane		Pedestrian Crossing
	School		School Crossing
	Crosswalk		Stop
	1/2 Mile Radius		Traffic Signal
	Crossing Guard		



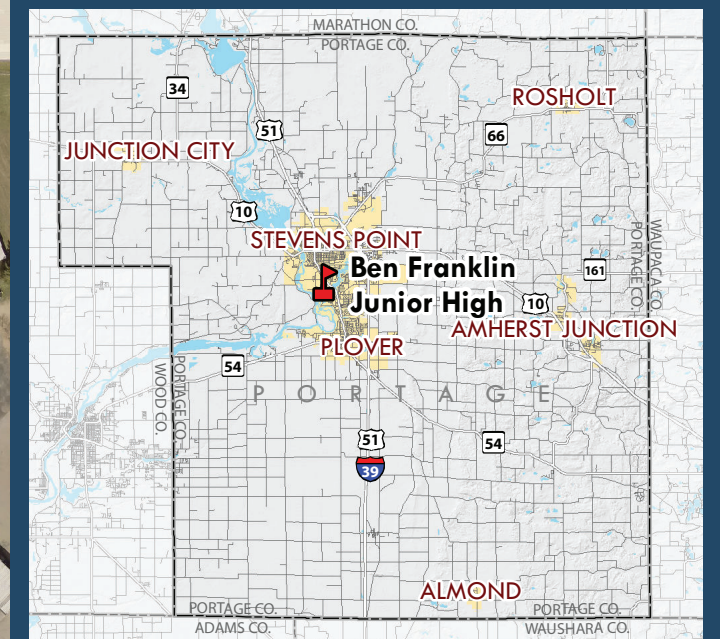
# Site Assessment - Ben Franklin Junior High

Portage County Combined  
Bicycle & Pedestrian Plan



**SAA**  
DESIGN GROUP  
Project 2489 | 10.28.2013

## Location Map



## Legend

## SUB AREA 3 - A.2

- |                          |                   |
|--------------------------|-------------------|
| ----- Existing Sidewalk  | ★ Curb Ramp       |
| ×××× No Sidewalk         | ⊘ Do Not Enter    |
| ==== Desire Line         | ⓔ Entrance        |
| ===== Existing Crosswalk | ⚠ School Crossing |
| ⚡ 15 MPH with Beacon     | ⊘ Stop            |
| ⚡ 15 MPH School Zone     | 🚦 Traffic Light   |
| ⚡ 25 MPH Speed Limit     | 🚏 Bus Drop-off    |
| 🚲 Bike Rack              | 🚏 Parent Drop-off |
| 🚌 Bus Stop               |                   |



### Ben Franklin Junior High

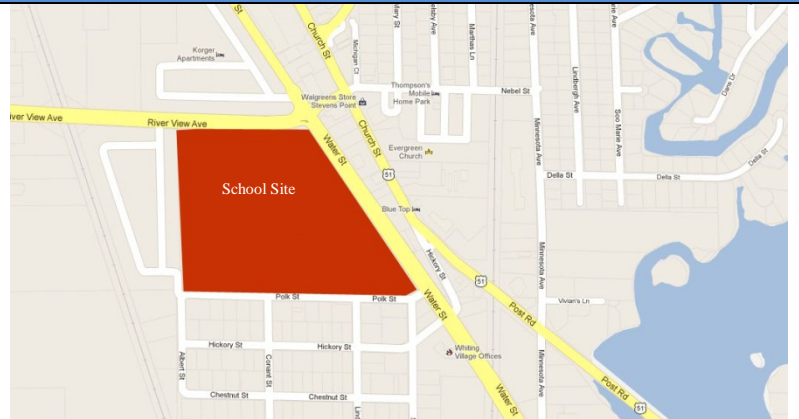
#### Location and Contact Information

**Ben Franklin Junior High School**

2000 Polk Street  
 Stevens Point, WI 54481  
 t(715) 345-5413

Connie Negaard, Principal  
 School Hours: 7:45-2:55  
 Grades 7-9

Note: no site improvement map is prepared for Ben Franklin, as on-campus conditions are generally favorable for pedestrians and bicyclists. Key recommendations to improve Ben Franklin’s walkability and bikeability are focused on the surrounding neighborhood.



#### Recommendations

Issue	Recommendation	Rationale
<b>Strategy Type :: Education</b>		
Congestion occurs during start and release times.	<b>3.1.1</b> 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 3)
Students and parents may be unaware of preferred walking and bicycling routes.	<b>3.1.2</b> 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.	<b>3.2.3</b> Integrate drop-off/pick-up routine education into parent/teacher conferences, 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.
<b>Strategy Type :: Encouragement</b>		
The number of students biking or walking to school could be increased.	<b>3.1.3</b> 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. Other initiatives may include media campaigns and participating in national activities like Walk to School Day/Bike to School Day (currently underway at Ben Franklin).	Encouragement activities build interest and enthusiasm and help ensure the program’s continued success. See Best Practices (Chapter 3).
There aren’t enough encouragement activities in place to promote biking and walking as a fun transportation	<b>3.1.4</b> Develop school-based incentive programs such as "Mileage Clubs" or "Golden	See Best Practices (Chapter 3).

alternative.	Sneaker Awards".	
<b>Strategy Type :: Enforcement</b>		
Traffic laws and school zone regulations need to be enforced.	<b>3.1.5</b> Consider driver feedback signs to inform motorists of their rate of speed within school zones.	Drivers disobeying traffic rules create a dangerous environment for bicyclists and pedestrians.
<b>Strategy Type :: Engineering</b>		
Crosswalk visibility is poor at this significant intersection.	<b>3.1.6</b> Enhance Nebel Avenue intersections with US HWY 51 and Water Street with ladder or continental style crosswalks to increase visibility of crossing.	See Best Practices (Chapter 3).
The Heffron Avenue/USH 51 intersection is difficult to cross.	<b>3.1.7</b> Install corner bump-outs, ADAAG-compliant curb ramps at Heffron Avenue/USH 51 intersection to shorten crossing distance and increase pedestrian safety and visibility.	Heffron Avenue and USH 51 have a complete sidewalk network and can serve as a corridor for pedestrians. Improving this crossing increases the likelihood of this becoming a well-used pedestrian route.
This type of bike rack is not well designed for functionality and can easily damage wheels.	<b>3.1.8</b> Replace "wheel-bender" bike racks with modern rack that has at least two touch points, and, where relevant, (re)locate near school entry on hard surface.	Functional, convenient and secure bike parking can encourage regular use of bikes as transportation.
Vehicle speed and lack of off-street bicycle/pedestrian facilities make portions of Water Street difficult to navigate.	<b>3.1.9</b> "Road diet" for Water Street between (at minimum) Polk Street and Nebel Avenue/River View Avenue, to include designated bicycle facility (off road path on west side preferred).	Reducing lane width and creating an off-street facility creates a safer connection to neighborhoods to the east of the school grounds.
Bicycle and pedestrian facilities do not exist south of the school grounds.	<b>3.1.10</b> Explore options for bicycle facilities on Sherman Avenue/Minnesota Avenue, to link Green Circle Trail and Minnesota Avenue on-street facilities.	Creating an east/west bicycle and pedestrian corridor south of the school grounds improves overall connectivity.
Bike/ped facilities do not exist on Nebel Ave. from Church Street to Minnesota Avenue.	<b>3.1.11</b> Develop 10' off-street shared use path along Nebel Avenue from Water Street to Minnesota Avenue (south side of road preferred).	With appropriate facility improvements, Nebel Ave. could become an important east/west bike/ped corridor.
The southernmost driveway at the School District facility is redundant.	<b>3.1.12</b> Eliminate southernmost driveway at School District facility on Water Street.	Excessive curb cuts create additional hazards and potential conflict points for pedestrians.
The existing Water Street sidewalk crosses the railroad track at an acute angle.	<b>3.1.13</b> Realign Water Street sidewalk to cross railroad track at or near perpendicular, and install truncated domes (similar to recent Post Road sidewalk installation).	Sidewalks and paths should cross railroad tracks at or near perpendicular to prevent trip hazards. Truncated domes provide warning for the visually impaired.
Sidewalk is heaving.	<b>3.1.14</b> Repair Sherman Avenue sidewalk segments: North side between Babcock and Albert; South side between Conant and Strange.	Sidewalks should be maintained to prevent trip hazards.
<b>Strategy Type :: Evaluation</b>		
Current conditions for walking and biking throughout the community are not fully known.	<b>3.1.15</b> Conduct a communitywide transportation survey to measure mode choice within the community. Survey should include primary	Collecting data can provide information to help guide program planning, understand the progress and identify future actions. See

	concerns and popular destinations or routes.	Best Practices (Chapter 3).
The benefits of biking and walking may not be fully understood within the community.	<b>3.1.16</b> 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.	<b>3.1.17</b> 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 - Ben Franklin Junior High

Portage County Combined Bicycle & Pedestrian Plan



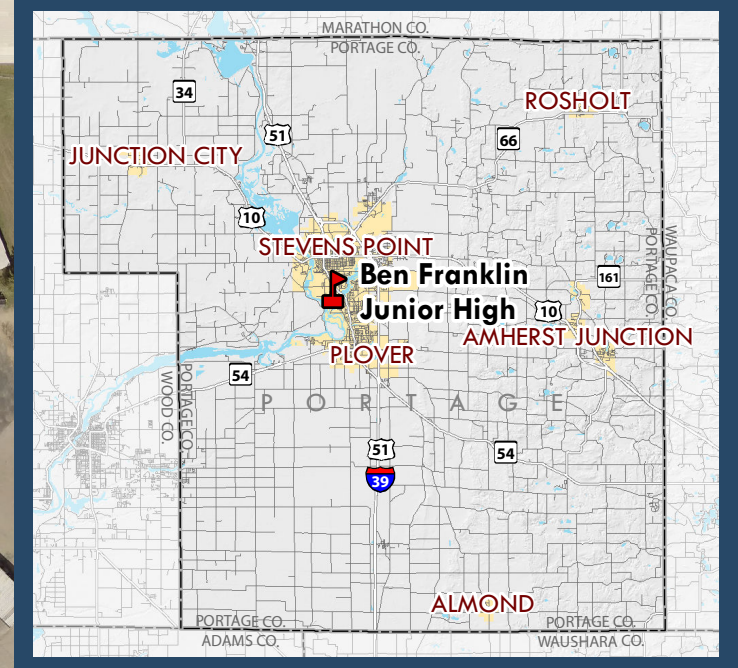
0 37.5 75 150  
Feet



Project 2489 | 10.28.2013

Location Map

SUB AREA 3 - A.3



# NO IMPROVEMENT RECOMMENDATIONS



Ben Franklin Junior High

Staff Parking

Staff Parking

Polk St

US Hwy 51

Water St

Conant St

Linden St

Strange St