

Portage County Safe Routes to School Plan

Portage County, Wisconsin
Charles F. Fernandez
Center for Alternative
Learning

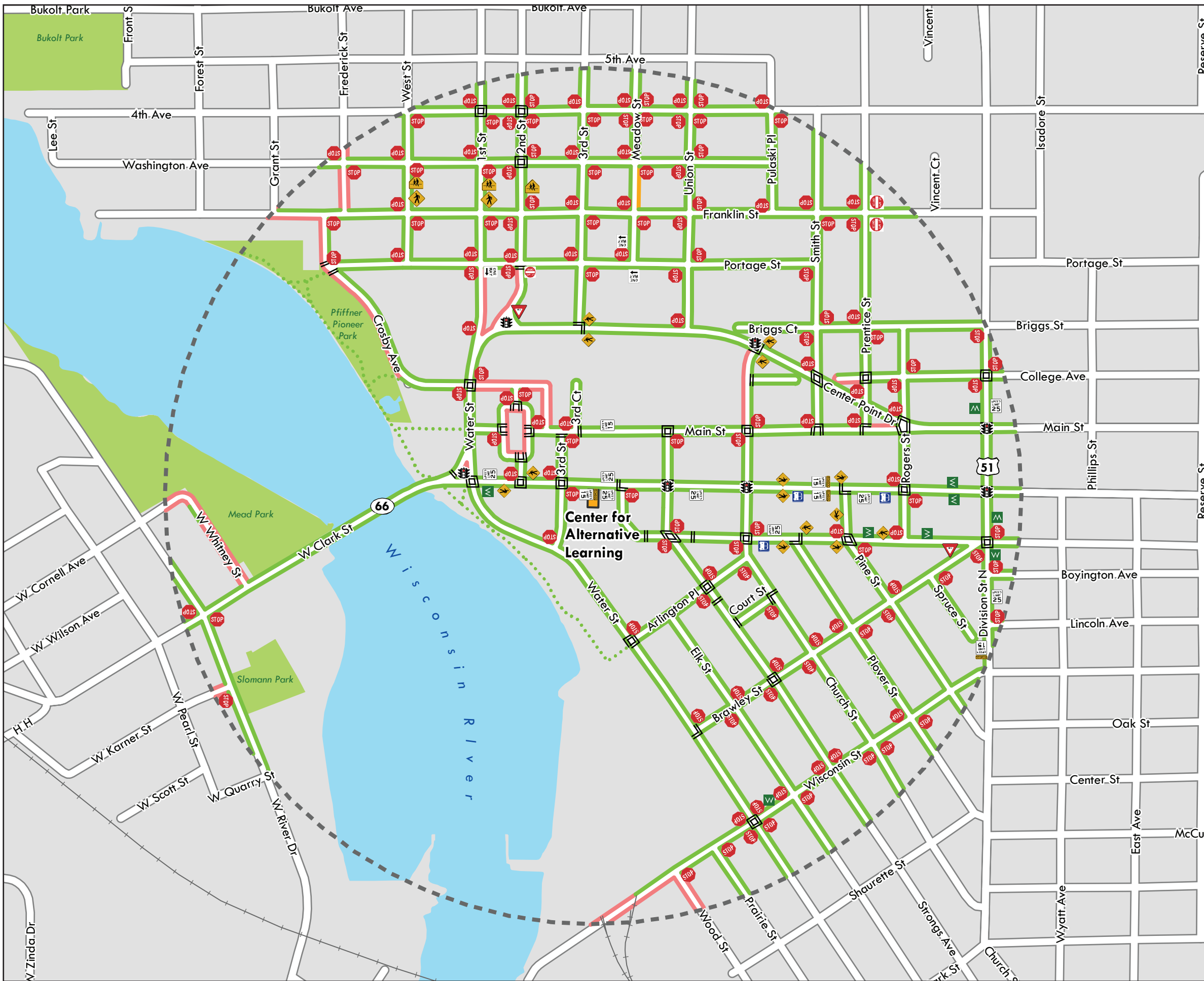


February, 2014

Plan prepared by:

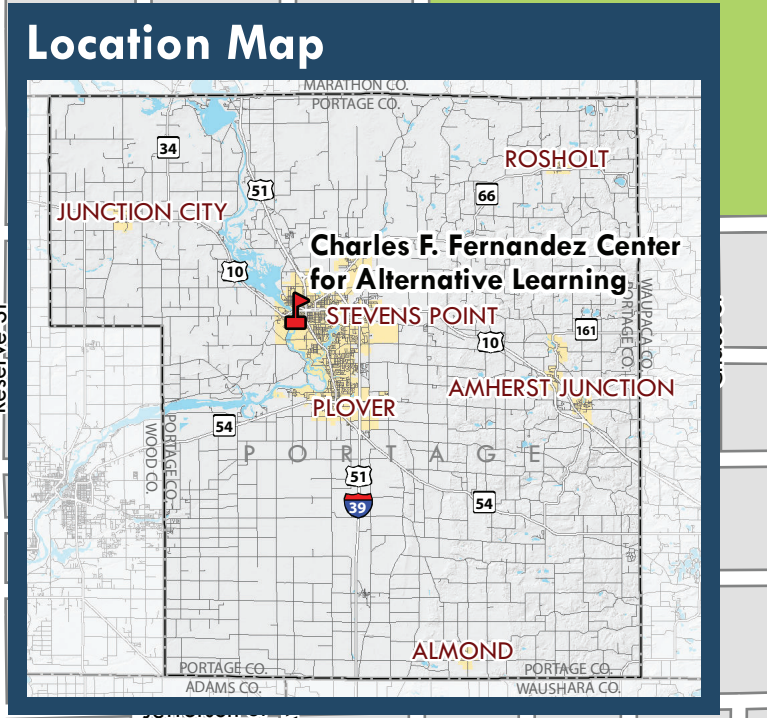
SAA Design Group, Inc.

Toole Design Group



Biking & Walking Audit - Charles F. Fernandez Center for Alternative Learning

Portage County Combined Bicycle & Pedestrian Plan



Legend SUB AREA 2 - A.1

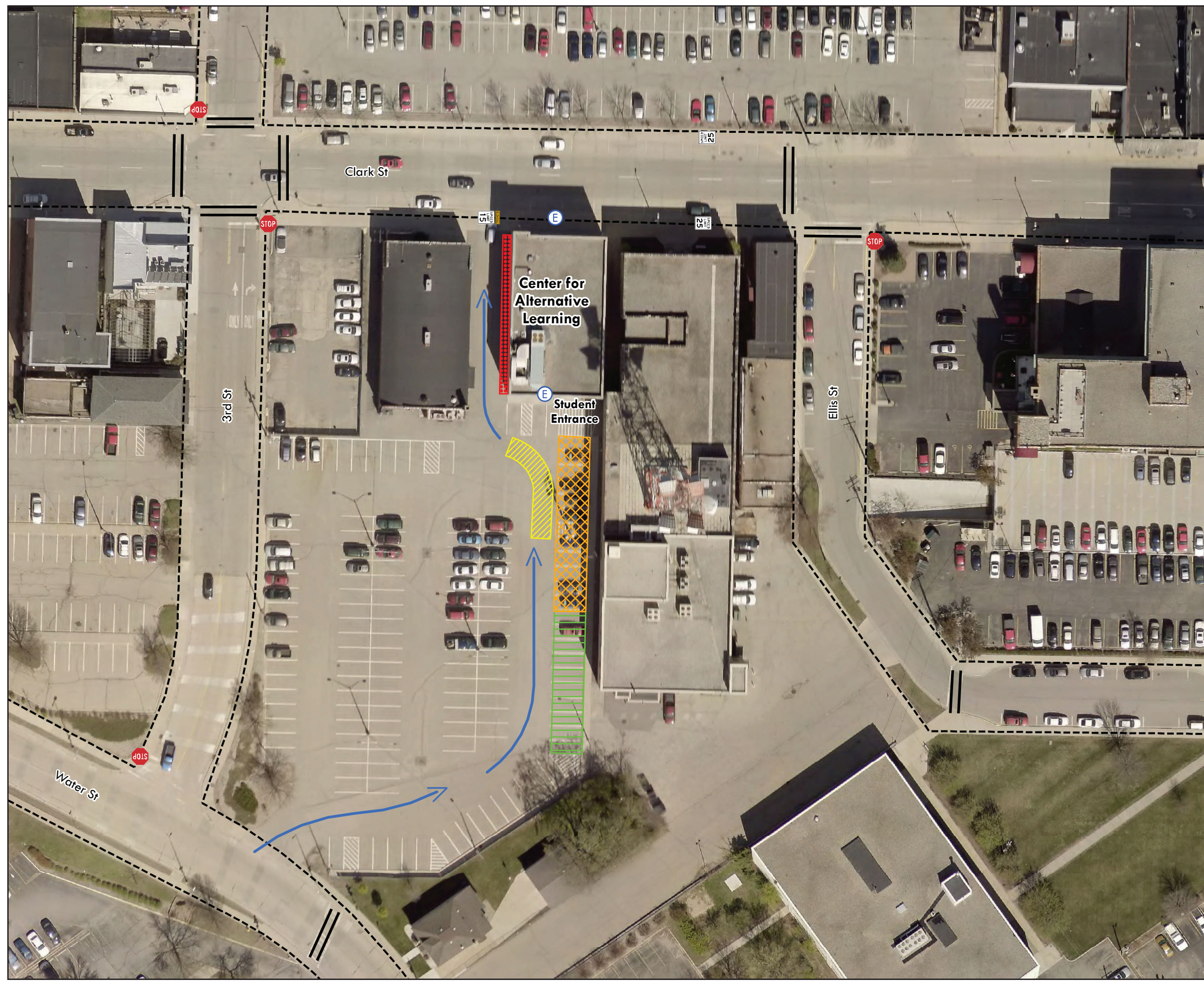
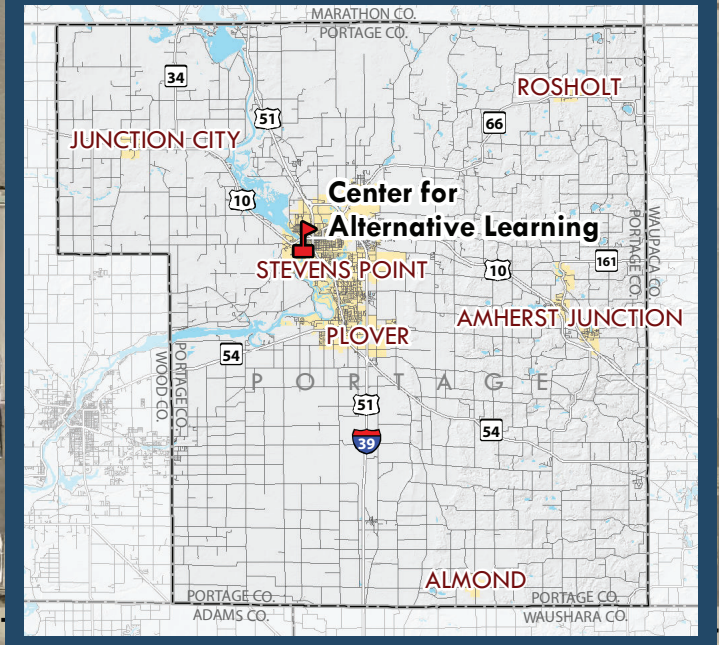
	Good Sidewalk		25 MPH Speed Limit
	Poor Sidewalk		Bus Stop
	No Sidewalk		Do Not Enter
	Multi-Use Path		One Way
	Crosswalk		Pedestrian Crossing
	School		School Crossing
	1/2 Mile Radius		Stop
	15 MPH School Zone		Traffic Signal
	15 MPH Speed Limit		Yield
			Wayfinding Signage

Site Assessment - Charles F. Fernandez Center for Alternative Learning

Portage County Combined Bicycle & Pedestrian Plan



Location Map



Legend SUB AREA 2 - A.2

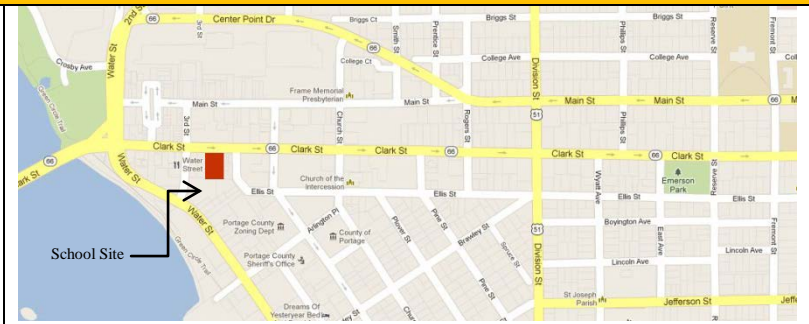
Bus Route	No Sidewalk
No Parking	Existing Crosswalk
Permit Parking	Building Entrance
Reserved School Parking	25 MPH Speed Limit
Bus Drop-off	15 MPH Speed Limit
Existing Sidewalk	Stop Sign

Charles F. Fernandez Center for Alternative Learning

Location and Contact Information

Charles F. Fernandez Center for Alternative Learning
 1025 Clark Street
 Stevens Point, WI 54481
 t(715) 345-5592

Liz Fulton, Principal
 School Hours: 9:05-3:35
 Grades 7-12



Recommendations

Strategy Type :: Education

Issue	Recommendation	Rationale
Parents may be unaware of or ignore established drop-off/pick-up procedures.	2.1.1 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.	2.1.2 Consider initiating a SRTS Training Program. These programs, available through organizations like the 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.	2.1.3 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.	2.1.4 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)

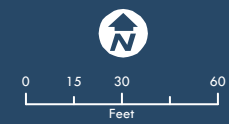
Strategy Type :: Encouragement

The number of students biking or walking to school could be increased.	2.1.5 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).
Vehicles speeding on Clark Street.	2.1.6 Consider driver feedback signs to inform motorists of their rate of speed within school zones.	See Best Practices (Chapter 3).
There aren’t enough encouragement activities in place to promote biking	2.1.7 Develop school-based incentive programs for walking and	See Best Practices (Chapter 3).

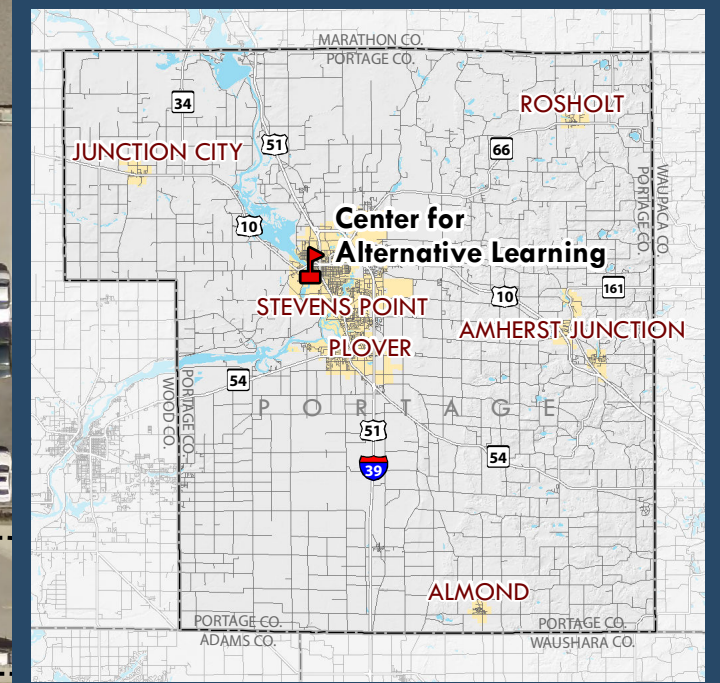
and walking as a fun transportation alternative.	biking.	
Strategy Type :: Enforcement		
Traffic laws and school zone regulations need to be enforced.	2.1.8 Enforce speed limits, traffic signage and crosswalk regulations in school zones.	Drivers disobeying traffic rules create a dangerous environment for bicyclists and pedestrians.
Inappropriate motorist behavior is not always reported.	2.1.9 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.	2.1.10 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		
This type of bike rack is not well designed for functionality and can easily damage wheels.	2.1.11 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.
A designated bus loading area does not exist.	2.1.12 Create and mark a designated bus loading area behind the school. Locate the bus loading area so that it does not conflict with vehicular parking.	A designated bus loading area may help reduce conflicts with loading and vehicular traffic.
Pedestrian activated crossing signals do not exist at all major signalized intersections.	2.1.13 Install pedestrian activated crossing signals at all major signalized intersections.	See Best Practices (Chapter 3).
Opportunities exist to create a more complete on-street bicycle network.	2.1.14 Explore opportunities for creating on-street bicycle facilities along Minnesota Avenue, Clark Street, Main Street and Church Street. 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.
Strategy Type :: Evaluation		
Current conditions for walking and biking throughout the community are not fully known.	2.1.15 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 3).
The benefits of biking and walking may not be fully understood within the community.	2.1.16 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.	2.1.17 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 - Charles F. Fernandez Center for Alternative Learning

Portage County Combined Bicycle & Pedestrian Plan



Location Map



Legend

SUB AREA 2 - A.3

- Proposed Bus Drop-Off
- No Parking
- Bus Route
- Existing Crosswalk
- Existing Sidewalk
- No Sidewalk

