

Portage County Safe Routes to School Plan

Portage County, Wisconsin

McDill Academies



February, 2014

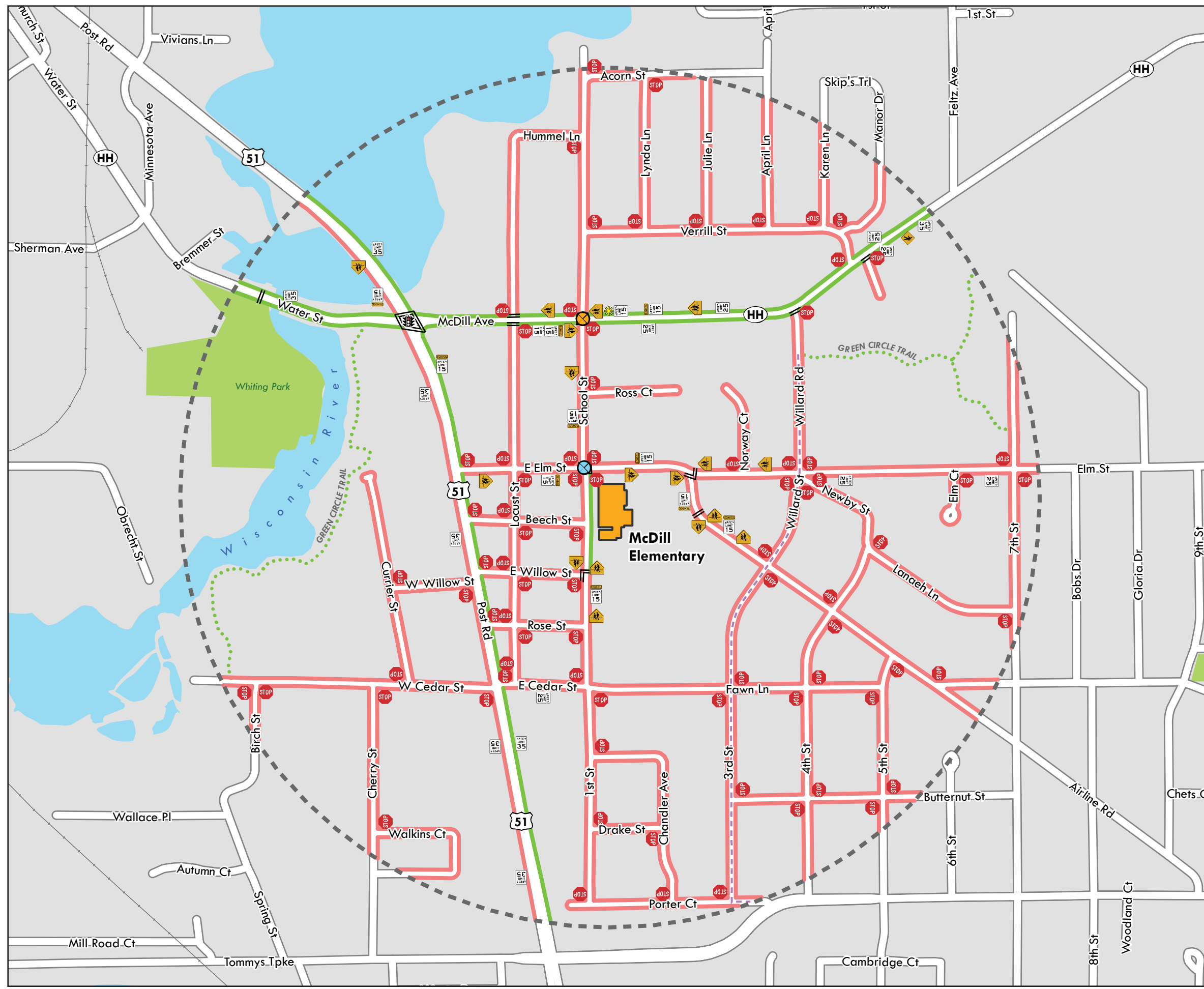
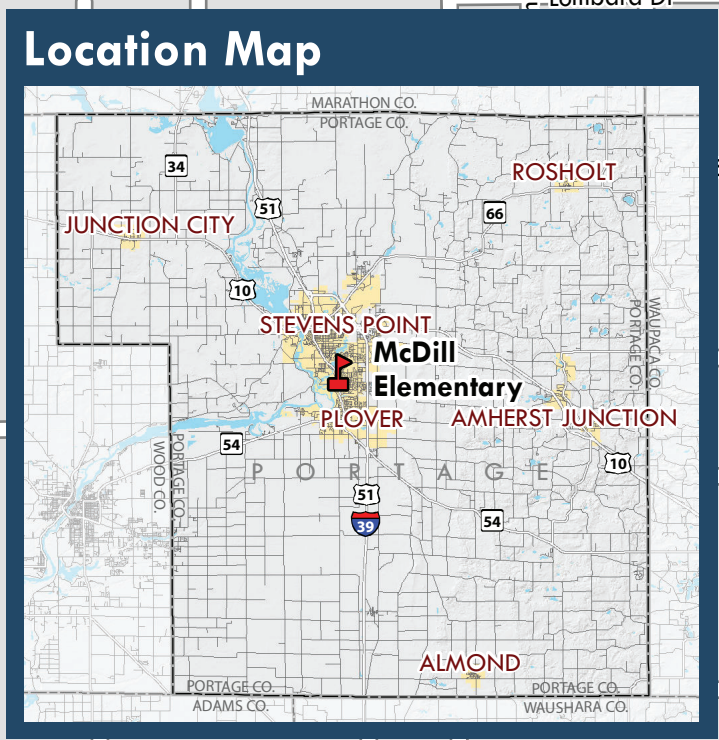
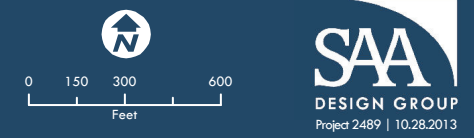
Plan prepared by:

SAA Design Group, Inc.

Toole Design Group

Biking & Walking Audit - McDill Elementary

Portage County Combined
Bicycle & Pedestrian Plan

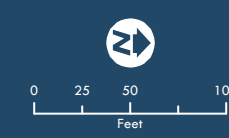


Legend SUB AREA 3 - B.1

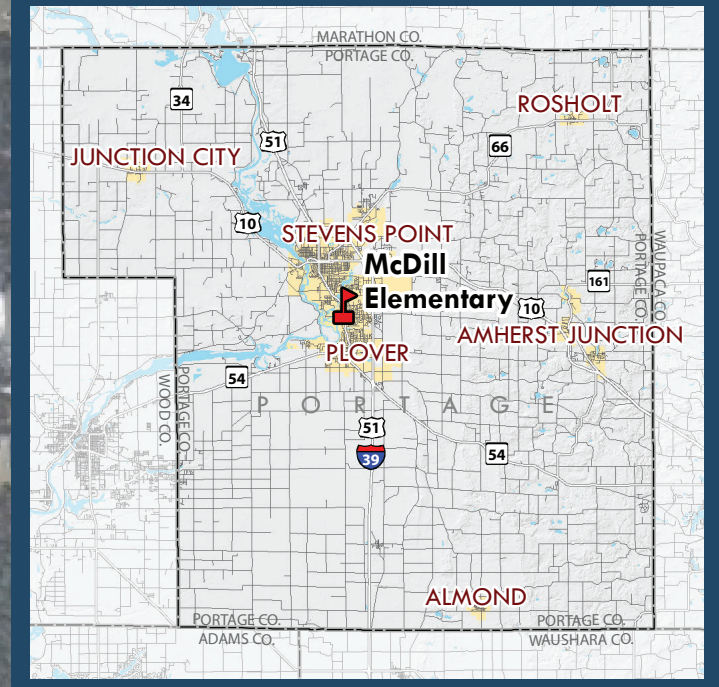
Good Sidewalk	15 MPH Speed Limit with Flashing Beacon
No Sidewalk	15 MPH School Zone
Trail	25 MPH Speed Limit
Bike Route	35 MPH Speed Limit
1/2 Mile Radius	Pedestrian Crossing
Crossing Guard - Adult	School Crossing
Crossing Guard - Student	Stop
Crosswalk	Traffic Signal
McDill Elementary	

Site Assessment - McDill Elementary

Portage County Combined
Bicycle & Pedestrian Plan



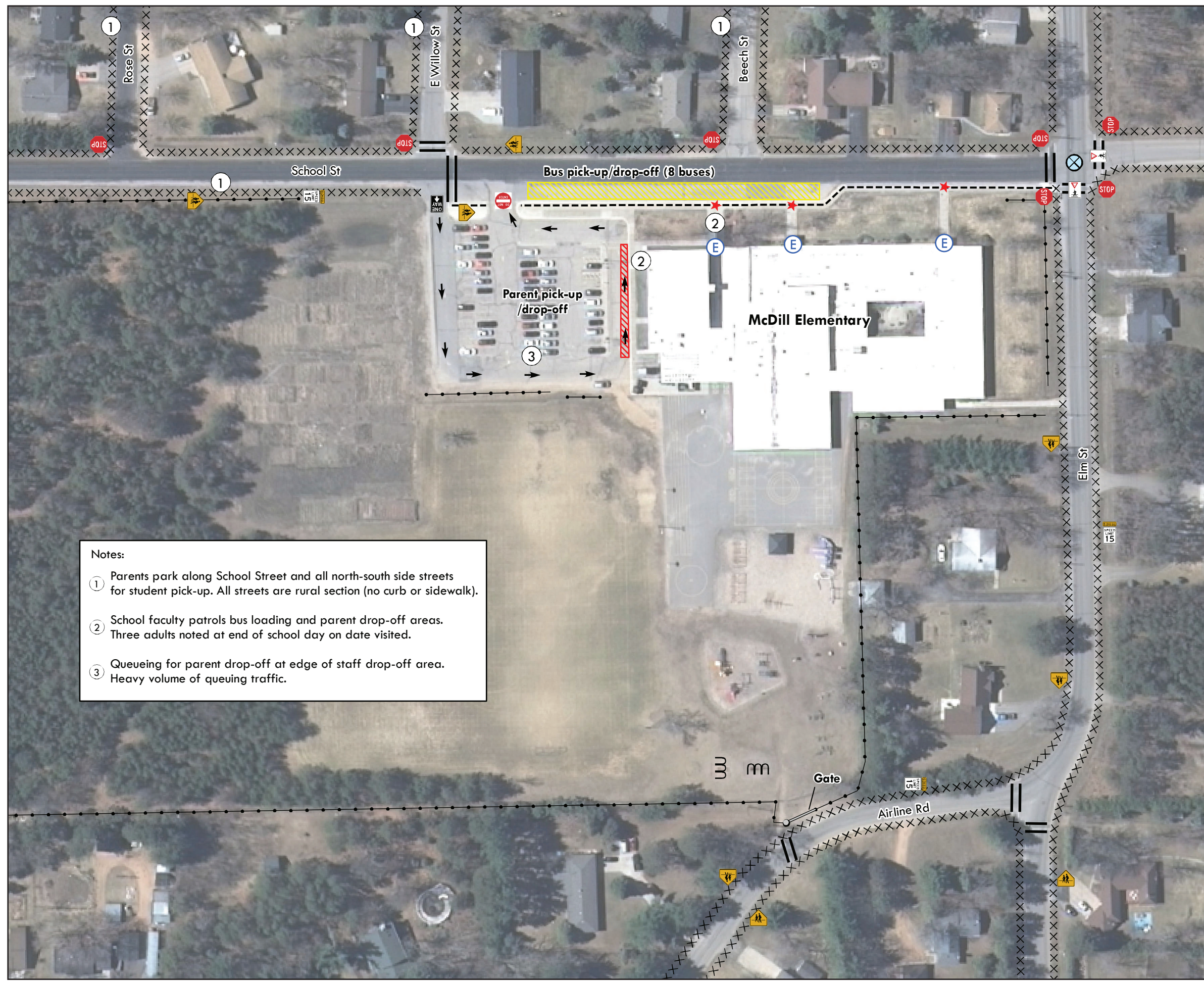
Location Map



- Notes:
- ① Parents park along School Street and all north-south side streets for student pick-up. All streets are rural section (no curb or sidewalk).
 - ② School faculty patrols bus loading and parent drop-off areas. Three adults noted at end of school day on date visited.
 - ③ Queuing for parent drop-off at edge of staff drop-off area. Heavy volume of queuing traffic.

Legend SUB AREA 3 - B.2

- Existing Sidewalk
- XXXX No Sidewalk
- == Existing Crosswalk
- .- Existing Fence
- ▨ Bus Drop-Off/Pick-Up
- ▨ Parent Drop-Off/Pick-Up
- 15 15 MPH School Zone
- m Bike Rack
- ★ Curb Ramp
- E Entrance
- ⚠ School Crossing
- STOP Stop

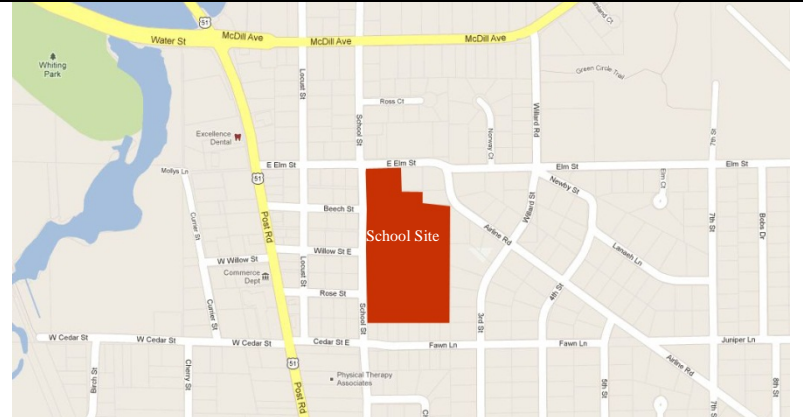


McDill Academies

Location and Contact Information

McDill Academies
 2516 School Street
 Stevens Point, WI 54481
 t(715) 345-5420

Jeanne Koepke, Principal
 School Hours: 9:05-3:35
 PK-6



Recommendations

Issue	Recommendation	Rationale
Strategy Type :: Education		
Congestion occurs during start and release times.	3.2.1 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 3)
Students and parents may be unaware of preferred walking and bicycling routes.	3.2.2 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.	3.2.3 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.
Strategy Type :: Encouragement		
The number of students biking or walking to school could be increased.	3.2.3 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).
The number of students biking or walking to school could be increased.	3.2.4 Develop school-based incentive programs such as "Mileage Clubs" or "Golden Sneaker Awards".	See Best Practices (Chapter 3).
The parent vehicle loading area is not well defined.	3.2.5 Use safety cones to block off east end of parking aisles to encourage orderly drop-off and pick-up in staff parking lot.	A well-defined parent vehicle loading area may help reduce congestion and potential conflicts within the parking lot area.
The number of students biking or walking to school could be	3.2.6 Develop a Walking School Bus program at each school using	See Best Practices (Chapter 3).

increased.	community and parent volunteers.	
Strategy Type :: Enforcement		
Traffic laws and school zone regulations need to be enforced.	3.2.7 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.
Additional school zone signage could be installed.	3.2.8 Add 15 mph school zone signage on Elm Street (WB) between Willard and Airline.	See Best Practices (Chapter 3).
Left turns onto School Street create conflict points at crosswalks and interfere with loading areas.	3.2.9 Install signage and enforce "Right Turn Only 8:25 - 9:15 and 3:25 - 4:00" at EB Beech Street and School Street, EB Willow Street and School Street, EB Rose Street and School Street.	Eliminating left turns onto School street during arrival and dismissal times will reduce congestion and conflict points.
Right turns onto School Street from school grounds create conflict points at crosswalks and interfere with loading areas.	3.2.10 Install signage and enforce "Left Turn Only Onto School Street" at parking lot exit.	Eliminating right turns onto School street during arrival and dismissal times will reduce congestion and conflict points.
Crossing guards are not available at all significant intersections.	3.2.11 Increase the number of adult crossing guards.	See Best Practices (Chapter 3).
Pedestrians pass through the bus loading area during arrival/dismissal times.	3.2.12 Reduce spacing of parked buses at pick-up and drop off to prevent pedestrian pass-through.	Reducing spacing of parked buses will discourage pedestrian pass through and encourage crossing at the marked crosswalks.
Strategy Type :: Engineering		
A north/south pedestrian connection should be established.	3.2.13 Install sidewalk along east side of 1st Street/School Street from Porter Court to McDill Ave.	Establishing a grid of pedestrian facilities connecting to school grounds will provide greater opportunity for students to safely walk to/from school.
An east/west pedestrian connection should be established.	3.2.14 Install sidewalk along south side of Porter Court.	Establishing a grid of pedestrian facilities connecting to school grounds will provide greater opportunity for students to safely walk to/from school.
The crossing at 1 st Street/Porter Court is unmarked.	3.2.15 Install painted crosswalk at east leg (oriented N-S) of 1st Street/Porter Court intersection.	See Best Practices (Chapter 3).
The crossing at 1 st Street/Porter Court is unmarked.	3.2.16 Install "Right Turn Yield to Pedestrians" sign at WB Porter Court.	See Best Practices (Chapter 3).
There is a gap in the sidewalk network on Porter Court.	3.2.17 Install sidewalk along south side of Elm Street from Post Road to Hoover Avenue.	See Best Practices (Chapter 3).
Drivers may need to be alerted to the presence of bicyclists and pedestrians.	3.2.18 Install "Share the Road" signage, or similar bicycle awareness signage, on Airline, School/1st, and Elm.	See Best Practices (Chapter 3).
On-site bicycle and pedestrian facilities are minimal.	3.2.19 Install 10' hard surface path system with traffic control signage on school grounds for pedestrian and bicycling encouragement and education.	On-site bicycle and pedestrian facilities may help encourage regular use of this mode of transportation.

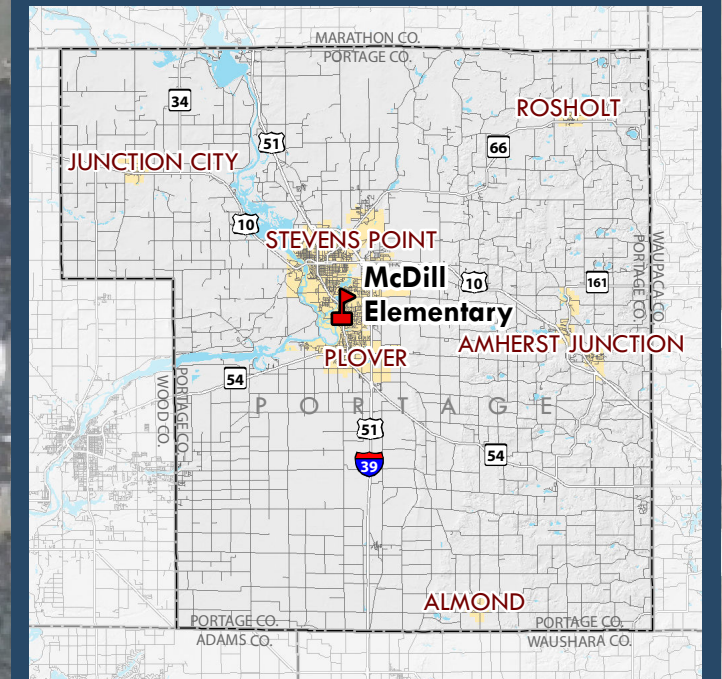
Drivers may need to be alerted to the presence of bicyclists and pedestrians.	3.2.20 Install warning beacon on southbound Airline near Elm Street intersection; utilize ped activation or motion detection activator for beacon at east (rear) school grounds access gate.	See Best Practices (Chapter 3).
This type of bike rack is not well designed for functionality and can easily damage wheels.	3.2.21 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.
Parking lot islands are not accessible.	3.2.22 Replace parking lot islands to be compliant with standards of ADA accessibility.	See Best Practices (Chapter 3).
McDill Avenue (HH) can be difficult to cross.	3.2.23 Add pedestrian refuge islands to the McDill Avenue/School Street intersection when reconstruction is required.	See Best Practices (Chapter 3).
Strategy Type :: Evaluation		
Current conditions for walking and biking throughout the community are not fully known.	3.2.24 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.	3.2.25 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.	3.2.26 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 - McDill Elementary

Portage County Combined
Bicycle & Pedestrian Plan



Location Map



Legend

SUB AREA 3 - B.3

- Install "No Left Turn" sign
- Install "No Right Turn" sign
- Set up cones
- Proposed sidewalk/path
- Proposed crosswalk
- Existing Sidewalk/Path
- No Sidewalk
- Existing Crosswalk

