

Portage County Safe Routes to School Plan

Portage County, Wisconsin

McKinley Center



February, 2014

Plan prepared by:

SAA Design Group, Inc.

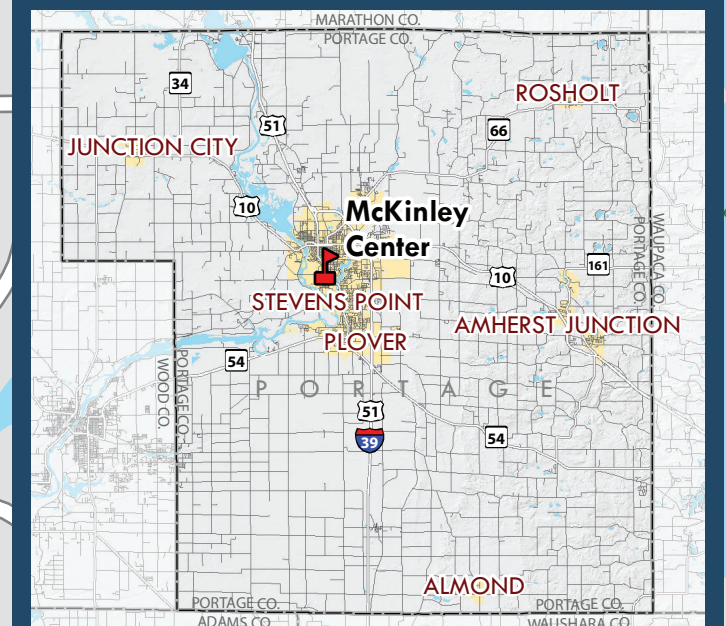
Toole Design Group

Biking & Walking Audit - McKinley Center

Portage County Combined Bicycle & Pedestrian Plan



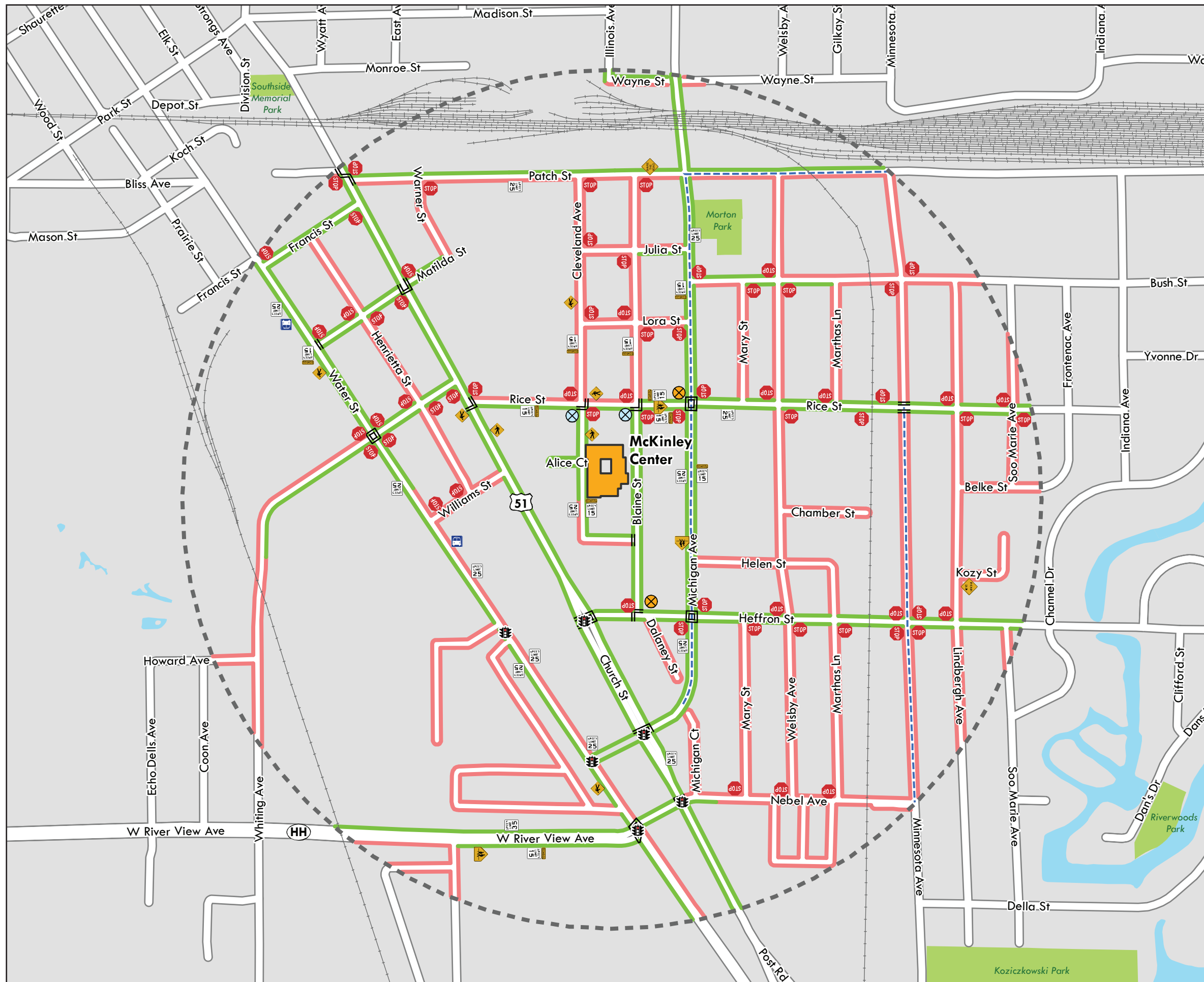
Location Map



Legend

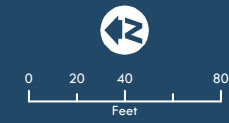
SUB AREA 3 - C.1

	Good Sidewalk		Bus Stop
	No Sidewalk		Crossing Guard - Adult
	Bike Lane		Crossing Guard - Student
	Crosswalk		Dead End
	1/2 Mile Radius		Pedestrian Crossing
	McKinley Center		School Crossing
	15 MPH School Zone		Share the Road
	25 MPH Speed Limit		Stop
	35 MPH Speed Limit		Traffic Light

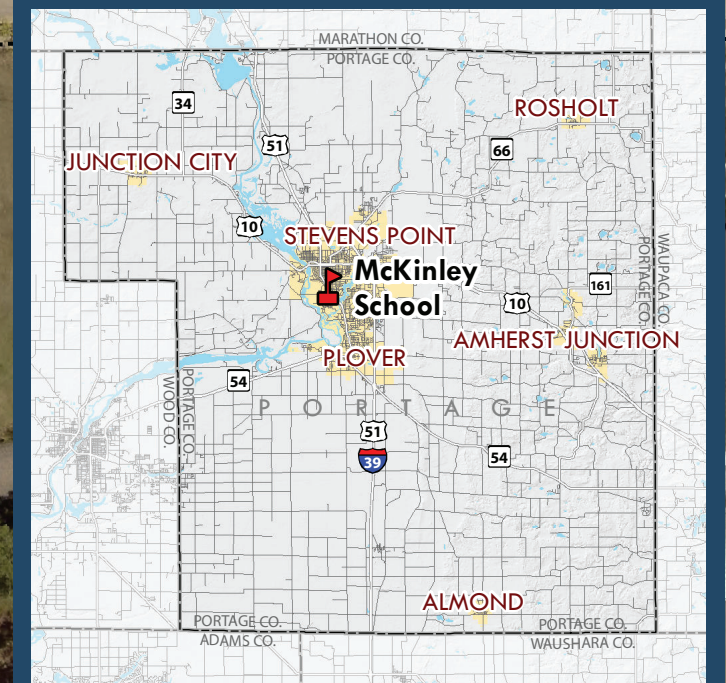


Site Assessment - McKinley School

Portage County Combined
Bicycle & Pedestrian Plan



Location Map



Legend

SUB AREA 3 - C.2

- Existing Sidewalk
- XXXX No Sidewalk
- === Existing Crosswalk
- 15 MPH School Zone
- 25 MPH Speed Limit
- Staff Parking
- Parent Drop-off
- Bus Drop-off
- Bike Rack
- Curb Ramp
- Entrance
- School Crossing
- Stop
- Student Crossing

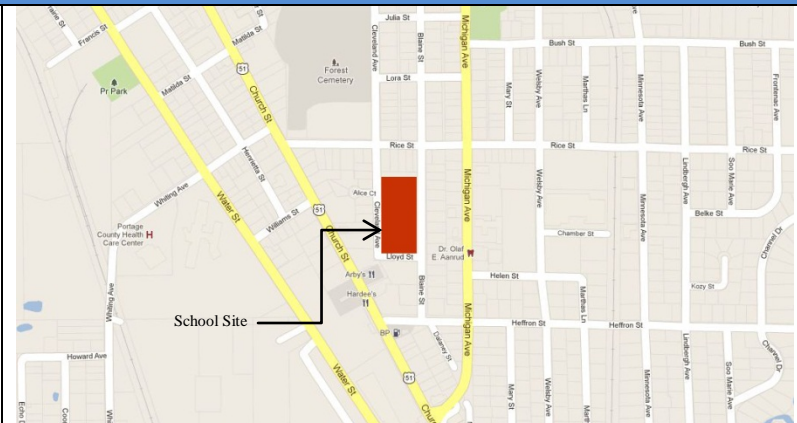


McKinley Center

Location and Contact Information

McKinley Center
 2926 Blaine Street
 Stevens Point, WI 54481
 t(715) 345-5421

John Blader, Sr., Principal
 School Hours: 9:05-3:35
 PK-6



Recommendations

Issue	Recommendation	Rationale
Strategy Type :: Education		
Congestion occurs during start and release times.	3.3.1 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.	3.3.2 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.	3.3.3 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.	3.3.4 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 alternative.	3.3.5 Develop school-based incentive programs such as "Mileage Clubs" or "Golden Sneaker Awards".	See Best Practices (Chapter 3).
The number of students biking or walking to school could be increased.	3.3.6 Develop a Walking School Bus program at each school using community and parent volunteers.	See Best Practices (Chapter 3).
Strategy Type :: Enforcement		

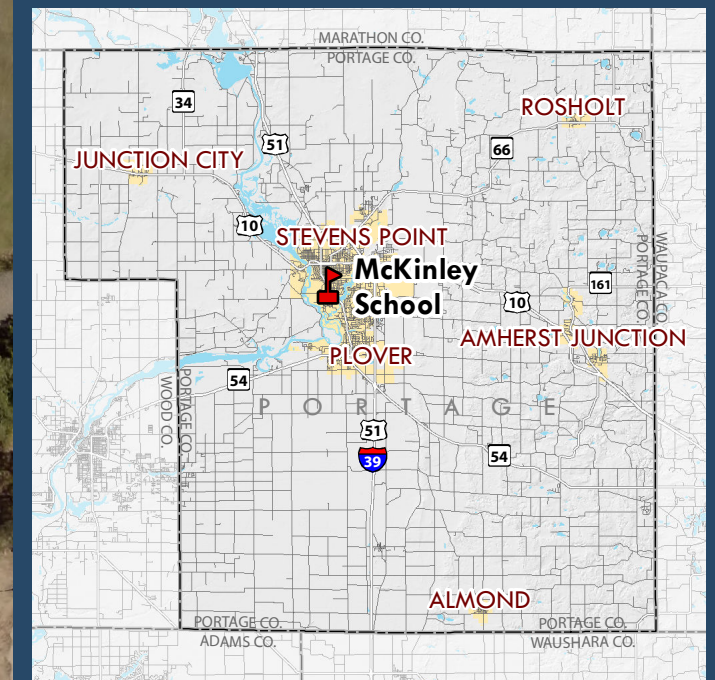
Traffic laws and school zone regulations need to be enforced.	3.3.7 Consider driver feedback signs to inform motorists of their rate of speed within school zones.	Drivers disobeying traffic rules create a dangerous environment for bicyclists and pedestrians.
Right turns from Cleveland Avenue to Rice Street and from Rice Street to Blaine Street, during arrival/dismissal periods, create vehicle/pedestrian conflicts at crosswalks.	3.3.8 Install signage and enforce "No Right Turns 8:15 - 9:15 and 3:15 - 4:00" at WB Cleveland Avenue and Rice Street and NB Rice Street and Blaine Street.	Restricting right turns helps protect pedestrians in crosswalks during periods of congestion.
Pedestrians cut through the bus queue on Blaine Street.	3.3.9 Reduce spacing of parked buses at pick-up and drop off to prevent pedestrian pass-through.	Reducing the spacing of parked buses will help discourage students crossing Blaine Street midblock where parked cars and buses create a hazardous situation.
Strategy Type :: Engineering		
Crosswalk visibility is poor at this significant intersection.	3.3.10 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.	3.3.11 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.	3.3.12 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.
Bike/ped facilities do not exist on Nebel Ave. from Church Street to Minnesota Avenue.	3.3.13 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.
Strategy Type :: Evaluation		
Current conditions for walking and biking throughout the community are not fully known.	3.3.14 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.	3.3.15 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.	3.3.16 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 - McKinley School

Portage County Combined Bicycle & Pedestrian Plan



Location Map



Legend SUB AREA 3 - C.3

- Proposed "School Zone" sign
- Proposed "No Right Turn 8:15-9:15 and 3:15-4:15" sign
- Proposed ladder/continental crosswalk
- Proposed curb ramp
- Existing Sidewalk
- No Sidewalk

