

# Portage County Safe Routes to School Plan

Portage County, Wisconsin

P.J. Jacobs Junior High  
School



February, 2014



Plan prepared by:

SAA Design Group, Inc.

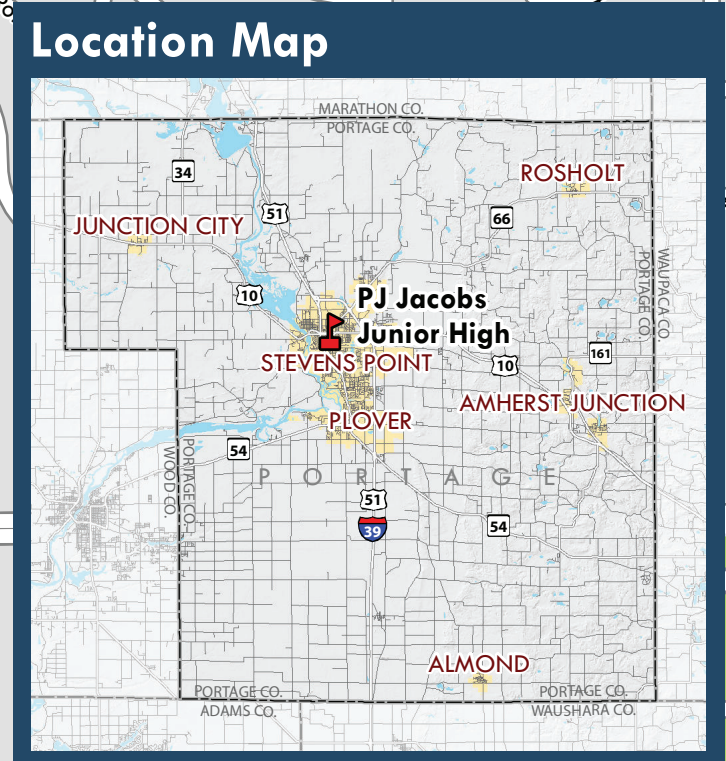
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# Biking & Walking Audit - PJ Jacobs Junior High

Portage County Combined Bicycle & Pedestrian Plan

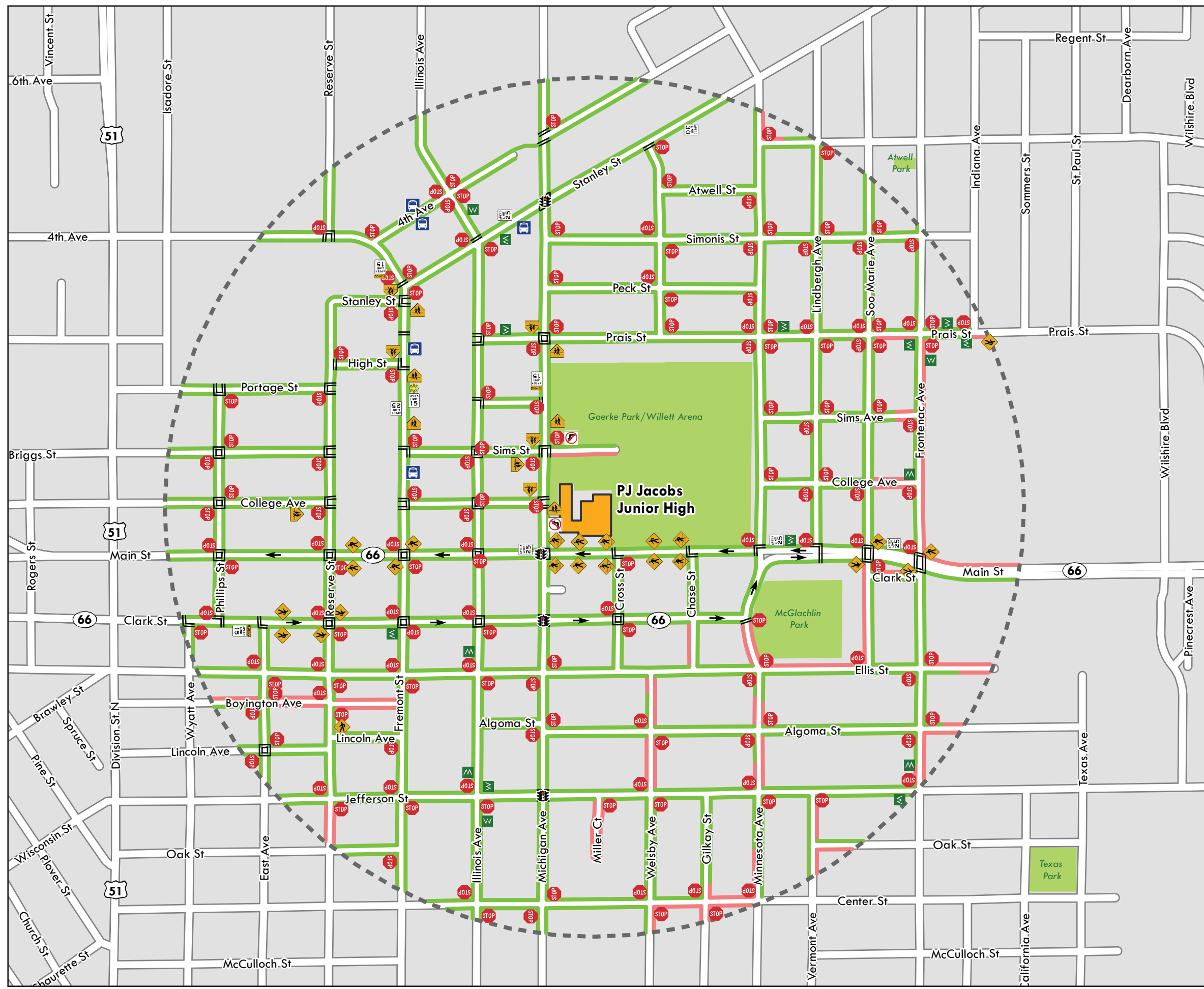



Project 2489 | 10.28.2013



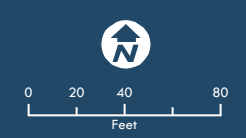
### Legend SUB AREA 2 - C.1

	Good Sidewalk		Bus Stop
	Poor Sidewalk		No Left Turn
	No Sidewalk		Pedestrian Crossing
	Multi-Use Path		School Crossing
	Crosswalk		Stop
	School		Traffic Signal
	1/2 Mile Radius		Wayfinding Signage
	15 MPH School Zone		
	25 MPH Speed Limit		
	30 MPH Speed Limit		

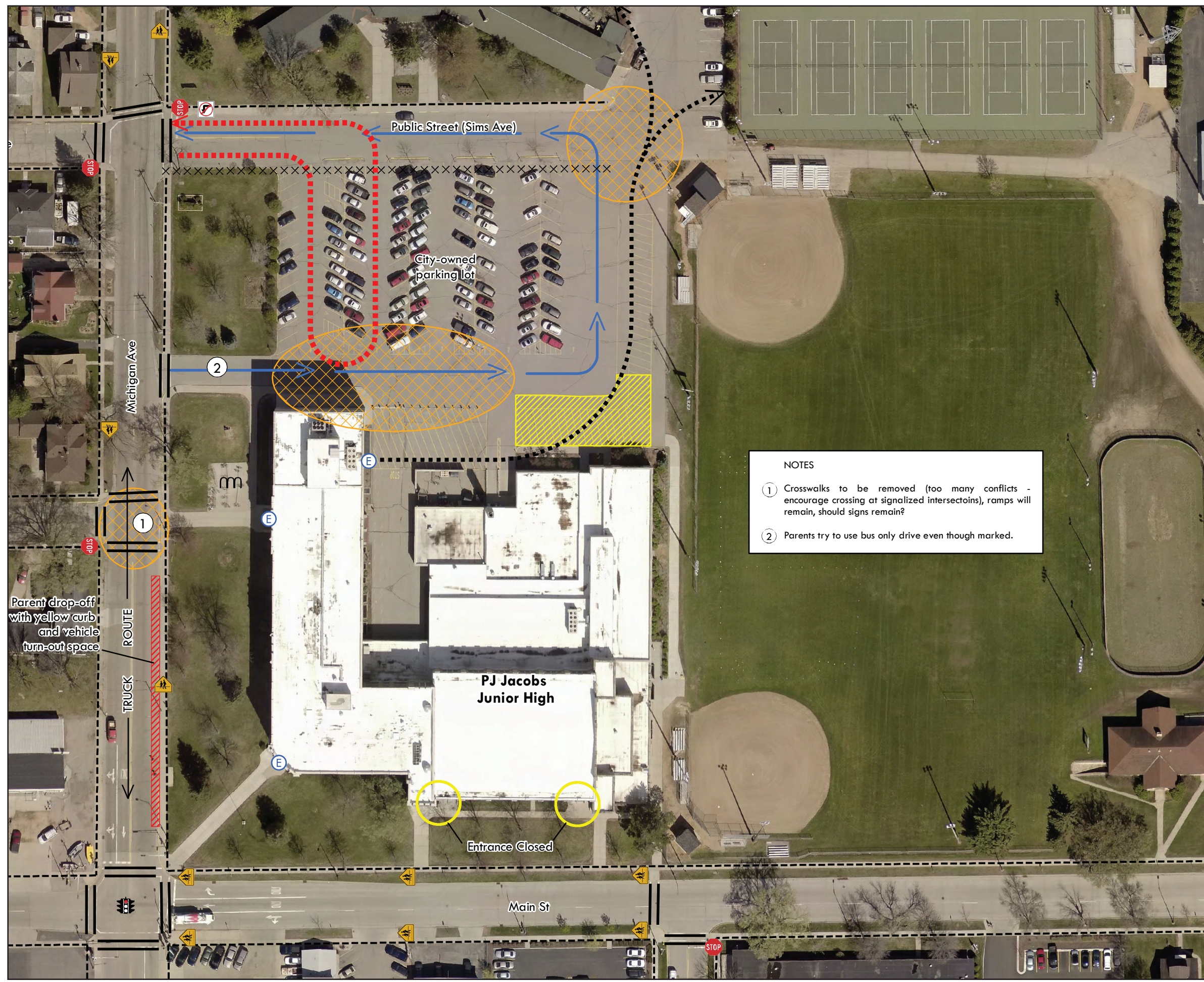
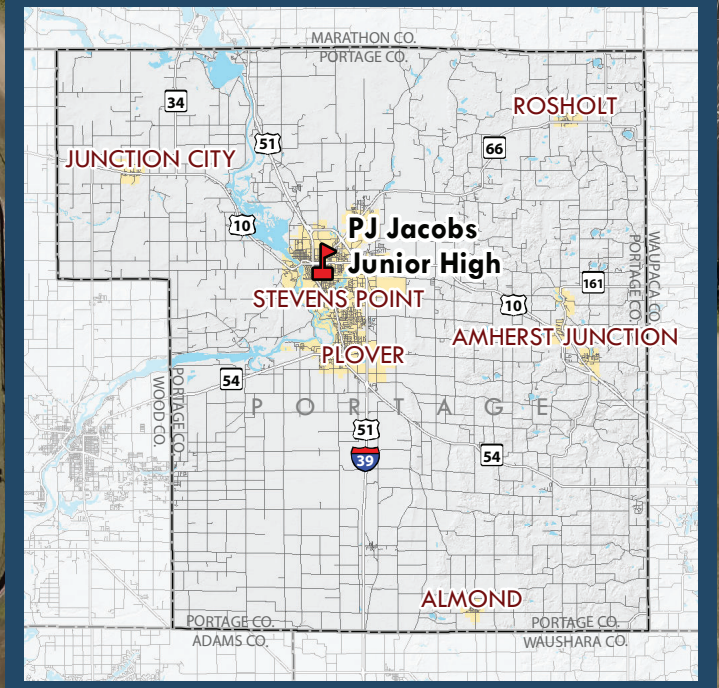


# Site Assessment - PJ Jacobs Junior High

Portage County Combined Bicycle & Pedestrian Plan



## Location Map



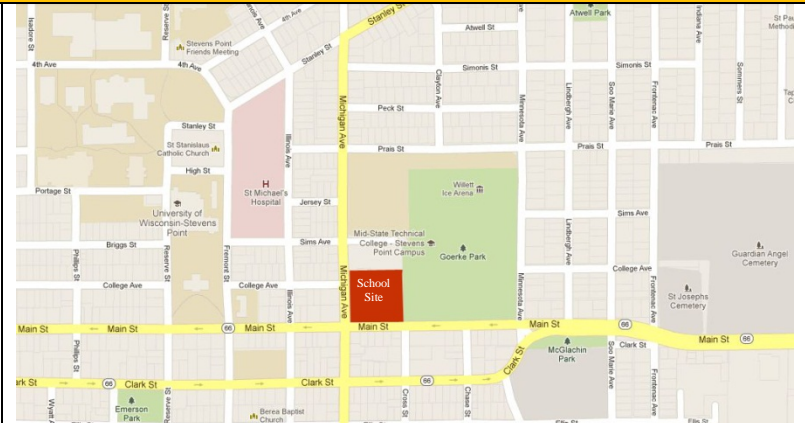
	Existing Crosswalk		Parent Drop-off Route
	Existing Sidewalk		Bus Route
	No Sidewalk		Parent Drop-off
	Student Walking Route		Bus Drop-off
			Conflict Area

### P.J. Jacobs Junior High

#### Location and Contact Information

**P.J. Jacobs Junior High**  
 2400 Main Street  
 Stevens Point, WI 54481  
 t(715) 345-5422

Dan Dobratz, Principal  
 School Hours: 7:15-3:30  
 Grades 7-9



#### Recommendations

Issue	Recommendation	Rationale
<b>Strategy Type :: Education</b>		
Parents may be unaware of or ignore established drop-off/pick-up procedures.	<b>2.3.1</b> 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.	<b>2.3.2</b> 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.	<b>2.3.3</b> 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.	<b>2.3.4</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)
<b>Strategy Type :: Encouragement</b>		
The number of students biking or walking to school could be increased.	<b>2.3.5</b> 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).
Crossing Michigan Avenue at College Avenue is unsafe.	<b>2.3.6</b> Continue to discourage student crossing at the intersection of College Avenue and Michigan Avenue and encourage crossing at	Due to the level of traffic, location of loading areas and roadway configuration, crossings of Michigan Avenue should occur at

	controlled intersections.	controlled intersections to the north and south of College Ave.
Vehicles speeding on Michigan Avenue and Main Street.	<b>2.3.7</b> 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 and walking as a fun transportation alternative.	<b>2.3.8</b> Develop school-based incentive programs such as "Mileage Clubs" or "Golden Sneaker Awards"	See Best Practices (Chapter 3).
<b>Strategy Type :: Enforcement</b>		
Traffic laws and school zone regulations need to be enforced.	<b>2.3.9</b> 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.	<b>2.3.10</b> 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.	<b>2.3.11</b> Enforce sidewalk and property maintenance laws to increase safety and capabilities for walking and biking.	Unmaintained or poorly maintained sidewalk creates hazards for pedestrians.
Illegal left turns are made at Sims Avenue onto Michigan Avenue.	<b>2.3.12</b> Enforce "Right Turn Only" during arrival and dismissal times from Sims Avenue to Michigan Avenue.	Illegal left turns create a vehicle and pedestrian conflict.
Illegal use of the "Buses Only" entrance on Michigan Avenue by parent drivers occurs.	<b>2.3.13</b> Enforce "Buses Only" entrance on Michigan Avenue	Illegal use of the "Buses Only" entrance creates conflict between students, buses and parent vehicles.
Illegal left turns are made from Michigan Avenue onto College Avenue.	<b>2.3.14</b> Enforce "No Left Turn" during arrival and dismissal times from Michigan Avenue to College Avenue.	Illegal left turns create a vehicle and pedestrian conflict and disrupt traffic flow.
<b>Strategy Type :: Engineering</b>		
Crossing Michigan Avenue at College Avenue is unsafe.	<b>2.3.15</b> Remove crosswalk signage and striping crossing Michigan Avenue at the College Avenue and continue to encourage students to cross at controlled intersections to the north and south. Rotate "Use Crosswalk (north and south) sign to face sidewalk.	Michigan Avenue can be safely crossed at controlled intersections to the north and south of College Avenue.
Current crosswalk locations create vehicle and pedestrian conflicts.	<b>2.3.16</b> Move striped crosswalk and signage crossing Michigan Avenue at Sims Avenue to the south side of the intersection.	Relocating crosswalks reduces conflict points.
This type of bike rack is not well designed for functionality and can easily damage wheels.	<b>2.3.17</b> 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.
Sims Avenue (east of Michigan Avenue) is excessively wide.	<b>2.3.18</b> Narrow the width of Sims Avenue east of Michigan Avenue.	Sims Avenue could be narrowed to create protected parking (using curb

	Reduce lane widths, create protected parallel parking on the north side of <b>2.3.19</b> Sims and explore opportunities for adding a sidewalk on the south side of Sims Avenue.	bump outs) in front of the Community Center, allow for the addition of sidewalk on the south side of Sims Avenue and provide physical separation between the parking lot and Sims Avenue.
The current configuration of the city owned parking lot south of Sims Avenue creates conflicts with parent vehicles, buses and pedestrians.	<b>2.3.20</b> Restripe the existing city owned parking lot south of Sims Avenue. Orient parking bays east-west and explore opportunities for additional sidewalks around the perimeter of the parking lot.	Reconfiguring the parking lot may help reduce conflict points and provide for a safer loading area.
All bicycle parking is centralized in one location.	<b>2.3.21</b> Add bike racks at the northeast corner of the building to serve students entering the campus from the east. Consider additional fencing along the western edge of the ball fields to restrict bicycle and pedestrian access.	Multiple bicycle parking locations may provide secure, convenient parking for students travelling to/from neighborhoods to the south and east.
Formalized bike/ped access does not exist through Goerke Park.	<b>2.3.22</b> Shift fence along Main Street (adjacent to ball fields) several feet to the north and install a 10' wide multi-use path.	An off-street multi-use path could provide a safe connection through Goerke Park to the neighborhoods to the east.
	<b>2.3.23</b> Explore opportunities for creating dedicated on or off-street bicycle facilities (running east-west) to the west of Michigan Avenue and east of Minnesota Avenue.	Creating a more complete network of bicycle facilities increases opportunities for bicycling as a viable transportation option.
The current bus loading area could be relocated to improve function and safety.	<b>2.3.24</b> Create new bus loading area on the north side of Main Street between right turn lane taper and Cross Street. Create wider sidewalk for loading in this area by paving the street terrace.	A new bus loading area on Main Street would reduce conflicts on Michigan Avenue and in the city owned parking lot.
The southern entrance is currently closed for ingress/egress.	<b>2.3.25</b> Reopen the two southern entrance doors to create direct access for the new bus loading area on Main Street.	Reopening the southern entrance would provide direct access to the new bus loading area on Main Street.
Main Street can be difficult to cross.	<b>2.3.26</b> Create pedestrian bump outs at the intersection of Cross Street/Main Street and Minnesota Avenue/Main Street.	Reducing the crossing distance on Main Street will make it easier for pedestrians to cross.
The current bus loading area could be relocated to improve function and safety.	<b>2.3.27</b> Convert existing parent vehicle loading area on Michigan Avenue to a bus only loading area. Relocate parent vehicle loading area to the southern edge of the existing city owned parking lot. Close the "Bus Only" entrance from Michigan	Eliminating bus traffic from the parking lot may help reduce parent vehicle,

	Avenue.	
Main Street is excessively wide between Minnesota Avenue and Michigan Avenue.	<b>2.3.28</b> Create event parking/loading between the proposed pedestrian bump outs at Cross Street and Minnesota Avenue.	On-street parking will help reduce the width of Main Street and slow traffic.
Main Street can be difficult to cross.	<b>2.3.29</b> When Main Street is reconstructed, install pedestrian refuge islands at the intersections of Main and Wilshire and Main and Sunset.	Reducing the crossing distance on Main Street will make it easier for pedestrians to cross.
Pedestrian activated crossing signals do not exist at all major signalized intersections.	<b>2.3.30</b> 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.	<b>2.3.31</b> 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.
Opportunities exist to create a more complete on-street bicycle network.	<b>2.3.32</b> Explore opportunities for creating on-street bicycle facilities (bike lane or paved shoulder) along Green Avenue. See Neighborhood Improvement Map (Sub Area 2) Explore opportunities for creating an off-street multi-use path along Green Avenue, Simonis Street, Wilshire Blvd and Prais 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.
<b>Strategy Type :: Evaluation</b>		
Current conditions for walking and biking throughout the community are not fully known.	<b>2.3.33</b> 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.	<b>2.3.34</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>2.3.35</b> Complete and submit School Tally results to the National Center for Safe Routes to School at least annually.	See Best Practices (Chapter 3).

### Legend

- |  |                                      |  |                        |
|--|--------------------------------------|--|------------------------|
|  | Proposed Sidewalk                    |  | Proposed Bus Loading   |
|  | Proposed 10' wide multi-use path     |  | Proposed Curb Bump Out |
|  | Proposed wide sidewalk/paved terrace |  | Remove                 |
|  | Proposed Crosswalk                   |  | Proposed Traffic Flow  |
|  | Proposed Crosswalk                   |  | Existing Sidewalk      |
|  | Proposed Fence                       |  | No Sidewalk            |
|  | Proposed Bike Rack                   |  | Existing Crosswalk     |

## Site Improvement - PJ Jacobs Junior High

Portage County Combined Bicycle & Pedestrian Plan



**SAA**  
DESIGN GROUP  
Project 2489 | 11.30.2012

### Inset Map

### SUB AREA 2 - C.3

