

# Portage County Safe Routes to School Plan

Portage County, Wisconsin

Pacelli High School



February, 2014

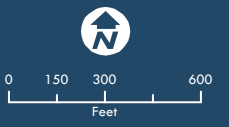
Plan prepared by:

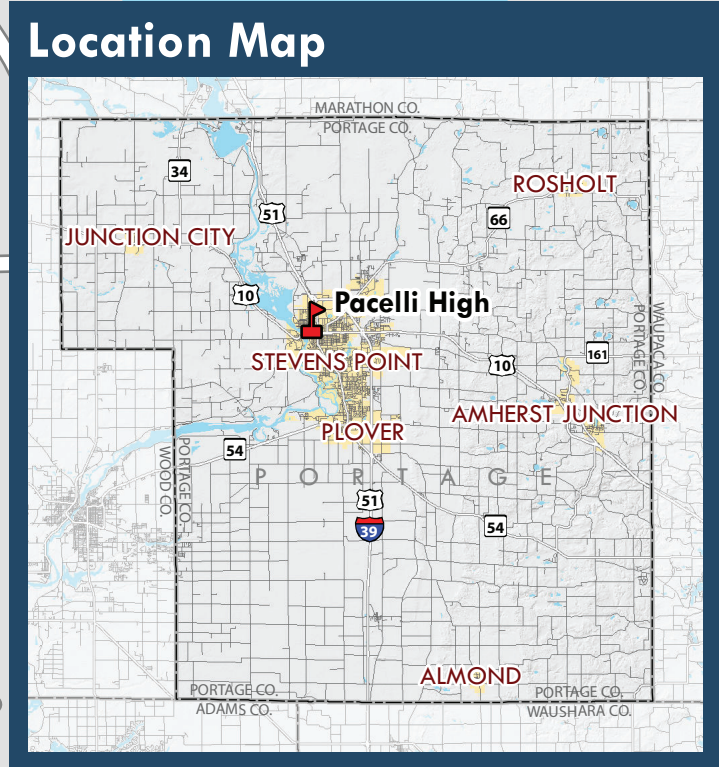
SAA Design Group, Inc.

Toole Design Group

# Biking & Walking Audit - Pacelli High

Portage County Combined Bicycle & Pedestrian Plan

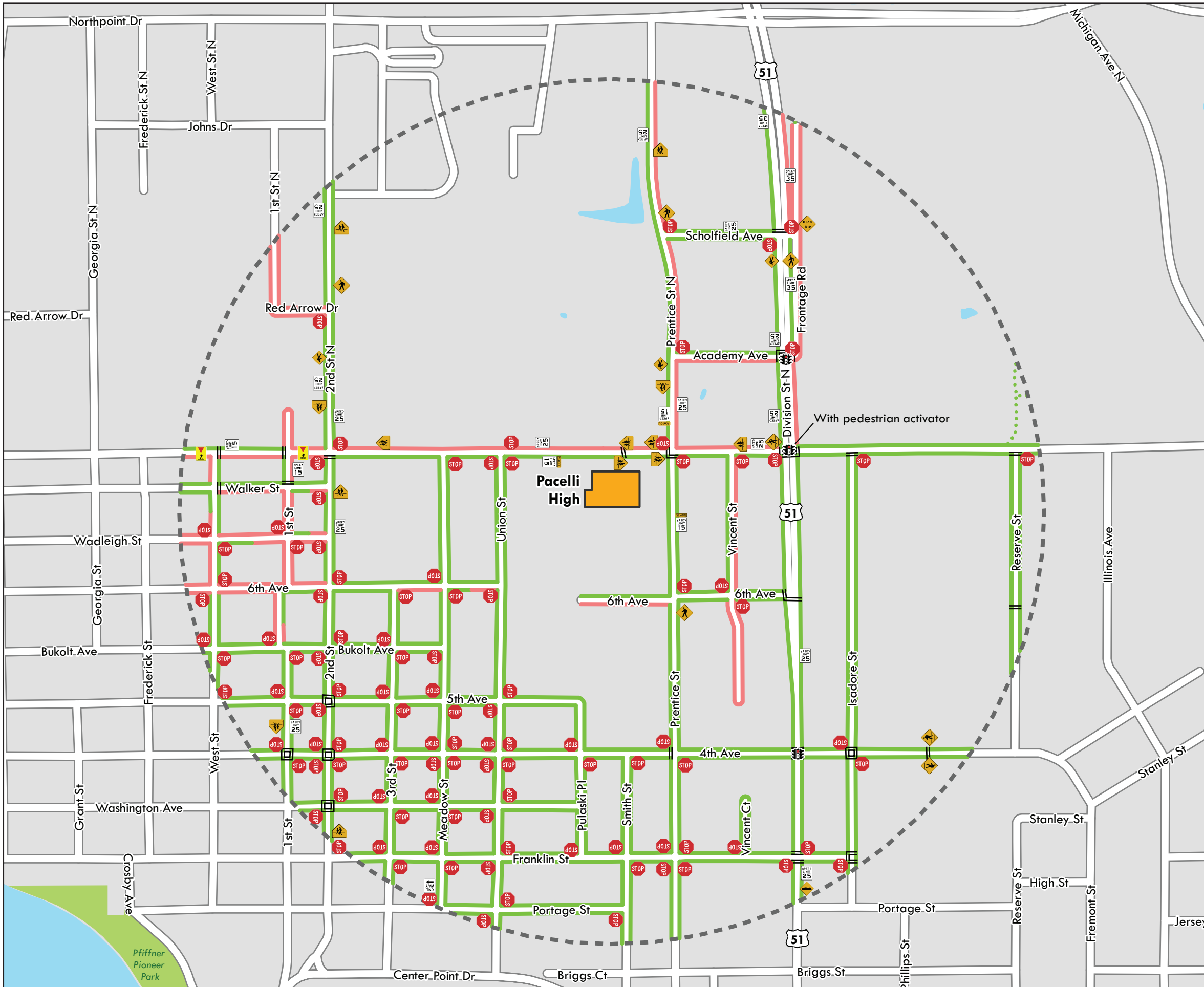




### Legend

**SUB AREA 1 - B.1**

Good Sidewalk	Dead End
No Sidewalk	Crosswalk
Trails	Crosswalk Ahead
1/2 Mile Radius	School Crossing
Crosswalk	Stop
Pacelli High	Traffic Signal
15 MPH School Zone	Yield to Pedestrians
25 MPH Speed Limit	
35 MPH Speed Limit	

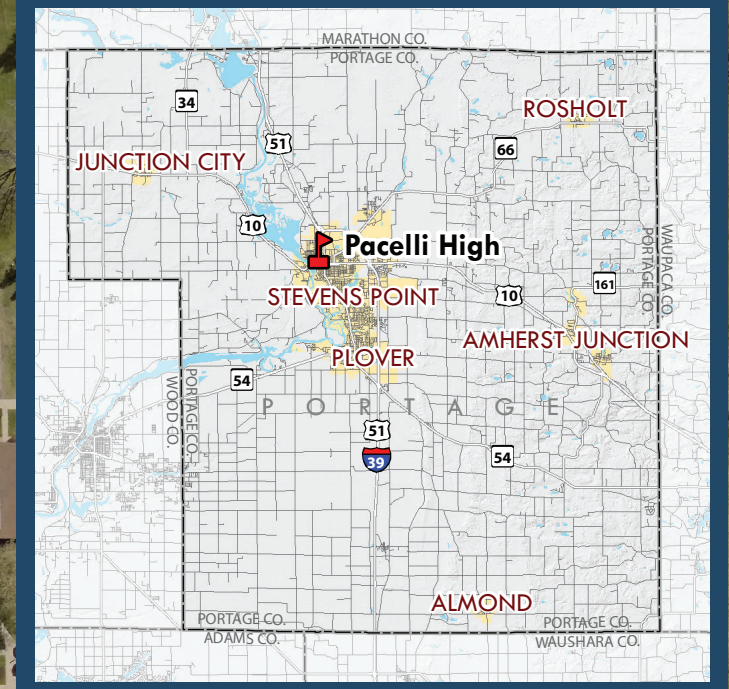


# Site Assessment - Pacelli High

Portage County Combined Bicycle & Pedestrian Plan



## Location Map



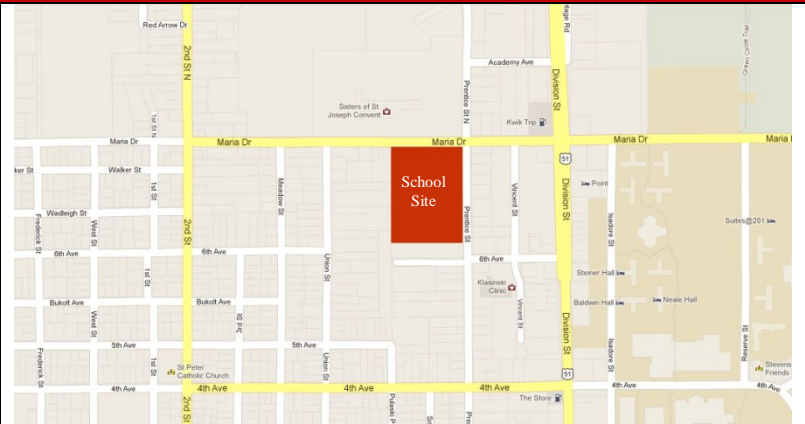
## Legend

## SUB AREA 1 - B.2

- |      |                     |  |                    |
|------|---------------------|--|--------------------|
| ---  | Existing Sidewalk   |  | 10 MPH Speed Limit |
| XXXX | No Sidewalk         |  | 15 MPH School Zone |
| ==   | Existing Crosswalk  |  | 25 MPH Speed Limit |
|      | Existing Bike Racks |  | Bike Route         |
|      | Entrance            |  | Bus Stop           |
|      | Handicapped Parking |  | School Crossing    |



### Pacelli High School

Location and Contact Information	
<p><b>Pacelli High School</b>                      1301 Maria Drive                      Stevens Point, WI 54481                      t(715) 341-2442</p> <p>Jeffrey J Brengman, Principal                      School Hours: 7:50-2:50                      Grades 9-12</p>	

Recommendations		
Issue	Recommendation	Rationale
<b>Strategy Type :: Education</b>		
Congestion occurs during start and release times.	<b>1.2.1</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).
Opportunities exist to expand bicycle and pedestrian safety education.	<b>1.2.2</b> Include bicycle and pedestrian safety as component of driver education programs held at the high school.	See Best Practices (Chapter 3).
Congestion occurs during start and release times.	<b>1.2.3</b> Consider initiating a SRTS Training Program. These programs, available through organizations like the Bicycle Federation of Wisconsin, can increase usership and enhance skills.	See Best Practices (Chapter 3).
Students and parents may be unaware of preferred walking and bicycling routes.	<b>1.2.4</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).
Parents and students may be unaware of or ignore established drop-off/pick-up procedures.	<b>1.2.5</b> Integrate drop-off/pick-up routine education into parent/teacher conferences, student 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>1.2.6</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	Encouragement activities build interest and enthusiasm and help ensure the program's continued success. See Best Practices (Chapter 3).

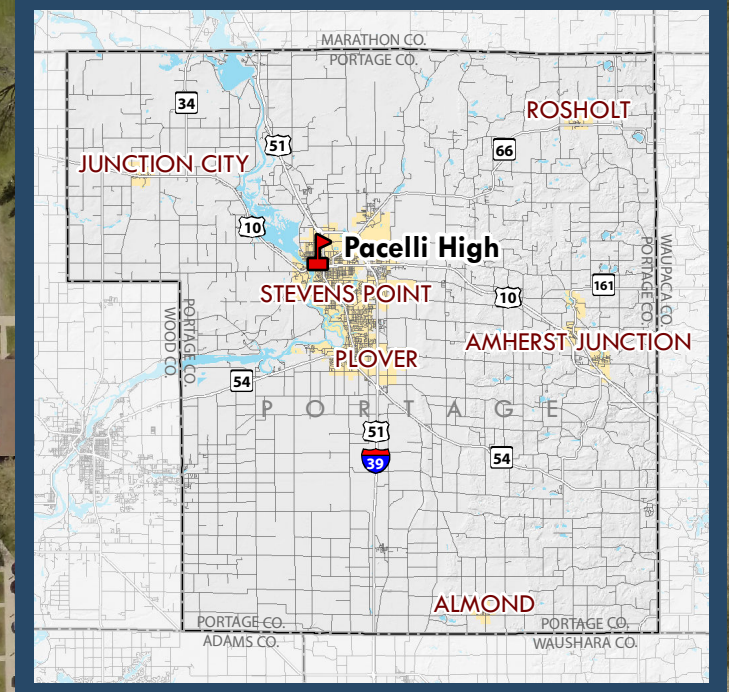
	School Day/Bike to School Day (currently underway at Ben Franklin).	
The number of students biking or walking to school could be increased.	<b>1.2.7</b> Develop school-based incentive programs to encourage more students to bike or walk to school or implement programs to discourage students from driving to school.	See Best Practices (Chapter 3).
The number of students biking or walking to school could be increased.	<b>1.2.8</b> Develop a Walking School Bus program that engages parents and teachers, as well as high school students. Potential launch point at Bukolt Park.	See Best Practices (Chapter 3).
<b>Strategy Type :: Enforcement</b>		
Traffic laws and school zone regulations need to be enforced.	<b>1.2.9</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>		
This type of bike rack is not well designed for functionality and can easily damage wheels.	<b>1.2.10</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 to improve use and accessibility.	Functional, convenient and secure bike parking can encourage regular use of bikes as transportation.
<b>Strategy Type :: Evaluation</b>		
Current conditions for walking and biking throughout the community are not fully known.	<b>1.2.11</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>1.2.12</b> 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.	<b>1.2.13</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 - Pacelli High

Portage County Combined Bicycle & Pedestrian Plan



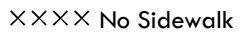
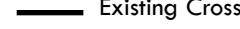



## Location Map



## Legend

## SUB AREA 1 - B.3

-  Recommended Improvement
-  Existing Sidewalk
-  No Sidewalk
-  Existing Crosswalk
-  Proposed Crosswalk

