

Portage County Safe Routes to School Plan

Portage County, Wisconsin

Saint Paul Lutheran Grade School

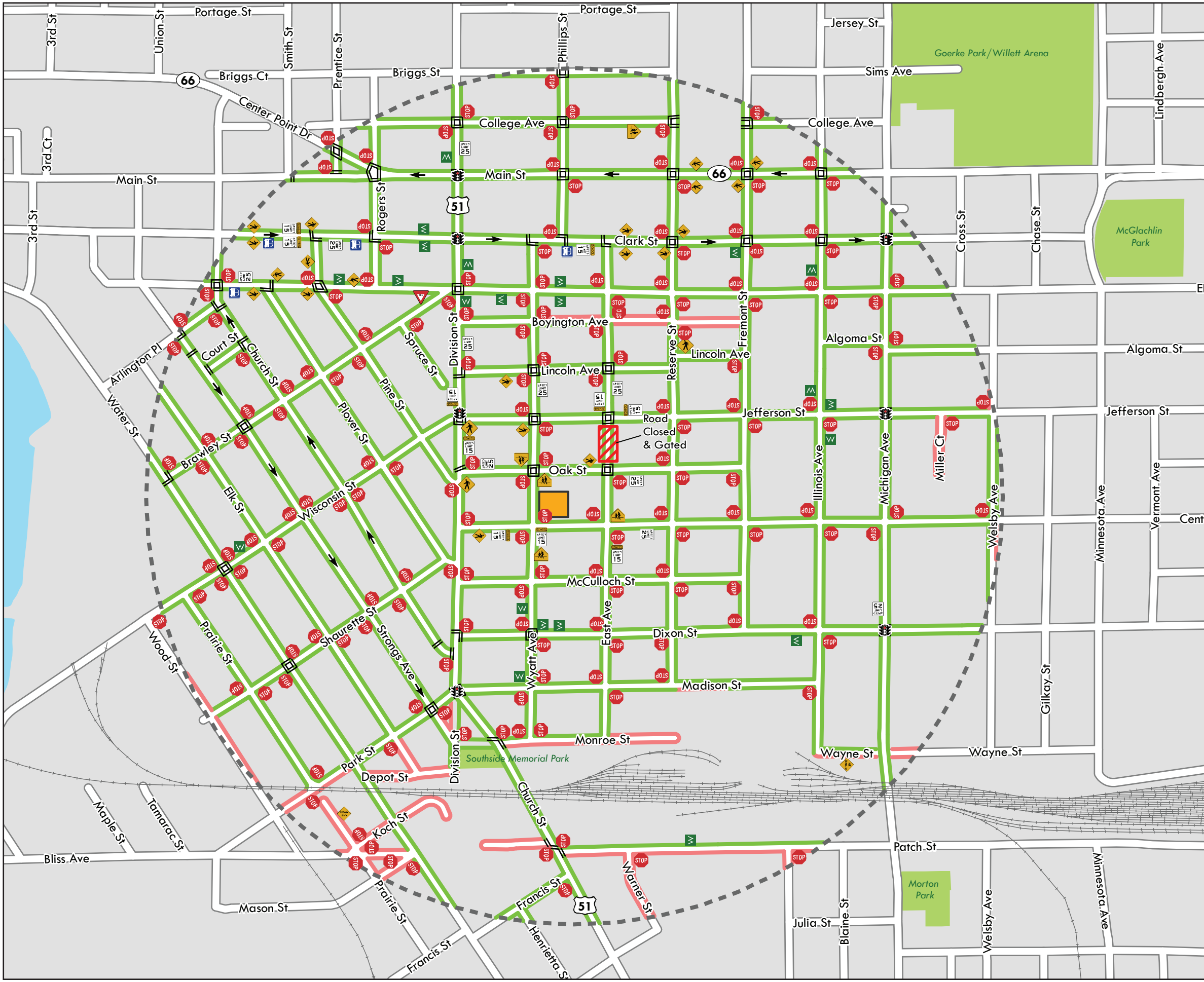


February, 2014

Plan prepared by:

SAA Design Group, Inc.

Toole Design Group



Biking & Walking Audit - St. Paul Lutheran Grade School

Portage County Combined
Bicycle & Pedestrian Plan

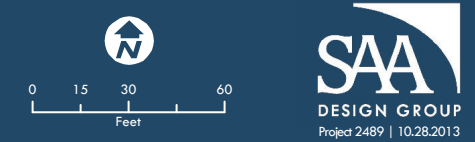


Legend

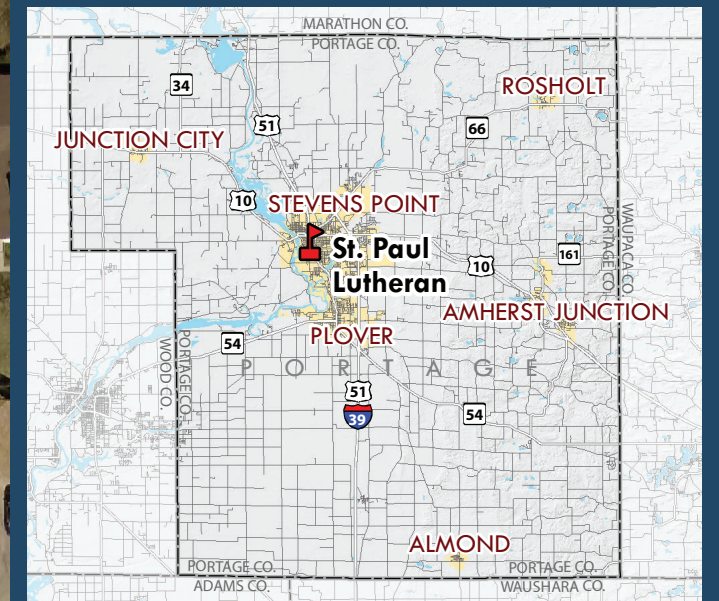
	Good Sidewalk		25 MPH Speed Limit
	Poor Sidewalk		Bus Stop
	No Sidewalk		No Outlet
	Multi-Use Path		Pedestrian Crossing
	Crosswalk		School Crossing
	School		Stop
	1/2 Mile Radius		Traffic Signal
	15 MPH School Zone		Yield
			Wayfinding Signage

Site Assessment - St. Paul Lutheran

Portage County Combined
Bicycle & Pedestrian Plan



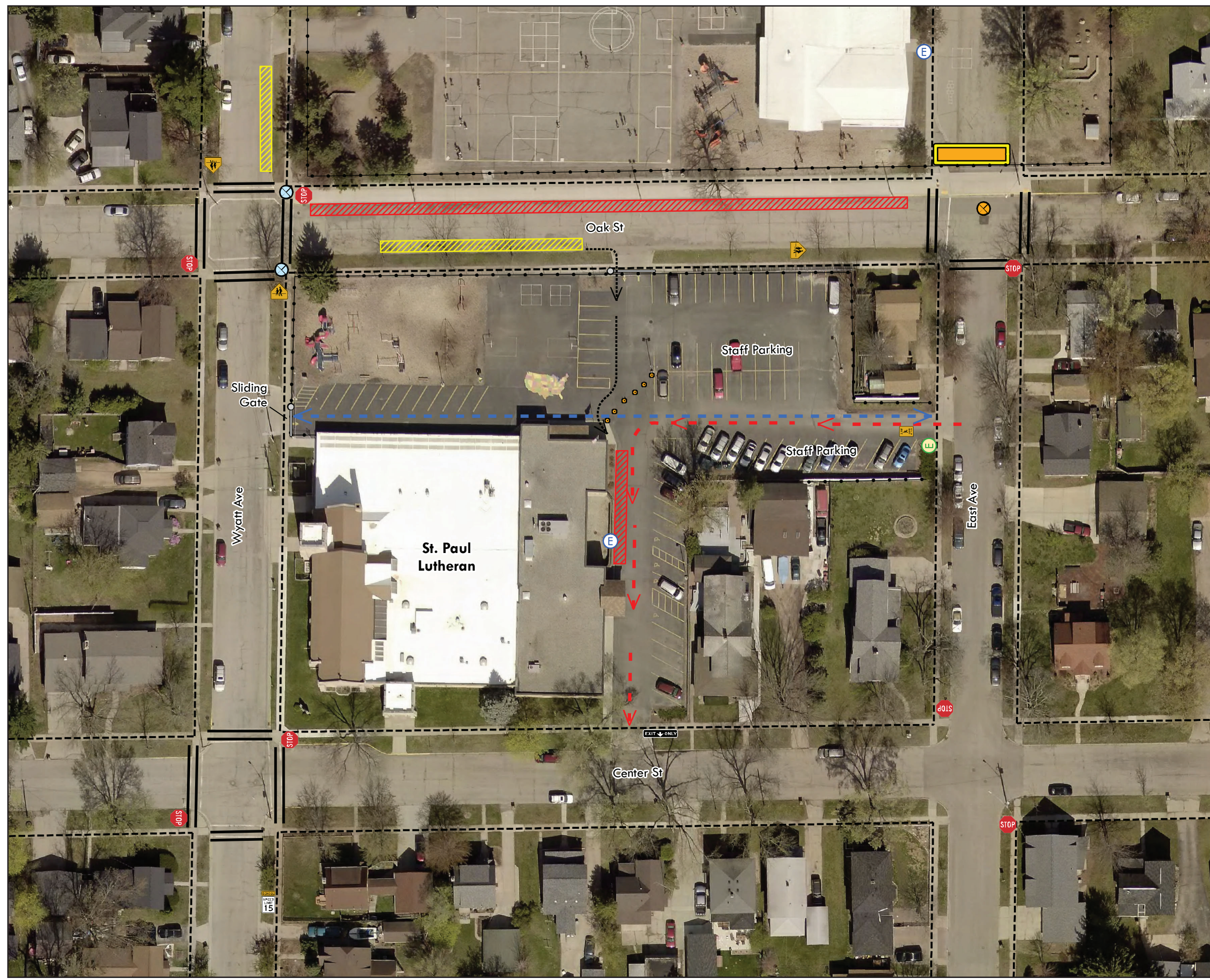
Location Map



Legend

SUB AREA 2 - D.2

	15 MPH School Zone		Barrier Curb
	Adult Crossing Guard		Bus Drop-off
	Building Entrance		Parent Drop-off
	Entry Sign		Existing Crosswalk
	Exit Only		Existing Sidewalk
	Movable Cone		Emergency Access
	School Crossing		Fence
	Slow Sign		Gate
	Stop		No Sidewalk
	Student Crossing Guard		Parent Drop-off Route
			Student Walking Route



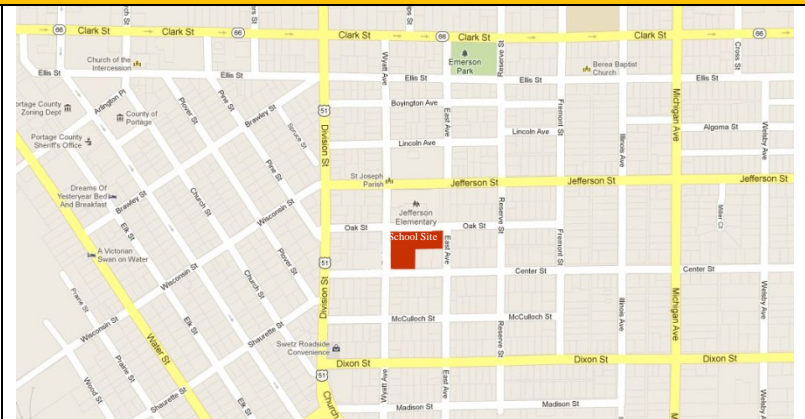
Saint Paul Lutheran Grade School

Location and Contact Information

Saint Paul Lutheran Grade School

1919 Wyatt Avenue
 Stevens Point, WI 54481
 t(715) 344-5664

Bill Zuelsdorff, Principal
 School Hours: 8:15-2:25
 Grades PreK-8



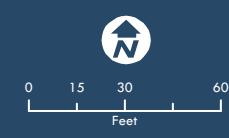
Recommendations

Issue	Recommendation	Rationale
Strategy Type :: Education		
Parents may be unaware of or ignore established drop-off/pick-up procedures.	2.4.1 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.	2.4.2 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.	2.4.3 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.	2.4.4 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.	2.4.5 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).
The number of students biking or walking to school could be increased.	2.4.6 Develop a Walking School Bus program at each school using community and parent volunteers.	See Best Practices (Chapter 3).
There aren't enough encouragement	Develop school-based incentive	See Best Practices (Chapter 3).

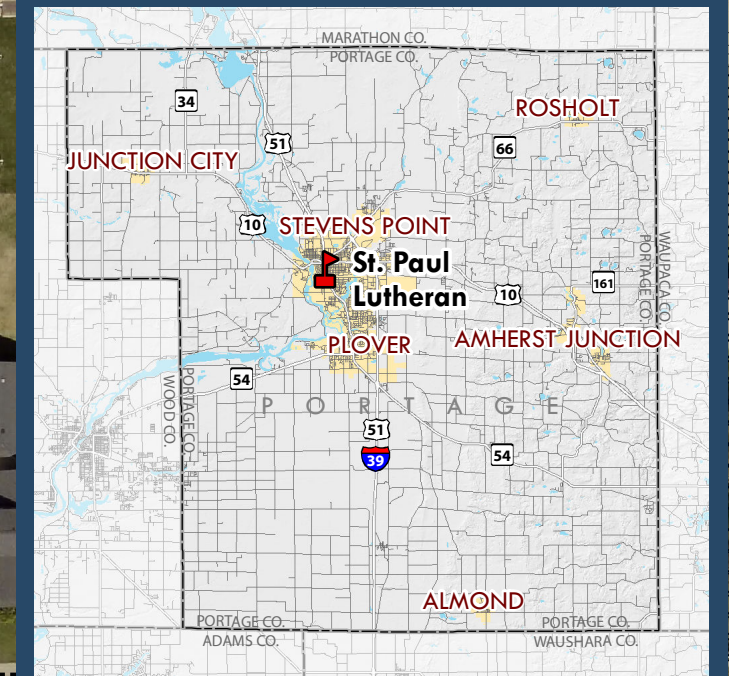
activities in place to promote biking and walking as a fun transportation alternative.	programs such as "Mileage Clubs" or "Golden Sneaker Awards"	
Strategy Type :: Enforcement		
Traffic laws and school zone regulations need to be enforced.	2.4.7 Enforce speed limits, traffic signage and crosswalk regulations in school zones.	Drivers disobeying traffic rules create a dangerous environment for bicyclists and pedestrians.
Inappropriate motorist behavior is not always reported.	2.4.8 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.	2.4.9 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.	2.4.10 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.
The parent vehicle loading area could be more clearly defined.	2.4.11 Designate the parent vehicle loading area and route with permanent pavement marking.	A better defined loading area may help reduce pedestrian and vehicular conflicts.
The preferred pedestrian route from bus drop to entrance could be more clearly defined.	2.4.12 Create striped pedestrian route from bus drop off to entrance.	A better defined route may help reduce pedestrian and vehicular conflicts.
Pedestrian activated crossing signals do not exist at all major signalized intersections.	2.4.13 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.	2.4.14 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.	2.4.15 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.	2.4.16 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.	2.4.17 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 - St. Paul Lutheran

Portage County Combined
Bicycle & Pedestrian Plan



Location Map



Legend

SUB AREA 2 - D.3

- Install "Do Not Enter" sign
- Parent Drop-off Route
- Stripe pedestrian route
- Stripe drop-off area
- Existing Crosswalk
- Existing Sidewalk
- No Sidewalk

