

Portage County Safe Routes to School Plan

Portage County, Wisconsin

Saint Peter Middle School



February, 2014

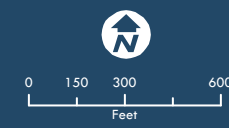
Plan prepared by:

SAA Design Group, Inc.

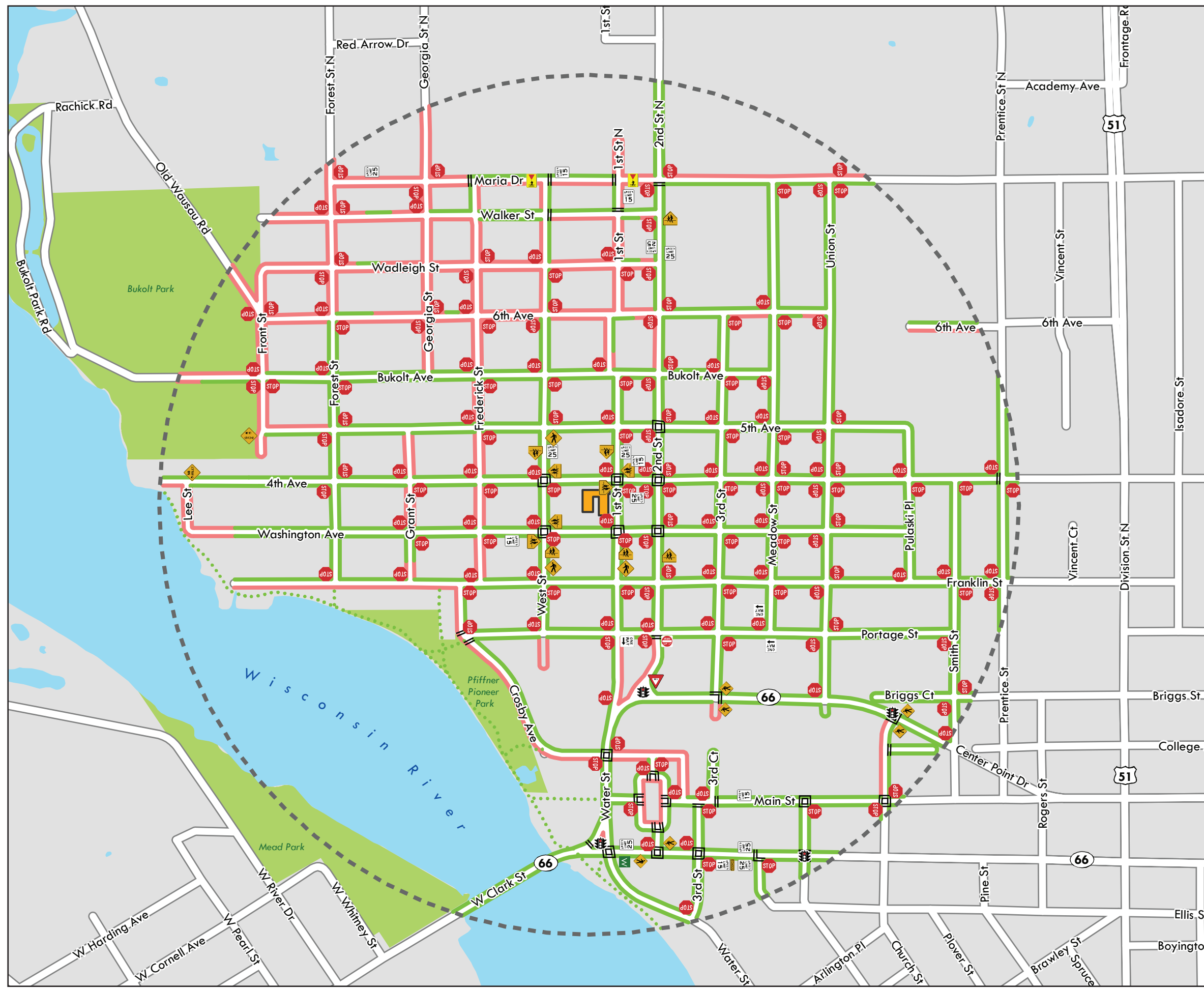
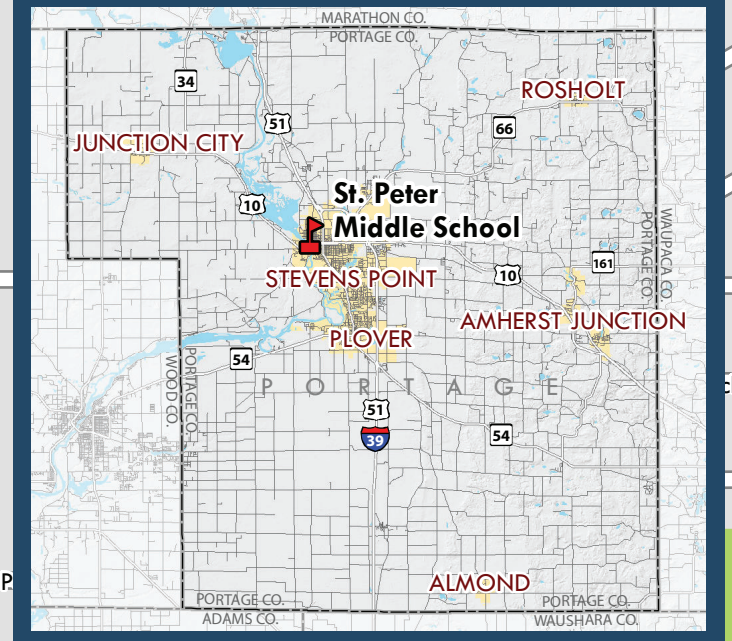
Toole Design Group

Biking & Walking Audit - St. Peter Middle School

Portage County Combined
Bicycle & Pedestrian Plan



Location Map



Legend

SUB AREA 1 - D.1

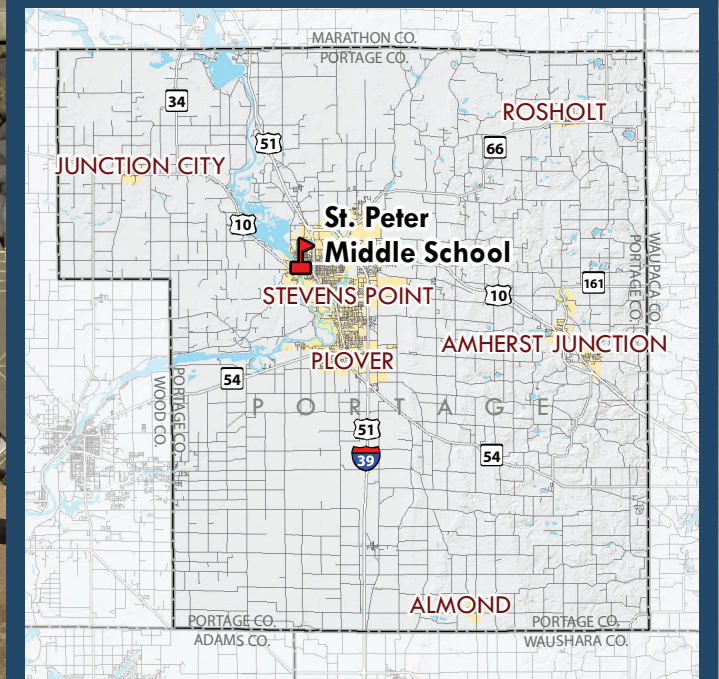
| | | | |
|--|-------------------------|--|----------------------|
| | Good Sidewalk | | Do Not Enter |
| | No Sidewalk | | No Outlet |
| | Trail | | One Way |
| | Crosswalk | | Pedestrian Crossing |
| | St. Peter Middle School | | School Crossing |
| | 1/2 Mile Radius | | Stop |
| | 15 MPH School Zone | | Traffic Signal |
| | 15 MPH Speed Limit | | Wayfinding Signage |
| | 25 MPH Speed Limit | | Yield |
| | Dead End | | Yield to Pedestrians |

Site Assessment - St. Peter Middle School

Portage County Combined
Bicycle & Pedestrian Plan



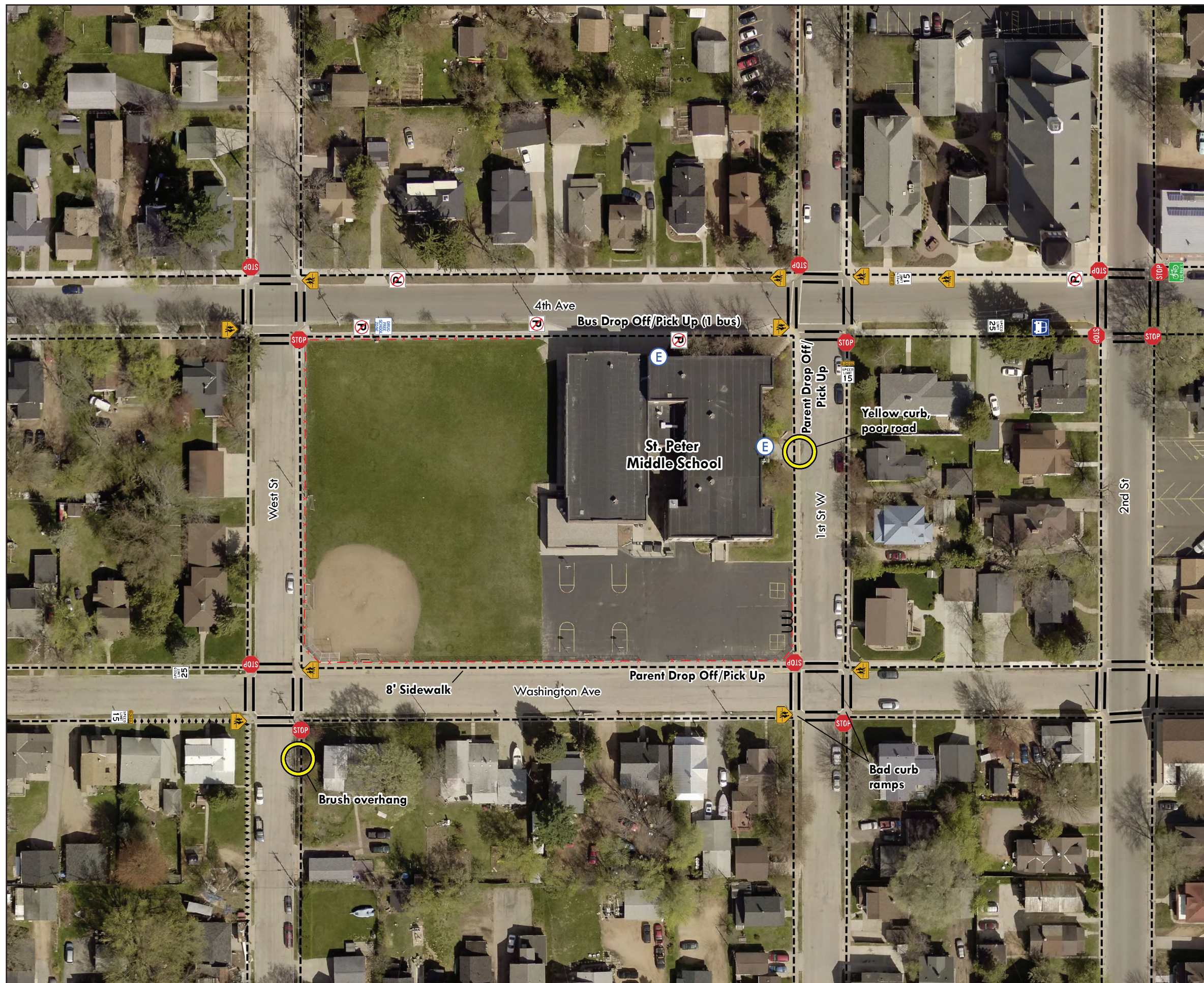
Location Map



Legend

SUB AREA 1 - D.2

- Existing Sidewalk
- ◆◆◆◆ Poor Sidewalk
- ×××× No Sidewalk
- ===== Existing Crosswalk
- × - × Fence
- 15 MPH School Zone
- 25 MPH Speed Limit
- Bike Rack
- Bike Route
- Bus Stop
- Drug Free School Zone
- Entrance
- No Parking
- School Crossing
- Stop

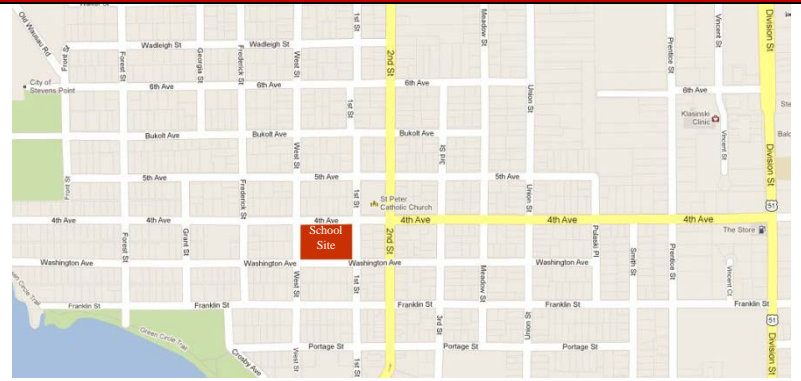


Saint Peter Middle School

Location and Contact Information

Saint Peter Middle School
 708 1st Street
 Stevens Point, WI 54481
 t(715) 344-1890

Ellen Lopas, Principal
 School Hours: 7:50-2:45
 Grades 6-8



Recommendations



| Issue | Recommendation | Rationale |
|---|---|--|
| Strategy Type :: Education | | |
| Congestion occurs during start and release times. | 1.4.1 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 may not have an understanding of core bicycle and pedestrian safety elements. | 1.4.2 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. | 1.4.3 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. | 1.4.4 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). |
| Parents may be unaware of or ignore established drop-off/pick-up procedures. | 1.4.5 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. |
| Strategy Type :: Encouragement | | |
| The number of students biking or walking to school could be increased. | 1.4.6 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 | Encouragement activities build interest and enthusiasm and help ensure the program's continued success. See Best Practices (Chapter 3). |

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| | national activities like Walk to School Day/Bike to School Day (currently underway at Ben Franklin). | |
| There aren't enough encouragement activities in place to promote biking and walking as a fun transportation alternative. | 1.4.7 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. | 1.4.8 Develop a Walking School Bus program that engages parents and teachers, as well as middle/high school students as "Walk Captains". Potential launch point at Bukolt Park. | See Best Practices (Chapter 3). |
| Strategy Type :: Enforcement | | |
| Traffic laws and school zone regulations need to be enforced. | 1.4.9 Consider driver feedback signs to inform motorists of their rate of speed within school zones. | See Best Practices (Chapter 3). |
| Properly maintained sidewalks are critical to maintaining a safe pedestrian network. | 1.4.10 Enforce sidewalk and property maintenance laws to increase safety and capabilities for walking and biking. Several instances of landscape overgrowth obstructing sidewalks noted in the neighborhood surrounding St. Peter Middle and Madison Elementary. | Unmaintained or poorly maintained sidewalk creates hazards for pedestrians. |
| Additional school zone signage could be installed. | 1.4.11 Add 15 mph school zone signage on NB 2nd Street between Franklin and Washington and on SB 2nd Street between Bukolt and 5th. | See Best Practices (Chapter 3). |
| Strategy Type :: Engineering | | |
| Intersection improvements could be implemented. | 1.4.12 When reconstructed, enhance intersections east of St. Peter Middle School (1st/4th, 1st/Washington, 2nd/4th, 2nd/Washington) to include upgraded crosswalks (ladder or continental style), corner bumpouts, ADAAG-compliant ramps. | The adjacent commercial uses draw a significant volume of traffic and creating Corner bumpouts, curb ramps and upgraded crosswalks may help calm traffic, provide a shorter crossing distance for pedestrians and will help create safe, direct routes for pedestrians. |
| This type of bike rack is not well designed for functionality and can easily damage wheels. | 1.4.13 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. |
| A section of 1 st Street is in poor condition. | 1.4.14 Repair roadway, curb, and sidewalk condition of First Street in front of school, include ADAAG-compliant curb ramp at current yellow painted curb. | Poorly maintained sidewalk can contribute to hazardous conditions |
| Portions of sidewalk are in poor condition. | 1.4.15 Repair sidewalks and provide ADAAG-compliant curb ramps on south side of Washington Avenue and West side of West Street. | Poorly maintained sidewalk can contribute to hazardous conditions |
| Strategy Type :: Evaluation | | |
| Current conditions for walking and | 1.4.16 Conduct a communitywide | Collecting data can provide |

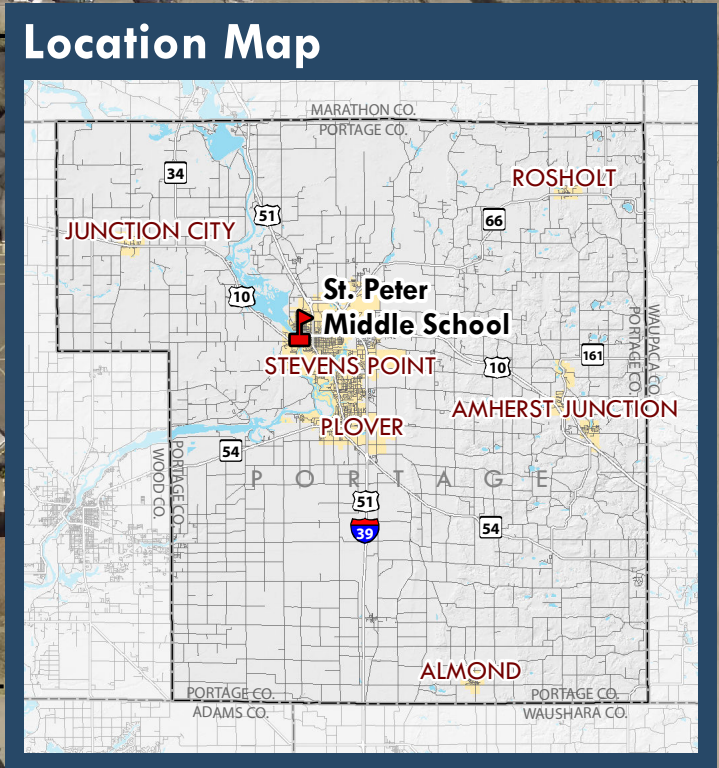
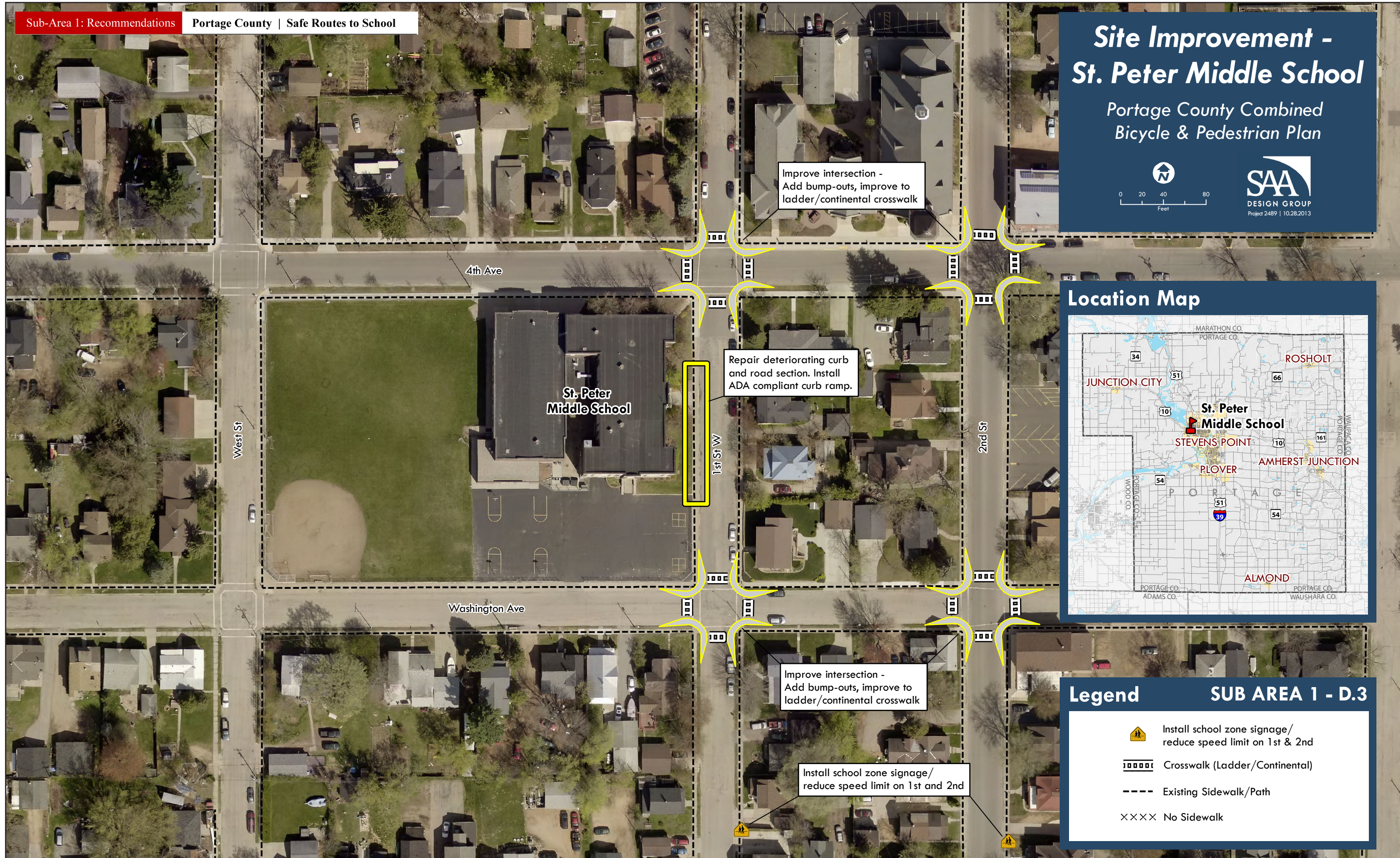
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| biking throughout the community are not fully known. | transportation survey to measure mode choice within the community. Survey should include primary concerns and popular destinations or routes. | information to help guide program planning, understand 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. | 1.4.17 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. | 1.4.18 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. Peter Middle School





Portage County Combined Bicycle & Pedestrian Plan

Project 2489 | 10.28.2013



Legend SUB AREA 1 - D.3

-  Install school zone signage/ reduce speed limit on 1st & 2nd
-  Crosswalk (Ladder/Continental)
-  Existing Sidewalk/Path
-  No Sidewalk