

Portage County Safe Routes to School Plan

Portage County, Wisconsin

Saint Stephen
Elementary School



February, 2014

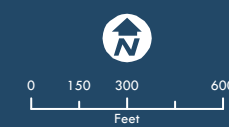

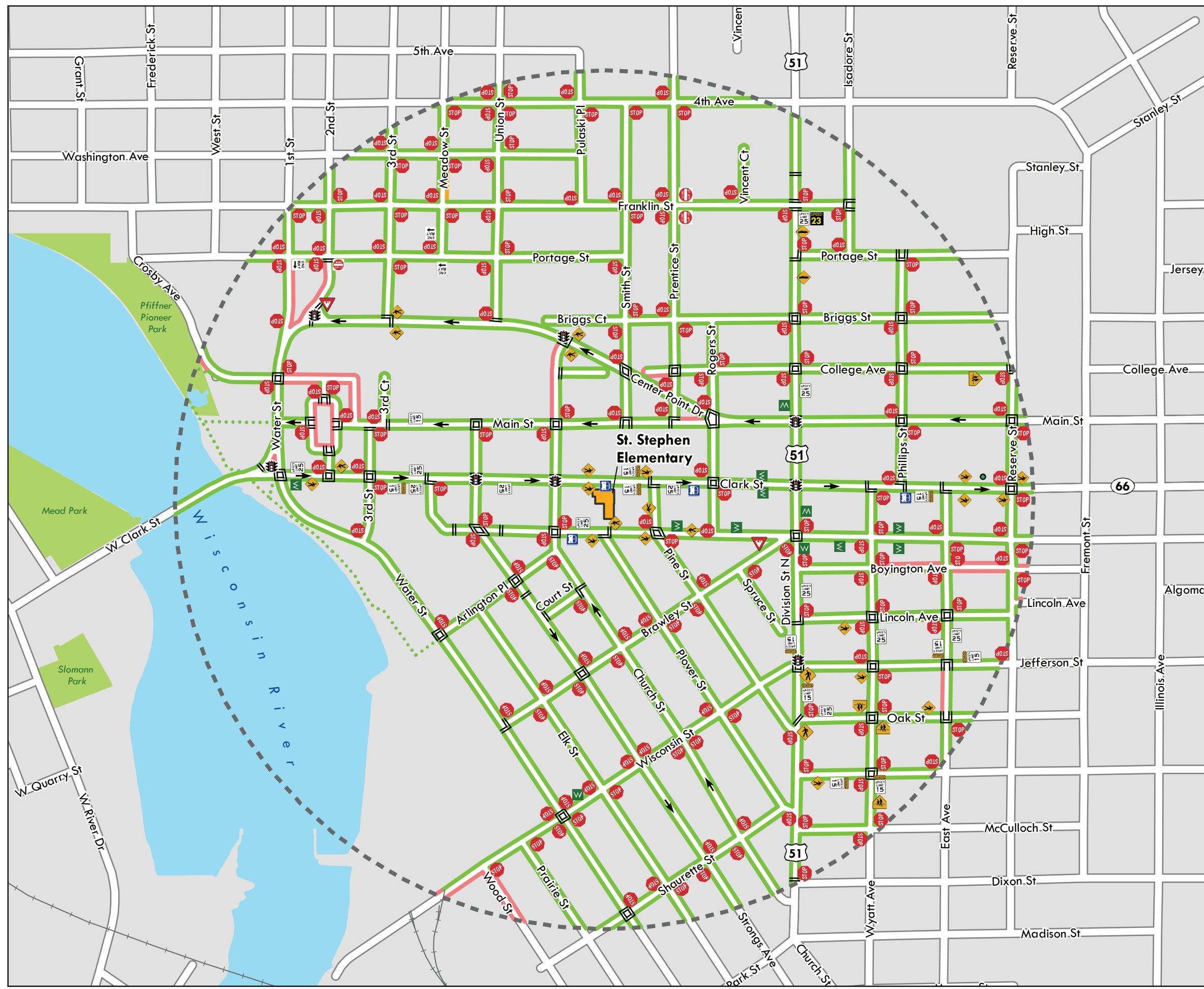
Plan prepared by:

SAA Design Group, Inc.

Toole Design Group

Biking & Walking Audit - St. Stephen Elementary

Portage County Combined Bicycle & Pedestrian Plan

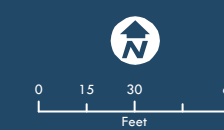




Legend

	Good Sidewalk		Do Not Enter
	Poor Sidewalk		Fire Station
	No Sidewalk		One Way
	Multi-Use Path		Pedestrian Crossing
	Crosswalk		School Crossing
	School		Speed Feedback Sign
	1/2 Mile Radius		Stop
	15 MPH School Zone		Traffic Signal
	15 MPH Speed Limit		Wayfinding
	25 MPH Speed Limit		Yield
	Bus Stop		

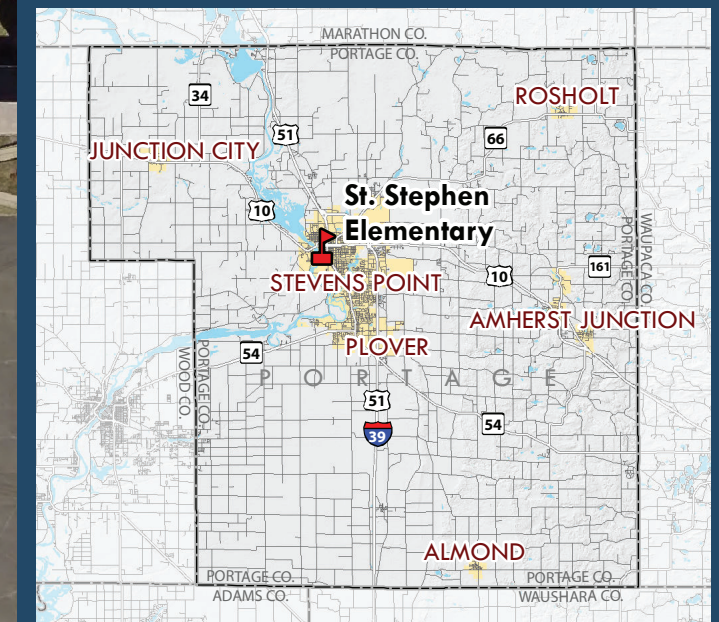
Site Assessment - St. Stephen Elementary

Portage County Combined
Bicycle & Pedestrian Plan



SAA
DESIGN GROUP
Project 2489 | 10.28.2013

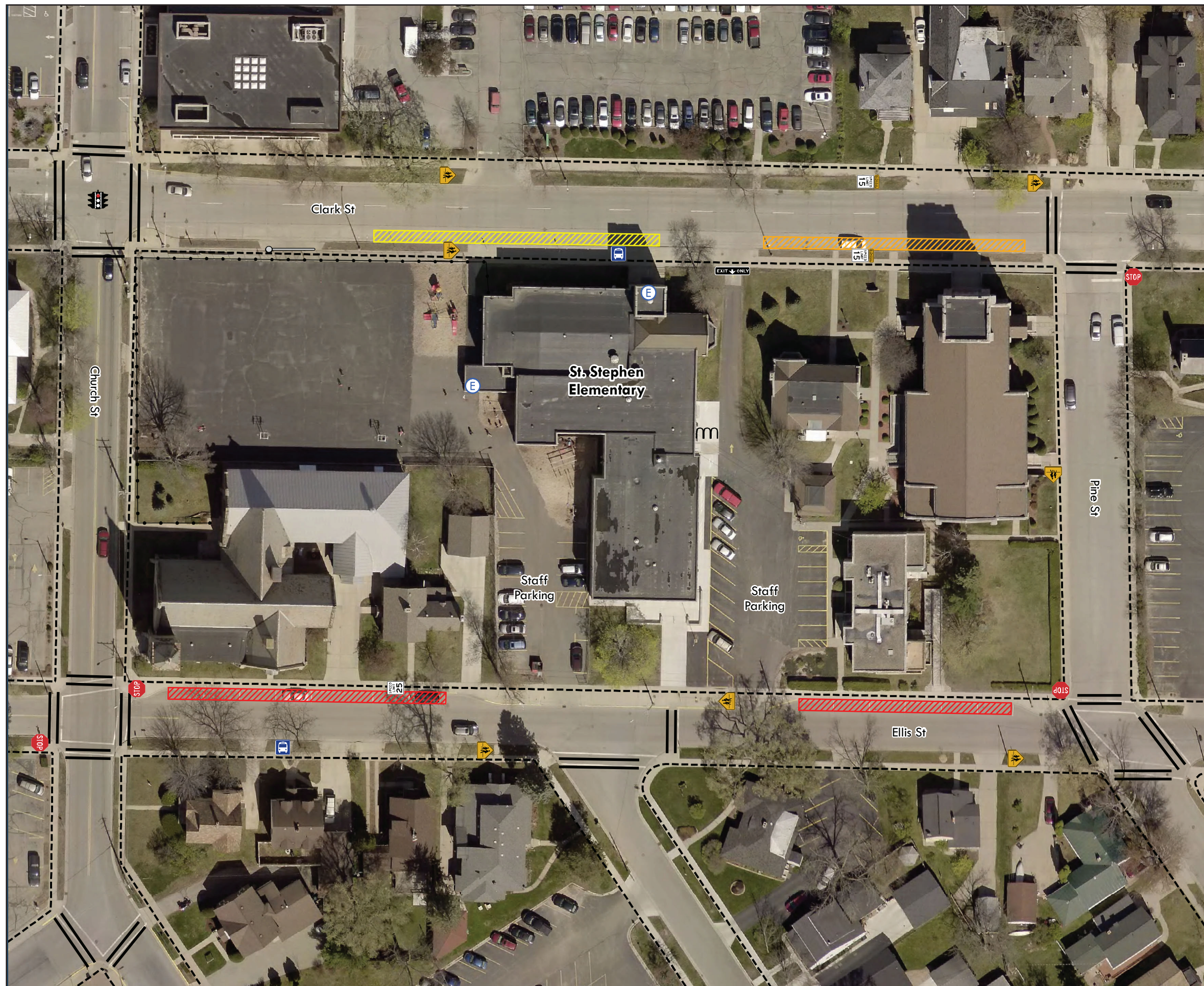
Location Map



Legend

SUB AREA 2 - E.2

- 1 Hour Parking
- Bus Drop-off
- Parent Drop-off/Parking
- Existing Sidewalk
- No Sidewalk
- Existing Crosswalk
- Gate
- Fence
- 15 MPH School Zone
- 25 MPH Speed Limit
- Bike Rack
- City Bus Stop
- Building Entrance
- Exit Only
- School Crossing
- Stop
- Traffic Light



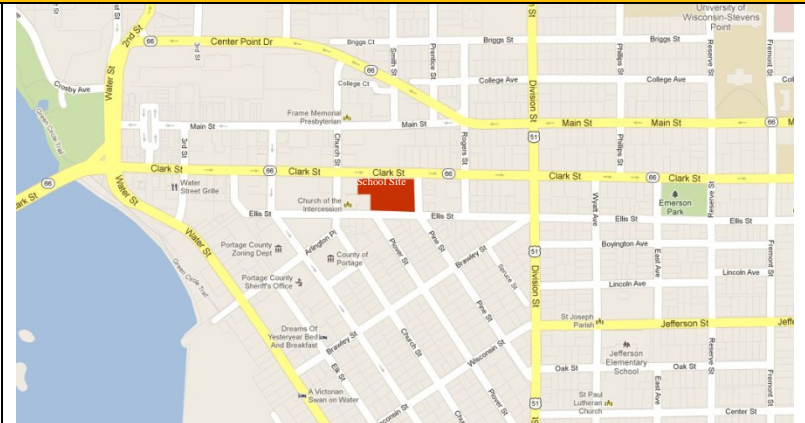
Saint Stephen Elementary School

Location and Contact Information

Saint Stephen Elementary School

1335 Clark Street
 Stevens Point, WI 54481
 t(715) 344-3751

Gregg Hansel, Principal
 School Hours: 8:00-2:50
 Grades 3-5



Recommendations

Issue	Recommendation	Rationale
Strategy Type :: Education		
Parents may be unaware of or ignore established drop-off/pick-up procedures.	2.5.1 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.	2.5.2 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.	2.5.3 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.	2.5.4 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.	2.5.5 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).
A pedestrian and vehicular conflict point exists where the staff parking driveway intersects Clark Street.	2.5.6 Discourage parents using Ellis Street for a loading area from using the parking lot aisle east of St. Stephen Elementary to exit onto Clark Street.	A pedestrian and vehicular conflict point could be eliminated.
Vehicles speeding on Clark Street.	2.5.7 Consider driver feedback signs to inform motorists of their rate of	See Best Practices (Chapter 3).

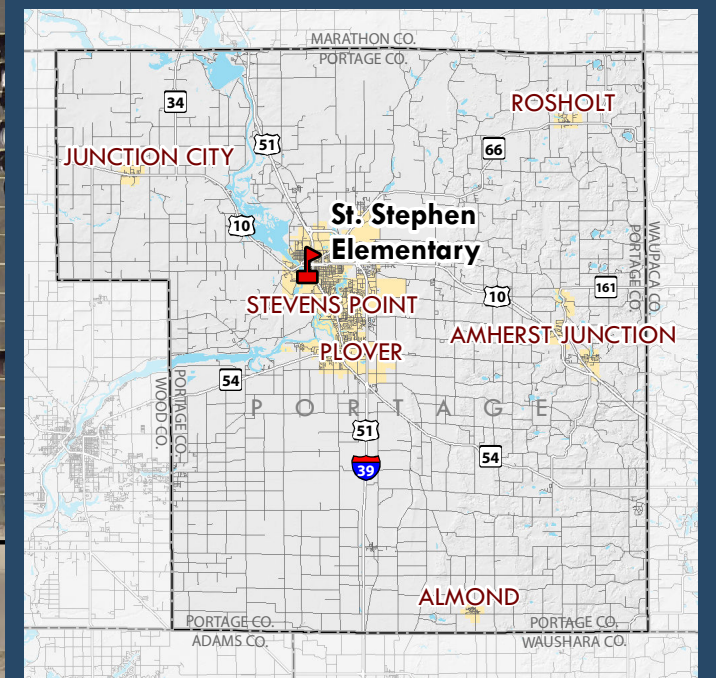
	speed within school zones.	
There aren't enough encouragement activities in place to promote biking and walking as a fun transportation alternative.	2.5.8 Develop a Walking School Bus program at each school using community and parent volunteers.	See Best Practices (Chapter 3).
There aren't enough encouragement activities in place to promote biking and walking as a fun transportation alternative.	2.5.9 Develop school-based incentive programs such as "Mileage Clubs" or "Golden Sneaker Awards"	See Best Practices (Chapter 3).
Strategy Type :: Enforcement		
Traffic laws and school zone regulations need to be enforced.	2.5.10 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.	2.5.11 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.	2.5.12 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.	2.5.13 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.
Pedestrian activated crossing signals do not exist at all major signalized intersections.	2.5.14 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.	2.5.15 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.	2.5.16 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.	2.5.17 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.	2.5.18 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. Stephen Elementary

Portage County Combined
Bicycle & Pedestrian Plan



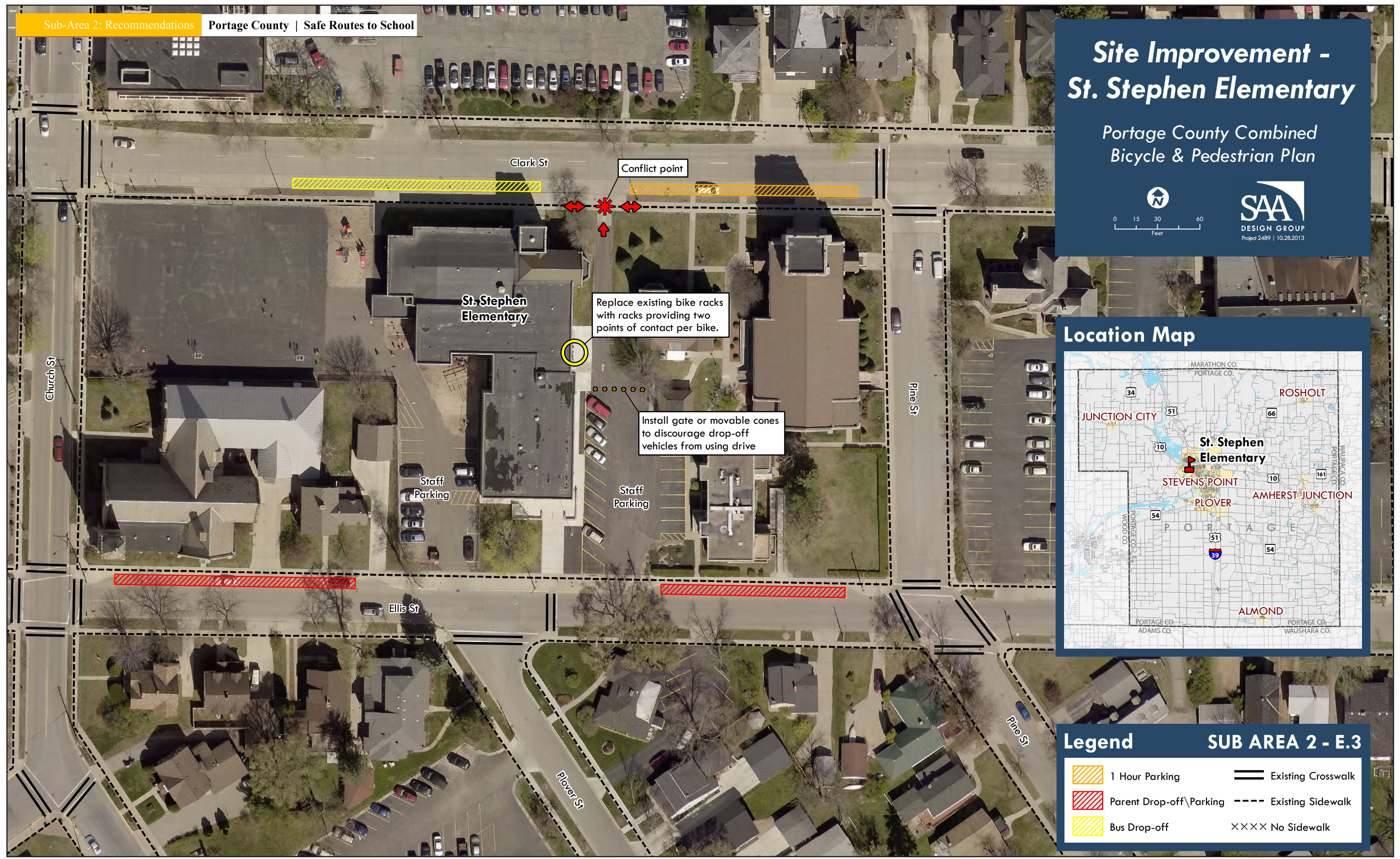
Location Map



Legend

SUB AREA 2 - E.3

- 1 Hour Parking
- Parent Drop-off \ Parking
- Bus Drop-off
- Existing Crosswalk
- Existing Sidewalk
- No Sidewalk



Clark St

Conflict point

St. Stephen
Elementary

Replace existing bike racks
with racks providing two
points of contact per bike.

Install gate or movable cones
to discourage drop-off
vehicles from using drive

Staff
Parking

Staff
Parking

Ellis St

Plover St

Pine St

Church St

Pine St