

# Portage County Safe Routes to School Plan

Portage County, Wisconsin

Stevens Point Area  
Senior High



February, 2014

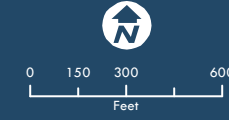
Plan prepared by:

SAA Design Group, Inc.

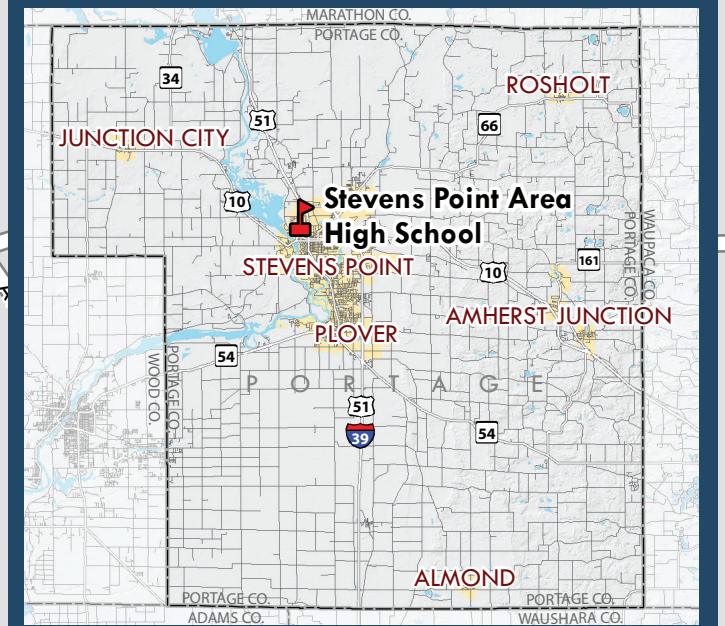
Toole Design Group

# Biking & Walking Audit - Stevens Point Area High School

Portage County Combined  
Bicycle & Pedestrian Plan



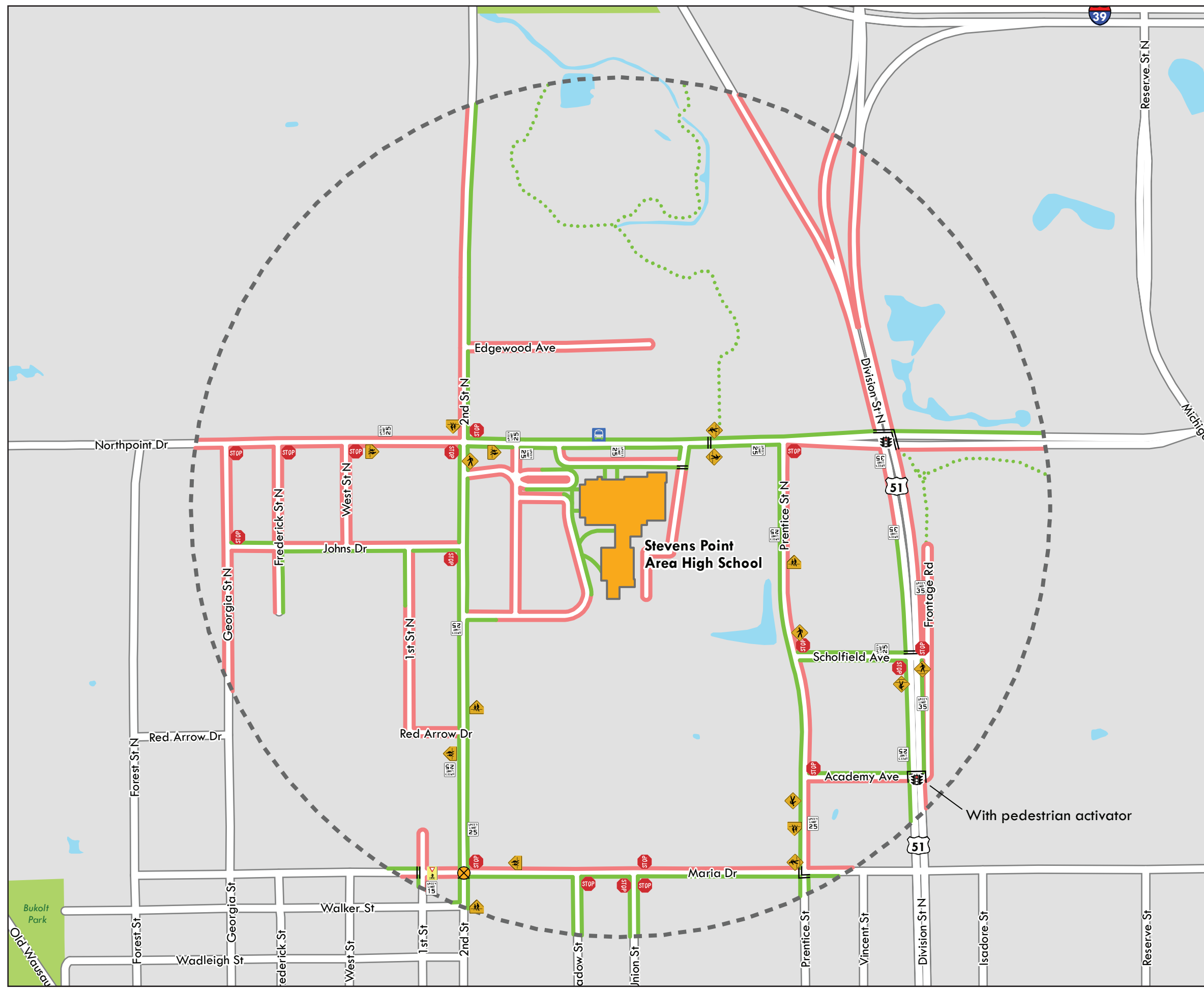
## Location Map



## Legend

## SUB AREA 1 - C.1

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





# Site Assessment - Stevens Point Area High School

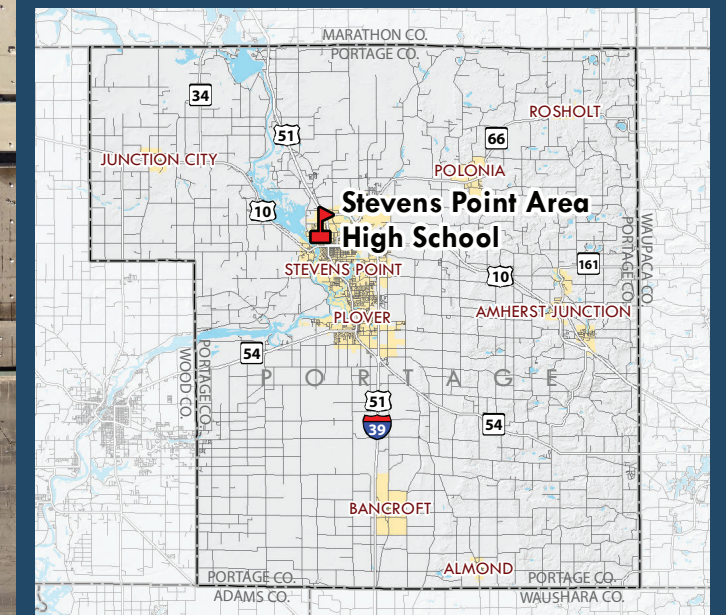
Portage County Combined  
Bicycle & Pedestrian Plan



Notes:  
1. Many cars do not follow drop-off policy. There is an AM monitor assigned to enforce drop-off procedures.  
2. Pick-up location is cyclical based on city events.



## Location Map




## Legend

## SUB AREA 1 - C.2

----	Existing Sidewalk		Bus Stop
XXXX	No Sidewalk		Do Not Enter
==	Existing Crosswalk		Entrance
★	Curb Ramp		Exit Only
▨	Bus Drop		No Parking
- - - -	Student Loading Zone		One Way
	15 MPH School Zone		Right Turn Only
	25 MPH Speed Limit		School Crossing
	Bike Rack		Stop



**Stevens Point Area Senior High School**

Location and Contact Information	
<p><b>Stevens Point Area Senior High</b>                      1201 North Point Drive                      Stevens Point, WI 54481                      t(715) 345-5400</p> <p>Mike Devine, Principal                      School Hours: 7:35-2:55                      Grades 10-12</p>	

Recommendations		
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Issue	Recommendation	Rationale
<b>Strategy Type :: Education</b>		
Congestion occurs during start and release times.	<b>1.3.1</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>1.3.2</b> Include bicycle and pedestrian safety as component of driver education programs held at the high school.	See Best Practices (Chapter 3).
Students may not have an understanding of core bicycle and pedestrian safety elements.	<b>1.3.3</b> Consider initiating a SRTS Training Program. These programs, available through organizations like the Bicycle Federation of Wisconsin, can increase usership and enhance skills.	Educational courses focusing on bicycle and pedestrian safety teach valuable skills.
Students and parents may be unaware of preferred walking and bicycling routes.	<b>1.3.4</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).
Parents and students may be unaware of or ignore established drop-off/pick-up procedures.	<b>1.3.5</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>1.3.6</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 School Day/Bike to School Day (currently underway at Ben Franklin).	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	<b>1.3.7</b> Develop school-based	See Best Practices (Chapter 3).



walking to school could be increased.	incentive programs to encourage more students to bike or walk to school or implement programs to discourage students from driving to school.	
The number of students biking or walking to school could be increased.	<b>1.3.8</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>1.3.9</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>		
Bike/pedestrian connections to the west do not currently exist.	<b>1.3.10</b> Provide dedicated pedestrian connection from 2nd Street to High School internal sidewalk/path system, at south end of both 2nd Street access points.	Improved bike/pedestrian connections to the neighborhoods west of school grounds may help encourage more students to bike or walk to school.
An informal path to Prentice Street exists.	<b>1.3.11</b> Formalize path following "desire line" between Prentice Street N (at Scholfield Ave) and south tennis courts; extension of asphalt rec path preferred.	A formalized path to the school grounds improves overall connectivity.
Opportunities for crossing improvements to Northpoint Drive exist.	<b>1.3.12</b> Improve existing mid-block crossing on Northpoint Drive at the Green Circle Trail with ladder or continental style crosswalk and ped-activated beacon.	Highly visible and conveniently located crossings improve overall connectivity and safety.
This type of bike rack is not well designed for functionality and can easily damage wheels.	<b>1.3.13</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.	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>1.3.14</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>1.3.15</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>1.3.16</b> Complete and submit School Tally results to the National Center for Safe Routes to School at least annually.	See Best Practices (Chapter 3).



Notes:

1. Many cars do not follow drop-off policy. There is an AM monitor assigned to enforce drop-off procedures.
2. Pick-up location is cyclical based on city events.

Relocated crosswalk from east. Upgrade to continental style and install pedestrian activator.

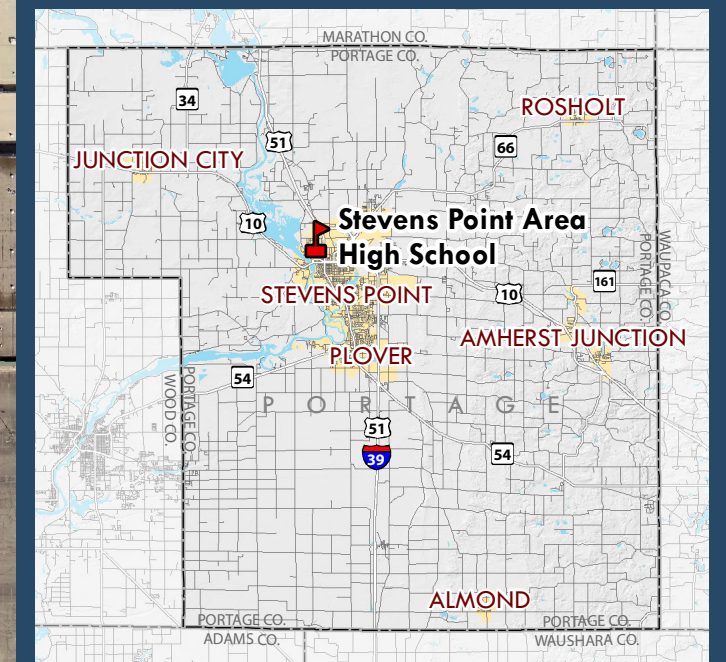
Move crosswalk east to connect school to the development across the street

# Site Improvement - Stevens Point Area High School

Portage County Combined Bicycle & Pedestrian Plan



## Location Map



## Legend SUB AREA 1 - C.3

- Proposed "School Crossing Ahead" sign
- Proposed Crosswalk
- Proposed pathway links to existing sidewalk network
- Existing Sidewalk/Path
- No Sidewalk
- Existing Crosswalk