



AGENDA

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC)

Members:

- Trevor Roark
- Bill Fehrenbach
- Michael O'Meara
- Janis Borski

Date and Time:	November 8, 2017 9:00 AM	Location:	County Conference Room 3 County Annex Building 1462 Strongs Avenue Stevens Point, WI 54481
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1. Call to Order
2. Persons who wish to address the committee for up to three (3) minutes on a non-agenda item*

Consideration and Possible Action on the Following:

3. Minutes and Actions from the October 18, 2017 special meeting
4. Staff Update (TAP Grant, etc.).
5. County BPAC development.
6. Discuss & recommend Northpoint Dr. & Business 51 intersection roundabout design.
7. Isadore St. preliminary reconstruction design discussion.
8. Bike Parking Ordinance draft discussion.
9. Discussion on Safe Routes to Schools prioritization.
10. Snow shoveling plan & responsibility.
11. Bicycle & Pedestrian Count discussion.
12. Schedule next meeting.
13. Adjourn.

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Maps further defining the above area(s) may be obtained from the City of Stevens Point Department of Community Development, 1515 Strongs Avenue, Stevens Point, WI 54481, or by calling (715) 346-1567, during normal business hours.

PLEASE TAKE FURTHER NOTICE that a quorum of the Common Council may be in attendance at this meeting.

REPORT OF BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
SPECIAL MEETING

October 18, 2017 - 9:00 AM

Conference Room, County-City Building
1515 Strongs Avenue, Stevens Point, WI 54481

PRESENT: Trevor Roark, Bill Fehrenbach, and Janis Borski

STAFF PRESENT: Kyle Kearns (Associate Planner), Michael Rottier (Assistant Police Chief)

ABSENT: Michael O'Meara

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1. Call to Order
2. Persons who wish to address the committee for up to three (3) minutes on a non-agenda item*
Consideration and Possible Action on the Following:
3. Minutes and Actions from the October 11, 2017 meeting
4. Staff Update
5. Discussion on preliminary design of roundabout at the intersection of Northpoint Dr. & Business 51
6. Bike Parking Ordinance development
7. Discussion on Safe Routes to Schools prioritization.
8. Snow shoveling discussion.
9. Schedule next meeting.
10. Adjourn.

1. Call to order

Meeting called to order at 1:04 p.m. by Chairperson *Trevor Roark*

2. Persons who wish to address the committee for up to three (3) minutes on a non-agenda item

There were no persons who wished to address the committee on a non-agenda item.

3. Review and Approval of the Minutes of October 11, 2017 meeting

Motion by Bill Fehrenbach to approve the minutes; Seconded by Janis Borski. Motion carried 3-0.

4. Staff Update

Kyle Kearns reported that Stevens Point Common Council at the October 16th meeting approved the recommendation from BPAC for the order of consultants for the Tap Grant SOQs with strong support for Toole Design Group. Chairperson Roark and Vice Chairperson Bill Fehrenbach attended the Common Council meeting and spoke on behalf of BPAC. Next, the information will be sent to the State for review and possible approval.

5. Discussion on preliminary design of roundabout at the intersection of Northpoint Dr. & Business 51

A design of the proposed roundabout was distributed to everyone (ref: AECOM Project No. 60532234 – March 2017). A detailed review and discussion commenced. The committee discussed the pros and cons using the roundabout thru the eyes of pedestrians, individuals with disabilities, bicyclists, automobiles and other motorized vehicles. Traffic flow at peak times including traffic from the Stevens Point Area High School (SPASH) and Sentry Insurance was discussed. Assistant Chief

Michael Rottier reminded us that continued education through various media on the use of the roundabout needs to take place as was successfully done for the rapid flash beacon (RFB) crossing at the intersection of Division St. & Franklin St. There may be some confusion for a while with lane usage, flow, and direction. It was suggested to encourage landscaping of the roundabout.

The committee generally supported the roundabout, but there was concern if the roundabout was a 2 lane design throughout. The design did not demarcate the lanes within the circle and Kyle Kearns suggested that this would be a 2 lane design based upon width.

Chairperson Roark said that he would follow up with the Public Works Director on the number of lanes throughout and the design standards used by AECOM for this design.

6. Bike Parking Ordinance development

The committee decided to continue this complicated and lengthy discussion on the City ordinance for bike rack designs, requirements, and placement. A review of different cities resulted in a decision to mostly follow the City of Madison Bike Rack Requirements. Handouts of these were provided to everyone.

The committee agreed that when we develop our own handout we would include a similar look – bike rack images that do and don't meet the design requirements.

Additionally, the City of Madison Chapter 28 Zoning Code Ordinance (Downloaded on August 22, 2014) was distributed to everyone for review and discussion. Chairperson Roark suggested we continue to also follow the recommendations of the American Association of Pedestrian and Bicycle Professionals (APBP) - <http://www.apbp.org> and reference these recommendations as needed.

The committee also continued discussion on Bike Parking reviewing Stevens Point's current bicycle parking standards/ordinance (Chapter 23.01(14)(f) – Zoning Ordinance) and compare this to other city's standards. Additional issues addressed were bike racks to recommend and bike racks to phase out. Recommendations to various business and property owners for providing outside or possibly inside bicycle parking or bike corrals. Next, lengthy discussion took place on a) replacement parking ratio and/or 1 bike spot for every certain square footage, b) minimum and maximum parking spots for automobiles and bicycles, c) city business ordinances d) grandfathered property and businesses e) new businesses. The committee then specifically reviewed and discussed Item #4, Chapter 28, Madison Zoning Code Ordinance as it is possible to relate to Stevens Point ordinances.

In conclusion, Chairperson Trevor Roark volunteered to begin a draft ordinance recommendation based upon these 2 documents and the BPAC discussion for further review and discussion with the committee at upcoming meetings.

7. Discussion on Safe Routes to Schools prioritization

This agenda item was postponed until the next regular meeting.

8. Snow shoveling discussion

This agenda item was postponed until the next regular meeting.

9. Schedule next meeting

The next meeting is scheduled for November 8th, 2017, 9am.

10. Adjourn

Meeting adjourned at 2:28 p.m.

C. Action Plan

The following action plan is based on a one to five year forecast of reasonably attainable goals. The strategies within this Action Plan prioritize important components of the SRTS program because they lay the foundation for activities within each strategy area. Strategy areas include the 5 E's for Safe Routes to School. The 5 E's are 1) Education; 2) Encouragement; 3) Enforcement; 4) Evaluation; and, 5) Engineering. A successful SRTS program will incorporate components of each of these approaches.

The table is meant to complement the recommendations discussed throughout this chapter. It incorporates strategies and responsibility for implementation of select recommendations given. This table should be updated periodically with new strategies sourced from the recommendations within this chapter, or within the SRTS Best Practices discussed in Chapter 3.

Groups assigned to implement this SRTS Plan include all school districts within the planning area (authority for school site improvements), Portage County, local/county police departments, and other agencies operating within each community.

Sub-Area 1: Action Plan		Project Area					
Portage County Safe Routes to School		Madison Elementary	Stevens Point Area Senior High	Pace III High	St. Peter Middle		
E	Action	1-A	1-B	1-C	1-D	When	Who
Education	1.1.1 - Consider staggering start-times and release times to reduce volume of motor vehicle, bus, pedestrian, and bicycle activity at any one time.	✓	✓	✓	✓	Short-term	SPAPSD, SPCS
	1.1.2 - Include bicycle and pedestrian safety as component of driver education programs held at the high school.		✓	✓		Short-term	SPAPSD, SPCS
	1.1.3 - Consider initiating a SRTS Training Program. These programs, available through organizations like the Bicycle Federation of Wisconsin, can increase usership and enhance skills.	✓	✓	✓	✓	Immediate	SPAPSD, SPCS
	1.1.4 - Work with WIDOT and local police to bring a Bicycle Rodeo or Walkable Communities Workshop to the district.	✓			✓	Immediate	SPAPSD, SPCS, Stevens Point
	1.1.5 - Display and distribute maps of preferred walking and bicycling routes to parents and students.	✓	✓	✓	✓	On-going	SPAPSD, SPCS
	1.1.6 - Continue to integrate drop-off/pick-up routine education into parent/teacher conferences, student orientation, or other significant school-wide event.	✓	✓	✓	✓	On-going	SPAPSD, SPCS
Encouragement	1.2.1 - 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).	✓	✓	✓	✓	Immediate & On-going	SPAPSD, SPCS
	1.2.2 - Develop school-based incentive programs such as "Mileage Clubs" or "Golden Sneaker Awards".	✓	✓	✓	✓	Immediate & On-going	SPAPSD, SPCS
	1.2.3 - 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.	✓				Immediate	SPAPSD, SPCS

E	Action	1-A	1-B	1-C	1-D	When	Who
Enforcement	1.3.1 - Consider driver feedback signs to inform motorists of their rate of speed within school zones.	✓	✓	✓	✓	Short-term	Stevens Point
	1.3.2 - 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.	✓			✓	Immediate	Stevens Point
	1.3.3 - Add 15 mph school zone signage on NB 2nd Street between Franklin and Washington and on SB 2nd Street between Bukolt and 5th.				✓	Immediate	Stevens Point
	1.3.4 - Increase the number of adult crossing guards.	✓				Immediate	SPAPSD
	1.3.5 - Reduce spacing of parked buses (2' or fewer) at pick-up and drop off to prevent pedestrian pass-through.				✓	Immediate	SPAPSD, SPCS
Engineering	1.4.1 - Provide dedicated pedestrian connection from 2nd Street to High School internal sidewalk/path system, at south end of both 2nd Street access points.		✓			Short-term	SPAPSD
	1.4.2 - Formalize path following "desire line" between Prentice Street N (at Scholfield Ave) and south tennis courts; extension of asphalt rec path preferred.		✓			Long-term	SPAPSD
	1.4.3 - Improve existing mid-block crossing on Northpoint Drive at the Green Circle Trail with ladder or continental style crosswalk and ped-activated beacon.		✓			Short-term	Stevens Point
	1.4.4 - 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.				✓	Long-term	Stevens Point
	1.4.5 - 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.	✓	✓	✓	✓	Immediate	SPAPSD, SPCS
	1.4.6 - Repair roadway, curb, and sidewalk condition of First Street in front of school, include ADAAG-compliant curb ramp at current yellow painted curb.				✓	Short-term	SPCS, Stevens Point
	1.4.7 - Repair sidewalks and provide ADAAG-compliant curb ramps on south side of Washington Avenue and West side of West Street.				✓	Short-term	Stevens Point
	1.4.8 - Implement urban cross section (curb, gutter, terrace, sidewalk where possible) for roadways surrounding Madison Elementary; several locations display standing water after rainfall events due to poor drainage				✓	Long-term	Stevens Point

E	Action	1-A	1-B	1-C	1-D	When	Who
Evaluation	1.5.1 - Conduct a communitywide transportation survey to measure mode choice within the community. Survey should include primary concerns and popular destinations or routes.	✓	✓	✓	✓	On-going	Portage County, Municipality
	1.5.2 - 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).	✓	✓	✓	✓	On-going	Portage County, Municipality
	1.5.2 - Complete and submit School Tally results to the National Center for Safe Routes to School at least annually (continue where already implemented).	✓	✓	✓	✓	On-going	Portage County, SPAPSD, Schools

Sub-Area 2: Action Plan		Project Area							
Portage County Safe Routes to School		Washington Elementary	Jefferson School for the Arts	Charles F. Fernandez Center for Alt Learning	PJ Jacobs Jr. High	St. Paul Lutheran Grade School	St. Stephens Elementary School		
E	Action	2-A	2-B	2-C	2-D	2-E	2-F	When	Who
Education	2.1.1 - Include bicycle and pedestrian lessons as part of driver education programs held at the high school.							Ongoing	SPAPSD
	2.1.2 - Integrate drop-off/pick-up routine education into parent/teacher conferences, orientation, or other significant event.	✓	✓	✓	✓	✓	✓	Ongoing	SPAPSD, SPACS
	2.1.3 - Consider initiating a SRTS Training Program. These programs, available through organizations like the Bicycle Federation of Wisconsin, can increase user ship and enhance skills.	✓	✓	✓	✓	✓	✓	Ongoing	SPAPSD, SPACS
	2.1.4 - Work with WisDOT and local police to bring a Bicycle Rodeo or Walkable Communities Workshop to the district.	✓	✓	✓	✓	✓	✓	Ongoing	SPAPSD, SPACS
	2.1.5 - Display and distribute maps of preferred walking and bicycling routes to parents and students.	✓	✓	✓	✓	✓	✓	Ongoing	SPAPSD, SPACS
Encouragement	2.2.1 - 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.	✓	✓	✓	✓	✓	✓	Immediate	SPAPSD, SPACS
	2.2.2 - Continue to discourage student crossing at the intersection of College Avenue and Michigan Avenue and encourage crossing at controlled intersections.				✓			Ongoing	SPAPSD and Stevens Point
	2.2.3 - 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.						✓	Ongoing	SPACS
	2.2.5 - Consider driver feedback signs to inform motorists of their rate of speed within school zones.			✓	✓		✓	Ongoing	Stevens Point
	2.2.6 - Develop a Walking School Bus program at each school using community and parent volunteers.	✓	✓			✓	✓	Ongoing	SPAPSD, SPACS
	2.2.7 - Develop school-based incentive programs such as "Mileage Clubs" or "Golden Sneaker Awards"	✓	✓	✓	✓	✓	✓	Ongoing	SPAPSD, SPACS

E	Action	2-A	2-B	2-C	2-D	2-E	2-F	When	Who
Enforcement	2.3.1 - Enforce speed limits, traffic signage and crosswalk regulations in school zones.	✓	✓	✓	✓	✓	✓	Ongoing	enforcement agencies
	2.3.2 - Report instances of inappropriate motorist behavior, illegal parking and loading to police regularly.	✓	✓	✓	✓	✓	✓	Ongoing	enforcement agencies
	2.3.3 - Enforce sidewalk and property maintenance laws to increase safety and capabilities for walking and biking.	✓	✓	✓	✓	✓	✓	Ongoing	
	2.3.4 - Enforce "Right Turn Only" during arrival and dismissal times from Sims Avenue to Michigan Avenue.				✓			Immediate	enforcement agencies
	2.3.5 - Enforce "Buses Only" entrance on Michigan Avenue				✓				
	2.3.6 - Enforce "No Left Turn" during arrival and dismissal times from Michigan Avenue to College Avenue.				✓			Immediate	
Engineering	2.4.1 - Remove crosswalk signage and striping crossing Michigan Avenue at the College Avenue and continue to encourage students to cross at controlled intersections to the north and south. Rotate "Use Crosswalk (north and south) sign to face sidewalk				✓			Immediate	Stevens Point
	2.4.2 - Move striped crosswalk and signage crossing Michigan Avenue at Sims Avenue to the south side of the intersection.				✓			Immediate	Stevens Point
	2.4.3 - Install accessible ramps for on-street accessible parking along Prais Street (near the intersection of Prais and St. Paul Street). Ramps should be immediately adjacent to the accessible parking stalls and located along an accessible route.	✓						Short Term	Stevens Point
	2.4.4 - The existing accessible loading area on Prais Street (near the intersection of Prais and Wilshire Blvd.) does not meet current accessibility guidelines for loading areas. Provide an expanded loading area that conforms to maximum slope requirements.	✓						Short Term	Stevens Point and SPAPSD
	2.4.5 - Replace "wheel-bender" bike racks with modern rack that has at least two touch points, and (re)locate near school entry on hard surface.	✓	✓	✓	✓	✓	✓	Short Term	SPAPSD
	2.4.6 - Complete the sidewalk network on at least one side of the street surrounding the S. Paul's United Methodist Church property (Wilshire Blvd, St. Paul Street and Jordan Lane).	✓						Short Term	Stevens Point
	2.4.7 - Narrow the width of Sims Avenue east of Michigan Avenue. Reduce lane widths, create protected parallel parking on the north side of Sims and explore opportunities for adding a sidewalk on the south side of Sims Avenue.				✓			Short Term	Stevens Point
	2.4.8 - Restripe the existing city owned parking lot south of Sims Avenue. Orient parking bays east-west and explore opportunities for additional sidewalks around the perimeter of the parking lot.				✓			Short Term	Stevens Point

E	Action	2-A	2-B	2-C	2-D	2-E	2-F	When	Who
	2.4.9 - Add bike racks at the northeast corner of the building to serve students entering the campus from the east. Consider additional fencing along the western edge of the ball fields to restrict bicycle and pedestrian access.				✓			Short Term	SPAPSD
	2.4.10 - Shift fence along Main Street (adjacent to ball fields) several feet to the north and install a 10' wide multi-use path.				✓			Short Term	SPAPSD
	2.4.11 - Designate the parent vehicle loading area and route with permanent pavement marking.					✓		Short Term	St. Paul Lutheran School
	2.4.12 - Create striped pedestrian route from bus drop off to entrance.					✓		Short Term	Lutheran School
	2.4.13 - Remove East Avenue roadway pavement between existing curbs at Jefferson Street and Oak Street (closed portion of East Avenue).		✓					Short Term	SPAPSD
	2.4.14 - In conjunction with the removal of East Avenue pavement, create a widened central path connection between Jefferson Street and Oak Street.		✓					Short Term	SPAPSD
	2.4.15 - Create and mark a designated bus loading area behind the school. Locate the bus loading area so that it does not conflict with vehicular parking.			✓				Short Term	SPAPSD
	2.4.16 - Create an off-street staff parking area near the intersection of Wyatt Avenue and Oak Street and relocate the play equipment in the green space created by the removal of pavement on East Avenue.		✓					Long Term	SPAPSD
	2.4.17 - Explore opportunities for creating dedicated on or off-street bicycle facilities (running east-west) to the west of Michigan Avenue and east of Minnesota Avenue.				✓			Long Term	Stevens Point
	2.4.18 - Create new bus loading area on the north side of Main Street between right turn lane taper and Cross Street. Create wider sidewalk for loading in this area by paving the street terrace.				✓			Long Term	Stevens Point and SPAPSD
	2.4.19 - Reopen the two southern entrance doors to create direct access for the new bus loading area on Main Street.				✓			Long Term	SPAPSD
	2.4.20 - Create pedestrian bump outs at the intersection of Cross Street/Main Street and Minnesota Avenue/Main Street.				✓			Long Term	Stevens Point
	2.4.21 - Convert existing parent vehicle loading area on Michigan Avenue to a bus only loading area. Relocate parent vehicle loading area to the southern edge of the existing city owned parking lot. Close the "Bus Only" entrance from Michigan Avenue.				✓			Long Term	Stevens Point and SPAPSD
	2.4.22 - Create event parking/loading between the proposed pedestrian bump outs at Cross Street and Minnesota Avenue.				✓			Long Term	Stevens Point
	2.4.23 - When Main Street is reconstructed, install pedestrian refuge islands at the intersections of Main and Wilshire and Main and Sunset.	✓			✓			Long Term	Stevens Point

E	Action	2-A	2-B	2-C	2-D	2-E	2-F	When	Who
	2.4.24 - Install pedestrian activated crossing signals at all major signalized intersections.	✓	✓	✓	✓	✓	✓	Short Term	Stevens Point
	2.4.25 - 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)	✓	✓	✓	✓	✓	✓	Long Term	Stevens Point
	2.4.26 - Explore opportunities for creating on-street bicycle facilities (bike lane or paved shoulder) along Green Avenue. See Neighborhood Improvement Map (Sub Area 2)	✓			✓			Long Term	Stevens Point
	2.4.27 - Explore opportunities for creating an off-street multi-use path along Green Avenue, Simonis Street, Wilshire Blvd and Prais Street. See Neighborhood Improvement Map (Sub Area 2).	✓			✓			Long Term	Stevens Point
Evaluation	2.5.1 - Conduct a communitywide transportation survey to measure mode choice within the community. Survey should include primary concerns and popular destinations or routes.	✓	✓	✓	✓	✓	✓	Short Term	Stevens Point, SPAPSD, SPACS
	2.5.2 - 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).	✓	✓	✓	✓	✓	✓	Ongoing	SPAPSD, SPACS
	2.5.3 - Complete and submit School Tally results to the National Center for Safe Routes to School at least annually.	✓	✓	✓	✓	✓	✓	Ongoing	SPAPSD, SPACS

Sub-Area 3: Action Plan		Project Area					
Portage County Safe Routes to School		McDill Elementary	Ben Franklin Junior High	McKinley Elementary	Stevens Point Christian		
E	Action	3-A	3-B	3-C	3-D	When	Who
Education	3.1.1 - Consider staggering start-times and release times to reduce volume of motor vehicle, bus, pedestrian, and bicycle activity at any one time.	✓	✓	✓		Short-term	SPAPSD
	3.1.2 - Display and distribute maps of preferred walking and bicycling routes to parents and students.	✓	✓	✓		On-going	SPAPSD
	3.1.3 - Integrate drop-off/pick-up routine education into parent/teacher conferences, orientation, or other significant school-wide event.	✓	✓	✓	✓	On-going	SPAPSD, SPCA
Encouragement	3.2.1 - 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).	✓	✓	✓	✓	Immediate & On-going	SPAPSD, SPCA
	3.2.2 - Develop school-based incentive programs such as "Mileage Clubs" or "Golden Sneaker Awards".	✓	✓	✓	✓	Immediate & On-going	SPAPSD, SPCA
	3.2.3 - Use safety cones to block off east end of parking aisles to encourage orderly drop-off and pick-up in staff parking lot.	✓					
	3.2.4 - Develop a Walking School Bus program at each school using community and parent volunteers.	✓		✓		Immediate	SPAPSD
Enforcement	3.3.1 - Consider driver feedback signs to inform motorists of their rate of speed within school zones.	✓	✓	✓	✓	Short-term	Whiting, Stevens Point, Plover
	3.3.2 - Add 15 mph school zone signage on Elm Street (WB) between Willard and Airline.	✓				Immediate	Whiting
	3.3.3 - Install signage and enforce "Right Turn Only 8:25 - 9:15 and 3:25 - 4:00" at EB Beech Street and School Street, EB Willow Street and School Street, EB Rose Street and School Street.	✓				Immediate	Whiting
	3.3.4 - Install signage and enforce "No Right Turns 8:15 - 9:15 and 3:15 - 4:00" at WB Cleveland Avenue and Rice Street and NB Rice Street and Blaine Street.			✓		Immediate	Stevens Point

E	Action	3-A	3-B	3-C	3-D	When	Who
	3.3.5 - Install signage and enforce "Left Turn Only Onto School Street" at parking lot exit.	✓				Immediate	SPAPSD
	3.3.6 - Increase the number of adult crossing guards.	✓				Immediate	SPAPSD
	3.3.7 - Reduce spacing of parked buses at pick-up and drop off to prevent pedestrian pass-through.	✓		✓		Immediate	SPAPSD
Engineering	3.4.1 - Install sidewalk along east side of 1st Street/School Street from Porter Court to McDill Ave.	✓				Short-term	Whiting, Plover
	3.4.2 - Install sidewalk along south side of Porter Court.	✓				Short-term	Plover
	3.4.3 - Install painted crosswalk at east leg (oriented N-S) of 1st Street/Porter Court intersection.	✓				Short-term	Whiting, Plover
	3.4.4 - Install "Right Turn Yield to Pedestrians" sign at WB Porter Court.	✓				Short-term	Plover
	3.4.5 - Install sidewalk along south side of Elm Street from Post Road to Hoover Avenue.	✓				Short-term	Whiting, Plover
	3.4.6 - Install "Share the Road" signage, or similar bicycle awareness signage, on Airline, School/1st, and Elm.	✓				Immediate	Whiting, Plover
	3.4.7 - Install 10' hard surface path system with traffic control signage on school grounds for pedestrian and bicycling encouragement and education.	✓				Long-term	SPAPSD
	3.4.8 - Enhance Nebel Avenue intersections with US HWY 51 and Water Street with ladder or continental style crosswalks to increase visibility of crossing.		✓	✓		Short-term	Stevens Point
	3.4.9 - Install corner bump-outs, ADAAG-compliant curb ramps at Heffron Avenue/USH 51 intersection to shorten crossing distance and increase pedestrian safety and visibility.		✓	✓		Long-term	Stevens Point, WIDOT
	3.4.10 - Install warning beacon on southbound Airline near Elm Street intersection; utilize ped activation or motion detection activator for beacon at east (rear) school grounds access gate.	✓				Immediate	Whiting, SPAPSD
	3.4.11 - 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.	✓	✓	✓	✓	Immediate	SPAPSD
	3.4.12 - Replace parking lot islands to be compliant with standards of ADA accessibility.	✓				Immediate	SPAPSD

	Action	3-A	3-B	3-C	3-D	When	Who
Engineering	3.4.13 -"Road diet" for Water Street between (at minimum) Polk Street and Nebel Avenue/River View Avenue, to include designated bicycle facility (off road path on west side preferred).		✓			Long-term	Stevens Point
	3.4.14 -Explore options for bicycle facilities on Sherman Avenue/Minnesota Avenue, to link Green Circle Trail and Minnesota Avenue on-street facilities.		✓				
	3.4.15 -Develop 10' off-street shared use path along Nebel Avenue from Water Street to Minnesota Avenue (south side of road preferred).		✓	✓		Long-term	Stevens Point
	3.4.16 -Eliminate southernmost driveway at School District facility on Water Street.		✓			Short-term	SPAPSD
	3.4.17 -Realign Water Street sidewalk to cross railroad track at or near perpendicular, and install truncated domes (similar to recent Post Road sidewalk installation).		✓			Short-term	Whiting
	3.4.18 -Repair Sherman Avenue sidewalk segments: North side between Babcock and Albert; South side between Conant and Strange.		✓			Short-term	Stevens Point, Whiting
Evaluation	3.5.1 - Conduct a communitywide transportation survey to measure mode choice within the community. Survey should include primary concerns and popular destinations or routes.	✓	✓	✓	✓	On-going	Portage County, Municipalities
	3.5.2 - 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).	✓	✓	✓	✓	On-going	Portage County, Municipalities
	3.5.3 - Complete and submit School Tally results to the National Center for Safe Routes to School at least annually.	✓	✓	✓	✓	On-going	Portage County, Municipalities, SPAPSD,

Sub-Area 4: Action Plan		Project Area					
Portage County Safe Routes to School		Bannach Elementary	Plover-Whiting Elementary	Roosevelt Elementary	St. Bronislava School		
E	Action	4-A	4-B	4-C	4-D	When	Who
Education	4.1.1 - Stagger start-times and release times to reduce volume of motor vehicle, bus, pedestrian, and bicycle activity at any one time.		✓	✓		On-going	SPAPSD
	4.1.2 - Display and distribute maps of preferred walking and bicycling routes to parents and students.	✓	✓	✓	✓	On-going	SPAPSD, SPACS
	4.1.3 - Integrate drop-off/pick-up routine education into parent/teacher conferences, orientation, or other significant event.	✓	✓	✓	✓	On-going	SPAPSD, SPACS
	4.1.4 - Consider initiating a SRTS Training Program. These programs, available through organizations like the Bicycle Federation of Wisconsin, can increase usership and enhance skills.	✓	✓	✓	✓	On-going	SPAPSD, SPACS
	4.1.5 - Work with WisDOT and local police to bring a Bicycle Rodeo or Walkable Communities Workshop to the district.	✓	✓	✓	✓	On-going	SPAPSD, SPACS, Stevens Point, Plover, Whiting
Encouragement	4.2.1 - 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.	✓	✓	✓	✓	Immediate	SPAPSD, SPACS
	4.2.2 - Consider adding an adult crossing guard at the Hoover Avenue mid-block crossing immediately west of the staff parking lot and west building entries.		✓			Short-term	SPAPSD
	4.2.3 - 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.	✓	✓	✓	✓	Immediate	SPAPSD, SPACS, Stevens Point, Plover, Whiting
	4.2.4 - Consider driver feedback signs to inform motorists of their rate of speed within school zones.						
	4.2.5 - Consider adding crossing guards at Roosevelt Drive/Madison Ave and at Wisconsin Ave/School Drive.			✓		Short-term	SPAPSD
	4.2.6 - Consider establishing a Walking School Bus program from Royal Wood Park to the school.			✓		Short-term	SPAPSD
	4.2.7 - Consider establishing a Walking School Bus program from Little Plover River Park to the school.		✓			Short-term	SPAPSD

E	Action	4-A	4-B	4-C	4-D	When	Who
Enforcement	4.3.1 - Enforce speed limits, traffic signage and crosswalk regulations in school zones.		✓	✓		On-going	Local law enforcement agencies
	4.3.2 - Post Airline Road as a school zone with 15 mph limit from Hoover Ave to Brookshire Drive.		✓			Immediate	Plover
	4.3.3 - Post Willow Drive as a school zone with 15 mph limit from Foremost Road to Village Lane.				✓	Immediate	Plover
	4.3.4 - Enforce and post "Enter Only" signage at Hoover Avenue access to prohibit vehicles from exiting school grounds via this driveway.		✓			Short-term	Plover
	4.3.5 - Restrict eastern driveway on STH 54 to bus/staff ingress and egress only; install signage (Do Not Enter, Buses Only).				✓	Short-term	SPACS
	4.3.6 - Place safety cones or other barriers in N-S orientation to prevent pass-through of vehicles and "channelize" bus traffic within eastern half of parking lot.				✓	Short-term	SPACS
	4.3.7 - Restrict western driveway on STH 54 to "Staff Only" during school hours.				✓	Short-term	SPACS
	4.3.8 - Restrict western driveway on Willow Drive to Enter Only.				✓	Short-term	SPACS
	4.3.9 - Restrict eastern driveway on Willow Drive to Exit Only.				✓	Short-term	SPACS
Engineering	4.4.1 - Replace "wheel-bender" bike racks with modern rack that has at least two touch points, and (re)locate near school entry on hard surface.		✓	✓		Short-term	SPAPSD
	4.4.2 - Extend Airline Road sidewalk on north side of road to Rogers Drive.		✓			Short-term	Plover
	4.4.3 - Install sidewalk along south side of Airline Road from Hoover Avenue to Brookshire Drive.		✓			Short-term	Plover
	4.4.4 - Improve existing pedestrian crossing ahead signage on STH 54 with flashing beacon on timer (beginning and end of school days) or ped activation.				✓	Short-term	Plover
	4.4.5 - Install sidewalk connections from STH 54 sidewalk to south school entry and from Willow Drive proposed sidewalk to north school grounds.				✓	Short-term	SPACS
	4.4.6 - Install sidewalk on north side of Willow Drive from Mission Lane to a point east of the eastern access drive.				✓	Short-term	Plover
	4.4.7 - Install high-visibility crosswalk and signage from linking proposed Willow Drive sidewalk with school grounds.				✓	Short-term	Plover
	4.4.8 - Install sidewalk on Willow Drive from eastern driveway to Post Road.				✓	Short-term	Plover
	4.4.9 - Extend sidewalk on north side of Roosevelt Drive from Wisconsin Avenue to Washington Avenue.			✓		Short-term	Plover
	4.4.10 - Install sidewalk on Madison Avenue from Plover Springs Drive to Roosevelt Drive and from School Drive to Cedar Drive.			✓		Short-term	Plover
	4.4.11 - Install curb extensions/bump-outs at Roosevelt Drive and Wisconsin Avenue Intersection to minimize crossing distance for pedestrians.			✓		Short-term	Plover

E	Action	4-A	4-B	4-C	4-D	When	Who
Engineering	4.4.12 - Install curb extensions/bump-outs at School Drive and Wisconsin Avenue Intersection to minimize crossing distance for pedestrians.			✓		Short-term	Plover
	4.4.13 - Extend curb at southern edge of bus loading area to separate the bus loop and faculty parking drive from the parent loading area.	✓				Short-term	SPSPSD
	4.4.14 - Create a raised sidewalk connection from the southern edge of the bus loading area to Walter Street.	✓				Short-term	SPAPSD
	4.4.15 - Repair or replace sidewalk at bus loading area, maintain width and restripe yellow standing lines as required.	✓				Short-term	SPAPSD
	4.4.16 - Create an off street multi-use path connection along Golla Road and Sandy Lane. Provide a direct connection to the school's internal path network.	✓				Short-term	Stevens Point, Town of Hull, SPAPSD
	4.4.17 - As traffic volumes increase, install flashing school zone signs in the areas surrounding the school site.	✓				Long-term	Stevens Point, Town of Hull
	4.4.18 - Install sidewalk along the north side of Walter Street, from Sandy Lane to Brilowski Road.	✓				Short-term	Stevens Point, Town of Hull
	4.4.19 - Install sidewalk on at least one side of Wildwood Drive, from Walter Street to Highway 10.	✓				Short-term	Stevens Point, Town of Hull
	4.4.20 - Explore opportunities for creating an off-street multi-use path along the east side of Brilowski Road from Highway 10 to Walter Street. Provide crossing improvements at Walter Street and Brilowski Road.	✓				Long-term	Stevens Point, Town of Hull
	4.4.21 - Improve bicycle and pedestrian accommodations at the intersection of Brilowski Road and Highway 10. Add pedestrian refuge islands and pedestrian activated crossing signals.	✓				Long-term	WisDOT, Stevens Point
4.4.22 - Explore opportunities for an off-street multi-use path along the north side of Highway 10, from Brilowski Road to Maple Bluff Road.	✓				Short-term	WisDOT, Stevens Point	
Evaluation	4.5.1 - Conduct a communitywide transportation survey to measure mode choice within the community. Survey should include primary concerns and popular destinations or routes.	✓	✓	✓	✓	On-going	Portage County, Municipalities
	4.5.2 - 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).	✓	✓	✓	✓	On-going	Portage County, Municipalities
	4.5.3 - Complete and submit School Tally results to the National Center for Safe Routes to School at least annually.	✓	✓	✓	✓	On-going	Portage County, Municipalities, SPAPSD, SPCA

Sub-Area 5: Action Plan		Project Area						
Portage County Safe Routes to School		Almond Schools	Amherst	Bancroft Elementary	John F. Kennedy	Rosholt		
E	Action	5-A	5-B	5-C	5-D	5-E	When	Who
Education	5.1.1 - Stagger start-times and release times to reduce volume of motor vehicle, bus, pedestrian, and bicycle activity at any one time	✓	✓	✓			On-going	
	5.1.2 - Display and distribute maps of preferred walking and bicycling routes to parents and students	✓	✓	✓	✓	✓	On-going	
	5.1.3 - Integrate drop-off/pick-up routine education into parent/teacher conferences, orientation, or other significant event	✓	✓	✓	✓	✓	On-going	
	5.1.4 - Consider initiating a SRTS Training Program. These programs, available through organizations like the Bicycle Federation of Wisconsin, can increase usership and enhance	✓	✓	✓	✓	✓	On-going	
	5.1.5 - Work with WisDOT and local police to bring a Bicycle Rodeo or Walkable Communities Workshop to the district.	✓	✓	✓	✓	✓	On-going	
	5.1.6 - Educate bus drivers about parking at least 15' from crosswalks to increase the visibility of pedestrians crossing the street	✓					✓	On-going
Encouragement	5.2.1 - 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	✓	✓	✓	✓	✓	Immediate	
	5.2.2 - 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.	✓	✓	✓	✓	✓	On-going	
	5.2.3 - Consider driver feedback signs to inform motorists of their rate of speed within school zones.	✓	✓	✓	✓	✓	On-going	
Enforcement	5.3.1 - Enforce speed limits, traffic signage and crosswalk regulations in school zones.	✓	✓	✓	✓	✓	On-going	Local law enforcement agencies
	5.3.2 - Enforce and post "Enter Only" and "Exit Only" signage to make all driveways one-way loops.				✓		Short-term	
	5.3.3 - Enforce no-parking areas within 15' of all crosswalks, particularly in bus and parent loading zones	✓	✓	✓	✓	✓	Short-term	

E	Action	5-A	5-B	5-C	5-D	5-E	When	Who
Engineering	5.4.1 - Ensure that bike racks at all schools support bicycles at at least two points; replace non-compliant racks.	✓	✓	✓	✓	✓	Short-term	
	5.4.2 - Add bike racks to the north side of the school	✓					Short-term	
	5.4.3 - Upgrade crosswalks across Elm Street, Maple Street and Church Street to continental-style markings	✓					Short-term	
	5.4.4 - Add an ADA-compliant curb ramp with detectable warnings to the mid-block crossing on Elm Street	✓					Short-term	
	5.4.5 - Add sidewalk on the west side of Church Street between Elm Street and the student parking area	✓					Mid-term	
	5.4.6 - Add sidewalk on the south side of Maple Street between High School Street and Church Street	✓					Mid-term	
	5.4.7 - When a widened shoulder is provided, it should be provided on both sides of the road so that pedestrians and bicyclists may use the legally appropriate side of the road	✓					Short-term	
	5.4.8 - Add bike racks to the east side of the school		✓				Short-term	
	5.4.9 - Add bollards between driveway/parking areas and pedestrian areas that are at-grade		✓				Mid-term	
	5.4.10 - Extend the sidewalk along the north side of the school parking lot/drop-off area from the street to the existing sidewalk		✓				Mid-term	
	5.4.11 - Extend the sidewalk on the west side of Main Street north to the entrance of the community center		✓				Mid-term	
	5.4.12 - Add bike lanes to Main Street from Wilson Street north to the edge of the village when the street is next		✓				Long-term	
	5.4.13 - Add sidewalk to the east side of Main Street from the edge of the village south to the existing sidewalk near John		✓				Long-term	
	5.4.14 - Upgrade crosswalks across County Road W to continental-style markings			✓			Short-term	
	5.4.15 - Extend the sidewalk from the existing east to School			✓			Mid-term	
	5.4.16 - Mark all drive ways as one way loops with "Enter Only" and "Exit Only" signs as needed				✓		Short-term	
	5.4.17 - Add/upgrade crosswalks to continental-style markings across Second Street				✓		Short-term	
	5.4.18 - Add sidewalk on north side of Second Street from CTH G to Morgan Avenue				✓		Mid-term	
	5.4.19 - Add sidewalk on east side of CTH G from Second Street to Main Street				✓		Mid-term	
	5.4.20 - Add sidewalk on west side of Morgan Avenue from Second Street to Main Street				✓		Long-term	
	5.4.21 - Upgrade crosswalks on Randolph Street West to parking lots to continental-style markings					✓	Short-term	
	5.4.22 - Upgrade crosswalks on Randolph Street West at State Street to continental-style markings					✓	Long-term	
	5.4.23 - Add curb ramps with DWFs to crosswalks to parking					✓	Long-term	
Evaluation	5.5.1 - Conduct a communitywide transportation survey to measure mode choice within the community. Survey should include primary concerns and popular destinations or routes.	✓	✓	✓	✓	✓	On-going	
	5.5.1 - 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.).	✓	✓	✓	✓	✓	On-going	
	5.5.1 - Complete and submit School Tally results to the National Center for Safe Routes to School at least annually.	✓	✓	✓	✓	✓	On-going	

STREETS, ALLEYS AND SIDEWALKS

Sec. 16.06

16.06 SNOW AND ICE REMOVAL.

(1) Removal from Sidewalks. The owner, occupant or person in charge of any building fronting upon or adjoining any street, and the owner or person in charge of an unoccupied dwelling or lot fronting as aforesaid, shall clean the sidewalk in front of or adjoining such building, or unoccupied lot or dwelling, which on corner lots shall include the sidewalk or ramps extending to the street, of snow and ice from such sidewalk and cause same to be kept clear of snow and ice, provided that when ice has formed on any sidewalk that it cannot be removed, the persons herein referred to shall keep the same sprinkled with ashes, sawdust, or sand. In the event of a snow storm, accumulated snow shall be removed from the abutting sidewalk by the owner or occupant of any premises within twenty-four hours after the snow ceases to fall, except on those streets or portions thereof where no boulevard is located, in which case snow shall be removed within 48 hours.

(2) City May Remove and Place on Tax roll. Whenever the owner or occupant of any lot or premises shall neglect or fail to remove the snow or ice in front of the same for twenty-four hours, the city inspection department shall cause such snow to be removed, provided that when ice has so formed on any sidewalk that it cannot be removed, the same shall be sprinkled with sand, and when completed, the city clerk shall prepare a bill of cost thereof, describing the real estate in front of which the work is done; if the cost of removal is not paid, it shall be placed in the next tax roll by the clerk in a separate column to be called "snow removal" and the same shall be collected in the like manner as other taxes are collected.

(3) No owner, occupant, or person shall place any snow or ice on or into any sidewalk, street, or alley without permission from the Public Works Director.

16.07 MOVING BUILDINGS.

(1) Permit Required. No person shall remove or assist in removing any building into, along, or across any street, alley, or public ground in the city without first obtaining a written permit therefor from the board of public works.

(2) Moving Regulations. No building being moved shall be permitted to remain in any street alley or public grounds for a longer time than one day after notice from the mayor or any alderman or policeman to remove the same. Each day, following receipt of the notice, that the building is not removed shall constitute a separate offense.

(3) Cost of Traffic Control Personnel. In the event there is a determination made after reviewing the route to be traveled by the proposed building through the city streets or thoroughfares that such moving will cause a traffic hazard or congestion of traffic, the supervisor of building inspection may request that the person obtaining such permit, as required by subsection (1), shall reimburse the City of Stevens Point for traffic control at actual cost to the city for all time involved.