CITY OF STEVENS POINT
REGULAR COUNCIL MEETING MINUTES

Community Room
933 Michigan Avenue, Stevens Point, WI

June 15, 2026
7:00 PM

OR

Zoom Teleconferencing

Agenda

1. **Roll Call.**

Present:
Ald. Christianson, Guthrie, Keymer, Olson, Birr, Donahue, Kneebone, Shuda, Lang, Moldenhauer, Morrow.

2. **Salute to the Flag and Mayor's opening remarks.**
3. **Persons who wish to address the Mayor and Council on specific agenda items other than a "Public Hearing" must register their request at this time. Those who wish to address the Common Council during a "Public Hearing" are not required to identify themselves until the "Public Hearing" is declared open by the Mayor.**
4. **Persons who wish to address the Mayor and Council for up to three (3) minutes regarding a non-agenda item.**

Alderperson District 7, Mary Kneebone, spoke about her experience as a Vietnam Era Veteran participating in a Never Forgotten Honor Flight and reminded all that served prior to May 7, 1975, of their eligibility to also participate.

Evan Boaz, 900 Third Street, spoke against Flock Cameras.

Alderperson District 2, Jacqui Guthrie, spoke about the current laws regarding electric scooters and bikes.

5. **Presentation to the Mayor and Council: Maria Mohr - Assistant Assessor - Assessor's Annual report.**

Presentation was postponed.

Consideration and Possible Action on the Following:

6. **Consent Agenda:**

a. **Minutes of the Common Council Meeting of May 18, 2026 and Special Common Council Meeting on May 26, 2026.**

b. **Actions of the Police and Fire Commission meeting of June 2, 2026:**
   3. Approval of Minutes.
   4. Confirmation of Bills.
   5. Discussion, with possible action, to approve Officer Larsen Biadasz from probation status to permanent status with completion of the

18-month probationary period, effective June 14, 2026.

6. Discussion, with possible action, to approve Officer Ryan Flowerette from probation status to permanent status with completion of the 18-month probationary period, effective June 19, 2026.

7. Discussion, with possible action, to approve Officer Bianca Patino from probation status to permanent status with completion of the 18-month probationary period, effective June 19, 2026.

8. Discussion, with possible action, to approve the hiring of Alex Mancheski as a Probationary Police Officer/Recruit with Training, with the Stevens Point Police Department on July 6, 2026, pending successful completion of both the psychological and medical screening.

9. Discussion, with possible action, to approve the hiring of Jenna Rogers as a Police Officer/Recruit without Training, with the Stevens Point Police Department, pending successful completion of both the psychological and medical screening. Expected start date of August 6, 2026, with the expected start date of the 720-hour Law Enforcement Academy on August 7, 2026, at Mid-State Technical College.

10. Discussion, with possible action, to support advancement of Stevens Point Police Department officers 48 and 49 funding request originally approved positions by the Common Council in October 2018.

11. Acknowledgment of Sgt. JD Ballew and K9 Barry on being the 2026 recipients of the Green Bay Packers Protect & Serve Award and $2000 grant.

13. Discussion, with possible action, to move forward with the WI-TF1 MOU Agreement with the City and the Stevens Point Fire Department.

15. Discussion, with possible action, to move forward with the employment of new Probationary Firefighter/Paramedic Megan Sprague.

16. Discussion, with possible action, per Article 19 - Salaries, Section D of the Agreement between the City and L484, on starting a new employee above the start rate with documentation of relevant experience.

c. Actions of the Park Commission meeting of June 3, 2026:

3. Presentation by UWSP Athletics regarding first-year alcohol sales, and consideration of ongoing authorization for alcohol sales during Pointer home football and hockey games at Community Stadium and KB Willett Arena.

d. Minutes and Actions of the Special Plan Commission meeting of May 20, 2026 and Plan Commission meeting of June 1, 2026:

2. Report of the May 4, 2026 meeting of the City Plan Commission.

4. A request from Mylena Oliveira, representing 7B Stevens Point 385, LLC, for a site plan review to construct a principal structure on the property located at 532 Division Street (Parcel ID 281240829401025), consistent with 23.02(2)(f)(5)(b).

7. April 2026 Monthly Report.

8. Director's Report.

e. Actions of the Board of Water and Sewerage Commissioners meeting of June 8, 2026:

2. Approval of minutes.

3. Approval of department claims.

5. Emergency interconnect agreement with Plover.

6. Approval of quote to install 12" water main on CTH HH.

7. Approval of quote for the purchase and installation of an effluent meter at Well 11.

9. Approve and place on file the 2025 CMAR.

f. Actions of the Airport Commission meeting of June 8, 2026:
2. Approval of minutes.
3. Approval of department claims.

g. Actions of the Transportation Commission of June 8, 2026:
2. Approval of May 11, 2026 minutes.
3. Approval of the May 2026 Financial/Claims Reports
4. Discussion and possible action on Yellow Route Parkdale/Songbird Loop options.

h. Minutes and Actions of the Personnel Committee meeting of June 8, 2026:
2. Director Lemke requests creation of additional Foreman position and removal of Lead Operator.

i. Minutes of the Board of Public Works meeting of June 8, 2026.

j. Minutes and Actions of the Public Policy and General Government meeting of June 8, 2026:
2. License List.
3. Request to Hold Event/Street Closing.

k. Minutes and Actions of the Finance Committee meeting of June 8, 2026:
4. Approval of funding for the purchase of a mastic machine for making street repairs.
6. Approval of funding for the replacement of windows at the Portage County Library's downtown location.
7. Approval of Claims Paid.
9a: Approval of property acquisition related to Business 51 as discussed in closed session.

l. Statutory Monthly Financial Report by Comptroller/Treasurer.

m. Mayoral Appointments.
- Sustainability Commission (alternate #1) - Dr. Erin Redman to fill the unexpired term of Doug Stingle expiring December 31, 2027.

Ald. Christianson moved, Ald. Moldenhauer seconded, to approve the consent agenda.

Call for the vote: Ayes: Morrow, Moldenhauer, Lang, Shuda, Kneebone, Donahue, Birr, Olson, Keymer, Guthrie, Christianson.
Nays: None. Motion carried.

7. To award the 2026 Street Improvement - West Scott Street Project #26-102 to Earth Inc. out of Arpin, WI for an amount not to exceed $626,005.95.

Ald. Moldenhauer moved, Ald. Morrow seconded, to approve the award.

Calls for the vote: Ayes: Christianson, Guthrie, Keymer, Olson, Birr, Donahue, Kneebone, Shuda, Lang, Moldenhauer, Morrow.
Nays: None. Motion carried.

8. Resolution - A request from Mylena Oliveira, representing 7B Stevens Point 385, LLC, for a conditional use permit to construct a principal structure on the property located at 532 Division Street (Parcel ID 281240829401025), consistent with Ch. 23.02(2)(f)(5)(a).

Trevor Roark, 601 Washington Avenue, spoke against the resolution.

Representing 7 Brew, Mylena Oliveira, spoke in favor of the resolution.

Representing 7 Brew, Matt Turner, spoke in favor of the resolution.

Representing Excel Engineering, Alex Muhl, spoke in favor of the resolution.

Ald. Morrow moved, Ald. Christianson seconded, to postpone the resolution.

Call for the vote: Ayes: Morrow, Moldenhauer, Lang, Shuda, Kneebone, Donahue, Birr, Olson, Keymer, Guthrie, Christianson.
Nays: None. Motion carried.

9. A request from the City of Stevens Point to enter into an easement agreement with the Wisconsin Public Service Corporation for the property located at 4401 State Highway 66 (Parcel ID 281240823230001).

Ald. Lang moved, Ald. Morrow seconded, to approve the request.

Calls for the vote: Ayes: Christianson, Guthrie, Keymer, Olson, Birr, Donahue, Kneebone, Shuda, Lang, Moldenhauer, Morrow.
Nays: None. Motion carried.

10. A request from the City of Stevens Point to recommend adoption of the Portage County Bicycle & Pedestrian Plan.

Ald. Birr moved, Ald. Moldenhauer seconded, to approve the request.

Call for the vote: Ayes: Morrow, Moldenhauer, Lang, Shuda, Kneebone, Donahue, Birr, Olson, Keymer, Guthrie, Christianson.
Nays: None. Motion carried.

11. A request from the City of Stevens Point to recommend adoption of the Portage County Safety Action Plan.

Ald. Birr moved, Ald. Moldenhauer seconded, to approve the request.

Calls for the vote: Ayes: Christianson, Guthrie, Keymer, Olson, Birr, Donahue, Kneebone, Shuda, Lang, Moldenhauer, Morrow.
Nays: None. Motion carried.

12. Discussion on a Citywide Facilities Study - Request for Proposals

Meg Ehler, 3233 Leahy Avenue, spoke in favor of a facilities study.

Ald. Morrow moved, Ald. Christianson seconded, to approve the request for proposals.

Call for the vote: Ayes: Morrow, Moldenhauer, Lang, Shuda, Donahue, Birr, Olson, Keymer, Guthrie, Christianson.

Nays: Kneebone. Motion carried.

13. Resolution - Transportation Funding.

Ald. Moldenhauer moved, Ald. Lang seconded, to approve the resolution.

Calls for the vote: Ayes: Christianson, Guthrie, Keymer, Olson, Birr, Donahue, Kneebone, Shuda, Lang, Moldenhauer, Morrow.
Nays: None. Motion carried.

14. Ordinance Amendment - Section 2.01: Moving the Common Council meeting to a start time of 6:00 p.m.

Ald. Christianson moved, Ald. Birr seconded, to approve the amendment.

Call for the vote: Ayes: Morrow, Moldenhauer, Lang, Shuda, Kneebone, Donahue, Birr, Olson, Keymer, Guthrie, Christianson.
Nays: None. Motion carried.

15. Ordinance Amendment - Section 14.14: Chickens, Ducks, Rabbits, and Bees.

Ald. Keymer moved, Ald. Birr seconded, to approve the amendment.

Calls for the vote: Ayes: Christianson, Guthrie, Keymer, Olson, Birr, Donahue, Kneebone, Shuda, Moldenhauer, Morrow.
Nays: Lang. Motion carried.

16. Adjournment.

Adjourned at 8:20 p.m.

CITY OF STEVENS POINT
TRANSPORTATION COMMISSION MINUTES
June 8, 2026
2700 Week Street, Stevens Point, WI

The Transportation Commission meeting was called to order at 5:00 p.m.

1. Roll Call
Present: Alderperson Guthrie, Alderperson Birr, Neil Prendergast, and Karalyn Peterson.
Present via Zoom: Thomas Bertram
Not Present: Nichole Lysne, Heidi Oberstadt.
Also Present: Tom Carroll and Talin Scheuermann.

2. Approval of May 11, 2026 minutes.
Alderperson Guthrie moved to approve the May 11, 2026 minutes. Alderperson Birr seconded the motion.
Call for the vote: ayes, all; nays, none; motion carried.

3. Approval of the May 2026 Financial/Claims Reports
Alderperson Guthrie moved to approve the May 2026 Financial/Claims Reports. Karalyn Peterson seconded the motion.
Call for the vote: ayes, all; nays, none; motion carried.

4. Discussion and possible action on Yellow Route Parkdale/Songbird Loop options.
Alderperson Guthrie made a motion to approve adding the Parkdale/Songbird loop to the Yellow Route as a permanent inbound route segment. Alderperson Birr seconded the motion.
Call for the vote: ayes, all; nays, none; motion carried.

5. Central Transportation Update/Report.

6. Next Meeting Date
The next meeting is scheduled for July 13, 2026 5:00pm.

7. Adjournment
The meeting was adjourned at 5:13 p.m.

PORTAGE COUNTY
COUNTYWIDE BICYCLE & PEDESTRIAN PLAN
APPENDIX

VANDEWALLE & ASSOCIATES INC.
Shaping places, shaping change

DRAFT: JUNE 1, 2026

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Appendix A | Planning Structure

Task Force and Subcommittees

The Safe Street For All (SS4A) planning structure consisted of a Task Force, Bicycle & Pedestrian Plan Subcommittee, Demonstration Activity Subcommittee, and the consultant team. Together, all entities collaborated to guide the development of the Portage County Safety Action Plan and the Bicycle and Pedestrian Plan.

SS4A Task Force

The Task Force was comprised of County residents and County/municipal staff charged with overseeing the development, implementation, and monitoring of the SS4A Safety Action Plan. One Task Force member was a liaison to the Bicycle & Pedestrian Plan Subcommittee , and one member was a liaison to the Demonstration Activity Subcommittee.

TABLE 1: SS4A TASK FORCE

Name	Representing
Sarah Agena	Stevens Point
Allison Birr	Stevens Point
Dan Brugman	Stevens Point
Gracia Day	Town of Hull
Gina DeLisle	Whiting
Mike Helmrick	Plover
Gary Garske	Portage County
Tori Jennings	Park Ridge
Katie Livernash	Portage County
Mary Maller	Stevens Point
Megan Mapes-Martins	Stevens Point
Brent Matthews	Stevens Point
Anna Menominee	Stevens Point
Ismaila Odogba	Stevens Point
Karalyn Peterson	Stevens Point
Trevor Roark	Stevens Point
Bryant Scharenbroch	Rosholt
Jackie Schimke	Stevens Point
Amberle Schwartz	Portage County
David Shorr	Stevens Point

Bicycle & Pedestrian Plan Subcommittee

This subcommittee was made up of County residents and County/municipal staff charged with overseeing the development of the supplemental Bicycle & Pedestrian Plan to complement the Safety Acton Plan.

TABLE 2: BICYCLE & PEDESTRIAN PLAN SUBCOMMITTEE MEMBERS

Name	Representing
Steve McKay	Stevens Point
Jack Orlando	Stevens Point
Karalyn Peterson	Stevens Point
Neil Prendergast	Stevens Point
Rebecca Roberts	Amherst
Janet Way	Town of Hull

Demonstration Activity Subcommittee

This subcommittee was comprised of County residents and County/municipal staff charged with overseeing the development implementation, and monitoring of all Demonstration Activities (DA's) to inform the Safety Action Plan. DA's are defined as temporary roadway safety improvements that test approaches to determine future benefits.

TABLE 3: DEMONSTRATION ACTIVITY SUBCOMMITTEE MEMBERS

Name	Representing
Chris Johnson	Stevens Point
Sarah Manasreh-Decker	Stevens Point
Trevor Roark	Stevens Point
Jackie Schimke	Stevens Point
Amie Tolbert	Stevens Point
Jake Wilcox	Whiting

The Task Force and Subcommittees met numerous times during the development of the Plan. The Bicycle and Pedestrian Plan Subcommittee used these meetings to set a vision and goals for bicycling and walking in Portage County, to recommend bicycle and pedestrian facility locations, to discuss bicycle and pedestrian issues in their respective areas, and to review draft recommendations and materials prepared for the Plan, as well as the final Plan itself.

Appendix B | Public Comments

The following is a summary of upfront public participation efforts conducted in December 2024 and January 2025 by Vandewalle & Associates. These efforts included an online Community Survey and Map, Community Workshops, and Stakeholder Focus Groups.

Portage County Bicycle & Pedestrian Plan

Map 11.1: Countywide Public Input Comments

Legend

- Municipal Border
- County Park
- State or Municipal Park
- Water
- School
- Railroad

Existing Bicycle Facilities

- Shared-Use Path
- Bike Lane/Urban Shoulder
- Shared Lane
- Signed Bike Route
- Green Circle Trail
- Green Circle Trail (On-Road)
- Ice Age Trail Bicycle Route
- Rural Paved Shoulder

Public Input Comments/Suggestions*

- Dangerous Area for Biking
- Dangerous Area for Walking
- Dangerous Intersection
- I Want to Walk/Bike Here
- New Trail Access Point
- Other General Comment
- New Off-Street Bike Trail
- New On-Street Bike Lane
- New Pedestrian Sidewalk

*Numeric labels correspond to comments with same ID# in Appendix Table

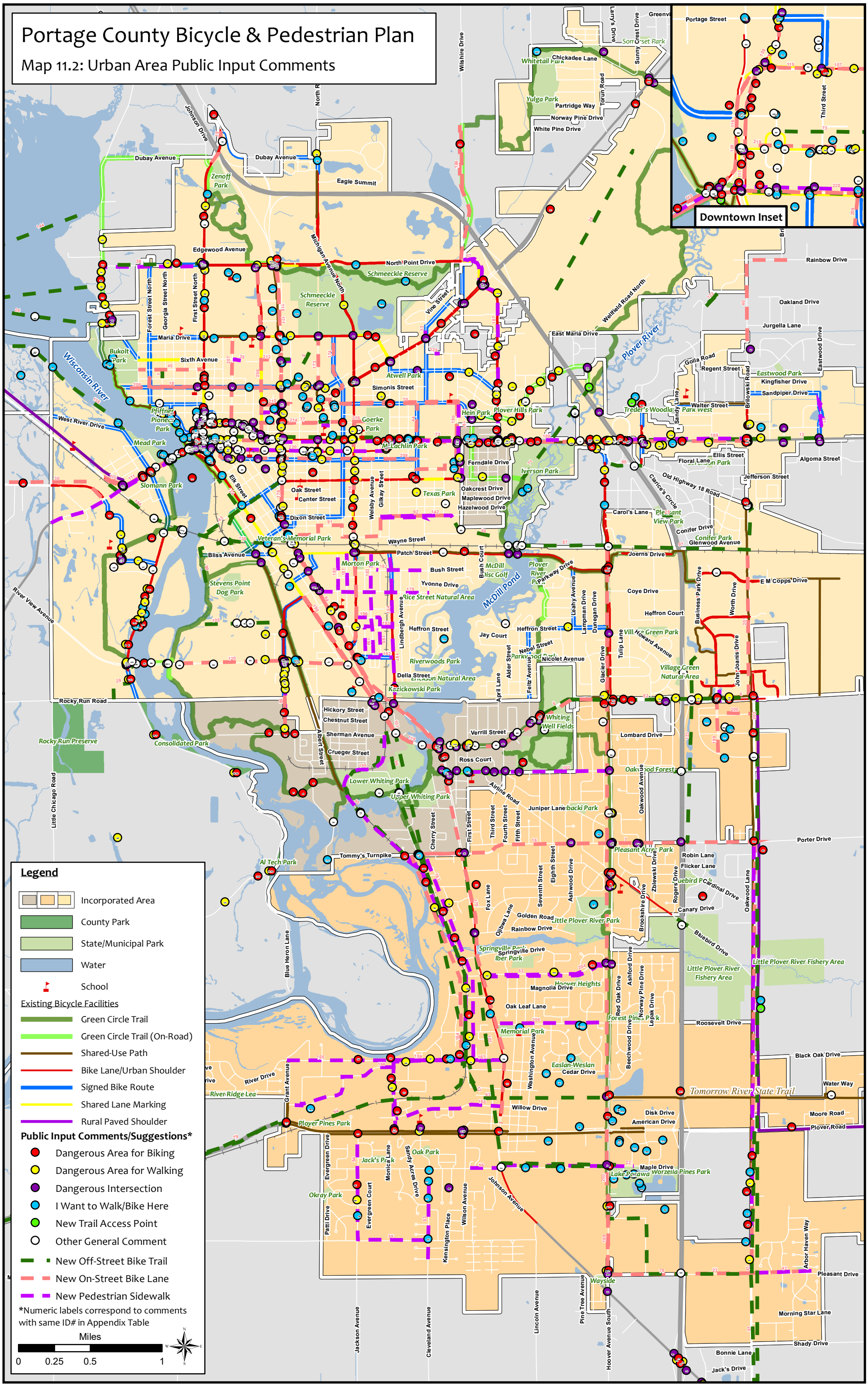
Scale bar applies to all inset maps

Miles 0 0.25 0.5 1

Miles 0 1 2 4

Portage County Bicycle & Pedestrian Plan

Map 11.2: Urban Area Public Input Comments



Portage County Bicycle & Pedestrian Plan

Map 11.3: Walk and Roll Audit Comment Locations

Park

School

Existing Sidewalk

Rail

Walk Audit Comment Recorded*

*Numeric labels correspond to comments with same ID# in Appendix Table

Feet

0 62.5 125 250

N W E S

Amherst Elementary School

School Street

George Street

Main Street North

Amherst Millpond

John Street

Depot Street

Wilson Street

Laconia Street

Main Street South

Pond Street

Mill Street

South Street

Jungers Street

Nelson Park

Downtown Amherst

Downtown Stevens Point

Union St

Briggs Court

Prentice Street

Briggs Street

Division Street

College Avenue

Centerpoint Drive

College Court

Smith Street

Main Street

Clark Street

Pacelli Catholic Elementary School - St Stephen

Rogers Street

Ellis Street

Strongs Avenue

Church Street

Plover Street

Pine Street

Brawley Street

Spruce Street

Boyington Avenue

Feet

0 75 150 300

N W E S

Online Survey and Mapping

Between December 20, 2024, and January 31, 2025, an online survey and an online mapping survey was made available for the general public and promoted through a wide range of county channels. During the course of this survey and mapping, over 900 respondents gave their input on bicycle and pedestrian facilities as well as thoughts on safety and attitudes towards active transportation in Portage County.

Favored improvements to encourage walking: adding and improving crossing signals to make crossing busy roads easier, adding connections between existing sidewalks and paths, better snow and ice removal, and adding lighting to existing sidewalks and paths.

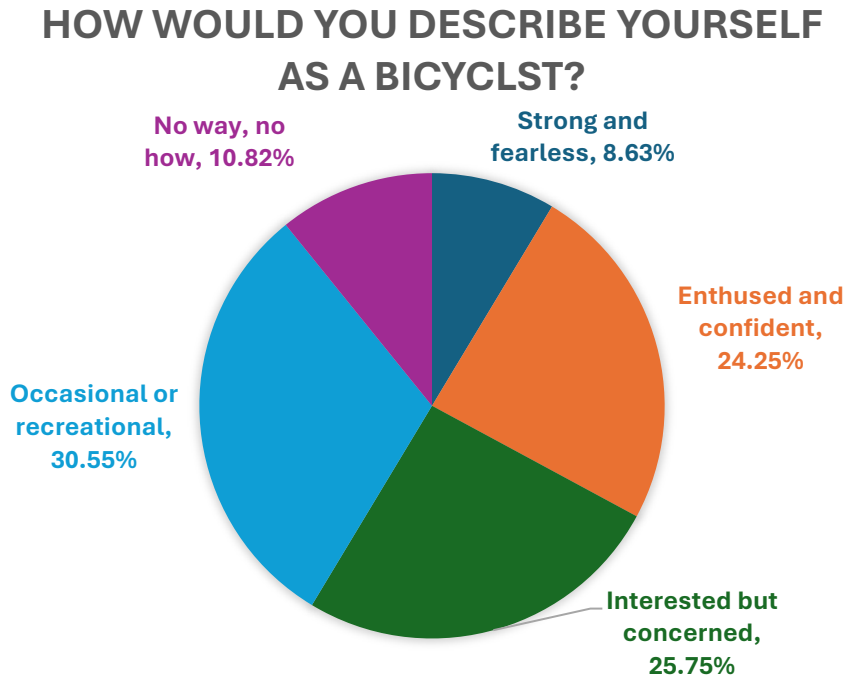
Online Survey Results

Portage County conducted an online questionnaire via Survey Monkey from December 20, 2024, to January 31, 2025. Physical copies of the survey were also available upon request. In total, 929 people provided feedback. Overall, the survey focused on obtaining public opinion and feedback on the needs and perceptions of safety regarding the bicycle and pedestrian system of Portage County.

Of the 929 respondents, 68% were residents of the central urban core of Portage County (Stevens Point, Plover, Whiting, Park Ridge) and the rest were mainly from rural towns and villages in Portage County. Additionally, the majority of respondents were between the ages of 35-74, with an even spread among the span of ages. However, only 14% of the respondents were 34 years old or younger and only 6% were over the age of 75. This indicates that the survey reached a wide-ranging age demographic for most segments of the population, but that feedback from the youth and the elderly – especially those 18 years of age and younger and those 75 and older – were underrepresented in the survey. About 62% of respondents had lived in Portage County for over 25 years and about 25% had lived in the county for 10 to 24 years. Most respondents identified as White (95%).

When it comes to motivation for walking, about 77% of respondents noted that exercise and/or recreation was their primary purpose for walking. As for locations that respondents wanted to walk to, the top five choices were places for exercise and recreation, community destinations such as parks and libraries, restaurants and bars, shopping, and visiting friends and family. When asked about deterrents to walking in Portage County, the top reasons for not walking were bad weather, not wanting to walk on snow and ice, far distances, lack of connectivity for paths and sidewalks, and safety concerns when dealing with motor traffic and crossing streets. Regarding changes or upgrades that would improve walking experiences in the county, the top choices included adding and improving crossing signals to make crossing busy roads easier, adding connections between existing sidewalks and paths, better snow and ice removal, and adding lighting to existing sidewalks and paths.

About 73% of respondents noted that exercise and/or recreation was their primary purpose for biking in Portage County. When asked to describe themselves as a bicyclist, about 56% of respondents also identified themselves as comfortable cycling on off-street paths but had no desire or felt uncomfortable using on-street facilities, with 26% of respondents noting that they would bike on streets if there were safer facilities. 25% of respondents were comfortable riding on off- and on-street facilities and calm residential streets. These responses are summarized in the chart below.



Favored improvements to encourage bicycling: more off-street trails, more separated/ protected bike lanes on busy streets, more paved shoulders on rural roads, and better on-street connectivity.

When it comes to places that respondents wanted to bike to, the most popular answers were places for exercise and recreation, community destinations such as parks and libraries, homes of friends and family, restaurants and bars, and places for shopping. When asked why someone chooses biking over other forms of transportation, the top three answers were exercise, biking as a fun way to experience community, and reducing carbon emissions/footprint. The main reasons that kept respondents from cycling were safety concerns with traffic and crossing streets, bad weather, and lack of connectivity between biking facilities. The type of bike facilities that respondents felt the most comfortable using was separated/protected bike lanes and respondents felt the least comfortable using shared lanes and bike boulevards. Respondents noted that the main improvements to encourage bicycling in Portage County would be adding more off-street trails, more separated/protected bike lanes on busy streets, more paved shoulders on rural roads, and better on-street connectivity. Similarly, when asked about what would improve the biking experience, respondents indicated that roadway condition improvements (such as filling potholes), improving connectivity, and adding traffic lights would improve the overall biking experience.

The survey also included a section for open responses and comments, which received 359 responses. Many praised the Green Circle Trail as a valuable asset to the community and suggested expanding the trail and improving maintenance. Many comments also expressed the need for better walking and biking infrastructure in general. These comments expressed the need for wider sidewalks as well as dedicated bike paths away from busy roads, and improved crosswalks to enhance safety for both pedestrians and bicyclists.

Regarding safety concerns, there were a large number of comments that expressed concerns about a lack of safety. There were a few comments from pedestrians and bicyclists detailing harassment from motorists while using facilities. This ranged from being yelled at to even being run off the road by a motorist in one instance. Likewise, many motorists felt uncomfortable sharing the road with bicyclists. They felt that bicyclists could be unpredictable and sometimes did not follow traffic laws, preferring that bicyclists use sidewalks instead of riding on the road. Many respondents also noted that they did not see the need for more bike lanes because they never saw them being used, however; many respondents cited not feeling safe enough to use the bike lanes. While sidewalks may not be the best option for bicyclists, this sentiment reflects the popularity of off-street and separated bike facilities in the multiple-choice survey questions. Many respondents also noted the importance of educating both bicyclists and drivers about road rules and safety to foster a more respectful and safer environment for all road users.

Many respondents noted that they did not see the need for more bike lanes because they never saw them being used, however; many cited not feeling safe enough to use the bike lanes.

Online Mapping Results

In addition to the online survey, the County also hosted an online map to gather public input on specific places in the County. This map allowed respondents to place markers on the map indicating places they wanted to bike or walk to, desired locations for bicycle and pedestrian facilities, and areas they see as dangerous for walking and biking.

Places People Want to Walk or Bike

The top destinations respondents wished to walk or bike to included retail areas, schools, restaurants, municipal and county parks and natural areas, and rural communities (specifically Polonia and Amherst). Given that many of the additions of the map are in Stevens Point, and a majority of survey respondents came from Stevens Point, the inference to be made from this is that there is a great desire for urban to rural connections.

Dangerous Areas and Intersections

The US 10 Corridor and the Division Street/US 51 Corridor going through Stevens Point and the urban area were noted as two particularly dangerous corridors on the online mapping survey. Many respondents noted that it is dangerous to walk or bike along US 10/Clark Street, along Water Street and where these two streets converge in downtown Stevens Point. Given that these are the two main corridors in the urban area, it makes sense that there are a lot of interactions between pedestrians, bicyclists, and motorists.

Other areas noted as dangerous include the intersection of Wilson Street and Main Street in the Village of Amherst, County Road C, County Road O, as well as the intersection of River View Avenue and Whiting Avenue, and the intersection of Hoover Ave and Porter Road in the Village of Whiting.

New Trails and Bike Lanes

Respondents made many suggestions for new bike lanes and sidewalks along major corridors within the urban area (Division Street/US 51, US 10/Hwy 66) while some identified the Green Circle Trail either as areas for improvements or as extensions to the already existing system. Notably for US 10, respondents recommended off-street paths, which may correlate with low feelings of safety along this corridor. Some suggestions for bike lanes correlated with parallel roads with less traffic on them as well as with areas where there were no east to west linkages in the bicycle infrastructure.

Community Workshops

On January 15 and 16, 2025, two in-person community workshops were hosted in Portage County. The project team selected workshop locations in both the urban and rural areas of Portage County. One workshop was held in Stevens Point at Mid-State Technical College, and the other workshop was hosted in Amherst at the Jensen Community Center. Twenty-six people signed in at the urban area workshop and 12 people signed in the rural area workshop, but actual attendance numbers were a bit higher.

The community workshops began with a short introductory presentation, followed by open-house style activities consisting of marking up large paper maps and providing sticky note comments and sticky dots on question boards. Participants were also encouraged to fill out comment forms to turn in when they were finished for the evening.

Comment Boards

Comment boards provided attendees with the opportunity to share their impressions of biking and walking in Portage County, share their favorite places to bike or walk, and describe places they would like to bike or walk to.

Public input result revealed a strong desire for urban-to-rural

The comments highlighted a growing recognition of the importance of connecting urban and rural areas within the county. This theme was prevalent across multiple conversations had at the workshops with residents, emphasizing the need for infrastructure improvements to bridge these regions. Many respondents from the urban area noted that they wanted to be able to bike to rural communities in the northeast portion of the county such as Polonia and Amherst. Rural respondents wished for connections between neighboring rural communities and nearby natural areas and parks.

A significant focus was on the frequency and nature of hostile drivers, with one respondent noting instances where high school students threw trash at bicyclists from vehicles. Reckless driving behavior was seen as detrimental to both urban and rural communities, highlighting issues of safety and respect. In both the comments and in the mapping activity, Highway 10, Highway 66, and County Road B were identified as dangerous corridors.

The urban population's desire for more facilities and connections was also a theme that arose in the comments. The Green Circle Trail was identified as a welcome asset to the community. However, there was also a desire to expand the trail with more off-street path options. There was also a desire for the general expansion of protected bike lanes, off-street multi-use paths, and sidewalks.

Sticky Dots Activity

The workshops included several boards that posed questions about walking and biking. Attendees expressed their preferences for the various options using sticky dots.

Urban Walking and Biking Improvements:

In the urban walking and biking context, improvements that allow for connectivity and maintenance are the focus. The most-selected options included adding crossings for easier navigation of busy intersections, improving snow/ice removal efficiency, and enhancing connections between existing sidewalks and paths.

Rural Walking and Biking Improvements:

In the rural walking and biking context, the focus is on enhancing access to trails and pathways. Respondents noted that options such as adding curb cuts for accessible surfaces, improving maps/signage with directions, and removing leaves from the surface were crucial.

Non-Infrastructure Rankings

Participants at the community workshops were asked to give their top three choices for a series of non-infrastructure interventions that would help to improve the walking and biking experience in Portage County. The top three interventions that were chosen in the urban area were a bike safety course for motorists, themed community tours, and bike repair or tune-up clinics. The top three interventions that were chosen in the rural area were local business partnerships, themed community tours, and group rides to recreation destinations.

Mapping Activity

The workshops also included a mapping activity where participants used markers and stickers to locate places they wanted to bike or walk to, new trail and bicycle facility additions, and to identify areas that were dangerous.

People identified desired destinations to walk or bike to included places of employment (such as factories), restaurants, convenience stores, grocery stores, schools, and retail areas (including strip malls and shopping plazas). Participants also wished to go to parks, natural features, and county parks. Some parks that were specified included Standing Rocks County Park, Sunset Lake Park, and Schmeeckle Reserve.

The most dangerous intersections were identified along main thoroughfares. Urban thoroughfares included Hwy 66, Hwy 10, Hwy 54, and the Division/Post/Church/Hwy 51 corridor. Rural corridors that were identified were County Road B (with conflicts when it becomes Wilson in Amherst), County Road J, Hwy 161, and Hwy 10.

In rural areas, many of the bike lane and trail suggestions often align with or complement designated Ice Age bike routes. Many parts of the Rural Green Circle Trail and the Ice Age bike routes do not offer off-road facilities in rural areas and are instead mapped routes for travel.

Stakeholder Focus Groups

Focus groups were convened around specific topics or with specific stakeholder groups. Focus groups included Active Transport and Recreation, Civic and Nonprofit Organizations, Schools, Students, and Youth, and the University. These virtual meetings took place in December of 2024.

Active Transport and Recreation

Advocacy groups in Portage County have made effort towards community outreach, especially the Stevens Point Child Safety Center. The Child Safety Center has programs such as bike rodeos and bike helmet supplying. Their clientele is encouraged towards bike safety after coming in for car seats. Many stakeholders in the group note that Portage County has great recreational opportunities for walking and cycling, however basic everyday commutes and transportation could be improved in terms of connectivity and accessibility, especially during the winter. In general, residents of Stevens Point and surrounding communities bike on the sidewalks as roads feel unsafe.

Overall, the advocacy groups would like to see more people feeling comfortable walking and biking to reduce car trips around Portage County. They would especially like to see more kids walking and biking to school. Education was noted as a component that is necessary towards reaching that goal. Creating safer connections between facilities was also noted as a necessary component to increasing biking and walking in Portage County.

Civic and Nonprofit Organizations

This focus group focused on the connectivity and availability of bicycle and pedestrian infrastructure in Portage County, especially within the more urbanized areas. The group noted that as one gets to the edges of the urban core, the more sparse walking and biking infrastructure becomes, including winter maintenance for those facilities. The urban area is also where jobs and social services are located, making it difficult for clients from outlying areas to make it to jobs and services. Providing route maps for common walking and bicycling destinations and bicycle education in multiple languages was identified as a priority for most stakeholders.

Providing route maps for common walking and bicycling destinations and bicycle education in multiple languages was identified as a priority.

There was also a focus on tourism and walking and biking in Portage County. The Green Circle Trail and the Tomorrow River Trail were seen as valuable assets for tourism and some stakeholders saw expanding trails and biking infrastructure as a great way to expand economic development in Portage County.

Schools, Students, and Youth

This group expressed a desire for connectivity between rural and urban areas. Students in rural areas do not cycle as much to school, because the infrastructure is not there to help them feel safe. This group noted that Portage County is great for recreation but not for commuting. Many felt that if there were more infrastructure in rural areas, a lot more people would cycle for errands and commuting.

There was also a wish for clearer signage and wayfinding to help people navigate trail systems. There was also a desire for more education and educational opportunities around cycling both for bicyclists and motorists alike. Some people have organized walking and cycling routes for students to get to school in Stevens Point. Many students rely on their parents to get from place to place. The group noted that more cycling organizations and events used to exist; however, lack of funds and staff capacity have ended many of these programs. While they were running, the programs were quite successful.

University

Although only one person attended this focus group, they reflected many of the sentiments as other groups that were interviewed. There is a need for signage and wayfinding that is clear and legible for both bicyclists and motorists, letting everyone know where they are going and who will be sharing the road. There is also a need for connectivity as well as consistency of facility types. This individual also thought discouraging car use could help drive demand for cycling and transit. Education and route resources for first-year students was also recommended.

Another theme that emerged was the fact that several organizations, programing, and events to promote safe cycling no longer exist due to lack of funding and staff capacity. In addition, this individual emphasized the need for a biking culture to return to Stevens Point and Portage County through the use of cycling events. These events would help both bicyclists and motorists better coexist.

Local Government

Stakeholders from local government were interviewed in two separate sessions and reflected many of the same sentiments. Many recommendations from the 2014 Bicycle and Pedestrian Plan were not implemented due to economic and political pressures. The stakeholders echoed that there is a lot of vitriol on behalf of residents associated with bicycle and pedestrian infrastructure that highlights an urban versus rural attitude throughout the county. This is mirrored physically in the lack of urban to rural connections in infrastructure. Many stakeholders suggested that off-street, multi-use paths are more favorable among both rural and urban populations. Education was also recommended for rules of the road for both motorists and bicyclists to reduce confusion on what is allowed on the roads.

Local government stakeholders also highlighted difficulty in communication between the different levels of government and between municipalities throughout the county. Between various communities, emails and calls go unanswered, which results in less cooperation between Portage County communities.

Public Safety

Overall, the conversation with the Portage County Sheriff's Department highlighted a theme that occurred throughout most of the focus groups: the need for better bicycle education across age levels. Middle schoolers and college students were noted as targets for additional educational efforts. In general, motorists and bicyclists are not familiar with bicycling rules of the road. Bicyclists not following road rules can lead to confusion and crashes between vehicles and bicyclists.

Bicyclists and pedestrians are not heavily monitored by the Sheriff's Department, but there are moments of education if an infraction occurs.

Another theme of interest in this conversation was that law enforcement does not have any unified guidance on how to handle the influx of e-bikes and scooters. Even if these devices are not standard and travel at higher speeds, law enforcement is unsure how to proceed in fear of overstepping.

Appendix C | Existing Plans & Policies

This appendix summarizes the existing plans, policies and ordinances in Portage County that relate to bicycling and walking. The review is organized by municipality, with summary information provided about relevant plans, policies, and ordinances. Some commentary is included in the memo, and recommendations are included at the end of each section, if appropriate.

Portage County

Code of Ordinances

The Portage County Ordinances include the following items that are relevant to bicycling and/or walking in the County.

Parks Ordinances (Chapter 6)

Section 6.1.9 states that "no person shall bike within any County Park in a matter that is reckless or at a speed greater that what is reasonable or prudent." This section also states that special rules and regulations related to bicycling may be posted at individual parks.

Section 6.1.12 states that no person shall operate or possess any "mechanized equipment" on park property, except on trails designated for such use. "Mechanized equipment" is not defined, and it is unclear if this applies to motorized wheelchairs or other mobility devices.

Green Circle Ordinance (Chapter 6.2)

The Green Circle Trail is defined as:

A linear corridor 18' more or less in width and about 30 miles in length running through the City of Stevens Point, the Village of Whiting, the Town of Hull, the Town of Plover, Village of Plover, and Village of Park Ridge, posted with trail head signs named River Pines trail; Riverfront trail, Stage Coach trail; the Holiday trail; University trail; Moses Creek trail; Plover River trail; Iverson Park trail; McDill trail; Hoover Road trail; Whiting Park trail; and Paper Mill trail, Mainland Meadows, and the Westside Loop.

And includes public property and private property where Portage County and/or the City of Stevens Point has been granted the right of public use for the "Green Circle Trail."

The inclusion of "private property" in the statement above is an important precedent.

The trail is limited to nonmotorized activities including walking, bicycling, hiking, running, jogging, and cross-country skiing. However, bicycling is not allowed where alternate bicycle routes are posted. Motorized vehicles are prohibited on the trail, except for wheelchairs and maintenance, enforcement, and emergency vehicles.

Section 6.2.12 provides specific regulations for the use of bicycles on the trail:

- Ride only on trails designated for bicyclists' use.
- Yield to all other trail users. Slow down and pass with care.
- When encountering walkers on narrow trails, stop and wait for them to pass or signal you through.
- Use your bell or horn to announce your presence to walkers well in advance, particularly when approaching from behind.

- Never exceed the 15 m.p.h. speed limit. Slowly approach blind turns in anticipation of other trail users and obstacles that are beyond your view.
- Yield to other bicyclists traveling uphill.
- Racing or reckless riding is prohibited.
- Walk bicycles on boardwalks, steep hills, and narrow bridges.

The bicycle regulations are reasonable, although it should be noted that portions of the trail are on-street, in which case the posted speed limit on the street would apply to bicyclists.

Zoning Ordinances (Chapter 7)

The Portage County Zoning Ordinances cover all unincorporated areas of the county. The only specific discussion of sidewalks in the ordinances is that "Sidewalks may be allowed within the 100 foot setback for access to buildings meeting the setback but shall not exceed sixty (60) inches in width." (§7.7.4.2.3(F))

Requirements for a minimum width of sidewalks are common and desirable, but requirements for a maximum width are unusual. The code should require that sidewalks comply with applicable ADA regulations.

Portage County Bicycle and Pedestrian Plan (2014)

In 2014, Portage County adopted a Countywide Bicycle and Pedestrian Plan (PCBPP) that updated a similar 1997 Plan for the urban core of the County, and for the first time ever included the rural areas of the County as well as Safe Routes to School planning for all schools within the County. This plan was created to be used by all municipalities within the County and breaks down recommendations by each municipality. One of the recommendations of PCBPP is for it to be adopted and incorporated into individual Comprehensive Plans throughout the County.

Key elements of this Plan include:

- An assessment of existing bicycling and walking conditions, plans, and policies in Portage County;
- An overview of bicycle and pedestrian facility types;
- A Vision and Mission, along with Goals, Objectives, and Policies for improving bicycling and walking in the County;
- Non-infrastructure recommendations designed to improve bicycling and walking conditions in Portage County through Education, Encouragement, Enforcement, and Evaluation efforts;
- Bicycle and pedestrian infrastructure recommendations for the rural portion of Portage County and the outlying Villages;
- Bicycle and pedestrian infrastructure recommendations for the municipalities in the Portage County Urban Area;
- Safe Routes to School recommendations for nearly all public and private schools in the County;
- Funding and implementation recommendations to aid the County and its municipalities in prioritizing projects and programs.

Nearly 60% of Portage County residents live within the Urban Area. Accordingly, the County's percentage of residents bicycling and walking tends to be higher, with 2.0% of the population bicycling to work and 5.8% walking to work. The Village of Plover's commute mode share is 0.86% by bicycling and 1.40% by walking. By comparison, just 0.7% of the Wisconsin population bicycled to work and 3.4% walked.

Portage County Comprehensive Outdoor Recreation Plan 2025-2029

The Portage County Comprehensive Outdoor Recreation Plan was developed to provide a database and recommendations that can be utilized by community officials, staff, and residents of Portage County to understand and promote comprehensive outdoor recreation planning. The plan includes a detailed inventory of existing park facilities and analysis of how local conditions affect recreational needs throughout the County.

One of the plan's three goals directly relates to bicycling and walking: Goal 2: Continue developing Portage County as a bicycle friendly community and destination.

This goal is supported by six objectives:

1. Support walking and biking trail development countywide.
2. Continue existing partnerships that support the Green Circle State Trail.
3. Support creation of a Friends Group for the Tomorrow River State Trail.
4. Consider how to provide hike or bike campsites for people who either walk in or pedal into a campsite.
5. Provide bike parking wherever motor vehicle parking is provided.
6. Support establishing a permanent advisory committee for evaluating how to implement the Portage County

Bicycle & Pedestrian Plan.

In the appendix, the plan also addresses and provides guidance for bicycle camping and makes policy recommendations for campgrounds in the county. Notably, there is a recommendation for guaranteed camping spots for hikers and cyclists in the event of a full campground. The inclusion of bicycle camping further supports the second goal of the overall plan.

The plan also addresses bicycle and pedestrian uses indirectly: by providing parks, trails and open space, the County is promoting active recreation uses and some corridors that can also serve a transportation purpose. The goals and objectives described in the plan will help Portage County build upon its robust natural resources and existing park system. The park system should be easily accessible by people arriving on foot or on bike and should provide recreational opportunities for both groups as well.

Tomorrow River Trail Master Plan – 1997

In 1997, the Portage County Park Commission prepared a Master Plan to develop the segment of the Tomorrow River Trail within the county. The plan described the planned development of the trail, permitted activities, and the Memorandum of Agreement between the County and the Wisconsin Department of Natural Resources calling for the county to develop, operate and maintain the trail. At this point, the majority of the goals and objectives of the plan have been completed. A full update to the plan is likely not needed, although recommendations should be made to provide an off-street connection in Amherst Junction where there is currently a one-mile gap in the trail.

Ice Age Trail Trailway Protection Strategy, Portage and Waupaca Counties – 2005

The Ice Age National Scenic Trail (IAT) is a footpath in Wisconsin that is approximately 1,000 miles in length. The trail is one of only eleven National Scenic Trails in the country. The trail is designed for pedestrian use, although cross country skiing is allowed in some areas, and bicycle use is allowed where the trail occasionally shares a segment with a state multi-use trail. The Portage County Ice Age Trail Chapter (http://www.portagecoiat.org/) provides information about the trail segment in Portage County.

The Trailway Protection Strategy was prepared to address the following topics for the non-public lands along the preferred route of the Ice Age Trail in Portage and Waupaca Counties:

- Determine what means of protection are available to achieve the purposes for which the IAT was established.
- Recommend the use of protection alternatives, including the acquisition of land or interests in land and other non-acquisition alternatives.
- Inform landowners of the specific alternative(s) recommended for protection of land along the IAT.
- Identify priorities for land protection and acquisition so as to meet the protection needs of the trail and to make it possible to formulate budget requests for funds necessary for protection of acquisition.

The plan is described as a working document that will be reviewed "at least every 2 years and updated as necessary." The plan includes a list of all property owners whose land the trail crosses with a description of the need for acquisition, rights to be acquired and other notes. The plan offers recommendations for the IAT in Portage County but does not significantly impact bicycling and walking in the county.

Green Circle Trail Plan – 1990

Last updated in 1990, the Green Circle Trail Plan laid out the goal of "construction of a multi-purpose trail network accessible to all area residents and visitors providing new recreational opportunities consistent with local needs as defined within the *Stevens Point Outdoor Recreational Plan*." The plan laid the groundwork for what has become the Green Circle Trail –24 miles of pedestrian and bicycle trails encircling Stevens Point. Many of the plan's original goals have been met and the Green Circle Trail committee is currently developing a revised and updated plan.

Recommendations

Code of Ordinances

Section 6.1.12 of the Parks Ordinance should clarify that motorized wheelchairs do not violate the ban on "mechanized equipment" on park property.

The Zoning ordinance should be revised to include the following:

- Specify a minimum sidewalk width of 60 inches; no maximum width should be specified.
- Sidewalks should be required to meet all aspects of ADA.
- Sidewalks should be required in unincorporated areas based on WisDOT's Guidelines for Sidewalk Placement outlined in Table 1.

City of Stevens Point

Numerous plans, policies, and ordinances for the City of Stevens Point directly address, or indirectly refer to, bicycling and walking in the city. A brief overview of these plans, policies, and ordinances is provided below.

Code of Ordinances

Section 9.12 of the Stevens Point Code of Ordinances governs bicycle and motor bicycle usage in the City. Generally, the section adopts the chapters of the Wisconsin State Statutes governing bicycle use. Section 9.12 also covers two other primary issues: bicycle registration and the establishment of Bicycle Ways.

Bicycle Registration

The City of Stevens Point requires that all bicycles owned by residents of the city be registered with the city. Registration costs $6, and registrations do not expire as long as the bicycle is owned by the same person. The justification for registration is to aid in the recovery of stolen bicycles, although it is difficult to assess if the registrations actually result in many stolen bikes being returned to their owners.

Bicycle Ways

Section 9.12 of the ordinances identifies specific “Bicycle Ways” in the city. While the term “Bicycle Way” is not defined, it appears to include shared-use paths and bicycle lanes. Somewhat confusingly, the ordinance authorizes two-way bicycle traffic and pedestrian use on all Bicycle Ways “unless otherwise provided.” Since two-way bicycle operation and pedestrian use of bicycle lanes is not recommended, this provision should be clarified to apply to off-street facilities and not on-street facilities. The ordinance gives the Director of Public Works the power to close any Bicycle Way between November 1 and April 1. The ordinance designates all of the on-street bicycle ways in the city, something that is relatively unique in Wisconsin ordinances; the final plan will make a recommendation on whether this practice should continue.

Sidewalks

The City adopted a resolution that places sidewalk repair/expansion costs equally across all properties rather than assessing the cost of construction and repair for sidewalks to the property owner. Chapter 16 of the ordinances deals with sidewalks. It provides sidewalk construction specifications and requires compulsory repair by the owner.

Specifications are provided for new and replacement sidewalks and include the requirements of being laid 4 inches deep and 6 inches deep where vehicles pass over them. Sidewalks are expected to be “standard width,” which is not defined. The current federal standard is 5 feet (60 inches).

Section 16.06 requires adjacent property owners to clear snow and ice from their sidewalks within 48 hours of snowfall. The ordinance allows the city to clear snow and ice and bill property owners if they have not cleared snow and ice themselves.

Section 19.09 designates four areas of the city as pedestrian malls and limits the use of motor vehicles in these areas.

Sidewalks are not required in the City of Stevens Point Subdivision Control Ordinance (Chapter 20) or the Zoning Code (Chapter 23). The Building Code (Chapter 30) states “No main building shall be erected without, prior to occupancy, having a sidewalk installed along that part of any public street that fronts the lot boundaries required for the development. Such sidewalk installation requirement

may be waived by the Building Inspector where there is no City plan for sidewalk installation." Currently, there are no formal City plans for sidewalk installation.

The lack of sidewalk requirements is not unique to Stevens Point in Wisconsin. However, it is problematic for pedestrian access and mobility that sidewalks are not required with new development, at a minimum. The City is currently updating its zoning code, but it is unknown when the new code will be completed or if it will require sidewalks in any areas.

City of Stevens Point Comprehensive Plan – 2006

The Transportation Element of the Comprehensive plan notes that there are 117.5 miles of sidewalk within the City. The plan also highlights the Bicycle and Pedestrian Plan that the City developed with adjacent municipalities that recommended the creation of bike routes on existing city streets. The plan generally did not recommend bike lanes due to the potential need to widen streets, although bike lanes were recommended for portions of Green Avenue and Torun Road. The plan also recommended that sidewalks be installed along arterial routes and to serve schools and other areas where youth are likely to gather.

The Comprehensive plan includes the following specific bicycle and pedestrian goals:

- Goal E: Improve pedestrian and bicycle mobility.
- Objective E1: Provide off-road alternative pedestrian and bicycle routes for recreation and transportation.
    - Policy E1.1: Publicly identify the most and least suitable routes for biking based on traffic volume and road cross-section.
    - Policy E1.2: Provide sidewalks along arterial streets serving concentrations of youth such as schools.
    - Policy E1.3: Provide safe alternatives for bicyclists and pedestrians to cross I-39.
    - Policy E1.4: Preserve safe corridors for pedestrians and bicyclists to travel between the urban and rural areas.
    - Policy E1.5: Draft and adopt a sidewalk plan.

The Plan also includes recommendations for increased traffic calming, shorter block lengths, limited cul-de-sacs, and other treatments that generally improve conditions for bicyclists and pedestrians.

Division Street Targeted Area Master Plan - 2019

The Division Street Targeted Area Master Plan identifies Division Street as an important corridor as well as the northern gateway to the City of Stevens Point. As such, transportation is a major focus of the plan. Although the plan does not recommend dedicated bike lanes on Division Street for a variety of reasons, the plan instead focuses on creating bicycle connections to facilities in adjacent neighborhoods and to existing bike routes. Enhancing pedestrian facilities is another goal of the plan with the hope to make the corridor more pedestrian friendly.

In accordance with the Targeted Area Master Plan, the City of Stevens Point began the initial designs of a road diet for Division Street in 2024. The designs include the removal of excess access points and providing buffered bike lanes at roundabout intersections. The designs also include the shortening of pedestrian crossings at intersections. In terms of bicycle facilities, buffered bicycle lanes are included in the designs, starting at the proposed roundabout at 4th Ave. and continuing north up to the Green Circle Trail.

"People are the Point" Stevens Point Strategic Plan - 2021

Although it is not an official comprehensive plan update for Stevens Point, the Strategic Plan serves as an extension of the goals of the 2006 plan and as a way to compile various master plans that have been created in recent years. The main outcome of the strategic plan is to group the planning of Stevens Point into focused "Hubs" of activity centers and corridors with a focus on placemaking, housing, entrepreneurial and innovation capacity, and diversity and inclusion.

The plan also expresses the need for these Hubs to be walkable and bikeable, even expressing the Fifteen Minute City idea. Although not fully specific, there are recommendations for road diets, bike/ped improvements, and connectivity between Hubs. For Division Street and the Downtown areas, the plan reiterates recommendations from the Division Street Targeted Area Master Plan (2019) and the Downtown Targeted Area Master Plan (2024).

2023 – 2028 Stevens Point Comprehensive Outdoor Recreational Plan

The City's Comprehensive Outdoor Recreation Plan highlights a number of things relevant to bicycling and pedestrians in the area. The Plan identifies all of the parks and open space areas within Stevens Point. While these areas may not offer specific bicycle or pedestrian activities, they should all be easily accessible by bicycle or on foot, especially for youth. The Plan has a few minor recommendations for providing bicycle and pedestrian access to parks and connections to trails with cooperation between neighboring communities, and to update the Pedestrian and Bicycle Facilities Plan.

A Path to a Sustainable Stevens Point: Report from the Stevens Point Eco-Municipality Task Force –2008

This report was developed by the Stevens Point Eco-Municipality Task Force to develop a sustainable framework for the community. The vision statement for the transportation section of the report includes the statement "Stevens Point residents will be able to ride a bicycle, walk, or take public transit throughout the community and there will be a community culture that supports and encourages these activities." The plan includes the following goals related to bicycling and walking:

- Goal 2: Stevens Point will continually increase the use of bicycles for transportation and recreation.
- Goal 4: Stevens Point residents will continually increase walking in the community.

Each of these goals is supported by specific objectives and actions to achieve the goal. The action items presented in the report are detailed and provide a strong basis for improving bicycling and walking in the city. This document provides much stronger support for bicycling and walking than most planning documents in the state and ties bicycling and walking to other activities to promote a more sustainable future for Stevens Point.

Recommendations

Code of Ordinances – Bicycle Ways

Consideration should be given to revising the section on "Bicycle Ways" to not list every designated bicycle way in the city. This practice is cumbersome and requires revision of the Code of Ordinances every time a new bicycle way is added to the network.

Code of Ordinances – Sidewalks

The following changes should be made to the Sidewalk ordinance:

- Specify a minimum width of 60 inches for all new sidewalks and compliance with ADA regulations.
- Require the installation of sidewalks in compliance with the WisDOT Guidelines for Sidewalk Placement.
- Reduce the amount of time allowed to clear snow and ice from sidewalks by adjacent property owners to 24 hours after any snowfall (§16.06).

Village of Plover

Village of Plover Comprehensive Plan – 2025

The Comprehensive Plan's top objective for transportation is to "Provide a transportation system that allows for safe, economical and efficient movement of motor vehicle, bicycle and pedestrian traffic within the Village of Plover and its extraterritorial area." The plan specifically points to the Portage County Bicycle and Pedestrian Plan and the Village of Plover Comprehensive Parks and Recreation Plan as primary sources of guidance for issues and opportunities related to bicycle and pedestrian facilities as a listed policy in the transportation section.

Two additional policies within the transportation section of the plan specifically relate to bicycle and pedestrian issues and opportunities:

- Require new developments to consider designating infrastructure improvements (where appropriate) to existing or proposed pedestrian transportation facilities (trails, sidewalks, etc.) to provide increased connectivity.
- Incorporate the following items, regarding sidewalks and pedestrian infrastructure, within the Village's Code of Ordinances:
    - Require the installation of sidewalks in compliance with the WisDOT Guidelines for Sidewalk Placement (where applicable).
    - Specify minimum design standards for all new sidewalks, trails, curb-cuts, etc. to be in compliance with Americans with Disabilities Act (ADA) regulations, while considering additional inclusive design standards to accommodate for all user groups.

Sidewalks & Bicycle Lanes

The Village of Plover has a limited sidewalk network in favor of off-street and multiuse paths and trails. However, during the reconstruction of US 51, both sidewalks and bicycle lanes were constructed in both directions to allow for greater bicycle and pedestrian access throughout the village.

Zoning Code

The Village of Plover Zoning Code contains limited discussion of sidewalks. The subdivision code (Chapter 545) does not require sidewalks. Chapter 467 of the municipal code pertaining to Street and Sidewalks states that sidewalks shall be located in such places and at such grades as designated by the Village Board.

Bicycle Licenses

Bicycles that are "customarily kept within the Village" must be registered with the Village and display an identification sticker. The registration fee is $3.00 and is good for the life of the bicycle.

Village of Plover Comprehensive Park and Recreation Plan 2023-2028

The Village of Plover Parks and Recreation Plan was recently updated in 2023 and includes goals, policies, and objectives to better recreational opportunities and facilities within the Village. One of the seven goals of the plan specifically focuses on bicycle and pedestrian topics:

- Goal 7: Improve and expand the Village's trails, paths, and pedestrian focused infrastructure to provide improved interconnectivity between its parks, schools, and businesses.

The objectives of Goal 7 of the plan include establishing and improving two miles of trails and pedestrian infrastructure, designation of an area dedicated to bicycle and mountain bike training, incorporating safety measures and signaling for trail and sidewalk interactions with busy corridors to improve pedestrian safety, and completing roadway safety audits.

Section 9.5 of the Parks and Recreation Plan includes a history of the 2014 Portage County Bicycle and Pedestrian Plan and mentions involvement in the 2025 Plan Update as well as the 2025 Portage County Safety Action Plan. This section also lists Priority Bicycle and Pedestrian Projects in 9.5A:

- Establishing new pedestrian connections with the Green Circle Trail and Tomorrow River State Trail.
- Prioritize the establishment of "off-street" trails, paths, and sidewalks over bike lanes along busy corridors, while expanding trails within parks.
- Improve existing trails and paths to become compliant with ADA standards and requirements (Prioritize the Hoover Avenue spur of the Green Circle Trail).
- Identify, design, and establish multi-use trails and paths to allow for a variety of recreational users year-round (mountain biking, walking, hiking, snowshoeing, cross-county skiing, etc.)
- Establish a pedestrian bridge or other form of infrastructure to connect residents on the east side of Highway 39 to the rest of the Village, prioritizing the connection over Highway 39 along Pleasant Drive where the majority of recent residential growth has taken place.

Recommendations

Zoning Code/Code or Ordinances

The following items regarding sidewalks should be included in the Code of Ordinances or Zoning Code:

- Require that snow and ice be cleared from sidewalks by adjacent property owners within 24 hours after any snowfall.

Village of Park Ridge

Code of Ordinances

Bicycle, Registration and Operation

Ordinance 7.11: Bicycle, Registration and Operation (R46.10) describes rules and regulations concerning bicycles for the Village of Park Ridge. The majority of the ordinance is in concurrence with state law regarding bicycle operation. There are the following notable items in the ordinance:

- Registration
- All bicycles operated in the Village of Park Ridge must be registered with the Village. (§I-1). This provision is inconsistent with state law: registration may be required for bicycles belonging to people residing in the Village, but not of any bicycle being ridden in the Village.

- Bicycles must be registered between January 1 and March 1 of each year, and the registration is valid through the end of that year. (§I-3)
- Operation
- No person under the age of 12 may operate a bicycle on any street, highway, boulevard, or alley between one hour after sunset and one hour before sunrise. (§II-8). This provision is problematic in that very few sidewalks exist in the Village, making this an effective ban on youth cycling during hours of darkness.
- No person shall operate a bicycle upon any public street highway, boulevard, or alley abreast of or to the left of another person operating a bicycle except while passing such vehicle. (§II-9) This provision is inconsistent with state law which allows side-by-side riding as long as the cyclists are not impeding traffic.
- Bicyclists are permitted to ride on the sidewalk in the Village. (§II-11)

Snow and Ice Removal

Ordinance 8.05: Snow and Ice Removal (R68.12) mandates that property owners are responsible for clearing snow and ice on abutting sidewalks within 24 hours after a snow or ice event (§I), however, no enforcement mechanism is provided. Section II of the ordinance bans the deposit of snow or ice on sidewalks, streets, and public places by property owners; Section III allows the Village to remove snow deposited on public ways and charge abutting property owners for the removal.

Sidewalks

Ordinance 8.08: Public Improvements and Assessments (Sidewalks) (R38.4.2) provides construction requirements for sidewalks that are installed, but does not require sidewalks in any areas of the Village. Sidewalks are required to be four feet wide (48 inches); the current federal standard is 5 feet (60 inches).

Recommendations

Zoning Code/Code or Ordinances – Bicycle, Registration and Operation

- Ordinance 7.11 should be updated to require bicycle registration only for bicycles belonging to people residing within the Village, in compliance with state law (as opposed to operated within the Village).
- Registrations should be valid for a minimum of four years, if not longer, rather than having to be renewed annually.
- The ordinance limiting the times at which children can operate a bicycle should be eliminated.
- The ordinance limiting two-abreast riding should be brought into compliance with state law, which allows such riding as long as it does not impede traffic.

Zoning Code/Code or Ordinances – Sidewalks

The following items regarding sidewalks should be included in the Code of Ordinances or Zoning Code:

- Require the installation of sidewalks in compliance with the WisDOT Guidelines for Sidewalk Placement in Table 1.
- Specify a minimum width of 60 inches for all new sidewalks and compliance with ADA regulations.

Village of Whiting

Village of Whiting Comprehensive Plan – 2004

Chapter 3 of the Comprehensive Plan is the Transportation Element. Section 3.1-B discusses Pedestrian and Bicycle Facilities and provides information about the Green Circle Trail. No other bicycle or pedestrian facilities are described. Section 3.2-C briefly describes the 1997 Plover and Stevens Point Bicycle / Pedestrian Plan (described under Stevens Point in this document) and notes the following recommendations for Whiting:

- Bike Lanes: Cty Rd HH, Elm Street, Minnesota Avenue, Sherman Avenue, Tommy's Turnpike
- Paved Shoulders: Airline Drive, Whiting Avenue, Whiting Road
- Route Signs: Birch Street, Cedar Street West, School Street, Spring Street, Strange Street

Section 3.3, Transportation Issues includes the following items related to bicycles and pedestrians:

- Long-term pedestrian and bicycle access east to Hoover Avenue, along Cty Rd HH
  - One side, maybe two sides (trail, not sidewalk)
  - Maintenance issue; would need to decide whether or not to plow in the winter.
- Space should be provided for bicycle and pedestrian traffic on Willard Street in the form of a paved shoulder or bike path.
- Sidewalk should be considered on School Street from Cedar Street East to Cty Rd HH.

Section 3.4 includes the following policy recommendations related to bicycles and pedestrians:

- C2. Consider recommendations within the 1997 Plover and Stevens Point Bicycle / Pedestrian Plan when making decisions regarding the pedestrian and bicycle network.
- C3. Pedestrian / bicycle access should be provided along Cty Rd HH to Hoover Avenue.
- C4. Space should be provided for bicycle and pedestrian traffic on Willard Street in the form of a paved shoulder or bike path.
- C5. Sidewalk should be considered on School Street from Cedar Street East to Cty Rd HH.

Zoning Ordinance

Sidewalks are only mentioned in the Zoning Ordinance in the context of ensuring that clear lines of vision are "maintained adjacent to street intersections, rights-of way, alleys, sidewalks and/or access point (public or private driveways)." There is brief discussion about hedge and other plant heights near sidewalks as they relate to maintaining clear lines of vision. There is also brief discussion that site plan submittals should show the location of any sidewalks or pedestrian walkways, although neither appears to be required by the ordinance.

Recommendations

Zoning Ordinance

The following sidewalk items should be included in the Code of Ordinances or Zoning Code:

- Require the installation of sidewalks in compliance with the WisDOT Guidelines for Sidewalk Placement in Table 1.
- Specify a minimum width of 60 inches for all new sidewalks and compliance with ADA regulations.
- Require that snow and ice be cleared from sidewalks by adjacent property owners within 24 hours after any snowfall.

Village of Almond

Comprehensive Plan

Chapter 3 of the Plan discusses transportation in the Village. The only specific mention of bicycles is to highlight the Wisconsin Bicycle Transportation Plan 2020, the State's bicycle plan, and its goal of increasing the level of bicycling in Wisconsin while reducing the number of crashes between bicycles and motor vehicles. The plan notes that heavy truck traffic can negatively impact pedestrian safety. The plan highlights that there are sidewalks on at least one side of nearly every Village street with Main and Elm having sidewalks on both sides. The Village generally evaluates the need for repair of existing sidewalks and the construction of new sidewalks every year. The sidewalks on Main Street are noted as being "handicapped accessible" and it is noted that when sidewalks within five feet of a crosswalk are installed or repaired, they should include ramps.

Section 3.4 of the plan includes an objective to "encourage and accommodate human-powered transportation." The section also includes a policy to "encourage the maintenance and development of sidewalks."

Almond-Bancroft Safe Routes to School Plan 2012 - 2017 – April 2012

The plan identifies the "best" existing roadway for biking as CTH D through the Village of Almond, while High School Street and part of Church Street as having undesirable biking/walking conditions due to having a bike/ped lane on only one side of the road. Plan Recommendations follow the 5 e's and cover the entire scope and breadth of providing students with a greater opportunity to walk and/or bike to school in the school district. Engineering recommendations include:

- Place 4 traffic cones in the mid-block crosswalk on Elm Street
- Make intersection of Elm and Church Streets a four-way stop
- Create curb extensions for the pedestrian crossing on Elm Street at Church Street
- Install new bicycle racks on paved surfaces near selected school entrances
- Install sidewalk and intersection curb extensions on Division Street
- Grind off white line on Church Street, install sidewalk and lights on west side of Church Street from Elm Street south to CTH D
- Grind off white line on High School Street
- "Ladder" style crosswalks at CTH J and A at Division St; Mid-block Elm St in front of Almond; CTHs A, J, & D

Sidewalk Ordinance

The Village of Almond sidewalk ordinance requires new sidewalks to have a width of 40 inches, or to be consistent with abutting sidewalks. The current federal standard is 5 feet (60 inches).

Sidewalk Construction and Repair

The Almond Municipal Code [§ 4-2-2 Sidewalk Construction and Repair.] states that whenever the Village Board determines by resolution that a sidewalk be laid, rebuilt, repaired, then the landowner is responsible to pay for the initial sidewalk and its ongoing maintenance.

Snow and Ice removal

The Almond Municipal Code [§ 4-5-1 Snow and Ice Removal.] states that it is the property owner's responsibility to clear their sidewalks within 24 hours of a snow event. Currently, however, the Village plows all sidewalks in the Village.

Bicycle ordinances – July 3, 2010

Section 7-2-1 (A) of the village code prohibits bicycle operation on sidewalks except for small bikes (20" diameter wheels or unless learning), and on bridge sidewalks, where right-of-way is to be yielded to pedestrians. 7-2-3 requires all bicycles operating between ½ hour after sunset until ½ hour before sunrise to be equipped with a light on the front and a light or reflector on the rear.

Recommendations

Sidewalk Ordinance

The following sidewalk items should be included in the Code of Ordinances or Zoning Code:

- Require the installation of sidewalks in compliance with the WisDOT Guidelines for Sidewalk Placement in Table 1.
- Specify a minimum width of 60 inches for all new sidewalks and compliance with ADA regulations.

Village of Amherst

Village of Amherst 2016 Comprehensive Plan

The Transportation Element of the *Village of Amherst 2005 Comprehensive Plan* includes a section devoted to existing and planned sidewalk and a section devoted towards bicycle infrastructure. These sections rely heavily upon the 2014 Portage County Bicycle and Pedestrian Plan, providing a synopsis of recommendations from the 2014 Plan.

Some major improvements have occurred since the 2014 plan; Wilson Street was reconstructed to the west of Main Street. Appropriate width and markings were provided that provide paved shoulders which are useful for bicyclists. The reconstruction project also included a walkway across the Amherst Mill Pond impoundment creating a useful and attractive way for students from the east side of the Village to connect on an angle to Main Street, the library, and the school grounds. School Street was also reconstructed and provided a sidewalk on the north side of the road (the south side previously had sidewalks). The streets that lack sidewalks are relatively short neighborhood streets.

Sidewalk Ordinance – August 21, 1984

Design standards are provided for "Pedestrian Ways" on urban cross-sections at a minimum ROW width of 10' and a minimum paved width of 5'. Pedestrian Ways is not defined in the ordinance. Section 10.5 (B)(7) requires sidewalks on at least one side of all new streets, unless waived by the Village Board or Plan Commission if so delegated by the Village Board. Section 10.6 (F) again requires sidewalks on one side of all streets within subdivisions, and gives the Village Board authority to require wider than standard sidewalks in the vicinity of schools, commercial areas, and other places of public assemblage.

Public Works Ordinance

Section 15.02 details village standards for sidewalk construction and repair. The sidewalk ordinance requires residential walks to be five feet in width (min. 4" thick), and sidewalks in front of commercial or industrial establishments to be not less than 8 feet in width (5" thick). Property owners are responsible for all physical maintenance to sidewalks adjoining their property. Section 15.07 (B) requires abutting owners to cause all sidewalks to be made and kept free from snow and ice.

Village of Amherst Junction

2005 Comprehensive Plan – April 11, 2005

The Transportation Element of the *Village of Amherst Junction 2005 Comprehensive Plan* is almost entirely silent on recommendations for bicycle and pedestrian transportation. The 2005 plan identifies existing sidewalk on CTH Q between Main Street and USH 10 and acknowledges the existing Tomorrow River State Trail - which breaks in the village at CTH Q and starts again at the Village's eastern boundary. However, the plan provides no recommendation for filling this gap but does "encourage the use of the Tomorrow River State Trail." Finally, the 2005 plan mentions (but is ambivalent about) plans for a bridge across CTH 10 for the uninterrupted continuation of the Tomorrow River State Trail.

Zoning Ordinance

Besides establishing a vision triangle (fences, accessory structures or planting shall rise no more than 2 feet above level of sidewalk within 20 feet of any corner) sidewalks are not mentioned in the zoning ordinance, except in the definitions section. The Village's B-2 District (§8) is purposed to serve as a "pedestrian-oriented" shopping and community center.

Recommendations

Zoning Code/Code or Ordinances

The following sidewalk items should be included in the Code of Ordinances or Zoning Code:

- Require the installation of sidewalks in compliance with the WisDOT Guidelines for Sidewalk Placement in Table 1.
- Specify a minimum width of 60 inches for all new sidewalks and compliance with ADA regulations.
- Require that snow and ice be cleared from sidewalks by adjacent property owners within 24 hours after any snowfall.

Village of Junction City

2005 Comprehensive Plan, Village of Junction City – 2005

The plan reveals that "Village residents have expressed a desire to create a walking/bicycle path throughout the Village, which includes a way to safely cross the railroad grades that divide the community into four sections" and that the only existing sidewalks are along Main Street (former USH 10). However, the plan goes on to state that "No other sidewalks are desired by Village residents, but they would consider dirt or gravel trails alongside roads for bikes and pedestrians to get around." Additionally, village residents acknowledge that CTH G – which is fitted with shoulders to accommodate bike and ped traffic – is unsafe due to heavy large truck traffic, and that "most" of the

village streets are used by bicycles and pedestrians even though residents feel that these are not safe at times.

Among the plan's goals are to encourage/accommodate human-powered transportation and to have a safe road network for both drivers and pedestrians. An objective is to work with Portage County to create a bike/walking trail throughout the Village that safely crosses the railroad grades.

Zoning Ordinance

Besides establishing a vision triangle (fences, accessory structures or planting shall rise no more than 2 feet above level of sidewalk within 20 feet of any corner) sidewalks are not mentioned in the zoning ordinance. The Village's B-2 District (Article 7.8) is purposed to serve as a "pedestrian-oriented" shopping and community center. Planned Development District (PDD) is intended to provide (among other things) "a safe and efficient system for pedestrian and vehicular traffic."

Recommendations

Zoning Code/Code or Ordinances

The following sidewalk items should be included in the Code of Ordinances or Zoning Code:

- Require the installation of sidewalks in compliance with the WisDOT Guidelines for Sidewalk Placement in Table 1.
- Specify a minimum width of 60 inches for all new sidewalks and compliance with ADA regulations.
- Require that snow and ice be cleared from sidewalks by adjacent property owners within 24 hours after any snowfall.

Village of Nelsonville

2017 Comprehensive Plan, Village of Nelsonville

The plan notes that "only a few streets in the Village have sidewalks" and repair and construction is handled by the village as needed. The plan states that "most streets in the Village have little traffic thereby not requiring sidewalks." The plan does, however, recommend the placement of bike lanes "on major roads such as State Highway 161 and Cty Rd SS and Cty Rd Q."

Among the plan's objectives is to encourage bicycle and pedestrian transportation options, while an identified policy is to pursue opportunities with Portage County for construction of bike lanes on high traffic roads and connections to countywide bike trails.

Sidewalk Ordinance – May 11, 1993

Nelsonville's sidewalk ordinance requires residential walks to be five feet in width (4" thick), and sidewalks in front of commercial or industrial establishments to be not less than 8 feet in width (5" thick). Property owners are responsible for all physical maintenance to sidewalks adjoining their property.

Subdivision Ordinance – June 12, 1979

Design standards are provided for "Pedestrian Ways" on urban cross-sections at a minimum ROW width of 10' and a minimum paved width of 5'. Pedestrian Ways is not defined in the ordinance. Section VII (B)(6) requires sidewalks on at least one side of all new streets, unless waived by the Village Board or Plan Commission if so delegated by the VB.

Recommendations

Subdivision Ordinance

- Require the installation of sidewalks in compliance with the WisDOT Guidelines for Sidewalk Placement in Table 1.

Village of Rosholt

Village of Rosholt Comprehensive Plan – 2008

According to the Transportation Element of the Plan, "all the streets in the Village are open for bicycles" and "about half of the streets have sidewalks." The plan also acknowledges an existing trail system in Benn Conservancy connecting to recreational areas and other community destinations, as well as the Ice Age Bicycle Trail just east of the village. An objective of the 2008 plan is to promote the development of multi-use trails, trail linkages, wide shoulders, or sidewalks as part of new development proposals, where appropriate.

Traffic Regulations Ordinance, April 2012 (most recent amendment)

This ordinance includes a couple of provisions loosely related to bicycle and pedestrian travel within the city, highlighted below:

- When installing new traffic control devices, Village is required to erect per MUTCD
- School Zone speed limits are 15 mph; impacted roads are State Street (SW corner of Lot 3.15 to Randolph) and Randolph Street (State to Main)

Zoning Ordinance, June 8, 2009

Besides establishing a vision triangle (fences, accessory structures or planting shall rise no more than 2 feet above level of sidewalk within 20 feet of any corner) sidewalks are not mentioned in the zoning ordinance. The Village's B-2 District (Article 7.8) is purposed to serve as a "pedestrian-oriented" shopping and community center. Planned Development District (PDD) is intended to provide (among other things) "a safe and efficient system for pedestrian and vehicular traffic."

Recommendations

Zoning Code/Code or Ordinances

The following sidewalk items should be included in the Code of Ordinances or Zoning Code:

- Require the installation of sidewalks in compliance with the WisDOT Guidelines for Sidewalk Placement in Table 1.
- Specify a minimum width of 60 inches for all new sidewalks and compliance with ADA regulations.
- Require that snow and ice be cleared from sidewalks by adjacent property owners within 24 hours after any snowfall.

Appendix D | Bicycle and Pedestrian Facility Design

Overview

This Appendix provides guidance to be used by County staff, City and Village engineers, facility designers, and planners in the design and implementation of bicycle and pedestrian facilities in Portage County.

The primary sources of bicycle design guidance in Wisconsin include the NACTO, the AASHTO *Guide for the Development of Bicycle Facilities* and the Wisconsin DOT *Bicycle Facilities Design Handbook*. Used together, these resources enable communities to balance local practicality with national innovation, ensuring that bicycle and pedestrian networks are both feasible and forward-looking.

The NACTO *Urban Bikeway Design Guide* is particularly well-suited for urban and suburban environments. Developed by city transportation officials, NACTO's guidance reflects real-world conditions and innovative practices that prioritize multimodal access, equity, and livability. The AASHTO *Guide for the Development of Bicycle Facilities* provides a comprehensive framework applicable across a wide range of contexts, including rural roads, highways, and regional trail systems. It is widely recognized by state departments of transportation and is often required for projects involving federal funding. For county-level planning, AASHTO is especially valuable when coordinating with state agencies or designing facilities that span multiple municipalities or rural corridors.

Tailored specifically for Wisconsin communities, the Wisconsin DOT *Bicycle Facilities Design Handbook* provides practical, context-sensitive guidance for bicycle facility design across urban, suburban, and rural settings. It reflects Wisconsin's climate, roadway conditions, and local planning needs. Additionally, Wisconsin DOT has an important section (11-46) in their *Facilities Development Manual* (FDM) that discusses the State's "Complete Streets" bicycle and pedestrian accommodation law that applies when state or federal funds are being used on projects. Although this section of the FDM focuses more on steps to be followed, it does include some bicycle and pedestrian accommodation standards in how the law can be met. The FDM also includes numerous street and highway cross-sections showing various means of bicycle accommodation.

Plan and the Provision of Bicycle and Pedestrian Facilities

This plan supports the provision of bicycle and pedestrian accommodations as a routine practice. Bicyclists and pedestrians will be using the streets and highways in Portage County, which they are legally allowed to use regardless of the presence of specific facilities. Wisconsin state law requires bicycle and pedestrian facilities when state or federal funds are used on a project, unless there is a compelling reason not to include them. For example, on many low volume, low speed neighborhood streets and low volume town and county roads where motorists can easily navigate around bicyclists, bicycle lanes or paved shoulders may not be necessary.

Including bicycle and pedestrian facilities in street and highway projects is typically opportunity-driven – incorporating these facilities may have to wait until an appropriate improvement project can include them. The plan does not call for the immediate retrofit of bicycle and pedestrian facilities on all roadways. Many of the facilities will be incorporated on roadway improvement projects. This

means that some bicycle and pedestrian facilities should generally be provided even for short sections of an overall corridor (e.g., as part of a bridge project or a five block segment of an arterial street). In these cases, it will be acceptable to delay the bike lane marking until a longer stretch of bicycle lanes can be pieced together.

To aid in the consideration of how and when these design guidelines should be used, the following factors should be considered:

- Is a specific treatment called out in this plan or in another community or state plan for a specific street, highway, intersection, sidewalk etc.? For instance, this plan identifies specific segments of urban area streets and county highways for bicycle lanes.
- Is a street or highway recommended as a bicycle route in this plan or a state or community plan? Most of the routes in this plan are recommended without any further design treatments, but conditions do change based on changes in land uses and volume of traffic. These routes should be reviewed for consideration of paved shoulders or bicycle lanes when projects are initially scoped.
- Are bicycle and pedestrian accommodations a feasible part of a basic improvement project? Simple maintenance and resurfacing projects will provide fewer opportunities for incorporating bicycle and pedestrian facilities than reconstruction and new construction projects.

Design Guideline Basics

There are several fundamental concepts that steer the design of bicycle and pedestrian facilities.

Basic features

There are many street and highway features that require attention – sometimes through maintenance – that are often overlooked. These include bicycle-safe drainage grates, railroad crossings, signing, striping, and maintenance. When roadways are designed, these basic safety-related features need to be included in projects.

Separation

Bicyclists and pedestrians typically gauge their level of comfort by how safe they feel on facilities. For higher volume roadways, bicyclists and pedestrians feel safer and more comfortable as they have more space separating them from motorists. This equates to one of the most important design principles: providing adequate width within the roadway for bicycle travel on moderate and high-volume roadways. Most bicyclists will feel most comfortable and safe when separation is reinforced through markings and physical separation rather than wide travel lanes that are shared with motor vehicle traffic. Avoid using minimum bikeway widths unless cost and/or land constraints prevent additional width.

Sharing

Although bicyclists prefer separation, there are many types of streets and highways where people – especially adults – feel adequately comfortable traveling with motorists. Neighborhood streets (not functionally classified as collectors or arterials) with low traffic volumes and traffic speeds safely can accommodate most bicyclists (except young children) without any special bicycle treatment. These shared roadways with narrow cross-sections and parking on one or both sides are generally acceptable for bicycle traffic with traffic volumes of less than 1,000 to 2,000 vehicles per day.

In the rural areas of Portage County, the suitability of a shared roadway decreases as volumes begin to exceed 500 vehicles per day based on the width of the road and other factors such as sight lines

and the amount of truck traffic. According to the level-of-service model used for this plan, most rural roads (not functionally classified as collector or arterials) are considered to be in good condition for shared use, even with traffic volumes reaching the 750 to 1,000 range. As with the rest of Wisconsin, it is assumed that a significant percentage of bicycling takes place on these shared roadways with no dedicated space for bicyclists.

Standard and Minimum Design Values

Standard design values (sometimes referred to as desirable values) should be used to design facilities. In constrained environments, minimum widths may be necessary in order to fit a bicycle accommodation. There is often a misguided tendency to always use minimum values when designing bicycle and pedestrian facilities instead of using standard design values. Standard design values included in Facility Design Guidance should be used unless there are reasons not to use them. And there are situations where using a minimum is appropriate and reasonable such as reducing the overall width of a facility or through a curve in a tight environment – with appropriate signage – for a short distance and then returning it to the standard width or radius when past the constraint. For example, a 10-foot-wide path may be narrowed to eight feet for 100 feet as it approaches an intersection or a sidewalk may be narrowed from five feet to four feet as it passes a mature tree.

A complication that can arise when using minimum values results from combining a series of minimums. This practice should be used with caution. For instance, providing a minimum-width parking lane, next to a minimum-width bicycle lane, next to a 10-foot travel lane is not advised, particularly on moderate and higher volume streets. Similarly, when designing paths using the minimum curve radii with a maximum grade and a minimum stopping sight distance is not recommended.

Multimodal roadway designs require a flexible approach; there is no one-size-fits-all design solution, and each roadway design should reflect the character, context, and constraints of the roadway.

Bicycle Facility Design Guidance

- The American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities, 5th Edition (2024)* https://store.transportation.org/item/publicationdetail/5371
- The Federal Highway Administration's (FHWA) *Manual on Uniform Traffic Control Devices* (2023) http://mutcd.fhwa.dot.gov/
- The Wisconsin Department of Transportation's *Wisconsin Bicycle Facility Design Handbook* (2004) https://wisconsindot.gov/documents/projects/multimodal/bike/facility.pdf
- The Wisconsin Department of Transportation's *Facilities Development Manual 11-46-1 Bicycle and Pedestrian Elements Affecting Complete Streets* (2025) https://wisconsindot.gov/rdwy/fdm/fd-11-46.pdf
- The National Association of City Transportation Officials (NACTO) *Urban Bikeway Design Guide* (2025) and *Designing Streets for Kids* (2020) https://nacto.org/publication/urban-bikeway-design-guide/ and https://islandpress.org/books/designing-streets-kids#desc

Pedestrian Facility Design Guidance

- The American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Planning, Design, and Operation of Pedestrian Facilities* (2021) https://store.transportation.org/item/collectiondetail/224
- The Federal Highway Administration's (FHWA) *Manual on Uniform Traffic Control Devices* (2023) http://mutcd.fhwa.dot.gov/
- The Wisconsin Department of Transportation's *Guide to Pedestrian Best Practices* (2010) http://www.dot.wisconsin.gov/projects/state/ped-guide.htm
- The Wisconsin Department of Transportation's *Facilities Development Manual 11-46-1 Bicycle and Pedestrian Elements Affecting Complete Streets* (2025) https://wisconsindot.gov/rdwy/fdm/fd-11-46.pdf
- The National Association of City Transportation Officials (NACTO) *Urban Street Design Guide* (2013) https://nacto.org/publication/urban-street-design-guide

Appendix E | Relative Cost Assumptions

It is difficult to provide reliable cost estimates for bicycle and pedestrian projects, or any infrastructure project, until the actual project is scoped and designed. However, this section provides relative cost assumptions to provide an order of magnitude for the potential costs involved. These are conveyed as dollar signs, with one dollar sign identifying the more economical projects and five dollar signs indicating the highest capital costs. Actual budgets should be developed based on specific project scopes, engineering plans, and competitive bids. Appendix F should be consulted to determine what other funded sources may be available to support a given project.

These relative cost assumptions assume the facility is built as a standalone project. If on-street bicycle facilities or sidewalks are built in conjunction with road reconstruction projects, the marginal cost to add these facilities will be considerably lower as compared to a standalone project. Portage County communities should plan to include bicycle and pedestrian facilities in capital planning to maximize their limited transportation planning dollars.

TABLE 4: RELATIVE COST ASSUMPTIONS

Facility Type	Relative Cost Per Mile
Shared Use Paths	$$$$$
Rural Paved Shoulder	$$$$$
Protected Bike Lane	$$$$
Sidewalk	$$$
Bike Lane/Urban Shoulder	$$
Shared Lane Marking	$
Signed Bike Route	$

Appendix F | Funding Opportunities

Determining how to fund various bikeway and pedestrian improvements is a key strategic issue that communities face when implementing bicycle and pedestrian plans. While there are many funding options, each source may have limitations making it more or less appropriate for certain types of projects. Some funding sources are targeted to infrastructure while others target education and encouragement efforts. Some sources are not directly bicycle or pedestrian related but can be applied to bikeway and pedestrian projects that may have a nexus with another public priority such as historic preservation or public health. Some sources may support grants of hundreds of thousands or millions of dollars; others may be targeted to smaller amounts and require citizen volunteers or community involvement, as a part of the required local match.

TABLE 5: FUNDING OPPORTUNITIES

Program	Purpose	Funding Details	Notes	Admin Agency	Resource
Aids for the Acquisition and Development of Local Parks (ADLP)	To acquire or develop public, nature-based outdoor recreation areas and facilities.	• $4 million avail. per yr. • 50% local match per project	• A comprehensive outdoor recreation plan is required • Priority for land acquisition • Projects must comply with ADA	Wisconsin DNR – Stewardship Program	https://dnr.wisconsin.gov/topic/Stewardship/ApplyLUG
Urban Greenspace Program (UGS)	To acquire land to provide natural space within or near urban areas or to protect scenic or ecological features.	• $1.6 million avail. per yr. • 50% local match per project	• A comprehensive outdoor recreation plan is required • Projects must comply with ADA	Wisconsin DNR – Stewardship Program	https://dnr.wisconsin.gov/topic/Stewardship/ApplyLUG
Acquisition of Development Rights (ADR)	To acquire development rights for nature-based outdoor recreation areas and facilities.	• $1.6 million avail. per yr. • 50% local match per project	• Funds available to acquire development rights in areas where restrictions on residential, industrial, or commercial developments are in place. • May include enhancements of outdoor recreation.	Wisconsin DNR – Stewardship Program	https://dnr.wisconsin.gov/topic/Stewardship/ApplyLUG

Program	Purpose	Funding Details	Notes	Admin Agency	Resource
Urban Rivers Grant Program (UR)	To acquire lands or rights in lands adjacent to urban rivers for the purpose of preserving or restoring them for economic revitalization or nature-based outdoor recreation activities.	• $800,000 avail. per yr. • 50% local match per project	• A comprehensive outdoor recreation plan is required • Projects must comply with ADA	Wisconsin DNR – Stewardship Program	https://dnr.wisconsin.gov/topic/Stewardship/ApplyLUG
Land and Water Conservation Fund (LWCF)	To acquire or develop public outdoor recreation areas and facilities.	• 50% local match per project • Land acquisition • Development of recreational facilities	A comprehensive outdoor recreation plan in required.	Wisconsin DNR – Stewardship Program	https://dnr.wisconsin.gov/topic/Stewardship/ApplyLUG
Recreational Trails Program (RTP)	To maintain, develop, rehabilitate, and acquire land for motorized, non-motorized, and diversified trails.	• Grant assistance to develop or maintain trails up to 80%. • Awards up to $100,000. • Rehabilitation and maintenance of existing trails and trailhead facilities • Development of new trails, trail linkages, and trailhead facilities with some restrictions on • federal lands • Acquisition of property for trails in areas with limited trail opportunities	• Funds may only be used on trails which have been identified in, or which further a specific goal of a local, county, or state trail plan. • Funds may be used on trails that are referenced in a statewide comprehensive outdoor recreation plan • Projects must comply with ADA.	Wisconsin DNR – Stewardship Program	https://dnr.wisconsin.gov/topic/Stewardship/ApplyLUG

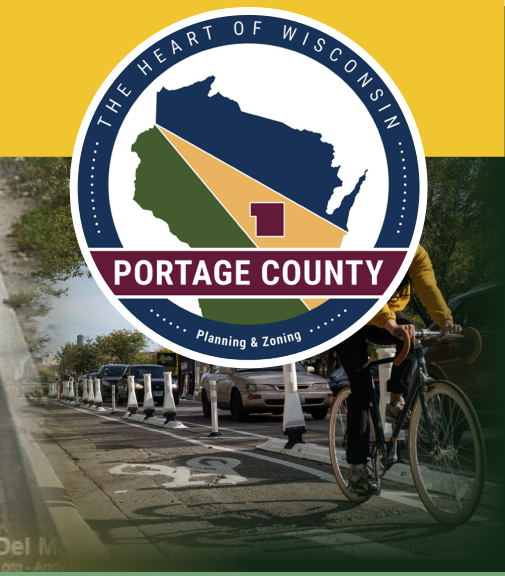
Program	Purpose	Funding Details	Notes	Admin Agency	Resource
Transportation Alternatives Program (TAP)	To fund facilities for pedestrians and bicyclists, including rehabilitating and operating historic transportation buildings and structures, restoring railway depots, and landscaping near transportation facilities.	20% required match	• Construction projects must be over $100,000. • Non-construction projects must be over $50,000.	WisDOT	https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tap.aspx
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	To encourage transportation projects that improve air quality, including efforts to enhance public transit, bicycle and pedestrian facilities, and rideshare programs.	Minimum project costs: Construction - $200,000 Planning - $50,000	Construction and planning for bicycle and pedestrian facilities	WisDOT	https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/cmaq.aspx
Surface Transportation Program – Urban (STP-U)	To fund a range of transportation-related activities, including projects on higher function local roads and local safety improvements.	WisDOT recommends federal funding be approved at the 80% maximum but allows Transportation Improvement Program (TIP) Committees to provide as low as 50% federal funding at approval.	For 2022-2027 program development, total funds available are $92.5 million.	WisDOT	https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/stp-urban.aspx
Surface Transportation Program – Rural (STP-R)	To fund a wide range of transportation-related activities, including projects on higher function local roads and local safety improvements.	WisDOT recommends federal funding be approved at the 80% maximum but allows Transportation Improvement Program (TIP) Committees to provide as low as 50% federal funding at approval.	For 2022-2027 program development, total funds available are $43.3 million.	WisDOT	https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/stp-rural.aspx

Program	Purpose	Funding Details	Notes	Admin Agency	Resource
Highway Safety Improvement Program (HSIP)	To develop and implement on a continuing basis stand-alone safety projects designed to reduce the number and severity of crashes on all streets and highways.	Federal funding ratio usually 90%, requiring a 10% match of state and/or local funds.	Funds highway safety projects at sites that have experienced a high crash history. Emphasis is on low-cost options that can be implemented quickly.	WisDOT Highway Safety Improvement Program	https://wisconsindot.gov/pages/doing-bus/local-gov/astnce-pgms/highway/hsip.aspx
WEDC Vibrant Spaces Grant	To create robust community gathering spaces with multiple uses, usually in tandem with a commercial area.	$25,000-$50,000 with a 1:1 required match.	Public space enhancements, public signage and wayfinding, public infrastructure (bathrooms, lighting, electrical), seasonal equipment with the intent to use annually (tables, heathers, umbrellas, etc.)	Wisconsin Economic Development Corporation	https://wedc.org/programs/vibrant-spaces-grant/
Hazard Elimination Program	To improve railway-highway crossings	10% local match per project	Communities are encouraged to start working with the District Office.	WisDOT Highway Safety Improvement Program (HSIP)	https://wisconsindot.gov/pages/doing-bus/local-gov/astnce-pgms/highway/hsip.aspx
PeopleForBikes	To improve bicycling in the U.S.			People For Bikes	https://www.peopleforbikes.org/
Safe Streets and Roads for All (SS4A)	To support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users.	$200,000-$50 million	Eligible projects: • This plan was funded by the SS4A Planning Grant and would be eligible for an implementation grant	US DOT	https://www.transportation.gov/grants/SS4A

Program	Purpose	Funding Details	Notes	Admin Agency	Resource
AARP Community Challenge	Small grants to fund quick-action projects that can help communities become more livable for people of all ages.	• Average grant amount $11,500. • 76% of grants less than $15,000.	• Improve public spaces, housing, transportation, and civic engagement. • Support diversity, equity, and inclusion. • Build engagement for programs under new federal laws. • Pursue innovative ideas that support people age 50 or older.	AARP	https://www.aarp.org/livable-communities/community-challenge/
Wisconsin Main Street Community Program	To revitalize comprehensive downtown programs, including streetscapes.	Technical Assistance	• General downtown program. • May benefit trail enhancements through streetscaping.	National Main Street Center	https://wedc.org/programs-and-resources/main-street/
Natural Resources Foundation of Wisconsin	To fund many different kinds of projects that benefit wildlife.	Grants vary by type, some open to annual applications, and some by invitation only.	Types of grants include: • Bird Protection Fund • C.D. Besadny Conservation Fund • Norma and Stanley DeBoer Quiet Trails Fund	Natural Resources Foundation of Wisconsin	https://www.wisconservation.org/grant-programs/
Waste Management Charitable Giving	For nonprofits to provide renewal resources to reduce our dependence on fossil fuels and to conserve and maintain wetlands, wildlife habitats, and green spaces.	Not listed		Waste Management	https://www.wm.com/us/en/inside-wm/social-impact/community-impact

Program	Purpose	Funding Details	Notes	Admin Agency	Resource
Walmart Foundation National Giving Program Grant	For non-profits that operate on a national scope through affiliates in many states around the country or through programs that operate regionally/locally but seek funding to replicate program activities nationally.	$250,000 and above	Areas of focus: • Hunger Relief & Healthy Eating • Sustainability • Women's Economic Empowerment • Career Opportunity	Walmart Foundation	https://walmart.org/how-we-give
Rivers, Trails, and Conservation Assistance Program	To provide professional services to help achieve conservation and outdoor recreation project vision.	Does not provide financial assistance or monetary grants.	Contact the state program manager to discuss the proposed project and current application process.	National Park Service	https://www.nps.gov/orgs/rtca/apply.htm
Sparks Grant	Provide people with disabilities more social connections by participating in inclusive, meaningful community activities.	$500-$5,000	Planning and implementation of inclusive and accessible playgrounds and other spaces	Wisconsin Board for People with Developmental Disabilities	https://wi-bpdd.org/index.php/sparks-grants/

PORTAGE COUNTY
COUNTYWIDE BICYCLE & PEDESTRIAN PLAN



THE HEART OF WISCONSIN
PORTAGE COUNTY
Planning & Zoning

VANDEWALLE & ASSOCIATES INC.
Shaping places, shaping change

DRAFT: JUNE 1, 2026

ADOPTION RESOLUTION

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CHAPTER 1:
SHORT-TERM ACTION PLAN

Short-Term Action Plan

This Short-Term Action Plan is designed to advance two primary goals. One, the **County seeks to grow and enhance the existing bicycle and pedestrian network**. The County can lead in this effort by working with local municipalities to prioritize and implement top recommendations. Equally important is the need to **grow the culture of walking and biking in Portage County** to generate community and financial support to fund bicycle and pedestrian infrastructure. The County can grow the culture through promotional efforts and community engagement that bring attention to walking and biking and its benefits. The following are achievable, short-term action steps that the County and its partners should undertake in the next three to five years.

After these recommendations are completed or underway, this Plan contains many more recommendations that should be pursued. Non-infrastructure recommendations intended to grow the culture of walking and biking are found in Chapter 7. Infrastructure recommendations aimed at building the bicycle and pedestrian network are found in Chapters 8 and 9. A method for prioritizing pedestrian improvements in the Urban Area is found in Section 9.3, and a suggested method for prioritizing bicycle improvements (Rural and Urban) is found in Chapter 10, Implementation.

BUILD THE NETWORK

Expand and enhance the bicycle and pedestrian infrastructure by working with municipalities, prioritizing projects, and funding top recommendations.

GROW THE CULTURE

Promote walking and biking through community engagement and outreach to build public and financial support.

Build the Network

Expand and enhance the bicycle and pedestrian infrastructure by working with municipalities, prioritizing projects, and funding top recommendations.

1. Include funding for bicycle and pedestrian facilities in street projects.

It is important to make the most of the County's internal funding resources. Often, the most cost-effective way to implement bicycle and pedestrian infrastructure improvements is by adding them to the scope of other capital projects. Building sidewalks while replacing or upgrading utilities or marking on-street bicycle accommodations as part of street resurfacing projects provide economies of scale that will help funding for bicycle and pedestrian projects go farther.

Responsibility: *County and Municipal Governments, County Highway Department, City and Village Public Works departments, and WisDOT*

2. Apply for Transportation Alternatives Program (TAP) Grants in Each Cycle.

One of the most significant grant programs for bicycle and pedestrian projects is the Transportation Alternatives Program or TAP, which is administered by the Wisconsin Department of Transportation (WisDOT). During the last grant period, more than $32 million was awarded for 55 bicycle and pedestrian projects across the state. Because it is the largest grant program dedicated to bicycle and pedestrian projects, it is highly recommended that Portage County apply for project-specific funding for at least one County project during each TAP grant cycle (typically every two years). The County should also encourage municipalities, particularly in the Urban Area, to apply for project-specific funding in each cycle. The City of Stevens Point has received multiple TAP grant awards to implement various recommendations from the 2014 Bicycle and Pedestrian Plan. Multijurisdictional grant applications are encouraged, as they are viewed favorably when being considered for funding. These applications could be coordinated through the existing Stevens Point Area Surface Transportation Project Committee. Applications are generally due in October on an annual basis.

More information about TAP is available from the Wisconsin Department of Transportation:
https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tap.aspx

Responsibility: *County Board with input from City of Stevens Point and the Villages and Towns in the Urban Area; local municipalities are responsible for grants targeting projects in their jurisdictions.*

3. Implement Priority Rural Area Bikeway Recommendations

In order to determine priorities for the rural bikeway system several steps were followed. First, the recommended bikeway system was "overlaid" on the Wisconsin Department of Transportation Bicycle Suitability/Level of Service Map. This provided a rating of how well current roadways are performing, from "poor" or "good," for bicycling. Finally, the 5 Year Construction and Maintenance Plans for the County which identified upcoming County road projects were reviewed. Eleven projects were identified as a short-term priority in Table 1.1:

TABLE 1.1: SHORT-TERM PRIORITY BIKEWAY PROJECTS FOR THE RURAL AREA

Project	Miles
Install paved shoulders on County Road HH from Burbank Road to Custer Road in the Town of Stockton	2.57
Close gap in the Tomorrow River State Trail in Amherst Junction	0.92
Install paved shoulders on Shady Drive and County Highway J in the Towns of Buena Vista and Almond (connecting the Urban Area to the Village of Almond)	16.8
Install paved shoulders on County Road B from County Road KK to Mill Street in Amherst	0.99
Install bike lanes on N. Main Street from Wilson/Mill St to School Street in Amherst	0.22
Designate bike route on N. Main Street from School Street to northern Village limit in Amherst	0.30
Install shared lane marking on Mill Street from South Street to County Road B in Amherst	0.39
Install bike lane on Mill Street from Main Street to South Street in Amherst	0.12
Install sidepath on Wilson St between County Road KK and Main Street in Amherst	0.52
Install paved shoulder on Washington Street from Main Street to eastern Village limit in Amherst	0.63
Install paved shoulders on County Road A in the Towns of New Hope and Alban (connecting the Village of Rosholt to the Village of Nelsonville)	8.96

The other bikeway recommendations include paved shoulders, bicycle lanes, and a small segment of path can be integrated into larger roadway projects as the roadway projects themselves are built in the mid-term and long-term (see section 5.1 for descriptions of bicycle and pedestrian facility types).

4. Implement Priority Urban Area Recommendations

The projects listed below in Table 1.2 are the nine priority recommendations for the Urban Area bikeway system. The priority recommendations were developed based on cost, project complexity, and project need which included latent bicycle demand in the area, crash history, connectivity, and public comments. Some of these projects will take substantial planning and funding, and work should begin on them as soon as possible.

TABLE 1.2: PRIORITY PROJECTS FOR THE URBAN AREA

Project	Miles
Install protected bike lanes on Division Street between Fourth Avenue and North Point Drive in Stevens Point (in progress)	0.83
Install protected bike lanes on Fourth Avenue from Second Street to Illinois Avenue in Stevens Point, working with UW-Stevens Point	0.76
Install raised shared use path on Michigan Avenue in Stevens Point under the railroad overpass (Patch Street to Dixon Street)	0.25
Install shared use path on Okray Avenue in Plover	1.68
Install a shared use path on Maple Drive from Wilson Avenue to Hoover Road in Plover	1.00
Install paved shoulders on Old Highway 18 from Highway 10 to Brilowski Road in the Town of Hull	0.95
Install sidewalk on Plover Springs Drive from Post Street to Hoover Road in Plover	0.90
Install traffic-calming devices such as speed humps, speed tables, and raised crosswalks near unsignalized crossings and in areas with high volumes of pedestrians, particularly near schools.	n/a
Paint high visibility pattern crosswalks and advanced stop lines in Stevens Point within the UWSP vicinity and around schools per SRTS plans.	n/a

Grow the Culture

Promote walking and biking through community engagement and outreach to build public and financial support.

1. Ensure partner municipalities of the Plan adopt this Plan and work to implement the facility recommendations contained in the Plan

Responsibility: *Stevens Point, Portage County Villages*

2. Proactive Plan Monitoring and Implementation by Portage County Departments

The Portage County Planning and Zoning Department and the Highway Department should regularly report to their respective committees and the Traffic Safety Committee on the implementation of this Bicycle and Pedestrian Plan. Regular monitoring of the Plan and reporting to County Committees emphasizes the County's commitment to making biking and walking safer and more appealing to residents and visitors. Regular updates to County Committees brings the Plan right to County decision makers.

Proactive updates should occur three or four times per year: at least a month before capital projects are due, once in October, and once in spring to plan for the next year. These reports could include the following elements:

- Monitor and advance implementation of the Bicycle and Pedestrian Plan
- Identify potential priority projects for implementation
- Provide status updates on ongoing projects

- Regularly review and provide input on County capital project planning as it affects bicycling and walking
- Monitor police reports to determine if additional safety education or modified enforcement is needed

In the future, the County should explore a permanent staff person to proactively advance the recommendations of this Plan.

Responsibility: *Portage County Planning and Zoning Department, Portage County Highway Department*

3. Develop County Bike Maps

Develop a bicycle user map that displays bicycle facilities, key destinations, and recommended routes for biking. The map should be available online and hardcopy format. Distributing these maps widely will encourage Portage County residents to bicycle more and to raise awareness about bicycle facilities. The maps will also make Portage County visitors more aware of recreational bicycling opportunities.

Responsibility: *County Planning and Zoning Department*

4. Increase Knowledge of Elected Officials and Other Decision Makers on the Benefits of Well Connected, Walkable, and Bikeable Communities

- Provide regular updates to county and local government officials on the many benefits of walking and biking, including economic and safety benefits,(see Figure 3.1, the Case for Walking and Biking), the cost of car-centric infrastructure, and share relevant case studies regularly.
- Help elected officials gain perspective into opportunities and existing challenges for walking and biking by coordinating events for them to walk and bicycle in their community with residents. Walk & Roll audits, as described in this Plan, are one possible model.
- Invite elected officials and the public to “grand opening” or similar events for new bicycle and pedestrian facilities.

- Encourage members of the public to speak at public meetings in support of bicycle and pedestrian projects and well connected, walkable, and bikeable communities in general.

Responsibility: *Portage County Planning and Zoning Department staff, Portage County Highway Department staff, local advocacy groups*

5. Promote Portage County as a Destination for Recreational Bicycling

Before taking on an extensive marketing effort, the County should start by meeting with local tourism and economic development entities who can add recreational bicycling as another reason to visit Portage County as a part of their messaging. The County could establish a partnership with one or more of these entities to spread the message that Portage County is a great place for recreational biking, with an initial focus on the Green Circle Trail, the Tomorrow River Trail, and the trails at Standing Rocks Park. The County should develop simple marketing materials that can be shared by partner tourism entities with a deeper marketing reach than the County. Materials could also highlight the County Bike Maps described above, promote bike-related events, and emphasize local businesses who offer bike-related services. The County should meet with the Wisconsin Office of Outdoor Recreation and Travel Wisconsin to learn about other simple marketing opportunities that would promote Portage County without placing an undue burden on County staff. After the initial efforts are completed, the County could take steps to add new recreational bikeways and partner with tourism entities to expand bicycle tourism marketing efforts. These ideas are described further in Chapter 5.

Responsibility: *County Planning and Zoning Department and tourism and business related entities such as, Downtown Alliance, Plover Area Convention and Visitors Bureau, Stevens Point Area Convention & Visitors Bureau, North Central Wisconsin Tourism Partnership, and Portage County Business Council*

6. Sponsor events that encourage active transportation, Working with Local Municipalities, Employers, and Advocates to Host Events and Provide Support.

Bicycling to work or to other destinations is a great way to get exercise, save money, reduce pollution, and have some fun. Bike to Work Week and Bike & Walk to School Day are national activities and are easily organized with help from the League of American Bicyclists website. Information on the website includes national and local events, promotional materials, and a handbook. The Wisconsin Bike Fed also provides support for Wisconsin communities participating in Bike to Work Week. Bike & Walk to School Day is an important component of Safe Routes to School as it both encourages and educates students on how to get to school via bike or on foot; these promotional events could be complemented by walking/biking school buses.

Along with Bike to Work Week and Bike & Walk to School Day, other events that can be sponsored include walking school buses, Winter Bike to Work Day, Week Without Driving, and Ruby Bridges Walk to School Day.

Responsibility: *County Planning and Zoning Department, County Health and Human Services Department, other County departments, various municipalities, all Portage County school districts, and other organizations like Portage County CAN Coalition*

7. Boost Bicycle and Pedestrian Education Efforts through the Internet and Social Media

Including bicycle and pedestrian related educational pieces on the County and municipal websites and on social media is an easy way to reach a large group of people. Simple communications can cover a seasonal topic such as rules of the road, local bicycling ordinances, back-to-school safety information, and using lights as fall approaches. The County should coordinate with municipalities to include at least four pieces of bicycle and pedestrian education annually in municipal and County digital communications to residents (newsletters, websites, social media).

Responsibility: *County Planning and Zoning Department, Any public agencies that communicate with Portage County residents*

8. Create a Landing Page for Bicycle and Pedestrian Education on the County Website and complimentary web pages on municipal sites.

Providing bicycle and pedestrian safety and education materials to residents via the County's website is an excellent way to reach potential and current users. Information should include:

- Maps and other resources
- Links to rules and responsibilities related to walking and biking
- Information about local biking and walking events
- List of and links to local bike shops
- Link to Stevens Point Area Convention and Visitor's Bureau
- List of and links to all walking and biking groups, including clubs, racing teams, and advocacy groups

The County should encourage local municipalities to provide information on their websites or provide a link to the County's site.

Responsibility: *County Planning and Zoning Department, Any public agencies that directly mail to Portage County residents*

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CHAPTER 2:

PLAN OVERVIEW

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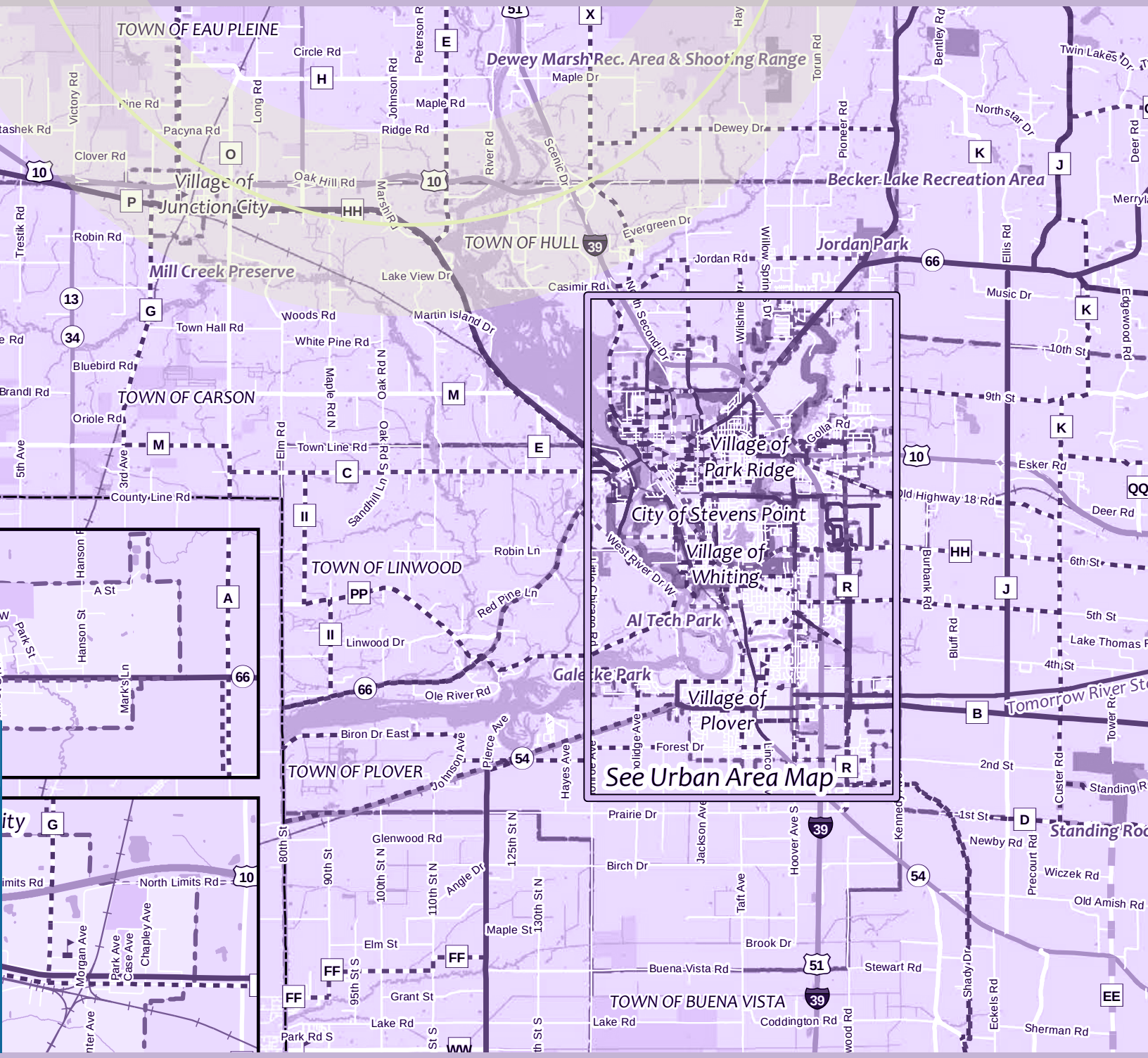

2 | PLAN OVERVIEW

2.1 | Introduction

Portage County takes pride in being a great place to live, work, and play. Providing opportunities for citizens to integrate bicycling and walking into their everyday lives is essential to maintaining the vibrancy of the community and enhancing quality of life. Better public health, increased economic activity, and cleaner air are a few of the benefits that can be realized by improving conditions for bicyclists and pedestrians. Whether for recreation or transportation, the demand for safe, comfortable, and convenient places to walk and bike is high and increasing.

A bicyclist on a shared use path in Portage County.

In many ways, Portage County is already a great place to bike and walk. The County has extensive natural beauty afforded by the Wisconsin River, extensive woodlands, and vital marshlands. The Green Circle Trail consists of 26 miles of shared use paths and streets that connect many destinations within and around Stevens Point. The Tomorrow River State Trail is a 28-mile shared used path running along an abandoned railroad grade, which starts in the Village of Plover continues eastward to Waupaca County. In addition, new bike lanes have been added in recent years and the City of Stevens Point has an excellent system of wayfinding signs for bicyclists. In the rural parts of the County, there are many roads with low levels of motor vehicle traffic that are ideal for recreational rides.

However, there are also areas for improving bicycling and walking conditions in Portage County. There are many instances where safe, comfortable, and convenient routes connecting and within towns, municipalities and surrounding areas are lacking. In some cases, this is due to physical barriers, such as the Wisconsin River or I-39, while in other cases it is due to a lack of bicycle and pedestrian infrastructure along existing roads and streets. In the urbanized portion of the County, there are streets that are challenging for bicyclists and pedestrians due to high traffic volumes, lack of adequate infrastructure, and difficult intersections.

This Plan provides recommendations to improve conditions for bicycling and walking in Portage County and to coordinate the efforts of the County, the City of Stevens Point, and the numerous Villages and Towns. Key elements of this Plan include:

- A near-term action plan focused on building the culture of walking and bicycling and prioritizing near-term implementation efforts to build momentum
- An assessment of existing bicycling and walking conditions, plans, and policies in Portage County
- An overview of bicycle and pedestrian facility types
- A Vision, Goals, and Strategies for improving bicycling and walking in the County
- Non-infrastructure recommendations designed to improve bicycling and walking conditions in Portage County through Education, Encouragement, Enforcement, and Evaluation efforts
- Bicycle and pedestrian infrastructure recommendations for the rural portion of Portage County and the outlying Villages
- Bicycle and pedestrian infrastructure recommendations for the Portage County Urban Area

- Funding and implementation recommendations to aid the County and its municipalities in prioritizing projects and programs

This Plan is an update of the Portage County Bicycle and Pedestrian Plan, prepared by Toole Design Group and SAA Design Group, and adopted in 2014. The 2014 plan was the first of its kind in Portage County and paved the way for improved walking and biking throughout the County. Many of the elements and recommendations from that plan have been carried forward into this Plan.

A Countywide Plan with Rural and Urban Elements

This Countywide Bicycle & Pedestrian Plan is intended to be used by individual municipalities and the County itself. Like motor vehicle travel, bicycle and pedestrian trips often cross jurisdictional boundaries; therefore, it is important for this Plan to ensure connectivity across municipal boundaries and between incorporated and unincorporated areas. This Plan consists of two complementary elements – a Rural Area element that addresses the unincorporated portions of the County and the outlying Villages, and an Urban Area element that includes the City of Stevens Point, the Villages of Plover, Whiting, and Park Ridge, and portions of adjacent towns. While developed concurrently, these two elements are represented separately in this Plan because their contrasting contexts require different solutions in some cases.

Impetus for the Plan Update

In December of 2023, Portage County, the City of Stevens Point and the Villages of Plover, Whiting and Park Ridge were awarded a $200,000 multi-jurisdictional Planning and Demonstration Grant from the U.S. Department of Transportation. Administered through the Safe Streets and Roads for All (SS4A) discretionary program, this grant funds local and regional initiatives to prevent deaths and serious injuries on roadways within Portage County. Funded by the Infrastructure Investment and Jobs Act of 2021, Portage County joins 11 Wisconsin communities and tribal nations who were awarded funds in the 2023 application cycle. As a part of the SS4A planning effort, an updated Bicycle and Pedestrian Plan was desired. Through a competitive process, Portage County selected a team of consultants consisting of Traffic Analysis and Design Inc. (TADI), Vandewalle & Associates, raSmith, and Revelation. TADI led the development of the SS4A Safety Action Plan, and Vandewalle & Associates led the update of the Bicycle and Pedestrian Plan.

2.2 | A Countywide Plan

The continued need for bicycle and pedestrian planning for the Rural Area, the Urban Area, and surrounding schools in Portage County points to the need for a countywide plan. The need for bicycle and pedestrian facilities does not start and stop at municipal borders. Bicycling and walking improvements made to benefit a specific school can also benefit bicyclists and pedestrians who happen to be passing through the neighborhood.

This Plan addresses bicycling and pedestrian issues for all of Portage County. Because of the unique planning and facility needs of the Rural Area versus the Urban Area, bicycle and pedestrian facility recommendations for each area are provided in separate chapters. However, the Project Team designed the recommendations in this Plan to result in a single unified network that serves the needs of all County residents, regardless of in which specific municipality they may live. These areas – the Rural Area, the Urban Areas, and the School Areas – are described below.

The Rural Area

The Portage County Rural Area includes all 17 Towns in Portage County and the six outlying Villages of Almond, Amherst, Amherst Junction, Nelsonville, Junction City, and Rosholt. The Rural Area of Portage County never had a formal bicycle or pedestrian Plan until the approval of the 2014 plan. Bicycle and pedestrian planning in rural areas has several unique aspects. Although most Town Roads, and some County Roads, carry very little motor vehicle traffic, the traffic that is present often travels at a high speed. While bike lanes may be warranted in Villages, rural bicycle accommodations typically take the form of paved shoulders, shared roads, and shared use paths. From a pedestrian perspective, providing sidewalks along rural roads in unincorporated areas is rarely cost-effective. In these areas, pedestrians will often use paved shoulders or shared use paths.

The Urban Area

The Portage County Urban Area consists of the City of Stevens Point and Villages of Plover, Whiting, and Park Ridge. Some recommendations for the Urban Area include small portions of the adjacent Towns of Hull, Plover, Linwood, and Carson.

The Village of Plover and City of Stevens Point – which constitute the majority of the Urban Area – created a Bicycle/Pedestrian Plan in the late 1990s and implemented some, but not all, of the Plan's recommendations. Some progress was achieved following the 2014 plan. However, considerable changes have occurred in the Urban Area since the completion of the last Plan, and the Urban Area is in need of an updated Plan to guide bicycling and walking improvements. There are several unique aspects of urban bicycle and pedestrian planning compared to planning for the Rural Area. For example, streets in the Urban Area tend to be wider and carry more traffic, but speed limits also tend to be lower. Bike lanes are often good solutions in cities and villages, and sidewalks for pedestrian use are essential in areas with urban levels of density.

School Areas

Fewer children walk and bicycle to school today than ever before in the United States.[1] Increasing walking and biking to schools in Portage County can positively contribute to the well-being of children at the local scale.

Safe Routes to School (SRTS) programs are sustained efforts to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school. SRTS programs assess conditions around the school and conduct surveys to determine existing attitudes about bicycling and walking and bicycle and pedestrian facilities near the school. SRTS programs then identify opportunities to make bicycling and walking to school a safer and more appealing transportation choice.

A full bike rack indicates lots of interest in bicycling to James Madison Elementary School in Stevens Point.

[1] Safe Routes to School and Childhood Obesity Facts Sheet (2015), Accessed November 2024. https://www.saferoutespartnership.org/resources/fact-sheet/srts-childhood-obesity-review-research

The SRTS program was adopted in 2014 and implementation should continue. The new bicycle and pedestrian plan will provide recommendations that may be congruent with the goals of the SRTS program. The North Central Regional Planning Commission has recently reached out to the County to begin the process for updates to the SRTS plan.

The County also has two higher education institutions: University of Wisconsin-Stevens Point and Mid-State University. Students at these institutions also have unique needs when it comes to traveling to school, including the need for safe walking and bicycle routes.

Need for a Plan Update

Despite the comprehensive nature and thorough analysis conducted in the 2014 plan, there has been only a modest level of implementation of that plan since it was adopted. A few impediments to implementation included changes in staffing at Portage County, a focus on other priorities, a lack of funding allocated to implementation efforts, and skepticism about the value of bicycle and pedestrian improvements by some residents and elected officials. For this reason, this plan update focuses on building the culture of bicycling and prioritizing near-term implementation efforts to build momentum.

Additionally, since 2014, there have been breakthroughs and trends in active transportation technology with the advent and ever-growing popularity of electronic bicycles and other forms of transportation devices such as electric scooters. There have also been changes in thought and advances in bicycle and pedestrian planning to accommodate these changes in technology in the past 10 years. Keeping up with these innovations and trends will result in connected and safe routes for all.

2.3 | Upfront Public Involvement

The public should be closely involved in the development of any plan to ensure that it meets the needs of residents, has local support, and is implementable by government officials. The Project Team used a multi-pronged approach to ensure that the public was centrally involved in the development of the Plan and its recommendations.

Community Workshops

On January 15 and 16, 2025, two in-person community workshops were hosted in Portage County. The project team selected workshop locations in both the urban and rural areas of Portage County. One workshop was held in Stevens Point at Mid-State Technical College, and the other workshop was hosted in Amherst at the Jensen Community Center. About 26 people signed in at the urban area workshop and 12 people signed in the rural area workshop, but actual attendance numbers were a bit higher.

The community workshops began with a short introductory presentation, followed by open-house style activities consisting of marking up large paper maps and providing sticky note comments and sticky dots on question boards. Participants were also encouraged to fill out comment forms to turn in when they were finished for the evening. Summaries of input received at the two workshops are included in Appendix B.

Online Survey and Mapping

Between December 20, 2024, and January 31, 2025, an online survey and an online mapping survey was made available for the general public and promoted through a wide range of county channels. During the course of this survey and mapping, over 900 respondents gave their input on bicycle and pedestrian facilities as well as thoughts on safety and attitudes towards active transportation in Portage County. A summary of survey results is included in Appendix B.

Walk and Roll Audits

A walk and roll audit is a guided walk in which participants gather data about the barriers to safely walking and rolling (bike, wheelchair, scooter, stroller, etc.) along a given route. A primary objective is to identify challenges and find solutions for observed conditions. Consultants from Vandewalle and Associates and members of the Bicycle and Pedestrian Plan Subcommittee led three walk and roll audits in May of 2025. On May 19, a group walked a route in Downtown Amherst, beginning at Village Hall. On May 22, a group walked a route near Stevens Point Area High School and Madison Elementary School. On May 28, a group walked a route in Downtown Stevens Point, along Clark Street. Participants recorded their findings on worksheets and on their smartphones using a website which allowed them to upload photos and comments tied to a specific location. A summary of results from the three walk and roll audits is included in Appendix B.

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CHAPTER 3:
THE CASE FOR BICYCLING AND WALKING

3 | THE CASE FOR BICYCLING AND WALKING

Communities across the country are embracing bicycling and walking as viable transportation modes and great forms of recreation. Bicycling and walking also provide a means to support multiple objectives including economic development, maximizing transportation investments, improving public health, addressing transportation equity, and reducing environmental impacts. In addition, many households are growing more interested in leading car-free or "car-light" lifestyles, especially as the cost of living continues to rise and appreciation increases for the health benefits of active transportation. There is great interest among citizens and stakeholders in pursuing development and transportation solutions that are more sustainable – meaning less costly to maintain over time, less polluting, and more equitable.

Bicycling is a low-cost transportation option that also provides other benefits.

Communities increasingly see the bicycle as a key component of sustainable transportation systems. Bicycling is by far one of the most cost-effective transportation modes for municipalities and other government agencies to support. Often touted as the world's most efficient machine, the bicycle also has a much smaller impact on household transportation costs compared to automobiles and transit.

Similarly, improving walkability is a high priority in many communities across the nation, especially those that are undergoing periods of redevelopment and revitalization. Walkable neighborhoods and districts typically boast lower crime rates, improved public health, increased economic activity, higher property values, and higher levels of community interaction.

These trends, described in more detail in the following pages, support implementation of this Plan.

THE CASE FOR BICYCLING AND WALKING

DESIRABLE COMMUNITY

79% of Americans said they **want to live in communities within an easy walk of destinations** such as shops and parks. Of those, more than **78%** also said they **would be willing to pay more to live in a walkable community.**[1]

LOWER-COST TRANSPORTATION

Americans spend on average **$12,297 each year to own and operate a new car**. Bicycling has an annual operating cost of approximately $300 to $400. Walking has virtually no transportation cost.[2]

LOCAL ECONOMIC DEVELOPMENT

Bicycle recreation and tourism brought in **$5.36 billion in spending to Wisconsin communities** in 2022. These dollars are spent at local restaurants and bars, shops, hotels, and businesses.[3]

ACTIVE & HEALTHY LIFESTYLES

Expanded and improved bicycle and pedestrian facilities and support programs allow residents to get **exercise as a part of their daily transportation routines** and provide **great options for active recreation**.

SAFER STREETS

Areas with more bicycling trips per capita have a **lower frequency of bicycle/motor vehicle crashes than other areas**; when there are more bicyclists, drivers become more accustomed to sharing the road with them.[4]

SUPPORTS NON-DRIVERS

Non-drivers need transportation options too! **20-30% of Portage County residents are non-drivers**, meaning they do not have a drivers license, have a physical disability, cannot afford a car, or simply do not want to drive.[5]

REGIONAL RECREATIONAL ASSET

Bicycle and pedestrian networks are valuable ways to enhance access to the County's many parks and recreational assets. Renowned shared-use paths and parks such as **Green Circle Trail Tomorrow River State Trail, and Standing Rocks County Park** provide excellent recreation opportunities and **attract visitors to Portage County.**

REDUCES CO_2 EMISSIONS

Walking or biking for one short trip a day can **reduce a person's annual CO_2 emissions by approximately 0.5 tons per year.**[6]

...AND IT'S FUN!

Walking is the most popular form of exercise in the United States. Biking, walking, and jogging along paths are great ways to **de-stress, exercise, and experience nature.**

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1. "New NAR Survey Finds Americans Prefer Walkable Communities," National Association of Realters, June 27, 2023, https://www.nar.realtor/newsroom/new-nar-survey-finds-americans-prefer-walkable-communities. Accessed June 2025.

2. "AAA Your Driving Costs: The Price of New Car Ownership Continues to Climb." The American Automobile Association, Sept 24, 2024, https://newsroom.aaa.com/2024/09/aaa-your-driving-costs-the-price-of-new-car-ownership-continues-to-climb/. Accessed June 2025.

3. "Economic Impact of Bicycling in Wisconsin". Wisconsin Department of Transportation, 2024, https://wisconsindot.gov/Documents/projects/multimodal/bike/econ-impact.pdf. Accessed June 2025.

4. "Bicycling and Walking in the United Sates: 2012 Benchmarking Report," Alliance for Biking and Walking, 2012, https://bikeleague.org/sites/default/files/2012BenchmarkingReport.pdf. Accessed June 2025.

5. "Improving Transportation for Non-Drivers," Wisconsin Department of Transportation, 2022, https://wisconsindot.gov/Pages/projects/multimodal/nd.aspx. Accessed June 2025.

6. C. Brand, et al. "The climate change mitigation effects of daily active travel in cities," Transportation Research Part D: Transport and Environment, Volume 93, 2021, https://www.sciencedirect.com/science/article/pii/S1361920921000687. Accessed June 2025.

3.1 | Economic Impacts

Bicycle recreation and tourism is a big economic sector in Wisconsin. **According to a 2024 report by WisDOT, it is estimated that bicycle recreation and bicycle tourism brought in $5.36 billion in spending to Wisconsin communities in 2022.**[2] These dollars are spent at local restaurants and bars, shops, hotels, and other establishments. The small community of Sparta, Wisconsin, sees over 60,000 visiting bicyclists every year thanks to the presence of the Elroy-Sparta Trail.[3] With attractions such as the Green Circle Trail, the Tomorrow River State Trail, beautiful countryside traversed by low-volume roads, and dining and other attractions in its many communities, Portage County is well placed to greatly expand bicycle tourism in the region.

In addition to these local examples of economic impacts, there are other economic impacts on the individual and societal level when it comes to bicycling. According to the Institute for Transportation and Development Policy (ITDP), allowing for more bicycle infrastructure can allow individuals to cycle more and reduce fuel and maintenance costs by swapping to more bicycle trips. Costs to society can also be reduced in the long term by improving public health outcomes by encouraging physical activity and reducing pollution, a reduction of greenhouse gas emissions leading to eased economic impacts from climate change, and the presence of high-quality infrastructure leading to higher property values and municipal revenues[4].

Source: Cycling Cities, Institute for Transportation and Development Policy, itdp.org

[2] "Economic Impact of Bicycling in Wisconsin." 2019. Wisconsin DOT. https://wisconsindot.gov/Documents/projects/multimodal/bike/econ-impact.pdf
[3] "Bicycling Capital of America" Sparta Chamber of Commerce. https://www.bikesparta.com/bicycling-capital-of-america/
[4] "Making the Economic Case for Cycling." 2022. ITDP. https://itdp.org/wp-content/uploads/2022/06/Making-the-Economic-Case-for-Cycling_6-13-22.pdf

3.2 | Health

The Centers for Disease Control and Prevention recommends two and a half hours of moderate-intensity aerobic activity every week, which is equivalent to 10 minutes of brisk walking, three times per day, five days per week.[5] Adults who are physically active are healthier and less likely to develop many chronic diseases that are more common amongst inactive adults. In the United States, the percentage of children and adolescents affected by obesity has more than tripled since the 1970s.[6] Expanded and improved bicycle and pedestrian facilities and support programs enable children, adolescents, and adults to get exercise as a part of their daily transportation routines. The health benefits of active transportation have also been shown to include increased labor productivity amongst adults and improved academic performance for youth.

3.3 | Transportation Choice

Eastern Portage County's geography draws cyclists from around the Midwest to the Ice Age Bicycle Trail.

Improving bicycling and walking conditions will expand transportation choices for the entire community. For those on low or fixed incomes, biking and walking may provide a supplement to public transit. According to the Wisconsin Department of Transportation, 31% of the Wisconsin population is classified as a "non-driver" with an estimated 20-30% of Portage County residents also being classified as non-drivers[7]. Many non-drivers do not drive because they are too young or too old, have a physical disability, do not have the economic resources to own and operate a car, or simply do not want to drive. However, most of these people can bike, walk, or roll if safe and convenient bikeways and sidewalks are present. Biking and walking may also be options for the elderly who reach an age where driving is no longer an option. Older adults still need to travel to the grocery store, to medical appointments, to bus stops, and to access recreational opportunities. Improvements to bicycling and walking conditions make it easier for Portage County's residents to age-in-place, while also lowering transportation costs.

Providing safe and convenient bicycle and pedestrian facilities also benefits people who rarely or never take advantage of them: for each person who does walk or bike to the grocery store or other destination, there is one less car on the street and one more parking space available for people who drive to the same destination.

Transit access is also important for people of all ages. Well-developed bicycle and pedestrian systems expand the reach of transit systems. Providing safe and convenient facilities such as bike lanes, sidewalks, and shared use paths in close proximity to transit increases service reach, particularly where distances between stops are great.

[5] Centers for Disease Control and Prevention, Adult Activity: An Overview, https://www.cdc.gov/physical-activity-basics/guidelines/adults.html
[6] Managing Obesity in Schools. Centers for Disease Control and Prevention. Accessed December 3, 2024. https://www.cdc.gov/school-health-conditions/chronic/obesity.html
[7] "Improving Transportation for Non-Drivers." Wisconsin DOT. https://wisconsindot.gov/Pages/projects/multimodal/nd.aspx

3.4 | Recreation

Creating a countywide network of bikeways with connectivity between municipalities and neighboring communities increases the opportunities for close-to-home, affordable recreation for people of all ages. Bicycle and pedestrian networks are valuable ways to enhance access to the County's many public parks and other recreational venues, and to provide links into neighboring counties. On their own, shared use paths (such as the Green Circle Trail and the Tomorrow River State Trail) provide excellent recreation opportunities for bicyclists and pedestrians. Biking, walking, and jogging along paths are great ways to de-stress, exercise, and experience nature.

3.5 | Building Community & Public Safety

It cannot be underestimated what bicycling and walking contributes to building community and promoting public safety. Building a strong sense of community is dependent on knowing your neighbors and meeting the people who live on the next block or in the next neighborhood. A community that bicycles and walks will significantly increase the social interactions that create these bonds. More bicycling and walking also means more eyes on the streets and on the paths. The best deterrent to crime is the active presence of people in the public realm who are engaged in constructive activities.

3.6 | Traffic Congestion & Safety

Bicycling can have an impact on local traffic congestion. According to the Bureau of Transportation Statistics, around 52% of all daily trips in 2021 were less than three miles in length [8], a distance covered by bicycle in 15 to 20 minutes. Most of these trips are made by automobile, in part due to a lack of walking and bicycling facilities that are perceived to be safe. Improved bicycling conditions can reduce congestion by providing the option to travel by bicycle for shopping, running errands, visiting friends, and commuting to work or school. At certain times of day, there may be little difference in the time it takes to make a short trip by bicycle or by car, and bicycling may save time and money.

A well-connected sidewalk network allows people to walk to nearby destinations if they choose to.

Safe, clear, and consistent accommodations for bicyclists enhance safety for all street users. Interestingly, more people bicycling and walking will likely increase traffic safety for these groups. For example, bicycle lanes provide bicyclists clear guidance and more confidence about bicycling in the street, and also provide motorists with information about where to expect bikes. When entering a street with bike lanes from a side street or driveway, bike lanes provide better sight distance for motorists watching for oncoming traffic. Research undertaken by the Alliance for Biking and Walking shows that areas with more bicycling trips per capita have a lower frequency of bicycle/motor vehicle crashes than areas with lower numbers of bicycling trips per capita; when

[8] *Trips by Distance,* Bureau of Transportation Statistics, https://data.bts.gov/Research-and-Statistics/Trips-by-Distance/w96p-f2qv/about_data

bicyclists are encountered more frequently on streets, motorists become more accustomed to sharing the road with them.[9]

It is also significantly less expensive to create good bicycling, walking, and transit facilities to attempt to reduce congestion than it is to increase street capacity by building new streets or expanding existing streets.

3.7 | Environment

Bicycling and walking can make meaningful contributions to reducing levels of fossil fuel consumption, air pollution, and carbon emissions. While every car trip cannot be replaced with a non-motorized trip, every trip made by bike or on foot does reduce pollution, especially when the trip covers a short distance. Based upon research conducted by the U.S. Environmental Protection Agency, it is estimated that up to 80% of the pollution created by automobiles is emitted in the first few minutes of operation, before pollution control devices begin to work effectively.[10] Replacing very short motor vehicle trips with bicycle or walking trips can have an outsized environmental impact.

3.8 | Quality of Life

All of the factors noted above contribute to an increased quality of life for Portage County residents. A well-connected network of bicycle and pedestrian facilities throughout the County provides transportation and recreation options for residents, can lead to improved health for the community as a whole as more people walk and bike, and can provide economic benefits through increased tourism and spending in local shops. These benefits do not only accrue to Portage County residents who use the bicycle and pedestrian networks – all residents benefit from decreased congestion on local streets, improved air quality, and robust local economies. Providing well-connected bicycle and pedestrian networks can help address many issues facing Portage County and other communities across the country, while also providing opportunities for increased recreation.

3.9 | Economic & Community Vitality

Active transportation – biking and walking – positively impacts economic vitality on three scales: the community, the neighborhood, and the household.

The Community

In many industries the competition for workers is place-based; people are choosing employers not just on salary and traditional benefits, but on external criteria such as lifestyle and quality of life. According to a 2023 survey by the National Association of Realtors, 79% of Americans said they want to live in communities within an easy walk of other places such as shops and parks. Of those, more than 78% also said they would be willing to pay more to live in a walkable community.[11]

[9] *Bicycling and Walking in the United Sates: 2012 Benchmarking Report*, Alliance for Biking and Walking, 2012
[10] Catalysts for the Control of Automotive Cold Start Emissions, United States Environmental Protection Agency, http://cfpub.epa.gov/ncer_abstracts/index.cfm/fuseaction/display.abstractDetail/abstract/1450/report/0 Accessed 8/8/13
[11] "New NAR Survey Finds Americans Prefer Walkable Communities," National Association of Realters, June 27, 2023, https://www.nar.realtor/newsroom/new-nar-survey-finds-americans-prefer-walkable-communities . Accessed June 2025.

In today's global economy, the ability to attract business – and business's ability to attract employees – depends on the livability index of the community, which is composed of five factors:

1. Low crime
2. Good schools
3. Easy commutes
4. Close-to-home recreation
5. A friendly and open social environment

A bicycle-friendly street system and extensive path system are central to items 1, 3, 4, and 5 on this list. The "knowledge workers" of today and tomorrow's businesses want healthy and sustainable lifestyles, of which daily bicycling and walking is a part. A survey by the commercial real estate development association NAOIP found that office workers would prefer to work in walkable locations four-to-one over isolated suburban office parks.[12]

Communities that are making investments to become more walkable and bikeable are seeing dividends in the form of attracting new residents and employers.

The Neighborhood

Investing in bicycle and pedestrian infrastructure is a key strategy for revitalizing and improving neighborhoods. These investments improve access to businesses, make streets more attractive to a broader range of users, increase neighborhood livability by increasing social interaction and perceptions of personal safety, and reduce vehicle congestion. Improving bicycle and pedestrian connectivity to established neighborhoods also supports the redevelopment and creation of mixed-use districts and provides safe routes to schools.

The Household

A motor vehicle is the second-highest household expense in the United States after housing, according to the League of American Bicyclists. In Portage County, approximately 4% of households report not owning a car while approximately 65% report owning two or more cars.[13] The American Automobile Association estimates that Americans spend on average $12,297 each year to own and operate a car.[14] A large amount of this cost leaves the local economy (through fuel purchases, insurance fees, etc.) while the remainder stays in the community (through local taxes, maintenance, , etc.). In a period of high-variability in the cost of fuel, bicycling and walking offer lower-cost transportation options. Bicycling has an annual operating cost of approximately $300 to $400 – less than 4% of average annual car operating costs.[15] Providing transportation choices can give households the option of owning fewer cars, thus freeing up more household money that can be spent in the local economy.

[12] Emil Malizia, "Preferred Office Locations," NAIOP Research Foundation, October 2014, https://www.naiop.org/globalassets/research-and-publications/report/preferred-office-locations-comparing-location-preferences-and-performance-of-office-space-in-cbds-suburban-vibrant-centers-and-suburban-areas/researchreportexecutive-summary.pdf . Accessed June 2025.
[13] U.S. Census Bureau; American Community Survey, 2023 American Community Survey, 1-year Estimates. Table B08201.
[14] The American Automobile Association https://newsroom.aaa.com/2024/09/aaa-your-driving-costs-the-price-of-new-car-ownership-continues-to-climb/
[15] "Bicycle Maintenance Costs" Upcycle Bikes. https://upcyclebikes.co/blogs/bicycle-maintenance-costs/

CHAPTER 4:
EXISTING CONDITIONS

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4 | EXISTING CONDITIONS

4.1 | Overview

In the transportation world, bicycling and walking have received much attention over the past 20 years. Portage County has taken steps to bring together the municipalities and school districts to do planning for these modes. As part of that process, it is important to take stock of what currently exists in the County, assess conditions facing people who are bicycling or walking or who want to bike or walk more often, and what the infrastructure is like to make bicycling, walking, and hiking attractive options in the County.

4.2 | Regional Context, Urban Area, Villages & Rural Areas

Portage County is centrally located in Wisconsin. The County is approximately 115 miles north of Madison, the state capital, and 200 miles east of Minneapolis. The County covers approximately 823 square miles and has a 2023 estimated population of 71,024 people.

The Portage County Urban Area is centrally located in relation to the rest of the County. It is by far the most populated area of the County. The Villages outside of the Urban Area range in population from approximately 150 people (Nelsonville) to 1,100 people (Amherst). The next closest city with a population as large as Stevens Point is Wisconsin Rapids. Wisconsin Rapids borders the western side of the County. It is approximately 20 miles from downtown Wisconsin Rapids to downtown Stevens Point. The Urban Area is comprised of four municipalities: the City of Stevens Point and the Villages of Plover, Whiting, and Park Ridge.

Stevens Point is the largest municipality in Portage County; it is the County's only incorporated City, and it is the County Seat. With a population of 25,549 and an area of 17.2 square miles, Stevens Point contains the majority of the population and land area in the Urban Area. The Village of Whiting is adjacent to Stevens Point on the south side of the City. Whiting had an estimated 2022 population of 1,538 people and covers an area of 2.16 square miles. The Village is bound by Stevens Point to the north, the Village of Plover to the south and east, and the Wisconsin River to the west. The Village of Plover is adjacent to Whiting and Stevens Point, and is the southernmost municipality in the Urban Area. The Village had an estimated 2022 population of 13,549 people and covers an area of 10.79 square miles. Plover is bound by Whiting and Stevens Point to the north, and unincorporated Towns of Plover and Stockton to the west, south, and east. The Village of Park Ridge is completely surrounded by Stevens Point and lies in the eastern portion of that City. Park Ridge had an estimated 2022 population of 479 people and covers an area of 0.22 square miles. Combined, the four municipalities have an estimated population of 41,115 and cover an area of approximately 31 square miles.

The Urban Area is the cultural and employment hub of the County. Several larger employers including University of Wisconsin-Stevens Point, Aspirus Stevens Point, Sentry Insurance, and many smaller and mid-size employers in downtown Stevens Point are all located within a mile and half of each other – a manageable bicycle or walking trip.

4.3 | Bicycling and Walking Conditions

Portage County is as varied in landscapes as is the state of Wisconsin. While the western part of the County is relatively flat, the eastern third of the County is hilly. These topographic differences are due to Portage County being impacted by a terminal moraine – the area where glaciers stopped advancing during a previous ice age. As the glaciers melted and retreated, they left large deposits of debris and rock that now form the hilly eastern portion of Portage County. The Urban Area is flat, making bicycling and walking a bit easier from a physical exertion standpoint. Alternatively, bicyclists and hikers can select hilly or flat terrain for their recreational trips by traveling to a different part of the County. In addition to the varied terrain, the County possesses interesting topographic features, forest land, lakes, and a major river running right through the northwest part of the County. These features enhance the popularity of bicycling in the County – a point often made by Portage County bicyclists responding to online mapping survey and attending the public workshops.

Bicycling and Walking in Portage County

In many parts of the world, walking and bicycling are major modes of travel and relied on for utilitarian purposes. Even in many western countries walking and bicycling constitute a major portion of all transportation trips and connections between these modes and transit are well developed. In the U.S and Wisconsin, however, the opposite is true because cities have evolved around the automobile, with exclusionary zoning codes exacerbating the issue, making destinations and land uses so spread out that only driving can overcome such distances for many trip purposes.

In Wisconsin, a relatively small percentage of people walk or bike to work or for work-related purposes. When other trip purposes are considered, walking and bicycling face the same challenges. Often trips to the store, school, or even a favorite restaurant are just too far for there to be much potential for bicycling or walking. Or if they are close-by, they are not served well with bikeways and/or sidewalks.

Conditions in the Urban Area in particular stand out as a bit of an exception to the national and statewide situation. As seen in Figure 4.1 and Figure 4.2, bicycling and walking are more common in the Urban Area than the state as a whole. The close proximity of destinations to each other and to where people live has a big impact on the potential for bicycling and walking. This is especially apparent when considering the proximity of major generators of walking traffic in Stevens Point, such as downtown businesses, UW-Stevens Point, and major employers.

Although there may be other more populous places in Wisconsin that have higher numbers of people walking and bicycling to work, the Urban Area has higher rates of bicycling and walking to work as compared to the rest of the state. According to the U.S. Census Bureau's American Community Survey for a five-year average from 2019 to 2023, 1.36% of all residents in the Urban Area commuted to work by bicycle. In Stevens Point, the percentage was 1.76%, and in Park Ridge the percentage was 1.2%, figures which are considerably higher than the rate for Wisconsin (see Figure 4.1). Walking to work rates were considerably higher with 5.52% of Urban Area residents walking to work. Remarkably, in Stevens Point, the

Paved shoulders serve both pedestrians and bicyclists in the Rural Area of Portage County.

rate was over 8%, but less than 1% in other parts of the County, including Villages within the Urban Area. With such high rates for the Urban Area, the County's rate of bicycling and walking is consequently high with 0.94% of the resident population bicycling to work and 3.97% walking to work, higher than the rates for the state of Wisconsin (see Figures 4.1 and 4.2). While it is encouraging that people are using alternate forms of transportation to the automobile, these rates are lower than the those found in past years, leaving room for growth. There are margins of error associated with the ACS 5-Year Estimates; however, this is the best current data when it relates to transportation mode.

Unfortunately, bicycle and walking data is rather limited. The work trip information is the only reliable community-level data available. There are many other purposes for bicycling and walking including shopping, visiting and socializing, education, and recreation.

FIGURE 4.1: BICYCLE COMMUTE MODE SHARE (2019 - 2023)

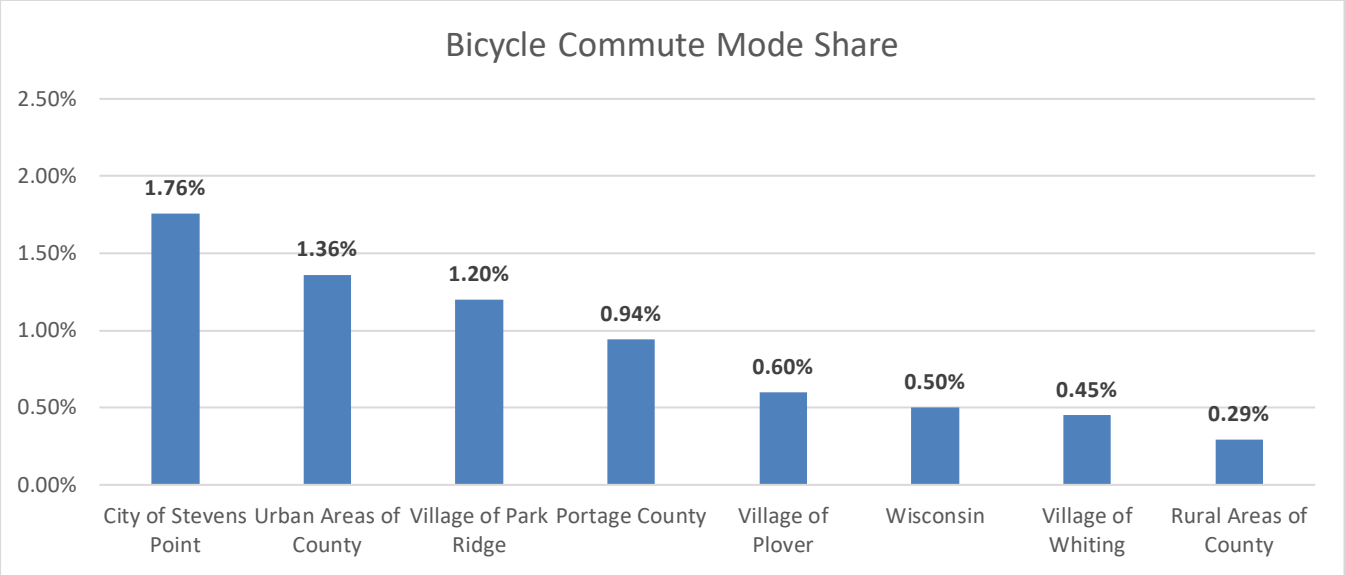
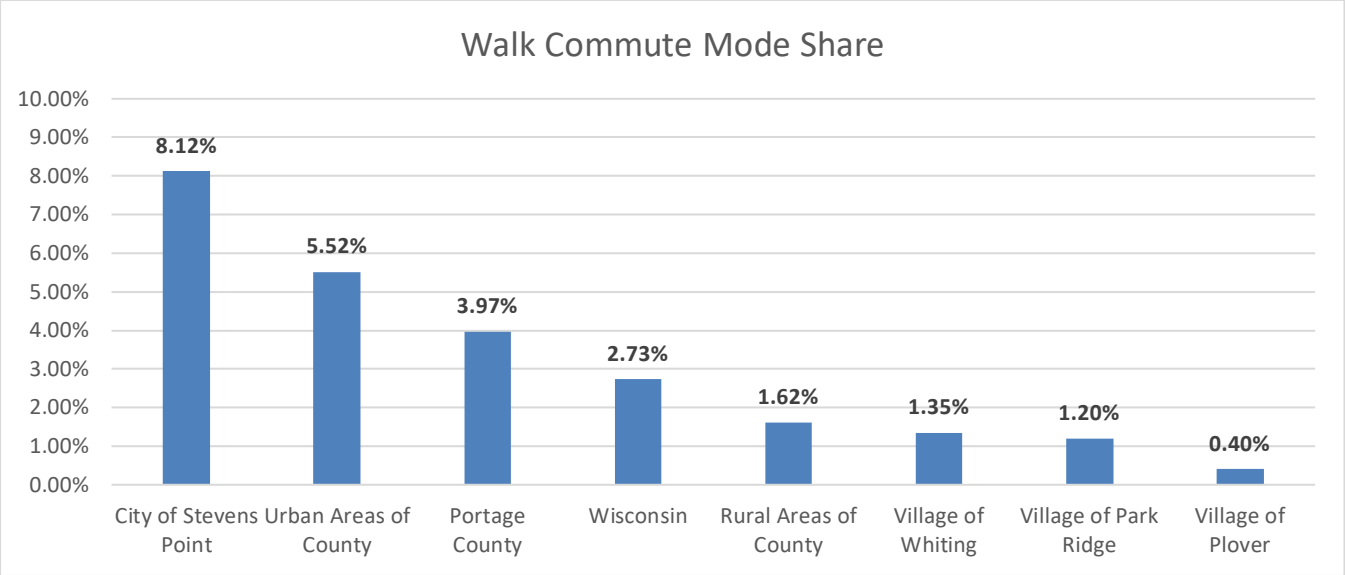


FIGURE 4.2: WALK COMMUTE MODE SHARE (2019 - 2023)



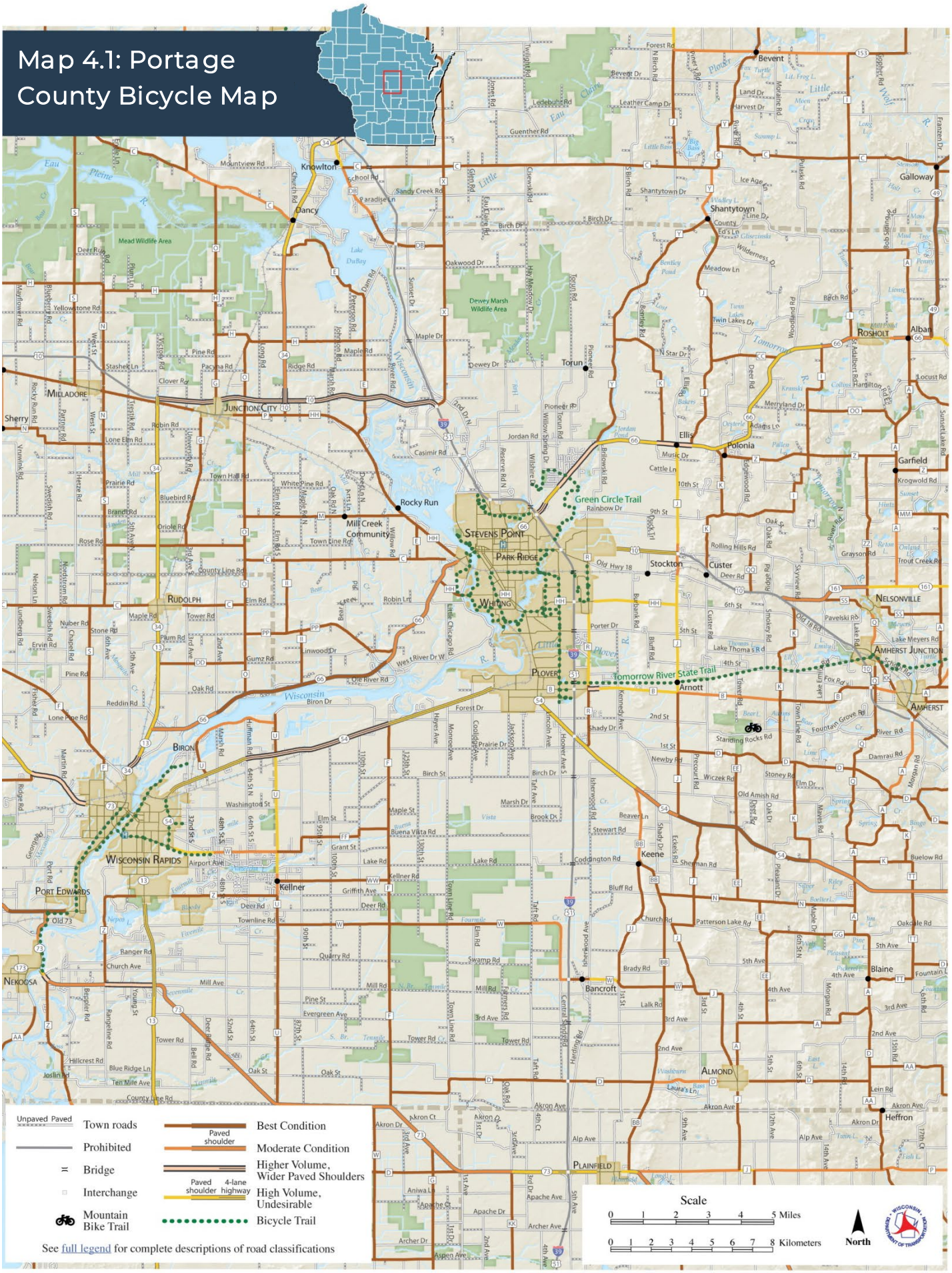
Existing Conditions Data Map

Existing conditions data relevant to walking and bicycling is found on an interactive web map, which is a digital component of this Plan. The map includes existing bicycle facilities, suitability of roads for biking ratings (described below), locations of bicycle and pedestrian crashes from 2010-2024 (described above), the Portage County High Injury Network (described below), and average daily traffic counts collected by WisDOT. The map also includes future bicycle facilities as recommended by this Plan. The interactive map allows the user to zoom into specific geographic locations, turn data layers on and off, and see how existing conditions data interacts with the Plan's recommendations. This map is located at the following address: https://tinyurl.com/PoCoBikePed

Suitability of Roads for Biking – Rural Areas

Map 4.1: Portage County Bicycle Map is prepared by the Wisconsin Department of Transportation (WisDOT, 2020). It highlights the most favorable bicycling conditions while presenting the full continuum of roadways—from narrow town roads to U.S. Highways. This approach enables bicyclists of all abilities to select their own routes to meet their individual transportation and recreational needs. The methodology used with this map is applicable to rural roadways, but not urban streets. Increased traffic volumes, lower speeds, and changing road design affect bicycle travel in urban areas in ways that cannot be accurately depicted on the map. Thus, the bicycling condition ratings for roadways stop at urban fringes; however, the major streets are still depicted. This map was referenced when developing the recommendations for this Plan.

Map 4.1: Portage County Bicycle Map



Bicycle and Pedestrian Crash Data

Looking at bicycle and pedestrian crash data is a way to identify problematic intersections, corridors, and areas where crashes occur the most. Once identified, these crash spots can be targeted for strategic improvements to make safer travel possible for all residents. Based on data from Portage County police crash reports filed from 2010 through October 2024, a few patterns can be observed.

Crashes in the rural areas of Portage County tend to be evenly spread out with slight concentrations in or near rural villages and cities. For the most part, these crashes tend to be on or near intersections between state or county highways and local roads. The majority of crashes reported in rural areas are between automobiles and pedestrians. The overall pattern for crashes in the urban areas of Portage County is opposite of the rural pattern. Crashes tend to be concentrated in specific areas and along main transportation corridors. This is likely due to the higher population density and traffic in the urban areas leading to more interactions between pedestrians, bicyclists, and automobiles on busy streets or places with a lot of foot and bicycle traffic.

Key areas of concern include:

- Downtown Stevens Point
- The streets surrounding UW-Stevens Point
    - Heavily concentrated on Division Street between Fourth Avenue and Clark Street
- The area by Goerke Park, the Stevens Point Police Department and Parks and Recreation Department, Boys and Girls Club, and PJ Jacobs Junior High School
    - Heavily concentrated on Michigan Avenue between Clark Street and Prais Street

Key corridors of concern include:

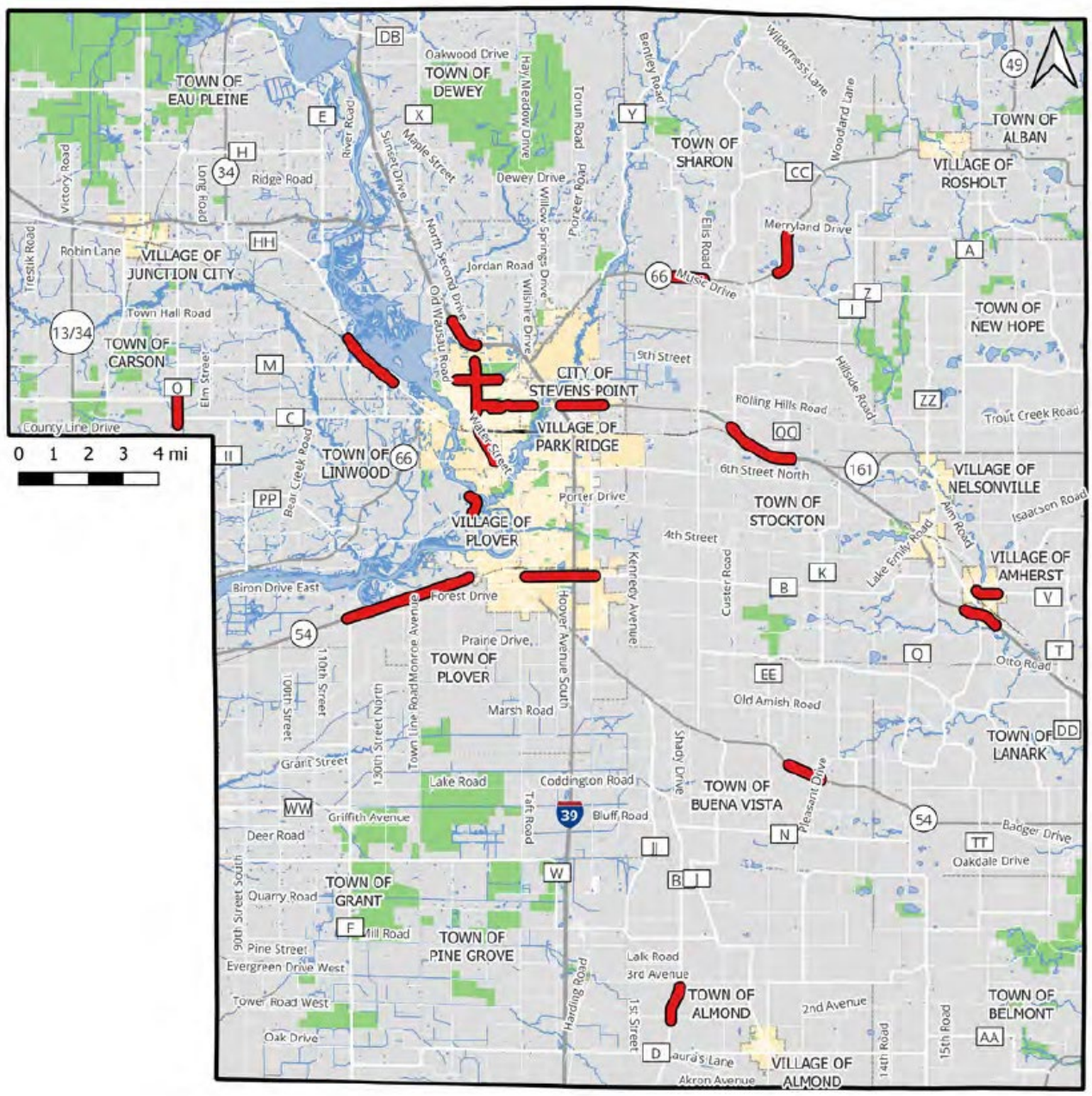
- Business 51 (including Division Street/Post Road/Church Street)
    - Spread throughout the corridor with a heavy concentration at the intersection of Post Road and McDill Avenue/County Road HH
- US 10 East and State Highway 66 West (including Main Street/Clark Street)
    - Spread throughout the corridor with a heavy concentration between Wildwood Drive and Ridge Road

Portage County High Injury Network

As part of the County's Comprehensive Safety Action Plan, TADI prepared a High Injury Network using crash data from 2020-2024. This analysis identifies the roadways that experience the most fatal and injury crashes in Portage County. Those corridors and intersections identified on Portage County's roadway network are categorized as High Injury Networks (HIN). These crashes would be expected to continue into the future if the infrastructure on these corridors are not changed. The development of a HIN can help prioritize safety investments and other strategies on the corridors in Portage County that see the highest density of fatalities and injuries.

Within the High Injury Network, there were nine fatal injuries, 65 serious injuries, and 201 minor/moderate injuries. Six pedestrians and 17 bicyclists were hit in these crashes. The analysis found that 28% of crashes in Portage County occurred on only 1.3% of the roadway network. The High Injury Network is a focus for intervention in this plan and the Safety Action Plan.

MAP 4.2: HIGH INJURY NETWORK MAP



Summary of Bicycle Infrastructure

Maps 8.1 and 9.1 depict existing bicycle infrastructure in the Rural Area and the Urban Area. In summary, most of the bicycle facilities that have been built over the past 20 years have been built in the Urban Area and tend to be shared use paths. The Green Circle Trail is a series of paths and is a signature facility for the region. Other paths include the Hoover Road path, the Heartland Trail (including the I-39 underpass), the Tomorrow River State Trail, Brilowski Road/County Road R, and a handful of short connecting paths. Bicycle lanes or urban shoulders currently exist on portions of the following streets in Stevens Point:

Stevens Point has a growing number of bike lanes.

- Second Street North
- Michigan Avenue North
- North Point Drive
- Michigan Avenue
- Minnesota Avenue
- Streets in the Portage County Business Park
- Patch Street
- Prentice Street North
- Maria Drive
- Stanley Street
- Franklin Street
- First Street
- Centerpoint Drive
- Main Street
- Clark Street
- West Clark Street
- Jefferson Street
- Water Street
- West River Drive
- Whiting Avenue
- Hoover Road
- E.M. Copps Drive
- Clem's Way
- Business Park Drive
- John Joanis Drive
- Vern Holmes Drive
- Venture Drive
- Badger Avenue
- Brilowski Road

There are bicycle lanes in Plover and Whiting on Post Road, however there are no bicycle lanes in Park Ridge.

Stevens Point has an extensive bike route network that extends minimally beyond the City borders. The bike route network is well signed, with signs including wayfinding information to guide users to specific destinations or routes. In response to the 2014 Bicycle and Pedestrian Plan, Stevens Point has added 26 miles of bicycle infrastructure. The bike route network typically uses lower-volume streets and avoids busy streets. However, some moderate volume streets are designated as bicycle routes. Some comments were received during the development of this Plan that some of these streets are not comfortable for less confident bicyclists. The Stevens Point bike route network provides a strong starting point for a wayfinding network for the Urban Area.

The arterial streets throughout the Urban Area are generally undesirable and challenging for bicyclists to use. The neighborhood streets throughout the rural villages and in Stevens Point, Plover, Whiting, and Park Ridge are generally acceptable for bicycling. These streets have low volumes of motor vehicle traffic and lower speed limits than are on many of the arterial and collector streets. The design of many neighborhood streets encourages speeding which contributes to unsafe cycling conditions.

The County has excellent roads. Like the remainder of the state, most Town roads are paved, a testament to the importance of farm-to-market roadways in the dairy state. Most of the state highways have paved shoulders; however, the shoulders are somewhat narrow at three feet of width. The County Road system provides excellent coverage in the County and is well maintained. Traffic volumes on most County Roads are low or moderately low. Many County Roads have narrow paved shoulders as well.

There are no official bikeways in the Rural Area, although some signed bicycle routes exist in the far eastern part of the County as an Ice Age Trail effort. These exist on low volume roadways.

Summary of Pedestrian Infrastructure Conditions

There are two main components to a pedestrian system – facilities that enable people to walk along a street or within a separate corridor and facilities that will help a person cross a street. As volumes and speeds of traffic increase, so does the need for both types of facilities. Sidewalks and paths are the main facilities for providing pedestrian accommodations along roadways, while marked crosswalks, pedestrian signals, pedestrian beacons, and median crossing islands are the main accommodations to improve the safety and function of crossings for pedestrians (and often bicyclists). In some settings, overpasses and underpasses are put in place to create a totally grade-separated crossing for pedestrians, but these are rare and expensive improvements.

Well-designed curb ramps that provide access to sidewalks for people with disabilities are a critical part of the pedestrian network.

Map 9.2 presents the current sidewalk system in the Urban Area. Stevens Point has by far the most sidewalks while few streets within the Villages in the Urban Area have sidewalks. There are gaps in the sidewalk system, which seem most pronounced in Stevens Point due to the high concentration of sidewalks in other areas of the City. Almost all streets functionally classified as local streets in Plover, Whiting, and Park Ridge have no sidewalks, and even most of the collector streets do not have sidewalks.

Pedestrian crossing problems manifest themselves in two ways: long wait times for gaps in traffic and crashes when pedestrians are struck while crossing. The location of pedestrian crashes can provide some insights into these problem intersections and stretches of street. There are seven primary streets, all located within the City of Stevens Point, along which most pedestrian crashes in the County occur: Fourth, Illinois, Michigan, Division, Main, Clark, and Church Streets.

As one countermeasure to pedestrian crashes, there are a number of existing pedestrian signals that can assist pedestrians in crossing busy streets at intersections. Most of these are located along current and former state highways. There are few or no medians providing space for pedestrians to make a two-stage crossing. Rectangular Rapid Flashing Beacons, which are described in Chapter 5, are used in limited cases in municipalities across Portage County. These flash beacons are located at Franklin Street and Division Street and Water Street and 3rd Street in the City of Stevens Point, and Hoover Avenue and Airline Road in the Village of Plover.

Pedestrian facilities were evaluated through three Walk, Bike, and Roll Audits conducted in May of 2025. These events were held in two locations in Stevens Point and one location in Amherst. These audits revealed a range of sidewalk network gaps, pedestrian crossing issues, and ADA accessibility issues. Detailed findings are included in Appendix B. Pedestrian facilities within the County's smaller Villages were also examined when doing the 2014 Safe Routes to School planning for Almond, Amherst, Junction City, and Rosholt. Sidewalks in Nelsonville and Amherst Junction were examined at the same time. Sidewalks are located along the main streets within these Villages, although there were a few locations where a sidewalk is located only on one side.

Review and Summary Existing Plans & Policies

The wide range of plans and policies related to walking and bicycling in Portage County were reviewed for this Plan. A brief summary of each plan that was reviewed is provided in Appendix C.

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CHAPTER 5:
BICYCLE & PEDESTRIAN FACILITY TYPES

5 | BICYCLE & PEDESTRIAN FACILITY TYPES

All facilities that are specifically recommended in this Plan are identified with a green box. However, all facilities listed in this chapter are suitable for implementation, depending on location and context.

5.1 | On-Street Bicycle Facility Types

The tables below provide brief descriptions of different types of on-street bicycle facilities. The Plan recommendations do not include all of the facilities described below; those not included in the recommendations may be useful for future bicycle planning or when specific street segments are more closely examined for bikeway implementation.

Bikeway

A bikeway is any facility that is open for the use of bicyclists. Bikeways include on-street facilities such as bike lanes, as well as off-street facilities such as shared use paths. All of the on- and off-street bicycle facilities described in this section are considered bikeways.

Bike Lane

A bike lane is a paved section of the roadway that uses pavement marking to designate a portion of a street for the preferential or exclusive use of bicycles. Bike lane markings are typically dashed where vehicles are allowed to cross the bike lane, such as for right turns or at bus stops. Bike lanes are best suited for two-way arterial and collector streets where there is enough width to accommodate a bike lane in both directions, and on one-way streets where there is enough width for a single bike lane.

Buffered Bike Lane

Buffered bike lanes are created by striping a buffer zone between a bike lane and the adjacent travel lane. Some buffered bike lanes also offer a painted buffer between the bike lane and an adjacent parking lane. Buffered bike lanes should be considered at locations where there is excess pavement width or where adjacent traffic speeds are at or above 35 mph.

Protected Bike Lane

A protected bike lane, sometimes called a separated bike lane, is a bicycle facility that is physically separated from both the street and the sidewalk. A protected bike lane may be constructed at street level using street space, or at the sidewalk level using space adjacent to the street. Protected bike lanes separate bicyclists from motor vehicle traffic using a variety of methods, including curbs, raised concrete medians, bollards, on-street parking, large planting pots/boxes, landscaped buffers (trees and lawn), or other methods. Protected bike lanes designed to be level with the sidewalk should provide a vertical separation between bicyclists and pedestrians, as well as a different surface treatment to delineate the bicycle from the pedestrian space (such as asphalt vs. concrete). Protected bike lanes can be one way for bicycles on each side of a two-way road, or two-way and installed on one or both sides of the road. Protected bike lanes provide bicyclists with a higher level of comfort compared to bike lanes, and are typically used on large multi-lane arterials where higher vehicle speeds exist. They may also be appropriate on high-volume but lower-speed streets.

Protected Two-Way Cycle Track

Protected One-Way Bike Lane

Raised Bike Lane

Raised bike lanes are grade-separated, usually protected, bike lanes elevated above the roadway, typically at an intermediate level between the curb and the sidewalk. They enhance bicyclist safety, comfort, and visibility by creating a physical, curb-protected barrier. They are most suitable in high-traffic urban areas and may utilize a contrasting pavement or color to distinguish them from pedestrian areas.

Protected Transit Stop

Another form of protection for bike lanes takes shape in the protected transit stop. Also known as bus islands, these are spaces that serve dual purpose: adding protection for bicyclists by providing physical separation from automobile traffic and providing distinct areas for bicyclists and pedestrians waiting for the bus to coexist.

Contraflow Bike Lane

Contraflow bike lanes run in the opposite direction of other traffic on a one-way street. Contraflow bike lanes provide legal bike access on one-way streets where bicyclists may otherwise ride against traffic or on the sidewalk. Contraflow bike lanes may be separated from other traffic by painted lines, a painted buffer, or a physical barrier.

Climbing Bike Lane

A climbing lane is a bikeway design for a two-way street that has a steep slope and insufficient width to permit bike lanes in both directions. A bike lane (the climbing lane) is provided in the uphill direction to accommodate slow moving bicyclists in the uphill direction and a shared lane marking is provided in the downhill direction, where bicyclists can typically travel at speeds close to motor vehicles.

Colored Bike Lane

All of the above bike lanes may have green color applied to them to highlight the presence of the bike lane. Colored lanes are typically used in high-conflict areas such as through complicated intersections, in areas where traffic is merging across the bike lane, or in areas where traffic frequently turns across the bike lane.

Neighborhood Greenway / Bicycle Boulevard

A neighborhood greenway, sometimes also called a bicycle boulevard, is a street with low motorized traffic volumes and speeds designated to provide priority to bicyclists and neighborhood motor vehicle traffic. Neighborhood greenways may simply have signs and shared lane markings, or may include traffic calming elements including speed humps, traffic circles, chicanes, or traffic diverters. Neighborhood greenways benefit neighborhoods by reducing cut-through traffic and speeding without limiting access by residents.

Shared Lane Marking – Neighborhood Street

Shared lane markings (sharrows) may also be used on residential streets to designate bicycle facilities where there is not sufficient width for bike lanes. Studies have shown that sharrows direct bicyclists away from the "door zone" of parked cars, alert motorists of appropriate bicyclist positioning and encourage safe passing of bicyclists by motorists. The "Bicycles May Use Full Lane" sign (R4-11 in the MUTCD) is commonly used in conjunction with shared lane markings.

A Note on Sharrows and Shared Lane Markings

While they are an inexpensive form of bicycle infrastructure, sharrows should be used as a last resort or to complement already existing (and more robust) infrastructure. Sharrows tend to lead to confusion amongst bicyclists and motorists, decreasing feelings of safety. Shoulders, bike lanes, buffered bike lanes, and protected bike lanes should be sought out before the use of a sharrow. On lower-traffic corridors, proven traffic calming measures should be employed.

Urban Shoulder (Paved)

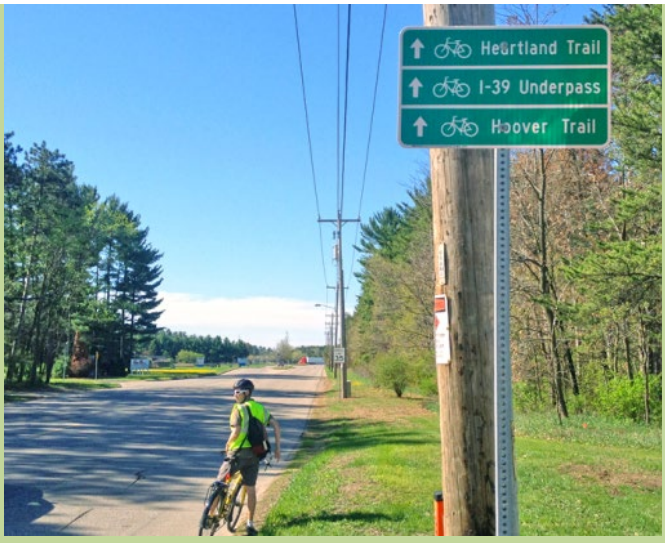
An urban shoulder is a paved section of a street outside the travel lanes. Urban shoulders are separated from the travel lanes by a solid white line and may include the street's gutter section. Urban shoulders can serve as a bicycle accommodation if they have at least three feet of pavement, exclusive of the gutter area. Bicycle lanes that are not designated as such with pavement markings and/or signage are technically an urban shoulder.

Rural Shoulder (Paved)

The shoulder is the section of the roadway outside of the travel lanes. When paved and of sufficient width, paved shoulders can serve as a bicycle accommodation. Additionally, paved shoulders provide safety and maintenance benefits. Paved shoulders should typically be 4' or wider to serve as a bicycle accommodation, although 3' may be acceptable on lower volume roads.

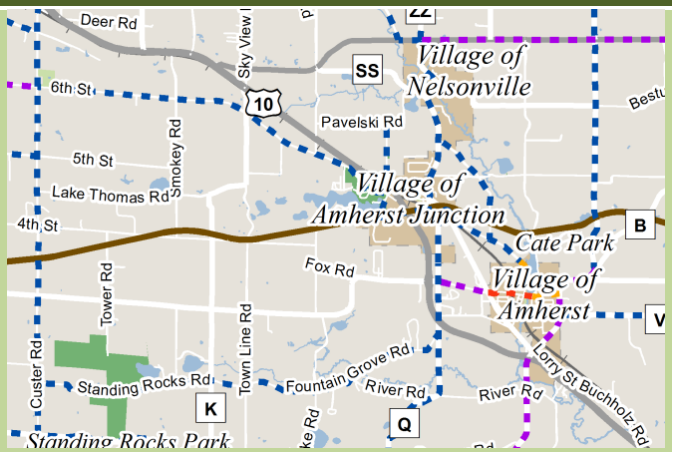
Signed Bike Route

Signed bike routes provide distance and directional information as a wayfinding aid for bicyclists. Signed routes may be established on streets, paths, or any combination of facility types that offer a continuous bicycling environment. Signs should offer bicyclists information about alternative routes and accessible destinations from their current location. They also can be used to suggest the conditions bicyclists can expect on a route by referencing trails or roadways by name. Signed routes provide bicyclists greater confidence when they are exploring new routes or when they are in unfamiliar territory. Signed routes can also prevent bicyclists from getting lost in residential areas with curvilinear street layouts and few through streets.



Bike Route (mapped)

A mapped bike route is only designated as a bike route on maps – there are no signs placed along the route to designate the route. Mapped bike routes indicate to users roads that are better for bicycling on and for connecting to specific destinations. Mapped bike routes are only recommended for the Rural Area in Portage County where signs may be cost prohibitive for many miles of rural road. Mapped bike routes should be supplemented with signed bike routes or other bicycle facilities to guide users to popular destinations such as Lake Emily.



Bike Box (Advanced Stop Line)

Bike boxes are street markings at signalized intersections that allow bicyclists to move to the front of a traffic queue during the red signal phase. Allowing bicyclists to move to the front of the queue can increase their visibility to motorists and can reduce "right-hook" crashes with motorists at the beginning of the green signal phase. Bike boxes can also aid bicyclists in position for left turns. They should be considered on streets with bike lanes as the proposed bicycle network is more fully implemented.

Intersection Treatments

Protected intersections keep bicycles physically separate from vehicles up until the intersection by greatly reducing crossing distances and improving sightlines, resulting in dramatically safer streets.

Dedicated intersections give people on bikes a dedicated path through intersections with corner wedges, pedestrian safety islands, and bike signal phasing.

At minor street crossings, compact corners, raised crossings, and clear approach sightlines can be used to encourage drivers to yield to people in the bikeway or the crosswalk.

Raised crosswalks are a traffic calming measure that elevates a crosswalk to the level of the sidewalk to slow down vehicles, improve pedestrian visibility, and make it more accessible for people using wheelchairs or strollers. Unlike a speed bump, it has a wider, gentler slope to reduce noise and allow larger vehicles to cross more smoothly.

5.2 | Off-Street Bicycle Facility Types

The tables below provide descriptions of types of off-street bicycle facilities included in this Plan.

Shared Use Path	
A shared use path is an off -street bicycle and pedestrian facility that is physically separated from motor vehicle traffic. Typically, shared use paths are located in an independent right-of-way such as in a park, stream valley greenway, along a utility corridor, or an abandoned railroad corridor. Shared use paths are used by other non-motorized users including pedestrians, skaters, wheelchair users, joggers, and sometimes equestrians.	

Sidepath	
A sidepath is a shared use path located adjacent to a roadway. It is designed for two-way use by bicyclists and pedestrians. Sidepaths are sometimes created by designating a wide sidewalk for shared use, or they may be a segment of a longer trail. Sidepaths sometimes facilitate connections to on- and off -street bicycle facilities. A sidepath is not generally a substitute for on-street bicycle facilities, but may be considered in constrained conditions, or as a supplement to on-street facilities. Sidepaths may not be appropriate in areas of high pedestrian activity unless there is space to successfully manage conflicts. The use of sidepaths should be limited to roadways with limited points of conflict at intersections and driveways.	

5.3 | Bicycle Facility Design Guidance

Design details for these facility types are available from the following resources:

- The American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities, 5th Edition (2024)* https://store.transportation.org/item/publicationdetail/5371
- The Federal Highway Administration's (FHWA) *Manual on Uniform Traffic Control Devices* (2023) http://mutcd.fhwa.dot.gov/
- The Wisconsin Department of Transportation's *Wisconsin Bicycle Facility Design Handbook* (2004) https://wisconsindot.gov/documents/projects/multimodal/bike/facility.pdf
- The Wisconsin Department of Transportation's *Facilities Development Manual 11-46-1 Bicycle and Pedestrian Elements Affecting Complete Streets* (2025) https://wisconsindot.gov/rdwy/fdm/fd-11-46.pdf
- The National Association of City Transportation Officials (NACTO) *Urban Bikeway Design Guide* (2025), Transit Street Design Guide, and *Designing Streets for Kids* (2020) https://nacto.org/publication/urban-bikeway-design-guide/, https://nacto.org/publication/transit-street-design-guide/, and https://islandpress.org/books/designing-streets-kids#desc

5.4 | Pedestrian Facility Types

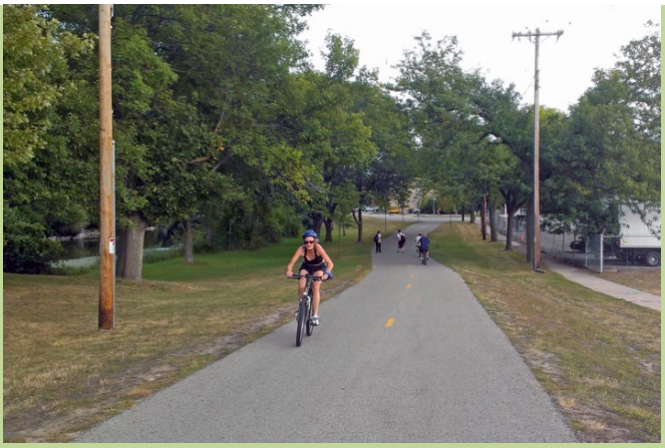
"Pedestrian facilities" is a general term to include a number of accommodations for pedestrians. These include sidewalks, paths, pedestrian signals, crosswalk markings, and median islands.

Sidewalks

Sidewalks are generally constructed of concrete, are typically five feet wide and are located immediately adjacent to streets, preferably on both sides. Sidewalks are used to separate foot traffic from vehicle traffic, to reduce conflicts, and to increase comfort of pedestrians. Recent research has supported sidewalks as being very effective in reducing crashes.

Shared Use Path

A shared use path is an off -street bicycle and pedestrian facility that is physically separated from motor vehicle traffic. Typically, shared use paths are located in an independent right-of-way such as in a park, stream valley greenway, along a utility corridor, or an abandoned railroad corridor. Shared use paths are used by other non-motorized users including bicyclists, skaters, wheelchair users, and joggers.



Sidepath

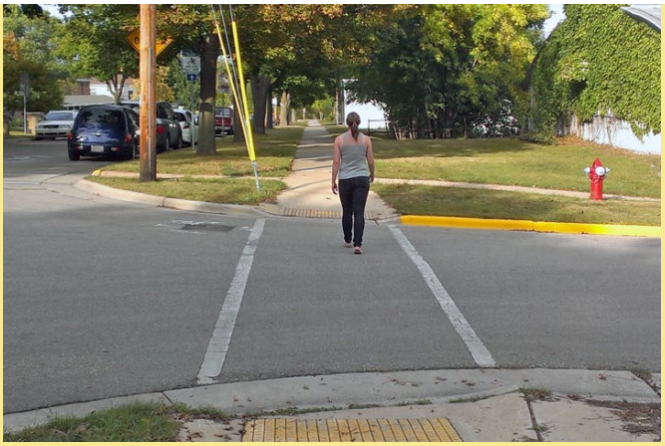
A sidepath is a shared use path located adjacent to roadway. It is designed for use by bicyclists and pedestrians and each may travel in either direction. Sidepaths are sometimes created by designating a wide sidewalk for shared use, or they may be a segment of a longer trail or network of trails. Sidepaths are sometimes provided to facilitate connections to on- and off -street bicycle facilities. A sidepath is not generally a substitute for on-street bicycle facilities, but may be considered in constrained conditions, or as a supplement to on-street facilities. Sidepaths may not be appropriate in areas of high pedestrian activity unless there is space to successfully manage conflicts.

Pedestrian Signals

When traffic signals are used at intersections, pedestrian signals are added to provide separate indications for pedestrians. In the absence of pedestrian signals, pedestrians are directed by state law to use the traffic signals intended for motorists. This is rarely desirable except in remote areas.

Crosswalk

Extensions of sidewalks through intersections are legal crosswalks under state and local laws, regardless of if they are painted on the street. At busier intersections, signalized intersections, and at mid-block crossings, crosswalks are marked for additional visibility for motorists and to direct pedestrians to the appropriate crossing area. Standard crosswalks are comprised of two parallel lines across a street.

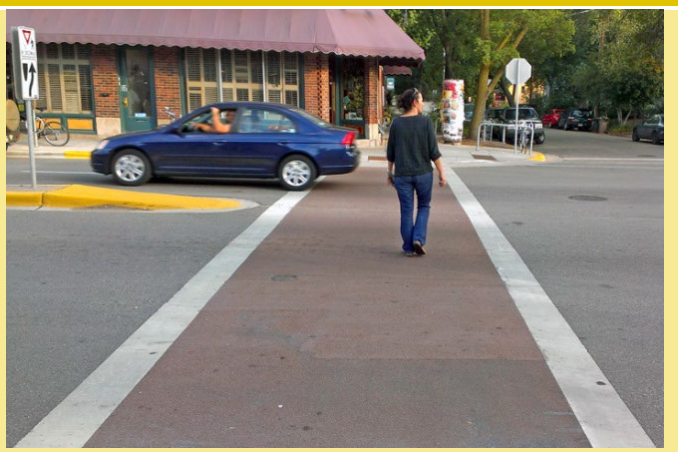


High Visibility Crosswalk

High visibility crosswalks provide greater visibility than standard crosswalks. High visibility markings can be applied in three styles: Longitudinal Bar, Ladder (as shown), or Bar Pair, and consist of 12 inch or wider bars that run in the direction of traffic. High visibility crosswalks should be considered at busier street crossings, at unsignalized crossings, in school zones, and any locations where pedestrian crossings are difficult.

Crosswalk – Colored or Textured

Colored or textured crosswalks are often used to increase the visibility of a crosswalk while establishing a "character" for a neighborhood. For example, red textured crosswalks may evoke older brick streets and may be used in a historic district. In general, colored crosswalks are less visible than continental crosswalks. While colored crosswalks may have appropriate uses, heavily textured crosswalks, such as stamped bricks, should be avoided as they present a rough surface to those most sensitive to it: pedestrians and people using wheelchairs, walkers, or canes.



Median Island

Medians provide space in the middle of intersections or at right-turn locations for pedestrians to stage crossings in multiple steps. These facilities make crossings easier and safer for pedestrians. They should be a minimum of six feet in width and length.

Pedestrian Hybrid Beacon (HAWK Signal)

A pedestrian hybrid beacon, sometimes known as a High-Intensity Activated Crosswalk (HAWK) Signal, is a traffic control device designed stop motor vehicle traffic to allow pedestrians to cross a street. Pedestrian hybrid beacons are typically triggered by a pedestrian pushing a button which causes the signal to flash yellow and then with alternating red lights (much like at a railroad crossing); when the red lights are flashing, a pedestrian signal indicates to the pedestrian that they may cross the street. Pedestrian hybrid signals are typically used at mid-block street crossings and are only active when triggered by a pedestrian.

Rectangular Rapid Flashing Beacon (RRFB)

RRFBs are user-actuated amber LEDs that supplement warning signs at crosswalks across uncontrolled approaches or mid-block crossings. When a pedestrian triggers the system, the lights flash rapidly, drawing attention to the warning sign and the presence of a pedestrian. RRFBs are typically used at mid-block street crossings or trail crossings, and are only active when triggered by a pedestrian. RRFBs are lower cost than full signals or pedestrian hybrid beacons and have been shown to increase driver yielding behavior. RFFBs are most effective on two-lane roadways and where actual vehicle speeds are less than 40 miles per hour.

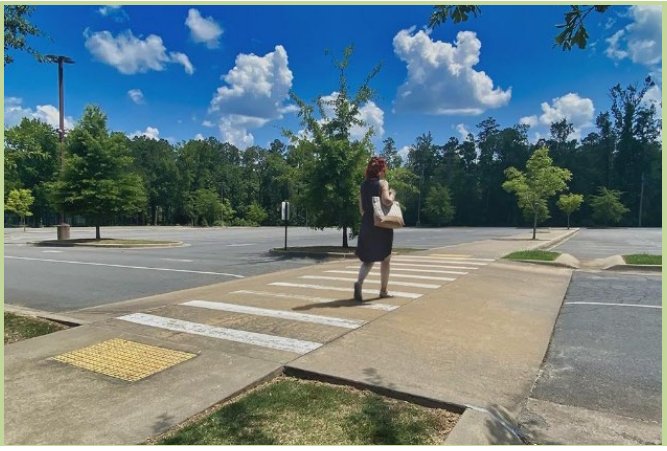
Curb Extensions / Bump-outs / Bulb-outs

Curb extensions extend the sidewalk into the parking lane of a street to narrow the roadway, provide additional pedestrian space, and reduce the distance of the street crossing for pedestrians. Curb extensions can be used at intersections or at mid-block crossings. Care should be taken to ensure that curb extensions to not extend into bike lanes. Curb extensions also function as a traffic calming device as the narrowing of the roadway tends to slow traffic speeds.

Raised Crosswalks & Speed Tables

Raised crosswalks are a traffic calming measure that elevates a crosswalk to the level of the sidewalk to slow down vehicles, improve pedestrian visibility, and make it more accessible for people using wheelchairs or strollers. Unlike a speed bump, it has a wider, gentler slope to reduce noise and allow larger vehicles to cross more smoothly.

Raised crosswalks can be incorporated with speed tables, which are midblock traffic calming devices designed to reduce vehicle speed.



5.5 | Pedestrian Facility Design Guidance

Design details for these facility types are available from the following resources:

- The American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Planning, Design, and Operation of Pedestrian Facilities* (2021)
  https://store.transportation.org/item/collectiondetail/224
- The Federal Highway Administration's (FHWA) *Manual on Uniform Traffic Control Devices* (2023)
  http://mutcd.fhwa.dot.gov/
- The Wisconsin Department of Transportation's *Guide to Pedestrian Best Practices* (2010)
  http://www.dot.wisconsin.gov/projects/state/ped-guide.htm
- The Wisconsin Department of Transportation's *Facilities Development Manual 11-46-1 Bicycle and Pedestrian Elements Affecting Complete Streets* (2025)
  https://wisconsindot.gov/rdwy/fdm/fd-11-46.pdf
- The National Association of City Transportation Officials (NACTO) *Urban Street Design Guide* (2013)
  https://nacto.org/publication/urban-street-design-guide

CHAPTER 6:
VISION, GOALS, AND STRATEGIES

VANDEWALLE & ASSOCIATES INC.

6 | VISION, GOALS, AND STRATEGIES

6.1 | Overview

This chapter presents a Vision, Goals, and Strategies for the Portage County Countywide Bicycle & Pedestrian Plan.

- The Vision provides an overarching vision for what is hoped to be achieved through this Plan.
- Goals are broad statements that express general priorities. Goals are based on the identification of key issues and opportunities and constraints for bicycling and walking in Portage County.
- Strategies are more specific than goals and are specific actions that can be taken by a specific group, agency, or organization to achieve this Plan's goals.

When a goal or strategy applies specifically to the Urban or Rural area, it is noted.

6.2 | Vision for 2045

2045: Welcome to Portage County, where we have attained safe streets and roads for all, with zero roadway fatalities and serious injuries in 2045. We continue to strive for safe routes that connect residents and visitors to key destinations that highlight our beautiful scenery, our sparkling rivers and lakes, our vibrant downtown streets, and landmarks, and our charming rural villages and hamlets. We are nationally recognized as a destination for biking and walking, and our municipalities work together across their boundaries to achieve economic, social, and quality of life benefits for entire Portage County community.

6.3 | Goals and Strategies:

Goals and Strategies were developed with input from the Safe Streets and Roads For All Task Force, Bicycle and Pedestrian Plan Subcommittee, County staff, and the Project Team.

1. Goal A: Strengthen connections between neighborhoods, schools, parks, employment, institutions, and commercial centers for bicyclists and pedestrians.
2. Goal B: Maintain and enhance bicycle and pedestrian infrastructure in order to achieve Zero fatalities and serious injuries on Portage County roadways.
3. Goal C: Enhance intergovernmental cooperation and coordination of transportation facilities across Portage County.
4. Goal D: Provide bicycle and pedestrian education, encouragement, and enforcement efforts targeted at high risk activities by all road users.
5. Goal E: Develop branded looped bicycling routes and trails to raise Portage County's profile as a destination for bicycle tourism.
6. Goal F: Evaluate and assess bicycling and walking in Portage County and monitor the implementation of this Plan.

A Strengthen connections between neighborhoods, schools, parks, employment, and commercial centers for bicyclists and pedestrians

STRATEGIES	Add bicycle facilities in Urban and Rural Areas based on road classification	• Provide paved shoulders on prioritized County Roads in the Rural Area where space is currently available or when they are reconstructed. • Designate select collectors and local roads as bicycle routes. • If a community is deciding which roads to reconstruct, prioritize those that include bicycle and pedestrian recommendations, as they will deliver a greater impact than reconstruction of a road without such enhancements.
	Add on-street bicycle facilities in the Urban Area	• Within the Urban Area, provide bicycle accommodations on or along all collector and arterial streets where space is currently available or when they are reconstructed. • Create a network of bicycle boulevards parallel to major street corridors and connecting locations such as schools and parks. • Prioritize protected bike lanes over traditional bike lanes.
	Increase pedestrian connectivity throughout the Urban Area, rural villages, and near schools	• Provide pedestrian accommodations on all new streets and along all existing collector and arterial streets, when feasible. • Ensure that new and existing pedestrian facilities meet or exceed Americans with Disabilities Act (ADA) requirements. • Provide a scheduled sidewalk gap filling program.
	Increase the off-street bikeways and pedestrian connections throughout the Urban Area	• Identify and close key gaps in off-street bicycle and pedestrian corridors. • Systemically provide high visibility crossing treatments where off-street bikeways cross arterial and collector streets. • Pave prioritized unpaved bikeways in the Urban Area to allow for year-round use. • Prioritize completion of existing routes and trails and make connections between parks, trails, and other destinations (Green Circle, Tomorrow River State Trail, etc.).
	Promote connections to transit throughout the Urban Area	• Provide bicycle parking at major transit stops. • Encourage and continue bicycle storage on buses. • Provide education and locations where people can practice using bicycle racks on buses.
	Promote Safe Routes to Schools	• Implement the recommendations of the 2014 Portage County Safe Routes to School Plan to encourage and promote safe walking and biking to school. • Update the 2014 Portage County Safe Routes to School Plan to reflect recent accomplishments, current conditions, school district enrollment, and district facility planning.

Maintain and enhance bicycle and pedestrian infrastructure		
STRATEGIES	Maintain bicycle and pedestrian facilities to a level that provides year-round safe, comfortable, and convenient usage for all users	• Sweep all on-street and paved off-street bikeways regularly. • Provide prompt maintenance of potholes and other pavement damage on bikeways. • Establish a routine bikeway marking replacement cycle to repaint bikeway markings before they fade. • Clear snow from on-street and off-street bikeways in a timely manner. • Work to increase compliance for the removal of snow and ice on sidewalks.
	Design roads to be compatible with surrounding uses and include bicycle and pedestrian accommodations in roadway designs	• Encourage local municipalities to adopt a Complete Streets policies by resolution. After adoption, encourage municipalities to develop Complete Streets policy and praxis in the second year. • Update the Portage County and local municipal codes to require the installation of sidewalks that meet or exceed WisDOT guidance on sidewalk provision in all new urban and suburban development.
	Greatly reduce or remove Clear Zones policy	• Amend roadway policies to remove or reduce "clear zone" requirements. Instead, allow for mature trees and other objects to remain nearby roadway shoulders and curbs. Requiring clear zones is an unproven traffic engineering policy that encourages higher speeds, reduces shading, decreases protection for pedestrians and bicyclists, and decreases rural and urban beauty.
	Provide supporting infrastructure to make it easy for people to bike	• Develop a county-wide bicycle wayfinding system that connects residents and visitors with recreational facilities and other similar places of interest. • Provide ample and appropriate bicycle parking throughout the county, particularly near commercial districts, government buildings, parks, and schools. • Encourage employers to provide incentives to bike to work and provide facilities that support bicycle commuting such as secure bike storage/parking, showers, and bike fix-it stations.

C	Enhance intergovernmental cooperation and coordination of transportation facilities across Portage County
STRATEGIES	Work cooperatively in developing maintenance agreements, memorandums of understanding, applications for grants or funding, and implementation of facilities
	Increase knowledge on the benefits of well connected, multi-modal communities to policy and decision makers
	Share and collaborate on professional development and training related to safest roadway design guidelines, bicycle and pedestrian infrastructure, and design guidelines for County and municipal planners and engineers
	Provide ***The National Association of City Transportation Officials (NACTO) street and bicycle design guides*** to all municipalities and request that they formally adopt them for future bicycle and pedestrian projects

D	Provide adequate bicycle and pedestrian education, encouragement, and enforcement efforts targeted at high-risk activities by all road users	
STRATEGIES	Educate pedestrians, bicyclists, and motorists about the rights and responsibilities of the road	• Work with partners to provide and promote bicycle education events such as bicycle rodeos. • Provide bicycle and pedestrian educational materials on the County webpage. • Investigate offering a bicycle and pedestrian course as an alternative for bicyclists, pedestrians, and motorists who are first time offenders of bicycle and pedestrian related rules of the road. • Require bicycle training as part of driver's education.
	Provide and promote bicycle and pedestrian encouragement activities throughout the County	• Provide and promote events and incentives to encourage people to bicycle and walk more. • Work towards marketing of County's bicycle and pedestrian facilities and education about the benefits of having walking/bicycling options.
	Increase enforcement of existing traffic laws for all street users, particularly those that pose the greatest risks to bicyclists and pedestrians.	• Increase enforcement of the state law requiring motorists to yield to pedestrians in crosswalks, particularly in downtown Stevens Point, near UW-Stevens Point, and near schools. • Enforce posted speed limits, particularly in school speed zones. • Utilize automated speed-tracking equipment to provide feedback to motorists when they are exceeding the speed limit. • Enforce vehicle modifications that reduce eye contact between street users and/or pose safety risks to people walking and biking (tinted windows, extra wide tires, excessive noise from exhaust & fuel systems, etc.). • Adopt a 20 is Plenty policy, as described in the Portage County Comprehensive Safety Action Plan
	Involve a variety of different groups and viewpoints in the development of educational materials and outreach.	• Create educational programming that is appropriate by seeking input from diverse community members on how existing and new programming can best work for them and tailor programs as needed in response. • Increase diverse community involvement by recruiting diverse community members and partnering with community organizations to deliver active transportation educational programming. • Incorporate multi-lingual educational materials whenever possible.

E	Develop branded looped bicycling routes and trails to raise Portage County's profile as a destination for bicycle tourism
STRATEGIES	Build on existing assets such as the Green Circle Trail and Tomorrow River Trail	• Develop additional looped bicycling routes and other recreational bikeways throughout the County. • Give each route or trail a memorable name so that it is easily identifiable to both visitors and locals. • Complete the Tomorrow River Trail in Amherst Junction.
	Plan for a branded urban-to-rural and rural area bicycling network	• Connect rural communities with one another and to the central urban hub of Portage County. • This route would not only provide connectivity throughout the County, but would also be an excellent branding opportunity for bicycle infrastructure.
	Decide when to begin marketing the recreational bikeway system	• Begin advertising the route only once it is well established, and local, county, and state officials have coordinated on how to share information about the route, local amenities, and nearby attractions.
	Promote recreational bikeways and market attractions near the bicycle routes	• Work with tourism entities such as Downtown Stevens Point, Stevens Point Area Convention & Visitors Bureau, Plover Area Convention & Visitors Bureau, North Central Wisconsin Tourism Partnership, Tomorrow River Business Association, and Portage County Business Council to promote recreational bikeways. • Market attractions near bicycle routes to make the trail more appealing to prospective visitors planning bike tours.
	Use attractive, distinctive, and memorable branding	• Use attractive, distinctive, and memorable branding in signage, maps, and other marketing materials for the recreational bikeways.
	Market recreational bikeways	• Market recreational bikeways online through multiple outlets, including Travel Wisconsin, local government websites, local businesses, outdoor outfitters, and bike-oriented nonprofit organizations.

F	Evaluate and assess bicycling and walking in Portage County and monitor the implementation of this Plan	
STRATEGIES	Portage County should lead implementation and evaluation efforts	• Monitor and advance implementation of the Bicycle and Pedestrian Plan. • Develop a Complete Streets Policy for Portage County and participating municipalities. Encourage local municipalities to adopt a Complete Streets Policy. • Monitor police reports to determine if additional safety education and/or increased enforcement is needed. • Encourage widespread, safe, and responsible use of walking and bicycling as forms of transportation. • Maintain an ongoing working relationship with staff and officials of all communities. • Act as a liaison for bicycle and pedestrian issues with outside agencies and government bodies. • Pursue funding for bicycle and pedestrian facilities from federal, state, and local sources.
	Encourage Portage County municipalities to achieve national bicycle and pedestrian ratings and recognitions	• Encourage all Portage County municipalities to apply for and receive Bicycle Friendly Community status from the League of American Bicyclists by 2027; at least one Portage County municipality should be rated “silver” by 2031. • Encourage all Portage County municipalities to apply for and receive Walk Friendly Community status by 2027.
	Regularly evaluate and assess levels of bicycling and walking in Portage County	• Conduct annual bicycle and pedestrian counts throughout Portage County. • Work to provide automatic bicycle and pedestrian counts in areas of high volume intersections. • Track rate of bicycle and walking commuting in the Rural Area and Urban Area (American Community Survey through the US Census Bureau).

VANDEWALLE & ASSOCIATES INC.

CHAPTER 7: NON-INFRASTRUCTURE RECOMMENDATIONS

NEXT STEPS FOR BUILDING A CULTURE OF WALKING AND BIKING

7 | NON-INFRASTRUCTURE RECOMMENDATIONS

NEXT STEPS FOR BUILDING A CULTURE OF WALKING AND BIKING

Fostering a culture of biking and walking is essential to building community support and shared enthusiasm for infrastructure development. The Short-Term Action Plan at the beginning of this document highlights several first steps for growing support of walking and biking within the community. After these steps are completed, there are plenty of other ways to continue to grow the culture of walking and biking, as detailed in this chapter. Recommendations are organized by the "five E's" – elements of bicycle friendly communities as established by the American League of Bicyclists. When combined with Engineering solutions (discussed in later chapters), the five E's provide a well-rounded and complete bicycle and pedestrian network and plan. When pursued together, the five E's form a holistic and sustainable approach to active transportation that goes beyond just building infrastructure – it also builds culture, safety, and long-term success.

- **Encouragement** combines many initiatives and the strategies of the other E's to build enthusiasm and culture around cycling, walking, and rolling within a community. Programs include ciclovías, National Bike Month activities, launch parties for new bike/ped facilities, and employer driven incentive strategies such as mileage reimbursements.
- **Engineering** is the link that ties the non-infrastructure recommendations to the infrastructure recommendations. Well-designed facilities are crucial to supporting the other E's on the list. Within the context of the five E's, engineering is included to advocate for a physical landscape that welcomes and supports the presence and needs of bicyclists and pedestrians.
- **Equity and Accessibility**
  - The principle of equity acknowledges that there are historically underserved and underrepresented populations, and that fairness regarding these unbalanced conditions is needed to assist equality in the provision of effective opportunities to all groups. All Wisconsinites should have access to safe and high-quality bicycle and pedestrian facilities, education, and equipment.
  - Accessibility refers to improving and increasing access and mobility options for everyone, including, and in particular, for people with disabilities. Allowing for and designing routes that are accessible to a wide range of mobility needs to open recreational and transportation options for all Wisconsinites.
- **Education** is a broad category that ranges from identifying and promoting safe routes for pedestrians and bicyclists to promoting how-to strategies, such as how to ride safely or adjust a helmet. Education policies and programs are instrumental to the success of networks as they empower users to get out and use the facilities.
- **Evaluation** includes monitoring the outcomes and documenting the results of the implementation of the other E's. Data collection before and after infrastructure improvements are implemented, such as user surveys and bicycle and pedestrian counts, are critical to measuring the overall effectiveness of the network.

As the sponsor of this Plan, the Portage County Planning and Zoning Department should guide and lead the implementation of each recommendation, although actual implementation will be delegated to other departments, agencies, or organizations in nearly all cases.

7.1 | Encouragement Recommendations

Small incentives or events can encourage people to walk or bike more. Often a simple challenge or perk – like commute stations that provide coffee and bagels during Bike to Work Week – provides the nudge people need to walk or bike for a trip for which they normally would have driven.

Bike and Walk Events

Promote the Wisconsin Bike Challenge to local employers to encourage bicycling to work and for other transportation and recreation trips.

The Wisconsin Bike Challenge is an annual event geared towards encouraging people to replace car trips with bicycle trips. Part of a larger national challenge, the Wisconsin program targets workplaces, hoping to increase the number of people who choose to commute via bicycle. Employees can form teams based on their location or their workplace and prizes are awarded in the transportation category.

Responsibility: *County Health and Human Services Department, Plover & Stevens Point Health Departments and service organizations like Portage County CAN Coalition, and organizations that promote worksite wellness*

Sponsor and/or support local family-friendly events that promote bicycling or walking.

Family friendly events can be a great way to capture the *Interested but Concerned* portion of the cycling population, as well as a great way to introduce kids to bicycling as part of everyday life. These events are often community oriented and can be as simple as a group ride organized on a Sunday afternoon. Other events include ciclovías, themed rides, and rides organized around existing neighborhood festivals, parks, or cultural destinations.

Responsibility: *County Parks Department, County Health and Human Services Department, Private businesses, service organizations, various municipalities*

Establish Walking School Bus Programs at Local Schools

Walking school buses are recurring events in which adults walk a group of students on a specific route to and from school. Walking school buses have fixed routes, pick-up and drop-off times, and stops. For more information about starting a program, see the National Center for Safe Routes to School website (www.saferoutesinfo.org). A variation is a bicycle train where a group of children and adult leaders ride together to school.

Responsibility: *All Towns and Villages with schools; all school districts*

Walking school buses can encourage families to walk to school safely.

Promote bicycling and walking at local health and wellness events by hosting a table with bicycle maps, ride information, and other promotional materials.

Health and wellness events are regularly held by public agencies as well as private businesses to promote healthy activities. Promoting bicycling and walking as healthy forms of transportation and recreation at these events is a natural fit.

Responsibility: *County Parks Department, County Planning and Zoning Department, bicycle and pedestrian groups*

7.2 | Education Recommendations

Education is critical to the success of a bicycle and pedestrian network within a community. There is often a mentality that "if you build it, they will come" when considering bicycle facilities. However, this is not always the case; people should be educated about new bicycle and pedestrian facilities. Most Americans do not receive any formal training on how to ride their bikes on a street, how bicycles work, or the rules of the road. Educational activities and strategies attempt to fill that knowledge gap.

On-Bike Education

Provide bicycle education events such as bicycle rodeos and other activities oriented to children.

Bicycle Rodeos are clinics to teach children skills and precautions about riding a bicycle and are a great way to direct and deliver bicycle related curricula to children. Topics discussed typically include the parts of a bicycle, how a bike works, how to fix a flat tire, proper helmet fitting, rules of the road, road positioning, and on-bike skills. These rodeos are often facilitated by local police department or cycling clubs and model programs are available through the League of American Bicyclists website.

Signs such as this one posted in the Town of Hull seek to educate road users about proper use of the roadway.

Responsibility: *Portage County schools, Portage County Sheriff, Stevens Point Police Department, Plover Police Department, County Parks Department, service organizations such as the Kiwanis club*

Develop traffic gardens within County and municipal parks to promote early traffic safety skills and awareness among children and families.

A traffic garden is a miniature, car-free street network designed to replicate real-world roadway elements such as intersections, crosswalks, lane markings, and traffic signs. These facilities provide a safe, engaging environment for children to practice walking, biking, and rolling, learn the meaning of common traffic signs, and build confidence navigating more complex street environments. Traffic gardens can also support school based safety education programs and community events (such as Bike Rodeos) focused on active transportation.

Responsibility: *Portage County and Municipal Parks Departments*

Provide bicycle education events such as bicycle rodeos and other activities targeted at adults. Courses may be offered through Learning Is ForEver (LIFE) or another organization.

Most adults can also benefit from a brief bicycle riding education course. Such courses can educate participants about the rules of the road as they apply to bicyclists, common hazards and safety issues to be aware of when bicycling, and how to interact safely with motor vehicle traffic.

Responsibility: *Portage County schools, Portage County Sheriff, Stevens Point Police Department, Plover Police Department, County Parks, service organizations such as the Kiwanis club*

Supplementary Education Through Driver's Education

Develop bicycle safety and etiquette education materials in partnership with driver's education professionals across the County.

Coordinating with local driver's education professionals can be a great way to reach a wider audience in regard to bicycle safety education. Educators can provide supplementary lessons on riding a bicycle, bicycle safety, and road etiquette for both bicyclists and motorists. This can help to ensure that newly licensed motorists know how to interact with bicyclists and have more agency when they are bicyclists themselves.

Responsibility: *Portage County Schools, Portage County DMV, County Planning and Zoning Department, various municipalities.*

Web-Based Education

Provide bicycle and pedestrian safety and education materials on the County website and encourage local municipalities to provide information on their websites or provide a link to the County's site.

Providing bicycle and pedestrian safety and education materials to residents via the County's website and Facebook Page is an excellent way to reach potential and current users. Information should include:

- Maps and other resources.
- Links to laws, statutes, and ordinances related to walking and biking – both local and state.
- Information about local biking and walking events.
- List of and links to local bike shops; and
- List of and links to all walking and biking groups, (clubs, racing teams, and advocacy groups).

Responsibility: *County Planning and Zoning Department*

Education In Lieu of Punishment

Investigate offering a bicycle and pedestrian education course as an alternative for bicyclists, pedestrians, and motorists who are first-time minor offenders of bicycle and pedestrian-related rules of the road.

Offering a bicycle and pedestrian education course as an alternative for bicyclists, pedestrians, and motorists who are first-time minor offenders of bicycle- and pedestrian-related rules of the road is an efficient and cost effective way to deal with infractions. The County should explore this option for educating rather than punishing some rules of the road violators. In other Wisconsin municipalities, this program needs to be supported by the local municipal court.

Responsibility: *City of Stevens Point, Village of Plover*

Professional Development

Allocate funding for municipal and county engineers and planners to receive professional development and training in developing, planning, and implementing proven safety countermeasures and traffic calming treatments.

Allocating funding for professional development and training will directly improve how transportation systems are designed, implemented, and maintained, with measurable impacts on public safety, cost efficiency, and community livability. Most importantly, it will also help them better implement the recommendations of this plan.

Responsibility: *County and Municipal Governments*

7.3 | Equity & Accessibility Recommendations

Active transportation is something that should be enjoyed by all people, regardless of identity or ability. By including equity and accessibility within bicycle and pedestrian planning, more people are able to be included in and gain access to a wider variety of transportation and recreational opportunities. From a more practical perspective, this allows for greater utilization of existing infrastructure and allows for new infrastructure that can best serve the needs of all County residents.

Identify Infrastructure Gaps and Needs

One crucial aspect of promoting equity and accessibility within bicycle and pedestrian infrastructure is knowing where gaps in these networks exist. Historically, marginalized and low-income communities have not been considered or included in the planning of bicycle and pedestrian facilities. Because of this, gaps in infrastructure may exist along with a lack of proximity to high quality and accessible bicycle and pedestrian facilities. Strategies to identify gaps and needs include:

- Collaborating with marginalized and low-income neighborhoods to discuss concerns with the current infrastructure and to compile needs that those neighborhoods identify.
- Working with local municipalities to identify and remove barriers, and improve access to major destinations, schools, parks, and employment opportunities, particularly for low-income residents.
- Mapping the proximity of existing bicycle and pedestrian facilities in relation to marginalized and low-income communities.
- Working with local landlords to provide bicycle parking facilities for tenants, especially in low-income areas, and encouraging unbundling of parking costs so tenants do not pay for vehicle parking they do not use.
- Identifying facilities such as curb ramps and sidewalks that are not ADA compliant.

Plan with Equity and Accessibility in Mind

As gaps in infrastructure are identified, it is important to plan with equity and accessibility in mind. Planning through this lens is important in making sure that the creation of future gaps in infrastructure are minimized. Equity and accessibility also ensures that facilities both new and old are easy to use and navigate, encouraging higher rates of use. Some ways to plan with equity and accessibility include:

- Working with municipalities and local planning agencies to make sure that staff members are familiar with principles of equity and inclusion as well as principles of universal design. See sidebar.
- Planning sidewalks, bicycle, and multi-use trail facilities to accommodate a variety of users, abilities, and comfort/confidence levels.
- Prioritize improvements for underserved and marginalized neighborhoods.
- Include residents within underserved and marginalized neighborhoods to participate in the planning process and walk/roll audits.
- Working with municipalities to plan a network of bicycle routes that are suitable for all ages and abilities that connect to key destinations across the County.
- Using clear, unambiguous signage for bicycle and pedestrian routes.

Principles of Universal Design

Universal Design (also known as inclusive design) is an approach to urban design that seeks to create spaces that are accessible, usable, and enjoyable for people of all abilities. Rather than adding accessibility features after the fact, universal design is inherently accessible and thus works for everyone regardless of age, ability, or background. Examples could include:

- Wide sidewalks and curb cuts
- Tactile paving and audible crosswalk signals
- Public seating with armrests and back support
- Clear signage with symbols and multiple languages
- Step-free entrances and elevators

Apply Equity and Accessibility to Non-Infrastructure Improvements

As with the rest of the 5Es, infrastructure improvements are only one way to look at bicycle and pedestrian planning. Applying equity and accessibility to non-infrastructure improvements can identify and address barriers to active transportation that are not found in the built environment. Community programming that includes a diverse array of lived experiences encourages participation and a sense of belonging for people who may have historically been excluded or discouraged from walking and biking in Portage County. Some recommendations to apply equity and accessibility include:

- Creating transportation programming that is appropriate by seeking input from diverse community members on how existing and new programming can best work for them and tailor programs as needed in response.
- Increasing diverse community involvement by recruiting diverse community members and partnering with community organizations to deliver active transportation programming.
- Working with local businesses to provide low or no cost safety equipment and locks for bicycles for low-income residents.
- Gathering input from and collaborating with marginalized communities to identify and address non-infrastructure barriers to active transportation such as racism, street harassment, or lack of affordable active transportation equipment.

7.4 | Evaluation Recommendations

By evaluating and assessing the levels of cycling and walking within Portage County, community leaders and County and municipal staff will be able to more effectively direct their efforts to improve cycling and walking conditions for residents and visitors. County staff will also be able to justify proposed capital improvements with hard statistics.

Bicycle and Pedestrian Advisory Committee

Create an official Bicycle and Pedestrian Advisory Committee to monitor and assist in the implementation of this Plan and other bicycle and pedestrian issues throughout the County.

This is a long-term recommendation, as further County-level support is needed for an advisory committee. Creating a permanent Bicycle and Pedestrian Advisory Committee within the County structure emphasizes the County's commitment to making biking and walking safer and more appealing to residents and visitors. Creating an official committee could be as simple as formalizing the Bicycle and Pedestrian Plan Subcommittee from this Plan and incorporating key staff members from County Highways and Planning and Zoning. Potential committee responsibilities include:

- Encourage widespread, safe, and responsible use of walking and bicycling as forms of transportation
- Monitor and advance implementation of the Bicycle and Pedestrian Plan
- Encourage local municipalities to adopt their Complete Streets policies by resolution.
- Regularly review and provide input on County capital project planning as it affects bicycling and walking
- Communicate with local governments to encourage the inclusion of bicycle and pedestrian projects in local capital improvement plans prioritizing high impact projects included in this Plan.
- Advise on bicycle and pedestrian facility standards
- Accumulate expertise on planning issues specific to bicycle and pedestrian infrastructure
- Provide regular updates to the County Board, local governments, and the school district
- Serve as a formal liaison between local government, staff, school district, and the public, and business community
- Maintain a working relationship with municipal departments of all communities and outside agencies
- Monitor police reports to determine if additional safety education or increased enforcement is needed
- Pursue funding for bicycle and pedestrian facilities from federal, state, and local sources.
- Review and comment on changes to zoning, development code, comprehensive plans, and other long-term planning and policy documents

In the future, the County may wish to explore a permanent staff person to lead the committee and proactively advance the recommendations of this Plan.

Responsibility: *County Board with input from communities in the Urban Area*

Bicyclist and Pedestrian Counts

Conduct annual bicycle and walking counts throughout the County to measure the usage of facilities and growth in these modes of travel.

Annual bicycle counts provide a direct mechanism for tracking bicycling trends over time and for determining the impact of projects, policies, and programs that have been implemented. The National Bicycle and Pedestrian Documentation Project provides a recommended methodology, survey and count forms, and reporting forms available for free online. Local trainers for the program are also available. Counts are conducted using volunteer labor and therefore put little financial burden on local budgets. This program has been in place in Stevens Point for several years.

Responsibility: *County Planning and Zoning Department, County Highway Department, City and Village Public Works Departments*

Track Facilities

Track the bicycle facilities that have been installed in the County.

Keeping track of the facilities installed throughout Portage County will allow staff to plan appropriately for future improvements. Using the prioritization criteria outlined in this Plan and having a good understanding of existing conditions will enable planners to make the best use of capital dollars when implementing new facilities.

Responsibility: *County Planning and Zoning Department*

Bicycle and Pedestrian Friendly Recognition

Pursue designation for Portage County as a Bicycle Friendly Community/County from the League of American Bicyclists.

The League of American Bicyclists ranks applicant communities on their level of "bicycle friendliness" on a scale from "Honorable Mention" through "Diamond." The Bicycle Friendly Community program provides a roadmap to improve conditions for bicycling and the guidance to make Portage County a more bikeable community. The application process will help the County and its municipalities recognize its strengths and weaknesses regarding bicycling, and the response from the League of American Bicyclists will help guide bicycle improvements. A bicycle friendly ranking can drive tourism and events to communities and can represent health savings for the community. Finally, a bicycle friendly ranking is something the County and its municipalities can be proud of. The City of Stevens Point was awarded the Silver Bicycle Friendly Community designation from 2020 to 2024. UW-Stevens Point was awarded the Silver Bicycle Friendly University designation in 2024.

Responsibility: *County Planning and Zoning Department*

Encourage Portage County municipalities to apply for and receive Bicycle Friendly Community Status; at least one additional community should be ranked by 2030, and one community should receive a silver rating.

Encourage all Portage County municipalities to apply for and receive Walk Friendly Community status.

The Pedestrian and Bicycle Information Center (PBIC) awards communities that improve and prioritize pedestrian safety, access, mobility, and comfort with either a bronze, silver, or gold designation. PBIC, which is a partnership between the Federal Highway Administration, the National Highway Traffic Safety Administration, the University of North Carolina, provides a community assessment tool to evaluate existing pedestrian conditions and programs largely based on engineering, encouragement, education, enforcement, and evaluation. This tool can be used in planning for future improvements and filling in the gaps in the other E's.

Responsibility: *County Planning and Zoning Department, Various municipalities*

Encourage local businesses to apply for Bicycle Friendly Business status from the League of American Bicyclists

The League of American Bicyclists honors businesses that have made an effort to be bicycle friendly. Offering secure bicycle parking, private fleets of shared bicycles, shower facilities, and other amenities can help businesses earn a bicycle friendly ranking while also helping those businesses attract and retain employees. (http://www.bikeleague.org/content/businesses).

Responsibility: *County Planning and Zoning Department*

7.5 | Other Program and Policy Recommendations

This section contains program and policy recommendations that do not neatly fit into one of the above categories but are important considerations for bicycling and walking.

Connections to Transit

Connect on- and off-street bicycle facilities to popular transit stops.

Connecting popular transit to bike facilities can greatly increase the transit system's reach and encourage riders to bike to transit.

Responsibility: *City of Stevens Point, Village of Plover, Village of Whiting*

Provide sidewalks on streets that have transit stops.

Transit can be a great complement to bicycling and walking. Buses allow bicyclists and pedestrians to extend their trips and provide alternate transportation if the weather changes. By providing bicycle facilities and improving pedestrian access to the bus network, Portage County can ensure that its transit systems are best serving its users.

Sidewalks and transit stops work together to create complete non-motorized networks within a community. Transit stops that are not accessible via sidewalk are likely to be underutilized, and if they happen to be heavily used, the lack of sidewalk connections can create dangerous conditions for users.

Responsibility: *City of Stevens Point, Village of Plover, Village of Whiting*

Provide bicycle parking at popular transit stops.

Providing bicycle parking at transit stops may enable residents and visitors to use non-motorized transportation options for longer trips, ones they might have completed via car. It also provides more transportation options to residents who choose not to drive or are unable to drive to their destinations.

Responsibility: *City of Stevens Point, Village of Plover, Village of Whiting, Stevens Point Transit*

Continue providing bicycle racks on all transit buses operating in Portage County.

Providing bicycle racks on buses allows people to combine the speed of the bus for long distances with the flexibility of a bike for the "first and last mile" of their journey. This can greatly increase the transit system's accessibility area and attract new riders who live farther from bus stops. It also provides flexibility for people riding bikes to switch to the bus in the event of bad weather, a mechanical failure, or other unforeseen circumstances. The simple addition of bicycle racks on buses can greatly enhance the usability of both the bus system and bicycle and pedestrian system as means of transportation.

Responsibility: *Stevens Point Transit*

Provide benches at all transit stops, and shelters at all higher use stops.

Providing accessible shelters and benches at transit stops allows for the comfort of those using the transit system and can protect riders from the elements. Having shelters and benches at transit stops also encourages more use of public transit and makes transit stops easily identifiable from a distance.

Responsibility: *Stevens Point Transit*

Improve prompt snow removal from sidewalks and trails

Prompt and effective snow removal is crucial for maintaining accessibility, ensuring safety, and supporting a culture of walking and biking. In many communities, public works departments clear snow from most streets, while business and property owners are responsible for clearing sidewalks. Removal of snow from shared use paths varies by community. Once critical streets have been cleared, municipalities should prioritize prompt removal of snow from bicycle and pedestrian facilities, particularly where bicycle and pedestrian use is higher such as in downtown areas, commercial areas, and routes to local schools. They should also establish a policy for clearing shared use paths, giving priority to those that are used for commuting and transportation.

A more proactive approach could be explored in downtown Stevens Point and other downtown areas. For example, Ripon Main Street Inc. has implemented a snow removal program that serves as a model community-oriented initiative. Businesses pay a small fee to participate in the program, and in return, they receive snow removal services when two or more inches of snow accumulates. This program aims to clear snow before the business day begins, aligning with the city's code for cleared sidewalks. This initiative furthers the collective goal of maintaining a safe, accessible downtown area.

Responsibility: *County Highway Department, City and Village Public Works Departments*

Funding

Support the incorporation of bicycle and pedestrian facilities into street projects using the same funding as the rest of the project.

Funding is arguably the greatest limitation to expanding bicycle and pedestrian infrastructure. The landscape of federal grant funding for bicycle and pedestrian initiatives is currently marked by uncertainty, in part shaped by the evolving priorities of the current presidential administration. Recent changes to federal funding priorities will affect state and local budgets down the line, including the capital budgets of Portage County and its municipalities. As federal agencies realign their priorities, certain funding streams have been reduced or eliminated, while new opportunities are still taking shape. This fluid environment requires the County to remain agile, closely monitor policy developments, explore alternative funding sources, and modify projects as needed to align with new funding priorities.

It is important to make the most of the County's internal funding resources. Often, the most cost-effective way to implement bicycle and pedestrian infrastructure improvements is by adding them to the scope of other capital projects. Building sidewalks while replacing or upgrading utilities, or marking on-street bicycle accommodations as part of street resurfacing projects provide economies of scale that will help funding for bicycle and pedestrian projects go farther.

Responsibility: *County Highway Department, City and Village Public Works departments*

Grant Writing

Hire a grant writer or add these responsibilities to a current position in order to pursue funding opportunities for all Portage County municipalities.

Hiring a grant writer or grant coordinator is a very effective way to increase the amount of grant funding available for projects within the community. Rather than pulling existing staff away from their other duties in order to fill out an application, a dedicated grant writer will fulfill this responsibility in a more efficient manner. He or she will also be able to find more grant opportunities and submit more applications than departmental staff. This position can be full- or part-time, in-house or contracted, and need not focus solely on bicycle/pedestrian grants, though experience and knowledge in this area is beneficial. Usually, a skilled grant writer will "pay for themselves" each year, as the funding they are able to secure often exceeds their salary.

Responsibility: *County Board*

Municipal Codes and Zoning Ordinances

A number of items in the Code of Ordinances or Zoning Codes of various Portage County municipalities should be updated to provide for more bicycle and pedestrian friendly accommodations or to comply with state law. More detail is provided about the following recommendations in Appendix C.

Update zoning, subdivision, and other municipal codes in Portage County to include the following sidewalk and bicycle requirements:

- Specify a minimum sidewalk width of 60 inches; no maximum width should be specified
- Sidewalks should meet all requirements of the Americans with Disabilities Act
- Sidewalks should be installed based on WisDOT's Guidelines for Sidewalk Placement, which is summarized in Table 8.25 in this document
- Sidewalks should be required in all new residential, commercial, and industrial development in the Urban Area and commercial districts in the Rural Area.
- Abutting property owners or municipalities should be required to remove snow and ice from sidewalks within 24 hours after any snowfall.
- Evaluate and reduce local vehicle parking minimums where appropriate. Include a minimum amount of bicycle parking as a part of overall parking requirements.
-

Responsibility: *County Board, various municipalities*

Update Section 6.1.12 of the Portage County Code of Ordinances (Parks Ordinance) to clarify that motorized wheelchairs and electric personal assistive mobility devices do not violate the ban on "mechanized equipment" on park property.

Responsibility: *County Board*

In the City of Stevens Point Code of Ordinances, consideration should be given to revising the section on "Bicycle Ways" to not list every designated bicycle way in the City. This practice is cumbersome and requires revision of the Code of Ordinances every time a new bicycle way is added to the network.

Responsibility: *City of Stevens Point Common Council*

The following updates should be made to the Village of Park Ridge Zoning Code/Code of Ordinances – Bicycle, Registration and Operation:

- Ordinance 7.11 should be updated to require bicycle registration only for bicycles belonging to people residing within the Village, in compliance with state law;
- Registrations should be valid for a minimum of four years, if not longer;
- The ordinance limiting the times at which children can operate a bicycle should be eliminated; and

The ordinance limiting two-abreast riding should be brought into compliance with state law, which allows such riding as long as it does not impede traffic.

Responsibility: *Park Ridge Village Board*

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CHAPTER 8:

RURAL AREA FACILITY RECOMMENDATIONS

VANDEWALLE & ASSOCIATES INC.

8 | RURAL AREA FACILITY RECOMMENDATIONS

8.1 | Overview

This Chapter presents the bicycle and pedestrian facility recommendations for the Rural Area of Portage County which includes the 17 unincorporated Towns and outlying Villages of Almond, Amherst, Amherst Junction, Nelsonville, Junction City, and Rosholt. The bikeway network is designed to connect the Villages, provide connections into and out of the Urban Area, connect to County Parks and other recreational areas, and provide connections into neighboring counties. The recommended network will serve both recreational bicyclists and those cycling for transportation purposes. The network in the Rural Area is primarily comprised of the following facility types, which are described in more detail in Chapter 4:

- **Paved Shoulders**: Paved shoulders ranging in width from three feet to five feet, or wider, provide space for bicyclists on rural roads. The width of the paved shoulder should be based on traffic volumes, site lines, and anticipated bicycle use.
- **Bike Routes/Shared Roadways:** Lower volume roadways where potential motor vehicle conflicts are at a minimum, especially where motorists are passing in opposing directions with a bicyclist in the same section of the roadway. Generally, where motor vehicle counts are less than 750, conflicts are significantly reduced, although there are other factors that need to be considered
- **Paths (or trails):** Separated from streets and roads. They are often built in rural areas where railroads are abandoned or rail-banked, along rivers, in parks, and occasionally along roadways.

The pedestrian recommendations for the rural area are primarily focused on providing sidewalks in some of the Villages, providing paved shoulders, and focusing on pedestrian issues near Rural Area schools.

8.2 | General Rural Area Bikeway Recommendations

The following represent the broad recommendations for the rural areas in Portage County. The Plan identifies potential routes throughout the county. When it was clear that paved shoulders would be necessary to bring the conditions of the roadway up to a good bicycle rating, the plan map reflected those recommendations as “paved shoulders.” The remaining bicycle routes without paved shoulder recommendations are currently rated in the good or best category for bicycling. These roadway conditions for bicycling can change if conditions change, especially traffic volumes. When these roadways enter the design phase, the suitability methodology should still be used when evaluating conditions to see if paved shoulders are now warranted.

Provide a Combination of Facilities

Provide a range of bikeway types including paved shoulders, paths, and routes, as well as informational tools such as level of service maps to allow users to view conditions of roadways. In addition to bikeways, a selective use of wayfinding signs should be used especially on rural roadways where there are many turns that occur and users can easily lose their bearings.

Responsibility: *County Planning and Zoning Department, County Highway Department, County Parks Department, various Towns and Villages*

Promote and Improve the Tomorrow River Trail

Provide appropriate and visible signage for segments of the Tomorrow River Trail that are on-road. Include appropriate facilities such as bike lanes or rural shoulders to ensure safe passage along the trail. Work with communities along the trail both in Portage and Waupaca counties to promote the trail as a connector between the two counties. In the long-term, look for opportunities to acquire and provide off-street facilities for the trail.

Responsibility: *County Planning and Zoning Department, County Highway Department, County Parks Department, various Towns and Villages*

Create a Bicycle Wayfinding Program

Wayfinding serves bicyclists in finding comfortable routes to ride for both recreation and transportation. Creating a program to install wayfinding to guide people to paved shoulders, paths, and routes should be implemented. Signage that identifies route to key community destinations should be prioritized.

Responsibility: *County Planning and Zoning Department, County Highway Department, County Parks Department, various Towns and Villages*

Promote Safety for All Users

Provide more space for bicyclists and motorists to share space by implementing the bikeway recommendations in this Plan, prioritizing safe design. In select areas where there may be a higher crash incidence, provide signage and markings which will draw the attention of motorists that bicyclists are using or crossing the road.

Responsibility: *County Planning and Zoning Department, County Highway Department, various Towns and Villages*

Improve Urban/Rural Transitions

Bicyclists in Portage County have a difficult time transitioning between the Urban and the Rural Areas. In addition to increased vehicle speeds, there are a limited number of roads that bridge barriers and connect the Urban and Rural Areas. All major streets that cross the Urban Area boundary should ultimately be built as bikeways that bridge these two environments and include traffic calming measures for a smoother transition.

Responsibility: *County Planning and Zoning Department; County Highway Department; City, Towns, and Villages*

Urban shoulders, like these in Amherst, can greatly improve Village bicycling conditions.

Implement Bikeway Recommendations in Villages

Implement the Village bikeways recommended in this Chapter.

Responsibility: *Villages in Portage County*

Consider Bicycle and Pedestrian Facilities in all State and County Highway Projects

All County Road and State Highway projects should consider provisions for bicycle and pedestrian travel consistent with this Plan depending on the type of improvement project being pursued and costs associated with those improvements. The implementation for most of the recommendations for the rural areas of this Plan will be based on the scheduling of highway improvement projects. Costs for incorporating shared use paths, paved shoulders, and bike lanes are significantly lower when included in reconstruction and some pavement replacement projects where gravel shoulders exist or will be added as part of the project, rather than paving shoulders as stand-alone projects.

Responsibility: *Wisconsin DOT, County Planning and Zoning Department, County Highway Department*

Implement Bikeway Recommendations on Local Roads

Portage County has an excellent system of County and Town roads. Most of these roadways are already suitable for cycling simply because of the low volume of traffic. However, there are segments of this collective system that are less ideal for bicycling. Adding paved shoulders, bicycle lanes, and small sections of path and signed bicycle routes will connect this system into a network of bikeways and roadways well-suited for bicyclists. Portage County should take the lead in ensuring local governments endorse and implement this Plan where bikeways are recommended for local roads.

Responsibility: *County Planning and Zoning Department, City Common Council, Village and Town Boards*

Develop Looped Bicycling Routes and Other Recreational Bikeways

For many, bicycling in Portage County is a recreational pursuit. This will mean that many residents will want to take looped routes in rural areas. Implement the recreational bikeways recommended in this Plan and use this Plan to develop and promote recreational loops and routes.

Responsibility: *County Planning and Zoning Department, County Highway Department, various Town and Village Boards, Bicycle and Pedestrian Advisory Committee*

Use Temporary Demonstration Activities to Evaluate Permanent Treatments

A demonstration activity is a temporary, low-cost project designed to test and evaluate potential infrastructure improvements before making permanent changes. As part of the Portage County Comprehensive Safety Action Plan, several demonstration activities were implemented in 2025 to test roadway safety countermeasures. Each demonstration activity was monitored for performance. Local governments should use temporary demonstration activities to evaluate candidate locations for permanent treatments. In rural locations, installations could include wider edge lines and optical speed bars as part of a systemic approach to improving safety on high-risk horizontal curves. Refer to the Comprehensive Safety Action Plan for details on the demonstration activities and their findings.

Responsibility: *County Planning and Zoning Department, County Highway Department, various Towns and Villages*

Install Street Trees in Roadway Construction and Reconstruction Projects

All new roadway construction and reconstruction projects should include street trees in medians, terraces, and shoulders when minimum planting area is met.

Responsibility: *County Planning and Zoning Department, County Highway Department, various Towns and Villages*

Amend Roadway Policies to Remove or Reduce Clear Zone Requirements

Instead of requiring clear zones near roadways, allow for mature trees and other objects to remain nearby roadway shoulders and curbs. Requiring clear zones is an unproven traffic engineering policy that encourages higher speeds, reduces shading, decreases protection for pedestrians and bicyclists, and decreases rural and urban beauty.

Responsibility: *County Planning and Zoning Department, County Highway Department, various Towns and Villages*

8.3 | Specific Rural Area Bicycle Facility Recommendations

In addition to and in combination with the above overall recommendations for the Rural Area, a series of specific bikeways are identified for implementation. The bikeway type is also identified for each of these projects.

The tables below detail the recommended Rural Area bikeways which include all facilities in any of the outlying Villages as well as in unincorporated Towns. Table 8.1 presents an overview of the total miles of each recommended bikeway type, while Tables 8.2 – 8.24 detail the recommended bikeways for each Village and Town. Facility tables are listed alphabetically, first by Villages and then by Towns. Within each table facilities are presented alphabetically by facility type. While on-street facilities are generally assumed to be on both sides of the road, the mileage estimates included in this chapter refer to length of the road segment only. The recommended Countywide bicycle facility network is displayed on Map 8.1, included in this Plan, and via an interactive online map available at: https://tinyurl.com/PoCoBikePed.

TABLE 8.1: MILES OF RECOMMENDED RURAL AREA BIKEWAYS BY FACILITY TYPE

Facility Type	Miles
Bike Lanes	3.7
Paved Shoulders	109.3
Traffic Calming Measures or Shared Lane Markings	0.4
Bike Routes (mapped)	285.7
Shared Use Paths	2.2
Total	**401.3**

Portage County Bicycle & Pedestrian Plan

Map 8.1: Countywide Existing & Proposed Bicycle Facilities

Legend

- Municipal Border
- County Park
- State or Municipal Park
- Water
- School
- Railroad

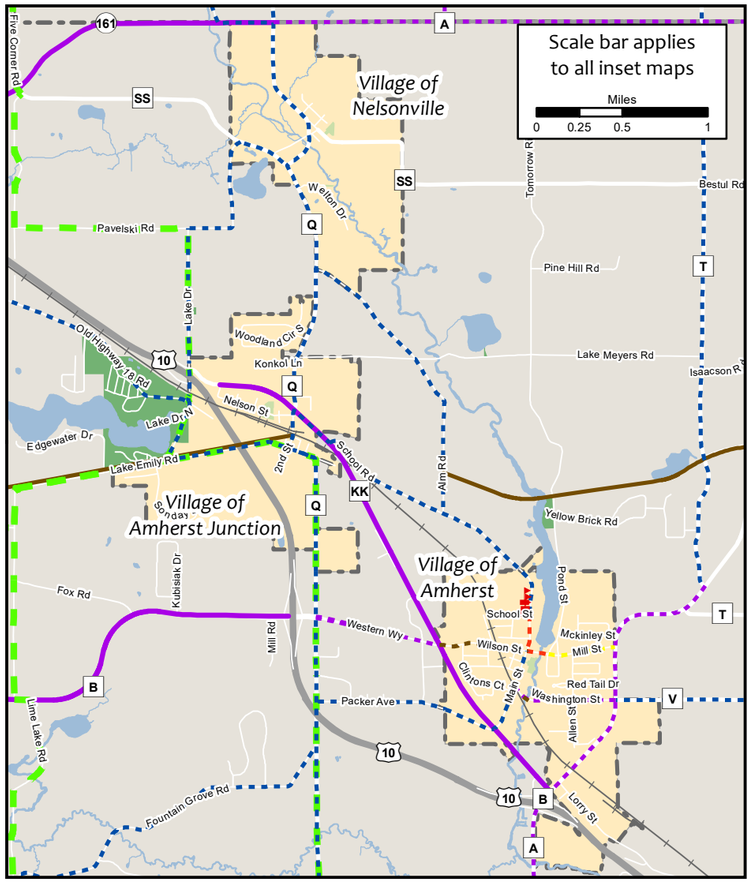
Existing Bicycle Facilities

- Shared-Use Path
- Bike Lane/Urban Shoulder
- Shared Lane Marking
- Signed Bike Route
- Green Circle Trail
- Green Circle Trail (On-Road)
- Rural Paved Shoulder

Proposed Bicycle Facilities

- Shared-Use Path
- Bike Lane/Urban Shoulder
- Traffic Calming Measures / Shared Lane Marking
- Signed Bike Route
- Rural Paved Shoulder
- Protected Bike Lane
- Ice Age Trail Bike Route

Map data provided by Portage County and the U.S Census Bureau. | Plot date: 6/1/2026



Recommended Village Bikeways

The bikeways recommended for Villages in the Portage County Rural Area are noted in the tables below.

TABLE 8.2: VILLAGE OF ALMOND BIKEWAYS

Street	Bike Facility	From	To	Miles
County Road D	Bike Route	West Village Border	East Village Border	1.00
County Road J	Paved Shoulder	2nd Ave	County Road D	0.80

TABLE 8.3: VILLAGE OF AMHERST BIKEWAYS

Street	Bike Facility	From	To	Miles
County Road B	Paved Shoulder	County Road KK	Mill St	0.99
S Main St	Bike Route	County Road KK	Wilson St/Mill St	0.49
N Main St	Bike Lane	Wilson St/Mill St	School St	0.22
N Main St	Bike Route	School St	North Village Border	0.30
Mill St	Shared Lane Marking	South St	County Road B	0.39
Mill St	Bike Lane	Main St	South St	0.12
Packer Ave	Bike Route	Town of Amherst	County Road KK	0.31
Wilson St	Sidepath	County Road KK	Main St	0.52
Washington St	Paved Shoulder	Main St	East Village Border	0.63
Washington St	Sidepath	Tomorrow River	Attached to bridge	0.01

Washington Street in the Village of Amherst

Paved shoulders were added to a portion of Washington Street in 2025. However, paved shoulders were not provided on the bridge over the Tomorrow River, due to the bridge's narrow width. This remains a dangerous pinch point for pedestrians and bicyclists. The Village seeks to add a sidepath along the sides of and attached to the bridge to provide for a safer crossing. The Village is also seeking to add sidewalks on Washington Street near the Amherst Business Park from Allen Street to County Road B to serve future business and residential needs.

Washington Street bridge over the Tomorrow River in Amherst.

TABLE 8.4: VILLAGE OF AMHERST JUNCTION BIKEWAYS

Street	Bike Facility	From	To	Miles
County Road KK	Bike Route	County Road Q	School Rd	0.28
County Road Q	Bike Route	Lake Meyers Rd	Town of Amherst	1.37
Lake Dr	Bike Route	Town of Amherst	Lake Emily Rd	0.58
Lake Emily Rd	Bike Route	Lake Dr	Main St	0.60
Main St	Bike Route	Lake Emily Rd	County Road Q	0.28

TABLE 8.5: VILLAGE OF JUNCTION CITY BIKEWAYS

Street	Bike Facility	From	To	Miles
County Road G	Bike Route	Town of Eau Pleine	Third St W	0.45
County Road G	Paved Shoulder	Third St W	Main St	0.31
County Road G	Bike Route	County Road P	Robin Rd	0.60
County Road P	Bike Route	County Road G	Town of Carson	1.25

TABLE 8.6: VILLAGE OF NELSONVILLE BIKEWAYS

Street	Bike Facility	From	To	Miles
County Road Q	Bike Route	State Highway 161	Welton Dr	1.09
County Road SS	Bike Route	Pavelski Rd	County Road R	0.32

TABLE 8.7: VILLAGE OF ROSHOLT BIKEWAYS

Street	Bike Facility	From	To	Miles
Forrest St W	Bike Route	Maple St	Main St N	0.07
Main St N	Bike Route	Forrest St W	Grand Ave	0.32
Maple Rd	Bike Route	Town of Alban	Forrest St W	0.19
State Highway 66	Bike Lane	Village West Border	Village East Border	1.49

Recommended Town Bikeways

The bikeways recommended for Towns in the Portage County Rural Area are noted in the tables below.

TABLE 8.8: TOWN OF ALBAN BIKEWAYS

Street	Bike Facility	From	To	Miles
Birch Rd	Bike Route	Town of Sharon	County Road I	1.00
County Road A	Bike Route	County Road I	Flume Rd	7.50
County Road I	Bike Route	Marathon County	W Maple Rd	2.69
County Road T	Bike Route	Town of New Hope	County Road A	2.14
Maple Rd	Bike Route	Maple Rd W	Village of Rosholt	0.50
Maple Rd W	Bike Route	County Road I	Maple Rd	0.74
State Highway 66	Paved Shoulder, 5’	St Adalbert Rd	Village of Rosholt	0.26
State Highway 66	Paved Shoulder, 5’	Village of Rosholt	County Road A	0.25

TABLE 8.9: TOWN OF ALMOND BIKEWAYS

Street	Bike Facility	From	To	Miles
County Road D	Bike Route	Town of Pine Grove	Village of Almond	3.54
County Road D	Bike Route	Village of Almond	Town of Belmont	2.51
County Road J	Paved Shoulder	Patterson Lake Rd	2nd Ave	5.74
County Road W	Bike Route	1st St	County Road J	2.65

TABLE 8.10: TOWN OF AMHERST BIKEWAYS

Street	Bike Facility	From	To	Miles
Alm Rd	Bike Route	County Road Q	School Rd	1.75
County Road A	Paved Shoulder	Town of Lanark	U.S. Highway 10	1.52
County Road B	Paved Shoulder	Mill St	County Road T	0.71
County Road B	Paved Shoulder	U.S. Highway 10	County Road KK	0.05
County Road Q	Bike Route	Welton Dr	Lake Meyers Rd	1.05
County Road Q	Bike Route	Village of Amherst Jnct.	Damrau Rd	3.18
County Road T	Bike Route	Town of New Hope	County Road B	3.33
County Road T	Bike Route	County Road V	County Road V	0.27
County Road V	Bike Route	County Road B	County Road T	2.09
County Road V	Bike Route	County Road T	Waupaca County	0.40
Fountain Grove Rd	Bike Route	Town Line Rd	County Road Q	3.16
Lake Dr	Bike Route	Pavelski Rd	Village of Amherst	0.80
Old Highway 18 Rd	Bike Route	Town of Stockton	Lake Dr	2.39
Packer Ave	Bike Route	County Road Q	Village of Amherst	0.76
Pavelski Rd	Bike Route	Lake Dr	County Road SS	0.78
School Rd	Bike Route	County Road KK	Village of Amherst	1.36
State Highway 161	Paved Shoulder	County Road ZZ	Waupaca County	4.52
Western Way	Paved Shoulder	County Road Q	County Road KK	0.74

TABLE 8.11: TOWN OF BELMONT BIKEWAYS

Street	Bike Facility	From	To	Miles
County Road A	Bike Route	County Road GG	3rd Ave	2.98
County Road D	Bike Route	Town of Almond	County Road AA	1.54
County Road D	Bike Route	County Road A	County Road D	1.53
County Road D	Bike Route	County Road A	County Road AA	2.51
County Road D	Bike Route	Town of Lanark	Stratton Lake Rd	1.04
Emmons Creek Rd	Bike Route	Stratton Lake Rd	Waupaca County	1.09
Fountain Lake Ave	Bike Route	County Road D	Stratton Lake Rd	2.24
Stratton Lake Rd	Bike Route	County Road D	Waupaca County	1.96

TABLE 8.12: TOWN OF BUENA VISTA BIKEWAYS

Street	Bike Facility	From	To	Miles
Church Rd	Paved Shoulder	County Road BB	County Road J	0.26
Church Rd	Bike Route	County Road BB	County Road J	0.26
County Road BB	Paved Shoulder	Guth Rd	Church Rd	1.84
County Road D	Bike Route	Oak Dr	Lake View Ln	2.04
County Road EE	Bike Route	County Road EE	County Road GG	0.40
County Road GG	Bike Route	County Road EE	County Road A	3.02
County Road J	Bike Route	County Road Church Rd	Patterson Lake Rd	0.75
Guth Rd	Bike Route	County Road BB	Shady Dr	0.14
Patterson Lake Rd	Bike Route	County Road J	County Road EE	2.32
Shady Dr	Bike Route	1st St	Guth Rd	4.32

Table 8.13: Town of Carson bikeways

Street	Bike Facility	From	To	Miles
3rd Ave	Bike Route	County Road M	County Line Rd	1.01
County Road C	Paved Shoulder	County Road O	Elm Rd.	0.99
County Road E	Bike Route	U.S. Highway 10	County Road HH	1.35
County Road G	Bike Route	Robin Rd	County Road M	4.08
County Road HH W	Bike Route	Franks Ln	Town of Linwood	7.53
County Road M	Bike Route	County Road G	County Road O	2.01
County Road O	Bike Route	County Road M	County Line Rd	1.00
County Road P	Bike Route	Village of Junction City	County Road HH	1.64

Table 8.14: Town of Dewey bikeways

Street	Bike Facility	From	To	Miles
County Road X	Bike Route	Marathon County	North Second Dr	6.01
Dewey Dr	Bike Route	County Road X	County Road Y	6.09

Table 8.15: Town of Eau Pleine bikeways

Street	Bike Facility	From	To	Miles
County Road E	Bike Route	State Highway 34	U.S. Highway 10	7.77
County Road G	Bike Route	County Road H	Village of Junction City	1.99
County Road O	Paved Shoulder	Marathon County	County Road H	3.73

Table 8.16: Town of Grant bikeways

Street	Bike Facility	From	To	Miles
County Road D	Bike Route	County Road F	Town of Pine Grove	2.00
County Road F	Bike Route	County Road W	State Highway 73	6.29
County Road FF	Paved Shoulder	80th St S	County Road F	4.54
County Road W	Paved Shoulder	County Road U	Town Line Road	5.82
State Highway 73	Bike Route	80th St S	County Road F	3.89

Table 8.17: Town of Hull bikeways

Street	Bike Facility	From	To	Miles
Brilowski Rd	Bike Lane	Jurgella Ln	Walter St	0.55
Brilowski Rd N	Bike Lane	Rainbow Dr	Jurgella Ln	0.47
Brilowski Rd N	Bike Route	Northpoint Dr	Rainbow Dr	0.22
Casimir Rd	Bike Route	Old Wausau Rd	North Second Dr	0.53
Country Club Dr	Bike Lane	Carol's Ln	City of Stevens Point	0.25
Golla Road Connector	Shared Use Path	Plover River Crossing	Shady Lane	0.40
Jordan Rd	Paved Shoulder	North Second Dr	County Road Y	4.78
North Second Dr	Bike Route	County Road X	Casimir Rd	2.26
North Second Dr	Paved Shoulder	Casimir Rd	Du Bay Ave	1.23
Old Highway 18 Rd	Paved Shoulder	Hwy 10 in City of Stevens Point	Town of Stockton/Brilowski Rd	0.94
Old Wausau Rd	Bike Route	Casimir Rd	Rachick Rd	2.54
Rainbow Dr	Bike Route	Brilowski Rd N	9th St	0.76
Reserve Dr N	Paved Shoulder	Jordan Rd	Du Bay Ave	1.76
Wilshire Dr	Paved Shoulder	Jordan Rd	Northpoint Dr	2.53

TABLE 8.18: TOWN OF LANARK BIKEWAYS

Street	Bike Facility	From	To	Miles
County Road A	Bike Route	County Road D	County Road GG	2.53
County Road A	Bike Route	Town of Amherst	County Road GG	3.20
County Road A	Paved Shoulder	Town of Amherst	County Road D	1.30
County Road D	Bike Route	Town of Buena Vista	County Road A	2.53
County Road D	Bike Route	County Road A	Town of Belmont	6.86
County Road Q	Bike Route	Damrau Rd	County Road A	3.21

TABLE 8.19: TOWN OF LINWOOD BIKEWAYS

Street	Bike Facility	From	To	Miles
County Road C	Paved Shoulder	Elm Rd.	City of Stevens Point	5.91
County Road HH W	Bike Route	Town of Carson	City of Stevens Point	0.24
County Road II	Bike Route	County Road C	County Road PP	2.51
County Road II	Bike Route	County Road PP	State Highway 66	1.85
County Road PP	Bike Route	County Road II	Mill Creek Dr	3.26
Mill Creek Dr	Bike Route	County Road PP	State Highway 66	0.69
River View Ave	Bike Lane	State Highway 66	City of Stevens Point	0.32
State Highway 66 W	Paved Shoulder	Wood County	City of Stevens Point	8.04
State Highway 66 W	Bike Route	Wood County	Mill Creek Dr	4.04
West River Dr W	Bike Route	State Highway 66	Rocky Run Rd	5.72

TABLE 8.20: TOWN OF NEW HOPE BIKEWAYS

Street	Bike Facility	From	To	Miles
County Road A	Bike Route	County Road Z	Flume Rd	1.73
County Road MM	Bike Route	County Road T	County Road T	1.57
County Road T	Bike Route	Town of Amherst	County Road MM	2.50
County Road T	Bike Route	County Road MM	Town of Alban	4.10
County Road Z	Bike Route	Town of Sharon	County Road A	2.53
County Road ZZ	Bike Route	County Road Z	State Highway 161	4.56
Rolling Hills Rd	Bike Route	Five Corners Rd	State Highway 161	1.64
State Highway 161	Bike Route	Rolling Hills Rd	County Road ZZ	0.32
Trout Creek Rd	Bike Route	County Road T	Waupaca County	2.29

TABLE 8.21: TOWN OF PINE GROVE BIKEWAYS

Street	Bike Facility	From	To	Miles
County Road A	Bike Route	County Road Z	Flume Rd	1.73
County Road MM	Bike Route	County Road T	County Road T	1.57

TABLE 8.22: TOWN OF PLOVER BIKEWAYS

Street	Bike Facility	From	To	Miles
Biron Dr East	Bike Route	80th St	Johnson Ave	3.52
Bluebird Dr	Bike Route	Planned path	County Road R	0.60
Bluebird Drive Connector	Overpass/Underpass	Airline Rd	Bluebird Dr	0.06
Club Forest Dr	Bike Route	Johnson Ave	Meehan Dr	0.95
Coolidge Ave	Bike Route	Village of Plover	Forest Dr	1.09
County Road R	Bike Lane	Commons Cir	Roosevelt Dr	1.84

Street	Bike Facility	From	To	Miles
Forest Dr	Bike Route	Monroe Ave	Village of Plover	1.85
Johnson Ave	Bike Route	E Biron Dr	Club Forest Dr	0.42
Meehan Dr	Bike Route	Club Forest Dr	Monroe Ave	1.66
Meehan Dr	Bike Route	County Road F	Meehan Dr	0.51
Monroe Ave	Bike Route	Forest Dr	Meehan Dr	0.25
Park Dr	Bike Route	West end	River Dr	0.50
Porter Dr	Bike Route	County Road R	Kennedy Ave	0.97
Porter Rd	Bike Route	Village of Plover	County Road R	0.49
West side of County Road R	Shared Use Path	0.25 miles south of Plover Rd	Village of Plover	0.49
River Dr	Bike Route	Park Dr	Coolidge Ave	0.45
Shady Dr	Bike Route	Ben's Ln	Kennedy Ave	1.00

TABLE 8.23: TOWN OF SHARON BIKEWAYS

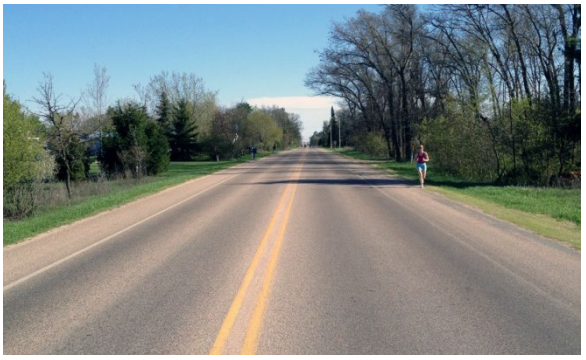
Street	Bike Facility	From	To	Miles
Birch Rd	Bike Route	Woodland Rd	Town of Alban	0.79
County Road J	Bike Route	Marathon County Line	Merryland Dr	7.00
County Road K	Bike Route	County Road Z	10th St	1.25
County Road Z	Bike Route	State Highway 66	Town of New Hope	3.83
Merryland Dr	Bike Route	County Road I	Polonia Rd	0.54
Polonia Rd	Bike Route	Merryland Dr	State Highway 66	0.95
State Highway 66	Paved Shoulder, 5'+	County Road K	Polonia Rd	0.18
Twin Lakes Dr	Bike Route	County Road J	Twin Lakes Rd S	1.37
Twin Lakes Dr	Bike Route	Twin Lakes Rd S	Woodland Rd	2.06
Woodland Rd	Bike Route	Birch Rd	Twin Lakes Dr	0.59

TABLE 8.24: TOWN OF STOCKTON BIKEWAYS

Street	Bike Facility	From	To	Miles
1st St	Bike Route	Shady Dr	County Road J	1.11
5th St	Bike Route	Kennedy Ave	Custer Rd	3.09
6th St	Bike Route	Custer Rd	County Road K	3.05
9th St	Bike Route	Town of Hull	County Road K	3.18
County Road D	Bike Route	County Road J	Oak Dr	3.12
County Road HH	Paved Shoulder	Burbank Rd	Custer Rd	2.57
County Road K	Bike Route	10th St	U.S. Highway 10	3.12
Custer Rd	Bike Route	U.S. Highway 10	County Road D	6.32
Old Highway 18 Rd	Bike Route	Town of Hull	Custer Rd	3.17
Rolling Hills Rd	Bike Route	Custer Rd	Five Corners Rd	4.10
Shady Dr	Bike Route	Kennedy Ave	1st St	1.17
Standing Rocks Rd	Bike Route	Custer Rd	Town Line Rd	3.08

8.4 | Rural Area Pedestrian Facility Recommendations

Pedestrian travel in rural Portage County is the second most common way for people to travel. Most of this travel occurs within the Villages. Most travel occurrences include walking trips to libraries, churches, downtowns, friends' homes, schools, and places of employment. The following recommendations are made to support current walking levels and to increase safety and improve access.



Paved shoulders provide space for pedestrians where sidewalks do not exist.

Construct Sidewalks within Villages and Incorporate Sidewalks in Upcoming Street Projects

Villages should plan to incorporate sidewalks in upcoming street projects, particularly where sidewalks are not currently located along major streets (arterial and collector streets). Sidewalk location criteria as provided in Table 8.25 should be followed. All new streets within Villages should have sidewalks as supported by the sidewalk location criteria. Subdivision ordinances should be updated to include the requirement of sidewalks when new streets are constructed.

Roadway Functional Classifications (i.e., arterials, collectors, etc.) are found on Map 3-1 of the Portage County Comprehensive Plan.

Responsibility: *Villages in Portage County*

TABLE 8.25: GENERALIZED GUIDELINES FOR SIDEWALK PLACEMENT

Roadway Functional Classification/ Land Use	Recommendation
Principal Arterials	None
Principal Arterials Serving Highway-Oriented Commercial or Industrial Land Uses	None, but include minimum four-foot paved shoulder on both sides
Minor Arterials	Both sides
Major or Minor Collectors	Prefer both sides; require at least one side
Central Business District	Both sides
Local Road (5+ residential dwelling units/acre)	Prefer both sides; require at least one side
Local Road (1-4 residential dwelling units/acre)	One side; include a min. four-foot paved shoulder on both sides
Roads of Any Classification Serving Neighborhood-Oriented Commercial Land Uses	One side; include a min. four-foot paved shoulder on both sides

Notes for additional consideration:

- A sidewalk should be provided on at least one side of the street on any local street within two blocks of a school site, which would be on a walking route to school. See each school's Safe Routes to School Plan for how far the extend sidewalk.
- Sidewalks may be omitted on one side of new streets where that side clearly cannot be developed and there are no existing or anticipated uses that would generate pedestrian trips on that side.
- Where there are service roads, the sidewalk adjacent to the main road may be eliminated and replaced by a sidewalk adjacent to the service road on the side away from the main road.

Improve Crossings

The most common pedestrian crash types involve street crossings. On busier streets, pedestrians may have difficulty finding gaps to cross streets which becomes an access as well as a safety issue. This Plan recommends improving crossings for safety and ease of use for pedestrians as arterial streets are reconstructed within the Villages. Two such devices that improve crossings are curb bump-outs and median crossing islands. Median crossing islands have recently been added to FHWA's list of proven safety countermeasures, and allow pedestrians to focus on one direction of traffic at a time when making a crossing. A third effective street crossing treatment is the raised crosswalk. Becoming more popular in larger cities around the U.S., these treatments prioritize people crossing the street and require vehicles to slow down. Additional intersection recommendations are included in the Portage County Comprehensive Safety Action Plan.

TABLE 8.26: RECOMMENDED PEDESTRIAN CROSSINGS ENHANCEMENTS

Community	Location	Treatment
Village of Amherst	Intersection of Main Street and Wilson/Mill Street	Curb bump outs
Village of Amherst	Main Street crossings at Jungers Street (park), School Street (school campus), and south of School Street (public library)	High visibility crosswalks
Village of Amherst	Wilson Street crossing near grocery store	High visibility crosswalks
Village of Amherst	Mill Street crossing near park and village hall	High visibility crosswalks
Village of Rosholt	Main Street at Highway 66	High visibility crosswalk

Responsibility: *Wisconsin DOT, County Highway Department, various Villages*

Construct Rural Paths and Trails

Consider new opportunities for rural paths in addition to the small number of path segments recommended by this Plan. This would include rail grades moving into an abandonment stage, paths considered as part of park master plans, and paths to connect to any new significant developments at the edges of the County's Villages.

Responsibility: *County Planning and Zoning Department, County Parks Department, various Towns and Villages*

Implement the Portage County Safe Routes to School Plan

Safe Routes to School (SRTS) Plans examine motivations for or against walking and biking to school and look for interventions and strategies that encourage and promote safe active transportation. The Portage County SRTS Plan includes specific recommendations involving facilities that serve school sites and routes leading to schools. This Plan further recommends updating the SRTS plan, which was last updated in 2014.

Responsibility: *All Towns and Villages with schools; all school districts*

VANDEWALLE & ASSOCIATES INC.

CHAPTER 9:

URBAN AREA FACILITY RECOMMENDATIONS

9 | URBAN AREA FACILITY RECOMMENDATIONS

This Chapter presents the bicycle and pedestrian facility recommendations for the Urban Area, which includes the City of Stevens Point and the Villages of Plover, Whiting, and Park Ridge.

9.1 | Overview

The Urban Area presents the best opportunity to bring about the biggest change in bicycling and walking in Portage County. By far, this is where the greatest concentration of population and employment exists within the County. Additionally, the Urban Area offers a large number of short distance trips that are perfect for converting to bicycling or walking. A comprehensive network of bicycle facilities is recommended for the Urban Area to capitalize on these opportunities. This Plan recommends an interconnected network of bicycle lanes, shared use paths, bicycle routes with wayfinding signs, and shared lane markings; these facility types are described in more detail in Chapter 4. This network of bicycle facilities is designed to reach destinations throughout the Urban Area, provide connections into the Rural Area, connect recreation facilities and areas, and serve a wide range of bicyclists. General bicycle facility recommendations are provided below followed with specific facility recommendations.

9.2 | General Urban Area Bikeway Recommendations

The following represent the broad bikeway recommendations for the Portage County Urban Area.

Communities in the Urban Area made many achievements over the past 20 years and have an excellent off-street bicycle and pedestrian system to show for it. Recently, the City of Stevens Point has successfully turned its attention to on-street accommodations for bicyclists. However, there are still problems throughout the Urban Area that present difficulties for cycling, including major street corridors that do not serve bicyclists well and challenging crossings of Interstate 39. Additional bicycle lanes, sections of path, shared lane markings, and more signed bicycle routes will connect this system into a network for bicyclists.

Connections across major barriers, like this path underpass of the Interstate, are critical for providing a well-connected bicycle network.

The proposed bicycle network is a major element of this Plan. A combination of agencies will be responsible for implementation of the network. It is strongly recommended that the Plan be endorsed and implemented by all of the local governments. Unlike rural areas, Portage County has jurisdiction over fewer roads within the Urban Area, thus the County's direct responsibilities will be different in the Urban Area. The County will still have an advisory role and will evaluate how well the Plan is being implemented by local agencies.

Provide a Combination of Facilities

An effective network Plan combines a series of bicycle facilities for the diverse group of bicyclists that exist in that area. While busier streets with no bikeways may be comfortable or at least tolerable for more confident bicyclists, bicycle lanes, paths, and low volume streets will be the prime facilities that children and less confident adults will use. To encourage the range of potential bicyclists to make basic transportation trips by bicycle, often a combination of facilities is essential. Bicyclists might be able to use paths and low volume residential streets for part or most of their journey, but at some point, they will need to use busier streets to connect to destinations located on those streets or to bridge over barriers. This Plan recommends the provision of bicycle lanes, paths, routes with wayfinding, and proven traffic calming measures, consistent with the specific recommendations of this Plan.

Responsibility: *Stevens Point; Villages of Plover, Whiting, and Park Ridge; Wisconsin DOT; County Planning and Zoning Department; County Highway Department, Towns within the Urban Area*

Promote Safety for All Users

A primary goal of this Plan is to increase the safety of users. Several recent studies have indicated that as more and more bicyclists are seen using streets and bikeways, crashes drop because of the increased motorist awareness. It is possible and likely that increased safety and increased use can be mutually supportive outcomes. The recommended bikeways for the Urban Area will provide more separation for users and in many cases provide additional safety benefits for motorists. Many of the motor vehicle/bicycle crashes in the Urban Area, particularly in Stevens Point, are associated with sidewalk riding and the where bicyclists transition into intersections. Improving the condition of the streets for bicycling will encourage bicyclists to travel on the street, creating a net positive effect on safety. It is important to note that railroad crossings can be a point of conflict as well, however improvements to these crossings can be cost prohibitive for many communities. In addition to implementing the bikeway recommendations in this Chapter, this Plan recommends promoting other efforts in education and enforcement which will maximize the return on engineering recommendations.

Sidewalk bicycling is common in the Urban Area where bicyclists often do not feel safe on the street.

Responsibility: *Stevens Point; Villages of Plover, Whiting, and Park Ridge; Wisconsin DOT; County Planning and Zoning Department; County Highway Department, Towns within the Urban Area*

Implement Bikeway Recommendations in the Urban Area

Implement the Urban Area bikeways recommended in this Chapter.

Responsibility: *Stevens Point; Villages of Plover, Whiting, and Park Ridge; Wisconsin DOT; County Planning and Zoning Department; County Highway Department, Towns within the Urban Area*

Where Bike Lanes Are Proposed, Provide Protected Bike Lanes Whenever Possible

Table 9.3 identifies specific locations that are recommended for protected bike lanes in the Urban Areas. In addition, this Plan further recommends that local municipalities consider pursuing protected bike lanes wherever on-street facilities are recommended or implemented.

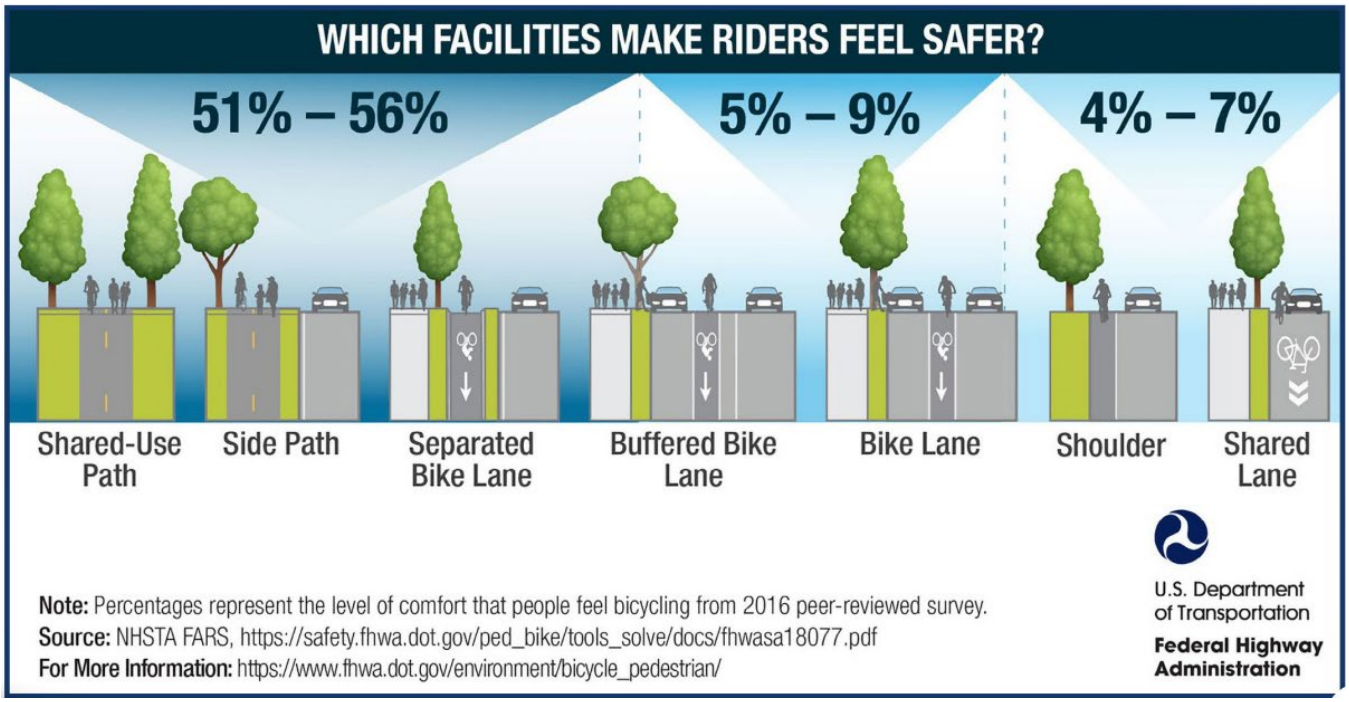
Protected bike lanes are bike lanes with an additional horizontal buffer (typically 1.5 to 3 feet in width), combined with a vertical element within the buffered space further separating vehicle traffic from the bike lane. Vehicle elements could include delineator posts, parking stops, vehicle parking lane, concrete barriers, raised curbs, and raised bike lanes. (Protected bike lanes, sometimes called separated bike lanes – are also described in Chapter 5 of this Plan.)

It is well established that roads with higher vehicle speeds are a risk factor for crashes and injuries. Protected bicycle lanes influence driver behavior by signaling that drivers should slow down and expect to see bicycles. Protected bicycle lanes have been found to improve safety for all modes – including people driving, biking, or walking[16]. According to data from the Federal Highway Administration, converting a traditional bike lane to a separate lane with low-cost flexible delineators can reduce bicycle-vehicle crashes by up to 53%.[17] In addition to the demonstrated safety benefits, protected bike lanes make riders feel safer, too, as illustrated in Figure 9.1.

Additional study will be needed to determine if a protected bike is feasible in a given location and to determine the specific design of that facility. According to the NACTO Urban Bikeway Design Guide, roads with actual vehicle speeds of 25 mph or higher and traffic volumes of 6,000 vehicles per day or more should be considered for protected bike lanes, and roads identified as key bicycle throughfares should be prioritized. In locations where protected bike lanes are not feasible, a buffered bike lane (horizontal separation but no vertical protection) should be explored as the next best option.

Responsibility: *Stevens Point; Villages of Plover, Whiting, and Park Ridge; Towns adjacent to Urban Area; Wisconsin DOT; County Planning and Zoning Department; County Highway Department*

FIGURE 9.1: PERCEPTIONS OF SAFETY AMONG BIKE FACILITIES



Source: Safe System Roadway Design Hierarchy: Engineering and Infrastructure-related Countermeasures to Effectively Reduce Roadway Fatalities and Serious Injuries, FHWA -SA-22-069, 2024.

[16] National Transportation Safety Board, 2019; Federal Highway Administration Crash Modification Factor Study, 2023
[17] "Bicycle Lanes." Federal Highway Administration, U.S. Department of Transportation, https://highways.dot.gov/safety/proven-safety-countermeasures/bicycle-lanes.

Improve Urban/Rural Transitions

Bicyclists in Portage County have a difficult time transitioning between the Urban Area and the Rural Area of the County. In addition to increased vehicle speeds, there are a limited number of roads that make the connection between the Urban Area and rural countryside. Many of these transitions do not have suitable bicycle accommodations. All major streets that cross the Urban Area boundary should ultimately be built as bikeways that bridge these two environments.

Responsibility: *Stevens Point; Villages of Plover, Whiting, and Park Ridge; Towns adjacent to Urban Area; Wisconsin DOT; County Planning and Zoning Department; County Highway Department*

Include Bicycle and Pedestrian Facilities in all Urban Area Street Projects

Include provisions for bicycle and pedestrian travel consistent with this Plan for all Urban Area street projects, depending on the type of roadway improvement project being pursued. Many of the most significant changes, especially those that call for bicycle lanes on roadways lacking space for them, will rely on the scheduling of street improvement projects. Pavement replacement projects, road resurfacing projects, and road reconstruction projects are opportune times to add facilities to roadways and reduce costs. Costs for incorporating bike lanes and even paths are relatively low when added to reconstruction and some pavement replacement projects. Because of their relatively low cost when added to much more expensive projects, these represent major opportunities to implement the Plan.

Responsibility: *Stevens Point; Villages of Plover, Whiting, and Park Ridge; Wisconsin DOT; County Planning and Zoning Department; County Highway Department, Towns within the Urban Area*

Include Protected Bike Lanes in Reconstructed Streets in Downtown Stevens Point

The arrangement of one-way streets on Centerpoint Drive/Water Street and Clark Street encircling the downtown has created a concrete “moat” around the core of Stevens Point’s downtown. With the construction of the Highway 10 bypass, traffic volumes in this area are now significantly lower than their peaks in the 1970s and 1980s. This presents an opportunity to remove the “moat” and reorient these downtown streets for people, not cars – and to reconnect the downtown to the rest of the city. Improvements should be explored for Centerpoint Drive/First Street/Water Street. Clark Street, Division Street, and Main Street. The future redesign and reconstruction of this corridor should include a reduction in vehicle lanes, protected bike lanes, bump outs, pedestrian islands, street trees, and bike parking facilities as a part of the streetscape. Portions of these streets should also be redesigned to accommodate two-way traffic.

Responsibility: *Stevens Point*

Use Temporary Demonstration Activities to Evaluate Permanent Treatments

A demonstration activity is a temporary, low-cost project designed to test and evaluate potential infrastructure improvements before making permanent changes. As part of the Portage County Comprehensive Safety Action Plan, several demonstration activities were implemented in 2025 to test roadway safety countermeasures. Each demonstration activity was monitored for performance. Local governments should use temporary demonstration activities to evaluate candidate locations for permanent treatments. In urban locations, installations could include temporary curb extensions and delineated separated bicycle lanes. Refer to the Comprehensive Safety Action Plan for details on the demonstration activities and their findings.

Responsibility: *Stevens Point; Villages of Plover, Whiting, and Park Ridge; Wisconsin DOT; County Planning and Zoning Department; County Highway Department, Towns within the Urban Area*

Collaborate to Identify Short-Term Projects for Implementation

After the infrastructure recommendations in the Short-Term Action Plan have been accomplished, the County planning staff should continue to collaborate with Urban Area communities to identify the next round of Short-Term projects. A suggested prioritization system is described in Chapter 10 of this Plan.

Adding bicycle lanes to streets that already have ample space is a project that can be completed in the short term.

Many of the recommendations contained within the Urban Area are free-standing projects and are not tied to other street improvement projects. In contrast, other bikeway projects will have to wait until they can be incorporated into larger street projects. Most of these free-standing projects are relatively low-cost and relatively easy to implement. To set the Plan in action it is important to select some short-horizon projects as "low-hanging fruit" to seize upon the current momentum the Plan's development has created and to brand the Plan as an immediate success. The implementation of more difficult projects should also be started with the understanding that a longer timeframe will be necessary to bring these projects to fruition.

Responsibility: *Stevens Point; Villages of Plover, Whiting, and Park Ridge; Wisconsin DOT; County Planning and Zoning Department; County Highway Department, Towns within the Urban Area*

Install Street Trees in Roadway Construction and Reconstruction Projects

All new roadway construction and reconstruction projects should include street trees in medians, terraces, and shoulders when minimum planting area is met.

Responsibility: *Stevens Point; Villages of Plover, Whiting, and Park Ridge; Wisconsin DOT; County Planning and Zoning Department; County Highway Department, Towns within the Urban Area*

Amend Roadway Policies to Remove or Reduce Clear Zone Requirements

Instead of requiring clear zones near roadways, allow for mature trees and other objects to remain nearby roadway shoulders and curbs. Requiring clear zones is an unproven traffic engineering policy that encourages higher speeds, reduces shading, decreases protection for pedestrians and bicyclists, and decreases rural and urban beauty.

Responsibility: *Stevens Point; Villages of Plover, Whiting, and Park Ridge; Wisconsin DOT; County Planning and Zoning Department; County Highway Department, Towns within the Urban Area*

Adopt NACTO City Limits (Setting Safe Speed Limits on Urban Streets), Urban Bikeway Design Guide, Transit Street Design Guide, Urban Street Stormwater Guide, and Designing Streets for Kids.

Adopting NACTO (National Association of City Transportation Officials) design guides and City Limits framework will help urban area communities develop safer, more efficient, and more equitable streets and create consistency within projects and across municipal limits. Links to these guidelines are found in Chapter 5.

Responsibility: *Stevens Point; Villages of Plover, Whiting, and Park Ridge; Towns within the Urban Area*

9.3 | Specific Urban Area Bicycle Facility Recommendations

This section identifies a series of specific bikeways for implementation. The bikeway type is also identified for each of these projects. As indicated above, most of these recommendations may be short-term priorities, but many others will wait until the bikeway can be included in a street reconstruction project.

The tables below detail the recommended Urban Area bikeways which include all facilities in Stevens Point and the Villages of Plover, Whiting, and Park Ridge. Table 9.1 presents an overview of the total miles of each recommended bikeway type, while Tables 9.1 – 9.15 detail the recommended bikeways. Facility tables are provided alphabetically by municipality, and specific facility types are provided in separate tables for the City of Stevens Point and the Villages of Plover and Whiting; A single table is provided for the Village of Park Ridge, which has relatively few recommendations. Within each table facilities are presented alphabetically by facility type. While on-street facilities are generally assumed to be on both sides of the road, the mileage estimates included in this chapter refer to length of the road segment only.

Although bike lanes are recommended in the tables for the Village of Plover, residents have also indicated more support for off-street facilities. The Village of Plover intends to prioritize off-street facilities over bike lanes.

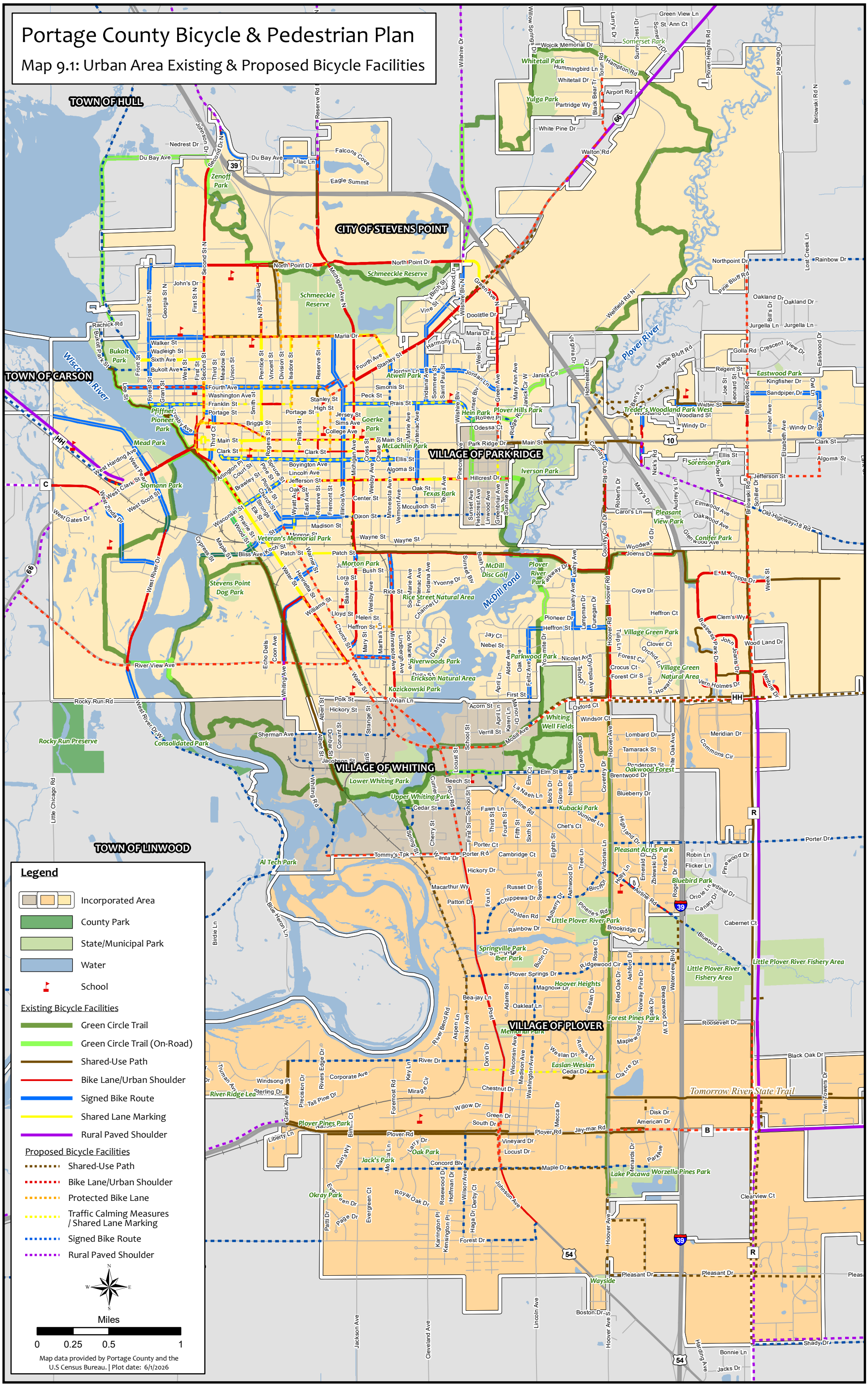
The recommended Urban Area bicycle facility network is displayed on Map 9.1, included in this Plan, and via an interactive online map available at: https://tinyurl.com/PoCoBikePed.

TABLE 9.1: MILES OF PORTAGE COUNTY URBAN AREA BIKEWAYS BY FACILITY TYPE

Facility Type	Miles
Bike Lanes/Urban Shoulder	25.2
Paved Shoulders	2.5
Traffic Calming Measures or Shared Lane Markings	9.8
Signed Bike Route	18.7
Shared Use Paths	13.7
Total	**69.9**

Portage County Bicycle & Pedestrian Plan

Map 9.1: Urban Area Existing & Proposed Bicycle Facilities


TOWN OF HULL
CITY OF STEVENS POINT
TOWN OF CARSON
VILLAGE OF PARK RIDGE
VILLAGE OF WHITING
TOWN OF LINWOOD
VILLAGE OF PLOVER
Wisconsin River
Plover River
Tomorrow River State Trail
Zenoff Park
Schmeeckle Reserve
Bukolt Park
Pfiffner Pioneer Park
Mead Park
Slomann Park
Veteran's Memorial Park
Stevens Point Dog Park
Morton Park
Rice Street Natural Area
McDill Pond
McDill Disc Golf
Plover River Park
Riverwoods Park
Erickson Natural Area
Kozickowski Park
Village Green Park
Parkwood Park
Village Green Natural Area
Whiting Well Fields
Rocky Run Preserve
Consolidated Park
Lower Whiting Park
Upper Whiting Park
Kubacki Park
Oakwood Forest
Pleasant Acres Park
Al Tech Park
Little Plover River Park
Springville Park
Little Plover River Fishery Area
Plover Hills Park
Hein Park
Treder's Woodland Park West
Eastwood Park
Goerke Park
McLachlin Park
Iverson Park
Sorenson Park
Pleasant View Park
Conifer Park
Whitetail Park
Somerset Park
Yulga Park
Atwell Park
Jordan Ln
Fourth Ave
Stanley St
Maria Dr
Doolittle Dr
Harmony Ln
Northpoint Dr
Schmeeckle Reserve
Zenoff Park
Falcons Cove
Eagle Summit
Lilac Ln
Du Bay Ave
Nedrest Dr
Second St N
Reserve Rd
Wilshire Dr
Wellfield Rd N
Pine Bluff Rd
Lost Creek Ln
Rainbow Dr
Oakland Dr
Jurgella Ln
Golla Rd
Crescent View Dr
Maple Bluff Rd
Eastwood Dr
Regent St
Kingfisher Dr
Sandpiper Dr
Brilowski Rd
Brilowski Rd N
Oxbow Rd
Hampton Rd
Airport Rd
Walton Rd
White Pine Dr
Partridge Wy
Hummingbird Ln
Whitetail Dr
Wojcik Memorial Dr
Green View Ln
St. Ann Ct
Larry's Dr
Summer Crest Dr
Willow Springs Dr
Black Bear Tr
Toran Rd
Plover Heights Rd
Rachick Rd
Bukolt Park St
Walker St
Wadleigh St
Sixth Ave
Bukolt Ave
Front St
Forest St N
Georgia St N
John's Dr
First St N
Second St
Third St
Meadow St
Union St
Prentice St N
Vincent St
Division St
Isadore St
Reserve St
Michigan Ave N
Green Ave N
Wood Ln
Elbert St
Vine St
Wilshire Blv N
Weir Blv
Jordan Ln
Simonis St
Peck St
Prais St
Stanley St
High St
Jersey St
Sims Ave
College Ave
Portage St
Franklin St
Washington Ave
Fourth Ave
Briggs St
Main St
Clark St
Boyington Ave
Lincoln Ave
Jefferson St
Ellis St
Algoma St
Park Ridge Dr
Hillcrest Dr
Odessa Ct
Windy Dr
Woodland St
Walter St
Janick Cir
Janick Cir W
Mary Ann Ave
Green Ave
Ridge Rd
Robert Pl
Jordan Ln
Weir Blv
Wilshire Blv
Indiana Ave
Sommers St
Saint Paul St
Hofmeister Dr
Ben's Ln
Joe St
Leonard St
Amber Ave
Elizabeth Ave
Badger Ave
Owl Ln
Windy Dr
Clark St
Algoma St
Jefferson St
Ellis St
Nick's Rd
Country Club Dr
Robert's Dr
Mary's Dr
Audrey's Ln
Carol's Ln
Elmwood Ave
Oakwood Ave
Glenwood Ave
Woodward Dr
Joerns Dr
Old Highway 18 Rd
Schiller Dr
Briggs St
Third Ct
Phillips St
Rogers St
Clark St
Main St
Boyington Ave
Lincoln Ave
Jefferson St
Arlington Pl
Court St
Brawley St
Pioneer St
Spruce St
Pine St
Church St
Strongs St
Elk St
Wisconsin St
Prairie St
Wood St
Bliss Ave
Koch St
Patch St
Warner St
Water St
Henrietta St
Williams St
Lloyd St
Helen St
Heffron St
Bush St
Lora St
Blaine St
Welsby Ave
Rice St
Mary St
Martha's Ln
Lindbergh Ave
Minnesota Ave
Soo Marie Ave
Indiana Ave
Fontenac Ave
Channel Ln
Yvonne Dr
Dan's Dr
Jay Ct
Nebel St
Nicolet Ave
Pioneer Dr
Heffron St
Heffron Ct
Coye Dr
Clem's Wy
Business Park Dr
John Joans Dr
Wood Land Dr
Clover Ct
Orchid Ln
Forest Cir
Crocus Ct
Forest Cir S
Iris Ln
Howard Ln
Vern Holmes Dr
Venture Dr
Week St
E M Copps Dr
Tulip Ln
Hoover Rd
Leahy Ave
Lampman Dr
Dunegan Dr
Parkway Dr
Sunset Blv
Cross St
Chase St
Michigan Ave
Vermont Ave
Minnesota Ave
Welsby Ave
Illinois Ave
Wyatt Ave
East Ave
Fremont St
Reserve St
Center St
Oak St
Texas Ave
Mcculloch St
Dixon St
Madison St
Wayne St
Patch St
Sunset Ave
Fieldcrest Ave
Linwood Ave
Greenbriar Ave
Sunrise Ave
Country Club Dr
Nick's Rd
Sorenson Park
Pleasant View Park
Conifer Park
Iverson Park
Hillcrest Dr
Texas Park
Veteran's Memorial Park
Morton Park
Stevens Point Dog Park
Rice Street Natural Area
McDill Pond
McDill Disc Golf
Plover River Park
Riverwoods Park
Erickson Natural Area
Kozickowski Park
Village Green Park
Parkwood Park
Village Green Natural Area
Whiting Well Fields
Rocky Run Preserve
Consolidated Park
Lower Whiting Park
Upper Whiting Park
Kubacki Park
Oakwood Forest
Pleasant Acres Park
Al Tech Park
Little Plover River Park
Springville Park
Little Plover River Fishery Area
Plover Hills Park
Hein Park
Treder's Woodland Park West
Eastwood Park
Goerke Park
McLachlin Park
Slomann Park
Veteran's Memorial Park
Stevens Point Dog Park
Mead Park
Pfiffner Pioneer Park
Bukolt Park
Zenoff Park
Schmeeckle Reserve
Atwell Park
Jordan Ln
Fourth Ave
Stanley St
Maria Dr
Doolittle Dr
Harmony Ln
Northpoint Dr

Detailed Recommendations for Specific Facilities

McDill Road/County Road HH (Whiting and Plover)

This plan recommends bike lanes along McDill Road in Whiting and Plover, as it is an important east-west connector through the central Urban Area. There are several steps to take before these bike lanes can be implemented. There is currently insufficient roadway width to accommodate a bike lane on McDill Road without removing a vehicle lane. Portage County will require a traffic impact analysis and corridor analysis to study the feasibility of this option. Adding bike lanes and retaining two vehicle lanes in each direction would require redesign and reconstruction of McDill Road. Currently, there is limited space for bicycle and pedestrian facilities on the bridge over I-39. These issues could be addressed in future redesign projects.

Brilowski Road/County Road R (Plover and Town of Hull)

Bike lanes are recommended for most of this roadway. There are further steps to take before these bike lanes can be implemented. South of County Road HH, there is insufficient roadway width to accommodate a bike lane without removing a vehicle lane. Adding bike lanes would likely require the redesign and reconstruction of the road.

This section of County Road R from Plover Road/County Road B to State Highway 54 is planned to be reconstructed in 2028. This project will include four-foot paved shoulder through the length of this section from County Road B to State Highway 54.This will also include 10-foot shared use path on the east side of County Road R from Pleasant Dr north to County Road B.

Plover Road/County Road B (Plover)

There is currently a shared use path along Plover Road, but it ends at Hoover Avenue. This plan recommends bike lanes along the corridor, beginning at Hoover Avenue and continuing to County Road R. In this segment, the road goes below I-39. Currently, there is not sufficient roadway width to accommodate bike lanes under the interstate bridges. This plan recommends that future redesign of the interchange provide for continuation of the bicycle and pedestrian facilities through the interchange. When this road was reconstructed, the FHWA determined that traffic volumes were too high for on-street bike lanes, and required the existing off-street shared use path instead. However, since it is a major east-west route through the southern Urban Area,

City of Stevens Point Bikeways

TABLE 9.2: STEVENS POINT BICYCLE LANES/URBAN SHOULDERS

Street	From	To	Miles	Comment
Brilowski Rd/ County Road R	Northpoint Dr	County Road HH (Plover)	3.03	Bike lane/urban shoulder recommended for much of County Road R in the Urban Area
Church St	Madison St	Post Rd	1.23	Urban Shoulder
Country Club Dr	Main St	Town of Hull	0.12	Restripe to include bike lanes
Fourth Ave	West end	Second St	0.56	Remove parking on one side of street
Green Ave	Stanley St	Main St	1.14	Restripe from 3/12/12/3 to 5/10/10/5 in 2026
Maria Dr	Division St	Minnesota Ave	0.84	Remove parking on the north side of street, potential for buffered or protected bike lane with road redesign
Minnesota Ave	Maria Dr	Stanley St	0.20	Upgrade shared lane to protected bike lane when reconstructed
Minnesota Ave	Patch St	Rice St	0.27	Paint shared lane marking in the interim, however, ultimately will be an urban shoulder
Nebel St	Water St	Church St	0.06	
Nebel St	Church St	Minnesota Ave	0.27	
North Reserve St	Du Bay Ave	Merge	0.11	
Post Rd	Village of Whiting	Church St	0.19	Urban Shoulder
River View Ave	Town of Linwood	Water St	2.17	Remove one travel lane in each direction (County)
Second St	Portage St	Fifth Ave	0.24	
Stanley St	Fremont St	Michigan Ave	0.19	
Stanley St	Northpoint Dr	Town of Hull	0.46	
Stanley St	Michigan Ave	Town of Hull	1.48	Convert to three lane east of Green Ave
State Highway 66	I-39	Torun Rd	1.02	Bike lanes or maintain wide paved shoulders. Note: if travel lanes are removed from a state highway, the amount of state highway aid is reduced accordingly
Torun Rd	Green Circle Trail	State Highway 66	0.54	
Water St	River View Ave	Polk St	0.32	Restripe to 5/11/10/M/10/11/5 (Coordinate with County and consider school pickup/drop off needs)
State Highway 66/ West Clark St	County Road C	W Jackson St	0.16	Stripe 6' bike lanes

*mileage refers to segment length; double mileage for bike lanes on both sides

TABLE 9.3: STEVENS POINT PROTECTED OR BUFFERED BICYCLE LANES

Street	From	To	Miles	Comment
State Highway 66/ Centerpoint Dr	Water St	Division St	0. 60	Remove one travel lane, when reconstructed
State Highway 66/ Clark St	Water St	Division St	0.60	When reconstructed
Division St	Northpoint Dr	Fourth Ave	0.85	Add 6' bike lane with reconstruction
Fourth Ave	Second St	Stanley St	0.91	Parking/terrace/sidewalks impacts; include protected bus stops
Fremont St	Stanley St	Clark St	0.39	Connects Hyer Hall to UWSP campus
Heffron St	Michigan Ave	Minnesota Ave	0.25	
Isadore St	Maria Dr	Portage St	0.35	Two-way bike lane/cycle track on east side of street
Maria Dr	Second St	Minnesota	1.20	Would require road redesign
Prentice St N	Northpoint Dr	Maria Dr	0.50	
Second St	Water St	Portage St	0.09	Remove one travel lane
Reserve St	Maria Dr	Fourth Ave	0.53	Two-way bike lane/cycle track on east side of street
Water St	Centerpoint Dr	Main St	0.18	When reconstructed
Water St	Whiting Ave	River View Ave	0.55	Existing bike lane with potential for protected bike lane

Note: In most cases, protected or buffered bicycle lanes will not fit within existing roadway would require road redesign.

TABLE 9.4: STEVENS POINT PAVED SHOULDERS

Street	From	To	Miles	Comment
Second Dr N	Johnson Dr	Du Bay Ave	0.26	
State Highway 66/ West Clark St	West Gates Dr	County Road C	0.16	
Whiting Ave	River View Ave	Village of Whiting	0.25	

TABLE 9.5: STEVENS POINT TRAFFIC CALMING MEASURES OR SHARED LANE MARKINGS

Street	From	To	Miles	Comment
Church St	Main St	Ellis St	0.13	
College Ave	Prentice St	Rogers St	0.04	
Ellis St	Clark St	Frontenac Ave	1.42	
Franklin St	Forest St	Isadore St	0.98	Shared lane markings for westbound bikes and existing eastbound bike lane from Division to Prentice
Jefferson St	Division St	Village of Park Ridge	1.25	Currently urban shoulder; shared lane marking would improve legibility for school traffic
State Highway 66/ Main St	Rogers St	Minnesota Ave	0.85	Eastbound only; existing westbound bike lane
Minnesota Ave	Patch St	Rice St	0.28	Add urban shoulder when reconstructed
Prais St	Illinois St	Sunset Blvd	0.97	

Street	From	To	Miles	Comment
Reserve St	Stanley St	Main St	0.28	
Reserve St	Clark St	Dixon St	0.46	
Rogers St	College Ave	Ellis St	0.19	
Water St	Third St	Whiting Ave	1.15	
Wisconsin St	Wood St	Division St	0.43	

Note: Shared lane markings are only recommended as short-term improvements. Long term, proven traffic calming measures should be used in lieu of shared lane markings.

TABLE 9.6: STEVENS POINT SIGNED BIKE ROUTES

Street	From	To	Miles	Comment
Bukolt Ave	Front St	Second St	0.46	
Bukolt Park St	Rachick Rd	Front St	0.52	
County Road HH W	Town of Linwood	W Clark St	0.62	
Dixon St	Illinois Ave	Village of Park Ridge	0.83	
Frontenac Ave	Jefferson St	Dixon St	0.25	
Janick Cir W	Jordan Ln	Ridge Rd	0.04	
Jordan Ln	Green Ave	W Janick Cir	0.20	
Minnesota Ave	Clark St	Dixon St	0.47	
Minnesota Ave	Stanley St	Clark St	0.58	
Old Highway 18 Rd	Brilowski Rd	Town of Hull	0.11	
Rachick Rd	Bukolt Park St	Old Wausau Rd	0.09	
Ridge Rd	Sunset Fork	Main St	0.11	
Sunset Fork	Green Ave	Ridge Rd	0.13	

TABLE 9.7: STEVENS POINT OFF-STREET FACILITIES

Name	Facility Type	From	To	Miles
County Road HH	Shared Use Path	Village of Plover	Venture Dr	0.82
County Road HH	Shared Use Path	Village of Plover	Burbank Rd	2.02
Green Circle Connector	Shared Use Path, Tunnel, Bridge	Hofmeister-Golla Connector	Main St Sidepath	0.35
Golla Road Connector	Shared Use Path	Golla Road	Main Street Sidepath	0.19
Hofmeister-Golla Connector	Shared Use Path & Bridge	Hofmeister Dr	Golla Rd	0.33
Main Street(State Highway 66 & US 10) Sidepath	Sidepath	Country Club Rd	Maple Bluff Rd	0.36
Mc Dill Ave Sidepath	Sidepath	Village of Whiting	Olympia Ave	0.11
Michigan Ave	Shared Use Path	Dixon St	Patch St	0.25
Minnesota Street Sidepath	Shared Use Path	Main St	Clark St	0.07
Sixth Avenue Pedestrian Mall	Pedestrian Mall	Division St	Isadore St	n/a
Stanley St Path – N	Sidepath	Wilshire Blvd N	Marshfield Clinic	0.48
Stanley St Path – S*	Sidepath	South of Green Ave N	Airport Entrance	0.61

*The segment of Stanley St from I-39 to Airport Entrance is also State Highway 66.

Village of Park Ridge Bikeways

TABLE 9.8: VILLAGE OF PARK RIDGE BIKEWAYS (ALL TYPES)

Street	Facility Type	From	To	Miles
Greenbriar Ave	Shared Lane Marking or Traffic Calming Measures	Park Ridge Dr	Ridgewood Dr	0.49
Hillcrest Dr	Bike Lane/Urban Shoulder	City of Stevens Point	East end	0.34
Park Ridge Drive Sidepath	Shared Use Path	Greenbriar Ave	Existing Path	0.11
Ridgewood Dr	Signed Bike Route	City of Stevens Point	Greenbriar Ave	0.24

Village of Plover Bikeways

TABLE 9.9: VILLAGE OF PLOVER BICYCLE LANES/URBAN SHOULDERS

Street	From	To	Miles	Comment
McDill Ave/ County Road HH	Village of Whiting	Stevens Point	0.74	See "Detailed Recommendations" in Section 9.3
County Road R	Roosevelt Dr	Plover Rd / County Road B	0.77	See "Detailed Recommendations" in Section 9.3
Plover Rd/ County Road B	Hoover Ave	County Road R	1.00	See "Detailed Recommendations" in Section 9.3
Post Rd/State Highway 54	Porter Rd	Lincoln Ave	2.68	Add 6' bike lane with reconstruction

TABLE 9.10: VILLAGE OF PLOVER TRAFFIC CALMING MEASURES OR SHARED LANE MARKINGS

Street	From	To	Miles	Comment
Cedar Dr	Okray Ave	Hoover Ave	0.99	

TABLE 9.11: VILLAGE OF PLOVER SIGNED BIKE ROUTES

Street	From	To	Miles	Comment
Airline Rd	Hoover Ave	East end	0.56	Sign when path to Bluebird Dr completed
Airline Rd	Elm St	Juniper Ln	0.39	
Chippewa Dr	Rainbow Dr	Hoover Ave	1.09	
Elm St	Crossbow Dr	Hoover Ave	0.20	
Forest Dr	Wilson Ave	Lincoln Ave	0.51	
Juniper Ln	Airline Road	Ramble Ln	0.50	
Lincoln Ave	Post Rd	Forest Dr	0.12	
Maple Dr	Jackson Ave	Hoover Ave	2.03	
Plover Springs Dr	Okray Ave	Hoover Ave	1.03	
Plover Springs Dr	Hoover Ave	Waterview Blvd	0.43	Sign when path to Airport Dr completed
Porter Rd	Hoover Ave	Town of Plover	0.49	
Rainbow Dr	Post Rd	Chippewa Dr	0.10	
Ramble Ln	Juniper Ln	Hoover Ave	0.15	

Street	From	To	Miles	Comment
River Dr	Grant Ave	Okray Ave	1.24	
Washington Ave	Plover Springs Dr	Cedar Dr	0.68	
Wilson Ave	Plover Rd	Forest Dr	0.76	

TABLE 9.12: VILLAGE OF PLOVER OFF-STREET FACILITIES

Name	Facility Type	From	To	Miles
Okray Ave	Shared Use Path	Tommy's Tpk	River Dr	1.6
East side of County Road R	Shared Use Path	Pleasant Drive	Tomorrow River State Trail	1.23
West side of County Road R	Shared Use Path	Pleasant Drive	Village limits	0.72
Pacawa Lake Trail (via Hoover Ave & Pleasant Dr)	Shared Use Path	Lake Pacawa Park	Village limits	2.00
Pacawa Lake Trail (to Food + Farm Exploration Center)	Shared Use Path	Hoover Ave	East to Food + Farm Exploration Center and south to Pleasant Dr	0.65
Plover Rd Sidepath	Sidepath	Wisconsin Ave	Hoover Ave	0.98
Village Park Drive Connector	Shared Use Path	Tomorrow River State Trail	Disk Dr	0.09
Maple Drive Shared Use Path	Shared Use Path	Wilson Ave	Hoover Ave	0.92

Village of Whiting Bikeways

TABLE 9.13: VILLAGE OF WHITING BICYCLE LANES/URBAN SHOULDERS

Street	From	To	Miles	Comment
McDill Ave / County Road HH	Post Rd	Village of Plover	1.05	See "Detailed Recommendations" in Section 9.3
Minnesota Ave	Water St	Post Rd	0.19	
Post Rd	Stevens Point	Tommy's Tpk	1.26	Add minimum 6' bike lane
Tommy's Tpk	Whiting Rd	Post Rd	0.95	Restripe to 5/10/10/5
Water St / County Road HH	Polk St	Post Rd	0.61	Restripe to 5/11/10/M/10/11/5

TABLE 9.14: VILLAGE OF WHITING SIGNED BIKE ROUTES

Street	From	To	Miles	Comment
Birch St	Cedar St	Wallace Pl	0.18	
Cedar St	West end	First St	0.46	
Elm St	Post Rd	Crossbow Dr	0.95	
Sherman Ave	Whiting Rd	Water St	0.70	
Spring St	Wallace Pl	Tommy's Tpk	0.18	
Whiting Rd	Sherman Ave	Tommy's Tpk	0.99	

TABLE 9.15: VILLAGE OF WHITING OFF-STREET FACILITIES

Name	Facility Type	From	To	Miles
Mc Dill Ave Sidepath	Sidepath	Green Circle Trail	City of Stevens Point	0.29

9.4 | Pedestrian Network & Facility Recommendations

Pedestrian travel in the Urban Area is the second most common way for people to travel after automobile use, and greatly exceeds the number of trips made by transit or by bike. Much of this travel occurs where destinations are close together such as the downtown area of Stevens Point and the University of Wisconsin-Stevens Point campus. Trips of under a mile have a higher probability of being converted to a walking trip than trips of over one mile. These trips may include walking to libraries, churches, downtown Stevens Point, shopping centers, the UW-Stevens Point campus, neighbors' and friends' homes, schools, and places of employment. The recommendations below are designed to increase walking as a safe and viable travel option in the Urban Area.

Sidewalks should be constructed along many streets in the Urban Area that currently do not have them.

Most of the recommendations for the pedestrian network are very straightforward. The key to successful use of these recommendations is implementation. Recommended implementation actions follow this section of the Chapter and are important for how sidewalks are added and intersections treated with improved pedestrian crossing solutions.

Sidewalks

Include Sidewalks in All Upcoming Street Projects

Include sidewalks in all upcoming street projects within the Urban Area with sidewalks as supported by the sidewalk location criteria found later in this chapter. Subdivision ordinances should be updated to include the requirement of sidewalks when new streets are constructed.

Responsibility: *Stevens Point and the Villages of Plover, Park Ridge, and Whiting; Portage County; and Wisconsin DOT*

Establish a Program to Identify and Close Small Sidewalk Gaps

Communities within the Urban Area should consider establishing a small sidewalk gap construction program. Projects would be drawn from the identified sidewalk gap map and criteria established in this Plan. Preferably, the projects should be relatively short to conserve the funding. Longer stretches of identified sidewalk should be incorporated into projects when they are reconstructed or their surfaces are replaced.

Responsibility: *Stevens Point and the Villages of Plover, Whiting, and Park Ridge*

Build Wide and Accessible Sidewalks

A clear, unobstructed path for pedestrian movement should be wide enough to accommodate several people walking side by side, including children, people in wheelchairs, and people with strollers. Although the standard sidewalk minimum width is five feet, wider sidewalks should be considered where space permits. In downtown areas, the university campus, school zones, or

commercial areas with heavy pedestrian volumes, a sidewalk should be 8 to 4 feet wide and in residential settings, a sidewalk should be 6 to 8 feet wide, as space permits.

Responsibility: *Stevens Point and the Villages of Plover, Whiting, and Park Ridge*

Prepare and Follow Americans with Disabilities Act Transition Plans

The Village of Plover and City of Stevens Point need to prepare and follow an Americans with Disabilities Act (ADA) transition plan. Based on observations made when fieldwork for this Plan was conducted, communities in the Urban Area have responded well to including curb ramps at intersections. However, work still needs to be done to improve accessibility, as documented in the Walk and Roll Audits. An ADA accessibility plan is intended to address project identification, staging, and prioritization. Transition plans were not found for Village of Plover and Stevens Point although ADA requires their adoption in communities having more than 50 employees. The Village and City should prepare these plans to address accessibility issues. By 2030, WisDOT will replace most curb ramps along STH 66 and US 10 in the City of Stevens Point and along STH 54 in the Village of Plover to address ADA requirements.

Responsibility: *City of Stevens Point, Village of Plover, WisDOT*

Crossing and Intersection Improvements

The analysis of crash data revealed problems with intersections crossings along a few corridors in the Urban Area. Those are identified below in the recommendations.

Streets with multiple lanes can be difficult or intimidating for pedestrians to cross.

Crosswalk Visibility Enhancements

Communities can improve crosswalk visibility by using high-visibility markings, better lighting, and clearer signage to help drivers see pedestrians earlier. Additional tools like raised or illuminated crosswalks and smart sensor-activated lighting further enhance visibility and encourage drivers to slow down.

Responsibility: *City of Stevens Point and the Villages of Plover, Park Ridge, and Whiting; Portage County; and WisDOT*

Incorporate Crossing Improvements in Upcoming Arterial Street Projects

Incorporate crossing improvements and intersection improvements into arterial street reconstruction projects within the Urban Area in order to make crossings easier and safer for pedestrians. A preliminary list of streets and intersections recommended for pedestrian crossing enhancements is provided in Table 9.16.

Additionally, Accessible Pedestrian Signal (ACS) devices should be installed at key identified crossings. ACSs are signalized pedestrian crossings that provide tactile and auditory input for pedestrians that are blind or have low vision. ACSs commonly have features such as the use of braille and auditory indicators of when it is safe to cross.

TABLE 9.16: RECOMMENDED PEDESTRIAN CROSSINGS ENHANCEMENTS

Street	Location
Brilowski Rd & Old Highway 18	Stevens Point
Brilowski Rd & Main Street/US 10	Stevens Point
Main Street/US 10 – various intersections	Stevens Point
Stanley St – various intersections	Stevens Point
Water St & Crosby Ave	Stevens Point
Michigan Ave & Main St/State Highway 66	Stevens Point
Division St – various intersections	Stevens Point
Centerpoint Dr	Stevens Point
Clark St/ State Highway 66	Stevens Point
Church St – various intersections	Stevens Point
River View Ave & Whiting Ave	Stevens Point
Minnesota Ave & Post Rd	Stevens Point, Plover
Post Rd – various intersections	Whiting, Plover
Plover Rd/ County Road B – various intersections	Plover
McDill Ave/ County Road HH – various intersections	Whiting, Plover

Not an exhaustive list of potential crossing enhancements. Additional intersection recommendations are included in the Portage County Comprehensive Safety Action Plan.

Responsibility: *City of Stevens Point and the Villages of Plover, Park Ridge, and Whiting; Portage County; and WisDOT*

Utilize Best Practice Crossing Treatments such as Bump-outs, Raised Crosswalks, and Crossing Islands

Curb bump-outs, raised crosswalks, and median crossing islands are a few examples of devices that improve crossings. Median crossing islands have recently been added as a proven safety countermeasure and both slow down traffic and allow pedestrians to focus on one direction of traffic at a time when making a crossing.

For the streets identified above as key streets to improve crossings, adding bump outs, raised crosswalks, and crossing islands is a standard recommendation for nearly every intersection. Other crossing treatments, like the use of pedestrian signals, pedestrian hybrid beacons, and rectangular rapid flash beacons, require consideration on an intersection-by-intersection basis. The pedestrian facility guidelines provided as part of this Plan will help guide the communities on when to best employ these crossing devices.

Responsibility: *City of Stevens Point and the Villages of Plover, Park Ridge, and Whiting; Portage County; and WisDOT*

Analyze Crashes and Identify Countermeasures

Communities within the Urban Area should continue to analyze crashes and search for countermeasures. This Plan and the Portage County Comprehensive Safety Action Plan have identified crash locations and street segments with high crash numbers and/or reported crossing problems. However, pedestrian conflict and crash locations will change and so will the crash types. PEDSAFE (http://www.pedbikesafe.org/PEDSAFE/) is a tool designed to assist transportation professionals analyze crash types and consider appropriate countermeasures given the characteristics of the crashes.

Responsibility: *City of Stevens Point and the Villages of Plover, Park Ridge, and Whiting; WisDOT; Portage County to coordinate.*

Implement the Portage County Safe Routes to School Plan

Safe Routes to School (SRTS) Plans examine motivations for or against walking and biking to school and look for interventions and strategies that encourage and promote safe active transportation. This Plan recommends implemented the specific recommendations involving facilities that serve school sites and routes leading to schools as described in the 2014 SRTS Plan. This Plan further recommends that the 2014 SRTS Plan be updated.

Responsibility: *All municipalities with schools; all school districts*

Crosswalk markings should be maintained to be highly visible.

Utilize Best Practice Traffic Calming Measures to Reduce Traffic Speeds

Traffic-calming strategies such as speed bumps, speed tables, and raised crossings should be applied to reduce speeds of approaching vehicles near unsignalized crossings and in areas with high volumes of pedestrians, particularly near schools.

Responsibility: *City of Stevens Point and the Villages of Plover, Park Ridge, and Whiting; Portage County; and WisDOT*

9.5 | Urban Area Pedestrian Facility Implementation and Costs

Pedestrian Facility Implementation

An important step in a pedestrian plan is to identify how improvements will be made. This requires commitment from the partners involved in the plan's development. Portage County itself will have a very small role in the actual implementation of most of the pedestrian facility recommendations, but the communities within the County will have a much bigger stake in fulfillment of specific pedestrian recommendations. Phasing, timing, budgeting will all factor in implementation. The strategies below should be employed to implement the pedestrian recommendations:

- **Immediate Progress:** Critical to implementing an action plan is maintaining ongoing, continuous progress. Small, immediate changes that are highly visible create the momentum and support needed to make the more costly and substantive changes that require more time.

- **Timing and Phasing:** Typically, the more complex measures may require more time, money, and coordination among different departments and with the public. The improvements requiring the least amount of time and resources will likely be completed first, and those that require the most will be completed later as resources allow. A secondary benefit to this approach is that it addresses liability and ADA concerns. This approach shows that an agency is using a systematic and thoughtful process in implementing projects. One of the key strategies for implementing sidewalks is how they can be phased. There will be opportunities for sidewalks and intersection crossing improvements to be incorporated into larger roadway projects.
- **Budgeting:** Timing and phasing of projects can help with spreading the costs of projects over a period of time. Incorporating pedestrian improvements into larger projects is also an excellent strategy and one that has been used by communities within the urban area. However, it is important that a set-aside of funds be established and appropriated annually for the construction of free-standing projects.

Priority Recommendations

Map 9.2 contains recommendations for new sidewalks and sidewalk gap closures consistent with the sidewalk guidelines included as part of Table 8.25 in this report. Not all of these sidewalks can be constructed even in the long term, so the following criteria were used to prioritize key sidewalk segments:

- **Crash data:** Where there are pedestrian-motorist crashes.
- **Roadway characteristics:** Generally, it is more important to prioritize sidewalk on arterial streets than on collector streets and on collector streets more so than on local through streets.
- **Pedestrian Usage:** The pedestrian heat map prepared for the 2014 plan helped to identify high pedestrian usage areas; the higher the usage (including latent demand) the greater the need and urgency for sidewalks.
- **School Access:** Recommendations of the safe routes to school plans were reviewed for sidewalk gaps. In addition, the neighborhood streets were reviewed once again after the draft plan was prepared to further consider sidewalks segments providing direct access to schools.
- **Comments:** Comments and recommendations made by subcommittee members or comments received through public input were considered.

Table 9.17 lists key streets needing sidewalks based on the criteria above. Priorities rankings were established based on the criteria as well. Higher usage and/or higher volumes of traffic indicated a safety issue; hence those streets rated as priorities.

There are also numerous streets in Stevens Point where sidewalks are not uniformly provided. Often sidewalks are provided for half of a block and then not for the other half. Many of these gaps in the sidewalk system are identified as priorities in Table 9.17 and on Map 9.2. Other small gaps still exist but are not considered priorities largely because they are not on or connect directly to arterial or collector streets. The streets with these sidewalk gaps are still identifiable on Map 9.2 but are considered lower priorities. After the draft plan was developed, the consultant team reviewed the areas around the schools along with the safe routes to school plans. About 10 small segments of sidewalks were added as secondary and tertiary priorities on Map 9.2.

Portage County Bicycle & Pedestrian Plan

Map 9.2: Urban Area Sidewalk Inventory & Recommendations

TOWN OF HULL

CITY OF STEVENS POINT

VILLAGE OF PARK RIDGE

VILLAGE OF WHITING

TOWN OF LINWOOD

VILLAGE OF PLOVER

Legend

- Incorporated Area
- County Park
- State/Municipal Park
- Water
- School
- Shared Use Path - Existing
- Shared Use Path - Planned
- Sidewalk - Existing

Sidewalk Recommendations

- High Priority
- Medium Priority
- Low Priority

N W E S

Miles

0 0.25 0.5 1

Map data provided by Portage County and the U.S Census Bureau. | 3/17/2026

TABLE 9.17: PRIMARY STREETS NEEDING SIDEWALKS

Street	Arterial	Collector	Use	Comments	Priority
Brilowski Road (US 10 – Northpoint) *Stevens Point, Town of Hull*	Yes	No	Low	Has paved shoulders now	Medium/ High priority
Country Club Drive (State Highway 66 – Hoover Rd) *Town of Hull*	Yes	No	Low	Shared use path constructed in 2025	Low Priority
Division Street (Maria Dr – Academy Ave) (Northpoint south 800') *Stevens Point*	Yes	No	High	Add sidewalk from Maria to Academy on east side and at intersection of Northpoint and Division	High Priority, slated for 2026-2027
Elm Street (Post Rd to Hoover Rd) *Whiting, Plover*	Yes	No	Low to moderate	Serves McDill Elementary School	High Priority (Post to Willard) to Low Priority (east of Willard)
Feltz Avenue (McDill Ave – Heffron St) *Stevens Point, Whiting*	No	Yes	Low		Medium Priority
Foremost Road (Willow Dr – River Dr) *Plover*	No	Yes	Low to moderate		High Priority
Frontenac Avenue (Algoma St – Jefferson St) *Stevens Point*	No	Yes	Moderate	Very short gaps exist	High Priority
Green Avenue (Stanley St – Park Ridge Dr) *Stevens Point*	No	Yes	Moderate Jordan to Park Ridge		Low Priority, High Priority (from Jordan south)
Greenbriar Avenue (Park Ridge Dr – Hillcrest Dr) *Park Ridge*	No	Yes	Moderate		Low Priority
Heffron Street (Feltz Ave – Hoover Rd *Stevens Point*	No	Yes	Moderate	Connection between Green Circle and Hoover Ave path	High Priority, Both sides
Jackson Avenue (Plover Rd – Maple Dr) *Plover*	No	Yes	Low to moderate		Medium Priority
Jefferson Street/Hillcrest Drive (Frontenac Ave – Greenbriar Ave) *Stevens Point, Park Ridge*	No	Yes	Low to Moderate		High Priority, (Jefferson to Sunset)

Street	Arterial	Collector	Use	Comments	Priority
Leahy Avenue (Heffron St – Industrial Park) *Stevens Point*	No	Yes	Moderate		Medium Priority
Main Street/Park Ridge Dr (Frontenac Ave – I-39) *Stevens Point, Park Ridge*	Yes	No	Moderate	Sidewalk needed on north side	High Priority (Wilshire to Lynwood Ave)
Maple Bluff Road/Golla Road (US 10 – Brilowski) *Town of Hull*	No	Yes	Low to moderate	Near Bannach Elementary School	Medium to Low Priority
McDill Avenue (Feltz Ave – Brilowski Rd) *Stevens Point, Whiting, Plover*	Yes	No	Low to moderate		Medium Priority east of Olympia; High Priority west of Olympia
Minnesota Avenue (Railroad – Church St) *Stevens Point*	No	Yes	Low to moderate	Has an urban shoulder	Low Priority
North Point Drive (Michigan Ave – Green Circle Trail) (Michigan Ave – Wilshire Dr) *Stevens Point*	Yes	No	Moderate	Connect 200' from North Point/Michigan intersection to Green Circle Trail – either side of North Point	High Priority
Pinecrest Avenue (Jefferson St – Wilshire Dr) *Stevens Point, Park Ridge*	Yes	No	Moderate	On the west side of Pinecrest Ave up to the existing sidewalk on the east side of Wilshire Blvd	High Priority
Plover Springs Drive (Post Rd – Hoover Rd) *Plover*	No	Yes	Low		High Priority
Porter Road (Hoover Rd – Brilowski Rd) *Plover*	Yes	No	Low to moderate		High Priority
Forest Drive (Cleveland Ave - Wilson Ave) *Plover*	No	Yes	Moderate		High Priority
Rice Street (Church St – Michigan Ave) *Stevens Point*	No	Yes	Moderate	North side of Rice St	Medium Priority
Sixth Avenue Pedestrian Mall (Division St – Isadore St) *Stevens Point*	n/a	n/a	High	Pedestrian mall	High Priority
Songbird Lane (Windy Dr – Badger Ave) *Stevens Point*	No	No	Moderate		Low Priority

Street	Arterial	Collector	Use	Comments	Priority
Stanley Street (Minnesota Ave – I-39) *Stevens Point*	Yes	No	High	Add sidewalk to north side	High Priority (Lindberg to Wilshire on north side)
US 10 (I-39 – Brilowski Rd) *Stevens Point*	Yes	No	Low to moderate	Add wide sidewalk to north side of Hwy 10	High Priority

All sidewalks are for both sides of the recommended segment unless noted otherwise.

Several sources of information were used to prioritize key intersections. Crash data was used in identifying problem locations. Additionally, members of the public identified problem intersections and suggested changes to improve them. Other than improved crosswalk markings, there are few quick fixes to improve these intersections for pedestrians, but there may be other engineering solutions for some of these intersections which will be more costly and more difficult to implement.

Cost and Funding

Fund a sidewalk retrofit program to install sidewalks along corridors annually in Stevens Point and the Village of Plover, Whiting, and Park Ridge.

The most palatable and equitable way for new sidewalks to be retrofitted into street rights-of-ways is for the community to fund them. Adjacent property owner opposition to sidewalk construction is most heightened when adjacent property owners are required to pay for sidewalks. A sidewalk retrofit budget is recommended for Stevens Point and the Village of Plover.

There are three funding strategies for crossings.

1. Intersections can undergo changes beneficial to pedestrians when the streets are reconstructed (and sometimes when the pavement is replaced) and the costs can be covered by the overall project.
2. Since there are reported crash problems at these intersections, Highway Safety Improvement Program funds administered through WisDOT can be applied for if valid countermeasures are identified.
3. If small cost solutions are proposed, local funding is recommended.

Responsibility: *City of Stevens Point and the Villages of Plover, Whiting, and Park Ridge*

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CHAPTER 10:

PLAN IMPLEMENTATION

VANDEWALLE & ASSOCIATES INC.

10 | PLAN IMPLEMENTATION

Implementation of the Portage County Bicycle and Pedestrian Plan is envisioned as a long-term, phased effort that will unfold over many years. While the plan provides a clear vision and a comprehensive set of recommendations, some recommended infrastructure projects will require additional analysis before they can move forward. This may include detailed traffic impact studies, feasibility assessments, environmental reviews, engagement with local stakeholders, and coordination with state and local transportation agencies. Additionally, project implementation will depend on funding availability, as described later in this chapter. Over time, and as projects are implemented, the County will continue to refine, prioritize, and reprioritize projects to ensure that investments align with current goals and opportunities.

10.1 | Ongoing Prioritization of Plan Recommendations

The Short-Term Action Plan in Chapter 1 outlines immediate steps that the County and its partners should undertake in the next three to five years. After these priority items have been advanced, a quantitative and qualitative prioritization process could be used to determine which projects would be most important to fund and implement next.

Quantitative Analysis

The first step in the quantitative prioritization process is to identify a set of prioritization factors. Some potential prioritization factors are provided below.

- Would the project connect to an existing bicycle facility?
- Would the project connect to schools, parks, or other key destinations (employment center, hospital, grocery store, commercial area)?
- Would the project overcome a significant transportation barrier (highway, railroad, river)?
- Was the project prioritized by the public through public input?
- Would the project serve underrepresented populations or advance equity in the network?
- Would the project serve populations without access to a car?
- Is the project on the High Injury Network map?

After determining the criteria, the Project Team would develop a scoring system to score and rank projects. Once the highest-scoring projects have been identified, the team should complete the qualitative analysis to determine the final priorities and ranking.

Qualitative Analysis

The Project Team completed a qualitative analysis to identify the Priority Projects. The analysis focused on the following questions:

- Does the corridor rank highly in the quantitative analysis?
- Is the project feasible?
- Does the project have the support of the underlying municipality or municipalities?
- Does the project respond to community desires as expressed through the public input process? (e.g., preference for protected bicycle facilities, off-street trails, and urban-to-rural connections)
- Is this the right time for this project? (timing related to planned resurfacing or other capital projects, etc.)
- Are there outside funding opportunities available that could offset the cost?

- Is this a highly complex project that would take 4+ years to coordinate with various stakeholders, or would it be relatively simple to construct within 1-3 years?
- Would the project require the road to be redesigned and reconstructed?

10.2 | Steps for Implementing Bicycle and Pedestrian Infrastructure

This section provides a generalized overview of the steps involved in implementing infrastructure based on the location.

State or Federal Roads

Coordinate with state and federal agencies as needed. Review road reconstruction and other road project plans and schedules and identify roads and projects relevant to Portage County. Advocate for bicycle and pedestrian facilities early in the process.

County Roads

Coordination with WisDOT may be necessary if the road intersects with State highways or is part of a state-funded project.

Include paved shoulders in roadway design if funds are budgeted.

On-Street Paved Shoulders

Jurisdiction: Portage County

The Portage County Highway Department and County Board's current process of implementing paved shoulders on County roads is generally as follows.

1. Update Five-Year Capital Improvements Plan (CIP) based on roadway conditions or new construction
2. Review CIP against the recommendations of the Portage County Bicycle and Pedestrian Plan and consider implementation of paved shoulders
   a. Feasibility analysis and cost benefit analysis
   b. Consider for opportunities to implement Plan recommendations while supporting other County objectives such as maintenance shoulder needs, curves, or agricultural equipment needs
   c. Consider opportunities to connect critical facilities such as parks
3. If funds are budgeted for paved shoulders, include in paved shoulders in roadway design
4. Intergovernmental coordination as needed
5. Construction

On-Street Signed Routes

Jurisdiction: Portage County

A recommended process to implementing signed routes is as follows:

1. Identify looped bicycling routes to promote recreational biking. Give each route a memorable name so that it is easily identifiable to both visitors and locals. (Refer to Goal E in Chapter 6 for details about establishing recreational biking routes.)
2. As time and resources are limited, prioritize routes and develop a signage installation plan.
3. Design Bike Route Signage using signage best practices and emphasizing clarity, visibility, durability, and context-sensitive placement.
4. Install Bike Route Signage as resources allow, adding additional signs as more funds become available.
    a. Explore Bike Route Signage sponsorship by local businesses or organizations seeking a high-visibility, low-cost advertising opportunity that supports their brand.
    b. Identify partners and/or establish a shared funding arrangement to implement the Bike Route Signage and Wayfinding program. Partners could include local chambers of commerce, municipalities, businesses, Stevens Point Area Convention & Visitors Bureau, North Central Wisconsin Tourism Partnership, Portage County Business Council, etc.
5. Add Signed Routes to the County Bicycle Maps and distribute updated maps regularly. (Refer to the Short-Term Action Plan for detailed recommendations for County Bicycle Maps.)

Local Roads and Sidewalks in Cities and Villages

On-Street Protected, Buffered, or Traditional Bike Lanes

Jurisdiction: City of Stevens Point or Villages

A recommended process to implementing bike lanes is as follows. Certain steps of the process may be repeated multiple times, as more information is gathered and as designs are refined.

Bike Lane in the Urban Area

1. Review recommended bike lanes in this Plan. Prioritize or confirm priority at least once a year.
2. Scope the bike lane project and prepare the conceptual design. (E.g., what is the extent of the project? Is this a good time to incorporate related improvements such as pedestrian crossings, sidewalk, and repairs?)
3. Conduct initial stakeholder outreach and craft communications plan for future outreach. Conduct initial intergovernmental coordination if needed.
4. Collect, analyze, and share data communicating the need for the bike lane to the public and officials
5. Prepare initial budget estimates and align funding for the project. A few options for funding include:
    a. Put the project in the Five-Year Capital Improvement Plan.

   b. Request funds for the project in the annual budget as roads are resurfaced/reconstructed.
   c. Include the project in design when new development or infill occurs.
   d. Seek outside funding through grants.
6. Conduct predevelopment steps such as acquiring additional right-of-way (when needed)
7. Review constraints on the ground, refining and adjusting the design as needed
   a. Conduct property owner coordination and continue public engagement and communication. Continue intergovernmental coordination if needed.
   b. Refine the budget estimates.
   c. Finalize and share project design.
8. Construction
   a. Conduct property owner coordination and continue public engagement and communications during the construction phase.
   b. Celebrate the competed project with the community.

Sidewalks

Jurisdiction: City of Stevens Point or Villages

The process for implementing new sidewalks is similar to the process for implementing bike lanes described above. Critical missing links in the sidewalk network should be prioritized. Property owner communication is paramount.

Off-Street Shared Use Paths

Jurisdiction: City of Stevens Point, Villages, Towns, Portage County

Shared use paths may be constructed on private property, public property, or within road rights-of-way in the Rural and Urban Areas. A recommended process to implement shared used paths is as follows. Several steps of the process may be repeated as needed, as more information is gathered and as designs are refined.

1. Review recommended shared use paths in this Plan. Prioritize or confirm priority at least once a year.
2. Scope the path project and prepare the conceptual design. (E.g., what is the extent of the project?)
3. Conduct initial property owner and stakeholder outreach and craft communications plan for future outreach. Conduct initial intergovernmental coordination if needed.
4. Collect, analyze, and share data communicating the need for the path to the public and officials
5. Prepare initial budget estimates and align funding for the project. A few options for funding include:
   a. Put the project in the Five-Year Capital Improvement Plan.
   b. Include the project in design when new development or infill occurs.
   c. Seek outside funding through grants, sponsorships, or philanthropic gifts.
6. Conduct predevelopment steps such as acquiring land, easements, or right-of-way for the path alignment
7. Review constraints on the ground, refining and adjusting the design as needed

a. Conduct property owner coordination and continue public engagement and communications. Continue intergovernmental coordination if needed.
b. Refine the budget estimates.
c. Finalize and share project design.

8. Construction
   a. Conduct property owner coordination and continue public engagement and communications during the construction phase.
   b. Install amenities or other features (trailheads, wayfinding signage, etc.)
   c. Celebrate the competed project with the community.

10.3 | Funding Bicycle and Pedestrian Projects

There are many outside funding sources, including grants, available at the federal, state, regional, and local levels that can support the implementation of this Plan. A detailed list of such funding sources is provided in Appendix F. Multijurisdictional grant applications are encouraged, as they are viewed favorably when being considered for funding.

If grant funding is not available, bicycle and pedestrian projects may be funded by a local municipality's General Fund or through Tax Incremental Finance (TIF), where available. Larger projects may be best funded by General Obligation Debt, in the same manner that other street or other infrastructure projects are financed.

If public or grant funds are not available, the County and municipalities could also seek private funding for especially desirable bike and pedestrian projects. Private fundraising could include funds fundraised from philanthropic foundations or direct contributions by individuals. A "friends" organization or local nonprofit may be able to assist in the fundraising effort. Additionally, businesses and organizations could be invited to sponsor segments of a trail or on-road bikeway to help fund construction or ongoing maintenance.

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Appendix A

Appendix A1
Public Involvement Meeting Exhibits

Project Overview

SAFE STREETS AND ROADS FOR ALL (SS4A) PROGRAM

This roadway safety program was created by the Bipartisan Infrastructure Law and provides $5 billion over 5 years. The funding helps communities address the preventable crisis of deaths on our nation's roads, streets, and highways through safer people, roads, and vehicles; appropriate vehicle speeds; and improved post-crash care.

PORTAGE COUNTY SAFETY ACTION PLAN AND BICYCLE/ PEDESTRIAN PLAN UPDATE

- 2024 to 2027
- Project run by Portage County
- 80% funded by the federal government
- Collaborative effort with:

PORTAGE COUNTY CRASH STATISTICS

Crash stats (2019-2023)

Total crashes: 5,337

(8,145 damaged vehicles)

Achieving a goal of zero by 2045 would result in:

- **47 Lives Saved** *(from county roads only)*
- **316 fewer serious injuries** *(from county roads only)*

Crash Stats for all roadways in Portage County from 2019 thru 2023

- 38% of crashes run-off-the-road
- 36% of crashes occur in wet/snow/ice conditions
- 33 bike/ped crashes

Success Stories

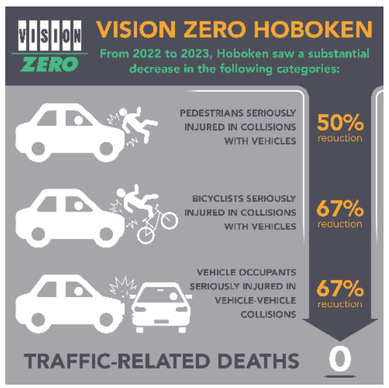
VILLAGE:
WHITEFISH BAY, WI

39% Crash Reduction

National Safety Foundation Award Winner

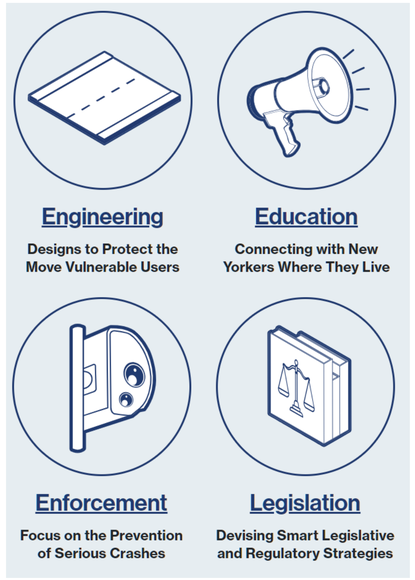
CITY:
HOBOKEN, NEW JERSEY

VISION ZERO



REGION:
NEW YORK CITY

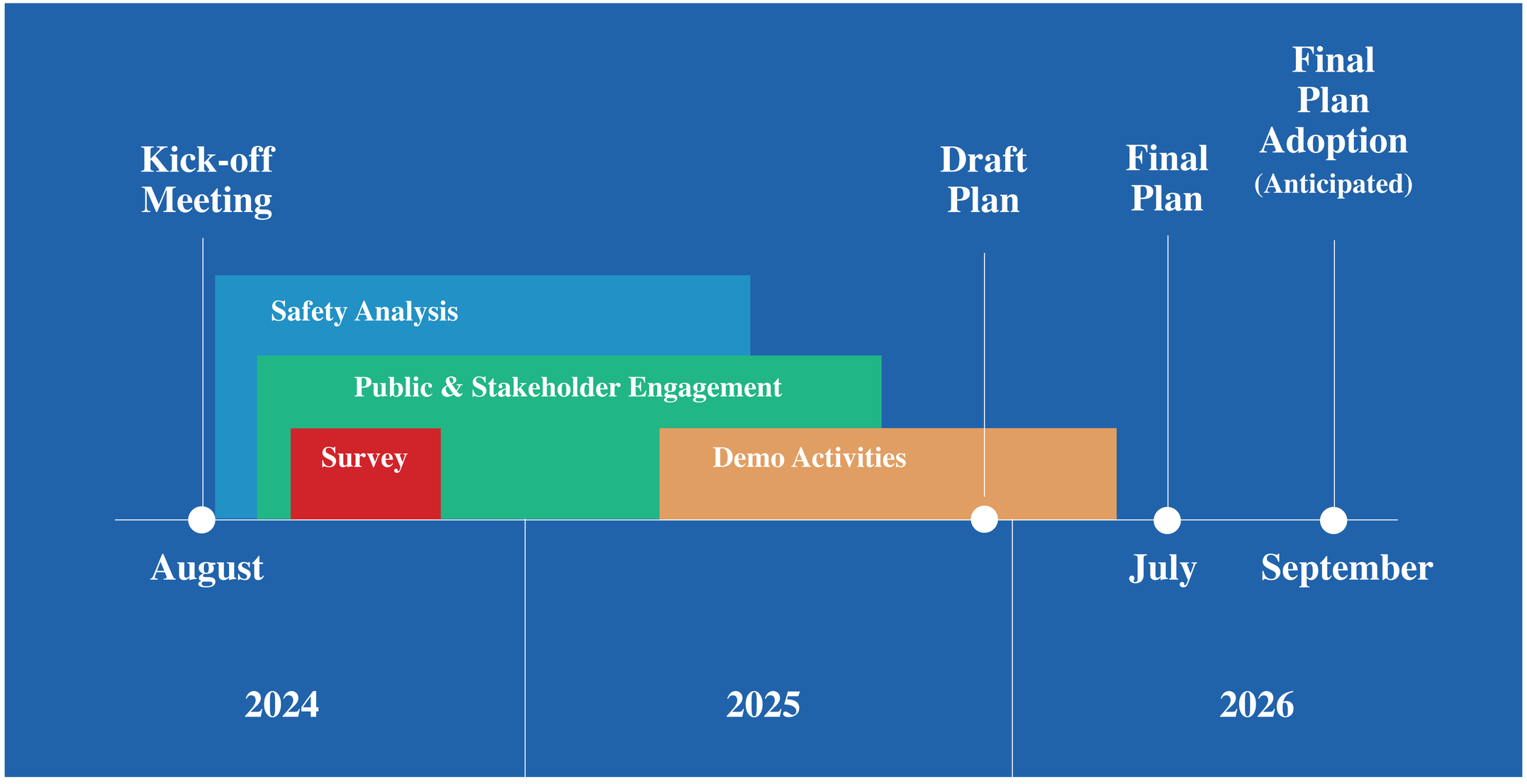
VISION ZERO
Building a Safer City



COUNTRY:
SWEDEN

Year	Traffic Fatalities in Sweden
1997	541
1998	531
1999	580
2000	591
2001	554
2002	552
2003	529
2004	480
2005	440
2006	445
2007	471
2008	397
2009	358
2010	266
2011	319
2012	286
2013	260
2014	270
2015	259
2016	270
2017	252
2018	324
2019	221
2020	204
2021	210
2022	227

Schedule


Kick-off Meeting
Draft Plan
Final Plan
Final Plan Adoption (Anticipated)
Safety Analysis
Public & Stakeholder Engagement
Survey
Demo Activities
August
July
September
2024
2025
2026

Safe System Approach

- Roundabouts reduce severe crashes
- Crash avoidance technology, such as automatic braking, reduces crashes
- Seatbelt usage reduces fatal crash risk by 45% or more
- Efficient communication aids post-crash care
- At 30 mph, a pedestrian struck by a vehicle has 40% chance of dying

Fatal Crashes (2019-2023)

Portage County Fatal Crashes

- Roadway Type

Interstate/State Highways 13

County 5

Local Roads 8

- Crash Type

Run-Off-Road 17

Multi-Vehicle 8

Bicycle 1

- Location

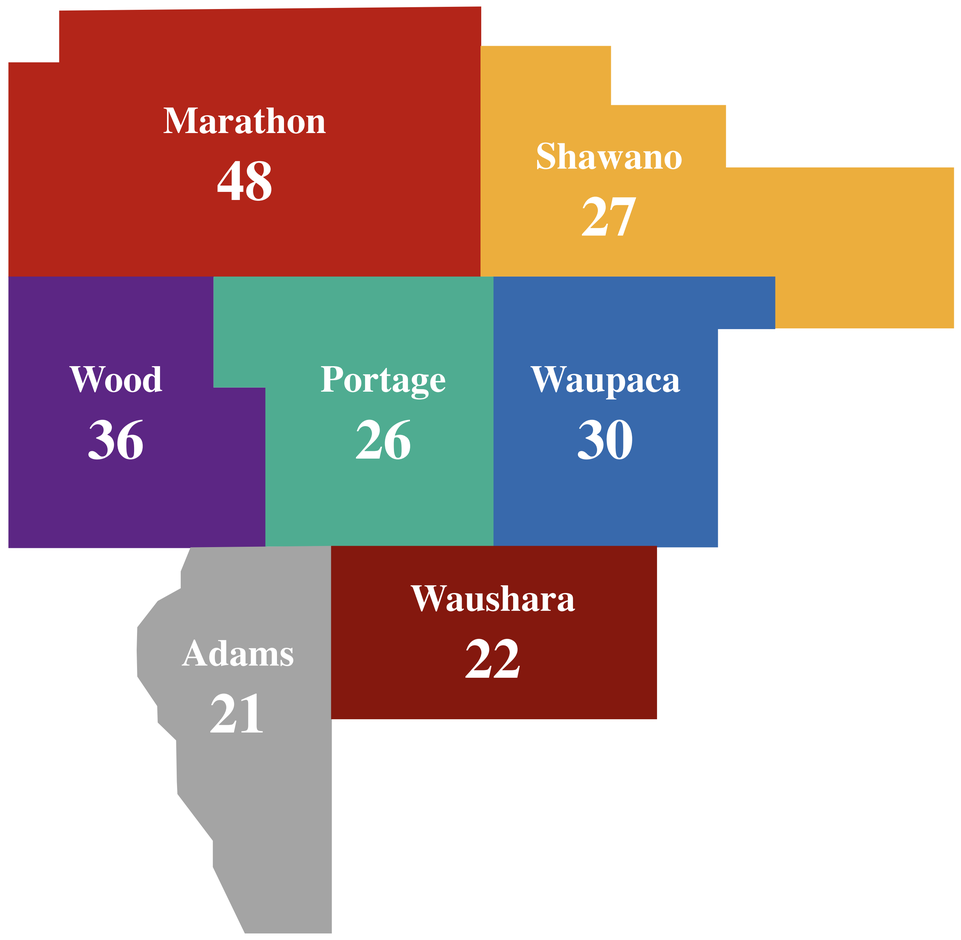
Rural 22

Urban 4

- Alcohol/Drugs in 11 of 26 Crashes

- Nighttime 12 of 26 crashes

How Does Portage County Compare?



WELCOME

Public Information Meeting

Study Overview

SAFE STREETS AND ROADS FOR ALL (SS4A) PROGRAM

This roadway safety program was created by the Bipartisan Infrastructure Law and provides $5 billion over 5 years. With Portage County winning $200,000 in December 2023, this SS4A funding will help our community address the preventable crisis of deaths and serious injuries on our local roads, streets, and highways through safer roads, vehicle speeds, vehicles, people, and improved post-crash care.

PORTAGE COUNTY SAFETY ACTION PLAN AND BICYCLE/PEDESTRIAN PLAN UPDATE

- 2024 to 2027
- Project run by Portage County
- 80% funded by the federal government
- Collaborative effort with:

PORTAGE COUNTY CRASH STATS

Crash stats (2019-2023)

Total crashes: 6,353

(9,163 damaged vehicles)

Crash stats for non-deer crashes in Portage County (2019-2023)

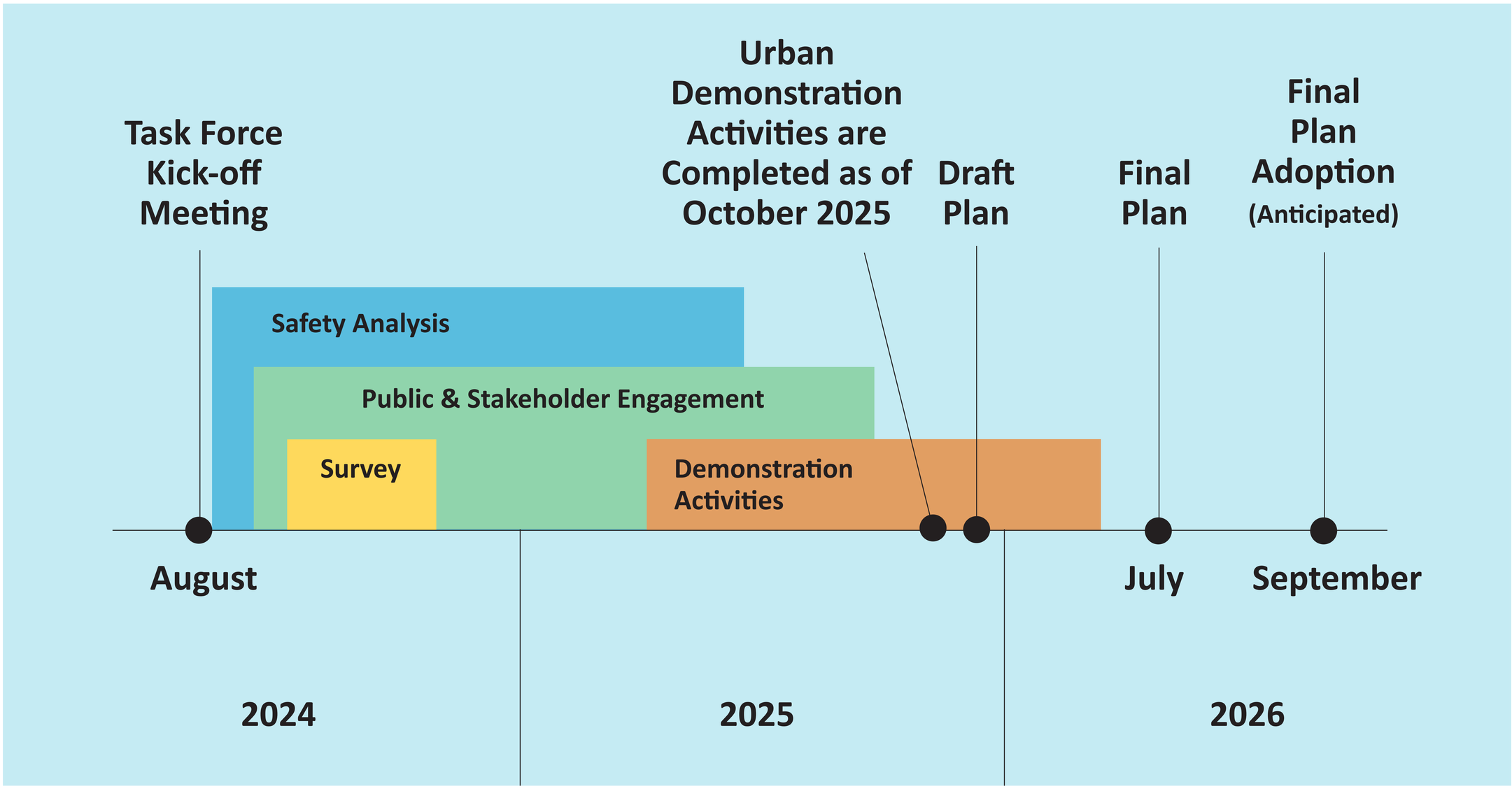
- 38% of crashes run-off-the-road
- 36% of crashes occur in wet/snow/ice conditions
- 33 bike/ped crashes

Achieving a goal of zero by 2045 would result in:

- 47 Lives Saved *(from county roads only)*
- 316 fewer serious injuries *(from county roads only)*
- Comprehensive cost savings of $422,200,000*

*Comprehensive crash costs (a.k.a. societal crash costs) are a combination of tangible impacts (i.e., economic costs) and the monetized pain and suffering (i.e., quality-adjusted life years). Comprehensive costs are meant to capture all of the impact that results from crashes. Source: FHWA Crash Costs for Highway Safety Analysis - adjusted for 2020 dollars.

Schedule


Task Force Kick-off Meeting
Urban Demonstration Activities are Completed as of October 2025
Draft Plan
Final Plan
Final Plan Adoption (Anticipated)
Safety Analysis
Public & Stakeholder Engagement
Survey
Demonstration Activities
August
July
September
2024
2025
2026

Survey Results

Top Concerns Noted by Survey Respondents

Roads

– Insufficient sidewalks
– Poor road conditions (e.g., potholes)
– Sidewalks not cleared of snow/ice

People

– Distracted driving
– Aggressive driving
– Drivers are not respectful of pedestrians

Speeds

– Drivers exceeding posted limits regardless of signage
– Speeding in residential areas and near schools
– Narrow roads that have heavy traffic and high speeds

Vehicles

– Large vehicles, particularly concerning to pedestrians

Post Crash Care

– Train blockages delaying emergency vehicle access
– Severe crashes at intersections causing delays
– Roadway congestion, particularly at intersections

Survey conducted online from Oct. 21-Nov. 20, 2024. 903 responses for a margin of error of +/-3% with a confidence level of 95%.

Demonstration Activities – Urban

Separated Bicycle Lanes

Temporary Curb Extensions

Demonstration Activities – Rural

Optical Speed Bars

Wider Edge Lines

High Injury Network

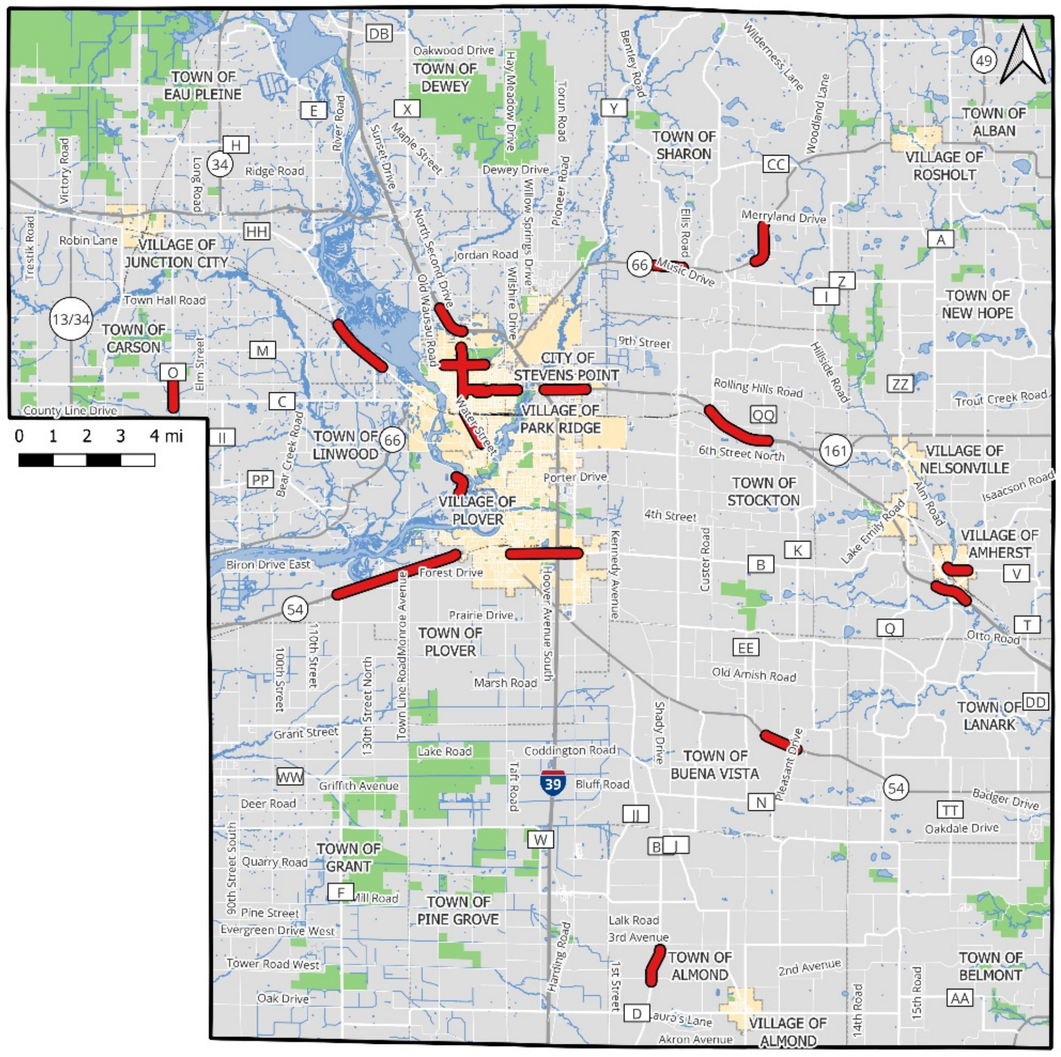
About the HIN

- 1,421 Crashes on HIN in 5 years (2020-2024)
- 12 rural corridors: ~15.8 miles
- 8 urban corridors: ~8.3 miles

28% of all crashes in Portage County occurred on the HIN

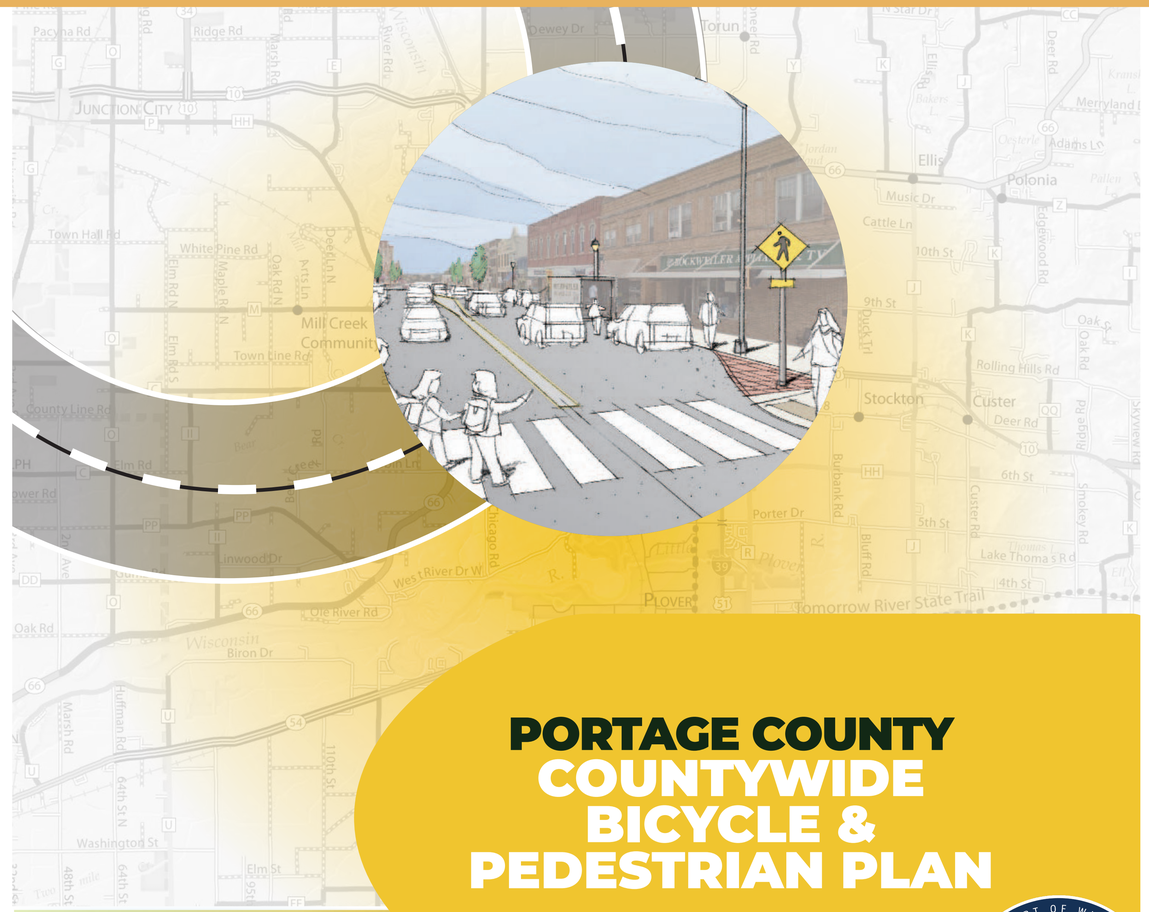
1.3% of roadways make up the HIN

Takeaway: 28% of crashes in Portage County occurred on only 1.3% of the roadway miles



Bicycle and Pedestrian Plan

- Update to 2014 plan
- Includes
  - Short-term action plan
  - The case for bicycling and walking
  - Steps for building a culture of walking and biking
  - Rural & urban recommendations



Q&A

For more information, please visit:

https://www.co.portage.wi.gov/735/Safe-Streets-Roads-For-All-Grant

Appendix A2
CSAP Intro Flyer

Portage County

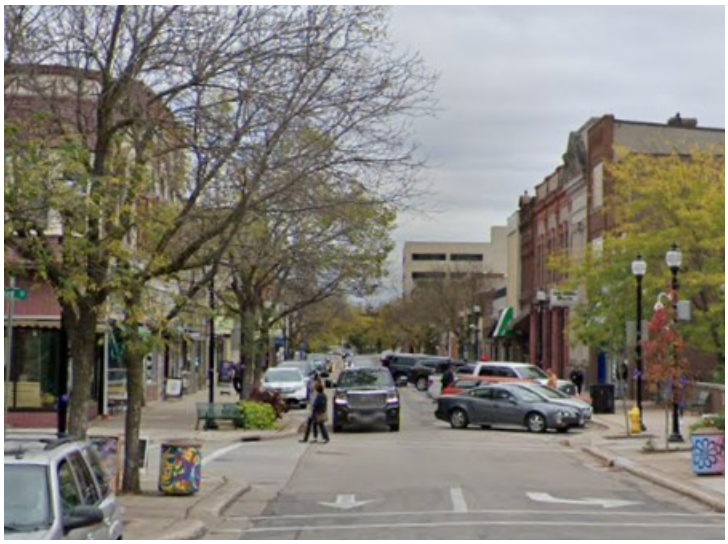
Bicycle & Pedestrian Safety Study Overview

Plan

Goal: Zero roadway fatalities and serious injuries in Portage County by 2045.

- Engage multi-jurisdictional collaboration
- Solicit input from the community and key stakeholders
- Blend engineering analysis with input received from the community
- Identify engineering, enforcement, and education-related solutions
- Develop a Safety Action Plan

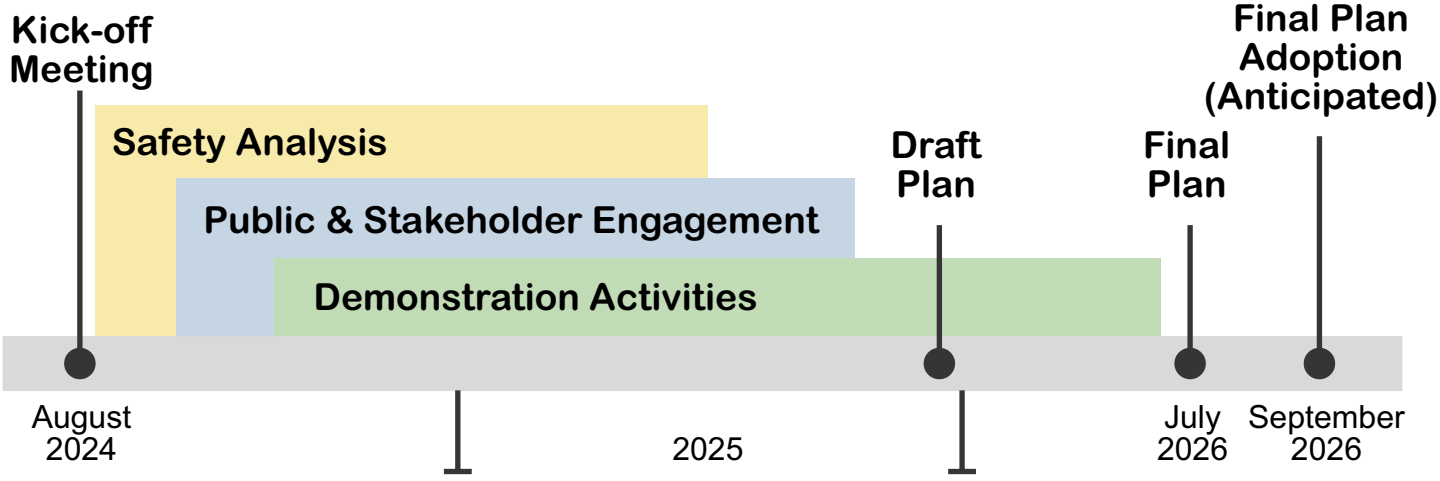
  Oversee and adjust the Safety Action Plan to ensure progress toward the 2045 goal.



Key Stakeholder Groups

- UW-Stevens Point
- City of Stevens Point
- Town of Hull
- Town of Hull
- Portage County
- Partnering Villages

Timeline



Portage County

Safety Action Plan Overview

Portage County

The primary goal of the Portage County Safe Streets and Roads for All (SS4A) Action Plan is to eliminate all roadway fatalities and serious injuries by 2045. Supported by a $200,000 SS4A grant, this project fosters collaboration between Portage County, the City of Stevens Point, and the Villages of Plover, Whiting, and Park Ridge. The plan will be developed through a structured and equitable public planning process involving a Task Force, Sub-Committees, and consulting firms. Active community participation is strongly encouraged to ensure the plan meets local needs.

Contact Information:

Portage County
Planning & Zoning Office
1462 Strongs Avenue, Stevens Point,WI 54481
Phone: (715) 346-1334
johnsokr@co.portage.wi.gov

Appendix A3
Completed Task Force Assignments

Background: “The ability to navigate the local environment is critical to children maturing, developing, and gaining confidence and a sense of personal agency. Independent mobility is important for all children, including those with disabilities, to prepare them for independent life as adults.”

“Children are less visible to people driving cars and trucks, the designs of which often neglect to account for the heights of children and other users.Globally, 500 children die each day from road traffic crashes. These injuries are the leading cause of death for people ages 5 to 29”

Approach: We reviewed https://nacto.org/publication/designing-streets-for-kids. This 216 page document is a wealth of information and ideas for road and sidewalk design to promote safe and enjoyable pedestrian movement. All quoted material is from this document.

Recommended Actions:

BUILD WIDE AND ACCESSIBLE SIDEWALKS (Pg 132/216)
“Sidewalks are the foundation of the transportation network for children and caregivers. Their design should reflect their use as both a right-of-way for movement and as a public space where children spend a large portion of their days. A high-quality sidewalk has enough space for several people to walk side by side or in small groups. Sidewalks should provide enough room for conversation and play to coexist with movement..”

“A clear, unobstructed path for pedestrian movement should be wide enough to accommodate several people walking side by side, including children, people in wheelchairs, and people with strollers. The clear path should be at least 1.8–2.4 m [5.9-7.8 ft] wide in residential settings and 2.4–4.5 m [7.8-14.8 ft] wide in downtowns, school zones, or commercial areas with heavy pedestrian volumes.”

Thinking specifically about the sidewalks on Division Street near the UWSP campus, there is opportunity to widen sidewalks to allow additional space for pedestrians to walk stores, restaurants and other destinations safely. The current width of the sidewalk is 5 ft 3 in.

“Install pedestrian ramps at every pedestrian crossing and change of level. They should be built of non-slip materials and have a maximum slope of 1:10 (10%), ideally 1:12 (8%). These ramps are critical for people in wheelchairs and pushing strollers. They should be alignedperpendicular to the pedestrian crossing.”

IMPROVE PEDESTRIAN CROSSINGS (Pg 130/216)
“Pedestrian crossings are a fundamental component of a safe, continuous pedestrian network. To support safety and comfort for all users, crossings should be frequently spaced, clearly marked, at grade, and as short as possible. When designing pedestrian crossings, special consideration should be given to children and people with limited mobility.”

“Traffic-calming strategies such as speed bumps, speed tables, and raised crossings

should be applied to reduce speeds of approaching vehicles near unsignalized crossings and in areas with high volumes of children and caregivers.”

The speed bumps on Church St near Belts seem to be an effective measure for slowing down traffic.

“It is critical to ensure that kids can both see and be seen by people driving or cycling. Prohibit parking within 6 to 8 m of intersections, add curb extensions where possible, place stop bars at least 3 m from crossings, and minimize visual obstructions within 3 to 5 m of crossings.”

Portage County Safety Action Plan

Focus Area #1: Motorcycle Safety

Background

In 2023 a study was conducted using data from the National Highway Traffic Safety Administration, and found that Wisconsin ranks as the 6th most dangerous state for motorcyclists. That study also suggests 14.42% of the 825 fatal crashes in Wisconsin involved motorcycles. (https://www.weau.com/2023/04/20/study-wisconsin-ranks-6th-most-dangerous-motorcyclists/)
In Portage County motorcycles make up 1.9% of all crashes, but 15.5% of all fatal and serious injury crashes. Approximately 100 motorcyclists are killed and more than 2,500 injured each year in Wisconsin traffic crashes. (https://zeroinwisconsin.gov/programs/motorcycle-safety/#:~:text=Approximately%20100%20motorcyclists%20are%20killed,with%20additional%20education%20and%20training)
In the state of Wisconsin, helmets are required for riders under the age of 18 or with an instructional permit.

Approach

A survey was conducted of motorcycle/ATV/snowmobile/other motorized vehicles users, asking their opinions on safety concerns and ways to improve the safety of these drivers. Eight respondents listed the top three safety concerns, in order, as lack of awareness by other drivers, distracted drivers, and poor road conditions. When asked what the biggest barrier is to improving rider behavior the highest rated response was lack of education. Cultural attitudes and peer influence are also noted as factors.

When asked which infrastructure conditions most impact motorcycle safety; the top three responses were potholes or rough pavement, dangerous intersections, and debris or gravel on the road. The respondents stated that the best way to help improve motorcycle safety would be to offer more school based education for new drivers, rider safety courses, and media campaigns targeting car drivers on the sharing the road with motorcyclists.

Finally, when asked what they thought contributed to 15.5% of all fatal and serious injury crashes in Portage County having only 1.9% motorcycle involvement, 75% of the respondents said rider experience was the leading cause. Other factors noted included lack of protection for riders, high speeds at time of the crash, road conditions, limited visibility to other drivers, and impairment of the rider or vehicle driver.

Recommended Actions

1. **Use media campaigns to promote motorcycle and bicycle safety.**
   Portage County and the City of Stevens Point could use media campaigns to promote the safety of motorcyclists in the area. This campaign could target bicyclists' safety at the

same time and be similar to the “Share the Road” campaign that was done years ago in the state of Wisconsin.

2. **Create incentives and promote continued rider education.**
   Create incentives and promote the idea that motorcyclists continue taking rider and advanced rider safety courses that are offered in their area.

3. **Prioritize Road Maintenance for Motorcycle Safety.**
   Address key infrastructure concerns identified in the survey—especially potholes, rough pavement, and debris. Portage County and the City of Stevens Point should ensure that routine maintenance programs and seasonal sweeping schedules are optimized to reduce motorcycle hazards, particularly on high-speed or rural roads where serious injury crashes are more likely.

4. **Conduct Motorcycle-Focused Road Safety Audits (RSAs).**
   Include motorcycle-specific considerations in road safety audits, especially at high-risk intersections and corridors with past motorcycle crashes. Engineers can evaluate visibility, signage, pavement friction, shoulder conditions, and transition areas where vehicles merge or turn.

5. **Enhance Visibility at Intersections and Curves.**
   Implement safety countermeasures such as enhanced signing and striping (e.g., high-visibility signage or advanced warning signs), increased lighting, and mirror installations at blind curves or rural intersections to support earlier detection of motorcyclists by other drivers.

6. **Expand Driver Education on Motorcycle Awareness.**
   Partner with driver’s education programs to include practical information on sharing the road with motorcycles, understanding their maneuvering capabilities, and anticipating their behavior—especially at intersections and during lane changes.

7. **Pilot “Motorcycle-Friendly” Infrastructure Treatments.**
   Test treatments like “motorcycle-friendly” rumble strips (with skip gaps), upgraded pavement markings with better wet-weather friction, and better maintenance of edge drop-offs—all known to reduce motorcycle crash risk without compromising safety for other users.

8. **Collaborate with Motorcycle Groups for Community Outreach.**
   Form a working group with local riders to co-develop communication materials and provide feedback on local safety concerns. These stakeholders could help co-host events or workshops that emphasize peer-to-peer influence and positive cultural change around safety.

9. **Consider Mobile or Pop-Up Safety Stations.**
   In high-riding season months, deploy portable safety stations at common rider routes or gathering areas to distribute visibility gear, conduct quick bike checks, or offer safety info. This low-cost, high-visibility tactic supports both rider education and engagement.

PORTAGE COUNTY SAFETY ACTION PLAN TASK FORCE RESEARCH TEMPLATE

Focus Area #2: Alcohol/Drug & Distracted Driving

Why this topic?

- 7.7% of all crashes in Portage County but **35%** of Fatal & A-level Crashes

To Be Completed by Task Force:

Assign a Focus Area Leader: Gary Garske

Complete the following information. Limit to 1-page maximum. – ***look at page 2***

Background (why it's important)

Approach (how you researched it)

Findings (what you found)

Recommended Actions – Identify 2 to 5 actions to recommend for consideration by the County and/or Municipal leadership for implementation. Provide supporting evidence for your recommendations. Consider the four E's of safety: education, enforcement, engineering, and emergency response.

Due Date

Deliver to Kristen Johnson, Portage County Planner & Project Manager, Johnsokr@co.portage.wi.gov by April 30th, 2025.

Focus Area #2: Alcohol/Drug & Distracted Driving

Background

CDC has reported that 9 people in the US die each day due to crashes which involve a distracted driver. Additionally, National Highway Traffic Safety Administration highlights that about 34 people in the US die every day in drunk-driving crashes. Impaired and distracted driving can cause significant bodily harm or even death, which are preventable.

Approach

Utilized the 2022 LIFE Report Summary from UW River Falls & LIFE Report Data Placemats, 2022 Community Health Assessment, 2023 & 2024 Law Enforcement Annual Report data, and Youth Risk Behavior Survey (YRBS) data to identify local perceptions and data regarding impaired and distracted driving. Additionally, we researched best practices for strategies to reduce impaired and distracted driving.

Findings

2023 Portage County High School YRBS Data showed 6% students indicated drinking and driving in last 30 days, which was a 2% increase from 2021. Additionally, 51% student drivers texted and/or drank while driving in past 30 days, which was a 7% increase from 2021. Also, 17% of students rode with a driver who had been drinking. Portage County Sheriff Annual Report indicated an increase in 1st, 2nd, 3rd and 4th offense OWI from 2023-2024 within Portage County, as well as an increase in crashes & crashes which resulted in fatalities or injury which involved alcohol/drugs. Stevens Point PD indicated there were 193 OWI citations in 2023. The 2024 Plover PD annual report indicated that 7% of traffic violations were OWIs. The 2022 LIFE report summary identified that the Portage County DUI arrest rate is higher than the Wisconsin rate as well as 86% of survey respondents indicated that distracted driving is a problem and 83% of respondents agreed that drinking and driving is a problem (both of which were an increase from the 2017 report).

Recommended Actions

1. Use crash data to identify high risk areas to increase patrols or camera use (Red Ligh Cameras, AI Traffic Cameras, etc.) within known high risk areas
2. Implement Place of Last Drink (POLD) to help identify potential over serving to support education and resources
3. Increase the number of taverns that support and/or offer safe rides
4. Implement distracted driving laws within municipal ordinances for greater enforcement (WI Distracted Driving Crashes, Marshfield Example)
5. Policy/enforcement change with overnight parking tickets in certain areas (i.e. downtown parking policies to not encourage driving when drinking to avoid a parking ticket) – SP All Night Parking Ordinance,

Safe Streets 4 All 20 IS PLENTY

Background

Vision Zero is a twenty+ year old strategy to eliminate traffic fatalities and serious injuries. The strategy counters the traditional ideas about traffic safety that fatalities are inevitable and that crashes are caused by individuals. Vision Zero thinking recognizes that traffic safety requires a systems approach. People will make mistakes. The challenge is to design systems that will make mistakes much less serious.

Managing speeds is the most important component of Vision Zero. 20 IS PLENTY focuses on encouraging drivers to lower their speeds by establishing and enforcing lower speed limits. 20 IS PLENTY aims at speed reduction on local residential streets.

Slower speeds have the following benefits:

- Stopping distance is reduced.
- Field of vision is wider.
- Drivers have better steering control.
- Crashes are less severe.

Slower streets are thus safer for people using all transportation modes. Reducing speed by 1% results in a 5% crash reduction. There is an 8% likelihood of death for a pedestrian hit by a vehicle going 20 MPH. The chances of a fatality rise to 20% at 30MPH, and to 45% if the vehicle is traveling at 40MPH.

Approach

We consulted materials from Vision Zero, a movement to eliminate all fatalities and serious injuries and increase safe, equitable, and healthy mobility for all; the City of Madison, Wisconsin; the Stevens Point Police Department (SPPD), The National Association of City Transportation Officials (NACTO), and Wisconsin Transportation Bulletin 21, 2009.

Findings

Problem: From 2009 - 2022 the US experienced an 84% increase in pedestrian fatalities. From 2019 - 2024, in Madison 71 people died in 65 fatal crashes. In 2022-22 there were 46 fatalities. In 2020 Madison received 116 requests for traffic calming. In 2024, Stevens Point police issued 461 speeding citations and the city had 807 crashes. There was one pedestrian fatality in the city in 2024.

Precedents for 20 IS PLENTY: Madison conducted pilot programs in two neighborhoods before instituting 20 IS PLENTY in city local residential neighborhoods in December 2024. The half-million dollar project will erect 2,000 signs around Madison by December, 2025. Stevens Point has joined more than 60 US communities that have committed to Vision Zero practices. The Village of Park Ridge Board of Trustees recently agreed to adopt 20 IS PLENTY in 2025. Village awareness of 20 IS PLENTY is derived from Safe Street 4 All.

Conclusions

20 IS PLENTY would be a sensible addition to Safe Streets 4 All. It is one part of the systematic approach that Stevens Point signed up for when we made our commitment to Vision Zero in 2016. It is not the sole way to

reduce speeds. Cities have found it most effective when implemented with accompanying traffic calming measures.

Suggested implementation

1. Analyze city speeding citation and accident data to find neighborhoods that could most benefit from lowered speeds, keeping in mind that traffic calming is also required. Analyze different factors such as speeding complaints, land use, and crashes per square mile. This step might involve Development of a High Injury Network (HIN); NACTO has tools available for this analysis.
2. Decide on 1 or 2 pilot neighborhoods.
3. Make timeline.
4. Decide on pilot duration and how it will be evaluated.
5. Education/Outreach
    - Mail information /newsletters to those neighbors.
    - Social media. Add Vision Zero to City website.
    - Local officials and staff make appearances and provide info at local events.
    - Schedule appearances on local radio, TV, cable, podcasts.
    - Develop a website.
    - Hold neighborhood meetings in pilot areas.
    - Provide 20 IS PLENTY yard signs to neighborhoods.
6. Proceed with pilot
7. Evaluate pilot results
8. If results indicate, the City should confer with WDOT about the requirements to change local speed limits, including necessary studies:

    1) Measure and determine the 85th percentile speed, 50th percentile speed, design speed and pace speed.
    2) Evaluate crash data for the past three to five years.
    3) Document roadside development including land use, driveway locations, and school locations.
    4) Document roadway geometrics including lane widths, shoulder width, sight distance limitations at hills, curves and intersections, plus parking, pedestrian and bicycle activity.
    5) Determine the functional classification of the roadway and the practical function of the road within the state and local system.
    6) Document the current speed limit and level of enforcement.

    4/26/25 MEM, SUGARDOLLMARY@GMAIL.COM

    5/18/25 mem

Complete Streets Plan for Portage County, WI: Strategic Summary & Recommendations

Complete Streets policies are critical for creating safer, more accessible, and equitable transportation systems. These policies prioritize the safety and mobility of all users: pedestrians, cyclists, transit riders, and motorists; while supporting public health, sustainability, and economic vitality.

Wisconsin adopted a statewide Complete Streets policy in 2009, only to repeal it in 2015, citing cost and regulatory concerns. It remains the only state to repeal such a policy, deferring responsibility to municipalities. Since then, just 10 Wisconsin municipalities have adopted their own policies, including the City of Stevens Point in 2018. Unfortunately, Stevens Point's policy received a low score of 6/100 from Smart Growth America. In contrast, cities like Middleton, WI (77) and Howard County, MD (100) demonstrate how a strong policy can lead to measurable improvements in safety, mobility, and community engagement. Stevens Point is currently the only municipality in Portage County with a policy, highlighting an opportunity to both strengthen its policy and expand adoption across the county.

Key Strategies for Portage County's Policy Update

- **Establish a Clear Vision:** Center safety, accessibility, sustainability, and equity. Align with existing city and county sustainability and transportation plans.
- **Prioritize Equity:** Identify underserved communities using local data (e.g., income, race, disability status, vehicle access), and direct resources accordingly.
- **Apply to All Projects:** Ensure Complete Streets principles are integrated into all phases; new construction, reconstruction, maintenance, and operations.
- **Update Design Guidelines:** Reflect best practices in street design and ensure all future projects adhere to updated standards.
- **Include Community Voices:** Engage residents through inclusive workshops, pop-up events, and other outreach methods. Lived experience should inform planning.
- **Measure Performance:** Establish metrics (e.g., pedestrian/bike crashes, access equity, lane mileage) and track progress with transparent, annual reporting.
- **Create an Implementation Task Force:** Form a cross-departmental team and citizen advisory group to guide implementation and ensure accountability.
- **Develop a Detailed Action Plan:** Include timelines, funding strategies, responsible parties, and milestones. Look to Tucson, AZ as a model.
- **Build Coalitions:** Partner with schools, public health departments, advocacy groups, and local businesses to drive implementation and secure buy-in.
- **Seek State and Federal Support:** Apply for funding and technical assistance from programs like Smart Growth America and the USDOT.

Next Steps & Local Inspiration

Middleton's success, anchored by trail expansion, sidewalk programs, and a dedicated Pedestrian, Bicycle & Transit Committee, offers a model for Portage County. Their integration of transportation and land-use planning, combined with strong performance measures, shows what's possible.

Portage County can lead Wisconsin's rural regions in modern, inclusive, and data-driven street design. Beginning by updating Stevens Point's policy, expanding adoption to neighboring municipalities, and placing equity and safety at the core of all transportation decisions.

PORTAGE COUNTY SAFETY ACTION PLAN

TASK FORCE RESEARCH

Focus Area #5: Vehicle Dealership Coordination

Assign a Focus Area Leader: John Campbell, TADI, Director of Traffic Safety Engineering Services, jcampbell@tadi-us.com

Other participants: Gary L. Garske, MPH, RS, Division of Public Health Manager | Portage County Health Officer, garskeg@co.portage.wi.gov and Mike Helmrick, PLA, Rettler Corporation, mhelmrick@rettler.com

Background

Advancements in vehicle technology play a critical role in reducing traffic fatalities and serious injuries by preventing crashes before they occur. Features such as automatic emergency braking (AEB), lane departure warning, blind spot monitoring, and adaptive cruise control have been proven to reduce collisions and mitigate their severity. According to the Insurance Institute for Highway Safety (IIHS), vehicles equipped with forward collision warning and AEB can reduce rear-end crashes by up to 50%.

It was hypothesized that local dealerships may be able to influence or dictate the safety features of vehicles that they sell and/or have other ideas for educating drivers about the safety features available and how to use them.

Approach

Our task force focus group reached out to several local dealerships and national organizations to discuss this topic. Conversations with Tim Durigan, COO, of Mark Automotive and Nick Jarimusz, of AAA provided us majority of insights gathered during this task force assignment.

Takeaways

Local vehicle dealerships have minimal or no influence on the types of safety features that are included in the vehicles they sell.

Drivers often do not fully understand what safety features their vehicle has, nor how to use them properly. This is a result of numerous factors, including different names/acronyms for features for different vehicle brands, different perceptions of what terms mean (e.g., self-driving means different things to different people), and the overall newness of many features that were not available when many drivers took drivers education.

Safe driving pledges were explored. This would entail dealerships asking vehicle purchasers to sign an optional safety pledge when purchasing a vehicle. After discussions with AAA, safety pledges are most effective when incentivized and have follow-up accountability mechanisms to qualify for such incentives. Thus, such a program would be best administered by larger entities, such as AAA, which have more resources at their disposal. It does not appear to be a feasible option for local dealerships.

The most promising action item recommendation that came from this Task Force Focus Area was the willingness of AAA's regional Director of Public Affairs, Nick Jarmusz, to have discussions with local dealers in Portage County about a potential pilot study where vehicle dealership(s) would host

educational opportunities for drivers to learn about the safety features in vehicles on their lots or recently purchased vehicles.

Recommendations

It is recommended the Portage County planning staff remain in contact with Tim Durigan of Mark Automotive Inc. and Nick Jarmusz of AAA to help foster a potential pilot project to provide educational opportunities to drivers to learn about the safety features available in vehicles.

If this pilot project comes to fruition, it is recommended that Portage County Planning Department and the Portage County Sheriff Department promote these educational opportunities through social media channels and, if possible, local news.

Even if the pilot project does not happen, it is recommended that Portage County Planning Department and Portage County Sheriff Department share educational resources about the safety features in vehicles via social media channels and collaborations with local news.

Portage County Safety Action Plan

Focus Area #7: Community Funding Allocations for Safety

Background

Our city streets and highway systems were designed for vehicle speed and flow; getting from point A to point B in the fastest, most efficient way. As society continues to modernize, our streets and roadways have not kept up to keep pedestrians and bicyclists safe. Non Motorists continue to be put at risk on a daily basis due to infrastructure, speeding, inattentive driving, vehicle design, and driver behavior.

In recent years, many have turned to walking and bicycling as forms of transportation and recreation. However, in Stevens Point and Portage County, there are many populated areas lacking sidewalk and bike lanes, putting pedestrians and bicyclists at high risk.
From January 1, 2020 through April 30, 2025, Portage County saw 79 motor vehicle crashes involving pedestrians and bicyclists. Of these, 70 involved injuries, 13 being serious, and 2 resulting in fatalities. **(Wisconsin Traffic Operations and Safety Laboratory/Wisconsin DOT)**

Many communities throughout the country, including within the state of Wisconsin, have moved toward a goal of improving their roads, sidewalks, and bike paths for the safety of their citizens by setting aside annual funds earmarked specifically for this purpose. Milwaukee and Madison have committed to the Vision Zero Action Plan initiative; a strategy that strives to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, equitable mobility for all. (visionzeronetwork.org)

Comprehensive changes are needed in our street designs and the prioritization of transportation via bicycle and on foot. This means that as a city and county, we need to make changes to how we look at street design and make improvements to our existing infrastructure to make our roads, bike lanes, and sidewalks safe for all. We should allocate money on an annual basis to meet these needs.

Approach

Along with research, our committee reached out to two communities in Wisconsin, the Village of Whitefish Bay (Milwaukee County) and the Village of Windsor (Dane County) that allocate monies on an annual basis for roadway safety improvements, which include pedestrian and bicycle safety. Both communities realize that they must make pedestrian and bicycle safety a priority as they move into the future.

In 2024, The Village of Whitefish Bay used $75,000 in ARPA funds to create a Roadway Safety Fund within their 2024 budget. In 2025 the fund was reduced to $25,000, but the Village Board added $200,000 in capital improvement funds for pedestrian and bicycle improvements based on the recommendations of a pedestrian/bicycle study released in March of 2025. The village

has committed to making their community more accessible and safer for pedestrians, bicyclists, and motorists. They have received over $5 million in funding through federal and state programs such as Highway Safety Improvement Program (HSIP) and Signals and ITS Standalone Program (SISP). Whitefish Bay welcomes community involvement and has a webpage for residents to review the study and its findings. The village has an online checklist to keep up to date with the ongoing projects, as well as a bicycle and pedestrian safety improvement roadmap for their short-term and long-term infrastructure improvement recommendations.

As the population of Dane County has continued to grow, the Village of Windsor has taken steps to insure that funding is available to handle the added pressure on infrastructure and safety enhancements are needed as the village expands. In 2007 a transportation needs study assessment looked at the feasibility of an impact fee being used to help fund improvements and upkeep of the roadway system. The Village of Windsor adopted impact fees and it's adjusted annually based on the Consumer Price Index.

In researching this topic we found that many communities and counties, including Portage County, collect a wheel tax to set aside monies for road and safety improvements. To date there are 49 municipalities in the state of Wisconsin collecting wheel taxes ranging from $10 to $40 per vehicle(wisconsindot.gov). The cities of Eau Claire and Sun Prairie, for example, use a wheel tax, along with other funding, to annually set aside monies for improving roads and safety features. Examples of improvements these cities have made are; traffic calming in neighborhoods, safer pedestrian crossings, pedestrian islands, speed humps, curb extensions, protected bike lanes, etc.

Recommended Actions

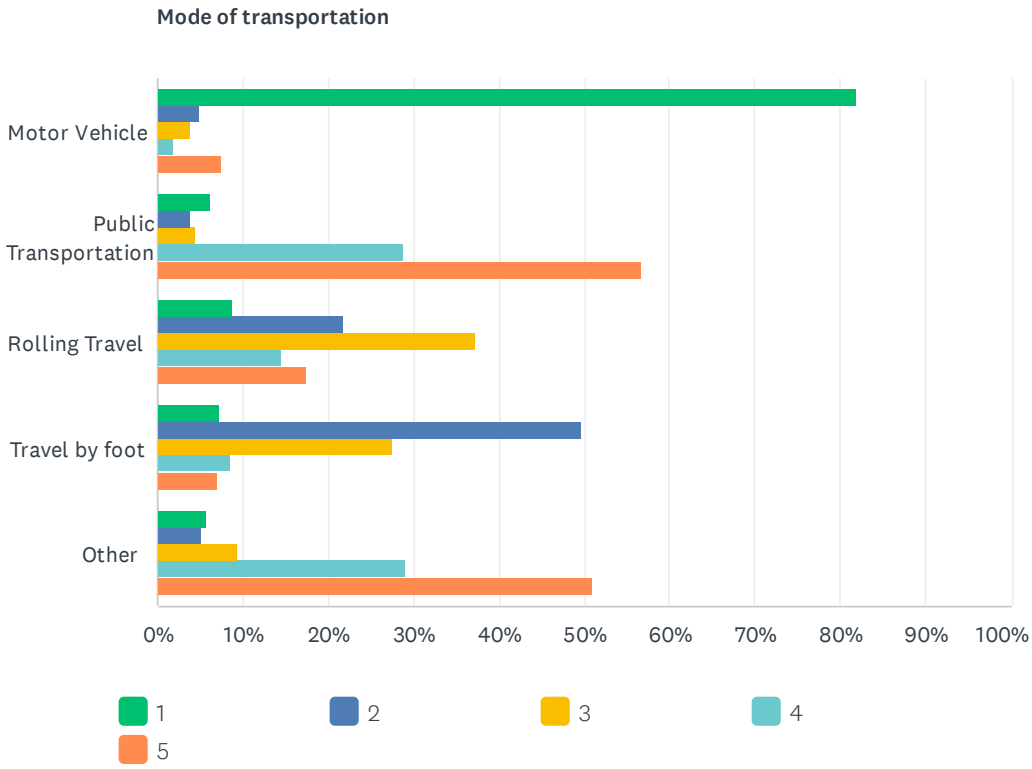
1. **Form a Traffic Safety Task Force**
   This group would work to increase traffic safety and reduce accidents and injuries using data driven strategies, community engagement, and policy recommendations.
2. **Implement a Wheel Tax in the City of Stevens Point**
   The city of Stevens Point could use a per vehicle wheel tax to collect money to be used specifically for improvements to be made for pedestrian and bike safety as well as road maintenance. This fee would be collected annually by the Wisconsin DOT as part of the vehicle registration fee.
3. **Pursue Funding Opportunities for Road, Pedestrian, and Bike Safety Through Federal and State Programs**
   Stevens Point and Portage County should continue to seek out funding from areas such as the Transportation Alternatives Program (TAP) and the Highway Safety Improvement Program (HSIP). The possibility of obtaining these funds would improve with a Traffic Safety Task Force in place.

4. **Integrate Safety Improvements Into all Street Repairs and Construction**
   This would ensure that every street repair, maintenance project, or new construction effort contributes to the overall safety and accessibility of the transportation network for all users, including pedestrians, cyclists, transit riders, and motorists.

Appendix A4
Survey Results

Q1 Starting with your primary method, rank the following modes of transportation from most used to least used.1 = most, 5 = least

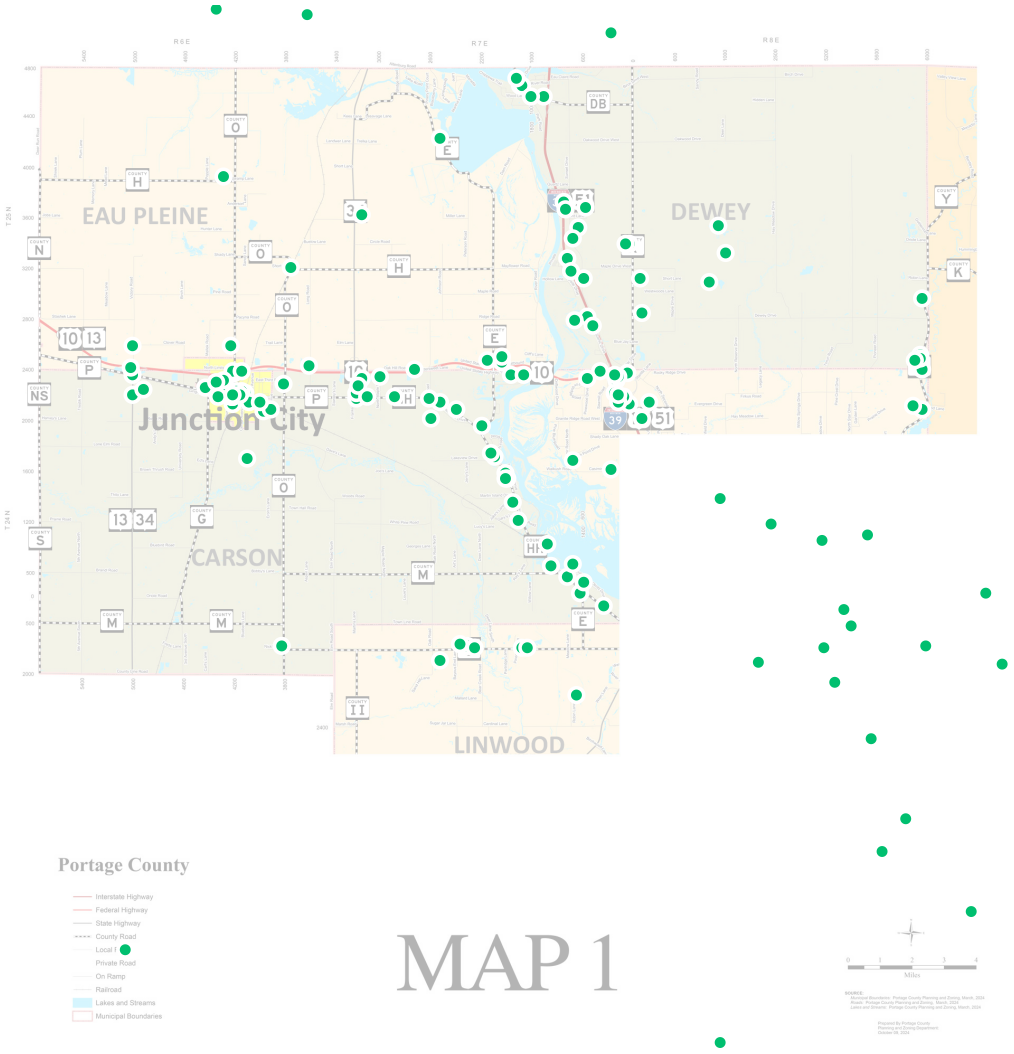
Answered: 901 Skipped: 2



Mode of transportation						
	1	2	3	4	5	TOTAL
Motor Vehicle	81.80% 737	4.99% 45	3.88% 35	1.89% 17	7.44% 67	901
Public Transportation	6.28% 49	3.85% 30	4.49% 35	28.72% 224	56.67% 442	780
Rolling Travel	8.81% 73	21.83% 181	37.39% 310	14.48% 120	17.49% 145	829
Travel by foot	7.29% 63	49.65% 429	27.55% 238	8.56% 74	6.94% 60	864
Other	5.75% 35	5.09% 31	9.36% 57	28.90% 176	50.90% 310	609

Q2 On Map #1 below, please select a location you believe is the most dangerous to roadway users. You may skip to the next map if you are unfamiliar with this area or do not have a location in mind.

Answered: 143 Skipped: 760



Q3 Why did you select this location? In your answer, please indicate which type of road user you believe is at risk (e.g., automobile drivers, pedestrians, bicyclists, farm equipment operators, etc.). If you were unable to click on the map, please describe the location you would have selected.

Answered: 137 Skipped: 766

#	RESPONSES	DATE
1	The closer the county roads get to Point, the greater the traffic	11/19/2024 10:51 PM
2	It has a school I am aware of and the Marshfield traffic comes through Junction City. I would love to see a wide blacktop or concrete pedestrian road from Junction City to Point.	11/19/2024 9:37 PM
3	Hwy X, the most direct route between Point and Wausau, is dangerous for cyclists. It needs to have wide paved shoulders. Or an off-road alternative non-motorized route.	11/19/2024 6:21 PM
4	#3 because w River drive is a disaster to drive on with pedestrians and bicyclists. Hwy 10 is bad too with everyone turning.	11/19/2024 6:16 PM
5	Because sometimes people try to beat the train to get into or out of town faster.	11/19/2024 4:24 PM
6	Motorists do now slow down	11/19/2024 3:34 PM
7	Roads in need of repair and not very safe for bicyclists or pedestrians. Train crossing and traffic on main road, may benefit from stoplights or changes in how the roadway travels.	11/19/2024 3:12 PM
8	I have no concerns here	11/19/2024 2:23 PM
9	Turning off of Post Road onto Lincoln Avenue is dangerous at night and in the rain because there’s no centerline and very difficult to tell where you are. The street light is useless.	11/19/2024 2:18 PM
10	Many users busy road	11/19/2024 1:35 PM
11	Excessive speeding	11/19/2024 1:21 PM
12	Cyclists and walkers along the west side of the river deal with aggressive and speeding drivers too often.	11/19/2024 12:38 PM
13	NA	11/19/2024 11:25 AM
14	Dangerous to bicyclist due to automobile traffic	11/19/2024 9:06 AM
15	Tall bushes in front of chase bank with cars coming around the corner quickly.	11/19/2024 8:39 AM
16	Need better ditching and brush clearing to right of ways	11/19/2024 6:01 AM
17	Automobile	11/19/2024 5:15 AM
18	Automobile drivers are at high risk here as the exits and on-ramps for Stevens point begin if you’re traveling south. And traveling north, especially in the summer, this area tends to be congested.	11/19/2024 5:03 AM
19	Crack heads on bikes riding in the middle of the night wearing dark clothes.	11/18/2024 9:21 PM
20	Bad intersections	11/18/2024 9:03 PM
21	Hwy Y is a farm traffic corridor as well as some foot traffic, the large number of curves present a hazard of maintaining safe visual distances	11/18/2024 8:42 PM
22	Automobiles	11/18/2024 8:37 PM
23	Bus 51 in village of plover - would like more crosswalks as traffic sometimes heavy, same for Hwy 54 west/Cty B.	11/18/2024 9:26 AM

24	#3 most heaviest traffic in Stevens Point City area	11/18/2024 9:15 AM
25	Auto and wrong way drivers on Hwy 10	11/17/2024 8:45 PM
26	1, highway travel makes it scary, no alternative	11/17/2024 7:49 PM
27	Bicycle	11/17/2024 6:32 PM
28	Vehicles merging on & off of I39	11/17/2024 5:59 PM
29	Bike riders not obeying stop signs and not having lights at night Runners not wearing reflective clothing when running on the roadways in the dark	11/17/2024 5:46 PM
30	No protected areas for bikers and walkers. No safe way to cross streets or navigate on a wheelchair or other rolling device.	11/16/2024 11:54 AM
31	all users are at risk due to speeding	11/14/2024 8:11 AM
32	Anywhere along Hwy C - it's not labeled as a high speed area, but people fly (as in over 80 MPH) through there and it's unsafe for walkers, bicyclists or farm equipment operators.	11/13/2024 9:41 AM
33	I chose it simply because it's a population center	11/11/2024 8:50 PM
34	I 39 stretch in the towns of Dewey and Hull is notorious for accidents anytime of the year due to weather, visability, deer, inattentive drivers, etc. Reason I know this: over 25 years involvement with the town of Dewey Volunteer Fire Department. Also, it would be nice to have no parking signs on Co Road DB from the curve at Park Road to Tiki Beach Bar on both sides of the road in the summer months, since it's not safe for pedestrians and bikes as well as autos and trucks.	11/11/2024 2:15 PM
35	Pedestrian killed at this location this year. Automobiles speed and put all others at risk.	11/11/2024 1:34 PM
36	train intersections - I observed an accident in which the person crossing the tracks died. The same year, there was a farm vehicle vs. train accident that I believe also resulted in a death. There are also several residents in this area that have the tracks crossing their driveways - the trains stand on the tracks blocking their driveways for unknown/unlimited amounts of time - this creates emergency response concerns. Also, vehicles passing farm traffic on rural roads is a big concern - laws have been passed to prevent vehicle traffic from passing in non-passing zones but people do not follow that rule. I have personal experience driving farm implements on about a 10 mile stretch and each and every time I am passed by a vehicle in a no passing zone.	11/11/2024 11:01 AM
37	railroad crossing & switching	11/11/2024 7:18 AM
38	Bicyclists and pedestrians on roads without decent shoulders, like county rd X	11/11/2024 6:31 AM
39	Not very familiar with this area	11/8/2024 5:56 PM
40	Visibility and amount of traffic	11/7/2024 8:52 PM
41	All users are at risk	11/7/2024 7:15 PM
42	Area 3: S. Hoover doesn’t have a bike/walking path. Traffic has increase recently which increased the hazard to bike/trike riders.	11/7/2024 2:16 PM
43	all of the above	11/6/2024 2:24 PM
44	The road along the river is beautiful for biking, but also narrow and a bit windy so dangerous for them as well	11/6/2024 10:45 AM
45	The sidewalks are poorly built for pedestrians (obstructions in the middle of the sidewalk, uneven surfaces, etc.), especially close to the railroad tracks.	11/5/2024 10:06 PM
46	Bicyclists	11/5/2024 5:10 PM
47	automobile drivers. Heavily wooded, many deer in area, not lighted at night.	11/5/2024 2:53 PM
48	Automobile drivers; cars travel too fast and too close on this road	11/5/2024 2:52 PM
49	The vehicles travel at a fast rate of speed on this road with no sidewalks available for non-motorized travel.	11/5/2024 1:13 PM

50	Poor visibility at the intersection, difficult to see traffic coming from the south, all are at risk intersection of P and 13/34	11/5/2024 1:02 PM
51	All users - busy highway	11/5/2024 12:42 PM
52	People do not always understand where they are going to get off of Hwy 10, to get on to Hwy I39. Going north or south and which ramp to take.	11/5/2024 12:35 PM
53	THIS IS A BAD AREA FOR VEHICLES AND BIKES. THE BRIDGES ARE NARROW AND ALOT OF CAMPERS ARE GOING THROUGH. DEER COUNTRY.	11/5/2024 12:01 PM
54	Stevens Point area. Pedestrians and bicyclists are the most at risk	11/5/2024 11:10 AM
55	N/A; no dangers	11/5/2024 10:51 AM
56	Automobile drivers	11/5/2024 10:43 AM
57	HH and Linwood - there are residents - people walk on the side of the road or bike - people speed - thinking it is a country road when there are children and families living there	11/5/2024 10:38 AM
58	Hwy 10 is often busy with construction from various areas	11/5/2024 10:28 AM
59	Hwy 10 is dangerous for cars and pedestrians with the center lane being used to turn into business. It is also dangerous when people are exiting at high speeds such as for J or crossing or entering the hwy to get to other towns.	11/5/2024 10:28 AM
60	because of the highway exit, light structure, and business traffic.	11/5/2024 10:24 AM
61	multiple curves at different design speeds	11/5/2024 10:15 AM
62	Automobile drivers - as the road is curvy and often traffic is moving above speed limits. Also a lot of deer on this stretch of roadway.	11/5/2024 10:03 AM
63	lots of drivers speed on Casimir, heading to Red Bridge	11/5/2024 9:54 AM
64	NA	11/5/2024 9:17 AM
65	No shoulders on Cty Hwy E along with high speed driving even around tight corners makes walking/running/biking along Cty Rd E very dangerous.	11/5/2024 8:20 AM
66	Pedestrians, bicycle's. Casimir @ Walkush roads through curves to Pine Bluff Rd	11/5/2024 6:18 AM
67	I know someone who recently got t-boned by someone coming off the on ramp onto DB while drunk. Given what's around there, that seems like it would happen quite a bit	11/4/2024 7:47 PM
68	Busy intersection that always seems to be a hazard spot for stopping by vehicles in the winter.	11/4/2024 7:39 PM
69	3, because of the quantity of traffic.	11/4/2024 7:33 PM
70	There are multiple railroad crossings in a row, putting those traveling at risk of being struck or stuck between multiple tracks.	11/4/2024 4:21 PM
71	n/a	11/4/2024 1:22 PM
72	Rail road crossing.	10/31/2024 11:14 AM
73	Not familiar with this area.	10/30/2024 1:07 PM
74	Traffic on P/HH can be going above the posted speed and traffic turning off of 34 will be starting from a stopped speed.	10/30/2024 8:34 AM
75	Map 1 Area 3. Hwy 10 into and out of Point is congested and difficult in egress and ingress into traffic; made even more difficult at peak times	10/30/2024 6:28 AM
76	traffic density	10/29/2024 11:38 PM
77	Speeding	10/29/2024 6:59 PM
78	Whiting ave between Sherman and HH no shoulder to walk or ride bike! You're literally taking your life in your hands trying to get to green circle or cross over from Whiting Ave to HH	10/29/2024 6:28 PM
79	I accidentally clicked. I don’t have a location on Map 1.	10/29/2024 5:30 PM
80	Sorry, I dropped a pin by mistake! I don't have strong opinions on safety on this map because I	10/29/2024 12:36 PM

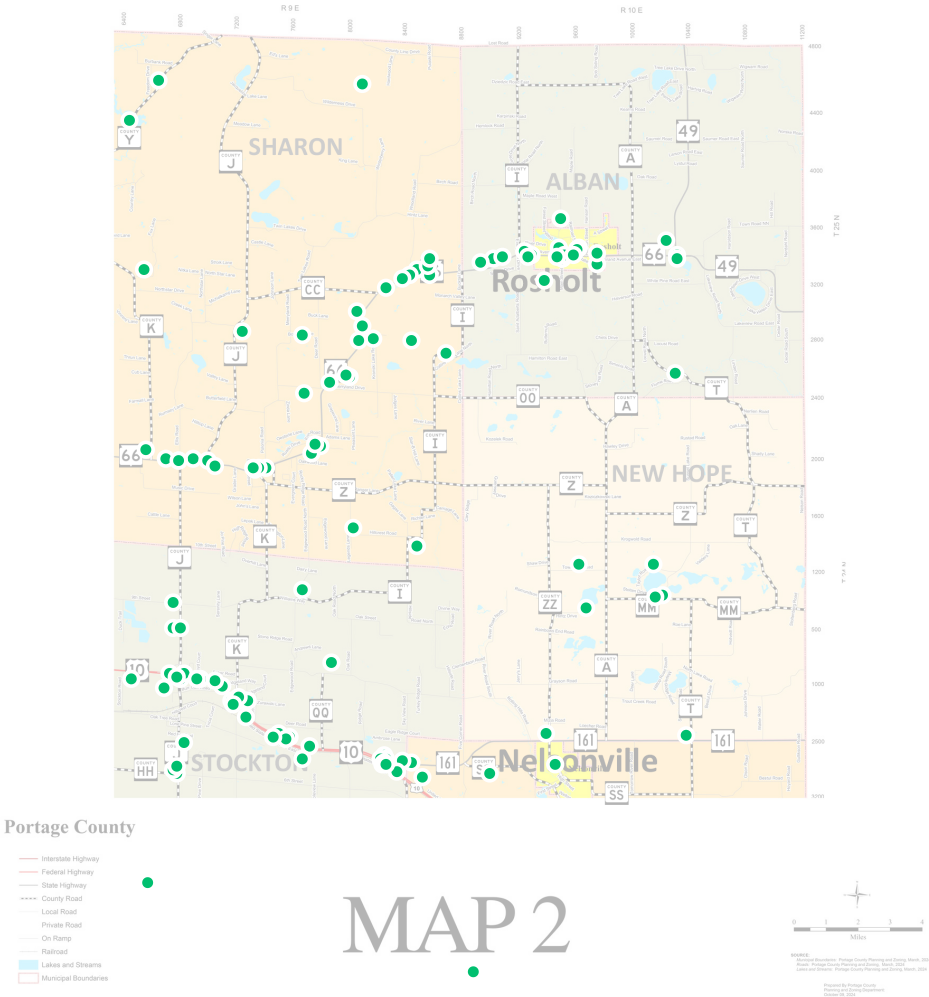
	don't spend a ton of time in these areas.	
81	Because of the train tracks crossing a private driveway - This is a very dangerous crossing especially when trains are parked on the side track. I wanted to pick another location which is the overpass on old Hwy 10 & 34. There is a stop sign there now but even so when crossing from the west it is a blind intersection because of the guardrail. You have to pull way out in order to see traffic from the south.	10/29/2024 11:00 AM
82	MV users. Lots of deer.	10/29/2024 10:56 AM
83	Highest number of high speed intersections	10/28/2024 9:52 PM
84	Narrow shoulders, animals, and lots of mixed transportation (vehicles, other wheels, and pedestrian)	10/28/2024 6:06 PM
85	Coming off of Dewey onto y, sight issues	10/28/2024 5:20 PM
86	Cars driving fast on a small road with lots of turns and small shoulders	10/28/2024 12:32 PM
87	Cris crossing train tracks and intersections makes it more stressful to drive through	10/28/2024 12:06 PM
88	All users. Would not feel safe walking or biking. One time driving in winter, conditions were bad and I pulled over with flashers on. Many cars passed and honked as if irritated.	10/28/2024 11:48 AM
89	Risky when autos interact with farm vehicles and the wide trailers + implementes they haul	10/28/2024 11:39 AM
90	Highway 34 near DuBay. I have seen multiple bicycle traffic on this stretch and I have observed it's dangerous with all the semi traffic on that are traveling south on 34. Also, all the cars turning to go North or South on 34.	10/28/2024 11:18 AM
91	Location #3 is the most dangerous owing to traffic volume and lack of speed limit enforcement within SP city limits	10/28/2024 11:17 AM
92	I selected section 3 of Stevens Point because it's the most highly traveled areas with the most traffic out and about.	10/28/2024 11:17 AM
93	high rate of speed, farm equipment,	10/28/2024 11:15 AM
94	The on-ramp to I-39 northbound at exit 161 is a hazard for vehicles. The curve of the ramp and the fact that the ramp narrows from one lane to two makes it difficult for drivers to reach a safe merging speed before entering the interstate.	10/28/2024 11:14 AM
95	I am unfamiliar with this location.	10/28/2024 11:08 AM
96	I-39. Automobiles. Fast speeds, increasing volumes.	10/28/2024 9:23 AM
97	N/A	10/27/2024 5:04 PM
98	Trains stop and block access for far too long in and around Junction City. I've heard stories of motorists unable to get anywhere even during a medical emergency, and pedestrians daring to cross between the cars of parked trains after waiting too long already.	10/27/2024 12:39 PM
99	Train tracks	10/26/2024 4:58 PM
100	Pedesrians, bicyclists and automobile drivers are at risk on McDill Ave/CtyHH section through residential area with 25 mph posted speed but many drivers going 35mph or higher.	10/26/2024 9:43 AM
101	County Roads C & O, which are the ones I travel mostly, have become raceways at times. I believe autos/motorcyclists treats these roads as "how fast can I go" due to them being straight in nature and have many opportunities for passing lanes, which permit them to pass the slower "going the speed limit" vehicles.	10/26/2024 8:45 AM
102	3, because that's where most of the traffic and people live, and usually have the most accidents in this area.	10/25/2024 9:33 AM
103	Lots of foot and bike traffic on busy roads, especially during the summer when the campground is open	10/25/2024 9:27 AM
104	Automobile. Semi traffic.	10/25/2024 7:32 AM
105	The new hwy 10 between hilltop and fleet farm has too many turn lanes that have obstructed views.	10/25/2024 7:01 AM

106	Auto. Experienced road rage on this road. A lot of reckless driving and speeding. It's not just the one location I chose, it's the whole interstate. Plus, there are too many wrong way drivers these days!!! We need to crack down on drunk/high driving. We need more officers on the roads…we need a bigger budget for law enforcement!	10/25/2024 6:57 AM
107	Merging traffic	10/25/2024 6:47 AM
108	automobile drivers,	10/25/2024 6:00 AM
109	Highway C is pretty narrow for bicyclists who bike from Stevens Point out to the Rudolph/Junction City area. Having larger shoulders on the road might make this safer.	10/24/2024 9:36 PM
110	Hwy 34 N + S. High motor vehicle traffic and little to no shoulder for bicycle or foot traffic.	10/24/2024 5:44 PM
111	Heavy traffic and excess speeds	10/24/2024 12:04 PM
112	Bikers and distance runners. Car travel way to fast and too close	10/24/2024 10:08 AM
113	Anyone other than a motor vehicle has trouble on County C. The road is an important connector between Stevens Point and Rudolph. But the traffic is unsettling for people using the shoulder.	10/23/2024 9:03 PM
114	Confusing signage	10/23/2024 7:33 PM
115	Young Men in trucks coal rolling, drag racing and throwing things at bicyclists and pedestrians.	10/23/2024 2:10 PM
116	Skipping	10/23/2024 6:59 AM
117	Highway PP has blind spots and narrow road edge for bikers	10/22/2024 8:51 PM
118	Highway 10	10/22/2024 7:38 PM
119	Could not move the location button. The intersection at X and Sunset in the Town of Dewey is somewhat blind.	10/22/2024 2:54 PM
120	Would be nice to be able to read these roads and streets… Hard to be exact without that.	10/21/2024 4:49 PM
121	I cannot click on the map, so I am selecting Business 51 from the UWSP campus area to the train overpass near the depot. I live on this street and I am home most days all day long. The traffic is heavy and there is constant speeding and red light running. The lanes are too narrow in this area for 2 lanes of traffic in each direction which makes traffic dangerously close to would be pedestrians. Cyclists cannot even find space on this road and often use the sidewalk. I have seen families with small children try to cross this street with the light only to met with a speeding car that ran a red light. I am grateful for the snowbank built up near my house in winter because it has saved my house from being hit by an out-of-control driver (hitting the bank and saving my house. I watched it happen). Unfortunately, my neighbor was not so lucky. His whole front porch was taken out by such a driver (I also watched this happen. What goes on when I am not home and watching…scary business?!). We have Jefferson School to be concerned about as there are many walkers to and from school. The danger is very real and should be a high priority for our city.	10/21/2024 2:14 PM
122	Lots of traffic gets congested there	10/21/2024 12:31 PM
123	#3- all road users at risk inside of city.	10/21/2024 11:25 AM
124	Curvy deer infested roads	10/21/2024 10:48 AM
125	It was in error. I touched the map to see if it would enlarge and it marked a spot instead. Please disregard	10/21/2024 10:40 AM
126	It is difficult to turn south onto 13/34 from Highway 10 west. The guardrail and hill hinder visibility. Really tough if towing something. Northbound traffic on 13/34 must brake.	10/21/2024 10:35 AM
127	Lots of pedestrians during good weather. Bike/Ped would be the most affected.	10/21/2024 10:17 AM
128	A lot of deer, can have low visibility	10/21/2024 10:09 AM
129	I do not frequent this area.	10/21/2024 9:10 AM
130	Keep the feds out of our local government. Deny this grant. We don't need their rules. There are local governments for a reason!	10/21/2024 8:57 AM

131	Highway traffic, excessive speeds, wrong way drivers	10/21/2024 8:54 AM
132	Night rates of speed through residential area. Village of plover refuses to install speed limit signs in new areas…stating it's a state law that 25mph is the limit in residential areas. However, the lake Palawan area has a sign….no parking every 3 feet! No parking signs vs speed limit signs. Perhaps a speed limit sign will save a child's life!	10/21/2024 8:47 AM
133	M and HH because people always run the stop sign at M. Cars are at risk	10/21/2024 8:43 AM
134	Bicyclists, pedestrians, automobile drivers.	10/21/2024 7:31 AM
135	Limited facilities for road users besides cars. High speeds.	10/20/2024 11:12 AM
136	P, main vein of Junction. Narrow roads	10/20/2024 9:25 AM
137	34, HWY 10 and HH Intersections. People don't come to complete stops and miss traffic on HH. High speeds.	10/18/2024 1:47 PM

Q4 On Map #2 below, please select a location you believe is the most dangerous to roadway users. You may skip to the next map if you are unfamiliar with this area or do not have a location in mind.

Answered: 113 Skipped: 790



Q5 Why did you select this location? In your answer, please indicate which type of road user you believe is at risk (e.g., automobile drivers, pedestrians, bicyclists, farm equipment operators, etc.). If you were unable to click on the map, please describe the location you would have selected.

Answered: 117 Skipped: 786

#	RESPONSES	DATE
1	Winding roads	11/19/2024 11:00 PM
2	No areas here are especially dangerous, although the amount of hills and lack of bike or walking paths makes these rural areas very difficult to travel in without a personal vehicle	11/19/2024 10:51 PM
3	Same reason. There is a school and through traffic.	11/19/2024 9:37 PM
4	We did a bike ride out there, and I just am concerned with the higher speeds and not a lot of shoulder room for bikes.	11/19/2024 8:30 PM
5	The intersection of 161 and 10, and continued on 161. To many impatient drivers, usually in trucks, that think rules don't apply to them and are aggressive to everyone else all in the name of getting to their soulless country home 30 seconds sooner.	11/19/2024 8:13 PM
6	Intersection of 161 and T, beneath a hill on 161, feels treacherous to all users.	11/19/2024 6:21 PM
7	Busy intersection	11/19/2024 4:24 PM
8	Hard to see at night on the curve	11/19/2024 3:34 PM
9	Ped and bike are at risk. Many Collins Lake users and campers walk the road since the size of the park is limited. Purchasing land and/or obtaining easements on adjacent land could allow for a trail system. The nearby land has nice wetland complexes that would make for a lovely mix of trails and boardwalks.	11/19/2024 3:19 PM
10	Busy intersection, hard to see traffic in all lanes, lots of farm equipment. Difficult for drivers.	11/19/2024 3:12 PM
11	No concerns other than speed on some of the curves on 66	11/19/2024 2:23 PM
12	Busy road Deer	11/19/2024 1:35 PM
13	*66/49 intersection* High traffic intersection with limited visibility in both E/W directions	11/19/2024 1:19 PM
14	Dark, narrow, deer filled corner on 66	11/19/2024 12:55 PM
15	NA	11/19/2024 11:25 AM
16	Hills and loose gravel shoulders. Not much room for cyclist.	11/19/2024 8:39 AM
17	Highway A	11/19/2024 8:31 AM
18	Need roadways put back to were actual right of ways should be and drainage ditching and brush clearing	11/19/2024 6:01 AM
19	Automobile: Snowy roads, big drifting, logging trucks, narrow shoulders	11/19/2024 5:58 AM
20	The speed limit is not yet 65 here, but everyone tends to go that speed or faster.	11/19/2024 5:03 AM
21	Bicycles - I have ridden hwy 66 from Merryland to Rosholt when hwy I was closed for bridge work resurfacing. It is curvy, there are not paved shoulders, and worse of all, curbs have been installed at intersections, which narrows the road and gives bicycles no way to pull over if motorized vehicles pull too close. I have noticed these curbs are now built at many country intersections but they are dangerous for bikers and road walkers both. A similar problem exists at Franklin and Crosby. The corner is blind because of the building, cars zoom around the corner from Franklin to Crosby and do not stop, but pedestrians cross the street here going to and from the park	11/18/2024 9:32 PM

22	Nobody actually goes 55 MPH as posted.	11/18/2024 9:21 PM
23	This is an area where traffic is needing to make decisions about going straight, turning off, going around or joining a main road.	11/18/2024 9:13 PM
24	Hill, speed	11/18/2024 9:03 PM
25	Hwy J is a large farm equipment corridor, the long straight stretches leads to vehicles speeding thru this area	11/18/2024 8:42 PM
26	Bicylists	11/18/2024 8:37 PM
27	Farm equipment, hard to see at times	11/18/2024 6:35 PM
28	Turn from 161 to 10- people underestimate speed of cars on 10	11/17/2024 8:07 PM
29	Not sure	11/17/2024 7:49 PM
30	Hard to gauge speed of traffic. Automobiles	11/17/2024 6:32 PM
31	Hwy 10 W just before Hwy J gets extremely icy & isn't always treated. The drivers coming & going from County Materials think they have the right of way & often pull out into oncoming traffic	11/17/2024 5:59 PM
32	Intersection of HH and J has frequent severe accidents.	11/17/2024 4:28 PM
33	Same answer as above. No designated or protected areas for bikers, pedestrians or people in wheelchairs or walkers to travel. Only a car is safe. That's not okay.	11/16/2024 11:54 AM
34	I believe this location in hazardous to automobile drivers in the Amherst area. Especially during winter with snowy/icy conditions.	11/11/2024 2:02 PM
35	Automobile drivers do not reduce their speed at this location even though the speed limit goes from 65 to 55. Many, many speeders at this location.	11/11/2024 1:34 PM
36	I am not as familiar with this area but I would think the railroad crossings and rural areas would have some of the same concerns that I described above	11/11/2024 11:01 AM
37	speeding is very very high through village	11/11/2024 7:18 AM
38	Hwy 10. People drive way above speed limit.	11/9/2024 9:55 AM
39	Its a busy, twisty, wooded road with deer and turkey.	11/7/2024 9:03 PM
40	None	11/7/2024 8:52 PM
41	Lot of blind intersections....all are at risk	11/7/2024 7:15 PM
42	Pedestrian, farm, anything non automobile/truck	11/7/2024 3:22 AM
43	It's a fast intersection with minor considerations for pedestrians and no considerations for bicyclists.	11/5/2024 10:06 PM
44	People want to get into left lane to drive fast and pass cars but this is also the lane people need to slow down in to take left turn onto Hwy 161 and even earlier Hwy K. There are turn lanes but too short of turn lanes to slow down from 65 mph speed limit.	11/5/2024 8:11 PM
45	Hwy 10 - Custer Hill. Speeds too high. Roadway slick when there's a little precipitation. Historically prime spot for automobile crashes for decades.	11/5/2024 7:15 PM
46	automobile drivers - lots of turns here, vehicles at high speeds.	11/5/2024 5:24 PM
47	Bicyclists	11/5/2024 5:10 PM
48	The turn from Hwy 10 to 161 has a very short turn lane that isn't necessarily the best marked. It is dangerous for vehicle drivers.	11/5/2024 4:36 PM
49	Automobile drivers - it goes from 55 mph to 65 mph on a hill, on a curve. It's even more dangerous when it rains and snows. People drive fast and stupid.	11/5/2024 3:28 PM
50	The vehicles travel at a fast rate of speed on this road with no sidewalks available for non-motorized travel.	11/5/2024 1:13 PM

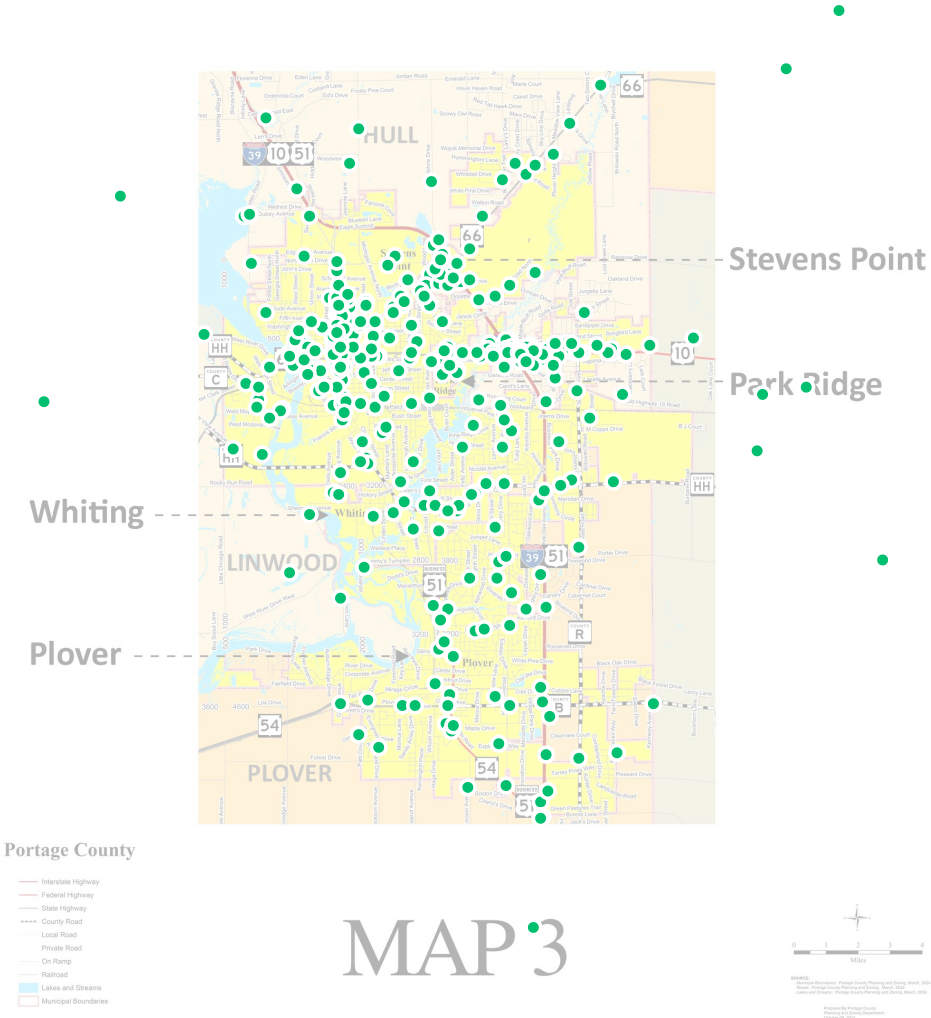
51	All user - just a busy highway - night time driving in the rain is the worst - the lines need to be repainted or the glow in the dark paint would be wonderful. Also need to regulate headlight brightness - some cars could take an xray. Would be nice to select more than one location on the map.	11/5/2024 12:42 PM
52	I feel like cars are going fast on Hwy J and it can be hard to turn from HH onto J, some may not give enough space between them and the approaching vehicle.	11/5/2024 12:35 PM
53	ALOT OF FARM EQUIPMENT ENTERING THE ROADS UP AND DOWN HWY 66 PEOPLE TRYING TO PASS., DEER AND CURVES ARE ICY IN THE WINTER.	11/5/2024 12:01 PM
54	N/A; no dangers	11/5/2024 10:51 AM
55	Highway 10. Reckless driving automobile	11/5/2024 10:43 AM
56	drivers, pedest., bike	11/5/2024 10:38 AM
57	Icy roads in Winter	11/5/2024 10:28 AM
58	limited passing opportunities for a road that sees alot of slow moving farm equipment	11/5/2024 10:15 AM
59	Roadways are curvy, traffic is moving at higher speeds, there is a turn off to hwy Z. Also deer	11/5/2024 10:03 AM
60	NA	11/5/2024 9:17 AM
61	Have seen accidents in this area	11/4/2024 7:47 PM
62	Farm equipment, visbility coming off Q onto 161 or driving straight across,doesn’t have the best visibility from the east.	11/4/2024 7:39 PM
63	rural roads where drivers exceed the speed limit and do not obey stop signs.	11/4/2024 7:33 PM
64	People drive extremely fast through this area and carelessly	11/4/2024 6:29 PM
65	Cross-traffic on a 4-laned highway.	11/4/2024 4:21 PM
66	n/a	11/4/2024 1:22 PM
67	This is a busy road. The on ramp to Hyw 10 east is not the best.	10/30/2024 1:07 PM
68	Intersection of 10 and 161 creates many chances where vehicle speeds are widely different, some starting from a stop and others going over 70mph.	10/30/2024 8:34 AM
69	traffic density	10/29/2024 11:38 PM
70	Anything along 66 and major country roads is a hazard for cyclists. The shoulders are narrow, and the speeds are high.	10/29/2024 11:49 AM
71	My spouse has totalled two cars at this location due to deer. The property owner on the north side of HY 10 thinks it's wise to plant food plots for deer right next to the highway, and because of that, there are a lot of deer on/close to the highway here. Can we somehow convince this guy not to plant a food plot here?	10/29/2024 10:56 AM
72	Cyclist, heavy truck traffic, minimal shoulder	10/29/2024 10:01 AM
73	Narrow shoulder makes a dangerous route for bikes, even though Hwy 66 is a great direct route to Stevens Point	10/29/2024 8:26 AM
74	The Village of Rosholt needs more sidewalks. First St mainly. School kids and pedestrians are at risk around the corner of Depot and First and going over the hill to Hanson St.	10/29/2024 3:27 AM
75	Speed reduces in ellis for intersections, very few people do. Lots of drunk drivers.	10/28/2024 9:52 PM
76	Line of sight issues	10/28/2024 5:20 PM
77	The corner of Hwy 66 and Cty J going south. The visibility to the East is often block by vehicles, the building, and snow piles in the winter. Very often you have to pull half-way into the East bound 66 lane to see what traffic is coming.	10/28/2024 3:05 PM
78	Cars driving fast as they come into town and pedestrians active near the road	10/28/2024 12:32 PM
79	School Zone - cars drive too fast.	10/28/2024 11:48 AM

80	roadways have limited visibility, hills and turns, without double yellow lines	10/28/2024 11:39 AM
81	vehicle	10/28/2024 11:34 AM
82	blind driveways	10/28/2024 11:27 AM
83	I am not familiar with these areas	10/28/2024 11:17 AM
84	I selected hwy 66 as many cars travel that and it's prone to accidents for drivers. Some people also may bike and walk on that road too.	10/28/2024 11:17 AM
85	speed	10/28/2024 11:15 AM
86	Automobile drivers. Traffic slows too quickly on 10 for people exiting at 161.	10/28/2024 11:10 AM
87	I am unfamiliar with this location.	10/28/2024 11:08 AM
88	Highway 10. Automobile users. Fast speeds, no one drives the speed limits.	10/28/2024 9:23 AM
89	N/A	10/27/2024 5:04 PM
90	T intersection with only one stop sign	10/26/2024 4:58 PM
91	The scariest traffic situation as a bicyclist that I've experienced was here after leaving the Portage County Fair and trying to get onto Saint Adalberts Road from 66. 66 as a whole is not very bike friendly with its narrow shoulders. With its faster speed limit and no turn lane, setting up for a left turn off 66 puts you right in the middle of traffic. There is a sidewalk on the North side of 66 but it abruptly stops heading West, does not reconnect with the road, and there is no pedestrian crosswalk.	10/25/2024 8:04 PM
92	MM near the Tomorrow River Community Charter School has a lot of overlapping vehicle uses during pick up and drop off. Residents of the area driving through, buses and parents dropping off and picking up, farm equipment accessing adjacent farm fields, and unviersity related activities. During school events there often isn't enough parking on site for all the families and vehicles park on the street. The narrow shoulder and steep side slopes make this a tricky area to navigate as a pedestrian after parking on the street, especially with young children and during time when snow and ice is present. A wider shoulder or designated side of the road for parking would make these limited volume increases more comfortable and safer for families.	10/25/2024 11:05 AM
93	County Roads are very dangerous with narrower lanes, and various users.	10/25/2024 9:33 AM
94	Automobile, Semi traffic.	10/25/2024 7:32 AM
95	Hwy 66. High motor vehicle traffic and little to no shoulder for bicycle or foot traffic.	10/24/2024 5:44 PM
96	Often trucks traveling HH 5th Street 6th Street tend to like to coal role cyclist as well as runners	10/24/2024 10:08 AM
97	66 is two way traffic and the amount of traffic has been increasing	10/24/2024 7:11 AM
98	Highway 66 is difficult for pedestrians and bicyclists who want to enter/leave Rosholt. There's a short section along 66 that connects the downtown to the area township roads (St. Adalbert Rd, for example) that is really hard to navigate. Building out multi-use paths from the downtown to these township roads would be very, very useful. I would also add that it's surprisingly difficult to walk or bike from Rosholt to Lake Helen.	10/23/2024 9:03 PM
99	Highway 66 runs close to downtown and I feel that area is the least safe on this mal	10/23/2024 8:18 PM
100	Speed changes.	10/23/2024 7:33 PM
101	Automobiles. Note on this spot- in the west bound lane, changing the speed limit from 65 to 55 at the base of the hill, instead of the crest of the hill would save fuel	10/23/2024 6:59 AM
102	Drivers, pedestrians, bicycles	10/22/2024 10:24 PM
103	Cty Y has a lot of blind spots for turn offs	10/22/2024 8:51 PM
104	Hwy 66	10/22/2024 7:38 PM
105	High speed traffic on hwy 10 is a hazard with limited turn and merge lanes. Especially when turning east onto hwy 151 off westbound hwy 10 motorists on hwy 10 are often crowding or pushing those attempting the turn.	10/22/2024 4:51 PM

106	N/A	10/22/2024 2:54 PM
107	bicycle commuter on 66.	10/22/2024 8:35 AM
108	Speed slows down on 66 but often people don't slow down. Areas around Jordan pond and brilowski road are also scary for that reason and with tight curves.	10/22/2024 12:34 AM
109	Lots of pedestrians here	10/21/2024 12:31 PM
110	Cross streets across the highway	10/21/2024 10:48 AM
111	Lots of cross traffic interacting with USHY 10, crossing north/south across USHY 10 could be dangerous for bicyclists and autos.	10/21/2024 10:17 AM
112	Town hall road is a narrow township road with vegetation covered ditches and a hill towards the east which is a “blocked view” hill.i understand this is a low traffic road.	10/21/2024 9:10 AM
113	Stop following UN smart growth garbage and follow the will of the people who elected you.	10/21/2024 8:57 AM
114	The speed limit change going west on HWY 10. Those who follow the 55 speed limit are being bullied by the cars wanting to go 90 mph. Cars are at risk	10/21/2024 8:43 AM
115	Limited road facilities for non cars. High speeds.	10/20/2024 11:12 AM
116	A/ZZ. Many farm equipment travels but also narrow old roads.	10/20/2024 9:25 AM
117	Bicycles are high risk on 66. Rolling hills and turns make them difficult to spot.	10/18/2024 1:47 PM

Q6 On Map #3 below, please select a location you believe is the most dangerous to roadway users. You may skip to the next map if you are unfamiliar with this area or do not have a location in mind.

Answered: 373 Skipped: 530



Q7 Why did you select this location? In your answer, please indicate which type of road user you believe is at risk (e.g., automobile drivers, pedestrians, bicyclists, farm equipment operators, etc.). If you were unable to click on the map, please describe the location you would have selected.

Answered: 419 Skipped: 484

#	RESPONSES	DATE
1	Automobile drivers Pedestrians Bicyclist The back up of traffic going west coupled with multiple businesses being on north side of 10 causes major issues with Drivers going east trying to turn into those businesses across traffic lanes. This is coupled with a middle turn lane and Drivers not understanding how to use the turn lane or merge with moving traffic. Educating drivers could help, however, adult human beings need to understand traffic flow	11/20/2024 7:58 AM
2	Post road and HH intersection for bikers and walkers. Especially because there is not a bike lane on the west side of post road. The underpasses on division and Michigan are also dangerous for bikers as the road is very narrow and without bike lanes	11/20/2024 7:09 AM
3	County Road HH between Hoover and Hwy 51 is so dangerous with high traffic, and fast! People are already going hwy speeds prior to the hwy. many people walk this section and there are many people that get hit on foot, on bike and mail boxes taken out. I do not feel safe walking from my home and through the HH/Hoover intersection. The limited pathways in the sidewalks are also not cleared in the winter. I barely feel safe getting my mail out by the road.	11/20/2024 4:12 AM
4	Intersection on Stanley by Shuda Funeral. Road is an access point to Schmeeckle and there is no crosswalk on Stanley. Cars do not stop and I (and my grandkids) have to wait to have traffic clear enough to cross. It is a very wide and irregular shaped intersection. This is in regards to biking and walking.	11/19/2024 11:44 PM
5	Business 51 is a dangerous road for all users and can be greatly improved.	11/19/2024 10:54 PM
6	Getting off of i-39 into point the road is immediately a 25 but feels like it should be a 45. It makes it more dangerous for the green circle pedestrians and other walkers and bikers. Most of division st, until you pass campus, does not feel like a 25mph zone. It is too open. My second choice would be highway 10 by the Target. That intersection has a dangerous crash multiple times a year.	11/19/2024 10:51 PM
7	There is a lot of shopping and traffic to Waupaca.	11/19/2024 9:37 PM
8	Heavy traffic. Middle turn median is congested. Low visibility for left turns at stop lights. Left turns out of either side are impossible.	11/19/2024 9:06 PM
9	This highway obviously receives a lot of travel, and frankly moving across the street is always some higher level of risky. Additionally, the area overall feels widely inaccessible to anyone not in a motor vehicle	11/19/2024 8:56 PM
10	I think pedestrians and bicyclists. I have done several, and like to go towards the North area of Point, and it is really hard to cross 54- cars go very fast. Not that it is hard to cross, per se, but I think it is unexpected that there are pedestrians or bicyclists there.	11/19/2024 8:30 PM
11	The intersection next to BoBabes and Associated Bank sees a lot of accidents. I think a roundabout would be better suited for that intersection, being so close to campus. There's also an intersection next to the Co-Op on Second St that tends to get run through, despite being a 4-way stop.	11/19/2024 8:20 PM
12	The abomination that is the new Post rd is way too wide and has therefore created induced high speed. All users are at risk when the douchebags with their useless diesels come rolling through at high rates of speed without any regard for anyone other than themselves. Taking a left turn out of any business or establishment has now become dangerous. Crossing an unnecessary distance just to get into the other side of the street and then up to the induced speed of the flowing traffic (when there is any. There's really only traffic at "rush hour".	11/19/2024 8:13 PM

	Otherwise its turned into a ghost road.) This road is useless and should have never been built the way it was. They took away so much tax revenue producing businesses and there will be nothing left to flip the bill in about 20 to 30 years when this road has a catastrophic failure and needs to be replaced. The stretch between Michigan and the cemetary going eastbound on Clark has turned into a drag strip with the diesel douchebags and crotch rockets. And there's a school right there. Surprised no kids have been killed yet. Speed humps (not bumps) would work wonders here. Or a few well timed thrown rocks.	
13	Main and Green. Dangerous to all types of traffic, but especially automobile due to high volume, double lanes, turn lanes, and stop signs vs lights.	11/19/2024 7:08 PM
14	Division/Church St feels so incredibly tight when driving. Plus the road is old and full of potholes	11/19/2024 6:56 PM
15	Too many bike trails!!!	11/19/2024 6:50 PM
16	The Main St Bridge over I-39 needs wider bike lanes, at least until the Plover River Crossing Trail is built (which can't happen soon enough).	11/19/2024 6:21 PM
17	Highway 10 because when you have to turn left across the lanes it’s very difficult to do so	11/19/2024 6:16 PM
18	The road narrows and there aren’t enough room for cyclists. Vehicle drivers get nervous and some speed up well above the speed limit as they pass under the bridge down towards Plover	11/19/2024 6:10 PM
19	Any where where theirs a round a bout and bikes and people walking I believe are a terrible combination	11/19/2024 5:53 PM
20	Porter and Hoover. Automobiles. Too much traffic for stop signs.	11/19/2024 4:50 PM
21	Lots of pedestrian traffic on Business 51 corridor with vehicle traffic that likes to think the speed limit should be 35 or higher.	11/19/2024 4:24 PM
22	all	11/19/2024 3:44 PM
23	I cross daily along with many others at Ellis and Division. It’s impossible to time the crosswalk. Ppl turning right at the light and the timing between the lights on Division. Ppl literally speed up when you’re in the crosswalk. It’s terrible and not lit well either.	11/19/2024 3:34 PM
24	Intersection of Main and Fremont. Have to pull out way over crosswalk to see around bushes as they block the sidewalk view. Bicyclists going east on sidewalk are hard to see.	11/19/2024 3:18 PM
25	Division street is ridiculously dangerous, esp. from main up to Maria. Also I would say Main Street at about Guardian angel cemetery, westbound, where the auto traffic is supposed to slow down but never really does. Autos routinely go upwards of 45 mph in this area.	11/19/2024 3:08 PM
26	People who sit at the red arrow cause other vehicles to use the bike lane. This is dangerous for literally everyone.	11/19/2024 3:07 PM
27	Very narrow sidewalk for pedestrians and feels too close to traffic. Dangerous for bikes so I will go out of my way to not bike on Division st.	11/19/2024 2:44 PM
28	North Point Drive	11/19/2024 2:29 PM
29	I have 3 others as well but I feel the Church and Nebel Street intersection has too many accidents. Perhaps this intersection would benefit greatly if revamped and left turn lanes were added in all directions. Think of the intersection on HH & Hoover by the clinic. Another one is needed on intersection of Green Ave. And Stanley St./66 East by airport. You have one set of lights on east side of I39, another one would be especially nice during peak traffic times	11/19/2024 2:23 PM
30	This is a highly trafficked area on Division Street/Business 51. It sees a lot of foot traffic and bike traffic for those attending the university, those working at the university, etc. As a University employee and biker myself, there have been times I've attempted to cross with the lights flashing by the fire station and still drivers ignore the lights and nearly hit me.	11/19/2024 2:01 PM
31	People don't watch for pedestrians	11/19/2024 1:35 PM
32	SPASH kids suck at using the intersection at busy times	11/19/2024 1:21 PM
33	No specific location. But instead, all traffic light intersections. I only drive 10-15mi a day to Plover and back to Point. But multiple times a week I see drivers speeding up to run red lights or plain old not paying attention and running them. It’s getting out of control.	11/19/2024 1:19 PM

34	Campus foot traffic is chaotic	11/19/2024 12:55 PM
35	The neighborhood on division is regularly sped through by most vehicles on a very narrow road. Speed enforcement doesn't seem to be happening.	11/19/2024 12:38 PM
36	Bicyclists not stopping for stopping signs!!!!!!	11/19/2024 12:10 PM
37	The street is so narrow. There is barely enough room for 4 vehicles across.	11/19/2024 11:40 AM
38	Highly traveled north/south connector missing sidewalks and shoulders along the stretch of Country Club Ln	11/19/2024 11:25 AM
39	Bicycle lane change	11/19/2024 11:07 AM
40	Widening/narrowing of lanes, visibility due to turn lanes, mix of traffic types.	11/19/2024 11:06 AM
41	Intersection of Jackson Ave and 54 West is dangerous because of increase in traffic.	11/19/2024 9:30 AM
42	Intersections along division, main and Clark. Risk to pedestrians and cyclists from motor vehicles, mostly distracted drivers or people making turns from side streets and not looking for cyclists or pedestrians.	11/19/2024 9:29 AM
43	Dangerous to bicyclist due to fast automobile traffic	11/19/2024 9:06 AM
44	Very tight sidewalk on corner by trailer park. There is a cement wall. Can't see around the corner of the sidewalk	11/19/2024 8:39 AM
45	Division Street. Horrid for cycling.	11/19/2024 8:31 AM
46	I bicycle to work and going under the railroad over pass at Michigan Ave is the scariest and most dangerous part of my commute to and from work.	11/19/2024 8:15 AM
47	Bicyclists and in some areas, pedestrians	11/19/2024 7:59 AM
48	I selected the Maria Drive and Division St intersection but also the stretch of Divisin between Maria and 4th. The intersection lacks a cross walk on the north side of it. And has so many conflict points between all users of the space that it’s a wonder there aren’t accidents there daily. Additionally the sheer number of curb cuts along the east side of Division between Maria and 4th Ave just creates the most conflict points between pedestrians, cyclists, and drivers of any stretch of road in the city.	11/19/2024 7:25 AM
49	Most used area	11/19/2024 6:29 AM
50	Dangerous to bike riders because they are being forced to ride on the roads within inches of vehicles.	11/19/2024 6:11 AM
51	Need something done with green Ave at stanley st and main street intersections	11/19/2024 6:01 AM
52	Automobile: Drivers on Prentice, coming north to south at Maria, often do not stop, or do not stop completely.	11/19/2024 5:58 AM
53	The intersection of Northpoint and 2nd is dangerous for all users of the road for several reasons. Vehicle traffic from the north and south typically exceeds the speed limit, eastbound vehicles have limited visibility due to Caroline Heating encroaching the right of way, traffic from the SPASH student parking lot empties almost directly into the intersection and at times prevents east and westbound travel.	11/19/2024 5:26 AM
54	I travel this section of 10 everyday. To say it is hazardous is an understatement. Because there is not a proper highway bypass for 10 (like the one north) the traffic is always insanely busy and chaotic. There are regular accidents. The backup of traffic on 10w to 39n in the summer is massive. It blocks people from turning onto or off of 10 to access businesses. PLEASE CONSIDER THE BYPASS AGAIN.	11/19/2024 5:03 AM
55	That stretch of road is to busy for a 40 mph speed limit.	11/19/2024 1:49 AM
56	To many bike lanes/round abouts no one knows how to use them properly. Bikers don’t stay in there lane and don’t stop at lights and people don’t know what yeild to the left means. All the one way streets by the court house is terrible. Stop light timing is terrible. I think the city should invest in someone to come and take a study to find out the best way to go about our traffic and a better way for stop light and street signage.	11/18/2024 10:52 PM

57	All of division st. Not enough safe pedestrian crossings or bike lanes. Would love to see less than 4 lanes on this street.	11/18/2024 9:50 PM
58	Area of Front Street, Old Wausau Road, Bukolt, and 6th. City workers and vehicles are the biggest offenders, coming to and from the city garage. I doubt that they are going 25 mph or slower coming into work or going out for the day. I think a stop sign at the end of Bukolt would help, or crack down on the city employees, who should know better. A similar problem exists at Franklin and Crosby. The corner is blind because of the building, cars zoom around the corner from Franklin to Crosby and do not stop, but pedestrians are cross Crosby here going to and from the park.	11/18/2024 9:32 PM
59	Assholes on bikes weaving in and out of traffic.	11/18/2024 9:21 PM
60	This is a hard map because so many places are dangerous to so many different users. I marked 66 and 39 because traffic is hard to get through when busy.	11/18/2024 9:13 PM
61	I believe pedestrians and bicyclists are most at risk in this location because this part of HH offers no safe path to bicyclists and pedestrians. This is a route along which many children travel to McKinley and Mcdill elementary schools and Ben Franklin Jr high. Many cars drive 35 mph or faster through this area where there is also a substantial curve in the road. The area specifically between the Hoover/HH intersection and where the sidewalk begins in front of the houses on the road would massively benefit from a multi-use path.	11/18/2024 9:06 PM
62	Bad intersection	11/18/2024 9:03 PM
63	Hoover / Coye - Busy intersection with semi traffic coming from industrial park, poor visibility at intersection, no other outlet from industrial park, speeding.	11/18/2024 8:46 PM
64	City hall, the city council, the county board and the mayor's office presents the greatest risk to all traffic. Their grandiose projects and plans are a detriment to traffic flow and allowing for increased risk to foot and pedal traffic.	11/18/2024 8:42 PM
65	Division St, particularly along the university, and at the intersection of fourth is particularly tight on space.	11/18/2024 8:38 PM
66	Along any busy street	11/18/2024 8:37 PM
67	Walker, biking trying to cross brilowski to get to get to woodland then amber ave. Also badger ave needs more lights or sidewalk between, gas station and soccerfield/Ice hockey arena. I live and work in this area.	11/18/2024 8:36 PM
68	Really fast cars and hard to do left turns if you're coming from a business. I avoid this area, so scary.	11/18/2024 7:59 PM
69	Many conflicting modes of transportation. Intersection at Maria and Division has lots of business entrances right next to the intersection, low visibility especially southbound on Division, fast travel, etc.	11/18/2024 7:03 PM
70	I avoid the city when possible, division at is packed during peak hours and will only get worse with the lane reductions. Time to relocate to Plover or the County.	11/18/2024 6:35 PM
71	The new lights and road configuration on hwy 10 is clustered, confusing, and overly complicated. The hwy 10 old hwy 18 intersection being the worst.	11/18/2024 10:56 AM
72	On 54 East, as you approach the round-about, the LEFT lane ends, but almost EVERYDAY someone tries to aggressively push themselves in to the right lane. I asked my Village trustee to ask for an arrow on the road indicating that those in the left lane should merge to the right. I was told that it was a State Highway, so he didn't think the village could paint the arrow. Well the Village does the street painting, so I don't see why that is an issue.	11/18/2024 9:34 AM
73	Park Ridge area, roads are bumpy and not up kept	11/18/2024 9:15 AM
74	Highway 10 on the East side of Stevens Point continues to be a road I avoid as much as possible due to the high traffic, number of traffic lights and slowed traffic. This area of town is chaotic.	11/18/2024 9:14 AM
75	As a pedestrian ALL traffic lights city wide do not let you get completely across before the light changes. Bicyclists do not obey the laws at all. Division St is the worst for this.	11/18/2024 7:27 AM
76	Hwy 10 from Hilltop to Custer is a nightmare	11/17/2024 8:45 PM

77	Pedestrians are at risk along Bus 51 between Main St and Maria St. Lots of people have to cross to get to and from UWSP.	11/17/2024 8:26 PM
78	Turn arrow signals on country club to 10 confuse drivers and many drivers forget that cars can go out of BP straight to country club- have seen numerous near misses	11/17/2024 8:07 PM
79	Not sure	11/17/2024 7:49 PM
80	The bike lane ends on HH shortly east of Post Rd. The lane needs to continue to the Hoover path.	11/17/2024 7:45 PM
81	Pedestrian and bicycle, rampant speeding on Torun Rd.	11/17/2024 6:32 PM
82	Coming off of I39 to get to Spash, it’s difficult to change lanes with people going towards Sentry or into town	11/17/2024 5:59 PM
83	I travel this area daily early morning and nights . Runners using roadways and not wearing reflective clothing at night Bicycles not obeying traffic laws and not having lights	11/17/2024 5:46 PM
84	It is difficult to turn from green ave onto main st. Traffic from the east is hidden by the hill. And there is lots of traffic from the west turning onto green Ave from main st. Also, it's hard to judge the speed of traffic. The north end of green Ave is also tough to turn left onto Stanley St. The variety of speeds & multiple lanes makes it hard to turn left safely. Green Ave is heavily used and needs repaving.	11/17/2024 5:32 PM
85	There are too many cars and bicycles and walkers avoid this area	11/17/2024 4:58 PM
86	Old Wausau road	11/17/2024 4:28 PM
87	Hwy 10 leading to the 51 onramp is seeing way too much traffic for the area it occupies, causing massive backups in a business heavy area, and frequent accidents.	11/17/2024 4:28 PM
88	Bike crossing army the Green Circle and HH and school Street crossing on HH. Vehicles regularly travel much higher than the posted speed and there are many accidents here there is no crossing guard for the school crossing. Other dangerous areas are water street and first. The bushes caused us to be a blind intersection when you are trying to cross on the green circle route.	11/17/2024 4:26 PM
89	The spot I noted where Northpoint Drive meets Highway 66 and continues on the other side as Green Avenue. This is a very wide intersection with traffic moving fast that is exiting I 39. It is difficult to navigate it at times in the car, but it is almost impossible to navigate when I’m on my bike, heading into town from Whitetail subdivision, where I live.	11/16/2024 3:26 PM
90	Pedestrians and bicyclists	11/16/2024 2:06 PM
91	There is no protected method for people to bike or walk in Plover on biz 51. Cars are driving WAY too fast and the bike lane should have signs stating it’s a suicide lane. I would never try to navigate business 51 in plover by anything other than a car.	11/16/2024 11:54 AM
92	Stevens Point University area at class change times. Students are often on phones and step into marked walk areas without looking for car traffic. or are on scooters and come into walkway from an angle.	11/16/2024 9:51 AM
93	Cars are always going so fast on Division. It's very difficult to feel safe crossing division. Where it meets Main and Clark people are trying to make the lights and with one ways there, people are swerving to get around cars turning left.	11/16/2024 9:01 AM
94	Not a solid place for bicyclists/pedestrians to cross Division St to head towards downtown	11/15/2024 9:44 AM
95	all users are at risk due to speeding/distracted drivers	11/14/2024 8:11 AM
96	Automobile drivers are at risk at the intersection of Hoover and State Highway 54. High traffic speeds, non square intersecting roads, and traffic volume makes this a difficult intersection to navigate.	11/13/2024 1:02 PM
97	All users at the corner of Water St and 3rd St. Since the the Berkshire building has been added to the lot numerus drop offs occur directly at the corner, right next to the crosswalk. The road added the bike lane (which the drop offs block) and pushes auto users closer to each other and with vehicle standing at the intersection the drivers have to shift over and hope no one is turning. The drop-off vehicles block vision for/of people turning onto Water from 3rd. You can't see if anyone is crossing. Berkshire/ODC has its own parking lot, can't the temporary parking	11/13/2024 11:07 AM

	be shifted to their lot so as to not put pedestrians, bike riders, and automobiles at risk? I fear someone will be hit, or an accident will occur. Additionally, a blinking crosswalk would be appreciated at the corner of 3rd and Clark. The only long term city lot is behind Ruby and the double lane traffic is sometimes congested or cars are quickly turning onto it, so it can be dangerous/difficult to cross when heading into the downtown area.	
98	Roadway is fine, but I believe there should be a paved bike/walkway path (similar to the exisiting one along Hoover Ave) from the Green Circle Trail (where all sidewalks end) to the East all the way across to Crossroads Common. With the amount of traffic in that area, it's not safe for pedestrians or bicyclists.	11/13/2024 9:41 AM
99	Congestion	11/12/2024 11:02 AM
100	Automobile use, too congested	11/12/2024 6:56 AM
101	CTY HH is built in a way that encourages motor vehicle drivers to speed. This area is too populated with other roadway users to justify catering to motor vehicle drivers.	11/11/2024 8:50 PM
102	I tried to choose Michigan Ave and the surrounding area, including the roads along McKinley Elementary, however this can be said about all of the roads in Stevens Point. Very few use their turn signals. NOONE stops for pedestrians. People often drive down those roads at 40+mph (25 mph is the limit). Pedestrians often walk on the wrong side of the road (rather than facing the traffic) and cyclists ride on the sidewalks or against traffic even though there is a designated bike lane. I have almost been hit multiple times trying to cross Michigan at the crosswalk when I have had the right of way by inattentive drivers who are not following the basic rules of the road.	11/11/2024 2:14 PM
103	I believe this location can be hazardous to automobile users, especially with heavy weekend traffic during winter/icy conditions.	11/11/2024 2:02 PM
104	Church Street area is dangerous to automobile drivers as lanes are too narrow and there are many potholes and cracks in the road.	11/11/2024 1:34 PM
105	Pedestrian, bicyclists. Heavy traffic and traffic speeds make it difficult for Pedestrians to cross Division safely.	11/11/2024 11:38 AM
106	I am in favor of having infrastructure that supports all means of travel. With that being said, I believe that the planning of bike lanes has been forced to that agenda. I believe that insisting on having bikes travel on the busiest roads through and around the city puts people at risk. I have heard the argument that people using bikes shouldn't have to take different routes to their destinations than drivers but there are many people in this city that do not favor bike lanes at all (that in itself creates some of the risk) - taking a route 1 block over to have bikers out of the heaviest traffic seems logical to me. If I was telling my child how to get across town on their bike in the safest manner, I would likely be giving them this same advice.	11/11/2024 11:01 AM
107	center turn lanes people don't use them correctly & poorly marked	11/11/2024 7:18 AM
108	All users are at risk on the intersection of Stanley St. and Green Ave! This is the intersection that could really use a round-a-bout.	11/10/2024 5:58 PM
109	I selected this area because it feels very uncomfortable to cross the road near Kash on bike or foot. The only crosswalks are quite far apart so as I have seen happen, people will run across in-between traffic so they don't have to walk so far	11/10/2024 3:50 PM
110	Green and Main. Hard to turn East onto Main from Green. Traffic moves fast on Main.	11/10/2024 5:46 AM
111	Main and Clark St, hazardous to pedestrians and motor vehicles due to excessive speed, failure to stop at stop signs	11/9/2024 6:54 PM
112	No access roads built when developing this area. Speed to high from 39 to Briloeski with too many businesses. Speed high and not monitored. Way too busy on Fridays	11/9/2024 9:55 AM
113	Coming off of the I39 and turning onto Hwy 54, the arch of the overpass is hard to see over while in a car.	11/8/2024 10:07 PM
114	There needs to be a round about at the intersection of green avenue and Stanley street. It is so hard to cross Stanley there	11/8/2024 5:56 PM
115	As a cyclist, this section is a narrow, rough road with little to no shoulder or bike lane.	11/8/2024 2:26 PM

116	Pedestrians and bicyclists because of the traffic that is moving so quickly by the Interstate as well as the construction that is present.	11/8/2024 10:42 AM
117	Busy road to bypass getting on or off Post road and intersection of 54/Post Road. Heavy truck traffic, pedestrians and bikers on Foremost and Oakray avenue. Doesn't seem like a truck route in a high residential area.	11/8/2024 8:03 AM
118	County road HH, Vern Holmes drive, crossroad Commons. Everybody is at risk	11/7/2024 10:33 PM
119	Leahy Ave needs a shoulder or sidewalks. Its busy and pedestrians are too on the road.	11/7/2024 9:03 PM
120	None	11/7/2024 8:52 PM
121	Pedestrians and bicyclists	11/7/2024 7:15 PM
122	UWSP area; 4th Av & Division, Fremont. Cars & pedestrians.	11/7/2024 11:27 AM
123	heavier amount of traffic	11/7/2024 9:58 AM
124	Too much traffic. It is nearly impossible to get to businesses quite a few times a week. A few lights to break up traffic and speed from fleet to target could help	11/7/2024 3:22 AM
125	pedestrians and bicyclists	11/6/2024 2:24 PM
126	We live in this area with kids. We walk to the grocery store, school, the university, downtown, etc and particularly near Park Ridge, there are few sidewalks and poor crosswalks for pedestrians.	11/6/2024 1:48 PM
127	Point is already safe enough, but driving on the highway with all the road work single lanes have made I39 a scary place this year. For years also, I've felt most at danger when I enter I39 behind ignorant people who enter it at a far too slow of a speed putting me (the car behind them) at great risk of being rear ended.	11/6/2024 10:45 AM
128	Along highway 10 near Target, on several occasions, I have witnessed semis and other vehicles blowing red lights. These are lights that have been red for 3-5 seconds.	11/6/2024 10:06 AM
129	Narrow, deteriorating roads, narrow sidewalks, no traffic calming used, dangerous pedestrian crossings, excessive speed and aggression from motorists.	11/6/2024 9:23 AM
130	It's a very wide intersection and difficult to cross as a pedestrian or bicyclist. The signals are too short for pedestrians. There are way too many lanes for the context.	11/5/2024 10:06 PM
131	The reason why I think this is the most dangerous location - particularly the intersection between Illinois and Stanley - no one really understands what is going on when they're going through, either to the hospital or somewhere else. This causes confusion and drivers who don't pay attention, which ultimately creates danger to pedestrians in the crosswalks (which should be better marked) and danger to people turning.	11/5/2024 8:31 PM
132	Southbound off-ramp off of I39 to Hwy 54 All users	11/5/2024 8:21 PM
133	People drive above speed limit and feel dangerous if drivers aren't paying attention to cars turning onto side roads or cars coming onto road from driveways.	11/5/2024 8:11 PM
134	Corner of Y and 66. People pull out from highway Y without stopping to check traffic and are doing 25 mph. Other vehicles from 66 are doing 55+ while traffic is slowing to turn on Brilowski, etc. Bad set up, on a curve, with accelerating and decelerators in the same lanes.	11/5/2024 7:15 PM
135	Roads are in terrible condition and are too narrow. This part of town is sadly so run down.	11/5/2024 7:08 PM
136	Highway 10 (Clark/Main too). Force pedestrians and bikes to share sidewalk. Not having sidewalks on both sides of 10 East of the interstate makes it impossible to pedestrian shop on the north. Pedestrian crossing in the DQ area would be helpful. Same situation on Brilowski. Bikes sharing space with pedestrians. The old 18 interchange is mess for cars, bikes and walkers	11/5/2024 7:07 PM
137	Bicycle riders and motorists, because basic road rules are ignored by cyclists	11/5/2024 6:47 PM
138	Business 51 going through Whiting and Stevens Point is just too narrow.	11/5/2024 5:50 PM
139	bikers, walkers - vehicles coming over the hill of the RR track overpass at high speeds and limited visibility	11/5/2024 5:24 PM

140	Lack of sidewalks for pedestrians, hard for those driving a vehicle to leave businesses and cross traffic, no bike lanes.	11/5/2024 5:18 PM
141	Pedestrians and bicyclists	11/5/2024 5:10 PM
142	Bikes and pedestrians on north reserve	11/5/2024 4:58 PM
143	Jackson Ave (and Forest drive) are heavily used by pedestrians and bicyclists. There are no sidewalks on either and lot's of vehicle traffic. People walk in the dark and can be very difficult to see. I truly believe that it is only a matter of time until there is an incident.	11/5/2024 4:36 PM
144	College traffic	11/5/2024 3:29 PM
145	The corner of Third and Clark needs a stop sign to protect pedestrians	11/5/2024 3:15 PM
146	automobile drivers, pedestrians, bicyclists. Too heavily traveled. Speed limit is higher than normal for city roads.	11/5/2024 2:53 PM
147	automobile drivers; travel above speed limit	11/5/2024 2:52 PM
148	I live in Stevens Point, so my answers will all be about this area. With that in mind, I selected the area around UWSP Old Main, Nelson Hall, and Hyer Hall because, as a previous student of UWSP, I walked to all of my campus activities and frequently almost got hit but cars racing down Main/Clark Street. My most frequent encounter would be a line of vehicles that just had to stop at the lights located at the intersection of Michigan and Main/Clark or Division and Main/Clark and were in no way going to stop again for a pedestrian or bicyclist. Since I lived in Hyer Hall, I had to cross Main Street daily to get to class and, nearly daily as well, was almost run down by a line of cars that did not care to stop, despite me being in the middle of the intersection already. Most interestingly, I have even been nearly hit by a car attempting to go the wrong way on Main Street, after the driver failed to see the one way sign and also me crossing the crosswalk. Furthermore, as a UWSP graduate and now someone who works in the community, I still see this trend, but now from the point of view of a driver. When I stop to let a pedestrian cross anywhere on Main or Clark Street, the cars behind me almost always start to cut over to the other lane to go around me, not aware of the pedestrian crossing mere meters in front of them. It is almost a daily occurrence. That, or the vehicles already in the other lane do not stop. I have witnessed vehicles that are already in the other lane (or have cut over to the other lane) nearly hit pedestrians on several occasions but most recently yesterday, 11/4/2024, when a car following closely behind me (I was going 25mph) on Main Street going toward Division Street cut around me as I braked for the pedestrian and nearly plow straight through the crosswalk as this college student attempted to cross.	11/5/2024 2:48 PM
149	HWY 10 East - congestion	11/5/2024 2:42 PM
150	Jackson Ave, Plover desperately needs a sidewalk. It is unsafe fir walkers and bicyclists. But also it's unsafe for vehicles. Lots of walkers think they can take up a whole lane with no consideration to vehicles. A sidewalk along maple from the roundabout to Lake Pacawa is also a need. I have come across many bikers and walkers at night and you can't even see them. Lots of kids go to lake pacawa. Maple and Jackson are risky areas. A "Children at play" sign on Evergreen Dr and Evergreen Ct.	11/5/2024 1:59 PM
151	One way roads being confusing for people, pedestrians walking in front of cars	11/5/2024 1:24 PM
152	bicyclists	11/5/2024 1:13 PM
153	Jackson Avenue is a very busy road in a densely populated neighborhood yet there are no sidewalks on the north/south roads that cross Maple Drive (except on Wilson from Maple to County 54.) Also, what about extending sidewalks along Maple to be able to safely access Pacawa Park. The sidewalks on Maple end at Wilson, which encourages driving to get to the Pacawa area. I would rather be able to walk or ride my bike there.	11/5/2024 1:13 PM
154	intersection of Water St/HH and Business 51 too many people run red lights	11/5/2024 1:02 PM
155	For pedestrians, there is no safe way to cross 2nd Street by Emy J's coffee house. This is a busy area and the way that the road curves from Centerpoint Drive makes it awkward and difficult for pedestrians to see if someone is coming. There are multiple businesses in the complex where Emy J's is, and people are already jay-walking across the street. Would be great to have a high visibility mid-block crossing and/or an in-street pedestrian sign.	11/5/2024 1:01 PM
156	I-39 Southbound off ramp to Hwy 54: Dangerous angle of approach at stop sign combined with	11/5/2024 12:44 PM

	the grade of Hwy54 w/b traffic creates a significant view obstruction. Semi's often pull out into oncoming traffic knowing they are a larger vehicle and will force other traffic to stop in order to merge.	
157	All users - same comment as Map 2	11/5/2024 12:42 PM
158	Cars drive fast even though it is 25 MPH and college students are crossing in the area. Even with the yellow crossing lights, not all cars stop or students do not push the light.	11/5/2024 12:35 PM
159	Hwy 10 from Park Ridge to Hwy J exit. Those at risk: automobiles, pedestrians & bicyclists.	11/5/2024 11:16 AM
160	I tried to pick a busy location, but basically anywhere that we do not have bike lanes set up put bicyclists at the most risk.	11/5/2024 11:10 AM
161	automobile drivers and pedestrians	11/5/2024 11:05 AM
162	There are a lot of areas where I feel biking is not safe. I think the biking lanes can be beneficial, but it's imperative that there's enough room for vehicles too. A lot of bikers I feel like take advantage of biking lanes, and this causes a hazard for both motor vehicles and the biker.	11/5/2024 10:51 AM
163	Throughout whole city, plover and whiting. bicyclists think they own the roadway leading to pedestrian/car crashes	11/5/2024 10:43 AM
164	Town of Hull - lights by Target - crossing and biking areas auto, ped. bike	11/5/2024 10:38 AM
165	Most populated community. Increase in traffic. Large high school lots of new drivers.	11/5/2024 10:29 AM
166	traffic heavy during morning and night stop light could be helpful	11/5/2024 10:29 AM
167	Automobiles often speeding on B	11/5/2024 10:28 AM
168	Please consider getting rid of the traffic circle. People don't understand how to navigate it and cut you off. It would rather wait at the light.	11/5/2024 10:28 AM
169	high pedestrian and vehicle mix	11/5/2024 10:27 AM
170	Business 51 through Stevens Point is ridiculous. Narrow 4 lane, sidewalks on the very edge of the narrow street (RR underpass for instance), and the road itself is in terrible shape.	11/5/2024 10:26 AM
171	because of the highway exit, light structure, and business traffic.	11/5/2024 10:24 AM
172	too many driveway access points, 5 lanes of traffic with center turn lane	11/5/2024 10:15 AM
173	Water street is a busy secondary thoroughfare that is a good way to get downtown (assuming there's no train). However, the bike lanes are extremely inconsistent, which I think leads to confusion for both bikers and drivers. Specifically, the intersection of Water & 3rd turns into a blind intersection very quickly when vans etc. are unloading at the new apartment building. Many people do not slow down there, and even if you put in a stop sign, people might not see the sign.	11/5/2024 10:03 AM
174	Residential neighborhood near a park, Kwick Trip and restaurant/apartments. Often pedestrians are walking and biking on this road (not lit well, traffic is moving at speeds higher than speed limit). Also curve/bend to the road which can be dangerous.	11/5/2024 10:03 AM
175	pedestrians and cyclists are at risk.... reckless driving and speeding the entire length of Old Wausau Road.	11/5/2024 9:54 AM
176	There is a lack of lights near Whiting Avenue to get onto Division Street. Especially when the train is running, this makes it difficult to get onto Division.	11/5/2024 9:47 AM
177	I feel Stevens Point is the most hazardous due to so many vehicles driving to and from work, schools and college. Also has a higher population of bicyclists, skateboarders, and pedestrians. Also have to contend with parking obstacles downtown for celebrations, parades, sporting events, trivia and other community based functions.	11/5/2024 9:17 AM
178	I am most familiar with the area, when a pedestrain is walking it can be unsafe in areas that have little to know sidewalks, such as the plover area. Also some roads are very narrow making it difficult for drivers to avoid potential hazards without hitting other vehicles.	11/5/2024 9:10 AM
179	The entire interchange by Maple Bluff/hwy10/39 is not the greatest. Recent improvements have helped, but things are still unsafe. There is not a good way for pedestrians to get across	11/5/2024 8:36 AM

	39. When turning right from Maple Bluff onto 10, there is a green arrow, however the people coming north from by Kwik Trip often do not stop to allow other motorists to turn right with the arrow. I believe it would be safer to reprogram those traffic lights.	
180	Old Wausau Rd is dangerous for pedestrians as motorists traveling on this road are traveling at excessive speeds.	11/5/2024 8:20 AM
181	I chose this location because oftentimes there are bicycles trying to cross the maria intersection and cars trying to turn left cannot see around oncoming traffic on division at any given time making it very dangerous for not only vehicles but people walking and biking.	11/5/2024 7:47 AM
182	Bicycle I am opposed to the “road diet” created on main roads in the city	11/5/2024 6:18 AM
183	Have seen pedestrian car accidents around campus	11/4/2024 7:47 PM
184	Vision triangles within residential areas. The EM Copps drive intersection with the railroad overhead. The fence on the west side of the intersection of Hoover Ave and Patch street looking north. Poor vision to make a determination if it is safe to enter the roadway.	11/4/2024 7:39 PM
185	farm equipment operators, bicyclists and drivers because people are leaving the populated areas and accelerating above the current speed limits earlier than posted on the road.	11/4/2024 7:33 PM
186	Very narrow roadway. Fast automobile traffic. Little sidewalk space. Impossible to cross Bus 51.	11/4/2024 4:21 PM
187	The corner of Division Street and Fourth Avenue feels very dangers for all types of road users. For Automobile drivers on Division Street turning left or right onto fourth avenue it is hard to see oncoming traffic. If turning right onto Division Street from Fourth ave the corner is really tight and hard to stay in the right lane once on Division Street. The boulevard and space for pedestrians is narrow making it feel dangerous for them because of the lack of sight lines for automobile drivers and the urgency of making the light for them since you can't see. As a cyclist I tend to take the full lane when at this stop light if travelling across division street on fourth ave. I rarely, if ever will travel on Division Street on my bicycle because it is too narrow and dangerous.	11/4/2024 1:22 PM
188	I selected this location because I believe that Division Street is the most dangerous roadway in this location. It's dangerous to all modes of travel, but mainly for pedestrians and bicyclists. There are no bicycle lanes, and the sidewalks are very close to the road. Also, the traffic lights on the intersection of Division St and Fourth Avenue do not have crosswalk signal buttons for pedestrians to push.	11/4/2024 11:14 AM
189	The intersection between Sunset Point Winery and Emy J's has a lane coming from Emy J's that has to merge into inconsistent traffic. If heading into town, multiple lanes of traffic (including bike lanes) have to be crossed within a very short area.	11/3/2024 6:50 PM
190	All are in danger here mostly pedestrians. There are speeders night and day on Whiting Avenue between Riverview Avenue and Sherman. Many seem to use it as a racetrack.	11/2/2024 5:45 PM
191	I think the most dangerous places for bikes and pedestrians (or cars for that matter) are: Division st and HWY 10 going towards the on ramps for the interstate	11/2/2024 4:09 PM
192	a lot of vehicles and traffic	11/1/2024 10:24 AM
193	This is the more congested area for traffic and I believe WI 10 East starting off I39 is one of the worst areas to drive through if there is any traffic. Many people I know take Cty R to avoid having to deal with crossing it to get to other businesses. The recent construction helped a little but overall it is still a mess.	11/1/2024 10:06 AM
194	Auto's exiting I-39 at exit 151 have difficult visibility because of the angle of the intersection.	10/31/2024 11:14 AM
195	Lot of vehicle traffic and pedestrian traffic. Both aren't paying very good attention and are distracted by cell phones.	10/31/2024 8:19 AM
196	Busy traffic and lots of students walking	10/30/2024 8:04 PM
197	Pedestrians at risk. High traffic area.	10/30/2024 4:32 PM
198	Whiting Ave between HH and Sherman Ave, very dangerous for pedestrians. I am a war vet with a disability and walk Whiting avenue daily. Cars go too fast and to top it off I pick up beer cans almost daily on this road. I walk slow, and crossing HH is terrible. Maybe a cross walk	10/30/2024 4:08 PM

	would help. A lot of bicyclists on this road also. I live on 3340 Whiting Ave so I see what's going on. West River Drive was done well, so I think we could do the same on Whiting Ave. Because of my war disability, I use a cane for balance. Please consider doing something about Whiting Avenue. Another problem is the stop signs on Whiting Ave. and Sherman Street in Whiting. Nobody stops ever on that intersection. NOBODY. I see it daily. The beer cans are seen almost daily on Whiting Avenue. I walk it daily.	
199	pedestrians, bicyclists - no bike lane/careless drivers	10/30/2024 3:56 PM
200	Business 51 in Stevens Point is too narrow.	10/30/2024 1:07 PM
201	All road users including bike and pedestrians are at risk in the area of Grant Ave and STH 54. Railroad tracks also cross this area. Exiting path in this area needs to be extended west along STH 54.	10/30/2024 10:58 AM
202	A beloved neighbor was killed by a hit and run driver on West River Drive. Other neighbors have had close calls with cars. Pedestrians and bicyclists are at risk from bad inattentive drivers.	10/30/2024 10:02 AM
203	W. Clark st has no sidewalks, and absolutely no police presence or speed control. Traffic has increased exponentially and they ignore the speed limit signs. It is a drag race heading west after crossing the RR tracks, and coming into town most are exceeding the speed limits by -5-20 mph.	10/30/2024 8:42 AM
204	Pedestrians and bicyclists are at risk from driver inattention and speeding vehicles. Someone was killed here in the last year.	10/30/2024 8:34 AM
205	I live on Whiting Avenue just south of the HH intersection. No cross walks or bike lanes. Lots of traffic - FAST traffic on Whiting as we walk or bicycle on the very edge.	10/30/2024 6:49 AM
206	Road crossings on the green circle for bikers	10/30/2024 6:28 AM
207	Whiting Ave. from HH to Sherman Ave. Too much speed racing here. Unsafe for people walking. Also very dark.	10/30/2024 5:52 AM
208	traffic density	10/29/2024 11:38 PM
209	Water Street is extremely dangerous for bicyclists. The infrastructure is unacceptable. And, there are also loose roving German shepherds, fascism supporters with handmade signs, and potentially drunk drivers. Make this safer.	10/29/2024 8:08 PM
210	Pedestrians walking on Whiting Ave south of Riverview (HH) It’s a heavily traveled road with no shoulder to walk on.	10/29/2024 7:29 PM
211	Speeding	10/29/2024 6:59 PM
212	Division Street from 4th to Patch. Bad for walkers, drivers, bikers. Sidewalks generally too close to motor vehicles. Vehicle drivers often speed. 4 lanes plus speed make pedestrian crossings dangerous. We need a bus that goes up and down Division and Church st.	10/29/2024 5:30 PM
213	Pedestrians and bicyclists are at risk, especially on Division Street	10/29/2024 5:11 PM
214	Maria and 2nd St 4 way stop very dangerous especially during school drop off and pick up. 4th Ave and Division too much speeding, hard to cross	10/29/2024 3:57 PM
215	Speed and high traffic	10/29/2024 3:50 PM
216	Whiting Ave from HH to Sherman. Pedestrians & bikers very at risk. Barely any shoulder in areas, with weed growth preventing moving out of vehicle space. Also very difficult for pedestrians with snow banks. Many people walk this area to the Green Circle entrance.	10/29/2024 3:18 PM
217	I selected this location (the intersection of Whiting Avenue & Riverview/HH to the city limit on Whiting Avenue) because it is a truck route that lacks a shoulder or other path for use by pedestrians and bicyclists.	10/29/2024 1:39 PM
218	Around the university some crosswalks are not clearly marked. Pedestrians are not always courteous to drivers. Many do not give any yield to traffic stopping them for minutes on end. Fourth Ave and Reserve should have some timed light or a crossing guard to let traffic through at class change out times. The crossing at Franklin and Division is a death trap. I'm surprised someone has not been seriously injured there yet. People push the button and continue walking without even checking traffic. Bicyclists do not follow the rules and ride on the wrong	10/29/2024 1:13 PM

	way down streets or do not stop for stop signs. Bicycle lanes freak me out. I'm terrified I'm going to hit a bicyclist around the university.	
219	Since the new apartments went up on Centerpoint, the intersection of Third and Centerpoint has become incredibly dangerous. Cars park on Centerpoint and totally obstruct visibility of oncoming traffic for automobile drivers and cyclists (I've experienced this with both modes of transport). I've been wanting a way to report this somehow! Thanks for the survey. I'm sure there are tons of other safety issues but since I live on the north side and bike that way to downtown often, this one has been on my mind a lot. I don't think a crosswalk with flashing lights would be effective enough, but a full on traffic stop intersection seems like overkill. Not sure what the best solution might be.	10/29/2024 12:36 PM
220	This Division Street corridor can't be improved soon enough . It is dangerous for pedestrians, bicyclists, an automobiles.	10/29/2024 12:01 PM
221	Where can I start? Traversing much of this area (aside from less autocentric county roads) is hazardous on a bicycle. Many of the streets are designed straight and wide without much to naturally reduce traffic speeds. Bike lanes, while helpful, are mostly bike gutters (i.e. painted lanes to placate cyclists). Throughout the county, we need protected bike and pedestrian spaces that are safer and intuitive to use. I avoid Highway 10 as a cyclist...and that sucks because it takes almost the same amount of time to get to Target by car.	10/29/2024 11:49 AM
222	Bicyclists. US highway 10 in Stevens Point has many businesses but is difficult to safely access by bicycle.	10/29/2024 11:44 AM
223	Pedestrians and bicyclists	10/29/2024 11:20 AM
224	I've witnessed a few crashes and many near misses at HY 10 and Brilowski Road. People can't stop looking at their phones and the blow red lights.	10/29/2024 10:56 AM
225	Cyclist and Pedestrian, visibility and crossings not safe.	10/29/2024 10:01 AM
226	This location was selected because we reside in this location. We use this location daily, auto driving, walking, biking, for farm equipment operating. This location is a bike route & used extensively by many for walking.	10/29/2024 9:51 AM
227	Division, main, and Clark streets are not bike friendly and neither are the intersections. Side walks are too narrow for bikes and pedestrian traffic. Bikes can ride on side streets, but are often inconvenienced by stop signs. A direct roughy with minimum stopping for bikes is beneficial for commuters.	10/29/2024 8:26 AM
228	HWY 10 going west coming into town or going east going out of town. People are either going to fast or not going close to the speed limit. Trying to get in and out of businesses along this route is a nightmare.	10/29/2024 8:00 AM
229	The intersection of Park and Water Streets is scary with the blind spot caused by a building. Also the intersection of Minnesota and Stanley Streets needs a traffics light.	10/29/2024 7:52 AM
230	Stevens Point needs more streetlights for pedestrians. Way too dark for safe walking at night. As well as for bikes. Need shelters at bus stops for protection against the elements and for motorists to know that there is a stop there. Some bus stops are at weird locations really not safe for a passenger getting on or off a bus,but the stop is still a necessity.Not having continuous sidewalks is a problem for pedestrians, especially for pedestrians in winter.	10/29/2024 3:27 AM
231	North half of water street is constantly busy with semis, trucks, cars and bikes, has no bicycle accommodations, frequent speeding, and again, drunk drivers. Stop signs are frequently ignored.	10/28/2024 9:52 PM
232	In Stevens Point, the main road that concerns me is division street. Especially the northern part of division street near the UWSP campus. I think pedestrians are more at risk. Automobile drivers and bicyclists come second in risk level. This road is very close to the side walk at certain points. It is also very commonly sped on. The speed limit is 25mph, but the average speed seems to be between 35mph and 40mph.	10/28/2024 9:30 PM
233	pedestrians because people drive too crazy and don’t like to stop at cross walks and stop signs	10/28/2024 7:26 PM
234	Pedestrians and bicyclists	10/28/2024 6:45 PM
235	I chose this place because the ability to see pedestrians from a car is low, there are	10/28/2024 5:33 PM

	narrow/non-existent shoulders, and people routinely go 10-15 miles above the 25 mph speed limit. Basically all of Church/Division is very dangerous for pedestrians and bicyclists.	
236	Pedestrian crossing division, putting in round about on 4th is only going to push more Pedestrians to crossing by fire station. Lot of kids just push button for flashing light, then just walk out expecting traffic to stop.	10/28/2024 5:20 PM
237	Water St. and Clark St. in Stevens Point. Crossing Clark on the Green Circle path is unsafe. Cars come from too many directions. I always cross on foot (walking my bike) west of the crosswalks, where I can cross westbound Clark, then wait on the median, then cross EB Clark.	10/28/2024 5:12 PM
238	I'm choosing the intersection of 4th Ave. and Isadore St. This is dangerous for automobile drivers, walkers, rollers, and bicyclists. There's a particular emphasis on drivers and electric standing scooter user danger. Electric standing scooters have become more prominent at the university and they can move quite quickly and the riders either dont stop and just barge into the intersection, or they're going so quick that drivers barely have time to notice.	10/28/2024 4:53 PM
239	As a resident of Stevens Point, I think the entire city has significant issues. I am most familiar with north/south corridors of Division, Union, Prentice streets and east west of Centerpoint, Clark and Business hwy 10. The biggest problem is speeding, followed by failure in any way to yield to pedestrian traffic. I live close to Division street and at night you can hear drag racing up and down that street until after bar time. Sooner or later, it is going to be a tragedy. There seems to be little if any enforcement of stop signs and both my wife and I have come very close to witnessing accidents where people simply ignore stop signs at 4th and Franklin. Additionally, although I am not a bicyclist, I know many people who depend on a bicycle to get around. The disrespect for non motorized traffic in this community is utterly astounding. Cross walks are ignored, bike lanes are made jokes of, even though every community of any size has them. They will not go away even if the nay sayers continue to harp about them. We need education and firm enforcement on the laws and rights of non motorized traffic and it seems this is given little to no regard in Stevens Point and Portage County.	10/28/2024 4:24 PM
240	Green Avenue and Main Street. Nearly impossible to cross traffic some times. We often take the Green Circle trail route over to the Walgreens traffic light. Someone is considering a business on the corner???	10/28/2024 3:05 PM
241	I really was trying to select the whole city. Roads are not wide enough to encourage bike lanes in most areas. Waiting for the hot mess of the roundabout you are putting in at fourth and division too. Can't wait to sell and get out of point.	10/28/2024 2:54 PM
242	Bicyclists are at risk often within the city limits of Plover and Stevens Point. The infrastructure for cyclists isn't conducive (bike lanes aren't clear if they even exist) and the anti-cycling sentiment within the community is dangerous for cyclists.	10/28/2024 2:46 PM
243	Division Street has very heavy car traffic as well as bicycle and pedestrian cross traffic as well as lot of cross streets and businesses to turn into. Division has virtually zero shoulder in many areas and no middle turn lane. It is impossible for cyclists to use. Crossing is very difficult due to the way traffic lights guide the flow of traffic and with the many streets that feed into the flow of traffic.	10/28/2024 2:21 PM
244	4th Ave and Isadore: It is difficult to cross the 4th Ave. as a driver and a pedestrian. I only suspect it will get worse when the new campus sports building is finished.	10/28/2024 1:24 PM
245	No dedicated turn lanes, no divider, narrow lanes, heavy congestion, frequent speeding, lots of accidents. The entire Division St/Church St corridor from UWSP south until it becomes a divided road just before McDill pond is an issue.	10/28/2024 12:43 PM
246	This location is where UWSP is. Both automobile drivers and pedestrians are at risk due to reckless behavior by both.	10/28/2024 12:34 PM
247	Drivers often fail to yield to pedestrians and bicyclists	10/28/2024 12:32 PM
248	So many different forms of transportation used by people who need to cross this area. Cars are not alert enough to non car traffic.	10/28/2024 12:29 PM
249	Two lanes of traffic make crossing by bike or foot dangerous. Driver's don't understand that so four lanes need to wait, so they get mad at pedestrians waiting for all lanes and then act unpredictably.	10/28/2024 12:06 PM

250	This location was chosen for at risk pedestrians and bicyclists because of rampant speeding/reckless drivers on narrow roadways and residential areas.	10/28/2024 12:00 PM
251	The Highway 10 corridor is dangerous for automobile drivers, pedestrians and bicyclists due to the high traffic. I travel it daily by automobile. I am a cyclist, but avoid riding in this area.	10/28/2024 11:52 AM
252	No sidewalks or bike lanes. No safe way to get to Plover businesses walking or biking. Traffic is unsafe near Kwik Trip/McD's.	10/28/2024 11:48 AM
253	Pedestrians are at high risk on the UWSP campus as there is a lot of unnecessary through-traffic that should be routed around the campus. 4th street in particular is unfortunately used as a connection street for cars, despite the high amount of pedestrian crossing.	10/28/2024 11:41 AM
254	Crossing from Park Ridge to Stevens Point is not either. Highway 10 cars are always going too fast. Plus, it's two lanes going in both directions. By foot and on bicycle, you are an easy target for cars. By car, you sometimes have to take a right onto HW 10, then switch lanes in order to turn left.	10/28/2024 11:39 AM
255	Stevens Point on Division St from Briggs, under the rail bridge, to Patch Street is too narrow for cars and bikes especially during winter snows. The bike lane is useless when cars or bikes skid	10/28/2024 11:39 AM
256	pedestrians not using crosswalks in this area	10/28/2024 11:27 AM
257	Anywhere on business highway 51 is dangerous. There isn't enough room in the middle of town to drive or walk. Speeding is definitely a problem. Belts to University.	10/28/2024 11:19 AM
258	Stevens Point & Park Ridge ... all users at risk owing to excessive speeds / no speed enforecement. Green Avenue in particular is simply out of control.	10/28/2024 11:17 AM
259	This area has high traffic and lots of stop lights and for bikers and walkers, cars may not see them in the car traffic. Especially the link between Hwy 66 and Country Club Dr where there is no sidewalk connecting the two roads.	10/28/2024 11:17 AM
260	This is a repeat of the comments I left on Map 1 because I wasn't quite sure which map more accurately depicts the problem location: The on-ramp to I-39 northbound at exit 161 is a hazard for vehicles. The curve of the ramp and the fact that the ramp narrows from one lane to two makes it difficult for drivers to reach a safe merging speed before entering the interstate.	10/28/2024 11:14 AM
261	All road users at risk. The intersection of Hwy. 10 and The Store just on the edge of the East side of town is a free-for-all.	10/28/2024 11:10 AM
262	It should be on the intersection between Zest, the Collins Classroom Center, and the Health Enhancement Center. People often drive recklessly at this intersection, and students/pedestrians/bikers don't take into consideration the street signs (primarily, STOP) and often pull out in front of oncoming traffic.	10/28/2024 11:08 AM
263	Intersection of Maria & Division - all users at risk; too much development and congestion, trucks park in roadway to unload, do not put in a round about it will make everything worse!	10/28/2024 11:07 AM
264	Section of Illinois Avenue from Maria drive to Stanley Street. Cars are able to park on both sides of the street which does not allow for people to be able to drive safely on the road while they are parked on both sides. Allowing this section of the road to be only one side parking would be nice.	10/28/2024 11:06 AM
265	I think pedestrians and bikers around UWSP campus are the most at risk here	10/28/2024 11:04 AM
266	This area is dangerous for all road users. The stretch of division street between Maria and fourth is full of narrow sidewalks with no buffer to the road. There are curb cuts every 10-15 feet, no bicycle infrastructure, 5 lanes of traffic through part of it, only maintained crosswalks are at far ends when it’s a high pedestrian area right next to campus. People regularly speed through there and I believe division and Maria is one of the intersections with the most crashes in the county.	10/28/2024 10:42 AM
267	Main Street is hazardous for bikers, then walkers. People speed constantly and don’t watch for others or always give right of way.	10/28/2024 10:19 AM
268	Post road. Bicycle users and pedestrians. Bikes are forced to ride on the road, and pedestrians cross without looking, especially around campus.	10/28/2024 9:23 AM

269	westriver dr person killed along road. Resurfaced and lined. Maybe rumble strips along double line could help make it safer.	10/28/2024 8:59 AM
270	Division Street is dangerous for bikers and pedestrians. The crossings are too widely spaced for where I cross the road, and even where they exist such as Clark, Main, and north, the way the roads are structured there are not always good ways to navigate those controlled crossings. I'm primarily a biker, and often have to resort to biking on the sidewalk if I can't avoid Division. I often have to cross Division to get to downtown from where I live (on Division).	10/28/2024 7:50 AM
271	Bicyclists. Cars are not following the speed limit and even though there is a bike lane, people are not watching for others.	10/27/2024 5:04 PM
272	Roosevelt and Hoover. Too many times cars on Hoover race to the stop sign, fail to look towards cars on Roosevelt	10/27/2024 1:05 PM
273	1.) The intersection of 2nd Street and Portage Street is a scary mess with the south bound traffic lane facing off with northbound traffic approaching their left turn lane. 2.) Further confusion occurs a block west where westbound traffic turning south may proceed without ever stopping or yielding to eastbound traffic. 3.) At Portage St. and Crosby Ave., a crossings are not as well-marked as they should be, and traffic is often way too fast.	10/27/2024 12:39 PM
274	I believe the intersection of Stanley and Minnesota is one of the most dangerous for pedestrians. I believe it is also dangerous for bicyclists and vehicles.	10/27/2024 11:32 AM
275	Walking, biking, driving. Intersection of Stanley and Minnesota	10/27/2024 9:56 AM
276	I believe that people who are driving down division street, church street doesn't pay attention to each other while driving and paying attention to pedestrians also on either direction on hwy 10. I've noticed a lot of people texting while driving either by walking, riding as a passenger in a vehicle or on the city bus. People need to stop texting while driving	10/26/2024 9:04 PM
277	College kids that walk into traffic without looking.	10/26/2024 4:58 PM
278	Because of the bike lanes on busy roads like Clark st and water street. Bicyclists should use the sidewalks on these roads. Major and busy roads are no place for bicyclists.	10/26/2024 4:45 PM
279	Automobile drivers- This intersection has frequent crashes due to rear end collisions and broadside fail to yield right of way collisions.	10/26/2024 2:20 PM
280	same as for map 1	10/26/2024 9:43 AM
281	I believe auto drivers, pedestrians, and cyclists are all at risk driving from the south end of Plover to the north end of Point, plus from the west to east sides of Point. I have seen countless individuals speeding on the main roads going through this area. Cyclists, especially where there in no dedicated bike lane, are riding within inches of drivers moving down the road. The school zone off of HH is a hazard to anyone who tries to walk across. Even the signaled sidewalks are becoming a hazard because individuals don't stop when the lights are flashing.	10/26/2024 8:45 AM
282	Washington Avenue is congested with parked cars alongside Point After Pub most evenings. The combination of buildings tight to the corner and cars on both sides of Washington Ave create what is virtually a single lane road with multiple blind intersections. I have frequently seen Washington Avenue between 2nd and 3rd street become dangerous for drivers, bicyclists, and pedestrians.	10/25/2024 8:04 PM
283	Highway 10 East is poorly designed! Every type of road user is at risk, including automobiles, pedestrians, bicyclists, etc. The walled pedestrian crossing over Hwy 39 is an improvement for bike/ped safety, but not an appealing way to travel. The center median for crossing and accessing businesses is a nightmare. This area should have been designed with frontage roads. Bike and pedestrian accommodations do not exist or are not safe for accessing any of these businesses.	10/25/2024 1:22 PM
284	I believe that Division/Church Street in Stevens Point is very unsafe for pedestrians. There is no sidewalk buffer and it is very difficult and dangerous to cross at many intersections. Furthermore, the sidewalk is sloped towards the road in many spots on the northern end, proving dangerous for folks in wheelchairs.	10/25/2024 12:47 PM
285	The crossing at McDill and Hoover is extremely dangerous for pedestrians and cyclists. Drivers don't watch for people. The cross-walk striping is faded and there are limited facilities	10/25/2024 11:05 AM

	allowing people to walk and bike along these busy roads. The timing on the crossing is very short for the length of time needed to cross. A leading indicator or designated pedestrian crossing sequence would make this area much safer. The slip lanes for right turns also create added risk for crossing as vehicles are more concerned with on coming traffic than checking for pedestrians and cyclists. This part of the city is predominantly residential and there are a lot of children utilizing these facilities who are hard to see, unpredictable, and take longer to complete crossings. Longitudinal Bar crosswalk markings in a more durable material such as Thermoplastic should be used to increase longevity.	
286	My selection represents, CtyB/STH 54 and Foremost Road as well as other side streets such as Grant Ave. This area I think is dangerous for mainly drivers, but also pedestrians/cyclists. This area has not stop lights and due to the high volume of traffic from 54, it is very hard to turn onto this road, especially making a left turn. This leads people to make more rushed decisions. There is also a crosswalk there, which can feel dangerous due to the right turn slip lane that goes from 54 onto Foremost, as well as people turning left off of 54. If this area had stop lights it would allow for pedestrians to have a walk light giving them their own interval to get across. Not to mention the high volume of semi-trucks that utilize this intersection that complicates the issue further.	10/25/2024 9:49 AM
287	Hwy 54 is dangerous, because there are alot of speeding that occurs through that area, and lots of intersections that don't have street light intersections, making it very difficult for vehicles to get on the roadway.	10/25/2024 9:33 AM
288	Division street has had many long conversations about how unsafe it is for pedestrians and vehicles. With the university there and all the businesses intersecting with residential areas, it continues to be an issue.	10/25/2024 8:52 AM
289	Bicycles, scooters, using the roads as if they are cars or trucks. They feel they are equal, and many do not wear PPE. Tough to see someone on an e-scooter in the bike lane at night when they’re wearing dark colors	10/25/2024 7:59 AM
290	High speed drivers & multiple intersections.	10/25/2024 7:34 AM
291	Automobile traffic.	10/25/2024 7:32 AM
292	the lane reduction on 66 backs up traffic and created bottlenecks at intersections	10/25/2024 7:01 AM
293	Auto and bike. I live on pondo dr. I have actually contacted the authorities a couple years ago to complain about cars, trucks, semi trucks and contractors passing on the shoulder at 60 miles an hour! When traveling east bound and needing to turn into my neighborhood we slow down or stop because of on coming car in other lane we have to wait for and vehicles from behind don’t slow and go around on shoulder. Why are they allowed to use the shoulder as a passing lane????? One time there was an older gentleman on his bike and a truck passed me on the shoulder and almost hit the bike! Another time I was turning into onto pondo and a car tried passing me on the left and almost hit me! I have complained, but the answer was… vehicles are allowed to pass on the shoulder side! What?!?!?!? That is the stupidest thing I have ever heard!!! That’s not how I was trained how to drive! Someone is going to get killed because of this nonsense and nobody really cares! About a month ago I was coming home and a septic type truck was behind me… no I should say on top of me…pushing me to go over the speed limit. He was so mad shaking his fits at me riding my tail.. when I turned onto pondo he was so close he almost hit me.. he was sweating at me and shaking his fist.. I am really considering a dash cam for idiots like this!!! there is too much road rage on 66 starting at Marshfield clinic going eastbound. Don’t even get me started on the semis going full speed around the bend by Jordan bar and over the bridge! And how about the motorcycles going like a bat out of hell???!!! And by the airport.. about a month ago there was a wrong way driver I tried to report and the dispatcher was so frustrating and uncooperative I just hung up and hoped that person wasn’t getting on the interstate the wrong way! So yeah…hwy 66 once past Marshfield clinic isn’t good and needs more presence. Oh by the way check out Jordan Rd if you want to catch a drunk or maybe some kids racing in the middle of the night!!! I used to call in trouble, but it’s always ignored, so I just don’t anymore…these roads are scary to drive on and those of us who play by the rules are the ones that get hurt! Also, I would choose hwy66 west going to rapids… I can’t tell you countless times of people driving really fast and passing.. like 70 plus and road rage is out of control! Hwy 66 has problems!!!	10/25/2024 6:57 AM
294	The bridge over I-39 at exit 151 is very dangerous. Having a arched road makes it difficult to see traffic when turning from the exit ramps.	10/25/2024 6:47 AM

295	automobile drivers, pedestrians, bicyclists,	10/25/2024 6:00 AM
296	Difficult to pull out when incoming cars come fast in 2 lanes and cannot see around embankment	10/25/2024 5:40 AM
297	Many streets and crosswalks around campus. Students don't stop for traffic and assume they can walk across the street whenever they want without regard to traffic. 4th and Reserve and Division and Franklin by the FD. Biggest at risk is pedestrians, bikers, and road traffic.	10/24/2024 11:17 PM
298	The Hoover bike path is in great need of replacement. It is very bumpy and has many cracks for bikers. The shoulders on Hoover are very narrow in some spots, and I don't feel safe on the road with how much traffic it gets. The intersections with cross streets are dangerous for bikers too, as the cross walks are behind the stop signs, so vehicles pull up near the road/stop sign without looking out for pedestrians, so I have had a lot of close calls. Also I think Foremost Dr and Highway 54, as well as Grant Ave and Highway 54 intersections could benefit from stoplights. The entire section from Post Rd. to Grant Ave on Highway 54 could benefit from decreased speed, or even until Coolidge Ave, and then increase to highway speeds after that road. Finally, River Dr. needs a sidewalk from Foremost Ave to Post Road. The rest of River Dr has a sidewalk, but the most heavily trafficked area of the road doesn't have one- it is very dangerous for pedestrians.	10/24/2024 9:36 PM
299	Speeding. Running stop signs/red lights. Lane switching on business 51. Street sign letters are too small or hidden by trees bushes. What happened to the Briggs Ave. road sign?Require any Delivery driver for groceries/Door Dash/Amazon to have an identifying icon on their vehicle. I believe that delivery drivers under Time conditions for deliveries are speeding and driving recklessly. A way to identify them needs to be implemented in order to report drivers to the Company. Repaint all road markings and turn lanes more visibly. More Police presence and tickets	10/24/2024 8:07 PM
300	HH from Post Rd. east. Dangerous for both bikes and pedestrians. Chose this area because I travel the area the most.	10/24/2024 6:24 PM
301	Hwy 10/66 over Hwy 39. The new pedestrian/bicycle corridor is idiotic and DANGEROUS! It forces users to cross too many intersections/exit-entry ramps, move to the middle of the roadway AND once again cross busy intersection/exit-entry ramps.	10/24/2024 5:44 PM
302	Division Street is quite dangerous because the road runs right up to the sidewalk (no shoulder or bike lane). This is dangerous for pedestrians and bikers.	10/24/2024 1:03 PM
303	Heavy traffic and drivers turning, running yellow/red lights	10/24/2024 12:04 PM
304	I39/Hwy 54 ramps, site distance, trucks, speed of traffic. When in a car on top of ramps it is dangerous to pull out.	10/24/2024 11:58 AM
305	All types of road users on Division St and cross streets	10/24/2024 10:58 AM
306	Bus 51, from Michigan Ave through Maria Drive. In theory, 4 lanes wide, but just barely, especially if a large vehicle (like a school bus) is in one of those lanes. It feels a bit too narrow.	10/24/2024 10:52 AM
307	Despite the Hoover Road portion of the green Circle most motorists do not stop at the corner of Porter and Hoover for cyclist that are heading east again the total disregard for cyclist and runners	10/24/2024 10:08 AM
308	Pedestrians and bicyclists are at risk in this area as this is a residential area containing a four lane county road. Sidewalks are near the road and this area also contains a busy green circle trail crossing. West bound traffic on McDill Avenue often speed through this area as this is where the speed limit goes from 35 mph to 25 mph.	10/24/2024 8:46 AM
309	Having a round about at that location will cause loss of access for students and semi trucks and of course cause backups of traffic. It also wastes a lot of money on something completely unnecessary. Another solution waiting for a problem. Government waste.	10/24/2024 8:41 AM
310	It is not safe to take HH over the interstate on foot or by bike, because there is no sidewalk in this area.	10/24/2024 8:13 AM
311	The intersection of Stanley and Minnesota is particularly dangerous for pedestrians and bikers.	10/24/2024 7:55 AM
312	10 just east of 39 is dangerously congested, is tough to negotiate and is engineered badly for the traffic congestion that has developed in the area	10/24/2024 7:11 AM

313	Location: Water and Division St. near Ben Franklin Junior High, plus the connecting street by Walgreen's. Division St. is entirely dangerous for all users-few ways to turn left in a car, street is uncrossable on foot because speeding traffic does not stop. Turning right on the crossroad to get to Water St., there is an awkward lane change to get into the left lane to turn towards Ben Franklin, then a 4-way stop that people don't always use according to rules, endangering vehicles, students crossing the road, and bikers. Finally, in the morning when students are on their way to school, the 15 mph speed limit is often ignored. I've seen junior high students attempt to dart across 4 lanes of traffic, and there is no way someone going 35 mph+ could stop on time.	10/23/2024 10:46 PM
314	Crossing County Hwy R (Brilowski Road) at Old Highway 18 is very difficult for bicyclists and pedestrians. The county highway is four lanes wide. Cars come downhill very fast. It's tricky. If the City of Stevens Point builds out east of Old 18, then this intersection will become an even bigger problem for bicyclists and pedestrians.	10/23/2024 9:03 PM
315	Many stroads high traffic at high speeds.	10/23/2024 8:18 PM
316	I feel this is the busiest area so it’s the most dangerous. People riding bikes are in the most danger. Not only do people act like they don’t have to look for cars, but the bike lanes are DANGEROUS and they should use the sidewalks.	10/23/2024 7:42 PM
317	If you are biking east west the bike lanes disappear and there is no sidewalk by the cemetery	10/23/2024 7:36 PM
318	Congestion. To many cars. Speeding. Stop lights poorly timed. Bad for pedestrians and bikes. Potholes.	10/23/2024 7:33 PM
319	Off center intersection of Michigan and Stanley makes it difficult for pedestrians and automobiles to determine if right-on-red turns are clear. Automobiles also disregard the southbound bike lane into the intersection and drive through it, causing near collisions with those who respect the bike lane.	10/23/2024 7:08 PM
320	Main St and Clark st have limited lots of traffic that intermingles with bicycles and foot traffic’s.	10/23/2024 7:07 PM
321	I'm a runner, I've come to the intersection at Elm St and Post Rd on a few occasions. This particular crossing has a crosswalk with flashing lights. A couple of times I've come to cross the road here and cars will not stop or a few stop and others continue to drive through. Our law enforcement officers need to do a better job of ticketing people who are careless behind the wheel. Besides, I thought pedestrians had the right of way. Apparently, I'm wrong, at least according to several motorists.	10/23/2024 7:06 PM
322	I'm most familiar with this area. Bicyclists not using their designated lanes or paths and not using signals or abiding by traffic signs/signals create dangers for everyone on the road. It's really terrible in town especially when they have been provided with bike lanes is most areas.	10/23/2024 6:42 PM
323	Crossing Division Street on foot or bicycle anywhere north of the CN Tracks to Maria Drive.	10/23/2024 5:04 PM
324	Young Men in trucks coal rolling, drag racing and throwing things at bicyclists and pedestrians. The west side of Point is an unpoliced hell.	10/23/2024 2:10 PM
325	10 is not safe for anyone not in a vehicle. Traffic on Fridays back up and drivers get frustrated. Bad situation all around.	10/23/2024 1:37 PM
326	Distracted drivers in city - mainly cell phone use. As a cyclist, have noted a major increase in drivers that never see me at intersections or on narrow city streets. Probably have a dozen close calls per biking season now. There are areas I won't bike anymore, like West River Drive in Stevens Point.	10/23/2024 12:37 PM
327	1. Pedestrians - 3 Pedestrian crossings (highly used by school children) on Lincoln Ave between parcels owned by Boston School Forest need better signage like RRFB's (Rectangular Rapid Flashing Beacons). These crossings are used daily. All children in the Stevens Point School District use this facility in the course of a school year. Funds to purchase and install the necessary signage are not available in the school budget or the Town budget. 2. Another location that is not marked on the map is the intersection of Hoover Ave and Hwy 54. The state is planning a reconstruction of Hwy 54 from Maple Dr roundabout to I-39. They are unwilling to include in their plans a realignment of the Hoover Ave/Hwy 54 intersection. The current intersection is situated at such a skewed angle that it is hazardous for both north bound and south bound travelers attempting a left hand turn. Local officials and the county highway commissioner recognize the need for realignment but the state has been unwilling to	10/23/2024 11:04 AM

	cooperate. There is a history of crashes at this intersection - luckily, none have been fatalities (so far).	
328	pedestrians walking along business 51 where narrow sidewalk has no buffer from roadway are at risk from speeding vehicles that jockey between lanes	10/23/2024 10:56 AM
329	All road users are at risk on all of Business-51 south of Fourth Av. This includes all categories of users because, for example, autos/trucks/farmequip should not be mixing (share the same road) together. Bike lanes and lane reductions will NOT make it safer simply because of the heavy traffic volume.	10/23/2024 8:58 AM
330	Automobile drivers are at risk in Stevens Point. Several street areas & around the UW campus are where I experience daily issues with unlawful & careless pedestrians & bicyclists.	10/23/2024 8:29 AM
331	Bicyclists	10/23/2024 7:01 AM
332	the area along HWY HH is not safe for pedestrians or cyclists traveling East or West	10/23/2024 6:59 AM
333	Drivers stop completely instead of merging into the round about. Students walk out into the streets with out looking for vehicles. Bikers don't follow traffic laws or pedestrian laws so you don't know what they will do.	10/23/2024 6:58 AM
334	There are so many pedestrians, bikers, and dog walkers in this road, but no sidewalks.	10/23/2024 5:52 AM
335	I have put a lot of thought into this and cannot come up with one place to mark. I have several places in mind. My lens is divided between a cyclist and a motorist. 4th street through the university is very dangerous. Students walk/bike through that area with no regard to traffic. It is especially dangerous at night with very little light. I'm not sure if it is the responsibility of the university or the city to light that area but one entity needs to step up to the plate. The bike path along HH is dangerous as bikers often do not stop at intersections and many of the intersections are blind for motorists to see the bike path. Crossing the main road from Piffner to downtown is dangerous for pedestrians as motorists move quickly through that area and there is nothing to alert them to people crossing. Getting from the area of Hilltop to the area of Target is dangerous for cyclists and pedestrians so the expansion of the Green Circle is a welcome solution. Throughout the city and country roads of Stevens Point there is a general disdain for cyclists. I've been yelled at, sworn at, and someone even pretended to shoot me (no real gun involved) from the cab of their truck. The speed of many motorists and the irresponsible cycling is a recipe for disaster.	10/23/2024 1:47 AM
336	Automobile drivers	10/22/2024 10:24 PM
337	Because of the traffic here and the 4 way stop (plus turn lanes) it is often backed up and I've witnessed many near-accidents especially around the time work lets out. Pedestrians don't usually cross here, but it can make it worse. There has been a semi-recent death at this intersection as well.	10/22/2024 10:13 PM
338	Missing sidewalk/bikelanes separate from the road	10/22/2024 9:31 PM
339	Highway 10 East is a kamikaze driver 4 lane hades that has too high of speed for people to make a left turn out of a driveway and too many driveways along the stretch from the hotel to Fleet Farm. Make some shared driveways and frontage roads before someone is killed!	10/22/2024 8:51 PM
340	no bike lanes along Division St and southbound	10/22/2024 7:53 PM
341	Automobile drivers. When Stanley st was repainted old marking still visible to hard to see where you should be driving	10/22/2024 7:40 PM
342	Church street, automobile	10/22/2024 7:38 PM
343	The most populated area with the most vehicular traffic. All types of road users are at risk. Transportation has its inherent risks. Otherwise, the streets are reasonably safe. Roundabouts are effective, but typically work better if single lane. The two lane roundabout on North Point is prone to fender benders. Several good opportunities for new roundabouts in place of four way stops. Porter Rd and Hoover Rd is a good candidate, as it has six lanes of traffic converging, along with the Hoover Ave Bike Path. Bike lanes are a recipe for disaster. I am an avid biker, but the very last streets I would ride on would be Division St, Main, or Clark. Just better and easier to use the side streets. And, bike lanes are a hazard for bikers, as they create a false sense of safety.	10/22/2024 5:31 PM
344	Traffic attempting to turn east (left) from Business 51 south east onto Maria Dr. (by UWSP)	10/22/2024 4:51 PM

	does not have a modern turning lane priority signal. Traffic northbound on Business 51 turning west onto Maria Dr. blocks visibility of the two other (northbound and east turn llanes forcing drivers into unsafe conditions exacerbated by business turn lanes which create uncertainty and extremely variable speeds. Some drivers northbound accelerate seeing a wider open road ahead, others slow down to enter business driveways. 2) The hill created by the highway 54 overpass and the bridge structure at the 54/39 intersection creates very limited visibility for motorists turning either left or right from both (north and southbound) off ramps east and westbound on 54. It seems as if a lot of motorists ignore the the 45 mph speed limit in that area. Very limited visibility with little time to accelerate to speed when entering 54. Given the development of business traffic along the hwy B corridor in Plover from county R to Post Road the 45 mph speed limit is ridiculous and unsafe. Many drivers will push that limit to the limit and over especially to the east end of the corridor from Menard's eastbound. In downtown Stevens Point some drivers seem to exceed safe limits given both pedestrian traffic and parking traffic. It almost looks as if some drivers intentionally "cruise" Main street showing off and accelerating or "pushing" other motorists impatiently. I really think a speed bump or bumps are in order especially on a three season basis, winter mitigating the problem some.	
345	The railroad underpasses on Church and Michigan Avenues. No barrier between street and sidewalk.	10/22/2024 2:54 PM
346	For pedestrians and bikes Division street	10/22/2024 1:11 PM
347	Washington school area is dangerous for children. People drive terribly around the Metro Market intersections.	10/22/2024 12:12 PM
348	bicycle commuter on 66	10/22/2024 8:35 AM
349	This is a dangerous area for pedestrians and cyclists and drivers. It is hard to cross effectively, and cars move fast. There is limited crosswalks that are not very visible, and no bike lane. Everyone is at risk of a collision. While thats .ore dangerous for someone walking or on a bike, it is still equally concerning for motorists too.	10/22/2024 7:55 AM
350	Highway 10 is so dangerous for pedestrians, bicyclists, and drivers. It is a nightmare and I avoid it at all costs.	10/22/2024 12:34 AM
351	Division street has no bike lanes or objects to slow speed to the proper limit.	10/21/2024 11:23 PM
352	Division at and around campus. Motorists like to beep at cyclists, pass too close, or tailgate	10/21/2024 10:40 PM
353	transitions into a freeway, no space for bikes, little for pedestrians	10/21/2024 9:35 PM
354	No sidewalks for school walkers. Blind curves/corners - some due to poor maintenance of foliage. Driver's not stopping at stop signs. Driver's not yielding to pedestrians/children. Green Ave does not have safe crossing (pedestrian crossing lights). Turning left onto 10 from Green is dangerous and very time consuming during peak drive-times.	10/21/2024 9:17 PM
355	Pedestrians and bicyclists county road R from B to Hwy 54 no bike/pedestrian path or room on the shoulder	10/21/2024 8:23 PM
356	The entire area of UWSP feels dangerous, but particularly 4th Ave between the Collins Classroom Center and the Chemistry Biology Building. Cars are known to fly down this stretch and become aggressive when waiting for students to cross. Pedestrians and cyclists are most at risk, with automobile drivers being the problem.	10/21/2024 7:34 PM
357	Plover - heavy traffic and some areas with no sidewalks	10/21/2024 6:57 PM
358	Too many people. Lots of traffic. Highway 10 heading east - by Culver’s fleet farm. Etc is an absolute disaster. Can’t turn out of the driveways without it causing problems	10/21/2024 6:53 PM
359	People on bikes and other rollers, I’ve nearly been hit while on my longboard	10/21/2024 6:51 PM
360	Stevens Point by far the worst. All the new bike lanes and obstacles make it harder to see bikes, confusion on roads and lack of training for bikes that don't know how to use road laws.	10/21/2024 6:50 PM
361	Pedestrians	10/21/2024 6:34 PM
362	Division street is very dangerous to pedestrians and bikers, especially college ave/briggs intersection.	10/21/2024 6:24 PM
363	The intersection of Porter and Hoover is terrible for traffic & pedestrians. Signal or Roundabout	10/21/2024 6:10 PM

	would be great	
364	Because there is not enough resources to enforce daily speeding	10/21/2024 6:01 PM
365	Where Church st becomes more of a split road right after Walgreens by Acme auto due to vision issues and no traffic lights. Also the roundabout by N Point Ave and the highway is constituency scary for drivers when it is busy	10/21/2024 5:44 PM
366	Plover Springs is a very busy street. People regularly use it for walking and/or biking. I believe now, and have believed for years, that a sidewalk is desperately needed on this street all the way from Bus. 51 to Hoover Ave. This would be a wonderful connection to the Green Circle and make it immensely safer for all concerned.	10/21/2024 4:55 PM
367	The business 51 corridor is by far the most dangerous. Speed limits are not enforced enough. I believe sidewalks are appropriate for both pedestrian and bike travel, although bikes need to slow down and walk around pedestrians. Finding alternative routes would be best for bikes. That's what I did traveling from Plover to the university for work everyday by bike. Bikes don't need to be on Division St. A road diet would cause even more congestion.	10/21/2024 4:08 PM
368	All forms, especially walkers and bikers	10/21/2024 3:50 PM
369	Heavy traffic	10/21/2024 3:24 PM
370	Vehicles do not slow down before approaching the roundabout, nor while driving through it. There are no signs/lights indicating pedestrian traffic, or to yield to pedestrians, despite there being a huge park with splash pad and educational building about a mile away. There also are no sidewalks east of the roundabout. The speed limit east of the roundabout is 35mph however vehicles are traveling well above speed, again, heading towards a public park.	10/21/2024 3:00 PM
371	All travelers on jefferson/hillcrest east of pinecrest. Speed eastbound to the park is out of control. There needs to be speed bumps installed, or at minimum another stop sign at linwood/hillcrest to limit this somehow. There are tons of kids, bicyclists, pedestrians, etc who want to enjoy the park.	10/21/2024 2:40 PM
372	Hwy 10 is the most trafficked road in Portage Co. and turning lanes or service roads would be very helpful	10/21/2024 2:24 PM
373	Going north on Bus 51/Division the turn into Maria by Kwik Trip, needs a left turn signal light installed for both directions. Ped and vehicles have a tough time seeing oncoming traffic	10/21/2024 2:22 PM
374	I am a runner and run along Post Road almost daily. Motor vehicle drivers speed. Bicyclists use the sidewalks when they’re supposed to be in the bike lanes To the point, I’m forced off the sidewalk into the road almost every time I use Post Road. And there seems to be no effort to slow drivers down or get bicyclists off of sidewalks when there are pedestrians present.	10/21/2024 2:10 PM
375	Literally everyone is at risk. People do not know how to properly use four way stops, round-abouts, often stopping in the middle of cross walks. Parking in front of driveways, people walking out into the middle of traffic on Division St. (not in a crosswalk). Motor vehicles running cyclists off the road in rural zones. People riding fourwheelers on Green Circle Trail in Stevens Point. Don't even get me started on the speeding. 10, 15, 20+ over the limit down Post/Church/Division. It's just crazy. The student drivers at SPASH are more well behaved than adult drivers around here. Old folks crashing their cars over the curb to get into the parking lots at South Point or RD's. Yearly driving competency tests are sorely needed.	10/21/2024 2:09 PM
376	Part Ridge has two intersections; Sunset and Hwy 10 and Green Ave and Hwy 10. Pedestrian or bike crossing at Sunset and Hwy 10 is dangerous even with a crossing guard. High speed traffic and frequent running of red lights. Green Ave. and Hwy 10 is a four way intersection where accidents occur with cars crossing Hwy 10 or turning right ont Green Ave from Hwy 10, and onto Hwy 10 going east.	10/21/2024 1:28 PM
377	Stanly Street is difficult to cross on foot and bicycle. Street is too wide and the vehicle traffic moves too fast. If we had round-a-bouts at intersections it would be much easier and safer to cross.	10/21/2024 1:25 PM
378	Lots of pedestrian traffic & kids	10/21/2024 12:31 PM
379	Where the neighborhood of Park ridge there is no safe way to walk to bike to school. connects to Washington elementary. Crossing main Street at sunset ave there is a crossing guard but I have still almost been hit by a car turning left at that intersection. Also sunset and prais by	10/21/2024 11:52 AM

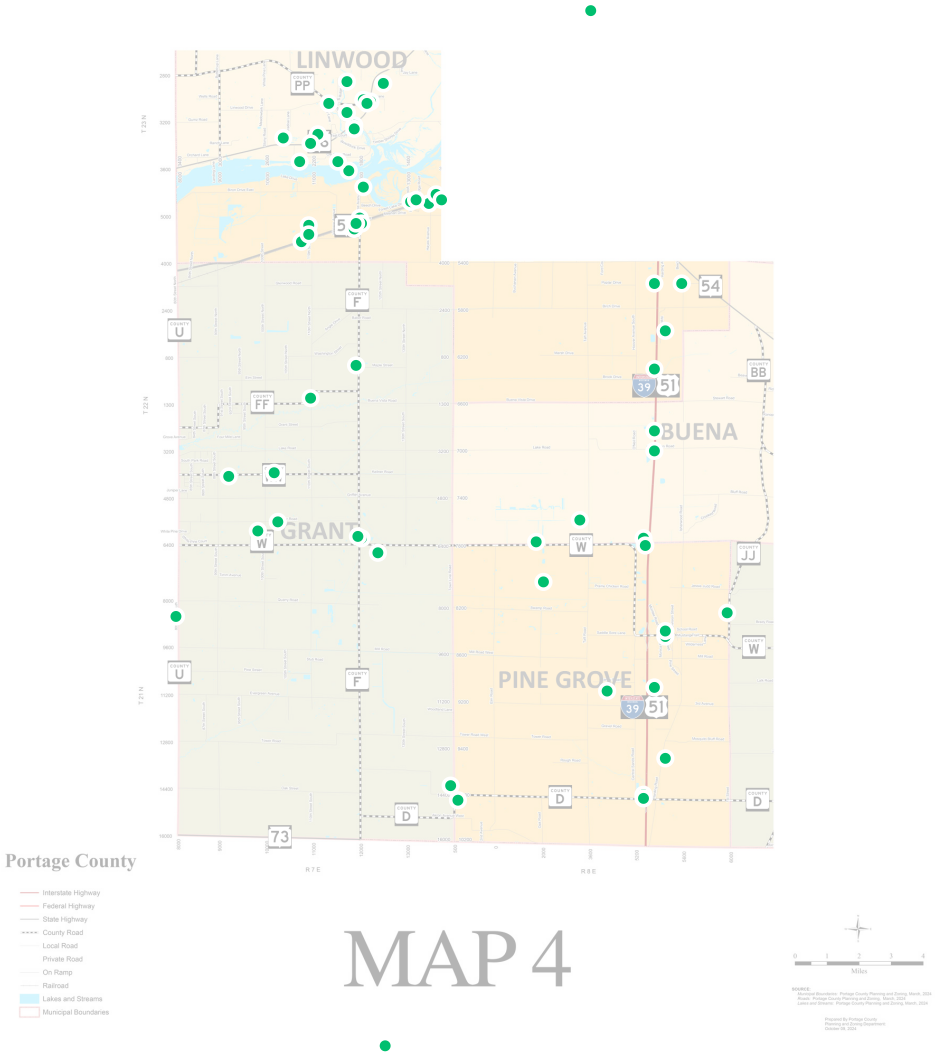
	hein park has no bike lanes and there isn't a stop sign for incoming traffic. It's not acceptable for kids to ride to school on their own.	
380	Stevens point- all road users at risk	10/21/2024 11:25 AM
381	10/badger is one of the most dangerous intersections in the County!	10/21/2024 10:48 AM
382	54 Is becoming more and more a source for pedestrian foot and bike traffic, and people go 50mph on the western side, all the way from the stop lights to the railroad tracks. It's scary and needs a roundabout to truly slow traffic coming into town and leaving town.	10/21/2024 10:39 AM
383	Post Road in Plover is very hard to cross as a pedestrian or cyclist.	10/21/2024 10:35 AM
384	Hwy 54 continues to be a concern. I am seeing many not stopping for the school bus that my daughter gets on, right on 54/Plover Rd. Also many accidents happen down the road right on 54 going towards Rapids.	10/21/2024 10:17 AM
385	Lots of traffic at County Road HH and Business Park Drive. Pedestrians and bicyclists would be the highest risk, then autos.	10/21/2024 10:17 AM
386	The sidewalk is right next to the road with no buffer. Making walking with children scary	10/21/2024 10:09 AM
387	It’s where I live. Pedestrians are most at risk	10/21/2024 10:08 AM
388	Pedestrians	10/21/2024 10:00 AM
389	Intersection of Patch St and Hoover Ave. Car and Bicycle. It is difficult to enter Hoover from Patch due to heavy traffic and speed of cars coming down overpass. There is no good way to turn left with bicycle from Patch St to the cross walk across Hoover Ave. Cars often don't stop when crosswalk lights are flashing. Also the Patch St bike lane is too narrow and usually has a lot of debris in the bike lane.	10/21/2024 9:54 AM
390	The water/wisconsin street intersection is extremely dangerous. We used to live and walk this neighbors everyday. We would see cars blow through the stop water street stop sign almost daily. I also think the intersections on Hoover between B and HH could use Stop Signs with some sort of signal to get better attention of drivers' lights, spin alerts, etc.	10/21/2024 9:52 AM
391	Stevens Point, congestion, Michigan ave is one lane then the other the lane to go straight, it's confusing and dumb. No one knows how to operate the round about by Sentry = dangerous	10/21/2024 9:37 AM
392	Hoover Rd, BUS 51 - crossing Hoover can be difficult at peak times for walkers and bikers and there's limited refuge in the median to go partway across. BUS 51 is dangerous to cross and travel for walkers and bikers due to vehicle speed, number of vehicles, undivided areas with no refuge between NB/SB, and narrow lanes (in stevens point section).	10/21/2024 9:29 AM
393	I chose Park Ridge mainly because of access to such places as Culver’s, Target, Fleet Farm, traffic is fast and difficult and dangerous for left turns.	10/21/2024 9:17 AM
394	Centerpoint Drive is dangerous because drivers do not obey the 25MPH speed limit. Also, it should be a quiet zone because of how many people are now living on that road in the North Side Yard apartments. Pedestrians are crossing from the apartments to go to Main Street businesses	10/21/2024 9:15 AM
395	West river drive is frequented by many bikers, motorists and some pedestrians. The road is narrow and windy in parts. It makes for a scenic drive, but with the increased interest in the golf course by baby boomers daily I feel this is a road that could be improved. Not a clear cut of trees but maybe some more viewing around the corners.	10/21/2024 9:10 AM
396	Pedestrians, people do not stop at the stop signs on Hoover or the pedestrian cross walks. On Hoover or post rd.	10/21/2024 9:03 AM
397	Too much interface with rolling/foot traffic. Chaotic traffic patterns during rush hour, didn’t build roadway/surrounding infrastructure to support increase in population	10/21/2024 8:54 AM
398	Business 51 in Stevens Point. Road is not very accessible for bikes and the sidewalks feel close to the roadway. Plus the 25 mph speed limit is rarely observed by vehicles	10/21/2024 8:44 AM
399	Porter and Hoover intersection. Hands down. So many near misses because people dont know how to stop fully, or how a 4 way stop works. Ive seen bikes, walkers, and cars almost hit or hit multiple times. There was even a fatal accident a few years ago yet NOTHING has been	10/21/2024 8:43 AM

	done to change it. I drive through this intersection at least twice a day and am astonished by how poorly people navigate it.	
400	The Hoover Ave, I39, Maple Bluff Road intersections with Hwy 10E is a perfect example of failure to use modern engineering options to make the area safe for all users. What a complete shi!tshow.	10/21/2024 7:48 AM
401	Bicyclists don't obey traffic signs.	10/21/2024 7:31 AM
402	The roundabout at North Point and Business 51. I believe pedestrians and bicyclists are at risk in this area due to the high rate of speed that automobile drivers are coming into and through the roundabout and not looking for people using the crosswalks. More enforcement of speed limits and awareness of stopping for pedestrians and bicyclists using the cross walks would be a step in the right direction. I think this is a critical spot since it is part of the green circle trail and widely used by both bicyclist and pedestrians.	10/20/2024 1:00 PM
403	Hwy 10 traffic should not be comingled with resudential/retail traffic.	10/20/2024 12:52 PM
404	High volumes of cars, high speeds, limited crossing availability for people. Hilltop staff darting in and out of traffic is an example.	10/20/2024 11:12 AM
405	In Stevens Point, bicyclists & pedestrians are most at risk. The planning is terrible with now roads. It will never be safer to force bicyclists closer to cars.	10/20/2024 10:48 AM
406	There’s issues at Maria and Divisions with vehicle and bike/ped interactions. Lots of conflict with the business entrances (Starbucks, noodles & company). In the other direction, lots of traffic to Kwik Trip. No dedicated turn signal turning left on Division, causing lots of close calls. As a pedestrian, I often feel rushed or have vehicles cutting in front of me in order for them to make the light.	10/20/2024 10:45 AM
407	Division Street has narrow lanes and is very unfriendly for bike riders. It is also difficult to cross at most locations (though there are a few crosswalks).	10/20/2024 10:19 AM
408	There are many dangerous places in Stevens Point. I selected Hwy 10 east of Metro Market because the speed limit is too high, the road design is dangerous for people walking, biking and driving. And from an economic standpoint, the road is incredibly ugly because it is designed only for cars, and badly at that.	10/20/2024 9:52 AM
409	Traffic lights. Bicycles ride thru red lights. Cars fail to stop for pedestrians who have right if way in crosswalk	10/20/2024 9:45 AM
410	Auto-the traffic on hwy 10 trying to get on 38/51 on weekends is crazy	10/20/2024 9:37 AM
411	Church street/post road. Narrow lanes, too much speeding.	10/20/2024 9:25 AM
412	I believe speed reduction measures (I.E. speed bumps, speed cushions, speed tables, etc) would force cars to slow and increase the amount of children that walk to school.	10/20/2024 9:22 AM
413	I chose division Street area for bicyclists. There are no bike lanes on division Street and people speed alot. Also trying to turn onto division from a residential street is hard because people drive too fast leaving no time to merge	10/19/2024 7:47 PM
414	Division is dangerous for all users, but especially pedestrians. Traffic ignors posted speeds and law enforcement ignors speeders.	10/19/2024 3:32 PM
415	Biking on city streets like decision street feels very dangerous with how little room there is for cyclists, sometimes people go on the sidewalks which is also not safe. Motorists are not looking for cyclists in sidewalks	10/19/2024 12:43 PM
416	East side! The whole area from Hoover Rd/Country Club Dr east is a nightmare to bike or walk. The 39 bridge crossing is just dangerous in that you have to cross traffic twice just to get across no matter which side (North or South) you want to be on. Then if you want to be on the north side of rte 10, there is zero bike or walking lanes and no areas to cross between Maple Bluff Road and Brilowski Road. That whole east corridor of rte 10 is an accident waiting to happen when on foot or bike. Additionally, going south on Hoover Rd/Country Club Dr from the Main st/66 intersection, there is immediately a dangerous to walkers or bikers blind curve with no available safe lane and no bike path connecting to where the bike path starts again at around Carols Lane. Downtown, on the west side when walking or biking I avoid both the 66/Water st and the Centerpoint/1st/2nd st intersections as I have been a foot away from being hit at both even when having the light or a stop sign (drivers slow down at best on 1st) allowing	10/19/2024 10:01 AM

	me to cross. It is much easier to cross at the non lighted intersections/crossroads in that area at the end of Main st crosswalk, the foot of the bridge west of the lights/intersection (not a crosswalk), or north of the Centerpoint/1st st/2nd st intersection light where there is a crosswalk. Thank you	
417	I feel certain areas are dangerous to auto drivers when there are intersections without stop signs. And then there are areas dangerous to bikes where the road needs repair.	10/19/2024 9:29 AM
418	Centerpoint makes it difficult for foot and bike traffic to get to Downtown safely. Retaining walls and Northside Yard parking create blind intersections for bikers and pedestrians. Business 51 is notoriously difficult for foot/bike traffic to cross. There's too much speeding on Bus 51 and Bus 66.	10/19/2024 9:21 AM
419	Most intersections in Stevens point are dangerous for everyone. The City doesn't enforce vision clearance triangles at intersections and allow people to plant bushes or not maintain existing vegetation.	10/18/2024 1:47 PM

Q8 On Map #4 below, please select a location you believe is the most dangerous to roadway users. You may skip to the next map if you are unfamiliar with this area or do not have a location in mind.

Answered: 62 Skipped: 841



Q9 Why did you select this location? In your answer, please indicate which type of road user you believe is at risk (e.g., automobile drivers, pedestrians, bicyclists, farm equipment operators, etc.). If you were unable to click on the map, please describe the location you would have selected.

Answered: 68 Skipped: 835

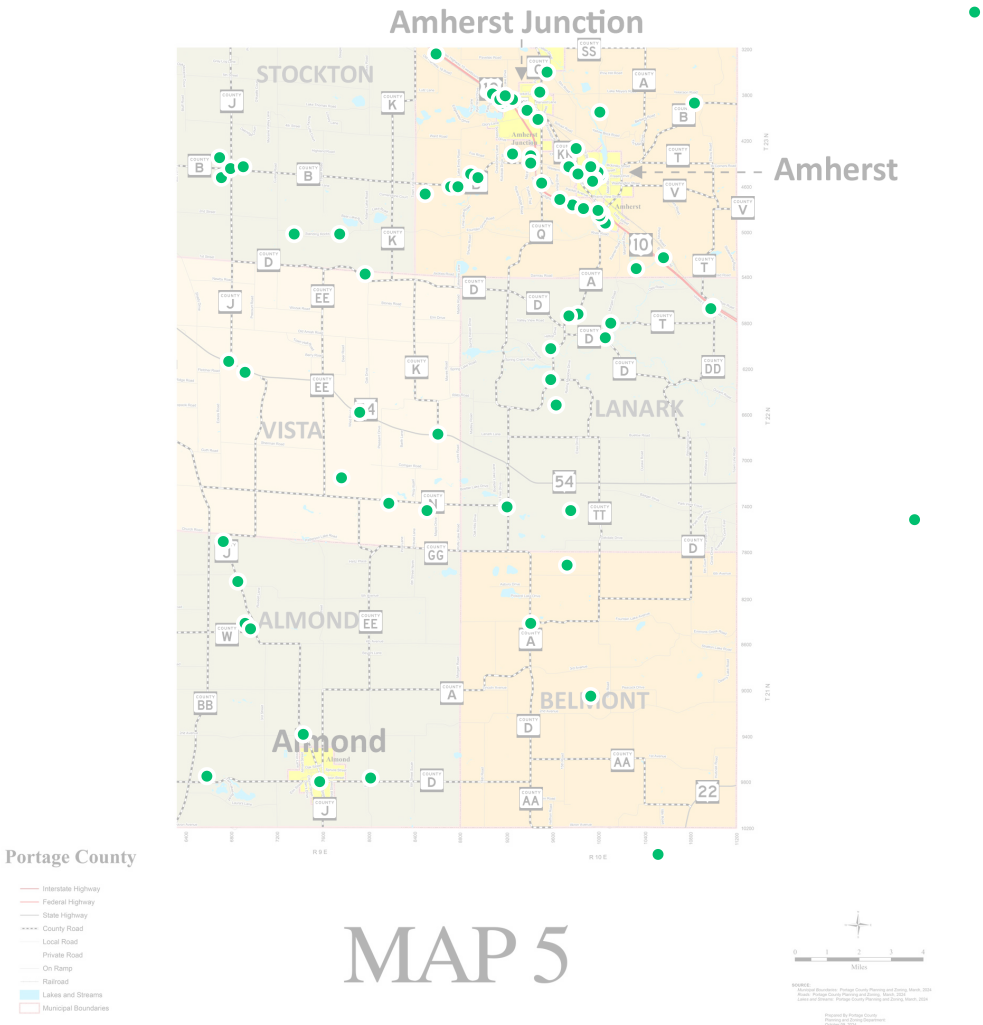
#	RESPONSES	DATE
1	Automobile and motorcyclist along Hwy 54 west toward Wis. Rapids. Speed limit could be lowered, side road turning lanes longer and marked lanes in the median crossing. These intersections are dangerous and confusing as to how to proceed through them.	11/19/2024 7:17 PM
2	No concerns in this area	11/19/2024 2:23 PM
3	Not good open cross roads	11/19/2024 1:35 PM
4	NA	11/19/2024 11:25 AM
5	Dangerous to bicyclist due to fast automobile traffic	11/19/2024 9:06 AM
6	People going 10 MPH under the speed limit.	11/18/2024 9:21 PM
7	Drug mules use this location as a drug dump location. Farm, foot and pedal traffic are all a Hazzard when going near this heavily watched location.	11/18/2024 8:42 PM
8	Bike riders should stay off the street bicyclist	11/18/2024 8:37 PM
9	Dust & blowing snow	11/18/2024 6:35 PM
10	Not sure	11/17/2024 7:49 PM
11	Hwy 54 is not always treated for winter driving	11/17/2024 5:59 PM
12	Not familiar withwith it	11/16/2024 11:54 AM
13	I believe this area can be hazardous to motor vehicle users especially with windy/icy/wintry road conditions.	11/11/2024 2:02 PM
14	Auto drivers and plow operators Intersection of hwy 66 west and county road pp! It is in a spot where traffic coming from the west going eastbound are going so fast the vehicles are to the intersection in a couple of seconds and the visibility is very bad as it is right after a curve.	11/11/2024 11:05 AM
15	again, more rural area, likely similar concerns to Map#1	11/11/2024 11:01 AM
16	Section of W west of F to U is AWFUL in winter. Also, westbound D, curve at Akron. Cannot see traffic coming from the west…pine trees obstructing view.	11/10/2024 5:46 AM
17	The exit for hwy 54 off of 39 is dangerous. The arc of the overpass is too high. You have to step on the gas and go as you're not sure is a vehicle is coming. WAY TOO MANY SEMIS CUZ OF KWIK TRIP. Dangerous overpass where serious accidents have happened and will continue too	11/9/2024 9:55 AM
18	County Road WW east of Grant School to County F is a massive risk to pedestrians and bicycles, and is even dangerous for most automobile traffic at certain times of days or months. It is only a matter of time before a pedestrian gets killed by a motor vehicle on this road. People are constantly speeding on this road in both directions, they regularly do not yield or move over for pedestrians or bikers, there have been a number of motor vehicle accidents and at least two deaths (one motorcycle) in the last several years. The speed limit has been reduced to 45mph but is not clearly signed along the entire road, rarely enforced and almost never obeyed. There is also increased traffic from the tavern (now Ryders Roadhouse), and an enormous increase of construction vehicles and trailers, and high speed farm vehicles such as semis and other such crop hauling vehicles. As a family we can't let our kids bike or walk on this road due to the motor vehicle dangers, including texting while driving which we see daily.	11/8/2024 12:48 PM

	Add that in with the high deer population and crossing points, plus extra UTV's, and WW is a recipe for disaster for anyone who uses the road for non-automobile recreation. It would be beneficial to all local residents if we could somehow re-route all this high speed traffic to different roads, or at bare minimum add a bike lane for recreation and pedestrian use.	
19	All modes of transportation are at risk; speed limit signs are limited on WW to when you turn onto WW from F and U and no signs in between. Rarely are speed limits enforced via county patrol. As a resident on WW I do not feel safe to walk or bicycle n the road and my children are unable to as well - due to excessive speed particularly between 90th and F. I'm attentive and impaired driving is also a concern especially during weekends/evenings that experience a higher level of bar/event traffic.	11/8/2024 12:39 PM
20	Farm equipment operators have a difficult time on the roads in this area because of lack of attentiveness or other vehicles being in a hurry to get somewhere and not giving them room.	11/8/2024 10:42 AM
21	Heavy traffic. T intersections on F/FF should have Rt turn no stop, no reason to stop when you can see at a T intersection. Everyone runs the Rt turn stop signs.	11/8/2024 8:03 AM
22	County Road WW especially by Grant Elementary. Heavy traffic, walker/runners, semis, farm equipment, children.	11/8/2024 7:49 AM
23	Harding Rd. South of pine Grove cemetery ridiculous behavior burnout contest, truck pullings with chains. Not hard to find Follow tire marks	11/7/2024 10:33 PM
24	Vehicles don't stop, they just blow through the intersection	11/7/2024 8:52 PM
25	Pine Grove has few sidewalks in the settlement of Bancroft. This forces pedestrians to walk in the roadways.	11/7/2024 8:15 PM
26	pedestrians and bicyclists	11/6/2024 2:24 PM
27	Pedestrians, specifically those near bird watching/wildlife site	11/5/2024 9:08 PM
28	Entire stretch dangerous for autos, pedestrians and bicyclists	11/5/2024 5:10 PM
29	Large trucks travel through this area at a high rate of speed. this land is home to the endangered prairie chickens and several other species. It would be nice to be able to safely pull off to access the public protected land for walking and hiking without fear of the large trucks plowing into us.	11/5/2024 1:13 PM
30	All users again same comment as Map 2	11/5/2024 12:42 PM
31	I do not drive in this area.	11/5/2024 12:35 PM
32	N/A; no dangers	11/5/2024 10:51 AM
33	Speeders	11/5/2024 10:43 AM
34	family and residential area - bike, ped.	11/5/2024 10:38 AM
35	wide open, drivers stop paying attention, high speeds, and blowing areas	11/5/2024 10:15 AM
36	NA	11/5/2024 9:17 AM
37	Anywhere on this length of I39 - people drive like maniacs and dust from the fields sometimes make the roads slick	11/4/2024 7:47 PM
38	Vision triangle at STH 66 and CTH PP to the south.	11/4/2024 7:39 PM
39	Anyone on the road is at risk because of the fact that people are driving beyond the speed limit and there are limited road signs to direct traffic	11/4/2024 7:33 PM
40	The entering/exiting traffic at McCain Foods. I have personally almost hit MANY semis/tractor trucks/automobiles that were entering or exiting.	11/4/2024 4:21 PM
41	n/a	11/4/2024 1:22 PM
42	I39 is the only one I am aware of due to drifting snow but more importantly the sand as that has caused visibility issues and pile ups in the past. The fields end up too dry and the thin line of trees does little to stop it.	11/1/2024 10:06 AM
43	No issues	10/30/2024 1:07 PM

44	Bike and pedestrian path needs to be extended from Biron to the Village of Plover along STH 54.	10/30/2024 10:58 AM
45	Vehicles coming into Plover do not slow down and cross traffic can create hazards.	10/30/2024 8:34 AM
46	Many of the roads are narrow and lack stable shoulders for people bicycling. Traffic is fast and drivers distracted	10/30/2024 6:28 AM
47	traffic density	10/29/2024 11:38 PM
48	Turning east onto 66 from PP is somewhat unsafe because the sight line looking west is short. It's easy to turn onto 66 with a car coming from your right sooner than you expect.	10/28/2024 5:12 PM
49	Hwy 54 is a divided highway with a 65 mph limit (no on/off ramps). Rampant speeders create more risk for other drivers and farm equipment to enter/exit/use HWY 54	10/28/2024 12:00 PM
50	n/a	10/28/2024 11:39 AM
51	I am not familiar with these areas	10/28/2024 11:17 AM
52	I am unfamiliar with this location.	10/28/2024 11:08 AM
53	I-39. Automobile users. Fast speeds and increasing traffic volumes.	10/28/2024 9:23 AM
54	Automobile Traffic.	10/25/2024 7:32 AM
55	This intersection is on a curve and it is difficult to see oncoming traffic from the east bound direction of 66. Vehicles turning left onto 66 from PP often have to make the turn blindly causing oncoming traffic on 66 to brake suddenly to avoid a collision. Reckless passing attempts are also abundant along the entire route 66.	10/24/2024 8:46 AM
56	Highway 66 is very difficult to ride a bike along. But it's the most direct route between Point and Rapids. A really great connection between the two cities is important.	10/23/2024 9:03 PM
57	Drunk drivers. Speeding. Not paying attention	10/23/2024 7:33 PM
58	Skipping	10/23/2024 6:59 AM
59	Need to widen the shoulders on PP for bikers	10/22/2024 8:51 PM
60	I39 auto mobile	10/22/2024 7:38 PM
61	N/A	10/22/2024 2:54 PM
62	Cross traffic & deer	10/21/2024 12:31 PM
63	Hard S curves	10/21/2024 10:48 AM
64	Turning on and off of 54 at intersections like Coolage need more runway for turns, or need J turns.	10/21/2024 10:39 AM
65	USHY 54 & County Road F, lots of traffic, crossing in autos can be dangerous, bicyclists would also be at risk.	10/21/2024 10:17 AM
66	Pedestrian and bicycle traffic are at risk on 66 West.	10/21/2024 9:45 AM
67	unfamiliar with this area.	10/21/2024 8:43 AM
68	Limited bike routes. High speeds.	10/20/2024 11:12 AM

Q10 On Map #5 below, please select a location you believe is the most dangerous to roadway users. You may skip this map if you are unfamiliar with this area or do not have a location in mind.

Answered: 82 Skipped: 821



Q11 Why did you select this location? In your answer, please indicate which type of road user you believe is at risk (e.g., automobile drivers, pedestrians, bicyclists, farm equipment operators, etc.). If you were unable to click on the map, please describe the location you would have selected.

Answered: 86 Skipped: 817

#	RESPONSES	DATE
1	It was between Amherst and Almond because of the schools.	11/19/2024 9:37 PM
2	There are few trails in this part of the county. County A could be used by bike, ped, and horses but is very dangerous if you are not in a vehicle.	11/19/2024 3:19 PM
3	54 is dangerous for farmers, especially people who are in equipment of any kind, because people drive fast and recklessly on Hwy 54 from plover to Waupaca.	11/19/2024 2:33 PM
4	Big "S" curve should be less curvy OR somehow lit up with street lights	11/19/2024 2:23 PM
5	Traffic	11/19/2024 1:35 PM
6	Corner that's often full of deer	11/19/2024 12:55 PM
7	NA	11/19/2024 11:25 AM
8	Hazardous to bicyclist due to fast automobile traffic	11/19/2024 9:06 AM
9	Custer Road and Highway 10 intersection. Cars routinely pull out in front of traffic. SS and 10 is a close second.	11/19/2024 8:31 AM
10	People fly through this intersection.	11/18/2024 9:21 PM
11	The trees encroaching on the road present limited sight as well as a Hazzard to oversize farm equipment and pedal traffic	11/18/2024 8:42 PM
12	Bikes	11/18/2024 8:37 PM
13	Not sure	11/17/2024 7:49 PM
14	No visibility	11/17/2024 5:59 PM
15	Old Hwy 18 between Kjer Ward road and the entrance to Lake Emily campground. There are two curves on either end of this section that are very hard to see around and people are always going way too fast. The speed limit is supposed to be 25 but there is only one sign on the west end of this strip of road. The other one was probably stolen. They were very tiny signs and they're not your typical size sign. The curve by Kjer Ward road has a lot of deer crossing in that area. Also with the campground there's a lot of people walking and also the worry of children not watching. Pickup trucks especially and ATVs and motorcyclists tear down this road at unsafe speed constantly. There is a trail on the north side of the strip of road that has entry and exit points on Old highway 18, and due to the fact of the speed and the difficulty of seeing around the hills or corners make it extremely unsafe for all the campers and people who choose to walk in this area. Even when the campground is closed the locals ride bikes and walk in this area often. It would be excellent if proper speed limit signs were put in place for this strip of road, along with some kind of walkway paint in front of the campground to make vehicles aware of the pedestrian traffic. Plus I just don't think the people who camp in the campground from May to October appreciate all the engines gunning past constantly. The woods are supposed to be a tranquil place. I live in the neighborhood at the end of Kjer Ward road and have come across a lot of strange occurrences where people are stopped in the lane around the curve or in a hidden spot beyond the hill as you are going west. This might also be a good idea by the boat landing on Lake Emily as well since there is a lot of foot traffic in that area with all the trails, including the Tomorrow River trail. Thanks for asking!	11/14/2024 2:38 PM
16	Entirety of Hwy D - the road is in very poor condition, lots of blind spots, and too narrow for	11/13/2024 9:41 AM

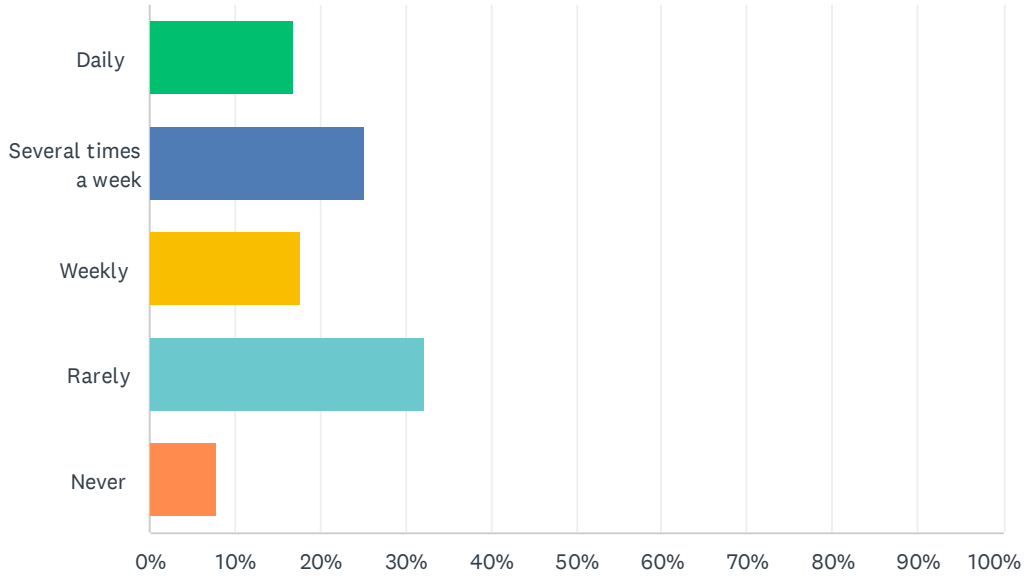
	farm equipment and vehicles to pass safely. There are also lots of bicyclists who travel this route and not a lot of shoulder area to move to for them or pedestrians when vehicles come through.	
17	People seem to blow through stop signs	11/12/2024 11:02 AM
18	I believe this area can be a major hazard for vehicle users. The HWY 10/CTH B area can be busy and hazardous especially during weekend travel times and when snowy/icy/windy.	11/11/2024 2:02 PM
19	All users. Frequent wrong way drivers on 10. Speeding, visual obstruction on some of the county roads (a, b, river)	11/11/2024 11:38 AM
20	again, more rural area, likely similar concerns to Map#1	11/11/2024 11:01 AM
21	Turning south onto Cty J from 2nd Ave, there is a house on the corner with bushes to the edge of the road. When traveling in a car, you cannot see what is coming on Cty J towards you traveling north.	11/8/2024 10:07 PM
22	Farm equipment operators have a difficult time on the roads in this area because of lack of attentiveness or other vehicles being in a hurry to get somewhere and not giving them room.	11/8/2024 10:42 AM
23	Vehicles don’t stop they just blow through this intersection	11/7/2024 8:52 PM
24	Inter section in almond js asking for an accident. Should be stop signs on all corners and directions.	11/7/2024 4:34 PM
25	This intersection has one stop sign for traffic moving south on County Road T. Traffic on County Road D does not stop and visibility from the stop sign, looking west, is difficult. To make matters worse, eastbound traffic on County D often cuts the corner when turning north on to County T. There have been multiple situations where I've been stopped at the stop sign and come very close to being hit by someone cutting the corner as the leave County D and turn north on to County T.	11/7/2024 3:51 PM
26	Low visibility going up this hill (Otto Road), with people entering highway from Otto.	11/7/2024 12:08 PM
27	This intersection isn't very pedestrian and bicycle friendly. The streets are fairly wide and there's little design to slow traffic down.	11/5/2024 10:06 PM
28	Curve on A near Hwy D, all users	11/5/2024 8:21 PM
29	Hwy 10 high risk of wrong way drivers, especially at night time dangerous to other motorists.	11/5/2024 7:58 PM
30	County Highway D is crumbling and there is no safe area for walkers.	11/5/2024 7:08 PM
31	automobile - lots of traffic here at high speeds	11/5/2024 5:24 PM
32	Autos, bicyclists	11/5/2024 5:10 PM
33	Pedestrian	11/5/2024 4:01 PM
34	People using the road sans vehicle are often sped past drivers on county roads	11/5/2024 3:29 PM
35	The road that crosses Hwy 66 on the west side of I39 (between the auto-dealerships) should probably have traffic lights. Cross-traffic there is a bit hectic during busy times.	11/5/2024 2:48 PM
36	The Tomorrow River Trail needs an extension to allow riders to be able to access Sunset Lake recreational area. The roads in that area do not have sidewalks and barely have space along the roads for residents to ride their bikes to Sunset Lake or CWES.	11/5/2024 1:13 PM
37	Curve on CTH A just north of CTH D is too sharp and potential for more crashes (at least one fatality there already) S/B traffic coming down the hill especially dangerous	11/5/2024 12:44 PM
38	All users - same comment as Map 2	11/5/2024 12:42 PM
39	I think the back roads can get twisty and if cars are going too fast, could hit another on the twists and turns in this area.	11/5/2024 12:35 PM
40	N/A; no dangers	11/5/2024 10:51 AM
41	farm- bike- ped- getting off the hwy in Almond and heading into town	11/5/2024 10:38 AM
42	high speeds, elevated bridge decks	11/5/2024 10:15 AM

43	NA	11/5/2024 9:17 AM
44	Where traffic from Amherst merges onto the highway can be questionable at times.	11/5/2024 7:47 AM
45	seem to recall this is a nasty curve	11/4/2024 7:47 PM
46	Intersection of CTH A and CTH N looking south.	11/4/2024 7:39 PM
47	This is an area of cross traffic and people entering and leaving the county, thus more people than was typical in the past and people are frequently in a hurry - thus going above the speed limit.	11/4/2024 7:33 PM
48	n/a	11/4/2024 1:22 PM
49	No issues	10/30/2024 1:07 PM
50	The intersection at the outskirts of the Village of Amherst on B has traffic coming from a stop and then either trying to cross K or enter traffic. Drivers on K are regularly moving at a fast speed.	10/30/2024 8:34 AM
51	traffic density	10/29/2024 11:38 PM
52	Getting off Highway 10 in Amherst: it’s too spread out and unclear where to go or how to get to your destination. Way too spread out; creates confusion.	10/29/2024 8:08 PM
53	Speeding	10/29/2024 6:59 PM
54	Narrow and curvy. I always drive very slowly on Standing Rocks Rd.	10/29/2024 5:30 PM
55	Any intersection along highway 10 that requires traversing across it to get to the other side is not safe or comfortable for someone on a bike.	10/29/2024 11:49 AM
56	People speed on Hy. B a lot, it has high traffic volume with cross traffic, and the sheriff dept is never out there.	10/29/2024 10:56 AM
57	Hwy 10 is a divided highway with a 65 mph limit (no on/off ramps). Rampant speeders create more risk for other drivers and farm equipment to enter/exit/use HWY 10	10/28/2024 12:00 PM
58	n/a	10/28/2024 11:39 AM
59	I am not familiar with these areas	10/28/2024 11:17 AM
60	All users at risk. Visibility is poor, and young people are riding ATVs across the busy highway.	10/28/2024 11:10 AM
61	I am unfamiliar with this location.	10/28/2024 11:08 AM
62	Highway 10. Fast speeds and ignoring speed limits.	10/28/2024 9:23 AM
63	This is an area where essentially 3 roads come together and their is no stop sign. Automobile drivers are primarily at risk. A driver taking a left turn from T could easily hit or be hit by a unseen driving heading South down Morgan. A driver electing to go North on Morgan could also be hit by an unseen driver turning off of T.	10/25/2024 8:04 PM
64	The Tomorrow River School district is one of our most popular and growing school districts in rural Portage County. I love that the school is located directly in the village, but it is also constrained physically with its location between the river and railroad. All traffic to and from the school must travel along N. Main St/School Rd. This creates a mini traffic jam for about 15-20 minutes at the start and end of the school day and during special events (ex. sporting events, concerts). With recent construction projects, the school has made progress in providing dedicated bus and vehicle drop-off lanes. This has improved traffic flows and pedestrian safety. The school could give more attention to parking management and encouraging students/staff to carpool, take the bus/bike, or otherwise leave their vehicles at home (consider pay-to-park or other dis/incentives). The Village of Amherst has done a fairly good job of promoting walkability through compact design, sidewalk construction, sidewalk passthroughs in neighborhoods, and winter snow clearing of roads and sidewalks. Additional ideas for the village to explore include bike lanes on N/S Main St, bumpouts at the intersection of Main and Wilson/Mill St, and traffic calming on major roads. The angle of the crosswalk/ramp at the NW corner of Wilson/Main St has been problematic. It is difficult to make that corner on foot, particularly in winter or with strollers. One wheelchair user even tipped at that corner requiring assistance from emergency personnel. Regionally, this process could assist by illustrating proper crosswalk construction and traffic calming techniques, and	10/25/2024 1:22 PM

	by promoting regional bike/pedestrian access to rural schools. Parents in surrounding rural areas are afraid to let their kids bike to school or jobs because of large and fast-moving vehicles on rural roads.	
65	The on ramp onto 10 from Cty B comes up pretty fast. I really just selected this location because if there was simply better signage to signify the on-ramp I think it would be safer.	10/25/2024 9:49 AM
66	Blind hills	10/25/2024 9:27 AM
67	i would have selected business 51 and fourth ave intersection and especally now with a round about proposed .. i think this will be sooo dangerous for the colleage students	10/25/2024 7:54 AM
68	N is being used by semi/commercial traffic as a customer between 39 & 54. Going excessive speeds over hilly terrain on narrow, secondary county road. Multiple driveways on road. Typical traffic also using excessive speed but the semi traffic is even worse.	10/25/2024 7:34 AM
69	Traffic comes around the curve to fast.	10/25/2024 7:32 AM
70	The curve on the way to Standing Rocks park might benefit from slow curve sign, and also a deer crossing sign, as many deer live there and many people take the curves fast.	10/24/2024 9:36 PM
71	This is an area I do distant runs and bike out to get further to the edge of portage County Sunset Lake area again vehicles have a total disregard for cyclist and runners on the road. They do not slow down. There is no signage. There is no Road markers designating lanes very dangerous.	10/24/2024 10:08 AM
72	I put the mark on Hwy Q but really I mean to indicate that the connections among Nelsonville, Amherst Junction, and Amherst could be much better. A multi-use path loop would make a lot of sense here.	10/23/2024 9:03 PM
73	Speeding. Confusing exit with no reentry	10/23/2024 7:33 PM
74	Live on Pond St in Amherst which provides access to Tomorrow River Trail and a park. Unfortunately no sidewalk access for most of the road. 25 mph posted speed limit but traffic routinely of exceeds, sometimes going > 50 mph. Issue raised with Village and Portage County Sheriff but nothing done.	10/23/2024 10:13 AM
75	Skipping	10/23/2024 6:59 AM
76	Automobiles	10/22/2024 10:24 PM
77	Highway 10 with the hills and curves from Amherst to Point is dangerous in winter and drivers are going too fast	10/22/2024 8:51 PM
78	Hwy 10 automobile	10/22/2024 7:38 PM
79	N/A	10/22/2024 2:54 PM
80	Auto, curves are still dangerous and fast approaching vehicles at Hwy 10 ramp.	10/21/2024 4:49 PM
81	Cross traffic	10/21/2024 12:31 PM
82	Silly corner on J	10/21/2024 10:48 AM
83	Crossing USHY 10 from County Road T to County Road DD, lots of fast moving traffic, most concerning to autos.	10/21/2024 10:17 AM
84	The corner of D and Fountain Lake Road and 16th Road needs a east bound stop sign. It should be a 4-way stop. Auto drivers, bicyclists and farm equipment drivers are at risk of a crash there.	10/21/2024 9:15 AM
85	Cars coming off of K never stop. Farmers and cars are at risk.	10/21/2024 8:43 AM
86	6th street, from cty rd j to Amherst Junction. Bicyclists don't obey traffic signs. Total disregard of safe travel.	10/21/2024 7:31 AM

Q12 How often do you travel by foot as your primary mode of transportation?

Answered: 514 Skipped: 389



ANSWER CHOICES	RESPONSES	
Daily	16.93%	87
Several times a week	25.10%	129
Weekly	17.70%	91
Rarely	32.30%	166
Never	7.98%	41
TOTAL		514

Q13 On a scale of 1 to 5, what is your comfort level with traveling by foot in Portage County? 1 = not comfortable (e.g., will only travel by foot on quiet streets), 5 = very comfortable (e.g., will travel by foot along or cross busy corridors)

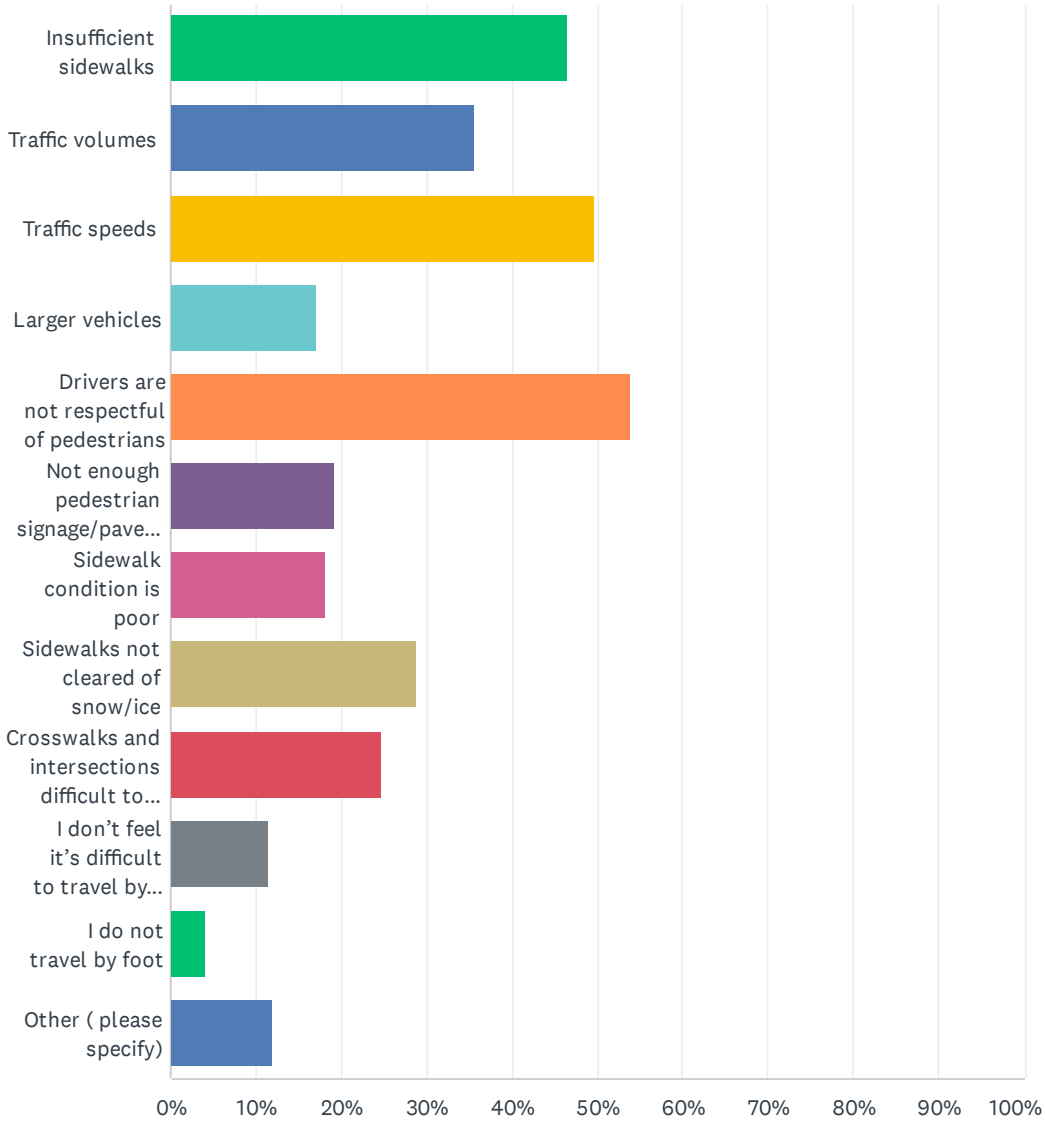
Answered: 491 Skipped: 412

3.2★
average rating

	NOT COMFORTABLE	(NO LABEL)	(NO LABEL)	(NO LABEL)	VERY COMFORTABLE	N/A	TOTAL	WEIGHTED AVERAGE
☆	10.39% 51	14.87% 73	31.57% 155	24.64% 121	16.90% 83	1.63% 8	491	3.23

Q14 What makes it difficult to travel by foot in Portage County? Check all that apply.

Answered: 505 Skipped: 398



ANSWER CHOICES	RESPONSES	
Insufficient sidewalks	46.53%	235
Traffic volumes	35.64%	180
Traffic speeds	49.70%	251
Larger vehicles	17.03%	86
Drivers are not respectful of pedestrians	53.86%	272
Not enough pedestrian signage/pavement markings	19.21%	97
Sidewalk condition is poor	18.22%	92
Sidewalks not cleared of snow/ice	28.71%	145
Crosswalks and intersections difficult to navigate	24.75%	125
I don’t feel it’s difficult to travel by foot in the county	11.49%	58
I do not travel by foot	3.96%	20
Other (please specify)	11.88%	60
Total Respondents: 505		

#	OTHER (PLEASE SPECIFY)	DATE
1	County Road HH & Hoover intersection	11/20/2024 4:15 AM
2	lack of designated ped walking areas on busy roads throughout most of the county.	11/19/2024 3:25 PM
3	Walking on side streets with no sidewalks, especially alone, can't help but feel uneasy as traffic approaches you from either behind or in front of you.	11/19/2024 2:32 PM
4	Distance between places outside of north point are all really spread out. So sometimes there’s no benches or destinations for a mile or more.	11/19/2024 7:35 AM
5	These new marking signs that are on the sidewalk by down town that cut into them are in the way.	11/18/2024 10:55 PM
6	The local governments unsafe approach to increasing pedal traffic leaves people confused and angry when having to avoid foot traffic	11/18/2024 8:47 PM
7	Several streets have sidewalks that are nearly right on top of the road. This seems to be going on in areas with high traffic.	11/18/2024 8:42 PM
8	Lights too short to allow one to cross completely	11/18/2024 7:30 AM
9	Poorly lit areas and unleashed dogs	11/17/2024 4:28 PM
10	The crosswalks should have solar panel run stop lights for when people want to cross in a pedestrian crosswalk. In PC we have one (Franklin & Division). We should have those at every intersection where there are pedestrians or bikers who need to cross the road. Green circle - Patch Street and Green Circle crossing at HH, Green Circle crossing hey 66 (Main) in Park Ridge by Iverson!	11/16/2024 12:01 PM
11	Inattentive drivers	11/14/2024 2:42 PM
12	Depends on the area - closer to town, lack of sidewalks or paved walkways. In the country, it's mostly that drivers don't slow down for pedestrians and pets	11/13/2024 9:49 AM
13	I walk in rural areas on the shoulder of the roads. If the surface isn't maintained or is blocked by parked vehicles, then it's not safe to have to walk on the road	11/11/2024 2:30 PM
14	I walk in very limited areas - I would not walk in high traffic areas, I would not walk during high	11/11/2024 11:18 AM

	traffic times. The reasons that I am uncomfortable with this are primarily related to how distracted people are. That is not something that can be changed in our world today in my opinion. Drivers are distracted by so many things - Drivers in vehicles will fair much better if there is an accident between a walker or biker. No matter the reason for an accident, and/or which party is to blame - I don't put myself in the situation of walking in high traffic areas for these reasons.	
15	When walking along a stroad, which is a mix between a street and a road, they are very hostile toward any pedestrian traffic and are a constant stress point if I am on foot. While this is a larger problem within American infrastructure needing extensive work to fix, a quick change is implementing raised sidewalks along business entrances to act as a speedbump of sorts.	11/10/2024 4:06 PM
16	Country roads narrow and speed od drivers	11/9/2024 10:25 AM
17	I live in the country and distance to where I wish to go is the biggest factor.	11/8/2024 10:08 PM
18	Responses are for my location within Portage Co; highly populated areas such as down town Stevens Point have better infrastructure	11/8/2024 12:41 PM
19	Sidewalks do not exist on most rural roads and shoulders are uncommon on most town roads. Pedestrians share the road with motor vehicles	11/7/2024 3:53 PM
20	I live outside of city limits so the only travel by foot is to walk the dog.	11/7/2024 3:25 AM
21	shoulders not wide enough	11/6/2024 9:12 AM
22	Sharing walks with bikes, e bikes and scooters is dangerous	11/5/2024 7:12 PM
23	urban sprawl/distance	11/5/2024 5:25 PM
24	One way roads/four lane, two way roads with poor visibility of the opposite sidewalk	11/5/2024 2:48 PM
25	Bikes often use sidewalks, even when there are clearly marked bike lanes. This is a hazard to walkers.	11/5/2024 10:15 AM
26	more difficult in the city due to to traffic, poor sidewalk conditions (snow not removed)	11/5/2024 9:23 AM
27	Visibility on curves, hills in area I indicated	11/5/2024 6:23 AM
28	Sidewalks dangerously close to busy roads	11/3/2024 6:53 PM
29	I believe the convenience of motor vehicle travel and lack of convenient public transportation make it difficult to reach everywhere you would like to go on foot. There are a few small loops in Stevens Point but when you get south to the Whiting/Plover area it stops. You would need to live around a block or two away from the paths for them to be convenient.	11/1/2024 10:16 AM
30	Need more standalone paths and trials.	10/30/2024 11:02 AM
31	It is very loud to travel along many roads, and I don't enjoy it.	10/29/2024 4:42 PM
32	Always construction closing down roads	10/29/2024 4:03 PM
33	There is no sidewalk south of Riverview/Whiting Avenue intersection. There is no crosswalk at the Riverview/Whiting Avenue intersection. There aren't any signs/pavement markings about pedestrians. Larger vehicles are a problem for pedestrians and bicyclists on this shoulderless truck route about pedestrians.	10/29/2024 2:14 PM
34	Little bicycle infrastructure results in bicyclists feeling more comfortable on the sidewalk leaving less room for pedestrians	10/29/2024 11:47 AM
35	It's not difficult in Stevens Point/Whiting/Plover.	10/28/2024 4:59 PM
36	Signage and pavement markings are all well and good, but unless enforcement is not done, it really doesn't matter.	10/28/2024 4:27 PM
37	Rarely do cars stop for pedestrians in crosswalks.	10/28/2024 2:48 PM
38	pedestrians don't look both ways before crossing the street, same thing with people on bikes.	10/28/2024 2:24 PM
39	Need solar flashing crosswalk on Main and Clark at Reserve and Phillips like on Maria at Thomson Hall. Hwy 66 cars DO NOT stop at crosswalks now.	10/28/2024 11:44 AM

40	Sidewalks on West and East of Division Street near campus.	10/28/2024 11:30 AM
41	Bike lanes	10/28/2024 8:47 AM
42	Crosswalks on wide multi-lane streets are a dangerous gamble. One car/truck might yield, but the other might not.	10/27/2024 12:53 PM
43	Time, distance between locations	10/25/2024 1:33 PM
44	I would also include insufficient sidewalks around Madison Elementary School. I wish there were sidewalks all the way leading to the school, but there is not. It is particularly dangerous right now when road construction is happening on Walker or Wadleigh street. (I forget which one)	10/25/2024 8:56 AM
45	People on their phones	10/25/2024 8:00 AM
46	Has nothing to do with cars.	10/25/2024 7:46 AM
47	On the south side of an E-W street (i.e. McDill Ave) it is impossible to keep snow ice clear due to shade. Pedestrians should choose to north side of these streets in the winter. It's a simple walk across the street. Avoid rather than complain!	10/24/2024 10:57 AM
48	I personally do not run concrete	10/24/2024 10:13 AM
49	The problem is Division Street.	10/23/2024 9:17 PM
50	Sidewalks are often car ramps. It’s not comfortable to walk long distances on slanted walks.	10/23/2024 7:37 PM
51	More controlled intersections would be great because drivers and bicyclists don't stop for pedestrians in crosswalks especially in roundabouts.	10/23/2024 6:45 PM
52	Some places don't have shoulders to walk on	10/23/2024 7:09 AM
53	The most hazardous sidewalk is the one crossing McDill Pond. Right next to the roadway, where the guardrail is on the wrong side of the sidewalk, leaving pedestrians fully exposed to traffic traveling at high speeds.	10/22/2024 5:35 PM
54	Sidewalks not clear of ice and snow by what appear to be repeat offenders are a huge safety problem. I routinely see older adults, myself included, walking in the street to avoid unshoveled and icy walks.	10/22/2024 5:06 PM
55	Infrastructure completely not built for it and destinations are too far apart.	10/22/2024 12:38 AM
56	People need to shovel their sidewalks. Lazy.	10/21/2024 2:11 PM
57	Terrible drivers not respecting any roadway user	10/21/2024 11:27 AM
58	Too many bike lanes. No one uses them.	10/21/2024 8:58 AM
59	Lack of sidewalks	10/21/2024 8:57 AM
60	Committees making decisions rather than tax payers.	10/20/2024 10:53 AM

Q15 Please share any additional locations you feel are unsafe for pedestrians within the County. Are there any streets you avoid when traveling by foot, and why? (optional)

Answered: 198 Skipped: 705

#	RESPONSES	DATE
1	We walk across Post road and down elm Street to get to McDill School. Cars are not respectful of pedestrians crossing at the pedestrian crosswalk on Post road. Additionally, elm Street does not have sidewalks and the road is not wide enough for cars and pedestrians during that busy time of day. Especially in the winter time when there is snow on the shoulder and the road is narrower.	11/20/2024 7:11 AM
2	County Road HH & Hoover intersection. HH from Hoover to hwy.	11/20/2024 4:15 AM
3	I avoid Division street as the sidewalks are too close to the road.	11/19/2024 11:51 PM
4	I live near Green Street. While it's a 25, it sure doesn't feel like it and it turns into a residential racetrack. Without a proper sidewalk there I have to make sure I take side streets to avoid it. Those streets don't have sidewalks either, but their winding routes and stop signs slow traffic.	11/19/2024 10:54 PM
5	Plover Springs Dr and Hoover.	11/19/2024 9:08 PM
6	I am glad that we are installing a path from Mark Toyota to the gas stations and Plover Road, because this I may use more. My husband thinks the Fleet Farm area is to be avoided on foot, there is too much traffic and too little foot traffic area. I do remember once trying to bike from UWSP to Aldi, and that was very challenging because I went along 10 before the bridge was fixed, and the traffic volume and speeds were a bit unnerving. I prefer quieter, calmer areas where I don't see a lot of cars, because I don't trust them.	11/19/2024 8:38 PM
7	It can be difficult to walk from approximately Kwik Trip to the roundabout on North Division. Largely, my concern is streets where there's only sidewalk on one side or the other of the street or there isn't any sidewalk at all for a stretch.	11/19/2024 8:23 PM
8	Most of Division Street. Michigan Ave in some stretches. Its the speed of the vehicles. Everyone has for some reason gotten comfortable driving at excessive speeds. And our Police dept doesn't seem to do a damn thing about it. And there is also the noise from the diesel douchebags. God those small pecker idiots are stupid.	11/19/2024 8:22 PM
9	Park Ridge, Jefferson Street E of Minnesota, W River Dr north of HH	11/19/2024 6:25 PM
10	W River Dr. no pedestrian area at all. Only a bicycle lane that now made it impossible to walk on the road going north	11/19/2024 6:19 PM
11	Division! Heavy traffic. On campus, people (mostly older folks) do not heed that pedestrians have the right of way, especially at the intersection between the dorm block and the class buildings block on 4th.	11/19/2024 6:13 PM
12	I will not walk through a round a bout	11/19/2024 5:55 PM
13	I avoid walking down the Business 51 corridor due to the speed and proximity to vehicle traffic.	11/19/2024 4:27 PM
14	Division, between Main and Maria. Also Main, near Guardian angel cemetery.	11/19/2024 3:12 PM
15	The intersection downtown where 1st street intersects with the street that has the bridge that crosses the river to west side. Very precarious with cars turning west and line of sight difficult for pedestrians and bicyclists.	11/19/2024 2:52 PM
16	Honestly, I stopped going on long neighborhood walks years ago. Used to walk the Southside around Michigan Ave. Area in early morning or early evening hours. Maybe it's because I'm getting older, but would not want to walk alone anymore.	11/19/2024 2:32 PM
17	Crossing Division Street.	11/19/2024 2:05 PM

18	Many people are afraid of walking the sidewalks on division Street	11/19/2024 12:41 PM
19	I avoid Stevens Point Post Rd from about Heffron north to campus. The road is so narrow and the volume of traffic is so high through that area.	11/19/2024 11:44 AM
20	The stroad of Hwy 10 east is awful, I'd never walk on that end of town. You have to walk probably a mile to reach a marked crossing if you're anywhere in the middle of that stretch, and traffic along that stretch is crazy. People CONSTANTLY run the red lights by BP and LaQuinta and are so focused on lane changing that they're not watching for cyclists/pedestrians.	11/19/2024 11:32 AM
21	Intersections can be very dangerous	11/19/2024 9:07 AM
22	Highway 10. HH. 10 because of the high speeds and only having any pedestrian infrastructure on one side of it. People live along there, and there are a bunch of restaurants, a church, shopping centers, a grocery store and a hotel out there. So plenty of potential pedestrians with no infrastructure to support them. HH because it’s too wide, cars constantly speed, sidewalks are only existent for part of it.	11/19/2024 7:35 AM
23	None	11/19/2024 7:34 AM
24	Underpasses.	11/19/2024 6:30 AM
25	At the YMCA, though there are flashing yellow lights, cars sometimes do not stop or even slow for them, perhaps new to town and don't know what they mean.	11/19/2024 6:01 AM
26	The north side of the Maria and Division intersection does not have crosswalk paint or vehicle stop lines. There is a high volume of UWSP students who cross this intersection every day	11/19/2024 5:30 AM
27	There are many intersections in the countryside where curbs have been installed, but no sidewalks. That means there is no paved shoulder, and no place for pedestrians to safely wait to cross a road.	11/18/2024 9:45 PM
28	Everywhere. People can’t drive and half the town is on drugs.	11/18/2024 9:24 PM
29	Large intersections (like the intersection of Mcdill and Post Rd, adjacent to Mcdill pond) can be difficult to cross in the time allotted by the traffic lights if you are trying to cross in winter weather or with young children or anyone with a mobility challenge. I understand that accommodating the slowest of walkers is not possible, but even a fit person has to move faster than normal to cross some bigger intersections in Stevens point and Plover. Sometimes cars are patients while you finishing crossing, many times they are not.	11/18/2024 9:23 PM
30	I avoid any main road if possible. I don't like walking with no buffer between myself and traffic.	11/18/2024 9:19 PM
31	Green Trail crossing on HH	11/18/2024 8:51 PM
32	Division St, particularly between the university and the rail station, and the rail underpass	11/18/2024 8:42 PM
33	Division and Hwy 10 through town are really awful to travel by foot. No shade with lots of pavement makes it scorching hot in the summer. No places to sit. Cars driving so close to the sidewalk.	11/18/2024 7:06 PM
34	West River DR is horrible for walker, I regularly run into people on the wrong side of the road, wearing dark clothes	11/18/2024 6:38 PM
35	Highway 10, especially anything past metro market	11/18/2024 3:34 PM
36	The downtown area has become nerve wracking to walk around alone. The homeless activity couples with the night life makes for a very uncomfortable place to be.	11/18/2024 11:02 AM
37	During the winter in downtown Stevens Point the city should do a better job removing the snow that accumulates at the curb. The businesses clear the sidewalk, but the berm created by the plows on the side of the road is very dangerous and limits access.	11/18/2024 9:42 AM
38	Busy streets and large intersections	11/18/2024 9:18 AM
39	Drivers do not pay attention when turning right I and many have been nearly hit while I have had a walk sign.	11/17/2024 7:49 PM
40	Hwy 10 & business 51 areas in Point, not feeling safe from crazy drivers	11/17/2024 6:04 PM
41	Educate people	11/17/2024 5:52 PM

42	Okray drive & River road in plover are busy. They both need a walk/bike path on at least 1 side. Also, more lighting OR paint (center line) to separate lanes. This would also make it easier to determine where pavement ends & gravel starts.	11/17/2024 5:48 PM
43	The crosswalks should have solar panel run stop lights for when people want to cross in a pedestrian crosswalk. In PC we have one (Franklin & Division). We should have those at every intersection where there are pedestrians or bikers who need to cross the road. 1. Green circle - Patch Street 2. Green Circle crossing at HH 3. Green Circle crossing hwy 66 (Main) in Park Ridge by Iverson!	11/16/2024 12:01 PM
44	I really only cross division at the blinking light zebra crossing because it appears to be the only place cars will stop for pedestrians. We need more crosswalks with lights for pedestrians.	11/16/2024 9:06 AM
45	I have not travelled by foot on W. River drive south of MacDonald since the hit and run in March, this is only one of two ways out of my neighborhood, the double white line on one side of the road does not make me feel safe if travelling south due to my back being to traffic. I do not take routes that require crossing near the traffic circle at Northpoint and Division due to distracted drivers.	11/14/2024 8:19 AM
46	Mostly suburban Plover streets at night, very little lighting in areas.	11/13/2024 11:10 AM
47	County A in Almond	11/12/2024 11:04 AM
48	Clark, Main, Division, Michigan, Stanley, Water streets in Stevens Point are very unfriendly to pedestrians despite all featuring popular destinations.	11/11/2024 8:55 PM
49	if vehicles park on the shoulder or the shoulder is not maintained (moved, plowed, etc.), then I have to walk on the road, since ditches are not safe to walk in.	11/11/2024 2:30 PM
50	I see people trying to walk across Hwy 10 on the east side of town - not using crosswalks. Possibly their destination isn't near a crosswalk - I don't know why people need to do this but it always concerns me for their safety.	11/11/2024 11:18 AM
51	In order to walk east from the Hoover Ave. section of the Green Circle Trail (if walking south on the trail, a pedestrian must cross 3 streets. Example: to travel east on Plover Springs, 1. Cross Plover Springs, 2. Cross Hoover, 3 Cross back on Plover Springs to be on the correct side of the road.	11/11/2024 9:38 AM
52	I typically avoid crossing West Clark Street near Kash and The Store gas station if I can. I also hate using the intersection farther down by where the street turns into Old U.S. 10 as it is very hostile towards non-car traffic, and takes forever for the lights to let people through. These areas just have too many cars going through at too high of speeds for me to feel safe even while biking.	11/10/2024 4:06 PM
53	I walk on Heffron street near Leahy every day with my dog for the last 16 years and have never had a problem. Now they want to put sidewalks in which I think is very unnecessary!	11/8/2024 6:01 PM
54	Overall except for CTH-WW I think Portage County is very safe and well thought out for foot traffic.	11/8/2024 1:03 PM
55	In the Village of Almond, there are some areas that don't have sidewalks.	11/8/2024 10:44 AM
56	County Roads. Too much traffic.	11/8/2024 8:06 AM
57	Hy X north of stevens point	11/7/2024 7:21 PM
58	Down town due to homeless allowed to sleep on streets	11/7/2024 10:01 AM
59	Even with the new crosswalk across I39, I don't like to walk out to Target and the businesses on the East side of the the freeway. Traffic is too heavy and I don't feel safe getting to the center crosswalk.	11/6/2024 1:53 PM
60	You cannot walk anywhere in plover because of the lack of sidewalks. Vehicles are often going over the speed limit and coming too close to pedestrians	11/6/2024 10:09 AM
61	Washington Avenue between Patch and Stanley, especially near PJ Jacobs. Division Street.	11/6/2024 9:30 AM
62	The massive roads that surround downtown Stevens Point (Centerpoint Dr., Water St, & Clark St.) are too wide, one-way, and fast. The roads that feed the downtown (Clark St. West, Clark St. East of Division St., Main St. East of Division St., 2nd St., Water St., & Division are all too fast/dangerous.	11/5/2024 10:15 PM

63	No good route to get to Crossroad Commons	11/5/2024 8:14 PM
64	North reserve. Road too narrow, high traffic. No pedestrian lane. Disrespectful autos drivers	11/5/2024 5:16 PM
65	Crossing Hwy 54 west of business 54 is very dangerous for pedestrians and bikes. There is really not a good place to do this.	11/5/2024 4:40 PM
66	54	11/5/2024 4:03 PM
67	I live in Stevens Point and walk to most places, weather and time permitting. The whole of Division, Main, and Clark Street are particularly terrible to attempt to walk along, even if I'm on the sidewalk due to the amount of driveways and drive throughs located on these roads. Vehicles leaving homes or businesses are not mindful of pedestrians. For this reason, in conjunction with my other concerns about these roads (see previous textbox answer), I avoid walking along and across these roads and try to find routes parallel to them instead. Furthermore, during school pick up and drop off times on North Point Drive, the vehicles are backed up from Second Street, down to and around the round about, and along Division usually back to Culver's. I do not feel safe walking across or along North Point at these times because vehicles do not leave room for the crosswalks and frequently stop their cars on the crosswalk, forcing me to jaywalk across the road.	11/5/2024 2:48 PM
68	Jackson Ave Maple Dr (roundabout to Lake Pacawa) Crossing hwy 54 near Evergreen Dr, Jackson, or Cleveland.	11/5/2024 2:03 PM
69	South on Hoover to the Food and Farm Center. Sidewalks are needed there too.	11/5/2024 1:21 PM
70	I avoid traveling by foot on busy streets and busy intersections. I also avoid shady areas of town with scary people.	11/5/2024 11:10 AM
71	I think the location near Five Below/Ross may be hazardous for walkers, even on the sidewalk, given how fast that entire road from Walmart to Five Below/Ross is. A lot of people drive at least 50+ mph, and do not follow the 35 mph speed limits in that area. This is more concerning during nighttime hours where daylight is limited. It's also unsafe given how fast people go on that road, when people are pulling out in their motor vehicles from the Five Below/Ross locations.	11/5/2024 10:54 AM
72	the crossing at Target or getting from north side of the street on hwy 10 to the south side of the street. unfafe for kids - despite the new improvements	11/5/2024 10:41 AM
73	Even being respectful of the crosswalks as a driver, the kids are reckless and step into the crosswalks without giving drivers the opportunity to slow/stop	11/5/2024 10:31 AM
74	I would not want to use the sidewalk going along Church/Division where it goes under the train tracks. I always slow down when I see people walking there, but most people don't--and the dimness of the tunnel makes pedestrians hard to see. Also, where there are no sidewalks (say, Okray) pedestrians often walk on the wrong side of the road (with oncoming traffic at their backs).	11/5/2024 10:15 AM
75	Plover Springs Dr. - avoid walking on due to traffic speeds and not having sidewalks. High traffic road.	11/5/2024 10:05 AM
76	I feel comfortable walking out in the country more than in the City due to traffic and poor sidewalk conditions. At night I would not walk do to crime and homeless population making me feel unsafe	11/5/2024 9:23 AM
77	In the neighborhoods of plover, typically when going for a walk you have to walk on the street and there are no cross walks.	11/5/2024 9:13 AM
78	Duncan Dr and Golla Rd. This isn’t a very busy intersection, but there are a lot of people traveling on Golla who do not stop at the stop sign or simply slow down slightly and proceed through the intersection. I worry that this will be more dangerous with a new subdivision being built and more foot/bike traffic.	11/5/2024 8:42 AM
79	I believe in the city limits pedestrian travel is relatively safe. The county roads in the rural areas are not as safe.	11/5/2024 8:24 AM
80	streets with no sidewalks or busy intersections	11/5/2024 8:09 AM
81	Church St in general. I was crossing the road by the new HHS location and was almost hit by a	11/5/2024 7:51 AM

	vehicle slamming on their brakes at a red light while myself and a coworker were crossing the road legally with a walk signal.	
82	County Road B - very heavily traveled and drivers exceed the speed limit, do not slow down for a pedestrian, do not move over for pedestrians, do not care if you have a pet with you either.	11/4/2024 7:35 PM
83	There are many locations on/surrounding UWSP campus, especially around Bus 51.	11/4/2024 4:23 PM
84	I generally avoid walking on Division Street in the Stevens Point Area at all. The space between road and sidewalk is too narrow. There is no buffer if a driver happened to swerve off road. That doesn't count when the sidewalks aren't properly shovelled which is Extra dangerous due to pedestrian potential for slipping and falling. Park Ridge also has no sidewalks which feel unsafe. There are a few spaces near the railroad tracks on Center Street and Michigan area that have no sidewalks as well. These are places I avoid as a pedestrian or am confused by the sudden lack of sidewalk.	11/4/2024 1:29 PM
85	I avoid Division St in Stevens Point. Also, I avoid County Highway 10 in Park Ridge, and usually drive if I need to get to a shop down there.	11/4/2024 11:18 AM
86	Riverview Avenue between Water Street and 66	11/2/2024 5:49 PM
87	All around the downtown Stevens Point square it's super weird. There are various intersections such as by the tech school and main grain where it's really confusing to find the best place to cross.	11/2/2024 4:11 PM
88	Division street in stevens point	10/31/2024 11:42 AM
89	The intersection at Michigan and main is pretty horrible and so is division and fourth	10/30/2024 8:09 PM
90	Hoover Ave. - Village of Plover	10/30/2024 11:02 AM
91	Along Division Street in Point. Road width is not sufficient for 4 lanes of traffic near downtown, and on the north end of the street drivers frequently ignore the posted speed limit.	10/30/2024 8:37 AM
92	I love walking along the Pfiffner Park path from the Clark Street bridge to Bukolt Park. I wish that sidewalk could be plowed in the winter for walking.	10/30/2024 6:52 AM
93	I hate travelling by foot under the train tracks on Division Street when it dips down. It feels like Floridian infrastructure, in a bad way. Just thoughtlessly planned and reckless. There have been trucks with things sticking out racing by. Honestly, the thought has crossed my mind that I may be decapitated.	10/29/2024 8:13 PM
94	The underpass on Church. The sidewalk is narrow and there are 4 lanes of traffic.	10/29/2024 7:36 PM
95	Anything posted over 35 mph since ALOT of vehicles drive 10+ mph over posted, i travel from hull to plover to linwood, speeding is an issue everywhere	10/29/2024 7:14 PM
96	Majority of Green Circle because it's hidden in the trees. Do not feel safe!	10/29/2024 6:30 PM
97	Division St. Drivers too close to sidewalks.	10/29/2024 5:33 PM
98	Drivers constantly roll through the 3-way intersection at the corner of Jefferson St and East Ave. I always avoid walking along Division St due to the close proximity of fast-moving cars	10/29/2024 5:14 PM
99	The intersection by Target is scary for walkers and bikers	10/29/2024 4:03 PM
100	River Drive, Okray Ave.	10/29/2024 3:52 PM
101	Crossing HH at Whiting. Needs a crosswalk, popular walking area.	10/29/2024 3:22 PM
102	During the winter, trying to walk on Whiting Avenue is especially difficult with nowhere for pedestrians to get off the road except for snow banks.	10/29/2024 2:14 PM
103	I avoid Division Street and Michigan Avenue in Stevens Point.	10/29/2024 12:20 PM
104	Church street, division, Clark intersection	10/29/2024 10:30 AM
105	I avoid any major streets like Division, most of main and Clark. Center point near the new apartments has a strong blindspot and is uncomfortable. Mostly drivers do not respect pedestrians. Division sidewalks are too narrow and close to road.	10/29/2024 8:29 AM
106	Minnesota at night,way too dark. Algoma by Metro Market,also too dark at night. Bus stop on	10/29/2024 3:37 AM

	Hoover by Aspirus,crazy place to let passengers off. No shelter,no sidewalk and too much traffic.	
107	crossing main street to get to Hyer Hall my dorm. people speed so fast there and barely will stop	10/28/2024 7:28 PM
108	Business 51/church/division in Stevens Point	10/28/2024 5:35 PM
109	Many drivers don't know that unmarked crosswalks are still crosswalks (you've read the statute, right?).	10/28/2024 5:15 PM
110	County highways have high traffic speeds and are not well lit at night.	10/28/2024 4:59 PM
111	The intersection by the Park Ridge Walgreens and the intersection by the YMCA and by Old National Bank in Stevens Point and Noodles	10/28/2024 2:24 PM
112	Inspite of the walkway over I39 on Hwy 10, I don't feel safe crossing to get to it.	10/28/2024 1:27 PM
113	The intersection downtown near the library. My friend says it's hard to see people crossing, the view is obstructed by parked cars.	10/28/2024 12:35 PM
114	Most intersections as drivers simply don't look	10/28/2024 12:33 PM
115	In summary, I try to only walk in residential sections because of the danger and discomfort of walking by main roadways	10/28/2024 12:09 PM
116	Near campus. Worst is trying to cross by YMCA/fire station. I've almost died multiple times at that intersection. My child was almost hit there as well.	10/28/2024 12:07 PM
117	West River Drive-narrow roadway, reckless drivers	10/28/2024 12:05 PM
118	Brilowski Road is narrow with a lot of fast moving traffic. There is not a paved area for walkers or bikers.	10/28/2024 11:58 AM
119	Many crossings of busier roads are difficult for pedestrians. They require you to go significantly out your way in order to cross at a light or in a safe manner.	10/28/2024 11:44 AM
120	clark/main by uwsp	10/28/2024 11:35 AM
121	Sidewalks in front of Old Main - trying to cross 66 South. I wish there was a HAWK system in place there so I can cross the street heading towards downtown.	10/28/2024 11:30 AM
122	Intersections on the walk from campus to downtown Stevens Point can be a bit tricky for pedestrians, especially if they're not quick walkers, but it's much, much worse on a bicycle because of the one-way streets and the way that one-way streets converge at that odd little triangle of roads near the post office.	10/28/2024 11:20 AM
123	Green Avenue is too narrow and drivers' speeds are excessive	10/28/2024 11:19 AM
124	4th St near the university should be pedestrians only--students are on their phones, and the sunlight is a visibility issue.	10/28/2024 11:14 AM
125	A lot of the locations around/on UWSP's campus can be really sketchy. For cars, pedestrians often just walk in front of them without warning. For pedestrians, cars often harass them/I've seen big trucks swerve at bikes or people walking.	10/28/2024 11:11 AM
126	The streets near campus need to do a better job clearing their sidewalks. I know a fair bit of the population there is students, but the rest seem to be primarily retirees. The folks I've talked to have expressed this to me, and while I'm young and agile, I fell on a sidewalk near campus as the people living there had not shoveled.	10/28/2024 11:07 AM
127	HH coming through whiting is awful. Inconsistent sidewalks, constant speeding, two more lanes than necessary and wider than necessary.	10/28/2024 10:46 AM
128	Not unless there is ice .	10/28/2024 10:22 AM
129	Division Street. Center Point Drive.	10/27/2024 12:53 PM
130	McDill Ave/CtyHH residential section is extremely difficult for pedestrians	10/26/2024 9:48 AM
131	HH & School Street	10/26/2024 8:52 AM

132	Division St north of Main St because it is busy, lacks shade, and not designed for pedestrians. Post Rd in Plover for opposite reasons. After reconstruction it is not inviting for pedestrians because there is too much pavement and no mature trees.	10/25/2024 1:33 PM
133	I avoid traveling along HWY 10 on the eastern half of Stevens Point. This commercial area is largely congested and unpleasant. It is also unsafe, as I've witnessed many individuals driving carelessly through intersections. There is also limited sidewalk access through the area, making it difficult to travel there for groceries and other essentials.	10/25/2024 12:50 PM
134	In Southeast Stevens Point, Leahy Ave from Industrial Park Rd to Heffron St, Heffron St from Hoover Rd to Feltz Ave, and Feltz Ave from Heffron St to McDill Ave has high volumes of traffic as these are the entrance points for the neighborhood off Industrial Park Rd, Hoover Rd, and McDill Ave. These roads are wide and there are no off road facilities. Vehicles frequently drive over the speed limit and some of the shoulders in the neighborhood have large volumes of poison ivy making it difficult to move off the road when there are vehicles traveling through. There are also issues with stormwater ponding for significant periods of time in this neighborhood in the spring and when there are large rain events forcing pedestrians further into the roadway. Neighborhoods without pedestrian facilities also force pedestrians into the roadway if there are cars parked on the shoulder as this is a shared use.	10/25/2024 11:18 AM
135	Some access points from side roads onto Post Road are hard to navigate as a pedestrian, whether it's no walk light or flashing beacon.	10/25/2024 9:53 AM
136	I live on Jackson Ave in Plover, and there is a lot of speeding traffic on that roadway, which has no stop signs at any of the intersections. It makes it difficult to walk and very dangerous	10/25/2024 9:38 AM
137	Hwy 66. People need to be smart and use their heads.	10/25/2024 7:46 AM
138	Highway 10 East, West bound at the CTH-B Exit Ramp. Lots of Accidents.	10/25/2024 7:35 AM
139	Division Street, Okray Dr, Cleveland Ave, Cty B	10/24/2024 9:39 PM
140	Green Avenue (from Stanley to Main) ... super busy and no sidewalks	10/24/2024 1:05 PM
141	Whiting Road car traveling way to fast and zero speed enforcement	10/24/2024 10:13 AM
142	Just those under construction.	10/24/2024 8:44 AM
143	Plover does not have sidewalks in residential areas.	10/24/2024 8:15 AM
144	Crossing Stanley, Main, and Division where there are not pedestrian infrastructure and aids is challenging and scary. I really like the push button blinky light at Division and Fourth, and which there were options like that at more busy intersections.	10/24/2024 7:58 AM
145	I avoid Division Street whenever possible; people use it like a racetrack and don't always observe pedestrian crossings. Main and Clark by the university have the same problem, and so does Michigan. On Michigan, people also bike the wrong way down the sidewalk when there is no traffic and a clear bike path. I try to walk my dog at night while wearing bright clothing, I am alert and cautious, yet we've still almost been hit. This summer was the worst, so many drivers and bikers not following rules.	10/23/2024 10:57 PM
146	Division Street, for obvious reasons. The intersection of Clark and Water in Stevens Point. Highway 10 corridor on east side of Stevens Point.	10/23/2024 9:17 PM
147	Division Street and Highway 10	10/23/2024 7:44 PM
148	West river drive. Cars speed. Curves. Lots of bikes. I worry more people will be hit.	10/23/2024 7:37 PM
149	Crossing over Main St or Clark St around PJ Jacobs Middle School. It's dangerous for the kids needing to cross the road and dangerous for the vehicles on the road. If a vehicle stops for a pedestrian you need to be extra vigilant that you are not going to get rear-ended by another car or cars in the other lane won't stop.	10/23/2024 7:15 PM
150	The entire Business 51/Division/Church st corridor through Stevens Point	10/23/2024 7:11 PM
151	The area around St Peters Church on 2nd street is very dangerous to travel by car, foot, or bike because of the large volume of people parking on the road.	10/23/2024 7:09 PM
152	All roundabouts. It's terrifying.	10/23/2024 6:45 PM
153	I avoid walking along Division Street as the sidewalk is adjacent to the roadway for long	10/23/2024 5:06 PM

	stretches.	
154	During the summer, the area around Belt's Soft Serve is plagued by modified trucks speeding, burning tires, "coaling", tires that protrude beyond wheel wells to the point that they throw rocks and the driver is unaware of how much is needed to compensate when turning a corner and possibly hitting a pedestrian, and being lifted so high that front visibility is seriously hampered. This is also a problem on Main Street in the downtown area.	10/23/2024 12:46 PM
155	Avoid as much as possible locations without a sidewalk.	10/23/2024 10:15 AM
156	In snowing & raining weather, I avoid walking on the sidewalks in the railroad underpasses on Church St. & on Michigan Ave in Stevens Point due to the city not removing snow & ice regularly or fixing the flooding issues for many years.	10/23/2024 8:48 AM
157	I live North of Parkridge by Washington school. The lack of sidewalks are dangerous for pedestrians. I fear for children walking to and from school.	10/23/2024 1:51 AM
158	Hwy 66 near Rosholt, due to large farm equipment, semi, traffic, speed, and narrow lanes along the side of the highway	10/22/2024 10:27 PM
159	Plover springs drive near Hoover is avoided due to the speed of traffic turning off Hoover. Roads are narrow and no sidewalks. Access to trails nearby makes it a popular walking spot. Business 51 by the underpass is risky because of the narrow roadway and proximity of sidewalks to the road.	10/22/2024 10:17 PM
160	Nebel St from Minnesota Ave to the stoplight - a kid is going to get hit someday walking home from school as many kids travel it to Ben Franklin.	10/22/2024 8:54 PM
161	some intersections are difficult to cross because they don't have traffic lights, and drivers generally do not stop for pedestrians in crosswalks	10/22/2024 7:56 PM
162	I often try to avoid College Avenue due to walks not being shoveled.	10/22/2024 5:06 PM
163	Cannot avoid Water Street as it is a preferred route to avoid railroad underpasses. Trains often block the street for long periods of time. Hwy 10 East- crosswalks at intersections are poorly designed.	10/22/2024 4:14 PM
164	Park Ridge roads are not wide enough for bikers, walkers, and cars.	10/22/2024 12:15 PM
165	Basically only downtown is walkable and then I get harassed by weird people loitering.	10/22/2024 12:38 AM
166	if i can avoid going along more major streets i do	10/21/2024 9:37 PM
167	We are new to the area and were excited to live less than 1 mile from Washington Elementary. On our first day walking our son to school a car did not look before backing out of their driveway and multiple cars did not come to a stop at stop signs. We have to cross Green Ave and are hesitant to have our son walk alone due to the lack of pedestrian crossing signage/yield lights.	10/21/2024 9:24 PM
168	County Road R	10/21/2024 8:26 PM
169	River drive in plover needs a sidewalk for the entire road. It’s busy and children have already been hit on bikes, etc. Need a lighted crosswalk sign on River/Post as kids ride bikes or walk to school, king cone, woyak	10/21/2024 7:01 PM
170	division street is unavoidable for me but it takes a while to cross because there's no pedestrian crossing sign so cars don't have to stop	10/21/2024 6:27 PM
171	Snow removal on the sidewalks around the university doesn't always happen in timely manner. Especially around rental units.	10/21/2024 4:17 PM
172	Any place near businesses in Plover or east of SP	10/21/2024 3:54 PM
173	Crosswalks near schools and parks	10/21/2024 3:06 PM
174	Hillcrest west of iverson park	10/21/2024 2:42 PM
175	I avoid Division, Clark from Iverson Park to beyond (east). I have already mentioned the problems of walking/biking down Division/Business 51. On Clark the same problems apply. In addition, it is very hard to make a turn into any business while driving along this strip. Trying to	10/21/2024 2:28 PM

	turn and cross opposing traffic is generally impossible and slowing down to turn right is taking a risk of being rear-ended.	
176	Water Street between the Brewery, north towards Clark St. No explanation needed.	10/21/2024 2:11 PM
177	For the City of Stevens Point it would be where the Township is intermixed with the City. Towns have no sidewalks. North Point Drive, Green Ave N, Old Wausau road, Regent Street, part of Stanley Street are examples of no sidewalks.	10/21/2024 1:36 PM
178	Same as previous question, sunset and main, sunset and prais street Also Iverson Park and Hillcrest ave gets really overwhelmed with cats racing down that road, there are never police there.	10/21/2024 11:56 AM
179	Hey 10 between fleet farm and park ridge. Terrible drivers	10/21/2024 11:27 AM
180	New and old apartment complex volumes on 54 are resulting in more foot and bike traffic, more dog walking, and stroller walking. Even though the sidewalks are wide and clear, the cars and especially semi trucks, are going too fast.	10/21/2024 10:45 AM
181	I feel that people drive too fast from the intersection of Post Road to going past St. Bron's. I feel a slower speed could be beneficial at least until after passing the school.	10/21/2024 10:20 AM
182	Crossing Post Rd east to west through Whiting and the Village of Plover. Road is very wide and traffic is heavy.	10/21/2024 10:19 AM
183	Where Division St becomes Church Street. The sidewalks and cars are right next to each other and drivers are busy on their phones instead of driving safely	10/21/2024 10:13 AM
184	Wilson to forest in plover and forest dr	10/21/2024 10:02 AM
185	As noted in my comments for zone 3. Inattentive driving is becoming a real problem making intersections more dangerous.	10/21/2024 9:55 AM
186	Stevens Point downtown in winter. The shop owners do a very poor job of clearing and de-icing sidewalks. Awnings will also drip and cause slippery sidewalks. Corners are especially snow covered and slippery.	10/21/2024 9:24 AM
187	Any streets with the AI mass surveillance cameras are unsafe.	10/21/2024 8:58 AM
188	Yes, excessive crime, homelessness and evidence of substance use in our community prohibits me and those I care for to travel by foot.	10/21/2024 8:57 AM
189	Arbor Haven area and Torrey Pines Way area. Getting to the park is dangerous for kids	10/21/2024 8:50 AM
190	Maple drive between Wilson and lake pacawa in plover could use sidewalks.	10/21/2024 8:47 AM
191	Most of the streets in Point/Plover/Whiting/Park Ridge. People are in such a hurry and cannot be bothered to look out for pedestrians.	10/21/2024 8:46 AM
192	Roundabouts are my biggest fear as a pedestrian because people don't know to stop. At least at a stop light, pedestrians have walk signal, but that doesn't always work because of people turning. When I was in IL, they had a sign next to the stop light that said "Yield to Pedestrians" it was just a nice reminder for drivers. Division Street in Stevens Point is always a worry, as well as Stanley Street, Clark Street and CenterPoint Drive.	10/20/2024 1:07 PM
193	Stop mentioning things are for bikes. Everything should be designed or messaged for all road users. There is consistent negativity towards bicyclists in this community.	10/20/2024 11:15 AM
194	All of Division Street, Hwy 10.	10/20/2024 10:00 AM
195	Avoid church street crossing on foot (like to Belts) people speed and 4.5 (sometimes turn alley)lanes of traffic	10/20/2024 9:28 AM
196	Major intersections that have 4 lanes of traffic separated by a median. Drivers are not respectful to pedestrians.	10/20/2024 9:28 AM
197	I’ve lived in big cities most of my life so everything seems tame here overall in ways, but I think there could be more improvement for people to feel safe biking and walking, and to feel welcome.	10/19/2024 12:46 PM
198	Bus 66 by Heid Music and Len Dudas feels awkward and unsafe as a pedestrian. Insufficient sidewalks and too much speeding.	10/19/2024 9:24 AM

Q16 What can Portage County do to improve pedestrian safety? (optional)

Answered: 237 Skipped: 666

#	RESPONSES	DATE
1	Driver education	11/20/2024 7:59 AM
2	More sidewalks	11/20/2024 7:11 AM
3	Slower traffic, better walkways	11/20/2024 4:15 AM
4	Enforce crosswalk laws and make sure crosswalks are clearly painted and marked. Running red lights is also an issue.	11/19/2024 11:51 PM
5	Make bikes ride on the sidewalk	11/19/2024 11:02 PM
6	Sidewalks should be prioritized in residential areas so we do not have to use the street.	11/19/2024 10:54 PM
7	I want more paved paths for bikes that are not just the Green Circle. I think paved paths to get to places of work would be great, so it would be possible to cycle to work and not have to deal with traffic, because a lot of people drive very fast and just are not aware of bikes and are not used to them. There are multiple reasons, but I think the best way to solve it is to establish more longer paved paths. I don't think sidewalks are the solution because I like the smooth pavement, which is also better for a runner's legs than cement, and cement sidewalks seem to tend to crack or get bumpy, which is hard on a biker.	11/19/2024 8:38 PM
8	Get rid of diesel trucks. Unless they are verifiable work trucks. Like a city plow for example is still very valid. But if one has wheels sticking out past the fenders, I can guaranty you it shouldn't be on the road and an idiot is behind the wheel.	11/19/2024 8:22 PM
9	More sidewalks	11/19/2024 6:25 PM
10	Sidewalks and an underpass or overpass on hwy 66 to divert w River Dr thru traffic when the train is there	11/19/2024 6:19 PM
11	Not sure but open to suggestions	11/19/2024 6:13 PM
12	Don’t put round a bouts in heavy pedestrian traffic areas	11/19/2024 5:55 PM
13	Better road design to naturally slow down vehicle traffic and buffer pedestrians from vehicle traffic i.e. protected bike lanes.	11/19/2024 4:27 PM
14	Better lighting, marked or flashing lights and better timed stop lights.	11/19/2024 3:35 PM
15	It's a cultural thing. I've been to large cities where it is understood that cars do not have the right of way. However, this concept is sure to offend some Portage County residents.	11/19/2024 3:25 PM
16	Narrow down the width of Division street; raise the sidewalk height vis the road; create a pedestrian island in the middle of division st.; insert roundabouts on division at 4th, and at Maria.	11/19/2024 3:12 PM
17	Safer bike lanes and more space on Division between cars and pedestrians	11/19/2024 2:52 PM
18	Advertising the Bright Green jackets with reflective tape	11/19/2024 2:33 PM
19	Increase the number of pedestrian flashing light spots and having camera surveillance that actually will penalize drivers that don't adhere to them.	11/19/2024 2:05 PM
20	Fewer lanes, roundabouts	11/19/2024 12:56 PM
21	Lower speed limits or actual enforcement of speed. I regularly see people going 35+ on division where it is 25. Police tend to travel this speed as well.	11/19/2024 12:41 PM
22	In Stevens Point, widen Business 51 and create a wider space between the curb and sidewalk.	11/19/2024 11:44 AM
23	Think about connectors and disconnected pockets. There are beautiful sidewalks coming up	11/19/2024 11:32 AM

	Hoover, and then they disappear along the narrowest and most trafficked section.	
24	Enforce speed limits!	11/19/2024 9:32 AM
25	Slow automobile traffic down	11/19/2024 9:07 AM
26	Narrow streets, add sidewalks and pedestrian islands at intersections and along streets missing them. Add benches, zone for more density and diversity of uses in new developments and redevelopments, Invest in a more coordinated transit system between all of the villages and cities in Portage County.	11/19/2024 7:35 AM
27	Nothing	11/19/2024 7:34 AM
28	Neighborhood sidewalks have stretches that are infrequently shoveled, and so I go into the street to go around them.	11/19/2024 6:01 AM
29	Education. The whole area seems to be toxic towards any non-motorized transportation. I'd rather cross a street in downtown Chicago than in Stevens Point . More flashing lights? - though drivers ignore those also. Paint crosswalks solid color - not just white lines? Many cities do this now. But really, there are just too many agressive drivers on our streets - speeding, driving right though stop signs, swearing at bicyclists to "get off the road..."	11/18/2024 9:45 PM
30	Get rid of bike lanes.	11/18/2024 9:24 PM
31	Based on the information published as a part of this planning process, wet/snowy/icy conditions were a factor in more than a third of crashes. The same certainly contribute to pedestrian hardships. Portage county could do more to make signage bright and clear in rain and snow and work to clear surfaces and deploy anti-slip substances quicker and more frequently.	11/18/2024 9:23 PM
32	Encourage side street use for foot and rolling traffic. Fix sidewalks and Encourage areas around them cleaned up.	11/18/2024 9:19 PM
33	Have Sheriffs department monitor speeding more frequently.	11/18/2024 8:51 PM
34	Elect new supervisors, mayors and council members with actual experience, not just people with big ideas that love to spend tax payer dollars	11/18/2024 8:47 PM
35	Wider sidewalks on busy roads,	11/18/2024 8:42 PM
36	Between hwy 10 badger ave to ice hockey arena needs better lighting or sidewalk. Crossing brilowski from fleet farm traffic always to fast, very rare traffic will pay attention to cross walk sign	11/18/2024 8:41 PM
37	Don't have sidewalks that just end? There's some places where this happens, and you have to cross a busy intersection to get to a new sidewalk parallel to your current path.	11/18/2024 8:01 PM
38	Improve public transit so there are less vehicles on the road. Road diets. More pedestrian centered road design, especially around campus.	11/18/2024 7:06 PM
39	More crosswalks with flashing warnings lights	11/18/2024 3:34 PM
40	More of the yellow flashing lights in hot spot cross walks. I think once the public get used to them and how to use them, they are very effective, especially in the evening when it can be hard to see pedestriana	11/18/2024 11:02 AM
41	Enforce speed limits! Stop distracted drivers	11/18/2024 9:27 AM
42	Have clear pedestrian crossing signage and lights on busy streets.	11/17/2024 9:26 PM
43	Make crossing bus 51 safer.	11/17/2024 8:28 PM
44	Educate the laws. Pedestrians have the right of way and this means at all Green Circle crossings yet rarely does a motorist stop.	11/17/2024 7:49 PM
45	Start ticketing speeders	11/17/2024 6:35 PM
46	Go out & try walking around yourself during busy times	11/17/2024 6:04 PM
47	Education	11/17/2024 5:52 PM
48	If sidewalks can't be provided, then have a wide gravel edge so peds are not so close to cars.	11/17/2024 5:48 PM

49	Put in more side walks and cross walks at busier roads. Like to cross green from Jordan it's never safe. Poor lighting no cross walk and so people avoid.	11/17/2024 5:00 PM
50	Focus less on the never used bike lanes. Proper sidewalks would be a much better option	11/17/2024 4:30 PM
51	I think we need to address, distracted, drivers and speeding drivers as those two situations create the greatest potential harm for pedestrians.	11/16/2024 3:29 PM
52	Repaint all the bikes lanes. While they won't protect you they do get drivers to move over a bit and be more cautious. Improve bike lanes. Designate safe streets for bikes instead of main streets. Also - The crosswalks should have solar panel run stop lights for when people want to cross in a pedestrian crosswalk. In PC we have one (Franklin & Division). We should have those at every intersection where there are pedestrians or bikers who need to cross the road. 1. Green circle - Patch Street 2. Green Circle crossing at HH 3. Green Circle crossing hwy 66 (Main) in Park Ridge by Iverson!	11/16/2024 12:01 PM
53	More zebra crossings painted, more signs indicating pedestrians right of way and to stop at crossings for pedestrians.	11/16/2024 9:06 AM
54	People need to slow down and get off their phones. Ask the bus drivers, they do this job all day long and all week long and they see a lot of bad behavior. They would have a lot of input for you. I used to be one.	11/14/2024 2:42 PM
55	1. Education, people do not follow traffic rules, I have almost been hit in crosswalks at stop signs because people don't stop at the stop sign they roll through to the corner before stopping. Vehicles don't provide a buffer when passing pedestrians nor do they slow down. Sometimes they do provide a buffer but don't slow down on hills and curves which is dangerous for oncoming traffic. Etc. 2. Citations, negative reinforcement, spread the word that there are consequences for bad on the road behavior. Driver's aren't going to change if they don't know what they are doing is WRONG.	11/14/2024 8:19 AM
56	Adjust for blind spots or points where congestion may occur, like the temporary parking at the crosswalk of 3rd and Water in Stevens Point.	11/13/2024 11:10 AM
57	Separate paved walkway across I39 on HH for bicyclists and pedestrians. Maintaining highway shoulders for safe area to walk or bike.	11/13/2024 9:49 AM
58	More sidewalks	11/12/2024 11:04 AM
59	Help tell people that it is cool and okay to walk or bike places. The only real danger I encounter regularly is people who are openly hostile to me for choosing to walk or bike places.	11/11/2024 8:55 PM
60	Post and slow the speed down on Park Road south of DB to the Cul du Sac, especially near the boat landing/park. Put no parking signs on either side of the road at the curve of Park Road at DB.	11/11/2024 2:30 PM
61	Teach pedestrians and cyclists the rules (the same ones we all learned in 1st grade). Have the police actually follow the laws of the road themselves and enforce them (including pedestrians and cyclists).	11/11/2024 2:17 PM
62	Education of both pedestrian and vehicle operators.	11/10/2024 6:01 PM
63	I would highly encourage looking into the organization known as Strong Towns, they handle this exact topic with proven examples and data driven practices.	11/10/2024 4:06 PM
64	Enforcement	11/9/2024 6:56 PM
65	Maybe just rumble bars on Heffron to slow down traffic. They like to go right through the intersection at Heffron and Leahy which is the corner we live on.	11/8/2024 6:01 PM
66	Portage County overall does a fantastic job, but for my specific responses and location in backwards hillbilly town of Grant, a bike/pedestrian lane on CTH-WW would be ideal at minimum. Drivers simply don't allow space for pedestrians or bikes on CTH-WW. However, County F and many other roads in Grant area have bike lanes or are low volume, and are connected to this road.	11/8/2024 1:03 PM
67	Specifically for the area in which I reside, increase in speed limiting and speed monitoring	11/8/2024 12:41 PM
68	Widen some roads, create a shoulder.	11/7/2024 9:06 PM
69	Enforce bicycle common sense to stay out of the middle of the roadway	11/7/2024 7:21 PM

70	Enforce speed limits	11/7/2024 2:18 PM
71	encourage Stevens Point to address the homeless population allowed to sleep on streets	11/7/2024 10:01 AM
72	Issue citations for speeding and reckless driving. Currently, there are no consequences for this behavior.	11/6/2024 2:29 PM
73	More sidewalks. Footbridges. The pedestrian signs with flashing lights near the YMCA are wonderful. More of these would be helpful	11/6/2024 1:53 PM
74	It's good as it is. Basic common sense is all that is needed.	11/6/2024 10:46 AM
75	Put sidewalks in Plover	11/6/2024 10:09 AM
76	Sidewalks!!!!!!!!	11/6/2024 10:03 AM
77	More penalties for aggressive driving behaviors, police should slow down, and utilize their lights and sirens when they can't. More safe crossings near school zones. More supervision at pedestrian crossings. Dedicated pathways for bicycles.	11/6/2024 9:30 AM
78	Slow traffic down everywhere through people-centered road design.	11/5/2024 10:15 PM
79	More controlled intersections	11/5/2024 8:00 PM
80	Keep up with painting crosswalks so they are visible. Crosswalk on Fremont street from Hospital parking lot to Holy Spirit church, by bus stop, is GONE. No one is going to walk to end of the street to cross! Crosswalks aren't painted on corners of 4th ave/Fremont. Bad crash happened there because it's not a visible crosswalk reminding drivers to watch for pedestrians. Reserve street by campus is a free-for-all with sidewalks sometimes closed on both sides and people wandering in the street.	11/5/2024 7:21 PM
81	Separate pedestrian walks from wheeled traffic. Get sidewalks on both sides of major streets. Create safe crosswalks in the middle of i uninterrupted stretches of major roads	11/5/2024 7:12 PM
82	Lighting	11/5/2024 5:52 PM
83	focus development on urban core	11/5/2024 5:25 PM
84	Widen roads for safety.	11/5/2024 5:16 PM
85	Build wider shoulders in the town of hull around the green circle. Jordan road Wiltshire north reserve.	11/5/2024 5:02 PM
86	Continue to install sidewalks, but prioritize by pedestrian use/risk.	11/5/2024 4:40 PM
87	Similar to Division Street, which has one intersection with a flashing crosswalk indicator, I think Main and Clark Street could benefit from one designated crosswalk with a flashing indicator. Specifically, at the intersection of Fremont and Main, and Fremont and Clark. This is a common pedestrian route and a common area for dangerous driving, as vehicles previously stopped at the intersection with Division Street or Michigan Avenue are very likely to speed down this section of road without being mindful of the pedestrians, bicyclists, or skateboarders attempting to cross. Furthermore, I believe that a SPPD presence on North Point Drive during school drop off and pick up times could help alleviate traffic and allow for safer pedestrian travel. Simply having an officer directing traffic or acting as a crossing guard would allow this stretch of road to be much safer for the students and commuters in this area.	11/5/2024 2:48 PM
88	More sidewalks Pedestrian crossing lights	11/5/2024 2:03 PM
89	I live in Plover south of 54 and it is terrifying to try to cross 54 to access locations. I could easily ride my bike to get ice cream or go to the Post Office but because of having to cross 54 where there is no safe place to do that, not even the B/54/Business 51 intersection is safe, I opt for my car for simple errands. Vehicles travel fast on 54 and the crosswalk at the B/54/Business 51 intersection is a death waiting to happen. The medians are inadequate and the vehicles do not yield to pedestrians.	11/5/2024 1:21 PM
90	CLEAR HIGH SNOW BANKS SO PEDESTRIANS ARE VISIBLE	11/5/2024 12:03 PM
91	provide more sidewalks	11/5/2024 11:12 AM
92	I am not sure.	11/5/2024 11:10 AM

93	Potentially decrease the speed sooner (prior to the bridge), as well as potentially decrease it to 25-30 mph.	11/5/2024 10:54 AM
94	enforcement of cleaning off sidewalks of snow, ice, cut grass and also broken up sidewalks, cracked, raised	11/5/2024 10:30 AM
95	Exercise eminent domain and make business 51 wider, 4 lane, and separate the sidewalk a bit from the travelled portion of the road.	11/5/2024 10:29 AM
96	education	11/5/2024 10:16 AM
97	Enforce posted speed limits. Enforce snow removal regulations. Keep bikes off the sidewalks.	11/5/2024 10:15 AM
98	I do not feel it is a problem outside the city. In the city, law enf. is already taking care of by making their presence known.	11/5/2024 9:23 AM
99	Add more sidewalks.	11/5/2024 9:13 AM
100	I am unsure. I feel like the biggest problem is inattentive drivers followed by people not taking the time to look for pedestrians.	11/5/2024 8:42 AM
101	maintain the lights- as dark streets can create unsafe environment and conditions.	11/5/2024 8:09 AM
102	I know everyone hates them, but roundabouts significantly helped in the southern wisconsin area where I am originally from. And speed humps (not bumps).	11/5/2024 7:51 AM
103	Speed reduction and enforcement	11/5/2024 6:23 AM
104	slow down traffic, enforce current speed limits	11/4/2024 7:35 PM
105	Prioritize the safety of pedestrians traveling by foot or wheel over those traveling in automobiles.	11/4/2024 4:23 PM
106	Create a turning lane on Division street, create a space between sidewalk and road for pedestrians. Have those MPH signs on the road so cars slow down.	11/4/2024 1:29 PM
107	-Lower speed limits on high trafficked streets -speed bumps on crosswalks with a lot of traffic -more medians across two-way traffic lanes, such as the one near Sentry in Stevens Point	11/4/2024 11:18 AM
108	River dr Plover needs a sidewalk to post rd.	11/4/2024 10:27 AM
109	Analyze crash data and investigate causes then address.	11/3/2024 6:53 PM
110	Some type of monitoring or speed bumps.	11/2/2024 5:49 PM
111	More traffic slowing infrastructure	10/31/2024 11:42 AM
112	Create equity in prioritizing resources and focus on non motor vehicle transportation	10/30/2024 8:09 PM
113	Larger gap between roadway and sidewalk.	10/30/2024 4:38 PM
114	Do on Whiting Avenue between HH and Sherman Avenue what you did on West River Drive. A lot of walkers and bicyclists use that route on way to River Pines and the Green Circle along the river there. I see it daily as I walk the road because of my disability. Crossing HH also bad as I walk slow. A cross walk might help.	10/30/2024 4:18 PM
115	clearer signs, walking lanes away from roads, more bike lanes	10/30/2024 3:57 PM
116	So many of the sidewalks are right next to the road. A green space between the road and the sidewalk would be great.	10/30/2024 1:10 PM
117	Separated paths along all CTHs in Plover	10/30/2024 11:02 AM
118	Slow vehicle traffic down.	10/30/2024 10:05 AM
119	Cooperate with the city on the road diet plan to make it more common for drivers to not exceed 25mph.	10/30/2024 8:37 AM
120	Catch speeders.	10/30/2024 5:55 AM
121	Prioritize it. Incentivize it. More trees and bushes. More distance between us and cars. Using research-based solutions. Use this priority to make Stevens Point a model town. And stop listening to people who are deranged because they never take walks.	10/29/2024 8:13 PM

122	Speed bumps to slow the traffic, especially on West River Road.	10/29/2024 7:36 PM
123	CITATIONS ticket drivers speeding/ recklessly driving, slow down drivers: speed humps, three/four way stops, reduced speed limits	10/29/2024 7:14 PM
124	4 to 3 conversion on north and central Division St.	10/29/2024 5:33 PM
125	Proper speed limit and better lighting	10/29/2024 4:03 PM
126	Wider shoulders (paved?) on Whiting, crosswalk at Whiting & HH.	10/29/2024 3:22 PM
127	A path on one side of the road for pedestrians would address the problem. A gravel path would suffice. If doable, get the trucks off this relatively short narrow section of Whiting Avenue. I am concerned the heavy truck issues for pedestrians and bicyclists will worsen when the land at the intersection of Whiting Ave/Sherman Avenue, zoned industrial, is sold and developed.	10/29/2024 2:14 PM
128	Wider boulevards between sidewalk and street, educating pedestrians to walk on the left if there are no sidewalks.	10/29/2024 12:20 PM
129	See the list above and reverse it.	10/29/2024 11:51 AM
130	More flashing pedestrian signs along busy roads (ones pedestrians can push the button on)	10/29/2024 11:21 AM
131	Enforce speeding and distracted driving violations.	10/29/2024 10:58 AM
132	Paint crosswalks red, eliminate right on red	10/29/2024 10:30 AM
133	Enforce speed limits	10/29/2024 9:59 AM
134	Wider sidewalks, more pedestrian crossings like on fourth and division where there are flashing lights to alert vehicles to stop at crosswalks.	10/29/2024 8:29 AM
135	Please more streetlights, sidewalks,and bus shelters	10/29/2024 3:37 AM
136	more pedestrian lights and stops/crosswalks especially like the one on division between the Y and 4th avenue	10/28/2024 7:28 PM
137	Not sure. Paint more crosswalks? Remove paint on all crosswalks so drivers figure out that they don't have to be painted??	10/28/2024 5:15 PM
138	Enforcement of the laws. Put up cameras. Illinois has cameras monitoring tollways and many intersections. Why can't Stevens Point do this?	10/28/2024 4:27 PM
139	Enforce snow/ice clearing	10/28/2024 2:57 PM
140	Have police monitor cross-walks to assure compliance.	10/28/2024 2:48 PM
141	Have green arrows added to the stop and go lights so people can turn left without having to rush across the intersection and trying to avoid oncoming traffic	10/28/2024 2:24 PM
142	enforce the snow removal rules.	10/28/2024 1:14 PM
143	Have more safe crosswalks going along busy streets. More of the push button with flashing lights to alert drivers to stop for pedestrians to walk across.	10/28/2024 12:35 PM
144	Repair sections of sidewalk that are not level. Improve the bumpy sections near crosswalks. Many of them lead directly into the middle of the intersection instead of across the street. This can be dangerous to those who are blind or nearly so.	10/28/2024 12:35 PM
145	More enforcement	10/28/2024 12:33 PM
146	Physically raised medians make for the best road crossing as that allows you to watch and react to a single direction of traffic at a time. Even crossing main going east, the section by Park ridge with the median is vastly better and easier to cross than the intersection with the pedestrian lights	10/28/2024 12:09 PM
147	I don't know how you change the aggressive, entitled mindset of drivers.	10/28/2024 12:07 PM
148	crack down on speeders/reckless driving	10/28/2024 12:05 PM
149	Have more crossings for pedestrians where they will actually use them. Have safer crossings over the busiest roads, like walking bridges. Ensure that crosswalks at lights have pedestrian buttons to trigger light changes.	10/28/2024 11:44 AM

150	Solar flashing crosswalk signs on Main and Clark at Reserve St and Phillips St. like on Maria Dr	10/28/2024 11:44 AM
151	Create clear pathways where pedestrians don't compete with cars. Create a barrier between roads and walkways.	10/28/2024 11:41 AM
152	HAWK system in front of Old Main so people can cross over 66.	10/28/2024 11:30 AM
153	More clearly marked crosswalk signals might be nice. It's not always easy to (a) find the button to activate the signal, and (b) figure out which crosswalk light will be activated by the button.	10/28/2024 11:20 AM
154	Mandate footpaths (not sidewalks).	10/28/2024 11:19 AM
155	More police presence holding people and motorists accountable for being poor community members. Honestly, roundabouts are a good idea, especially by the crosswalk by the UW Credit Union and Fire Station.	10/28/2024 11:11 AM
156	More Sidewalks, ADA compliant crossings, traffic calming, a bike share program and simpler, more efficient, and later hours public transportation.	10/28/2024 10:46 AM
157	I think a few more flashing light buttons like those on division near firehouse would be great.	10/28/2024 10:22 AM
158	Improve crossing signals for pedestrians.	10/28/2024 9:25 AM
159	More sidewalks and more bicycle lanes along with public transportation.	10/27/2024 5:05 PM
160	I think effective traffic calming, slower speeds, and fewer lanes could help a great deal so that we may be able to use crosswalks with more confidence.	10/27/2024 12:53 PM
161	Add more flashing lights to signs so people can slow down so people can cross the streets safely	10/26/2024 9:07 PM
162	Don't put a round about on division Street!	10/26/2024 4:59 PM
163	Better speed enforcement and physical changes to the traffic patterns	10/26/2024 9:48 AM
164	Enforce speed limits. Require pedestrians to have some type of reflective clothing or light when walking on roads with no sidewalks. Dark clothed walkers walking on unlit areas of the road are impossible to see at night until a driver is right up on them.	10/26/2024 8:52 AM
165	Penalize landlords for not ensuring that the sidewalks along their rental properties be regularly cleared of snow and ice.	10/25/2024 8:10 PM
166	Portage County would benefit from reconstructing Division street to add safer sidewalks and easier means of crossing the very busy road. Stevens Point may also consider speed bumps and meters along Main, Clark, Church, and HWY 10 east to slow traffic and make it safer for bicycles and pedestrians.	10/25/2024 12:50 PM
167	More education on how to correctly walk on streets without sidewalks. Pedestrians frequently walk with traffic and not against. This especially tricky to navigate when walking dogs if there are pedestrian with or without dogs using the wrong side of the road. Clearly striping the drive lanes when the shoulder is paved and there are not pedestrian facilities. Introduction of multiuse trails along roadways that are the primary vehicle access for neighborhoods with limited access points and no pedestrian facilities.	10/25/2024 11:18 AM
168	Make sure sidewalks are maintained well and installing sidewalks in areas where there are none. Especially in neighborhoods and along major roadways. Making sure these sidewalks are sufficiently buffered from the main street traffic.	10/25/2024 9:53 AM
169	More trails and sidewalks would be beneficial. More roundabouts would decrease the amount of speeding too. It's very dangerous to walk safely on the streets in Plover, if you don't live near any sidewalks.	10/25/2024 9:38 AM
170	More sidewalks	10/25/2024 7:46 AM
171	Increasing sidewalks for children	10/24/2024 9:39 PM
172	More signage telling pedestrians to walk facing traffic. Many walk on the wrong side of the road.	10/24/2024 6:29 PM

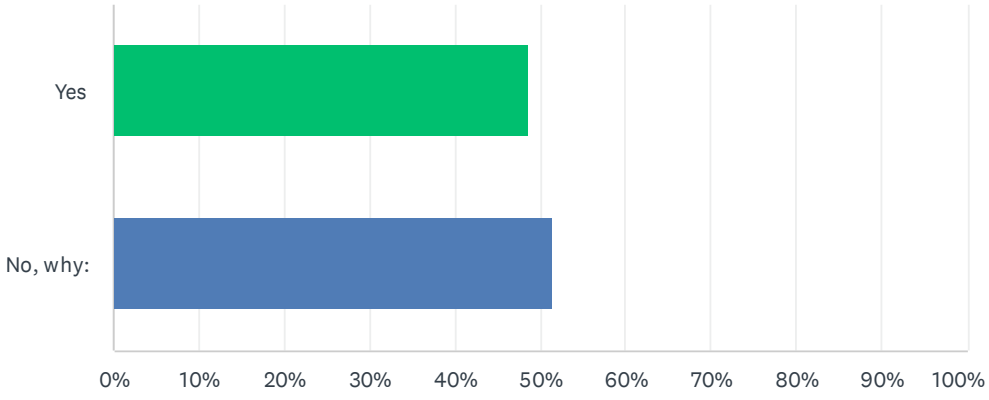
173	Educate the public more signage and dedicated lanes and more police presence as well as stricter fines for violations	10/24/2024 10:13 AM
174	More pedestrian-friendly tools like push a button and a pedestrian crossing light blinks. Also, more tools with road design and enforcement to slow motor vehicle traffic.	10/24/2024 7:58 AM
175	Possibly build pedestrian bridges on high-traffic roads, or slow down traffic. Educate people about their responsibilities no matter which type of transportation they use.	10/23/2024 10:57 PM
176	We need more connected multi-use paths. For example, the path along Hoover Road should connect north along Country Club Drive to Iverson Park. A multi-use path along Okray Avenue. We also need to require retail developers to build differently. For example, it's impossible to walk through Crossroads Commons. But it could have been possible to connect all those storefronts with a friendly walkway. Already, motorists watch for pedestrians in front of Wal-Mart, Lowe's, etc. Why not then connect all those storefront areas? The parking lot entries are the real problem. Some different planning could have solved that.	10/23/2024 9:17 PM
177	Do exactly what you did to Stanley Street. Especially on Division St.	10/23/2024 7:44 PM
178	Should make the cross walks much clearer and maybe signs to tell drivers when it is the law to stop	10/23/2024 7:37 PM
179	People need to understand our roadways are for everyone. Work on making some roads cars can move quickly on so there are options and they don’t feel like they need to speed in congested areas. Better separate infrastructure for walking and biking.	10/23/2024 7:37 PM
180	Law enforcement needs to actually protect pedestrians and pull over and ticket those who don't follow the rules of the road.	10/23/2024 7:15 PM
181	Majority of the issues stem from unsafe automobile drivers (who are also issues when I travel by automobile)	10/23/2024 7:11 PM
182	More controlled intersections. More stop signs and stop lights!	10/23/2024 6:45 PM
183	Actually patrol the west side of Point and Portage County. .	10/23/2024 2:13 PM
184	Signage & markings. Crosswalks at known crossings, sidewalks in the cities.	10/23/2024 1:41 PM
185	Better law enforcement coverage of vehicular inspection violations, such as tires protruding a foot beyond wheel wells.	10/23/2024 12:46 PM
186	move sidewalks further from the actual roadway on busy streets	10/23/2024 10:58 AM
187	More facilities and enforcement.	10/23/2024 10:15 AM
188	Pedestrians need to be willing to review and learn the current laws and use common sense when walking in traffic areas to ensure their own safety.	10/23/2024 8:48 AM
189	Add sidewalks, curb and gutter in the neighborhood and get rid of the ditches that were recently put in.	10/23/2024 1:51 AM
190	Bike or walking lanes or more sidewalks	10/22/2024 10:27 PM
191	Sidewalks on roads that are becoming busier.	10/22/2024 10:17 PM
192	More pedestrian walkways. Also longer time to cross at stoplight streets with walk lights	10/22/2024 9:35 PM
193	Add a sidewalk for those kids!	10/22/2024 8:54 PM
194	add pedestrian lights so pedestrians can signal to drivers that they are entering crosswalks and drivers need to yield to them	10/22/2024 7:56 PM
195	See above	10/22/2024 5:35 PM
196	Bite the bullet and put some serious teeth into fines for walks not shoveled. Raise fines for each repeat so property owners make it clear to tenants they either shovel or their security deposit gets dinged by each offense.	10/22/2024 5:06 PM
197	Barriers between street and sidewalk under railroad tracks. Put flashing crosswalk to allow customers at Point Brewery to get to and from parking lot.	10/22/2024 4:14 PM
198	Slow down drivers. Traffic calming.	10/22/2024 1:11 PM

199	I wish I knew.	10/22/2024 12:38 AM
200	Higher priority for pedestrians over vehicles, especially downtown and campus area. More protecting walking paths	10/21/2024 10:42 PM
201	More "yield to pedestrian" signs and/or pedestrian crossing lights near The Green Circle and within 1 mile of schools.	10/21/2024 9:24 PM
202	Add a bike/pedestrian path	10/21/2024 8:26 PM
203	More sidewalks on busy roads Lighted signs for crossing 4 lanes (like by the ymca that the college students use)	10/21/2024 7:01 PM
204	More lines!	10/21/2024 6:53 PM
205	more pedestrian crossing signs by college ave or briggs	10/21/2024 6:27 PM
206	More resources to enforce speed limits	10/21/2024 6:02 PM
207	Sidewalks! Enforced speed limits!	10/21/2024 5:04 PM
208	Portage County cannot control the way people drive. Just aggressive drivers.	10/21/2024 4:52 PM
209	Enforce the speed limit or raise it. Everyone seems to drive 35 (or more) in a 25 mph zone. Discourage bike travel on Division St.	10/21/2024 4:17 PM
210	Walkways on busy streets and business areas. We are vehicle dependent in many parts of the county	10/21/2024 3:54 PM
211	Speed limit enforcement.	10/21/2024 3:36 PM
212	Streets with no sidewalks, what if there are signs indicating what side pedestrians should use and what side bikes should use. We should have more pedestrian crosswalks that have lights especially near schools and parks. We should have speed bumps in 25mph zones (and store parking lots)	10/21/2024 3:06 PM
213	Stop sign at hillcrest/linwood, speed bumps, patrols	10/21/2024 2:42 PM
214	Address the issues I have mentioned about Business 52. This is a neighborhood, not a roadway. A road diet like Stanley St. had would help. I am not sure what to do about Clark St. near the businesses like Target. I find myself not going near this area unless absolutely necessary.	10/21/2024 2:28 PM
215	Maple between 54 and Hoover needs a pedestrian path. Okray could also benefit from a pedestrian path.	10/21/2024 2:12 PM
216	Bike lanes, penalties for not clearing snow/ice from sidewalks.	10/21/2024 2:11 PM
217	Build sidewalks, replace busy intersections with round-a-bouts which will also have the added benefit of slowing down vehicle traffic.	10/21/2024 1:36 PM
218	Road diet, add speed bumps on Hillcrest to Iverson Park, close Iverson Park loop to traffic YEAR ROUND (only accessable from main Street entrance for North parking lot and only accessable by Hillcrest for South parking lot.	10/21/2024 11:56 AM
219	Put in a roundabout at Jackson or at Evergreen... Foremost doesn't slow traffic far enough out of town. Grant would be great because that is a crazy dangerous intersection but it's too close to the tracks. Same might be true for Evergreen.	10/21/2024 10:45 AM
220	A rail separating the road and sidewalk could help. Or building a separate walk area for pedestrians	10/21/2024 10:13 AM
221	Sidewalk	10/21/2024 10:02 AM
222	Add more signals to stop signs in areas of high traffic. The cross walks on Campus with crosswalk lights work great. I would like to see some of this implemented on Hoover Rd.	10/21/2024 9:55 AM
223	More sidewalks	10/21/2024 9:32 AM
224	Better enforcement of the speed limits	10/21/2024 9:17 AM
225	Have the bike lanes swept more so bikers are more willing to right in them especially on	10/21/2024 9:13 AM

	business 51 in Plover. We right our bikes in the side walks because the bike lanes are filled with rocks and other vehicle/road debris.	
226	Have posted speed limit signs and children at Play signs in the newly developed areas of Plover	10/21/2024 8:50 AM
227	Educate drivers on how the react to pedestrians.	10/21/2024 8:46 AM
228	Better design of sidewalks, sidewalk rules and enforcement for when it snows, and awareness of high traffic crosswalks(ex. lights)	10/20/2024 1:07 PM
229	Utilize voting to get the perspective of the taxpayers rather than committees with agendas.	10/20/2024 10:53 AM
230	Improved signal timing to allow for leading pedestrian intervals.	10/20/2024 10:46 AM
231	This is a big open ended question! Design streets for people not cars. (There is not enough funding to do this.) Education, enforcement of existing laws (speed, oversize trucks, etc.), change laws at the state lever about vehicle size, i.e. tax them, change the culture.	10/20/2024 10:00 AM
232	Reduce lanes, Stanley Street road diet to main corridors of traffic	10/20/2024 9:28 AM
233	Implement more speed reduction measures along major routes and major intersections within a certain distance of schools.	10/20/2024 9:28 AM
234	Make Division three lanes! Hire more police.	10/19/2024 3:34 PM
235	Maybe make more cross walks with signs and lights.	10/19/2024 12:46 PM
236	A separate pedestrian/bike bridge across 39 in the rt 10 area. Sidewalk or bike path on north side of 10 after Hoover rd. heading east. Connect bike path south on Hoover rd to Carols Lane. Downtown westside, I don't know. Its not great for cars either as I frequently see wrong way drivers on Centerpoint Dr	10/19/2024 10:09 AM
237	Speeding enforcement. Protect pedestrians paths, more sidewalks.	10/19/2024 9:24 AM

Q17 1. If you have kids or are related to kids currently, would you allow them to walk freely to school or within your neighborhood?

Answered: 358 Skipped: 545



ANSWER CHOICES	RESPONSES	
Yes	48.60%	174
No, why:	51.40%	184
TOTAL		358

#	NO, WHY:	DATE
1	It is not safe for them to cross Post road by themselves	11/20/2024 7:11 AM
2	County Road HH & Hoover intersection	11/20/2024 4:15 AM
3	People speeding and looking at their phones	11/19/2024 9:08 PM
4	Lack of sidewalks on their way to school	11/19/2024 7:10 PM
5	We moved downtown and my kids would have needed to cross Division to get to Jefferson. There is nothing safe about crossing that street.	11/19/2024 6:59 PM
6	Stranger danger	11/19/2024 6:53 PM
7	No sidewalks or walking lanes, people speed to outrun the train	11/19/2024 6:19 PM
8	Don’t have kids	11/19/2024 6:13 PM
9	Vehicles drive too fast in town	11/19/2024 3:20 PM
10	I don't live in Portage county.	11/19/2024 3:17 PM
11	To many unhoused sexual predators	11/19/2024 3:08 PM
12	If we lived in a neighborhood or community where they could possibly, but we don't and I also don’t trust strangers.	11/19/2024 2:35 PM
13	Cars too fast	11/19/2024 2:33 PM
14	I drove my kids everyday less than a mile. Better piece of mind knowing they were safe with me, excluding the possibility of getting in accident. Which thankfully never happened	11/19/2024 2:32 PM
15	Not to school crossing busy roads	11/19/2024 2:20 PM

16	For the most part I would. Wadleigh street tends to be a quieter street. However, lately with construction around Maria, it's given me greater anxiety and pause letting my children travel unsupervised.	11/19/2024 2:05 PM
17	Yes from Ben Franklin and Plover-Whiting. No downtown Stevens POint.	11/19/2024 11:44 AM
18	My kids would have to walk along Country Club Ln with no sidewalk or shoulder to reach Hwy 10/66, then cross 10/66 to get to Bannach or PJs.	11/19/2024 11:32 AM
19	NA	11/19/2024 9:07 AM
20	School is too far to walk to.	11/19/2024 8:11 AM
21	There are no sidewalks in most of my neighborhood and I live on Post Rd. I'd be terrified to let my nephews walk these streets.	11/19/2024 7:35 AM
22	Too many homeless and illegals	11/19/2024 7:34 AM
23	Not elementary kids, but middle and high school, yes	11/19/2024 6:01 AM
24	No sidewalks, so our kids would have to walk in the street	11/19/2024 5:30 AM
25	Vehicles do not watch out for pedestrians. The crosswalks aren't prominent enough. There are no crossing guards to assist. Traffic patterns are insanely dangerous around some schools (PJ Jacobs, SPASH, McDill/HH)	11/19/2024 5:06 AM
26	No one pays attention in this town while driving	11/18/2024 10:55 PM
27	Walking as a means of transportation needs to be accepted as a smart choice that's good for the whole community.	11/18/2024 9:45 PM
28	Louis Molepske lets the sex offenders run free.	11/18/2024 9:24 PM
29	My neighborhood is very safe for pedestrians. But, I grew up in this neighborhood and biked to school as a child and it wasn't safe because there are no practical safe routes to school	11/18/2024 9:23 PM
30	Fuck kids, go away	11/18/2024 8:47 PM
31	I would not allow them to walk alone, but not due to traffic, but die to the fact that I do not trust they are safe. We are in the district 1 region of downtown and I'm more concerned about human activity than traffic	11/18/2024 11:02 AM
32	No traffic light at intersection next to McDill School, no longer a cross walk person to cross them	11/18/2024 9:18 AM
33	My children are not at an age able to do so.	11/18/2024 9:15 AM
34	Traffic speeds travel at speeds higher than the 25 mph posted limit and there is no crossing guard at HH and School.	11/17/2024 7:49 PM
35	Too far	11/17/2024 6:35 PM
36	Rude drivers & no crossing guards	11/17/2024 6:04 PM
37	We live too far out of town. We would let them walk or bike to the park, but nobody obeys the 35mph speed limit on 6th st.	11/17/2024 4:30 PM
38	The roads are too busy and there are no sidewalks where we live in Whiting	11/17/2024 4:28 PM
39	No shoulder space to walk.	11/15/2024 1:39 PM
40	No sidewalks in my area (Bush St, Sunset Blvd, Indiana Ave, etc)	11/15/2024 9:45 AM
41	not enough sidewalks, speeding vehicles, vehicles blowing through stop signs	11/14/2024 8:19 AM
42	Kind of a loaded question. In my neighborhood once they reach a certain age - yes. To school - no. Too great of a distance.	11/13/2024 1:05 PM
43	live in the country; too far to walk to school	11/13/2024 9:49 AM
44	Not feasible. Schools are not within walking distance, thus why we have school buses in the Town of Dewey	11/11/2024 2:30 PM

45	Crazy drivers and inattentive bus drivers.	11/11/2024 1:35 PM
46	Traffic speed and volume	11/11/2024 11:39 AM
47	likely not but it would depend on the specific roads that they would have to travel. You will see that I included a comment earlier about this.	11/11/2024 11:18 AM
48	See #15 - also applies at Hoover/Roosevelt	11/11/2024 9:38 AM
49	Inattentive drivers	11/8/2024 2:08 PM
50	I don’t want them killed by a motor vehicle. It is barely safe for adults to walk on this road, let alone a child.	11/8/2024 1:03 PM
51	Speed and inattentive driving	11/8/2024 12:41 PM
52	When they are older	11/8/2024 7:50 AM
53	homeless that are leaving bottles of alcohol and needles on ground	11/7/2024 10:01 AM
54	High traffic volumes and speeding vehicles are common	11/6/2024 2:29 PM
55	The intersection of 51 and McGill is a nightmare for pedestrians in students on their bikes. The lights and directions are confusing at that intersection. It’s hard to tell when it is safe to cross.	11/6/2024 10:09 AM
56	In my neighborhood that would mean crossing high traffic areas without good sidewalks or crossings.	11/6/2024 10:03 AM
57	live to far away	11/6/2024 9:12 AM
58	Sometimes there are high schoolers or others driving too fast and/or looking at their phones in our neighborhood.	11/5/2024 10:15 PM
59	Speeding, no sidewalks	11/5/2024 9:10 PM
60	Distracted drivers	11/5/2024 8:00 PM
61	Competing with wheeled traffic insufficient crossings. Car drivers running lights and	11/5/2024 7:12 PM
62	County Highway D is dangerous and does not accommodate walkers in any way.	11/5/2024 7:09 PM
63	I don't trust other people with my kids	11/5/2024 5:52 PM
64	Auto drivers too disrespectful	11/5/2024 5:16 PM
65	No shoulder on north reserve	11/5/2024 5:02 PM
66	We allow them to visit friends but make them take a longer route with sidewalks.	11/5/2024 4:40 PM
67	cars come fast around the corner of Coventry Dr in Plover where I live	11/5/2024 3:17 PM
68	I live on North Point Drive, where SPASH is located, and I wouldn't let my children/a friends children cross that street in the morning to get to school. That school traffic is absolutely heinous in the mornings and those drivers do not stop for anyone. When the traffic comes to a standstill, they park onto top of the crosswalk and are frequently more preoccupied with stopping other vehicles from cutting in front of them (where Northpoint condenses from two lanes to one lane, near the entrance to Green Circle Trail), than a pedestrian crossing the street.	11/5/2024 2:48 PM
69	To dangerous	11/5/2024 2:03 PM
70	The traffic on Jackson travels too fast for me to allow my child to walk along that road without adult supervision. He has been begging to ride from our house to the library but crossing 54 is not safe.	11/5/2024 1:21 PM
71	too far in country setting	11/5/2024 12:46 PM
72	NOT SAFE	11/5/2024 12:03 PM
73	busy roads with insufficient crosswalks	11/5/2024 11:12 AM
74	We live in a rural area without sidewalks. It is too far away from anything to walk.	11/5/2024 11:10 AM
75	Motor vehicles drive way to fast on that road, and several accidents have already almost	11/5/2024 10:54 AM

	occurred due to how fast people drive and drivers not fully paying attention when pulling out of Ross/Five Below parking lot.	
76	traffic and inattentive drivers	11/5/2024 10:30 AM
77	no sidewalks	11/5/2024 10:29 AM
78	Lack of attention from drivers - distracted driving	11/5/2024 10:28 AM
79	distance, rural area	11/5/2024 10:16 AM
80	Our neighborhood seems safe, but you hear too many stories these days about kids getting abducted.	11/5/2024 10:15 AM
81	Safety - speeds of traffic without side walks	11/5/2024 10:05 AM
82	irresponsible drivers, speeding and unattentive.	11/5/2024 9:56 AM
83	She's a bit young (7 years old) at this time. Also, there is a lack of sidewalks near where we live (Frederick Avenue North)	11/5/2024 9:49 AM
84	I raised my kids in the city. I didn't allow them to walk to school 20 years ago, and I would not now due to crime and homeless population.	11/5/2024 9:23 AM
85	No sidewalk, curvy road, inattentive drivers	11/5/2024 8:42 AM
86	Too much traffic, cars speeding and not following signage	11/5/2024 8:09 AM
87	Traffic on 2nd St (that they would need to cross) is as dangerous as Division/Church. I've personally been passed by vehicles at extremely high rates of speed (prior to the current construction).	11/5/2024 7:51 AM
88	In neighborhood but not school- distance	11/5/2024 6:23 AM
89	They would need to cross STH 54 (4-lane section) in plover.	11/4/2024 7:41 PM
90	on a county highway	11/4/2024 7:35 PM
91	It is unsafe as it pertains to the traffic and roadways.	11/4/2024 4:23 PM
92	I would allow them to walk to Jefferson School since it is so close to our home but if they are travelling across Division Street I would be weary. Especially before and after school when traffic is quite congested. Even the block between East Avenue and Wyatt Street on Center has too much car parking making it hard to those leaving the church school there unable to safely see traffic.	11/4/2024 1:29 PM
93	Roads are unsafe	11/3/2024 6:53 PM
94	Don’t trust speeding drivers	11/2/2024 5:49 PM
95	Too much traffic that doesn't look for pedestrians	10/31/2024 11:42 AM
96	It depends. If there is a good sidewalk and lights Yes. If not no.	10/30/2024 1:10 PM
97	Not safe to walk.	10/30/2024 10:05 AM
98	Someone was killed on my street in the last year by a motor vehicle driver. People drive too fast and don't pay attention.	10/30/2024 8:37 AM
99	No kids	10/30/2024 5:55 AM
100	With supervision due to traffic issues	10/29/2024 7:14 PM
101	Traffic on HH	10/29/2024 6:30 PM
102	Insufficient sidewalks on route to school.	10/29/2024 3:52 PM
103	On Whiting Avenue south of Riverview, no, I would not allow my grandchildren to walk freely. There is no shoulder or sidewalk on this section of Whiting Avenue. There is no crosswalk at the Riverview/Whiting intersection. And it's a truck route.	10/29/2024 2:14 PM
104	Sort of - yes, after teaching my stepson how to watch for traffic and because we live 3 blocks from 2 schools. I would hesitate for him to walk to other schools that required crossing	10/29/2024 11:51 AM

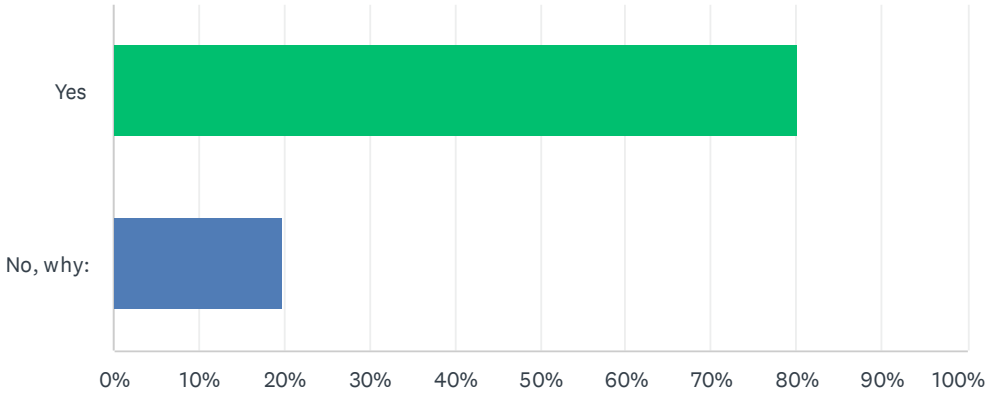
	Michigan or Division.	
105	School is too far away.	10/29/2024 10:58 AM
106	Speeding through neighborhoods	10/29/2024 10:30 AM
107	Only if we walked with them	10/29/2024 10:03 AM
108	Road is unsafe for children	10/29/2024 9:59 AM
109	Safety.	10/28/2024 6:13 PM
110	We live close, but need to cross Stanley Street which has various times of the day that are very high traffice.	10/28/2024 6:09 PM
111	Right now they walk. I'm concerned how my youngest will get to pj's after the roundabout is put in at fourth and division. We are too close so bussing is not offered and we live on fourth. I don't feel confident it will be safe crossing at the times he will need to.	10/28/2024 2:57 PM
112	Cars don't stop (or even sometimes see) pedestrians in cross-walks	10/28/2024 2:48 PM
113	Crossing HH to reach McDill school is dangerous	10/28/2024 12:33 PM
114	Car drivers are too self-important to pay attention to the road or pedestrians.	10/28/2024 12:07 PM
115	i would allow, but depending on age, may only allow supervised	10/28/2024 12:05 PM
116	Safety - just the world we live in.	10/28/2024 11:22 AM
117	Mine are too young yet to always be looking out for cars and looking before they cross the street for incoming vehicles.	10/28/2024 11:19 AM
118	There is not a sidewalk from my location to the school on part of the route.	10/28/2024 11:14 AM
119	We live too far from school	10/28/2024 11:13 AM
120	I don't have kids.	10/28/2024 11:11 AM
121	don't have kids	10/28/2024 11:09 AM
122	No sidewalks. Unsafe.	10/28/2024 10:46 AM
123	No sidewalks	10/28/2024 9:00 AM
124	O in	10/28/2024 8:47 AM
125	Not freely. There are streets that I do not permit them to cross alone.	10/27/2024 12:53 PM
126	Excessive vehicle speed and drivers not respecting pedestrians needs to cross roadwaay	10/26/2024 9:48 AM
127	Drivers are inconsiderate of kids in these areas.	10/26/2024 8:52 AM
128	There are no designated pedestrian facilities that separate them from vehicles. Vehicles drive too fast in our neighborhood and they would have to cross McDill Ave to walk to their designated school. I am not confident vehicles would stop on McDill for them to cross even if they used the green circle trail crossing.	10/25/2024 11:18 AM
129	N/A	10/25/2024 9:53 AM
130	It's just too dangerous.	10/25/2024 9:38 AM
131	There are not sidewalks and there is a stretch on Forest after Bukolt with no further stop sign or need for a car to slow down. The road is wide, and people drive fast at times. I don't feel it is safe without sidewalks for my kids to go alone.	10/25/2024 8:56 AM
132	Too many bad people. This world is scary and too much trafficking and drugs and predators out there! When I read the newspaper and it states that 11 homeless people are sex offenders in downtown Stevens point… need I say more?	10/25/2024 7:46 AM
133	Traffic speeds and people running red lights.	10/25/2024 7:35 AM
134	Too far	10/25/2024 5:42 AM
135	Insufficient sidewalks	10/24/2024 9:39 PM

136	Vehicles speeding not stopping for stop signs or lights	10/24/2024 8:14 PM
137	Would have to cross 4 lane road	10/24/2024 6:29 PM
138	At One point our children had to cross HH to get to McDill Mentary school since it's a county road. They would not supply a crossing guard. It was very dangerous. My wife was a crossing guard volunteer and was almost hit in the middle of the street several times when vehicles did not want to stop in the crosswalk for children, and the county just blew it off	10/24/2024 10:13 AM
139	It would be dependent on where the school is located versus where the kids are travelling from.	10/24/2024 8:48 AM
140	It's yes and no. I let my 13 year old son cross Division at Jefferson and then Main and Clark on his way to PJ's Junior High. But when he was 12 I did not. As a parent, you don't know when that transition happens. I have walked with him a lot and we know our neighborhood and I often point out motorist behavior to him. It's not just a carefree thing.	10/23/2024 9:17 PM
141	Highway 10 and Michigan ave traffic volume and soeed	10/23/2024 8:20 PM
142	Cars are to fast. Not paying attention.	10/23/2024 7:37 PM
143	Too many drivers are distracted behind the wheel. It is not uncommon to drive anywhere in town and not see someone on their phone while driving.	10/23/2024 7:15 PM
144	Speeding cars and inattentive drivers.	10/23/2024 6:45 PM
145	There are no sidewalks in our neighborhood.	10/23/2024 5:54 AM
146	See above	10/23/2024 1:51 AM
147	Plover springs dr is too busy near Hoover and no sidewalk here.	10/22/2024 10:17 PM
148	No sidewalks and people do not obey 25mph speed limit	10/22/2024 9:35 PM
149	My son was almost hit biking on Nebel st twice and that's when we decided that's enough of no sidewalk/safe travel options	10/22/2024 8:54 PM
150	Too many people not paying attention to driving just there phones	10/22/2024 7:42 PM
151	Elm st and Springville Drive are the only main east west roadways in Plover that do not have sidewalks. Cedar	10/22/2024 5:35 PM
152	Inattentive and/or aggressive drivers.	10/22/2024 4:14 PM
153	Stranger danger	10/22/2024 2:58 PM
154	I don't let my child walk or bike to Washington. Cars drive too poorly across Main street and I don't trust them.	10/22/2024 12:15 PM
155	Lack of sidewalks	10/22/2024 9:03 AM
156	Motor vehicle drivers are not trustworthy. People speed, text and drive, etc.	10/22/2024 12:38 AM
157	Cars do not look for kids/pedestrians, drive too fast and don't actually stop at stop signs in neighborhoods.	10/21/2024 9:24 PM
158	Distance to school having to navigate Cty Road R	10/21/2024 8:26 PM
159	The sidewalk does not go all the way down ricer drive and then crossing the 4 lanes is too dangerous	10/21/2024 7:01 PM
160	Too many drivers not paying attention	10/21/2024 6:54 PM
161	Heavier, less attentive vehicular traffic load than previously; more questionable people out and about.	10/21/2024 5:04 PM
162	Too many sex offenders in Portage County, no longer as safe as it was before.	10/21/2024 4:52 PM
163	Railroad crossing	10/21/2024 3:36 PM
164	Speed of vehicles in neighborhood areas	10/21/2024 2:42 PM
165	Division is too dangerous and when it is school drop-off or pick-up time, even the side roads become dangerous. Parents are in a hurry and run stop signs, speed, etc.	10/21/2024 2:28 PM

166	Human trafficking or pedophiles.	10/21/2024 2:26 PM
167	Lack of sidewalk and safe place to cross busy intersection.	10/21/2024 1:36 PM
168	Only to next door neighbors. Otherwise cars are too fast and unpredictable. Not enough sidewalks	10/21/2024 11:56 AM
169	Drivers don’t pay attention or don’t care	10/21/2024 11:27 AM
170	Semis on 54 J break like crazy, it would freak them out.	10/21/2024 10:45 AM
171	Not by themselves. 54 is way too busy and the risk of distracted driving is far too high.	10/21/2024 10:20 AM
172	Worried they might get hit by a car due to distracted driving	10/21/2024 10:13 AM
173	Do not trust drivers to stop on Hoover.	10/21/2024 9:55 AM
174	They have to cross Hoover Rd (in Plover) and vehicles don't look for pedestrians and bikes even at the all way stops	10/21/2024 9:32 AM
175	Too much big government	10/21/2024 8:58 AM
176	Too many registered sex offenders living near parks/populated areas. Streets are not well lit, lacking paved sidewalks in the subdivisions in the village of plover. People have now moved into residential area to pan handle/beg for money and food and we do not feel safe allowing our children to walk to school/ride to friends homes in our neighborhood without an adult.	10/21/2024 8:57 AM
177	High rates of speed	10/21/2024 8:50 AM
178	School is too far away	10/21/2024 8:47 AM
179	My son is 5 years old. Its a mile walk on roads with no sidewalks. We might let him walk when he's a little older.	10/21/2024 8:46 AM
180	I don't trust drivers to stop.	10/20/2024 1:07 PM
181	Not if bike lanes are part of the route.	10/20/2024 10:53 AM
182	They must cross a 4 lane road with too high a speed and poorly designed intersection.	10/20/2024 10:00 AM
183	Not to school	10/20/2024 9:48 AM
184	Route perceived as too dangerous	10/20/2024 9:28 AM

Q18 Are you willing to prioritize pedestrian accessibility if it decreases vehicle speeds?

Answered: 459 Skipped: 444



ANSWER CHOICES	RESPONSES	
Yes	80.17%	368
No, why:	19.83%	91
TOTAL		459

#	NO, WHY:	DATE
1	It already takes way too long to travel around the county. Put them on the sidewalks	11/19/2024 11:02 PM
2	Maybe? I would prefer separate, more private biking and walking areas and routes, because still the volume of traffic is unnerving, regardless of the speeds. We lived in Germany for 4 years, and they have lots of walking paths all over, and I really miss that. I live in Plover now, and I feel part of the reason I am not motivated to go walking is the lack of walking paths.	11/19/2024 8:38 PM
3	Because we pay for road taxes. Pedestrians do NOT	11/19/2024 6:53 PM
4	Speed limit is already 25, people don’t listen and cops don’t enforce it.	11/19/2024 6:19 PM
5	Right of way	11/19/2024 5:55 PM
6	Roads too busy	11/19/2024 2:20 PM
7	There are areas where there are a lot of walkers but those speeds are truly lower already. Lowing the speed won't change the drivers	11/19/2024 1:37 PM
8	There is no need if people learn how to drive and how to be a pedestrian.	11/19/2024 1:21 PM
9	Not worth the costs	11/19/2024 12:43 PM
10	If pedestrian are on sidewalks, would have nothing to do with vehicles speeds.	11/19/2024 12:13 PM
11	Yes in Stevens Point. No in Plover.	11/19/2024 11:44 AM
12	Nit the problem	11/19/2024 7:34 AM
13	Bottleneck traffic.	11/19/2024 6:30 AM
14	I use a vehicle because I have places to be. If I didn't I would just walk.	11/19/2024 6:14 AM
15	Speeds are already low	11/19/2024 5:17 AM

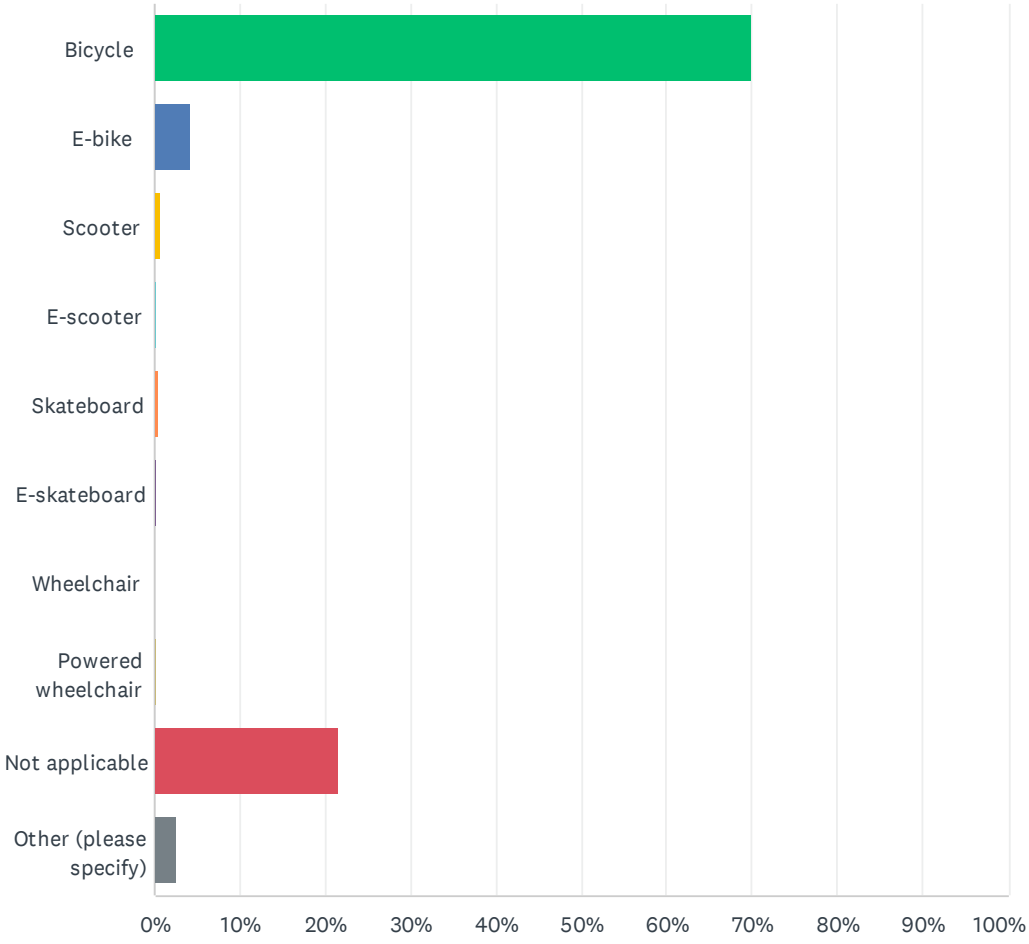
16	Slowing down traffic will not stop people from speeding or driving reckless. It just makes them more agitated	11/18/2024 10:55 PM
17	PEDESTRIANS AND BIKES DO NOT BELONG ON THE ROAD!	11/18/2024 9:24 PM
18	There are many ways that pedestrian safety can be increased apart from reducing speed limits, which realistically does not uniformly reduce vehicle speeds. Posting speed limits that are lower than the natural speed of a road only increases speed differential between vehicles, which creates more potential for crashes. Additional intelligently designed intersections and multi-use paths would increase pedestrian safety, however, these projects cost a lot of money and just reducing the speed limit and patting yourself on the back for the “change” is cheap.	11/18/2024 9:23 PM
19	Not all roads should have pedestrian access, less accidents on heavily travelled roads without distractions.	11/18/2024 8:51 PM
20	Bicycle lanes need to be abolished, they present the greatest hazzards.	11/18/2024 8:47 PM
21	We are not a small enough community where we all walk to areas, most of us commute longer distances to work than ever before	11/18/2024 6:38 PM
22	This does not seem necessary	11/18/2024 11:02 AM
23	Traffic is already slow. That's not the issue.	11/18/2024 9:15 AM
24	There should be designated areas for pedestrians to cross like they have by the ymca	11/17/2024 6:04 PM
25	There aren’t that many people who walk around when it’s not next to the university.	11/17/2024 5:00 PM
26	Speeds through town are already low enough. It's lack of pedestrian walkways that are the issue.	11/17/2024 4:30 PM
27	Yes and No - depends on the area and what the current speeds are	11/13/2024 9:49 AM
28	Adjusting pedestrian traffic, I believe would be more successful	11/12/2024 6:59 AM
29	I don't see that we have a choice - in the city, if it is decided to continue to put in crosswalks, bike lanes, etc. the city will control this plan and speed limits will follow the plan. It seems to me that the reasoning behind lower speed limits has been said that accidents will then be less severe. How about not creating situations for these accidents to happen. I do prioritize the safety of pedestrians and other wheeled means of transportation in the rural area that I live. There has been a significant increase in horse/carriage as well as biker traffic - often you can't see these slower moving means around curves and such - the only way to improve the safety for these means of travel is to slow down - unfortunately the city has much higher volume and many more people that don't always agree. That in my opinion brings greater risk	11/11/2024 11:18 AM
30	If you put in rumble bars instead of sidewalks	11/8/2024 6:01 PM
31	Pedestrians need to walk against traffic and where clothes that are light color at night with flashlight and possibly reflectors	11/7/2024 10:37 PM
32	If all follow curant rules there should be no problems	11/7/2024 7:21 PM
33	Cars should take priority	11/7/2024 7:18 PM
34	Ghh	11/7/2024 4:35 PM
35	no issue	11/7/2024 10:01 AM
36	It depends on the location	11/7/2024 3:25 AM
37	It is not necessary. Vehicle speed limits are reasonable as they currently are. Common sense and good parenting is all that is needed for safety.	11/6/2024 10:46 AM
38	Still need sidewalk or it’s not safe anyways	11/5/2024 9:10 PM
39	Yes in some areas but no in others	11/5/2024 8:14 PM
40	It’s a hwy	11/5/2024 4:03 PM
41	vehicular traffic is the main method of travel and should be prioritized	11/5/2024 12:46 PM
42	Only in select areas - School- Government buildings-	11/5/2024 12:44 PM

43	We already have very low speeds in Stevens Point	11/5/2024 11:12 AM
44	I would rather increase or encourage public transportation.	11/5/2024 11:10 AM
45	vehicle is primary mode of transportation	11/5/2024 10:16 AM
46	I do not feel this is as big as issue as people feel it is. In areas where speed is a concerns, law enf. should be notified and start issuing more speeding tickets.	11/5/2024 9:23 AM
47	Vehicles will not follow the speed limit anyways.	11/5/2024 7:51 AM
48	I don't think speed reduction is the best or most effective way to prioritize pedestrian safety.	11/3/2024 6:53 PM
49	A speed limit already there on Whiting, but with no police present, speed is ignored. I see it daily. I live on Whiting Ave.	10/30/2024 4:18 PM
50	Roads are meant to move traffic. Paths and trails are meant to move pedestrians.	10/30/2024 11:02 AM
51	Possibly	10/29/2024 10:58 AM
52	I feel that sometimes slower speeds are just as dangerous.	10/29/2024 8:03 AM
53	Depends--Around the city, sure, but in the country it seems like we have to find a way to cohabitate on the road without reducing speed limits.	10/28/2024 6:09 PM
54	There are few areas where I feel speed causes an issue for travel, but that's just me	10/28/2024 4:59 PM
55	I think you can fix it more through education and enforcement rather than speed. people will just road rage more.	10/28/2024 2:57 PM
56	People are always speeding whether there are signs or not for speed limits	10/28/2024 2:24 PM
57	Depends on the pedestrian volume.	10/28/2024 1:27 PM
58	there are already enough sidewalks	10/28/2024 11:28 AM
59	Speed at most places is not the problem. Speeding is.	10/28/2024 11:22 AM
60	don't have any idea what you mean by this	10/28/2024 11:09 AM
61	Speeds in town are fine. Pedestrians must do their part.	10/28/2024 9:25 AM
62	Follow the rules	10/28/2024 8:47 AM
63	Vehicles take precedent over pedestrians.	10/26/2024 4:47 PM
64	I don’t feel that it is an issue, speeding happens regardless of what the limit is set at. Enforcement of speed limits would be more beneficial.	10/25/2024 9:29 AM
65	It’s not only about vehicles. Why lower a speed limit.. why not just make vehicles abide by the speed limit laws in place??? My example at the beginning of this survey is perfect!!! But it’s also about people on bikes or other pedestrians. It’s just not safe to walk anywhere these days. Too many sex offenders, drugs etc. Such a sad world we live in. It’s not even safe to walk by the water by piffner park or Iverson. I don’t go on the green trail biking anymore because I read about encampments on the trails. So you see, driving isn’t the only problem in this town.	10/25/2024 7:46 AM
66	Some roads are meant for traffic. Keep certain roads fir cars. Also this is Wisconsin. it's too cold to travel by foot half the year.	10/25/2024 7:04 AM
67	Drivers need to get more places. Obviously walkers have more time to get where they want to be.	10/24/2024 6:29 PM
68	The amount of pedestrian traffic is minimal	10/24/2024 12:00 PM
69	Pedestrian accessibility will not decrease speeds. It will only increase frustration for drivers, which could actually increase speeds!	10/24/2024 10:57 AM
70	I feel speed limits are correct.	10/24/2024 8:44 AM
71	There is no area I feel it inhibits pedestrians.	10/23/2024 7:09 PM
72	No for 25 mph streets (assuming proper enforcement of the law). Yes for those streets with	10/23/2024 9:02 AM

	higher speed limits.	
73	Stevens Point is a safe place for pedestrian accessibility when pedestrians pay attention to their surroundings (stop looking at their phones) and obey pedestrian traffic laws (stop jay-walking).	10/23/2024 8:48 AM
74	Vehicles are the main mode of transportation and are already limited to the roadways. Pedestrians have more ability to move through smaller spaces should not take more away from roadways. It will further restrict commerce in our county. We want Portage county to flourish, don't we.	10/23/2024 7:09 AM
75	Current vehicle speed limits just need to be enforced in troubel spots	10/23/2024 7:01 AM
76	You just need to add a sidewalk and separate the bikes and walkers from the vehicles.	10/22/2024 8:54 PM
77	Some folks in the community seem to resent any suggestion that speeds be reduced and push back (need I mention bike lanes?). I'd like to see the ideal but the reality gets nasty.	10/22/2024 5:06 PM
78	Speed limits are posted but not followed or enforced.	10/22/2024 9:03 AM
79	Pedestrians are less impactful to the environment and being able to walk to one's destination should be a right and it's oppressive when it's unsafe to impossible.	10/22/2024 12:38 AM
80	just watching uw students ignore traffic rules	10/21/2024 8:15 PM
81	division street is currently 25 mph but very little drivers actually go that speed, if there is a speed check light that might be useful	10/21/2024 6:27 PM
82	a balance can be achieved. BOth driver and walkers need to wake up!	10/21/2024 2:23 PM
83	Sidewalks seem fine	10/21/2024 11:09 AM
84	Speeds are fine and the primary mode of transportation is vehicular	10/21/2024 10:49 AM
85	Plover is growing, we need to adapt.	10/21/2024 10:45 AM
86	Speed is irrelevant, paying attention is.	10/21/2024 10:10 AM
87	But, pedestrians also need to be held accountable. Too many cross roads without looking and hold the driver responsible for their safety. Both are responsible.	10/21/2024 9:24 AM
88	Too much big government intervention	10/21/2024 8:58 AM
89	Pedestrians need to pay attention.	10/21/2024 7:34 AM
90	Pushing pedestrians closer to vehicles is terrible. Even if traffic is going 5 mph, pedestrians are the ones at risk. Alternate routes will always be safer.	10/20/2024 10:53 AM
91	.	10/20/2024 9:48 AM

Q19 What is your primary mode of rolling travel?

Answered: 486 Skipped: 417

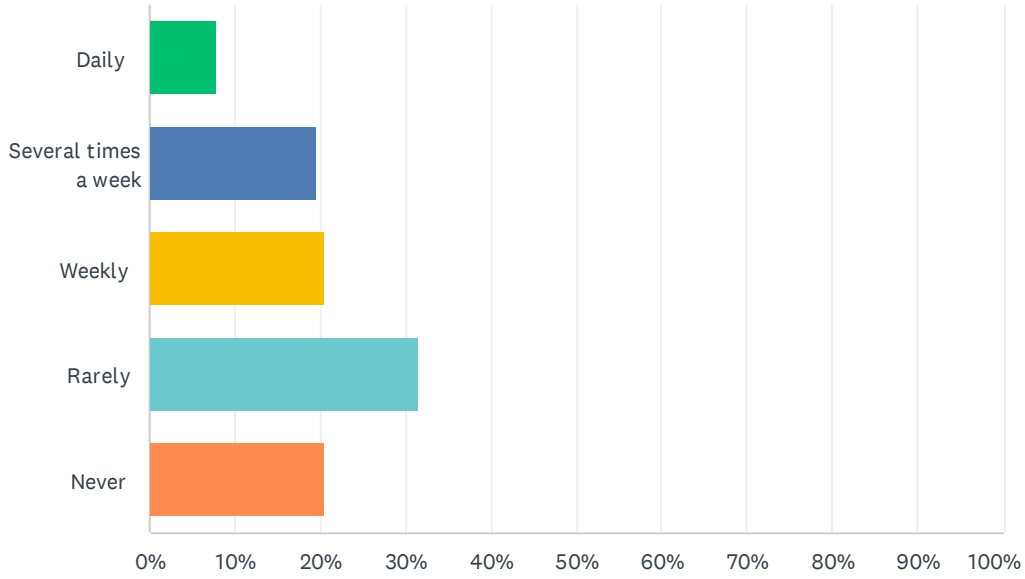


ANSWER CHOICES	RESPONSES	
Bicycle	69.96%	340
E-bike	4.32%	21
Scooter	0.62%	3
E-scooter	0.21%	1
Skateboard	0.41%	2
E-skateboard	0.21%	1
Wheelchair	0.00%	0
Powered wheelchair	0.21%	1
Not applicable	21.60%	105
Other (please specify)	2.47%	12
TOTAL		486

#	OTHER (PLEASE SPECIFY)	DATE
1	Motorcycle	11/14/2024 2:45 PM
2	UTV	11/12/2024 11:06 AM
3	lawn mower	11/9/2024 7:42 AM
4	Car	11/7/2024 10:46 PM
5	Four wheeler	11/7/2024 7:27 PM
6	Recumbent Trike	11/7/2024 2:26 PM
7	Utv	11/5/2024 5:05 PM
8	Rollerblades	11/5/2024 9:16 AM
9	Tractor	11/5/2024 6:32 AM
10	rollator	10/28/2024 12:05 PM
11	car	10/25/2024 5:24 AM
12	E bikes E-scooters etc are dangerous should not be used on sidewalks etc	10/24/2024 8:19 PM

Q20 How often do you use rolling travel as your primary mode of transportation?

Answered: 479 Skipped: 424



ANSWER CHOICES	RESPONSES	
Daily	7.93%	38
Several times a week	19.62%	94
Weekly	20.46%	98
Rarely	31.52%	151
Never	20.46%	98
TOTAL		479

Q21 On a scale of 1 to 5, how easy or difficult is it to use rolling travel in Portage County? 1 = very difficult, 5 = very easy

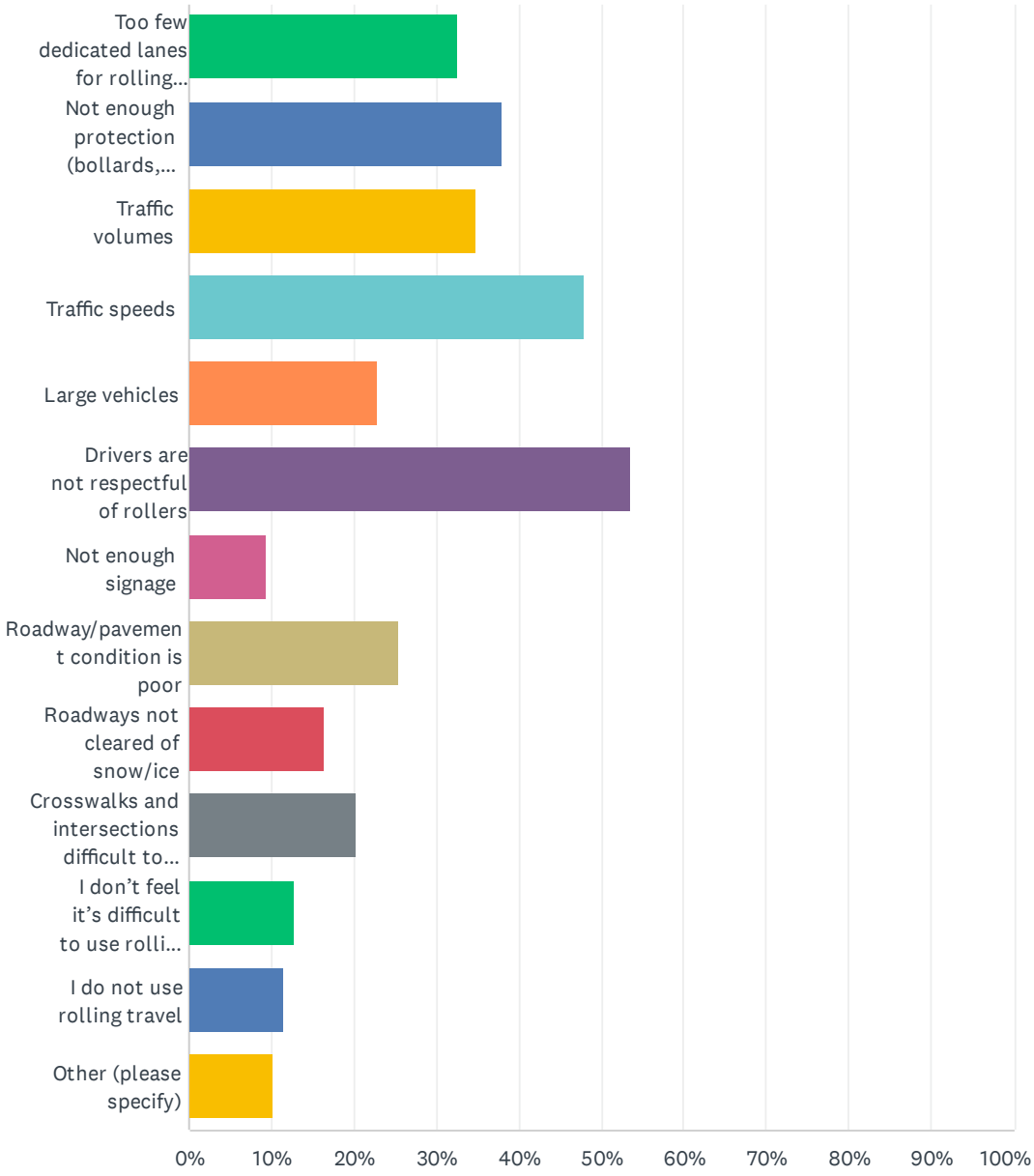
Answered: 438 Skipped: 465

3.3★
average rating

	VERY DIFFICULT	(NO LABEL)	(NO LABEL)	(NO LABEL)	VERY EASY	N/A	TOTAL	WEIGHTED AVERAGE
☆	5.25% 23	14.84% 65	30.37% 133	21.92% 96	15.75% 69	11.87% 52	438	3.32

Q22 What makes it difficult to use rolling travel in Portage County? Check all that apply.

Answered: 441 Skipped: 462



ANSWER CHOICES	RESPONSES	
Too few dedicated lanes for rolling travel (e.g., bike lanes)	32.65%	144
Not enough protection (bollards, trees, etc.) from traffic within dedicated lanes/paths	37.87%	167
Traffic volumes	34.69%	153
Traffic speeds	48.07%	212
Large vehicles	22.90%	101
Drivers are not respectful of rollers	53.51%	236
Not enough signage	9.30%	41
Roadway/pavement condition is poor	25.40%	112
Roadways not cleared of snow/ice	16.33%	72
Crosswalks and intersections difficult to navigate	20.18%	89
I don't feel it's difficult to use rolling travel in the county	12.70%	56
I do not use rolling travel	11.56%	51
Other (please specify)	10.20%	45
Total Respondents: 441		

#	OTHER (PLEASE SPECIFY)	DATE
1	I'm just kinda lazy to bike.	11/19/2024 8:25 PM
2	Drivers and rollers are not aware of the rules of the road when it comes to rolling traffic. Some vehicle drivers treat all rollers as pedestrians which is not appropriate. Some rollers act like the should have the rights of a pedestrian when they are really slow vehicle traffic.	11/19/2024 4:34 PM
3	Need to keep the shoulders clear of debris	11/19/2024 8:41 AM
4	Distracted driving is a menace.	11/19/2024 8:33 AM
5	The bike lanes are helpful in some spots, but in others they are confusing, and move from curbside to the middle of the road.	11/19/2024 6:05 AM
6	I mainly use the green circle routes	11/18/2024 9:20 AM
7	Too close to cars & lanes too narrow.	11/17/2024 6:34 PM
8	People need to get used to ATV,UTV traffic, it will happen as they are used more.	11/12/2024 11:06 AM
9	bike lanes are always full of gravel, huge cracks, chunks of broken pavement, broken glass, trash, leftover piles from street sweepers, leaves, broken branches, etc.	11/11/2024 9:05 PM
10	Dedicated lanes are not necessary in rural areas if there is enough maintained paved shoulder to ride on, clear of gravel and ice/snow & parked vehicles	11/11/2024 2:36 PM
11	I have the means to use rolling travel - I use a bike for exercise and choose less traveled roads or trails. I respect that some people may NEED to use their bikes for primary transportation - I do not feel that some of the areas that have bike lanes in the city are safe - I would avoid several of the areas if I had the need to use my bike in town.	11/11/2024 11:32 AM
12	Shoulders & bike lanes full of debris to avoid for safety	11/8/2024 2:52 PM
13	Common sense is all that is needed. Our town has a multitude of side streets that allow for comfortable, safe and fun transportation. In the country also I have biked without issue.	11/6/2024 10:49 AM
14	Bikes being directed onto busy streets and reducing lanes. Send bikes to less-traveled routes.	11/5/2024 7:23 PM

15	The bike lanes are too narrow and too close to other traffic lanes	11/5/2024 5:54 PM
16	Distances within town are prohibitive--I live in Plover and work in Point. If the bus service would extend throughout Plover, I could use a combination of methods to get to work safely and in good time.	11/5/2024 10:16 AM
17	bikers using sidewalks!	11/5/2024 10:00 AM
18	Rollers are not respectful of traffic laws	10/31/2024 11:20 AM
19	lack of connected bike lanes	10/30/2024 8:11 PM
20	Need more standalone bike and ped trails and paths.	10/30/2024 11:05 AM
21	*	10/29/2024 10:31 AM
22	Cyclists who don't follow rules of the road. This means drivers don't know what to expect from us who do.	10/28/2024 5:18 PM
23	I only use a bicycle as a last resort. I have been run off the road several times or had "the bird" flipped at me simply for being on the road with a bike. I chose to only bike as an emergency as I think it is dangerous because of the culture of many motorists here.	10/28/2024 4:31 PM
24	Anti-cycling sentiment in the community	10/28/2024 2:50 PM
25	bikes driving in the regular lanes of traffic when they should be on the side of the road or on a sidewalk	10/28/2024 2:29 PM
26	Roadway at Division and McDonalds is terrible, needs resurfacing!	10/28/2024 11:48 AM
27	Scooter uses and e-bike riders should be required to learn the rules of the road before being let loose as "cyclists."	10/28/2024 11:33 AM
28	Bikes on the roads	10/28/2024 8:50 AM
29	Rollers are not respectful to drivers	10/26/2024 9:01 AM
30	chip sealing	10/25/2024 1:34 PM
31	Drivers on their phones	10/25/2024 8:01 AM
32	I don’t think it is safe in any way for rolling travel to be shared with vehicles. It’s a recipe for disaster. Sidewalks are the safest for wheelchairs they should be treated as a pedestrian . And bikes on the road are just to unstable and a lot of times the bicyclist are reckless and don’t seem to have to follow any type of rules and they end up putting themselves in more danger than needed. As for skateboarding.. there’s a skate park for that! And scooters are children’s toys and should be kept that way!	10/25/2024 7:52 AM
33	Bike lanes on busy roads are dangerous for bicyclists. There should be more space between bikes and cars.	10/24/2024 6:35 PM
34	The bike lanes are way too dangerous	10/23/2024 7:48 PM
35	Men in large trucks - running bikes off the road, thrown objects and coal rolling	10/23/2024 2:16 PM
36	The city of Stevens Point & residents need to be more diligent in clearing sidewalks of snow/ice & obeying the bicyclist's traffic laws.	10/23/2024 9:07 AM
37	Distracted drivers	10/23/2024 7:06 AM
38	You put in stupid bike lanes and want me to bike next to a semi? WTF???? Let me bike on the sidewalk again and feel safe being away from vehicles operated by less than stellar drivers.	10/22/2024 8:58 PM
39	I do NOT believe bicycles should be on the roadways at all, even in bike lanes. Cars need to slam on the brakes whenever they see bikes. Bikes don't generally follow traffic signs or stop either. There should be wider sidewalks for bikes and walkers.	10/22/2024 12:21 PM
40	Prefer side walk, do not feel safe riding next to large vehicles on a road. Bike lanes are beyond the worst decision ever.	10/21/2024 6:53 PM
41	Rollers need to respect the rules of the road too. All to often this is not the case. Have to give respect to get respect.	10/21/2024 5:01 PM

42	Lack of covered bike storage locations. Particularly at City and county buildings!!	10/21/2024 12:00 PM
43	Traffic lights that do not respond to bicycles	10/21/2024 9:59 AM
44	Hatered of bicyclists perpetuated by social media groups like Stevens Point Area: Happening Now v2 and You Know You're From Stevens Point If...	10/21/2024 8:52 AM
45	Bad decisions made by committees.	10/20/2024 10:59 AM

Q23 Please share any additional locations you feel are unsafe for rolling travel within the County. Are there any streets you avoid when rolling and why? (optional)

Answered: 152 Skipped: 751

#	RESPONSES	DATE
1	The church street underpass is very dark and narrow with poor drainage during heavy rain.	11/20/2024 7:16 AM
2	County Road HH & Hoover intersection to Hwy 51	11/20/2024 4:19 AM
3	Again Division Street is unsafe to bike on. Even if there was a painted lane I would not use it. Traffic moves too fast and is too dense.	11/19/2024 11:51 PM
4	Anytime your sharing the road and slowing down the real traffic	11/19/2024 11:06 PM
5	Until division st is approved to be fixed, I avoid it. The sidewalks are very narrow and there's no room in the road to ride.	11/19/2024 10:55 PM
6	Hoover Ave.	11/19/2024 9:10 PM
7	Many of the main streets in stevens point and plover have attempted bike lanes, but often that are just as impacted by poor road conditions or high traffic, making them feel less safe then simply the sidewalk	11/19/2024 8:59 PM
8	Crossing 54 by St. Brons is challenging due to volume of traffic and speed. I wish there was an easier way to do this. Also, the roundabout by Sentry is challenging as a biker (and pedestrian), because people don't seem to expect people in the crosswalks. As a biker, I tend to take the car lanes, but really have to prepare for people flying in from off of the highway.	11/19/2024 8:42 PM
9	Same as previous answers for pedestrian travel.	11/19/2024 8:25 PM
10	Hwy X, Hwy I, Hwy C, Main St Bridge over I-39, Wilshire Dr stretch of Green Circle	11/19/2024 6:51 PM
11	Stop with all the bike lanes	11/19/2024 5:56 PM
12	I avoid the high-traffic roads (Business 51 and Hwy 10 corridors) when I bike whenever possible. The painted bike lanes are nice but not enough to protect from aggressive and inattentive drivers. I feel relatively comfortable biking on residential streets in the road.	11/19/2024 4:34 PM
13	Hwy 10 heading east and east of hwy 39. I avoid biking to this area and will only drive there.	11/19/2024 4:27 PM
14	Same as above -	11/19/2024 3:15 PM
15	Again, Division street brings me great anxiety trying to cross on bike.	11/19/2024 2:06 PM
16	West river drive all the way through and to Linwood is a haven for speeders and also a much loved bike route.	11/19/2024 12:43 PM
17	I would love to allow my older kids to bike to their friends' houses, school, and sporting events, but the stretch along Country Club Ln is super dangerous.	11/19/2024 11:37 AM
18	I avoid riding on division Street, which is inconvenient since I live on division Street! I avoid riding when there is snow or ice on the ground. Snowplows pile up snow and leave debris in the"urban shoulder" along Jefferson, wish I'd one of the main routes I use	11/19/2024 9:38 AM
19	having bike lanes on main thoroughfares is awkward. Why not use adjacent east/west and North South streets in Stevens Point.	11/19/2024 8:20 AM
20	Division Street	11/19/2024 6:34 AM
21	Anywhere I am forced to ride on the road. I do not like riding a bike next to vehicles. I ride the sidewalk everywhere.	11/19/2024 6:20 AM
22	Any major arteries of heavy traffic bikes shouldn't be allowed	11/19/2024 6:11 AM

23	On Water Street, near the Clark Street Bridge	11/19/2024 6:05 AM
24	Old Wausau Road - narrow, winding, excessive speed from vehicles. Division - no bike protection, excessive speed, volume of vehicles. Hwy 66 towards the airport - no protection, excessive speed. Intersection of Stanley and Northpoint - no crosswalks, 4 lanes of traffic plus turn lanes to cross without any crosswalks or signals.	11/19/2024 5:39 AM
25	Crossing hwy 39 on hwy 10. It was dangerous before it was reconstructed. It's even more dangerous now.	11/18/2024 9:50 PM
26	It’s easy to bike for pleasure. It’s not easy to bike to get to shopping centers like crossroads commons or the east-side of Point off Hwy 10. These places need dedicated bike paths. On the Northside of Stevens Point, it’s easy to use sidewalks lining Division St or to use the parallel, less busy streets that have bike lanes. But, that shouldn’t be the only easy place to bike to commerce.	11/18/2024 9:40 PM
27	Encourage less traveled road usage. Increase secure bike parking in public areas. Increase maintenance rest areas.	11/18/2024 9:24 PM
28	Roads in Stevens Point in general	11/18/2024 8:56 PM
29	Trying to bike to crossroads commons from whiting. There is no bike path, you have to drive next to cars going 50mph.	11/18/2024 8:03 PM
30	Division and Hwy 10 again. For many of the same reasons as pedestrian travel. Low shade and lots of pavement. Cars too close to bike or pedestrian traffic. Speeds too high.	11/18/2024 7:10 PM
31	I avoid the major traffic and truck routes….who wouldn't? People are asking to get hit.	11/18/2024 6:41 PM
32	I avoid main arteries, like division at. That is out of respect of traffic flow..it is much easier for me to use the side streets to travel, rather than disrupt traffic flow on division. If I find i need to use division st I will use the sidewalk, again, out of respect for the flow of traffic	11/18/2024 11:10 AM
33	Busy streets and intersections	11/18/2024 9:20 AM
34	All green circle crossings that do not have a stop light are less than ideal (patch, HH, even post with the push button can be dangerous.)	11/17/2024 7:52 PM
35	Drivers that don't like bike lanes or people that use them.	11/17/2024 6:38 PM
36	Michigan Ave	11/17/2024 6:34 PM
37	E-bikes are creating a dangerous condition for a lot of experienced cyclists. Often times, riders are inexperienced and going too quick for their capabilities for controlling their bike. It has become a daily concern on my rides that I don’t get taken out by somebody who is out of control on the bike. Even worse are the bikes that have throttle control and don’t require any peddling. They should not be not allowed on bike paths, such as the green circle. People or riders who ride with over ear, headphones, or earbuds in both ears, are also dangerous because they cannot hear the warnings from bikers	11/17/2024 4:31 PM
38	I live in the Whitetail subdivision and love riding my e-bike. I have ridden into town via the green circle (to Wilshire) but once I get to Highway 66, the traffic is moving fast and it’s often busy and it’s hard to get safely beyond that. So I generally don’t use my bike to run errands, but take recreational rides out via Willow Springs Drive, which is, quieter and scenic. If it was safer to get in town, I would probably use my bike more to run errands.	11/16/2024 3:34 PM
39	Division	11/16/2024 9:07 AM
40	I try to avoid Division/Church St, but when wanting to head downtown it is unavoidable. While there are technically many places to cross, none of them really seem all that viable. It would be nice if there was a slightly dedicated area to funnel bikers to and from downtown that motorists can expect bikers to be there, and bikers can be expected to be seen/respected by motorists.	11/15/2024 9:47 AM
41	Water st. south of Wisconsin - no bike lane, narrow	11/14/2024 8:23 AM
42	I don't really try to leave the central and western parts of Stevens Point because the further away from downtown the more people get openly hostile to my presence.	11/11/2024 9:05 PM
43	hwy 10	11/11/2024 7:23 AM

44	Hwy B / I39. High traffic area with no way to safely cross through the interchange to reach Hwy R when coming from Hoover.	11/8/2024 2:52 PM
45	Specific to CTH-WW, it is a disaster waiting to happen. Since I live here and bike to Rapids and Point regularly, I've lost count of the number of times I've almost been hit by a motor vehicle on CTH-WW while biking.	11/8/2024 1:04 PM
46	Asphalt path parallel (east side) to Hoover, south of Roosevelt continuing around the corner down Cedar.	11/7/2024 2:26 PM
47	There needs to be education for rolling travel. Quite often they do not obey traffic signs/signals making it unsafe for everyone	11/7/2024 3:32 AM
48	There is driver aggression on every street, regardless of safety infrastructure.	11/6/2024 9:42 AM
49	Division St. - Church St. (Biz 51) is terrible for biking. Northpoint Dr. allows fast driving - too dangerous for biking. Many of the Green Circle Trail/roadway intersections are dangerous.	11/5/2024 10:25 PM
50	I avoid Country Club/Hoover avenue when going to the Green circle trail, since it always feels so dangerous. Highway 10 by Fleet Farm is the same way - drivers do not pay attention to rollers.	11/5/2024 8:34 PM
51	No good routes around Crossroad Commons	11/5/2024 8:17 PM
52	The middle of the bridge crossing on 10 over the interstate is Berry confusing and difficult to get to with all the car traffic and drivers running lights and not driving bikes	11/5/2024 7:16 PM
53	Please see my previous answers, these also apply to the few times I've ridden my bike around Stevens Point.	11/5/2024 2:48 PM
54	Sane as the previous screen	11/5/2024 2:06 PM
55	Some of these rolling items make it very difficult to for automobiles to see them - They need to be more visible.	11/5/2024 12:46 PM
56	N/A	11/5/2024 10:55 AM
57	HWY P - HWY 66 to Rosholt	11/5/2024 10:44 AM
58	Division/Church/Post--it's our main N-S thoroughfare, but it is not built for bikes.	11/5/2024 10:16 AM
59	NA	11/5/2024 9:24 AM
60	Division/Church street specifically under the railroad, road conditions are poor and you cannot be on the sidewalks.	11/5/2024 9:16 AM
61	To get from my home to the Green Circle or anything toward Stevens Point we need to cross 39 on Main/hwy 10. There are just too many crossings and traffic to make this enjoyable, especially since it takes a considerable amount of time to navigate through that area. We are very excited for the Plover River Crossing spur of the Green Circle to be completed.	11/5/2024 8:48 AM
62	Rural roads with fast large trucks/vehicles.	11/5/2024 8:28 AM
63	In general my bike riding is rural or off main roads in the city. I oppose "road diets" in the city and don't ride them. Create other bike routes through the city off main roads. Wausau has a great bike path system within the city.	11/5/2024 6:32 AM
64	Any county highway is not safe for rolling traffic due to the speeds in which drivers travel.	11/4/2024 7:36 PM
65	Any streets with no shoulder out in country are avoided like 2nd Street North by Backwoods bar and grill. North Point Drive heading North Past Sentry. I always avoid Division Street on my bicycle and often am biking 2 -6 blocks out of my way when I could get to locations much faster. HWY 10 heading East out of Stevens Point is a terrifying space for cyclists and automobile drivers. I always avoid these spaces. Additionally, Madison Avenue from Division Street to Reserve is full of pot holes and terrible for rolling travel of any kind. Stanley Street at the intersection of 39/51. There is no support for cyclists once the bike lane ends.	11/4/2024 1:39 PM
66	Anywhere without designated bike lanes makes me feel uneasy about biking.	11/4/2024 11:20 AM
67	Division street is not bike friendly at all. I can use parallel streets for the most part though	11/2/2024 4:14 PM
68	Drivers are very disrespectful to bikers and very distracted by their phone/device that it feels	10/31/2024 8:22 AM

	dangerous to bike on the road.	
69	Sherman Ave between Whiting Ave. and River Pines location needs space for walkers and bicyclists. I also walk the area daily.	10/30/2024 4:25 PM
70	Division street in Stevens Point barely has enough width for the four lanes. Riding a bicycle on the street poses risks from inattentive drivers and drivers who fail to provide bicycles with adequate road space.	10/30/2024 8:40 AM
71	Road crossing/road riding navigating the green circle.	10/30/2024 6:31 AM
72	When I bike on 4th Street, I often feel that I might die. The main drag of campus doesn't have bike lanes. You cross Division and it feels dangerous even in a car. You bike west towards the co-op and there is no telling what drivers think or don't think of bicycles there—there is not enough directional signage on that part of 4th to tell them how to act towards bikes. The road is too wide. I also never go east of Iverson Park on my bike. I have not even tried because when I'm a driver near Target, Aldi, etc. it feels extremely difficult for me to keep cyclists safe while I'm driving. And I'm especially attentive to cyclists, being one myself. If I don't feel like I can inhabit those spaces safely in a car, I certainly don't want to be there on a bike. So I shop at those businesses only when I absolutely have to. I fear we will become like many Midwestern towns when economic winds shift, and 10 going East out of SP becomes a ghost town with horrible infrastructure. We need to set that area up for success. My aunt and uncle drive through Point and they only saw that part of 10 as they drove through, and they told me they never wanted to come here again because it looked like a shitty, forgettable place. When I moved here, I had to share with them that we had an actual downtown. You would NEVER know that driving near Target.	10/29/2024 8:23 PM
73	Anything over 35 mph posted limit since people drive 10+ mph over the limit and citations are down so there is no consequence for that	10/29/2024 7:17 PM
74	River Drive, Okray Ave, Highway 10	10/29/2024 3:54 PM
75	Clark Street, Main Street, Division Street and Michigan Avenue in Stevens Point.	10/29/2024 12:25 PM
76	I've been coal-rolled, harassed, and followed on a bicycle. I've been told to get off the road, chased off the road and others. The increase in oversized trucks and SUVs is astounding.	10/29/2024 11:53 AM
77	I think the roundabout on division is great for traffic, but horrible for bikes and pedestrians. Not designed for the drivers to look for other road users. Division is very dangerous for bike users, so required to use side streets.	10/29/2024 8:32 AM
78	Under the train tracks.	10/29/2024 3:40 AM
79	Lower church street is absolutely horrendous. The businesses on west side (pawn shop, grocery store, etc.) never, really NEVER, shovel the snow off and seemingly are not fined for it. Road is totally not usable by bicycle and sidewalks are in absolute shambles. No one looks when entering or leaving driveways.	10/28/2024 9:58 PM
80	Almost all streets.	10/28/2024 4:31 PM
81	Bike lanes were a good thought, but are current streets were not made to just implement a lane for them. It's unsafe.	10/28/2024 3:01 PM
82	Ellis Street is difficult to travel down because there are a lot of cars parked on this street and it narrows the road to one lane traffic. It is worse in the winter.	10/28/2024 2:29 PM
83	4th Ave (Stevens Point) from Division/UWSP west to the river. There is no good bike lane, heavily trafficked with lots of parked cars, and no good alternative. I have to use it, but never feel safe on it and get off onto a side road as quickly as possible.	10/28/2024 12:53 PM
84	Drivers don't pay attention to bicyclists	10/28/2024 12:34 PM
85	Going east on main to the commercial district is unpleasant, chaotic, and dangerous. I'm looking forward to the boardwalk that will cross the highway north of the interchange	10/28/2024 12:12 PM
86	West River Drive-narrow roadway, speeders/reckless drivers	10/28/2024 12:08 PM
87	Brilowski Road due to traffic volume, speed, and no room for bicyclists or walkers.	10/28/2024 12:03 PM
88	I mostly bike within the city of Stevens Point and on the Green Circle Trail. While bike lanes are important, many of the ones within the city are just glorified shoulders and do not provide	10/28/2024 11:51 AM

	protection from traffic. I feel safer biking on slow residential streets without a bike lane than one faster streets with a bike lane that is not separated from traffic. Many bike lanes weave into traffic (such as where 66 turns into Water Street heading South near downtown) and feel extremely unsafe compared to biking on the sidewalk there. I am happy to use the Green Circle when possible, but there are areas where there needs to be better street connections. For example, the Airport loop of the Green Circle is very isolated. If you bike north from Iverson to the Airport. Your options to return are to go back on the Green Cirlce (which is a hilly section and may not be doable by someone who got in over their head or is feeling poorly) or bike back along Highway 66, which is fast-moving with a very small shoulder.	
89	Division Street continues to be difficult. HW 10 past downtown is still too fast.	10/28/2024 11:43 AM
90	Stevens Point is a bicyclist's nightmare, unless you happen to be going to one of the handful of places accessible on the Green Trail. I love the Green Trail for recreational purposes, but it's really not all that useful for running errands or getting from a specific Point A to a specific Point B. To be fair, in 20 years of bike commuting, I have lived in only one city (Flagstaff, AZ) that was actually safe and friendly for bike commuters. Madison, WI and Ann Arbor, MI are even worse than Stevens Point, so there is some small comfort in that fact! Now that I think about it, Flagstaff didn't do such a great job, either, with the exception of the campus and downtown areas. The fact that bicyclists could ride the wrong way down one-way streets in dedicated bike lanes in downtown Flag was nice, but the rest of the city was designed pretty poorly for bicyclists. I commented elsewhere in this survey that the one-way streets in Stevens Point make life awkward for bicyclists, particularly in the confusing triangle near the downtown post office where Main Street, 66, and Division all sort of jumble together.	10/28/2024 11:33 AM
91	hwy y	10/28/2024 11:18 AM
92	Same spots for walking travel. By Zest/CCC and by UW Credit Union/Fire Station.	10/28/2024 11:12 AM
93	I am not a fan of the little piddly white lines drawn 3 feet from the curb. All this does is give a car diver a visual of exactly how close they can be to a biker in the bike line. I understand this is not how the law works, but in my experience this seems to be the way the line is interpreted.	10/28/2024 11:09 AM
94	Bike lanes are stupid. Use separate paths, like sidewalks or multi-use separated lanes.	10/28/2024 9:28 AM
95	N/A	10/28/2024 8:50 AM
96	Division is the worst in general, but I have a specific problem with the roundabout on the north end of Division. Even with pedestrian crossings I am worried cars coming from the highway will not see bikers crossing as they are coming out of the roundabout. It’s a major bike crossing because of the green circle trail, too. I’ve had some close calls. Another safety issue is the bike lane design on Centerpoint heading south from 1st to Clark. The dotted portion going into the left turn lane is a great way to expose yourself to oncoming traffic. I have to look over my shoulder while I’m in the middle of the road to make sure there aren’t cars coming, and as a driver I know that dotted bike lane is hard to see.	10/28/2024 7:57 AM
97	I avoid roads with no sidewalks in high travel areas.	10/26/2024 4:52 PM
98	Hoover Road, Water Street, and Whiting Road. Hoover and Whiting don't have dedicated bike lanes. Cyclists use the little strip off the road as their "bike lane". The sidewalk is adequate because those sidewalks are part of the Green Circle Trail. Water Street is just to heavily driven that cyclists use the whole section of the road, that a vehicle would normally take up, as their lane.	10/26/2024 9:01 AM
99	I avoid rolling on Division Street as much as possible. Where I can, I cross and then use a side street to move North or South. Additionally, 66 feels unsafe because of its lack of shoulders.	10/25/2024 8:22 PM
100	I do not bike on Division, Main, Clark, Michigan, and HWY 10 due to the high volume of traffic and inappropriate speeds that people travel at.	10/25/2024 12:53 PM
101	The crossing of Industrial Park Rd at McDill Pond is very difficult to navigate. It forces trail users to cross the road at a mid-block crossing and vehicles rarely stop. Often vehicles have been noted to stop in one direction but not the other increasing the unsafe condition. During high volume times in the morning and evening there is someone in need of crossing at this location 75%. The wait to cross can be very long during the peak vehicle travel times. Crossing at Hoover Rd and Industrial Park Rd is also very difficult. Trail users again have to cross industrial park rd to access the push button crossing and vehicles don't always stop for	10/25/2024 11:30 AM

	the push button. Especially vehicles coming over the bridge traveling south of Hoover Rd. Vehicles turning left from Industrial Park Rd frequently pull out in front of other vehicles, pedestrians, and cyclists when large volumes of through traffic is on hoover rd.	
102	I don't typically use a rolling form of travel but I can see lots of areas where it would feel uncomfortable to travel that way. I think of streets like River Drive and other side streets that do not even have sidewalks to utilize and you are very close to the traffic with them having to go around and wait for other cars to pass to do so.	10/25/2024 9:58 AM
103	During the winter months, snow banks usually prevent any walking or rolling travel, and if there are sidewalks they usually aren't plowed.	10/25/2024 9:41 AM
104	Right now the increase of e-bikes is a major concern. I live along the green circle trail and have observed e-bike speeds WAY TO FAST for the pedestrians on the path. I am very confident an accident and possible death is waiting to happen. Small children are not watching where they are walking and e-bikes may come around corners or curves too fast to respond and avoid collisions. That is a major concern of mine.	10/25/2024 9:07 AM
105	I really think pedestrians and rolling travel need to stay off the highways and roads. Especially roads like brilowski, 66, 10. Especially the low riding bikes… they are just too difficult to see because they are so low.	10/25/2024 7:52 AM
106	Hoover path due to poor conditions, Division St is extremely dangerous for bikers and any non-vehicle users, River Dr between Foremost and Okray Dr, Fourth Ave and N Second St. in Stevens Point	10/24/2024 9:44 PM
107	Business 51 bike lanes are dangerous. Should be removed.	10/24/2024 6:35 PM
108	I avoid very busy roads in Steven Point even if they do have a dedicated bike lane. I find it safer to use quieter side streets to reach my destination(s).	10/24/2024 6:14 PM
109	No bike lanes on Division. Hard to bike on other busy roads - Main Street, Michigan Ave - Drivers are not respectful of bikers	10/24/2024 1:08 PM
110	I think bicycle lanes on streets are the dumbest, most unsafe idea ever. Seriously... is mixing bicycle traffic with cars, trucks and heavy equipment safer than riding on the sidewalk? Isn't a bicycle-pedestrian collision *MUCH* safer than a bicycle-vehicle collision? Doesn't a curb provide more safety for a cyclist than a line painted on the road? If you want safety for cyclists, keep them on the sidewalk, not "sharing" the road. This is just common sense.	10/24/2024 11:31 AM
111	I ride my bike to work and to run errands about 8 months of the year. I don't bike when there is ice on the ground, but otherwise it's my main form of transportation. Motorists regularly speed by me, too close, even when they could have moved over. Some yell at me to get off of the road. The bike lanes make me feel safer. Thank you for putting those in! I'd be delighted if the roads were cleaned of dirt that can make me slip more often, and I wish that there was more education and enforcement for drivers who act aggressively and threaten bikers on roads.	10/24/2024 8:03 AM
112	Division-there are no bike paths. In certain segments of Michigan, people actively drive in the bike lanes when there is no reason to do so. Crossing Main from the bike lane to the downtown entrance is awkward because I have to look behind me and cross several lanes. Few people seem to understand how the bike lanes near Pfiffner work. They are intimidating because of traffic.	10/23/2024 11:04 PM
113	Highway 10 on the east side of Point is a no go. Crossing Division Street is very difficult. The 1-39 and Hwy 10 interchange has a comically awful accommodation for bicyclists. Okray Avenue is an important corridor but needs a separated path.	10/23/2024 9:28 PM
114	Bike lanes suck for bikers and cars. Paint is not infrastructure. We need separated infrastructure.	10/23/2024 7:40 PM
115	I really dislike how the space to bike vanishes on division as you approach main and clark. There are no convenient alternatives and the side walk is very poor to ride on	10/23/2024 7:38 PM
116	It's particularly difficult when the road has little to no shoulder to ride on.	10/23/2024 7:19 PM
117	Residents need to be more knowledgeable on electric scooters and bikes.	10/23/2024 7:11 PM
118	Other bicyclists who don't follow the rules of the road create problems for those of us that do. Drivers tend to get angry.	10/23/2024 6:49 PM

119	I feel unsafe every time I bike.	10/23/2024 2:16 PM
120	Division Street in Stevens Point is a "must avoid". Unless riding on sidewalks there is no room for rolling travel on that and many other major traffic volume streets in Stevens Point. The danger from distracted motor vehicle drivers is just to great. Again, cell phones and oversized trucks are the major factors.	10/23/2024 12:53 PM
121	Highway 54 - to difficult and risky to cross.	10/23/2024 11:07 AM
122	State Highway 66 east of Park Ridge.	10/23/2024 9:11 AM
123	I avoid any of the roadway roundabouts as they can be unsafe for bicyclists to use, even for those who obey the traffic laws. Too many bicyclists drive through a stop sign or stop light or cut across lanes of traffic with no regard to vehicles.	10/23/2024 9:07 AM
124	Many of the side streets in Stevens Point are in poor condition. This causes weaving and unpredictable movement of rollers which is dangerous in traffic. Lack of education on the rules for cyclists among motorists and cyclists is huge! Most people have no idea what the road rules are when it comes to cycling. Many people don't understand the "why" behind the safety rules and this is causing a lot of angst against cyclers. I have observed many cyclists moving through the city dangerously and when cyclist do follow the road rules (taking the lane, riding at least 3 feet from the curb, not riding on sidewalks) many motorists don't know they are following safety guidelines. There is a lot of anger toward cyclist that stems from lack of awareness and knowledge of the safety rules.	10/23/2024 2:06 AM
125	Avoid business 51 due to amount of traffic. Not a real great alternative route.	10/22/2024 10:19 PM
126	Everywhere the city stuck the stupid bike lanes. My kids tried twice to bike in them and were nearly killed. ENOUGH OF THE STUPIDITY! We survived for years with yielding to walkers on sidewalks and sharing the sidewalks	10/22/2024 8:58 PM
127	generally it's pretty easy to get around by bike, and the addition of bike lanes in Stevens Point helps a lot, but bike lanes are absent in some key areas (like Division St.)	10/22/2024 7:58 PM
128	Hwy 10 East	10/22/2024 4:14 PM
129	highway 66 and highway 10	10/22/2024 8:36 AM
130	The entirety of Stevens Point is unsafe. We need more marked bike lanes so that we can get rolling traffic off of sidewalks.	10/21/2024 11:26 PM
131	Uwsp campus and surrounding area. People drive through campus for no reason and tend to be disrespectful of bikes and pedestrians	10/21/2024 10:44 PM
132	County Road R	10/21/2024 8:28 PM
133	Plover Springs. Reasons stated in previous answer.	10/21/2024 5:10 PM
134	Division, Clark, and Main streets.	10/21/2024 4:23 PM
135	East side and Plover business areas	10/21/2024 3:56 PM
136	Most county roads. People don't move over for bikes. People will run you off the road, throw things at you, roll coal on you.	10/21/2024 2:13 PM
137	Hwy 10 through the City of Stevens Point. Not many safe crossings and limited bike lanes. Traffic speed too fast.	10/21/2024 1:46 PM
138	Park Ridge - Sunset Ave and Hwy 10. Speeds too high	10/21/2024 1:31 PM
139	Michigan Ave and Green circle main St/sunset ave intersection	10/21/2024 12:00 PM
140	The HH / Post Road intersection is difficult to cross as a cyclist or pedestrian	10/21/2024 10:40 AM
141	Many of the side streets in Stevens Point are in really poor condition. Potholes and debris from crumbling streets make riding difficult and dangerous.	10/21/2024 10:28 AM
142	I wish there could be sidewalks on South Drive and Earhart Ave. The curve makes it difficult for walking safely with my kids when we want to walk/bike a different route.	10/21/2024 10:26 AM
143	Division St is not bike friendly and I don't like taking the sidewalk away from walking persons	10/21/2024 10:18 AM

144	Avoid business 51 and highway 10 area	10/21/2024 9:34 AM
145	The causation is likely due to those using bikes. I observe on a regular basis that bikers do not obey traffic rules.	10/21/2024 8:59 AM
146	I have been run down by a republican clad pickup truck for riding my bike on a street with no bike lanes or side walks while pulling my child in a bike trailer. The driver of the truck laughed as I fell down while trying to get the bike trailer carrying my son out of his way. He laughed and said "That will teach you to ride on MY roads". This was near the intersection of Jefferson and Frontenac in Stevens Point by the Armory. Since then, it's only gotten worse. I have had stuff thrown at me, been charged at, and been screamed at by people who refusing to let me on the road. I had one car stop and block my lane on travel while pointing an airsoft pistol at me. Thankfully I saw the orange tip and realized it was an airsoft.	10/21/2024 8:52 AM
147	Roundabouts also feel unsafe for me as a biker because when it is busy it is hard to get through because people don't stop. I navigate any road as if it has a bike lane or "sharrows". However, some streets are not wide enough or drivers don't respect the distance needed between bikers and drivers.	10/20/2024 1:14 PM
148	I avoid streets with higher speed limits and higher traffic volume.	10/20/2024 10:26 AM
149	Cty HH to crossroads	10/20/2024 9:51 AM
150	Any intersection with 4 lanes separated by a median. Perceived as too unsafe.	10/20/2024 9:31 AM
151	I avoid devision and busy streets in general.	10/19/2024 12:48 PM
152	Third St at Centerpoint: it's the only good way for many blocks for southbound bike traffic to get across Downtown (1st is too busy, Union isn't a through street) and the Northside Yard parking makes the intersection completely blind. Traffic moves fast there too. I love this city but I'm disappointed in this bad planning decision that affects me and my husband's commute every day.	10/19/2024 9:44 AM

Q24 What can Portage County do to improve rolling travel safety? (optional)

Answered: 179 Skipped: 724

#	RESPONSES	DATE
1	Better Rolling/walking lane on County Road HH & Hoover to hey51 overpass	11/20/2024 4:19 AM
2	I bike all over and generally things are good. I use traffic lights as often as I can. Division street is hard to get across especially during the day.	11/19/2024 11:51 PM
3	Put them on the sidewalk open the roads back up. Stevens Point is an embarrassment to the state place used to be so nice now it’s gross	11/19/2024 11:06 PM
4	Expand sidewalks to give rolling travelers another option	11/19/2024 10:55 PM
5	Make more space for the bike lane.	11/19/2024 9:10 PM
6	More paths further away from roads, in more places. Back country paths to get to busier places.	11/19/2024 8:42 PM
7	Create more awareness of rolling traveller quantity in the county. A lot of people seem to think that just because they don't happen to see rollers during times when they're out and about, that they must not exist in large numbers, which I see as untrue.	11/19/2024 8:27 PM
8	Same as previous answers for pedestrian travel.	11/19/2024 8:25 PM
9	Wide, paved shoulders	11/19/2024 6:51 PM
10	To make biking more accessible year-round the main corridors need to have protected bike lanes that are free from plowed snow and ice.	11/19/2024 4:34 PM
11	Better safer bike lanes possibly with some kind of barrier on busy roads.	11/19/2024 4:27 PM
12	separate, protected bike lanes.	11/19/2024 3:15 PM
13	Put it back on the sidewalk!!	11/19/2024 1:39 PM
14	Actually fine speeders heavily	11/19/2024 12:43 PM
15	License bikes, have penalties for them when they do not follow (stop) signs and speeds.	11/19/2024 12:16 PM
16	Training for drivers and for cyclists, perhaps clinics and licenses. Drivers need to share the road, bikes need to behave fully like a slow pedestrian (little kids with their parents walking next to them) or fully as traffic, crossing intersections not on the sidewalks, following laws.	11/19/2024 11:37 AM
17	Protected bike lanes, removing debris from bike lanes so I don't have to constantly swerve into traffic.	11/19/2024 9:38 AM
18	More Dedicated bicycle lanes	11/19/2024 9:12 AM
19	Have better separation from heavily motorized traveled streets and rolling traffic paths.	11/19/2024 8:20 AM
20	Dedicated, protected lanes especially along arterial roads.	11/19/2024 7:37 AM
21	Get them away from vehicles. Make sidewalks wider to accommodate bikes.	11/19/2024 6:20 AM
22	Keep bikes off main heavily traveled roadways. They are a hazard to traffic and shouldn't be on these roads.	11/19/2024 6:11 AM
23	Create a way to go from the north side of the Clark Street Bridge, and cross over to the Green Circle Trail without having to go over the curb. (Create a ramp in the sidewalk to the street at that point)	11/19/2024 6:05 AM
24	Reduce vehicle speeds	11/19/2024 5:39 AM

25	Fix the roads	11/19/2024 5:19 AM
26	Make the bike lanes a different color, don't paint them in unless there is enough room (Stanley St: too narrow) and, importantly, the pavement in the bike lane is in good shape and is kept clear of debris and snow.	11/18/2024 9:50 PM
27	The county should improve snow removal, however, it is also important to accept that in the middle of Wisconsin, we cannot expect paths to be bike-able year-round and attempting to create that kind of bike accessibility would cost a lot of money to benefit a relatively small amount of people.	11/18/2024 9:40 PM
28	Make bike paths, not lanes on a road. Too many bicyclist don't obey laws. Bike lanes increase a standard two lane road construction by 1/2. Not a true value to the tax payer for a small number of people for a short time of the year.	11/18/2024 8:56 PM
29	Remove city mayor and council, biggest Hazzard to all road ways!	11/18/2024 8:50 PM
30	Better painted lines	11/18/2024 8:03 PM
31	Protected bike lanes, not just painted. Traffic calming measures. Increase public transit to lessen the amount of vehicles on the road.	11/18/2024 7:10 PM
32	Education for bike riders. Traffic lights and signs apply to them as well. The newer ebikes allow people to travel at rates faster than posted speed limits	11/18/2024 6:41 PM
33	Plowing sufficiently in the winter.	11/18/2024 2:45 PM
34	I think it would be best for portage county to slow any addition.of bike lanes for a bit. The public has such a negative view of bike lanes (which is absurd) that I believe that has caused some angst toward bikers, making the street less safe for bikers. If we let the bike lanes anger calm for a little bit, we may be able to repair the shared road relationship between bikers and drivers, ultimately making the road safer for bikers.	11/18/2024 11:10 AM
35	Educate motorists of laws, Speed limits must be enforced. HH between Hoover and Post is a drag strip.	11/17/2024 7:52 PM
36	Enforcement of drivers speeding	11/17/2024 6:38 PM
37	Make motor ways correct width. Separate rolling traffic from car with curb, not paint. Similar to Nashville, TN. Educate motorists to look for rolling traffic. Educate rolling traffic users to obey stop signs & take responsibility for staying alive. Rolling traffic should make themselves visible at night with reflective clothes/vest & reflectors on their equipment. Lights on front & back would be helpful too.	11/17/2024 6:34 PM
38	Enforcement of traffic laws	11/17/2024 5:56 PM
39	See all the comments above.	11/16/2024 12:03 PM
40	Bike lanes that cars can't park in	11/16/2024 9:07 AM
41	Educate drivers, they need to give 3 feet of space to bicycles Citations for speeding and bad on the road behavior	11/14/2024 8:23 AM
42	Most side streets are safer then the main driving locations, even with bike lane. Some side streets could turn into one way roads that run parallel to each other and one lane could turn into a bike lane, pulling bikers off of roads like Division or Michigan or Water.	11/13/2024 11:15 AM
43	Help communicate that it is cool and okay and worthy of respect to do things besides drive a massive lifted pickup truck that gasses pedestrians and bicyclists with burnt oil at every intersection. stop tolerating that violent trashy behavior.	11/11/2024 9:05 PM
44	Maintain shoulders and road intersections such as loose gravel on paved surfaces making it difficult to maneuver a bike on.	11/11/2024 2:36 PM
45	Enforcement	11/9/2024 6:57 PM
46	Bike lane at a bare minimum. More speed limit signage, enforceable, speed traps are nice but not always possible, maybe some huge speed bumps along the road or a big curve built into it would help too.	11/8/2024 1:04 PM
47	Enforce the laws for all, not just motor vehicles	11/7/2024 7:27 PM

48	Extend shoulders or paths on roads. Compliments to what we do have, superior to most areas.	11/7/2024 2:26 PM
49	doing fantastic job, no issues	11/7/2024 10:02 AM
50	Why can't rolling travel be set back like sidewalks? It seems safer for everyone.	11/7/2024 3:32 AM
51	Penalize aggressive behaviors, make dedicated roadways for rollers	11/6/2024 9:42 AM
52	Create an entire network of fully protected or separated bicycle facilities. Slow down traffic everywhere that bicyclists could be.	11/5/2024 10:25 PM
53	I like dedicated bike lanes on roa but feel not enough barrier between bikes and cars.	11/5/2024 8:17 PM
54	Have dedicated paths like DePere	11/5/2024 8:02 PM
55	Isolated bike routes to all major shopping areas isolated from cars and pedestrians	11/5/2024 7:16 PM
56	I benefitted from having a school district-wide bicycling program in my k-12 years, which taught me the bicycle rules of the road, how to be a safe bicyclist, and how to differentiate when I was a "vehicle" and a "pedestrian". To explain that last point, it is easy to switch from the road to the sidewalk on a bike, but there are different rules for each. When I'm on my bike on the road, I am a "vehicle" and have to follow similar rules of the road as most other vehicles like stopping at stop signs, indicating my turns and lane changes, and stopping for pedestrians. However, if I were to switch over to the sidewalk, I become a "pedestrian" and should walk my bike, use the crosswalk to cross the road, and enjoy the right of way privilege that comes along with being a pedestrian.	11/5/2024 2:48 PM
57	Sane as previous screen	11/5/2024 2:06 PM
58	Distracted drivers make me avoid riding my bike along busy roads unless I have a sidewalk to use or unless Portage County would install barriers between motor vehicles and the rolling travel area. We have such a beautiful area to live and explore but it is not foot or bike travel friendly. The bike lanes in Stevens Point are a joke. The cars swerve in and out of them and I would never use them. Why did'nt they install some sort of barrier to protect riders? The statistics of collisions with pedestrians and people on bikes due to distracted drivers should be enough to support this. You may have the bike lanes but who would be foolish enough to think they are safe enough to use.	11/5/2024 1:26 PM
59	We need bike lanes basically everywhere. We are falling behind developed cities when it comes to bike lanes.	11/5/2024 11:13 AM
60	N/A	11/5/2024 10:55 AM
61	wider roads , bike lanes - paved sholders	11/5/2024 10:44 AM
62	fix the potholes. enforce rules of the road for rollers. They have to stop at stop signs too	11/5/2024 10:33 AM
63	educate operators of rolling travel that they need to follow rules of the road as well	11/5/2024 10:18 AM
64	Make sure bikers actually follow traffic laws. Almost every biker I see is being unsafe in some way: not wearing a helmet, not using signals, not stopping for stop signs, and/or riding on the sidewalk. And enforce speed limits for motor vehicles.	11/5/2024 10:16 AM
65	public education on pedestrian rights	11/5/2024 10:00 AM
66	NA	11/5/2024 9:24 AM
67	Have larger medians, better road conditions.	11/5/2024 9:16 AM
68	Unsure. Most of the solutions that would help me personally will be very costly. The Plover River Crossing will help tremendously.	11/5/2024 8:48 AM
69	Wide shoulders on county roads.	11/5/2024 8:28 AM
70	As above	11/5/2024 6:32 AM
71	If people have to share the road with ATV's there should be fines for ATVs that force people off the pavement	11/4/2024 7:51 PM
72	Reinforce the speed limits	11/4/2024 7:36 PM
73	It would be great to having rolling travel access along Hwy 54 to Wisconsin Rapids. People	11/4/2024 4:25 PM

	that bike that currently are absolutely crazy.	
74	Educate vehicles how to share the road with Bicycles and educate cyclists on how to properly bike with traffic. Have more share the road signs Create spaces for more bike lanes on main travelled road. I am likely to bicycle on Michigan Avenue since the Bike Lanes were put in. Traffic is still unkind at intersections. It really feels like there is some intense anger between automobiles and cyclists and some education could be helpful as well as more city/community support.	11/4/2024 1:39 PM
75	-Create separated bike lanes for bicyclists	11/4/2024 11:20 AM
76	One thing that Madison, WI does that I think is helpful is create "bicycle boulevards" with signage to show cyclists the safter routes. For instance, East Washington Ave in Madison is similar to Division St in Point. It's not a good street to bike on. But Madison offers a bike path and a "bicycle boulevard" parallel to that street.	11/2/2024 4:14 PM
77	More protected bike lanes on busy high volume vehicle roads	10/30/2024 8:11 PM
78	Bike lanes seems nice. Whiting Ave especially.	10/30/2024 4:25 PM
79	Build more bike and pedestrian trails in Plover.	10/30/2024 11:05 AM
80	Slow vehicle traffic down.	10/30/2024 10:08 AM
81	The County can work with the city on the road diet to provide for slower speeds and fewer narrow lanes of traffic on Division Street.	10/30/2024 8:40 AM
82	Why are campus and downtown not connected with an obvious bike route? We need to make it easier for us to move between town and gown. Students don’t seem to know how long it would take to walk to downtown or how to best get there. I want a PSA campaign about how drivers and cyclists interact. I have been yelled at by multiple drivers about taking the lane on my bike. Do they think I’m supposed to bike on the sidewalk? These are people who do not know the laws. How can you give us a refresher?	10/29/2024 8:23 PM
83	CITATIONS, ticket vehicles speeding and not yielding right of way; i feel like I am more likely to be hit by a vehicle then be pulled over or cited for reckless driving	10/29/2024 7:17 PM
84	The stoplight at Division and Jefferson does not change for bikers so you either have to go on a red light or wait for a car to trigger the light change	10/29/2024 5:17 PM
85	Allow E scooters in bike lanes so they don't have to deal with uneven sidewalks.	10/29/2024 4:06 PM
86	Protection from traffic within dedicated bike lanes.	10/29/2024 12:25 PM
87	Humanizing people who roll.	10/29/2024 11:53 AM
88	Educate the rollers and automotive users more.	10/29/2024 10:09 AM
89	Enforce speed limits.	10/29/2024 10:04 AM
90	Designated bike lanes on major roads	10/29/2024 8:32 AM
91	Church/divison must become single lane with ephemeral turn lanes and center turn lane. Bike lanes are second priority.	10/28/2024 9:58 PM
92	More paved shoulders on rural roads.	10/28/2024 5:18 PM
93	Enforcement of laws. Get serious about the rights of pedestrians and non motorized users and stop joking about it. Yes! I have heard law enforcement and city personnel joking about bicyclists and pedestrians.	10/28/2024 4:31 PM
94	Make 66 four lanes again, improve the sidewalk areas, maybe expand them for bikes and pedestrians.	10/28/2024 3:01 PM
95	Make true bike lanes that are separated by physical barriers. Hold cars accountable!	10/28/2024 2:50 PM
96	keep the bikers in the bike lanes or on the sidewalk but not in the regular lanes of traffic. They slow everyone else down.	10/28/2024 2:29 PM
97	enforce the traffic laws--i.e. stopping at stop signs/traffic lights, using hand signals, etc.	10/28/2024 1:17 PM
98	More enforcement of dangerous driving behavior	10/28/2024 12:34 PM

99	Physically separated infrastructure would be best. I know that's unlikely. More medians on arterial roads would help a lot though.	10/28/2024 12:12 PM
100	crack down on speeders/reckless drivers	10/28/2024 12:08 PM
101	Bike lanes on fast roads must be separated by a physical barrier. They lure bicyclists into a false sense of security by convincing them they have protection from vehicles when they don't. Bike lanes should never cross over traffic lanes. Provide bikes lanes with physical barriers on these roads or ensure that there are easily ridden trails/paths as alternatives to these roads.	10/28/2024 11:51 AM
102	Reduce roads with 2 lanes going in one direction. Control speed more rigorously and impose bigger fines for drivers going too fast.	10/28/2024 11:43 AM
103	Honestly, I think there is only one way to create cities with roads that are friendly for non-vehicular travel. Namely: the DMV needs to require that all aspiring drivers to spend at least two years as a pedestrian and at least two years as a bike commuter before they can even think about taking driver education courses. Even those drivers who want to be considerate of pedestrians, bicyclists, and wheelchair users don't have a CLUE what it's like to use non-automotive means of transportation unless they have regularly used such methods. Also, I'm not kidding when I say that scooter uses and e-bike riders need to learn the same rules that responsible bicyclists all follow. If it's motorized and it's not a motorized wheelchair, the driver should be required to get a license.	10/28/2024 11:33 AM
104	Hold motorists and rollers accountable for being dumb and unsafe on the road. (primarily electric scooter users, who just rush into traffic/the road with no regard to the people around them)	10/28/2024 11:12 AM
105	Protected bike lanes on arterial streets better way finding signs and dedicated bike paths through the city instead of just bike gutters.	10/28/2024 10:49 AM
106	Get bikes off of the roads.	10/28/2024 9:28 AM
107	Not only designing roads with bike lanes but making sure that entries, exits, turns, and crossings allow for safe navigation by bicyclists	10/28/2024 7:57 AM
108	More bike lanes and signage for drivers.	10/27/2024 5:06 PM
109	Take out bike lanes on high traffic roads like Clark st and water street and make bicyclists use sidewalks.	10/26/2024 4:52 PM
110	create more multiuse road lanes	10/26/2024 9:51 AM
111	Use the sidewalk when one is available.	10/26/2024 9:01 AM
112	Honestly, the most common times I've felt unsafe rolling in Portage County have more to do with the reckless/aggressive/angry drivers I've encountered that with the infrastructure.	10/25/2024 8:22 PM
113	Speed bumps, meters, improved bike lane buffers, increase in bike lanes (that aren't just white paint!!)	10/25/2024 12:53 PM
114	Increase education to drivers of cyclist right of way and how to safely navigate bike lanes and round about bike interactions. I have heard many people complain and not understand proper design of bike lanes at intersections. They interpret a bike lane between a through lane and right turn lane as unsafe for the cyclist. This can easily be address with additional education and marketing materials, either sent out to residents, sent with utility bills, or as part of drivers license and vehicle registration renewal.	10/25/2024 11:30 AM
115	Create better buffered/protected bike lanes. Implement other measures to make drivers more aware of bicyclists and regulate speed.	10/25/2024 9:58 AM
116	More trails and sidewalks would be beneficial for travel safety	10/25/2024 9:41 AM
117	There must be restrictions on e-bikes using the path or they should be restricted completely from using the trails.	10/25/2024 9:07 AM
118	Keep them off the roads where cars and truck drive. There is just no safe way to get around this! Make more trails… but those can be just as unsafe.	10/25/2024 7:52 AM
119	There has to be enforcement of proper bike etiquette. too many bikes don't use signals or don't look. These bikers cause problems for responsible bikers.	10/25/2024 7:09 AM

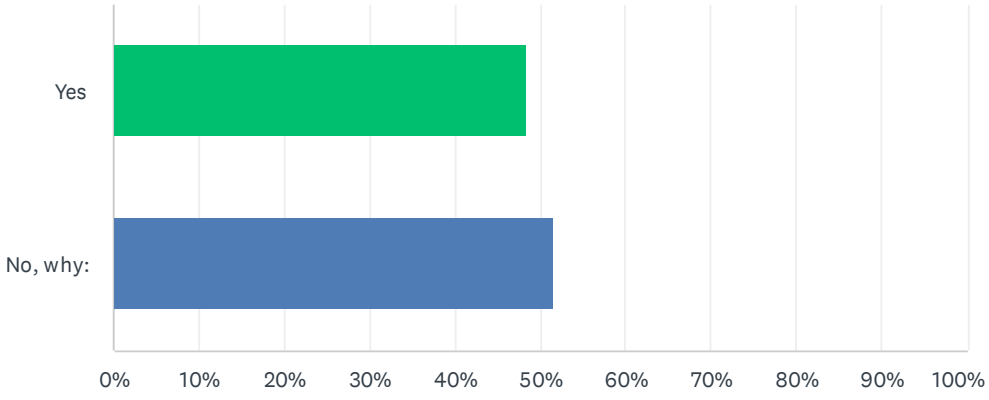
120	Larger shoulders, more bike lanes, increased “share the roads” signage	10/24/2024 9:44 PM
121	Divert bike lanes to side streets.	10/24/2024 6:35 PM
122	Increased bike lanes on busy roads with more of a buffer between bikes & traffic	10/24/2024 1:08 PM
123	Do not "share the road" with bicycles! Share the sidewalk with pedestrians.	10/24/2024 11:31 AM
124	Stricter speeding laws, more signage and lane designation	10/24/2024 10:15 AM
125	Not waste taxpayer money solving a non problem.	10/24/2024 8:47 AM
126	Keep up bike lane painting in the city; educate drivers about sharing roads, clean the streets more often.	10/24/2024 8:03 AM
127	Create a buffer between roads and bike lanes so bikers don't feel the need to use the sidewalks and drivers don't wander into bike lanes.	10/23/2024 11:04 PM
128	Okray Avenue in Plover is an important corridor but needs a separated path. A better crossing of Hwy R (Brilowski) at Old 18. A multiuse path loop connecting Amherst Junction, Nelsonville, and Amherst. Smaller towns need multi-use paths that connect main streets to the first quiet township road. Michigan Avenue underpass in Point needs a protected path. Country Club Drive needs a path that connects it to the Hoover Path and the Iverson Path. As the Industrial Park fills in, it will need a path (not just a bike lane) that connects the Heartland underpass (of the interstate) to the path along County R. Division Street, Division Street, Division Street.	10/23/2024 9:28 PM
129	Buffer between bike lanes and roads	10/23/2024 8:21 PM
130	People on bikes can use sidewalks. It’s not that hard to navigate a sidewalk on a bike so pedestrians are safe too. But bike lanes are terrible.	10/23/2024 7:48 PM
131	Expand on green circle trail. Provide parking by trails for commuters who may want to drive then bike into town.	10/23/2024 7:40 PM
132	protected bike lanes, clearing the bike lanes that exist of snow	10/23/2024 7:38 PM
133	Improve the road conditions	10/23/2024 7:19 PM
134	Policing.	10/23/2024 2:16 PM
135	Dedicated bike lanes clearly marked, signage, driver education.	10/23/2024 1:43 PM
136	Take complaints from "rollers" seriously before someone gets killed. Fact check the online "trolls" that contribute to false information about the use of bike lanes and roundabouts.	10/23/2024 12:53 PM
137	More facilities and enforcement	10/23/2024 10:18 AM
138	too many bikes. stop adding more	10/23/2024 9:35 AM
139	Prohibit rolling travel on heavy volume streets. Rolling travel should absolutely be allowed, encouraged, and required on sidewalks and pedestrian paths on high volume streets, thereby alleviating the closeness and danger.	10/23/2024 9:11 AM
140	Bicyclists need to learn & obey the traffic laws & bicycle safety as it pertains to THEM as well as vehicles & pedestrians.	10/23/2024 9:07 AM
141	Maintain road shoulders	10/23/2024 7:06 AM
142	Develop a more pro-active approach to education. I have seen the videos on the city website regarding safe riding. But it would be nice to translate that directly to our city. Maybe have a dedicated person ride a bike through the city with a go-pro and highlighting potentially dangerous areas and the responsibility of the motorist and cyclist in that area. For example, along the bike path on HH the cyclist can demonstrate the importance of stopping at each intersection and talk about how motorists cannot see them in time to stop. While riding this summer I observed so many instances of cyclists being unsafe and can understand how motorists are becoming frustrated. In many cases, cyclists are moving through the city in unpredictable ways that motorists have no idea what to expect. Videos of places throughout our community might spark interest in watching (as opposed to generic videos) and may increase education around the subject. Also..repairing streets would be helpful to keep cyclists on a straight path and not dodging obstacles.	10/23/2024 2:06 AM

143	Lanes for bikes	10/22/2024 10:28 PM
144	Get rid of the stupid bike lanes and improve the sidewalks to be walk/bike like in other countries and keep the bikes out of traffic.	10/22/2024 8:58 PM
145	more bike lanes and bike paths	10/22/2024 7:58 PM
146	I will not use bike lanes traffic cannot move over to make it safe on narrow busy roads.	10/22/2024 7:48 PM
147	A few using rolling traffic seem to be flagrantly combative or intentionally aggressive in the traffic mix. I've had cyclists cut crosswalks on red lights with traffic in the intersection at speed. I've seen cyclists riding ON the lane line between them and automobile traffic At least one monowheel operator travels at excessive speeds and weaves past red lights using crosswalks. Cyclists continue to not use any proper reflective gear or lighting at night. It's ridiculous to allow rolling wheeled traffic on Division St. given the traffic volume and speeds. I'm an occasional cyclist and former heavy user of bikes. There's apparently little of no self-policing in the cyclist community leading to resentment because of some irresponsible bad apples.	10/22/2024 5:22 PM
148	The design of the crossings at the junctions with the off/on ramps is extremely poor.	10/22/2024 4:14 PM
149	More bike lanes. Barriers btwn lane and road. Traffic calming	10/22/2024 1:12 PM
150	Ban E-Scooters	10/21/2024 11:26 PM
151	Add a bike path between B and Hwy 54 that connects to Tomorrow River Trail	10/21/2024 8:28 PM
152	Lines and slower traffic	10/21/2024 6:55 PM
153	Good back to side walks	10/21/2024 6:53 PM
154	Install sidewalks; allow rolling travel on said sidewalks.	10/21/2024 5:10 PM
155	Enforce the laws equally for drivers and "rollers"	10/21/2024 5:01 PM
156	Use less traveled side streets.	10/21/2024 4:23 PM
157	Crack down on speeders and make access roads	10/21/2024 3:56 PM
158	Bike Lanes, bike paths, traffic enforcement.	10/21/2024 2:13 PM
159	Paved shoulders on County Roads. Dedicated bike trail on Brilowski Rd/CTH R down to CTH B and south to the housing development on Pleasant Dr.	10/21/2024 1:46 PM
160	Prioritize bikes in every place possible!	10/21/2024 12:00 PM
161	Slow down traffic.	10/21/2024 10:47 AM
162	The most dangerous situation i face bike riding is drivers turning right at traffic light controlled intersections without regard to bike riders' ROW. They just make their turn without looking for bikes.	10/21/2024 10:46 AM
163	Repair side streets. The dangers of cycling will not subside until adequate education for both cyclers and motorists happen. Not enough people know the rules of the road for cyclists. Because of this there are many people who have negative opinions of cyclists and that has created a dangerous environment for anyone on a bike. I follow the road rules to a point that it’s almost ridiculous and I still get yelled at, sworn at, and even had someone pretend to take out a gun and shoot me. These attitudes plus the speed of motorists and someone is extremely dangerous.	10/21/2024 10:28 AM
164	Side walks on all roads which can be used by both bicyclists and walking pedestrians	10/21/2024 10:26 AM
165	Making division at a three lane road. It's already supposed to be a 25 mph road but being it is 4 lanes, it is treated like a 45 to 55 mph road	10/21/2024 10:18 AM
166	Try to control lane deviation and inattentive driving!	10/21/2024 9:56 AM
167	Clear road debris and rocks from bike lanes	10/21/2024 9:15 AM
168	Nothing. No one asked for it.	10/21/2024 8:59 AM
169	educate drivers that bikers are not the spawn of satin they think we are.	10/21/2024 8:52 AM

170	Cite bicyclists that don't obey traffic laws.	10/21/2024 7:39 AM
171	Sometimes bikes use sidewalks and sometimes they're in the streets, and I'm not sure which I should do or when or why.	10/20/2024 8:26 PM
172	More bike lanes with physical barrier between the lane and car traffic. Awareness of crosswalks for pedestrians and bikers.	10/20/2024 1:14 PM
173	Focus on alternate routes away from vehicle roads.	10/20/2024 10:59 AM
174	increase bike lanes, specifically protected bike lanes. Repair bike lanes and keep them clean of debris, it is sometimes difficult to use the bike lanes because they have potholes, loose pavement, or leaves, debris, snow, and ice.	10/20/2024 10:26 AM
175	Increase number of bike facilities and maintain the ones that exist. Education both of bicyclists and drivers. Enforcement.	10/20/2024 10:04 AM
176	Let's get some psa issued to teach people that everyone has a right to use the road and respect each others right to use it.	10/19/2024 3:37 PM
177	Probably better lanes and signage and an overall culture of welcoming biking.	10/19/2024 12:48 PM
178	Please see my walking response for the east side	10/19/2024 10:12 AM
179	Easily the most impactful action would be taking blind intersections seriously. Retaining walls, shrubs, street parking... get rid of what you can and don't create new problems like you did with Northside Yard parking. Don't designate streetside parking in bike lanes (eg. Water St by Ruby Roasters).	10/19/2024 9:44 AM

Q25 If you have kids or are related to kids currently, would you allow them to roll freely to school or within your neighborhood?

Answered: 299 Skipped: 604



ANSWER CHOICES	RESPONSES	
Yes	48.49%	145
No, why:	51.51%	154
TOTAL		299

#	NO, WHY:	DATE
1	HH not safe	11/20/2024 4:19 AM
2	Speeding and people looking at their phones	11/19/2024 9:10 PM
3	Speed and traffic.	11/19/2024 8:42 PM
4	Too much traffic at school release time with narrow roads and no room for rolling traffic, inattentive drivers	11/19/2024 7:19 PM
5	Same answer as above for walking.	11/19/2024 7:02 PM
6	Inattentive drivers	11/19/2024 3:22 PM
7	With lights and bright clothes	11/19/2024 2:39 PM
8	We're close enough to the schools, but there are dangerous sections of road	11/19/2024 11:37 AM
9	Drivers are aggressive toward cyclists. I don't want my kid getting run off the road by an idiot in a jacked up truck.	11/19/2024 9:38 AM
10	Inattentive automobile traffic	11/19/2024 9:12 AM
11	Speeding cars. No bike lanes.	11/19/2024 7:37 AM
12	Because they are forced to ride on the roads. Roads are not safe for bikes.	11/19/2024 6:20 AM
13	Elementary, no, Older kids, yes	11/19/2024 6:05 AM
14	No sidewalks and no bike lanes	11/19/2024 5:39 AM
15	Same reasons as walking	11/19/2024 5:08 AM
16	Yes, but I would ride with them until they understood how to handle street crossings and how	11/18/2024 9:50 PM

	to be safe around distracted or abusive drivers.	
17	My neighborhood is great for biking. I lived in the same neighborhood as a child and I did occasionally bike to school with other kids, and it wasn't really safe because there was not and still isn't a safe route to the schools my neighborhood attends. I wouldn't want my child taking the paths I did.	11/18/2024 9:40 PM
18	Fuck kids, go away	11/18/2024 8:50 PM
19	No cross walk person at the intersections	11/18/2024 9:20 AM
20	My oldest son bikes everywhere and has had no issues.	11/18/2024 9:16 AM
21	in our neighborhood yes, but not crossing busy roads	11/17/2024 7:52 PM
22	Too far	11/17/2024 6:38 PM
23	Too much car traffic at the same time they're going to/from school in	11/17/2024 6:34 PM
24	Unrespectable drivers	11/17/2024 6:05 PM
25	Roads not big enough to accommodate	11/17/2024 5:02 PM
26	Nobody follows the 35mph speed limit on 6th st, often averaging 15mph faster.	11/17/2024 4:32 PM
27	I don't feel that it's safe enough and that drivers respect kids on bicycles enough	11/17/2024 4:31 PM
28	Speeding and distracted drivers	11/16/2024 3:34 PM
29	No designated safe areas for rolling traffic.	11/16/2024 12:03 PM
30	Actually my answer is MAYBE Depends on age and level of safety practices	11/16/2024 9:58 AM
31	Too much traffic, no bike lane.	11/15/2024 1:41 PM
32	speeding, vehicles not stopping at stop signs, narrow roads with no shoulder	11/14/2024 8:23 AM
33	The city doesn't do enough to stop individuals from speeding down the neighborhoods around Jefferson school and surrounding.	11/13/2024 11:15 AM
34	Crazy drivers and inattentive bus drivers	11/11/2024 1:36 PM
35	Speed and volume of traffic	11/11/2024 11:41 AM
36	similar to answer provided in walking section	11/11/2024 11:32 AM
37	Distance to school	11/8/2024 10:09 PM
38	Inattentive drivers	11/8/2024 2:09 PM
39	I don't want them to die. I know multiple people who have almost been hit by vehicles on this road, and I myself experience at least one car that won't give me space every single time I'm on the road on my bike.	11/8/2024 1:04 PM
40	Due to speed and in attentive driving	11/8/2024 12:42 PM
41	When older	11/8/2024 7:51 AM
42	Some busy streets, cars are not looking for bicycles.	11/7/2024 12:10 PM
43	high traffic volumes and speeding traffic	11/6/2024 2:31 PM
44	Same as walking. High traffic crossings without dedicated lanes or crossings.	11/6/2024 10:04 AM
45	Aggressive behavior from drivers	11/6/2024 9:42 AM
46	to far	11/6/2024 9:13 AM
47	The streets are designed to cars/trucks to move quickly, not for the safety of kids.	11/5/2024 10:25 PM
48	Unsafe crossing streets and still need sidewalk	11/5/2024 9:12 PM
49	Bike lanes too close to cars	11/5/2024 8:17 PM
50	Distracted drivers	11/5/2024 8:02 PM

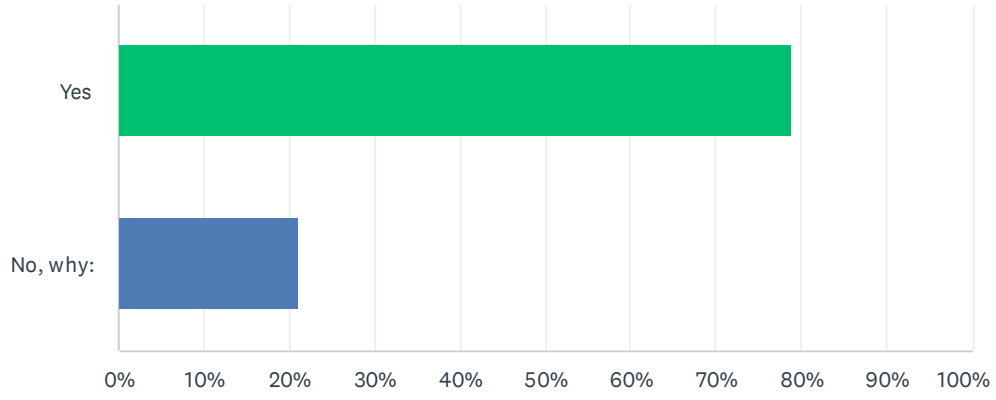
51	All the above	11/5/2024 7:16 PM
52	Same as why I won't allow them to walk by themselves	11/5/2024 5:54 PM
53	not to school, cross too many busy roads	11/5/2024 5:26 PM
54	No shoulder on north reserve	11/5/2024 5:05 PM
55	We are very selective due to lack of bike lanes and sidewalks.	11/5/2024 4:43 PM
56	Drivers in the Stevens Point area are not mindful of rolling travelers and treat them with less respect than pedestrians in some situations (buzzing by them on the street, blocking crosswalks or driveways that they are attempting to cross, etc). I do not bike frequently but when I do, I feel more in danger than when I walk.	11/5/2024 2:48 PM
57	It's to dangerous	11/5/2024 2:06 PM
58	Not enough sidewalks and drivers do not respect pedestrians and bicycles.	11/5/2024 1:26 PM
59	too far	11/5/2024 12:47 PM
60	There is nowhere for them to bike safely	11/5/2024 11:13 AM
61	Speed of vehicles near Five Below/Ross.	11/5/2024 10:55 AM
62	I would not want them in the street and not respectful of pedestrians to have them ride on the sidewalk	11/5/2024 10:33 AM
63	Too far, stranger danger.	11/5/2024 10:16 AM
64	irresponsible drivers	11/5/2024 10:00 AM
65	She's not skilled enough of a bike rider to feel comfortable doing this.	11/5/2024 9:49 AM
66	same reason as listed before	11/5/2024 9:24 AM
67	No sidewalks, curvy roads, inattentive drivers	11/5/2024 8:48 AM
68	Cars don't slow down for kids	11/5/2024 8:10 AM
69	because 2nd street is as dangerous and division/church.	11/5/2024 7:52 AM
70	Awareness of road users not noticing small kids on bikes.	11/4/2024 7:43 PM
71	traffic speeds	11/4/2024 7:36 PM
72	Unsafe roads and crossings.	11/4/2024 4:25 PM
73	Because automobile drivers seem to be hostile to cyclists.	11/4/2024 1:39 PM
74	I am nervous as an adult and as a driver.	11/3/2024 6:56 PM
75	Again, it depends on if there are sidewalks available. Yes, if there are. No otherwise.	10/30/2024 1:13 PM
76	Not safe	10/30/2024 10:08 AM
77	People are killed in my neighborhood by speeding and inattentive drivers.	10/30/2024 8:40 AM
78	Supervised due to traffic	10/29/2024 7:17 PM
79	HH traffic	10/29/2024 6:32 PM
80	Traffic volumes and no dedicated bike lane.	10/29/2024 3:54 PM
81	Lack of bike lane or space on Whiting Ave	10/29/2024 3:24 PM
82	Neighborhood yes, school is too far	10/29/2024 11:00 AM
83	Autos don’t respect speed limits or drive safely	10/29/2024 10:04 AM
84	Lack of designated bike lanes	10/29/2024 8:32 AM
85	Some areas are too busy to bike on the road where bikes are supposed to be. So, I must move to the sidewalk but there is no signage stating that the sidewalk is the safest option.	10/28/2024 6:49 PM

86	Safety.	10/28/2024 6:14 PM
87	intersections are too busy to cross at school times, drivers and not respectful.	10/28/2024 3:01 PM
88	There is no regard for biker safety in this community.	10/28/2024 12:09 PM
89	would maybe allow if supervised	10/28/2024 12:08 PM
90	Too much traffic, too few dedicated bike spaces, too many folks on bikes, scooters, etc. and in cars who either don't know how to share the road or think that the slogan "share the road" doesn't apply to them.	10/28/2024 11:33 AM
91	Not until they are a bit older and can be more alert to look for cars coming and to be constantly aware of vehicles.	10/28/2024 11:21 AM
92	Our home is proximate to Green Avenue and that road is simply too risky	10/28/2024 11:20 AM
93	There is no sidewalk for part of the route to school.	10/28/2024 11:15 AM
94	I don't have kids.	10/28/2024 11:12 AM
95	Less control crossing streets	10/28/2024 10:25 AM
96	Some corridors and intersections are not safe.	10/27/2024 1:00 PM
97	not enough bike lanes to safely ride for children	10/26/2024 9:51 AM
98	Drivers are inconsiderate	10/26/2024 9:01 AM
99	Many streets are not safe for bikes due to a lack of protected bike lanes. It would be easy for a car to hit a small child who bikes on the road.	10/25/2024 12:53 PM
100	My children are young and are still learning to ride safely when encountering traffic. Vehicles don't often slow down or yield to young children navigating the roads on a bike.	10/25/2024 11:30 AM
101	N/A	10/25/2024 9:58 AM
102	Traffic speed is way to high near the streets I live in Plover.	10/25/2024 9:41 AM
103	Although my kids occasionally bike on their own, I do not feel very comfortable with this, so most the time I am with them.	10/25/2024 9:07 AM
104	Traffic too fast	10/25/2024 5:43 AM
105	Would have to cross 4 lanes of traffic	10/24/2024 6:35 PM
106	we have a child that goes to Ben Franklin and the corner of HH and Post Road is incredibly dangerous and vehicles don’t recognize the children on bikes. I’ve seen it personally where vehicles almost hit kids. It’s a shame and not a police officer in sight.	10/24/2024 10:15 AM
107	Within, yes. But Division takes extra care and only now that my son is 13 do we allow it. We've also educated him a lot about how to do it the right way.	10/23/2024 9:28 PM
108	Traffic volume and high speeds	10/23/2024 8:21 PM
109	I’m teaching my children to bike on the sidewalks.	10/23/2024 7:48 PM
110	Inattentive drivers	10/23/2024 7:40 PM
111	Too many distracted and speeding vehicles.	10/23/2024 7:19 PM
112	Speeding cars	10/23/2024 6:49 PM
113	Unsafe. Also have high school kids on ebikes riding without helmets and at excessive speeds.	10/23/2024 10:18 AM
114	See above	10/23/2024 2:06 AM
115	Too much traffic near Hoover rd	10/22/2024 10:19 PM
116	No bike lanes or decent rideable shoulders and cars speed	10/22/2024 9:36 PM
117	Idiots almost hit my kids twice so until there is safe sidewalks away from cars not going to allow them to bike to school.	10/22/2024 8:58 PM

118	Not in bike lane sidewalk only	10/22/2024 7:48 PM
119	Some drivers are not attentive or courteous.	10/22/2024 4:14 PM
120	Stranger danger	10/22/2024 2:59 PM
121	Cars drive too fast in my neighborhood and the roadways are narrow.	10/22/2024 12:21 PM
122	Safety is a concern	10/22/2024 9:06 AM
123	Same as walking reason	10/22/2024 12:39 AM
124	Same response noted in walking	10/21/2024 9:27 PM
125	Need a path to connect us to Hoover	10/21/2024 8:28 PM
126	Crossing 4 lanes to Roosevelt - not safe	10/21/2024 7:02 PM
127	Safety	10/21/2024 6:56 PM
128	They are not aware enough	10/21/2024 6:55 PM
129	Bike lanes unsafe	10/21/2024 6:53 PM
130	Plover Springs	10/21/2024 5:10 PM
131	Same as above	10/21/2024 5:01 PM
132	Don't know driving rules and regulations.	10/21/2024 4:23 PM
133	Too many people speeding in and out of iverson park	10/21/2024 2:43 PM
134	Drivers are not often willing to share the road even if there is a bike lane.	10/21/2024 2:32 PM
135	Same as above	10/21/2024 2:29 PM
136	busy streets.	10/21/2024 1:46 PM
137	Only when crossing guard is on duty.	10/21/2024 1:31 PM
138	Cars are too unpredictable	10/21/2024 12:00 PM
139	Bad drivers	10/21/2024 11:28 AM
140	Vehicles are too fast and innatentive.	10/21/2024 10:47 AM
141	Above answer	10/21/2024 10:28 AM
142	Too busy of a road.	10/21/2024 10:26 AM
143	Cars travel too fast and drivers are distracted by their cell phones	10/21/2024 10:18 AM
144	Crossing Hoover is sketchy	10/21/2024 9:34 AM
145	I do not trust drivers	10/21/2024 9:05 AM
146	Unsafe neighborhoods, lack of bike lanes/room on sidewalks	10/21/2024 8:59 AM
147	See my response to #23. I dont need my killed by someone who hates bikes.	10/21/2024 8:52 AM
148	High rates of speed	10/21/2024 8:51 AM
149	Plenty of sidewalks and side streets to navigate to school	10/21/2024 8:50 AM
150	I don't trust people to stop for bikers. I can get hit on my own bike alone and a kid would be more likely to hit due to size.	10/20/2024 1:14 PM
151	They would need to cross a busy four lane intersection that is poorly designed and the speeds are too high.	10/20/2024 10:04 AM
152	Not school	10/20/2024 9:51 AM
153	Perceived as too dangerous	10/20/2024 9:31 AM
154	Mostly yes but not past Centerpoint	10/19/2024 9:44 AM

Q26 Are you willing to prioritize rolling travel accessibility if it decreases vehicle speeds?

Answered: 384 Skipped: 519



ANSWER CHOICES	RESPONSES	
Yes	78.91%	303
No, why:	21.09%	81
TOTAL		384

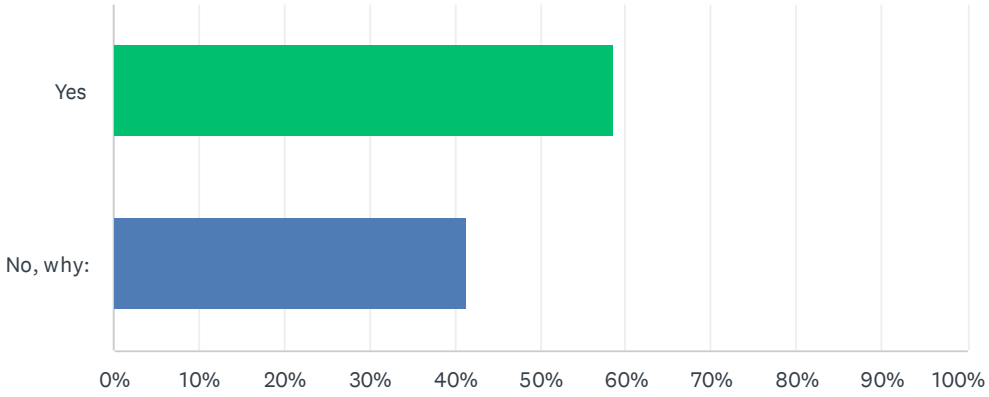
#	NO, WHY:	DATE
1	Never see enough bikes to justify it	11/19/2024 11:06 PM
2	Maybe, again, I think the speeds are fine, but I think that people are unaware and aren't looking. You can get very injured if someone hits you with a car, regardless of speed. I would prefer more accessiblity further away from vehicles.	11/19/2024 8:42 PM
3	It won't decrease vehicle speeds	11/19/2024 1:39 PM
4	People need to learn to drive and rolling travel need to learn vehicles are bigger and can't always maneuver around due to other traffic	11/19/2024 1:26 PM
5	Not important	11/19/2024 12:45 PM
6	They needs to follow same rules as vehicles, and most do not	11/19/2024 12:16 PM
7	Too much traffic and too dangerous for rolling teavel	11/19/2024 7:38 AM
8	Bottleneck traffic	11/19/2024 6:34 AM
9	Bikes should be on the sidewalk. Would you make people walk down the road? Then why make bikes use the road?	11/19/2024 6:20 AM
10	Not if it's on major roads to keep traffic moving	11/19/2024 6:11 AM
11	.	11/19/2024 6:05 AM
12	Speeds are already appropiate	11/19/2024 5:19 AM
13	Reducing speed limits does not uniformly reduce vehicle speeds. Reducing vehicle speeds is a very affordable "solution," but effective solutions tend to cost more money. Such as creating more multi-use paths. I also think it's important to recognize that bicycles can and should use sidewalks where they do not feel safe on the road. The only sidewalks that have a large	11/18/2024 9:40 PM

	volume of pedestrians such that sharing the side walk is impractical are those directly in contact with the University.	
14	Tell my kids to stay out of the bike lanes on busy roads and use back streets.	11/18/2024 8:56 PM
15	Speeds are slow enough	11/18/2024 8:50 PM
16	Use a common sense approach get the bikes off the main drag, one block over us much safer.	11/18/2024 6:41 PM
17	This is unnecessary. If you decrease speeds for drivers for the benefit of bikers you are only going to create more anger towards bikers.The city is very bike friendly as it is.	11/18/2024 11:10 AM
18	Traffic is already slow.	11/18/2024 9:16 AM
19	No willing to drive under 25 mph	11/17/2024 6:34 PM
20	Isn’t needed	11/17/2024 5:02 PM
21	The speeds are low enough already.	11/17/2024 4:32 PM
22	As I said I think converting side streets to one way and adding bike lanes could make the flow of traffic easier.	11/13/2024 11:15 AM
23	Traffic will travel on what the road is designed for not what it is posted at.	11/12/2024 7:04 AM
24	similar to answer provided in walking section	11/11/2024 11:32 AM
25	Autos pay for upkeep expansion rolling travelers pay squat	11/7/2024 10:46 PM
26	Vehicles should take priority	11/7/2024 7:19 PM
27	H	11/7/2024 4:36 PM
28	no issue	11/7/2024 10:02 AM
29	See prior comments	11/7/2024 3:32 AM
30	Not necessary. Common sense and awareness of surroundings is all that is needed	11/6/2024 10:49 AM
31	Depending on the streets, yes if residential area	11/5/2024 9:12 PM
32	Vehicular transportation is the most utilized and should be prioritized	11/5/2024 12:47 PM
33	Only in select areas school-government buildings-	11/5/2024 12:46 PM
34	there is no need to decrease speeds. We need bike lanes	11/5/2024 11:13 AM
35	A lot of bicycles don’t even use the bike lanes	11/5/2024 10:33 AM
36	vehicles are primary mode of transportation, why affect the majority for such few users?	11/5/2024 10:18 AM
37	same reason as listed before	11/5/2024 9:24 AM
38	because driver's do not follow current speed limits.	11/5/2024 7:52 AM
39	Off main roads, get rid of the road diet on main roads.	11/5/2024 6:32 AM
40	I don't think this is the best solution or addresses root cause.	11/3/2024 6:56 PM
41	Rollers do not obey traffic laws and pay nothing to use the roads.	10/31/2024 11:20 AM
42	Speed limit signs do not work without enforcement.	10/30/2024 4:25 PM
43	Roads are meant to move traffic.	10/30/2024 11:05 AM
44	Possibly	10/29/2024 11:00 AM
45	Rolling travel needs to follow the road rules as well.	10/29/2024 8:08 AM
46	redundant	10/28/2024 3:01 PM
47	Not that many people travel on bikes past my house. I live on a court	10/28/2024 2:29 PM
48	People need to follow the rules.	10/28/2024 1:17 PM
49	most rolling travel people have no respect for traffic flow or conditions	10/28/2024 11:30 AM

50	Get bikes off of the roads and return bike lanes to cars and trucks.	10/28/2024 9:28 AM
51	Not a issue	10/28/2024 8:50 AM
52	Bicyclists don’t need to be on roads with automobiles. Why make travel more difficult for the majority of people.	10/26/2024 4:52 PM
53	Inattentive driving is not going to change with reduced speeds	10/25/2024 9:30 AM
54	I don’t need rolling transportation, I have a car. Besides if speed limits are enforced then we don’t have a problem!	10/25/2024 7:52 AM
55	Certain roads are meant for traffic. We need to differentiate traffic/business roads and bike roads	10/25/2024 7:09 AM
56	Same reason as for walkers	10/24/2024 6:35 PM
57	Not enough users	10/24/2024 12:01 PM
58	Want more safety? Then keep cyclists OFF THE ROAD and on the sidewalks, where they belong. They are much safer there, and you don't have to worry about vehicle speeds.	10/24/2024 11:31 AM
59	Not needed	10/23/2024 7:11 PM
60	I only bike for leisure and we have more than enough bike lanes/ paths.	10/23/2024 6:49 PM
61	use the sidewalk	10/23/2024 9:35 AM
62	No for 25 mph streets (assuming proper enforcement of the law). Yes for those streets with higher speed limits.	10/23/2024 9:11 AM
63	Stevens Point has adequate designated bicycle lanes throughout the city, which many go unused or bicyclists do not follow traffic laws.	10/23/2024 9:07 AM
64	Outside the downtown areas, rolling travel is a secondary mode of travel for the majority	10/23/2024 7:14 AM
65	Enforce the current speed limits in trouble areas	10/23/2024 7:06 AM
66	PUT BIKERS BACK ON THE SIDEWALKS LIKE ITS BEEN SAFE AND FINE FOR DECADES!!!!	10/22/2024 8:58 PM
67	Keep the bikes on sidewalks safer for them and traffic	10/22/2024 7:48 PM
68	Bike lane controversy. It's pretty sad when safety becomes a hot button "I have my right to do anything" issue. Not worth the pushback.	10/22/2024 5:22 PM
69	I already have to slow down for bikers on the road ways.	10/22/2024 12:21 PM
70	Speed limits are posted correctly but not followed or enforced	10/22/2024 9:06 AM
71	Same as walking reason	10/22/2024 12:39 AM
72	Safety- too many drivers on road	10/21/2024 6:56 PM
73	Why should automobiles have to suffer from the few of us that bike sometimes also	10/21/2024 6:53 PM
74	Speed limit is not the issue.	10/21/2024 5:01 PM
75	Unnecessary	10/21/2024 4:23 PM
76	Seems fine currently	10/21/2024 11:10 AM
77	Bike lanes are ridiculous when you have parallel roadways to use	10/21/2024 10:51 AM
78	Safety	10/21/2024 10:47 AM
79	What there is, is sufficient.	10/21/2024 7:39 AM
80	Roads work best for cars. Problems occur when bikes & other pedestrians are told to use the roads.	10/20/2024 10:59 AM
81	.	10/20/2024 9:51 AM

Q27 Are you willing to reduce or remove your house/apartment/primary residence street parking to accommodate a dedicated bike lane network on busier roads/streets?

Answered: 372 Skipped: 531



ANSWER CHOICES	RESPONSES	
Yes	58.60%	218
No, why:	41.40%	154
TOTAL		372

#	NO, WHY:	DATE
1	Not needed	11/20/2024 8:00 AM
2	We live on a quiet street.	11/19/2024 11:51 PM
3	Lack of use in the community	11/19/2024 11:06 PM
4	There is not enough demand to warrant losing more parking in some areas when parking, especially around campus, is already so limited.	11/19/2024 7:19 PM
5	It's hard enough with alternate parking to find spots downtown, itd be impossible if there was zero parking	11/19/2024 7:02 PM
6	This is a tentative no. Parking in a college town is a high value commodity. Also, the primary locations where this would have an impact (in my opinion) are on busy streets like Division where most houses already have a driveway or some other off street option.	11/19/2024 6:15 PM
7	Very dumb idea	11/19/2024 5:56 PM
8	I live in Country so N/A	11/19/2024 3:22 PM
9	It’s a driver responsible	11/19/2024 2:39 PM
10	They can ride on the side walk	11/19/2024 1:39 PM
11	While some roads may be skinny, most roads are plenty wide for someone who is paying attention to make their way around. I’ve made to every corner of this city on bike before any bike lane or special circumstances.	11/19/2024 1:26 PM
12	Parking is more important than bike lanes	11/19/2024 12:45 PM

13	They need to follow the rules of the road, and most do not!!	11/19/2024 12:16 PM
14	Reduce speed	11/19/2024 8:17 AM
15	I have a business in my house.	11/19/2024 8:14 AM
16	I should remove my house for rolling travel? You buying me a new house?	11/19/2024 7:38 AM
17	My taxes are for me to use the street I live on. Friends and family park on the street. I will vigorously fight to oppose removal of parking!!!	11/19/2024 6:34 AM
18	Again it is not safe to bike on the road.	11/19/2024 6:20 AM
19	There is not enough bike traffic to even consider this waste of money and time	11/19/2024 6:11 AM
20	Street Parking is important as we live close to the University	11/19/2024 6:05 AM
21	Because I hardly see anyone riding bikes in portage county on streets. How much taxes are they paying?	11/19/2024 5:19 AM
22	The City has a massive parking problem caused by allowing new apartments with a comically small number of parking spaces. We have cold snowy winters and roads that do not get plowed in a timely manner. Additionally work and shopping opportunities are not accessible without a car for most people. The vast majority of people in the county have one or more vehicles that they use as their main mode of transportation. Bike and pedestrian accessibility is important and we should work towards it, but we also need a practical approach, and people need places to legally park.	11/18/2024 9:40 PM
23	Busier roads should not be primarily used for rolling traffic. Residential parking is also important	11/18/2024 9:24 PM
24	NO MORE FOOLISH BIKE LANES!	11/18/2024 8:56 PM
25	We pay road tax and wheel tax, why give up that for freeloading bicycle riders	11/18/2024 8:50 PM
26	The street that I live on, has a bike lane added to it. There is absolutely no street parking in my neighborhood, for several blocks in either direction. And there are very few cross streets in our area on which to park. Additionally, very few people use the bike lanes.	11/18/2024 8:46 PM
27	Already have a front yard to small	11/18/2024 8:44 PM
28	Share the road, use the side walks.	11/18/2024 6:41 PM
29	Again, side streets are so easily accessible, taking any more property for bike lanes will anger so many drivers and that anger will be directed at the bikers themselves	11/18/2024 11:10 AM
30	parking is necessary also, more so than bike lanes	11/18/2024 9:20 AM
31	There is limited parking by my home and this would only complicate my situation further.	11/18/2024 9:16 AM
32	Not enough bikers now	11/18/2024 7:33 AM
33	Not sure if we have space	11/17/2024 7:52 PM
34	Honestly, do you expect anyone to say "yes, please take my driveway & yard"?	11/17/2024 6:34 PM
35	Bike lanes do not make sense in town	11/17/2024 6:05 PM
36	No need if laws are enforced	11/17/2024 5:56 PM
37	There already is no street parking and we don’t have bike lanes	11/17/2024 5:02 PM
38	Parking is already a joke in this town	11/17/2024 4:32 PM
39	there are already too many dedicated lanes to bicyclists in this city; it's made the traffic worse!	11/13/2024 9:52 AM
40	NA to where I live	11/12/2024 11:06 AM
41	Creating specific routes would be more successful and cost effective. We currently have multipurpose paths that bicyclist don't use.	11/12/2024 7:04 AM
42	Where would residents have to park, then?	11/11/2024 1:36 PM
43	this would not apply to me as a residence however I have a business in town and have seen	11/11/2024 11:32 AM

	other business have their parking disrupted. This is a huge challenge because someone loses in these situations. As for residence's in the city - The city seems very strict about parking (opposite side of the street, no parking on the grass in your yard, etc.) I would think that some compromise should be involved if people must lose street parking for bike lanes, they should be given a fair alternative IMO	
44	rolling traffic & vehicles need to obey traffic laws	11/11/2024 7:23 AM
45	Do bicyclists do anything to help pay for these lanes?	11/10/2024 5:51 AM
46	Parking is already too limited	11/8/2024 2:09 PM
47	No I can't believe this is a question	11/7/2024 10:46 PM
48	Not necessary where we live	11/7/2024 8:53 PM
49	Too few bicyclists	11/7/2024 8:20 PM
50	NA	11/7/2024 7:19 PM
51	Bikers don’t use the bike lanes anyways	11/7/2024 4:36 PM
52	Not practical on town road with 20' width and no shoulders.	11/7/2024 3:54 PM
53	Reduce maybe but not remove	11/7/2024 11:30 AM
54	no issue	11/7/2024 10:02 AM
55	Do we have enough rolling travel usage to justify the cost and not just do it to say we did?	11/7/2024 3:32 AM
56	Our town does not have anywhere near the volume of rolling traffic to justify removing parking and other uses that are actually used regularly. It is massively illogical to propose to do such a thing.	11/6/2024 10:49 AM
57	Sidewalks work just fine for cyclists	11/5/2024 6:49 PM
58	see #26	11/5/2024 12:47 PM
59	lots of these areas do not have enough parking spaces already	11/5/2024 12:46 PM
60	Not necessary.	11/5/2024 10:55 AM
61	because the bike lanes are not used enough	11/5/2024 10:33 AM
62	They aren’t used and make driving conditions more difficult	11/5/2024 10:33 AM
63	Because it causes huge burden to property owners to not have parking	11/5/2024 10:33 AM
64	the bikes don't obey traffic, ride on sidewalks	11/5/2024 10:30 AM
65	vehicles are primary mode of transportation	11/5/2024 10:18 AM
66	same reason as listed before.	11/5/2024 9:24 AM
67	This is n/a for me	11/5/2024 8:48 AM
68	Not without providing additional parking for residents	11/5/2024 8:28 AM
69	Yes, but at a fair price only. Housing is VERY expensive.	11/5/2024 7:52 AM
70	N/A	11/5/2024 6:32 AM
71	My street in the city was just redone.	11/4/2024 7:51 PM
72	we need the parking space	11/4/2024 7:36 PM
73	does not apply to me.	11/4/2024 10:28 AM
74	I don't think this addresses the issue.	11/3/2024 6:56 PM
75	still need vehicle parking	11/1/2024 10:26 AM
76	We don't want bike lanes.	10/31/2024 11:20 AM
77	Parking spaces in the downtown/campus area are already limited	10/31/2024 8:22 AM

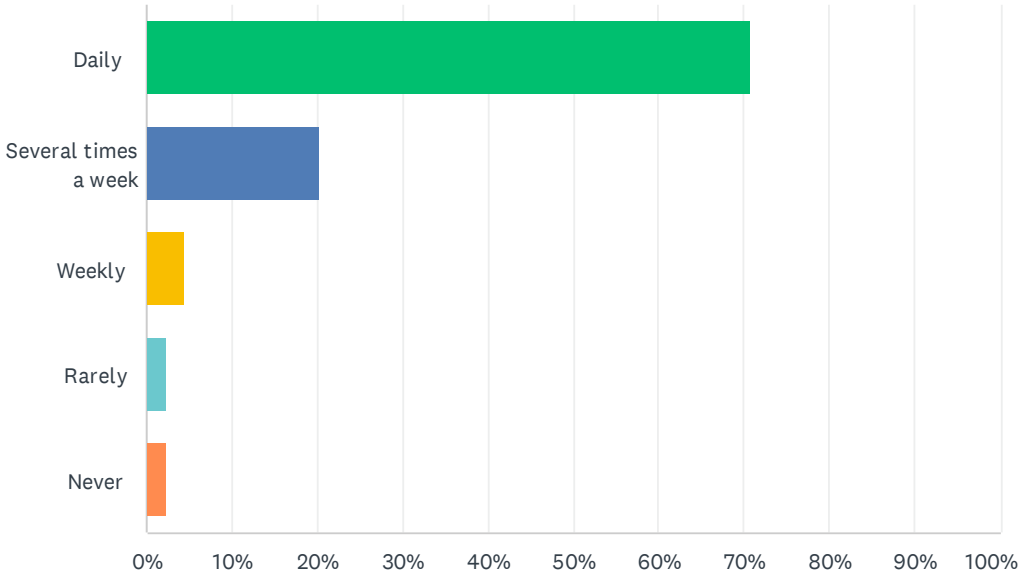
78	Driveway is not big enough.	10/30/2024 4:40 PM
79	I am 81 with a disability. I am stay put!	10/30/2024 4:25 PM
80	This would not be an issue for my property as it is not on a busy road.	10/30/2024 1:13 PM
81	We live on private street	10/29/2024 6:32 PM
82	Absolutely not	10/29/2024 4:06 PM
83	Parking is already limited	10/29/2024 12:24 PM
84	NA	10/29/2024 11:00 AM
85	Older neighborhood, no need for bike lanes	10/29/2024 10:09 AM
86	I live in a rental and there are multiple cars always in the driveway.	10/29/2024 8:08 AM
87	Parking is hard to find.	10/28/2024 6:14 PM
88	If compensated appropriately where I can get a comparable home. Sure.	10/28/2024 3:01 PM
89	I may have someone who needs to park on the street by my home.	10/28/2024 2:29 PM
90	Bike lanes that are also become turn lanes by corners is just confusing and riddled with the possibilities of accidents.	10/28/2024 1:17 PM
91	I don't think that would increase safety.	10/28/2024 12:09 PM
92	don't need bike lanes on all roads. Take the sidewalk, Keep right, and be respectful of foot traffic!	10/28/2024 11:48 AM
93	i need to park on a street	10/28/2024 11:30 AM
94	People should not have to give up their parking near their house. Bikers can take less traveled roads.	10/28/2024 11:26 AM
95	I also need parking.	10/28/2024 11:21 AM
96	Roads are already too wide and have too many lanes. Start with traffic calming first. Eating up off street property should be a last resort.	10/28/2024 10:49 AM
97	Already have one	10/28/2024 10:25 AM
98	Get bikes off of the roads.	10/28/2024 9:28 AM
99	Use sidewalk	10/28/2024 8:50 AM
100	Awkward questions, unrelated to the actual context here?	10/27/2024 1:00 PM
101	Bike travel is a niche mode. The good of the many outweigh the good of the few	10/26/2024 5:01 PM
102	Bicyclists can use sidewalks	10/26/2024 4:52 PM
103	Normally those busier roads have sidewalks. Enforce them, for their safety, to use the sidewalk.	10/26/2024 9:01 AM
104	I would say yes to this in the case that there is another option for vehicle parking in replacement of the street parking.	10/25/2024 9:58 AM
105	Why should someone give up their home or parking so someone can ride their bike?	10/25/2024 7:52 AM
106	People need places to park. also businesses need to have parking for customers	10/25/2024 7:09 AM
107	Where are vehicle owners supposed to Park then?! Most apartment buildings don’t have enough parking as is	10/24/2024 8:19 PM
108	Bicycles are a low priority	10/24/2024 6:44 PM
109	Not enough bikers to justify	10/24/2024 6:35 PM
110	Not enough users for this	10/24/2024 12:01 PM
111	100% no! Keep bicycles off the streets, especially the busier roads/streets.	10/24/2024 11:31 AM

112	I actually am, but that's not really an issue for my street.	10/23/2024 9:28 PM
113	Ellis Street isn’t wide enough as it is.	10/23/2024 7:48 PM
114	Because there is a sidewalk	10/23/2024 7:11 PM
115	We already had to.	10/23/2024 6:49 PM
116	use the sidewalk	10/23/2024 9:35 AM
117	Busy roads/streets should have "no parking" and "no bicycle lanes".	10/23/2024 9:11 AM
118	Same reason as the above questions answer. I see no reason to make more bike lanes or reduce/remove things for more bicycle use areas.	10/23/2024 9:07 AM
119	Parking is already a problem	10/23/2024 7:14 AM
120	Enforcing current speed limits and maintaning road shoulders would accomplish our goals	10/23/2024 7:06 AM
121	Guests need to use it	10/23/2024 7:04 AM
122	People deserve to park next to their homes, bikers can use a different route.	10/22/2024 9:34 PM
123	WE CAN ALL SHARE THE SIDEWALK!!! IT WORKED FOR DECADES!	10/22/2024 8:58 PM
124	I feel as though it makes a bigger hazard. It’s like trying to pass another vehicle on a two lane road with traffic coming. I have seen and heard of less bike vs walker deaths/injuries than bike vs vehicles	10/22/2024 7:48 PM
125	Bike lanes are seldom used, if at all. Don't punish a homeowner or business owner with a no parking zone, simply to put in a bike lane that will be seldom used, if at all.	10/22/2024 5:37 PM
126	Bike lane traffic needs to be routed intentionally to the nearest convenient street that is not so busy. Not worth the controversy, sadly reflected on cyclists not irresponsible motorists. Breathe and think about the reality of "busier roads/streets" literally find a good way around these streets and promote cyclist traffic there.	10/22/2024 5:22 PM
127	I don't believe bike lanes are the answer as they are still part of the roadways which seems dangerous. I would prefer sidewalks.	10/22/2024 12:21 PM
128	There isn’t enough parking for people now.	10/22/2024 9:06 AM
129	street parking is one of the only affordable parking options for some people	10/21/2024 9:38 PM
130	Bike lanes don’t help resolve the issue	10/21/2024 6:56 PM
131	Maybe for apartments but probably not housing, especially where college students rent	10/21/2024 6:55 PM
132	No more bike lanes	10/21/2024 6:53 PM
133	Already was forced to	10/21/2024 5:01 PM
134	Sidewalks can be used for bike travel.	10/21/2024 4:23 PM
135	Don't want to have to clear it during the winter, disabled	10/21/2024 2:29 PM
136	Parking is needed	10/21/2024 11:28 AM
137	Why would I need to?	10/21/2024 11:10 AM
138	Very few bikes to car ratio	10/21/2024 10:51 AM
139	I'm on a major corner, I worry about the kids here waiting for a bus or trying to enjoy the sidewalk.	10/21/2024 10:47 AM
140	Why should a bike lane be on a busy street? I am a cyclist and I avoid busy streets. What about bike lanes on a side street given the conditions of the side streets are repaired? There may be a reason that I don’t know for putting cyclists on the busy streets?	10/21/2024 10:28 AM
141	I would not use a bike lane on highway 54	10/21/2024 10:26 AM
142	There isn't a need to take any property away from homeowners. There is plenty of space to make a safe road on Division St	10/21/2024 10:18 AM

143	Dont feel that would be overly helpful	10/21/2024 10:03 AM
144	no more damn bike lanes!!! they are rarely if ever used and they just mess up the road for drivers, IE: Michigan!! it insane	10/21/2024 9:39 AM
145	The elderly struggle with easy access to buildings, events, etc. Downtown Stevens Point is a good example of that.	10/21/2024 9:27 AM
146	already have..only problem is kids riding on the road after dark anSTOP at a stopsignd not using bike lanes. many people also do not signal-bicycles and also very seldom will you see a bicyclist	10/21/2024 9:19 AM
147	Most people do not have space to park in the driveways with the size of vehicles so the roads way is the only option	10/21/2024 9:15 AM
148	A persons home should have priority	10/21/2024 8:50 AM
149	Almost all main cooridors have adequate ROW to accomodate vehicular traffic, when implementing traffic calming measures, as well as sidewalks and bike infrastructure.	10/21/2024 7:51 AM
150	What there is, is sufficient.	10/21/2024 7:39 AM
151	Bike lanes are not safe. Routes need to be away from cars.	10/20/2024 10:59 AM
152	Against bike lanes at cost to taxpayers and other users	10/20/2024 9:51 AM
153	Bikes can use the road	10/20/2024 9:40 AM
154	We already have a wide street with limited side parking	10/20/2024 9:29 AM

Q28 How often do you drive a motor vehicle as your primary mode of transportation?

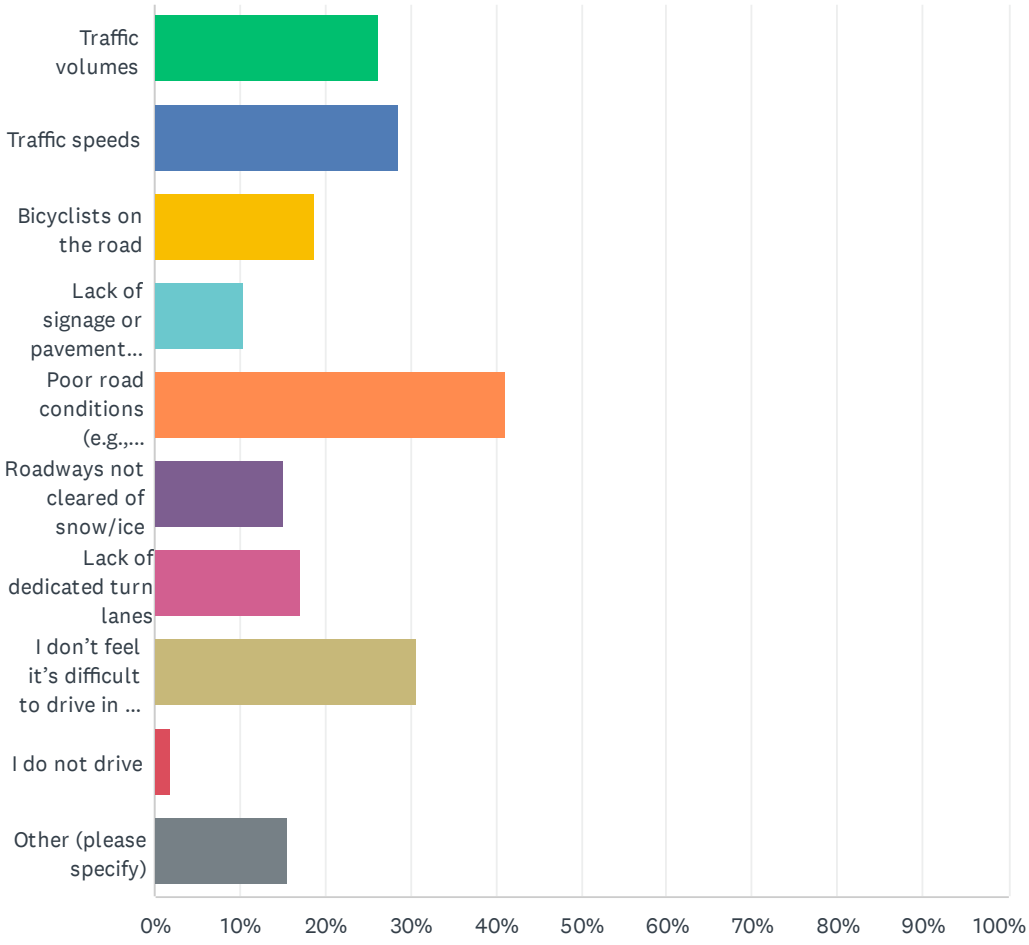
Answered: 480 Skipped: 423



ANSWER CHOICES	RESPONSES	
Daily	70.83%	340
Several times a week	20.21%	97
Weekly	4.38%	21
Rarely	2.29%	11
Never	2.29%	11
TOTAL		480

Q29 What makes it difficult to drive in Portage County? Check all that apply.

Answered: 471 Skipped: 432



ANSWER CHOICES	RESPONSES	
Traffic volumes	26.33%	124
Traffic speeds	28.66%	135
Bicyclists on the road	18.68%	88
Lack of signage or pavement markings	10.40%	49
Poor road conditions (e.g., potholes)	41.19%	194
Roadways not cleared of snow/ice	15.07%	71
Lack of dedicated turn lanes	16.99%	80
I don’t feel it’s difficult to drive in the county	30.79%	145
I do not drive	1.91%	9
Other (please specify)	15.50%	73
Total Respondents: 471		

#	OTHER (PLEASE SPECIFY)	DATE
1	Navigating cross streets of State Highway 54 west from Plover.	11/19/2024 7:30 PM
2	Bike lanes, narrow roads	11/19/2024 5:58 PM
3	No reflective markers on the shoulders of Hwy 54 east of 39. In some stretches, you cannot locate the lane if the road is snowy and dark. On many occasions, I've come up to oncoming vehicles (including semis) driving in my lane!	11/19/2024 3:40 PM
4	Manhole covers are incredibly deep	11/19/2024 3:11 PM
5	Terrible drivers. Running red lights, cannot use roundabout properly, stopping in roadways	11/19/2024 1:29 PM
6	Calming our traffic would help a lot. Engineering to encourage slower speeds, full turn lanes so people don't feel blocked, more roundabouts instead of lights	11/19/2024 11:48 AM
7	Drivers that don’t stop for posted stop signs.	11/19/2024 8:20 AM
8	Electric scooters, bikes, unicycle, etc	11/19/2024 6:37 AM
9	Other drivers not being respectful or safe around pedestrians, bikers, or other cars even.	11/18/2024 7:14 PM
10	Excessive stop lights. Hwy 10 has become so difficult to drive and traffic backs up. The same with division near main and Clark. The stop and start is awful.	11/18/2024 11:20 AM
11	Making Church St a two-lane with median (aka: suicide lane) is a completely stupid idea. There is simply too much traffic that has to travel that road, especially during commute times.	11/18/2024 9:46 AM
12	Potholes in Stevens Point!	11/18/2024 9:28 AM
13	Division Street south is full of pothole, cracks and old pavement, the road is 50 years plus old.	11/18/2024 9:27 AM
14	Bushes, trees, fences near corners make it difficult to see oncoming traffic.	11/18/2024 7:44 AM
15	Most bicyclists do not follow the traffic laws which puts them in great danger.	11/14/2024 2:51 PM
16	Stupid people...can't fix that!	11/12/2024 11:09 AM
17	I never know what the speed limit actually is because no one follows it nor is it enforced anywhere. this is terrifying to me and the biggest reason I hate driving	11/11/2024 9:17 PM
18	Keeping current on painted lane and shoulder markings especially for night driving, fog, heavy rain or snow.	11/11/2024 2:58 PM

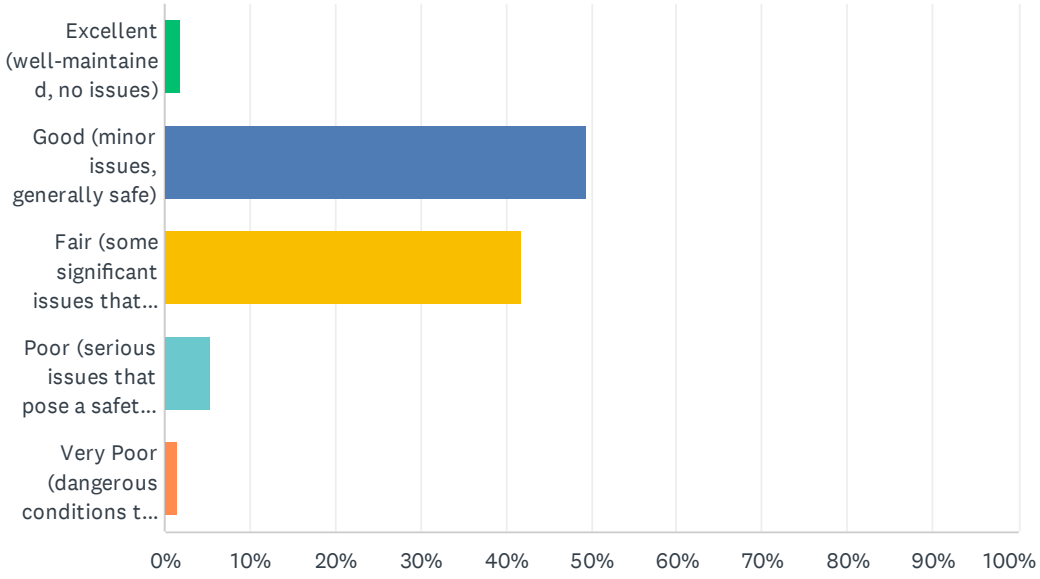
19	Inattentive drivers	11/11/2024 11:43 AM
20	I don't feel bicyclists make driving difficult - honestly, I don't actually see that many bikers on the roads. some of the bike lanes have made the vehicle lanes a bit confusing. When you are a local, you get used to it (or learn the route). Some things that I observe - many people do not know how to use the 3 lanes with center turn lane. Bikers use the safest means - if it isn't the bike lane, they don't use the bike lane - they opt for a sidewalk. On the west side of town, I believe it is due to where their destination is. The lanes are pretty good at the corner of Water and Clark street but if a biker is going to cross the bridge, they will stay on the side of the street that their destination is on. this is smart in my opinion however, it results in not following the rules of the road. It is set up for failure.	11/11/2024 11:42 AM
21	ATV/UTV unsafe useage	11/8/2024 2:27 PM
22	Use of back roads to get to destination - especially in winter	11/8/2024 10:46 AM
23	reckless/careless driving habits	11/6/2024 2:33 PM
24	Removing traffic lanes for bicycles only adds to vehicle congestion and is neither logical nor safe. There are plenty of side roads that suffice for bikes. Reducing Division St to 1 lane in each direction would be the stupidest and most dangerous thing possible. I live on that road and the increase in fast traffic due to people using side roads to avoid traffic back up due to lack of passing lanes will be dangerous and most definitely cause fatalities.	11/6/2024 10:59 AM
25	Road construction	11/5/2024 9:15 PM
26	Faded road lines. when it's raining or snowing, you can't see road well. Repaint those babies yearly on the rural roads!	11/5/2024 7:26 PM
27	Drivers running red lights and red turn signals and stop signs. Drivers totally missing oncoming bikes and pedestrians during to focus on getting into traffic	11/5/2024 7:20 PM
28	Highway 10 near my house isn't the best to travel on - from County Rd QQ, County Rd K to traveling into town in Stevens Point. Slippery in the winter, black ice, people drive too fast	11/5/2024 3:35 PM
29	Lack of highway construction signage prior to a construction zone	11/5/2024 2:48 PM
30	other drivers not following road safety rules and laws	11/5/2024 1:05 PM
31	Way too many stop and go lights-	11/5/2024 12:50 PM
32	on Division street it is horrible to drive when there is snow and ice- to much makes it 1 lane verses two	11/5/2024 10:46 AM
33	Pedestrians and bicyclists do not follow traffic rules	11/5/2024 10:38 AM
34	Traffic volumes at certain times. Poor drivers	11/5/2024 10:34 AM
35	Bikers and pedestrians not following road safety rules.	11/5/2024 10:22 AM
36	In general I feel travel in the county and city is good. Obviously business 51 needs to be addressed through city, and is, hopefully. At intersection with 4th & Division this should be managed by stop and go lights and NOT a roundabout due to pedestrian traffic at that intersection.	11/5/2024 6:39 AM
37	Poorly marked town roads	11/4/2024 7:53 PM
38	Pedestrians crossing when they see fit. Big trucks/vehicles not driving safely.	11/4/2024 9:29 AM
39	One way and complicated lane structures.	11/3/2024 6:59 PM
40	Speeders	11/2/2024 5:53 PM
41	Weird intersections and random one ways	11/2/2024 4:16 PM
42	inconsistent pattern of turn lanes; inability of Stevens Point to make their manholes flush to the surrounding surface	10/29/2024 11:50 PM
43	I avoid lots of streets because of potholes	10/29/2024 6:35 PM
44	Drivers don’t use turn signals.	10/29/2024 5:38 PM

45	I worry about bicyclists' and pedestrians' safety.	10/29/2024 12:29 PM
46	Drivers often making unsafe manuvers in larger trucks	10/29/2024 10:35 AM
47	Certain areas are generally congested and feel unsafe, but otherwise PoCo is very safe for drivers, not as safe for other users	10/29/2024 8:34 AM
48	I don't think bad pavement is a big SAFETY issue but it's the one I notice most.	10/28/2024 5:23 PM
49	Lane width. There are some roads, like Division St. by the YMCA in Point, that feel cramped when people drive side-by-side in SUVs	10/28/2024 5:05 PM
50	Uneven road lanes	10/28/2024 12:41 PM
51	limited foot traffic on sidewalks, bikers can use the sidewalks when no bike lanes - keep right	10/28/2024 11:51 AM
52	terrible turn lane, never know where you are supposed to be with all the marking on the roads. Especially on Michigan avenue in all locations'	10/28/2024 11:40 AM
53	I commute from Wausau every day in a car and find the lack of protected left turns off of Division Street in Stevens Point to be disturbing. There are plenty of controlled intersections with opportunities to make a left turn, but precious few opportunities to make a protected left turn (i.e., an intersection with a traffic light that has a dedicated arrow and timing for left turns)	10/28/2024 11:38 AM
54	too many main arteries under construction at the same time	10/28/2024 11:17 AM
55	There are no impediments to driving in Portage County. We should analyze how much we spend on constructing and maintaining roads, installing and maintaining traffic signs/lights, clearing snow from roads, enforcing traffic laws, subsidizing on-street parking and parking lots, and otherwise paying for vehicles. It is a huge part of local government budgets compared to what we spend on public transportation and bicycle and pedestrian accomodations.	10/25/2024 1:40 PM
56	Going to 2 lanes on division street and church street is insane! There are going to be so many problems! Bikes don’t follow rules should be kept off streets. Enforce speed limits.	10/25/2024 8:03 AM
57	On ramps / off ramps / merging traffic at I-39. Many on ramps are too short.	10/25/2024 6:51 AM
58	traffic lights	10/25/2024 5:26 AM
59	Division road is atrocious and dangerous	10/24/2024 10:19 AM
60	Really goofy turn lanes on Michigan.	10/23/2024 11:13 PM
61	Poor driver behavior; distracted drivers, rude drivers, unsafe driving	10/23/2024 5:12 PM
62	My experience has been with hazards caused by careless pedestrians & bicyclists who do not follow traffic laws.	10/23/2024 9:22 AM
63	Obedience to 25 mph speed limit is not a problem. Lack of enforcement of violators is a problem.	10/23/2024 9:21 AM
64	Rolling travelers not following the laws or wearing hi visibility gear. Pedestrians who do not cross where they should or look before they step into the streets.	10/23/2024 7:21 AM
65	Poor sight lines as a result of poor design. Enforce restrictions on impediments to clear sight lines. ie: businesses that park vehicles restricting sight lines, bushes not trimmed back, vehicles allowed to park too close to intersections (enforce existing "yellow line" areas aggressively).	10/22/2024 5:34 PM
66	Other drivers being unsafe	10/22/2024 12:43 AM
67	It's only high volume at certain times of the day. ie Friday afternoons on Hwy 10E. Frontage roads would be nice.	10/21/2024 5:18 PM
68	Roads are in terrible condition	10/21/2024 2:17 PM
69	Too many one way streets	10/21/2024 1:30 PM
70	Bad drivers	10/21/2024 11:30 AM
71	Roundabouts	10/21/2024 9:01 AM
72	Confusing traffic patterns (e.g. one-ways at random times, switching which lane goes through	10/20/2024 8:27 PM

	the intersection vs. turns, etc.)	
73	Lane reduction planning makes it difficult to travel by vehicle.	10/20/2024 11:09 AM

Q30 How would you rate the current condition of roads in Portage County?

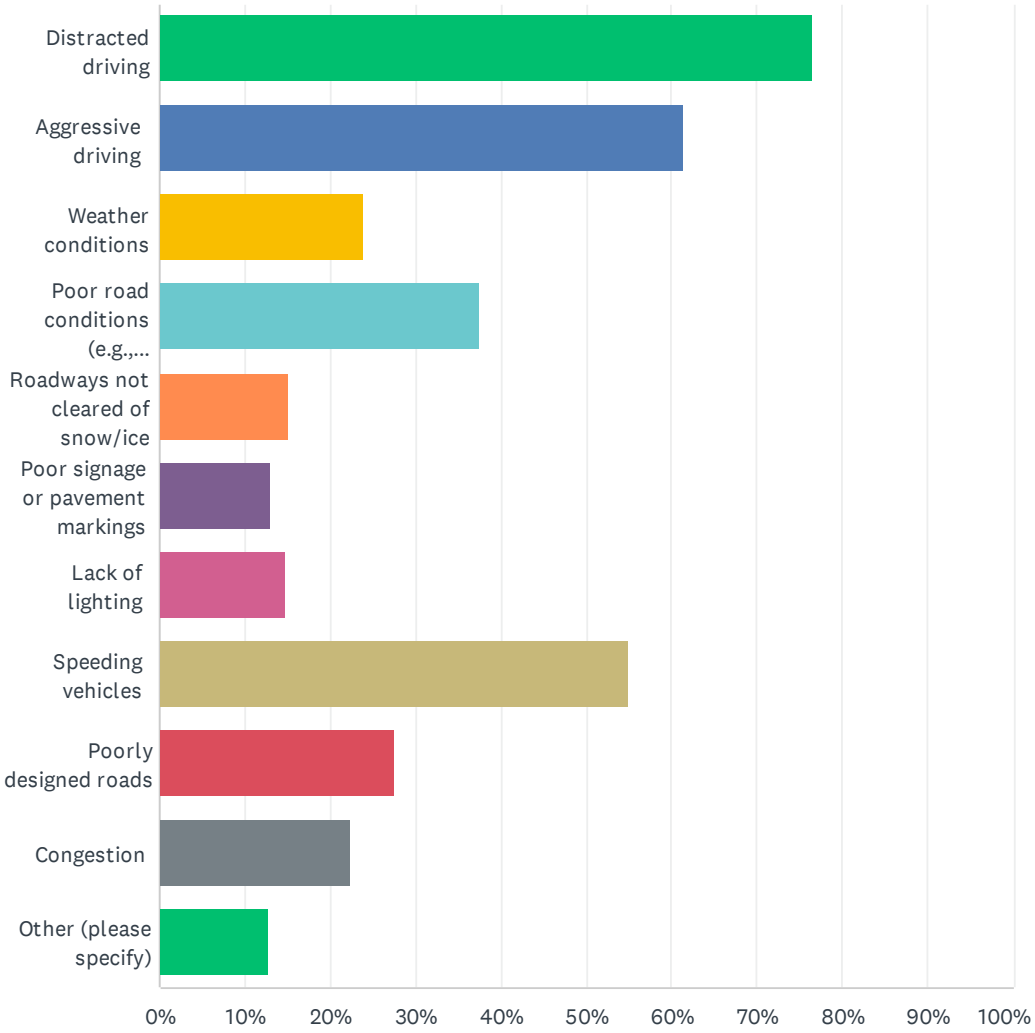
Answered: 469 Skipped: 434



ANSWER CHOICES	RESPONSES	
Excellent (well-maintained, no issues)	1.92%	9
Good (minor issues, generally safe)	49.47%	232
Fair (some significant issues that could affect safety)	41.79%	196
Poor (serious issues that pose a safety hazard)	5.33%	25
Very Poor (dangerous conditions that require immediate attention)	1.49%	7
TOTAL		469

Q31 What factors contribute most to your concerns about roadway safety in Portage County? Check all that apply.

Answered: 470 Skipped: 433



ANSWER CHOICES	RESPONSES	
Distracted driving	76.60%	360
Aggressive driving	61.49%	289
Weather conditions	23.83%	112
Poor road conditions (e.g., potholes)	37.45%	176
Roadways not cleared of snow/ice	15.11%	71
Poor signage or pavement markings	12.98%	61
Lack of lighting	14.68%	69
Speeding vehicles	55.11%	259
Poorly designed roads	27.45%	129
Congestion	22.34%	105
Other (please specify)	12.77%	60
Total Respondents: 470		

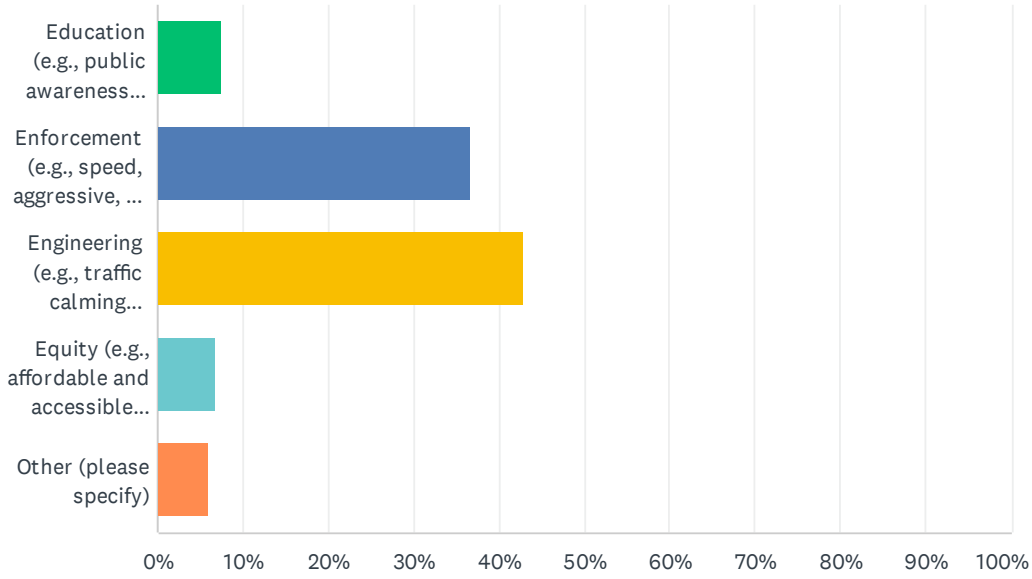
#	OTHER (PLEASE SPECIFY)	DATE
1	Uneducated drivers	11/20/2024 8:01 AM
2	Unlit and faded centerline on Pierce Avenue. Longer turning lanes for cross streets on Hwy. 54 W and lane marking on median crossings.	11/19/2024 7:30 PM
3	Insufficient regional public transportation results in more cars on the roads. Also, studies show that people go faster when roads are straight and the shoulders lack trees. Unfortunately, this is currently how roads are managed in PC.	11/19/2024 3:40 PM
4	Lane markers	11/19/2024 2:23 PM
5	Need more 4 lane roads, and less bike lanes.	11/19/2024 12:22 PM
6	Trees or bushes blocking clear views at corners.	11/19/2024 11:10 AM
7	congestion at certain times of day, like PJ Jacobs at beginning and end of the school day.	11/19/2024 8:22 AM
8	Stupid drivers	11/19/2024 8:17 AM
9	Electric scooters, bikes, unicycle, etc	11/19/2024 6:37 AM
10	Narrowing of roads for bikes that should be on sidewalk	11/19/2024 6:16 AM
11	Driving under the influence	11/18/2024 9:48 PM
12	Adding roundabouts and bike lanes	11/18/2024 9:27 PM
13	Need posted signs not painted on the pavement	11/18/2024 7:44 AM
14	Roads should be designed to meet the speed limits that are being posted. HH should have a single lane of traffic in each direction, a bike lane and a center turn lane was done on Stanley Street a few years ago.	11/17/2024 4:33 PM
15	Drivers under the influence of alcohol or drugs.	11/16/2024 3:36 PM
16	Motorists seem to want to drive down the middle of the street in residential areas. I find myself putting tires on the shoulders to accommodate other drivers who seem to be inable to drive in their lane if its not marked with white paint. Add in a parked car on the side of the residential road, and it really makes the problem more obvious. i seem to notice this the most on Bush St between Michigan and Indiana.	11/15/2024 9:52 AM
17	Impatient drivers	11/14/2024 2:51 PM

18	the speed limit signs are meaningless and no law enforcement does anything about it	11/11/2024 9:17 PM
19	Cyclists and pedestrians not obeying the rules of the road	11/11/2024 2:18 PM
20	Wildlife	11/7/2024 10:49 PM
21	Lengthy road maintince closurers	11/7/2024 7:36 PM
22	Traffic lights not timed	11/7/2024 7:20 PM
23	Slow drivers, and reducing driving lanes that cause traffic to back up. When more cars are forced to drive closer together that is when accidents happen.	11/6/2024 10:59 AM
24	Cars don’t share space well with either pedestrians or bikes	11/5/2024 7:20 PM
25	Un needed Bicycle lanes	11/5/2024 6:51 PM
26	Traffic lights needed where I mentioned above.	11/5/2024 3:01 PM
27	Specifically construction signage on the highway in advance of a construction zone	11/5/2024 2:48 PM
28	lack of respect for others on the road, not following traffic laws	11/5/2024 1:05 PM
29	frontage road instead of driveway for every business on hwy 10	11/5/2024 12:50 PM
30	pedestrian and vehicle congestion	11/5/2024 10:31 AM
31	turn lanes aren't always clearly marked..	11/5/2024 10:09 AM
32	Construction dragging late into the season.	11/5/2024 9:56 AM
33	I have not really had a problem. If I have to name one, I would say distracted drivers texting or talking on the phone.	11/5/2024 9:30 AM
34	Enforcement	11/5/2024 6:39 AM
35	Post road/business 51 and the narrow lanes or use of the curb Pam as part of the lane.	11/4/2024 7:45 PM
36	Railroad crossings in poor condition.	10/29/2024 3:56 PM
37	Slow drivers	10/29/2024 8:10 AM
38	Poor design: biggest example, HH in Whiting is designed for like 40 mph but the limit is 25.	10/28/2024 5:23 PM
39	I clicked the "congestion" option because Hwy 10 is a nightmare at peak traffic times. Also, I choose "poorly designed roads" because the one-way streets, in particular, don't facilitate respectful sharing of the road with bicycles and pedestrians.	10/28/2024 11:38 AM
40	the potholes around UWSP campus are a hazard.	10/28/2024 11:36 AM
41	Texting and driving is a scourge	10/26/2024 5:09 PM
42	Overly wide roads in some areas. Historically, accommodations for other forms of travel were an afterthought.	10/25/2024 1:40 PM
43	Roads designed too wide for the posted speed limit	10/25/2024 11:38 AM
44	Need more enforcement… that’s our biggest problem! We need a bigger police budget so we can higher more police. It’s that easy and solves a lot is issues!	10/25/2024 8:03 AM
45	Hwy 54 between Plover & Waupaca Co. line is deteriorating.	10/25/2024 7:45 AM
46	Dedicated bike lane signage confuses many drivers.	10/24/2024 6:38 PM
47	Lack of sidewalks in residential areas, making it necessary for people to walk in roadways.	10/24/2024 8:27 AM
48	People on their phones	10/23/2024 7:53 PM
49	Bikers. High school students revving their trucks.	10/23/2024 7:12 PM
50	Privileged white men who are afraid of change.	10/23/2024 2:18 PM
51	Drivers need to get off their phones while driving, bicyclists & pedestrians need to obey traffic laws & use common sense when engaging in traffic on the roadways.	10/23/2024 9:22 AM

52	Streets in the center of the city are too narrow for two lanes and street parking, especially street parking in both directions. Division Street is horrible in the winter as it can be hard to not get pulled into the side snow banks since the lanes are too narrow.	10/22/2024 9:44 PM
53	Narrowing roads to paint on stupid bike lanes no one uses	10/22/2024 9:01 PM
54	Aggressive drivers not signaling intent or increasingly running red or stale yellow lights.	10/22/2024 5:34 PM
55	Narrow roads as vehicles get larger and turns you can't see coming/see around the intersections	10/22/2024 12:43 AM
56	Hwy 10 the worst	10/21/2024 6:55 PM
57	Narrow travel lanes such as on Division and Church Streets	10/21/2024 10:02 AM
58	Useless bike lanes	10/21/2024 9:01 AM
59	E-bikes travelling at speeds close to 30 mph, yet they are considered bikes. This is going to be a HUGE issue as it continues to grow.	10/20/2024 11:09 AM
60	Bicycle not following rule	10/20/2024 9:42 AM

Q32 What area of focus do you believe would be most effective in enhancing roadway safety in Portage County?

Answered: 463 Skipped: 440



ANSWER CHOICES	RESPONSES	
Education (e.g., public awareness campaigns, school and community-based safety programs, employer and community engagement events)	7.56%	35
Enforcement (e.g., speed, aggressive, and distracted driving enforcement; seat belt, helmet, and crosswalk compliance; red light and stop sign running enforcement)	36.72%	170
Engineering (e.g., traffic calming measures; roundabouts; protected bike lanes; improved visibility at crosswalks; street lighting; highway curve pavement marking, signing and warnings; centerline rumble stripes)	42.76%	198
Equity (e.g., affordable and accessible public transportation, programs for vulnerable road users, safety and accessible routes for all users)	6.91%	32
Other (please specify)	6.05%	28
TOTAL		463

#	OTHER (PLEASE SPECIFY)	DATE
1	I feel both education of the idea that there are bikes, having protected bike areas, as well as having safe and accessible routes for all users are equally important. I can't prioritize these	11/19/2024 8:50 PM
2	Road maintenance and ice/snao temoval	11/19/2024 7:33 PM
3	Many vehicles and bicycles are using their cell phones enrounte. It’s dangerous	11/19/2024 6:59 PM
4	I wanted to vote for Equity AND Engineering	11/19/2024 6:17 PM
5	Better enforcement of automobile traffic laws	11/19/2024 9:17 AM
6	Engineering and equity. You can’t have good public transit if you don’t design for it in your development patterns and street design.	11/19/2024 7:41 AM

7	Remove all bike lanes	11/18/2024 9:27 PM
8	The number of potholes and poorly maintained roads. Also dedicated turn signals at the busier intersections.	11/18/2024 8:49 PM
9	Both equity and engineering. I couldn't pick.	11/18/2024 7:14 PM
10	Fix what is broken before you start designing NEW things.	11/18/2024 9:46 AM
11	Roads that are redone, upkept, and resurfaced.	11/18/2024 9:27 AM
12	Fixing potholes & being proactive with ice/snowfall	11/17/2024 6:09 PM
13	Combination of Enforcement and Engineering - distracted driving is high, yet traffic calming measures are extremely helpful	11/13/2024 9:58 AM
14	Enforcement and education equally	11/11/2024 2:18 PM
15	very poor design on round about cumming into point .need to look at one in mosinee with turn lanes. less chance for accidents.	11/8/2024 9:35 AM
16	Engineering and education	11/7/2024 3:36 AM
17	Get rid of the roundabouts and enforce the crosswalks	11/5/2024 10:38 AM
18	Eminent Domain - make Business 51 wider, separate the sidewalks from the road edge.	11/5/2024 10:33 AM
19	All of the above.	11/5/2024 10:22 AM
20	Street improvements	10/29/2024 6:35 PM
21	Wider shoulders/sidewalks for pedestrians	10/29/2024 3:29 PM
22	Both ENFORCEMENT and ENGINEERING	10/29/2024 12:29 PM
23	Stopping people from texting while driving	10/26/2024 4:56 PM
24	No roundabouts!	10/21/2024 2:32 PM
25	Fixing the roads. Quit patching and redo the roads.	10/21/2024 1:33 PM
26	Fix 54 so roads don't intersect at 45 degree angles!	10/21/2024 10:53 AM
27	Local government rules only	10/21/2024 9:01 AM
28	Enforcement, however some examples given should not be in the examples. Engineering, poor planning in road maintenance, repair & proposed plans (Church Street, etc.).	10/20/2024 11:09 AM

Q33 Do you have any additional comments or suggestions regarding roadway safety in Portage County? (optional)

Answered: 131 Skipped: 772

#	RESPONSES	DATE
1	Get rid of the bike lanes	11/19/2024 11:08 PM
2	No matter what you do, someone will be mad. Better to prioritize public safety and have people be mad they can't do 50 in a 25 than to let it continue and lose lives.	11/19/2024 10:59 PM
3	Put in a 4 way stop at Hoover and PloverSprings Dr.	11/19/2024 9:13 PM
4	I like the changes we have been making, and the fact that there are bike lanes in some places. I feel a lot safer there! Portage county is pretty bikeable in Stevens Point, I think there are areas for improvement at the same time.	11/19/2024 8:50 PM
5	I think equity is equally important as engineering in the last question. A lot of people can't drive to travel and it's important we don't leave them behind!	11/19/2024 8:30 PM
6	I feel reducing speed of vehicular traffic would benefit this community and society as a whole. Especially in the urban areas within the city. And if the commuters that travel in and out regularly think its inconvenient, I don't care. I didn't tell them to live that far out and they don't pay these taxes, so f them.	11/19/2024 8:30 PM
7	In general, the roads in PC are being designed without green infrastructure and climate resilience strategies. These measures not only lessen damage during intense storms but also reduces speeds, enhances local beauty and economic value, provides cooling effects, increases exercise, and provides habitat and better water quality.	11/19/2024 3:40 PM
8	I feel if Division Street gets reduced to only 1 lane with middle turn lanes, it will be disastrous.	11/19/2024 2:44 PM
9	Highway 10 in Point is a mess. Really need a roundabout in front of Target	11/19/2024 12:59 PM
10	Cars should not be priority. People should be priority.	11/19/2024 12:44 PM
11	Please repave the road by Ben Franklin Junior High. Polk St needs to be reengineered. The school district put in a water capture system and that helps, but the street needs to be rebuilt.	11/19/2024 11:49 AM
12	Almost nowhere in Point is a 4-lane highway really required. Hwy 10 East gets busy on a Friday night of a holiday weekend, but a truck bypass would fix most of that. Right now you practically have to be a car driver to traverse that area. Division should all be single lane each direction with full turn lanes, and better separation for bike/pedestrians, and more green space. That area is full-on concrete jungle and not very inviting. You'll get more southbound cars stacked up behind a car turning left into the University area than would ever be stacked up on a single lane roadway with a turn lane. A dedicated turn lane with protected left signal, or a roundabout, would fix that area.	11/19/2024 11:48 AM
13	Need better enforcement of traffic laws	11/19/2024 9:17 AM
14	More paved bike trail options would be ideal. I love the green circle, hover street, patch street, etc. Would like a paved trail as long as the green circle.	11/19/2024 8:44 AM
15	Roundabouts are better than stoplights for everyone as long as they are designed well.	11/19/2024 7:41 AM
16	Keeping visibility open at intersections and proper signage	11/19/2024 6:16 AM
17	I think the Hwy 10/39 intersection redesign was very well executed and has made that intersection much safer and easier for drivers to negotiate. I'd like to see more projects like that one.	11/19/2024 5:47 AM
18	We NEED MORE roundabouts. People will adjust.	11/19/2024 1:54 AM
19	All of these are needed. Engineering is very important, there are so many neighborhoods with	11/18/2024 9:55 PM

	streets so wide they invite speeding.	
20	Based on the types of crashes that resulted in fatalities, it seems like measures that would benefit pedestrians would not be the same as those that would reduce fatalities. To reduce fatalities, the most effective measures would seem to be highway curve pavement markings, signing and warnings, and rumble strips. These might not be improvements that most of the populace sees or that people would notice, but it might reduce run-off the road incidents and save lives when it's dark/rainy/snowy.	11/18/2024 9:48 PM
21	You people couldn't pave a road to save your lives	11/18/2024 9:27 PM
22	Timing of stop and go lights on HH and Hoover is terrible. Wheel tax should be abolished. Stop wasting money on bike lanes when the roads are in such bad condition.	11/18/2024 9:10 PM
23	I think roundabouts are the best addition to the city, and less stop lights, removing stop lights in congested areas in favor of roundabouts, coupled with increased enforcement, would be the most effective way to make the road ways safer. When the roads are busy and congested is when it is hard to see pedestrians and especially bikers. When you're focused on excess traffic it can be hard to see bikers in bike lanes.	11/18/2024 11:20 AM
24	Enforce speed limits!	11/18/2024 7:44 AM
25	Despite what Wiza has said publicly, road design determines the driving speeds. With exception to Hwy 10, point does not have traffic congestion. Sreets like Michigan, HH, etc. should be one lane each way with a turn lane and bike lanes.	11/17/2024 7:55 PM
26	No	11/17/2024 7:53 PM
27	Plow drivers are a necessity & very much appreciated. If only the potholes could be figured out	11/17/2024 6:09 PM
28	Quit with the roundabouts, they cause choke points from higher traffic directions blocking in the side roads. Nobody knows how to use them properly. Quit putting bike lanes on main traffic roads. Ex: The plan to put one on business 51. Put it on Water St instead. There is too much traffic on Bus 51 to narrow it down.	11/17/2024 4:35 PM
29	La Crosse is a terrific model for slowing traffic down and improving safety for pedestrians and bikers. They have changed streets, installed "calming circles" and raised intersections to slow traffic down. I think it's very effective at improving safety and is still very efficient.	11/16/2024 12:08 PM
30	I don't know how you're going to do it, but with the increase of scooters and e-bikes and the speeds that they can travel at, it is imperative that these people use protective eyewear. As in you should make it a law. It is a law for motorcyclists, and these vehicles now travel as fast or faster. Even skateboards can travel extremely fast now. I don't think people realize the danger that they are in now that they can move at these speeds and I don't think they realize that they need to protect themselves and take it very seriously. I am a lifelong motorcyclist and I know what I'm talking about.	11/14/2024 2:51 PM
31	I believe education and engineering are also important but enforcement is an immediate means lessening risk	11/14/2024 8:25 AM
32	I believe either the corner of Madison and Wyatt or Reserve in Stevens Point doesn't have a stop sign.	11/13/2024 11:19 AM
33	Less bike lanes; better vehicle travel access	11/13/2024 9:58 AM
34	stop making aggressive motor vehicle driving cool and acceptable	11/11/2024 9:17 PM
35	Highway 54 East of Plover is in terrible shape.	11/10/2024 6:08 PM
36	look into Strong Towns, they are an organization that covers this topic in a way I would love to see happen.	11/10/2024 4:13 PM
37	PLEASE do not put bike lanes in.	11/10/2024 5:54 AM
38	I don't think Portage County knows just how many people use CTH-WW. The traffic has gone up exponentially every year on this road, and there is more distracted driving, inconsiderate driving, large vehicles and speeding than ever before.	11/8/2024 1:08 PM
39	get rid of bike lanes in point	11/8/2024 9:35 AM
40	It does no good to create wide bicycle lanes on rural roads when bicycles use the entire road,	11/7/2024 7:36 PM

	often with little visibility	
41	Police officers should set the example of safe driving; follow posted speed limit.	11/7/2024 2:30 PM
42	Bicyclists need to be fined for not following rules of the road.	11/7/2024 11:33 AM
43	It seams that most of the things this town is doing for the purpose of safety, just causes more dangerous conditions. The roundabouts are the only thing that has actually improved safety. Good on you for that at least.	11/6/2024 10:59 AM
44	Engineering changes should also be made to calm traffic or to separate vehicles from other transportation types	11/6/2024 9:48 AM
45	We need to do better through design.	11/5/2024 10:30 PM
46	Portage County could benefit greatly by having roundabouts in high traffic areas such as highway 10. Streetlights around the highway would be great. Larger street lanes on Michigan Ave would be beneficial, especially when snow is building up along the sides for the road. Some sort of barrier between the sidewalk and underpass on Church St. would be great for those walking and biking to feel safe.	11/5/2024 5:29 PM
47	Roadways are generally pretty safe in the county. More sidewalks, especially in residential areas, will help the safety of pedestrians and bicyclists.	11/5/2024 4:46 PM
48	To further explain my above answers, there is a dangerous lack of advanced construction zone warnings on Hwy 39, especially as it cuts through Stevens Point. Almost every summer, the highway is under construction in some way (that's just the nature of highways, unfortunately), and every summer, there is little to no warning/signage about construction zones affecting on and off ramps. Frequently I have found myself merging onto the highway, only to see, after coming to the end of the on ramp, that one of the highway lanes is closed due to construction and I must yield to the oncoming highway traffic. Had I been warned earlier, I could have entered the on ramp at a slower speed and safely merged onto the highway. This issue is especially prevalent in Stevens Point, where most of the on ramps are a rather large loop around or near a wooded area, or they begin in a place that the driver cannot see the end, such as Exit 156, which curves down and away from an overpass. As the driver, I can't tell that I maybe be forced to make a quick maneuver at the end of the on ramp until I get to the end of the on ramp - especially at night. Luckily, I have never been in or witnessed an accident in these areas, but I have unfortunately been forced to cut into a line of highway traffic from an on ramp, causing those behind me to slam on their brakes. On the flip side, as someone on the highway attempting to pass an on ramp in a construction zone, I have never seen advanced warning about the above situation outside of a "left/right lane closed ahead" sign or a "traffic may be slowed/stopped ahead" sign immediately before the construction zone/lane closer. There is a lack of advanced warning to traffic traveling anywhere from 55 - 70 mph that they may need to come to an immediate stop. If the highway traffic had been warned a mile back instead of immediately before the construction zone/lane closer, or the speed limit had been decreased further from 55 mph to 45mph for a stretch, then dangerous merging/entering the highway situations, like the one I described above, could be avoided.	11/5/2024 2:48 PM
49	SNOW BANKS TO HIGH AT INTERSECTION	11/5/2024 12:10 PM
50	N/A	11/5/2024 10:59 AM
51	thanks for gaining some public input.	11/5/2024 10:09 AM
52	We as a society need to take control of our driving. Too many people are using the texting or talking on their phones, using cruise control or the other options that come with vehicles, instead of actually driving their car on their own. As society we need to change this behavior and be held accountable for our actions.	11/5/2024 9:30 AM
53	While engineering of the noted things are definitely and issue there is a NEED for turn lanes on main roads (Division/Church) the amount of congestion at these roads is undeniable awful. I am absolutely willing to give up a driving lane for a center turn lane on the entire length of the road.	11/5/2024 7:56 AM
54	While I mentioned a lot of spots that are difficult for cyclist travel previously, my main focus for all modes of travel: Rolling, Automobile, & Pedestrians is Division Street from Culvers all the way to Alleviate Wellness. The road is so unsafe! When travelling by car in the left lane there is so much room for error among drivers and it is absolutely not safe for cyclists or pedestrians. This should be the main focus of the improvements. It in some way creates a	11/4/2024 1:46 PM

	physical and mental division between the city and it's people. Any way it could be improved with a main focus on safety would create a better sense of community within our area. There was a huge uproar with the changing of Stanley Street but now no one really cares. Hopefully we can find some common ground through these surveys and improve this important corridor for all modes of transportation.	
55	People have become more aggressive on the road as the elections are drawing near, especially within university limits.	11/4/2024 9:29 AM
56	Really appreciate the intermittent stop lights.	11/2/2024 5:53 PM
57	I think rolling and public transport should have priority of vehicles	10/30/2024 8:14 PM
58	No	10/30/2024 4:28 PM
59	I am a woman in my thirties who is harassed every 6-8 weeks by high school boys in cars yelling sexual and derogatory comments at me as a pedestrian. I do not know what high school girls in Stevens Point deal with—it is surely worse. There is a problem here with that.	10/29/2024 8:27 PM
60	I believe the negative reinforcement of citations would go a long way but also believe alot of drivers don't know the rules if the road which citations can help eliminate there is also a lack of crosswalks, bike lanes, speed humps, stop lines and other means of stopping/slowing traffic or alerting vehicles to be aware of people	10/29/2024 7:18 PM
61	Plover much better streets than Stevens Point	10/29/2024 6:35 PM
62	We need both engineering and equity foci.	10/29/2024 5:38 PM
63	Stop designing roads for large trucks and start designing roads for humans. Bring back tree coverage and visually narrow roads so people naturally slow down.	10/29/2024 11:55 AM
64	I feel we've re-engineered many of the problem roadways, education falls on deaf ears, so I think it's time to hammer down with enforcement.	10/29/2024 11:04 AM
65	The pedestrian crossing on division Street needs above roadway lighting for the crosswalk at the firehouse	10/29/2024 10:35 AM
66	I am not a fan of round abouts. I would rather sit at traffic lights for signals.	10/28/2024 6:10 PM
67	Enforcement is tough because you get blowback, but I support it. Next priority would be engineering, especially traffic calming.	10/28/2024 5:23 PM
68	Enforcement is also necessary.	10/28/2024 2:51 PM
69	Main issue is speed limits and distracted driving is not enforced enough. Too many aggressive drivers and distracted drivers that are not being taken care of - ticketed/pulled over.	10/28/2024 12:41 PM
70	The intersection of 4th ave and Division are the most dangerous and hazardous for me to navigate. We require a safe roundabout with a safe pedestrian and bicycle path.	10/28/2024 12:40 PM
71	I have really enjoyed the roundabout on the north side of town. I think reduced traffic lights in favor of more passive control could be a good thing. I think that slowing down intracity traffic is generally good, we have a highway	10/28/2024 12:16 PM
72	Protected bike lanes are needed. Current bike lanes are not respected by most drivers. More sidewalks in Plover.	10/28/2024 12:13 PM
73	You can tell people to drive slower until you are blue in the face, but as long as the roads allow people to speed and drive recklessly, they will continue to do so. Take note of how European cities have made roads safer for pedestrians and bicyclists. We don't need cars driving through campus, we don't need cars driving through downtown.	10/28/2024 11:56 AM
74	Rowdy big trucks revving up engines and speeding should be ticketed, but often no police present.	10/28/2024 11:51 AM
75	road diet plan for south stevens point will not work. keep it 4 lanes	10/28/2024 11:40 AM
76	I've noticed that most drivers run about 80 mph on I-39. This seems excessive.	10/28/2024 11:38 AM
77	when you drive around any other UW Campus around the state, the cities invest so much into making those surrounding streets appealing, free of potholes, the sidewalks are maintained, and landscaping is beautiful. Why does the City of Stevens Point not focus on a business	10/28/2024 11:36 AM

	entity that brings in so much revenue to the city? the curbs look like they have not been painted in years, the potholes and crack filling look not appealing and why near Zimmerman field is it so hard to drive around when there are baseball games? There is NO signage for parking at that ball diamond and many insurance claims happen as a result of baseballs hitting windshields. It would be nice if the city could put signage up stating foul balls may happen and to be aware. Or to alert a driver that is approaching the area that there is a game in session and to drive with caution.	
78	I do feel if Stevens Point reduces it's lanes from McDill pond to Sentry, this will be a traffic nightmare. Maybe reduce lanes from appox. Belts ice cream to just pass the university.	10/28/2024 11:31 AM
79	Corners of Green Ave and Main Street + Green Ave and Stanley should be considered for roundabouts. Green Ave needs aggressive speed enforcement & traffic calming measures	10/28/2024 11:24 AM
80	Poor visibility at main artery intersections - signage, shrubbery, temporary items Liked having a stoplight at Green Ave & Stanley St - slowed people down, provided assurances to people that they would be able to cross safely	10/28/2024 11:17 AM
81	The sheer number of people looking at their phones and texting while driving is flabergasting. It seems darn near 25% of drivers on the road are driving distracted.	10/28/2024 11:11 AM
82	Stop talking equity. It's about physics, not wokeness.	10/28/2024 9:31 AM
83	Forget the road diets	10/28/2024 8:53 AM
84	Get rid of bike lanes	10/26/2024 4:56 PM
85	Enforce the laws that are on the books. Find a way to slow down the speeders and distracted/aggressive drivers to the point in gets peoples attention that when driving through these areas, the likelihood of being cited is greater than usual.	10/26/2024 9:06 AM
86	Residential areas will benefit from speed bumps or meters to slow down traffic	10/25/2024 12:54 PM
87	Many of the roads outside of the historic center of the city are far too wide without striping. There are no traffic calming measures on these wider roads, many are two lanes. Vehicles drive very fast, and the pedestrian facilities are very narrow and often disrupted by driveway slopes. Many of the crosswalks are not aligned with the sidewalk at large intersections which forces pedestrians that need ramps into the intersection.	10/25/2024 11:38 AM
88	Having designated left turn lanes and left turn signal arrows is super helpful for traffic flow in my experience. Making sure that if there are designated lanes for straight/right turn only, that there is signage ahead of time so that people have more time to get into the correct lane.	10/25/2024 10:05 AM
89	I would like to see more roundabouts in the area.	10/25/2024 9:43 AM
90	Do not make church street one lane.	10/25/2024 9:32 AM
91	There needs to be a clear understanding that some roads are for business purposes and adding bike lanes is unnecessary and dangerous. When you start to mix business needs with bike lanes issues occur.	10/25/2024 7:14 AM
92	The division steet remodel should greatly improve the safety of all for the north side of Stevens Point.	10/24/2024 9:47 PM
93	Don't put a round about at 4th and Division. Too many pedestrians.	10/24/2024 6:49 PM
94	Eliminate bike lanes on congested roadways	10/24/2024 6:38 PM
95	We can do better. Improved roads, enforcement and designation of bike lanes is a must for everyone’s safety.	10/24/2024 10:19 AM
96	Although I said engineering would be most effective, I also think there is room for improving enforcement of existing law.	10/24/2024 8:27 AM
97	A mixture of education and engineering would be beneficial.	10/23/2024 11:13 PM
98	I think our perception of what's okay in a neighborhood need a second look. People speed in their own neighborhood. We're different behind the wheel than when we walk. Motorists and pedestrians are more often than not the same people, just in different moments of the day. Traffic calming (built features of the road) would help us. There's such a huge difference to a pedestrian when nearby cars are going 15 versus 25. I think we can do 15 and be fine.	10/23/2024 9:34 PM

99	Bikes don’t belong in the road with cars.	10/23/2024 7:53 PM
100	I also would like to see more enforcement.	10/23/2024 7:42 PM
101	The traffic entering Stevens Point from the East looking to hit I-39 is extremely heavy during the summer months on Friday afternoons. It would certainly be nice if there was a hwy 10 bypass to avoid heavily congested areas from County R to I-39. Maybe frontage roads would help local businesses and allow traffic to keep moving. Or more stop lights need to be installed.	10/23/2024 7:30 PM
102	More visibly painted crosswalks. Pedestrian islands, sidewalks that are buffered by grass/parkway. More radar speed display signs.	10/23/2024 5:12 PM
103	Some law enforcement/speeding tickets might give folks the message to slow down. No incentive now not to speed. Road diets can help this, better signage, driver education.	10/23/2024 1:47 PM
104	more roundabouts wherever feasible	10/23/2024 11:13 AM
105	Not a fan of the current roundabouts and proposed ones as driver, bicyclist, & pedestrian safety is at risk due to ignorance on how to properly & lawfully navigate through it.	10/23/2024 9:22 AM
106	Bicycle enhancements are definitely a good idea in large cities like Madison. In Stevens Point I rarely see bicycles and when I do, they are not traveling in the expensive bike lanes. I feel bike lanes are not needed in Stevens Point except perhaps in a very small number of places. We also need to realize very few people use rolling travel in rain, cold, and snow, which we have plenty of.	10/23/2024 9:21 AM
107	I feel education and enforcement are both important as well as road maintenance.	10/23/2024 2:13 AM
108	I believe both enforcement and engineering would be helpful together. I like the roundabouts that have already been installed.	10/22/2024 10:23 PM
109	To help with maintenance on roadways I feel as though the county highway department should be maintaining only. They do not have enough experience or knowledge to be constructing/reconstructing roads in a timely and cost effective manor. If they feel otherwise I would suggest putting all road projects out to bid and have the highway department bid the work as a business to prove they can do the work cheaper than contractors	10/22/2024 7:53 PM
110	Stops within Park Ridge	10/22/2024 6:44 PM
111	Don't waste any more time or effort on bike lanes. The return on investment just isnt there, and, it creates the aforementioned false sense of safety.	10/22/2024 5:38 PM
112	I wish everyone would be respectful and "play nice" instead of pushing lthe limits "because I have my right to."	10/22/2024 5:34 PM
113	The Main Street and Wilshire Blvd intersection is awful. A protected left turn heading North would help. While going straight, cars turning fail to yield and almost hit me daily. On Pinecrest, cars turn in and out of Metro Market without yielding to oncoming traffic. Almost no one uses a turn signal anymore so enforcement of that would be great. The Park Ridge roads are terrible so if the county could help smooth them out that would be awesome.	10/22/2024 12:27 PM
114	Snow removal in Stevens Point is horrible. Snow removal in Plover is excellent. County roads are usually well plowed.	10/22/2024 9:09 AM
115	Distract driving by other drivers is my biggest concern as a driver but I chose investing into equity because I'd rather see less reliance on vehicles overall.	10/22/2024 12:43 AM
116	Can’t name specifically, but many intersections exist with visual obstructions making it difficult to proceed safely	10/21/2024 10:46 PM
117	Would love to see more sidewalks.	10/21/2024 9:31 PM
118	There needs to be a stop sign on the Indiana Ave and Harmony Lane intersection, just off of Stanley Street. I drive there frequently and it’s a spot where there is no stop sign, and no visibility from either side if a car is coming. Although it’s not an extremely busy road, it’s a dangerous intersection that needs a stop sign, as there has been many near-accidents.	10/21/2024 8:35 PM
119	Since July I’ve seen 3 cars going the wrong way on County Road R pulling out of the Walmart shopping area. Needs more signage	10/21/2024 8:32 PM

120	I think traffic calming measures would help too, but I think roundabouts are difficult for walkers and cyclists.	10/21/2024 2:37 PM
121	Stevens Point roads are just terrible. Not sure the county can do much about it due to the mismanagement of that place. Plover seems to be improving their infrastructure yearly.	10/21/2024 2:17 PM
122	Let's let Plover grow into a great family community.	10/21/2024 10:50 AM
123	I believe education and speed enforcements are key.	10/21/2024 10:29 AM
124	The adult tantrum over Church Street that happened in 2022 was ridiculous. I understand that voter's voices matter but this is literally slowing progress in our community.	10/21/2024 10:21 AM
125	Keep feds out of it. They are pushing UN smart growth garbage and you know it. We don’t need this.	10/21/2024 9:01 AM
126	Remove groups like You Know You're From Stevens Point If... and Stevens Point Area: Happening Now v2. All they do is allow the pot to boil and hatred for things to grow.	10/21/2024 8:56 AM
127	Enforce laws with bicyclists. Educate pedestrians.	10/21/2024 7:44 AM
128	More rural roundabouts. Roundabouts for gateway treatments to slow speeds.	10/20/2024 11:19 AM
129	Reduce the number of committees. This eliminates taxpayers from the process. A few people become dictators over the bad planning.	10/20/2024 11:09 AM
130	There’s several vehicles that drive aggressively through the college campus at night, frequently yelling slurs and catcalling at pedestrians. I rarely see any kind of enforcement from university PD or city PD	10/20/2024 10:50 AM
131	Speeding in school zones, primarily from parents at drop off zones.	10/20/2024 9:32 AM

Q34 Please share any additional locations you feel are unsafe for drivers within the County. Are there any streets you avoid when driving and why? (optional)

Answered: 104 Skipped: 799

#	RESPONSES	DATE
1	County Road HH & Hoover intersection To hwy 51 and over that pass.	11/20/2024 4:25 AM
2	The city of Stevens Point	11/19/2024 11:08 PM
3	There are many two lane roads that make drivers feel comfortable speeding. Division st, hwy 10, and hwy HH are three that, when the speed limit says 25, many drivers consider 35 instead.	11/19/2024 10:59 PM
4	Highway 10 from LaQuinta to Fleet Farm.	11/19/2024 9:13 PM
5	The center median by Buffalo Wild Wings and Goodwill is often congested and hard to get across. Making the right lane only for traffic merging to 39 makes it quite backed up in the summer (or maybe that was just due to construction). Regardless, we have been going to BWW ever since 2015 and still find it challenging to get in the parking lot crossing the street. A lot of times we will come the back way through Fleet Farm and Aldis because it is very difficult, and come at it from a different direction so we know we can turn.	11/19/2024 8:50 PM
6	Park Ridge due to bump roads and potholes	11/19/2024 7:33 PM
7	Hwy. 10 East of I-39 is scary to drive with the volume of cars and the speed of cars.	11/19/2024 7:30 PM
8	I hate driving on Church St. I always take Water St, but then will get stuck behind a train and have to turn on Church (which is impossible in the mornings)	11/19/2024 7:05 PM
9	Stevens point is in favor of pedestrians and bicyclists. It’s not right	11/19/2024 6:59 PM
10	The stoplight at Clark and church st downtown is so long it really should be a stop sign for those traveling east/west.	11/19/2024 6:23 PM
11	Intersections I feel need left turn lanes with actual green arrow lights (not just flashing yellow arrows) would be Church & Nebel, Division and 4th Ave, Division and Maria Dr., Stanley St. And Northpoint/Green Ave.	11/19/2024 2:44 PM
12	Michigan Ave. The lines are crazy	11/19/2024 1:41 PM
13	Highway 10 in Point on Fridays in the summer	11/19/2024 12:59 PM
14	Polk Street, Stevens Point near Ben Franklin especially after rain. Business 51 between Heffron and north to campus.	11/19/2024 11:49 AM
15	I would avoid Hwy 10/66 if it were possible. I need to travel on it all the time to reach places though. People drive aggressively, run lights, speed, roll coal, and are distracted drivers all the way from when it enters town in the East and through Park Ridge.	11/19/2024 11:48 AM
16	I absolutely hate highway 10 east of Country Club. I have to drive it but will avoid it if I can. It is congested with non-local drivers and massive semi trucks whose only purpose is to access 39. This traffic causes accidents, congestion, and access issues. The updated turn lanes and rework that was done a year ago has only brought a higher volume of vehicles to the area and did not solve for the safety issues.	11/19/2024 5:13 AM
17	Road construction - such as on hwy B this year - very confusing and they keep changing which lanes are open.	11/18/2024 9:55 PM
18	Most roads in the county.	11/18/2024 9:27 PM
19	Division St. Stevens Point, Patch St. Stevens Point.	11/18/2024 9:10 PM

20	I avoid hwy 10 and 39 on the weekends in summer because of all the tourist traffic.	11/18/2024 7:14 PM
21	I avoid division st where possible as the heavy traffic and increased traffic after the schools let out are stressful to navigate. Again, stop lights keep slowing it down.	11/18/2024 11:20 AM
22	Hwy 10 East and Wedt depending on day/time. Heavy traffic using the I39 on/ off ramps. Also, difficult to get in and out of the businesses along that section. I don't shop there for that reason.	11/18/2024 7:44 AM
23	Very concerned about potential roundabout at division and fourth- and I say this as a pro-roundabout person.	11/17/2024 8:14 PM
24	HH as mentioned between Hoover and Post. In general, stop signs seem optional throughout the county.	11/17/2024 7:55 PM
25	Highway 10/66 main street crossing I-39 to get to the Eastside businesses. That crosswalk going down the middle of the road on 66/10 is safe once you're in it but insanely dangerous getting into and out of it. I'm surprised no one has been killed on that crosswalk.	11/16/2024 12:08 PM
26	The whole Hwy 10/I39 interchange is a disaster. Such a great place for a diverging diamond and they really dropped the ball. it gets worse at peak times of the day/year too when everyone wants to go north but only uses one lane from Fleet Farm to I39	11/15/2024 9:52 AM
27	Highway 10 past I39. The speed and lack of frontage roads and turn lanes makes it dangerous to turn across traffic.	11/13/2024 11:19 AM
28	I avoid streets with traffic signals, would rather have roundabouts	11/13/2024 9:58 AM
29	the entirety of Business 51 is extremely unpleasant. same with CTY HH and Crossroad Commons. they are dangerous and uninviting and I am happy to stay away.	11/11/2024 9:17 PM
30	Put pavement markings for the correct lane to be in for Hwy 10 West to enter I 39 northbound. Drivers not familiar with this area, realize at the traffic light that they are in the wrong lane and try to cut in to make it congested at that intersection. The overhead signage is not clear as to needing to be in the far right lane, since its not favorable to be in that lane with the entering and existing business traffic at Culvers, Target, etc. Lane pavement markings would help show the drivers which lanes go straight and which would one enters I 39, etc.	11/11/2024 2:58 PM
31	CTH-WW is the only one I take issue with. I otherwise think Portage County does a fantastic job.	11/8/2024 1:08 PM
32	need to have something done by tiki bar on DB. parking lot on one side of road bar on other. people crossing in dark .after drinking.	11/8/2024 9:35 AM
33	Main north south road thru town....terrible condition and too narrow for safe travel	11/7/2024 7:36 PM
34	On ten, between Fleet and I 39. Not fond of hwy 54 over I39 either. It is hard to see traffic from the ramps and it is fairly blind on 54 for seeing traffic issues.	11/7/2024 3:36 AM
35	Highway 10 business district in Stevens Point, Church Street, and Division Street	11/6/2024 9:48 AM
36	Post Road is like an airport tarmac - wide and fast! I almost never see someone walking or biking on it.	11/5/2024 10:30 PM
37	Hwy 10 East- trying to turn onto hwy impossible. Gets congested and the middle turn lane is not safe.	11/5/2024 9:15 PM
38	Out in the area around Torun Road in the 54482 area code, it is extremely dark at night making it difficult to see where to turn or if animals are about to cross.	11/5/2024 5:29 PM
39	Again, streets in school zones, especially North Point Drive in Stevens Point, during drop off and pick up times are extremely unsafe. On North Point Drive, like I've said before, the vehicles are backed up from Second Street all the way back to Culver's and those drivers will not let anyone through. Traffic coming off of Exit 161 are barred from entering the round about, commuters leaving the apartments running along North Point are forced to quickly cut across the street dangerously in order to squeeze past/through the line of cars. Furthermore, drivers looking to drop off/pick up their children frequently speed down this road in the mornings/afternoons in order to stop commuters leaving the apartment complexes along this road. Furthermore, and much more dangerously, these drivers have started using the raised turn lane that runs down the middle of North Point Drive to pass other vehicles that have	11/5/2024 2:48 PM

	stopped to allow commuters to leave the apartment complexes and get onto the street. I have been nearly hit after a vehicle stopped so I could exit my driveway, only for the car behind them to cut around, use the raised turn lane as a passing lane, and come within inches of crashing into my car as I made my left hand turn onto North Point Drive.	
40	MICHIGAN INTERSECTION BY PJ JACOBS SCHOOL. TO CONGESTED, ALSO BEN FRANKLIN SCHOOL INTERSECTION. THERE NEEDS TO BE A BETTER WAY TO DROP OFF AND PICKUP CHILDREN SO THERE ISN'T A LINE BACKED UP WAY TO THE INTERSECTION AND CARS PULLING OUT QUICKLY	11/5/2024 12:10 PM
41	Near Town of Hull, by Ross/Five Below; the entire road from Wal-Mart, over the bridge, to the Ross/Five Below location. Motor vehicles drive extremely fast near that area (go well above the 35 mph speed limit).	11/5/2024 10:59 AM
42	I avoid Highway 10 East and Highway 66 West whenever possible. Park Ridge feels too crowded, and Hwy 10 from Target to Fleet Farm always has so much traffic that it's impossible to turn left.	11/5/2024 10:22 AM
43	I avoid Division generally....one ways, turn lanes, high traffic, crosswalks unsafe.	11/5/2024 10:09 AM
44	This is very specific, but there are a couple spots near my home that I think could use additional signage. At the intersection of Frederick Street North and John's Drive, there is a stop sign on the north side of the intersection. This is good, but it's the only stop sign at a 4-way intersection. I think an additional sign on the south side of the intersection would be beneficial. While most people know to stop, I think it would be beneficial to officially have a sign. Additionally, I believe there is no stop sign at the intersection of John's Drive and 1st Street North. I think a stop sign at 1st Street North would make sense for the 3-way intersection.	11/5/2024 9:56 AM
45	NA	11/5/2024 9:30 AM
46	I tend to avoid devision/church when possible becuase the lanes are so narrow and there are many potholes that make me concerned im going to hit another driver.	11/5/2024 9:18 AM
47	Division/Post road. This road is just too narrow for two lanes in each direction.	11/5/2024 8:52 AM
48	Division/Maria (no turn lanes). Division/4th (no turn lanes). Church in general.	11/5/2024 7:56 AM
49	I avoid highway 10 and 54 during the winter months due to poor conditions, aggressive drivers, and people traveling at high rates of speed that are beyond safe for conditions.	11/4/2024 7:39 PM
50	All 5 way intersections, including Brawley Street. One way streets.	11/3/2024 6:59 PM
51	Avoiding Hwy 10 when it is busy as mentioned earlier. Trying to make a left turn without stop lights onto Hwy 10 east of I39 is almost impossible during daytime working hours.	11/1/2024 10:21 AM
52	Guess not at this time.	10/30/2024 4:28 PM
53	I try not to drive on Hwy 10 out of town. Try leaving the Goodwill parking lot and rejoining traffic. Every time, I count my blessings that I didn’t have an accident. Every time, I come close.	10/29/2024 8:27 PM
54	Hwy 66 east. Too many access points, speeding drivers. (I don’t avoid it, though.)	10/29/2024 5:38 PM
55	Highway Q in Amherst Junction. It should be 35 mph - way too many pedestrians walking there and MVs flying all over.	10/29/2024 11:04 AM
56	Main on the east side of town. People turning in and out of businesses. I've been turned out in front of and been forced to hard brake several times.	10/29/2024 10:35 AM
57	Madison Street road surface is abysmal. The corner of Park and Water has to be the most dangerous intersection. People on water frequently speed, and large vehicles on the west side of park/prairie cannot see northbound traffic on water street because a building which is only a few feet from road blocks view completely. I've witnessed multiple accidents here and have also been hit by a vehicle as a pedestrian that ran the stop sign because of phone distractions.	10/28/2024 10:03 PM
58	Not really. But I sure wish Stevens Point would put some traffic signals on flash cycle - ESPECIALLY Strongs Ave. at Center Point!	10/28/2024 5:23 PM
59	The intersection of Michigan Ave. and Maria Dr. It's an all-way stop that I've seen people run, do rolling stops, and/or skip turns.	10/28/2024 5:05 PM

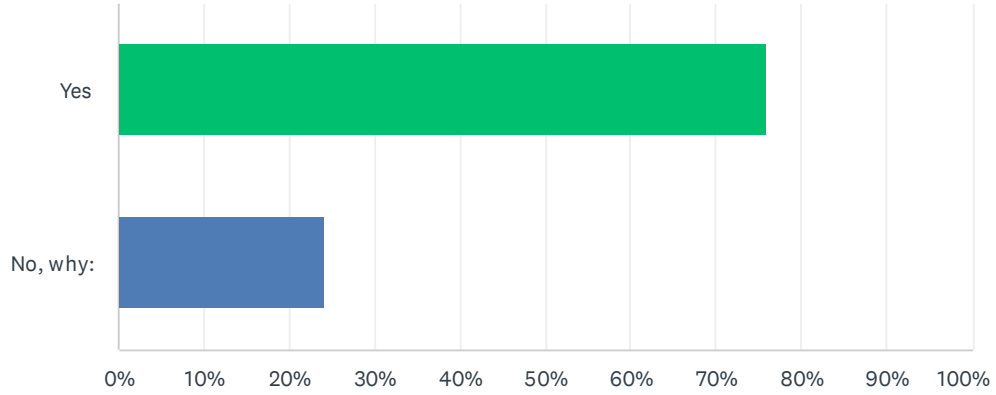
60	I try to avoid all highways if I can due to aggressive drivers. In the winter I try to avoid some highways and certain side streets as they do not get cleared off in time for the morning rush of cars trying to get to school and work.	10/28/2024 12:41 PM
61	Main going east out of town is usually pretty chaotic. Left turns can be pretty harrowing	10/28/2024 12:16 PM
62	There is a beautiful sidewalk on Hoover, and another on 54 near St. Bron's, but none connecting to the primary business area (Metro Market, Menards, Lake Pacawa).	10/28/2024 12:13 PM
63	There are several places where cross-streets encounter a continuous flow of traffic and crossing that traffic is extremely difficult. These are areas where roundabouts are much more effective than lights, as they allow the main street traffic to continue, but grant more opportunities for cross-streets to make their way across. The best example I can think of for this is the intersection of highway 66 and Green Ave/North Point Dr next to Van Horn dealership. Crossing at this intersection is stressful and difficult and would make for a perfect roundabout.	10/28/2024 11:56 AM
64	michigan and stanley street and business 51	10/28/2024 11:40 AM
65	I understand keeping roads maintained is a huge job. I appreciate all the DPW workers who are out there daily trying to keep the roads hazard free.	10/28/2024 11:36 AM
66	hwy 10near target and fleet farm	10/28/2024 11:32 AM
67	Church and Division streets. Too narrow, too fast, too many kids driving, too many potholes, too many pedestrians, and throw in bikes to that. What a nightmare.	10/28/2024 9:31 AM
68	There are a lot of blind intersections caused by buildings built right up to a corner. Park and Water is one example to quickly comes to mind.	10/25/2024 8:29 PM
69	I avoid turning left on Hoover as much as possible between industrial park rd and . The road is very wide and Plover Rd, unless I am at a signalized intersection or four way stop. I have had to wait over 15 minutes for traffic to clear enough to turn left across the two wide lanes of traffic and very wide central median. Traffic also travels far above the speed limit between McDill and Hwy 66 making it even harder to navigate the left turn safely.	10/25/2024 11:38 AM
70	I sometimes feel frustrated about intersections that are four-way stop sign intersections. In heavy traffic areas such as Cty R, having these types of intersections can get messy with people trying to sneak through ahead of someone else or multiple people going at the same time.	10/25/2024 10:05 AM
71	CTH B is dangerous	10/25/2024 9:43 AM
72	Again.....Co. Rd. N. Concerned about meeting speeding commercial traffic on such a narrow, hilly road. The turbulence they make pushes vehicles...let alone its impact if you are walking or cycling. Would recommend commercial traffic limits...with an agricultural exemption.	10/25/2024 7:45 AM
73	Rural county roads where speeding is common especially in areas where passing lanes are not present, practical or safe. Drivers attempting to speed will often make dangerous, reckless or aggressive passing attempts or will tail gate drives who are obeying speed limits.	10/24/2024 8:52 AM
74	Highway 10 from Fleet Farm to I39 is a nightmare. I think it's due to volume. I struggle to even get into the middle turn lane when trying to enter it and plan my trips so I'm always making a right turn onto it.	10/24/2024 8:27 AM
75	Intersections of Stanley and Minnesota, Main and Minnesota, The two-lane roundabout. We could really use lots of education on how to use the large roundabout near Sentry. Folks just don't feel confident and often change lanes without signalling or when they have the right-of-way . . . even if the crashes this triggers aren't fatal, it's still upsetting and expensive.	10/24/2024 8:07 AM
76	Division-even at lights, it's hard to turn left if there is no green arrow. Clark from Park Ridge to the edge of town-too fast and too congested for people trying to turn into the shops. Illinois, 4th, and Maria by the university-Students don't look before crossing the road, stare at phones while crossing, run across the road without warning when there is no crosswalk, and walk parallel to traffic before sharply turning at a crosswalk and crossing without looking.	10/23/2024 11:13 PM
77	I do not shop on Hwy 10. It's just chaos. Also Hwy B in Plover. Crossroads Commons just feels calmer.	10/23/2024 9:34 PM

78	The roundabout by Sentry because of the lack of education on how to properly navigate it.	10/23/2024 7:53 PM
79	I avoid shopping or dining at certain establishments due to the traffic in Hwy 10 in Stevens Point.	10/23/2024 7:30 PM
80	Church/Division Street in Stevens Point. Poor pavement condition and lane design is seriously outdated. I won't use that route to go through Stevens Point in the winter as it is dangerous due to the narrow lanes and lack of areas to put snow when plowing.	10/23/2024 1:00 PM
81	Again - the intersection of Hwy 54 and Hoover Ave is an unsafe intersection.	10/23/2024 11:10 AM
82	Any roundabouts for the same reason as the above questions answer.	10/23/2024 9:22 AM
83	I avoid Division to Church due to poor conditions, high traffic volume, and narrow roads. I avoid 4th street through the university due to students and lack of traffic management and low light during evening and night.	10/23/2024 2:13 AM
84	Business 51 roundabout during school arrival and departure time is avoided. I like roundabouts, but there is just too much congestion and ill-informed drivers during these times.	10/22/2024 10:23 PM
85	Highway 10 corridor from the Hotels to Fleet Farm is too busy except during the Packers game	10/22/2024 9:01 PM
86	I avoid 4th Avenue on occasion on the UWSP campus due to heavy pedestrian cross traffic and uncertainty. Some of this same behavior seems to be spilling over onto Main St. I witnessed an individual talking on a cell phone ignore a semi at speed forcing the semi to brake aggressively and others patently expecting traffic at speed to stop for them no matter what. This is on the increase. I've lived here for over 50 years.	10/22/2024 5:34 PM
87	Highway 10 on a Friday is terrible and crowded. I avoid it.	10/22/2024 12:27 PM
88	Division St is way too narrow especially with larger vehicles and distracted drivers and so much worse in winter with snow and ice. Highway 10 is never not terrifying especially to turn left on.	10/22/2024 12:43 AM
89	Green Ave - speeding, better pedestrian signage, lights for turning left onto 10	10/21/2024 9:31 PM
90	Whiting where the McDill trail crosses HH	10/21/2024 8:32 PM
91	Hwy 10, Stanley St.,division st, Clark st	10/21/2024 8:22 PM
92	University area, especially Fourth Ave, at class change time. Hwy 10E from Sunset Ave to Badger Ave. Stanley Street, Minnesota intersection. Leaving St. Michaels Hospital on Stanley St. All are considered dangerous. Speed limits need to be enforced, not necessarily lowered.	10/21/2024 5:18 PM
93	I live in Plover. I stay away from Point as much as possible. Business 51 is almost entirely patched. Too many potholes.	10/21/2024 4:30 PM
94	Hillcrest at west entrance of iverson	10/21/2024 2:46 PM
95	Basically any four way stop. People don't know how to navigate them properly. Someone was killed about 4 years ago on Hoover at a four way stop. Stop lights, or roundabouts needed.	10/21/2024 2:17 PM
96	Driving no, but walking and biking yes. Someone will likely die on 54 in the Plover limits if something isn't done.	10/21/2024 10:50 AM
97	It is very difficult to turn left from parking lots along highway 10 east all day every day. The left turn only lane does not make this easier.	10/21/2024 10:44 AM
98	Michigan	10/21/2024 9:42 AM
99	Intersection of Green Ave, highway 66	10/21/2024 9:36 AM
100	The intersection of Hwy 54 and Cty TT southbound needs a right turn lane. You approach the intersection from a hill and vehicles following the turner are coming too fast as the turner slows to make a safe turn.	10/21/2024 9:23 AM
101	HWY 10 between 39 and city limits is a zoo, Chippewa Drive and Hoover is bad even when school isn't in session (my neighborhood), Any road with a center turn lane like Stanley Street. No one know how to use it or are so against the "road diet" they never learned how to properly use it out of spite. I personally think they are great once you know how to use them!	10/21/2024 8:56 AM
102	I try to avoid going over to the East side of Stevens Point/Parkridge because of the high rate	10/20/2024 1:18 PM

	of speed and traffic. I refuse to bike or walk in that area.	
103	Tend to avoid downtown because of the new oversized signs obstructing driver view denoting parking.	10/20/2024 9:32 AM
104	People don't stop at stop signs. This is dangerous!! Or they roll through them not looking for pedestrians or bikes.	10/19/2024 7:51 PM

Q35 Are you willing to see reduced speed limits if it increases road safety?

Answered: 430 Skipped: 473



ANSWER CHOICES	RESPONSES	
Yes	75.81%	326
No, why:	24.19%	104
TOTAL		430

#	NO, WHY:	DATE
1	Not needed	11/20/2024 8:01 AM
2	I say yes reduce speed But people aren’t going to slow down, they don’t even look up from their cell phones	11/20/2024 4:25 AM
3	It’s not efficient getting around the cities currently	11/19/2024 11:08 PM
4	I think the speeds are fine and the roads are decently safe. I think the issue is distracted drivers on their phones, which I see often while driving, and lack of paths away from traffic. The volume is unnerving, regardless of speed. And regardless of speed, any vehicle hitting a pedestrian causes damage. I am for more paths away from streets and traffic.	11/19/2024 8:50 PM
5	Speed in the areas I am concerned about are not the primary issue	11/19/2024 7:33 PM
6	That’ll make the problems worse	11/19/2024 6:59 PM
7	People don’t listen and cops don’t have time or manpower to enforce	11/19/2024 6:23 PM
8	Speed limits are fine	11/19/2024 5:58 PM
9	Speed limits are not high.	11/19/2024 4:55 PM
10	Some places that are posted 25mph, should be 30-35mph. (HH by Mc.Dill). You have to look at things from a driver's perspective which can be hard to do because traffic isn't always 100% terrible in these areas. Same as all the interactions listed in previous question.	11/19/2024 2:44 PM
11	People will drive the speed they always drive regardless of the posted limit	11/19/2024 1:41 PM
12	I’m yes and no here. Most roads seem fairly marked for speed.	11/19/2024 1:29 PM
13	Yes-Stevens Point. No-Plover	11/19/2024 11:49 AM
14	I don’t think speed is the issue.	11/19/2024 8:17 AM
15	Asked and answered question several times.	11/19/2024 7:41 AM

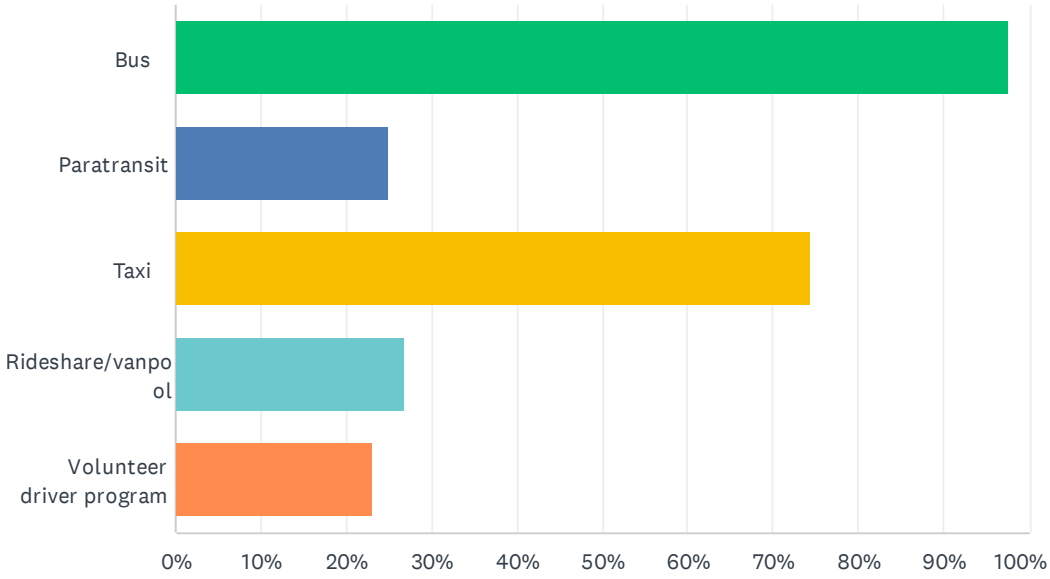
16	This will add to congestion. Just enforce speed limits!!!	11/19/2024 6:37 AM
17	Again I drive because I have places to be. Otherwise I'd walk...	11/19/2024 6:23 AM
18	How so is slow most streets in the city are already 25	11/19/2024 5:21 AM
19	I am willing to see reduced speed limits only if they are very targeted at areas that will reduce danger such as curves or other places that crashes have occurred frequently before. Otherwise reducing speed limits will not uniformly reduce the speed of traffic, and increased speed differential will be a danger in itself. It's not good engineering practice to reduce speed limits far below the natural speed of a road.	11/18/2024 9:48 PM
20	Speed isn't primary issue.	11/18/2024 9:27 PM
21	Create Express ways like Wisconsin Rapids and keep pedestrians and bikes off of them.	11/18/2024 9:10 PM
22	Get rid of the warning labels, let the weak be picked off	11/18/2024 8:52 PM
23	Show me the data, similarly made roads in other states, Ohio for example, roads like Michigan Ave, Division St are 35MPH even with on the road parking. We do not always need to follow Madison for our streets	11/18/2024 6:44 PM
24	I don't see anywhere in town that speed seems to be a safety issue. I think enforcement of speed should be of a higher priority to keep traffic moving at appropriate speeds	11/18/2024 11:20 AM
25	It's not the speed.	11/18/2024 9:46 AM
26	As I've stated, the speed of drivers is already slow and frustrating throughout town. I don't believe that is the issue. Congestion and unsafe drivers (distracted or elderly) continue to be large issues that play into the traffic issues.	11/18/2024 9:17 AM
27	Because it won't slow drivers down due to lack of enforcement.	11/18/2024 7:44 AM
28	It isn't going to slow down a reckless driver	11/17/2024 6:09 PM
29	Enforce the speed laws we have	11/17/2024 6:00 PM
30	They're already low enough.	11/17/2024 4:35 PM
31	I think most of the speed limits are consistent with the area traffic, people just need to pay attention!	11/13/2024 9:58 AM
32	Most speed limits are fine, you have to find a way to get people to obey them.	11/12/2024 11:09 AM
33	Traffic will travel on road design not according to set speed limits	11/12/2024 7:11 AM
34	Speed is already reduced for item # 34, since congestion in this area slows traffic down anyways. Its not the speed that is the issue, it's not getting the traffic that needs to exit over soon enough	11/11/2024 2:58 PM
35	reduction in speed limits adds to congestion	11/11/2024 7:25 AM
36	Education of the public on safety needs to be priority	11/8/2024 2:27 PM
37	Too slow already	11/7/2024 10:49 PM
38	On the road previously mentioned, speed should be reduced to 10 mph to be safe	11/7/2024 7:36 PM
39	Need to get where I'm going	11/7/2024 7:20 PM
40	Speed limits are fine where they are at	11/7/2024 4:37 PM
41	no issue	11/7/2024 10:03 AM
42	Since it will not increase safety but merely move the danger zones to smaller roads with more children, increase road rage due to no passing lanes, and increase road congestion, this would be a very unwise if not criminal act.	11/6/2024 10:59 AM
43	Reduced speeds are meaningless if they are not enforced.	11/6/2024 9:48 AM
44	Depends on the areas -	11/5/2024 9:15 PM
45	I would rather see speed limits stay the same with medians and trees to help slow down traffic	11/5/2024 8:37 PM

	from speeding drivers. Around here, typically drivers will be going 10 over, and I think using some psychological engineering would be more helpful to slow drivers down, rather than just speed limit changes.	
46	Depends where speed reduction is placed.	11/5/2024 2:48 PM
47	The current speed limits are safe for all users	11/5/2024 12:50 PM
48	NEED TO FIX THE PROBLEM NOT THE SPEED LIMIT	11/5/2024 12:10 PM
49	We already have very low speed limits. The issue is not having dedicated bike lanes.	11/5/2024 11:15 AM
50	Drivers will continue to speed.	11/5/2024 11:14 AM
51	Speed limits would not be a problem if road design was updated. And - enforce the speed limits that are posted.	11/5/2024 10:33 AM
52	Just enforce the limits that are already posted!	11/5/2024 10:22 AM
53	too many studies and costs to determine this	11/5/2024 10:19 AM
54	Work on enforcement of the speed limits if there is a problem.	11/5/2024 9:30 AM
55	Because people will not follow 25mph already.	11/5/2024 7:56 AM
56	I don't think this is the root cause. Engineer safety in rather than using administrative measures because they are easy.	11/3/2024 6:59 PM
57	current speed limits are reasonable.	10/31/2024 11:22 AM
58	Drivers are not going to slow down without good enforcement.	10/30/2024 4:28 PM
59	People go to slow now which can also be unsafe.	10/29/2024 8:10 AM
60	I din't feel speed is the root cause	10/28/2024 5:05 PM
61	25 mph in town is slow enough if everyone obeys the speed limit	10/28/2024 3:45 PM
62	speed limits are fine. It's the people driving that's the problem.	10/28/2024 3:02 PM
63	I am willing to see reduced speed limits in certain areas of Portage County. These reduced speed limits need to make sense in prioritizing road safety. It cannot be a reduced speed if it does not make sense in regards to traffic patterns, etc.	10/28/2024 12:41 PM
64	limits are already low enought	10/28/2024 11:40 AM
65	Because I'll be the only person obeying the reduced speed limit, and if I dare speed up as a measure of self defense, I'll be the one person on the road who gets a ticket.	10/28/2024 11:38 AM
66	Speeding is the issue. Not the speed of the roads	10/28/2024 11:31 AM
67	Stop building streets wider if you are only going to narrow the traffic later - what a waste of taxpayers dollars in creating and maintaining asphalt!	10/28/2024 11:17 AM
68	Speed limits are already set appropriately. Drivers just don't care.	10/28/2024 9:31 AM
69	Some areas are just to slow	10/28/2024 8:53 AM
70	Speeds are slow enough already	10/26/2024 4:56 PM
71	A lot of speed limits are already too low in some areas, they cause traffic congestion	10/26/2024 9:56 AM
72	Reducing speed limits will only increase the speeding problem.	10/26/2024 9:06 AM
73	How much lower are we going to go? We will be driving 10 miles an hour and that will cause more problems! We just need people to be held accountable and get the impaired off the streets!	10/25/2024 8:03 AM
74	Reducing a limit in & of itself won't stop speeding.	10/25/2024 7:45 AM
75	The vast majority of travelers use cars. lowering speeds, reducing lanes causes more accidents as people will try to hurry and become impatient.	10/25/2024 7:14 AM
76	for what ?	10/25/2024 5:26 AM

77	Don't see any current issues	10/24/2024 6:38 PM
78	The speed limits are fine. It’s people that make it unsafe. Stop allowing people to drive 10 mph over the limit.	10/23/2024 7:53 PM
79	The speed limits could be reduced, however if law enforcement doesn't patrol it isn't going to change anything.	10/23/2024 7:30 PM
80	I believe the current speed limits are adequate & driver education on traffic laws should increase road safety.	10/23/2024 9:22 AM
81	YES, and specifically U.S. Hwy 10 east of the I-39 freeway.	10/23/2024 9:21 AM
82	The laws we currently have are good, just not enforced. Further restrictions won't help.	10/23/2024 7:21 AM
83	I don’t think people follow the speed limits as it is	10/23/2024 7:09 AM
84	I support enforcement of current speed limits. I don’t see enforcement of the current speed limits so I see no benefit of reducing them at this point.	10/23/2024 2:13 AM
85	You should still be able to go the same speed if there is proper signage and warnings for drivers. People follow signs when on the highway so why would it be any different on a city street.	10/22/2024 9:44 PM
86	Hwy 10 should be reduced	10/22/2024 9:01 PM
87	Just what sword do you want to die on today? The exception is hwy B in the Plover business corridor and speed bumps in downtown Point.	10/22/2024 5:34 PM
88	I think the limit needs to be enforced	10/22/2024 9:09 AM
89	Speed limits are fine, just need better enforcement in some areas and potentially some better engineering	10/21/2024 10:46 PM
90	Slowing traffic even further will promote faster speeds by auto,scooters and bicycles	10/21/2024 8:22 PM
91	Is proven not to help, so why reduce speeds	10/21/2024 6:55 PM
92	Speed limits just need to be followed. I do not believe we have high speed limits anywhere unacceptable.	10/21/2024 5:18 PM
93	You mean 25 to 15? Enforce the 25 mph. That will go along way.	10/21/2024 4:30 PM
94	Because they are just right where they are at.	10/21/2024 2:32 PM
95	Speed limits are already slower than most cities this size	10/21/2024 11:12 AM
96	Speeds are fine	10/21/2024 10:53 AM
97	Pay attention	10/21/2024 10:12 AM
98	Not followed so no need to wast money on sogns	10/21/2024 10:09 AM
99	Not necessary	10/21/2024 9:01 AM
100	People need to pay attention.	10/21/2024 7:44 AM
101	Support lower speeds as long as the roadway is designed for them. Arbitrary speed drops for safety make no sense and cause compliance issues and make it more dangerous for non motorists.	10/20/2024 11:19 AM
102	It won't increase road safety. More pedestrians are being pushed closer to vehicles. Pedestrians will always lose since that is unsafe.	10/20/2024 11:09 AM
103	.	10/20/2024 9:53 AM
104	People already ignore posted limits. Flashers by Seramur Park worked for 2 days before traffic resumed as normal	10/20/2024 9:32 AM

Q36 Which of the following transit services in Portage County are you aware of? Check all that apply.

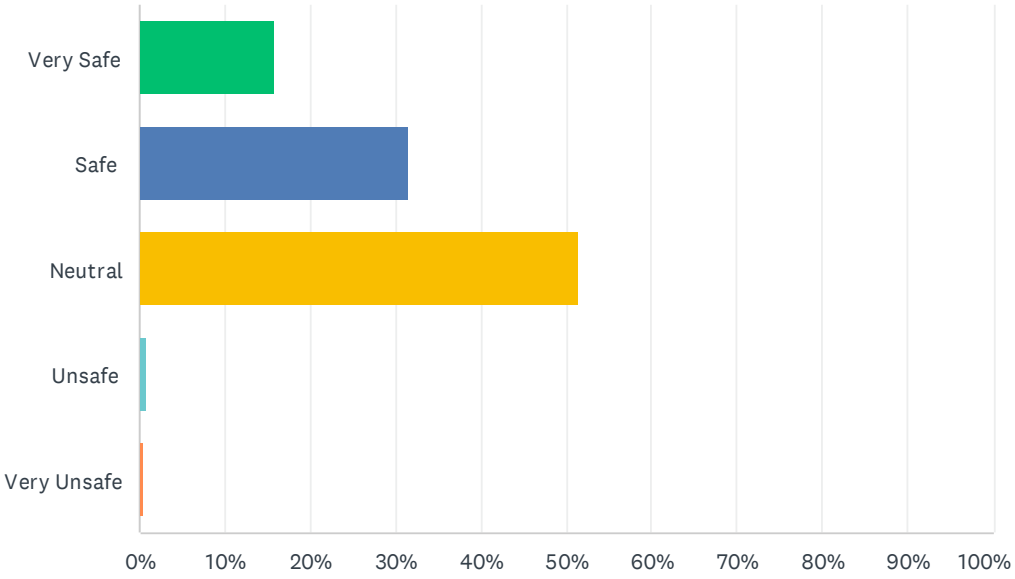
Answered: 394 Skipped: 509



ANSWER CHOICES	RESPONSES	
Bus	97.72%	385
Paratransit	24.87%	98
Taxi	74.37%	293
Rideshare/vanpool	26.90%	106
Volunteer driver program	23.10%	91
Total Respondents: 394		

Q37 How would you rate the overall safety of transit services in Portage County?

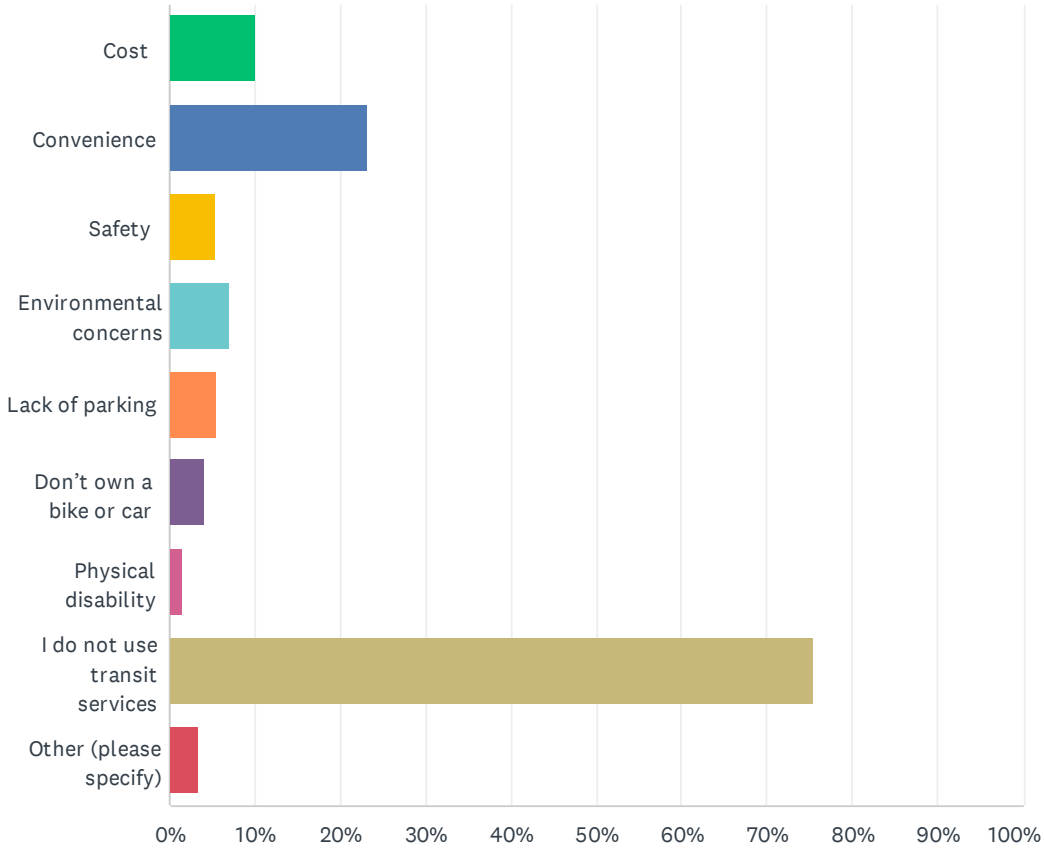
Answered: 378 Skipped: 525



ANSWER CHOICES	RESPONSES	
Very Safe	15.87%	60
Safe	31.48%	119
Neutral	51.32%	194
Unsafe	0.79%	3
Very Unsafe	0.53%	2
TOTAL		378

Q38 What factors influence your decision to use transit services? Check all that apply.

Answered: 427 Skipped: 476



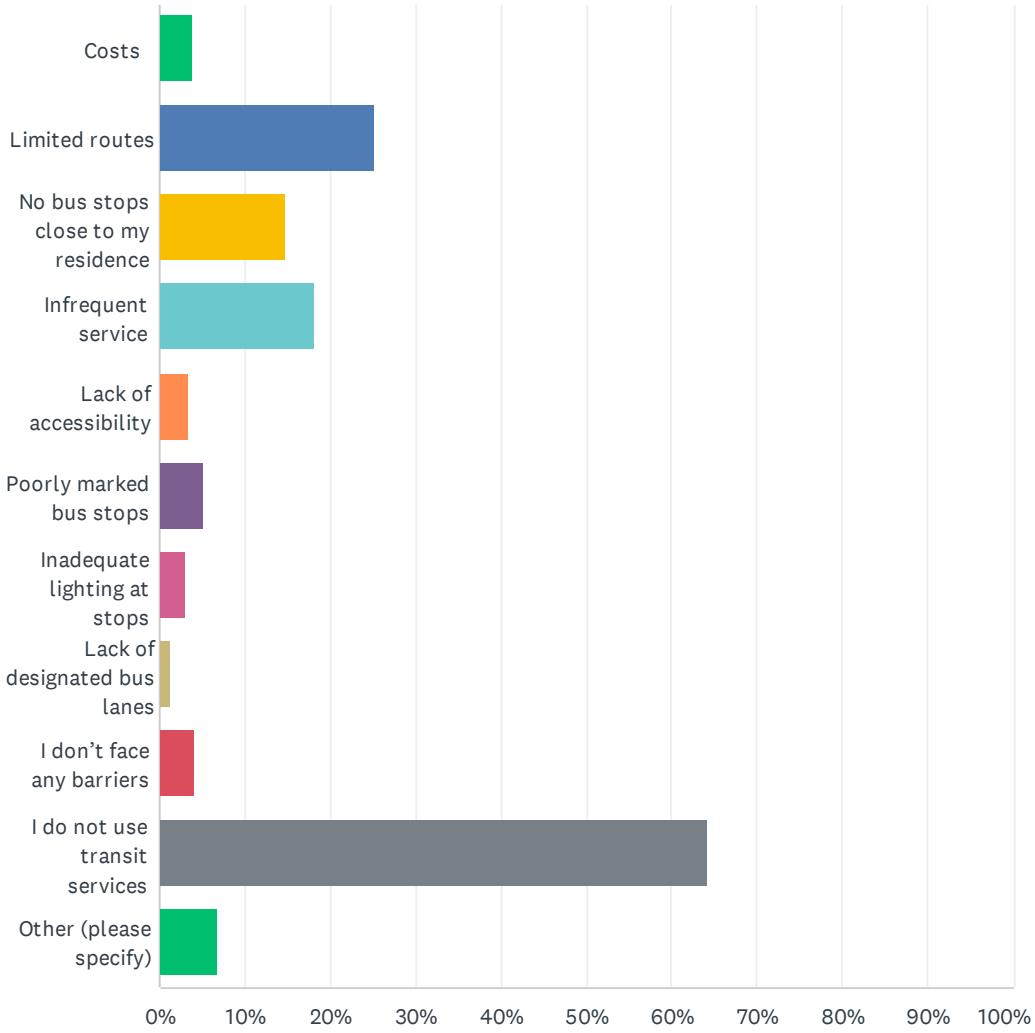
ANSWER CHOICES	RESPONSES	
Cost	10.07%	43
Convenience	23.19%	99
Safety	5.39%	23
Environmental concerns	7.03%	30
Lack of parking	5.62%	24
Don't own a bike or car	3.98%	17
Physical disability	1.41%	6
I do not use transit services	75.41%	322
Other (please specify)	3.51%	15
Total Respondents: 427		

#	OTHER (PLEASE SPECIFY)	DATE

1	I don’t see many using it unfortunately, not clear enough directions or schedule	11/20/2024 4:27 AM
2	I live in a rural area that is at least 20 minutes from the nearest shopping, banking, and medical facilities, etc. As I age, I would like to see more accessibility for rural residents with public transportation, since I don't want to relocate from my current home.	11/11/2024 3:08 PM
3	I enjoy the concept of public transit like busses or trams, mostly because of how much more space efficient they are compared to cars. If everyone riding a car would take some form of public transit our roads would be much clearer, but public transit is often hurt so that cars can take their place.	11/10/2024 4:23 PM
4	I don’t have transit services available. But also don’t have a need for them.	11/8/2024 7:54 AM
5	My work refers people to transit services frequently. This is truly a partnership for the city and county	11/4/2024 7:57 PM
6	Lack of convenience: limited routes, distance to pick-up locations, and long intervals between route repetition	10/29/2024 11:54 PM
7	I can bike where the bus goes	10/29/2024 8:28 PM
8	I tried using the bus once years ago.	10/29/2024 5:43 PM
9	I would use the bus, just have not yet	10/29/2024 3:31 PM
10	My vehicle was having maintaince	10/29/2024 10:38 AM
11	I've only used the bus when my car is in the shop and I need to get home/pick it up	10/28/2024 5:07 PM
12	I desperately wish I could use some sort of transit service between Wausau and Stevens Point. I noted that rideshare / vanpool is listed as a public transit option on this page, but I know nothing about any rideshare or vanpool options that may be available to me as a commuter from Wausau.	10/28/2024 11:41 AM
13	The hours of service. I could go to work but not get home because the bus service doesn't run late enough	10/23/2024 2:22 PM
14	Not available in my area	10/22/2024 10:31 PM
15	Safety when drinking.	10/21/2024 8:39 PM

Q39 What barriers do you encounter when using transit services? Check all that apply.

Answered: 416 Skipped: 487



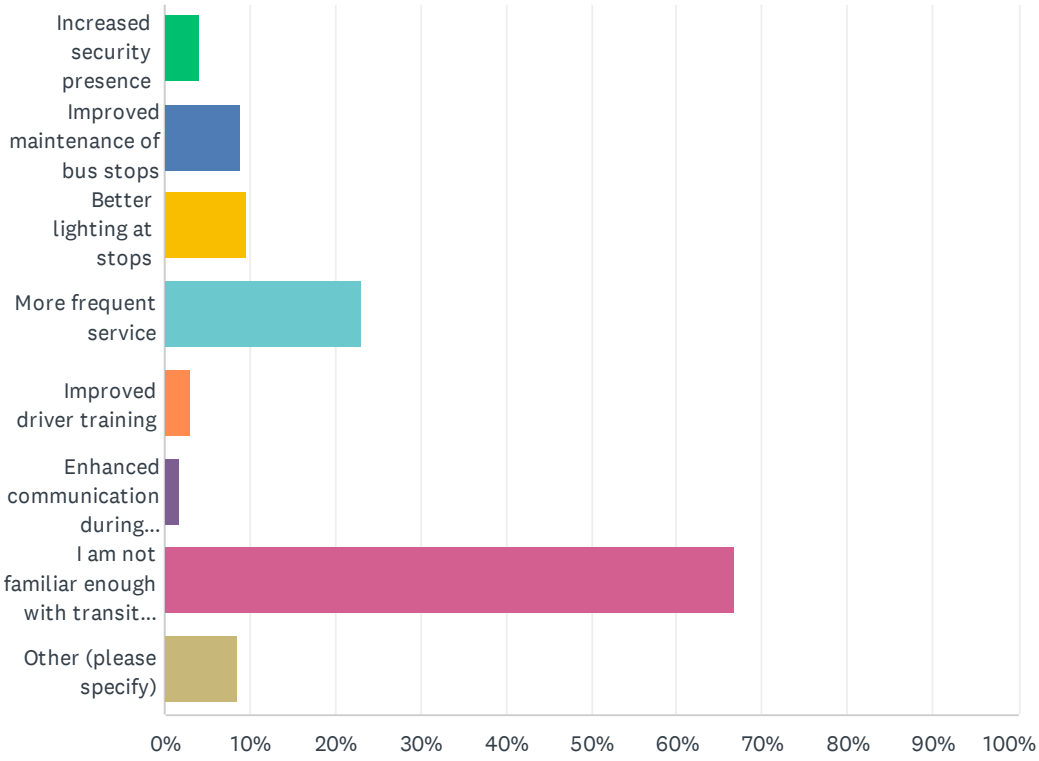
ANSWER CHOICES	RESPONSES	
Costs	3.85%	16
Limited routes	25.24%	105
No bus stops close to my residence	14.66%	61
Infrequent service	18.03%	75
Lack of accessibility	3.37%	14
Poorly marked bus stops	5.05%	21
Inadequate lighting at stops	2.88%	12
Lack of designated bus lanes	1.20%	5
I don’t face any barriers	4.09%	17
I do not use transit services	64.18%	267
Other (please specify)	6.73%	28
Total Respondents: 416		

#	OTHER (PLEASE SPECIFY)	DATE
1	I don't use the services anymore, because they are not in my area and don't fit my need. but as a college student, they were great!	11/19/2024 8:52 PM
2	Would like weather protection at bus stops	11/19/2024 1:00 PM
3	Nowhere to rest while waiting at most but stops	11/19/2024 9:41 AM
4	Would like to see a bus stop at seventh Street and rainbow in village of plover	11/19/2024 9:22 AM
5	the last time I tried to use a bus I found it difficult to use the phone app to access the bus service.	11/19/2024 8:24 AM
6	Buses don’t run past 6 but I work until 8.	11/19/2024 7:43 AM
7	I do not use transit services for the above reasons, but I understand that given the limited population in this area, busses can only service so many stops and run so frequently. So, I’m content with not using the bus.	11/18/2024 9:53 PM
8	I mainly walk/bike places with 2 children, I don't know how the public transit would work so I'm hesitant to use to go farther places	11/18/2024 3:40 PM
9	The buss system only staying in Stevens Point and the edge of Crossroad commons.	11/13/2024 11:21 AM
10	See above comment. No affordable & easy access for rural residents living at least 20-30 minutes from services	11/11/2024 3:08 PM
11	limited hours of transit services	11/5/2024 11:16 AM
12	I would use the bus if it went througout Plover.	11/5/2024 10:24 AM
13	The above is based on feedback I hear professionally. The service stops too early in the day for many medical appointments	11/4/2024 7:57 PM
14	Lack of information	11/3/2024 7:00 PM
15	The transit service needs work. I have no idea where the closest bus stop is in my neighborhood, nor do I know where it goes.	10/29/2024 11:56 AM
16	homeless	10/28/2024 3:03 PM
17	We need more regular routes and expanded hours.	10/28/2024 12:44 PM

18	Regrettably, there are no transit options that would help me with my daily commute from Wausau to Point.	10/28/2024 11:41 AM
19	Lack of seating and shelter at bus stops.	10/25/2024 12:55 PM
20	Many bus stops are a sign along a busy road a narrow sidewalk or busy multiuse trail. No shade, rain/snow cover, or wind block. These are rarely well lit and some don't have a sidewalk or concrete pad, forcing people to stand in the road in the winter to wait for the bus.	10/25/2024 11:48 AM
21	Plover does not have a bus route	10/25/2024 9:33 AM
22	Stevens Point Transit is generally very good. I support it even though I do not use it often.	10/23/2024 9:23 AM
23	When I was employed transit did not mesh with 7am to 6pm work hours with any convenience. Not early or late enough. What about second shift workers? Nothing? If you can fund (empty) bus service for student shopping and the bars you can find creative ways to accomodate workers. Yes, I'm a UWSP grad and have been part of the community workforce until retirement.	10/22/2024 5:41 PM
24	When I was in college and took the bus daily snow and ice around bus stops was a HUGE safety issue.	10/22/2024 12:45 AM
25	Schedule. I have to arrive to school way too early if I take the bus since it arrives at the same time my class starts	10/21/2024 10:47 PM
26	Bus routes are EXTREMELY inefficient	10/21/2024 10:49 AM
27	Young children.	10/21/2024 10:28 AM
28	The length of time to get from point A to point B.	10/20/2024 9:35 AM

Q40 What improvements would you like to see in transit services to enhance safety? Check all that apply.

Answered: 394 Skipped: 509



ANSWER CHOICES	RESPONSES	
Increased security presence	4.06%	16
Improved maintenance of bus stops	8.88%	35
Better lighting at stops	9.64%	38
More frequent service	23.10%	91
Improved driver training	3.05%	12
Enhanced communication during emergencies	1.78%	7
I am not familiar enough with transit services to provide an answer	66.75%	263
Other (please specify)	8.63%	34
Total Respondents: 394		

#	OTHER (PLEASE SPECIFY)	DATE
1	I don't think we need as much public transport other than around campus on the weekends. Very few people actually use this expensive service.	11/19/2024 1:32 PM
2	Benches at all stops seems necessary.	11/19/2024 12:46 PM

3	Bus stop at the intersection of seventh Street, and rainbow in the village of plover	11/19/2024 9:22 AM
4	Commuter rail to outlying communities.	11/19/2024 8:35 AM
5	Monitoring bus driver speeds. I have followed city busses that were exceeding posted limits by up to 20mph	11/19/2024 5:48 AM
6	With my limited experience with the bus system, I think the app and schedules/tables could be made easier to use and understand.	11/18/2024 9:53 PM
7	City bus drivers need to be more aware	11/18/2024 9:28 PM
8	More routes	11/18/2024 7:15 PM
9	Improvements needed would likely be cost prohibitive- like increased routes or frequency	11/17/2024 8:15 PM
10	I would love to see dedicated bus lanes, and a pedestrian first, public transit second approach to city planning, America was bulldozed for the car and it would be great to take steps in undoing that.	11/10/2024 4:23 PM
11	While I don't use these services, I am still aware of the need for them and think that more frequent service and more extensive routes (especially for the busses) would help the community and potentially alleviate traffic.	11/5/2024 2:51 PM
12	Transit does not run early enough or late enough for many to use it to commute both ways to and from work	11/5/2024 1:18 PM
13	regional transportation	11/5/2024 1:06 PM
14	wait time for pick ups	11/5/2024 12:52 PM
15	expanded hours of service	11/5/2024 11:16 AM
16	Improved area coverage for bus transit system; as well as weekend transportation options.	11/5/2024 11:00 AM
17	more stops especially in Plover	11/5/2024 10:47 AM
18	Paratransit 7 days per week and until at least 7 pm	11/4/2024 7:57 PM
19	Busing should come to Plover	11/4/2024 10:31 AM
20	expanding service locations	10/30/2024 8:15 PM
21	Stevens Point Bus should serve Plover.	10/30/2024 11:08 AM
22	Collaborative regional options connecting municipalities along the I-39 corridor from Merrill to Rapids.	10/28/2024 11:41 AM
23	Waste of money. No one uses them.	10/28/2024 9:32 AM
24	At the very minimum benches installed for seating. Posted bus schedules and maps at stops. Shade trees planted near by to decrease sun exposure.	10/25/2024 11:48 AM
25	Earlier and later service, weekend service, Riverfront Rendezvous shuttle	10/23/2024 11:17 PM
26	Seating at stops. Stops that make sense. In front of needed service instead of a block away	10/23/2024 7:44 PM
27	Look at putting the busses down to an on demand ride service and save taxpayers money vs empty busses driving around.	10/22/2024 9:02 PM
28	Again, consult with local business and provide transit for lower income workers that recognize shift work not daytime only convenience.	10/22/2024 5:41 PM
29	stops in residential neighborhoods.	10/21/2024 8:57 AM
30	More effective routing that precludes having a 30 minute roundtrip visit to the store (via a personal vehicle) take 2 hours (via public transportation)	10/21/2024 7:55 AM
31	Two-way routes (so I don't have to ride the whole loop)	10/20/2024 8:29 PM
32	Services are working well. It would be wasteful to direct more finances to this.	10/20/2024 11:12 AM
33	Dedicated bus routes for commuters.	10/20/2024 10:08 AM

34	Increase the amount of covered stops and amount of routes to decrease time.	10/20/2024 9:35 AM

Q41 What additional services or features would improve transit safety in Portage County? (optional)

Answered: 48 Skipped: 855

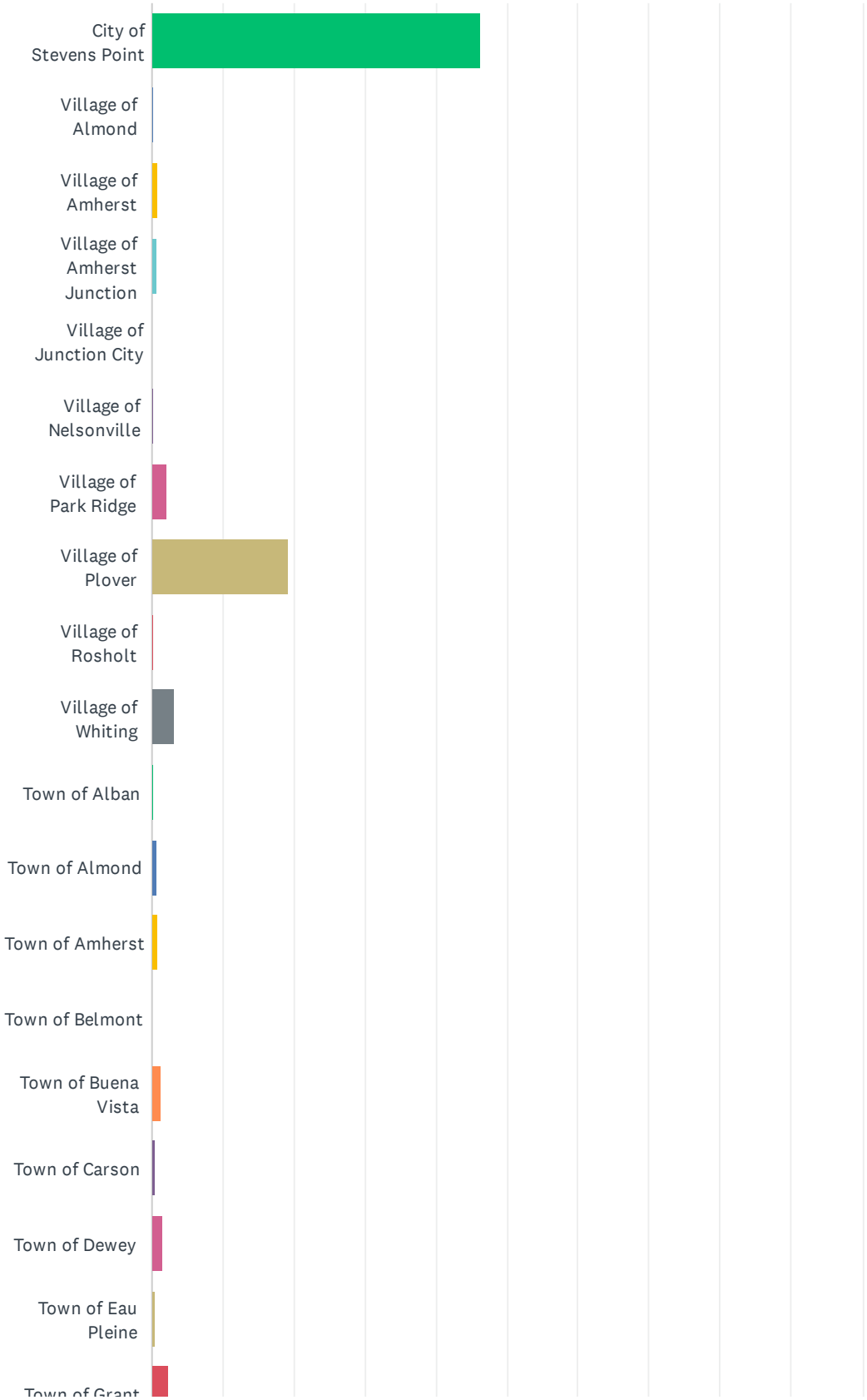
#	RESPONSES	DATE
1	Increase the speed limits, lower road rage issues	11/19/2024 11:10 PM
2	I'm honestly digging the roundabouts. Keep em coming	11/19/2024 11:00 PM
3	There are little to no taxis in the evening for the bar patrons to choose from.	11/19/2024 9:15 PM
4	Regional routes. There are no bus options outside of the Stevens Point/Crossroads areas! Passenger train routes running adjacent to Hwy 39 and Hwy 10 could be game changers for residents, visitors, and the economy!	11/19/2024 3:44 PM
5	Expanded bus routes would attract more riders	11/19/2024 12:46 PM
6	Road calming measures. Transit mostly requires walking to the bus stop on one end or the other, or both, so has crossover with pedestrian issues. I have taken a taxi for work to the airport, and the driver left the tailgate open so our luggage spilled out. Then he backed up, traveling the wrong way on Clark, backing through a stop sign to retrieve it instead of traveling safely to get back to the luggage. Thankfully it was early morning. The other time I took a taxi was after a procedure at the hospital, where after picking me up, the driver spent 45 minutes trying to find someone else who wanted a ride from a bar in the winter and had decided to start walking. Meanwhile my pain meds are starting to wear off and I am overdue for getting home. Not great taxi experiences.	11/19/2024 11:57 AM
7	More bus stops	11/19/2024 9:22 AM
8	BRT along arterials like business 51. Or something more consistent and frequent that runs til 9 or 10.	11/19/2024 7:43 AM
9	Bus stops are not prominent in Stevens Point. If they were, and lit, and safe from traffic, and publicized, I think it would be used more. It would be great to have a program for junior high and high school students.	11/19/2024 5:15 AM
10	Have law enforcement arrest the dope slingers on the buses	11/18/2024 9:28 PM
11	I used to drive a bus in Portage County and the request I got the most often was not a safety one but a request to have a Saturday service for those people who work on Saturday. It seems odd that a city of our size does not provide Saturday service even in a limited form.	11/14/2024 2:54 PM
12	If there is ride share or van pooling available for rural residents, then get this information out. If it's just for those that have physical disabilities or are senior citizens, then it should also be made available for everyone.	11/11/2024 3:08 PM
13	A railway to other cities	11/8/2024 2:14 PM
14	County wide service	11/7/2024 7:37 PM
15	Benches and shelters at bus stops.	11/5/2024 10:31 PM
16	More bus routes/more busses.	11/5/2024 2:51 PM
17	I wish Plover would work to add an extension of the Green Circle Trail, so that we could easily access this trail system. Could it join up with Pacawa Park to encourage others to visit there?	11/5/2024 1:31 PM
18	N/A	11/5/2024 11:00 AM
19	Reduce homelessness at the bus stop	11/5/2024 10:37 AM
20	Connect Plover and the outlying villages with some sort of public transportation!	11/5/2024 10:24 AM
21	having the driver trained in safety and security, regularly checking on passengers riding to be	11/4/2024 7:41 PM

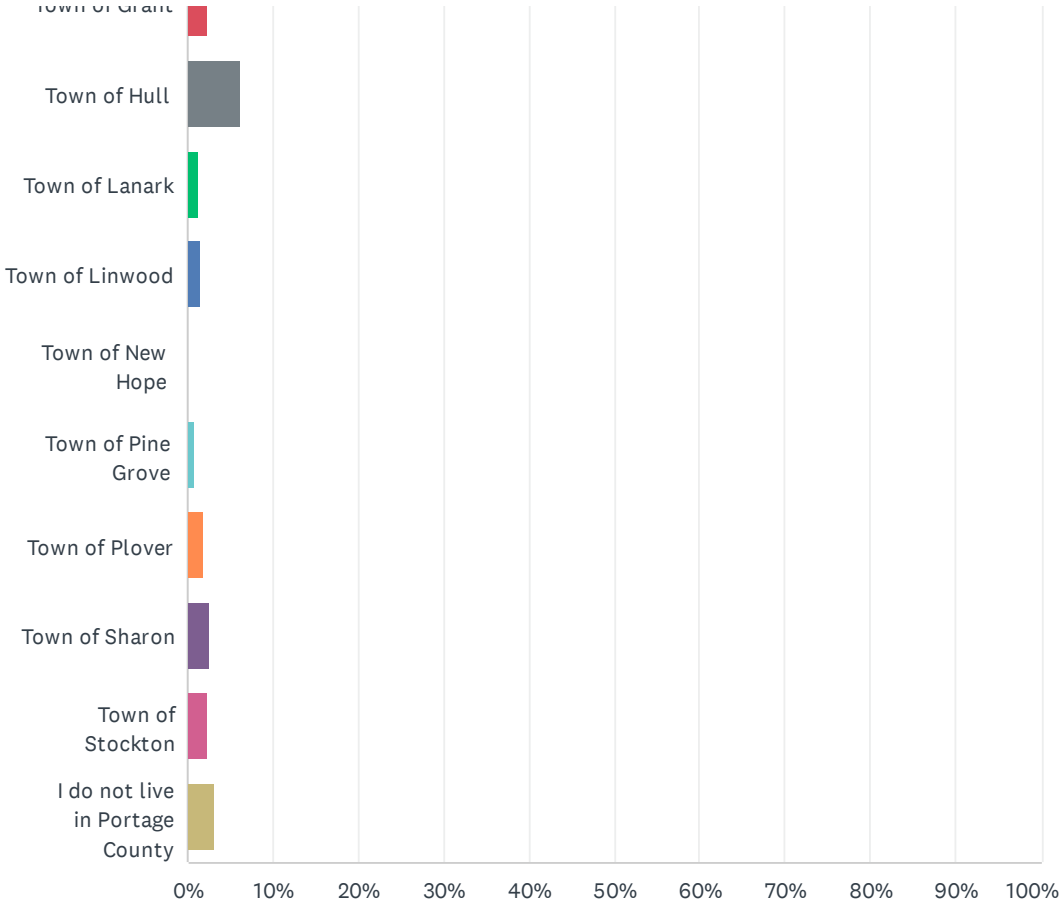
	sure they are comfortable, and changes of drivers after they have been in the seat for 4 hours or more	
22	More education on the routes? It's much faster for me to bike.	11/4/2024 1:47 PM
23	Plover Bus routes.	11/4/2024 10:31 AM
24	a route from Menard's down hoover	10/30/2024 8:15 PM
25	Stevens Point Bus should serve Plover.	10/30/2024 11:08 AM
26	Increased Busses routes and running to plover and other areas until 10 or 11 pm	10/30/2024 6:34 AM
27	Somehow get better ways for people to get to campus. Too many ppl drive to campus.	10/29/2024 8:28 PM
28	The bus service frequency is a joke. But we are not a big enough city to provide more frequent service. What if we had a hop on/hop off service on Main St. and on Division? Just back and forth. Maybe 4 busses total. I would think it would be useful. I'd use it.	10/29/2024 5:43 PM
29	Shelters at stops.	10/29/2024 3:49 AM
30	I use the Point bus 1ce or 2ce a year. The service is so infrequent that it's just not practical for errands / shopping. The buses seem too big for the amount of use they get (but I don't see them at peak hours).	10/28/2024 5:26 PM
31	Regular transit to Plover.	10/28/2024 12:15 PM
32	I don't personally use public transit anymore, though I used the bus system extensively when I was a student, but I think it is extremely important for the city and would love for it to be expanded and refined in the ways that people who use would prefer.	10/28/2024 11:58 AM
33	Police presence available on Division St on Friday nights to squelch teenager's big trucks revving and speeding. Police presence for Nov 5th voting - could be fights	10/28/2024 11:54 AM
34	Keep the main roads open to traffic	10/28/2024 8:55 AM
35	Many of the stops within the city of stevens point on the south and eastern sides of the city do not have safe crossing near by, are without any infrastructure (no sidewalk, concrete pad, or bench) or along roads that are very busy with narrow or non-existent sidewalks. The lack of facilities forces users to interact with cars to access the stop.	10/25/2024 11:48 AM
36	It is already very safe. I would use it more if it ran on weekends.	10/23/2024 11:17 PM
37	The PassioGO app is pretty good. I'm glad we have it. But the intervals between buses are just too long. The day is complicated enough with work, kids, etc. I'm happy to show up at a bus stop and wait ten or fifteen minutes. But I'm not gonna add a complicated bus schedule to an already complicated day.	10/23/2024 9:38 PM
38	More focus on what non drivers and older adults need.	10/23/2024 7:44 PM
39	Shelter from weather at bus stops	10/23/2024 7:09 AM
40	Make the buses door to door on demand/schedule a ride and we could all save money	10/22/2024 9:02 PM
41	Hour of operation extended for workers and publicized for public transportation.	10/22/2024 5:41 PM
42	Education and awareness of what services exist, routes, how to access them, benefits of public transportation, etc	10/22/2024 12:45 AM
43	Rearrange routes into crisscross patterns instead of circular patterns	10/21/2024 10:49 AM
44	Service to Plover	10/21/2024 10:45 AM
45	education of vehicle users on the actual laws, and not what some hothead on facebook says is the law.	10/21/2024 8:57 AM
46	To reiterate: frequency. I'd love to take the bus to work, but if it's 10 min by car vs. 20 min walking plus 40 min on a bus, I won't.	10/20/2024 8:29 PM
47	Lightening at bus stops would increase the safety of people at night. I worry about how close the city buses get to bikers and pedestrians on the road, as well as them not stopping for	10/20/2024 1:24 PM

	people waiting to cross at a crosswalk. I would rather the bus driver stop for pedestrians than get to our stop on time to ensure that everyone is getting to their destination safely.	
48	More late night transit not just for college students	10/20/2024 9:33 AM

Q42 Please select the community in which you reside.

Answered: 477 Skipped: 426

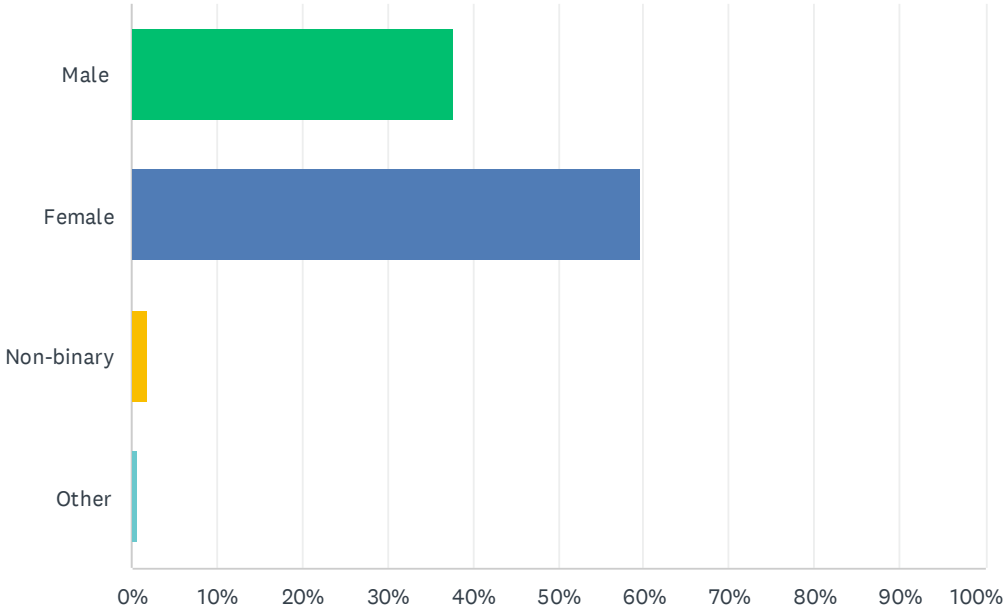



Town of Hull
Town of Lanark
Town of Linwood
Town of New Hope
Town of Pine Grove
Town of Plover
Town of Sharon
Town of Stockton
I do not live in Portage County
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%

ANSWER CHOICES	RESPONSES	
City of Stevens Point	46.33%	221
Village of Almond	0.21%	1
Village of Amherst	0.84%	4
Village of Amherst Junction	0.63%	3
Village of Junction City	0.00%	0
Village of Nelsonville	0.21%	1
Village of Park Ridge	2.10%	10
Village of Plover	19.29%	92
Village of Rosholt	0.21%	1
Village of Whiting	3.14%	15
Town of Alban	0.21%	1
Town of Almond	0.63%	3
Town of Amherst	0.84%	4
Town of Belmont	0.00%	0
Town of Buena Vista	1.26%	6
Town of Carson	0.42%	2
Town of Dewey	1.47%	7
Town of Eau Pleine	0.42%	2
Town of Grant	2.31%	11
Town of Hull	6.08%	29
Town of Lanark	1.26%	6
Town of Linwood	1.47%	7
Town of New Hope	0.00%	0
Town of Pine Grove	0.84%	4
Town of Plover	1.89%	9
Town of Sharon	2.52%	12
Town of Stockton	2.31%	11
I do not live in Portage County	3.14%	15
TOTAL		477

Q43 Gender: how do you identify? (optional)

Answered: 456 Skipped: 447

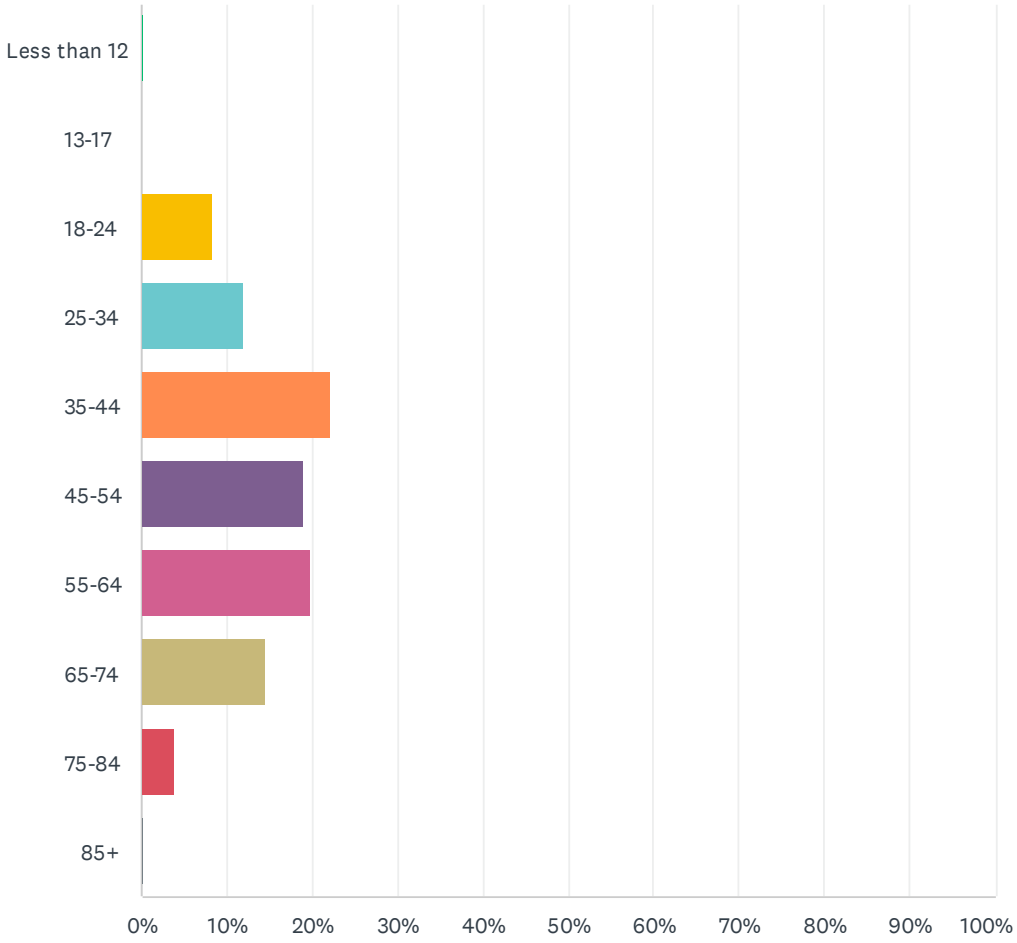


ANSWER CHOICES	RESPONSES	
Male	37.72%	172
Female	59.65%	272
Non-binary	1.97%	9
Other	0.66%	3
TOTAL		456

#	OTHER	DATE
1	It doesn't matter for this survey.	10/29/2024 11:57 AM
2	Prefer not to answer	10/29/2024 11:06 AM
3	Why does this matter?	10/21/2024 8:58 AM

Q44 What is your age? If you are filling this survey out on behalf of your child, please indicate their age.

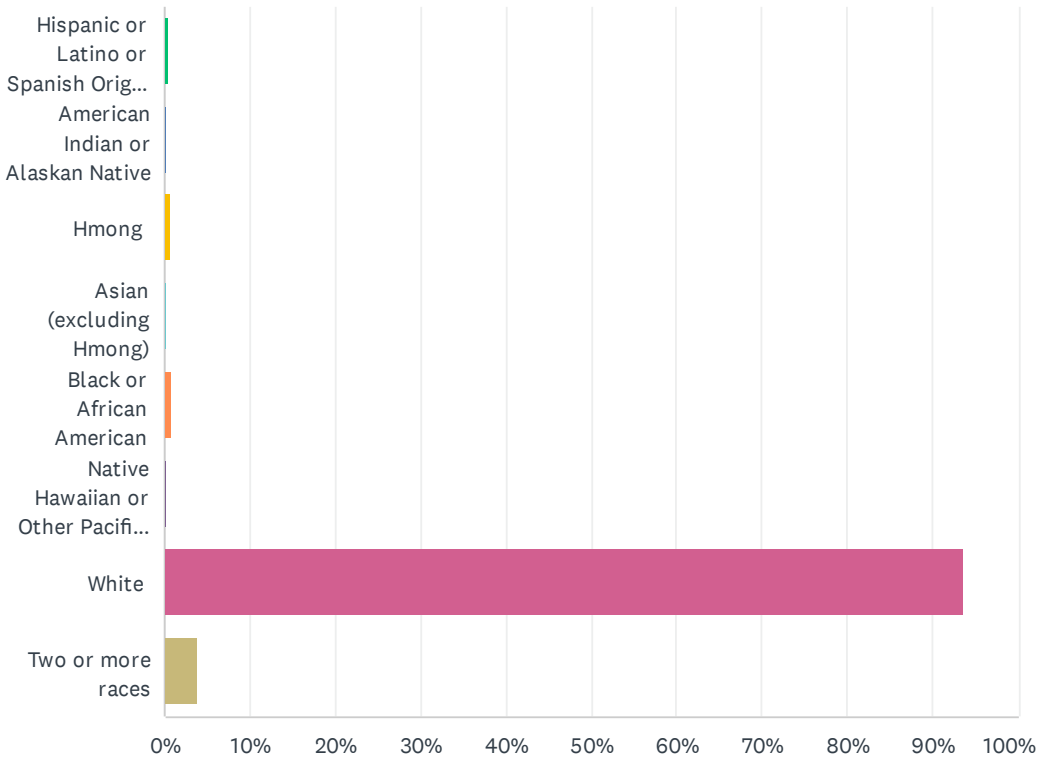
Answered: 474 Skipped: 429



ANSWER CHOICES	RESPONSES	
Less than 12	0.21%	1
13-17	0.00%	0
18-24	8.23%	39
25-34	12.03%	57
35-44	22.15%	105
45-54	18.99%	90
55-64	19.83%	94
65-74	14.56%	69
75-84	3.80%	18
85+	0.21%	1
TOTAL		474

Q45 What is your race/ethnicity? (optional)

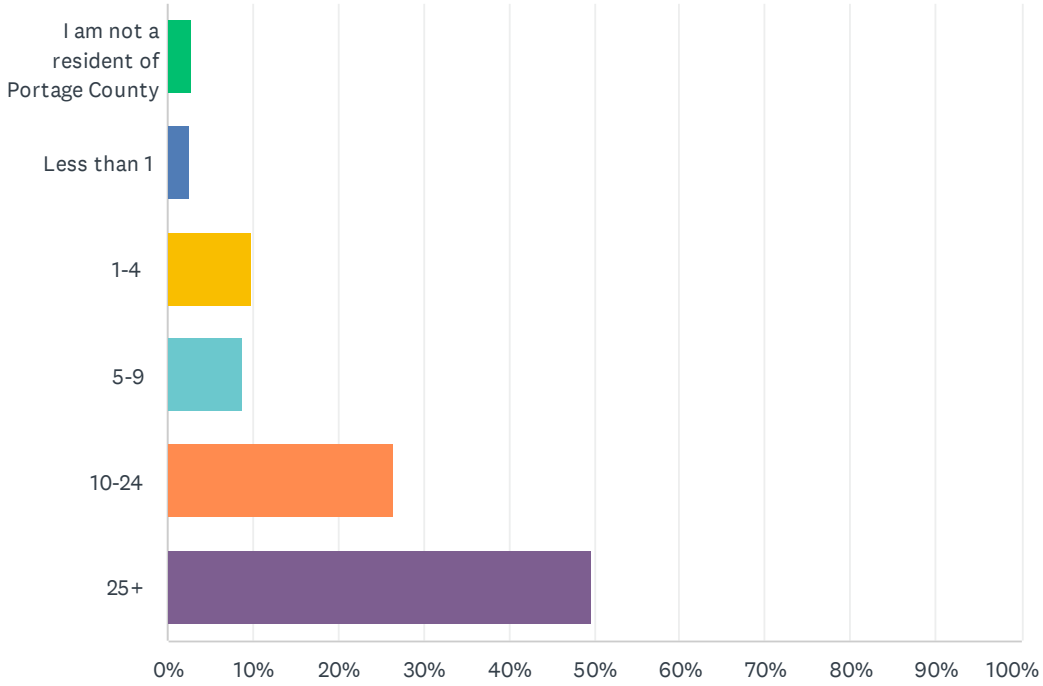
Answered: 450 Skipped: 453



ANSWER CHOICES	RESPONSES	
Hispanic or Latino or Spanish Origin of any race	0.44%	2
American Indian or Alaskan Native	0.22%	1
Hmong	0.67%	3
Asian (excluding Hmong)	0.22%	1
Black or African American	0.89%	4
Native Hawaiian or Other Pacific Islander	0.22%	1
White	93.56%	421
Two or more races	3.78%	17
TOTAL		450

Q46 How many years have you lived in Portage County?

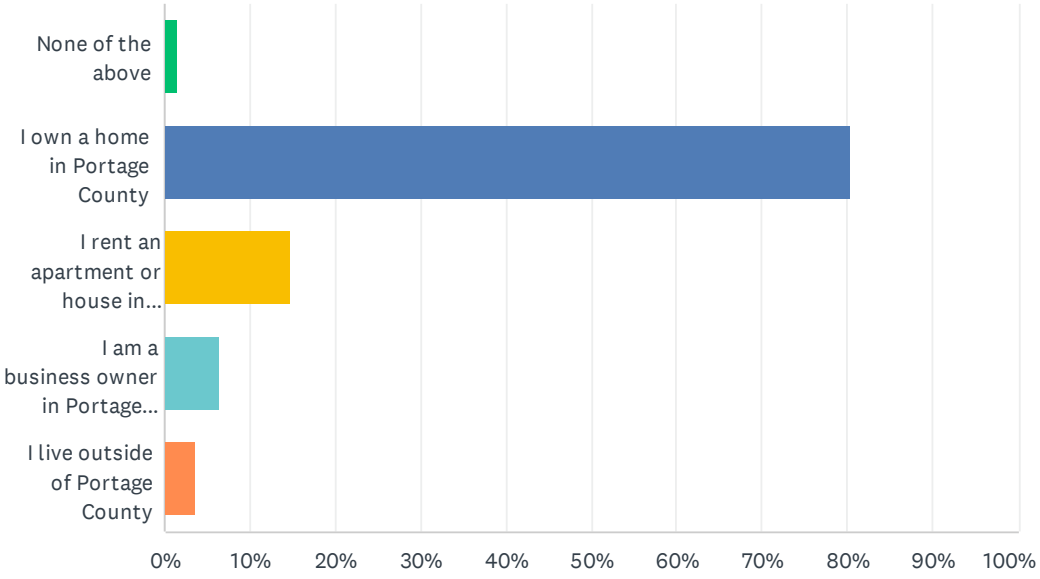
Answered: 477 Skipped: 426



ANSWER CHOICES	RESPONSES	
I am not a resident of Portage County	2.73%	13
Less than 1	2.52%	12
1-4	9.85%	47
5-9	8.81%	42
10-24	26.42%	126
25+	49.69%	237
TOTAL		477

Q47 Please choose all the apply:

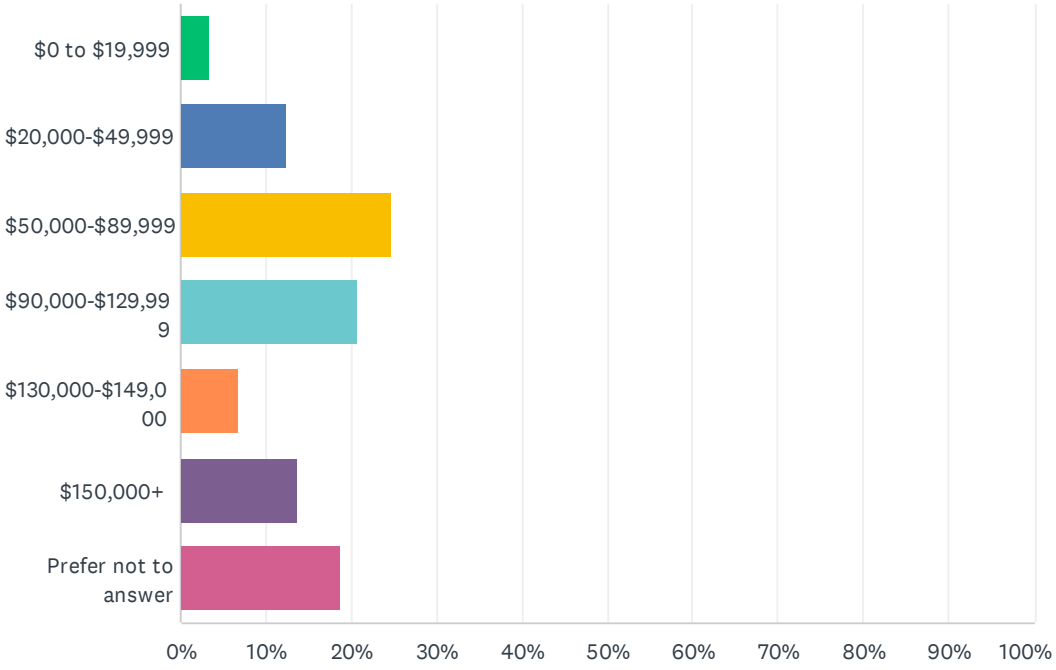
Answered: 477 Skipped: 426



ANSWER CHOICES	RESPONSES	
None of the above	1.47%	7
I own a home in Portage County	80.29%	383
I rent an apartment or house in Portage County	14.68%	70
I am a business owner in Portage County	6.50%	31
I live outside of Portage County	3.56%	17
Total Respondents: 477		

Q48 What is your total household income?

Answered: 471 Skipped: 432



ANSWER CHOICES	RESPONSES	
$0 to $19,999	3.40%	16
$20,000-$49,999	12.31%	58
$50,000-$89,999	24.63%	116
$90,000-$129,999	20.59%	97
$130,000-$149,000	6.79%	32
$150,000+	13.59%	64
Prefer not to answer	18.68%	88
TOTAL		471

Q49 Do you have any special needs related to vision, hearing and/or mobility? If so, can you further describe challenges you face walking, biking, driving and/or using transit in the county? (optional)

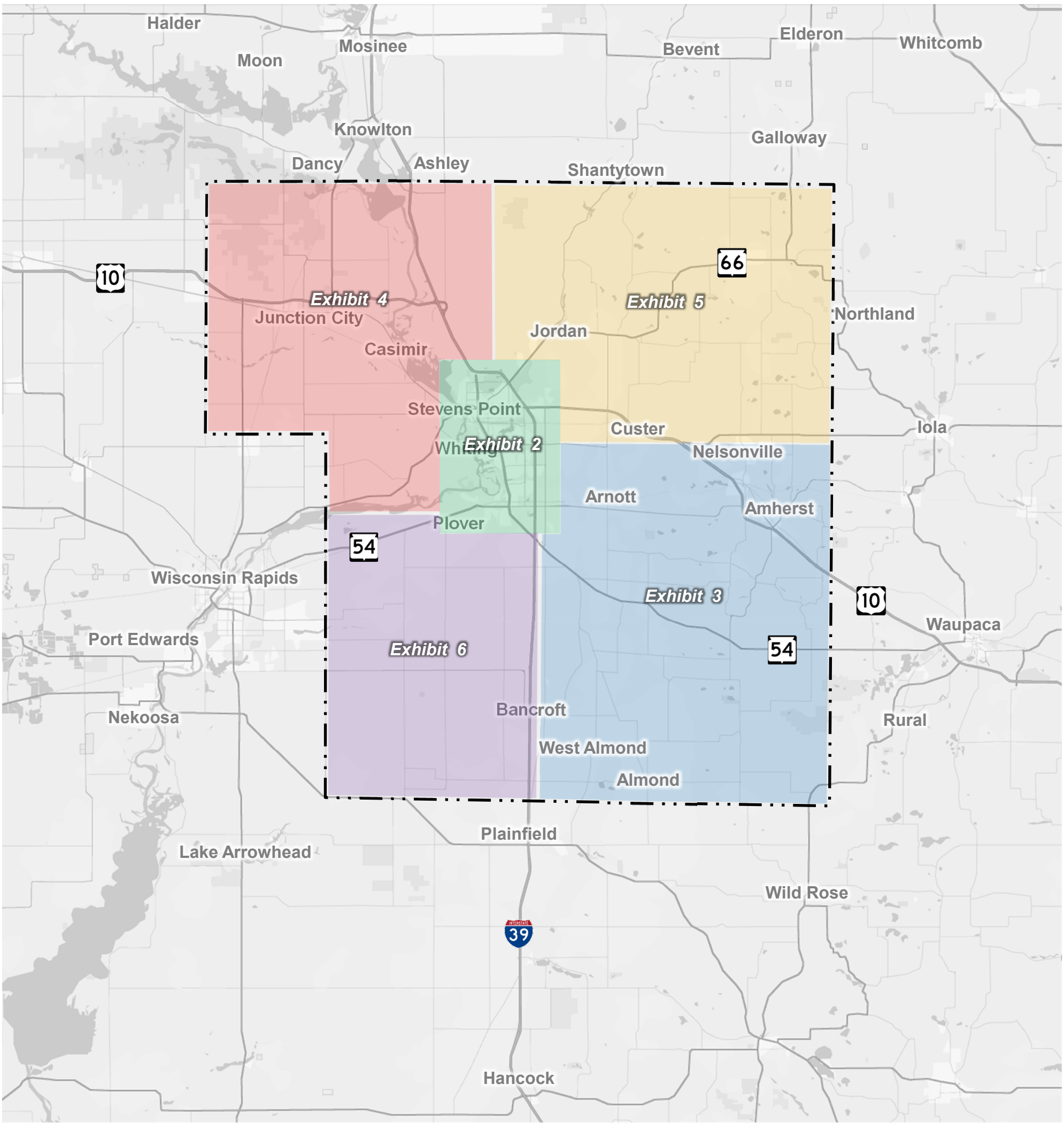
Answered: 63 Skipped: 840

#	RESPONSES	DATE
1	As a senior living outside of the village or city I would appreciate better lighting on highways, lower speed limit on Hwy. 54 and longer turning lanes. Also, some education on social media, in newspapers and even mailings. Things that drivers may not know about, i.e. stop lines, yellow turn arrow meanings, using a blinker correctly, headlights In inclement weather, etc.	11/19/2024 7:37 PM
2	no	11/19/2024 6:53 PM
3	No	11/19/2024 2:41 PM
4	No	11/19/2024 2:27 PM
5	Visually impaired. Well-maintained sidewalks are a must.	11/19/2024 1:44 PM
6	No	11/19/2024 12:24 PM
7	Mobility. I don't always have the energy to go places by foot or on bike. A more robust public transportation system would help bridge those gaps.	11/19/2024 9:44 AM
8	Vision. Please add lights to the green circle trail heads	11/19/2024 8:45 AM
9	I don’t have a mobility disability, but I have an infant and often use a stroller or bike wagon or have to carry the baby, so I benefit from accommodations intended for people with limited mobility. Many sidewalks and curbs could be improved to accommodate people who have mobility limitations. Additionally, cross lights at intersections do not always provide a lot of time for slower walkers to make it across a road. And, water, ice, snow, and potholes have an even bigger impact on people who cannot step off of a designated trail to avoid them.	11/18/2024 9:59 PM
10	No	11/18/2024 9:14 PM
11	no	11/18/2024 9:29 AM
12	I do not; however, I have a son who has special needs.	11/18/2024 9:19 AM
13	80 yrs old and legs stiff. Walking somewhat slower makes it difficult to cross streets even those with traffic lights as they don't last long enough.	11/18/2024 7:49 AM
14	Glasses	11/17/2024 7:54 PM
15	No	11/17/2024 5:05 PM
16	newer type headlights bother me when night driving	11/16/2024 10:05 AM
17	N/a	11/11/2024 11:46 AM
18	I have autism and a result of this is an increased sensitivity to loud noises, the noise created by high speed cars can be like having an explosive going off constantly when walking along roads. An easy solution to this issue is reducing vehicle speeds as at around 50-60mph the sound of tires is more than that of the engine, but an important thing to keep in mind is that simply reducing the number on the speed limit sign wont have much of an effect if the road is very straight, wide, and lacks proper design.	11/10/2024 4:32 PM
19	Low vision	11/8/2024 2:15 PM
20	No	11/8/2024 1:09 PM
21	No	11/8/2024 7:55 AM
22	None	11/7/2024 8:56 PM

23	No	11/7/2024 8:32 PM
24	No	11/6/2024 11:00 AM
25	No	11/6/2024 10:13 AM
26	No	11/5/2024 8:21 PM
27	None	11/5/2024 4:48 PM
28	No	11/5/2024 3:36 PM
29	No	11/5/2024 12:49 PM
30	no	11/5/2024 11:15 AM
31	N/A	11/5/2024 11:01 AM
32	My wife gets vertigo from too much visual stimulation, which makes it almost impossible for her to drive on the interstate or at night. Anything to improve in-town driving safety is a good thing.	11/5/2024 10:26 AM
33	NA	11/5/2024 9:32 AM
34	not enough bright light at night	11/5/2024 8:13 AM
35	I am a Vietnam war vet with many disability, mostly hearing and walking. I was there in 68/69.	10/30/2024 4:32 PM
36	none	10/30/2024 6:55 AM
37	cannot walk more than one side of one block	10/29/2024 11:56 PM
38	Due to balance dysfunction I cannot use a bicycle.	10/29/2024 5:44 PM
39	I avoid driving in the dark.	10/29/2024 3:33 PM
40	We are senior citizens with hearing issues so crossing the road for our mail can be unsafe do to speeders. Driving out of our driveway also is very unsafe. Speed & reckless driving is a big issue.	10/29/2024 10:14 AM
41	I am legally blind. Reading routes on busses and knowing which bus to transfer to, and looking at bus stop signs are all hard for me. I feel the need to step into the street in order to alert bus drivers that I am waiting at a bus stop for a ride.	10/28/2024 12:47 PM
42	I am happy to reduce my convenience as a driver in order increase the convenience and safety as a pedestrian/bicyclist and for others in my community to live in a safer, more pleasant city. I know there will be many people who cling to car-centric transportation and I sincerely hope that their louder voices to not outweigh those who want Stevens Point to progress.	10/28/2024 12:01 PM
43	n/a	10/28/2024 11:55 AM
44	No	10/28/2024 10:28 AM
45	n/a	10/25/2024 7:16 AM
46	n/a	10/23/2024 11:19 PM
47	I do not, but the question does raise the issue of sensory experience--which I think matters more than we commonly admit. For example, Division might statistically be not all that bad to walk along, but the loudness of the traffic gives me an unconscious signal that it's dangerous there. Another example: being exposed to the sun while walking down an open road is not just unpleasant, I also think our unconscious mind tells us not to do it. We need streets that calm our senses, not stress them.	10/23/2024 9:42 PM
48	No. But we are all aging.	10/23/2024 7:45 PM
49	Aging is hard in general but limited mobility is what we all fear. We don’t want to lose independence.	10/23/2024 1:50 PM
50	I am against installing sidewalks in areas in Stevens Point that are not close to the central business district AND on streets with very low motor vehicle traffic. Such sidewalks are not	10/23/2024 9:27 AM

	needed, not necessary, and are a waste of money, not to mention problematic for homeowners to keep clear of snow/ice when they are very rarely used.	
51	No	10/23/2024 5:57 AM
52	Just tired of trying to dodge potholes and watching our street disappear each year the snowplow takes out more blacktop and never replaces it.	10/22/2024 9:04 PM
53	No	10/22/2024 7:55 PM
54	No	10/22/2024 7:43 PM
55	I'm elderly and getting to the point where I wish there was reliable public transit I could use in the evenings for a variety of reasons, self-reliance chief among them.	10/22/2024 5:45 PM
56	N/A	10/21/2024 8:42 PM
57	No	10/21/2024 7:06 PM
58	No	10/21/2024 6:58 PM
59	My daughter is autistic. She cannot drive and relies on us, her parents, to get her to work and other functions. Her work hours make it difficult to use transit services in the evening hours.	10/21/2024 2:43 PM
60	Vision challenges. Have bus route available in Plover	10/21/2024 2:34 PM
61	Contacts/glasses.	10/21/2024 11:33 AM
62	No	10/20/2024 10:09 AM
63	No	10/20/2024 9:34 AM

Appendix A5
Survey Public Comment Summary



Legend

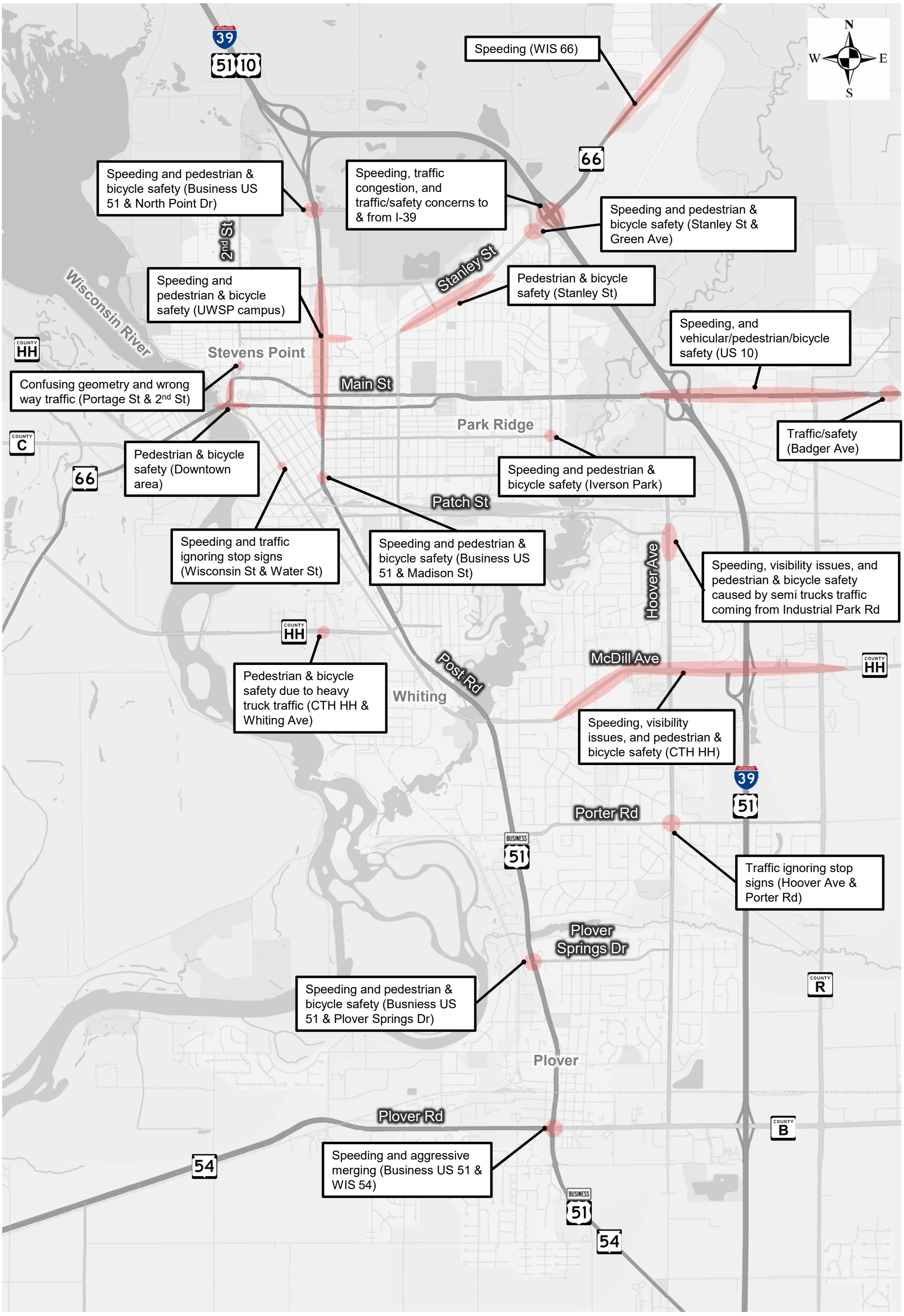
= Portage County boundary

= Exhibit areas

Portage County Exhibit Overview Map

Exhibit **1**

raSmith



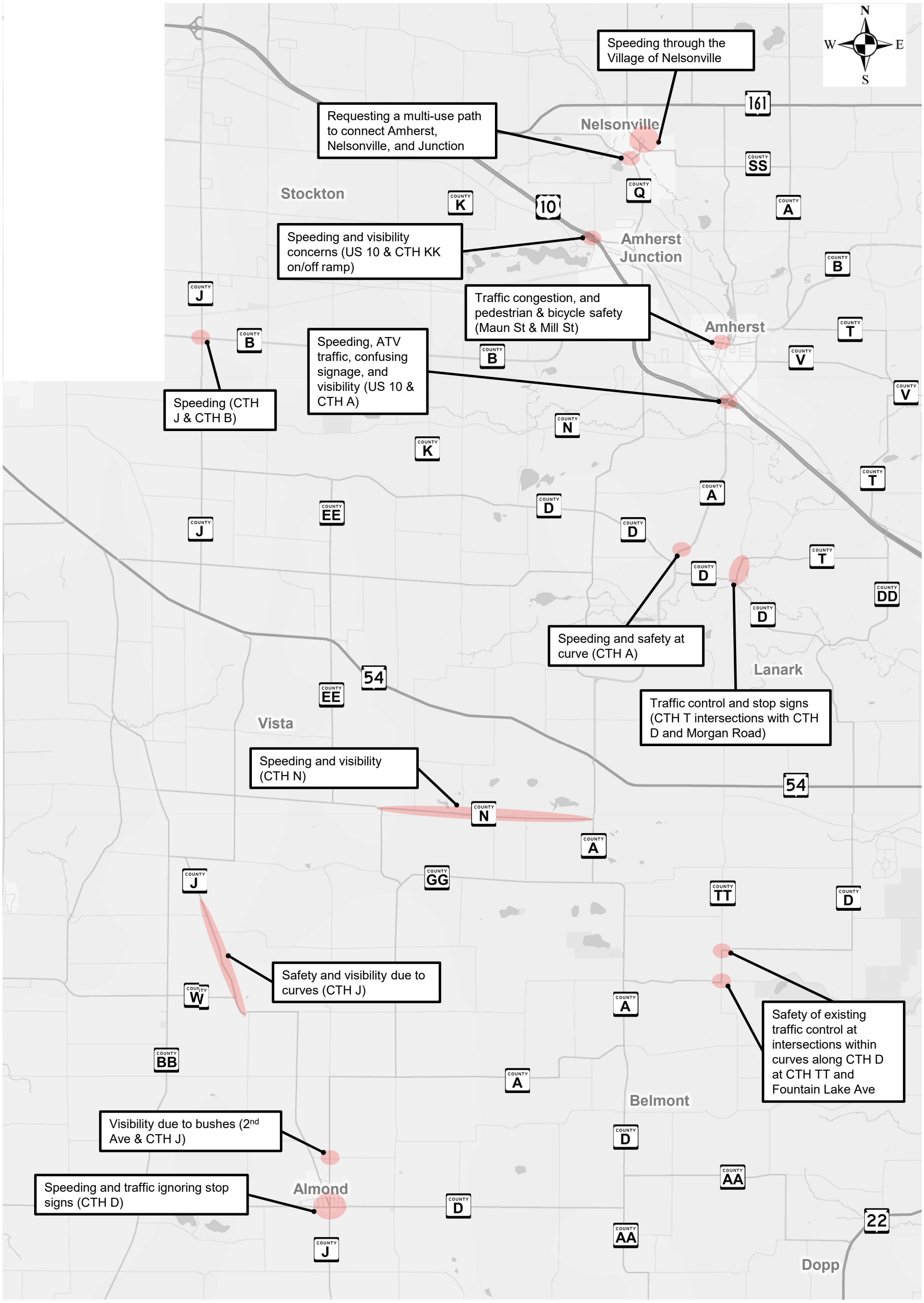
Legend

= Area of identified safety concern

Summary of Public Concerns – Central Portage County

Exhibit **2**

raSmith



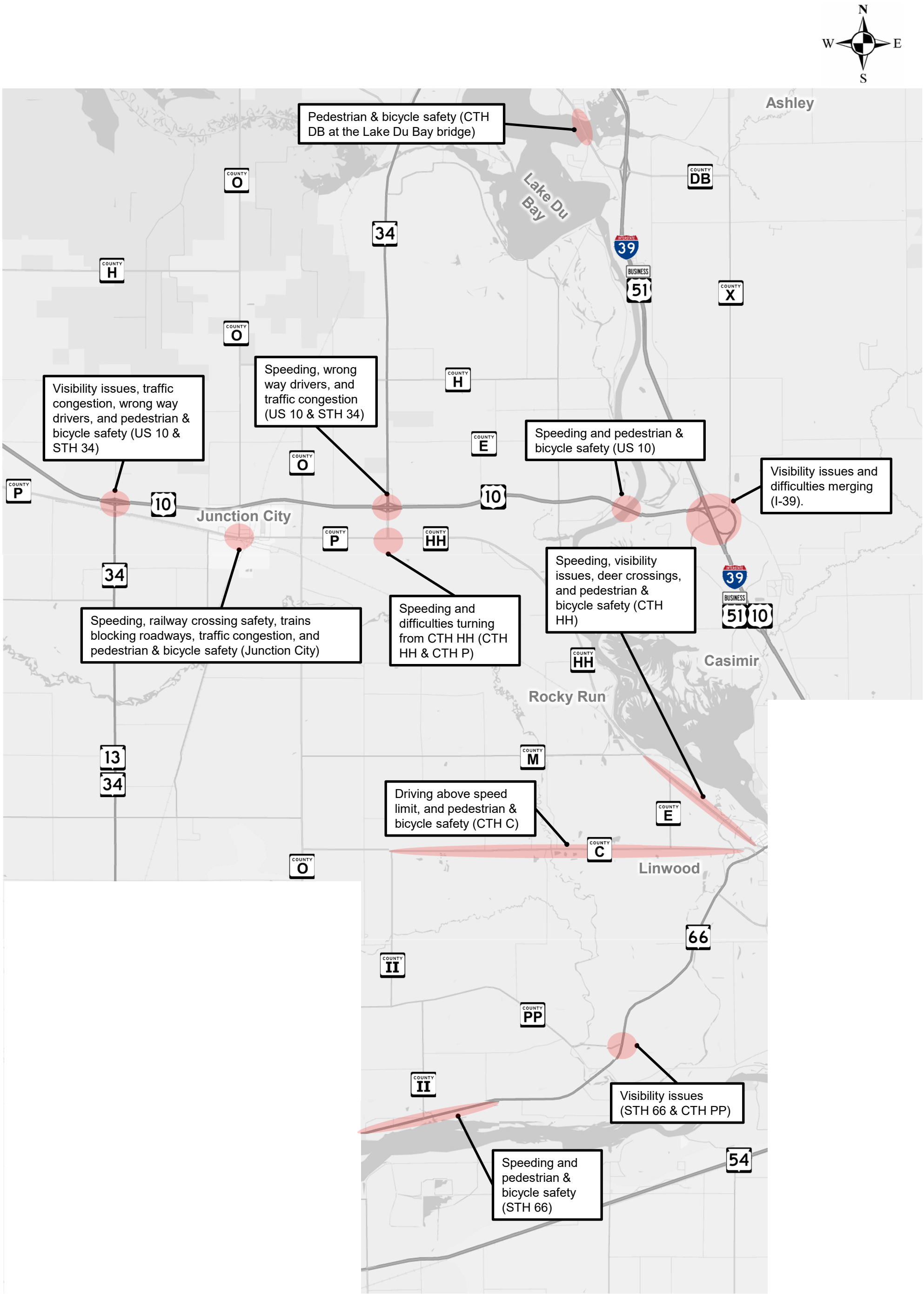
Legend

= Area of identified safety concern

Summary of Public Concerns – Southeast Portage County

Exhibit **3**

raSmith



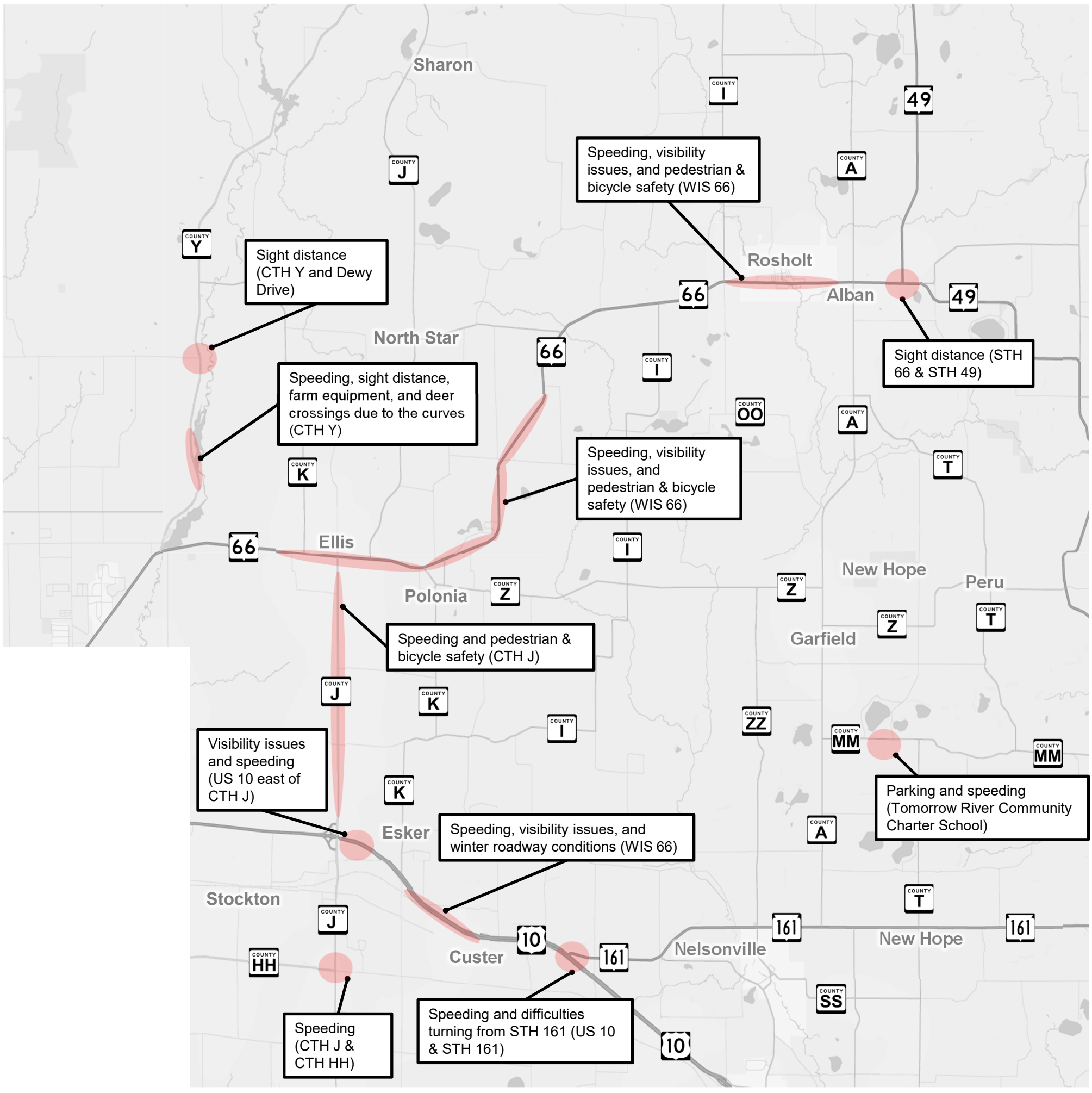
Legend

= Area of identified safety concern

Summary of Public Concerns – Northwest Portage County

Exhibit **4**

raSmith



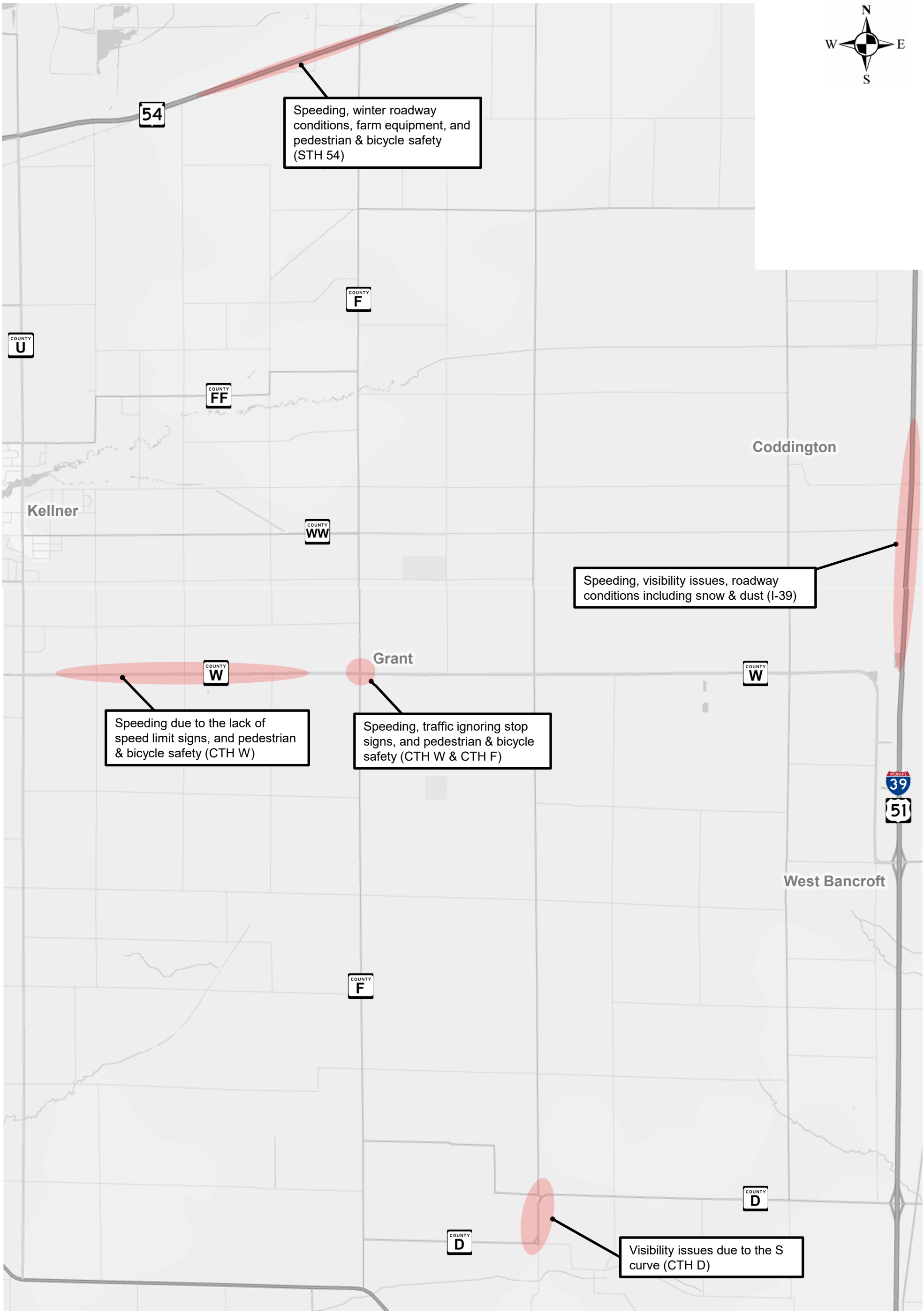
Legend

= Area of identified safety concern

Summary of Public Concerns – Northeast Portage County

Exhibit **5**

raSmith



Legend

= Area of identified safety concern

Summary of Public Concerns – Southwest Portage County

Exhibit **6**

raSmith

Appendix B

Appendix B1
Village of Whitefish Bay Temporary to Permanent Improvement Evaluation Matrix

Temporary to Permanent Improvement Evaluation Form

Location	**(enter location)**	**BC Risk Score**	**300**
Cost Estimate:	**$10,000**		

Before Conditions	**(describe existing conditions)**	**Before Risk Score:**	**18**
After Conditions	**(describe improvement conditions)**	**After Risk Score:**	**15**
Change in Risk Score			**-3**

Criteria	Before Observation	Before Risk Score	After Observation	Difference	After Risk Score
Vehicle Speeds (85th percentile) (mph)	30	3	28	-2.0	2
Yielding Compliance (%)	25%	3	30%	+5%	3
Ped & Bike Volumes (sum of two 30 min peaks)	40	3	80	+40	1
Community Support (short survey)	---	3	20% - 39% favorable responses	---	4
Operational Issues (observations)	---	3	Minor, correctable	---	2
Maintenance Issues (observations)	---	3	Moderate, acceptable	---	3
Totals		18			15

Notes

Appendix C

Appendix C1
Portage County Crash Summary

County Crash Summary

TRAFFIC ANALYSIS & DESIGN, INC.

County: Portage County
Limits: All Roadways
DEER CRASHES INCLUDED

From: 1/1/2020
To: 12/31/2024

Duration 5 Years 0 Months

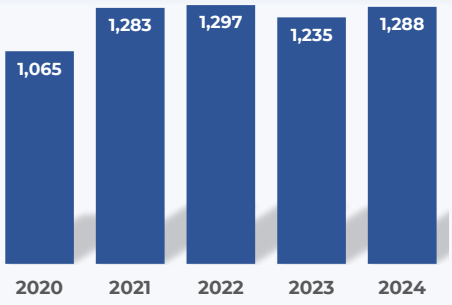
MAP

SOCIETAL IMPACT

TOTAL CRASHES:	6,168	(8866 Damaged Vehicles)
TOTAL KILLED PERSONS:	32	
TOTAL INJURED PERSONS:	1,686	
REQ. MEDICAL TRANSPORT:	557	
COMPREHENSIVE COST*:	$ 901,970,000	

*Comprehensive crash costs (a.ka. societal crash costs) are a combination of tangible impacts (i.e., economic costs) and the monetized pain and suffering (i.e., quality-adjusted life years). Comprehensive costs are meant to capture all of the impact that results from crashes. Source: WisDOT FDM 11-38-10.5.3.2 Table 10.2 - 2023 Dollars)

ANNUAL CRASH TRENDS

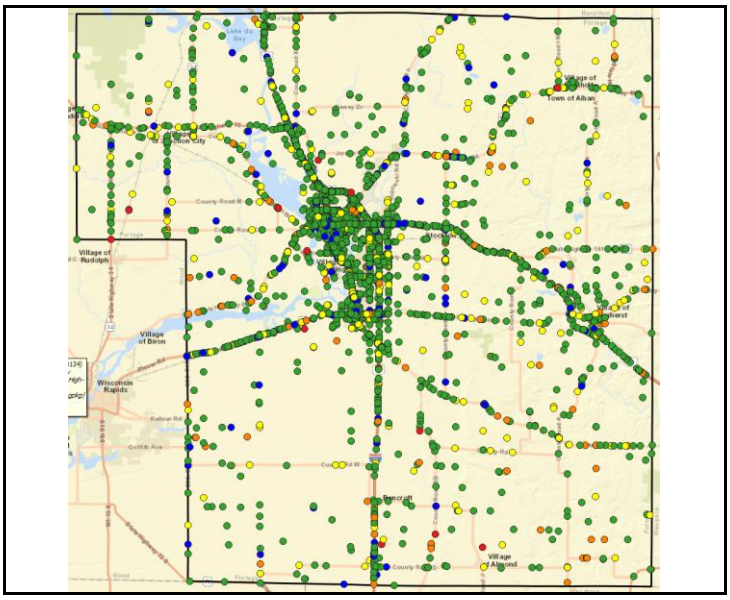


CRASH SEVERITY BY YEAR

YEAR	K	A	B	C	PDO	TOT.	COMP. COST*
2020	4	33	95	85	848	1,065	$ 137,760,000
2021	10	34	127	98	1,014	1,283	$ 241,910,000
2022	9	30	131	104	1,023	1,297	$ 225,690,000
2023	2	40	112	91	990	1,235	$ 120,840,000
2024	6	30	117	93	1,042	1,288	$ 175,770,000
2025	0	0	0	0	0	0	$ -
TOTAL	31	167	582	471	4917	6168	$ 901,970,000
AVERAGES	6	33	116	94	983	1233	$ 180,300,000

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury

MAP



RUN-OFF-ROAD CRASH TYPES	K	A	B	C	PDO	TOT.	COMP. COST*
Ditch	9	33	97	36	388	563	$ 198,160,000
Other	3	23	55	29	1306	1416	$ 105,420,000
Tree	3	22	26	8	107	166	$ 72,170,000
Fixed-Object	3	5	28	16	438	490	$ 66,550,000
Overturn	1	14	54	13	101	183	$ 43,260,000
Guardrail	1	1	5	3	49	59	$ 18,450,000
Bridge	1	2	1	0	14	18	$ 17,160,000
Median Barrier	0	1	3	1	40	45	$ 2,420,000
Fence	0	0	4	2	23	29	$ 1,710,000
Immersion	0	0	0	0	1	1	$ 20,000

MULTI-VEHICLE CRASH TYPES	K	A	B	C	PDO	TOT.	COMP. COST*
Right-Angle	3	26	122	129	893	1173	$ 130,960,000
Rear-End	3	13	79	151	918	1164	$ 113,600,000
Head-On	1	9	30	16	69	125	$ 33,190,000
Side-Swipe-Opposite	1	0	5	2	43	51	$ 17,410,000
Left-Turn Angle	0	4	31	29	130	194	$ 17,390,000
Side-Swipe-Same	0	3	8	11	293	315	$ 11,360,000
Other	0	1	6	9	96	112	$ 5,340,000

MULTI-MODAL CRASH TYPES	K	A	B	C	PDO	TOT.	COMP. COST*
Bicycle	1	3	19	10	8	41	$ 23,740,000
Pedestrian	1	7	9	6	0	23	$ 23,690,000

ALL CRASH TYPES	K	A	B	C	PDO	TOT.	COMP. COST*
	31	167	582	471	4917	6168	$ 902,000,000

ROAD CONDITIONS		
DRY	4,567	74%
WET	957	16%
SNOW	573	9%
ICE	71	1%
OTH.	0	0%
TOT.	6,168	

LIGHT CONDITIONS		
DAY	4,932	80%
DARK	1,236	20%
TOT.	6,168	

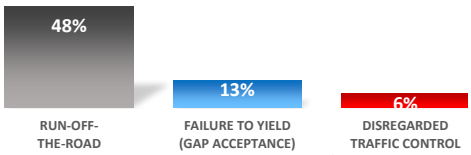
DRIVER BEHAVIOR		
ALCOHOL	289	5%
DRUGS	53	1%
BOTH	49	1%
SPEED	1,077	17%

SEASON		
SPRING	1,227	20%
SUMMER	1,467	24%
FALL	1,821	30%
WINTER	1,653	27%
TOT.	6,168	

URBAN/RURAL		
URBAN	3,118	51%
RURAL	3,050	49%
UNK	0	0%

NOTES:
Statistics based on electronic data and not validated with hardcopies.

CAUSATION



DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	8	4	7	5	14	23	46	44	39	26	34	47	73	55	47	60	68	68	43	31	24	25	24	9	0	MON	824
TUE	3	6	10	4	13	29	45	54	46	38	39	33	48	57	43	74	80	77	46	41	26	34	15	14	0	TUE	875
WED	7	8	8	2	8	22	58	64	44	31	32	52	53	51	60	83	75	68	46	30	34	27	18	13	0	WED	894
THU	14	10	13	7	15	28	58	54	32	39	52	52	52	58	64	77	73	63	59	53	37	35	33	12	0	THU	990
FRI	16	13	15	5	15	26	41	52	28	36	44	58	63	58	55	**106**	102	64	66	39	35	41	34	30	0	FRI	**1042**
SAT	19	16	20	17	16	17	27	23	26	38	46	47	63	47	48	39	42	50	43	40	45	47	41	28	0	SAT	845
SUN	18	21	23	9	13	11	19	13	17	18	30	38	55	41	54	37	47	46	37	48	38	34	18	12	1	SUN	698
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	85	78	96	49	94	156	294	304	232	226	277	327	407	367	371	476	**487**	436	340	282	239	243	183	118	1	**TOT.**	**6168**

Appendix D

Appendix D1
HIN Overall Crash Statistics Summary

APPENDIX D1.1

Corridor Database

Portage County (2020 to 2024)

RANK[1]	CORRIDOR	LENGTH (MI)	AADT	MAP LINK	TOTAL CRASHES	CRASH RATE	ECONOMIC LOSS
1	CTH B from west of BUS 51 to east of CTH R	1.97	16,421	Link	278	470.6 per 100MVM	$22,191,046
2	USH 10/WIS 66 from NB Ramps to east of Elizabeth Ave	1.21	23,075	Link	332	649.0 per 100MVM	$21,567,138
3	BUS 51/Division St from North Point Dr to Boyington Ave	1.41	9,292	Link	313	1305.6 per 100MVM	$15,727,533
4	BUS 51/Church Street from south of Nebel St to Monroe St	1.02	10,111	Link	108	575.8 per 100MVM	$8,936,584
5	WIS 66 from Ridge Road to Soo Marie Avenue	0.71	15,880	Link	72	348.3 per 100MVM	$7,536,485
6	Maria Drive from Second St to Minnesota Ave	1.20	5,103	Link	93	833.1 per 100MVM	$7,063,522
7	WIS 54 from west of CTH F to 0.5 mile east of Coolidge Ave	3.67	13,500	Link	28	30.9 per 100MVM	$5,949,392
8	USH 10 near CTH A interchange	1.00	14,026	Link	18	70.2 per 100MVM	$4,873,455
9	USH 10 from west of CTH K to east of CTH QQ	2.01	15,600	Link	21	36.8 per 100MVM	$4,310,141
10	WIS 66/Main Street from Phillips St to Cross St	0.46	6,362	Link	47	883.3 per 100MVM	$3,886,220
11	CTH HH from north of Bayshore Dr to east of CTH E	1.80	2,300	Link	7	92.6 per 100MVM	$3,669,256
12	WIS 66/Clark Street from Illinois Ave to Minnesota Ave	0.36	6,300	Link	46	1119.1 per 100MVM	$3,560,940
13	I-39 near BUS 51 system interchange	1.00	28,943	Link	21	39.8 per 100MVM	$3,540,392
14	WIS 66 from Music Dr to east of CTH J	0.83	3,027	Link	7	153.3 per 100MVM	$3,022,752
15	CTH BB/JJ from south of 3rd Avenue to south of 2nd Avenue	1.00	790	Link	5	346.6 per 100MVM	$2,402,127
16	WIS 54 from West of Wied Rd to east of Pleasant Dr	1.00	1,900	Link	4	115.3 per 100MVM	$2,383,551
17	WIS 66 from west of Rustic Dr to Merryland Dr	0.83	2,800	Link	8	189.6 per 100MVM	$2,148,334
18	CTH O from north of CTH M to south of CTH C	1.10	1,000	Link	4	199.1 per 100MVM	$2,074,030
19	Washington Street from Main St to CTH A	0.63	1,000	Link	4	350.3 per 100MVM	$1,843,916
20	West River Drive from Blue Heron Dr north for 0.6 miles	0.59	630	Link	3	442.0 per 100MVM	$1,825,340
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Averages per Corridor		**1.19**	**8,903**		**71**	**412.56**	**$6,425,608**
Totals		**23.79**	**178,061**		**1419**		**$128,512,154**

1) Ranked by total economic loss. Economic Loss calculated by using $788.325k per Fatal K-Level, $788.325k per Incapacitating Injury A-Level, $248.69k per Non-Incapacitating Injury B-Level, $141.821k per Possible Injury C-Level, and $18.576k per Property Damage Only PD-Level.

APPENDIX D1.2

Economic Loss Ranking

Portage County (2020 to 2024)

RANK[1]	CORRIDOR	LENGTH (MI)	FATAL	A-LEVEL	B-LEVEL	C-LEVEL	PDO	TOTAL CRASHES	ECONOMIC LOSS (ALL CRASHES)	ECONOMIC LOSS PER MILE
1	USH 10/WIS 66 from NB Ramps to east of Elizabeth Ave	1.21	0	3	36	39	254	$332	$21,567,138	$17,765,353
2	CTH B from west of BUS 51 to east of CTH R	1.97	0	9	23	39	207	$278	$22,191,046	$11,264,490
3	BUS 51/Division St from North Point Dr to Boyington Ave	1.41	0	2	23	25	263	$313	$15,727,533	$11,130,597
4	WIS 66 from Ridge Road to Soo Marie Avenue	0.71	0	5	7	6	54	$72	$7,536,485	$10,570,105
5	WIS 66/Clark Street from Illinois Ave to Minnesota Ave	0.36	0	2	4	2	38	$46	$3,560,940	$9,965,634
6	BUS 51/Church Street from south of Nebel St to Monroe St	1.02	0	2	17	12	77	$108	$8,936,584	$8,795,850
7	WIS 66/Main Street from Phillips St to Cross St	0.46	0	1	6	7	33	$47	$3,886,220	$8,485,197
8	Maria Drive from Second St to Minnesota Ave	1.20	0	2	9	14	68	$93	$7,063,522	$5,896,095
9	USH 10 near CTH A interchange	1.00	1	4	3	0	10	$18	$4,873,455	$4,868,586
10	WIS 66 from Music Dr to east of CTH J	0.83	0	3	2	1	1	$7	$3,022,752	$3,659,506
11	I-39 near BUS 51 system interchange	1.00	2	0	7	0	12	$21	$3,540,392	$3,541,581
12	West River Drive from Blue Heron Dr north for 0.6 miles	0.59	1	1	1	0	0	$3	$1,825,340	$3,093,659
13	Washington Street from Main St to CTH A	0.63	0	2	1	0	1	$4	$1,843,916	$2,948,857
14	WIS 66 from west of Rustic Dr to Merryland Dr	0.83	1	1	2	0	4	$8	$2,148,334	$2,603,033
15	CTH BB/JJ from south of 3rd Avenue to south of 2nd Avenue	1.00	1	2	0	0	2	$5	$2,402,127	$2,402,127
16	WIS 54 from West of Wied Rd to east of Pleasant Dr	1.00	0	3	0	0	1	$4	$2,383,551	$2,383,551
17	USH 10 from west of CTH K to east of CTH QQ	2.01	1	2	7	0	11	$21	$4,310,141	$2,149,020
18	CTH HH from north of Bayshore Dr to east of CTH E	1.80	1	3	2	0	1	$7	$3,669,256	$2,038,558
19	CTH O from north of CTH M to south of CTH C	1.10	0	2	2	0	0	$4	$2,074,030	$1,884,833
20	WIS 54 from west of CTH F to 0.5 mile east of Coolidge Ave	3.67	0	4	7	6	11	$28	$5,949,392	$1,619,444
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Averages per Corridor			**0.40**	**2.7**	**8**	**8**	**52**	**71**	**$6,425,608**	**$5,853,304**
Totals			**8**	**53**	**159**	**151**	**1048**	**1419**	**$128,512,154**	**$117,066,077**

1) Ranked by economic loss per mile. Economic Loss calculated by using $788.325k per Fatal K-Level, $788.325k per Incapacitating Injury A-Level, $248.69k per Non-Incapacitating Injury B-Level, $141821k per Possible Injury C-Level, and $18576k per Property Damage Only PD-Level.

APPENDIX D1.3

Crash Frequency Ranking

Portage County (2020 to 2024)

RANK[1]	CORRIDOR	LENGTH (MI)	FATAL	A-LEVEL	B-LEVEL	C-LEVEL	PDO	TOTAL CRASHES	CRASHES PER MILE
1	USH 10/WIS 66 from NB Ramps to east of Elizabeth Ave	1.21	0	3	36	39	254	332	273.5
2	BUS 51/Division St from North Point Dr to Boyington Ave	1.41	0	2	23	25	263	313	221.5
3	CTH B from west of BUS 51 to east of CTH R	1.97	0	9	23	39	207	278	141.1
4	WIS 66/Clark Street from Illinois Ave to Minnesota Ave	0.36	0	2	4	2	38	46	128.7
5	BUS 51/Church Street from south of Nebel St to Monroe St	1.02	0	2	17	12	77	108	106.3
6	WIS 66/Main Street from Phillips St to Cross St	0.46	0	1	6	7	33	47	102.6
7	WIS 66 from Ridge Road to Soo Marie Avenue	0.71	0	5	7	6	54	72	101.0
8	Maria Drive from Second St to Minnesota Ave	1.20	0	2	9	14	68	93	77.6
9	I-39 near BUS 51 system interchange	1.00	2	0	7	0	12	21	21.0
10	USH 10 near CTH A interchange	1.00	1	4	3	0	10	18	18.0
11	USH 10 from west of CTH K to east of CTH QQ	2.01	1	2	7	0	11	21	10.5
12	WIS 66 from west of Rustic Dr to Merryland Dr	0.83	1	1	2	0	4	8	9.7
13	WIS 66 from Music Dr to east of CTH J	0.83	0	3	2	1	1	7	8.5
14	WIS 54 from west of CTH F to 0.5 mile east of Coolidge Ave	3.67	0	4	7	6	11	28	7.6
15	Washington Street from Main St to CTH A	0.63	0	2	1	0	1	4	6.4
16	West River Drive from Blue Heron Dr north for 0.6 miles	0.59	1	1	1	0	0	3	5.1
17	CTH BB/JJ from south of 3rd Avenue to south of 2nd Avenue	1.00	1	2	0	0	2	5	5.0
18	WIS 54 from West of Wied Rd to east of Pleasant Dr	1.00	0	3	0	0	1	4	4.0
19	CTH HH from north of Bayshore Dr to east of CTH E	1.80	1	3	2	0	1	7	3.9
20	CTH O from north of CTH M to south of CTH C	1.10	0	2	2	0	0	4	3.6
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Averages per Corridor	1.189314593	0.40	2.7	8	8	52	71	59.7

Totals		8	53	159	151	1048	1419	

1) Ranked by number of crashes per mile in study period.

APPENDIX D1.4

Crash Rate Ranking

Portage County (2020 to 2024)

RANK[1]	CORRIDOR	LENGTH (MI)	AADT	CRASH RATE PER 100MVM	WI UCL PER 100MVM	KAB CRASH RATE PER 100MVM	WI KAB UCL PER 100MVM
1	BUS 51/Division St from North Point Dr to Boyington Ave	1.41	9,292	**1,305.60**	362.48	**104.28**	51.33
2	WIS 66/Clark Street from Illinois Ave to Minnesota Ave	0.36	6,300	**1,119.07**	414.65	**145.97**	69.29
3	WIS 66/Main Street from Phillips St to Cross St	0.46	6,362	**883.30**	403.87	**131.56**	65.58
4	Maria Drive from Second St to Minnesota Ave	1.20	5,103	**833.06**	379.64	**98.53**	57.24
5	USH 10/WIS 66 from NB Ramps to east of Elizabeth Ave	1.21	23,075	**649.04**	458.42	**76.24**	66.35
6	BUS 51/Church Street from south of Nebel St to Monroe St	1.02	10,111	**575.77**	367.30	**101.29**	52.98
7	CTH B from west of BUS 51 to east of CTH R	1.97	16,421	**470.64**	217.43	**54.17**	33.40
8	West River Drive from Blue Heron Dr north for 0.6 miles	0.59	630	441.99	492.45	**441.99**	108.44
9	Washington Street from Main St to CTH A	0.63	1,000	350.33	445.37	**262.74**	91.81
10	WIS 66 from Ridge Road to Soo Marie Avenue	0.71	15,880	348.25	365.32	**58.04**	52.30
11	CTH BB/JJ from south of 3rd Avenue to south of 2nd Avenue	1.00	790	**346.61**	175.33	**207.97**	65.76
12	CTH O from north of CTH M to south of CTH C	1.10	1,000	**199.08**	153.55	**199.08**	51.83
13	WIS 66 from west of Rustic Dr to Merryland Dr	0.83	2,800	**189.59**	117.04	**94.79**	38.85
14	WIS 66 from Music Dr to east of CTH J	0.83	3,027	**153.32**	115.41	**109.52**	38.05
15	WIS 54 from West of Wied Rd to east of Pleasant Dr	1.00	1,900	115.29	146.59	**86.47**	51.11
16	CTH HH from north of Bayshore Dr to east of CTH E	1.80	2,300	92.60	121.57	**79.37**	36.48
17	USH 10 near CTH A interchange	1.00	14,026	**70.21**	57.80	**31.21**	15.59
18	I-39 near BUS 51 system interchange	1.00	28,943	39.75	58.01	**17.03**	10.43
19	USH 10 from west of CTH K to east of CTH QQ	2.01	15,600	36.76	217.74	17.50	33.52
20	WIS 54 from west of CTH F to 0.5 mile east of Coolidge Ave	3.67	13,500	30.92	213.90	12.15	32.11
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Totals		**23.79**	**10,256**	**340.68**		**88.27**	

1) Ranked by total number of crashes per hundred million vehicle miles traveled in study period.

APPENDIX D1.5

Night-Time Crash Ranking

Portage County (2020 to 2024)

RANK[1]	CORRIDOR	LENGTH (MI)	NIGHT-TIME CRASHES	TOTAL NUMBER OF CRASHES	PERCENT NIGHT-TIME	ECONOMIC LOSS TOTAL (NIGHT-TIME)	ECONOMIC LOSS PER MILE (NIGHT-TIME)
1	WIS 66/Main Street from Phillips St to Cross St	0.46	6	47	13%	$1,357,810	$2,964,651
2	WIS 66/Clark Street from Illinois Ave to Minnesota Ave	0.36	13	46	28%	$1,011,240	$2,830,053
3	USH 10 near CTH A interchange	1.00	5	18	28%	$2,632,240	$2,629,610
4	USH 10/WIS 66 from NB Ramps to east of Elizabeth Ave	1.21	47	332	14%	$3,100,100	$2,553,624
5	CTH B from west of BUS 51 to east of CTH R	1.97	61	278	22%	$4,642,080	$2,356,386
6	WIS 66 from Ridge Road to Soo Marie Avenue	0.71	13	72	18%	$1,471,470	$2,063,773
7	I-39 near BUS 51 system interchange	1.00	11	21	52%	$1,894,540	$1,895,176
8	West River Drive from Blue Heron Dr north for 0.6 miles	0.59	2	3	67%	$1,037,020	$1,757,583
9	BUS 51/Division St from North Point Dr to Boyington Ave	1.41	46	313	15%	$2,391,180	$1,692,272
10	BUS 51/Church Street from south of Nebel St to Monroe St	1.02	19	108	18%	$1,706,170	$1,679,301
11	Maria Drive from Second St to Minnesota Ave	1.20	23	93	25%	$1,903,720	$1,589,082
12	WIS 54 from West of Wied Rd to east of Pleasant Dr	1.00	2	4	50%	$1,576,650	$1,576,650
13	WIS 66 from west of Rustic Dr to Merryland Dr	0.83	2	8	25%	$1,037,020	$1,256,507
14	WIS 66 from Music Dr to east of CTH J	0.83	2	7	29%	$1,037,020	$1,255,472
15	CTH O from north of CTH M to south of CTH C	1.10	2	4	50%	$1,037,020	$942,421
16	USH 10 from west of CTH K to east of CTH QQ	2.01	9	21	43%	$1,857,390	$926,088
17	CTH BB/JJ from south of 3rd Avenue to south of 2nd Avenue	1.00	1	5	20%	$788,330	$788,330
18	CTH HH from north of Bayshore Dr to east of CTH E	1.80	3	7	43%	$1,285,710	$714,312
19	WIS 54 from west of CTH F to 0.5 mile east of Coolidge Ave	3.67	8	28	29%	$2,518,070	$685,427
20	Washington Street from Main St to CTH A	0.63	0	4	0%	$0	$0
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Averages per Corridor		**1.19**	**13.75**	**70.95**	**19%**	**$1,804,462**	**$1,692,459**
Totals		**23.79**	**275**	**1419**	**19%**	**$34,284,780**	**$32,156,718**

1) Crashes ranked by economic loss of night-time crashes per mile. Night-time includes night, or during low-light (dawn/dusk) conditions. Economic Loss calculated by using $788.325k per Fatal K-Level, $788.325k per Incapacitating Injury A-Level, $248.69k per Non-Incapacitating Injury B-Level, $141.821k per Possible Injury C-Level, and $18.576k per Property Damage Only PD-Level.

APPENDIX D1.6

Slippery Conditions Crash Ranking

Portage County (2020 to 2024)

RANK[1]	CORRIDOR	LENGTH (MI)	SLIPPERY CONDITIONS CRASHES	TOTAL NUMBER OF CRASHES	PERCENT SLIPPERY CONDITIONS	ECONOMIC LOSS TOTAL (SLIPPERY)	ECONOMIC LOSS PER MILE (SLIPPERY)
1	USH 10/WIS 66 from NB Ramps to east of Elizabeth Ave	1.21	70	332	21%	$3,757,460	$3,095,107
2	WIS 66 from Ridge Road to Soo Marie Avenue	0.71	19	72	26%	$1,829,410	$2,565,792
3	BUS 51/Division St from North Point Dr to Boyington Ave	1.41	71	313	23%	$3,395,210	$2,402,838
4	CTH B from west of BUS 51 to east of CTH R	1.97	73	278	26%	$3,525,330	$1,789,508
5	Maria Drive from Second St to Minnesota Ave	1.20	24	93	26%	$2,045,540	$1,707,462
6	WIS 66/Main Street from Phillips St to Cross St	0.46	12	47	26%	$699,520	$1,527,336
7	BUS 51/Church Street from south of Nebel St to Monroe St	1.02	31	108	29%	$1,422,200	$1,399,803
8	I-39 near BUS 51 system interchange	1.00	9	21	43%	$1,397,160	$1,397,629
9	WIS 66/Clark Street from Illinois Ave to Minnesota Ave	0.36	19	46	41%	$476,190	$1,332,664
10	WIS 66 from Music Dr to east of CTH J	0.83	2	7	29%	$1,037,020	$1,255,472
11	USH 10 near CTH A interchange	1.00	9	18	50%	$1,167,050	$1,165,884
12	USH 10 from west of CTH K to east of CTH QQ	2.01	6	21	29%	$1,341,430	$668,832
13	West River Drive from Blue Heron Dr north for 0.6 miles	0.59	1	3	33%	$248,690	$421,490
14	WIS 54 from west of CTH F to 0.5 mile east of Coolidge Ave	3.67	9	28	32%	$1,104,020	$300,518
15	CTH O from north of CTH M to south of CTH C	1.10	1	4	25%	$248,690	$226,004
16	WIS 66 from west of Rustic Dr to Merryland Dr	0.83	1	8	13%	$18,580	$22,512
17	WIS 54 from West of Wied Rd to east of Pleasant Dr	1.00	1	4	25%	$18,580	$18,580
18	CTH BB/JJ from south of 3rd Avenue to south of 2nd Avenue	1.00	1	5	20%	$18,580	$18,580
19	CTH HH from north of Bayshore Dr to east of CTH E	1.80	1	7	14%	$18,580	$10,323
20	Washington Street from Main St to CTH A	0.63	0	4	0%	$0	$0
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Averages per Corridor		**1.19**	**18.00**	**70.95**	**25%**	**$1,251,013**	**$1,122,439**
Totals		**23.79**	**360**	**1419**	**25%**	**$23,769,240**	**$21,326,335**

1) Crashes ranked by economic loss of slippery pavement conditions crashes per mile. Slippery conditions includes wet, snowy, or icy. Economic Loss calculated by using $788.325k per Fatal K-Level, $788.325k per Incapacitating Injury A-Level, $248.69k per Non-Incapacitating Injury B-Level, $141.821k per Possible Injury C-Level, and $18.576k per Property Damage Only PD-Level.

APPENDIX D1.7

Wet Conditions Crash Ranking

Portage County (2020 to 2024)

RANK[1]	CORRIDOR	LENGTH (MI)	WET CONDITIONS CRASHES	TOTAL NUMBER OF CRASHES	PERCENT WET CONDITIONS	ECONOMIC LOSS TOTAL (WET)	ECONOMIC LOSS PER MILE (WET)
1	WIS 66 from Ridge Road to Soo Marie Avenue	0.71	14	72	19%	$1,506,420	$2,112,791
2	USH 10/WIS 66 from NB Ramps to east of Elizabeth Ave	1.21	51	332	15%	$2,467,680	$2,032,685
3	WIS 66/Main Street from Phillips St to Cross St	0.46	8	47	17%	$625,210	$1,365,087
4	I-39 near BUS 51 system interchange	1.00	7	21	33%	$1,360,010	$1,360,467
5	CTH B from west of BUS 51 to east of CTH R	1.97	47	278	17%	$2,672,620	$1,356,660
6	WIS 66 from Music Dr to east of CTH J	0.83	2	7	29%	$1,037,020	$1,255,472
7	BUS 51/Division St from North Point Dr to Boyington Ave	1.41	54	313	17%	$1,726,200	$1,221,656
8	Maria Drive from Second St to Minnesota Ave	1.20	13	93	14%	$1,380,970	$1,152,730
9	BUS 51/Church Street from south of Nebel St to Monroe St	1.02	24	108	22%	$1,168,920	$1,150,512
10	WIS 66/Clark Street from Illinois Ave to Minnesota Ave	0.36	15	46	33%	$401,890	$1,124,728
11	West River Drive from Blue Heron Dr north for 0.6 miles	0.59	1	3	33%	$248,690	$421,490
12	CTH O from north of CTH M to south of CTH C	1.10	1	4	25%	$248,690	$226,004
13	WIS 54 from west of CTH F to 0.5 mile east of Coolidge Ave	3.67	6	28	21%	$571,680	$155,613
14	USH 10 from west of CTH K to east of CTH QQ	2.01	4	21	19%	$304,420	$151,783
15	USH 10 near CTH A interchange	1.00	3	18	17%	$55,730	$55,674
16	WIS 66 from west of Rustic Dr to Merryland Dr	0.83	1	8	13%	$18,580	$22,512
17	CTH BB/JJ from south of 3rd Avenue to south of 2nd Avenue	1.00	1	5	20%	$18,580	$18,580
18	CTH HH from north of Bayshore Dr to east of CTH E	1.80	0	7	0%	$0	$0
19	WIS 54 from West of Wied Rd to east of Pleasant Dr	1.00	0	4	0%	$0	$0
20	Washington Street from Main St to CTH A	0.63	0	4	0%	$0	$0
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Averages per Corridor		**1.19**	**12.60**	**70.95**	**18%**	**$930,195**	**$893,203**
Totals		**23.79**	**252**	**1419**	**18%**	**$15,813,310**	**$15,184,444**

1) Crashes ranked by economic loss of wet pavement conditions crashes per mile. Wet conditions do not include snowy or icy conditions. Economic Loss calculated by using $788.325k per Fatal K-Level, $788.325k per Incapacitating Injury A-Level, $248.69k per Non-Incapacitating Injury B-Level, $141.821k per Possible Injury C-Level, and $18.576k per Property Damage Only PD-Level.

APPENDIX D1.8

Run-Off-The-Road Crash Ranking

Portage County (2020 to 2024)

RANK[1]	CORRIDOR	LENGTH (MI)	FATAL	A-LEVEL	B-LEVEL	C-LEVEL	PDO	TOTAL ROR CRASHES	ECONOMIC LOSS TOTAL (ROR CRASHES)	ECONOMIC LOSS PER MILE (ROR CRASHES)
1	WIS 66/Clark Street from Illinois Ave to Minnesota Ave	0.36	0	2	1	0	10	13	$2,011,100	$5,628,257
2	USH 10 near CTH A interchange	1.00	1	4	3	0	8	16	$4,836,303	$4,831,472
3	WIS 66 from Ridge Road to Soo Marie Avenue	0.71	0	3	0	0	14	17	$2,625,039	$3,681,682
4	West River Drive from Blue Heron Dr north for 0.6 miles	0.59	1	1	1	0	0	3	$1,825,340	$3,093,659
5	I-39 near BUS 51 system interchange	1.00	1	0	7	0	10	18	$2,714,915	$2,715,827
6	WIS 66 from west of Rustic Dr to Merryland Dr	0.83	1	1	2	0	3	7	$2,129,758	$2,580,525
7	WIS 66/Main Street from Phillips St to Cross St	0.46	0	1	0	1	2	4	$967,298	$2,112,004
8	CTH O from north of CTH M to south of CTH C	1.10	0	2	2	0	0	4	$2,074,030	$1,884,833
9	USH 10/WIS 66 from NB Ramps to east of Elizabeth Ave	1.21	0	1	4	0	23	28	$2,210,333	$1,820,703
10	CTH B from west of BUS 51 to east of CTH R	1.97	0	2	3	1	40	46	$3,207,581	$1,628,214
11	CTH BB/JJ from south of 3rd Avenue to south of 2nd Avenue	1.00	1	1	0	0	2	4	$1,613,802	$1,613,802
12	USH 10 from west of CTH K to east of CTH QQ	2.01	0	2	5	0	6	13	$2,931,556	$1,461,663
13	BUS 51/Division St from North Point Dr to Boyington Ave	1.41	0	0	3	1	29	33	$1,426,595	$1,009,621
14	WIS 66 from Music Dr to east of CTH J	0.83	0	1	0	0	0	1	$788,325	$954,389
15	WIS 54 from West of Wied Rd to east of Pleasant Dr	1.00	0	1	0	0	1	2	$806,901	$806,901
16	Maria Drive from Second St to Minnesota Ave	1.20	0	0	2	1	14	17	$899,265	$750,639
17	CTH HH from north of Bayshore Dr to east of CTH E	1.80	0	1	2	0	1	4	$1,304,281	$724,630
18	BUS 51/Church Street from south of Nebel St to Monroe St	1.02	0	0	1	1	10	12	$576,271	$567,196
19	WIS 54 from west of CTH F to 0.5 mile east of Coolidge Ave	3.67	0	1	3	1	7	12	$1,806,248	$491,667
20	Washington Street from Main St to CTH A	0.63	0	0	1	0	0	1	$248,690	$397,714
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Averages per Corridor		**1.2**	**0.3**	**1.2**	**2.0**	**0.3**	**9.0**	**12.8**		**$1,937,770**
Totals		**23.78629186**	**5**	**24**	**40**	**6**	**180**	**255**		**$38,755,396**

1) Ranked by economic loss of run-off-the-road crashes per mile. Economic Loss calculated by using $788.325k per Fatal K-Level, $788.325k per Incapacitating Injury A-Level, $248.69k per Non-Incapacitating Injury B-Level, $141.821k per Possible Injury C-Level, and $18.576k per Property Damage Only PD-Level.

APPENDIX D1.9

Intersection-Related Crash Ranking

Portage County (2020 to 2024)

RANK[1]	CORRIDOR	LENGTH (MI)	FATAL	A-LEVEL	B-LEVEL	C-LEVEL	PDO	TOTAL INTERSECTION CRASHES	ECONOMIC LOSS (INTERSECTION CRASHES)
1	CTH B from west of BUS 51 to east of CTH R	1.97	0	8	17	32	131	188	$17,506,058
2	BUS 51/Division St from North Point Dr to Boyington Ave	1.41	0	2	18	16	197	233	$11,981,678
3	USH 10/WIS 66 from NB Ramps to east of Elizabeth Ave	1.21	0	1	19	22	118	160	$10,825,465
4	BUS 51/Church Street from south of Nebel St to Monroe St	1.02	0	2	13	9	44	68	$6,903,353
5	Maria Drive from Second St to Minnesota Ave	1.20	0	2	7	8	50	67	$5,380,848
6	WIS 66 from Ridge Road to Soo Marie Avenue	0.71	0	4	4	3	35	46	$5,223,683
7	WIS 66 from Music Dr to east of CTH J	0.83	0	3	1	1	1	6	$2,774,062
8	WIS 54 from west of CTH F to 0.5 mile east of Coolidge Ave	3.67	0	2	3	3	1	9	$2,766,759
9	WIS 66/Main Street from Phillips St to Cross St	0.46	0	0	4	4	20	28	$1,933,564
10	CTH HH from north of Bayshore Dr to east of CTH E	1.80	1	1	0	0	0	2	$1,576,650
11	WIS 54 from West of Wied Rd to east of Pleasant Dr	1.00	0	2	0	0	0	2	$1,576,650
12	Washington Street from Main St to CTH A	0.63	0	2	0	0	0	2	$1,576,650
13	WIS 66/Clark Street from Illinois Ave to Minnesota Ave	0.36	0	0	3	1	19	23	$1,240,835
14	WIS 66 from west of Rustic Dr to Merryland Dr	0.83	1	0	0	0	1	2	$806,901
15	CTH BB/JJ from south of 3rd Avenue to south of 2nd Avenue	1.00	0	1	0	0	0	1	$788,325
16	USH 10 from west of CTH K to east of CTH QQ	2.01	0	0	3	0	0	3	$746,070
17	CTH O from north of CTH M to south of CTH C	1.10	0	0	1	0	0	1	$248,690
18	USH 10 near CTH A interchange	1.00	0	0	0	0	0	0	$0
19	West River Drive from Blue Heron Dr north for 0.6 miles	0.59	0	0	0	0	0	0	$0
20	I-39 near BUS 51 system interchange	1.00	0	0	0	0	0	0	$0
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Averages per Corridor			**0.1**	**1.5**	**4.7**	**5.0**	**31**	**42.1**	**$4,344,485**
Totals			**2**	**30**	**93**	**99**	**617**	**841**	**$73,856,241**

1) Ranked by economic loss of intersection related crashes. Economic Loss calculated by using $788.325k per Fatal K-Level, $788.325k per Incapacitating Injury A-Level, $248.69k per Non-Incapacitating Injury B-Level, $141.821k per Possible Injury C-Level, and $18.576k per Property Damage Only PD-Level.

APPENDIX D1.10

Horizontal Curve Related Crash Ranking

Portage County (2020 to 2024)

RANK[1]	CORRIDOR	LENGTH (MI)	FATAL	A-LEVEL	B-LEVEL	C-LEVEL	PDO	TOTAL H-CURVE CRASHES	ECONOMIC LOSS (HORIZONTAL CURVE CRASHES)
1	BUS 51/Division St from North Point Dr to Boyington Ave	1.41	0	0	4	2	70	76	$2,578,722
2	USH 10 near CTH A interchange	1.00	1	2	0	0	3	6	$2,420,703
3	WIS 66 from west of Rustic Dr to Merryland Dr	0.83	1	1	2	0	4	8	$2,148,334
4	WIS 66/Clark Street from Illinois Ave to Minnesota Ave	0.36	0	2	1	0	8	11	$1,973,948
5	West River Drive from Blue Heron Dr north for 0.6 miles	0.59	1	1	1	0	0	3	$1,825,340
6	CTH BB/JJ from south of 3rd Avenue to south of 2nd Avenue	1.00	1	1	0	0	2	4	$1,613,802
7	I-39 near BUS 51 system interchange	1.00	1	0	2	0	5	8	$1,378,585
8	CTH B from west of BUS 51 to east of CTH R	1.97	0	0	1	4	19	24	$1,168,918
9	CTH HH from north of Bayshore Dr to east of CTH E	1.80	0	1	0	0	0	1	$788,325
10	USH 10/WIS 66 from NB Ramps to east of Elizabeth Ave	1.21	0	0	1	1	12	14	$613,423
11	USH 10 from west of CTH K to east of CTH QQ	2.01	0	0	2	0	1	3	$515,956
12	WIS 66 from Ridge Road to Soo Marie Avenue	0.71	0	0	1	0	3	4	$304,418
13	Washington Street from Main St to CTH A	0.63	0	0	1	0	0	1	$248,690
14	Maria Drive from Second St to Minnesota Ave	1.20	0	0	0	1	1	2	$160,397
15	BUS 51/Church Street from south of Nebel St to Monroe St	1.02	0	0	0	0	2	2	$37,152
16	WIS 54 from West of Wied Rd to east of Pleasant Dr	1.00	0	0	0	0	1	1	$18,576
17	WIS 66/Main Street from Phillips St to Cross St	0.46	0	0	0	0	0	0	$0
18	CTH O from north of CTH M to south of CTH C	1.10	0	0	0	0	0	0	$0
19	WIS 54 from west of CTH F to 0.5 mile east of Coolidge Ave	3.67	0	0	0	0	0	0	$0
20	WIS 66 from Music Dr to east of CTH J	0.83	0	0	0	0	0	0	$0
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Averages per Corridor	**1.2**	**0.3**	**0.4**	**0.8**	**0.4**	**7**	**8**	**$1,112,206**

Totals	**23.8**	**5**	**8**	**16**	**8**	**131**	**168**	**$17,795,289**

1) Ranked by economic loss of crashes involving horizontal curves. Economic Loss calculated by using $788.325k per Fatal K-Level, $788.325k per Incapacitating Injury A-Level, $248.69k per Non-Incapacitating Injury B-Level $141.821k per Possible Injury C-Level, and $18576k per Property Damage Only PD-Level.

APPENDIX D1.11

Vertical Curve Related Crash Ranking

Portage County (2020 to 2024)

RANK[1]	CORRIDOR	LENGTH (MI)	FATAL	A-LEVEL	B-LEVEL	C-LEVEL	PDO	TOTAL V-CURVE CRASHES	ECONOMIC LOSS (VERTICAL CURVE CRASHES)
1	BUS 51/Church Street from south of Nebel St to Monroe St	1.02	0	1	3	0	3	7	$1,590,123
2	WIS 66 from west of Rustic Dr to Merryland Dr	0.83	1	0	2	0	2	5	$1,322,857
3	WIS 66 from Ridge Road to Soo Marie Avenue	0.71	0	1	1	0	2	4	$1,074,167
4	CTH B from west of BUS 51 to east of CTH R	1.97	0	0	1	3	10	14	$859,913
5	West River Drive from Blue Heron Dr north for 0.6 miles	0.59	0	1	0	0	0	1	$788,325
6	USH 10 near CTH A interchange	1.00	0	0	2	0	2	4	$534,532
7	USH 10 from west of CTH K to east of CTH QQ	2.01	0	0	1	0	3	4	$304,418
8	I-39 near BUS 51 system interchange	1.00	0	0	1	0	1	2	$267,266
9	CTH O from north of CTH M to south of CTH C	1.10	0	0	1	0	0	1	$248,690
10	USH 10/WIS 66 from NB Ramps to east of Elizabeth Ave	1.21	0	0	0	0	9	9	$167,184
11	BUS 51/Division St from North Point Dr to Boyington Ave	1.41	0	0	0	0	3	3	$55,728
12	Maria Drive from Second St to Minnesota Ave	1.20	0	0	0	0	1	1	$18,576
13	CTH BB/JJ from south of 3rd Avenue to south of 2nd Avenue	1.00	0	0	0	0	1	1	$18,576
14	WIS 66/Main Street from Phillips St to Cross St	0.46	0	0	0	0	0	0	$0
15	WIS 54 from west of CTH F to 0.5 mile east of Coolidge Ave	3.67	0	0	0	0	0	0	$0
16	CTH HH from north of Bayshore Dr to east of CTH E	1.80	0	0	0	0	0	0	$0
17	WIS 66/Clark Street from Illinois Ave to Minnesota Ave	0.36	0	0	0	0	0	0	$0
18	WIS 66 from Music Dr to east of CTH J	0.83	0	0	0	0	0	0	$0
19	WIS 54 from West of Wied Rd to east of Pleasant Dr	1.00	0	0	0	0	0	0	$0
20	Washington Street from Main St to CTH A	0.63	0	0	0	0	0	0	$0
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Averages per Corridor		**1.2**	**0.1**	**0.2**	**0.6**	**0.2**	**2**	**3**	**$557,720**
Totals		**23.8**	**1**	**3**	**12**	**3**	**37**	**56**	**$7,250,355**

1) Ranked by economic loss of crashes involving vertical curves. Economic Loss calculated by using $788.325k per Fatal K-Level, $788.325k per Incapacitating Injury A-Level, $248.69k per Non-Incapacitating Injury B-Level, $141.821k per Possible Injury C-Level, and $18.576k per Property Damage Only PD-Level.

APPENDIX D1.12

Pedestrian Crash Ranking

Portage County (2020 to 2024)

RANK[1]	CORRIDOR	LENGTH (MI)	FATAL	A-LEVEL	B-LEVEL	C-LEVEL	PDO	TOTAL PEDESTRIAN CRASHES	ECONOMIC LOSS (PED CRASHES)
1	Washington Street from Main St to CTH A	0.63	0	1	0	0	0	1	$788,325
2	WIS 54 from west of CTH F to 0.5 mile east of Coolidge Ave	3.67	0	1	0	0	0	1	$788,325
3	WIS 66/Clark Street from Illinois Ave to Minnesota Ave	0.36	0	0	1	0	0	1	$248,690
4	WIS 66/Main Street from Phillips St to Cross St	0.46	0	0	1	0	0	1	$248,690
5	WIS 66 from Ridge Road to Soo Marie Avenue	0.71	0	0	0	1	0	1	$141,821
6	WIS 66 from Music Dr to east of CTH J	0.83	0	0	0	0	0	0	$0
7	West River Drive from Blue Heron Dr north for 0.6 miles	0.59	0	0	0	0	0	0	$0
8	WIS 66 from west of Rustic Dr to Merryland Dr	0.83	0	0	0	0	0	0	$0
9	CTH B from west of BUS 51 to east of CTH R	1.97	0	0	0	0	0	0	$0
10	USH 10/WIS 66 from NB Ramps to east of Elizabeth Ave	1.21	0	0	0	0	0	0	$0
11	BUS 51/Division St from North Point Dr to Boyington Ave	1.41	0	0	0	0	0	0	$0
12	BUS 51/Church Street from south of Nebel St to Monroe St	1.02	0	0	0	0	0	0	$0
13	Maria Drive from Second St to Minnesota Ave	1.20	0	0	0	0	0	0	$0
14	USH 10 near CTH A interchange	1.00	0	0	0	0	0	0	$0
15	USH 10 from west of CTH K to east of CTH QQ	2.01	0	0	0	0	0	0	$0
16	CTH HH from north of Bayshore Dr to east of CTH E	1.80	0	0	0	0	0	0	$0
17	I-39 near BUS 51 system interchange	1.00	0	0	0	0	0	0	$0
18	CTH BB/JJ from south of 3rd Avenue to south of 2nd Avenue	1.00	0	0	0	0	0	0	$0
19	WIS 54 from West of Wied Rd to east of Pleasant Dr	1.00	0	0	0	0	0	0	$0
20	CTH O from north of CTH M to south of CTH C	1.10	0	0	0	0	0	0	$0
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Averages per Corridor	**1.2**	**0.0**	**0.1**	**0.1**	**0.1**	**0**	**0**	**$443,170**

Totals	**23.8**	**0**	**2**	**2**	**1**	**0**	**5**	**$2,215,851**

1) Ranked by economic loss of crashes involving pedestrians. Economic Loss calculated by using $788.325k per Fatal K-Level, $788.325k per Incapacitating Injury A-Level, $248.69k per Non-Incapacitating Injury B-Level, $141.821k per Possible Injury C-Level, and $18.576k per Property Damage Only PD-Level.

APPENDIX D1.13

Bicycle Crash Ranking

Portage County (2020 to 2024)

RANK[1]	CORRIDOR	LENGTH (MI)	FATAL	A-LEVEL	B-LEVEL	C-LEVEL	PDO	TOTAL BICYCLE CRASHES	ECONOMIC LOSS (BICYCLE CRASHES)
1	CTH HH from north of Bayshore Dr to east of CTH E	1.80	1	0	0	0	0	1	$788,325
2	WIS 66 from Ridge Road to Soo Marie Avenue	0.71	0	0	2	0	1	3	$515,956
3	BUS 51/Division St from North Point Dr to Boyington Ave	1.41	0	0	1	0	1	2	$267,266
4	Maria Drive from Second St to Minnesota Ave	1.20	0	0	1	0	0	1	$248,690
5	WIS 66/Main Street from Phillips St to Cross St	0.46	0	0	0	1	0	1	$141,821
6	USH 10/WIS 66 from NB Ramps to east of Elizabeth Ave	1.21	0	0	0	0	1	1	$18,576
7	WIS 66 from west of Rustic Dr to Merryland Dr	0.83	0	0	0	0	0	0	$0
8	USH 10 near CTH A interchange	1.00	0	0	0	0	0	0	$0
9	West River Drive from Blue Heron Dr north for 0.6 miles	0.59	0	0	0	0	0	0	$0
10	CTH B from west of BUS 51 to east of CTH R	1.97	0	0	0	0	0	0	$0
11	BUS 51/Church Street from south of Nebel St to Monroe St	1.02	0	0	0	0	0	0	$0
12	WIS 54 from west of CTH F to 0.5 mile east of Coolidge Ave	3.67	0	0	0	0	0	0	$0
13	USH 10 from west of CTH K to east of CTH QQ	2.01	0	0	0	0	0	0	$0
14	WIS 66/Clark Street from Illinois Ave to Minnesota Ave	0.36	0	0	0	0	0	0	$0
15	I-39 near BUS 51 system interchange	1.00	0	0	0	0	0	0	$0
16	WIS 66 from Music Dr to east of CTH J	0.83	0	0	0	0	0	0	$0
17	CTH BB/JJ from south of 3rd Avenue to south of 2nd Avenue	1.00	0	0	0	0	0	0	$0
18	WIS 54 from West of Wied Rd to east of Pleasant Dr	1.00	0	0	0	0	0	0	$0
19	CTH O from north of CTH M to south of CTH C	1.10	0	0	0	0	0	0	$0
20	Washington Street from Main St to CTH A	0.63	0	0	0	0	0	0	$0
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Averages per Corridor		0.1	0.0	0.2	0.1	0.2	0.5	$330,106

Totals		1	0	4	1	3	9	$1,980,634

1) Ranked by economic loss of crashes involving bicyclists. Economic Loss calculated by using $788.325k per Fatal K-Level, $788.325k per Incapacitating Injury A-Level, $248.69k per Non-Incapacitating Injury B-Level, $141.821k per Possible Injury C-Level, and $18.576k per Property Damage Only PD-Level.

APPENDIX D1.14

Top Crash Types

Portage County (2020 to 2024)

RANK[1]	CRASH TYPES	CORRIDOR	LENGTH (MI)	NUMBER OF CRASHES	ECONOMIC LOSS
1	Rear-End	CTH B from west of BUS 51 to east of CTH R	1.97	144	$8,152,992
2	Right-Angle	BUS 51/Division St from North Point Dr to Boyington Ave	1.41	131	$7,522,920
3	Rear-End	USH 10/WIS 66 from NB Ramps to east of Elizabeth Ave	1.21	137	$7,204,083
4	Right-Angle	USH 10/WIS 66 from NB Ramps to east of Elizabeth Ave	1.21	80	$5,789,419
5	Left-Turn Angle	CTH B from west of BUS 51 to east of CTH R	1.97	34	$4,600,757
6	Left-Turn Angle	USH 10/WIS 66 from NB Ramps to east of Elizabeth Ave	1.21	32	$3,511,797
7	Right-Angle	CTH B from west of BUS 51 to east of CTH R	1.97	30	$3,200,693
8	Rear-End	BUS 51/Division St from North Point Dr to Boyington Ave	1.41	81	$3,180,958
9	Right-Angle	Maria Drive from Second St to Minnesota Ave	1.20	42	$3,119,374
10	Rear-End	BUS 51/Church Street from south of Nebel St to Monroe St	1.02	32	$2,991,355
11	ROR Ditch	USH 10 near CTH A interchange	1.00	8	$2,687,969
12	Right-Angle	BUS 51/Church Street from south of Nebel St to Monroe St	1.02	39	$2,630,880
13	Right-Angle	WIS 54 from west of CTH F to 0.5 mile east of Coolidge Ave	3.67	8	$2,518,069
14	Right-Angle	WIS 66 from Ridge Road to Soo Marie Avenue	0.71	21	$2,513,067
15	ROR Overturn	USH 10 from west of CTH K to east of CTH QQ	2.01	5	$2,322,720
16	Head-On	CTH B from west of BUS 51 to east of CTH R	1.97	12	$1,913,117
17	ROR Ditch	CTH O from north of CTH M to south of CTH C	1.10	3	$1,825,340
18	ROR Ditch	West River Drive from Blue Heron Dr north for 0.6 miles	0.59	3	$1,825,340
19	Head-On	USH 10/WIS 66 from NB Ramps to east of Elizabeth Ave	1.21	12	$1,822,624
20	Right-Angle	WIS 66/Main Street from Phillips St to Cross St	0.46	28	$1,703,450
21	Left-Turn Angle	Maria Drive from Second St to Minnesota Ave	1.20	8	$1,625,075
22	ROR Ditch	CTH BB/JJ from south of 3rd Avenue to south of 2nd Avenue	1.00	4	$1,613,802
23	ROR Other	WIS 66 from Ridge Road to Soo Marie Avenue	0.71	3	$1,595,226
24	Right-Angle	WIS 54 from West of Wied Rd to east of Pleasant Dr	1.00	2	$1,576,650
25	Left-Turn Angle	BUS 51/Division St from North Point Dr to Boyington Ave	1.41	21	$1,450,173
26	Head-On	BUS 51/Church Street from south of Nebel St to Monroe St	1.02	5	$1,322,857
27	ROR Other	USH 10 near CTH A interchange	1.00	5	$1,322,857
28	ROR Ditch	CTH B from west of BUS 51 to east of CTH R	1.97	10	$1,185,623
29	Rear-End	USH 10 from west of CTH K to east of CTH QQ	2.01	7	$1,129,895
30	Side-Swipe-Same	BUS 51/Division St from North Point Dr to Boyington Ave	1.41	36	$1,128,964
31	Rear-End	Maria Drive from Second St to Minnesota Ave	1.20	19	$1,059,662
32	Side-Swipe-Same	CTH B from west of BUS 51 to east of CTH R	1.97	8	$1,041,602
33	ROR Overturn	USH 10/WIS 66 from NB Ramps to east of Elizabeth Ave	1.21	2	$1,037,015
34	Right-Angle	WIS 66 from Music Dr to east of CTH J	0.83	2	$1,037,015
35	ROR Overturn	WIS 66 from west of Rustic Dr to Merryland Dr	0.83	2	$1,037,015
36	ROR Ditch	I-39 near BUS 51 system interchange	1.00	6	$1,031,912
37	ROR Fixed-Object	WIS 66 from Ridge Road to Soo Marie Avenue	0.71	14	$1,029,813
38	Side-Swipe-Same	USH 10/WIS 66 from NB Ramps to east of Elizabeth Ave	1.21	40	$973,154
39	Rear-End	WIS 66 from Music Dr to east of CTH J	0.83	3	$948,722
40	Left-Turn Angle	BUS 51/Church Street from south of Nebel St to Monroe St	1.02	8	$838,950
41	ROR Other	WIS 66/Main Street from Phillips St to Cross St	0.46	3	$825,477
42	ROR Ditch	WIS 54 from west of CTH F to 0.5 mile east of Coolidge Ave	3.67	7	$820,374
43	ROR Fixed-Object	BUS 51/Division St from North Point Dr to Boyington Ave	1.41	19	$813,172
44	ROR Guardrail	USH 10 near CTH A interchange	1.00	2	$806,901
45	ROR Tree	WIS 66/Clark Street from Illinois Ave to Minnesota Ave	0.36	2	$806,901
46	ROR Ditch	WIS 54 from West of Wied Rd to east of Pleasant Dr	1.00	2	$806,901
47	ROR Median Barrier	CTH B from west of BUS 51 to east of CTH R	1.97	1	$788,325
48	ROR Tree	WIS 54 from west of CTH F to 0.5 mile east of Coolidge Ave	3.67	1	$788,325
49	Pedestrian	WIS 54 from west of CTH F to 0.5 mile east of Coolidge Ave	3.67	1	$788,325
50	ROR Overturn	CTH HH from north of Bayshore Dr to east of CTH E	1.80	1	$788,325
Totals for Top 50 Crash Types				**1126**	**$ 103,055,932**

1) Ranked by economic loss per crash type. Economic Loss calculated by using $788.325k per Fatal K-Level, $788.325k per Incapacitating Injury A-Level, $248.69k per Non-Incapacitating Injury B-Level, $141.821k per Possible Injury C-Level, and $18.576k per Property Damage Only PD-Level.

Appendix D2
HIN Individual Corridor Crash Statistic Summaries

Corridor Safety Analysis

TRAFFIC ANALYSIS & DESIGN, INC.

Location: CTH B from west of BUS 51 to east of CTH R
Municipality:
County: Portage
Length of Corridor: 1.97 miles

From: 1/1/2020
To: 12/31/2024
Duration: 5 Years 0 Months
AADT: 16,421
MAP
Peer Group: 310 Multilane Divided Highways Posted at 45 mph or higher

GPS Coordinates (Start): 44.4535875, -89.5462980
GPS Coordinates (End): 44.4538900, -89.5064317

TOTAL CRASHES 278

AVG. CRASHES/YEAR: 55.6

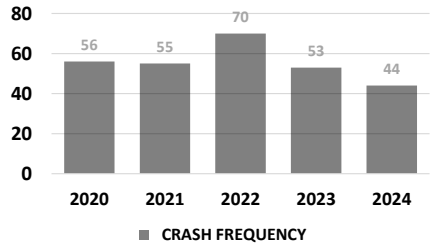
CRASH RATE: 470.6 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

KAB CRASH RATE: 54.2 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

ECONOMIC LOSS*: $ 22,191,046
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

WI AVG. CRASH RATE & (UCL): 199.07, (217.43)
WI AVG. KAB CRASH RATE & (UCL): 26.68, (33.4)

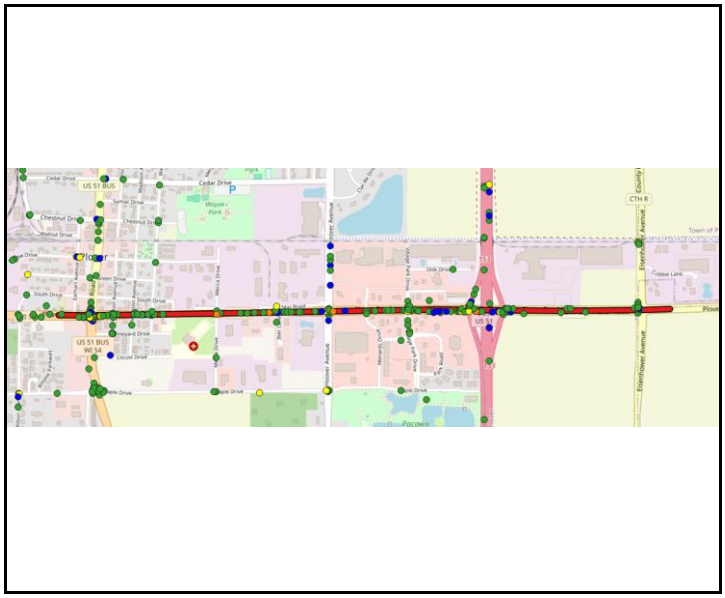
ANNUAL CRASH TRENDS



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	1	6	8	41	56	$ 4,176,649
2021	0	2	4	9	40	55	$ 4,590,839
2022	0	2	3	14	51	70	$ 5,255,590
2023	0	2	4	4	43	53	$ 3,937,462
2024	0	2	6	4	32	44	$ 4,230,506
TOTAL	0	9	23	39	207	278	$ 22,191,046

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

MAP



RUN-OFF-ROAD CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Ditch	0	1	1	0	8	10	$ 1,185,623
Median Barrier	0	1	0	0	0	1	$ 788,325
Other	0	0	1	1	9	11	$ 557,695
Fixed-Object	0	0	0	0	22	22	$ 408,672
Overturn	0	0	1	0	0	1	$ 248,690
Bridge	0	0	0	0	1	1	$ 18,576
Tree	0	0	0	0	0	0	$ -
Guardrail	0	0	0	0	0	0	$ -
Fence	0	0	0	0	0	0	$ -
Immersion	0	0	0	0	0	0	$ -

MULTI-VEHICLE CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Rear-End	0	1	6	27	110	144	$ 8,152,992
Left-Turn Angle	0	3	4	6	21	34	$ 4,600,757
Right-Angle	0	1	6	4	19	30	$ 3,200,693
Head-On	0	1	4	0	7	12	$ 1,913,117
Side-Swipe-Same	0	1	0	1	6	8	$ 1,041,602
Other	0	0	0	0	4	4	$ 74,304
Side-Swipe-Opposite	0	0	0	0	0	0	$ -

MULTI-MODAL CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Pedestrian	0	0	0	0	0	0	$ -
Bicycle	0	0	0	0	0	0	$ -
ALL CRASH TYPES	0	9	23	39	207	278	$ 22,191,046

ROAD CONDITIONS		
DRY	205	74%
WET	47	17%
SNOW	24	9%
ICE	2	1%
OTH.	0	0%
TOT.	278	

LIGHT CONDITIONS		
DAY	217	78%
DARK	61	22%
TOT.	278	

DRIVER BEHAVIOR		
ALCOHOL	12	4%
DRUGS	3	1%
SPEED	20	7%

SEASON		
SPRING	49	18%
SUMMER	79	28%
FALL	68	24%
WINTER	82	29%
TOT.	278	

CURVE TYPE		
HORZ	24	9%
VERT	14	5%

INTERSECTION		
INT	188	68%

CAUSATION		
ROR	46	17%
FTY	45	16%
DTC	24	9%

ROR = RUN-OFF-ROAD

FTY = FAILURE TO YIELD

DTC = DISREGARDED TRAFFIC CONTROL

VEHICLE DAMAGE	
OTHER/UNK.	0
NONE	20
VERY MINOR	0
MINOR	196
MODERATE	147
SEVERE	144
VERY SEVERE	0
TOTAL VEHICLES	507

NOTES:
Crash statistics are based on electronic data and not vetted with crash reports.

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	1	0	0	0	0	1	2	1	1	2	2	4	4	1	3	1	6	4	3	0	2	1	1	0	0	MON	40
TUE	0	0	0	0	0	1	2	7	1	2	2	1	2	0	2	4	3	3	4	1	0	1	0	0	0	TUE	36
WED	0	0	0	0	0	0	4	7	0	1	0	2	2	2	0	8	9	4	4	0	1	1	2	0	0	WED	47
THU	0	0	0	0	0	1	3	3	1	2	2	1	5	2	2	13	4	2	0	2	0	2	0	0	0	THU	45
FRI	1	0	1	0	1	2	1	0	0	4	2	1	4	5	3	7	8	8	7	0	2	0	1	0	0	FRI	58
SAT	1	0	0	0	0	2	0	1	0	1	3	1	3	2	4	1	1	1	2	0	1	2	4	0	0	SAT	30
SUN	0	0	1	0	1	0	0	1	0	2	1	2	0	2	3	1	1	3	2	0	0	0	1	0	1	SUN	22
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	3	0	2	0	2	7	12	20	3	14	12	12	20	14	17	35	32	25	22	3	6	7	9	0	1	TOT.	278

Corridor Safety Analysis

TRAFFIC ANALYSIS & DESIGN, INC.

Location: USH 10/WIS 66 from NB Ramps to east of Elizabeth Ave
Municipality:
County: Portage
Length of Corridor: 1.21 miles

Duration
From: 1/1/2020 **5 Years**
To: 12/31/2024 **0 Months**
AADT: 23,075 MAP
Peer Group: 320 Multilane Divided Highways Posted at 40 mph or lower

GPS Coordinates (Start): 44.5233331, -89.5262199
GPS Coordinates (End): 44.52352254,-89.50163098

TOTAL CRASHES 332

AVG. CRASHES/YEAR: 66.4

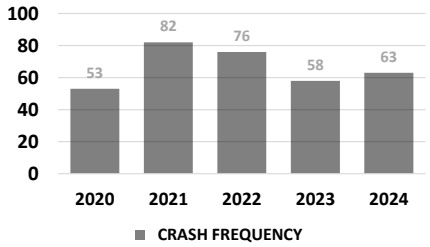
CRASH RATE: 649.0 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

KAB CRASH RATE: 76.2 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

ECONOMIC LOSS*: $ 21,567,138
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

WI AVG. CRASH RATE & (UCL): 429.44, (458.42)
WI AVG. KAB CRASH RATE & (UCL): 55.89, (66.35)

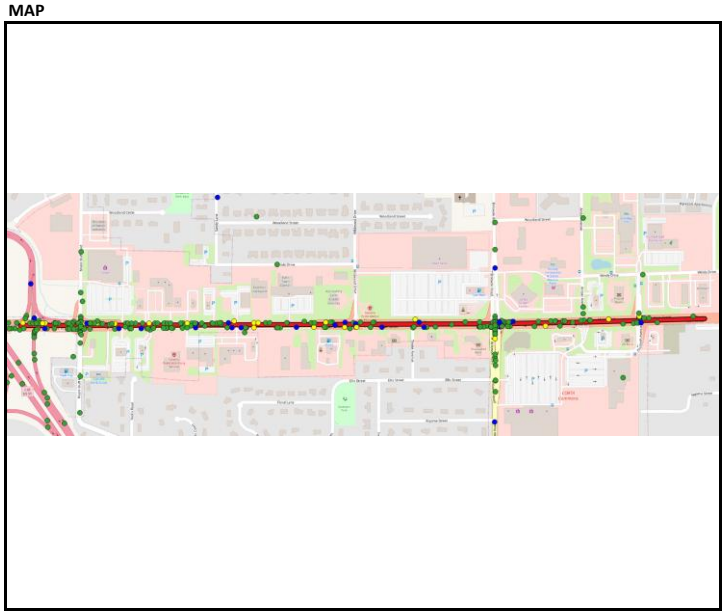
ANNUAL CRASH TRENDS



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	2	6	6	39	53	$ 4,644,180
2021	0	0	4	11	67	82	$ 3,799,383
2022	0	0	13	5	58	76	$ 5,019,483
2023	0	0	7	7	44	58	$ 3,550,921
2024	0	1	6	10	46	63	$ 4,553,171
TOTAL	0	3	36	39	254	332	$ 21,567,138

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

MAP



RUN-OFF-ROAD CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Overturn	0	1	1	0	0	2	$ 1,037,015
Other	0	0	2	0	4	6	$ 571,684
Fixed-Object	0	0	1	0	14	15	$ 508,754
Ditch	0	0	0	0	5	5	$ 92,880
Median Barrier	0	0	0	0	0	0	$ -
Bridge	0	0	0	0	0	0	$ -
Tree	0	0	0	0	0	0	$ -
Guardrail	0	0	0	0	0	0	$ -
Fence	0	0	0	0	0	0	$ -
Immersion	0	0	0	0	0	0	$ -

MULTI-VEHICLE CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Rear-End	0	0	9	21	107	137	$ 7,204,083
Right-Angle	0	1	10	10	59	80	$ 5,789,419
Left-Turn Angle	0	0	10	5	17	32	$ 3,511,797
Head-On	0	1	2	3	6	12	$ 1,822,624
Side-Swipe-Same	0	0	1	0	39	40	$ 973,154
Other	0	0	0	0	2	2	$ 37,152
Side-Swipe-Opposite	0	0	0	0	0	0	$ -

MULTI-MODAL CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Bicycle	0	0	0	0	1	1	$ 18,576
Pedestrian	0	0	0	0	0	0	$ -
ALL CRASH TYPES	0	3	36	39	254	332	$ 21,567,138

ROAD CONDITIONS		
DRY	262	79%
WET	51	15%
SNOW	17	5%
ICE	2	1%
OTH.	0	0%
TOT.	332	

LIGHT CONDITIONS		
DAY	285	86%
DARK	47	14%
TOT.	332	

DRIVER BEHAVIOR		
ALCOHOL	7	2%
DRUGS	3	1%
SPEED	19	6%

SEASON		
SPRING	57	17%
SUMMER	105	32%
FALL	78	23%
WINTER	92	28%
TOT.	332	

CURVE TYPE		
HORZ	14	4%
VERT	9	3%

INTERSECTION		
INT	160	48%

CAUSATION		
ROR	28	8%
FTY	83	25%
DTC	24	7%

ROR = RUN-OFF-ROAD

FTY = FAILURE TO YIELD

DTC = DISREGARDED TRAFFIC CONTROL

VEHICLE DAMAGE	
OTHER/UNK.	0
NONE	17
VERY MINOR	0
MINOR	211
MODERATE	218
SEVERE	183
VERY SEVERE	0
TOTAL VEHICLES	629

NOTES:
Crash statistics are based on electronic data and not vetted with crash reports.

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	3	0	1	2	2	8	5	4	6	5	1	1	0	0	0	0	0	0	MON	38
TUE	0	0	0	0	0	0	0	1	1	2	2	3	4	4	2	4	7	4	2	0	1	1	0	0	0	TUE	38
WED	0	0	0	0	0	0	0	1	0	2	3	3	2	9	3	5	8	4	2	4	0	0	0	0	0	WED	46
THU	0	0	0	0	0	1	2	0	1	2	1	8	5	3	5	4	7	6	3	1	2	0	1	0	0	THU	52
FRI	1	0	0	0	0	0	0	3	1	5	4	5	9	8	8	8	**18**	4	5	2	1	0	1	1	0	FRI	**84**
SAT	1	0	0	1	0	0	1	0	0	0	2	3	8	5	2	2	1	1	3	3	2	1	1	0	0	SAT	37
SUN	0	2	0	0	0	0	0	0	0	0	5	2	8	2	5	5	4	2	1	0	0	0	0	1	0	SUN	37
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	2	2	0	1	0	1	3	8	3	12	19	26	44	36	29	34	**50**	22	17	10	6	2	3	2	0	TOT.	**332**

Corridor Safety Analysis

TRAFFIC ANALYSIS & DESIGN, INC.

Location: BUS 51/Division St from North Point Dr to Boyington Ave
Municipality:
County: Portage
Length of Corridor: 1.41 miles

From: 1/1/2020
To: 12/31/2024
Duration: 5 Years 0 Months
AADT: 9,292
Peer Group: Urban Streets

MAP

GPS Coordinates (Start): 44.5413844, -89.5759449
GPS Coordinates (End): 44.5209575, -89.5747723

TOTAL CRASHES 313

AVG. CRASHES/YEAR: 62.6

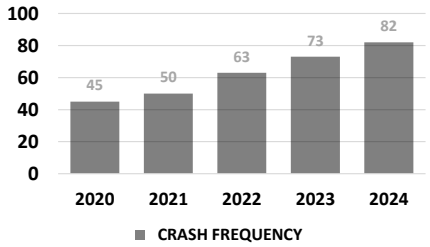
CRASH RATE: 1305.6 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

KAB CRASH RATE: 104.3 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

ECONOMIC LOSS*: $ 15,727,533
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

WI AVG. CRASH RATE & (UCL): 325.62, (362.48)
WI AVG. KAB CRASH RATE & (UCL): 38.63, (51.33)

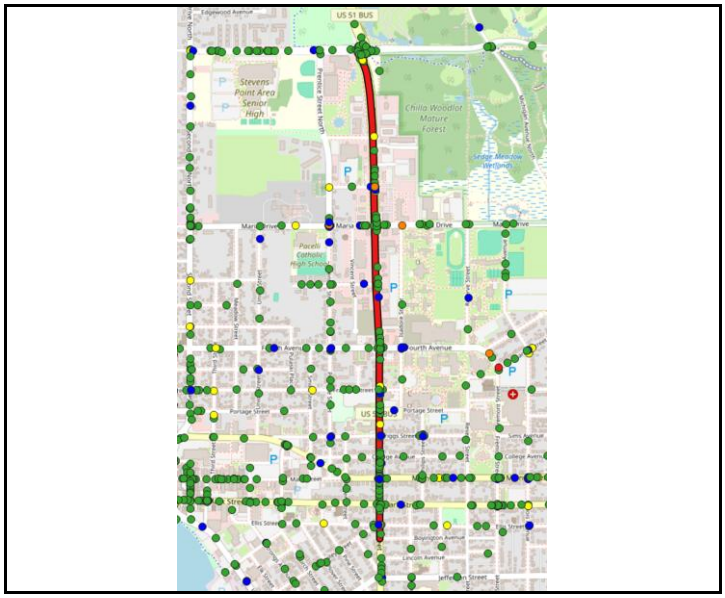
ANNUAL CRASH TRENDS



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	3	4	38	45	$ 2,019,242
2021	0	1	7	6	36	50	$ 4,048,817
2022	0	0	5	7	51	63	$ 3,183,573
2023	0	0	2	2	69	73	$ 2,062,766
2024	0	1	6	6	69	82	$ 4,413,135
TOTAL	0	2	23	25	263	313	$ 15,727,533

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

MAP



RUN-OFF-ROAD CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Fixed-Object	0	0	2	0	17	19	$ 813,172
Other	0	0	1	1	10	12	$ 576,271
Tree	0	0	0	0	1	1	$ 18,576
Ditch	0	0	0	0	1	1	$ 18,576
Overturn	0	0	0	0	0	0	$ -
Fence	0	0	0	0	0	0	$ -
Median Barrier	0	0	0	0	0	0	$ -
Bridge	0	0	0	0	0	0	$ -
Guardrail	0	0	0	0	0	0	$ -
Immersion	0	0	0	0	0	0	$ -

MULTI-VEHICLE CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Right-Angle	0	2	9	12	108	131	$ 7,522,920
Rear-End	0	0	3	8	70	81	$ 3,180,958
Left-Turn Angle	0	0	3	3	15	21	$ 1,450,173
Side-Swipe-Same	0	0	2	0	34	36	$ 1,128,964
Other	0	0	1	1	4	6	$ 464,815
Head-On	0	0	1	0	2	3	$ 285,842
Side-Swipe-Opposite	0	0	0	0	0	0	$ -

MULTI-MODAL CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Bicycle	0	0	1	0	1	2	$ 267,266
Pedestrian	0	0	0	0	0	0	$ -

ALL CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
	0	2	23	25	263	313	$ 15,727,533

ROAD CONDITIONS		
DRY	242	77%
WET	54	17%
SNOW	16	5%
ICE	1	0%
OTH.	0	0%
TOT.	313	

LIGHT CONDITIONS		
DAY	267	85%
DARK	46	15%
TOT.	313	

DRIVER BEHAVIOR		
ALCOHOL	9	3%
DRUGS	4	1%
SPEED	10	3%

SEASON		
SPRING	60	19%
SUMMER	70	22%
FALL	111	35%
WINTER	72	23%
TOT.	313	

CURVE TYPE		
HORZ	76	24%
VERT	3	1%

INTERSECTION		
INT	233	74%

CAUSATION		
ROR	33	11%
FTY	97	31%
DTC	44	14%

ROR = RUN-OFF-ROAD

FTY = FAILURE TO YIELD

DTC = DISREGARDED TRAFFIC CONTROL

VEHICLE DAMAGE	
OTHER/UNK.	0
NONE	18
VERY MINOR	0
MINOR	229
MODERATE	231
SEVERE	106
VERY SEVERE	0
TOTAL VEHICLES	584

NOTES:
Crash statistics are based on electronic data and not vetted with crash reports.

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	1	0	0	0	0	4	2	2	1	6	4	3	1	4	3	5	4	1	3	1	1	0	0	MON	46
TUE	0	0	0	0	0	0	2	8	1	3	1	2	7	2	1	**13**	5	10	3	2	0	0	0	0	0	TUE	**60**
WED	0	0	0	0	0	1	2	4	7	2	2	2	5	1	4	6	4	3	2	0	1	1	0	1	0	WED	48
THU	0	0	0	0	0	2	0	3	2	1	3	3	2	2	2	12	8	3	1	0	0	2	0	0	0	THU	46
FRI	0	0	0	0	0	0	1	2	1	2	3	6	3	4	2	6	6	5	4	0	0	0	1	0	0	FRI	46
SAT	0	0	1	0	0	0	1	2	3	2	3	3	3	1	4	2	5	7	2	2	3	2	2	0	0	SAT	48
SUN	1	0	1	0	1	1	0	0	0	1	2	0	3	2	2	1	0	1	1	1	0	0	1	0	0	SUN	19
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	1	0	3	0	1	4	6	23	16	13	15	22	27	15	16	**44**	31	34	17	6	7	6	5	1	0	TOT.	**313**

Corridor Safety Analysis

TRAFFIC ANALYSIS & DESIGN, INC.

Location: BUS 51/Church Street from south of Nebel St to Monroe St
Municipality:
County: Portage
Length of Corridor: 1.02 miles

From: 1/1/2020
To: 12/31/2024
Duration: 5 Years 0 Months
AADT: 10,111
Peer Group: Urban Streets

MAP

GPS Coordinates (Start): 44.5005678, -89.5637998
GPS Coordinates (End): 44.5135260, -89.5735710

TOTAL CRASHES 108

AVG. CRASHES/YEAR: 21.6

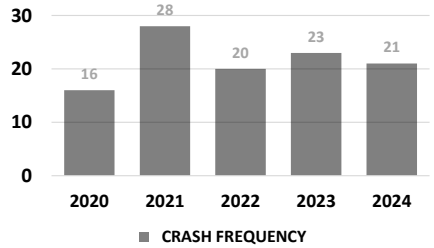
CRASH RATE: 575.8 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

KAB CRASH RATE: 101.3 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

ECONOMIC LOSS*: $ 8,936,584
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

WI AVG. CRASH RATE & (UCL): 325.62, (367.3)
WI AVG. KAB CRASH RATE & (UCL): 38.63, (52.98)

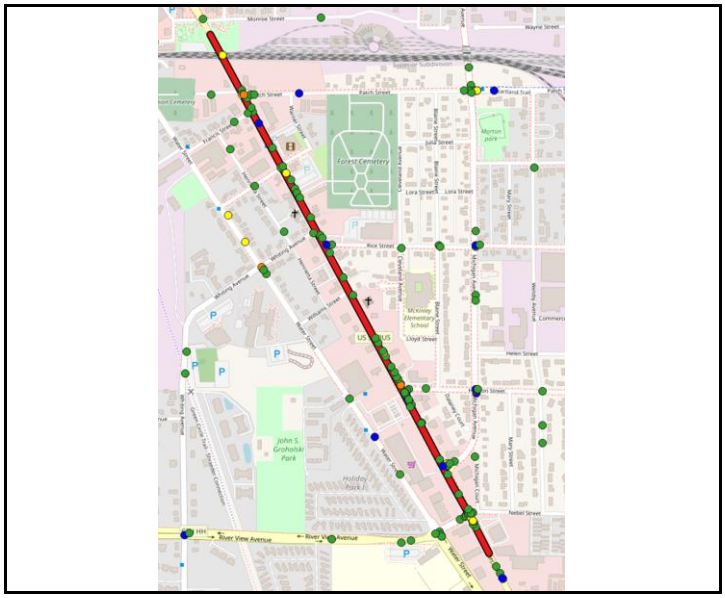
ANNUAL CRASH TRENDS



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	1	7	8	16	$ 1,390,045
2021	0	0	6	1	21	28	$ 2,024,057
2022	0	1	6	2	11	20	$ 2,768,443
2023	0	1	1	1	20	23	$ 1,550,356
2024	0	0	3	1	17	21	$ 1,203,683
TOTAL	0	2	17	12	77	108	$ 8,936,584

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

MAP



RUN-OFF-ROAD CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Other	0	0	1	0	2	3	$ 285,842
Fixed-Object	0	0	0	1	6	7	$ 253,277
Ditch	0	0	0	0	2	2	$ 37,152
Median Barrier	0	0	0	0	0	0	$ -
Overturn	0	0	0	0	0	0	$ -
Bridge	0	0	0	0	0	0	$ -
Tree	0	0	0	0	0	0	$ -
Guardrail	0	0	0	0	0	0	$ -
Fence	0	0	0	0	0	0	$ -
Immersion	0	0	0	0	0	0	$ -

MULTI-VEHICLE CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Rear-End	0	1	6	2	23	32	$ 2,991,355
Right-Angle	0	0	4	8	27	39	$ 2,630,880
Head-On	0	1	2	0	2	5	$ 1,322,857
Left-Turn Angle	0	0	3	0	5	8	$ 838,950
Side-Swipe-Same	0	0	0	1	10	11	$ 327,581
Other	0	0	1	0	0	1	$ 248,690
Side-Swipe-Opposite	0	0	0	0	0	0	$ -

MULTI-MODAL CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Pedestrian	0	0	0	0	0	0	$ -
Bicycle	0	0	0	0	0	0	$ -
ALL CRASH TYPES	0	2	17	12	77	108	$ 8,936,584

ROAD CONDITIONS		
DRY	77	71%
WET	24	22%
SNOW	5	5%
ICE	2	2%
OTH.	0	0%
TOT.	108	

LIGHT CONDITIONS		
DAY	89	82%
DARK	19	18%
TOT.	108	

DRIVER BEHAVIOR		
ALCOHOL	3	3%
DRUGS	4	4%
SPEED	8	7%

SEASON		
SPRING	25	23%
SUMMER	29	27%
FALL	22	20%
WINTER	32	30%
TOT.	108	

CURVE TYPE		
HORZ	2	2%
VERT	7	6%

INTERSECTION		
INT	68	63%

CAUSATION		
ROR	12	11%
FTY	21	19%
DTC	21	19%

ROR = RUN-OFF-ROAD

FTY = FAILURE TO YIELD

DTC = DISREGARDED TRAFFIC CONTROL

VEHICLE DAMAGE	
OTHER/UNK.	0
NONE	3
VERY MINOR	0
MINOR	63
MODERATE	61
SEVERE	73
VERY SEVERE	0
TOTAL VEHICLES	200

NOTES:
Crash statistics are based on electronic data and not vetted with crash reports.

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	2	1	0	1	2	4	2	1	2	2	3	2	0	0	1	2	0	0	MON	25
TUE	0	0	0	0	1	0	0	1	0	2	2	0	1	1	1	0	4	1	0	0	0	0	0	0	0	TUE	14
WED	0	0	0	0	0	0	0	1	1	1	1	0	2	2	0	5	1	3	2	0	1	0	0	0	0	WED	20
THU	1	0	0	0	0	0	1	1	1	0	1	2	0	0	1	0	2	1	0	0	0	1	1	0	0	THU	13
FRI	0	0	0	0	0	0	0	2	0	1	0	2	1	3	2	0	2	3	1	0	1	0	0	0	0	FRI	18
SAT	0	0	0	0	0	0	0	0	0	0	0	0	3	1	3	0	1	2	0	0	0	1	0	0	0	SAT	11
SUN	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	1	0	1	0	0	1	0	0	SUN	7
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	1	0	0	0	1	0	1	7	3	4	7	7	12	9	8	7	12	14	5	1	2	3	4	0	0	TOT.	108

Corridor Safety Analysis

TRAFFIC ANALYSIS & DESIGN, INC.

Location: WIS 66 from Ridge Road to Soo Marie Avenue
Municipality:
County: Portage
Length of Corridor: 0.71 miles

From: 1/1/2020
To: 12/31/2024
Duration 5 Years 0 Months
AADT: 15,880
Peer Group: Urban Streets

MAP

GPS Coordinates (Start): 44.523379, -89.542352
GPS Coordinates (End): 44.5235209, -89.5567261

TOTAL CRASHES 72

AVG. CRASHES/YEAR: 14.4

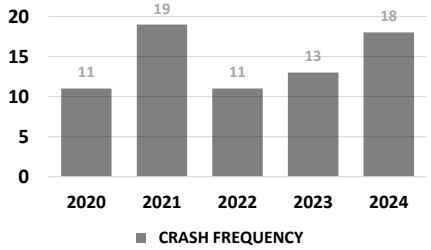
CRASH RATE: 348.3 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

KAB CRASH RATE: 58.0 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

ECONOMIC LOSS*: $ 7,536,485
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

WI AVG. CRASH RATE & (UCL): 325.62, (365.32)
WI AVG. KAB CRASH RATE & (UCL): 38.63, (52.3)

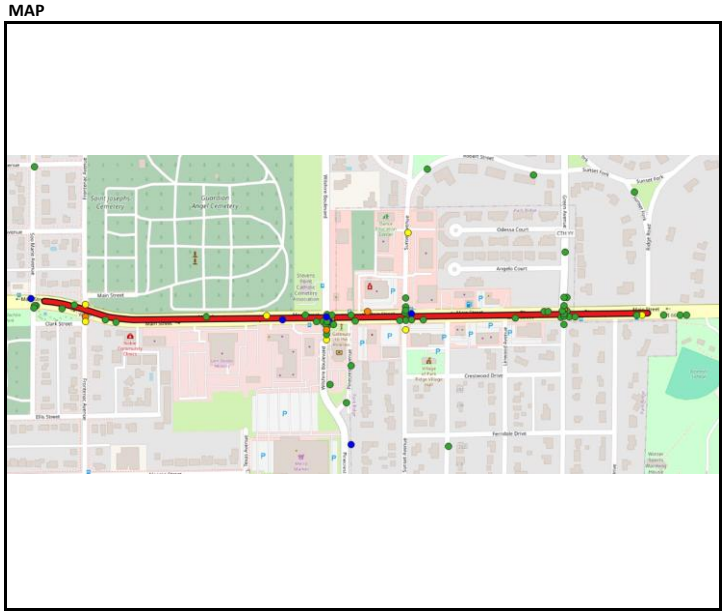
ANNUAL CRASH TRENDS



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	4	0	7	11	$ 1,124,792
2021	0	2	1	2	14	19	$ 2,369,046
2022	0	2	0	1	8	11	$ 1,867,079
2023	0	0	2	0	11	13	$ 701,716
2024	0	1	0	3	14	18	$ 1,473,852
TOTAL	0	5	7	6	54	72	$ 7,536,485

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

MAP



RUN-OFF-ROAD CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Other	0	2	0	0	1	3	$ 1,595,226
Fixed-Object	0	1	0	0	13	14	$ 1,029,813
Overturn	0	0	0	0	0	0	$ -
Ditch	0	0	0	0	0	0	$ -
Median Barrier	0	0	0	0	0	0	$ -
Bridge	0	0	0	0	0	0	$ -
Tree	0	0	0	0	0	0	$ -
Guardrail	0	0	0	0	0	0	$ -
Fence	0	0	0	0	0	0	$ -
Immersion	0	0	0	0	0	0	$ -

MULTI-VEHICLE CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Right-Angle	0	2	2	1	16	21	$ 2,513,067
Head-On	0	0	3	0	2	5	$ 783,222
Rear-End	0	0	0	2	15	17	$ 562,282
Side-Swipe-Same	0	0	0	1	6	7	$ 253,277
Other	0	0	0	1	0	1	$ 141,821
Left-Turn Angle	0	0	0	0	0	0	$ -
Side-Swipe-Opposite	0	0	0	0	0	0	$ -

MULTI-MODAL CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Bicycle	0	0	2	0	1	3	$ 515,956
Pedestrian	0	0	0	1	0	1	$ 141,821

ALL CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
	0	5	7	6	54	72	$ 7,536,485

ROAD CONDITIONS		
DRY	53	74%
WET	14	19%
SNOW	5	7%
ICE	0	0%
OTH.	0	0%
TOT.	72	

LIGHT CONDITIONS		
DAY	59	82%
DARK	13	18%
TOT.	72	

DRIVER BEHAVIOR		
ALCOHOL	4	6%
DRUGS	1	1%
SPEED	7	10%

SEASON		
SPRING	14	19%
SUMMER	21	29%
FALL	18	25%
WINTER	19	26%
TOT.	72	

CURVE TYPE		
HORZ	4	6%
VERT	4	6%

INTERSECTION		
INT	46	64%

CAUSATION		
ROR	17	24%
FTY	11	15%
DTC	6	8%

ROR = RUN-OFF-ROAD

FTY = FAILURE TO YIELD

DTC = DISREGARDED TRAFFIC CONTROL

VEHICLE DAMAGE	
OTHER/UNK.	0
NONE	7
VERY MINOR	0
MINOR	64
MODERATE	27
SEVERE	29
VERY SEVERE	0
TOTAL VEHICLES	127

NOTES:
Crash statistics are based on electronic data and not vetted with crash reports.

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2	2	2	1	0	0	0	0	0	MON	11
TUE	0	0	0	0	0	0	1	1	1	0	0	3	3	2	0	2	0	0	0	1	0	0	0	0	0	TUE	14
WED	0	0	0	0	0	0	0	3	2	0	0	1	1	0	3	2	0	1	1	1	0	0	1	0	0	WED	16
THU	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	3	1	0	0	1	1	0	0	0	0	THU	9
FRI	0	0	0	0	0	1	2	1	1	0	0	0	1	0	2	0	1	0	0	0	0	0	0	0	0	FRI	9
SAT	1	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0	0	2	0	0	SAT	7
SUN	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	SUN	6
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	1	1	1	0	0	1	3	6	5	1	0	7	5	5	6	8	4	4	5	4	1	0	4	0	0	TOT.	72

Corridor Safety Analysis

TRAFFIC ANALYSIS & DESIGN, INC.

Location: Maria Drive from Second St to Minnesota Ave
Municipality:
County: Portage
Length of Corridor: 1.20 miles

From: 1/1/2020
To: 12/31/2024
Duration: 5 Years 0 Months
AADT: 5,103
Peer Group: Urban Streets

MAP

GPS Coordinates (Start): 44.5338621, -89.5861093
GPS Coordinates (End): 44.5340358, -89.5618686

TOTAL CRASHES 93

AVG. CRASHES/YEAR: 18.6

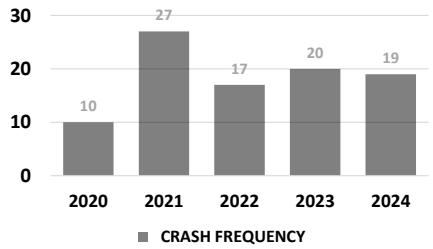
CRASH RATE: 833.1 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

KAB CRASH RATE: 98.5 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

ECONOMIC LOSS*: $ 7,063,522
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

WI AVG. CRASH RATE & (UCL): 325.62, (379.64)
WI AVG. KAB CRASH RATE & (UCL): 38.63, (57.24)

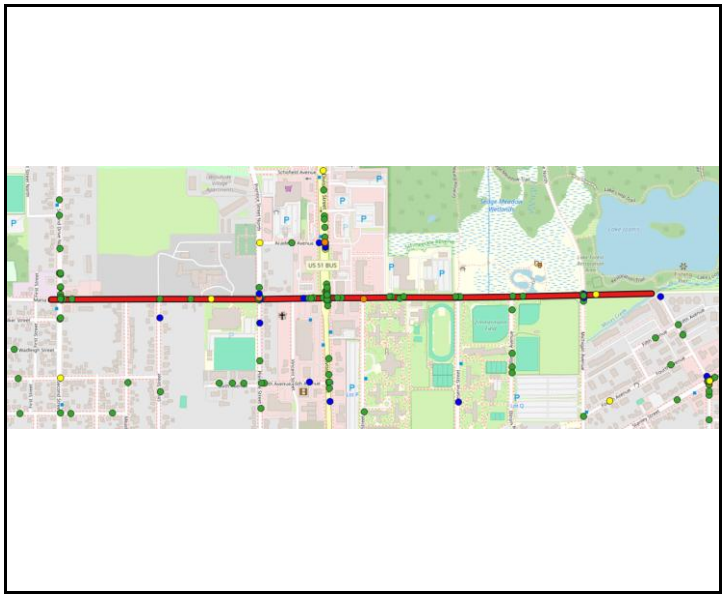
ANNUAL CRASH TRENDS



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	1	1	3	5	10	$ 1,555,358
2021	0	0	5	4	18	27	$ 2,145,102
2022	0	0	1	2	14	17	$ 792,396
2023	0	1	1	5	13	20	$ 1,987,608
2024	0	0	1	0	18	19	$ 583,058
TOTAL	0	2	9	14	68	93	$ 7,063,522

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

MAP



RUN-OFF-ROAD CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Fixed-Object	0	0	2	0	9	11	$ 664,564
Ditch	0	0	0	1	5	6	$ 234,701
Other	0	0	0	0	0	0	$ -
Tree	0	0	0	0	0	0	$ -
Overturn	0	0	0	0	0	0	$ -
Fence	0	0	0	0	0	0	$ -
Median Barrier	0	0	0	0	0	0	$ -
Bridge	0	0	0	0	0	0	$ -
Guardrail	0	0	0	0	0	0	$ -
Immersion	0	0	0	0	0	0	$ -

MULTI-VEHICLE CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Right-Angle	0	1	2	9	30	42	$ 3,119,374
Left-Turn Angle	0	1	2	2	3	8	$ 1,625,075
Rear-End	0	0	2	2	15	19	$ 1,059,662
Head-On	0	0	0	0	3	3	$ 55,728
Other	0	0	0	0	2	2	$ 37,152
Side-Swipe-Same	0	0	0	0	1	1	$ 18,576
Side-Swipe-Opposite	0	0	0	0	0	0	$ -

MULTI-MODAL CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Bicycle	0	0	1	0	0	1	$ 248,690
Pedestrian	0	0	0	0	0	0	$ -
ALL CRASH TYPES	0	2	9	14	68	93	$ 7,063,522

ROAD CONDITIONS		
DRY	69	74%
WET	13	14%
SNOW	11	12%
ICE	0	0%
OTH.	0	0%
TOT.	93	

LIGHT CONDITIONS		
DAY	70	75%
DARK	23	25%
TOT.	93	

DRIVER BEHAVIOR		
ALCOHOL	1	1%
DRUGS	1	1%
SPEED	6	6%

SEASON		
SPRING	24	26%
SUMMER	18	19%
FALL	22	24%
WINTER	29	31%
TOT.	93	

CURVE TYPE		
HORZ	2	2%
VERT	1	1%

INTERSECTION		
INT	67	72%

CAUSATION		
ROR	17	18%
FTY	31	33%
DTC	13	14%

ROR = RUN-OFF-ROAD

FTY = FAILURE TO YIELD

DTC = DISREGARDED TRAFFIC CONTROL

VEHICLE DAMAGE	
OTHER/UNK.	0
NONE	5
VERY MINOR	0
MINOR	46
MODERATE	56
SEVERE	56
VERY SEVERE	0
TOTAL VEHICLES	163

NOTES:
Crash statistics are based on electronic data and not vetted with crash reports.

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	1	1	0	0	1	1	0	MON	7
TUE	0	0	0	0	0	0	0	0	0	0	2	0	1	2	1	4	1	1	1	1	0	0	0	1	0	TUE	15
WED	0	0	0	0	0	1	2	1	2	0	0	1	2	1	2	4	0	1	0	0	1	0	2	0	0	WED	20
THU	0	0	0	0	0	0	0	3	1	0	2	2	0	2	1	3	4	0	0	0	0	0	1	0	0	THU	19
FRI	1	0	0	0	0	0	0	0	0	0	0	1	0	2	1	2	0	1	1	0	0	0	2	0	0	FRI	11
SAT	1	0	0	0	0	0	0	1	1	0	0	1	1	2	0	0	1	0	0	3	0	2	1	0	0	SAT	14
SUN	0	0	1	0	0	1	0	0	0	0	0	0	1	1	2	0	1	0	0	0	0	0	0	0	0	SUN	7
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	2	0	1	0	0	2	2	5	4	0	4	5	5	10	7	15	7	4	3	5	1	2	7	2	0	TOT.	93

Corridor Safety Analysis

TRAFFIC ANALYSIS & DESIGN, INC.

Location: WIS 54 from west of CTH F to 0.5 mile east of Coolidge Ave
Municipality:
County: Portage
Length of Corridor: 3.67 miles

Duration
From: 1/1/2020 **5 Years**
To: 12/31/2024 **0 Months**
AADT: 13,500 MAP
Peer Group: 310 Multilane Divided Highways Posted at 45 mph or higher

GPS Coordinates (Start): 44.4363800, -89.6494851
GPS Coordinates (End): 44.4533131, -89.5790883

TOTAL CRASHES 28

AVG. CRASHES/YEAR: 5.6

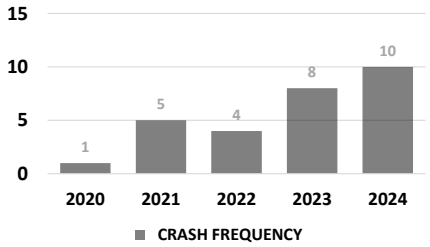
CRASH RATE: 30.9 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

KAB CRASH RATE: 12.2 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

ECONOMIC LOSS*: $ 5,949,392
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

WI AVG. CRASH RATE & (UCL): 199.07, (213.9)
WI AVG. KAB CRASH RATE & (UCL): 26.68, (32.11)

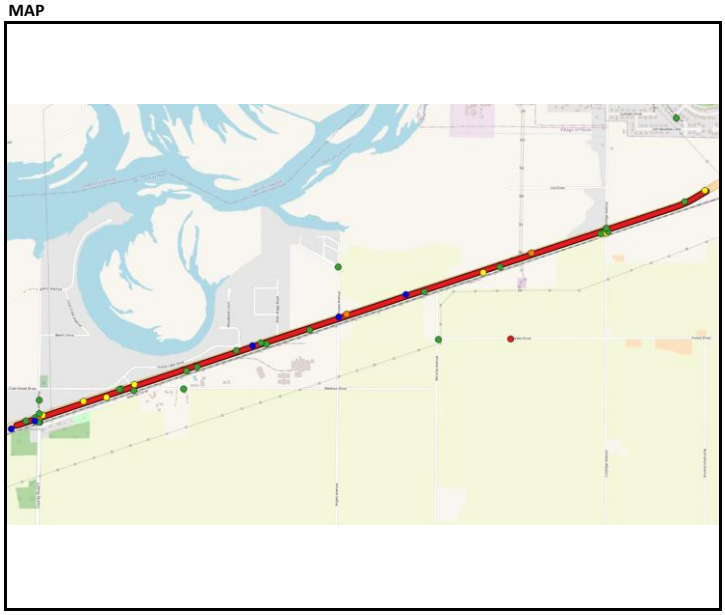
ANNUAL CRASH TRENDS



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	1	0	1	$ 141,821
2021	0	0	3	2	0	5	$ 1,029,712
2022	0	0	1	1	2	4	$ 427,663
2023	0	2	0	0	6	8	$ 1,688,106
2024	0	2	3	2	3	10	$ 2,662,090
TOTAL	0	4	7	6	11	28	$ 5,949,392

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

MAP



RUN-OFF-ROAD CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Ditch	0	0	3	0	4	7	$ 820,374
Tree	0	1	0	0	0	1	$ 788,325
Overturn	0	0	0	1	1	2	$ 160,397
Other	0	0	0	0	2	2	$ 37,152
Guardrail	0	0	0	0	0	0	$ -
Fixed-Object	0	0	0	0	0	0	$ -
Bridge	0	0	0	0	0	0	$ -
Median Barrier	0	0	0	0	0	0	$ -
Fence	0	0	0	0	0	0	$ -
Immersion	0	0	0	0	0	0	$ -

MULTI-VEHICLE CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Right-Angle	0	2	2	3	1	8	$ 2,518,069
Rear-End	0	0	1	1	2	4	$ 427,663
Head-On	0	0	1	1	0	2	$ 390,511
Left-Turn Angle	0	0	0	0	1	1	$ 18,576
Other	0	0	0	0	0	0	$ -
Side-Swipe-Same	0	0	0	0	0	0	$ -
Side-Swipe-Opposite	0	0	0	0	0	0	$ -

MULTI-MODAL CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Pedestrian	0	1	0	0	0	1	$ 788,325
Bicycle	0	0	0	0	0	0	$ -
ALL CRASH TYPES	0	4	7	6	11	28	$ 5,949,392

ROAD CONDITIONS		
DRY	19	68%
WET	6	21%
SNOW	3	11%
ICE	0	0%
OTH.	0	0%
TOT.	28	

LIGHT CONDITIONS		
DAY	20	71%
DARK	8	29%
TOT.	28	

DRIVER BEHAVIOR		
ALCOHOL	2	7%
DRUGS	1	4%
SPEED	8	29%

SEASON		
SPRING	5	18%
SUMMER	2	7%
FALL	10	36%
WINTER	11	39%
TOT.	28	

CURVE TYPE		
HORZ	1	4%
VERT	0	0%

INTERSECTION		
INT	12	43%

CAUSATION		
ROR	12	43%
FTY	7	25%
DTC	4	14%

ROR = RUN-OFF-ROAD
FTY = FAILURE TO YIELD
DTC = DISREGARDED TRAFFIC CONTROL

VEHICLE DAMAGE	
OTHER/UNK.	0
NONE	3
VERY MINOR	0
MINOR	2
MODERATE	5
SEVERE	35
VERY SEVERE	0
TOTAL VEHICLES	45

NOTES:
Crash statistics are based on electronic data and not vetted with crash reports.

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	MON	3
TUE	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	TUE	2
WED	0	0	0	0	0	1	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	WED	5
THU	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1	2	0	0	0	0	1	1	0	0	0	THU	8
FRI	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	FRI	2
SAT	0	0	0	0	0	1	0	0	1	2	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	SAT	7
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	SUN	1
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	0	3	2	1	2	3	2	1	2	0	2	2	1	2	1	1	1	1	0	1	0	TOT.	28

Corridor Safety Analysis

TRAFFIC ANALYSIS & DESIGN, INC.

Location: USH 10 near CTH A interchange
Municipality:
County: Portage
Length of Corridor: 1.00 miles

Duration
From: 1/1/2020 **5 Years**
To: 12/31/2024 **0 Months**
AADT: 14,026 MAP
Peer Group: 210 65 mph Expressways

GPS Coordinates (Start): 44.4399114, -89.2932111
GPS Coordinates (End): 44.4337374, -89.2755471

TOTAL CRASHES 18

AVG. CRASHES/YEAR: 3.6

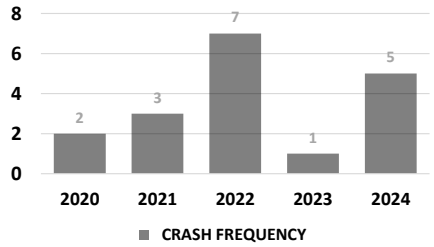
CRASH RATE: 70.2 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

KAB CRASH RATE: 31.2 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

ECONOMIC LOSS*: $ 4,873,455
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

WI AVG. CRASH RATE & (UCL): 44.61, (57.8)
WI AVG. KAB CRASH RATE & (UCL): 9.5, (15.59)

ANNUAL CRASH TRENDS



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	1	1	0	0	2	$ 1,037,015
2021	1	0	2	0	0	3	$ 1,285,705
2022	0	1	0	0	6	7	$ 899,781
2023	0	1	0	0	0	1	$ 788,325
2024	0	1	0	0	4	5	$ 862,629
TOTAL	1	4	3	0	10	18	$ 4,873,455

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

MAP

RUN-OFF-ROAD CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Ditch	1	2	1	0	4	8	$ 2,687,969
Other	0	1	2	0	2	5	$ 1,322,857
Guardrail	0	1	0	0	1	2	$ 806,901
Overturn	0	0	0	0	1	1	$ 18,576
Fixed-Object	0	0	0	0	0	0	$ -
Tree	0	0	0	0	0	0	$ -
Bridge	0	0	0	0	0	0	$ -
Median Barrier	0	0	0	0	0	0	$ -
Fence	0	0	0	0	0	0	$ -
Immersion	0	0	0	0	0	0	$ -

MULTI-VEHICLE CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Right-Angle	0	0	0	0	1	1	$ 18,576
Other	0	0	0	0	1	1	$ 18,576
Rear-End	0	0	0	0	0	0	$ -
Head-On	0	0	0	0	0	0	$ -
Side-Swipe-Same	0	0	0	0	0	0	$ -
Left-Turn Angle	0	0	0	0	0	0	$ -
Side-Swipe-Opposite	0	0	0	0	0	0	$ -

MULTI-MODAL CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Pedestrian	0	0	0	0	0	0	$ -
Bicycle	0	0	0	0	0	0	$ -

ALL CRASH TYPES	1	4	3	0	10	18	$ 4,873,455

ROAD CONDITIONS		
DRY	9	50%
WET	3	17%
SNOW	5	28%
ICE	1	6%
OTH.	0	0%
TOT.	18	

LIGHT CONDITIONS		
DAY	13	72%
DARK	5	28%
TOT.	18	

DRIVER BEHAVIOR		
ALCOHOL	4	22%
DRUGS	1	6%
SPEED	9	50%

SEASON		
SPRING	4	22%
SUMMER	4	22%
FALL	3	17%
WINTER	7	39%
TOT.	18	

CURVE TYPE		
HORZ	10	56%
VERT	5	28%

INTERSECTION		
INT	0	0%

CAUSATION		
ROR	16	89%
FTY	0	0%
DTC	1	6%

ROR = RUN-OFF-ROAD

FTY = FAILURE TO YIELD

DTC = DISREGARDED TRAFFIC CONTROL

VEHICLE DAMAGE	
OTHER/UNK.	0
NONE	2
VERY MINOR	0
MINOR	1
MODERATE	5
SEVERE	13
VERY SEVERE	0
TOTAL VEHICLES	21

NOTES:
Crash statistics are based on electronic data and not vetted with crash reports.

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	MON	3
TUE	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TUE	2
WED	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	WED	2
THU	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	THU	4
FRI	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	FRI	2
SAT	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	4
SUN	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	1
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	1	0	1	2	3	1	1	1	3	0	1	0	0	1	1	1	0	0	0	1	0	0	0	TOT.	18

Corridor Safety Analysis

TRAFFIC ANALYSIS & DESIGN, INC.

Location: USH 10 from west of CTH K to east of CTH QQ
Municipality:
County: Portage
Length of Corridor: 2.01 miles

From: 1/1/2020
To: 12/31/2024
Duration: 5 Years 0 Months
AADT: 15,600
MAP
Peer Group: 310 Multilane Divided Highways Posted at 45 mph or higher

GPS Coordinates (Start): 44.514547, -89.428115
GPS Coordinates (End): 44.5017209, -89.3932174

TOTAL CRASHES 21

AVG. CRASHES/YEAR: 4.2

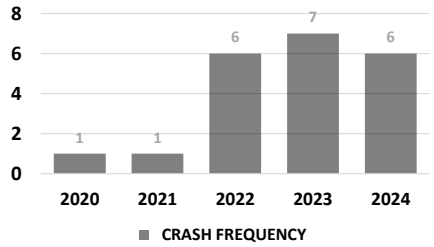
CRASH RATE: 36.8 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

KAB CRASH RATE: 17.5 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

ECONOMIC LOSS*: $ 4,310,141
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

WI AVG. CRASH RATE & (UCL): 199.07, (217.74)
WI AVG. KAB CRASH RATE & (UCL): 26.68, (33.52)

ANNUAL CRASH TRENDS



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	1	0	0	0	1	$ 788,325
2021	0	0	1	0	0	1	$ 248,690
2022	1	0	3	0	2	6	$ 1,571,547
2023	0	1	2	0	4	7	$ 1,360,009
2024	0	0	1	0	5	6	$ 341,570
TOTAL	1	2	7	0	11	21	$ 4,310,141

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

MAP

RUN-OFF-ROAD CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Overturn	0	2	3	0	0	5	$ 2,322,720
Ditch	0	0	2	0	2	4	$ 534,532
Other	0	0	0	0	3	3	$ 55,728
Fixed-Object	0	0	0	0	1	1	$ 18,576
Tree	0	0	0	0	0	0	$ -
Bridge	0	0	0	0	0	0	$ -
Guardrail	0	0	0	0	0	0	$ -
Median Barrier	0	0	0	0	0	0	$ -
Fence	0	0	0	0	0	0	$ -
Immersion	0	0	0	0	0	0	$ -

MULTI-VEHICLE CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Rear-End	1	0	1	0	5	7	$ 1,129,895
Right-Angle	0	0	1	0	0	1	$ 248,690
Head-On	0	0	0	0	0	0	$ -
Other	0	0	0	0	0	0	$ -
Side-Swipe-Same	0	0	0	0	0	0	$ -
Left-Turn Angle	0	0	0	0	0	0	$ -
Side-Swipe-Opposite	0	0	0	0	0	0	$ -

MULTI-MODAL CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Bicycle	0	0	0	0	0	0	$ -
Pedestrian	0	0	0	0	0	0	$ -

ALL CRASH TYPES	1	2	7	0	11	21	$ 4,310,141

ROAD CONDITIONS		
DRY	15	71%
WET	4	19%
SNOW	0	0%
ICE	2	10%
OTH.	0	0%
TOT.	21	

LIGHT CONDITIONS		
DAY	12	57%
DARK	9	43%
TOT.	21	

DRIVER BEHAVIOR		
ALCOHOL	5	24%
DRUGS	1	5%
SPEED	12	57%

SEASON		
SPRING	2	10%
SUMMER	7	33%
FALL	7	33%
WINTER	5	24%
TOT.	21	

CURVE TYPE		
HORZ	4	19%
VERT	6	29%

INTERSECTION		
INT	3	14%

CAUSATION		
ROR	13	62%
FTY	1	5%
DTC	0	0%

ROR = RUN-OFF-ROAD
FTY = FAILURE TO YIELD
DTC = DISREGARDED TRAFFIC CONTROL

VEHICLE DAMAGE	
OTHER/UNK.	0
NONE	2
VERY MINOR	0
MINOR	7
MODERATE	4
SEVERE	17
VERY SEVERE	0
TOTAL VEHICLES	30

NOTES:
Crash statistics are based on electronic data and not vetted with crash reports.

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MON	1
TUE	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	TUE	3
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	WED	2
THU	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	THU	4
FRI	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	FRI	4
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	SAT	3
SUN	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	SUN	4
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	2	1	1	0	1	0	0	0	0	0	3	1	2	0	0	1	2	3	0	3	0	0	1	0	0	TOT.	21

Corridor Safety Analysis

TRAFFIC ANALYSIS & DESIGN, INC.

Location: WIS 66/Main Street from Phillips St to Cross St
Municipality:
County: Portage
Length of Corridor: 0.46 miles

Duration
From: 1/1/2020 **5 Years**
To: 12/31/2024 **0 Months**
AADT: 6,362 MAP
Peer Group: Urban Streets

GPS Coordinates (Start): 44.52345807, -89.57246743
GPS Coordinates (End): 44.5235137, -89.5631748

TOTAL CRASHES 47

AVG. CRASHES/YEAR: 9.4

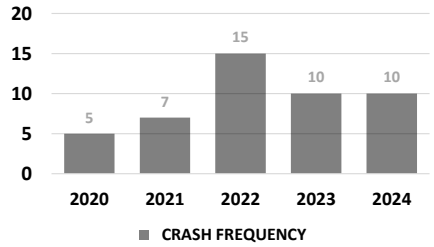
CRASH RATE: 883.3 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

KAB CRASH RATE: 131.6 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

ECONOMIC LOSS*: $ 3,886,220
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

WI AVG. CRASH RATE & (UCL): 325.62, (403.87)
WI AVG. KAB CRASH RATE & (UCL): 38.63, (65.58)

ANNUAL CRASH TRENDS



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	1	0	4	5	$ 322,994
2021	0	1	2	2	2	7	$ 1,606,499
2022	0	0	2	1	12	15	$ 862,113
2023	0	0	1	1	8	10	$ 539,119
2024	0	0	0	3	7	10	$ 555,495
TOTAL	0	1	6	7	33	47	$ 3,886,220

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

MAP

RUN-OFF-ROAD CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Other	0	1	0	0	2	3	$ 825,477
Fixed-Object	0	0	0	1	0	1	$ 141,821
Tree	0	0	0	0	0	0	$ -
Overturn	0	0	0	0	0	0	$ -
Ditch	0	0	0	0	0	0	$ -
Fence	0	0	0	0	0	0	$ -
Median Barrier	0	0	0	0	0	0	$ -
Bridge	0	0	0	0	0	0	$ -
Guardrail	0	0	0	0	0	0	$ -
Immersion	0	0	0	0	0	0	$ -

MULTI-VEHICLE CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Right-Angle	0	0	3	4	21	28	$ 1,703,450
Rear-End	0	0	1	1	5	7	$ 483,391
Other	0	0	1	0	1	2	$ 267,266
Side-Swipe-Same	0	0	0	0	3	3	$ 55,728
Left-Turn Angle	0	0	0	0	1	1	$ 18,576
Head-On	0	0	0	0	0	0	$ -
Side-Swipe-Opposite	0	0	0	0	0	0	$ -

MULTI-MODAL CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Pedestrian	0	0	1	0	0	1	$ 248,690
Bicycle	0	0	0	1	0	1	$ 141,821

ALL CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
	0	1	6	7	33	47	$ 3,886,220

ROAD CONDITIONS		
DRY	35	74%
WET	8	17%
SNOW	4	9%
ICE	0	0%
OTH.	0	0%
TOT.	47	

LIGHT CONDITIONS		
DAY	41	87%
DARK	6	13%
TOT.	47	

DRIVER BEHAVIOR		
ALCOHOL	1	2%
DRUGS	1	2%
SPEED	2	4%

SEASON		
SPRING	11	23%
SUMMER	10	21%
FALL	11	23%
WINTER	15	32%
TOT.	47	

CURVE TYPE		
HORZ	0	0%
VERT	0	0%

INTERSECTION		
INT	28	60%

CAUSATION		
ROR	4	9%
FTY	7	15%
DTC	6	13%

ROR = RUN-OFF-ROAD

FTY = FAILURE TO YIELD

DTC = DISREGARDED TRAFFIC CONTROL

VEHICLE DAMAGE	
OTHER/UNK.	0
NONE	7
VERY MINOR	0
MINOR	26
MODERATE	35
SEVERE	22
VERY SEVERE	0
TOTAL VEHICLES	90

NOTES:
Crash statistics are based on electronic data and not vetted with crash reports.

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	2	0	0	0	0	0	0	0	MON	6
TUE	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	1	0	2	1	0	0	0	0	0	0	TUE	8
WED	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	3	0	0	1	0	0	0	0	0	0	WED	7
THU	0	0	0	0	0	0	0	0	0	0	2	1	0	1	2	1	0	1	2	0	1	0	0	0	0	THU	11
FRI	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	1	0	1	1	0	1	0	0	0	0	FRI	8
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	SAT	3
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0	SUN	4
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	0	1	1	0	1	1	4	6	0	2	6	9	1	6	5	1	3	0	0	0	0	TOT.	47

Corridor Safety Analysis

TRAFFIC ANALYSIS & DESIGN, INC.

Location: CTH HH from north of Bayshore Dr to east of CTH E
Municipality:
County: Portage
Length of Corridor: 1.80 miles

From: 1/1/2020
To: 12/31/2024
Duration: 5 Years 0 Months
AADT: 2,300
Peer Group: Rural County Trunk Highways

MAP

GPS Coordinates (Start): 44.551017, -89.648822
GPS Coordinates (End): 44.532861, -89.622622

TOTAL CRASHES 7

AVG. CRASHES/YEAR: 1.4

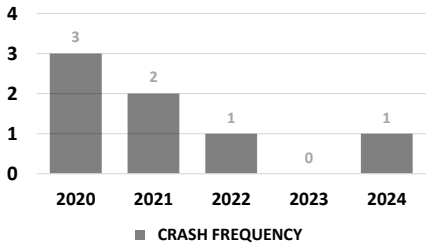
CRASH RATE: 92.6 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

KAB CRASH RATE: 79.4 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

ECONOMIC LOSS*: $ 3,669,256
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

WI AVG. CRASH RATE & (UCL): 87.53, (121.57)
WI AVG. KAB CRASH RATE & (UCL): 20.15, (36.48)

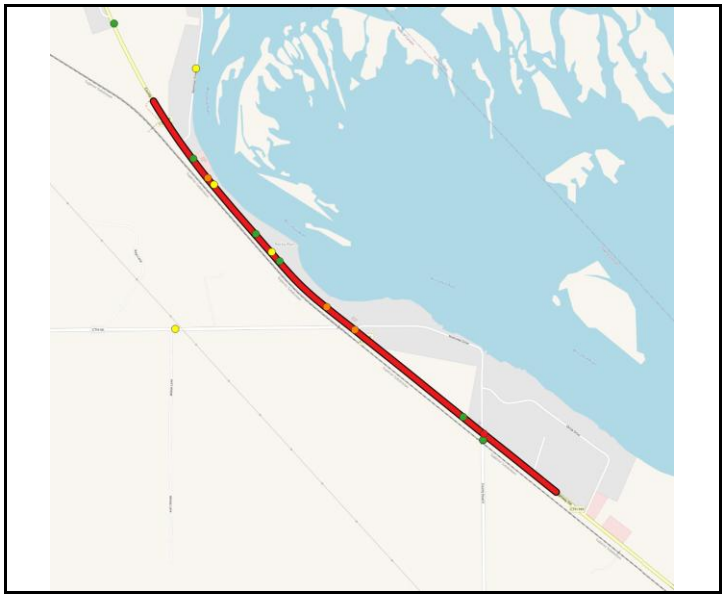
ANNUAL CRASH TRENDS



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	3	0	0	0	3	$ 2,364,975
2021	1	0	1	0	0	2	$ 1,037,015
2022	0	0	1	0	0	1	$ 248,690
2023	0	0	0	0	0	0	$ -
2024	0	0	0	0	1	1	$ 18,576
TOTAL	1	3	2	0	1	7	$ 3,669,256

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

MAP



RUN-OFF-ROAD CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Overturn	0	1	0	0	0	1	$ 788,325
Ditch	0	0	2	0	1	3	$ 515,956
Fixed-Object	0	0	0	0	0	0	$ -
Other	0	0	0	0	0	0	$ -
Tree	0	0	0	0	0	0	$ -
Guardrail	0	0	0	0	0	0	$ -
Fence	0	0	0	0	0	0	$ -
Median Barrier	0	0	0	0	0	0	$ -
Bridge	0	0	0	0	0	0	$ -
Immersion	0	0	0	0	0	0	$ -

MULTI-VEHICLE CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Rear-End	0	1	0	0	0	1	$ 788,325
Right-Angle	0	1	0	0	0	1	$ 788,325
Other	0	0	0	0	0	0	$ -
Head-On	0	0	0	0	0	0	$ -
Side-Swipe-Same	0	0	0	0	0	0	$ -
Left-Turn Angle	0	0	0	0	0	0	$ -
Side-Swipe-Opposite	0	0	0	0	0	0	$ -

MULTI-MODAL CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Bicycle	1	0	0	0	0	1	$ 788,325
Pedestrian	0	0	0	0	0	0	$ -
ALL CRASH TYPES	1	3	2	0	1	7	$ 3,669,256

ROAD CONDITIONS		
DRY	6	86%
WET	0	0%
SNOW	1	14%
ICE	0	0%
OTH.	0	0%
TOT.	7	

LIGHT CONDITIONS		
DAY	4	57%
DARK	3	43%
TOT.	7	

DRIVER BEHAVIOR		
ALCOHOL	4	57%
DRUGS	1	14%
SPEED	7	100%

SEASON		
SPRING	2	29%
SUMMER	3	43%
FALL	1	14%
WINTER	1	14%
TOT.	7	

CURVE TYPE		
HORZ	1	14%
VERT	0	0%

INTERSECTION		
INT	3	43%

CAUSATION		
ROR	4	57%
FTY	0	0%
DTC	0	0%

ROR = RUN-OFF-ROAD
FTY = FAILURE TO YIELD
DTC = DISREGARDED TRAFFIC CONTROL

VEHICLE DAMAGE	
OTHER/UNK.	0
NONE	0
VERY MINOR	0
MINOR	0
MODERATE	3
SEVERE	7
VERY SEVERE	0
TOTAL VEHICLES	10

NOTES:
Crash statistics are based on electronic data and not vetted with crash reports.

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	MON	1
TUE	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	TUE	2
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	WED	1
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	THU	2
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FRI	0
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	0
SUN	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	1
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	1	0	1	0	0	0	1	0	TOT.	7

Corridor Safety Analysis

TRAFFIC ANALYSIS & DESIGN, INC.

Location: WIS 66/Clark Street from Illinois Ave to Minnesota Ave
Municipality:
County: Portage
Length of Corridor: 0.36 miles

From: 1/1/2020
To: 12/31/2024
Duration: 5 Years 0 Months
AADT: 6,300
Peer Group: Urban Streets

MAP

GPS Coordinates (Start): 44.52233408, -89.56638157
GPS Coordinates (End): 44.52308134, -89.55957009

TOTAL CRASHES 46

AVG. CRASHES/YEAR: 9.2

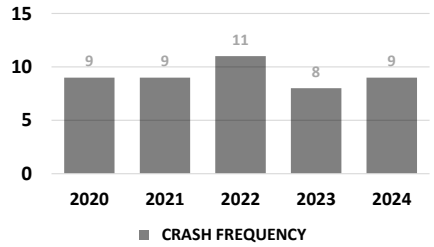
CRASH RATE: 1119.1 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

KAB CRASH RATE: 146.0 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

ECONOMIC LOSS*: $ 3,560,940
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

WI AVG. CRASH RATE & (UCL): 325.62, (414.65)
WI AVG. KAB CRASH RATE & (UCL): 38.63, (69.29)

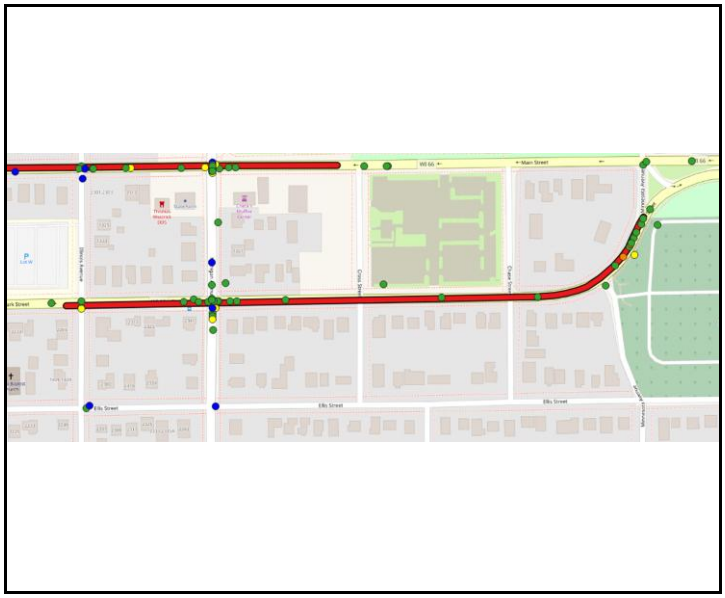
ANNUAL CRASH TRENDS



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	1	0	0	8	9	$ 936,933
2021	0	1	0	0	8	9	$ 936,933
2022	0	0	3	1	7	11	$ 1,017,923
2023	0	0	0	1	7	8	$ 271,853
2024	0	0	1	0	8	9	$ 397,298
TOTAL	0	2	4	2	38	46	$ 3,560,940

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

MAP



RUN-OFF-ROAD CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Tree	0	1	0	0	1	2	$ 806,901
Other	0	1	0	0	0	1	$ 788,325
Overturn	0	0	1	0	0	1	$ 248,690
Fixed-Object	0	0	0	0	3	3	$ 55,728
Ditch	0	0	0	0	3	3	$ 55,728
Fence	0	0	0	0	3	3	$ 55,728
Median Barrier	0	0	0	0	0	0	$ -
Bridge	0	0	0	0	0	0	$ -
Guardrail	0	0	0	0	0	0	$ -
Immersion	0	0	0	0	0	0	$ -

MULTI-VEHICLE CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Right-Angle	0	0	1	1	16	18	$ 687,727
Rear-End	0	0	0	1	9	10	$ 309,005
Head-On	0	0	1	0	1	2	$ 267,266
Side-Swipe-Same	0	0	0	0	2	2	$ 37,152
Other	0	0	0	0	0	0	$ -
Left-Turn Angle	0	0	0	0	0	0	$ -
Side-Swipe-Opposite	0	0	0	0	0	0	$ -

MULTI-MODAL CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Pedestrian	0	0	1	0	0	1	$ 248,690
Bicycle	0	0	0	0	0	0	$ -

ALL CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
	0	2	4	2	38	46	$ 3,560,940

ROAD CONDITIONS		
DRY	27	59%
WET	15	33%
SNOW	3	7%
ICE	1	2%
OTH.	0	0%
TOT.	46	

LIGHT CONDITIONS		
DAY	33	72%
DARK	13	28%
TOT.	46	

DRIVER BEHAVIOR		
ALCOHOL	3	7%
DRUGS	0	0%
SPEED	8	17%

SEASON		
SPRING	9	20%
SUMMER	10	22%
FALL	14	30%
WINTER	13	28%
TOT.	46	

CURVE TYPE		
HORZ	11	24%
VERT	0	0%

INTERSECTION		
INT	23	50%

CAUSATION		
ROR	13	28%
FTY	4	9%
DTC	7	15%

ROR = RUN-OFF-ROAD

FTY = FAILURE TO YIELD

DTC = DISREGARDED TRAFFIC CONTROL

VEHICLE DAMAGE	
OTHER/UNK.	0
NONE	1
VERY MINOR	0
MINOR	15
MODERATE	36
SEVERE	24
VERY SEVERE	0
TOTAL VEHICLES	76

NOTES:
Crash statistics are based on electronic data and not vetted with crash reports.

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	MON	5
TUE	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	0	2	1	0	0	0	0	0	0	TUE	7
WED	0	0	0	0	0	0	1	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	0	0	WED	6
THU	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2	1	0	0	0	0	THU	7
FRI	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0	1	1	0	0	0	0	0	FRI	6
SAT	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	1	2	0	0	0	0	0	1	0	0	SAT	7
SUN	1	1	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	1	1	0	0	0	0	SUN	8
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	1	1	1	0	0	0	2	2	1	2	3	2	3	4	3	3	3	2	3	5	3	0	2	0	0	TOT.	46

Corridor Safety Analysis

TRAFFIC ANALYSIS & DESIGN, INC.

Location: I-39 near BUS 51 system interchange
Municipality:
County: Portage
Length of Corridor: 1.00 miles

Duration
From: 1/1/2020 **5 Years**
To: 12/31/2024 **0 Months**
AADT: 28,943 MAP
Peer Group: 130 4-lane Freeways

GPS Coordinates (Start): 44.557946, -89.588465
GPS Coordinates (End): 44.548146, -89.574828

TOTAL CRASHES 21

AVG. CRASHES/YEAR: 4.2

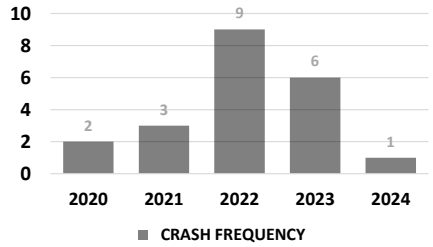
CRASH RATE: 39.8 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

KAB CRASH RATE: 17.0 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

ECONOMIC LOSS*: $ 3,540,392
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

WI AVG. CRASH RATE & (UCL): 48.43, (58.01)
WI AVG. KAB CRASH RATE & (UCL): 6.83, (10.43)

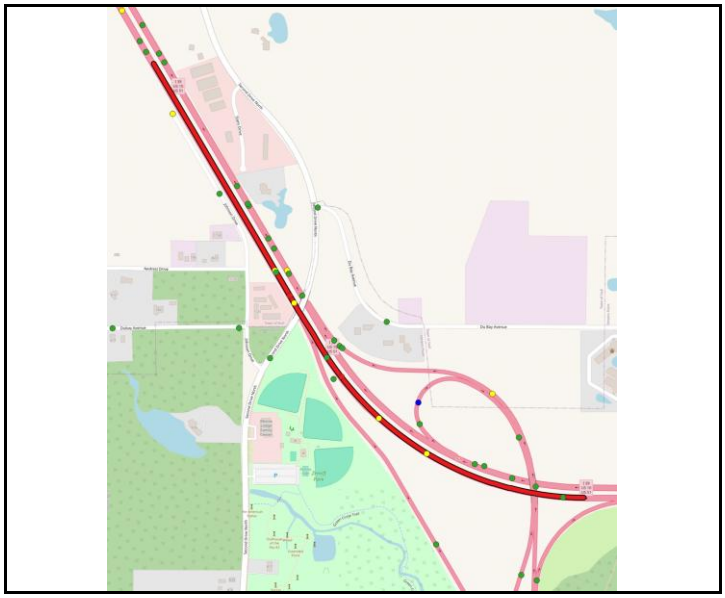
ANNUAL CRASH TRENDS



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	2	0	0	2	$ 497,380
2021	0	0	3	0	0	3	$ 746,070
2022	2	0	2	0	5	9	$ 2,166,910
2023	0	0	0	0	6	6	$ 111,456
2024	0	0	0	0	1	1	$ 18,576
TOTAL	2	0	7	0	12	21	$ 3,540,392

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

MAP



RUN-OFF-ROAD CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Ditch	0	0	4	0	2	6	$ 1,031,912
Bridge	1	0	0	0	0	1	$ 788,325
Overturn	0	0	1	0	2	3	$ 285,842
Other	0	0	1	0	2	3	$ 285,842
Guardrail	0	0	1	0	0	1	$ 248,690
Median Barrier	0	0	0	0	2	2	$ 37,152
Fixed-Object	0	0	0	0	1	1	$ 18,576
Fence	0	0	0	0	1	1	$ 18,576
Tree	0	0	0	0	0	0	$ -
Immersion	0	0	0	0	0	0	$ -

MULTI-VEHICLE CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Head-On	1	0	0	0	0	1	$ 788,325
Side-Swipe-Same	0	0	0	0	2	2	$ 37,152
Other	0	0	0	0	0	0	$ -
Rear-End	0	0	0	0	0	0	$ -
Right-Angle	0	0	0	0	0	0	$ -
Left-Turn Angle	0	0	0	0	0	0	$ -
Side-Swipe-Opposite	0	0	0	0	0	0	$ -

MULTI-MODAL CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Bicycle	0	0	0	0	0	0	$ -
Pedestrian	0	0	0	0	0	0	$ -
ALL CRASH TYPES	2	0	7	0	12	21	$ 3,540,392

ROAD CONDITIONS		
DRY	12	57%
WET	7	33%
SNOW	2	10%
ICE	0	0%
OTH.	0	0%
TOT.	21	

LIGHT CONDITIONS		
DAY	10	48%
DARK	11	52%
TOT.	21	

DRIVER BEHAVIOR		
ALCOHOL	2	10%
DRUGS	0	0%
SPEED	13	62%

SEASON		
SPRING	5	24%
SUMMER	4	19%
FALL	10	48%
WINTER	2	10%
TOT.	21	

CURVE TYPE		
HORZ	9	43%
VERT	2	10%

INTERSECTION		
INT	0	0%

CAUSATION		
ROR	18	86%
FTY	0	0%
DTC	1	5%

ROR = RUN-OFF-ROAD
FTY = FAILURE TO YIELD
DTC = DISREGARDED TRAFFIC CONTROL

VEHICLE DAMAGE	
OTHER/UNK.	0
NONE	0
VERY MINOR	0
MINOR	5
MODERATE	5
SEVERE	14
VERY SEVERE	0
TOTAL VEHICLES	24

NOTES:
Crash statistics are based on electronic data and not vetted with crash reports.

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	MON	1
TUE	0	0	0	1	1	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	TUE	5
WED	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	WED	6
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	THU	0
FRI	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	FRI	5
SAT	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	SAT	3
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	SUN	1
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	1	1	0	3	2	0	0	0	1	1	0	0	1	2	0	1	1	2	1	0	0	2	1	1	0	TOT.	21

Corridor Safety Analysis

TRAFFIC ANALYSIS & DESIGN, INC.

Location: WIS 66 from Music Dr to east of CTH J
Municipality:
County: Portage
Length of Corridor: 0.83 miles

Duration
From: 1/1/2020 **5 Years**
To: 12/31/2024 **0 Months**
AADT: 3,027 MAP
Peer Group: 420 Rural 2-lane Highways with 2,000 < AADT < 7,000

GPS Coordinates (Start): 44.5761538, -89.4605582
GPS Coordinates (End): 44.5751873, -89.4438815

TOTAL CRASHES 7

AVG. CRASHES/YEAR: 1.4

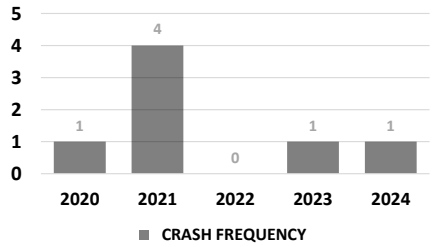
CRASH RATE: 153.3 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

KAB CRASH RATE: 109.5 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

ECONOMIC LOSS*: $ 3,022,752
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

WI AVG. CRASH RATE & (UCL): 74.9, (115.41)
WI AVG. KAB CRASH RATE & (UCL): 18.12, (38.05)

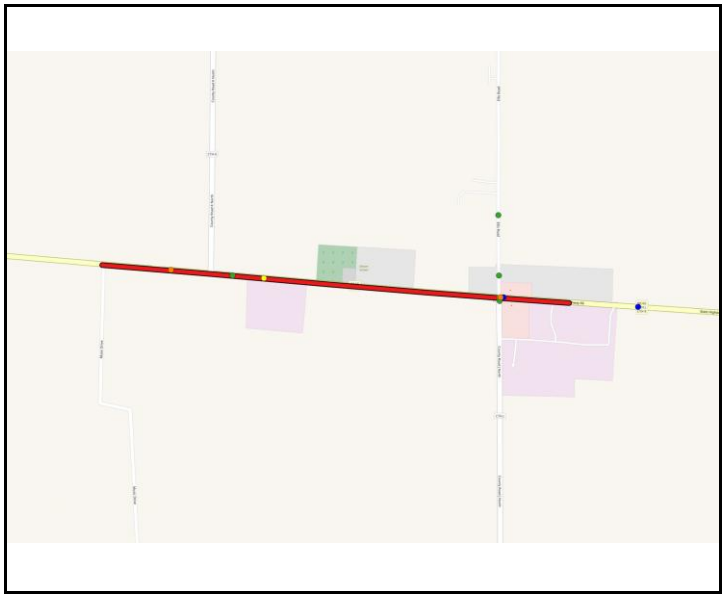
ANNUAL CRASH TRENDS



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	1	0	0	0	1	$ 788,325
2021	0	1	2	1	0	4	$ 1,427,526
2022	0	0	0	0	0	0	$ -
2023	0	0	0	0	1	1	$ 18,576
2024	0	1	0	0	0	1	$ 788,325
TOTAL	0	3	2	1	1	7	$ 3,022,752

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

MAP



RUN-OFF-ROAD CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Other	0	1	0	0	0	1	$ 788,325
Ditch	0	0	0	0	0	0	$ -
Bridge	0	0	0	0	0	0	$ -
Overturn	0	0	0	0	0	0	$ -
Guardrail	0	0	0	0	0	0	$ -
Median Barrier	0	0	0	0	0	0	$ -
Fixed-Object	0	0	0	0	0	0	$ -
Fence	0	0	0	0	0	0	$ -
Tree	0	0	0	0	0	0	$ -
Immersion	0	0	0	0	0	0	$ -

MULTI-VEHICLE CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Right-Angle	0	1	1	0	0	2	$ 1,037,015
Rear-End	0	1	0	1	1	3	$ 948,722
Head-On	0	0	1	0	0	1	$ 248,690
Other	0	0	0	0	0	0	$ -
Side-Swipe-Same	0	0	0	0	0	0	$ -
Left-Turn Angle	0	0	0	0	0	0	$ -
Side-Swipe-Opposite	0	0	0	0	0	0	$ -

MULTI-MODAL CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Bicycle	0	0	0	0	0	0	$ -
Pedestrian	0	0	0	0	0	0	$ -
ALL CRASH TYPES	0	3	2	1	1	7	$ 3,022,752

ROAD CONDITIONS		
DRY	5	71%
WET	2	29%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	7	

LIGHT CONDITIONS		
DAY	5	71%
DARK	2	29%
TOT.	7	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
SPEED	2	29%

SEASON		
SPRING	1	14%
SUMMER	1	14%
FALL	2	29%
WINTER	3	43%
TOT.	7	

CURVE TYPE		
HORZ	0	0%
VERT	0	0%

INTERSECTION		
INT	6	86%

CAUSATION		
ROR	1	14%
FTY	3	43%
DTC	1	14%

ROR = RUN-OFF-ROAD

FTY = FAILURE TO YIELD

DTC = DISREGARDED TRAFFIC CONTROL

VEHICLE DAMAGE	
OTHER/UNK.	0
NONE	1
VERY MINOR	0
MINOR	4
MODERATE	3
SEVERE	6
VERY SEVERE	0
TOTAL VEHICLES	14

NOTES:
Crash statistics are based on electronic data and not vetted with crash reports.

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	MON	1
TUE	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	TUE	2
WED	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	WED	2
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	THU	1
FRI	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	FRI	1
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	0
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	0
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	0	1	1	1	0	0	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0	TOT.	7

Corridor Safety Analysis

Location: CTH BB/JJ from south of 3rd Avenue to south of 2nd Avenue
Municipality:
County: Portage
Length of Corridor: 1.00 miles

From: 1/1/2020 **Duration** 5 Years
To: 12/31/2024 0 Months
AADT: 790 MAP
Peer Group: 410 Rural 2-lane Highways with AADT < 2,000

GPS Coordinates (Start): 44.2853042, -89.4573983
GPS Coordinates (End): 44.2716559, -89.4626423

TOTAL CRASHES 5

AVG. CRASHES/YEAR: 1.0

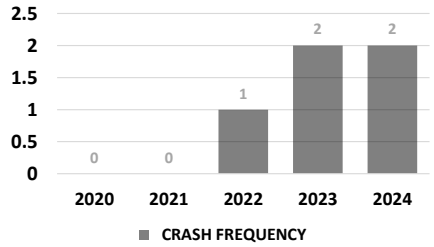
CRASH RATE: 346.6 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

KAB CRASH RATE: 208.0 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

ECONOMIC LOSS*: $ 2,402,127
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

WI AVG. CRASH RATE & (UCL): 94.41, (175.33)
WI AVG. KAB CRASH RATE & (UCL): 24.52, (65.76)

ANNUAL CRASH TRENDS



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	0	0	$ -
2021	0	0	0	0	0	0	$ -
2022	0	0	0	0	1	1	$ 18,576
2023	0	1	0	0	1	2	$ 806,901
2024	1	1	0	0	0	2	$ 1,576,650
TOTAL	1	2	0	0	2	5	$ 2,402,127

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

MAP

RUN-OFF-ROAD CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Ditch	1	1	0	0	2	4	$ 1,613,802
Other	0	0	0	0	0	0	$ -
Guardrail	0	0	0	0	0	0	$ -
Overturn	0	0	0	0	0	0	$ -
Fixed-Object	0	0	0	0	0	0	$ -
Tree	0	0	0	0	0	0	$ -
Bridge	0	0	0	0	0	0	$ -
Median Barrier	0	0	0	0	0	0	$ -
Fence	0	0	0	0	0	0	$ -
Immersion	0	0	0	0	0	0	$ -

MULTI-VEHICLE CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Head-On	0	1	0	0	0	1	$ 788,325
Right-Angle	0	0	0	0	0	0	$ -
Other	0	0	0	0	0	0	$ -
Rear-End	0	0	0	0	0	0	$ -
Side-Swipe-Same	0	0	0	0	0	0	$ -
Left-Turn Angle	0	0	0	0	0	0	$ -
Side-Swipe-Opposite	0	0	0	0	0	0	$ -

MULTI-MODAL CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Pedestrian	0	0	0	0	0	0	$ -
Bicycle	0	0	0	0	0	0	$ -
ALL CRASH TYPES	1	2	0	0	2	5	$ 2,402,127

ROAD CONDITIONS		
DRY	4	80%
WET	1	20%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	5	

LIGHT CONDITIONS		
DAY	4	80%
DARK	1	20%
TOT.	5	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
SPEED	2	40%

SEASON		
SPRING	0	0%
SUMMER	4	80%
FALL	1	20%
WINTER	0	0%
TOT.	5	

CURVE TYPE		
HORZ	6	120%
VERT	1	20%

INTERSECTION		
INT	1	20%

CAUSATION		
ROR	4	80%
FTY	1	20%
DTC	0	0%

ROR = RUN-OFF-ROAD

FTY = FAILURE TO YIELD

DTC = DISREGARDED TRAFFIC CONTROL

VEHICLE DAMAGE	
OTHER/UNK.	0
NONE	0
VERY MINOR	0
MINOR	0
MODERATE	1
SEVERE	5
VERY SEVERE	0
TOTAL VEHICLES	6

NOTES:
Crash statistics are based on electronic data and not vetted with crash reports.

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	MON	1
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TUE	0
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	WED	1
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	THU	1
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	FRI	2
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	0
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	0
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	1	0	TOT.	5

Corridor Safety Analysis

TRAFFIC ANALYSIS & DESIGN, INC.

Location: WIS 54 from West of Wied Rd to east of Pleasant Dr
Municipality:
County: Portage
Length of Corridor: 1.00 miles

From: 1/1/2020
To: 12/31/2024
Duration: 5 Years 0 Months
AADT: 1,900 MAP
Peer Group: 410 Rural 2-lane Highways with AADT < 2,000

GPS Coordinates (Start): 44.3765278, -89.3945021
GPS Coordinates (End): 44.3705808, -89.3760811

TOTAL CRASHES 4

AVG. CRASHES/YEAR: 0.8

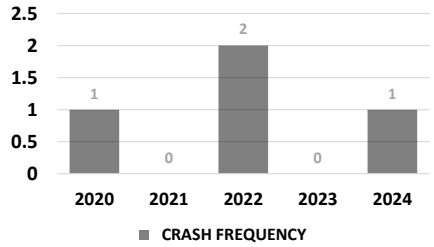
CRASH RATE: 115.3 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

KAB CRASH RATE: 86.5 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

ECONOMIC LOSS*: $ 2,383,551
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

WI AVG. CRASH RATE & (UCL): 94.41, (146.59)
WI AVG. KAB CRASH RATE & (UCL): 24.52, (51.11)

ANNUAL CRASH TRENDS



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	1	0	0	0	1	$ 788,325
2021	0	0	0	0	0	0	$ -
2022	0	1	0	0	1	2	$ 806,901
2023	0	0	0	0	0	0	$ -
2024	0	1	0	0	0	1	$ 788,325
TOTAL	0	3	0	0	1	4	$ 2,383,551

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

MAP

RUN-OFF-ROAD CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Ditch	0	1	0	0	1	2	$ 806,901
Other	0	0	0	0	0	0	$ -
Guardrail	0	0	0	0	0	0	$ -
Overturn	0	0	0	0	0	0	$ -
Fixed-Object	0	0	0	0	0	0	$ -
Tree	0	0	0	0	0	0	$ -
Bridge	0	0	0	0	0	0	$ -
Median Barrier	0	0	0	0	0	0	$ -
Fence	0	0	0	0	0	0	$ -
Immersion	0	0	0	0	0	0	$ -

MULTI-VEHICLE CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Right-Angle	0	2	0	0	0	2	$ 1,576,650
Other	0	0	0	0	0	0	$ -
Rear-End	0	0	0	0	0	0	$ -
Head-On	0	0	0	0	0	0	$ -
Side-Swipe-Same	0	0	0	0	0	0	$ -
Left-Turn Angle	0	0	0	0	0	0	$ -
Side-Swipe-Opposite	0	0	0	0	0	0	$ -

MULTI-MODAL CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Pedestrian	0	0	0	0	0	0	$ -
Bicycle	0	0	0	0	0	0	$ -
ALL CRASH TYPES	0	3	0	0	1	4	$ 2,383,551

ROAD CONDITIONS		
DRY	3	75%
WET	0	0%
SNOW	1	25%
ICE	0	0%
OTH.	0	0%
TOT.	4	

LIGHT CONDITIONS		
DAY	2	50%
DARK	2	50%
TOT.	4	

DRIVER BEHAVIOR		
ALCOHOL	1	25%
DRUGS	0	0%
SPEED	0	0%

SEASON		
SPRING	0	0%
SUMMER	2	50%
FALL	1	25%
WINTER	1	25%
TOT.	4	

CURVE TYPE		
HORZ	1	25%
VERT	0	0%

INTERSECTION		
INT	2	50%

CAUSATION		
ROR	2	50%
FTY	1	25%
DTC	1	25%

ROR = RUN-OFF-ROAD
FTY = FAILURE TO YIELD
DTC = DISREGARDED TRAFFIC CONTROL

VEHICLE DAMAGE	
OTHER/UNK.	0
NONE	0
VERY MINOR	0
MINOR	1
MODERATE	1
SEVERE	4
VERY SEVERE	0
TOTAL VEHICLES	6

NOTES:
Crash statistics are based on electronic data and not vetted with crash reports.

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	MON	3
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TUE	0
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	WED	0
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	THU	0
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	FRI	1
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	0
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	0
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	TOT.	4

Corridor Safety Analysis

TRAFFIC ANALYSIS & DESIGN, INC.

Location: WIS 66 from west of Rustic Dr to Merryland Dr
Municipality:
County: Portage
Length of Corridor: 0.83 miles

From: 1/1/2020
To: 12/31/2024
Duration: 5 Years 0 Months
AADT: 2,800 MAP
Peer Group: 420 Rural 2-lane Highways with 2,000 < AADT < 7,000

GPS Coordinates (Start): 44.5778493, -89.4007172
GPS Coordinates (End): 44.5933004, -89.3955565

TOTAL CRASHES 8

AVG. CRASHES/YEAR: 1.6

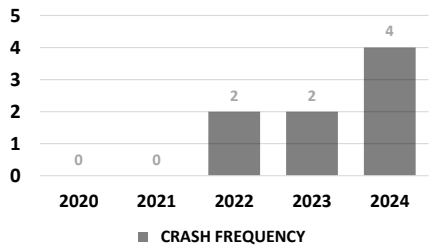
CRASH RATE: 189.6 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

KAB CRASH RATE: 94.8 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

ECONOMIC LOSS*: $ 2,148,334
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

WI AVG. CRASH RATE & (UCL): 74.9, (117.04)
WI AVG. KAB CRASH RATE & (UCL): 18.12, (38.85)

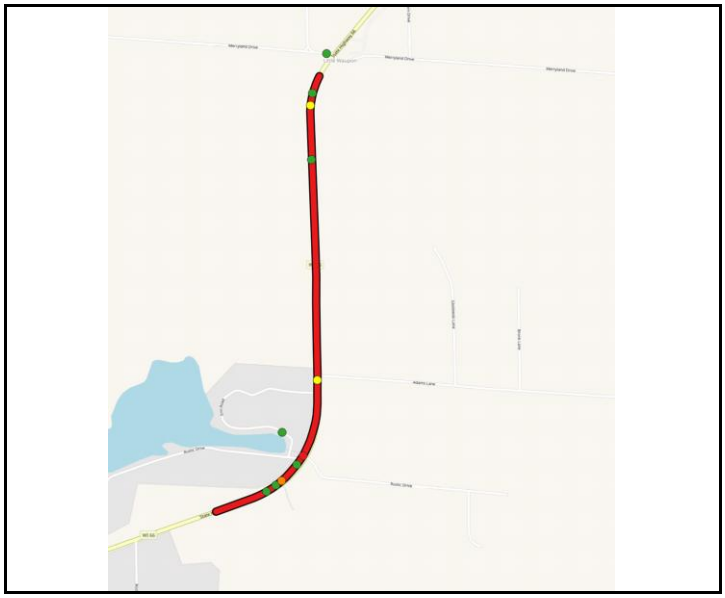
ANNUAL CRASH TRENDS



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	0	0	$ -
2021	0	0	0	0	0	0	$ -
2022	1	0	0	0	1	2	$ 806,901
2023	0	0	1	0	1	2	$ 267,266
2024	0	1	1	0	2	4	$ 1,074,167
TOTAL	1	1	2	0	4	8	$ 2,148,334

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

MAP



RUN-OFF-ROAD CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Overturn	1	0	1	0	0	2	$ 1,037,015
Other	0	1	0	0	0	1	$ 788,325
Ditch	0	0	1	0	2	3	$ 285,842
Tree	0	0	0	0	1	1	$ 18,576
Bridge	0	0	0	0	0	0	$ -
Guardrail	0	0	0	0	0	0	$ -
Median Barrier	0	0	0	0	0	0	$ -
Fixed-Object	0	0	0	0	0	0	$ -
Fence	0	0	0	0	0	0	$ -
Immersion	0	0	0	0	0	0	$ -

MULTI-VEHICLE CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Rear-End	0	0	0	0	1	1	$ 18,576
Right-Angle	0	0	0	0	0	0	$ -
Head-On	0	0	0	0	0	0	$ -
Other	0	0	0	0	0	0	$ -
Side-Swipe-Same	0	0	0	0	0	0	$ -
Left-Turn Angle	0	0	0	0	0	0	$ -
Side-Swipe-Opposite	0	0	0	0	0	0	$ -

MULTI-MODAL CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Bicycle	0	0	0	0	0	0	$ -
Pedestrian	0	0	0	0	0	0	$ -
ALL CRASH TYPES	1	1	2	0	4	8	$ 2,148,334

ROAD CONDITIONS		
DRY	7	88%
WET	1	13%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	8	

LIGHT CONDITIONS		
DAY	6	75%
DARK	2	25%
TOT.	8	

DRIVER BEHAVIOR		
ALCOHOL	3	38%
DRUGS	0	0%
SPEED	3	38%

SEASON		
SPRING	5	63%
SUMMER	0	0%
FALL	3	38%
WINTER	0	0%
TOT.	8	

CURVE TYPE		
HORZ	8	100%
VERT	6	75%

INTERSECTION		
INT	2	25%

CAUSATION		
ROR	7	88%
FTY	0	0%
DTC	0	0%

ROR = RUN-OFF-ROAD
FTY = FAILURE TO YIELD
DTC = DISREGARDED TRAFFIC CONTROL

VEHICLE DAMAGE	
OTHER/UNK.	0
NONE	0
VERY MINOR	0
MINOR	0
MODERATE	2
SEVERE	7
VERY SEVERE	0
TOTAL VEHICLES	9

NOTES:
Crash statistics are based on electronic data and not vetted with crash reports.

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MON	1
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TUE	0
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	WED	0
THU	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	THU	2
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	FRI	1
SAT	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	SAT	2
SUN	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	SUN	2
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	1	0	0	1	0	0	1	1	0	0	0	0	0	0	1	2	0	0	0	1	0	0	0	0	0	TOT.	8

Corridor Safety Analysis

TRAFFIC ANALYSIS & DESIGN, INC.

Location: CTH O from north of CTH M to south of CTH C
Municipality:
County: Portage
Length of Corridor: 1.10 miles

From: 1/1/2020
To: 12/31/2024
Duration: 5 Years 0 Months
AADT: 1,000
MAP
Peer Group: Rural County Trunk Highways

GPS Coordinates (Start): 44.515699, -89.746975
GPS Coordinates (End): 44.531776, -89.747174

TOTAL CRASHES 4

AVG. CRASHES/YEAR: 0.8

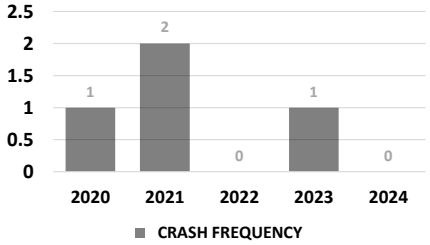
CRASH RATE: 199.1 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

KAB CRASH RATE: 199.1 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

ECONOMIC LOSS*: $ 2,074,030
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

WI AVG. CRASH RATE & (UCL): 87.53, (153.55)
WI AVG. KAB CRASH RATE & (UCL): 20.15, (51.83)

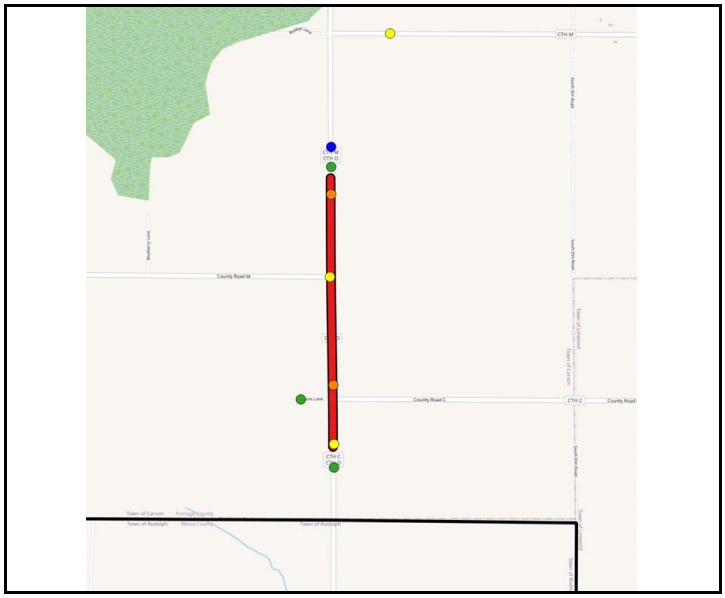
ANNUAL CRASH TRENDS



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	1	0	0	0	1	$ 788,325
2021	0	1	1	0	0	2	$ 1,037,015
2022	0	0	0	0	0	0	$ -
2023	0	0	1	0	0	1	$ 248,690
2024	0	0	0	0	0	0	$ -
TOTAL	0	2	2	0	0	4	$ 2,074,030

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

MAP



RUN-OFF-ROAD CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Ditch	0	2	1	0	0	3	$ 1,825,340
Fixed-Object	0	0	1	0	0	1	$ 248,690
Other	0	0	0	0	0	0	$ -
Tree	0	0	0	0	0	0	$ -
Overturn	0	0	0	0	0	0	$ -
Guardrail	0	0	0	0	0	0	$ -
Fence	0	0	0	0	0	0	$ -
Median Barrier	0	0	0	0	0	0	$ -
Bridge	0	0	0	0	0	0	$ -
Immersion	0	0	0	0	0	0	$ -

MULTI-VEHICLE CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Right-Angle	0	0	0	0	0	0	$ -
Rear-End	0	0	0	0	0	0	$ -
Head-On	0	0	0	0	0	0	$ -
Side-Swipe-Same	0	0	0	0	0	0	$ -
Left-Turn Angle	0	0	0	0	0	0	$ -
Other	0	0	0	0	0	0	$ -
Side-Swipe-Opposite	0	0	0	0	0	0	$ -

MULTI-MODAL CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Bicycle	0	0	0	0	0	0	$ -
Pedestrian	0	0	0	0	0	0	$ -
ALL CRASH TYPES	0	2	2	0	0	4	$ 2,074,030

ROAD CONDITIONS		
DRY	3	75%
WET	1	25%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	4	

LIGHT CONDITIONS		
DAY	2	50%
DARK	2	50%
TOT.	4	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	1	25%
SPEED	1	25%

SEASON		
SPRING	1	25%
SUMMER	1	25%
FALL	2	50%
WINTER	0	0%
TOT.	4	

CURVE TYPE		
HORZ	0	0%
VERT	1	25%

INTERSECTION		
INT	1	25%

CAUSATION		
ROR	4	100%
FTY	0	0%
DTC	1	25%

ROR = RUN-OFF-ROAD

FTY = FAILURE TO YIELD

DTC = DISREGARDED TRAFFIC CONTROL

VEHICLE DAMAGE	
OTHER/UNK.	0
NONE	0
VERY MINOR	0
MINOR	0
MODERATE	0
SEVERE	4
VERY SEVERE	0
TOTAL VEHICLES	4

NOTES:
Crash statistics are based on electronic data and not vetted with crash reports.

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MON	0
TUE	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	TUE	1
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	WED	0
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	THU	0
FRI	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FRI	1
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	SAT	2
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	0
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	TOT.	4

Corridor Safety Analysis

TRAFFIC ANALYSIS & DESIGN, INC.

Location: Washington Street from Main St to CTH A
Municipality:
County: Portage
Length of Corridor: 0.63 miles

From: 1/1/2020
To: 12/31/2024
Duration: 5 Years 0 Months
AADT: 1,000
MAP
Peer Group: 440 2-Lane Highways Posted at 40 mph or lower

GPS Coordinates (Start): 44.4479212, -89.2863117
GPS Coordinates (End): 44.44666551, -89.27440690

TOTAL CRASHES 4

AVG. CRASHES/YEAR: 0.8

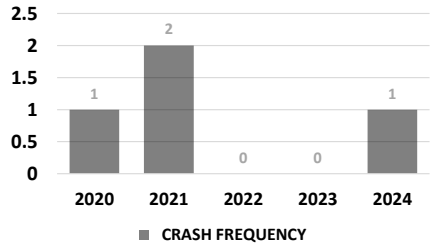
CRASH RATE: 350.3 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

KAB CRASH RATE: 262.7 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)

ECONOMIC LOSS*: $ 1,843,916
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

WI AVG. CRASH RATE & (UCL): 286.83, (445.37)
WI AVG. KAB CRASH RATE & (UCL): 35.8, (91.81)

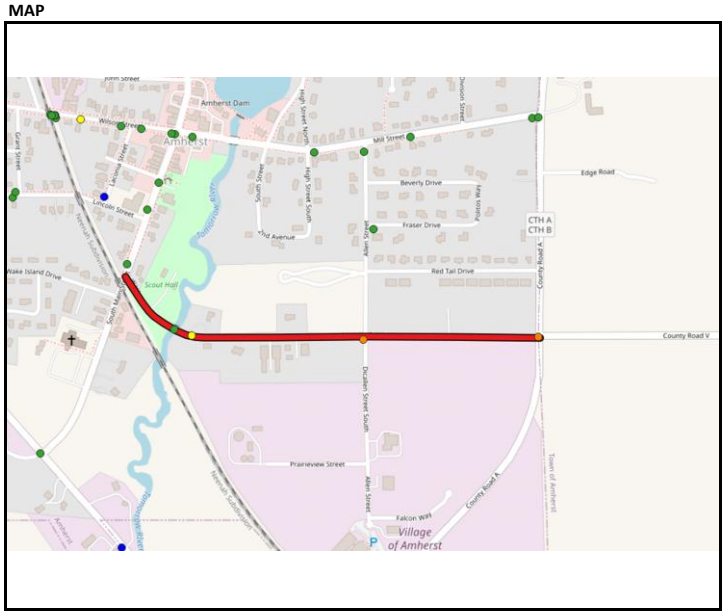
ANNUAL CRASH TRENDS



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	1	0	0	1	$ 248,690
2021	0	2	0	0	0	2	$ 1,576,650
2022	0	0	0	0	0	0	$ -
2023	0	0	0	0	0	0	$ -
2024	0	0	0	0	1	1	$ 18,576
TOTAL	0	2	1	0	1	4	$ 1,843,916

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

MAP



RUN-OFF-ROAD CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Ditch	0	0	1	0	0	1	$ 248,690
Overturn	0	0	0	0	0	0	$ -
Other	0	0	0	0	0	0	$ -
Fixed-Object	0	0	0	0	0	0	$ -
Tree	0	0	0	0	0	0	$ -
Bridge	0	0	0	0	0	0	$ -
Guardrail	0	0	0	0	0	0	$ -
Median Barrier	0	0	0	0	0	0	$ -
Fence	0	0	0	0	0	0	$ -
Immersion	0	0	0	0	0	0	$ -

MULTI-VEHICLE CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Right-Angle	0	1	0	0	0	1	$ 788,325
Rear-End	0	0	0	0	1	1	$ 18,576
Head-On	0	0	0	0	0	0	$ -
Other	0	0	0	0	0	0	$ -
Side-Swipe-Same	0	0	0	0	0	0	$ -
Left-Turn Angle	0	0	0	0	0	0	$ -
Side-Swipe-Opposite	0	0	0	0	0	0	$ -

MULTI-MODAL CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Pedestrian	0	1	0	0	0	1	$ 788,325
Bicycle	0	0	0	0	0	0	$ -
ALL CRASH TYPES	0	2	1	0	1	4	$ 1,843,916

ROAD CONDITIONS		
DRY	4	100%
WET	0	0%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	4	

LIGHT CONDITIONS		
DAY	4	100%
DARK	0	0%
TOT.	4	

DRIVER BEHAVIOR		
ALCOHOL	1	25%
DRUGS	0	0%
SPEED	1	25%

SEASON		
SPRING	2	50%
SUMMER	2	50%
FALL	0	0%
WINTER	0	0%
TOT.	4	

CURVE TYPE		
HORZ	2	50%
VERT	1	25%

INTERSECTION		
INT	2	50%

CAUSATION		
ROR	1	25%
FTY	1	25%
DTC	1	25%

ROR = RUN-OFF-ROAD
FTY = FAILURE TO YIELD
DTC = DISREGARDED TRAFFIC CONTROL

VEHICLE DAMAGE	
OTHER/UNK.	0
NONE	1
VERY MINOR	0
MINOR	0
MODERATE	1
SEVERE	4
VERY SEVERE	0
TOTAL VEHICLES	6

NOTES:
Crash statistics are based on electronic data and not vetted with crash reports.

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	MON	2
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TUE	0
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	WED	1
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	THU	0
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FRI	0
SAT	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	1
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	0
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	TOT.	4

Corridor Safety Analysis

TRAFFIC ANALYSIS & DESIGN, INC.

Location: West River Drive from Blue Heron Dr north for 0.6 miles
Municipality:
County: Portage
Length of Corridor: 0.59 miles

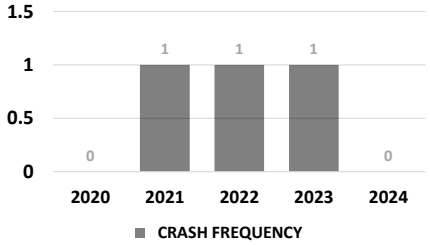
Duration
From: 1/1/2020 **5 Years**
To: 12/31/2024 **0 Months**
AADT: 630 MAP
Peer Group: 440 2-Lane Highways Posted at 40 mph or lower

GPS Coordinates (Start): 44.4797262, -89.5769355
GPS Coordinates (End): 44.4863624, -89.5785986

TOTAL CRASHES 3
AVG. CRASHES/YEAR: 0.6
CRASH RATE: 442.0 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)
KAB CRASH RATE: 442.0 per 100MVM
Orange = Higher than average, Red = Higher than Upper Control Limit (UCL)
ECONOMIC LOSS*: $ 1,825,340
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

WI AVG. CRASH RATE & (UCL): 286.83, (492.45)
WI AVG. KAB CRASH RATE & (UCL): 35.8, (108.44)

ANNUAL CRASH TRENDS



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	0	0	$ -
2021	1	0	0	0	0	1	$ 788,325
2022	0	0	1	0	0	1	$ 248,690
2023	0	1	0	0	0	1	$ 788,325
2024	0	0	0	0	0	0	$ -
TOTAL	1	1	1	0	0	3	$ 1,825,340

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

MAP

RUN-OFF-ROAD CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Ditch	1	1	1	0	0	3	$ 1,825,340
Tree	0	0	0	0	0	0	$ -
Overturn	0	0	0	0	0	0	$ -
Other	0	0	0	0	0	0	$ -
Guardrail	0	0	0	0	0	0	$ -
Fixed-Object	0	0	0	0	0	0	$ -
Bridge	0	0	0	0	0	0	$ -
Median Barrier	0	0	0	0	0	0	$ -
Fence	0	0	0	0	0	0	$ -
Immersion	0	0	0	0	0	0	$ -

MULTI-VEHICLE CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Right-Angle	0	0	0	0	0	0	$ -
Rear-End	0	0	0	0	0	0	$ -
Head-On	0	0	0	0	0	0	$ -
Left-Turn Angle	0	0	0	0	0	0	$ -
Other	0	0	0	0	0	0	$ -
Side-Swipe-Same	0	0	0	0	0	0	$ -
Side-Swipe-Opposite	0	0	0	0	0	0	$ -

MULTI-MODAL CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Pedestrian	0	0	0	0	0	0	$ -
Bicycle	0	0	0	0	0	0	$ -
ALL CRASH TYPES	1	1	1	0	0	3	$ 1,825,340

ROAD CONDITIONS		
DRY	2	67%
WET	1	33%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	3	

LIGHT CONDITIONS		
DAY	1	33%
DARK	2	67%
TOT.	3	

DRIVER BEHAVIOR		
ALCOHOL	2	67%
DRUGS	2	67%
SPEED	2	67%

SEASON		
SPRING	1	33%
SUMMER	1	33%
FALL	1	33%
WINTER	0	0%
TOT.	3	

CURVE TYPE		
HORZ	3	100%
VERT	1	33%

INTERSECTION		
INT	0	0%

CAUSATION		
ROR	3	100%
FTY	0	0%
DTC	0	0%

ROR = RUN-OFF-ROAD
FTY = FAILURE TO YIELD
DTC = DISREGARDED TRAFFIC CONTROL

VEHICLE DAMAGE	
OTHER/UNK.	0
NONE	0
VERY MINOR	0
MINOR	0
MODERATE	0
SEVERE	4
VERY SEVERE	0
TOTAL VEHICLES	4

NOTES:
Crash statistics are based on electronic data and not vetted with crash reports.

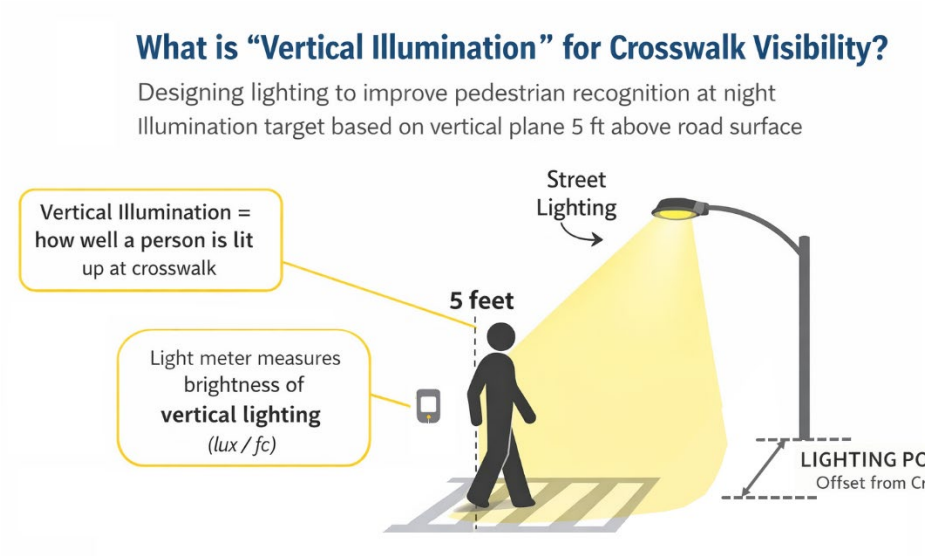
DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	MON	1
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TUE	0
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	WED	0
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	THU	1
FRI	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FRI	1
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	0
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	0
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	TOT.	3

Appendix D3
Street Lighting Write-Up

Glossary of Key Lighting Terms

- **Baseline:** Standard lighting level appropriate for most locations; intended to provide reasonable nighttime visibility, consistency, and driver expectancy.
- **Optimal (Consider for High-Injury Network locations):** Enhanced lighting level intended for locations with elevated crash risk, especially fatal and serious injury crashes involving pedestrians and bicyclists.
- **Horizontal Illuminance:** Light level measured on the roadway, shoulder, bike lane, or sidewalk surface. Typically measured **on the ground plane** in **lux (SI units)** or **footcandles (fc)**.
- **Vertical Illuminance:** Light level measured on a **vertical plane**, typically **5 ft above the roadway surface**, representing how well a pedestrian's body and face are illuminated and visible to approaching drivers.



- **Uniformity (Avg:Min):** Ratio describing how evenly light is distributed across a surface. Lower ratios indicate fewer dark spots and improved visibility.
- **Pedestrian-Scale Lighting:** Luminaires mounted lower (generally **12–15 ft**) to directly illuminate walking areas, people, and crossing locations.
- **Lighting Measurement – Equipment:** Illuminance should be measured using a **calibrated light meter (lux/fc meter)** capable of measuring both horizontal and vertical illuminance.
- **Lighting Measurement – Process:** Measurements should be taken at night under normal operating conditions, after luminaires reach full output. Horizontal

measurements are taken at pavement level; vertical measurements are taken at **5 ft height**, facing the primary direction of approaching traffic, at or near the center of the crossing.

- **Sky Glow:** Brightening of the night sky caused by artificial light that is emitted upward or reflected off surfaces and then scattered in the atmosphere, reducing the visibility of stars and natural darkness.

Summary Table – EXAMPLE Street Lighting Design Targets

Context	Level	Horizontal Illuminance	Vertical Illuminance (Crosswalks)	Luminaire Spacing	Mounting Height	Other Key Parameters
Urban Intersections – With Ped/Bike Activity	**Baseline**	Avg **17–26 lux** (1.6–2.4 fc); uniformity ≤3.0–4.0	≥ **20 lux**	As needed for full intersection coverage	~30–40 ft typical	Provide lighting on all approaches
	Optimal (Consider for HIN)	Avg **18–34 lux** (1.7–3.2 fc); uniformity ≤3.0–4.0	**30 lux**	Reduced spacing / added approach or median poles	~30–40 ft	Emphasize "before-crosswalk" placement
Urban Intersections – Very Minimal Ped/Bike Activity	**Baseline**	Avg **12–24 lux** (1.1–2.2 fc); uniformity ≤3.0–4.0	As needed where crossings exist	Standard intersection spacing	~30–40 ft	Focus on vehicle movements
	Optimal (Consider for HIN)	Upgrade to **17–34 lux**	**20–30 lux** where crossings exist	Add approach luminaires	~30–40 ft	Treat as higher ped-activity context
Urban Corridors – With Ped/Bike Activity	**Baseline**	Min maintained ~**0.5 fc** (≈5 lux)	≥ **20 lux** at crossings	**225–300 ft***	≥ **30 ft** roadway	Continuous lighting
	Optimal (Consider for HIN)	Same or higher with improved uniformity	**30 lux** at crossings	**180–225 ft***	Roadway 30–40 ft; Ped-scale **12–15 ft**	Add pedestrian-scale lighting at nodes
Urban Corridors – Very Minimal Ped/Bike Activity	**Baseline**	Context-appropriate	As needed	**250–350 ft*** where installed	≥ **30 ft**	Targeted or partial continuity
	Optimal (Consider for HIN)	Increased consistency	≥ **20 lux** where crossings exist	Tighter spacing near conflicts	≥ **30 ft**	Fill dark gaps approaching HIN segments

Summary Table – EXAMPLE Street Lighting Design Targets

Rural Intersections – With Ped/Bike Activity	**Baseline**	Local **3 lux**; Collector **4 lux**; Major **6 lux**; uniformity ≤3.0	≥ **20 lux**	As needed for isolated intersection	~30–40 ft	Isolated intersection lighting
	Optimal (Consider for HIN)	Up to **9 lux** on major approaches	**30 lux**	Additional approach lighting	~30–40 ft	Address higher speeds and exposure
Rural Intersections – Very Minimal Ped/Bike Activity	**Baseline**	**3–6 lux** by functional class	As needed	Isolated-node spacing	~30–40 ft	Node-based lighting
	Optimal (Consider for HIN)	Upgrade to medium/high targets	≥ **20 lux** where crossings exist	Add approach poles	~30–40 ft	Anticipate latent demand
Rural Corridors – Very Minimal Ped/Bike Activity	**Baseline**	~**0.1 fc** (≈1 lux) at nodes	Not typical	Node-based only	~30–40 ft	Intersections, major curves
	Optimal (Consider for HIN)	Increased continuity near crashes	As applicable	**225–300 ft** where added	≥ **30 ft**	Short continuous segments
Rural Corridors – With Ped/Bike Activity	**Baseline**	Context-appropriate	≥ **20 lux** at crossings	As warranted	30–40 ft; Ped-scale 12–15 ft	Trails, shoulders present
	Optimal (Consider for HIN)	Improved uniformity	**30 lux**	Tighter spacing near conflicts	Ped-scale **12–15 ft**	Emphasize generators and crossings

Footnotes and Design Assumptions

Typical spacing assumptions: Spacing values marked with (*) assume a **typical modern LED roadway luminaire** (approximately **6,000–10,000 initial lumens**, **Type II or Type III distribution**, mounted **30–40 ft** above grade, neutral color temperature). Actual spacing shall be verified through photometric analysis and may vary based on:

- Pole placement (shoulder vs. median)
- Roadway width and number of lanes
- Presence of sidewalks, bike lanes, or medians
- Surrounding ambient lighting and land use

Intersections: Due to geometry and conflict density, intersection lighting spacing is **not linear** and should be designed to meet illuminance targets through appropriate placement on all approaches and medians as needed.

Measurement units:

- **1 footcandle (fc) ≈ 10.76 lux**
- Lux values are provided as the primary unit for consistency with national and international guidance.

Community Engagement & Sky Glow

Changes to street lighting can impact residents and also alter the amount of light escaping to the night sky (i.e., sky glow). An effective community engagement strategy and determining acceptable sky glow levels are crucial considerations when updating street lighting. Any substantial lighting changes or changes to lighting policy should consider the public's potential reaction and the amount of sky glow expected to be emitted. Please see this link for more information about resident feedback and sky glow in Washington D.C.

Vision Zero / SS4A Note: Baseline lighting establishes consistency across the system, while Optimal lighting addresses systemic nighttime risk factors—visibility, speed, and conflict density—at High-Injury Network locations. Prioritizing vertical illumination at crossings directly supports reductions in fatal and serious injury crashes involving pedestrians and bicyclists.

Appendix E

Appendix E1
Intersection Overall Crash Statistics Summary

APPENDIX E1.1

Intersection Database

Portage County Intersections (2020-2024)

RANK[1]	INTERSECTION	TRAFFIC CONTROL	LEGS	ENTERING AADT	COORDINATES	CRASH FREQ.	CRASH RATE	ECONOMIC LOSS
1	USH 10 & CTH R-Brilowski Rd	Traffic Signal	4	26,850	44.523399, -89.509132	65	1.33	$4,804,061
2	BUS 51-Division St & North Point Dr	Modern Roundabout	4	15,000	44.541103, -89.575777	98	3.58	$3,447,622
3	CTH B & Hoover Ave	Traffic Signal	4	23,300	44.453820, -89.528695	28	0.66	$2,719,689
4	CTH B & CTH R	Traffic Signal	4	12,125	44.454015, -89.508526	25	1.13	$2,357,257
5	BUS 51-Division St & Maria Dr	Traffic Signal	4	14,750	44.533941, -89.575010	36	1.34	$2,328,662
6	BUS 51-Church St & River View Ave-Nebel St	Traffic Signal	4	12,300	44.501508, -89.564488	30	1.34	$2,184,454
7	STH 66-Clark St & BUS 51-Division St	Traffic Signal	4	16,300	44.522444, -89.574780	30	1.01	$2,033,747
8	CTH HH & Crossroads Dr	Traffic Signal	4	8,500	44.497271, -89.513636	22	1.42	$2,008,384
9	Green Ave & Stanley St	Minor Street Stop	4	11,850	44.539190, -89.546554	14	0.65	$1,843,400
10	USH 10 NB Ramps & CTH B	Minor Street Stop	4	3,975	44.453819, -89.311392	12	1.65	$1,822,624
11	BUS 51-Division St & Fourth Ave	Traffic Signal	4	13,450	44.528872, -89.574753	43	1.75	$1,645,107
12	STH 66-Main St & Illinois Ave	Minor Street Stop	4	6,710	44.523476, -89.566137	10	0.82	$1,555,358
13	STH 66 & Frontenac Ave	Minor Street Stop	4	14,920	44.523288, -89.555586	6	0.22	$1,341,433
14	STH 161 & CTH T	Minor Street Stop	4	1,890	44.503927, -89.263933	4	1.16	$1,304,281
15	STH 66-Main St & Division St	Traffic Signal	4	17,250	44.523405, -89.574771	31	0.98	$1,282,574
16	Heffron St & Michigan Ave	Minor Street Stop	4	5,250	44.504644, -89.564255	10	1.04	$1,262,213
17	CTH HH & Hoover Ave	Traffic Signal	4	18,900	44.497393, -89.528439	24	0.70	$1,259,411
18	STH 66-Clark St & Michigan Ave	Traffic Signal	4	12,200	44.522403, -89.564648	24	1.08	$1,259,411
19	STH 66 & Clark St & Water St	Traffic Signal	4	13,250	44.522638, -89.586950	23	0.95	$1,257,211
20	BUS 51-Post Rd & Minnesota Ave	Minor Street Stop	4	12,850	44.496784, -89.558942	5	0.21	$1,215,988
21	STH 66-Main St & Green Ave	Minor Street Stop	4	18,820	44.523354, -89.544343	16	0.47	$1,190,210
22	BUS 51-Church St & Patch St	Minor Street Stop	4	12,550	44.512023, -89.572314	8	0.35	$1,148,471
23	BUS 51-Church St & Michigan Ave	Traffic Signal	4	11,500	44.502784, -89.565333	9	0.43	$1,104,016
24	Hoover Ave & Porter Rd	All-Way Stop	4	9,550	44.482864, -89.528203	9	0.52	$1,060,178
25	CTH J & CTH HH	Minor Street Stop	4	3,700	44.495645, -89.447097	6	0.89	$1,031,912
26	STH 66 & CTH A	Minor Street Stop	4	2,825	44.627894, -89.284545	7	1.36	$1,023,026
27	Stanley St & Wilshire Blvd	Minor Street Stop	4	10,250	44.537149, -89.549311	6	0.32	$925,043
28	STH 66-Main St & Michigan Ave	Traffic Signal	4	12,850	44.523491, -89.564650	14	0.60	$843,537
29	Stanley St & Minnesota Ave	Minor Street Stop	4	10,250	44.531537, -89.559532	13	0.69	$824,961
30	Fremont St & Stanley St	All-Way Stop	3	4,950	44.527979, -89.567896	2	0.22	$806,901
31	STH 66 & Wood Duck Dr	Minor Street Stop	4	3,700	44.463677, -89.656096	1	0.15	$788,325
32	Jefferson St & Michigan Ave	Traffic Signal	4	7,385	44.519356, -89.564600	11	0.82	$787,809
33	Commons Cir & Crossroads Dr	Traffic Signal	4	7,000	44.495714, -89.513402	12	0.94	$699,516
34	CTH HH & CTH P	Minor Street Stop	4	2,625	44.590697, -89.718915	11	2.29	$664,564
35	CTH D East & CTH AA South	Minor Street Stop	3	530	44.258173, -89.315291	5	5.17	$553,108
36	CTH HH-Water St & Sherman Ave-Minnesota Ave	Minor Street Stop	4	5,345	44.494308, -89.559104	3	0.31	$515,956
37	Hoover Ave & Plover Springs Dr	Minor Street Stop	4	6,950	44.470624, -89.528394	5	0.39	$339,370
38	Park St & Water St	Minor Street Stop	4	4,950	44.513566, -89.577136	11	1.22	$327,581
39	STH 66-Clark St & Jackson St	Traffic Signal	4	5,700	44.518920, -89.597381	4	0.38	$304,418
40	Jackson Ave & Maple Dr	Minor Street Stop	4	1,965	44.450021, -89.563982	3	0.84	$285,842
41	STH 54 & Grant Ave	Minor Street Stop	4	16,900	44.454483, -89.574047	3	0.10	$285,842
42	STH 34 and CTH P	Minor Street Stop	4	3,360	44.597003, -89.807747	6	0.98	$234,701
43	STH 54 & Foremost Rd	Minor Street Stop	3	18,150	44.453699, -89.558931	6	0.18	$234,701
44	STH 66-Main St & Fremont St	Minor Street Stop	4	7,710	44.523462, -89.567953	6	0.43	$234,701
45	Adams St & Plover Springs Dr	Minor Street Stop	4	1,600	44.469626, -89.542875	1	0.34	$141,821
46	Bush St & Minnesota Ave	Minor Street Stop	4	1,600	44.510361, -89.559272	4	1.37	$74,304
47	CTH BB & CTH D	All-Way Stop	4	2,245	44.258240, -89.465506	3	0.73	$55,728
48								
49								
50								
Averages per Intersection						**15**	**0.97**	**$1,179,137**
Totals						**725**		**$55,419,429**

1) Ranked by total economic loss. Economic Loss calculated by using $788.325k per Fatal K-Level, $788.325k per Incapacitating Injury A-Level, $248.69k per Non-Incapacitating Injury B-Level, and $141.821k per Possible Injury C-Level, and $18.576k per Property Damage Only PD-Level.

APPENDIX E1.2

Economic Loss Ranking

Portage County Intersections (2020-2024)

RANK[1]	INTERSECTION	TRAFFIC CONTROL	FATAL	A-LEVEL	B-LEVEL	C-LEVEL	PDO	CRASH FREQUENCY TOTAL	ECONOMIC LOSS (ALL CRASHES)
1	USH 10 & CTH R-Brilowski Rd	Traffic Signal	0	1	8	8	48	65	$4,804,061
2	BUS 51-Division St & North Point Dr	Modern Roundabout	0	0	6	2	90	98	$3,447,622
3	CTH B & Hoover Ave	Traffic Signal	0	1	3	6	18	28	$2,719,689
4	CTH B & CTH R	Traffic Signal	0	2	1	1	21	25	$2,357,257
5	BUS 51-Division St & Maria Dr	Traffic Signal	0	0	4	6	26	36	$2,328,662
6	BUS 51-Church St & River View Ave-Nebel St	Traffic Signal	0	0	6	2	22	30	$2,184,454
7	STH 66-Clark St & BUS 51-Division St	Traffic Signal	0	1	2	2	25	30	$2,033,747
8	CTH HH & Crossroads Dr	Traffic Signal	0	1	2	3	16	22	$2,008,384
9	Green Ave & Stanley St	Minor Street Stop	0	1	3	1	9	14	$1,843,400
10	USH 10 NB Ramps & CTH B	Minor Street Stop	0	1	2	3	6	12	$1,822,624
11	BUS 51-Division St & Fourth Ave	Traffic Signal	0	0	1	5	37	43	$1,645,107
12	STH 66-Main St & Illinois Ave	Minor Street Stop	0	1	1	3	5	10	$1,555,358
13	STH 66 & Frontenac Ave	Minor Street Stop	0	1	2	0	3	6	$1,341,433
14	STH 161 & CTH T	Minor Street Stop	0	1	2	0	1	4	$1,304,281
15	STH 66-Main St & Division St	Traffic Signal	0	0	2	2	27	31	$1,282,574
16	Heffron St & Michigan Ave	Minor Street Stop	0	0	2	5	3	10	$1,262,213
17	CTH HH & Hoover Ave	Traffic Signal	0	0	3	1	20	24	$1,259,411
18	STH 66-Clark St & Michigan Ave	Traffic Signal	0	0	3	1	20	24	$1,259,411
19	STH 66 & Clark St & Water St	Traffic Signal	0	0	2	3	18	23	$1,257,211
20	BUS 51-Post Rd & Minnesota Ave	Minor Street Stop	0	1	1	1	2	5	$1,215,988
21	STH 66-Main St & Green Ave	Minor Street Stop	0	1	0	1	14	16	$1,190,210
22	BUS 51-Church St & Patch St	Minor Street Stop	0	1	1	0	6	8	$1,148,471
23	BUS 51-Church St & Michigan Ave	Traffic Signal	0	0	3	2	4	9	$1,104,016
24	Hoover Ave & Porter Rd	All-Way Stop	1	0	0	1	7	9	$1,060,178
25	CTH J & CTH HH	Minor Street Stop	0	0	4	0	2	6	$1,031,912
26	STH 66 & CTH A	Minor Street Stop	0	1	0	1	5	7	$1,023,026
27	Stanley St & Wilshire Blvd	Minor Street Stop	0	0	3	1	2	6	$925,043
28	STH 66-Main St & Michigan Ave	Traffic Signal	0	0	2	1	11	14	$843,537
29	Stanley St & Minnesota Ave	Minor Street Stop	0	0	2	1	10	13	$824,961
30	Fremont St & Stanley St	All-Way Stop	1	0	0	0	1	2	$806,901
31	STH 66 & Wood Duck Dr	Minor Street Stop	0	1	0	0	0	1	$788,325
32	Jefferson St & Michigan Ave	Traffic Signal	0	0	2	1	8	11	$787,809
33	Commons Cir & Crossroads Dr	Traffic Signal	0	0	1	2	9	12	$699,516
34	CTH HH & CTH P	Minor Street Stop	0	0	2	0	9	11	$664,564
35	CTH D East & CTH AA South	Minor Street Stop	0	0	2	0	3	5	$553,108
36	CTH HH-Water St & Sherman Ave-Minnesota Ave	Minor Street Stop	0	0	2	0	1	3	$515,956
37	Hoover Ave & Plover Springs Dr	Minor Street Stop	0	0	0	2	3	5	$339,370
38	Park St & Water St	Minor Street Stop	0	0	0	1	10	11	$327,581
39	STH 66-Clark St & Jackson St	Traffic Signal	0	0	1	0	3	4	$304,418
40	Jackson Ave & Maple Dr	Minor Street Stop	0	0	1	0	2	3	$285,842
41	STH 54 & Grant Ave	Minor Street Stop	0	0	1	0	2	3	$285,842
42	STH 34 and CTH P	Minor Street Stop	0	0	0	1	5	6	$234,701
43	STH 54 & Foremost Rd	Minor Street Stop	0	0	0	1	5	6	$234,701
44	STH 66-Main St & Fremont St	Minor Street Stop	0	0	0	1	5	6	$234,701
45	Adams St & Plover Springs Dr	Minor Street Stop	0	0	0	1	0	1	$141,821
46	Bush St & Minnesota Ave	Minor Street Stop	0	0	0	0	4	4	$74,304
47	CTH BB & CTH D	All-Way Stop	0	0	0	0	3	3	$55,728
48									
49									
50									
Averages per Intersection			**0.04**	**0.34**	**1.77**	**1.55**	**11.72**	**15.43**	**$1,179,137**
Totals			**2**	**16**	**83**	**73**	**551**	**725**	**$55,419,429**

Avg. by Traffic Control	FATAL	A-LEVEL	B-LEVEL	C-LEVEL	PDO	CRASHES	ECONOMIC LOSS
Traffic Signal	0.00	0.35	2.71	2.71	19.59	25.35	$1,698,780
All-Way Stop	0.67	0.00	0.00	0.33	3.67	4.67	$640,936
Modern Roundabout	0.00	0.00	6.00	2.00	90.00	98.00	$3,447,622
Minor Street Stop	0.00	0.38	1.19	0.92	4.50	7.00	$814,221
Minor Street Yield	---	---	---	---	---	---	---
Other	---	---	---	---	---	---	---

1) Ranked by total economic loss. Economic Loss calculated by using $788.325k per Fatal K-Level, $788.325k per Incapacitating Injury A-Level, $248.69k per Non-Incapacitating Injury B-Level, and $141.821k per Possible Injury C-Level, and $18.576k per Property Damage Only PD-Level.

APPENDIX E1.3

Crash Frequency Ranking

Portage County Intersections (2020-2024)

RANK[1]	INTERSECTION	TRAFFIC CONTROL	FATAL	A-LEVEL	B-LEVEL	C-LEVEL	PDO	CRASH FREQUENCY TOTAL
1	BUS 51-Division St & North Point Dr	Modern Roundabout	0	0	6	2	90	98
2	USH 10 & CTH R-Brilowski Rd	Traffic Signal	0	1	8	8	48	65
3	BUS 51-Division St & Fourth Ave	Traffic Signal	0	0	1	5	37	43
4	BUS 51-Division St & Maria Dr	Traffic Signal	0	0	4	6	26	36
5	STH 66-Main St & Division St	Traffic Signal	0	0	2	2	27	31
6	BUS 51-Church St & River View Ave-Nebel St	Traffic Signal	0	0	6	2	22	30
7	STH 66-Clark St & BUS 51-Division St	Traffic Signal	0	1	2	2	25	30
8	CTH B & Hoover Ave	Traffic Signal	0	1	3	6	18	28
9	CTH B & CTH R	Traffic Signal	0	2	1	1	21	25
10	CTH HH & Hoover Ave	Traffic Signal	0	0	3	1	20	24
11	STH 66-Clark St & Michigan Ave	Traffic Signal	0	0	3	1	20	24
12	STH 66 & Clark St & Water St	Traffic Signal	0	0	2	3	18	23
13	CTH HH & Crossroads Dr	Traffic Signal	0	1	2	3	16	22
14	STH 66-Main St & Green Ave	Minor Street Stop	0	1	0	1	14	16
15	Green Ave & Stanley St	Minor Street Stop	0	1	3	1	9	14
16	STH 66-Main St & Michigan Ave	Traffic Signal	0	0	2	1	11	14
17	Stanley St & Minnesota Ave	Minor Street Stop	0	0	2	1	10	13
18	USH 10 NB Ramps & CTH B	Minor Street Stop	0	1	2	3	6	12
19	Commons Cir & Crossroads Dr	Traffic Signal	0	0	1	2	9	12
20	Jefferson St & Michigan Ave	Traffic Signal	0	0	2	1	8	11
21	CTH HH & CTH P	Minor Street Stop	0	0	2	0	9	11
22	Park St & Water St	Minor Street Stop	0	0	0	1	10	11
23	STH 66-Main St & Illinois Ave	Minor Street Stop	0	1	1	3	5	10
24	Heffron St & Michigan Ave	Minor Street Stop	0	0	2	5	3	10
25	BUS 51-Church St & Michigan Ave	Traffic Signal	0	0	3	2	4	9
26	Hoover Ave & Porter Rd	All-Way Stop	1	0	0	1	7	9
27	BUS 51-Church St & Patch St	Minor Street Stop	0	1	1	0	6	8
28	STH 66 & CTH A	Minor Street Stop	0	1	0	1	5	7
29	STH 66 & Frontenac Ave	Minor Street Stop	0	1	2	0	3	6
30	CTH J & CTH HH	Minor Street Stop	0	0	4	0	2	6
31	Stanley St & Wilshire Blvd	Minor Street Stop	0	0	3	1	2	6
32	STH 34 and CTH P	Minor Street Stop	0	0	0	1	5	6
33	STH 54 & Foremost Rd	Minor Street Stop	0	0	0	1	5	6
34	STH 66-Main St & Fremont St	Minor Street Stop	0	0	0	1	5	6
35	BUS 51-Post Rd & Minnesota Ave	Minor Street Stop	0	1	1	1	2	5
36	CTH D East & CTH AA South	Minor Street Stop	0	0	2	0	3	5
37	Hoover Ave & Plover Springs Dr	Minor Street Stop	0	0	0	2	3	5
38	STH 161 & CTH T	Minor Street Stop	0	1	2	0	1	4
39	STH 66-Clark St & Jackson St	Traffic Signal	0	0	1	0	3	4
40	Bush St & Minnesota Ave	Minor Street Stop	0	0	0	0	4	4
41	CTH HH-Water St & Sherman Ave-Minnesota Ave	Minor Street Stop	0	0	2	0	1	3
42	Jackson Ave & Maple Dr	Minor Street Stop	0	0	1	0	2	3
43	STH 54 & Grant Ave	Minor Street Stop	0	0	1	0	2	3
44	CTH BB & CTH D	All-Way Stop	0	0	0	0	3	3
45	Fremont St & Stanley St	All-Way Stop	1	0	0	0	1	2
46	STH 66 & Wood Duck Dr	Minor Street Stop	0	1	0	0	0	1
47	Adams St & Plover Springs Dr	Minor Street Stop	0	0	0	1	0	1
48								
49								
50								
Averages per Intersection			**0.04**	**0.34**	**1.77**	**1.55**	**11.72**	**15.43**
Totals			**2**	**16**	**83**	**73**	**551**	**725**

Avg. by Traffic Control	FATAL	A-LEVEL	B-LEVEL	C-LEVEL	PDO	CRASH FREQUENCY
Traffic Signal	0.00	0.35	2.71	2.71	19.59	25.35
All-Way Stop	0.67	0.00	0.00	0.33	3.67	4.67
Modern Roundabout	0.00	0.00	6.00	2.00	90.00	98.00
Minor Street Stop	0.00	0.38	1.19	0.92	4.50	7.00
Minor Street Yield	---	---	---	---	---	---
Other	---	---	---	---	---	---

1) Ranked by total crash frequency in five-year period.

APPENDIX E1.4

Crash Rate Ranking

Portage County Intersections (2020-2024)

RANK[1]	INTERSECTION	TRAFFIC CONTROL	ENTERING AADT	CRASH FREQUENCY	CRASH RATE
1	CTH D East & CTH AA South	Minor Street Stop	530	5	5.17
2	BUS 51-Division St & North Point Dr	Modern Roundabout	15,000	98	3.58
3	CTH HH & CTH P	Minor Street Stop	2,625	11	2.29
4	BUS 51-Division St & Fourth Ave	Traffic Signal	13,450	43	1.75
5	USH 10 NB Ramps & CTH B	Minor Street Stop	3,975	12	1.65
6	CTH HH & Crossroads Dr	Traffic Signal	8,500	22	1.42
7	Bush St & Minnesota Ave	Minor Street Stop	1,600	4	1.37
8	STH 66 & CTH A	Minor Street Stop	2,825	7	1.36
9	BUS 51-Division St & Maria Dr	Traffic Signal	14,750	36	1.34
10	BUS 51-Church St & River View Ave-Nebel St	Traffic Signal	12,300	30	1.34
11	USH 10 & CTH R-Brilowski Rd	Traffic Signal	26,850	65	1.33
12	Park St & Water St	Minor Street Stop	4,950	11	1.22
13	STH 161 & CTH T	Minor Street Stop	1,890	4	1.16
14	CTH B & CTH R	Traffic Signal	12,125	25	1.13
15	STH 66-Clark St & Michigan Ave	Traffic Signal	12,200	24	1.08
16	Heffron St & Michigan Ave	Minor Street Stop	5,250	10	1.04
17	STH 66-Clark St & BUS 51-Division St	Traffic Signal	16,300	30	1.01
18	STH 66-Main St & Division St	Traffic Signal	17,250	31	0.98
19	STH 34 and CTH P	Minor Street Stop	3,360	6	0.98
20	STH 66 & Clark St & Water St	Traffic Signal	13,250	23	0.95
21	Commons Cir & Crossroads Dr	Traffic Signal	7,000	12	0.94
22	CTH J & CTH HH	Minor Street Stop	3,700	6	0.89
23	Jackson Ave & Maple Dr	Minor Street Stop	1,965	3	0.84
24	STH 66-Main St & Illinois Ave	Minor Street Stop	6,710	10	0.82
25	Jefferson St & Michigan Ave	Traffic Signal	7,385	11	0.82
26	CTH BB & CTH D	All-Way Stop	2,245	3	0.73
27	CTH HH & Hoover Ave	Traffic Signal	18,900	24	0.70
28	Stanley St & Minnesota Ave	Minor Street Stop	10,250	13	0.69
29	CTH B & Hoover Ave	Traffic Signal	23,300	28	0.66
30	Green Ave & Stanley St	Minor Street Stop	11,850	14	0.65
31	STH 66-Main St & Michigan Ave	Traffic Signal	12,850	14	0.60
32	Hoover Ave & Porter Rd	All-Way Stop	9,550	9	0.52
33	STH 66-Main St & Green Ave	Minor Street Stop	18,820	16	0.47
34	BUS 51-Church St & Michigan Ave	Traffic Signal	11,500	9	0.43
35	STH 66-Main St & Fremont St	Minor Street Stop	7,710	6	0.43
36	Hoover Ave & Plover Springs Dr	Minor Street Stop	6,950	5	0.39
37	STH 66-Clark St & Jackson St	Traffic Signal	5,700	4	0.38
38	BUS 51-Church St & Patch St	Minor Street Stop	12,550	8	0.35
39	Adams St & Plover Springs Dr	Minor Street Stop	1,600	1	0.34
40	Stanley St & Wilshire Blvd	Minor Street Stop	10,250	6	0.32
41	CTH HH-Water St & Sherman Ave-Minnesota Ave	Minor Street Stop	5,345	3	0.31
42	STH 66 & Frontenac Ave	Minor Street Stop	14,920	6	0.22
43	Fremont St & Stanley St	All-Way Stop	4,950	2	0.22
44	BUS 51-Post Rd & Minnesota Ave	Minor Street Stop	12,850	5	0.21
45	STH 54 & Foremost Rd	Minor Street Stop	18,150	6	0.18
46	STH 66 & Wood Duck Dr	Minor Street Stop	3,700	1	0.15
47	STH 54 & Grant Ave	Minor Street Stop	16,900	3	0.10
48					
49					
50					

Totals	**456,580**	**725**	**0.87**

Avg. by Traffic Control	ENTERING AADT	CRASH FREQUENCY	CRASH RATE
Traffic Signal	13,742	25.35	1.01
All-Way Stop	5,582	4.67	0.46
Modern Roundabout	15,000	98.00	3.58
Minor Street Stop	7,355	7.00	0.52
Minor Street Yield	---	---	---
Other	---	---	---

1) Ranked by total number of crashes per million entering vehicles in five-year period.

APPENDIX E1.5

Night-Time Crash Ranking

Portage County Intersections (2020-2024)

RANK[1]	INTERSECTION	TRAFFIC CONTROL	NIGHT-TIME CRASHES	TOTAL NUMBER OF CRASHES	PERCENT NIGHT-TIME	ECONOMIC LOSS (NIGHT-TIME)
1	CTH B & CTH R	Traffic Signal	13	25	52%	$1,134,480
2	USH 10 & CTH R-Brilowski Rd	Traffic Signal	12	65	18%	$913,250
3	STH 66-Main St & Illinois Ave	Minor Street Stop	2	10	20%	$806,900
4	BUS 51-Post Rd & Minnesota Ave	Minor Street Stop	1	5	20%	$788,330
5	BUS 51-Church St & Patch St	Minor Street Stop	1	8	13%	$788,330
6	Fremont St & Stanley St	All-Way Stop	1	2	50%	$788,330
7	BUS 51-Division St & North Point Dr	Modern Roundabout	5	98	5%	$553,110
8	CTH D East & CTH AA South	Minor Street Stop	4	5	80%	$534,530
9	BUS 51-Division St & Maria Dr	Traffic Signal	8	36	22%	$501,970
10	STH 66-Main St & Division St	Traffic Signal	8	31	26%	$501,970
11	BUS 51-Church St & Michigan Ave	Traffic Signal	2	9	22%	$390,510
12	STH 66-Main St & Michigan Ave	Traffic Signal	2	14	14%	$390,510
13	CTH HH & CTH P	Minor Street Stop	5	11	45%	$322,990
14	CTH B & Hoover Ave	Traffic Signal	9	28	32%	$290,430
15	CTH HH & Hoover Ave	Traffic Signal	2	24	8%	$267,270
16	CTH HH-Water St & Sherman Ave-Minnesota Ave	Minor Street Stop	2	3	67%	$267,270
17	STH 66-Clark St & Jackson St	Traffic Signal	2	4	50%	$267,270
18	STH 66 & Clark St & Water St	Traffic Signal	7	23	30%	$253,280
19	BUS 51-Division St & Fourth Ave	Traffic Signal	4	43	9%	$197,550
20	Park St & Water St	Minor Street Stop	3	11	27%	$178,970
21	USH 10 NB Ramps & CTH B	Minor Street Stop	2	12	17%	$160,400
22	Jefferson St & Michigan Ave	Traffic Signal	2	11	18%	$160,400
23	STH 34 and CTH P	Minor Street Stop	2	6	33%	$160,400
24	STH 66 & CTH A	Minor Street Stop	1	7	14%	$141,820
25	STH 66-Main St & Fremont St	Minor Street Stop	1	6	17%	$141,820
26	STH 66-Clark St & Michigan Ave	Traffic Signal	5	24	21%	$92,880
27	STH 66-Clark St & BUS 51-Division St	Traffic Signal	3	30	10%	$55,730
28	CTH HH & Crossroads Dr	Traffic Signal	3	22	14%	$55,730
29	Green Ave & Stanley St	Minor Street Stop	2	14	14%	$37,150
30	STH 66-Main St & Green Ave	Minor Street Stop	2	16	13%	$37,150
31	BUS 51-Church St & River View Ave-Nebel St	Traffic Signal	1	30	3%	$18,580
32	STH 66 & Frontenac Ave	Minor Street Stop	1	6	17%	$18,580
33	Heffron St & Michigan Ave	Minor Street Stop	1	10	10%	$18,580
34	Hoover Ave & Porter Rd	All-Way Stop	1	9	11%	$18,580
35	Commons Cir & Crossroads Dr	Traffic Signal	1	12	8%	$18,580
36	Hoover Ave & Plover Springs Dr	Minor Street Stop	1	5	20%	$18,580
37	STH 161 & CTH T	Minor Street Stop	0	4	0%	$0
38	CTH J & CTH HH	Minor Street Stop	0	6	0%	$0
39	Stanley St & Wilshire Blvd	Minor Street Stop	0	6	0%	$0
40	Stanley St & Minnesota Ave	Minor Street Stop	0	13	0%	$0
41	STH 66 & Wood Duck Dr	Minor Street Stop	0	1	0%	$0
42	Jackson Ave & Maple Dr	Minor Street Stop	0	3	0%	$0
43	STH 54 & Grant Ave	Minor Street Stop	0	3	0%	$0
44	STH 54 & Foremost Rd	Minor Street Stop	0	6	0%	$0
45	Adams St & Plover Springs Dr	Minor Street Stop	0	1	0%	$0
46	Bush St & Minnesota Ave	Minor Street Stop	0	4	0%	$0
47	CTH BB & CTH D	All-Way Stop	0	3	0%	$0
48						
49						
50						
Averages per Intersection			**2.60**	**15.43**	**17%**	**$313,673**
Totals			**122**	**725**	**17%**	**$11,292,210**

1) Crashes ranked by economic loss of night-time crashes. Night-time includes night, or during low-light (dawn/dusk) conditions. Economic Loss calculated by using $788.325k per Fatal K-Level, $788.325k per Incapacitating Injury A-Level, $248.69k per Non-Incapacitating Injury B-Level, $141.821k per Possible Injury C-Level, and $18.576k per Property Damage Only PD-Level.

APPENDIX E1.6

Slippery Conditions Crash Ranking

Portage County Intersections (2020-2024)

RANK[1]	INTERSECTION	TRAFFIC CONTROL	SLIPPERY CONDITIONS CRASHES	TOTAL NUMBER OF CRASHES	PERCENT SLIPPERY CONDITIONS	ECONOMIC LOSS (SLIPPERY CONDITIONS)
1	CTH HH & Hoover Ave	Traffic Signal	7	24	29%	$943,620
2	STH 66 & CTH A	Minor Street Stop	2	7	29%	$930,150
3	USH 10 & CTH R-Brilowski Rd	Traffic Signal	20	65	31%	$848,120
4	Fremont St & Stanley St	All-Way Stop	1	2	50%	$788,330
5	BUS 51-Division St & Maria Dr	Traffic Signal	7	36	19%	$713,510
6	STH 66-Clark St & BUS 51-Division St	Traffic Signal	10	30	33%	$539,120
7	STH 66 & Frontenac Ave	Minor Street Stop	4	6	67%	$534,530
8	Heffron St & Michigan Ave	Minor Street Stop	3	10	30%	$532,330
9	Stanley St & Minnesota Ave	Minor Street Stop	5	13	38%	$446,240
10	BUS 51-Division St & Fourth Ave	Traffic Signal	9	43	21%	$413,670
11	BUS 51-Post Rd & Minnesota Ave	Minor Street Stop	3	5	60%	$409,090
12	BUS 51-Church St & Michigan Ave	Traffic Signal	3	9	33%	$409,090
13	CTH B & CTH R	Traffic Signal	8	25	32%	$378,720
14	CTH HH & CTH P	Minor Street Stop	8	11	73%	$378,720
15	CTH B & Hoover Ave	Traffic Signal	7	28	25%	$376,520
16	STH 66-Clark St & Jackson St	Traffic Signal	4	4	100%	$304,420
17	STH 66-Main St & Illinois Ave	Minor Street Stop	3	10	30%	$302,220
18	Green Ave & Stanley St	Minor Street Stop	3	14	21%	$285,840
19	USH 10 NB Ramps & CTH B	Minor Street Stop	2	12	17%	$283,640
20	BUS 51-Church St & River View Ave-Nebel St	Traffic Signal	8	30	27%	$271,850
21	STH 66-Clark St & Michigan Ave	Traffic Signal	8	24	33%	$271,850
22	STH 66 & Clark St & Water St	Traffic Signal	7	23	30%	$253,280
23	CTH J & CTH HH	Minor Street Stop	1	6	17%	$248,690
24	CTH HH-Water St & Sherman Ave-Minnesota Ave	Minor Street Stop	1	3	33%	$248,690
25	Jackson Ave & Maple Dr	Minor Street Stop	1	3	33%	$248,690
26	BUS 51-Division St & North Point Dr	Modern Roundabout	13	98	13%	$241,490
27	STH 66-Main St & Division St	Traffic Signal	12	31	39%	$222,910
28	CTH HH & Crossroads Dr	Traffic Signal	4	22	18%	$197,550
29	Commons Cir & Crossroads Dr	Traffic Signal	2	12	17%	$160,400
30	STH 66-Main St & Michigan Ave	Traffic Signal	5	14	36%	$92,880
31	STH 66-Main St & Green Ave	Minor Street Stop	4	16	25%	$74,300
32	Jefferson St & Michigan Ave	Traffic Signal	4	11	36%	$74,300
33	Hoover Ave & Porter Rd	All-Way Stop	2	9	22%	$37,150
34	STH 34 and CTH P	Minor Street Stop	2	6	33%	$37,150
35	BUS 51-Church St & Patch St	Minor Street Stop	1	8	13%	$18,580
36	CTH D East & CTH AA South	Minor Street Stop	1	5	20%	$18,580
37	Hoover Ave & Plover Springs Dr	Minor Street Stop	1	5	20%	$18,580
38	Park St & Water St	Minor Street Stop	1	11	9%	$18,580
39	STH 54 & Foremost Rd	Minor Street Stop	1	6	17%	$18,580
40	Bush St & Minnesota Ave	Minor Street Stop	1	4	25%	$18,580
41	STH 161 & CTH T	Minor Street Stop	0	4	0%	$0
42	Stanley St & Wilshire Blvd	Minor Street Stop	0	6	0%	$0
43	STH 66 & Wood Duck Dr	Minor Street Stop	0	1	0%	$0
44	STH 54 & Grant Ave	Minor Street Stop	0	3	0%	$0
45	STH 66-Main St & Fremont St	Minor Street Stop	0	6	0%	$0
46	Adams St & Plover Springs Dr	Minor Street Stop	0	1	0%	$0
47	CTH BB & CTH D	All-Way Stop	0	3	0%	$0
48						
49						
50						
Averages per Intersection			**4**	**15**	**26%**	**$315,264**
Totals			**189**	**725**	**26%**	**$12,610,540**

1) Crashes ranked by economic loss of slippery pavement conditions crashes. Slippery conditions includes wet, snowy, or icy. Economic Loss calculated by using $788.325k per Fatal K-Level, $788.325k per Incapacitating Injury A-Level, $248.69k per Non-Incapacitating Injury B-Level, $141.821k per Possible Injury C-Level, and $18.576k per Property Damage Only PD-Level.

APPENDIX E1.7

Pedestrian Crash Ranking

Portage County Intersections (2020-2024)

RANK[1]	INTERSECTION	TRAFFIC CONTROL	FATAL	A-LEVEL	B-LEVEL	C-LEVEL	PDO	TOTAL PEDESTRIAN CRASHES	ECONOMIC LOSS (PED CRASHES)
1	STH 66-Main St & Illinois Ave	Minor Street Stop	0	1	0	0	0	1	$788,325
2	STH 66 & Frontenac Ave	Minor Street Stop	0	0	1	0	0	1	$248,690
3	STH 66-Clark St & Michigan Ave	Traffic Signal	0	0	1	0	0	1	$248,690
4	BUS 51-Division St & Fourth Ave	Traffic Signal	0	0	0	1	2	3	$178,973
5	USH 10 & CTH R-Brilowski Rd	Traffic Signal	0	0	0	0	0	0	$0
6	BUS 51-Division St & North Point Dr	Modern Roundabout	0	0	0	0	0	0	$0
7	CTH B & Hoover Ave	Traffic Signal	0	0	0	0	0	0	$0
8	CTH B & CTH R	Traffic Signal	0	0	0	0	0	0	$0
9	BUS 51-Division St & Maria Dr	Traffic Signal	0	0	0	0	0	0	$0
10	BUS 51-Church St & River View Ave-Nebel St	Traffic Signal	0	0	0	0	0	0	$0
11	STH 66-Clark St & BUS 51-Division St	Traffic Signal	0	0	0	0	0	0	$0
12	CTH HH & Crossroads Dr	Traffic Signal	0	0	0	0	0	0	$0
13	Green Ave & Stanley St	Minor Street Stop	0	0	0	0	0	0	$0
14	USH 10 NB Ramps & CTH B	Minor Street Stop	0	0	0	0	0	0	$0
15	STH 161 & CTH T	Minor Street Stop	0	0	0	0	0	0	$0
16	STH 66-Main St & Division St	Traffic Signal	0	0	0	0	0	0	$0
17	Heffron St & Michigan Ave	Minor Street Stop	0	0	0	0	0	0	$0
18	CTH HH & Hoover Ave	Traffic Signal	0	0	0	0	0	0	$0
19	STH 66 & Clark St & Water St	Traffic Signal	0	0	0	0	0	0	$0
20	BUS 51-Post Rd & Minnesota Ave	Minor Street Stop	0	0	0	0	0	0	$0
21	STH 66-Main St & Green Ave	Minor Street Stop	0	0	0	0	0	0	$0
22	BUS 51-Church St & Patch St	Minor Street Stop	0	0	0	0	0	0	$0
23	BUS 51-Church St & Michigan Ave	Traffic Signal	0	0	0	0	0	0	$0
24	Hoover Ave & Porter Rd	All-Way Stop	0	0	0	0	0	0	$0
25	CTH J & CTH HH	Minor Street Stop	0	0	0	0	0	0	$0
26	STH 66 & CTH A	Minor Street Stop	0	0	0	0	0	0	$0
27	Stanley St & Wilshire Blvd	Minor Street Stop	0	0	0	0	0	0	$0
28	STH 66-Main St & Michigan Ave	Traffic Signal	0	0	0	0	0	0	$0
29	Stanley St & Minnesota Ave	Minor Street Stop	0	0	0	0	0	0	$0
30	Fremont St & Stanley St	All-Way Stop	0	0	0	0	0	0	$0
31	STH 66 & Wood Duck Dr	Minor Street Stop	0	0	0	0	0	0	$0
32	Jefferson St & Michigan Ave	Traffic Signal	0	0	0	0	0	0	$0
33	Commons Cir & Crossroads Dr	Traffic Signal	0	0	0	0	0	0	$0
34	CTH HH & CTH P	Minor Street Stop	0	0	0	0	0	0	$0
35	CTH D East & CTH AA South	Minor Street Stop	0	0	0	0	0	0	$0
36	CTH HH-Water St & Sherman Ave-Minnesota Ave	Minor Street Stop	0	0	0	0	0	0	$0
37	Hoover Ave & Plover Springs Dr	Minor Street Stop	0	0	0	0	0	0	$0
38	Park St & Water St	Minor Street Stop	0	0	0	0	0	0	$0
39	STH 66-Clark St & Jackson St	Traffic Signal	0	0	0	0	0	0	$0
40	Jackson Ave & Maple Dr	Minor Street Stop	0	0	0	0	0	0	$0
41	STH 54 & Grant Ave	Minor Street Stop	0	0	0	0	0	0	$0
42	STH 34 and CTH P	Minor Street Stop	0	0	0	0	0	0	$0
43	STH 54 & Foremost Rd	Minor Street Stop	0	0	0	0	0	0	$0
44	STH 66-Main St & Fremont St	Minor Street Stop	0	0	0	0	0	0	$0
45	Adams St & Plover Springs Dr	Minor Street Stop	0	0	0	0	0	0	$0
46	Bush St & Minnesota Ave	Minor Street Stop	0	0	0	0	0	0	$0
47	CTH BB & CTH D	All-Way Stop	0	0	0	0	0	0	$0
48									
49									
50									
Averages per Intersection			**0.00**	**0.02**	**0.04**	**0.02**	**0.04**	**0.13**	**$366,169.50**
Totals			**0**	**1**	**2**	**1**	**2**	**6**	**$1,464,678.00**

1) Ranked by economic loss of crashes involving pedestrians. Economic Loss calculated by using $788.325k per Fatal K-Level, $788.325k per Incapacitating Injury A-Level, $248.69k per Non-Incapacitating Injury B-Level, $141.821k per Possible Injury C-Level, and $18.576k per Property Damage Only PD-Level.

APPENDIX E1.8

Bicycle Crash Ranking

Portage County Intersections (2020-2024)

RANK[1]	INTERSECTION	TRAFFIC CONTROL	FATAL	A-LEVEL	B-LEVEL	C-LEVEL	PDO	TOTAL BICYCLE CRASHES	ECONOMIC LOSS (BICYCLE CRASHES)
1	BUS 51-Division St & North Point Dr	Modern Roundabout	0	0	1	0	0	1	$248,690
2	BUS 51-Division St & Maria Dr	Traffic Signal	0	0	1	0	0	1	$248,690
3	STH 66-Main St & Michigan Ave	Traffic Signal	0	0	1	0	0	1	$248,690
4	USH 10 & CTH R-Brilowski Rd	Traffic Signal	0	0	0	0	0	0	$0
5	CTH B & Hoover Ave	Traffic Signal	0	0	0	0	0	0	$0
6	CTH B & CTH R	Traffic Signal	0	0	0	0	0	0	$0
7	BUS 51-Church St & River View Ave-Nebel St	Traffic Signal	0	0	0	0	0	0	$0
8	STH 66-Clark St & BUS 51-Division St	Traffic Signal	0	0	0	0	0	0	$0
9	CTH HH & Crossroads Dr	Traffic Signal	0	0	0	0	0	0	$0
10	Green Ave & Stanley St	Minor Street Stop	0	0	0	0	0	0	$0
11	USH 10 NB Ramps & CTH B	Minor Street Stop	0	0	0	0	0	0	$0
12	BUS 51-Division St & Fourth Ave	Traffic Signal	0	0	0	0	0	0	$0
13	STH 66-Main St & Illinois Ave	Minor Street Stop	0	0	0	0	0	0	$0
14	STH 66 & Frontenac Ave	Minor Street Stop	0	0	0	0	0	0	$0
15	STH 161 & CTH T	Minor Street Stop	0	0	0	0	0	0	$0
16	STH 66-Main St & Division St	Traffic Signal	0	0	0	0	0	0	$0
17	Heffron St & Michigan Ave	Minor Street Stop	0	0	0	0	0	0	$0
18	CTH HH & Hoover Ave	Traffic Signal	0	0	0	0	0	0	$0
19	STH 66-Clark St & Michigan Ave	Traffic Signal	0	0	0	0	0	0	$0
20	STH 66 & Clark St & Water St	Traffic Signal	0	0	0	0	0	0	$0
21	BUS 51-Post Rd & Minnesota Ave	Minor Street Stop	0	0	0	0	0	0	$0
22	STH 66-Main St & Green Ave	Minor Street Stop	0	0	0	0	0	0	$0
23	BUS 51-Church St & Patch St	Minor Street Stop	0	0	0	0	0	0	$0
24	BUS 51-Church St & Michigan Ave	Traffic Signal	0	0	0	0	0	0	$0
25	Hoover Ave & Porter Rd	All-Way Stop	0	0	0	0	0	0	$0
26	CTH J & CTH HH	Minor Street Stop	0	0	0	0	0	0	$0
27	STH 66 & CTH A	Minor Street Stop	0	0	0	0	0	0	$0
28	Stanley St & Wilshire Blvd	Minor Street Stop	0	0	0	0	0	0	$0
29	Stanley St & Minnesota Ave	Minor Street Stop	0	0	0	0	0	0	$0
30	Fremont St & Stanley St	All-Way Stop	0	0	0	0	0	0	$0
31	STH 66 & Wood Duck Dr	Minor Street Stop	0	0	0	0	0	0	$0
32	Jefferson St & Michigan Ave	Traffic Signal	0	0	0	0	0	0	$0
33	Commons Cir & Crossroads Dr	Traffic Signal	0	0	0	0	0	0	$0
34	CTH HH & CTH P	Minor Street Stop	0	0	0	0	0	0	$0
35	CTH D East & CTH AA South	Minor Street Stop	0	0	0	0	0	0	$0
36	CTH HH-Water St & Sherman Ave-Minnesota Ave	Minor Street Stop	0	0	0	0	0	0	$0
37	Hoover Ave & Plover Springs Dr	Minor Street Stop	0	0	0	0	0	0	$0
38	Park St & Water St	Minor Street Stop	0	0	0	0	0	0	$0
39	STH 66-Clark St & Jackson St	Traffic Signal	0	0	0	0	0	0	$0
40	Jackson Ave & Maple Dr	Minor Street Stop	0	0	0	0	0	0	$0
41	STH 54 & Grant Ave	Minor Street Stop	0	0	0	0	0	0	$0
42	STH 34 and CTH P	Minor Street Stop	0	0	0	0	0	0	$0
43	STH 54 & Foremost Rd	Minor Street Stop	0	0	0	0	0	0	$0
44	STH 66-Main St & Fremont St	Minor Street Stop	0	0	0	0	0	0	$0
45	Adams St & Plover Springs Dr	Minor Street Stop	0	0	0	0	0	0	$0
46	Bush St & Minnesota Ave	Minor Street Stop	0	0	0	0	0	0	$0
47	CTH BB & CTH D	All-Way Stop	0	0	0	0	0	0	$0
48									
49									
50									
Averages per Intersection			**0.00**	**0.00**	**0.06**	**0.00**	**0.00**	**0.06**	**$248,690.00**
Totals			**0**	**0**	**3**	**0**	**0**	**3**	**$746,070.00**

1) Ranked by economic loss of crashes involving bicyclists. Economic Loss calculated by using $788.325k per Fatal K-Level, $788.325k per Incapacitating Injury A-Level, $248.69k per Non-Incapacitating Injury B-Level, $141.821k per Possible Injury C-Level, and $18.576k per Property Damage Only PD-Level.

APPENDIX E1.9

Top Crash Types

Portage County Intersections (2020-2024)

RANK[1]	CRASH TYPES	INTERSECTION	TRAFFIC CONTROL	NUMBER OF CRASHES	ECONOMIC LOSS
1	SIDE-SWIPE (CIRCLE)	BUS 51-Division St & North Point Dr	Modern Roundabout	83	$2,708,754
2	LT-ANGLE	CTH B & CTH R	Traffic Signal	10	$2,078,617
3	LT-ANGLE	USH 10 & CTH R-Brilowski Rd	Traffic Signal	10	$1,999,210
4	RT-ANGLE	Green Ave & Stanley St	Minor Street Stop	10	$1,769,096
5	RT-ANGLE	USH 10 NB Ramps & CTH B	Minor Street Stop	11	$1,573,934
6	RT-ANGLE	BUS 51-Church St & River View Ave-Nebel St	Traffic Signal	15	$1,445,586
7	REAR-END	USH 10 & CTH R-Brilowski Rd	Traffic Signal	30	$1,296,750
8	LT-ANGLE	CTH B & Hoover Ave	Traffic Signal	9	$1,290,292
9	RT-ANGLE	Heffron St & Michigan Ave	Minor Street Stop	10	$1,262,213
10	RT-ANGLE	STH 66-Clark St & BUS 51-Division St	Traffic Signal	5	$1,215,988
11	RT-ANGLE	STH 66 & Frontenac Ave	Minor Street Stop	2	$1,037,015
12	MISC. OTHER	BUS 51-Post Rd & Minnesota Ave	Minor Street Stop	2	$1,037,015
13	RT-TURN REAR-END	CTH HH & Crossroads Dr	Traffic Signal	6	$1,004,450
14	REAR-END	CTH B & Hoover Ave	Traffic Signal	7	$959,995
15	RT-ANGLE	BUS 51-Division St & Fourth Ave	Traffic Signal	9	$890,278
16	REAR-END	Hoover Ave & Porter Rd	All-Way Stop	5	$862,629
17	RT-ANGLE	USH 10 & CTH R-Brilowski Rd	Traffic Signal	9	$857,526
18	RT-ANGLE	STH 66-Main St & Green Ave	Minor Street Stop	4	$844,053
19	REAR-END	BUS 51-Church St & Patch St	Minor Street Stop	4	$844,053
20	LT-ANGLE	BUS 51-Division St & Maria Dr	Traffic Signal	7	$836,750
21	RT-ANGLE	STH 66-Clark St & Michigan Ave	Traffic Signal	13	$824,961
22	RT-ANGLE	STH 161 & CTH T	Minor Street Stop	2	$806,901
23	PEDESTRIAN	STH 66-Main St & Illinois Ave	Minor Street Stop	1	$788,325
24	RT-ANGLE	STH 66 & CTH A	Minor Street Stop	1	$788,325
25	FIXED-OBJECT	Fremont St & Stanley St	All-Way Stop	1	$788,325
26	RT-ANGLE	STH 66 & Wood Duck Dr	Minor Street Stop	1	$788,325
27	FIXED-OBJECT	CTH HH & CTH P	Minor Street Stop	11	$664,564
28	RT-ANGLE	Stanley St & Wilshire Blvd	Minor Street Stop	4	$657,777
29	RT-ANGLE	Stanley St & Minnesota Ave	Minor Street Stop	7	$590,260
30	REAR-END	BUS 51-Church St & Michigan Ave	Traffic Signal	5	$553,108
31	RT-ANGLE	Jefferson St & Michigan Ave	Traffic Signal	5	$553,108
32	FIXED-OBJECT	CTH D East & CTH AA South	Minor Street Stop	5	$553,108
33	REAR-END	CTH HH & Crossroads Dr	Traffic Signal	9	$520,543
34	RT-ANGLE	STH 66-Main St & Division St	Traffic Signal	9	$520,543
35	RT-ANGLE	CTH J & CTH HH	Minor Street Stop	3	$515,956
36	RT-ANGLE	CTH HH-Water St & Sherman Ave-Minnesota Ave	Minor Street Stop	3	$515,956
37	REAR-END	STH 66-Clark St & BUS 51-Division St	Traffic Signal	13	$471,602
38	RT-ANGLE	Commons Cir & Crossroads Dr	Traffic Signal	3	$409,087
39	LT-ANGLE	STH 66 & Clark St & Water St	Traffic Signal	2	$390,511
40	RT-ANGLE	BUS 51-Church St & Michigan Ave	Traffic Signal	2	$390,511
41	REAR-END	STH 66-Main St & Division St	Traffic Signal	14	$383,309
42	REAR-END	BUS 51-Church St & River View Ave-Nebel St	Traffic Signal	8	$378,722
43	REAR-END	BUS 51-Division St & Maria Dr	Traffic Signal	7	$376,522
44	FIXED-OBJECT	BUS 51-Division St & Maria Dr	Traffic Signal	6	$341,570
45	RT-ANGLE	STH 66-Main St & Illinois Ave	Minor Street Stop	4	$320,794
46	LT-ANGLE	BUS 51-Church St & River View Ave-Nebel St	Traffic Signal	4	$304,418
47	LT-ANGLE	STH 66-Main St & Division St	Traffic Signal	4	$304,418
48	RT-ANGLE	CTH HH & Hoover Ave	Traffic Signal	4	$304,418
49	RT-ANGLE	STH 66-Main St & Michigan Ave	Traffic Signal	4	$304,418
50	FIXED-OBJECT	CTH HH & Hoover Ave	Traffic Signal	3	$285,842
Totals for Top 50 Crash Types				**406**	**$ 41,210,431**

1) Ranked by economic loss per crash type. Economic Loss calculated by using $788.325k per Fatal K-Level, $788.325k per Incapacitating Injury A-Level, $248.69k per Non-Incapacitating Injury B-Level, $141.821k per Possible Injury C-Level, and $18.576k per Property Damage Only PD-Level. Most crashes within 300 feet of intersection, per the accident report form.

APPENDIX E1.10

Top Crash Types by Direction

Portage County Intersections (2020-2024)

RANK[1]	CRASH PATTERN	INTERSECTION	TRAFFIC CONTROL	NUMBER OF CRASHES	ECONOMIC LOSS
1	WB_LT-ANGLE	USH 10 & CTH R-Brilowski Rd	Traffic Signal	7	$1,713,368
2	EB/SB_RT-ANGLE	Green Ave & Stanley St	Minor Street Stop	7	$1,713,368
3	NB_LT-ANGLE	CTH B & CTH R	Traffic Signal	4	$1,613,802
4	EB_LT-ANGLE	CTH B & Hoover Ave	Traffic Signal	8	$1,271,716
5	EB/SB_RT-ANGLE	STH 66-Clark St & BUS 51-Division St	Traffic Signal	5	$1,215,988
6	WB/NB_RT-ANGLE	USH 10 NB Ramps & CTH B	Minor Street Stop	7	$1,129,895
7	MISC._NORTH-LEG	BUS 51-Post Rd & Minnesota Ave	Minor Street Stop	2	$1,037,015
8	EB_RT-TURN_REAR-END	CTH HH & Crossroads Dr	Traffic Signal	4	$967,298
9	SB/WB_SSS_CIRCLE	BUS 51-Division St & North Point Dr	Modern Roundabout	20	$954,993
10	WB_REAR	USH 10 & CTH R-Brilowski Rd	Traffic Signal	18	$950,593
11	SB/WB_RT-ANGLE	STH 66-Main St & Green Ave	Minor Street Stop	4	$844,053
12	SB_REAR	BUS 51-Church St & Patch St	Minor Street Stop	2	$806,901
13	NB_REAR	Hoover Ave & Porter Rd	All-Way Stop	2	$806,901
14	NB_PED_NEARSIDE	STH 66-Main St & Illinois Ave	Minor Street Stop	1	$788,325
15	EB/SB_RT-ANGLE	STH 66 & Frontenac Ave	Minor Street Stop	1	$788,325
16	SB/WB_RT-ANGLE	STH 161 & CTH T	Minor Street Stop	1	$788,325
17	WB/NB_RT-ANGLE	STH 66 & CTH A	Minor Street Stop	1	$788,325
18	WB_FIXED-OBJECT	Fremont St & Stanley St	All-Way Stop	1	$788,325
19	EB/SB_RT-ANGLE	STH 66 & Wood Duck Dr	Minor Street Stop	1	$788,325
20	NB/EB_RT-ANGLE	STH 66-Clark St & Michigan Ave	Traffic Signal	10	$769,233
21	SB/WB_RT-ANGLE	BUS 51-Church St & River View Ave-Nebel St	Traffic Signal	7	$713,505
22	EB/SB_SSS_CIRCLE	BUS 51-Division St & North Point Dr	Modern Roundabout	26	$713,090
23	WB/NB_SSS_CIRCLE	BUS 51-Division St & North Point Dr	Modern Roundabout	16	$650,575
24	SB_FIXED-OBJECT	CTH HH & CTH P	Minor Street Stop	8	$608,836
25	SB_LT-ANGLE	BUS 51-Division St & Maria Dr	Traffic Signal	5	$569,484
26	EB_FIXED-OBJECT	CTH D East & CTH AA South	Minor Street Stop	4	$534,532
27	NB/EB_RT-ANGLE	Jefferson St & Michigan Ave	Traffic Signal	3	$515,956
28	WB/NB_RT-ANGLE	CTH J & CTH HH	Minor Street Stop	2	$497,380
29	EB_REAR	CTH HH & Crossroads Dr	Traffic Signal	7	$483,391
30	EB_LT-ANGLE	CTH B & CTH R	Traffic Signal	5	$446,239
31	NB/EB_RT-ANGLE	USH 10 NB Ramps & CTH B	Minor Street Stop	4	$444,039
32	EB_REAR	CTH B & Hoover Ave	Traffic Signal	4	$427,663
33	NB/EB_RT-ANGLE	BUS 51-Division St & Fourth Ave	Traffic Signal	3	$409,087
34	WB/NB_RT-ANGLE	Heffron St & Michigan Ave	Minor Street Stop	3	$409,087
35	WB/NB_RT-ANGLE	Commons Cir & Crossroads Dr	Traffic Signal	3	$409,087
36	NB_REAR	CTH B & Hoover Ave	Traffic Signal	2	$390,511
37	SB/WB_RT-ANGLE	Heffron St & Michigan Ave	Minor Street Stop	2	$390,511
38	NB/EB_SSS_CIRCLE	BUS 51-Division St & North Point Dr	Modern Roundabout	21	$390,096
39	WB/NB_RT-ANGLE	STH 66-Main St & Division St	Traffic Signal	6	$341,570
40	EB_REAR	USH 10 & CTH R-Brilowski Rd	Traffic Signal	11	$327,581
41	NB_REAR	BUS 51-Church St & River View Ave-Nebel St	Traffic Signal	4	$304,418
42	WB/NB_RT-ANGLE	STH 66-Main St & Michigan Ave	Traffic Signal	4	$304,418
43	EB/SB_RT-ANGLE	BUS 51-Division St & Fourth Ave	Traffic Signal	3	$302,218
44	NB/EB_RT-ANGLE	Heffron St & Michigan Ave	Minor Street Stop	3	$302,218
45	NB/EB_RT-ANGLE	USH 10 & CTH R-Brilowski Rd	Traffic Signal	3	$285,842
46	WB/NB_RT-ANGLE	BUS 51-Church St & River View Ave-Nebel St	Traffic Signal	3	$285,842
47	NB_LT-ANGLE	STH 66-Main St & Division St	Traffic Signal	3	$285,842
48	WB_REAR	BUS 51-Church St & Michigan Ave	Traffic Signal	3	$285,842
49	EB_LT-ANGLE	USH 10 & CTH R-Brilowski Rd	Traffic Signal	2	$267,266
50	WB/NB_RT-ANGLE	USH 10 & CTH R-Brilowski Rd	Traffic Signal	2	$267,266

Totals for Top 50 Crash Patterns			**278**	**$ 33,088,466**

1) Ranked by economic loss per crash pattern by direction. Economic Loss calculated by using $788.325k per Fatal K-Level, $788.325k per Incapacitating Injury A-Level, $248.69k per Non-Incapacitating Injury B-Level, $141.821k per Possible Injury C-Level, and $18.576k per Property Damage Only PD-Level. Most crashes within 300 feet of intersection, per the accident report form.

Appendix E2
Intersection Individual Crash Statistics Summaries

Intersection Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

Location: USH 10 & CTH R-Brilowski Rd
Municipality: City of Stevens Point
County: Portage
Traffic Control: Traffic Signal

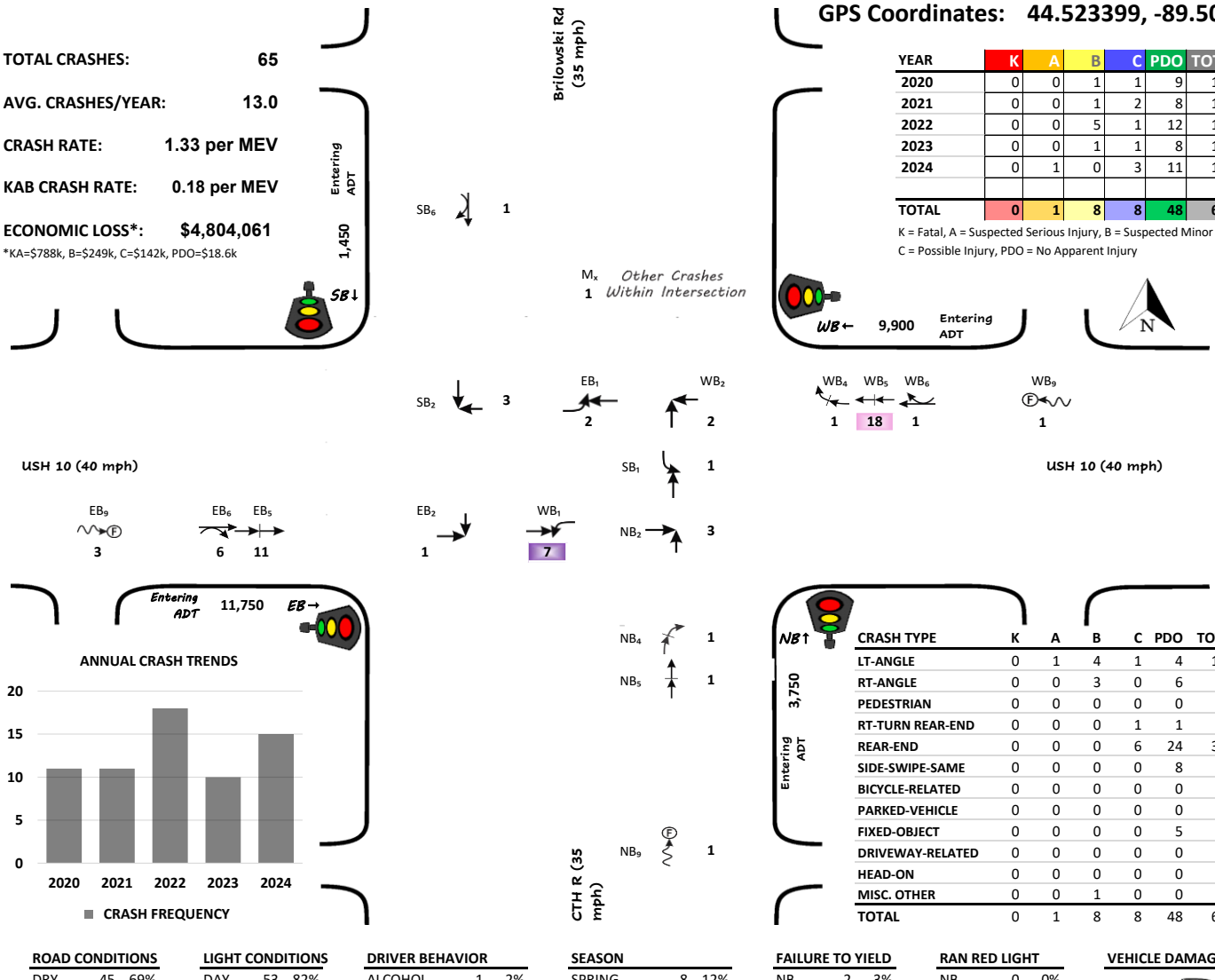
Duration
From: 1/1/2020 — 5 Years
To: 12/31/2024 — 0 Months
AADT: 26,850
Area Type: Urban
GPS Coordinates: 44.523399, -89.509132

MAP

TOTAL CRASHES: 65
AVG. CRASHES/YEAR: 13.0
CRASH RATE: 1.33 per MEV
KAB CRASH RATE: 0.18 per MEV
ECONOMIC LOSS*: $4,804,061
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	1	1	9	11	$ 557,695
2021	0	0	1	2	8	11	$ 680,940
2022	0	0	5	1	12	18	$ 1,608,183
2023	0	0	1	1	8	10	$ 539,119
2024	0	1	0	3	11	15	$ 1,418,124
TOTAL	0	1	8	8	48	65	$ 4,804,061

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury



ANNUAL CRASH TRENDS

CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	1	4	1	4	10	$ 1,999,210
RT-ANGLE	0	0	3	0	6	9	$ 857,526
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	1	1	2	$ 160,397
REAR-END	0	0	0	6	24	30	$ 1,296,750
SIDE-SWIPE-SAME	0	0	0	0	8	8	$ 148,608
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	5	5	$ 92,880
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	1	0	0	1	$ 248,690
TOTAL	0	1	8	8	48	65	$ 4,804,061

ROAD CONDITIONS		
DRY	45	69%
WET	14	22%
SNOW	6	9%
ICE	0	0%
OTH.	0	0%
TOT.	65	

LIGHT CONDITIONS		
DAY	53	82%
DARK	12	18%
TOT.	65	

DRIVER BEHAVIOR		
ALCOHOL	1	2%
DRUGS	0	0%
BOTH	2	3%
SPEED	7	11%

SEASON		
SPRING	8	12%
SUMMER	16	25%
FALL	16	25%
WINTER	25	38%
TOT.	65	

FAILURE TO YIELD		
NB	2	3%
SB	0	0%
EB	2	3%
WB	5	8%
TBD	0	0%
TOT.	9	14%

RAN RED LIGHT		
NB	0	0%
SB	3	5%
EB	2	3%
WB	2	3%
TBD	0	0%
TOT.	7	11%

TBD = verification from crash report needed for direction

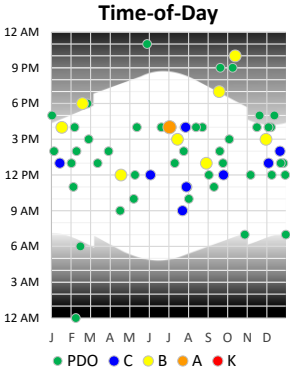
VEHICLE DAMAGE		
Minor	28%	35
Moderate	36%	45
Severe	28%	35
None/Other/Unkn	7%	9
Total Damaged Vehicles		124

NOTES:
All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Red Light	Speed Related	Slippery Road	Notes
WB1	WB Left-Turn Angle Crashes	$1,713,368	7	0	1	3	1	2	5	0	0	1	
WB5	WB Rear-End Crashes	$950,593	18	0	0	0	5	13	0	0	3	6	
EB5	EB Rear-End Crashes	$327,581	11	0	0	0	1	10	0	0	0	3	
NB2	NB/EB Right-Angle Crashes	$285,842	3	0	0	1	0	2	1	1	1	1	
EB1	EB Left-Turn Angle Crashes	$267,266	2	0	0	1	0	1	2	0	0	1	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**USH 10 & CTH R-Brilowski Rd**	**From:**	**1/1/2020**		
Municipality:	**City of Stevens Point**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**26,850**	**5**	**Years**
Traffic Control:	**Traffic Signal**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB$_5$	20L04L84MM	1/17/2022	LT-ANGLE	4 PM	B		DARK	Y	Y		EBL fail to yield
2	EB$_5$	20L1WW13CP	4/17/2024	LT-ANGLE	9 AM		WET					EBL fail to yield
3	EB$_2$	20L02942CJ	11/30/2021	RT-ANGLE	3 PM	B						EB blew red
4	EB$_5$	20L03V1GJ2	1/2/2020	REAR-END	5 PM		WET	DARK				
5	EB$_5$	20L027W1QR	7/29/2020	REAR-END	11 AM	C						
6	EB$_5$	20L02CL4PW	7/31/2020	REAR-END	11 AM							
7	EB$_5$	20L02CL4T7	10/4/2021	REAR-END	3 PM							
8	EB$_5$	20L02942DD	2/6/2022	REAR-END	4 PM		WET					
9	EB$_5$	20L05QT5KJ	2/9/2022	REAR-END	2 PM		WET					
10	EB$_5$	20L03ZQKXD	7/11/2022	REAR-END	1 PM							
11	EB$_5$	20L02942G9	9/24/2022	REAR-END	1 PM							
12	EB$_5$	20L02CL4ZD	2/26/2023	REAR-END	6 PM			DARK				
13	EB$_5$	20L1JKHWRC	2/28/2023	REAR-END	3 PM							
14	EB$_5$	20L0JQG26W	8/23/2024	REAR-END	4 PM							
15	EB$_6$	20L02BC3V2	3/13/2020	SIDE-SWIPE-SAME	1 PM							NBR fail to yield
16	EB$_6$	20L02CL4PT	7/25/2020	SIDE-SWIPE-SAME	2 PM							SBL & NBR turners
17	EB$_6$	20L02BC432	9/2/2021	SIDE-SWIPE-SAME	12 PM							
18	EB$_6$	20L03V1GN6	9/10/2022	SIDE-SWIPE-SAME	11 AM		WET					
19	EB$_6$	20L1X84FBL	12/4/2023	SIDE-SWIPE-SAME	1 PM							
20	EB$_6$	20L0JP713V	11/20/2024	SIDE-SWIPE-SAME	5 PM		WET	DARK				SBL & NBR turners
21	EB$_9$	20L02BC3T4	2/8/2020	FIXED-OBJECT	12 AM		SNOW	DARK			Y	EBR slid on ice
22	EB$_9$	20L02BC46D	5/29/2022	FIXED-OBJECT	11 PM			DARK	Y	Y	Y	
23	EB$_9$	20L0JP713W	12/4/2024	FIXED-OBJECT	4 PM		WET	DARK				EBR slid into pole
24	WB$_1$	20L04SFB3F	2/18/2022	LT-ANGLE	6 PM	B	SNOW	DAY				WBL fail to yield
25	WB$_1$	20L05KW154	7/15/2022	LT-ANGLE	3 PM	B						WBL fail to yield
26	WB$_1$	20L02BC489	10/13/2022	LT-ANGLE	10 PM	B		DARK	Y			WBL fail to yield
27	WB$_1$	20L02DT5ZF	7/28/2023	LT-ANGLE	4 PM	C						
28	WB$_1$	20L02BC4D3	12/8/2023	LT-ANGLE	4 PM							WBL fail to yield
29	WB$_1$	20L02CL553	5/8/2024	LT-ANGLE	10 AM							
30	WB$_1$	20L1D0GSK7	7/3/2024	LT-ANGLE	4 PM	A						WBL fail to yield
31	WB$_2$	20L02BC45W	4/18/2022	RT-ANGLE	12 PM	B						WB blew red
32	WB$_2$	20L1P713BF	9/20/2022	RT-ANGLE	9 PM			DARK				WB blew red
33	WB$_4$	20L02DT5R9	8/13/2020	RT-TURN REAR-END	4 PM							
34	WB$_5$	20L02BC3W3	8/2/2020	REAR-END	10 AM		WET					
35	WB$_5$	20L02BC3WT	9/26/2020	REAR-END	12 PM							
36	WB$_5$	20L02CL4QZ	12/27/2020	REAR-END	1 PM		SNOW				Y	
37	WB$_5$	20L02BC41Q	6/20/2021	REAR-END	4 PM							
38	WB$_5$	20L029429B	7/23/2021	REAR-END	9 AM	C						
39	WB$_5$	20L03V1GL2	9/25/2021	REAR-END	12 PM	C						
40	WB$_5$	20L02BC44J	12/9/2021	REAR-END	12 PM		WET					
41	WB$_5$	20L02DT5W1	7/6/2022	REAR-END	4 PM							
42	WB$_5$	20L02BC47V	9/19/2022	REAR-END	2 PM							
43	WB$_5$	20L02CL4X5	10/28/2022	REAR-END	7 AM			DAY				
44	WB$_5$	20L05QT5LG	11/16/2022	REAR-END	4 PM			DAY				
45	WB$_5$	20L1WSK13G	12/30/2023	REAR-END	12 PM							
46	WB$_5$	20L0K61GFC	6/3/2024	REAR-END	12 PM	C	WET				Y	
47	WB$_5$	20L02CL568	7/26/2024	REAR-END	4 PM							
48	WB$_5$	20L02DT63C	12/4/2024	REAR-END	1 PM	C	SNOW				Y	
49	WB$_5$	20L0JV55JV	12/13/2024	REAR-END	5 PM			DARK				
50	WB$_5$	20L0K61GFH	12/22/2024	REAR-END	2 PM	C						
51	WB$_5$	20L0K3KD72	12/23/2024	REAR-END	1 PM		WET					
52	WB$_6$	20L02CL4Z2	2/1/2023	SIDE-SWIPE-SAME	1 PM							
53	WB$_9$	20L02BC3ZM	2/4/2021	FIXED-OBJECT	11 AM		WET					
54	NB$_2$	20L02CL4Q7	9/18/2020	RT-ANGLE	7 PM	B		DARK				EB blew red
55	NB$_2$	20L02942CZ	1/5/2022	RT-ANGLE	2 PM		SNOW				Y	
56	NB$_2$	20L1H5JN0T	5/10/2024	RT-ANGLE	12 PM							NBR fail to yield
57	NB$_4$	20L04L84ML	1/14/2022	RT-TURN REAR-END	1 PM	C						
58	NB$_5$	20L02CL534	11/6/2023	REAR-END	12 PM							
59	NB$_9$	20L03ZQKWT	12/31/2021	FIXED-OBJECT	7 AM		SNOW					
60	SB$_1$	20L03V1GKQ	5/13/2021	LT-ANGLE	4 PM							SBL blew red
61	SB$_2$	20L02942BM	10/9/2021	RT-ANGLE	9 PM			DARK				SB blew red
62	SB$_2$	20L03V1GPL	3/30/2023	RT-ANGLE	2 PM							SBL blew red
63	SB$_2$	20L02CL549	2/15/2024	RT-ANGLE	6 AM		WET				Y	WB slid thru red
64	SB$_6$	20L0JQG27N	12/4/2024	SIDE-SWIPE-SAME	4 PM		WET	DAY				EBR slid into WBL
65	M$_x$	20L02DT5ZL	8/29/2023	MISC. OTHER	1 PM	B	MUD					m'cycle slip on dirt
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

		Duration		
Location:	BUS 51-Division St & North Point Dr	**From:**	1/1/2020	5 Years
Municipality:	City of Stevens Point	**To:**	12/31/2024	0 Months
County:	Portage	**AADT:**	15,000	MAP
Traffic Control:	Modern Roundabout	**Area Type:**	Urban	
		GPS Coordinates:	44.541103, -89.575777	

TOTAL CRASHES: 98

AVG. CRASHES/YEAR: 19.6

CRASH RATE: 3.58 per MEV

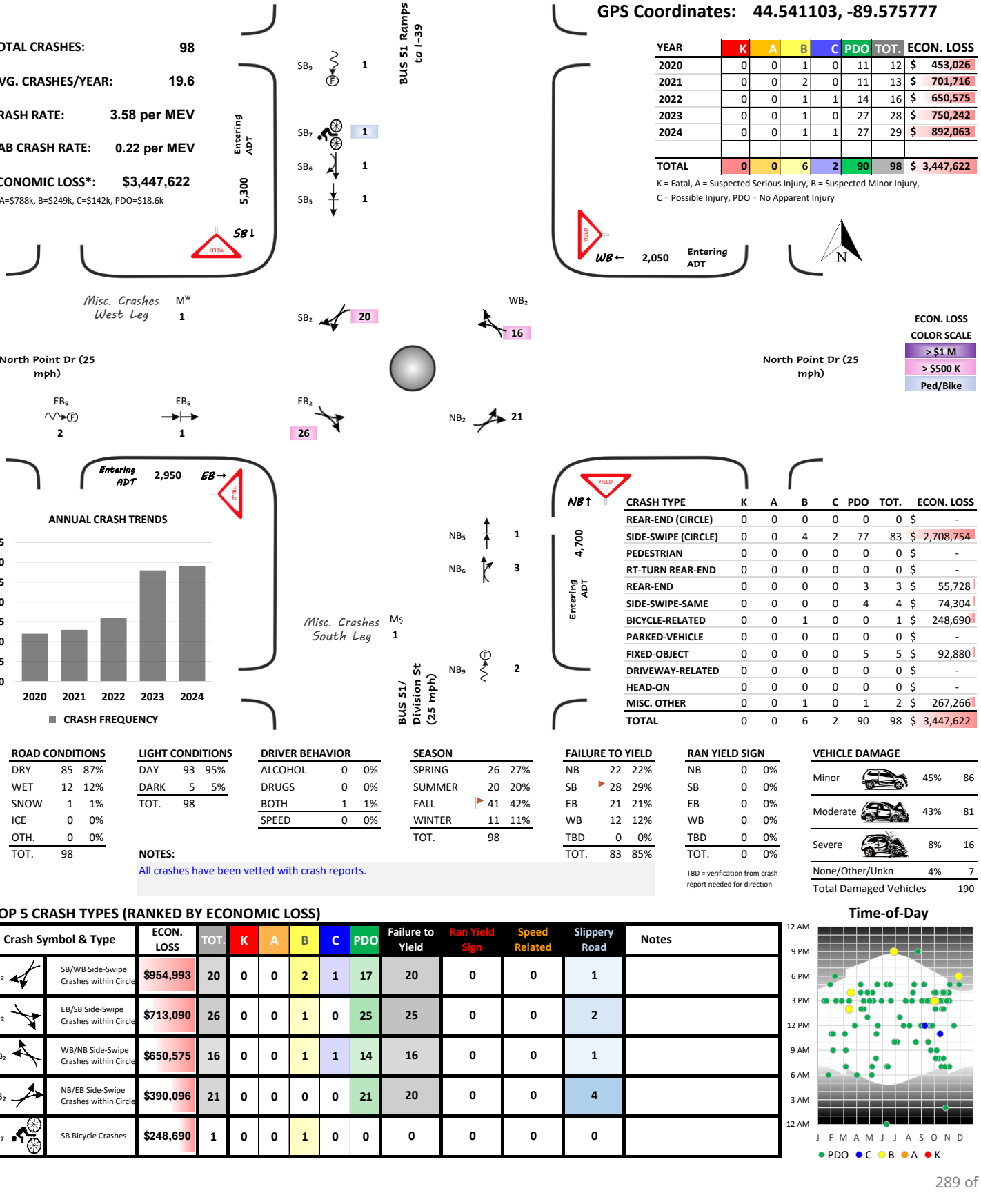
KAB CRASH RATE: 0.22 per MEV

ECONOMIC LOSS*: $3,447,622

*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	1	0	11	12	$ 453,026
2021	0	0	2	0	11	13	$ 701,716
2022	0	0	1	1	14	16	$ 650,575
2023	0	0	1	0	27	28	$ 750,242
2024	0	0	1	1	27	29	$ 892,063
TOTAL	0	0	6	2	90	98	$ 3,447,622

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury



CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
REAR-END (CIRCLE)	0	0	0	0	0	0	$ -
SIDE-SWIPE (CIRCLE)	0	0	4	2	77	83	$ 2,708,754
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	3	3	$ 55,728
SIDE-SWIPE-SAME	0	0	0	0	4	4	$ 74,304
BICYCLE-RELATED	0	0	1	0	0	1	$ 248,690
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	5	5	$ 92,880
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	1	0	1	2	$ 267,266
TOTAL	0	0	6	2	90	98	$ 3,447,622

ROAD CONDITIONS		
DRY	85	87%
WET	12	12%
SNOW	1	1%
ICE	0	0%
OTH.	0	0%
TOT.	98	

LIGHT CONDITIONS		
DAY	93	95%
DARK	5	5%
TOT.	98	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
BOTH	1	1%
SPEED	0	0%

SEASON		
SPRING	26	27%
SUMMER	20	20%
FALL	41	42%
WINTER	11	11%
TOT.	98	

FAILURE TO YIELD		
NB	22	22%
SB	28	29%
EB	21	21%
WB	12	12%
TBD	0	0%
TOT.	83	85%

RAN YIELD SIGN		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
Minor	45%	86
Moderate	43%	81
Severe	8%	16
None/Other/Unkn	4%	7
Total Damaged Vehicles		190

NOTES:

All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Yield Sign	Speed Related	Slippery Road	Notes
SB2	SB/WB Side-Swipe Crashes within Circle	$954,993	20	0	0	2	1	17	20	0	0	1	
EB2	EB/SB Side-Swipe Crashes within Circle	$713,090	26	0	0	1	0	25	25	0	0	2	
WB2	WB/NB Side-Swipe Crashes within Circle	$650,575	16	0	0	1	1	14	16	0	0	1	
NB2	NB/EB Side-Swipe Crashes within Circle	$390,096	21	0	0	0	0	21	20	0	0	4	
SB7	SB Bicycle Crashes	$248,690	1	0	0	1	0	0	0	0	0	0	

Time-of-Day

Crash Data

Corresponds to Collision Diagram

Location:	**BUS 51-Division St & North Point Dr**	**From:**	**1/1/2020**		
Municipality:	**City of Stevens Point**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**15,000**	**5**	**Years**
Traffic Control:	**Modern Roundabout**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB$_2$	KRL0WFFP5G	10/4/2020	SIDE-SWIPE (CIRCLE)	2 PM							EB FTY to outer lane
2	EB$_2$	20L02CL4RJ	3/5/2021	SIDE-SWIPE (CIRCLE)	11 AM							EB FTY to inner lane
3	EB$_2$	20L05KW143	6/28/2021	SIDE-SWIPE (CIRCLE)	9 PM	B		DARK				WBU outside lane
4	EB$_2$	20L02CL4TX	11/29/2021	SIDE-SWIPE (CIRCLE)	5 PM							SBL outside lane
5	EB$_2$	20L0597RGG	4/11/2022	SIDE-SWIPE (CIRCLE)	4 PM							EB FTY to inner lane
6	EB$_2$	20L02CL4Z3	2/2/2023	SIDE-SWIPE (CIRCLE)	11 AM							EB FTY to inner lane
7	EB$_2$	20L02CL50F	5/9/2023	SIDE-SWIPE (CIRCLE)	4 PM							EB FTY to outer lane
8	EB$_2$	20L02BC4BQ	5/11/2023	SIDE-SWIPE (CIRCLE)	3 PM							EB FTY to inner lane
9	EB$_2$	20L02CL50T	5/21/2023	SIDE-SWIPE (CIRCLE)	12 PM							EB FTY to inner lane
10	EB$_2$	20L02942K7	7/6/2023	SIDE-SWIPE (CIRCLE)	10 AM							SBL outside lane
11	EB$_2$	20L02DT5ZP	9/17/2023	SIDE-SWIPE (CIRCLE)	10 AM							EB FTY to inner lane
12	EB$_2$	20L1WW13C3	10/13/2023	SIDE-SWIPE (CIRCLE)	8 AM		WET					SBL outside lane
13	EB$_2$	20L02DT601	10/20/2023	SIDE-SWIPE (CIRCLE)	3 PM							EB FTY to inner lane
14	EB$_2$	MRL0DG26N5	11/6/2023	SIDE-SWIPE (CIRCLE)	3 PM							SBL outside lane
15	EB$_2$	20L1X0Q6NM	2/6/2024	SIDE-SWIPE (CIRCLE)	9 AM							SBL outside lane
16	EB$_2$	20L1J6DKRZ	3/28/2024	SIDE-SWIPE (CIRCLE)	12 PM							EB lane deviation
17	EB$_2$	20L1X84FBW	4/2/2024	SIDE-SWIPE (CIRCLE)	6 AM		WET	DAY				SBL outside lane
18	EB$_2$	20L1WSK13P	4/18/2024	SIDE-SWIPE (CIRCLE)	2 PM							EB lane deviation
19	EB$_2$	20L02DT62D	6/11/2024	SIDE-SWIPE (CIRCLE)	5 PM							EB FTY to inner lane
20	EB$_2$	20L02DT62G	6/21/2024	SIDE-SWIPE (CIRCLE)	3 PM							SBL outside lane
21	EB$_2$	20L0JKHWRD	7/12/2024	SIDE-SWIPE (CIRCLE)	1 PM							SBL outside lane
22	EB$_2$	20L1D0GSKF	7/26/2024	SIDE-SWIPE (CIRCLE)	3 PM							EB FTY to inner lane
23	EB$_2$	20L0JKHWRN	10/14/2024	SIDE-SWIPE (CIRCLE)	3 PM							EB FTY to inner lane
24	EB$_2$	20L1D0GSL5	10/19/2024	SIDE-SWIPE (CIRCLE)	2 PM							EB FTY to inner lane
25	EB$_2$	20L02CL57L	10/31/2024	SIDE-SWIPE (CIRCLE)	3 PM							EB FTY to inner lane
26	EB$_2$	20L02DT634	11/6/2024	SIDE-SWIPE (CIRCLE)	7 AM							SBL outside lane
27	EB$_3$	20L02CL4QM	10/16/2020	REAR-END	3 PM		WET					EB rear at entry
28	EB$_3$	20L029427T	2/13/2021	FIXED-OBJECT	3 PM		SNOW					EB slid ex-median
29	EB$_3$	20L040ZM0P	8/24/2022	FIXED-OBJECT	9 PM		WET	DAY				EBR fixed ob SW quad
30	M^W	20L02CL4X3	9/23/2022	MISC. OTHER	9 AM							EB FTY to SB m'cycle
31	WB$_2$	20L0426N44	1/16/2020	SIDE-SWIPE (CIRCLE)	3 PM							WB FTY to outer lane
32	WB$_2$	20L027W1PZ	5/20/2020	SIDE-SWIPE (CIRCLE)	5 PM							NBL outside lane
33	WB$_2$	20L02BC3W1	7/21/2020	SIDE-SWIPE (CIRCLE)	12 PM							WB FTY to inner lane
34	WB$_2$	20L029426S	10/20/2020	SIDE-SWIPE (CIRCLE)	4 PM		WET					WB FTY to inner lane
35	WB$_2$	20L02DT5T1	4/27/2021	SIDE-SWIPE (CIRCLE)	1 PM							NBL outside lane
36	WB$_2$	20L044NQ94	5/8/2021	SIDE-SWIPE (CIRCLE)	7 AM							WB FTY to inner lane
37	WB$_2$	20L1P713BC	8/31/2022	SIDE-SWIPE (CIRCLE)	12 PM							WB FTY to inner lane
38	WB$_2$	20L02BC4CN	9/5/2023	SIDE-SWIPE (CIRCLE)	3 PM							WB FTY to inner lane
39	WB$_2$	20L02DT5ZT	10/3/2023	SIDE-SWIPE (CIRCLE)	3 PM	B						WB FTY to inner lane
40	WB$_2$	20L02CL52H	10/5/2023	SIDE-SWIPE (CIRCLE)	4 PM							NBL outside lane
41	WB$_2$	20L1X84FBN	2/6/2024	SIDE-SWIPE (CIRCLE)	11 AM							NBL outside lane
42	WB$_2$	20L02DT61J	3/19/2024	SIDE-SWIPE (CIRCLE)	4 PM							WB FTY to inner lane
43	WB$_2$	20L02CL5S1	5/7/2024	SIDE-SWIPE (CIRCLE)	6 AM							WB FTY to inner lane
44	WB$_2$	20L0JP713N	9/9/2024	SIDE-SWIPE (CIRCLE)	12 PM	C						NBL outside lane
45	WB$_2$	20L1P713DW	10/1/2024	SIDE-SWIPE (CIRCLE)	3 PM							NBL outside lane
46	WB$_2$	20L02CL577	10/5/2024	SIDE-SWIPE (CIRCLE)	8 AM							NBL outside lane
47	NB$_2$	20L027W1P1	2/10/2020	SIDE-SWIPE (CIRCLE)	6 PM		WET	DARK				NBR from inside lane
48	NB$_2$	20L027W1QX	8/12/2020	SIDE-SWIPE (CIRCLE)	4 PM							NB FTY to inner lane
49	NB$_2$	20L02CL4QH	10/7/2020	SIDE-SWIPE (CIRCLE)	9 AM							EBL outside lane
50	NB$_2$	20L04L84LC	10/23/2020	SIDE-SWIPE (CIRCLE)	2 PM							NB FTY to inner lane
51	NB$_2$	20L044NQ99	8/19/2021	SIDE-SWIPE (CIRCLE)	10 AM							NB FTY to inner lane
52	NB$_2$	20L05QT5KP	2/25/2022	SIDE-SWIPE (CIRCLE)	3 PM		WET					NB FTY to inner lane
53	NB$_2$	20L05KW150	4/27/2022	SIDE-SWIPE (CIRCLE)	4 PM							NB FTY to inner lane
54	NB$_2$	20L02BC47W	9/20/2022	SIDE-SWIPE (CIRCLE)	3 PM							NB FTY to inner lane
55	NB$_2$	20L02942GT	11/17/2022	SIDE-SWIPE (CIRCLE)	12 PM		WET					NB FTY to outer lane
56	NB$_2$	20L04ZCGFD	1/30/2023	SIDE-SWIPE (CIRCLE)	5 PM			DAY				NB FTY to inner lane
57	NB$_2$	20L02CL4ZN	3/7/2023	SIDE-SWIPE (CIRCLE)	7 AM		WET					NB FTY to inner lane
58	NB$_2$	20L03FP3F9	3/15/2023	SIDE-SWIPE (CIRCLE)	3 PM			DAY				NB FTY to outer lane
59	NB$_2$	20L02942JW	5/30/2023	SIDE-SWIPE (CIRCLE)	3 PM							EBL outside lane
60	NB$_2$	20L1P713C7	8/10/2023	SIDE-SWIPE (CIRCLE)	3 PM							NB FTY to inner lane
61	NB$_2$	20L02942KM	8/15/2023	SIDE-SWIPE (CIRCLE)	5 PM							NB FTY to inner lane
62	NB$_2$	20L02942LS	11/7/2023	SIDE-SWIPE (CIRCLE)	5 PM			DARK				NB FTY to inner lane
63	NB$_2$	20L1H5JN02	2/26/2024	SIDE-SWIPE (CIRCLE)	3 PM							EBL outside lane
64	NB$_2$	20L1H5JN17	6/11/2024	SIDE-SWIPE (CIRCLE)	7 AM							EBL outside lane
65	NB$_2$	20L0JQG26Q	6/29/2024	SIDE-SWIPE (CIRCLE)	10 AM							NBR from inside lane
66	NB$_2$	20L02CL57K	10/23/2024	SIDE-SWIPE (CIRCLE)	8 AM							EBL outside lane
67	NB$_2$	20L1H5JN3C	10/28/2024	SIDE-SWIPE (CIRCLE)	2 AM							NB FTY to inner lane
68	NB$_3$	20L1WX84FT	4/18/2024	REAR-END	3 PM		WET					NB rear at entry
69	NB$_4$	20L02CL4SS	9/2/2021	SIDE-SWIPE-SAME	3 PM							NB SSS after exiting
70	NB$_4$	20L02BC45B	1/21/2022	SIDE-SWIPE-SAME	3 PM							NB lane deviation
71	NB$_4$	20L02CL501	4/11/2023	SIDE-SWIPE-SAME	5 PM							NB lane deviation
72	NB$_9$	20L02DT5XK	5/17/2023	FIXED-OBJECT	8 AM							NBR fixed ob SE quad
73	NB$_9$	20L02942K2	6/11/2023	FIXED-OBJECT	12 AM			DARK	Y	Y		NB fixed obj SE quad
74	M$_S$	20L02CL4RL	3/19/2021	MISC. OTHER	4 PM	B						NB FTY to EB m'cycle
75	SB$_2$	20L02BC3XS	11/28/2020	SIDE-SWIPE (CIRCLE)	6 PM	B		DARK				SB FTY to inner lane
76	SB$_2$	20L02CL4TB	10/18/2021	SIDE-SWIPE (CIRCLE)	7 AM							SB FTY to inner lane
77	SB$_2$	20L02CL4TD	10/26/2021	SIDE-SWIPE (CIRCLE)	7 AM							SB FTY to inner lane
78	SB$_2$	20L02BC445	11/5/2021	SIDE-SWIPE (CIRCLE)	4 PM							SB FTY to inner lane
79	SB$_2$	20L0597RG9	3/15/2022	SIDE-SWIPE (CIRCLE)	2 PM	B						SB FTY to inner lane
80	SB$_2$	20L02942G3	9/7/2022	SIDE-SWIPE (CIRCLE)	5 PM							SB FTY to inner lane
81	SB$_2$	20L045FB46	9/15/2022	SIDE-SWIPE (CIRCLE)	3 PM							WBL outside lane
82	SB$_2$	20L02BC47X	9/20/2022	SIDE-SWIPE (CIRCLE)	12 PM							SB FTY to inner lane
83	SB$_2$	20L040ZM0T	10/1/2022	SIDE-SWIPE (CIRCLE)	4 PM							SB FTY to inner lane
84	SB$_2$	20L02DT5WB	10/15/2022	SIDE-SWIPE (CIRCLE)	11 AM	C						SBR from inside lane
85	SB$_2$	20L02BC48G	10/26/2022	SIDE-SWIPE (CIRCLE)	4 PM							SB FTY to inner lane
86	SB$_2$	20L02CL500	4/12/2023	SIDE-SWIPE (CIRCLE)	2 PM							SB FTY to inner lane
87	SB$_2$	20L1WW13B8	6/14/2023	SIDE-SWIPE (CIRCLE)	7 AM							SB FTY to inner lane
88	SB$_2$	20L02BC4CB	8/4/2023	SIDE-SWIPE (CIRCLE)	12 PM							SB FTY to inner lane
89	SB$_2$	20L02CL52J	10/5/2023	SIDE-SWIPE (CIRCLE)	4 PM							SB FTY to inner lane
90	SB$_2$	20L02CL52T	10/23/2023	SIDE-SWIPE (CIRCLE)	4 PM							SB FTY to inner lane
91	SB$_2$	20L02BC4DQ	1/26/2024	SIDE-SWIPE (CIRCLE)	6 AM		WET	DAY				SB FTY to inner lane
92	SB$_2$	20L1D0GSFG	5/2/2024	SIDE-SWIPE (CIRCLE)	3 PM							SB FTY to inner lane
93	SB$_2$	20L02CL55C	5/18/2024	SIDE-SWIPE (CIRCLE)	11 AM							SB FTY to inner lane
94	SB$_2$	20L1P713DH	6/19/2024	SIDE-SWIPE (CIRCLE)	5 PM							SB FTY to inner lane
95	SB$_3$	20L02BC3TW	3/7/2020	REAR-END	9 AM							SB rear at entry
96	SB$_4$	20L05KW144	6/30/2021	SIDE-SWIPE-SAME	10 AM							SB lane deviation
97	SB$_7$	20L1P713DX	10/1/2024	BICYCLE-RELATED	3 PM	B						SB hit bike on exit
98	SB$_9$	20L1WW13C2	9/27/2023	FIXED-OBJECT	12 PM		WET					SB drove into circle
99												
100												

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

		Duration		
Location:	**CTH B & Hoover Ave**	**From:**	**1/1/2020**	**5 Years**
Municipality:	**Village of Plover**	**To:**	**12/31/2024**	**0 Months**
County:	**Portage**	**AADT:**	**23,300**	MAP
Traffic Control:	**Traffic Signal**	**Area Type:**	**Urban**	
		GPS Coordinates:	**44.453820, -89.528695**	

TOTAL CRASHES: 28

AVG. CRASHES/YEAR: 5.6

CRASH RATE: 0.66 per MEV

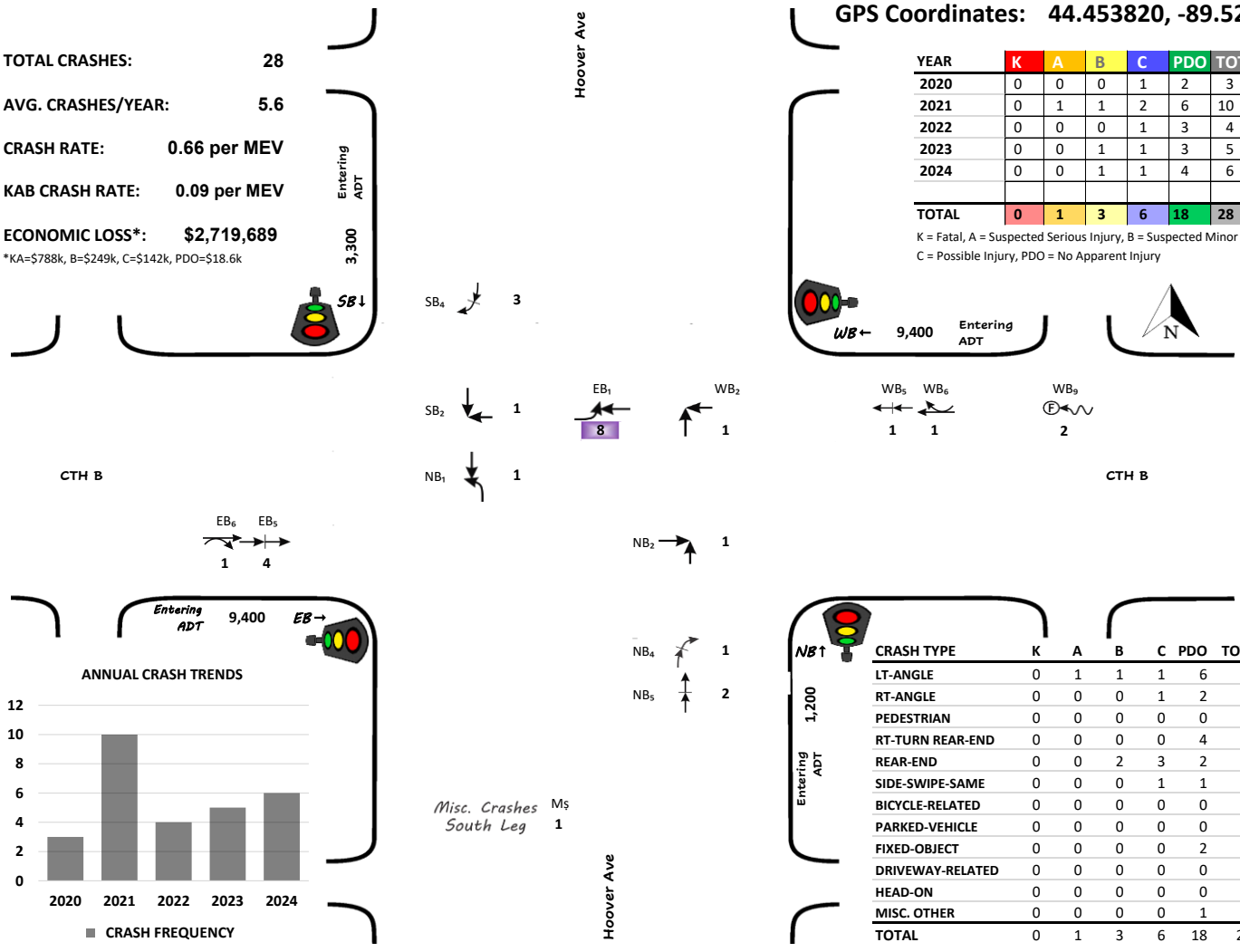
KAB CRASH RATE: 0.09 per MEV

ECONOMIC LOSS*: $2,719,689

*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	1	2	3	$ 178,973
2021	0	1	1	2	6	10	$ 1,432,113
2022	0	0	0	1	3	4	$ 197,549
2023	0	0	1	1	3	5	$ 446,239
2024	0	0	1	1	4	6	$ 464,815
TOTAL	0	1	3	6	18	28	$ 2,719,689

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury



CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	1	1	1	6	9	$ 1,290,292
RT-ANGLE	0	0	0	1	2	3	$ 178,973
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	4	4	$ 74,304
REAR-END	0	0	2	3	2	7	$ 959,995
SIDE-SWIPE-SAME	0	0	0	1	1	2	$ 160,397
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	2	2	$ 37,152
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	1	1	$ 18,576
TOTAL	0	1	3	6	18	28	$ 2,719,689

ROAD CONDITIONS		
DRY	21	75%
WET	3	11%
SNOW	4	14%
ICE	0	0%
OTH.	0	0%
TOT.	28	

LIGHT CONDITIONS		
DAY	19	68%
DARK	9	32%
TOT.	28	

DRIVER BEHAVIOR		
ALCOHOL	1	4%
DRUGS	0	0%
BOTH	0	0%
SPEED	2	7%

SEASON		
SPRING	7	25%
SUMMER	6	21%
FALL	8	29%
WINTER	7	25%
TOT.	28	

FAILURE TO YIELD		
NB	2	7%
SB	0	0%
EB	8	29%
WB	0	0%
TBD	0	0%
TOT.	10	36%

RAN RED LIGHT		
NB	0	0%
SB	1	4%
EB	1	4%
WB	0	0%
TBD	0	0%
TOT.	2	7%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
Minor	39%	21
Moderate	20%	11
Severe	37%	20
None/Other/Unkn	4%	2
Total Damaged Vehicles		54

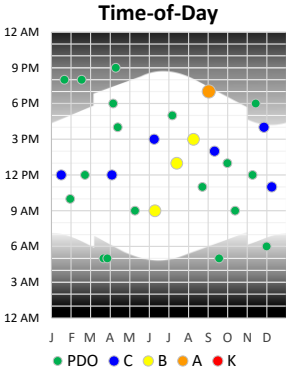
NOTES:

All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Red Light	Speed Related	Slippery Road	Notes
EB1	EB Left-Turn Angle Crashes	$1,271,716	8	0	1	1	1	5	8	0	0	3	
EB5	EB Rear-End Crashes	$427,663	4	0	0	1	1	2	0	0	0	0	
NB5	NB Rear-End Crashes	$390,511	2	0	0	1	1	0	0	0	0	1	
WB5	WB Rear-End Crashes	$141,821	1	0	0	0	1	0	0	0	1	1	
WB6	WB Side-Swipe Crashes	$141,821	1	0	0	0	1	0	0	0	0	0	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**CTH B & Hoover Ave**	**From:**	**1/1/2020**		
Municipality:	**Village of Plover**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**23,300**	**5**	**Years**
Traffic Control:	**Traffic Signal**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_1	6PL05QT5QB	9/2/2021	LT-ANGLE	7 PM	A		DAY				EBL fail to yield
2	EB_1	6PL05S26TD	9/11/2021	LT-ANGLE	2 PM	C						EBL fail to yield
3	EB_1	6PL092T5LN	2/22/2022	LT-ANGLE	12 PM		SNOW					EBL fail to yield
4	EB_1	6PL050LHLR	7/7/2023	LT-ANGLE	5 PM							EBL fail to yield
5	EB_1	6PL05QT5TZ	7/14/2023	LT-ANGLE	1 PM	B						EBL fail to yield
6	EB_1	6PL068VN24	1/30/2024	LT-ANGLE	10 AM							EBL fail to yield
7	EB_1	6PL050LHM0	3/22/2024	LT-ANGLE	5 AM		SNOW	DARK				EBL fail to yield
8	EB_1	6PL0B0000Q	10/13/2024	LT-ANGLE	9 AM		WET					EBL fail to yield
9	EB_5	6PL05S26S3	11/9/2020	REAR-END	12 PM							
10	EB_5	6PL05S26V5	3/28/2022	REAR-END	5 AM			DARK				
11	EB_5	6PL05S26Z7	6/10/2024	REAR-END	9 AM	B						in work zone
12	EB_5	6PL05QT5WT	11/27/2024	REAR-END	4 PM	C		DARK				in work zone
13	EB_6	6PL050LHKS	10/1/2021	SIDE-SWIPE-SAME	1 PM							NBR fail to yield
14	WB_2	6PL05QT5N5	2/17/2020	RT-ANGLE	8 PM		SNOW	DARK			Y	WB slid thru red
15	WB_5	6PL09XQXXH	12/9/2021	REAR-END	11 AM	C	SNOW				Y	
16	WB_6	6PL092T5KJ	1/16/2020	SIDE-SWIPE-SAME	12 PM	C						
17	WB_9	6PL092T5L6	9/18/2021	FIXED-OBJECT	5 AM			DARK	Y			
18	WB_9	6PL05S26TN	12/1/2021	FIXED-OBJECT	6 AM		WET	DARK				WBL turner
19	NB_1	6PL06DKRBN	5/10/2024	LT-ANGLE	9 AM							NBL fail to yield
20	NB_2	6PL0FC7159	6/9/2023	RT-ANGLE	3 PM	C						EB blew red
21	NB_4	6PL050LHKM	4/13/2021	RT-TURN REAR-END	4 PM							
22	NB_5	6PL09XQXX1	8/9/2021	REAR-END	3 PM	B						EMS related
23	NB_5	6PL09XQXZ0	4/4/2022	REAR-END	12 PM	C	WET					
24	M_5	6PL05QT5T5	4/10/2023	MISC. OTHER	9 PM			DARK				trailer load issues
25	SB_2	6PL05QT5SB	11/14/2022	RT-ANGLE	6 PM			DARK				SB blew red
26	SB_4	6PL05QT5PV	4/6/2021	RT-TURN REAR-END	6 PM							
27	SB_4	DHL06FSSGR	8/23/2021	RT-TURN REAR-END	11 AM							
28	SB_4	6PL0FC7152	1/21/2023	RT-TURN REAR-END	8 PM			DARK				
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

Location: CTH B & CTH R
Municipality: Village of Plover
County: Portage
Traffic Control: Traffic Signal

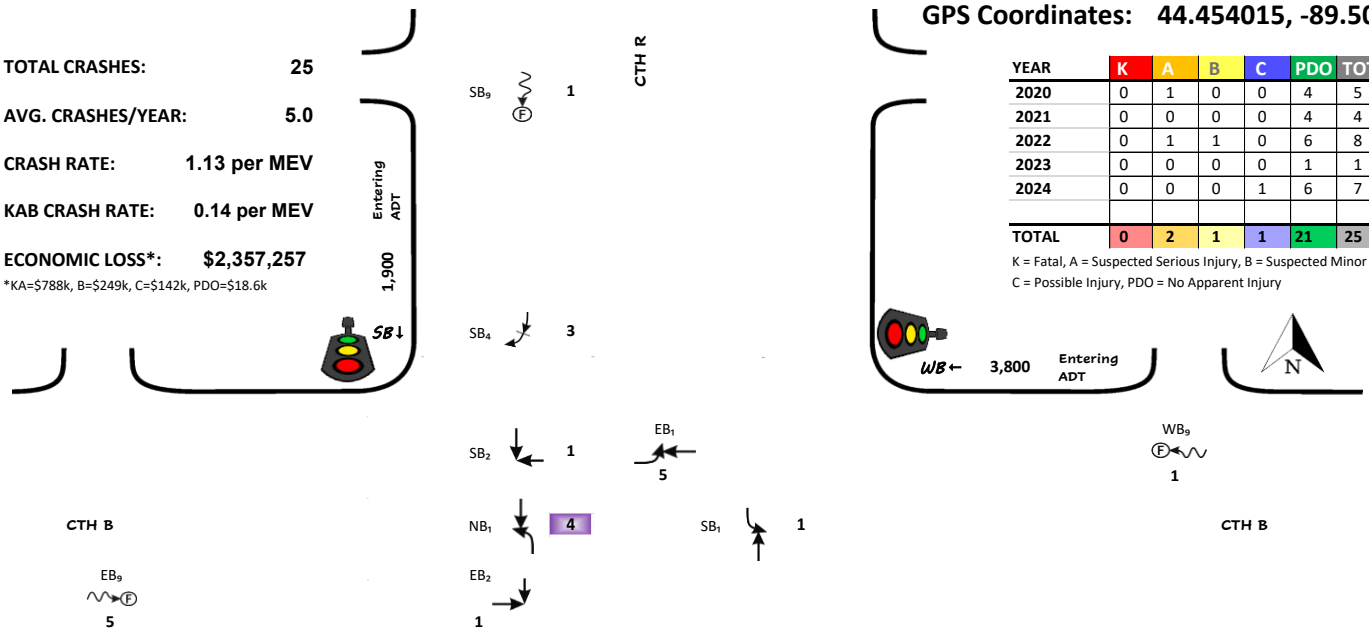
Duration
From: 1/1/2020 — 5 Years
To: 12/31/2024 — 0 Months
AADT: 12,125
Area Type: Urban
GPS Coordinates: 44.454015, -89.508526

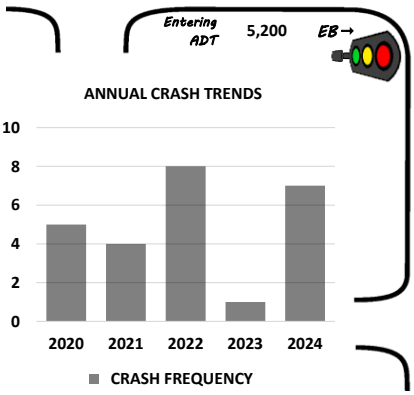
MAP

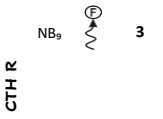
TOTAL CRASHES: 25
AVG. CRASHES/YEAR: 5.0
CRASH RATE: 1.13 per MEV
KAB CRASH RATE: 0.14 per MEV
ECONOMIC LOSS*: $2,357,257
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

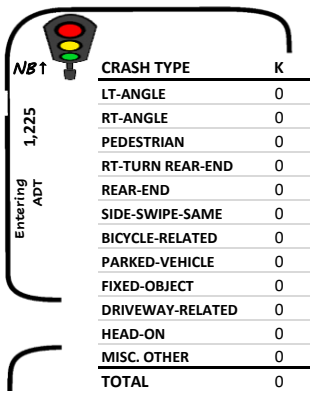
YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	1	0	0	4	5	$ 862,629
2021	0	0	0	0	4	4	$ 74,304
2022	0	1	1	0	6	8	$ 1,148,471
2023	0	0	0	0	1	1	$ 18,576
2024	0	0	0	1	6	7	$ 253,277
TOTAL	0	2	1	1	21	25	$ 2,357,257

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury









CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	2	1	1	6	10	$ 2,078,617
RT-ANGLE	0	0	0	0	2	2	$ 37,152
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	3	3	$ 55,728
REAR-END	0	0	0	0	0	0	$ -
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	10	10	$ 185,760
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	2	1	1	21	25	$ 2,357,257

ROAD CONDITIONS		
DRY	17	68%
WET	5	20%
SNOW	3	12%
ICE	0	0%
OTH.	0	0%
TOT.	25	

LIGHT CONDITIONS		
DAY	12	48%
DARK	13	52%
TOT.	25	

DRIVER BEHAVIOR		
ALCOHOL	3	12%
DRUGS	0	0%
BOTH	0	0%
SPEED	2	8%

SEASON		
SPRING	5	20%
SUMMER	5	20%
FALL	4	16%
WINTER	11	44%
TOT.	25	

FAILURE TO YIELD		
NB	3	12%
SB	1	4%
EB	5	20%
WB	0	0%
TBD	0	0%
TOT.	9	36%

RAN RED LIGHT		
NB	0	0%
SB	1	4%
EB	1	4%
WB	1	4%
TBD	0	0%
TOT.	3	12%

TBD = verification from crash report needed for direction

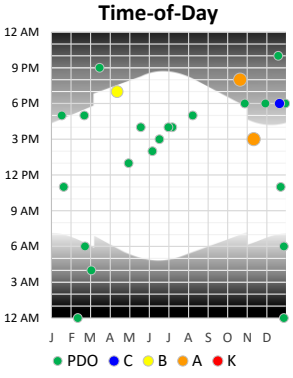
VEHICLE DAMAGE		
Minor	28%	11
Moderate	23%	9
Severe	45%	18
None/Other/Unkn	5%	2
Total Damaged Vehicles		40

NOTES:
All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Red Light	Speed Related	Slippery Road	Notes
NB1	NB Left-Turn Angle Crashes	$1,613,802	4	0	2	0	0	2	3	1	0	1	
EB1	EB Left-Turn Angle Crashes	$446,239	5	0	0	1	1	3	5	0	0	1	
EB9	EB Fixed Object Crashes	$92,880	5	0	0	0	0	5	0	0	1	3	
NB9	NB Fixed Object Crashes	$55,728	3	0	0	0	0	3	0	0	1	2	
SB4	SB Right-Turn Rear-End Crashes	$55,728	3	0	0	0	0	3	0	0	0	0	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**CTH B & CTH R**	**From:**	**1/1/2020**
Municipality:	**Village of Plover**	**To:**	**12/31/2024**
County:	**Portage**	**AADT:**	**12,125**
Traffic Control:	**Traffic Signal**	**Area Type:**	**Urban**

Duration
5 Years
0 Months

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_1	6PL05QT5NC	6/6/2020	LT-ANGLE	2 PM							EBL fail to yield
2	EB_1	6PL05S26S2	10/28/2020	LT-ANGLE	6 PM			DARK				EBL fail to yield
3	EB_1	KRL031BQCC	4/12/2022	LT-ANGLE	7 PM	B	WET	DAY				EBL fail to yield
4	EB_1	6PL092T5ML	1/20/2023	LT-ANGLE	11 AM							EBL fail to yield
5	EB_1	6PL09426N2	12/21/2024	LT-ANGLE	6 PM	C		DARK				EBL fail to yield
6	EB_2	6PL0FJ55KX	6/17/2021	RT-ANGLE	3 PM							EB blew red
7	EB_9	6PL05QT5PH	12/28/2020	FIXED-OBJECT	12 AM		SNOW	DARK				
8	EB_9	6PL05QT5PG	12/28/2020	FIXED-OBJECT	6 AM		SNOW	DARK				
9	EB_9	6PL05S26V3	2/11/2022	FIXED-OBJECT	12 AM		WET	DARK				EBR slid
10	EB_9	6PL09RSSFP	8/8/2022	FIXED-OBJECT	5 PM							SBL semi
11	EB_9	KRL04SFB6K	3/16/2024	FIXED-OBJECT	9 PM			DARK	Y		Y	driver asleep
12	WB_9	6PL06DKRC2	12/23/2024	FIXED-OBJECT	11 AM		WET					
13	NB_1	6PL09XQXW3	11/11/2020	LT-ANGLE	3 PM	A						SB blew red
14	NB_1	6PL0FC714L	2/22/2022	LT-ANGLE	6 AM		WET	DAY				NBL fail to yield
15	NB_1	6PL050LHL8	10/21/2022	LT-ANGLE	8 PM	A		DARK				NBL fail to yield
16	NB_1	6PL09XQZ2G	11/29/2024	LT-ANGLE	6 PM			DARK				NBL fail to yield
17	NB_9	6PL06CBQ6Q	2/21/2021	FIXED-OBJECT	5 PM		SNOW	DARK			Y	WBR slid
18	NB_9	6PL092T5MJ	12/19/2022	FIXED-OBJECT	10 PM		WET	DARK				WBR slid
19	NB_9	DHL07MLVPW	7/7/2024	FIXED-OBJECT	4 PM							
20	SB_1	6PL09XQXWJ	5/19/2021	LT-ANGLE	4 PM				Y			SBL fail to yield
21	SB_2	6PL050LHL0	7/1/2022	RT-ANGLE	4 PM							WB blew red
22	SB_4	6PL068VN0D	4/30/2021	RT-TURN REAR-END	1 PM							
23	SB_4	6PL068VN19	12/30/2022	RT-TURN REAR-END	6 PM			DARK				
24	SB_4	6PL09T1TK7	1/17/2024	RT-TURN REAR-END	5 PM			DARK				
25	SB_9	6PL09XQZ1F	3/3/2024	FIXED-OBJECT	4 AM			DARK	Y			
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

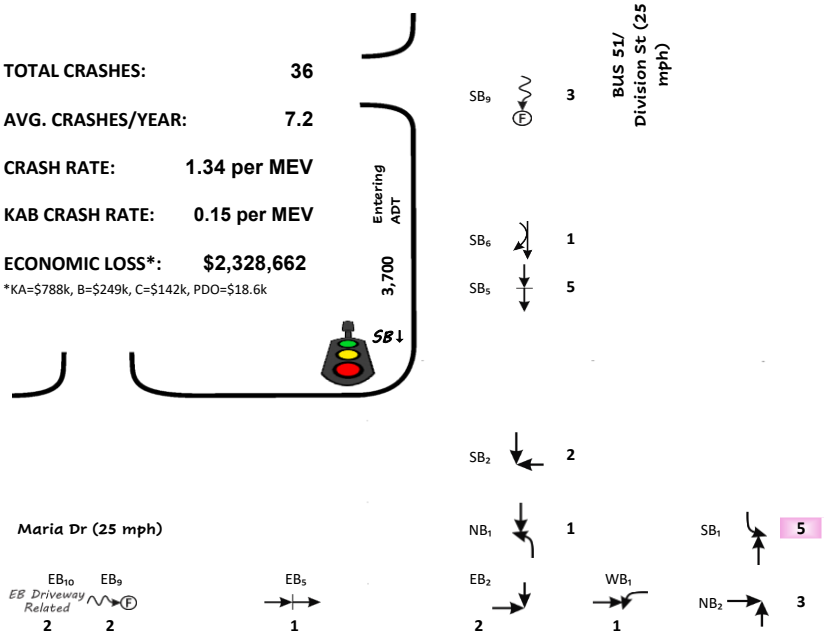
TRAFFIC ANALYSIS & DESIGN, INC.

Location: BUS 51-Division St & Maria Dr
Municipality: City of Stevens Point
County: Portage
Traffic Control: Traffic Signal

Duration
From: 1/1/2020 — 5 Years
To: 12/31/2024 — 0 Months
AADT: 14,750
Area Type: Urban
GPS Coordinates: 44.533941, -89.575010

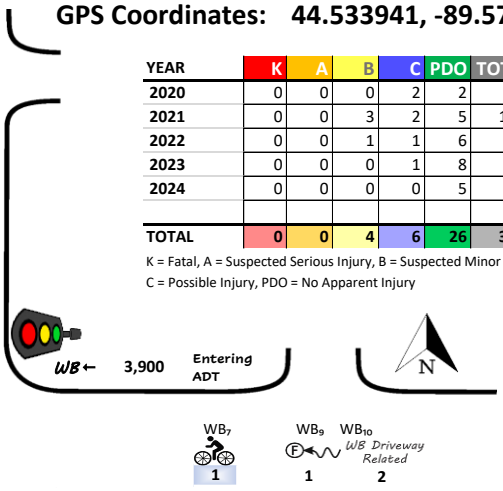
MAP

TOTAL CRASHES: 36
AVG. CRASHES/YEAR: 7.2
CRASH RATE: 1.34 per MEV
KAB CRASH RATE: 0.15 per MEV
ECONOMIC LOSS*: $2,328,662
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	2	2	4	$ 320,794
2021	0	0	3	2	5	10	$ 1,122,592
2022	0	0	1	1	6	8	$ 501,967
2023	0	0	0	1	8	9	$ 290,429
2024	0	0	0	0	5	5	$ 92,880
TOTAL	0	0	4	6	26	36	$ 2,328,662

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury



ECON. LOSS COLOR SCALE
> $1 M
> $500 K
Ped/Bike

CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	2	2	3	7	$ 836,750
RT-ANGLE	0	0	0	1	6	7	$ 253,277
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	2	5	7	$ 376,522
SIDE-SWIPE-SAME	0	0	0	0	4	4	$ 74,304
BICYCLE-RELATED	0	0	1	0	0	1	$ 248,690
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	1	0	5	6	$ 341,570
DRIVEWAY-RELATED	0	0	0	1	3	4	$ 197,549
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	0	4	6	26	36	$ 2,328,662

ROAD CONDITIONS		
DRY	29	81%
WET	4	11%
SNOW	3	8%
ICE	0	0%
OTH.	0	0%
TOT.	36	

LIGHT CONDITIONS		
DAY	28	78%
DARK	8	22%
TOT.	36	

DRIVER BEHAVIOR		
ALCOHOL	1	3%
DRUGS	0	0%
BOTH	0	0%
SPEED	1	3%

SEASON		
SPRING	12	33%
SUMMER	8	22%
FALL	9	25%
WINTER	7	19%
TOT.	36	

FAILURE TO YIELD		
NB	1	3%
SB	5	14%
EB	2	6%
WB	1	3%
TBD	0	0%
TOT.	9	25%

RAN RED LIGHT		
NB	1	3%
SB	0	0%
EB	2	6%
WB	2	6%
TBD	0	0%
TOT.	5	14%

TBD = verification from crash report needed for direction

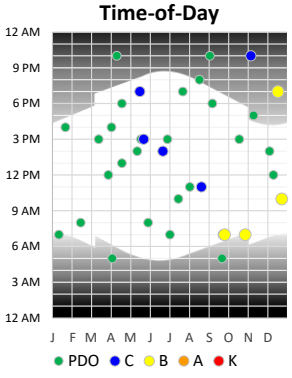
VEHICLE DAMAGE			
Minor		26%	17
Moderate		39%	26
Severe		26%	17
None/Other/Unkn		9%	6
Total Damaged Vehicles			66

NOTES:
All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Red Light	Speed Related	Slippery Road	Notes
SB1	SB Left-Turn Angle Crashes	$569,484	5	0	0	1	2	2	5	0	0	2	
EB9	EB Fixed Object Crashes	$267,266	2	0	0	1	0	1	0	0	0	1	
WB7	WB Bicycle Crashes	$248,690	1	0	0	1	0	0	1	0	0	0	
WB1	WB Left-Turn Angle Crashes	$248,690	1	0	0	1	0	0	1	0	0	1	
SB5	SB Rear-End Crashes	$216,125	5	0	0	0	1	4	0	0	1	1	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**BUS 51-Division St & Maria Dr**	**From:**	**1/1/2020**
Municipality:	**City of Stevens Point**	**To:**	**12/31/2024**
County:	**Portage**	**AADT:**	**14,750**
Traffic Control:	**Traffic Signal**	**Area Type:**	**Urban**

Duration
5 Years
0 Months

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB$_2$	20L02CL4R3	1/21/2021	RT-ANGLE	4 PM							EB blew red
2	EB$_2$	20L02BC47Z	9/21/2022	RT-ANGLE	5 AM			DARK				EB flashing red
3	EB$_5$	20L02CL4TP	11/9/2021	REAR-END	5 PM			DARK				
4	EB$_9$	20L02CL4T3	9/25/2021	FIXED-OBJECT	7 AM	B						
5	EB$_9$	20L02942DM	4/3/2022	FIXED-OBJECT	5 AM		WET	DARK				
6	EB$_{10}$	20L02BC3VH	5/22/2020	DRIVEWAY-RELATED	3 PM	C						
7	EB$_{10}$	20L02BC425	7/15/2021	DRIVEWAY-RELATED	10 AM							
8	WB$_1$	20L02CL4XM	12/17/2022	LT-ANGLE	7 PM	B	SNOW	DARK				WBL fail to yield
9	WB$_7$	20L02942BV	10/27/2021	BICYCLE-RELATED	7 AM	B						EBL FTY to WB bike
10	WB$_9$	20L02CL50K	5/12/2023	FIXED-OBJECT	2 PM		WET					
11	WB$_{10}$	20L02BC434	9/6/2021	DRIVEWAY-RELATED	6 PM							
12	WB$_{10}$	20L1JP7142	2/14/2024	DRIVEWAY-RELATED	8 AM							
13	NB$_1$	20L02942G0	9/2/2022	LT-ANGLE	10 PM			DARK				NBL fail to yield
14	NB$_2$	20L1JKHWRH	4/18/2023	RT-ANGLE	1 PM							
15	NB$_2$	20L1J6DKRN	12/10/2023	RT-ANGLE	12 PM							NB blew red
16	NB$_2$	20L02CL54K	3/13/2024	RT-ANGLE	3 PM							EB blew red
17	NB$_5$	20L02BC42N	8/20/2021	REAR-END	11 AM	C						
18	NB$_8$	20L03ZQKWM	5/29/2021	SIDE-SWIPE-SAME	8 AM							EBL-WBR sideswipe
19	NB$_8$	20L02942J7	3/28/2023	SIDE-SWIPE-SAME	12 PM							NB bad lane change
20	NB$_8$	20L02DT62L	7/22/2024	SIDE-SWIPE-SAME	7 PM							WBR & EBL turners
21	SB$_1$	20L02CL4PF	4/2/2020	LT-ANGLE	4 PM							SBL fail to yield
22	SB$_1$	20L04SFB35	6/21/2020	LT-ANGLE	2 PM	C						SBL fail to yield
23	SB$_1$	20L05KW14H	12/23/2021	LT-ANGLE	10 AM	B	SNOW					SBL fail to yield
24	SB$_1$	20L02BC4BP	5/16/2023	LT-ANGLE	7 PM	C						SBL fail to yield
25	SB$_1$	20L02CL53W	1/11/2024	LT-ANGLE	7 AM		SNOW	DAY				SBL fail to yield
26	SB$_2$	20L03V1GNL	11/5/2022	RT-ANGLE	10 PM	C	WET	DARK				WB blew red
27	SB$_2$	20L02CL4ZZ	4/10/2023	RT-ANGLE	10 PM			DARK	Y			WB flashing red
28	SB$_5$	20L02CL4T2	9/23/2021	REAR-END	7 AM	C						
29	SB$_5$	20L0597RGR	6/28/2022	REAR-END	3 PM						Y	
30	SB$_5$	20L1WZH5JP	5/18/2023	REAR-END	3 PM							
31	SB$_5$	20L02BC4C8	8/2/2023	REAR-END	11 AM							
32	SB$_5$	20L1D0GSLD	12/4/2024	REAR-END	2 PM		WET					
33	SB$_8$	20L02942FV	8/17/2022	SIDE-SWIPE-SAME	8 PM			DARK				
34	SB$_9$	DHL05BGSFG	7/2/2020	FIXED-OBJECT	7 AM							
35	SB$_9$	20L04SFB49	10/18/2022	FIXED-OBJECT	3 PM			DAY				
36	SB$_9$	20L1WRB002	4/18/2023	FIXED-OBJECT	6 PM							
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

TADI TRAFFIC ANALYSIS & DESIGN, INC.

		Duration	
Location:	BUS 51-Church St & River View Ave-Nebel St	**From:**	1/1/2020 — 5 Years
Municipality:	City of Stevens Point	**To:**	12/31/2024 — 0 Months
County:	Portage	**AADT:**	12,300
Traffic Control:	Traffic Signal	**Area Type:**	Urban
		GPS Coordinates:	44.501508, -89.564488

MAP

TOTAL CRASHES: 30

AVG. CRASHES/YEAR: 6.0

CRASH RATE: 1.34 per MEV

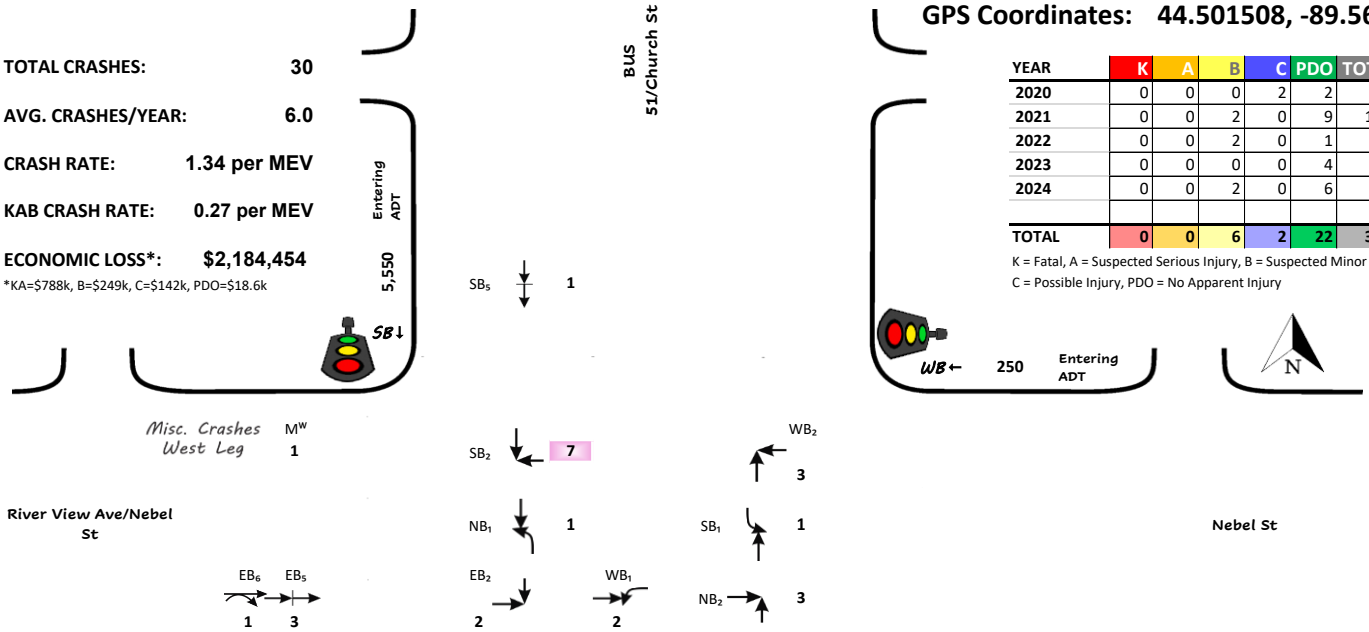
KAB CRASH RATE: 0.27 per MEV

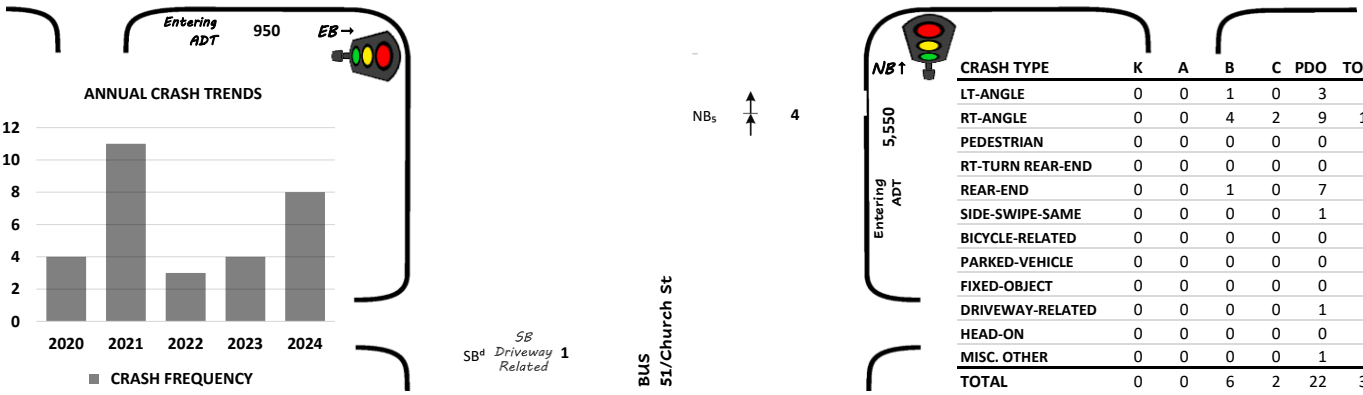
ECONOMIC LOSS*: $2,184,454

*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	2	2	4	$ 320,794
2021	0	0	2	0	9	11	$ 664,564
2022	0	0	2	0	1	3	$ 515,956
2023	0	0	0	0	4	4	$ 74,304
2024	0	0	2	0	6	8	$ 608,836
TOTAL	0	0	6	2	22	30	$ 2,184,454

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury





CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	1	0	3	4	$ 304,418
RT-ANGLE	0	0	4	2	9	15	$ 1,445,586
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	1	0	7	8	$ 378,722
SIDE-SWIPE-SAME	0	0	0	0	1	1	$ 18,576
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	1	1	$ 18,576
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	1	1	$ 18,576
TOTAL	0	0	6	2	22	30	$ 2,184,454

ROAD CONDITIONS		
DRY	22	73%
WET	7	23%
SNOW	1	3%
ICE	0	0%
OTH.	0	0%
TOT.	30	

LIGHT CONDITIONS		
DAY	29	97%
DARK	1	3%
TOT.	30	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
BOTH	0	0%
SPEED	1	3%

SEASON		
SPRING	5	17%
SUMMER	7	23%
FALL	6	20%
WINTER	12	40%
TOT.	30	

FAILURE TO YIELD		
NB	1	3%
SB	1	3%
EB	0	0%
WB	2	7%
TBD	1	3%
TOT.	5	17%

RAN RED LIGHT		
NB	5	17%
SB	5	17%
EB	2	7%
WB	2	7%
TBD	0	0%
TOT.	14	47%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
Minor	22%	13
Moderate	33%	20
Severe	43%	26
None/Other/Unkn	2%	1
Total Damaged Vehicles		60

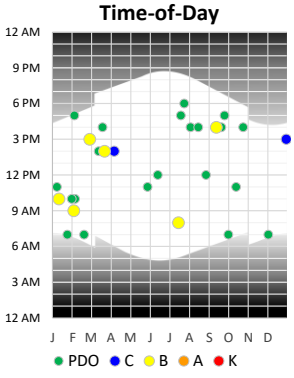
NOTES:

All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Red Light	Speed Related	Slippery Road	Notes
SB2	SB/WB Right-Angle Crashes	$713,505	7	0	0	2	1	4	0	6	1	2	
NB5	NB Rear-End Crashes	$304,418	4	0	0	1	0	3	0	0	0	0	
WB2	WB/NB Right-Angle Crashes	$285,842	3	0	0	1	0	2	0	3	0	0	
EB2	EB/SB Right-Angle Crashes	$267,266	2	0	0	1	0	1	0	2	0	1	
SB1	SB Left-Turn Angle Crashes	$248,690	1	0	0	1	0	0	1	0	0	0	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**BUS 51-Church St & River View Ave-Nebel St**	**From:**	**1/1/2020**		
Municipality:	**City of Stevens Point**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**12,300**	**5**	**Years**
Traffic Control:	**Traffic Signal**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_2	20L02DT5V9	1/11/2022	RT-ANGLE	10 AM	B						SB blew red
2	EB_2	20L02DT605	10/24/2023	RT-ANGLE	4 PM		WET					EB or SB blew red
3	EB_5	20L02DT5TL	6/13/2021	REAR-END	12 PM							
4	EB_5	20L03V1GL3	9/25/2021	REAR-END	5 PM							
5	EB_5	20L02942D7	1/24/2022	REAR-END	7 AM		WET					
6	EB_6	20L02942HN	2/5/2023	SIDE-SWIPE-SAME	10 AM							
7	M^W	20L0JQG26V	7/24/2024	MISC. OTHER	6 PM							SBR turned into EB
8	WB_1	20L044NQ92	2/5/2021	LT-ANGLE	9 AM		WET					WBL fail to yield
9	WB_1	20L02CL56W	9/20/2024	LT-ANGLE	4 PM			DAY				WBL fail to yield
10	WB_2	20L02CL4RK	3/13/2021	RT-ANGLE	2 PM							NB blew red
11	WB_2	20L02CL51D	7/19/2023	RT-ANGLE	5 PM							NB blew red
12	WB_2	20L02CL54R	3/22/2024	RT-ANGLE	2 PM	B	UNKN					NB blew red
13	NB_1	20L05QT5K2	8/3/2021	LT-ANGLE	4 PM							NBL fail to yield
14	NB_2	20L02BC3VK	5/28/2020	RT-ANGLE	11 AM		WET					NB blew red
15	NB_2	20L0294277	12/30/2020	RT-ANGLE	3 PM	C	WET					NB blew red
16	NB_2	20L02942KN	8/15/2023	RT-ANGLE	4 PM							EB blew red
17	NB_5	20L029427D	1/8/2021	REAR-END	11 AM							
18	NB_5	20L02CL4TW	12/2/2021	REAR-END	7 AM			DAY				
19	NB_5	20L1J6DKRT	2/19/2024	REAR-END	7 AM							
20	NB_5	20L0JSX4FJ	9/12/2024	REAR-END	4 PM	B						
21	SB_1	20L02BC3ZL	2/3/2021	LT-ANGLE	9 AM	B						SBL fail to yield
22	SB_2	20L02BC3V4	3/19/2020	RT-ANGLE	4 PM		WET					WB blew red
23	SB_2	20L02BC3V8	4/6/2020	RT-ANGLE	2 PM	C						WB blew red
24	SB_2	20L04L84LK	2/4/2021	RT-ANGLE	5 PM		SNOW	DARK			Y	SB slid thru red
25	SB_2	20L0294294	7/15/2021	RT-ANGLE	8 AM	B						SB blew red
26	SB_2	20L05QT5K7	10/1/2021	RT-ANGLE	7 AM							SB blew red
27	SB_2	20L03ZQKX4	2/28/2022	RT-ANGLE	3 PM	B						SB blew red
28	SB_2	20L0JSX4FG	8/27/2024	RT-ANGLE	12 PM							SB blew red
29	SB_5	20L0JKHWRM	10/13/2024	REAR-END	11 AM		WET					
30	SB^d	20L1J6DKRR	1/31/2024	DRIVEWAY-RELATED	10 AM							

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
101												
102												
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Intersection Collision Diagram

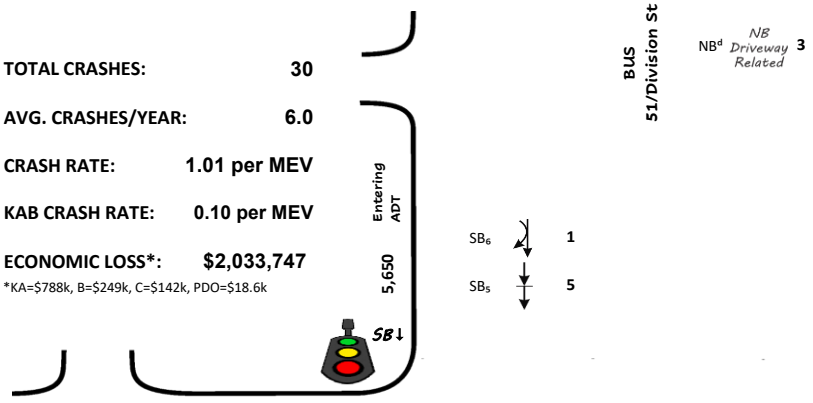
TRAFFIC ANALYSIS & DESIGN, INC.

Location: STH 66-Clark St & BUS 51-Division St
Municipality: City of Stevens Point
County: Portage
Traffic Control: Traffic Signal

Duration
From: 1/1/2020 — 5 Years
To: 12/31/2024 — 0 Months
AADT: 16,300
Area Type: Urban
GPS Coordinates: 44.522444, -89.574780

MAP

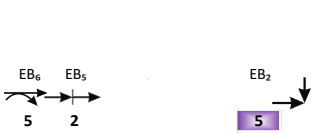
TOTAL CRASHES: 30
AVG. CRASHES/YEAR: 6.0
CRASH RATE: 1.01 per MEV
KAB CRASH RATE: 0.10 per MEV
ECONOMIC LOSS*: $2,033,747
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

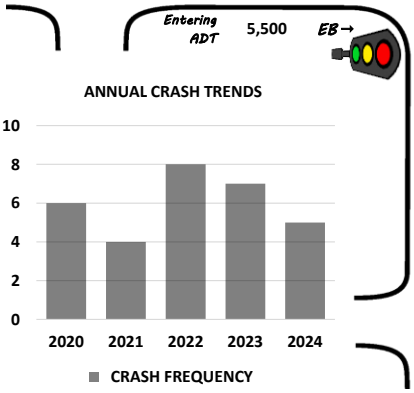


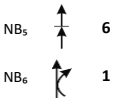
YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	1	5	6	$ 234,701
2021	0	1	0	0	3	4	$ 844,053
2022	0	0	2	0	6	8	$ 608,836
2023	0	0	0	1	6	7	$ 253,277
2024	0	0	0	0	5	5	$ 92,880
TOTAL	0	1	2	2	25	30	$ 2,033,747

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

WIS 66/Clark St (one-way EB)

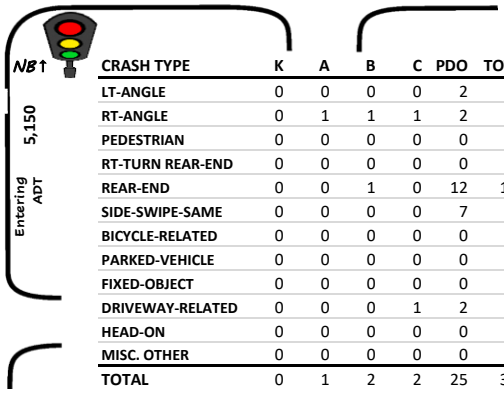






WIS 66/Clark St (one-way EB)

ECON. LOSS COLOR SCALE
> $1 M
> $500 K
Ped/Bike



CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	2	2	$ 37,152
RT-ANGLE	0	1	1	1	2	5	$ 1,215,988
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	1	0	12	13	$ 471,602
SIDE-SWIPE-SAME	0	0	0	0	7	7	$ 130,032
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	1	2	3	$ 178,973
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	1	2	2	25	30	$ 2,033,747

ROAD CONDITIONS		
DRY	20	67%
WET	8	27%
SNOW	2	7%
ICE	0	0%
OTH.	0	0%
TOT.	30	

LIGHT CONDITIONS		
DAY	27	90%
DARK	3	10%
TOT.	30	

DRIVER BEHAVIOR		
ALCOHOL	1	3%
DRUGS	0	0%
BOTH	0	0%
SPEED	1	3%

SEASON		
SPRING	5	17%
SUMMER	8	27%
FALL	11	37%
WINTER	6	20%
TOT.	30	

FAILURE TO YIELD		
NB	0	0%
SB	2	7%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	2	7%

RAN RED LIGHT		
NB	0	0%
SB	5	17%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	5	17%

TBD = verification from crash report needed for direction

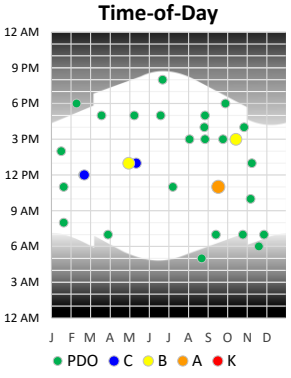
VEHICLE DAMAGE		
Minor	42%	25
Moderate	42%	25
Severe	17%	10
None/Other/Unkn	0%	0
Total Damaged Vehicles		60

NOTES:
All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Red Light	Speed Related	Slippery Road	Notes
EB2	EB/SB Right-Angle Crashes	$1,215,988	5	0	1	1	1	2	0	5	0	2	
EB5	EB Rear-End Crashes	$267,266	2	0	0	1	0	1	0	0	0	0	
NB^d	NB Farside Driveway Crashes	$178,973	3	0	0	0	1	2	0	0	0	1	
NB5	NB Rear-End Crashes	$111,456	6	0	0	0	0	6	0	0	0	2	
EB6	EB Side-Swipe Crashes	$92,880	5	0	0	0	0	5	0	0	0	2	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

Location:	**STH 66-Clark St & BUS 51-Division St**	**From:**	**1/1/2020**		
Municipality:	**City of Stevens Point**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**16,300**	**5**	**Years**
Traffic Control:	**Traffic Signal**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_2	20L02BC43F	9/17/2021	RT-ANGLE	11 AM	A						SB blew red
2	EB_2	20L02CL4WT	8/26/2022	RT-ANGLE	4 PM							SB blew red
3	EB_2	20L1P713BJ	10/14/2022	RT-ANGLE	3 PM	B	WET					SB blew red
4	EB_2	20L1P713C1	5/12/2023	RT-ANGLE	1 PM	C	WET					SB blew red
5	EB_2	20L02942LQ	11/6/2023	RT-ANGLE	10 AM							SB blew red
6	EB_5	20L05KW151	4/30/2022	REAR-END	1 PM	B		DAY	Y			
7	EB_5	20L02DT60K	11/27/2023	REAR-END	7 AM			DARK				
8	EB_6	20L04L84KJ	1/20/2020	SIDE-SWIPE-SAME	11 AM		SNOW					EBL from center lane
9	EB_6	20L02BC3ZB	1/16/2021	SIDE-SWIPE-SAME	2 PM		WET					EBL from center lane
10	EB_6	20L02CL50X	6/19/2023	SIDE-SWIPE-SAME	5 PM							
11	EB_6	20L1LG9LWC	7/8/2023	SIDE-SWIPE-SAME	11 AM							
12	EB_6	20L0JP713J	8/22/2024	SIDE-SWIPE-SAME	5 AM			DAY				SBL & NBR turners
13	NB_5	20L044NQ9J	3/19/2022	REAR-END	5 PM							
14	NB_5	20L02942FR	8/3/2022	REAR-END	3 PM							
15	NB_5	20L03V1GN5	8/27/2022	REAR-END	3 PM		WET					
16	NB_5	20L02BC48D	10/25/2022	REAR-END	7 AM							
17	NB_5	DHL067MLX4	10/27/2022	REAR-END	4 PM							
18	NB_5	20L1D0GSLB	11/19/2024	REAR-END	6 AM		WET					
19	NB_6	20L0JQG274	9/13/2024	SIDE-SWIPE-SAME	7 AM							
20	NB^d	20L02DT5QN	2/21/2020	DRIVEWAY-RELATED	12 PM	C						
21	NB^d	20L02CL4TM	11/8/2021	DRIVEWAY-RELATED	1 PM							
22	NB^d	20L1D0GSKP	8/27/2024	DRIVEWAY-RELATED	5 PM		WET					
23	SB_1	20L02CL4PP	6/22/2020	LT-ANGLE	8 PM		WET	DARK				SBL fail to yield
24	SB_1	20L02DT61B	1/20/2024	LT-ANGLE	8 AM		SNOW					SBL fail to yield
25	SB_5	20L02BC3WR	9/24/2020	REAR-END	3 PM		WET				Y	
26	SB_5	20L03FP3DB	9/28/2020	REAR-END	6 PM			DAY				
27	SB_5	20L05G5WRS	3/29/2021	REAR-END	7 AM							
28	SB_5	20L1J8VN02	2/9/2023	REAR-END	6 PM			DARK				
29	SB_5	20L02BC4BM	5/9/2023	REAR-END	5 PM							
30	SB_6	20L03FP3D4	2/19/2020	SIDE-SWIPE-SAME	12 PM							
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

TADI TRAFFIC ANALYSIS & DESIGN, INC.

		Duration	
Location:	CTH HH & Crossroads Dr	**From:**	1/1/2020 — 5 Years
Municipality:	Village of Plover	**To:**	12/31/2024 — 0 Months
County:	Portage	**AADT:**	8,500
Traffic Control:	Traffic Signal	**Area Type:**	Urban
		GPS Coordinates:	44.497271, -89.513636

MAP

TOTAL CRASHES: 22

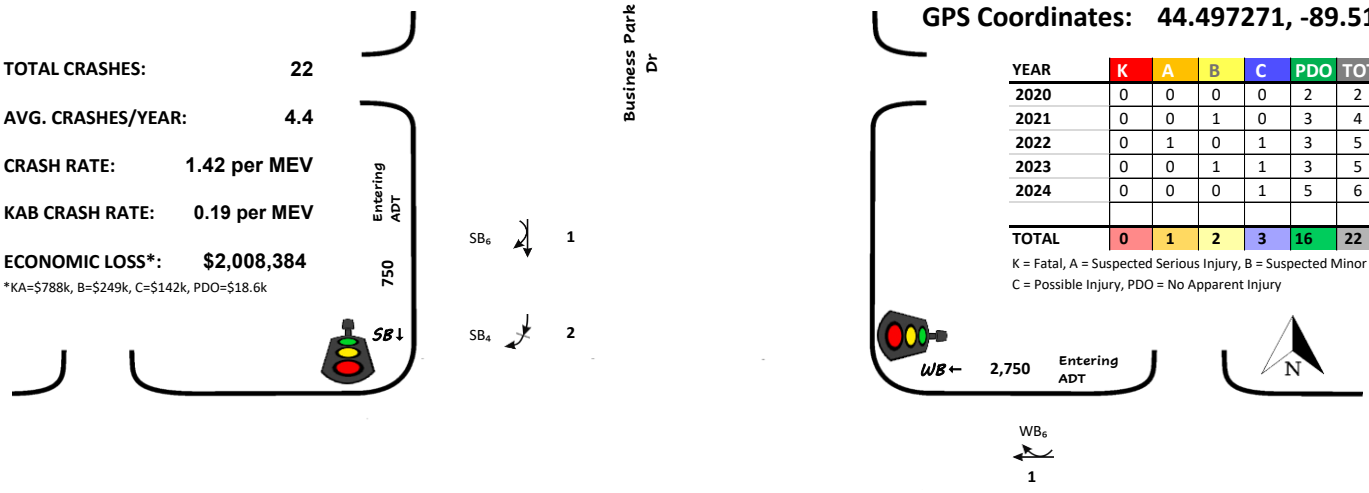
AVG. CRASHES/YEAR: 4.4

CRASH RATE: 1.42 per MEV

KAB CRASH RATE: 0.19 per MEV

ECONOMIC LOSS*: $2,008,384

*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

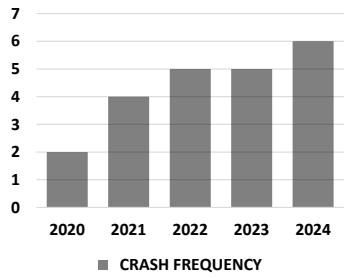


YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	2	2	$ 37,152
2021	0	0	1	0	3	4	$ 304,418
2022	0	1	0	1	3	5	$ 985,874
2023	0	0	1	1	3	5	$ 446,239
2024	0	0	0	1	5	6	$ 234,701
TOTAL	0	1	2	3	16	22	$ 2,008,384

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury

ECON. LOSS COLOR SCALE
- > $1 M
- > $500 K
- Ped/Bike

ANNUAL CRASH TRENDS



CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	1	0	0	1	$ 248,690
RT-ANGLE	0	0	0	1	1	2	$ 160,397
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	1	0	1	4	6	$ 1,004,450
REAR-END	0	0	1	1	7	9	$ 520,543
SIDE-SWIPE-SAME	0	0	0	0	3	3	$ 55,728
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	1	1	$ 18,576
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	1	2	3	16	22	$ 2,008,384

ROAD CONDITIONS		
DRY	18	82%
WET	2	9%
SNOW	2	9%
ICE	0	0%
OTH.	0	0%
TOT.	22	

LIGHT CONDITIONS		
DAY	19	86%
DARK	3	14%
TOT.	22	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
BOTH	0	0%
SPEED	0	0%

SEASON		
SPRING	3	14%
SUMMER	5	23%
FALL	8	36%
WINTER	6	27%
TOT.	22	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

RAN RED LIGHT		
NB	0	0%
SB	0	0%
EB	3	14%
WB	0	0%
TBD	0	0%
TOT.	3	14%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
Minor	35%	15
Moderate	47%	20
Severe	9%	4
None/Other/Unkn	9%	4
Total Damaged Vehicles		43

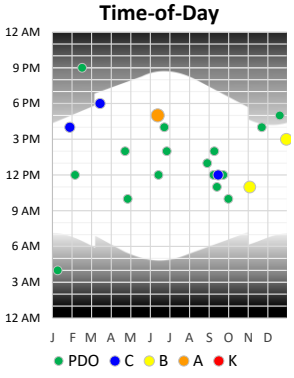
NOTES:

All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Red Light	Speed Related	Slippery Road	Notes
EB4	EB Right-Turn Rear-End Crashes	$967,298	4	0	1	0	1	2	0	0	0	0	
EB5	EB Rear-End Crashes	$483,391	7	0	0	1	1	5	0	0	0	1	
WB1	WB Left-Turn Angle Crashes	$248,690	1	0	0	1	0	0	0	1	0	0	
EB2	EB/SB Right-Angle Crashes	$141,821	1	0	0	0	1	0	0	1	0	1	
NB5	NB Rear-End Crashes	$37,152	2	0	0	0	0	2	0	0	0	0	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**CTH HH & Crossroads Dr**	**From:**	**1/1/2020**
Municipality:	**Village of Plover**	**To:**	**12/31/2024**
County:	**Portage**	**AADT:**	**8,500**
Traffic Control:	**Traffic Signal**	**Area Type:**	**Urban**

Duration
5 Years
0 Months

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_2	20L03V1GPJ	3/15/2023	RT-ANGLE	6 PM	C	WET					EB blew red
2	EB_4	6PL09XQXZB	6/13/2022	RT-TURN REAR-END	5 PM	A						
3	EB_4	20L02BC4D2	11/22/2023	RT-TURN REAR-END	4 PM							
4	EB_4	6PL09XQZ26	9/8/2024	RT-TURN REAR-END	12 PM							
5	EB_4	6PL05S26ZD	9/15/2024	RT-TURN REAR-END	12 PM	C						
6	EB_5	20L0532KRC	6/23/2021	REAR-END	4 PM							unsafe backing
7	EB_5	20L02CL4SX	9/9/2021	REAR-END	2 PM							
8	EB_5	6PL09XQXXR	12/30/2021	REAR-END	3 PM	B						
9	EB_5	20L04SFB37	1/28/2022	REAR-END	4 PM	C		DAY				
10	EB_5	6PL05S26VR	9/13/2022	REAR-END	11 AM							
11	EB_5	6PL050LHLV	9/23/2023	REAR-END	12 PM		WET					
12	EB_5	20L02CL574	10/1/2024	REAR-END	10 AM							
13	WB_1	6PL05QT5VC	11/3/2023	LT-ANGLE	11 AM	B						EB blew red
14	WB_6	6PL068VN0S	4/23/2022	SIDE-SWIPE-SAME	2 PM							unsafe lane change
15	NB_2	20L03V1GK4	8/29/2020	RT-ANGLE	1 PM							EB blew red
16	NB_3	6PL06CBQ6P	12/20/2020	REAR-END	5 PM			DARK				
17	NB_3	6PL068VN29	4/27/2024	REAR-END	10 AM							
18	NB_6	DHL07LCTLX	2/16/2024	SIDE-SWIPE-SAME	9 PM			DARK				2 NBL turners
19	NB_9	20L03ZQKWV	1/9/2022	FIXED-OBJECT	4 AM		SNOW	DARK				NBL semi
20	SB_4	20L05QT5JW	2/5/2021	RT-TURN REAR-END	12 PM		SNOW					
21	SB_4	20L0K3KD6S	6/27/2024	RT-TURN REAR-END	2 PM							
22	SB_6	6PL05QT5TL	6/14/2023	SIDE-SWIPE-SAME	12 PM							WBL & SBR turners
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

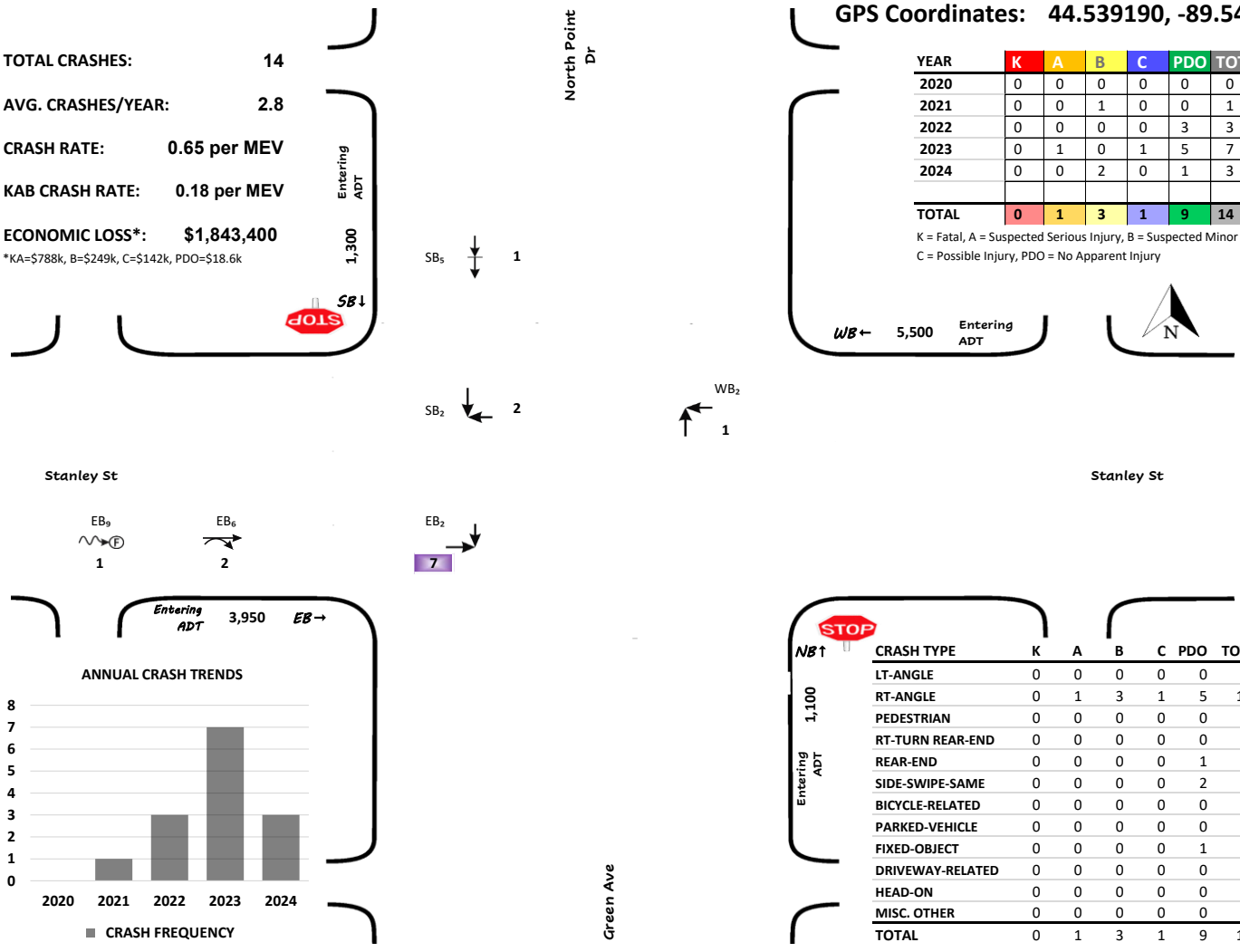
Location: Green Ave & Stanley St
Municipality: City of Stevens Point
County: Portage
Traffic Control: Traffic Signal

Duration

From: 1/1/2020 — 5 Years
To: 12/31/2024 — 0 Months
AADT: 11,850
Area Type: Urban
GPS Coordinates: 44.539190, -89.546554

MAP

TOTAL CRASHES: 14
AVG. CRASHES/YEAR: 2.8
CRASH RATE: 0.65 per MEV
KAB CRASH RATE: 0.18 per MEV
ECONOMIC LOSS*: $1,843,400
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	0	0	$ -
2021	0	0	1	0	0	1	$ 248,690
2022	0	0	0	0	3	3	$ 55,728
2023	0	1	0	1	5	7	$ 1,023,026
2024	0	0	2	0	1	3	$ 515,956
TOTAL	0	1	3	1	9	14	$ 1,843,400

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury

ECON. LOSS COLOR SCALE
> $1 M
> $500 K
Ped/Bike

ANNUAL CRASH TRENDS

CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	1	3	1	5	10	$ 1,769,096
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	1	1	$ 18,576
SIDE-SWIPE-SAME	0	0	0	0	2	2	$ 37,152
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	1	1	$ 18,576
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	1	3	1	9	14	$ 1,843,400

ROAD CONDITIONS		
DRY	11	79%
WET	2	14%
SNOW	0	0%
ICE	1	7%
OTH.	0	0%
TOT.	14	

LIGHT CONDITIONS		
DAY	12	86%
DARK	2	14%
TOT.	14	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
BOTH	1	7%
SPEED	0	0%

SEASON		
SPRING	2	14%
SUMMER	2	14%
FALL	4	29%
WINTER	6	43%
TOT.	14	

FAILURE TO YIELD		
NB	1	7%
SB	9	64%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	10	71%

RAN STOP SIGN		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

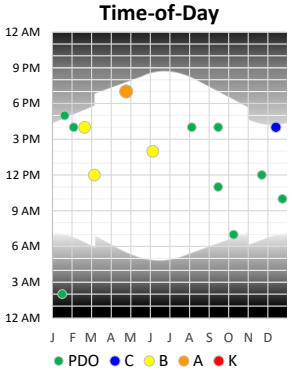
VEHICLE DAMAGE		
Minor	19%	5
Moderate	26%	7
Severe	56%	15
None/Other/Unkn	0%	0
Total Damaged Vehicles		27

NOTES:
All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Stop Sign	Speed Related	Slippery Road	Notes
EB2	EB/SB Right-Angle Crashes	$1,713,368	7	0	1	3	1	2	7	0	0	2	
EB6	EB Side-Swipe Crashes	$37,152	2	0	0	0	0	2	0	0	0	1	
SB2	SB/WB Right-Angle Crashes	$37,152	2	0	0	0	0	2	2	0	0	0	
EB9	EB Fixed Object Crashes	$18,576	1	0	0	0	0	1	0	0	0	0	
WB2	WB/NB Right-Angle Crashes	$18,576	1	0	0	0	0	1	1	0	0	0	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**Green Ave & Stanley St**	**From:**	**1/1/2020**		
Municipality:	**City of Stevens Point**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**11,850**	**5**	**Years**
Traffic Control:	**Traffic Signal**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_2	20L04L84LN	2/20/2021	RT-ANGLE	4 PM	B	WET					SB fail to yield
2	EB_2	20L04SFB38	2/3/2022	RT-ANGLE	4 PM							SB fail to yield
3	EB_2	20L02942HF	1/20/2023	RT-ANGLE	5 PM		ICE	DARK				SB fail to yield
4	EB_2	20L1JKHWRK	4/25/2023	RT-ANGLE	7 PM	A		DAY				SB fail to yield
5	EB_2	20L02BC4D4	12/14/2023	RT-ANGLE	4 PM	C		DAY				SB fail to yield
6	EB_2	20L02CL54F	3/6/2024	RT-ANGLE	12 PM	B						SB fail to yield
7	EB_2	20L1D0GSFQ	6/5/2024	RT-ANGLE	2 PM	B						SB fail to yield
8	EB_6	20L02CL525	9/15/2023	SIDE-SWIPE-SAME	11 AM							
9	EB_6	20L1P713CX	12/24/2023	SIDE-SWIPE-SAME	10 AM		WET					
10	EB_9	20L02BC457	1/16/2022	FIXED-OBJECT	2 AM			DARK	Y	Y		
11	WB_2	20L02DT5W4	8/5/2022	RT-ANGLE	4 PM							NB fail to yield
12	SB_2	20L02CL523	9/15/2023	RT-ANGLE	4 PM							SB fail to yield
13	SB_2	20L1H5JN31	10/9/2024	RT-ANGLE	7 AM							SB fail to yield
14	SB_5	20L1P713CQ	11/22/2023	REAR-END	12 PM							
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

		Duration	
Location:	**USH 10 NB Ramps & CTH B**	**From:**	**1/1/2020** **5 Years**
Municipality:	**Town of Amherst**	**To:**	**12/31/2024** **0 Months**
County:	**Portage**	**AADT:**	**3,975** MAP
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Rural**
		GPS Coordinates:	**44.453819, -89.311392**

TOTAL CRASHES: 12

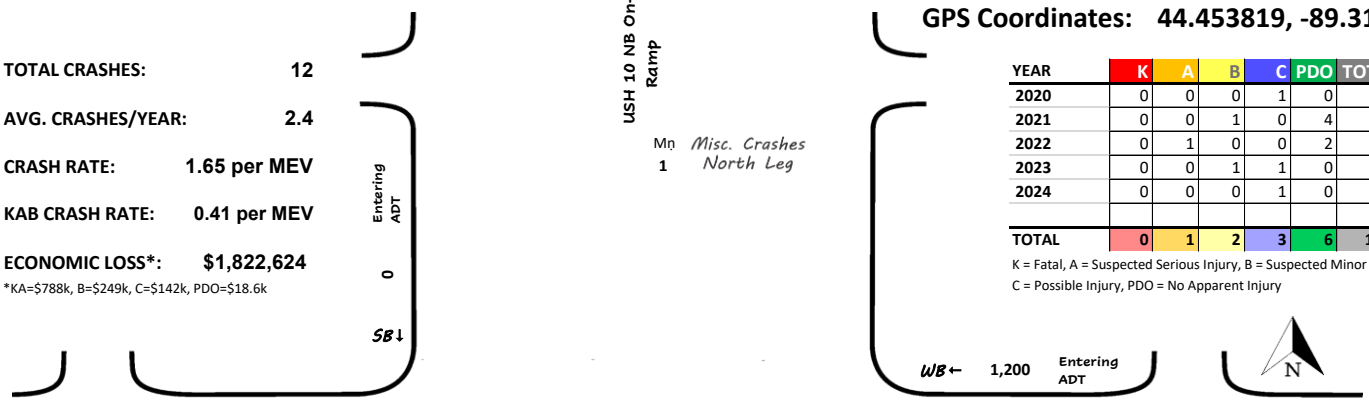
AVG. CRASHES/YEAR: 2.4

CRASH RATE: 1.65 per MEV

KAB CRASH RATE: 0.41 per MEV

ECONOMIC LOSS*: $1,822,624

*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

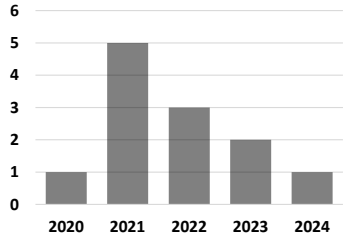


YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	1	0	1	$ 141,821
2021	0	0	1	0	4	5	$ 322,994
2022	0	1	0	0	2	3	$ 825,477
2023	0	0	1	1	0	2	$ 390,511
2024	0	0	0	1	0	1	$ 141,821
TOTAL	0	1	2	3	6	12	$ 1,822,624

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury

ECON. LOSS COLOR SCALE: > $1 M; > $500 K; Ped/Bike

ANNUAL CRASH TRENDS



CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	1	1	3	6	11	$ 1,573,934
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	0	0	$ -
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	1	0	0	1	$ 248,690
TOTAL	0	1	2	3	6	12	$ 1,822,624

ROAD CONDITIONS		
DRY	10	83%
WET	0	0%
SNOW	2	17%
ICE	0	0%
OTH.	0	0%
TOT.	12	

LIGHT CONDITIONS		
DAY	10	83%
DARK	2	17%
TOT.	12	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
BOTH	0	0%
SPEED	3	25%

SEASON		
SPRING	4	33%
SUMMER	2	17%
FALL	3	25%
WINTER	3	25%
TOT.	12	

FAILURE TO YIELD		
NB	9	75%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	9	75%

RAN STOP SIGN		
NB	1	8%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	1	8%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
Minor	22%	5
Moderate	17%	4
Severe	52%	12
None/Other/Unkn	9%	2
Total Damaged Vehicles		23

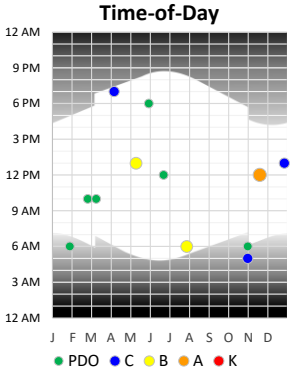
NOTES:

All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Stop Sign	Speed Related	Slippery Road	Notes
WB_2	WB/NB Right-Angle Crashes	$1,129,895	7	0	1	1	0	5	7	0	0	0	
NB_2	NB/EB Right-Angle Crashes	$444,039	4	0	0	0	3	1	2	1	3	2	
Mn Misc.	Miscellaneous North Leg Crashes	$248,690	1	0	0	1	0	0	0	0	0	0	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**USH 10 NB Ramps & CTH B**	**From:**	**1/1/2020**		
Municipality:	**Town of Amherst**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**3,975**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Rural**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	WB_2	DHL0474SHF	1/28/2021	RT-ANGLE	6 AM			DAY				NB fail to yield
2	WB_2	DHL06DKRBN	2/25/2021	RT-ANGLE	10 AM							NB fail to yield
3	WB_2	KRL05WRB0G	3/9/2021	RT-ANGLE	10 AM							NB fail to yield
4	WB_2	DHL04NQ6PZ	6/22/2021	RT-ANGLE	12 PM							NB fail to yield
5	WB_2	DHL06KHWSJ	7/28/2021	RT-ANGLE	6 AM	B		DAY				NB fail to yield
6	WB_2	DHL04NQ6RK	5/30/2022	RT-ANGLE	6 PM							NB fail to yield
7	WB_2	DHL078HJP5	11/19/2022	RT-ANGLE	12 PM	A						NB fail to yield
8	NB_2	DHL042CGH3	12/27/2020	RT-ANGLE	1 PM	C	SNOW				Y	NB fail to yield
9	NB_2	DHL06RP3CW	10/31/2022	RT-ANGLE	6 AM			DARK			Y	NB blew stop
10	NB_2	DHL06FSSK6	10/31/2023	RT-ANGLE	5 AM	C	SNOW	DARK			Y	slid thru stop sign
11	NB_2	DHL07LCTM6	4/6/2024	RT-ANGLE	7 PM	C		DAY				NB fail to yield
12	Mn	DHL07MLVN9	5/10/2023	MISC. OTHER	1 PM	B						NB FTY (non-contact)
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Intersection Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

Location: BUS 51-Division St & Fourth Ave
Municipality: City of Stevens Point
County: Portage
Traffic Control: Traffic Signal

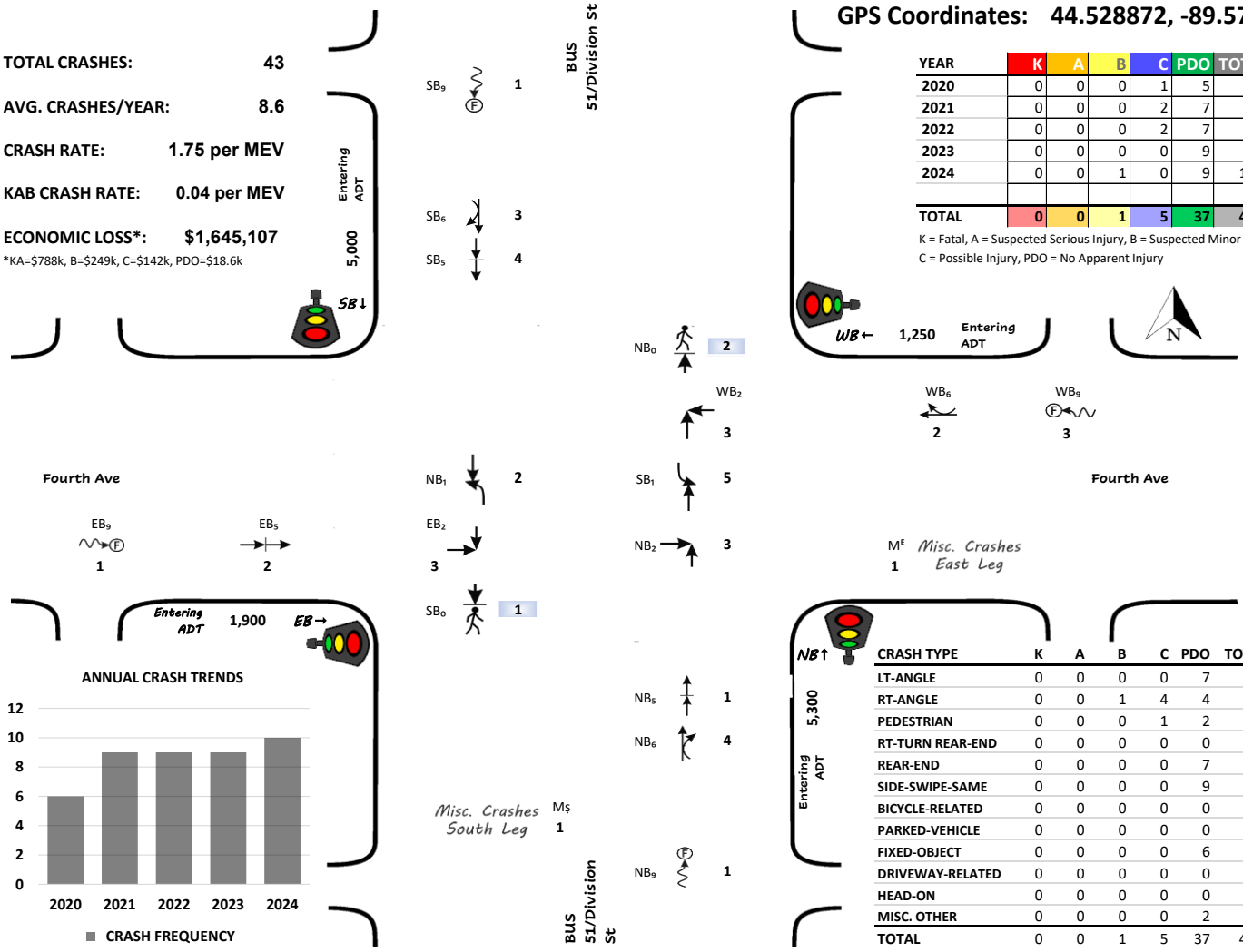
Duration
From: 1/1/2020 — 5 Years
To: 12/31/2024 — 0 Months
AADT: 13,450
Area Type: Urban
GPS Coordinates: 44.528872, -89.574753

MAP

TOTAL CRASHES: 43
AVG. CRASHES/YEAR: 8.6
CRASH RATE: 1.75 per MEV
KAB CRASH RATE: 0.04 per MEV
ECONOMIC LOSS*: $1,645,107
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	1	5	6	$ 234,701
2021	0	0	0	2	7	9	$ 413,674
2022	0	0	0	2	7	9	$ 413,674
2023	0	0	0	0	9	9	$ 167,184
2024	0	0	1	0	9	10	$ 415,874
TOTAL	0	0	1	5	37	43	$ 1,645,107

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury



ECON. LOSS COLOR SCALE
> $1 M
> $500 K
Ped/Bike

ANNUAL CRASH TRENDS

CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	7	7	$ 130,032
RT-ANGLE	0	0	1	4	4	9	$ 890,278
PEDESTRIAN	0	0	0	1	2	3	$ 178,973
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	7	7	$ 130,032
SIDE-SWIPE-SAME	0	0	0	0	9	9	$ 167,184
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	6	6	$ 111,456
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	2	2	$ 37,152
TOTAL	0	0	1	5	37	43	$ 1,645,107

ROAD CONDITIONS		
DRY	34	79%
WET	7	16%
SNOW	2	5%
ICE	0	0%
OTH.	0	0%
TOT.	43	

LIGHT CONDITIONS		
DAY	39	91%
DARK	4	9%
TOT.	43	

DRIVER BEHAVIOR		
ALCOHOL	1	2%
DRUGS	0	0%
BOTH	0	0%
SPEED	0	0%

SEASON		
SPRING	4	9%
SUMMER	13	30%
FALL	18	42%
WINTER	8	19%
TOT.	43	

FAILURE TO YIELD		
NB	2	5%
SB	5	12%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	7	16%

RAN RED LIGHT		
NB	5	12%
SB	3	7%
EB	1	2%
WB	0	0%
TBD	0	0%
TOT.	9	21%

TBD = verification from crash report needed for direction

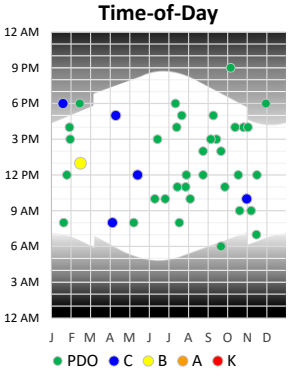
VEHICLE DAMAGE			
Minor		30%	24
Moderate		38%	30
Severe		18%	14
None/Other/Unkn		15%	12
Total Damaged Vehicles			80

NOTES:
All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Red Light	Speed Related	Slippery Road	Notes
NB2	NB/EB Right-Angle Crashes	$409,087	3	0	0	1	1	1	0	3	0	0	
EB2	EB/SB Right-Angle Crashes	$302,218	3	0	0	0	2	1	0	3	0	2	
WB2	WB/NB Right-Angle Crashes	$178,973	3	0	0	0	1	2	0	3	0	0	
NB0	NB Farside Pedestrian Crashes	$160,397	2	0	0	0	1	1	0	0	0	0	
SB1	SB Left-Turn Angle Crashes	$92,880	5	0	0	0	0	5	5	0	0	3	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**BUS 51-Division St & Fourth Ave**	**From:**	**1/1/2020**
Municipality:	**City of Stevens Point**	**To:**	**12/31/2024**
County:	**Portage**	**AADT:**	**13,450**
Traffic Control:	**Traffic Signal**	**Area Type:**	**Urban**

Duration
5 Years
0 Months

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_2	20L04SFB33	1/19/2020	RT-ANGLE	6 PM	C	WET	DARK				SB blew red
2	EB_2	20L02CL4RQ	4/10/2021	RT-ANGLE	5 PM	C	WET					SB blew red
3	EB_2	20L02BC448	11/16/2021	RT-ANGLE	12 PM							SB blew red
4	EB_5	20L02BC3VQ	6/10/2020	REAR-END	10 AM				Y			
5	EB_5	20L05KW147	9/14/2021	REAR-END	3 PM							
6	EB_9	20L02DT5V6	11/7/2021	FIXED-OBJECT	9 AM							EBR truck
7	WB_2	20L02CL4TG	10/31/2021	RT-ANGLE	10 AM	C						NB blew red
8	WB_2	20L02DT621	5/8/2024	RT-ANGLE	8 AM							NB blew red
9	WB_2	20L02CL56V	9/21/2024	RT-ANGLE	2 PM							NB blew red
10	WB_6	20L027W1NR	1/20/2020	SIDE-SWIPE-SAME	6 PM			DARK				imp. lane change
11	WB_6	20L040ZM06	2/14/2020	SIDE-SWIPE-SAME	6 PM			DARK				WBR from left lane
12	WB_9	20L02942CH	11/30/2021	FIXED-OBJECT	6 PM			DAY				WBR truck
13	WB_9	20L03ZQKXH	7/18/2022	FIXED-OBJECT	8 AM							WBR truck
14	WB_9	20L1P713BG	10/6/2022	FIXED-OBJECT	9 PM			DARK				
15	M^t	20L027W1NQ	1/20/2020	MISC. OTHER	8 AM		SNOW					lane dev sideswipe
16	NB_0	20L03FP3DW	5/14/2022	PEDESTRIAN	12 PM	C						EBL & bike in x-walk
17	NB_0	MRL0DJJ8VP	7/28/2023	PEDESTRIAN	11 AM							EBL & bike in x-walk
18	NB_1	20L02BC3VZ	7/14/2020	LT-ANGLE	4 PM							NBL fail to yield
19	NB_1	20L1P713CJ	9/27/2023	LT-ANGLE	11 AM							NBL fail to yield
20	NB_2	20L05QT5KX	4/5/2022	RT-ANGLE	8 AM	C						EB blew red
21	NB_2	20L1X0Q6N1	7/29/2023	RT-ANGLE	12 PM							NB blew red
22	NB_2	20L1X84FBP	2/15/2024	RT-ANGLE	1 PM	B		DAY				NB blew red
23	NB_5	20L02CL4WS	8/24/2022	REAR-END	2 PM							
24	NB_6	20L02942K3	6/14/2023	SIDE-SWIPE-SAME	3 PM							NBR wide truck turn
25	NB_6	20L1WW13BL	8/4/2023	SIDE-SWIPE-SAME	10 AM							two WBR turners
26	NB_6	20L0K3KD6T	7/15/2024	SIDE-SWIPE-SAME	11 AM							EBL & WBR turners
27	NB_6	20L02CL567	7/22/2024	SIDE-SWIPE-SAME	5 PM							NBR from left lane
28	NB_9	20L02DT5V0	9/22/2021	FIXED-OBJECT	6 AM			DAY				NBR truck
29	M_5	20L02942LF	10/26/2023	MISC. OTHER	4 PM		WET					
30	SB_0	20L1H5JN2N	9/21/2024	PEDESTRIAN	6 AM							WBL turner
31	SB_1	20L02942DB	1/29/2022	LT-ANGLE	4 PM		WET	DAY				SBL fail to yield
32	SB_1	20L03V1GNP	11/15/2022	LT-ANGLE	7 AM		SNOW					SBL fail to yield
33	SB_1	20L02CL4XZ	1/25/2023	LT-ANGLE	12 PM							SBL fail to yield
34	SB_1	20L1P713CK	10/13/2023	LT-ANGLE	4 PM		WET					SBU fail to yield
35	SB_1	20L1JP7141	1/30/2024	LT-ANGLE	3 PM							SBL fail to yield
36	SB_5	20L02942G4	9/9/2022	REAR-END	5 PM							
37	SB_5	20L1J6DKRK	10/18/2023	REAR-END	12 PM							
38	SB_5	20L0JRP3B2	7/12/2024	REAR-END	6 PM							
39	SB_5	20L0JQG27B	11/2/2024	REAR-END	4 PM							
40	SB_6	20L0294291	6/26/2021	SIDE-SWIPE-SAME	10 AM		WET					imp. lane change
41	SB_6	20L0532KRG	8/24/2021	SIDE-SWIPE-SAME	12 PM							imp. lane change
42	SB_6	20L1H5JN2H	9/5/2024	SIDE-SWIPE-SAME	3 PM		WET					imp. lane change
43	SB_9	20L02BC48C	10/20/2022	FIXED-OBJECT	9 AM							SBR truck
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

TADI TRAFFIC ANALYSIS & DESIGN, INC.

		Duration	
Location:	STH 66-Main St & Illinois Ave	**From:**	1/1/2020 — 5 Years
Municipality:	City of Stevens Point	**To:**	12/31/2024 — 0 Months
County:	Portage	**AADT:**	6,710
Traffic Control:	Minor Street Stop	**Area Type:**	Urban
		GPS Coordinates:	44.523476, -89.566137

MAP

TOTAL CRASHES: 10

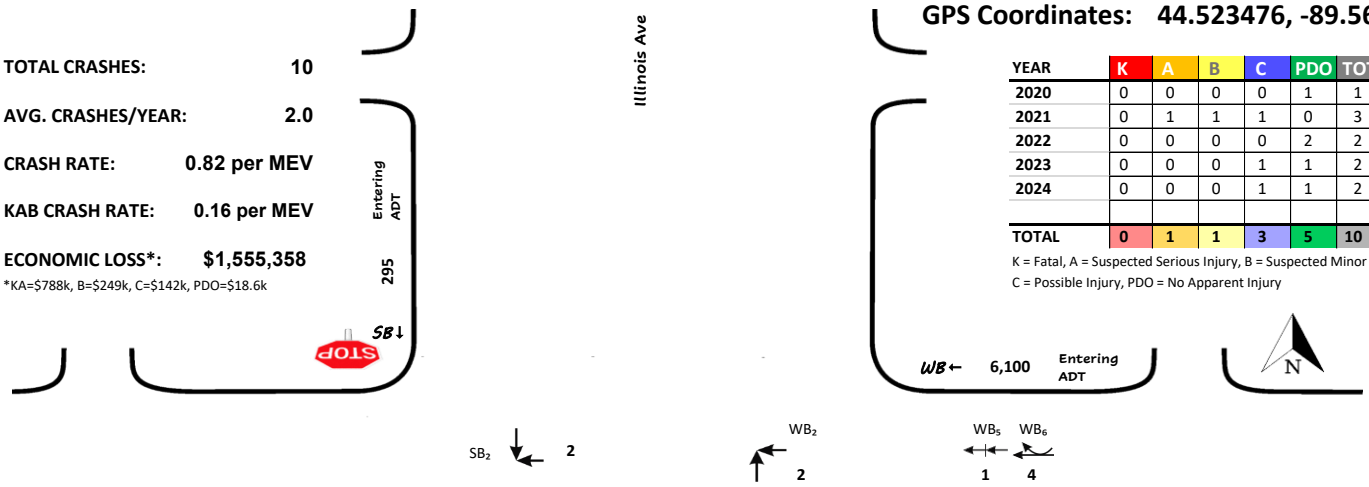
AVG. CRASHES/YEAR: 2.0

CRASH RATE: 0.82 per MEV

KAB CRASH RATE: 0.16 per MEV

ECONOMIC LOSS*: $1,555,358

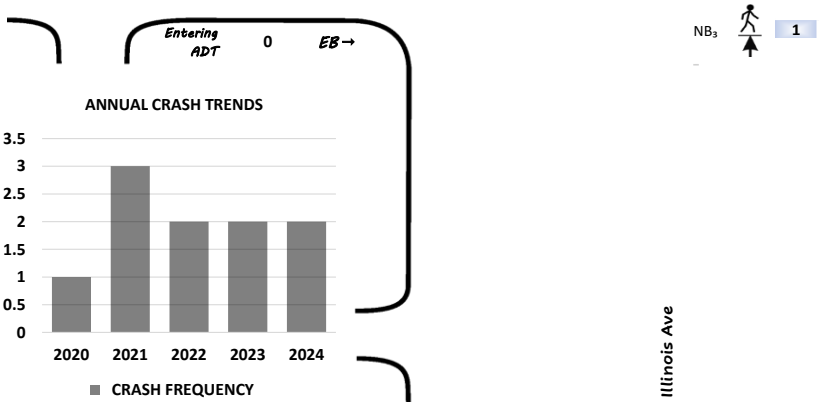
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	1	1	$ 18,576
2021	0	1	1	1	0	3	$ 1,178,836
2022	0	0	0	0	2	2	$ 37,152
2023	0	0	0	1	1	2	$ 160,397
2024	0	0	0	1	1	2	$ 160,397
TOTAL	0	1	1	3	5	10	$ 1,555,358

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury

ECON. LOSS COLOR SCALE: > $1 M; > $500 K; Ped/Bike



CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	0	2	2	4	$ 320,794
PEDESTRIAN	0	1	0	0	0	1	$ 788,325
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	1	0	0	1	$ 248,690
SIDE-SWIPE-SAME	0	0	0	1	3	4	$ 197,549
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	1	1	3	5	10	$ 1,555,358

ROAD CONDITIONS		
DRY	7	70%
WET	2	20%
SNOW	1	10%
ICE	0	0%
OTH.	0	0%
TOT.	10	

LIGHT CONDITIONS		
DAY	8	80%
DARK	2	20%
TOT.	10	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	1	10%
BOTH	0	0%
SPEED	0	0%

SEASON		
SPRING	2	20%
SUMMER	0	0%
FALL	4	40%
WINTER	4	40%
TOT.	10	

FAILURE TO YIELD		
NB	3	30%
SB	1	10%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	4	40%

RAN STOP SIGN		
NB	0	0%
SB	1	10%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	1	10%

TBD = verification from crash report needed for direction

NOTES:

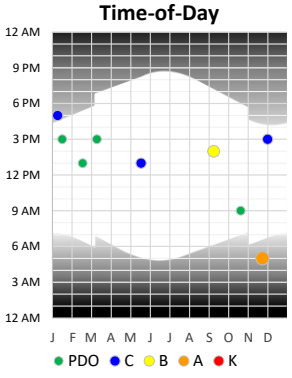
All crashes have been vetted with crash reports.

VEHICLE DAMAGE		
Minor	21%	4
Moderate	37%	7
Severe	32%	6
None/Other/Unkn	11%	2
Total Damaged Vehicles		19

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Stop Sign	Speed Related	Slippery Road	Notes
NB_3	NB Nearside Pedestrian Crashes	$788,325	1	0	1	0	0	0	1	0	0	0	
WB_5	WB Rear-End Crashes	$248,690	1	0	0	1	0	0	0	0	0	0	
WB_6	WB Side-Swipe Crashes	$197,549	4	0	0	0	1	3	0	0	0	1	
WB_2	WB/NB Right-Angle Crashes	$160,397	2	0	0	0	1	1	2	0	0	1	
SB_2	SB/WB Right-Angle Crashes	$160,397	2	0	0	0	1	1	1	1	0	1	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

Location:	**STH 66-Main St & Illinois Ave**	**From:**	**1/1/2020**		
Municipality:	**City of Stevens Point**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**6,710**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	WB_2	20L02BC3TZ	3/10/2020	RT-ANGLE	3 PM							NB fail to yield
2	WB_2	20L02BC44G	12/1/2021	RT-ANGLE	3 PM	C	WET					NB fail to yield
3	WB_5	20L02942B3	9/8/2021	REAR-END	2 PM	B						
4	WB_6	20L02942D4	1/16/2022	SIDE-SWIPE-SAME	3 PM		SNOW	DARK				WBL from center lane
5	WB_6	20L02DT5XL	5/18/2023	SIDE-SWIPE-SAME	1 PM	C						
6	WB_6	20L02CL52P	10/20/2023	SIDE-SWIPE-SAME	9 AM							
7	WB_6	20L02BC4DS	2/17/2024	SIDE-SWIPE-SAME	1 PM							WBL from center lane
8	NB_3	20L02CL4TS	11/23/2021	PEDESTRIAN	5 AM	A		DARK				NBL FTY to ped
9	SB_2	20L02BC47N	9/6/2022	RT-ANGLE	2 PM					Y		SB blew stop
10	SB_2	20L1WX84FM	1/9/2024	RT-ANGLE	5 PM	C	WET	DAY				SB fail to yield
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

		Duration	
Location:	**STH 66 & Frontenac Ave**	**From:**	**1/1/2020** **5 Years**
Municipality:	**City of Stevens Point**	**To:**	**12/31/2024** **0 Months**
County:	**Portage**	**AADT:**	**14,920** MAP
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Urban**
		GPS Coordinates:	**44.523288, -89.555586**

TOTAL CRASHES: 6

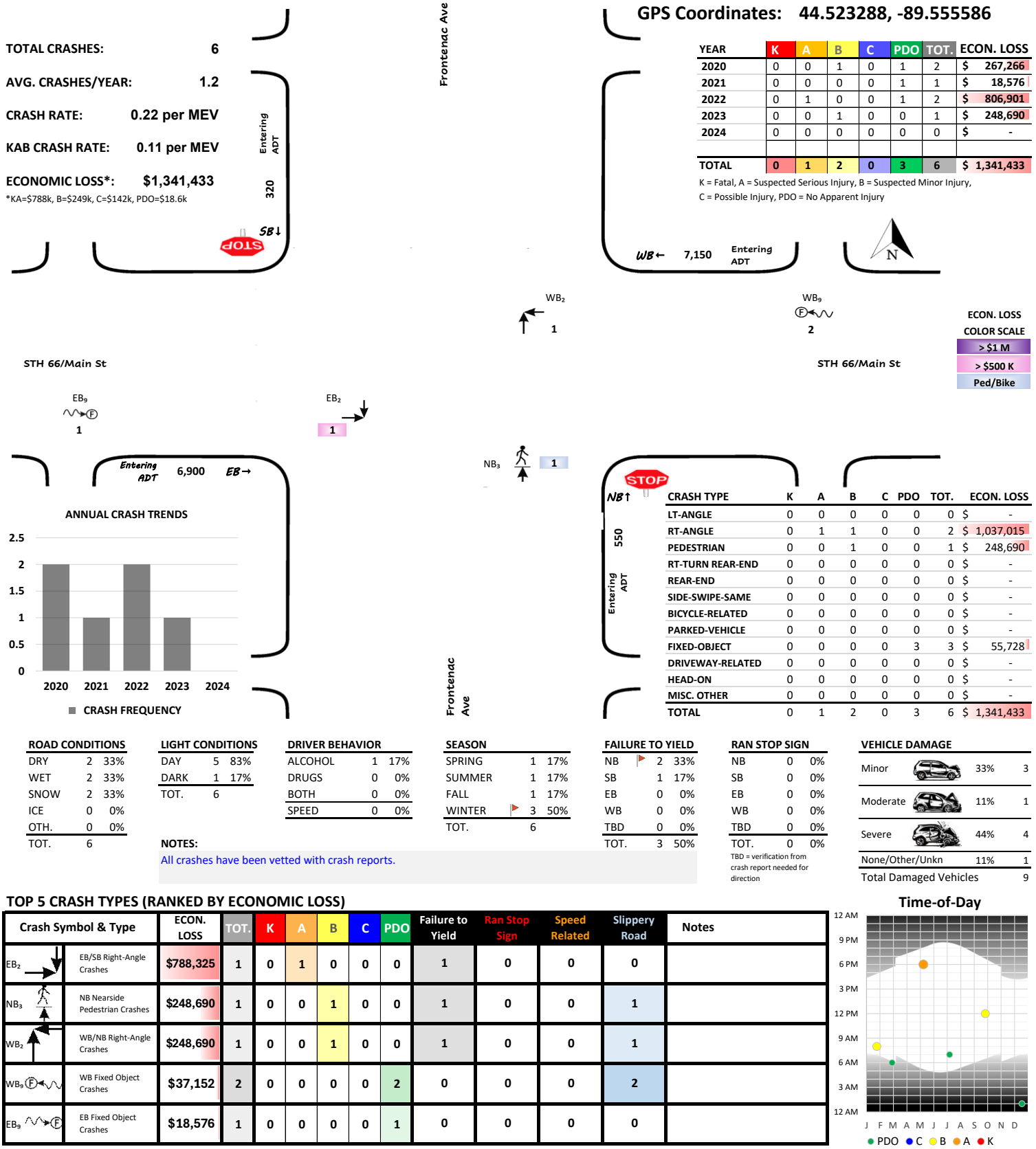
AVG. CRASHES/YEAR: 1.2

CRASH RATE: 0.22 per MEV

KAB CRASH RATE: 0.11 per MEV

ECONOMIC LOSS*: $1,341,433

*KA=$788k, B=$249k, C=$142k, PDO=$18.6k



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	1	0	1	2	$ 267,266
2021	0	0	0	0	1	1	$ 18,576
2022	0	1	0	0	1	2	$ 806,901
2023	0	0	1	0	0	1	$ 248,690
2024	0	0	0	0	0	0	$ -
TOTAL	0	1	2	0	3	6	$ 1,341,433

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury

ECON. LOSS COLOR SCALE
- > $1 M
- > $500 K
- Ped/Bike

ANNUAL CRASH TRENDS

CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	1	1	0	0	2	$ 1,037,015
PEDESTRIAN	0	0	1	0	0	1	$ 248,690
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	0	0	$ -
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	3	3	$ 55,728
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	1	2	0	3	6	$ 1,341,433

ROAD CONDITIONS		
DRY	2	33%
WET	2	33%
SNOW	2	33%
ICE	0	0%
OTH.	0	0%
TOT.	6	

LIGHT CONDITIONS		
DAY	5	83%
DARK	1	17%
TOT.	6	

DRIVER BEHAVIOR		
ALCOHOL	1	17%
DRUGS	0	0%
BOTH	0	0%
SPEED	0	0%

SEASON		
SPRING	1	17%
SUMMER	1	17%
FALL	1	17%
WINTER	3	50%
TOT.	6	

FAILURE TO YIELD		
NB	2	33%
SB	1	17%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	3	50%

RAN STOP SIGN		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
Minor	33%	3
Moderate	11%	1
Severe	44%	4
None/Other/Unkn	11%	1
Total Damaged Vehicles		9

NOTES:

All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Stop Sign	Speed Related	Slippery Road	Notes
EB2	EB/SB Right-Angle Crashes	$788,325	1	0	1	0	0	0	1	0	0	0	
NB3	NB Nearside Pedestrian Crashes	$248,690	1	0	0	1	0	0	1	0	0	1	
WB2	WB/NB Right-Angle Crashes	$248,690	1	0	0	1	0	0	1	0	0	1	
WB9 F	WB Fixed Object Crashes	$37,152	2	0	0	0	0	2	0	0	0	2	
EB9 F	EB Fixed Object Crashes	$18,576	1	0	0	0	0	1	0	0	0	0	

Time-of-Day

Crash Data

Corresponds to Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

Location:	**STH 66 & Frontenac Ave**	**From:**	**1/1/2020**		
Municipality:	**City of Stevens Point**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**14,920**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_2	20L02CL4W1	5/9/2022	RT-ANGLE	6 PM	A			Y			SB fail to yield
2	EB_9	20L02BC3TG	2/28/2020	FIXED-OBJECT	6 AM							
3	WB_2	20L02CL4P0	1/24/2020	RT-ANGLE	8 AM	B	SNOW					NB fail to yield
4	WB_9	20L03V1GKW	7/7/2021	FIXED-OBJECT	7 AM		WET					
5	WB_9	20L03V1GP3	12/18/2022	FIXED-OBJECT	1 AM		SNOW	DARK				
6	NB_3	20L02BC4CR	9/26/2023	PEDESTRIAN	12 PM	B	WET					bike in x-walk
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

		Duration	
Location:	STH 161 & CTH T	**From:**	1/1/2020 — 5 Years
Municipality:	Town of Amherst	**To:**	12/31/2024 — 0 Months
County:	Portage	**AADT:**	1,890
Traffic Control:	Minor Street Stop	**Area Type:**	Rural
		GPS Coordinates:	44.503927, -89.263933

MAP

TOTAL CRASHES: 4

AVG. CRASHES/YEAR: 0.8

CRASH RATE: 1.16 per MEV

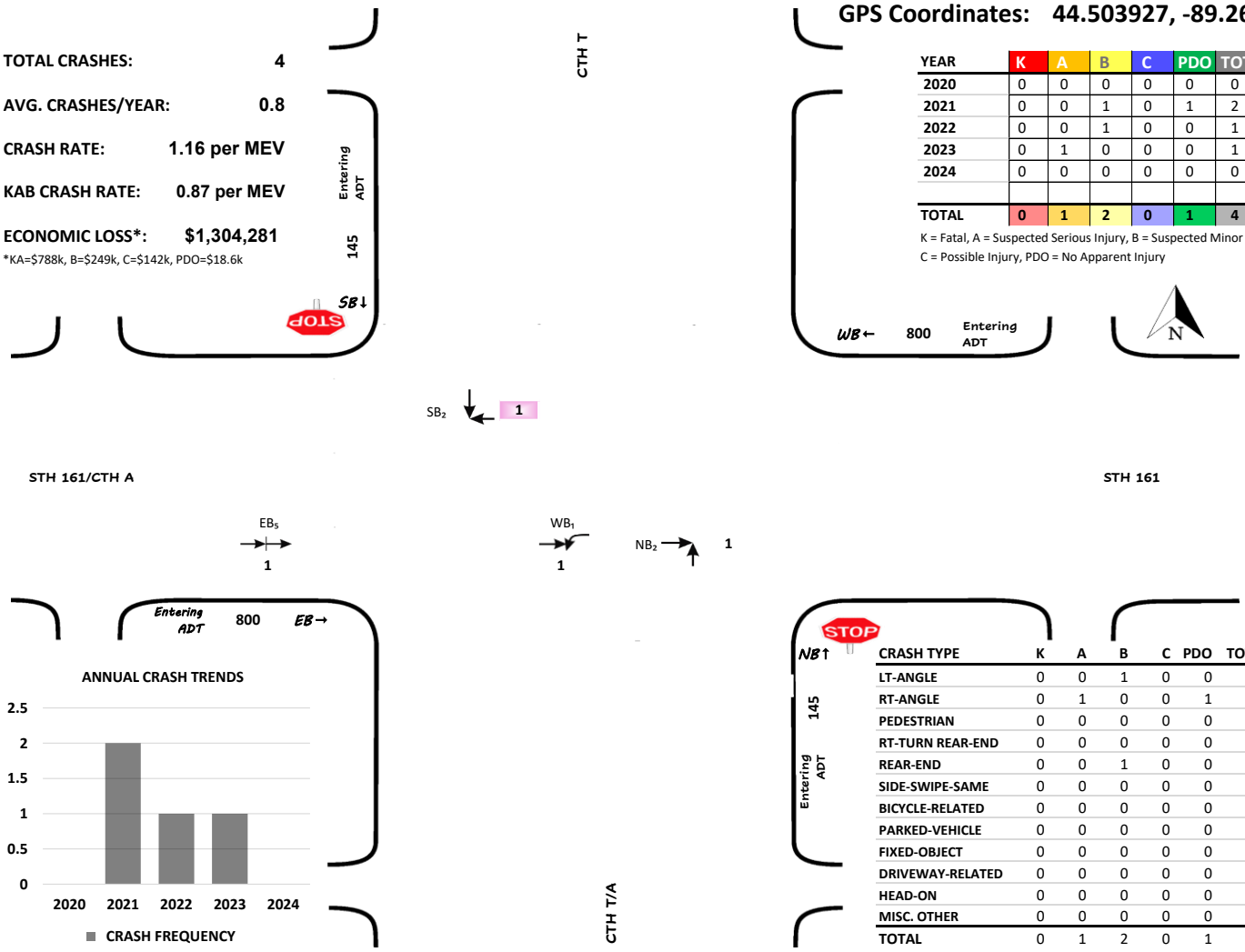
KAB CRASH RATE: 0.87 per MEV

ECONOMIC LOSS*: $1,304,281

*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	0	0	$ -
2021	0	0	1	0	1	2	$ 267,266
2022	0	0	1	0	0	1	$ 248,690
2023	0	1	0	0	0	1	$ 788,325
2024	0	0	0	0	0	0	$ -
TOTAL	0	1	2	0	1	4	$ 1,304,281

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury



CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	1	0	0	1	$ 248,690
RT-ANGLE	0	1	0	0	1	2	$ 806,901
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	1	0	0	1	$ 248,690
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	1	2	0	1	4	$ 1,304,281

ROAD CONDITIONS		
DRY	4	100%
WET	0	0%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	4	

LIGHT CONDITIONS		
DAY	4	100%
DARK	0	0%
TOT.	4	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
BOTH	0	0%
SPEED	1	25%

SEASON		
SPRING	0	0%
SUMMER	2	50%
FALL	2	50%
WINTER	0	0%
TOT.	4	

FAILURE TO YIELD		
NB	1	25%
SB	0	0%
EB	0	0%
WB	1	25%
TBD	0	0%
TOT.	2	50%

RAN STOP SIGN		
NB	0	0%
SB	1	25%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	1	25%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
Minor	0%	0
Moderate	25%	2
Severe	75%	6
None/Other/Unkn	0%	0
Total Damaged Vehicles		8

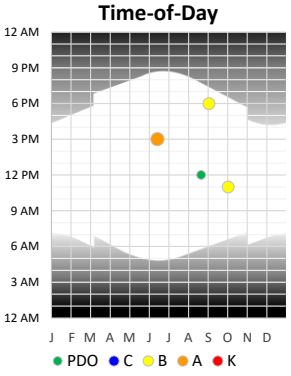
NOTES:

All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Stop Sign	Speed Related	Slippery Road	Notes
SB_2	SB/WB Right-Angle Crashes	$788,325	1	0	1	0	0	0	0	1	0	0	
EB_5	EB Rear-End Crashes	$248,690	1	0	0	1	0	0	0	0	1	0	
WB_1	WB Left-Turn Angle Crashes	$248,690	1	0	0	1	0	0	1	0	0	0	
NB_2	NB/EB Right-Angle Crashes	$18,576	1	0	0	0	0	1	1	0	0	0	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**STH 161 & CTH T**	**From:**	**1/1/2020**		
Municipality:	**Town of Amherst**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**1,890**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Rural**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_1	DHL06SX4FF	10/2/2021	REAR-END	11 AM	B					Y	
2	WB_1	DHL06FSSJ4	9/2/2022	LT-ANGLE	6 PM	B						WBL fail to yield
3	NB_2	DHL06FSSGQ	8/21/2021	RT-ANGLE	12 PM							NB fail to yield
4	SB_2	DHL06V55MD	6/14/2023	RT-ANGLE	3 PM	A						SB blew stop
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

TADI TRAFFIC ANALYSIS & DESIGN, INC.

Location: STH 66-Main St & Division St
Municipality: City of Stevens Point
County: Portage
Traffic Control: Traffic Signal

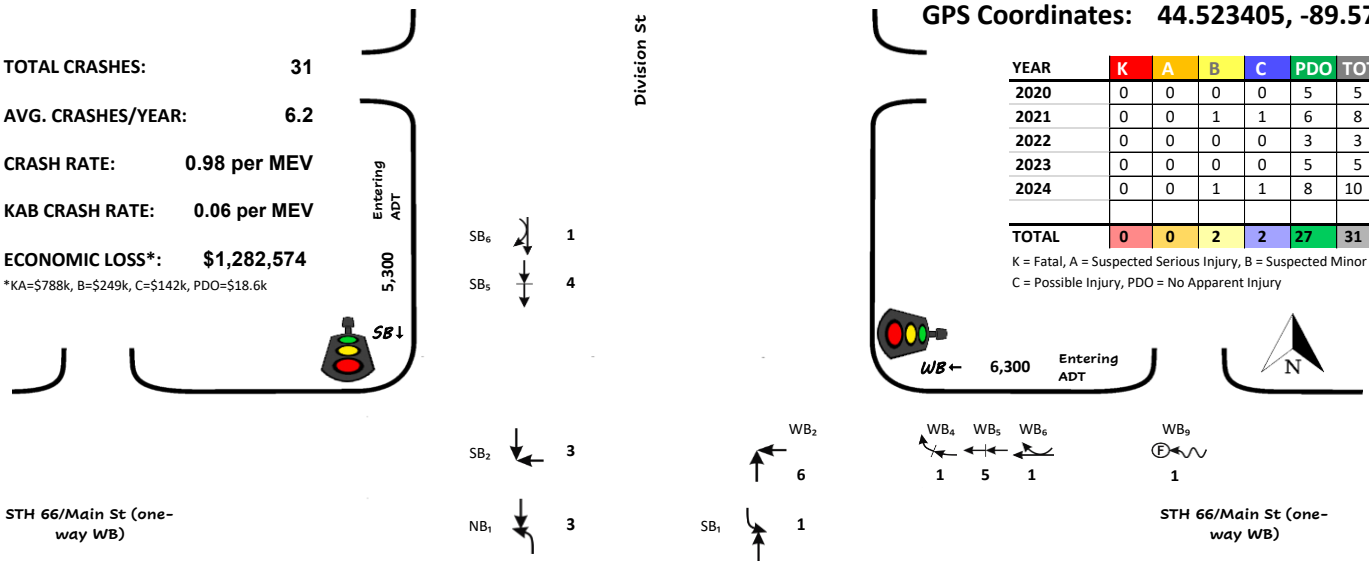
Duration
From: 1/1/2020 — 5 Years
To: 12/31/2024 — 0 Months
AADT: 17,250
Area Type: Urban
GPS Coordinates: 44.523405, -89.574771

MAP

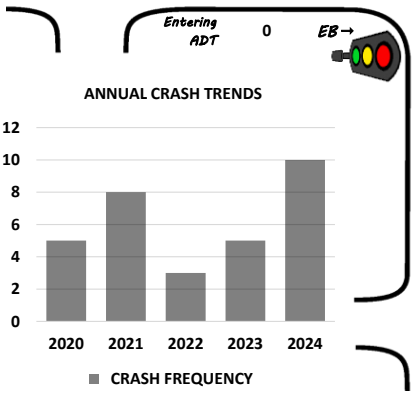
TOTAL CRASHES: 31
AVG. CRASHES/YEAR: 6.2
CRASH RATE: 0.98 per MEV
KAB CRASH RATE: 0.06 per MEV
ECONOMIC LOSS*: $1,282,574
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

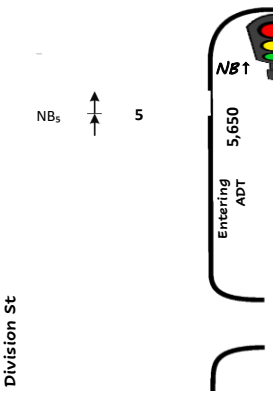
YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	5	5	$ 92,880
2021	0	0	1	1	6	8	$ 501,967
2022	0	0	0	0	3	3	$ 55,728
2023	0	0	0	0	5	5	$ 92,880
2024	0	0	1	1	8	10	$ 539,119
TOTAL	0	0	2	2	27	31	$ 1,282,574

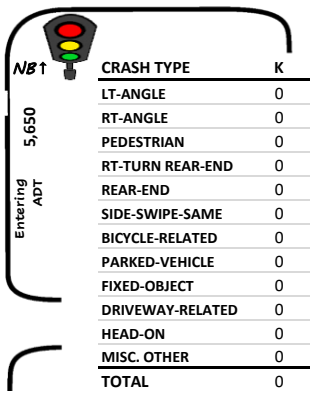
K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury



ECON. LOSS COLOR SCALE
> $1 M
> $500 K
Ped/Bike







CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	1	0	3	4	$ 304,418
RT-ANGLE	0	0	1	1	7	9	$ 520,543
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	1	1	$ 18,576
REAR-END	0	0	0	1	13	14	$ 383,309
SIDE-SWIPE-SAME	0	0	0	0	2	2	$ 37,152
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	1	1	$ 18,576
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	0	2	2	27	31	$ 1,282,574

ROAD CONDITIONS		
DRY	19	61%
WET	9	29%
SNOW	3	10%
ICE	0	0%
OTH.	0	0%
TOT.	31	

LIGHT CONDITIONS		
DAY	23	74%
DARK	8	26%
TOT.	31	

DRIVER BEHAVIOR		
ALCOHOL	2	6%
DRUGS	1	3%
BOTH	0	0%
SPEED	5	16%

SEASON		
SPRING	3	10%
SUMMER	8	26%
FALL	7	23%
WINTER	13	42%
TOT.	31	

FAILURE TO YIELD		
NB	3	10%
SB	1	3%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	4	13%

RAN RED LIGHT		
NB	4	13%
SB	2	6%
EB	0	0%
WB	1	3%
TBD	2	6%
TOT.	9	29%

TBD = verification from crash report needed for direction

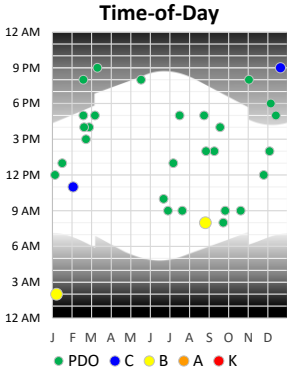
VEHICLE DAMAGE		
Minor	30%	18
Moderate	41%	25
Severe	20%	12
None/Other/Unkn	10%	6
Total Damaged Vehicles		61

NOTES:
All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Red Light	Speed Related	Slippery Road	Notes
WB2	WB/NB Right-Angle Crashes	$341,570	6	0	0	1	0	5	0	6	0	3	
NB1	NB Left-Turn Angle Crashes	$285,842	3	0	0	1	0	2	3	0	0	0	
SB5	SB Rear-End Crashes	$197,549	4	0	0	0	1	3	0	0	1	2	
SB2	SB/WB Right-Angle Crashes	$178,973	3	0	0	0	1	2	0	3	0	2	
WB5	WB Rear-End Crashes	$92,880	5	0	0	0	0	5	0	0	2	3	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

Location:	**STH 66-Main St & Division St**	**From:**	**1/1/2020**		
Municipality:	**City of Stevens Point**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**17,250**	**5**	**Years**
Traffic Control:	**Traffic Signal**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	WB_2	20L02CL4PD	3/7/2020	RT-ANGLE	5 PM							NB blew red
2	WB_2	20L02BC427	7/17/2021	RT-ANGLE	5 PM							NB blew red
3	WB_2	20L02CL4ZH	2/27/2023	RT-ANGLE	4 PM		WET					WB blew red
4	WB_2	20L02BC4DL	1/7/2024	RT-ANGLE	2 AM	B		DARK		Y		UNK blew red
5	WB_2	20L1D0GSFK	5/18/2024	RT-ANGLE	8 PM		WET	DAY				NB blew red
6	WB_2	20L1H5JN3Q	11/25/2024	RT-ANGLE	12 PM		WET					NB blew red
7	WB_4	20L1J6DKRG	7/21/2023	RT-TURN REAR-END	9 AM							
8	WB_5	20L0597RFF	1/5/2020	REAR-END	12 PM		WET				Y	
9	WB_5	20L02BC3WQ	9/23/2020	REAR-END	8 AM							
10	WB_5	20L02942BC	9/18/2021	REAR-END	4 PM							
11	WB_5	20L02BC45H	2/18/2022	REAR-END	5 PM		WET	DARK			Y	
12	WB_5	20L1P713FR	12/4/2024	REAR-END	2 PM		SNOW					
13	WB_6	20L02CL56M	9/9/2024	SIDE-SWIPE-SAME	2 PM							
14	WB_9	20L04L84L9	9/26/2020	FIXED-OBJECT	9 AM						Y	
15	NB_1	20L02DT5RT	10/20/2020	LT-ANGLE	9 AM							NBL fail to yield
16	NB_1	20L05S26N1	8/26/2021	LT-ANGLE	8 AM	B						NBL fail to yield
17	NB_1	20L02CL4V6	12/14/2021	LT-ANGLE	5 PM			DARK				NBL fail to yield
18	NB_5	20L02CL4SF	7/7/2021	REAR-END	1 PM							
19	NB_5	20L05QT5KM	2/22/2022	REAR-END	3 PM		SNOW					
20	NB_5	20L1H5JN1C	6/22/2024	REAR-END	10 AM		WET					
21	NB_5	20L02CL56L	8/24/2024	REAR-END	5 PM						Y	
22	NB_5	20L0JP713R	11/2/2024	REAR-END	8 PM			DARK				
23	SB_1	20L1H5JN3X	12/6/2024	LT-ANGLE	6 PM			DARK				SBL fail to yield
24	SB_2	20L04ZCGFC	6/29/2021	RT-ANGLE	9 AM		WET					SB blew red
25	SB_2	20L02942FX	8/27/2022	RT-ANGLE	2 PM		WET	DAY				UNK blew red
26	SB_2	20L02DT63G	12/21/2024	RT-ANGLE	9 PM	C		DARK	Y			SB blew red
27	SB_5	20L02BC3ZK	2/2/2021	REAR-END	11 AM	C						
28	SB_5	20L02CL4XX	1/16/2023	REAR-END	1 PM		WET					
29	SB_5	20L02CL4Z9	2/18/2023	REAR-END	8 PM			DARK	Y			
30	SB_5	20L03ZQKXW	3/11/2023	REAR-END	9 PM		SNOW	DARK			Y	
31	SB_6	20L0294280	2/19/2021	SIDE-SWIPE-SAME	4 PM							
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

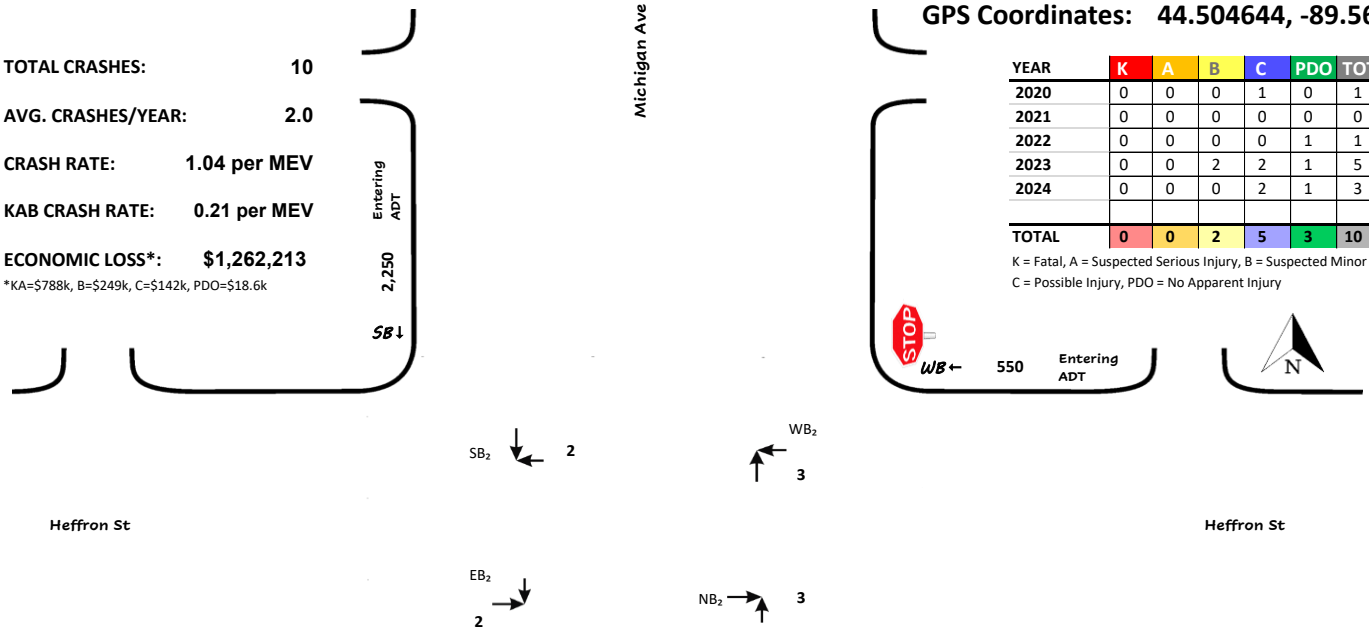
TRAFFIC ANALYSIS & DESIGN, INC.

Location: Heffron St & Michigan Ave
Municipality: City of Stevens Point
County: Portage
Traffic Control: Minor Street Stop

Duration
From: 1/1/2020 — 5 Years
To: 12/31/2024 — 0 Months
AADT: 5,250
Area Type: Urban
GPS Coordinates: 44.504644, -89.564255

MAP

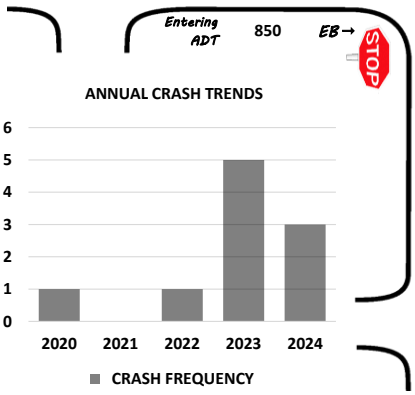
TOTAL CRASHES: 10
AVG. CRASHES/YEAR: 2.0
CRASH RATE: 1.04 per MEV
KAB CRASH RATE: 0.21 per MEV
ECONOMIC LOSS*: $1,262,213
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

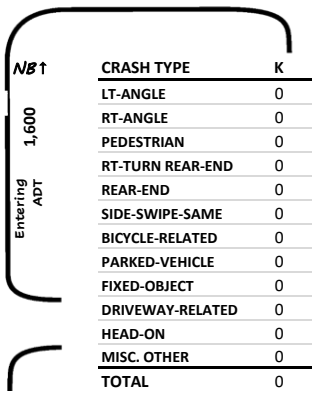


YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	1	0	1	$ 141,821
2021	0	0	0	0	0	0	$ -
2022	0	0	0	0	1	1	$ 18,576
2023	0	0	2	2	1	5	$ 799,598
2024	0	0	0	2	1	3	$ 302,218
TOTAL	0	0	2	5	3	10	$ 1,262,213

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury

ECON. LOSS COLOR SCALE
> $1 M
> $500 K
Ped/Bike





CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	2	5	3	10	$ 1,262,213
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	0	0	$ -
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	0	2	5	3	10	$ 1,262,213

ROAD CONDITIONS		
DRY	7	70%
WET	2	20%
SNOW	1	10%
ICE	0	0%
OTH.	0	0%
TOT.	10	

LIGHT CONDITIONS		
DAY	9	90%
DARK	1	10%
TOT.	10	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
BOTH	0	0%
SPEED	1	10%

SEASON		
SPRING	2	20%
SUMMER	1	10%
FALL	5	50%
WINTER	2	20%
TOT.	10	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	3	30%
WB	1	10%
TBD	0	0%
TOT.	4	40%

RAN STOP SIGN		
NB	0	0%
SB	0	0%
EB	1	10%
WB	4	40%
TBD	0	0%
TOT.	5	50%

TBD = verification from crash report needed for direction

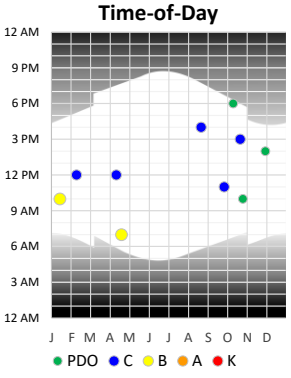
VEHICLE DAMAGE		
Minor	15%	3
Moderate	35%	7
Severe	50%	10
None/Other/Unkn	0%	0
Total Damaged Vehicles		20

NOTES:
All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Stop Sign	Speed Related	Slippery Road	Notes
WB2	WB/NB Right-Angle Crashes	$409,087	3	0	0	1	1	1	0	3	0	1	
SB2	SB/WB Right-Angle Crashes	$390,511	2	0	0	1	1	0	1	1	0	0	
NB2	NB/EB Right-Angle Crashes	$302,218	3	0	0	0	2	1	2	1	0	1	
EB2	EB/SB Right-Angle Crashes	$160,397	2	0	0	0	1	1	1	0	1	1	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**Heffron St & Michigan Ave**	**From:**	**1/1/2020**		
Municipality:	**City of Stevens Point**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**5,250**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_2	20L03FP3D3	2/9/2020	RT-ANGLE	12 PM	C	SNOW				Y	EB slid through stop
2	EB_2	20L1P713CS	11/29/2023	RT-ANGLE	2 PM							EB fail to yield
3	WB_2	20L02BC48F	10/25/2022	RT-ANGLE	10 AM							WB blew stop
4	WB_2	20L1P713BV	4/19/2023	RT-ANGLE	7 AM	B	WET					WB blew stop
5	WB_2	20L1H5JN2V	9/26/2024	RT-ANGLE	11 AM	C						WB blew stop
6	NB_2	20L1X0Q6N5	8/21/2023	RT-ANGLE	4 PM	C						EB blew stop
7	NB_2	20L1D0GSFF	4/11/2024	RT-ANGLE	12 PM	C	WET					EB fail to yield
8	NB_2	20L02DT62X	10/10/2024	RT-ANGLE	6 PM			DARK				EB fail to yield
9	SB_2	20L044NQ9Z	1/14/2023	RT-ANGLE	10 AM	B						WB blew stop
10	SB_2	20L02CL52R	10/21/2023	RT-ANGLE	3 PM	C						WB fail to yield
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

		Duration	
Location:	CTH HH & Hoover Ave	**From:**	1/1/2020 — 5 Years
Municipality:	Town of Plover	**To:**	12/31/2024 — 0 Months
County:	Portage	**AADT:**	18,900
Traffic Control:	Traffic Signal	**Area Type:**	Urban
		GPS Coordinates:	44.497393, -89.528439

MAP

TOTAL CRASHES: 24

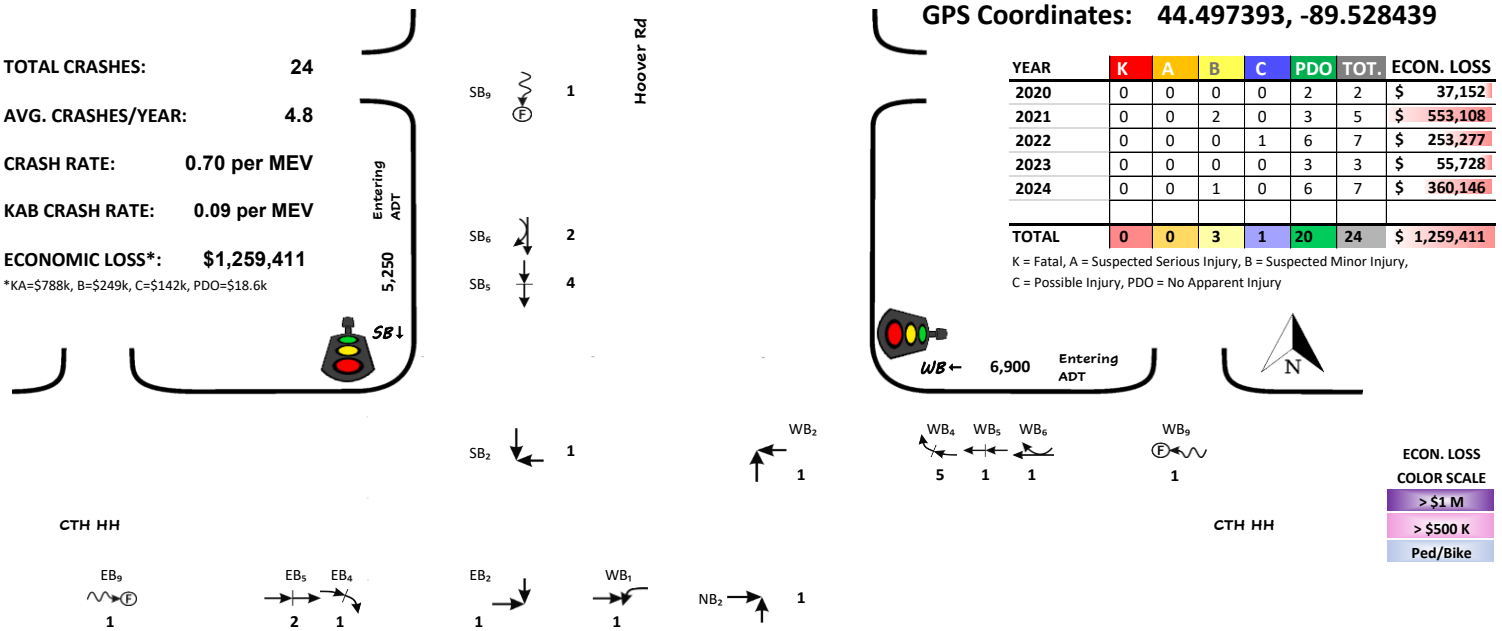
AVG. CRASHES/YEAR: 4.8

CRASH RATE: 0.70 per MEV

KAB CRASH RATE: 0.09 per MEV

ECONOMIC LOSS*: $1,259,411

*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

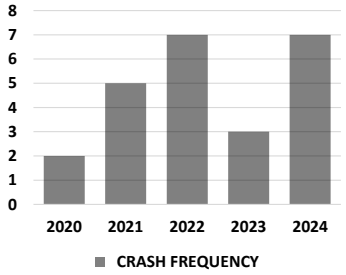


YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	2	2	$ 37,152
2021	0	0	2	0	3	5	$ 553,108
2022	0	0	0	1	6	7	$ 253,277
2023	0	0	0	0	3	3	$ 55,728
2024	0	0	1	0	6	7	$ 360,146
TOTAL	0	0	3	1	20	24	$ 1,259,411

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury

ECON. LOSS COLOR SCALE
- > $1 M
- > $500 K
- Ped/Bike

ANNUAL CRASH TRENDS



CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	1	0	0	1	$ 248,690
RT-ANGLE	0	0	1	0	3	4	$ 304,418
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	1	5	6	$ 234,701
REAR-END	0	0	0	0	7	7	$ 130,032
SIDE-SWIPE-SAME	0	0	0	0	3	3	$ 55,728
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	1	0	2	3	$ 285,842
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	0	3	1	20	24	$ 1,259,411

ROAD CONDITIONS		
DRY	17	71%
WET	5	21%
SNOW	2	8%
ICE	0	0%
OTH.	0	0%
TOT.	24	

LIGHT CONDITIONS		
DAY	22	92%
DARK	2	8%
TOT.	24	

DRIVER BEHAVIOR		
ALCOHOL	1	4%
DRUGS	0	0%
BOTH	0	0%
SPEED	4	17%

SEASON		
SPRING	1	4%
SUMMER	8	33%
FALL	8	33%
WINTER	7	29%
TOT.	24	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	1	4%
WB	1	4%
TBD	0	0%
TOT.	2	8%

RAN RED LIGHT		
NB	0	0%
SB	2	8%
EB	1	4%
WB	1	4%
TBD	0	0%
TOT.	4	17%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
Minor	51%	23
Moderate	20%	9
Severe	27%	12
None/Other/Unkn	2%	1
Total Damaged Vehicles		45

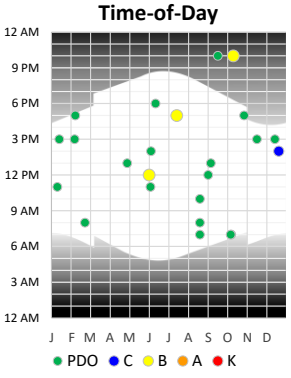
NOTES:

All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Red Light	Speed Related	Slippery Road	Notes
WB1	WB Left-Turn Angle Crashes	$248,690	1	0	0	1	0	0	1	0	0	1	
NB2	NB/EB Right-Angle Crashes	$248,690	1	0	0	1	0	0	0	1	0	1	
SB9	SB Fixed Object Crashes	$248,690	1	0	0	1	0	0	0	0	0	1	
WB4	WB Right-Turn Rear-End Crashes	$216,125	5	0	0	0	1	4	0	0	1	1	
SB5	SB Rear-End Crashes	$74,304	4	0	0	0	0	4	0	0	0	2	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**CTH HH & Hoover Ave**	**From:**	**1/1/2020**		
Municipality:	**Town of Plover**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**18,900**	**5**	**Years**
Traffic Control:	**Traffic Signal**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_2	DHL084FB2F	8/19/2024	RT-ANGLE	7 AM							SB blew red
2	EB_4	6PL05QTSS7	10/27/2022	RT-TURN REAR-END	5 PM							
3	EB_5	DHL06FSSGP	8/19/2021	REAR-END	10 AM							
4	EB_5	DHL0474SMV	6/11/2024	REAR-END	6 PM							
5	EB_9	6PL0FC714W	10/7/2022	FIXED-OBJECT	7 AM							SBL turner
6	WB_1	KRL04SFB6N	6/1/2024	LT-ANGLE	12 PM	B	WET					WBL fail to yield
7	WB_2	DHL06KHWV1	6/4/2022	RT-ANGLE	2 PM						Y	WB blew red
8	WB_4	DHL06KHWRG	12/14/2020	RT-TURN REAR-END	3 PM							
9	WB_4	6PL068VN11	10/6/2022	RT-TURN REAR-END	7 AM							
10	WB_4	20L02BC49G	12/20/2022	RT-TURN REAR-END	2 PM	C	WET					
11	WB_4	KRL04SFB5L	1/13/2023	RT-TURN REAR-END	3 PM						Y	
12	WB_4	DHL06V55M0	2/7/2023	RT-TURN REAR-END	5 PM			DAY				
13	WB_5	DHL06RP3GK	8/19/2024	REAR-END	8 AM						Y	rel. to other crash
14	WB_6	6PL0B0000M	9/16/2024	SIDE-SWIPE-SAME	10 PM			DARK	Y			improper u-turn
15	WB_9	DHL05NC3DZ	2/22/2022	FIXED-OBJECT	8 AM		SNOW				Y	icy road
16	NB_2	DHL04ZCGHZ	7/14/2021	RT-ANGLE	5 PM	B	WET					EB blew red
17	SB_2	DHL0474SNM	11/16/2024	RT-ANGLE	3 PM							SB blew red
18	SB_3	20L04L84KN	6/3/2020	REAR-END	11 AM							
19	SB_3	6PL05S26SF	2/6/2021	REAR-END	3 PM		SNOW					slid on snow
20	SB_5	20L02BC47K	9/5/2022	REAR-END	1 PM							
21	SB_5	20L02CL53T	1/10/2024	REAR-END	11 AM		WET					unsafe backing
22	SB_6	6PL05S26SN	4/28/2021	SIDE-SWIPE-SAME	1 PM							
23	SB_6	KRL031BQDJ	9/1/2023	SIDE-SWIPE-SAME	12 PM							EBR & WBL turners
24	SB_9	DHL062PGFS	10/10/2021	FIXED-OBJECT	10 PM	B	WET	DARK				driver fell asleep
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

		Duration	
Location:	STH 66-Clark St & Michigan Ave	**From:**	1/1/2020 — 5 Years
Municipality:	City of Stevens Point	**To:**	12/31/2024 — 0 Months
County:	Portage	**AADT:**	12,200
Traffic Control:	Traffic Signal	**Area Type:**	Urban
		GPS Coordinates:	44.522403, -89.564648

MAP

TOTAL CRASHES: 24

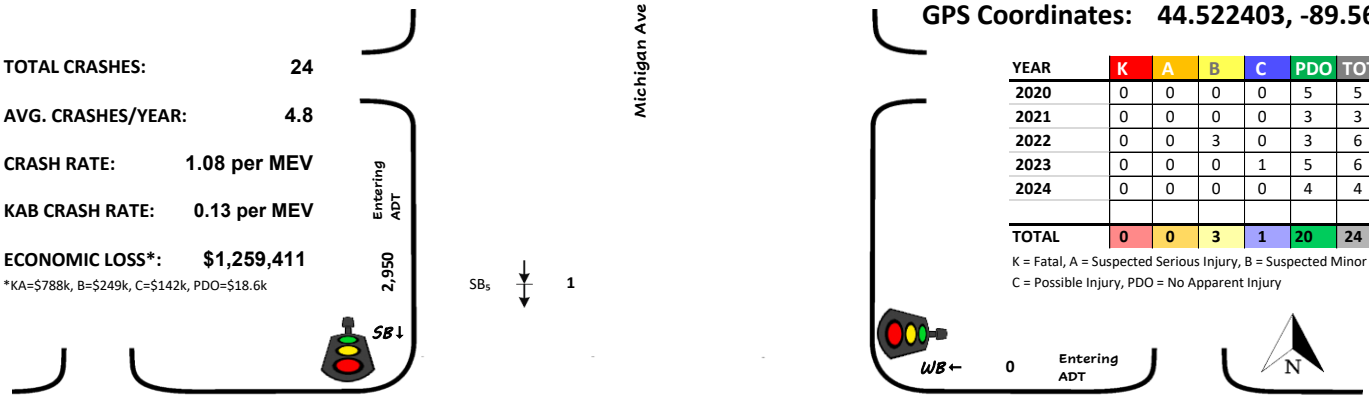
AVG. CRASHES/YEAR: 4.8

CRASH RATE: 1.08 per MEV

KAB CRASH RATE: 0.13 per MEV

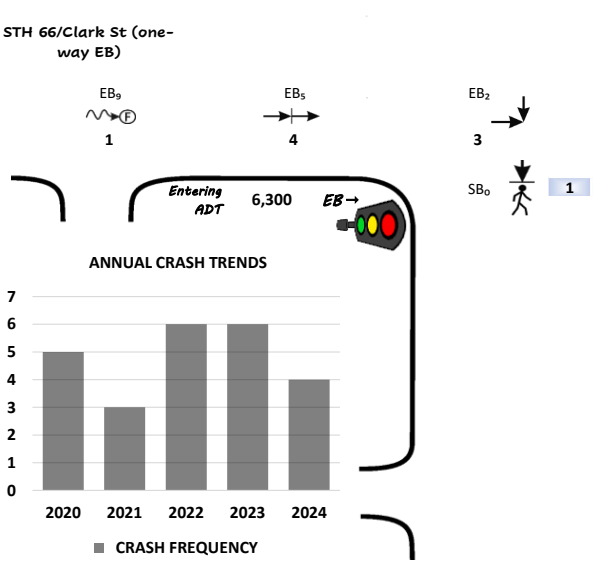
ECONOMIC LOSS*: $1,259,411

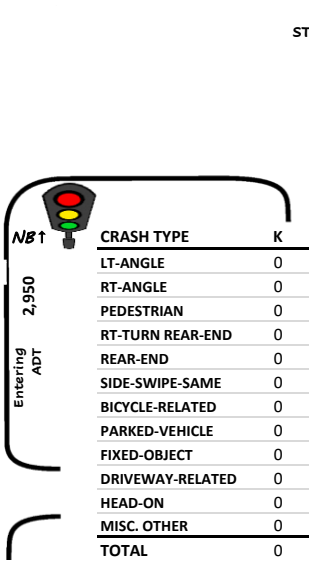
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	5	5	$ 92,880
2021	0	0	0	0	3	3	$ 55,728
2022	0	0	3	0	3	6	$ 801,798
2023	0	0	0	1	5	6	$ 234,701
2024	0	0	0	0	4	4	$ 74,304
TOTAL	0	0	3	1	20	24	$ 1,259,411

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury





ECON. LOSS COLOR SCALE
- > $1 M
- > $500 K
- Ped/Bike

CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	1	1	$ 18,576
RT-ANGLE	0	0	2	1	10	13	$ 824,961
PEDESTRIAN	0	0	1	0	0	1	$ 248,690
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	6	6	$ 111,456
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	2	2	$ 37,152
DRIVEWAY-RELATED	0	0	0	0	1	1	$ 18,576
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	0	3	1	20	24	$ 1,259,411

ROAD CONDITIONS		
DRY	16	67%
WET	7	29%
SNOW	1	4%
ICE	0	0%
OTH.	0	0%
TOT.	24	

LIGHT CONDITIONS		
DAY	19	79%
DARK	5	21%
TOT.	24	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
BOTH	0	0%
SPEED	1	4%

SEASON		
SPRING	2	8%
SUMMER	7	29%
FALL	8	33%
WINTER	7	29%
TOT.	24	

FAILURE TO YIELD		
NB	0	0%
SB	1	4%
EB	1	4%
WB	0	0%
TBD	0	0%
TOT.	2	8%

RAN RED LIGHT		
NB	6	25%
SB	2	8%
EB	1	4%
WB	0	0%
TBD	4	17%
TOT.	13	54%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE			
Minor		16%	7
Moderate		49%	22
Severe		31%	14
None/Other/Unkn		4%	2
Total Damaged Vehicles			45

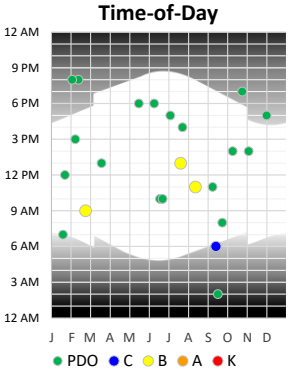
NOTES:

All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Red Light	Speed Related	Slippery Road	Notes
NB2	NB/EB Right-Angle Crashes	$769,233	10	0	0	2	1	7	0	10	0	5	
SB0	SB Farside Pedestrian Crashes	$248,690	1	0	0	1	0	0	1	0	0	0	
EB5	EB Rear-End Crashes	$74,304	4	0	0	0	0	4	0	0	0	0	
EB2	EB/SB Right-Angle Crashes	$55,728	3	0	0	0	0	3	0	3	0	1	
EB9	EB Fixed Object Crashes	$18,576	1	0	0	0	0	1	0	0	0	0	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**STH 66-Clark St & Michigan Ave**	**From:**	**1/1/2020**		
Municipality:	**City of Stevens Point**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**12,200**	**5**	**Years**
Traffic Control:	**Traffic Signal**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_2	20L044NQ95	6/18/2021	RT-ANGLE	10 AM							UNK blew red
2	EB_2	20L02942D5	1/22/2022	RT-ANGLE	12 PM		WET					SB blew red
3	EB_2	20L02CL4WZ	9/8/2022	RT-ANGLE	11 AM							SB blew red
4	EB_5	20L02CL4QJ	10/9/2020	REAR-END	2 PM							
5	EB_5	20L02CL4QT	12/1/2020	REAR-END	5 PM			DARK				
6	EB_5	20L02CL4S8	6/22/2021	REAR-END	10 AM							
7	EB_5	20L02CL559	5/16/2024	REAR-END	6 PM							
8	EB_9	20L1WW13BX	9/16/2023	FIXED-OBJECT	2 AM			DARK				
9	EB^d	20L0597RFG	2/12/2020	DRIVEWAY-RELATED	8 PM		SNOW	DARK				
10	NB_2	20L02CL4PM	6/9/2020	RT-ANGLE	6 PM		WET					NB blew red
11	NB_2	20L02BC43V	10/24/2021	RT-ANGLE	7 PM			DARK				NB blew red
12	NB_2	20L0597RG6	2/23/2022	RT-ANGLE	9 AM	B						NB blew red
13	NB_2	20L0597RH1	8/12/2022	RT-ANGLE	11 AM	B						UNK blew red
14	NB_2	20L03V1GN8	9/12/2022	RT-ANGLE	6 AM		WET	DAY				UNK blew red
15	NB_2	20L02942K5	7/4/2023	RT-ANGLE	5 PM							NB blew red
16	NB_2	20L02942KC	7/23/2023	RT-ANGLE	4 PM							EB blew red
17	NB_2	20L1X0Q6N6	9/13/2023	RT-ANGLE	6 AM	C	WET					NB blew red
18	NB_2	20L02DT5ZQ	9/23/2023	RT-ANGLE	8 AM		WET					NB blew red
19	NB_2	20L0JQG27C	11/3/2024	RT-ANGLE	2 PM		WET					UNK blew red
20	NB_3	20L1P713D1	1/19/2024	REAR-END	7 AM		WET					
21	NB_9	20L02CL54Q	3/19/2024	FIXED-OBJECT	1 PM						Y	NBR struck curb
22	SB_0	20L02CL4WM	7/20/2022	PEDESTRIAN	1 PM	B						EBR struck ped
23	SB_1	20L02942HM	2/2/2023	LT-ANGLE	8 PM			DARK				SBL fail to yield
24	SB_5	20L02CL4P3	2/7/2020	REAR-END	3 PM							
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

		Duration		
Location:	STH 66 & Clark St & Water St	**From:**	1/1/2020	5 Years
Municipality:	City of Stevens Point	**To:**	12/31/2024	0 Months
County:	Portage	**AADT:**	13,250	MAP
Traffic Control:	Traffic Signal	**Area Type:**	Urban	
		GPS Coordinates:	44.522638, -89.586950	

TOTAL CRASHES: 23

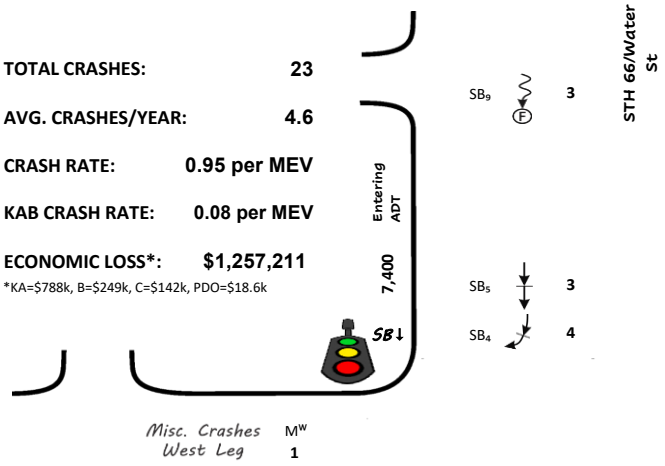
AVG. CRASHES/YEAR: 4.6

CRASH RATE: 0.95 per MEV

KAB CRASH RATE: 0.08 per MEV

ECONOMIC LOSS*: $1,257,211

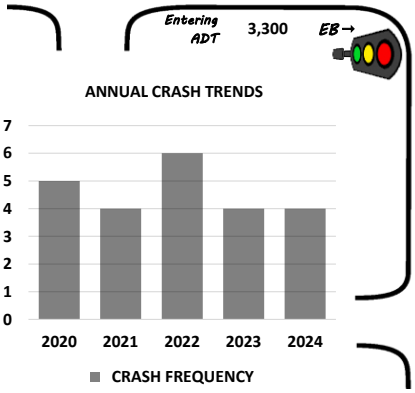
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	1	4	5	$ 216,125
2021	0	0	0	1	3	4	$ 197,549
2022	0	0	2	0	4	6	$ 571,684
2023	0	0	0	1	3	4	$ 197,549
2024	0	0	0	0	4	4	$ 74,304
TOTAL	0	0	2	3	18	23	$ 1,257,211

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury

ECON. LOSS COLOR SCALE
- > $1 M
- > $500 K
- Ped/Bike



CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	1	1	0	2	$ 390,511
RT-ANGLE	0	0	0	1	0	1	$ 141,821
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	1	3	4	$ 197,549
REAR-END	0	0	0	0	8	8	$ 148,608
SIDE-SWIPE-SAME	0	0	1	0	1	2	$ 267,266
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	5	5	$ 92,880
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	1	1	$ 18,576
TOTAL	0	0	2	3	18	23	$ 1,257,211

ROAD CONDITIONS		
DRY	16	70%
WET	4	17%
SNOW	3	13%
ICE	0	0%
OTH.	0	0%
TOT.	23	

LIGHT CONDITIONS		
DAY	16	70%
DARK	7	30%
TOT.	23	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
BOTH	0	0%
SPEED	4	17%

SEASON		
SPRING	2	9%
SUMMER	6	26%
FALL	7	30%
WINTER	8	35%
TOT.	23	

FAILURE TO YIELD		
NB	0	0%
SB	1	4%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	1	4%

RAN RED LIGHT		
NB	1	4%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	1	4%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
Minor	49%	20
Moderate	34%	14
Severe	10%	4
None/Other/Unkn	7%	3
Total Damaged Vehicles		41

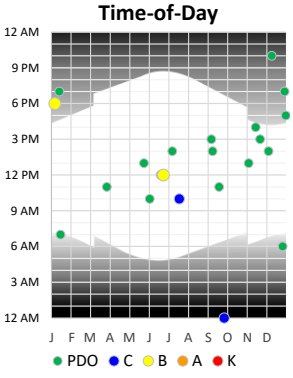
NOTES:

All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Red Light	Speed Related	Slippery Road	Notes
NB1	NB Left-Turn Angle Crashes	$248,690	1	0	0	1	0	0	0	0	0	0	
NB6	NB Side-Swipe Crashes	$248,690	1	0	0	1	0	0	0	0	0	0	
SB4	SB Right-Turn Rear-End Crashes	$197,549	4	0	0	0	1	3	0	0	1	2	
NB2	NB/EB Right-Angle Crashes	$141,821	1	0	0	0	1	0	0	1	0	0	
SB1	SB Left-Turn Angle Crashes	$141,821	1	0	0	0	1	0	1	0	1	1	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**STH 66 & Clark St & Water St**	**From:**	**1/1/2020**		
Municipality:	**City of Stevens Point**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**13,250**	**5**	**Years**
Traffic Control:	**Traffic Signal**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_5	20L02DT5QW	3/27/2020	REAR-END	11 AM						Y	
2	EB_5	20L02BC48Q	11/3/2022	REAR-END	1 PM							
3	EB_3	20L02CL50S	5/24/2023	REAR-END	1 PM							
4	EB_6	20L1D0GSKB	7/7/2024	SIDE-SWIPE-SAME	2 PM							NBR & SBL turners
5	EB_9	20L05KW149	12/9/2021	FIXED-OBJECT	10 PM		SNOW	DARK				
6	EB_9	20L0JKHWRV	12/26/2024	FIXED-OBJECT	6 AM		WET	DARK				
7	M^W	20L02DT5WT	11/14/2022	MISC. OTHER	4 PM		WET	DARK				SBR slid into EB
8	NB_3	20L02BC454	1/6/2022	LT-ANGLE	6 PM	B		DAY				
9	NB_2	20L1WW13BH	7/18/2023	RT-ANGLE	10 AM	C						NB blew red
10	NB_5	20L02942BB	9/18/2021	REAR-END	11 AM							
11	NB_5	20L1P713FW	12/4/2024	REAR-END	2 PM		SNOW				Y	
12	NB_6	20L044NQ9K	6/23/2022	SIDE-SWIPE-SAME	12 PM	B						
13	SB_1	20L02BC3VS	6/22/2020	LT-ANGLE	12 PM	C	WET				Y	SBL fail to yield
14	SB_4	20L0426N43	1/13/2020	RT-TURN REAR-END	7 PM		WET	DARK				
15	SB_4	20L02942BF	9/26/2021	RT-TURN REAR-END	12 AM	C		DARK			Y	
16	SB_4	20L02DT5V7	12/31/2021	RT-TURN REAR-END	5 PM		SNOW	DARK				
17	SB_4	20L02DT5Z5	6/19/2023	RT-TURN REAR-END	12 PM							
18	SB_5	20L02BC3XR	11/21/2020	REAR-END	3 PM							
19	SB_5	20L02CL4WW	9/6/2022	REAR-END	3 PM							
20	SB_5	20L02CL53N	12/29/2023	REAR-END	7 PM			DARK				
21	SB_9	20L027W1NN	1/15/2020	FIXED-OBJECT	7 AM							
22	SB_9	20L02CL4WN	6/2/2022	FIXED-OBJECT	10 AM							
23	SB_9	20L0JV55JP	9/8/2024	FIXED-OBJECT	2 PM							
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

		Duration	
Location:	BUS 51-Post Rd & Minnesota Ave	**From:**	1/1/2020 — 5 Years
Municipality:	Village of Whiting	**To:**	12/31/2024 — 0 Months
County:	Portage	**AADT:**	12,850
Traffic Control:	Minor Street Stop	**Area Type:**	Urban
		GPS Coordinates:	44.496784, -89.558942

MAP

TOTAL CRASHES: 5

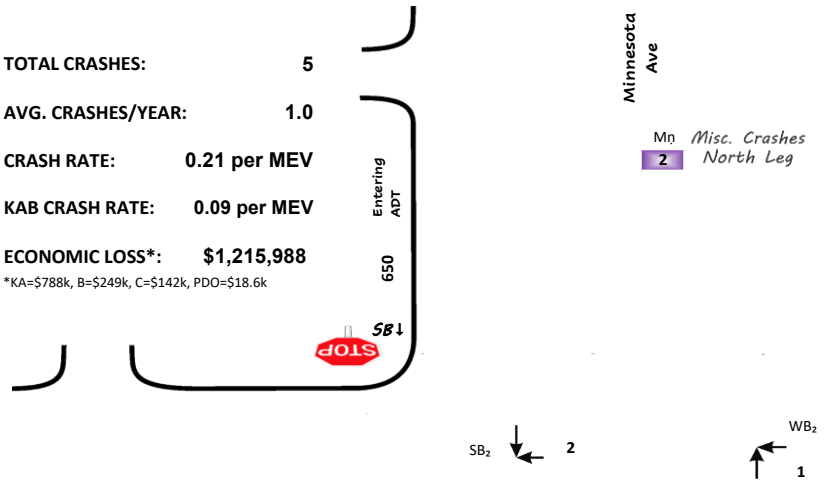
AVG. CRASHES/YEAR: 1.0

CRASH RATE: 0.21 per MEV

KAB CRASH RATE: 0.09 per MEV

ECONOMIC LOSS*: $1,215,988

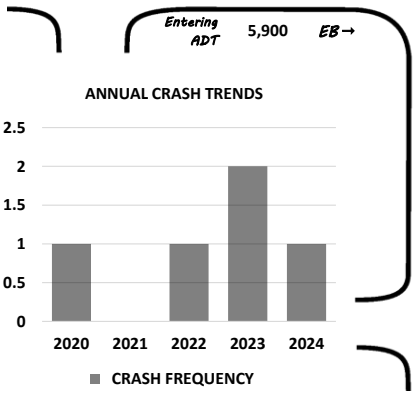
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

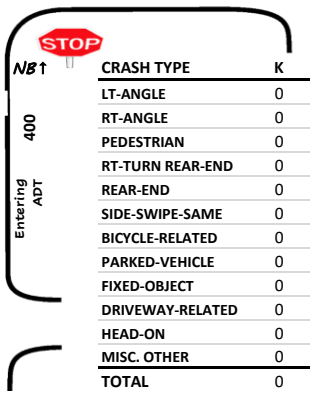


YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	1	0	0	0	1	$ 788,325
2021	0	0	0	0	0	0	$ -
2022	0	0	0	0	1	1	$ 18,576
2023	0	0	0	1	1	2	$ 160,397
2024	0	0	1	0	0	1	$ 248,690
TOTAL	0	1	1	1	2	5	$ 1,215,988

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

ECON. LOSS COLOR SCALE
- > $1 M
- > $500 K
- Ped/Bike





CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	0	1	2	3	$ 178,973
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	0	0	$ -
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	1	1	0	0	2	$ 1,037,015
TOTAL	0	1	1	1	2	5	$ 1,215,988

ROAD CONDITIONS		
DRY	2	40%
WET	2	40%
SNOW	1	20%
ICE	0	0%
OTH.	0	0%
TOT.	5	

LIGHT CONDITIONS		
DAY	4	80%
DARK	1	20%
TOT.	5	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
BOTH	1	20%
SPEED	2	40%

SEASON		
SPRING	1	20%
SUMMER	1	20%
FALL	0	0%
WINTER	3	60%
TOT.	5	

FAILURE TO YIELD		
NB	1	20%
SB	2	40%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	3	60%

RAN STOP SIGN		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
Minor	30%	3
Moderate	30%	3
Severe	40%	4
None/Other/Unkn	0%	0
Total Damaged Vehicles		10

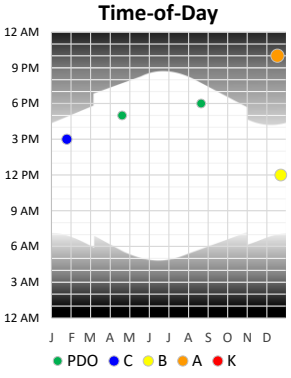
NOTES:

All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Stop Sign	Speed Related	Slippery Road	Notes
Mn Misc.	Miscellaneous North Leg Crashes	$1,037,015	2	0	1	1	0	0	0	0	2	1	
SB₂	SB/WB Right-Angle Crashes	$160,397	2	0	0	0	1	1	2	0	0	1	
WB₂	WB/NB Right-Angle Crashes	$18,576	1	0	0	0	0	1	1	0	0	1	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**BUS 51-Post Rd & Minnesota Ave**	**From:**	**1/1/2020**		
Municipality:	**Village of Whiting**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**12,850**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	WB_2	DHL06DKRDP	4/20/2022	RT-ANGLE	5 PM		WET					NB fail to yield
2	SB_2	DHL06V55LV	1/25/2023	RT-ANGLE	3 PM	C	WET					SB fail to yield
3	SB_2	DHL0474SLH	8/21/2023	RT-ANGLE	6 PM							SB fail to yield
4	M_0	DHL066DKS5	12/18/2020	MISC. OTHER	10 PM	A		DARK	Y	Y	Y	WBL racing
5	M_0	DHL08VN002	12/23/2024	MISC. OTHER	12 PM	B	SNOW				Y	WBL slid in SB veh
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Intersection Collision Diagram

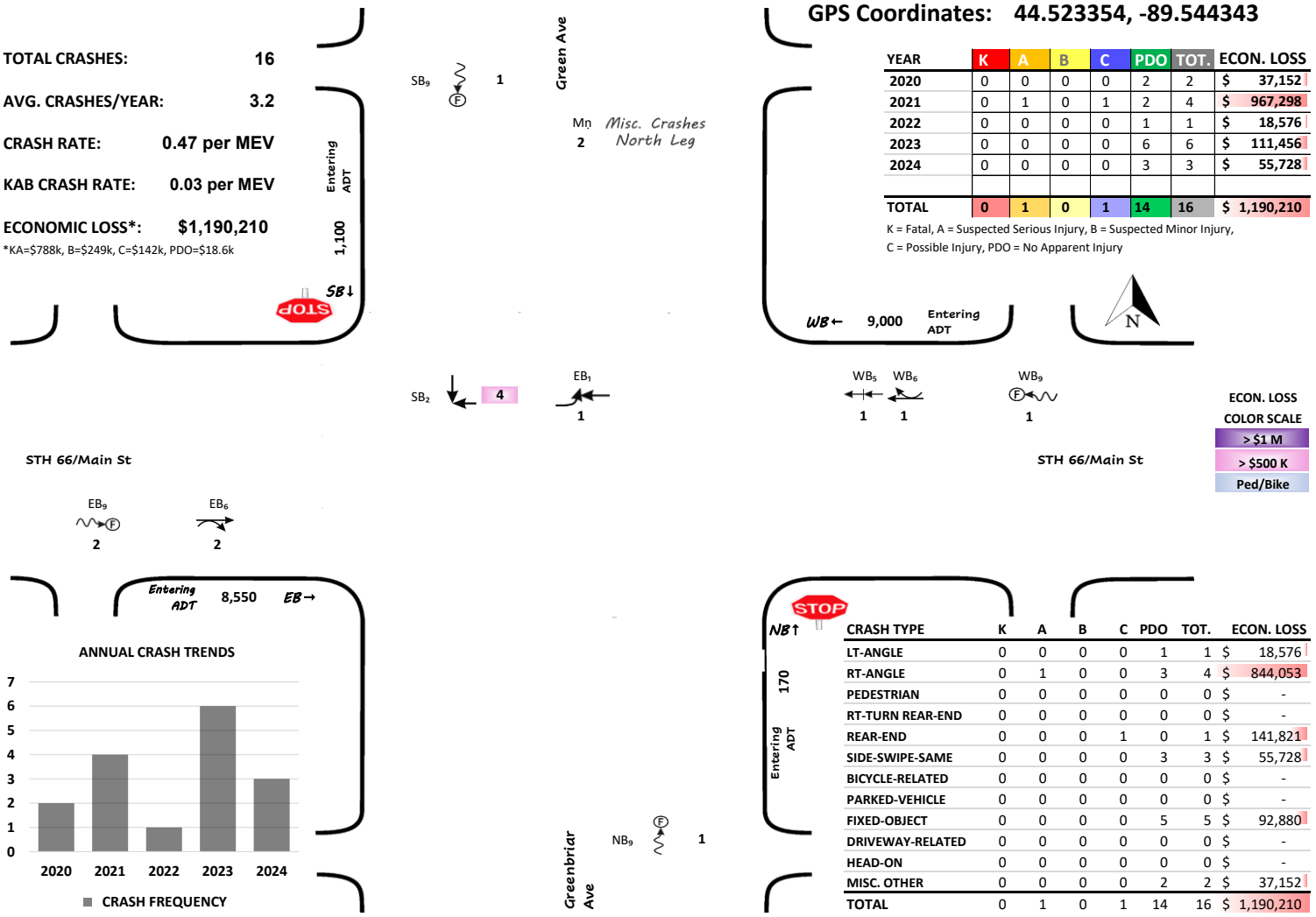
TRAFFIC ANALYSIS & DESIGN, INC.

		Duration	
Location:	STH 66-Main St & Green Ave	**From:**	1/1/2020 — 5 Years
Municipality:	Village of Park Ridge	**To:**	12/31/2024 — 0 Months
County:	Portage	**AADT:**	18,820
Traffic Control:	Minor Street Stop	**Area Type:**	Urban
		GPS Coordinates:	44.523354, -89.544343

MAP

TOTAL CRASHES:	16
AVG. CRASHES/YEAR:	3.2
CRASH RATE:	0.47 per MEV
KAB CRASH RATE:	0.03 per MEV
ECONOMIC LOSS*:	$1,190,210

*KA=$788k, B=$249k, C=$142k, PDO=$18.6k



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	2	2	$ 37,152
2021	0	1	0	1	2	4	$ 967,298
2022	0	0	0	0	1	1	$ 18,576
2023	0	0	0	0	6	6	$ 111,456
2024	0	0	0	0	3	3	$ 55,728
TOTAL	0	1	0	1	14	16	$ 1,190,210

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury

ECON. LOSS COLOR SCALE: > $1 M; > $500 K; Ped/Bike

ANNUAL CRASH TRENDS

CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	1	1	$ 18,576
RT-ANGLE	0	1	0	0	3	4	$ 844,053
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	1	0	1	$ 141,821
SIDE-SWIPE-SAME	0	0	0	0	3	3	$ 55,728
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	5	5	$ 92,880
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	2	2	$ 37,152
TOTAL	0	1	0	1	14	16	$ 1,190,210

ROAD CONDITIONS		
DRY	12	75%
WET	3	19%
SNOW	1	6%
ICE	0	0%
OTH.	0	0%
TOT.	16	

LIGHT CONDITIONS		
DAY	14	88%
DARK	2	13%
TOT.	16	

DRIVER BEHAVIOR		
ALCOHOL	1	6%
DRUGS	0	0%
BOTH	0	0%
SPEED	2	13%

SEASON		
SPRING	2	13%
SUMMER	7	44%
FALL	4	25%
WINTER	3	19%
TOT.	16	

FAILURE TO YIELD		
NB	0	0%
SB	5	31%
EB	1	6%
WB	0	0%
TBD	0	0%
TOT.	6	38%

RAN STOP SIGN		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
Minor	59%	16
Moderate	4%	1
Severe	30%	8
None/Other/Unkn	7%	2
Total Damaged Vehicles		27

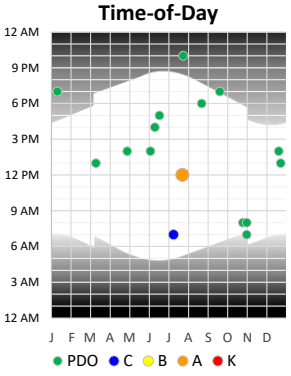
NOTES:

All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Stop Sign	Speed Related	Slippery Road	Notes
SB2	SB/WB Right-Angle Crashes	$844,053	4	0	1	0	0	3	4	0	0	0	
WB5	WB Rear-End Crashes	$141,821	1	0	0	0	1	0	0	0	0	0	
EB6	EB Side-Swipe Crashes	$37,152	2	0	0	0	0	2	0	0	0	0	
EB9 F	EB Fixed Object Crashes	$37,152	2	0	0	0	0	2	0	0	1	1	
Mn Misc.	Miscellaneous North Leg Crashes	$37,152	2	0	0	0	0	2	0	0	1	2	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**STH 66-Main St & Green Ave**	**From:**	**1/1/2020**
Municipality:	**Village of Park Ridge**	**To:**	**12/31/2024**
County:	**Portage**	**AADT:**	**18,820**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Urban**

Duration
5 Years
0 Months

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_1	20L1WW13C1	9/19/2023	LT-ANGLE	7 PM			DAY				EBL fail to yield
2	EB_6	DHL04NQ6PW	6/10/2021	SIDE-SWIPE-SAME	4 PM							
3	EB_6	DHL06KHWW4	4/28/2023	SIDE-SWIPE-SAME	2 PM							
4	EB_9	20L02BC474	7/24/2022	FIXED-OBJECT	10 PM			DARK	Y			NBR veh
5	EB_9	DHL06N0003	10/25/2023	FIXED-OBJECT	8 AM		WET				Y	SBL veh
6	WB_5	20L02CL4SH	7/9/2021	REAR-END	7 AM	C						
7	WB_6	DHL067MLZL	6/17/2024	SIDE-SWIPE-SAME	5 PM							NBL&SBR turners
8	WB_9	DHL06FSSK7	10/31/2023	FIXED-OBJECT	8 AM		WET					SBL fail to yield
9	NB_9	KRL00ZLVQP	6/3/2021	FIXED-OBJECT	2 PM							WBR semi
10	SB_2	DHL0549LW1	3/10/2020	RT-ANGLE	1 PM							SB fail to yield
11	SB_2	DHL066DKRL	8/22/2020	RT-ANGLE	6 PM							SB fail to yield
12	SB_2	20L02BC42B	7/23/2021	RT-ANGLE	12 PM	A						SB fail to yield
13	SB_2	DHL06KHWXG	1/10/2024	RT-ANGLE	7 PM			DARK				SB fail to yield
14	SB_9	DHL0761GHH	12/20/2023	FIXED-OBJECT	2 PM							WBL veh
15	Mn	20L02942LJ	10/31/2023	MISC. OTHER	7 AM		WET					WBR slid into SB
16	Mn	DHL0761GKJ	12/23/2024	MISC. OTHER	1 PM		SNOW				Y	WBR slid into SB
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

Location: BUS 51-Church St & Patch St
Municipality: City of Stevens Point
County: Portage
Traffic Control: Minor Street Stop

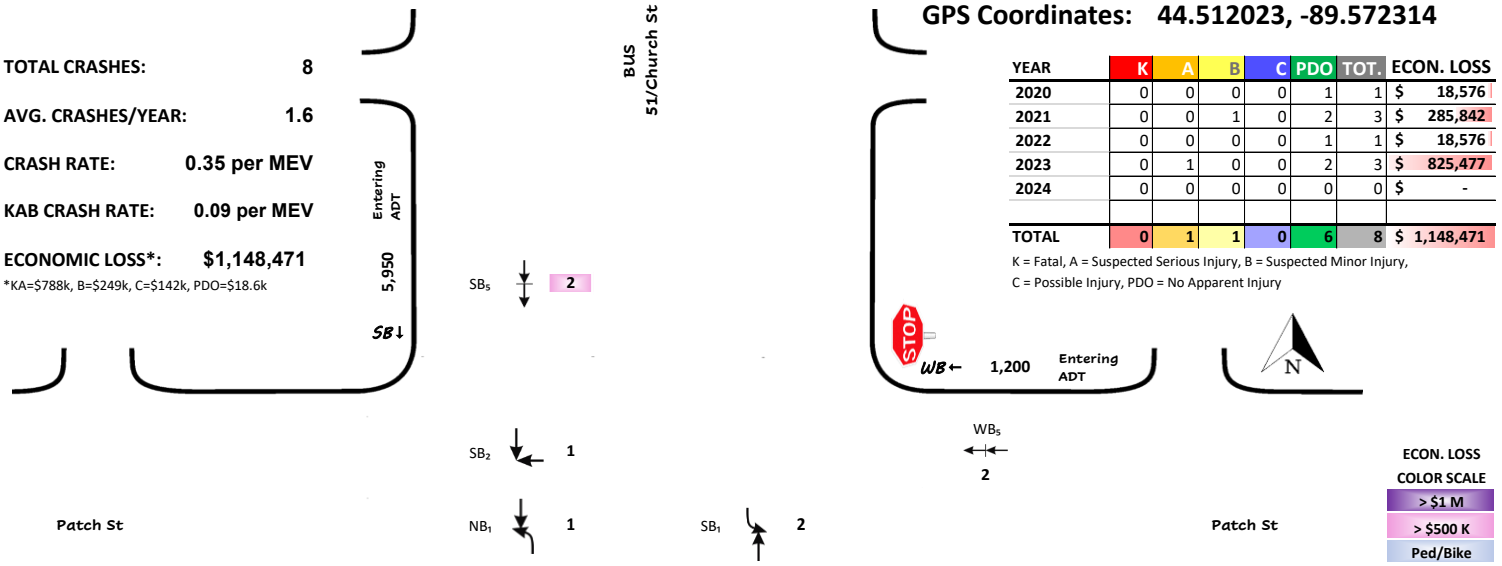
Duration
From: 1/1/2020 — 5 Years
To: 12/31/2024 — 0 Months
AADT: 12,550
Area Type: Urban
GPS Coordinates: 44.512023, -89.572314

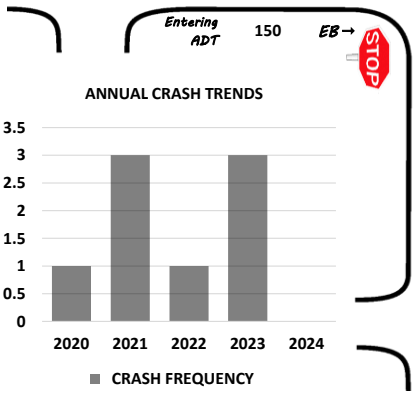
MAP

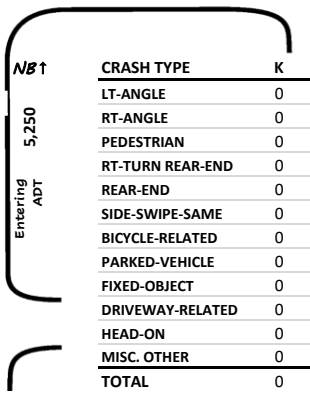
TOTAL CRASHES: 8
AVG. CRASHES/YEAR: 1.6
CRASH RATE: 0.35 per MEV
KAB CRASH RATE: 0.09 per MEV
ECONOMIC LOSS*: $1,148,471
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	1	1	$ 18,576
2021	0	0	1	0	2	3	$ 285,842
2022	0	0	0	0	1	1	$ 18,576
2023	0	1	0	0	2	3	$ 825,477
2024	0	0	0	0	0	0	$ -
TOTAL	0	1	1	0	6	8	$ 1,148,471

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury







CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	1	0	2	3	$ 285,842
RT-ANGLE	0	0	0	0	1	1	$ 18,576
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	1	0	0	3	4	$ 844,053
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	1	1	0	6	8	$ 1,148,471

ROAD CONDITIONS		
DRY	7	88%
WET	0	0%
SNOW	0	0%
ICE	1	13%
OTH.	0	0%
TOT.	8	

LIGHT CONDITIONS		
DAY	7	88%
DARK	1	13%
TOT.	8	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
BOTH	0	0%
SPEED	1	13%

SEASON		
SPRING	3	38%
SUMMER	1	13%
FALL	3	38%
WINTER	1	13%
TOT.	8	

FAILURE TO YIELD		
NB	1	13%
SB	2	25%
EB	0	0%
WB	1	13%
TBD	0	0%
TOT.	4	50%

RAN STOP SIGN		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

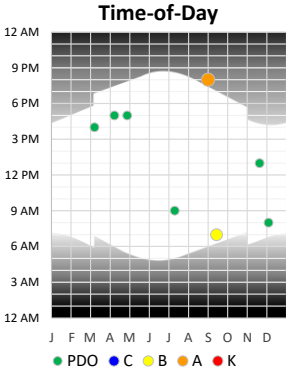
VEHICLE DAMAGE		
Minor	31%	5
Moderate	19%	3
Severe	31%	5
None/Other/Unkn	19%	3
Total Damaged Vehicles		16

NOTES:
All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Stop Sign	Speed Related	Slippery Road	Notes
SB5	SB Rear-End Crashes	$806,901	2	0	1	0	0	1	0	0	1	0	
NB1	NB Left-Turn Angle Crashes	$248,690	1	0	0	1	0	0	1	0	0	0	
WB5	WB Rear-End Crashes	$37,152	2	0	0	0	0	2	0	0	0	1	
SB1	SB Left-Turn Angle Crashes	$37,152	2	0	0	0	0	2	2	0	0	0	
SB2	SB/WB Right-Angle Crashes	$18,576	1	0	0	0	0	1	1	0	0	0	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

Location:	**BUS 51-Church St & Patch St**	**From:**	**1/1/2020**		
Municipality:	**City of Stevens Point**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**12,550**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	WB_5	20L02CL518	7/11/2023	REAR-END	9 AM							
2	WB_5	20L02DT60N	12/4/2023	REAR-END	8 AM		ICE					
3	NB_3	20L02BC439	9/14/2021	LT-ANGLE	7 AM	B						NBL fail to yield
4	SB_1	20L02DT5S2	11/20/2020	LT-ANGLE	1 PM							SBL fail to yield
5	SB_1	20L02BC45S	4/8/2022	LT-ANGLE	5 PM							SBL fail to yield
6	SB_2	20L03V1GKJ	3/8/2021	RT-ANGLE	4 PM							EB fail to yield
7	SB_5	20L02BC40R	4/28/2021	REAR-END	5 PM							
8	SB_5	20L1WRB007	9/1/2023	REAR-END	8 PM	A		DARK			Y	
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

		Duration	
Location:	BUS 51-Church St & Michigan Ave	**From:**	1/1/2020 — 5 Years
Municipality:	City of Stevens Point	**To:**	12/31/2024 — 0 Months
County:	Portage	**AADT:**	11,500
Traffic Control:	Traffic Signal	**Area Type:**	Urban
		GPS Coordinates:	44.502784, -89.565333

MAP

TOTAL CRASHES: 9

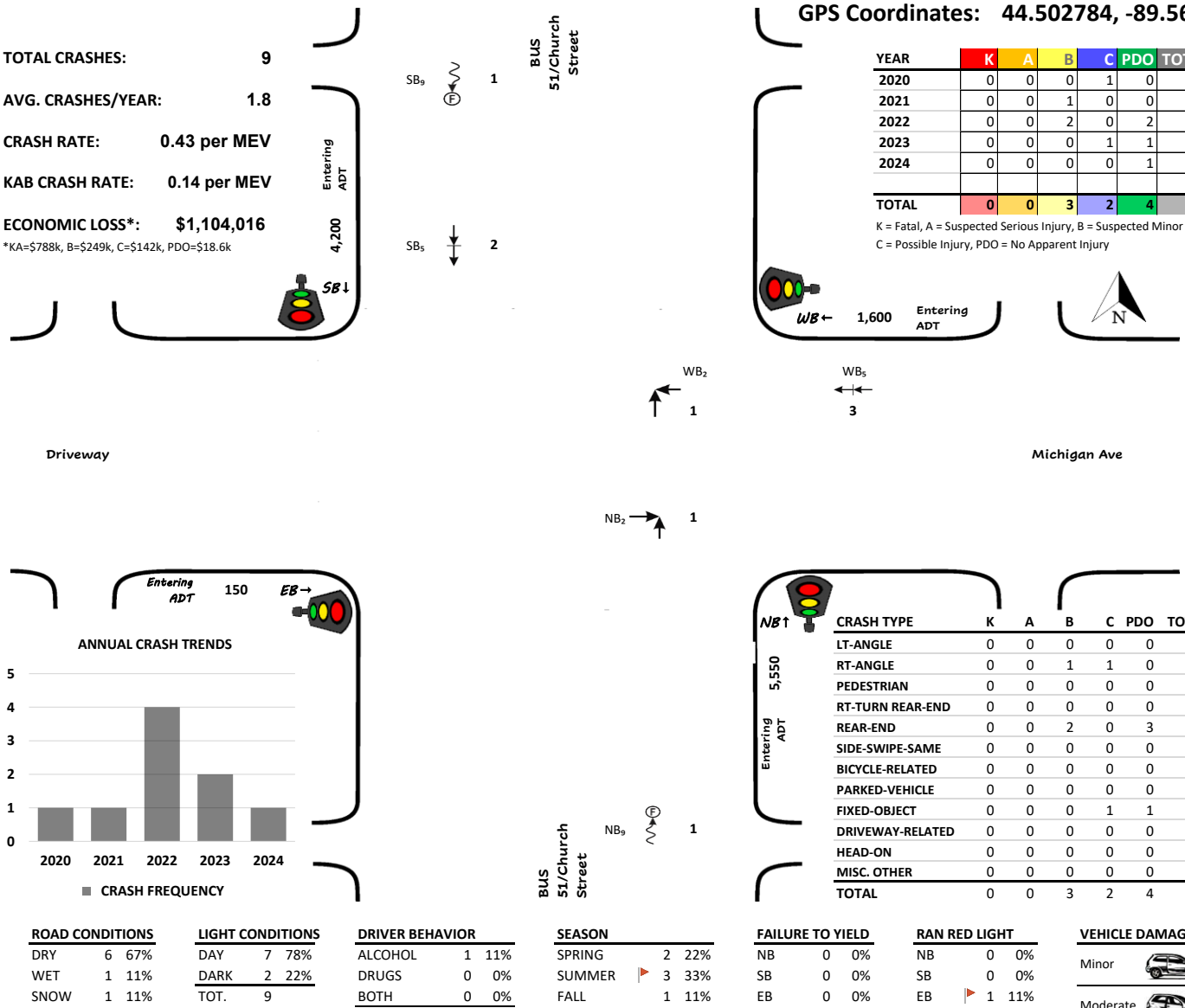
AVG. CRASHES/YEAR: 1.8

CRASH RATE: 0.43 per MEV

KAB CRASH RATE: 0.14 per MEV

ECONOMIC LOSS*: $1,104,016

*KA=$788k, B=$249k, C=$142k, PDO=$18.6k



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	1	0	1	$ 141,821
2021	0	0	1	0	0	1	$ 248,690
2022	0	0	2	0	2	4	$ 534,532
2023	0	0	0	1	1	2	$ 160,397
2024	0	0	0	0	1	1	$ 18,576
TOTAL	0	0	3	2	4	9	$ 1,104,016

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury

ECON. LOSS COLOR SCALE: > $1 M; > $500 K; Ped/Bike

CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	1	1	0	2	$ 390,511
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	2	0	3	5	$ 553,108
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	1	1	2	$ 160,397
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	0	3	2	4	9	$ 1,104,016

ROAD CONDITIONS		
DRY	6	67%
WET	1	11%
SNOW	1	11%
ICE	1	11%
OTH.	0	0%
TOT.	9	

LIGHT CONDITIONS		
DAY	7	78%
DARK	2	22%
TOT.	9	

DRIVER BEHAVIOR		
ALCOHOL	1	11%
DRUGS	0	0%
BOTH	0	0%
SPEED	1	11%

SEASON		
SPRING	2	22%
SUMMER	3	33%
FALL	1	11%
WINTER	3	33%
TOT.	9	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

RAN RED LIGHT		
NB	0	0%
SB	0	0%
EB	1	11%
WB	1	11%
TBD	0	0%
TOT.	2	22%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
Minor	38%	6
Moderate	19%	3
Severe	38%	6
None/Other/Unkn	6%	1
Total Damaged Vehicles		16

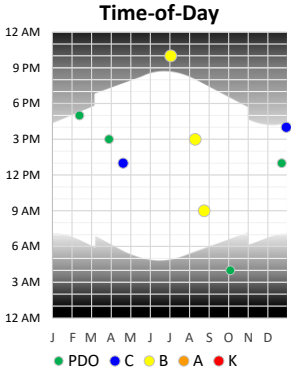
NOTES:

All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Red Light	Speed Related	Slippery Road	Notes
WB5	WB Rear-End Crashes	$285,842	3	0	0	1	0	2	0	0	1	1	
SB5	SB Rear-End Crashes	$267,266	2	0	0	1	0	1	0	0	0	0	
WB2	WB/NB Right-Angle Crashes	$248,690	1	0	0	1	0	0	0	1	0	1	
NB2	NB/EB Right-Angle Crashes	$141,821	1	0	0	0	1	0	0	1	0	0	
NB9	NB Fixed Object Crashes	$141,821	1	0	0	0	1	0	0	0	0	1	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**BUS 51-Church St & Michigan Ave**	**From:**	**1/1/2020**
Municipality:	**City of Stevens Point**	**To:**	**12/31/2024**
County:	**Portage**	**AADT:**	**11,500**
Traffic Control:	**Traffic Signal**	**Area Type:**	**Urban**

Duration
5 Years
0 Months

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	WB_2	20L05QTSK3	8/24/2021	RT-ANGLE	9 AM	B	WET	DAY				WB blew red
2	WB_4	20L1P713B9	8/10/2022	REAR-END	3 PM	B					Y	
3	WB_3	20L1P713BQ	12/23/2022	REAR-END	1 PM		SNOW					
4	WB_5	20L1J6DKRS	2/12/2024	REAR-END	5 PM							
5	NB_2	20L02DTSR1	4/20/2020	RT-ANGLE	1 PM	C						EB blew red
6	NB_9	20L02DT611	12/30/2023	FIXED-OBJECT	4 PM	C	ICE	DARK				NB median sig. pole
7	SB_5	20L044NQ9L	7/3/2022	REAR-END	10 PM	B		DARK	Y			
8	SB_5	20L1LG9LVX	3/29/2023	REAR-END	3 PM							
9	SB_9	20L04SFB47	10/4/2022	FIXED-OBJECT	4 AM		UNKN	DAY				SB median sig. pole
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

TADI TRAFFIC ANALYSIS & DESIGN, INC.

Location: Hoover Ave & Porter Rd
Municipality: Village of Plover
County: Portage
Traffic Control: All-Way Stop

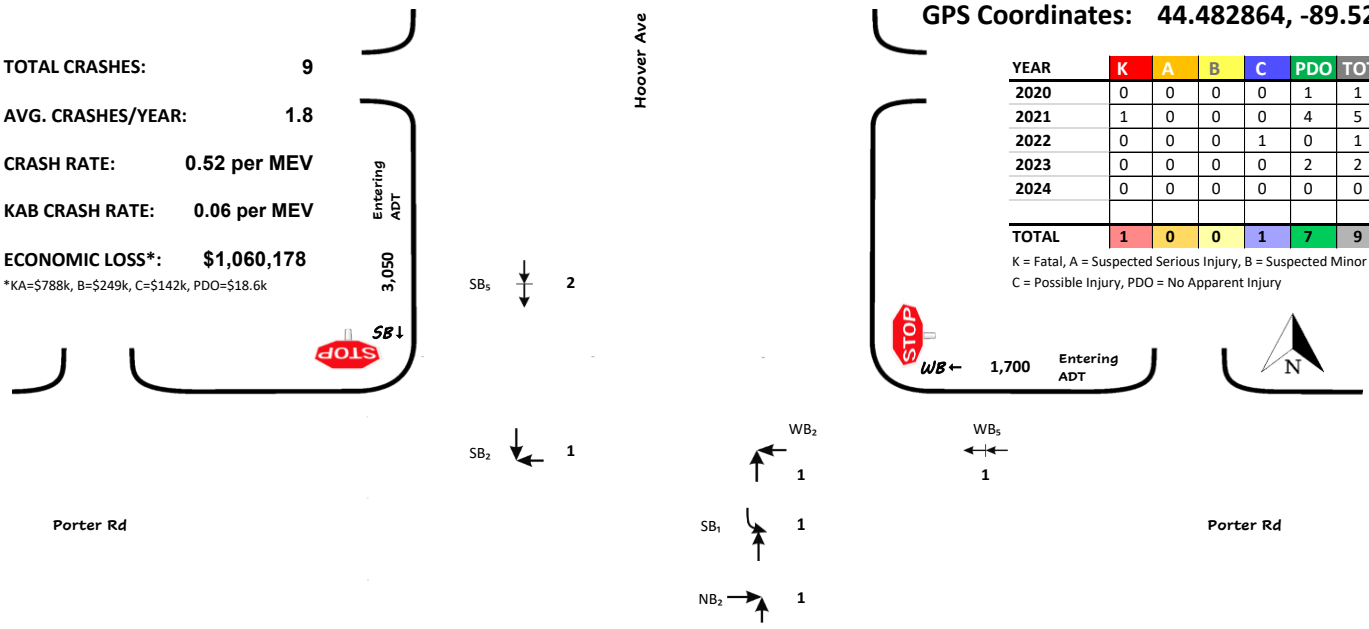
Duration
From: 1/1/2020 — 5 Years
To: 12/31/2024 — 0 Months
AADT: 9,550
Area Type: Urban
GPS Coordinates: 44.482864, -89.528203

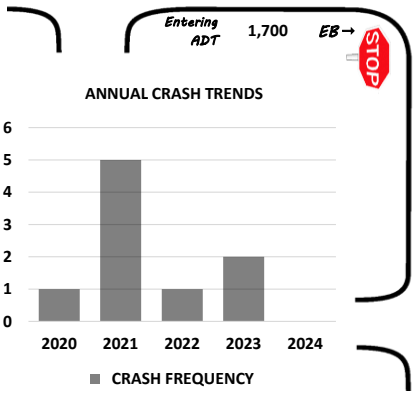
MAP

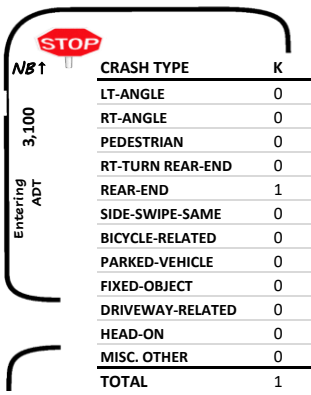
TOTAL CRASHES: 9
AVG. CRASHES/YEAR: 1.8
CRASH RATE: 0.52 per MEV
KAB CRASH RATE: 0.06 per MEV
ECONOMIC LOSS*: $1,060,178
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	1	1	$ 18,576
2021	1	0	0	0	4	5	$ 862,629
2022	0	0	0	1	0	1	$ 141,821
2023	0	0	0	0	2	2	$ 37,152
2024	0	0	0	0	0	0	$ -
TOTAL	1	0	0	1	7	9	$ 1,060,178

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury







CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	1	0	1	$ 141,821
RT-ANGLE	0	0	0	0	3	3	$ 55,728
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	1	0	0	0	4	5	$ 862,629
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	1	0	0	1	7	9	$ 1,060,178

ROAD CONDITIONS		
DRY	7	78%
WET	1	11%
SNOW	1	11%
ICE	0	0%
OTH.	0	0%
TOT.	9	

LIGHT CONDITIONS		
DAY	8	89%
DARK	1	11%
TOT.	9	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
BOTH	0	0%
SPEED	0	0%

SEASON		
SPRING	3	33%
SUMMER	0	0%
FALL	3	33%
WINTER	3	33%
TOT.	9	

FAILURE TO YIELD		
NB	1	11%
SB	1	11%
EB	0	0%
WB	1	11%
TBD	0	0%
TOT.	3	33%

RAN STOP SIGN		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

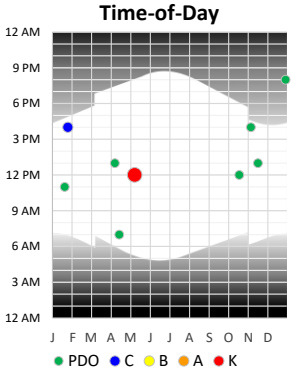
VEHICLE DAMAGE		
Minor	44%	8
Moderate	17%	3
Severe	39%	7
None/Other/Unkn	0%	0
Total Damaged Vehicles		18

NOTES:
All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Stop Sign	Speed Related	Slippery Road	Notes
NB5	NB Rear-End Crashes	$806,901	2	1	0	0	0	1	0	0	0	1	
SB1	SB Left-Turn Angle Crashes	$141,821	1	0	0	0	1	0	0	0	0	0	
SB5	SB Rear-End Crashes	$37,152	2	0	0	0	0	2	0	0	0	0	
WB2	WB/NB Right-Angle Crashes	$18,576	1	0	0	0	0	1	1	0	0	0	
WB5	WB Rear-End Crashes	$18,576	1	0	0	0	0	1	0	0	0	0	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

Location:	**Hoover Ave & Porter Rd**	**From:**	**1/1/2020**		
Municipality:	**Village of Plover**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**9,550**	**5**	**Years**
Traffic Control:	**All-Way Stop**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	WB_2	6PL068VN1X	10/18/2023	RT-ANGLE	12 PM							WB fail to yield
2	WB_5	6PL05QT5T4	4/7/2023	REAR-END	1 PM							
3	NB_2	6PL09XQXX9	11/5/2021	RT-ANGLE	4 PM							NB fail to yield
4	NB_5	6PL068VN0C	4/14/2021	REAR-END	7 AM		WET					
5	NB_5	6PL068VN0G	5/8/2021	REAR-END	12 PM	K						
6	SB_1	6PL092T5LK	1/25/2022	LT-ANGLE	4 PM	C						
7	SB_2	6PL0DQPGGL	11/16/2020	RT-ANGLE	1 PM		SNOW					SB fail to yield
8	SB_5	6PL09XQXW8	1/20/2021	REAR-END	11 AM							
9	SB_5	6PL09XQXXQ	12/29/2021	REAR-END	8 PM			DARK				
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

		Duration	
Location:	CTH J & CTH HH		
Municipality:	Town of Stockton		
County:	Portage		
Traffic Control:	Minor Street Stop		
From:	1/1/2020	5	Years
To:	12/31/2024	0	Months
AADT:	3,700		
Area Type:	Rural		
GPS Coordinates:	44.495645, -89.447097		

MAP

TOTAL CRASHES: 6

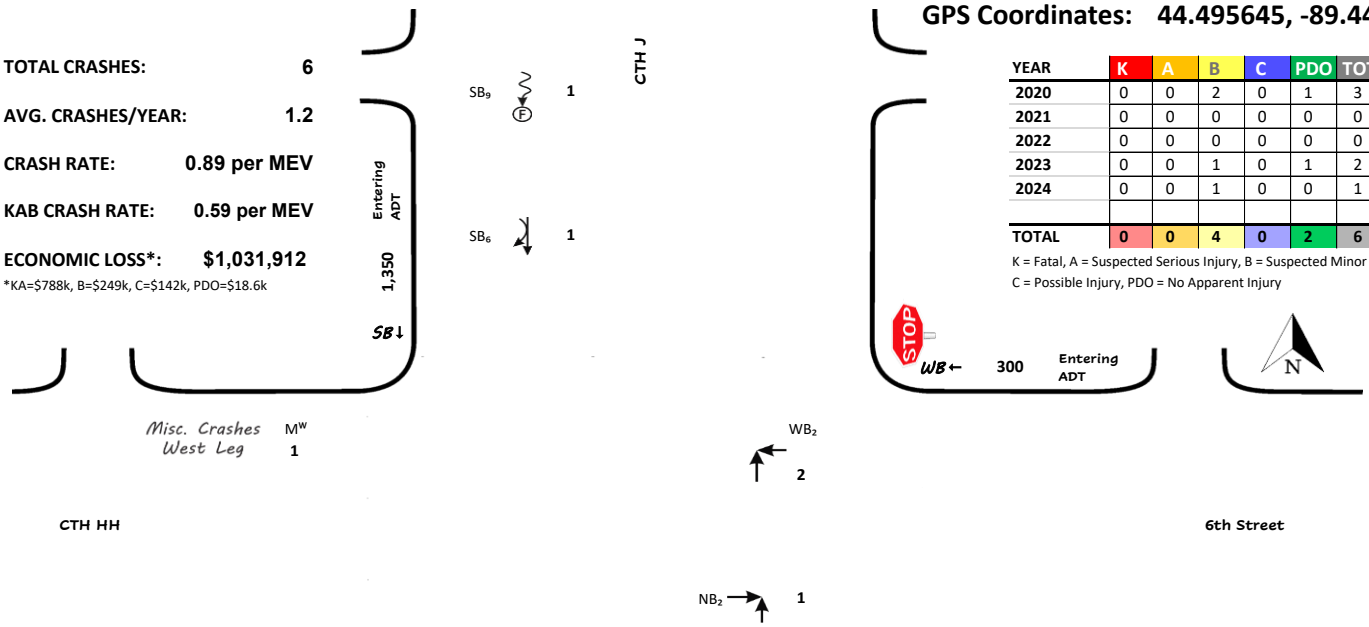
AVG. CRASHES/YEAR: 1.2

CRASH RATE: 0.89 per MEV

KAB CRASH RATE: 0.59 per MEV

ECONOMIC LOSS*: $1,031,912

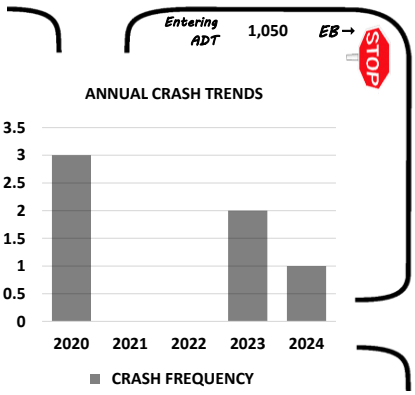
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	2	0	1	3	$ 515,956
2021	0	0	0	0	0	0	$ -
2022	0	0	0	0	0	0	$ -
2023	0	0	1	0	1	2	$ 267,266
2024	0	0	1	0	0	1	$ 248,690
TOTAL	0	0	4	0	2	6	$ 1,031,912

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury

ECON. LOSS COLOR SCALE
- > $1 M
- > $500 K
- Ped/Bike



CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	2	0	1	3	$ 515,956
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	0	0	$ -
SIDE-SWIPE-SAME	0	0	1	0	0	1	$ 248,690
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	1	1	$ 18,576
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	1	0	0	1	$ 248,690
TOTAL	0	0	4	0	2	6	$ 1,031,912

ROAD CONDITIONS		
DRY	5	83%
WET	1	17%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	6	

LIGHT CONDITIONS		
DAY	6	100%
DARK	0	0%
TOT.	6	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
BOTH	0	0%
SPEED	1	17%

SEASON		
SPRING	2	33%
SUMMER	1	17%
FALL	2	33%
WINTER	1	17%
TOT.	6	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	1	17%
WB	1	17%
TBD	0	0%
TOT.	2	33%

RAN STOP SIGN		
NB	0	0%
SB	0	0%
EB	0	0%
WB	1	17%
TBD	0	0%
TOT.	1	17%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
Minor	27%	3
Moderate	9%	1
Severe	64%	7
None/Other/Unkn	0%	0
Total Damaged Vehicles		11

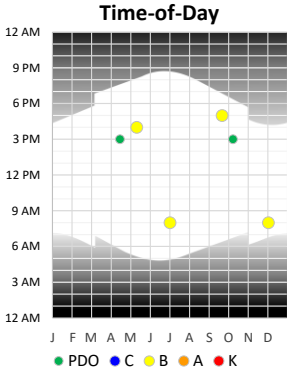
NOTES:

All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Stop Sign	Speed Related	Slippery Road	Notes
WB2	WB/NB Right-Angle Crashes	$497,380	2	0	0	2	0	0	1	1	0	0	
SB6	SB Side-Swipe Crashes	$248,690	1	0	0	1	0	0	0	0	0	1	
MW Misc.	Miscellaneous West Leg Crashes	$248,690	1	0	0	1	0	0	0	0	0	0	
NB2	NB/EB Right-Angle Crashes	$18,576	1	0	0	0	0	1	1	0	0	0	
SB9	SB Fixed Object Crashes	$18,576	1	0	0	0	0	1	0	0	1	0	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**CTH J & CTH HH**	**From:**	**1/1/2020**		
Municipality:	**Town of Stockton**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**3,700**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Rural**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	M[a]	DHL04SFB02	7/2/2020	MISC. OTHER	8 AM	B						NBL swiped EB
2	WB$_2$	DHL067MLVV	12/2/2020	RT-ANGLE	8 AM	B						WB blew stop
3	WB$_2$	DHL07BZLX6	5/11/2023	RT-ANGLE	4 PM	B						WB fail to yield
4	NB$_2$	DHL06DKRB1	10/8/2020	RT-ANGLE	3 PM							EB fail to yield
5	SB$_a$	DHL07LCTN3	9/21/2024	SIDE-SWIPE-SAME	5 PM	B	WET					unsafe passing
6	SB$_a$	DHL0474SL0	4/15/2023	FIXED-OBJECT	3 PM						Y	
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Intersection Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

		Duration	
Location:	STH 66 & CTH A	**From:**	1/1/2020 — 5 Years
Municipality:	Town of Alban	**To:**	12/31/2024 — 0 Months
County:	Portage	**AADT:**	2,825
Traffic Control:	Minor Street Stop	**Area Type:**	Rural
		GPS Coordinates:	44.627894, -89.284545

MAP

TOTAL CRASHES: 7

AVG. CRASHES/YEAR: 1.4

CRASH RATE: 1.36 per MEV

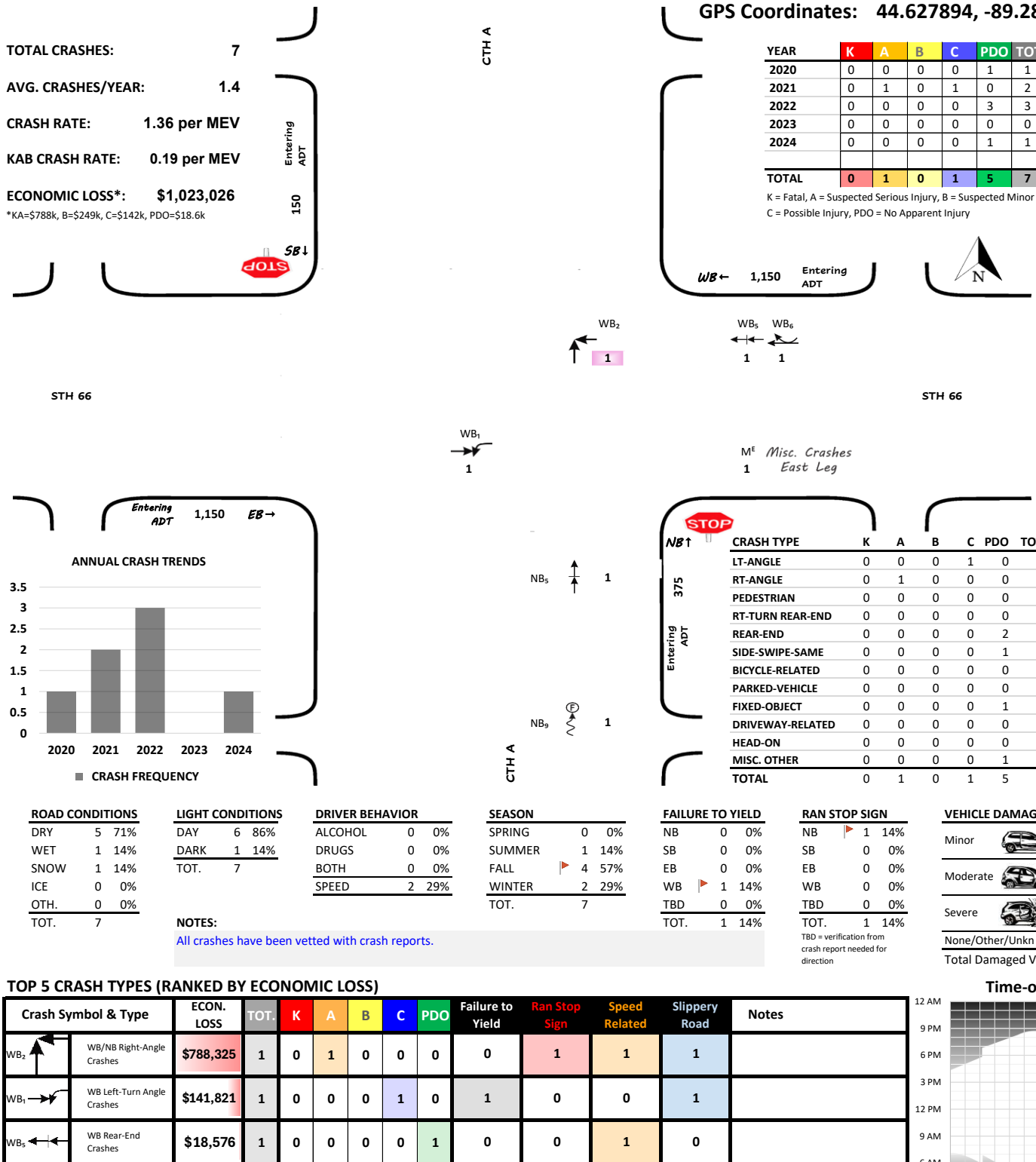
KAB CRASH RATE: 0.19 per MEV

ECONOMIC LOSS*: $1,023,026

*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	1	1	$ 18,576
2021	0	1	0	1	0	2	$ 930,146
2022	0	0	0	0	3	3	$ 55,728
2023	0	0	0	0	0	0	$ -
2024	0	0	0	0	1	1	$ 18,576
TOTAL	0	1	0	1	5	7	$ 1,023,026

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury



CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	1	0	1	$ 141,821
RT-ANGLE	0	1	0	0	0	1	$ 788,325
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	2	2	$ 37,152
SIDE-SWIPE-SAME	0	0	0	0	1	1	$ 18,576
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	1	1	$ 18,576
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	1	1	$ 18,576
TOTAL	0	1	0	1	5	7	$ 1,023,026

ROAD CONDITIONS		
DRY	5	71%
WET	1	14%
SNOW	1	14%
ICE	0	0%
OTH.	0	0%
TOT.	7	

LIGHT CONDITIONS		
DAY	6	86%
DARK	1	14%
TOT.	7	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
BOTH	0	0%
SPEED	2	29%

SEASON		
SPRING	0	0%
SUMMER	1	14%
FALL	4	57%
WINTER	2	29%
TOT.	7	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	0	0%
WB	1	14%
TBD	0	0%
TOT.	1	14%

RAN STOP SIGN		
NB	1	14%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	1	14%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
Minor	38%	5
Moderate	31%	4
Severe	15%	2
None/Other/Unkn	15%	2
Total Damaged Vehicles		13

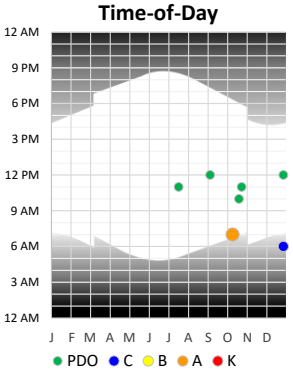
NOTES:

All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Stop Sign	Speed Related	Slippery Road	Notes
WB2	WB/NB Right-Angle Crashes	$788,325	1	0	1	0	0	0	0	1	1	1	
WB1	WB Left-Turn Angle Crashes	$141,821	1	0	0	0	1	0	1	0	0	1	
WB5	WB Rear-End Crashes	$18,576	1	0	0	0	0	1	0	0	1	0	
WB6	WB Side-Swipe Crashes	$18,576	1	0	0	0	0	1	0	0	0	0	
NB5	NB Rear-End Crashes	$18,576	1	0	0	0	0	1	0	0	0	0	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**STH 66 & CTH A**	**From:**	**1/1/2020**		
Municipality:	**Town of Alban**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**2,825**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Rural**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	WB_1	DHL06WD6N7	12/27/2021	LT-ANGLE	6 AM	C	SNOW	DARK				WBL fail to yield
2	WB_2	DHL06FSSGW	10/9/2021	RT-ANGLE	7 AM	A	WET				Y	NB semi blew stop
3	WB_5	DHL0761GFT	7/17/2022	REAR-END	11 AM						Y	
4	WB_8	DHL05NC3G0	10/19/2022	SIDE-SWIPE-SAME	10 AM							unsafe passing
5	M^4	DHL078HJP8	12/27/2022	MISC. OTHER	12 PM							ROR to pass WBL
6	NB_5	DHL04L84GT	9/4/2020	REAR-END	12 PM							unsafe backing
7	NB_9	DHL07LCTN8	10/23/2024	FIXED-OBJECT	11 AM							NBR semi
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Intersection Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

		Duration	
Location:	**Stanley St & Wilshire Blvd**	**From:**	**1/1/2020** **5 Years**
Municipality:	**City of Stevens Point**	**To:**	**12/31/2024** **0 Months**
County:	**Portage**	**AADT:**	**10,250** MAP
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Urban**
		GPS Coordinates:	**44.537149, -89.549311**

TOTAL CRASHES: 6

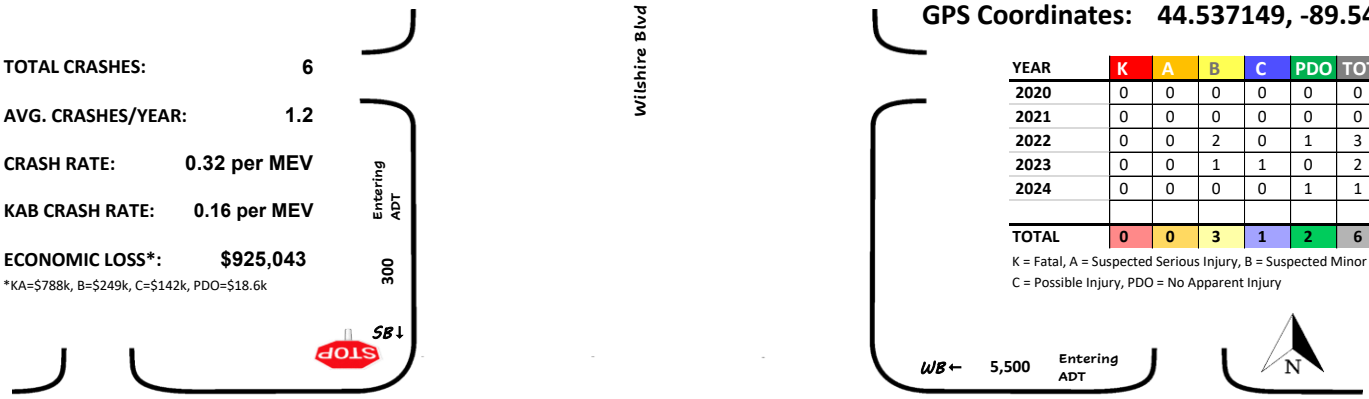
AVG. CRASHES/YEAR: 1.2

CRASH RATE: 0.32 per MEV

KAB CRASH RATE: 0.16 per MEV

ECONOMIC LOSS*: $925,043

*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

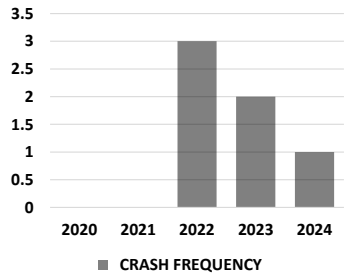


YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	0	0	$ -
2021	0	0	0	0	0	0	$ -
2022	0	0	2	0	1	3	$ 515,956
2023	0	0	1	1	0	2	$ 390,511
2024	0	0	0	0	1	1	$ 18,576
TOTAL	0	0	3	1	2	6	$ 925,043

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury

ECON. LOSS COLOR SCALE
- > $1 M
- > $500 K
- Ped/Bike

ANNUAL CRASH TRENDS



CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	2	1	1	4	$ 657,777
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	1	0	1	2	$ 267,266
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	0	3	1	2	6	$ 925,043

ROAD CONDITIONS		
DRY	6	100%
WET	0	0%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	6	

LIGHT CONDITIONS		
DAY	6	100%
DARK	0	0%
TOT.	6	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
BOTH	0	0%
SPEED	0	0%

SEASON		
SPRING	2	33%
SUMMER	2	33%
FALL	2	33%
WINTER	0	0%
TOT.	6	

FAILURE TO YIELD		
NB	1	17%
SB	3	50%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	4	67%

RAN STOP SIGN		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
Minor	25%	3
Moderate	0%	0
Severe	67%	8
None/Other/Unkn	8%	1
Total Damaged Vehicles		12

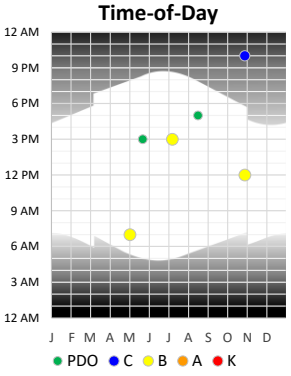
NOTES:

All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Stop Sign	Speed Related	Slippery Road	Notes
NBS	NB Rear-End Crashes	$267,266	2	0	0	1	0	1	0	0	0	0	
EB2	EB/SB Right-Angle Crashes	$248,690	1	0	0	1	0	0	1	0	0	0	
NB2	NB/EB Right-Angle Crashes	$248,690	1	0	0	1	0	0	1	0	0	0	
SB2	SB/WB Right-Angle Crashes	$160,397	2	0	0	0	1	1	2	0	0	0	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**Stanley St & Wilshire Blvd**	**From:**	**1/1/2020**		
Municipality:	**City of Stevens Point**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**10,250**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_2	20L02DT5WM	10/28/2022	RT-ANGLE	12 PM	B						SB fail to yield
2	NB_2	20L02CL50C	5/2/2023	RT-ANGLE	7 AM	B						NB fail to yield
3	NB_5	20L02BC46Z	7/7/2022	REAR-END	3 PM	B						
4	NB_5	20L02CL55H	5/22/2024	REAR-END	3 PM							
5	SB_2	20L04SFB3Z	8/16/2022	RT-ANGLE	5 PM							SB fail to yield
6	SB_2	20L02942LH	10/28/2023	RT-ANGLE	10 PM	C		DAY				SB fail to yield
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

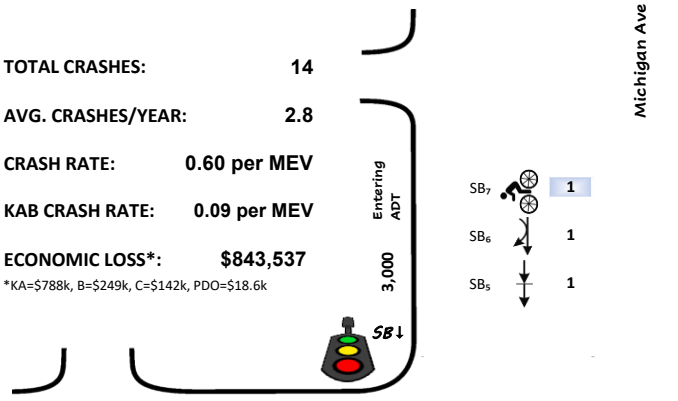
TADI TRAFFIC ANALYSIS & DESIGN, INC.

Location: STH 66-Main St & Michigan Ave
Municipality: City of Stevens Point
County: Portage
Traffic Control: Traffic Signal

Duration
From: 1/1/2020 — 5 Years
To: 12/31/2024 — 0 Months
AADT: 12,850
Area Type: Urban
GPS Coordinates: 44.523491, -89.564650

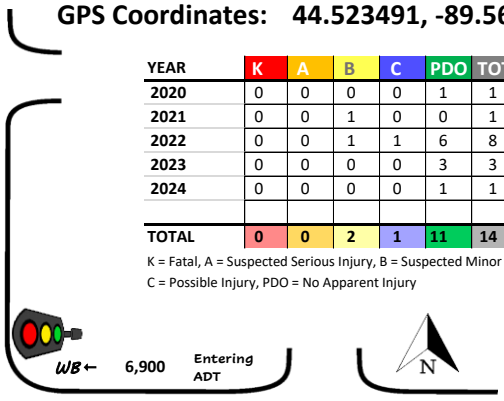
MAP

TOTAL CRASHES: 14
AVG. CRASHES/YEAR: 2.8
CRASH RATE: 0.60 per MEV
KAB CRASH RATE: 0.09 per MEV
ECONOMIC LOSS*: $843,537
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

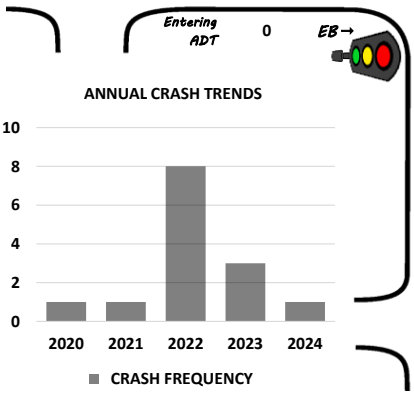


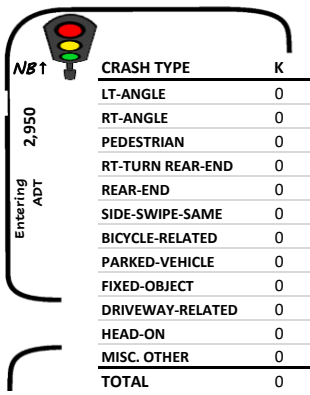
YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	1	1	$ 18,576
2021	0	0	1	0	0	1	$ 248,690
2022	0	0	1	1	6	8	$ 501,967
2023	0	0	0	0	3	3	$ 55,728
2024	0	0	0	0	1	1	$ 18,576
TOTAL	0	0	2	1	11	14	$ 843,537

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury



ECON. LOSS COLOR SCALE
> $1 M
> $500 K
Ped/Bike





CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	1	0	3	4	$ 304,418
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	1	4	5	$ 216,125
SIDE-SWIPE-SAME	0	0	0	0	3	3	$ 55,728
BICYCLE-RELATED	0	0	1	0	0	1	$ 248,690
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	1	1	$ 18,576
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	0	2	1	11	14	$ 843,537

ROAD CONDITIONS		
DRY	9	64%
WET	3	21%
SNOW	2	14%
ICE	0	0%
OTH.	0	0%
TOT.	14	

LIGHT CONDITIONS		
DAY	12	86%
DARK	2	14%
TOT.	14	

DRIVER BEHAVIOR		
ALCOHOL	1	7%
DRUGS	0	0%
BOTH	0	0%
SPEED	1	7%

SEASON		
SPRING	3	21%
SUMMER	4	29%
FALL	3	21%
WINTER	4	29%
TOT.	14	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

RAN RED LIGHT		
NB	4	29%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	4	29%

TBD = verification from crash report needed for direction

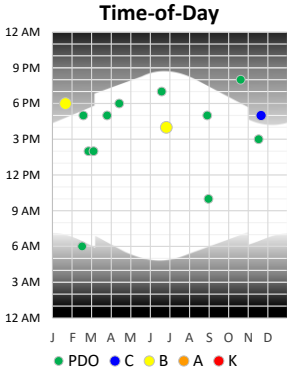
VEHICLE DAMAGE		
Minor	32%	9
Moderate	32%	9
Severe	29%	8
None/Other/Unkn	7%	2
Total Damaged Vehicles		28

NOTES:
All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Red Light	Speed Related	Slippery Road	Notes
WB2	WB/NB Right-Angle Crashes	$304,418	4	0	0	1	0	3	0	4	0	3	
SB7	SB Bicycle Crashes	$248,690	1	0	0	1	0	0	0	0	0	0	
WB5	WB Rear-End Crashes	$197,549	4	0	0	0	1	3	0	0	1	1	
WB6	WB Side-Swipe Crashes	$37,152	2	0	0	0	0	2	0	0	0	0	
WBd	WB Farside Driveway Crashes	$18,576	1	0	0	0	0	1	0	0	0	0	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**STH 66-Main St & Michigan Ave**	**From:**	**1/1/2020**		
Municipality:	**City of Stevens Point**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**12,850**	**5**	**Years**
Traffic Control:	**Traffic Signal**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	WB_2	20L02BC3ZD	1/21/2021	RT-ANGLE	6 PM	B		DARK				NB blew red
2	WB_2	20L03V1GLZ	2/16/2022	RT-ANGLE	6 AM		WET	DAY				NB blew red
3	WB_2	20L03ZQKX1	2/18/2022	RT-ANGLE	5 PM		SNOW					NB blew red
4	WB_2	20L1HSJN0F	3/26/2024	RT-ANGLE	5 PM		WET					NB blew red
5	WB_3	20L02942FD	6/19/2022	REAR-END	7 PM							
6	WB_3	20L040ZM0Q	8/29/2022	REAR-END	5 PM							
7	WB_3	20L02942GV	11/17/2022	REAR-END	3 PM		SNOW				Y	
8	WB_3	20L02DT5WW	11/21/2022	REAR-END	5 PM	C		DARK				
9	WB_4	20L02CL4ZC	2/26/2023	SIDE-SWIPE-SAME	2 PM							
10	WB_4	20L02CL51S	8/31/2023	SIDE-SWIPE-SAME	10 AM							
11	WB^4	20L02BC3VB	4/14/2020	DRIVEWAY-RELATED	6 PM							
12	SB_5	20L02BC4CW	10/20/2023	REAR-END	8 PM			DAY	Y			
13	SB_6	20L03FP3DT	3/5/2022	SIDE-SWIPE-SAME	2 PM		WET					
14	SB_7	20L1P713B1	6/26/2022	BICYCLE-RELATED	4 PM	B						SBR & bike in x-walk
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

		Duration	
Location:	**Stanley St & Minnesota Ave**	**From:**	**1/1/2020** **5 Years**
Municipality:	**City of Stevens Point**	**To:**	**12/31/2024** **0 Months**
County:	**Portage**	**AADT:**	**10,250** MAP
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Urban**
		GPS Coordinates:	**44.531537, -89.559532**

TOTAL CRASHES: 13

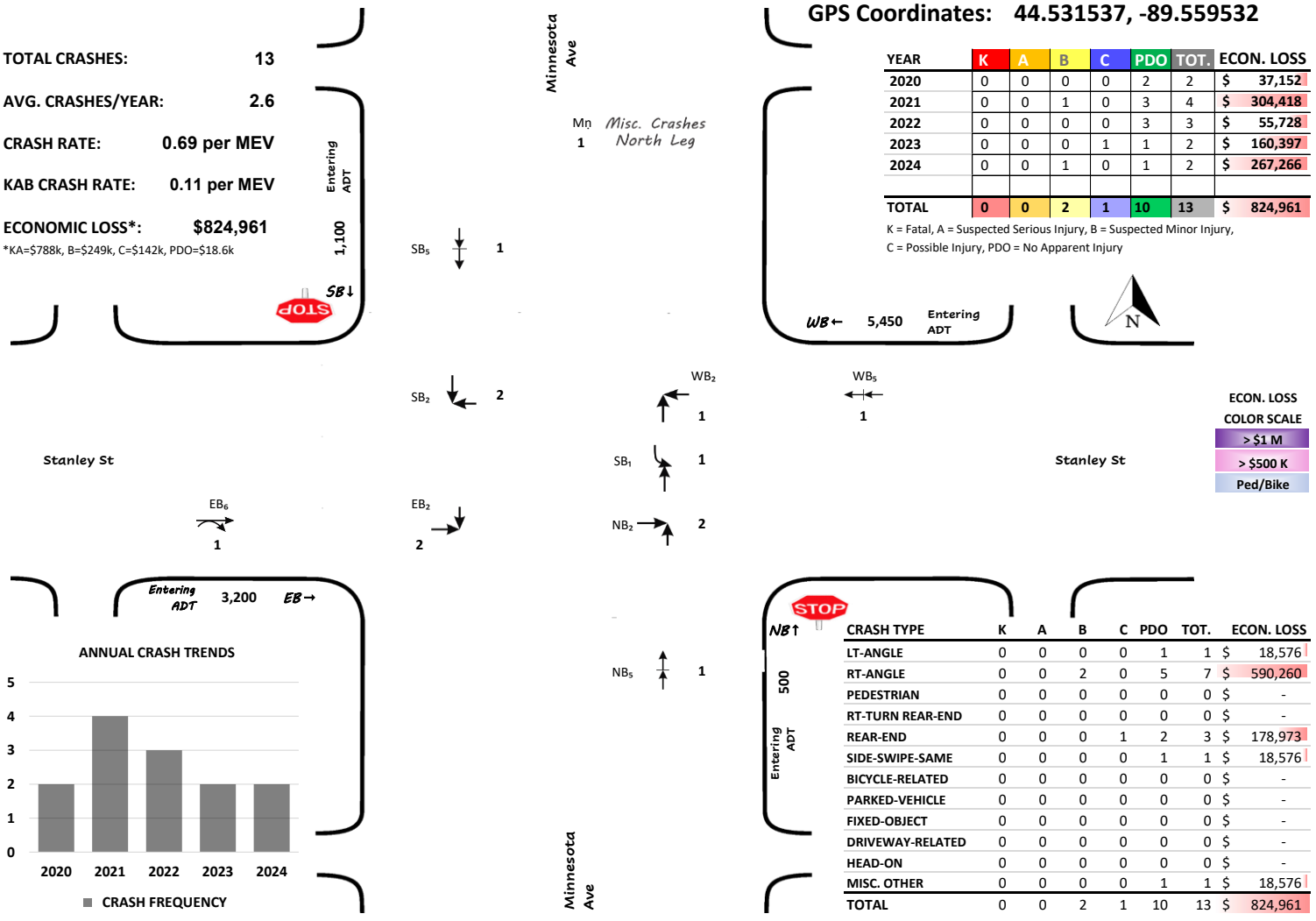
AVG. CRASHES/YEAR: 2.6

CRASH RATE: 0.69 per MEV

KAB CRASH RATE: 0.11 per MEV

ECONOMIC LOSS*: $824,961

*KA=$788k, B=$249k, C=$142k, PDO=$18.6k



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	2	2	$ 37,152
2021	0	0	1	0	3	4	$ 304,418
2022	0	0	0	0	3	3	$ 55,728
2023	0	0	0	1	1	2	$ 160,397
2024	0	0	1	0	1	2	$ 267,266
TOTAL	0	0	2	1	10	13	$ 824,961

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury

ECON. LOSS COLOR SCALE
- > $1 M
- > $500 K
- Ped/Bike

ANNUAL CRASH TRENDS

CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	1	1	$ 18,576
RT-ANGLE	0	0	2	0	5	7	$ 590,260
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	1	2	3	$ 178,973
SIDE-SWIPE-SAME	0	0	0	0	1	1	$ 18,576
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	1	1	$ 18,576
TOTAL	0	0	2	1	10	13	$ 824,961

ROAD CONDITIONS		
DRY	8	62%
WET	4	31%
SNOW	1	8%
ICE	0	0%
OTH.	0	0%
TOT.	13	

LIGHT CONDITIONS		
DAY	13	100%
DARK	0	0%
TOT.	13	

DRIVER BEHAVIOR		
ALCOHOL	1	8%
DRUGS	0	0%
BOTH	0	0%
SPEED	2	15%

SEASON		
SPRING	3	23%
SUMMER	3	23%
FALL	1	8%
WINTER	6	46%
TOT.	13	

FAILURE TO YIELD		
NB	3	23%
SB	4	31%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	7	54%

RAN STOP SIGN		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
Minor	31%	8
Moderate	31%	8
Severe	31%	8
None/Other/Unkn	8%	2
Total Damaged Vehicles		26

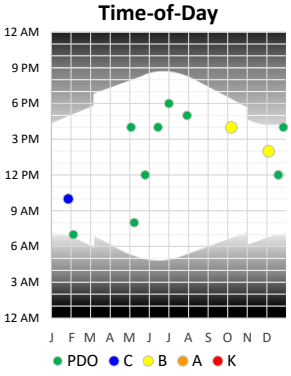
NOTES:

All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Stop Sign	Speed Related	Slippery Road	Notes
EB2	EB/SB Right-Angle Crashes	$267,266	2	0	0	1	0	1	1	0	1	1	
WB2	WB/NB Right-Angle Crashes	$248,690	1	0	0	1	0	0	1	0	0	0	
SB5	SB Rear-End Crashes	$141,821	1	0	0	0	1	0	0	0	0	1	
NB2	NB/EB Right-Angle Crashes	$37,152	2	0	0	0	0	2	2	0	0	1	
SB2	SB/WB Right-Angle Crashes	$37,152	2	0	0	0	0	2	2	0	0	0	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**Stanley St & Minnesota Ave**	**From:**	**1/1/2020**		
Municipality:	**City of Stevens Point**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**10,250**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_2	20L02BC463	5/4/2022	RT-ANGLE	4 PM							SB fail to yield
2	EB_2	20L02CL57X	12/4/2024	RT-ANGLE	2 PM	B	WET				Y	SB slid through stop
3	EB_6	20L02BC413	5/9/2021	SIDE-SWIPE-SAME	8 AM							
4	WB_2	20L02BC43Q	10/7/2021	RT-ANGLE	4 PM	B			Y			NB fail to yield
5	WB_5	20L02CL4XP	12/20/2022	REAR-END	12 PM		WET					
6	NB_2	20L02BC45D	2/4/2022	RT-ANGLE	7 AM							NB fail to yield
7	NB_2	20L02CL55M	5/26/2024	RT-ANGLE	12 PM		WET					NB fail to yield
8	NB_5	20L04L84L0	7/30/2020	REAR-END	5 PM							unsafe backing
9	SB_1	20L1WX84FC	7/2/2023	LT-ANGLE	6 PM							SBL fail to yield
10	SB_2	20L05QT5K1	6/15/2021	RT-ANGLE	4 PM							SB fail to yield
11	SB_2	20L02BC44P	12/19/2021	RT-ANGLE	12 PM							SB FTY/DW related
12	SB_5	20L02942HH	1/27/2023	REAR-END	10 AM	C	WET					
13	Mn	20L03V1GK9	12/27/2020	MISC. OTHER	4 PM		SNOW				Y	
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

		Duration	
Location:	Fremont St & Stanley St	**From:**	1/1/2020 — 5 Years
Municipality:	City of Stevens Point	**To:**	12/31/2024 — 0 Months
County:	Portage	**AADT:**	4,950
Traffic Control:	All-Way Stop	**Area Type:**	Urban
		GPS Coordinates:	44.527979, -89.567896

MAP

TOTAL CRASHES: 2

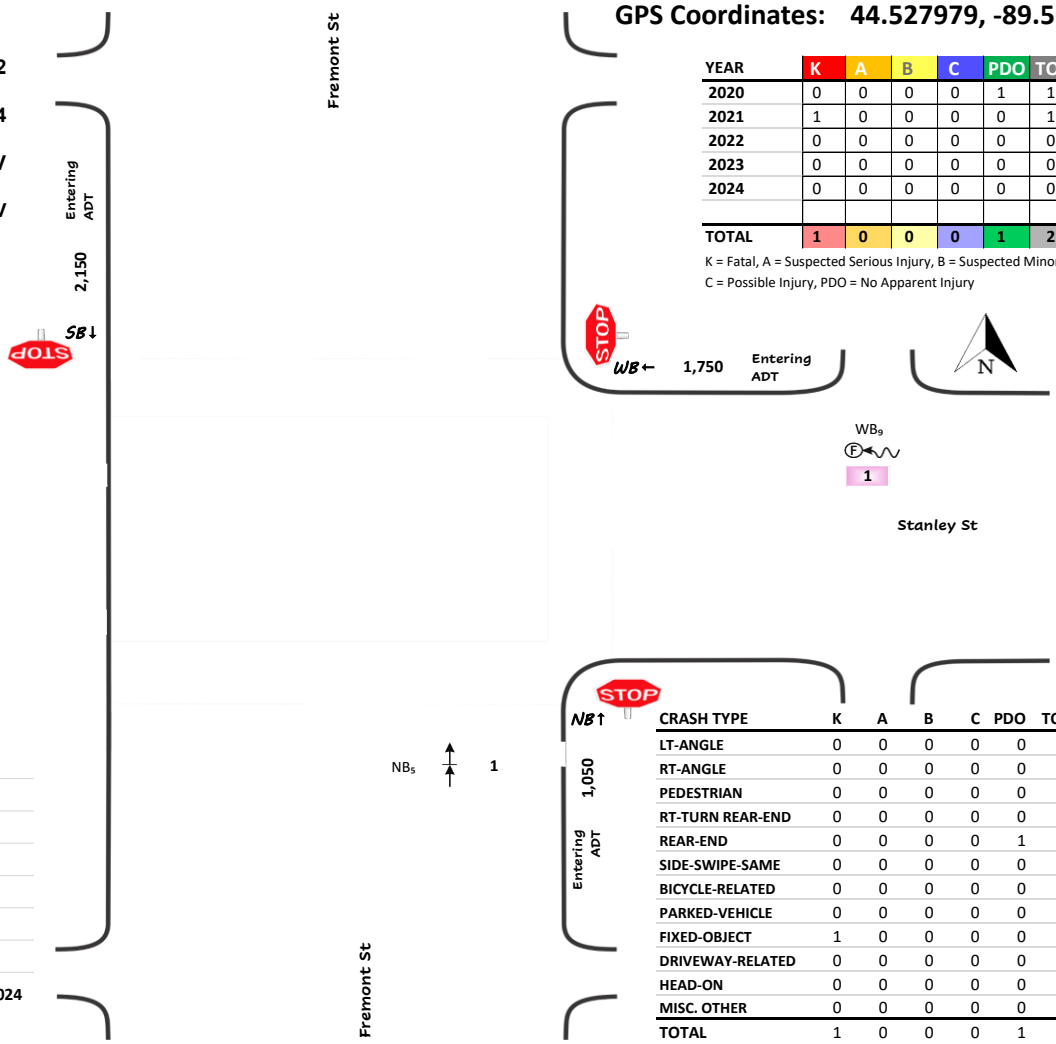
AVG. CRASHES/YEAR: 0.4

CRASH RATE: 0.22 per MEV

KAB CRASH RATE: 0.11 per MEV

ECONOMIC LOSS*: $806,901

*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

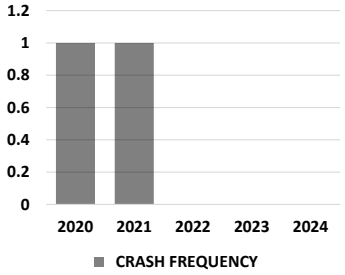


YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	1	1	$ 18,576
2021	1	0	0	0	0	1	$ 788,325
2022	0	0	0	0	0	0	$ -
2023	0	0	0	0	0	0	$ -
2024	0	0	0	0	0	0	$ -
TOTAL	1	0	0	0	1	2	$ 806,901

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury

ECON. LOSS COLOR SCALE
- > $1 M
- > $500 K
- Ped/Bike

ANNUAL CRASH TRENDS



CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	0	0	0	0	$ -
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	1	1	$ 18,576
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	1	0	0	0	0	1	$ 788,325
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	1	0	0	0	1	2	$ 806,901

ROAD CONDITIONS		
DRY	1	50%
WET	1	50%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	2	

LIGHT CONDITIONS		
DAY	1	50%
DARK	1	50%
TOT.	2	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
BOTH	0	0%
SPEED	0	0%

SEASON		
SPRING	0	0%
SUMMER	2	100%
FALL	0	0%
WINTER	0	0%
TOT.	2	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

RAN STOP SIGN		
NB	0	0%
SB	0	0%
EB	0	0%
WB	1	50%
TBD	0	0%
TOT.	1	50%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
Minor	0%	0
Moderate	33%	1
Severe	33%	1
None/Other/Unkn	33%	1
Total Damaged Vehicles		3

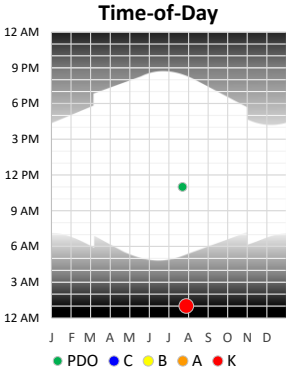
NOTES:

All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Stop Sign	Speed Related	Slippery Road	Notes
WB9 F	WB Fixed Object Crashes	$788,325	1	1	0	0	0	0	0	1	0	1	
NB5	NB Rear-End Crashes	$18,576	1	0	0	0	0	1	0	0	0	0	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**Fremont St & Stanley St**	**From:**	**1/1/2020**		
Municipality:	**City of Stevens Point**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**4,950**	**5**	**Years**
Traffic Control:	**All-Way Stop**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	WB_9	20L029429C	7/29/2021	FIXED-OBJECT	1 AM	K	WET	DARK				
2	NB_5	20L04L84KZ	7/23/2020	REAR-END	11 AM		OTHR					SB backing
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Intersection Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

		Duration		
Location:	STH 66 & Wood Duck Dr	**From:**	1/1/2020	5 Years
Municipality:	Town of Linwood	**To:**	12/31/2024	0 Months
County:	Portage	**AADT:**	3,700	MAP
Traffic Control:	Minor Street Stop	**Area Type:**	Rural	
		GPS Coordinates:	44.463677, -89.656096	

TOTAL CRASHES: 1

AVG. CRASHES/YEAR: 0.2

CRASH RATE: 0.15 per MEV

KAB CRASH RATE: 0.15 per MEV

ECONOMIC LOSS*: $788,325

*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

Linwood Springs Rd

Entering ADT 50

SB↓ STOP

YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	0	0	$ -
2021	0	0	0	0	0	0	$ -
2022	0	0	0	0	0	0	$ -
2023	0	1	0	0	0	1	$ 788,325
2024	0	0	0	0	0	0	$ -
TOTAL	0	1	0	0	0	1	$ 788,325

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury

WB← 1,800 Entering ADT

N

ECON. LOSS COLOR SCALE
- > $1 M
- > $500 K
- Ped/Bike

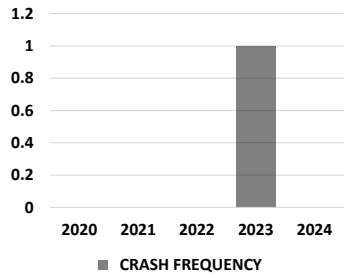
STH 66 (55mph)

STH 66 (55mph)

EB₂ 1

Entering ADT 1,800 EB→

ANNUAL CRASH TRENDS



Wood Duck Dr

NB↑ STOP 50 Entering ADT

CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	1	0	0	0	1	$ 788,325
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	0	0	$ -
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	1	0	0	0	1	$ 788,325

ROAD CONDITIONS		
DRY	1	100%
WET	0	0%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	1	

LIGHT CONDITIONS		
DAY	1	100%
DARK	0	0%
TOT.	1	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
BOTH	0	0%
SPEED	0	0%

SEASON		
SPRING	0	0%
SUMMER	1	100%
FALL	0	0%
WINTER	0	0%
TOT.	1	

FAILURE TO YIELD		
NB	0	0%
SB	1	100%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	1	100%

RAN STOP SIGN		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
Minor	0%	0
Moderate	50%	1
Severe	50%	1
None/Other/Unkn	0%	0
Total Damaged Vehicles		2

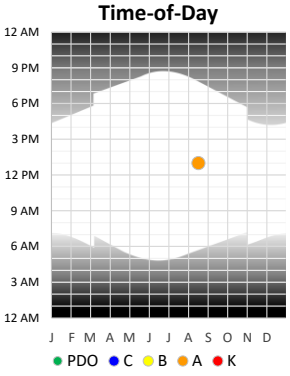
NOTES:

All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Stop Sign	Speed Related	Slippery Road	Notes
EB₂	EB/SB Right-Angle Crashes	$788,325	1	0	1	0	0	0	1	0	0	0	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**STH 66 & Wood Duck Dr**	**From:**	**1/1/2020**		
Municipality:	**Town of Linwood**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**3,700**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Rural**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_2	DHL06KHWWL	8/17/2023	RT-ANGLE	1 PM	A						SB fail to yield
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Intersection Collision Diagram

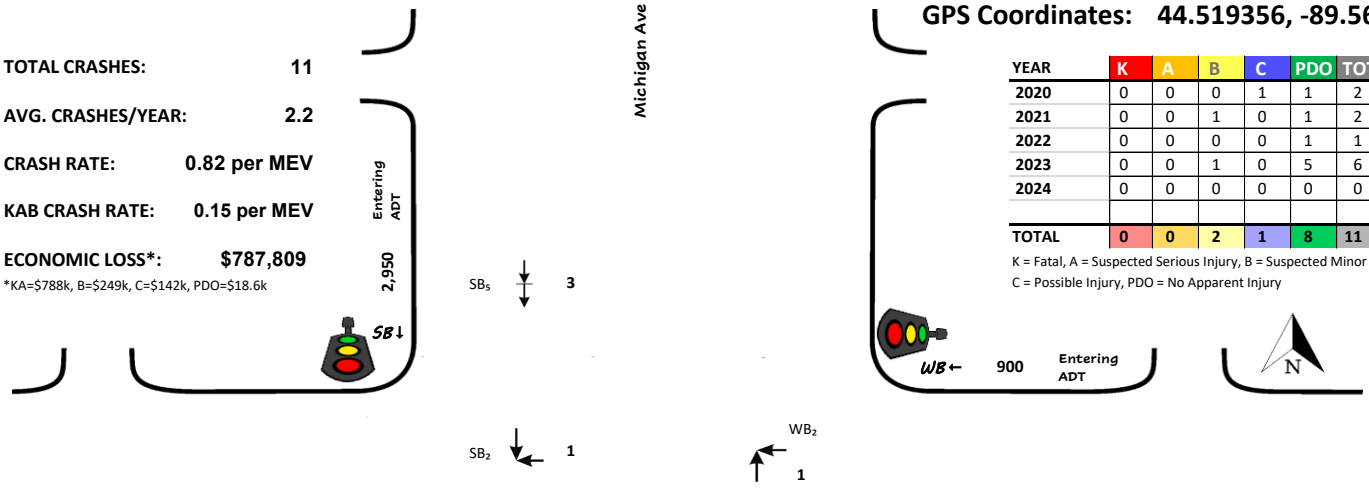
TRAFFIC ANALYSIS & DESIGN, INC.

Location: Jefferson St & Michigan Ave
Municipality: City of Stevens Point
County: Portage
Traffic Control: Traffic Signal

Duration
From: 1/1/2020 — 5 Years
To: 12/31/2024 — 0 Months
AADT: 7,385
Area Type: Urban
GPS Coordinates: 44.519356, -89.564600

MAP

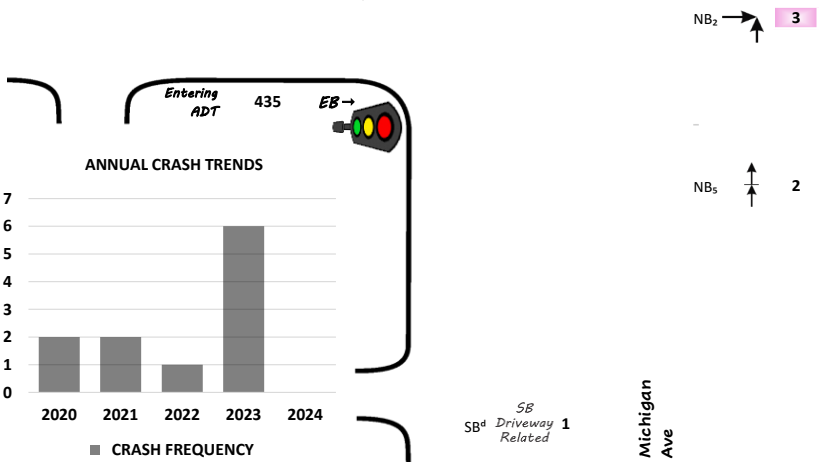
TOTAL CRASHES: 11
AVG. CRASHES/YEAR: 2.2
CRASH RATE: 0.82 per MEV
KAB CRASH RATE: 0.15 per MEV
ECONOMIC LOSS*: $787,809
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	1	1	2	$ 160,397
2021	0	0	1	0	1	2	$ 267,266
2022	0	0	0	0	1	1	$ 18,576
2023	0	0	1	0	5	6	$ 341,570
2024	0	0	0	0	0	0	$ -
TOTAL	0	0	2	1	8	11	$ 787,809

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury

ECON. LOSS COLOR SCALE
> $1 M
> $500 K
Ped/Bike



CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	2	0	3	5	$ 553,108
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	1	4	5	$ 216,125
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	1	1	$ 18,576
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	0	2	1	8	11	$ 787,809

ROAD CONDITIONS		
DRY	7	64%
WET	3	27%
SNOW	1	9%
ICE	0	0%
OTH.	0	0%
TOT.	11	

LIGHT CONDITIONS		
DAY	9	82%
DARK	2	18%
TOT.	11	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
BOTH	0	0%
SPEED	0	0%

SEASON		
SPRING	3	27%
SUMMER	2	18%
FALL	3	27%
WINTER	3	27%
TOT.	11	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

RAN RED LIGHT		
NB	2	18%
SB	0	0%
EB	2	18%
WB	1	9%
TBD	0	0%
TOT.	5	45%

TBD = verification from crash report needed for direction

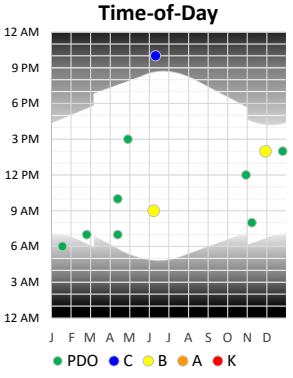
VEHICLE DAMAGE		
Minor	36%	8
Moderate	32%	7
Severe	32%	7
None/Other/Unkn	0%	0
Total Damaged Vehicles		22

NOTES:
All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Red Light	Speed Related	Slippery Road	Notes
NB2	NB/EB Right-Angle Crashes	$515,956	3	0	0	2	0	1	0	3	0	0	
SB5	SB Rear-End Crashes	$178,973	3	0	0	0	1	2	0	0	0	0	
NB5	NB Rear-End Crashes	$37,152	2	0	0	0	0	2	0	0	0	2	
WB2	WB/NB Right-Angle Crashes	$18,576	1	0	0	0	0	1	0	1	0	1	
SB2	SB/WB Right-Angle Crashes	$18,576	1	0	0	0	0	1	0	1	0	1	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

Location:	**Jefferson St & Michigan Ave**	**From:**	**1/1/2020**		
Municipality:	**City of Stevens Point**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**7,385**	**5**	**Years**
Traffic Control:	**Traffic Signal**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	WB$_2$	20L1LG9LVW	2/25/2023	RT-ANGLE	7 AM		SNOW					NB blew red
2	NB$_2$	20L02CL4S4	6/8/2021	RT-ANGLE	9 AM	B						EB blew red
3	NB$_2$	20L02942C6	11/8/2021	RT-ANGLE	8 AM							EB blew red
4	NB$_2$	20L02942M0	11/29/2023	RT-ANGLE	2 PM	B						NB blew red
5	NB$_3$	20L044NQB0	1/18/2023	REAR-END	6 AM		WET	DARK				
6	NB$_3$	20L02CL53K	12/26/2023	REAR-END	2 PM		WET					
7	SB$_2$	20L040ZM0N	4/13/2022	RT-ANGLE	7 AM		WET					WB blew red
8	SB$_3$	20L027W1Q7	6/11/2020	REAR-END	10 PM	C		DARK				
9	SB$_3$	20L02BC3XC	10/30/2020	REAR-END	12 PM							
10	SB$_3$	20L02942JG	4/29/2023	REAR-END	3 PM							
11	SB^4	20L02BC4BJ	4/13/2023	DRIVEWAY-RELATED	10 AM							
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

		Duration	
Location:	Commons Cir & Crossroads Dr	**From:**	1/1/2020 — 5 Years
Municipality:	Village of Plover	**To:**	12/31/2024 — 0 Months
County:	Portage	**AADT:**	7,000
Traffic Control:	Traffic Signal	**Area Type:**	Urban
		GPS Coordinates:	44.495714, -89.513402

MAP

TOTAL CRASHES: 12

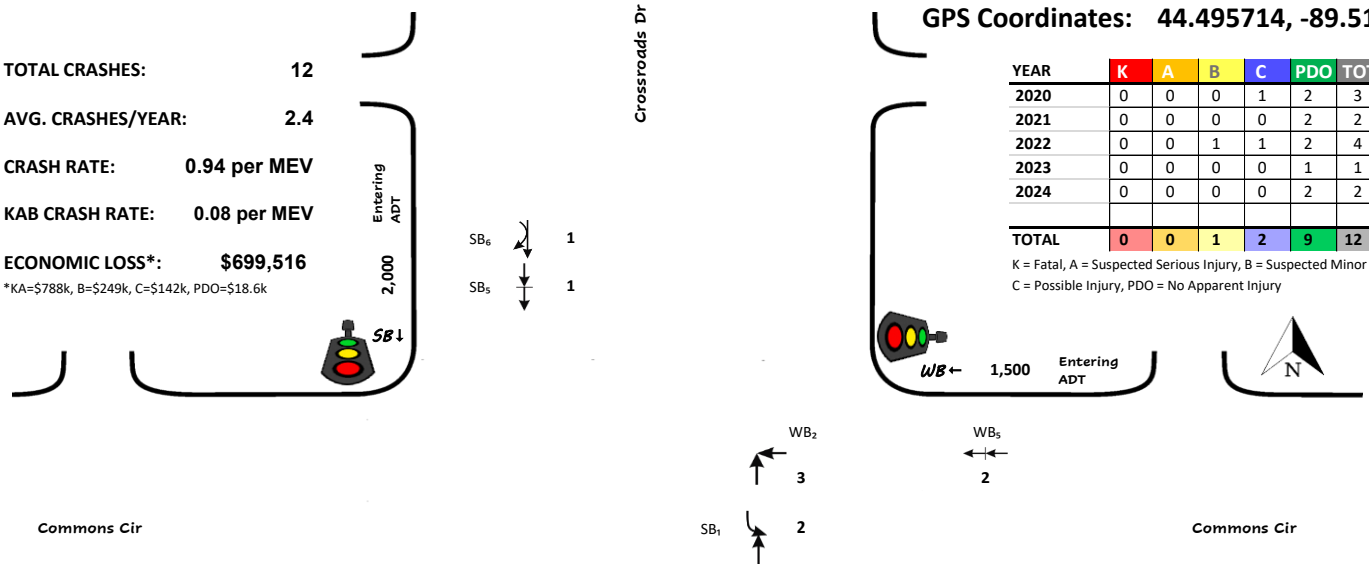
AVG. CRASHES/YEAR: 2.4

CRASH RATE: 0.94 per MEV

KAB CRASH RATE: 0.08 per MEV

ECONOMIC LOSS*: $699,516

*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

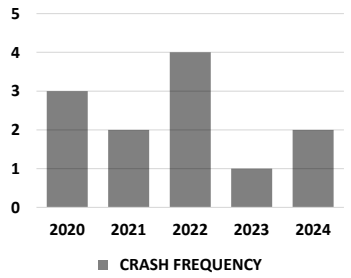


YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	1	2	3	$ 178,973
2021	0	0	0	0	2	2	$ 37,152
2022	0	0	1	1	2	4	$ 427,663
2023	0	0	0	0	1	1	$ 18,576
2024	0	0	0	0	2	2	$ 37,152
TOTAL	0	0	1	2	9	12	$ 699,516

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury

ECON. LOSS COLOR SCALE
- > $1 M
- > $500 K
- Ped/Bike

ANNUAL CRASH TRENDS



CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	2	2	$ 37,152
RT-ANGLE	0	0	1	1	1	3	$ 409,087
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	1	4	5	$ 216,125
SIDE-SWIPE-SAME	0	0	0	0	2	2	$ 37,152
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	0	1	2	9	12	$ 699,516

ROAD CONDITIONS		
DRY	10	83%
WET	2	17%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	12	

LIGHT CONDITIONS		
DAY	11	92%
DARK	1	8%
TOT.	12	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
BOTH	0	0%
SPEED	0	0%

SEASON		
SPRING	1	8%
SUMMER	5	42%
FALL	5	42%
WINTER	1	8%
TOT.	12	

FAILURE TO YIELD		
NB	0	0%
SB	2	17%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	2	17%

RAN RED LIGHT		
NB	2	17%
SB	0	0%
EB	0	0%
WB	1	8%
TBD	1	8%
TOT.	4	33%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
Minor	33%	8
Moderate	33%	8
Severe	25%	6
None/Other/Unkn	8%	2
Total Damaged Vehicles		24

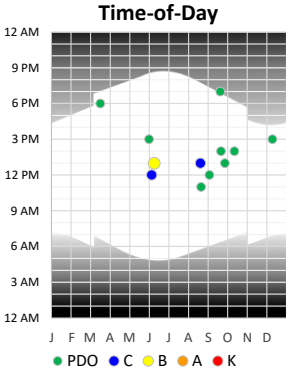
NOTES:

All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Red Light	Speed Related	Slippery Road	Notes
WB2	WB/NB Right-Angle Crashes	$409,087	3	0	0	1	1	1	0	3	0	1	
SB5	SB Rear-End Crashes	$141,821	1	0	0	0	1	0	0	1	0	0	
WB5	WB Rear-End Crashes	$37,152	2	0	0	0	0	2	0	0	0	1	
SB1	SB Left-Turn Angle Crashes	$37,152	2	0	0	0	0	2	2	0	0	0	
EB5	EB Rear-End Crashes	$18,576	1	0	0	0	0	1	0	0	0	0	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**Commons Cir & Crossroads Dr**	**From:**	**1/1/2020**		
Municipality:	**Village of Plover**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**7,000**	**5**	**Years**
Traffic Control:	**Traffic Signal**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_5	6PL092T5LR	6/1/2022	REAR-END	3 PM							
2	WB_4	6PL09XQXZ6	6/5/2022	RT-ANGLE	12 PM	C	WET					NB blew red
3	WB_2	6PL09XQXZ9	6/9/2022	RT-ANGLE	1 PM	B						NB blew red
4	WB_2	6PL068VN10	9/21/2022	RT-ANGLE	2 PM							UNK blew red
5	WB_5	6PL09XQXX4	9/3/2021	REAR-END	12 PM		WET					
6	WB_3	6PL09XQZ22	8/21/2024	REAR-END	11 AM							
7	NB_5	6PL06DKRBV	10/12/2024	REAR-END	2 PM							
8	NB_6	6PL050LHLK	3/17/2023	SIDE-SWIPE-SAME	6 PM							WBL&EBR sideswipe
9	SB_1	6PL092T5KQ	9/20/2020	LT-ANGLE	7 PM			DARK				SBL fail to yield
10	SB_1	6PL05QT5P8	12/10/2020	LT-ANGLE	3 PM			DAY				SBL fail to yield
11	SB_5	6PL0ST97TD	8/20/2020	REAR-END	1 PM	C						WB blew red cause
12	SB_6	6PL09RSSFC	9/27/2021	SIDE-SWIPE-SAME	1 PM							
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

TADI TRAFFIC ANALYSIS & DESIGN, INC.

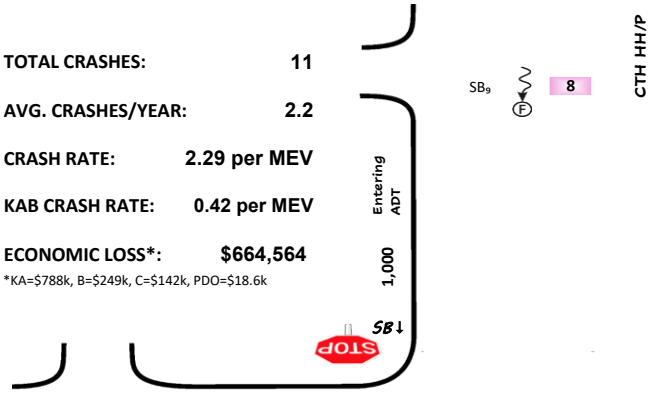
		Duration	
Location:	CTH HH & CTH P		
Municipality:	Town of Carson		
County:	Portage		
Traffic Control:	Minor Street Stop		
From:	1/1/2020	5	Years
To:	12/31/2024	0	Months
AADT:	2,625		
Area Type:	Rural		

MAP

GPS Coordinates: 44.590697, -89.718915

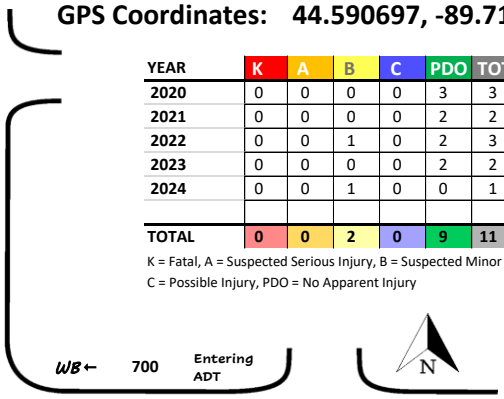
TOTAL CRASHES:	11
AVG. CRASHES/YEAR:	2.2
CRASH RATE:	2.29 per MEV
KAB CRASH RATE:	0.42 per MEV
ECONOMIC LOSS*:	$664,564

*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

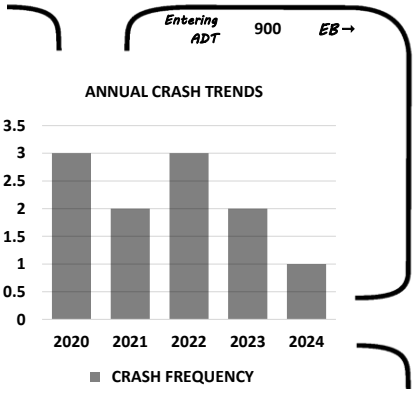


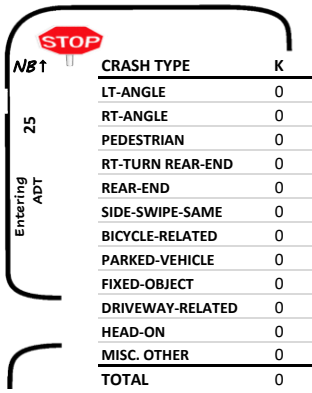
YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	3	3	$ 55,728
2021	0	0	0	0	2	2	$ 37,152
2022	0	0	1	0	2	3	$ 285,842
2023	0	0	0	0	2	2	$ 37,152
2024	0	0	1	0	0	1	$ 248,690
TOTAL	0	0	2	0	9	11	$ 664,564

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury



ECON. LOSS COLOR SCALE
- > $1 M
- > $500 K
- Ped/Bike





CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	0	0	0	0	$ -
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	0	0	$ -
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	2	0	9	11	$ 664,564
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	0	2	0	9	11	$ 664,564

ROAD CONDITIONS		
DRY	3	27%
WET	5	45%
SNOW	3	27%
ICE	0	0%
OTH.	0	0%
TOT.	11	

LIGHT CONDITIONS		
DAY	6	55%
DARK	5	45%
TOT.	11	

DRIVER BEHAVIOR		
ALCOHOL	1	9%
DRUGS	1	9%
BOTH	0	0%
SPEED	8	73%

SEASON		
SPRING	0	0%
SUMMER	1	9%
FALL	3	27%
WINTER	7	64%
TOT.	11	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

RAN STOP SIGN		
NB	0	0%
SB	4	36%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	4	36%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
Minor	36%	4
Moderate	9%	1
Severe	55%	6
None/Other/Unkn	0%	0
Total Damaged Vehicles		11

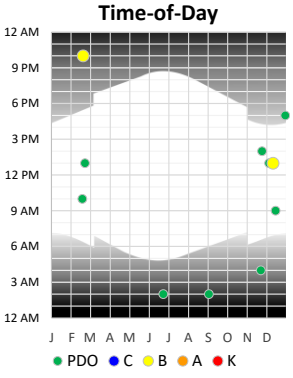
NOTES:

All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Stop Sign	Speed Related	Slippery Road	Notes
SB9	SB Fixed Object Crashes	$608,836	8	0	0	2	0	6	0	4	6	6	
EB9	EB Fixed Object Crashes	$55,728	3	0	0	0	0	3	0	0	2	2	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**CTH HH & CTH P**	**From:**	**1/1/2020**		
Municipality:	**Town of Carson**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**2,625**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Rural**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB$_9$	DHL066DKRP	9/2/2020	FIXED-OBJECT	2 AM			DARK				EBL tire issues
2	EB$_9$	DHL0655JQG	12/5/2021	FIXED-OBJECT	1 PM		WET				Y	EBL turner
3	EB$_9$	DHL0474SM9	12/30/2023	FIXED-OBJECT	5 PM		WET	DARK			Y	EBL turner
4	SB$_9$	DHL0532KS6	2/18/2020	FIXED-OBJECT	10 AM		SNOW				Y	
5	SB$_9$	DHL06B3P3H	11/24/2020	FIXED-OBJECT	2 PM		SNOW				Y	
6	SB$_9$	DHL06FSSH6	12/15/2021	FIXED-OBJECT	9 AM		WET				Y	
7	SB$_9$	DHL06FSSHD	2/19/2022	FIXED-OBJECT	10 PM	B		DARK				
8	SB$_9$	DHL0655JQW	2/22/2022	FIXED-OBJECT	1 PM		WET				Y	
9	SB$_9$	DHL07SK13G	11/22/2022	FIXED-OBJECT	4 AM		WET	DARK		Y	Y	
10	SB$_9$	DHL07BZLXF	6/23/2023	FIXED-OBJECT	2 AM			DARK	Y			
11	SB$_9$	DHL07FFP42	12/11/2024	FIXED-OBJECT	1 PM	B	SNOW				Y	
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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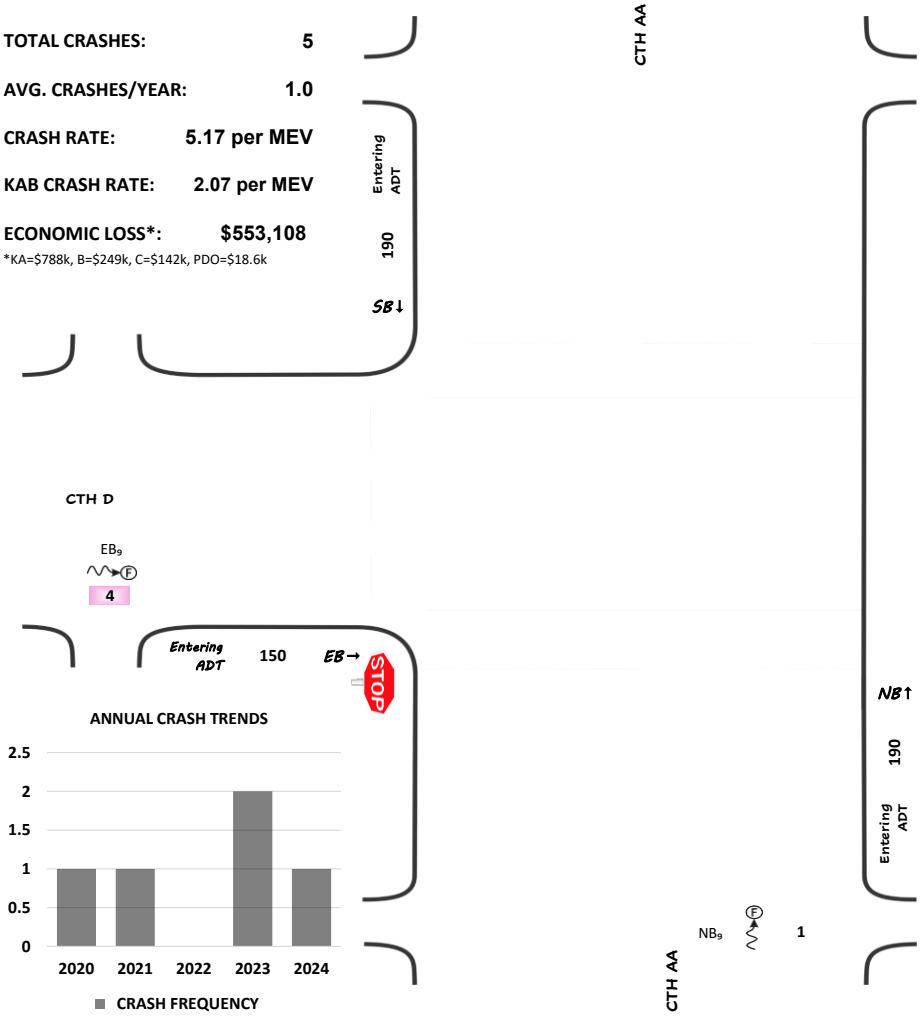
Intersection Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

Location: CTH D East & CTH AA South
Municipality: Town of Belmont
County: Portage
Traffic Control: Minor Street Stop

Duration
From: 1/1/2020 — 5 Years
To: 12/31/2024 — 0 Months
AADT: 530 MAP
Area Type: Rural
GPS Coordinates: 44.258173, -89.315291

TOTAL CRASHES: 5
AVG. CRASHES/YEAR: 1.0
CRASH RATE: 5.17 per MEV
KAB CRASH RATE: 2.07 per MEV
ECONOMIC LOSS*: $553,108
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	1	1	$ 18,576
2021	0	0	0	0	1	1	$ 18,576
2022	0	0	0	0	0	0	$ -
2023	0	0	1	0	1	2	$ 267,266
2024	0	0	1	0	0	1	$ 248,690
TOTAL	0	0	2	0	3	5	$ 553,108

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury

ECON. LOSS COLOR SCALE
> $1 M
> $500 K
Ped/Bike

ANNUAL CRASH TRENDS

CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	0	0	0	0	$ -
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	0	0	$ -
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	2	0	3	5	$ 553,108
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	0	2	0	3	5	$ 553,108

ROAD CONDITIONS		
DRY	4	80%
WET	0	0%
SNOW	1	20%
ICE	0	0%
OTH.	0	0%
TOT.	5	

LIGHT CONDITIONS		
DAY	1	20%
DARK	4	80%
TOT.	5	

DRIVER BEHAVIOR		
ALCOHOL	2	40%
DRUGS	0	0%
BOTH	0	0%
SPEED	3	60%

SEASON		
SPRING	1	20%
SUMMER	2	40%
FALL	1	20%
WINTER	1	20%
TOT.	5	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

RAN STOP SIGN		
NB	0	0%
SB	0	0%
EB	3	60%
WB	0	0%
TBD	0	0%
TOT.	3	60%

TBD = verification from crash report needed for direction

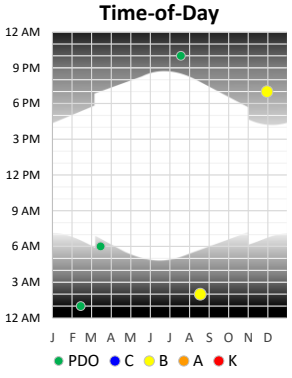
VEHICLE DAMAGE		
Minor	20%	1
Moderate	0%	0
Severe	80%	4
None/Other/Unkn	0%	0
Total Damaged Vehicles		5

NOTES:
All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Stop Sign	Speed Related	Slippery Road	Notes
EB9	EB Fixed Object Crashes	$534,532	4	0	0	2	0	2	0	3	2	0	
NB9	NB Fixed Object Crashes	$18,576	1	0	0	0	0	1	0	0	1	1	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**CTH D East & CTH AA South**	**From:**	**1/1/2020**		
Municipality:	**Town of Belmont**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**530**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Rural**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB$_9$	DHL067MLVR	7/19/2020	FIXED-OBJECT	10 PM			DARK	Y			
2	EB$_9$	DHL04NQ6SZ	2/14/2023	FIXED-OBJECT	1 AM			DARK	Y		Y	
3	EB$_9$	DHL06KHWWM	8/18/2023	FIXED-OBJECT	2 AM	B		DARK			Y	
4	EB$_9$	DHL0990C3K	11/30/2024	FIXED-OBJECT	7 PM	B		DARK				deer related
5	NB$_9$	DHL06FSSG6	3/16/2021	FIXED-OBJECT	6 AM		SNOW				Y	
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

TADI TRAFFIC ANALYSIS & DESIGN, INC.

Location: CTH HH-Water St & Sherman Ave-Minnesota Ave
Municipality: Village of Whiting
County: Portage
Traffic Control: Minor Street Stop

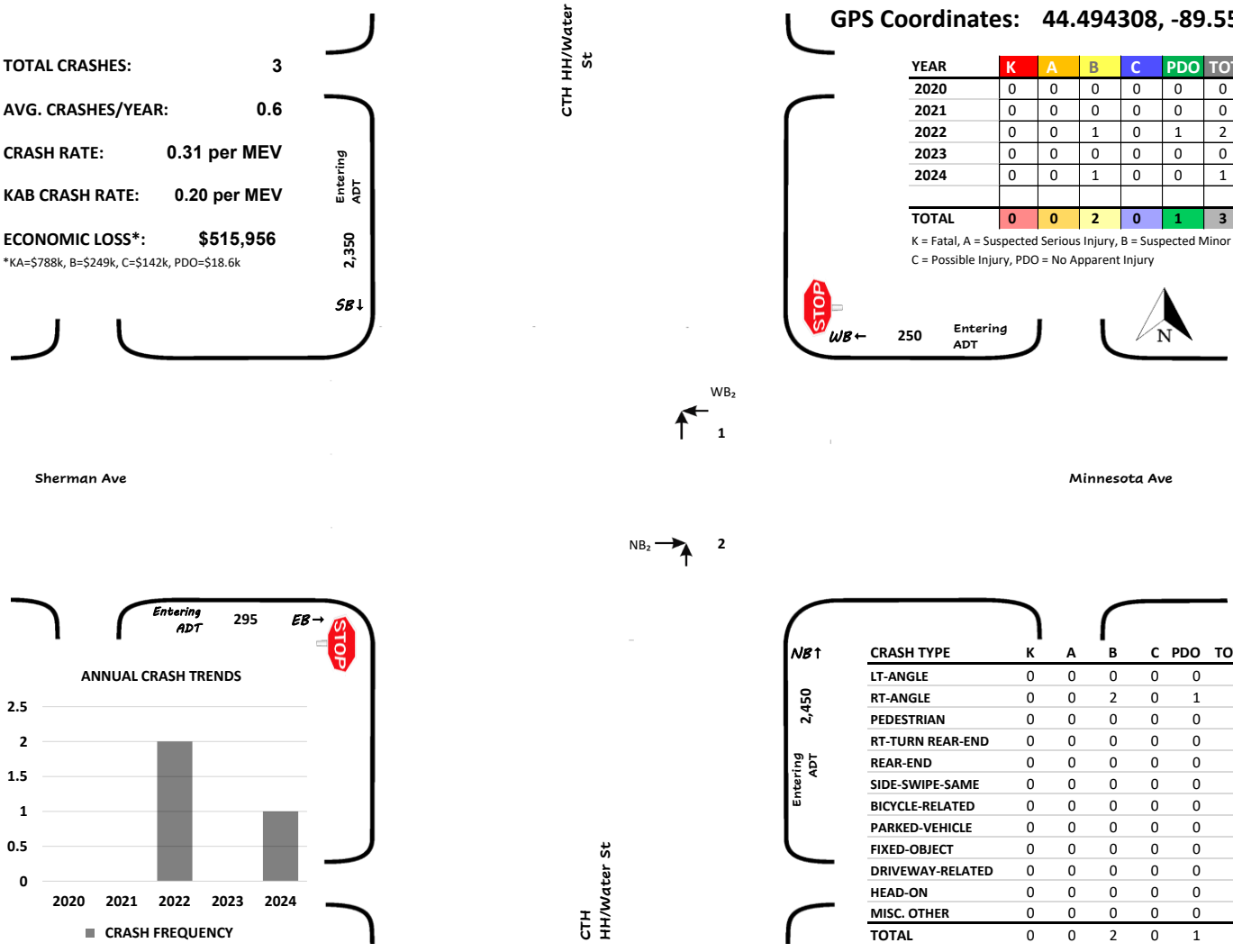
Duration
From: 1/1/2020 — 5 Years
To: 12/31/2024 — 0 Months
AADT: 5,345
Area Type: Urban
GPS Coordinates: 44.494308, -89.559104

MAP

TOTAL CRASHES: 3
AVG. CRASHES/YEAR: 0.6
CRASH RATE: 0.31 per MEV
KAB CRASH RATE: 0.20 per MEV
ECONOMIC LOSS*: $515,956
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	0	0	$ -
2021	0	0	0	0	0	0	$ -
2022	0	0	1	0	1	2	$ 267,266
2023	0	0	0	0	0	0	$ -
2024	0	0	1	0	0	1	$ 248,690
TOTAL	0	0	2	0	1	3	$ 515,956

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury



ECON. LOSS COLOR SCALE
> $1 M
> $500 K
Ped/Bike

CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	2	0	1	3	$ 515,956
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	0	0	$ -
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	0	2	0	1	3	$ 515,956

ROAD CONDITIONS		
DRY	2	67%
WET	1	33%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	3	

LIGHT CONDITIONS		
DAY	1	33%
DARK	2	67%
TOT.	3	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
BOTH	0	0%
SPEED	0	0%

SEASON		
SPRING	1	33%
SUMMER	1	33%
FALL	1	33%
WINTER	0	0%
TOT.	3	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	2	67%
WB	1	33%
TBD	0	0%
TOT.	3	100%

RAN STOP SIGN		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

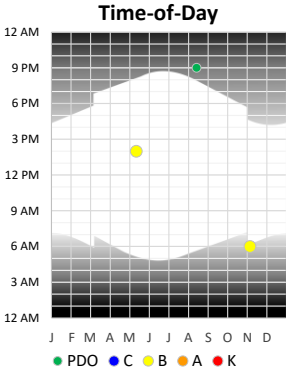
VEHICLE DAMAGE		
Minor	0%	0
Moderate	17%	1
Severe	67%	4
None/Other/Unkn	17%	1
Total Damaged Vehicles		6

NOTES:
All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Stop Sign	Speed Related	Slippery Road	Notes
NB2	NB/EB Right-Angle Crashes	$267,266	2	0	0	1	0	1	2	0	0	0	
WB2	WB/NB Right-Angle Crashes	$248,690	1	0	0	1	0	0	1	0	0	1	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**CTH HH-Water St & Sherman Ave-Minnesota Ave**	**From:**	**1/1/2020**		
Municipality:	**Village of Whiting**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**5,345**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	WB_2	DHL084FB32	11/5/2024	RT-ANGLE	6 AM	B	WET	DARK				WB fail to yield
2	NB_2	DHL06V55KZ	5/12/2022	RT-ANGLE	2 PM	B						EB fail to yield
3	NB_2	DHL06V55L3	8/14/2022	RT-ANGLE	9 PM			DARK				EB fail to yield
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Intersection Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

		Duration	
Location:	Hoover Ave & Plover Springs Dr	**From:**	1/1/2020 — 5 Years
Municipality:	Village of Plover	**To:**	12/31/2024 — 0 Months
County:	Portage	**AADT:**	6,950
Traffic Control:	Minor Street Stop	**Area Type:**	Urban
		GPS Coordinates:	44.470624, -89.528394

MAP

TOTAL CRASHES: 5

AVG. CRASHES/YEAR: 1.0

CRASH RATE: 0.39 per MEV

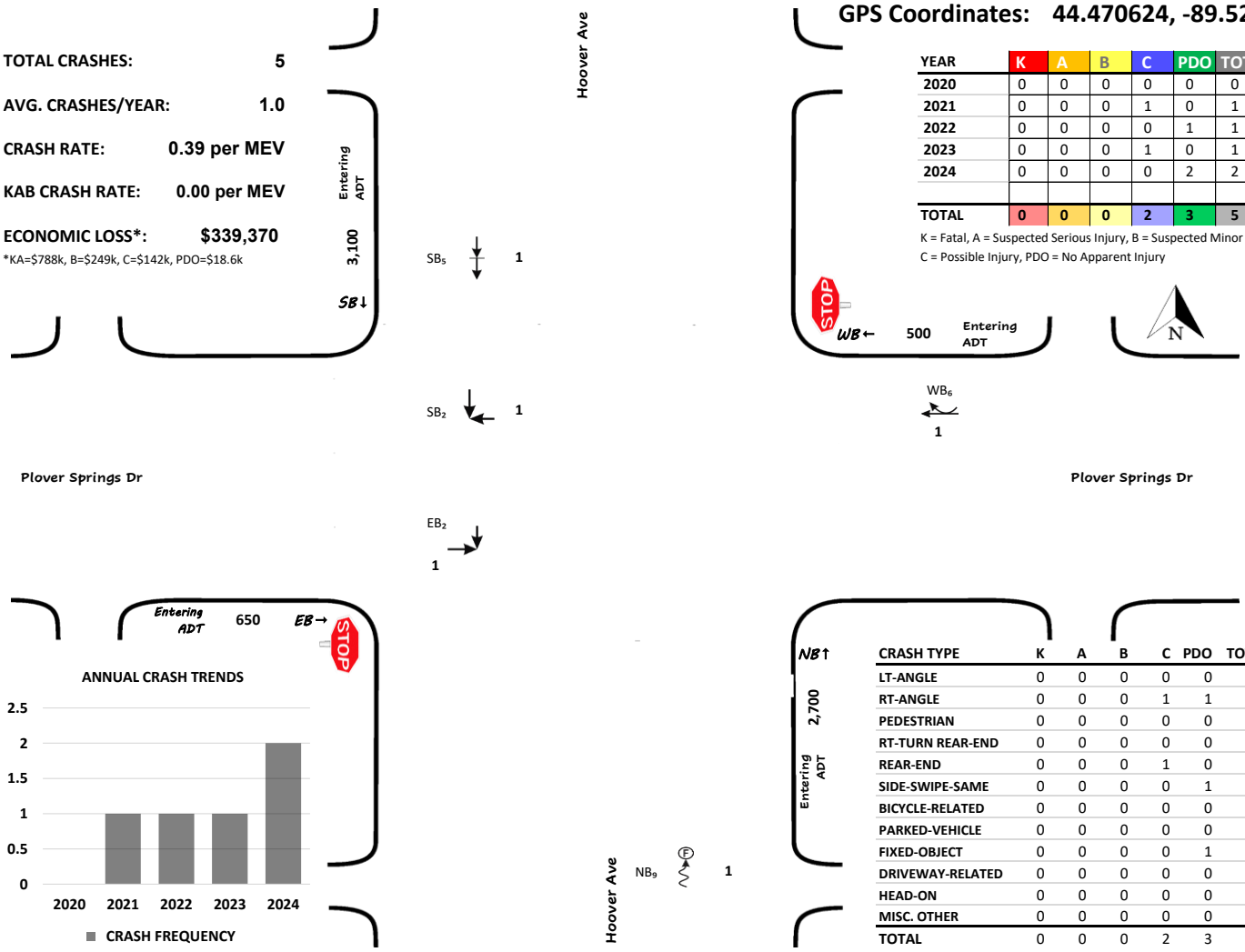
KAB CRASH RATE: 0.00 per MEV

ECONOMIC LOSS*: $339,370

*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	0	0	$ -
2021	0	0	0	1	0	1	$ 141,821
2022	0	0	0	0	1	1	$ 18,576
2023	0	0	0	1	0	1	$ 141,821
2024	0	0	0	0	2	2	$ 37,152
TOTAL	0	0	0	2	3	5	$ 339,370

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury



CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	0	1	1	2	$ 160,397
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	1	0	1	$ 141,821
SIDE-SWIPE-SAME	0	0	0	0	1	1	$ 18,576
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	1	1	$ 18,576
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	0	0	2	3	5	$ 339,370

ROAD CONDITIONS		
DRY	4	80%
WET	1	20%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	5	

LIGHT CONDITIONS		
DAY	4	80%
DARK	1	20%
TOT.	5	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
BOTH	0	0%
SPEED	0	0%

SEASON		
SPRING	0	0%
SUMMER	1	20%
FALL	3	60%
WINTER	1	20%
TOT.	5	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	1	20%
WB	1	20%
TBD	0	0%
TOT.	2	40%

RAN STOP SIGN		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
Minor	22%	2
Moderate	44%	4
Severe	33%	3
None/Other/Unkn	0%	0
Total Damaged Vehicles		9

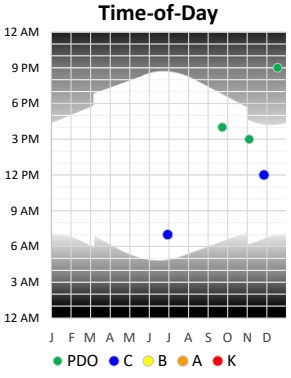
NOTES:

All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Stop Sign	Speed Related	Slippery Road	Notes
SB2	SB/WB Right-Angle Crashes	$141,821	1	0	0	0	1	0	1	0	0	0	
SB5	SB Rear-End Crashes	$141,821	1	0	0	0	1	0	0	0	0	0	
EB2	EB/SB Right-Angle Crashes	$18,576	1	0	0	0	0	1	1	0	0	1	
WB6	WB Side-Swipe Crashes	$18,576	1	0	0	0	0	1	0	0	0	0	
NB9	NB Fixed Object Crashes	$18,576	1	0	0	0	0	1	0	0	0	0	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

Location:	**Hoover Ave & Plover Springs Dr**	**From:**	**1/1/2020**		
Municipality:	**Village of Plover**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**6,950**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_2	6PL0FC714X	11/4/2022	RT-ANGLE	3 PM		WET					EB fail to yield
2	WB_6	6PL0B0000N	9/23/2024	SIDE-SWIPE-SAME	4 PM							
3	NB_9	6PL0B00013	12/18/2024	FIXED-OBJECT	9 PM			DARK				WBR struck pole
4	SB_2	6PL0FC7143	6/30/2021	RT-ANGLE	7 AM	C						WB fail to yield
5	SB_5	6PL09RSSG7	11/27/2023	REAR-END	12 PM	C						
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

		Duration	
Location:	**Park St & Water St**	**From:**	**1/1/2020** **5 Years**
Municipality:	**City of Stevens Point**	**To:**	**12/31/2024** **0 Months**
County:	**Portage**	**AADT:**	**4,950** MAP
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Urban**
		GPS Coordinates:	**44.513566, -89.577136**

TOTAL CRASHES: 11

AVG. CRASHES/YEAR: 2.2

CRASH RATE: 1.22 per MEV

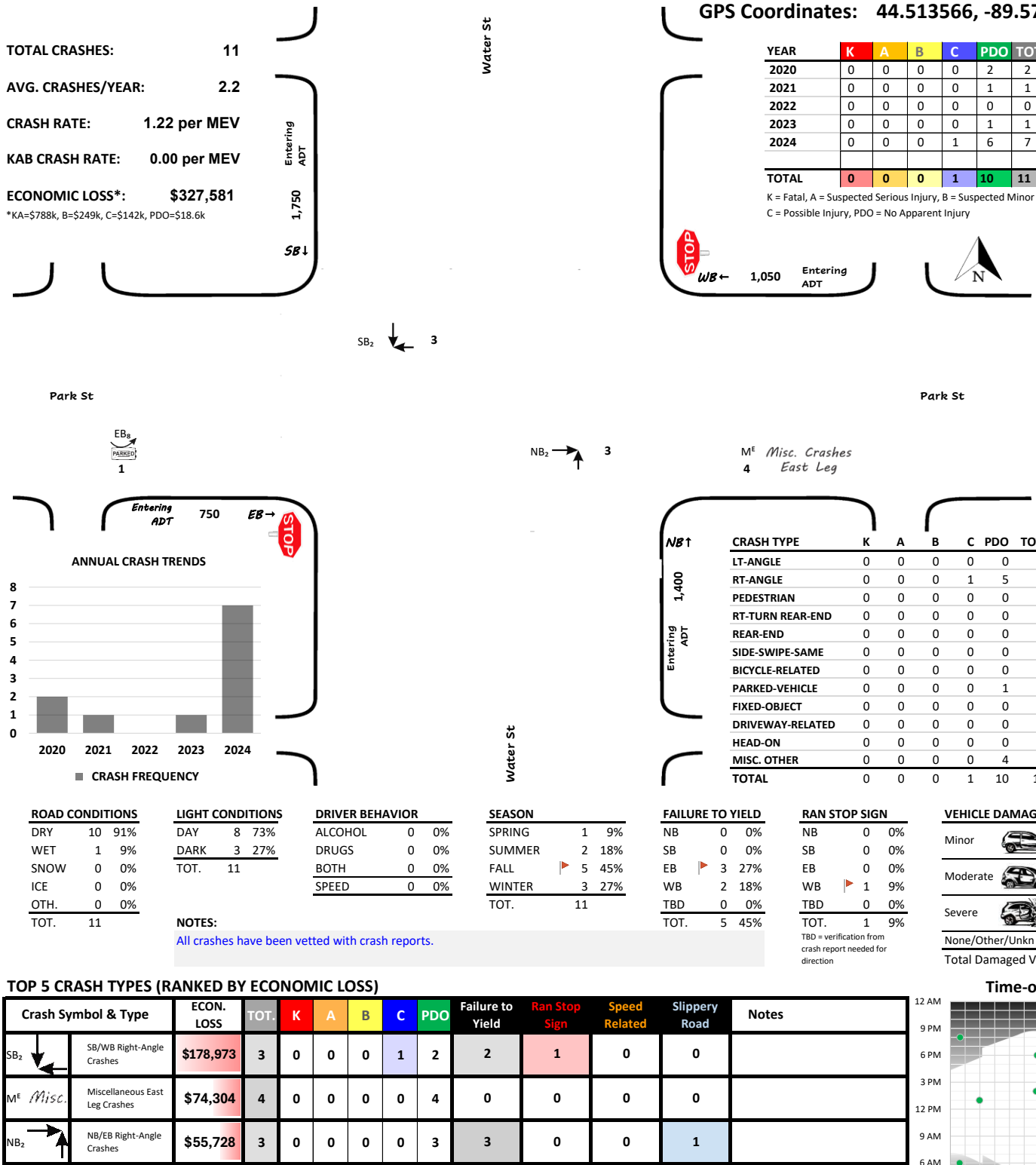
KAB CRASH RATE: 0.00 per MEV

ECONOMIC LOSS*: $327,581

*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	2	2	$ 37,152
2021	0	0	0	0	1	1	$ 18,576
2022	0	0	0	0	0	0	$ -
2023	0	0	0	0	1	1	$ 18,576
2024	0	0	0	1	6	7	$ 253,277
TOTAL	0	0	0	1	10	11	$ 327,581

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury



CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	0	1	5	6	$ 234,701
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	0	0	$ -
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	1	1	$ 18,576
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	4	4	$ 74,304
TOTAL	0	0	0	1	10	11	$ 327,581

ROAD CONDITIONS		
DRY	10	91%
WET	1	9%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	11	

LIGHT CONDITIONS		
DAY	8	73%
DARK	3	27%
TOT.	11	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
BOTH	0	0%
SPEED	0	0%

SEASON		
SPRING	1	9%
SUMMER	2	18%
FALL	5	45%
WINTER	3	27%
TOT.	11	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	3	27%
WB	2	18%
TBD	0	0%
TOT.	5	45%

RAN STOP SIGN		
NB	0	0%
SB	0	0%
EB	0	0%
WB	1	9%
TBD	0	0%
TOT.	1	9%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
Minor	27%	6
Moderate	45%	10
Severe	23%	5
None/Other/Unkn	5%	1
Total Damaged Vehicles		22

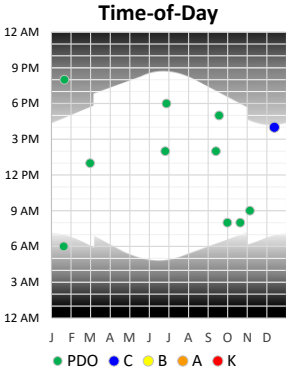
NOTES:

All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Stop Sign	Speed Related	Slippery Road	Notes
SB2	SB/WB Right-Angle Crashes	$178,973	3	0	0	0	1	2	2	1	0	0	
ME Misc.	Miscellaneous East Leg Crashes	$74,304	4	0	0	0	0	4	0	0	0	0	
NB2	NB/EB Right-Angle Crashes	$55,728	3	0	0	0	0	3	3	0	0	1	
EB8 PARKED	EB Parked Vehicle Crashes	$18,576	1	0	0	0	0	1	0	0	0	0	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**Park St & Water St**	**From:**	**1/1/2020**		
Municipality:	**City of Stevens Point**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**4,950**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_4	20L044NQB1	1/21/2023	PARKED-VEHICLE	8 PM			DARK				SBL veh
2	M^4	DHL07LCTLT	1/20/2024	MISC. OTHER	6 AM			DARK				SBL-EBT during turn
3	M^4	20L1JP7145	3/1/2024	MISC. OTHER	1 PM							SBL-EBT during turn
4	M^4	20L02CL571	10/1/2024	MISC. OTHER	8 AM			DAY				SBL-EBT during turn
5	M^4	20L02CL57J	10/21/2024	MISC. OTHER	8 AM							SBL-EBT during turn
6	NB_2	20L02CL4PQ	6/28/2020	RT-ANGLE	6 PM							EB fail to yield
7	NB_2	20L03V1GL0	9/13/2021	RT-ANGLE	2 PM							EB fail to yield
8	NB_2	20L0JSX4FL	11/5/2024	RT-ANGLE	9 AM		WET					EB fail to yield
9	SB_2	20L02BC3WP	9/18/2020	RT-ANGLE	5 PM							WB fail to yield
10	SB_2	20L1P713DJ	6/26/2024	RT-ANGLE	2 PM							WB blew stop
11	SB_2	20L02DT63F	12/13/2024	RT-ANGLE	4 PM	C		DARK				WB fail to yield
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

TADI TRAFFIC ANALYSIS & DESIGN, INC.

		Duration	
Location:	STH 66-Clark St & Jackson St	**From:**	1/1/2020 — 5 Years
Municipality:	City of Stevens Point	**To:**	12/31/2024 — 0 Months
County:	Portage	**AADT:**	5,700
Traffic Control:	Traffic Signal	**Area Type:**	Urban
		GPS Coordinates:	44.518920, -89.597381

MAP

TOTAL CRASHES: 4

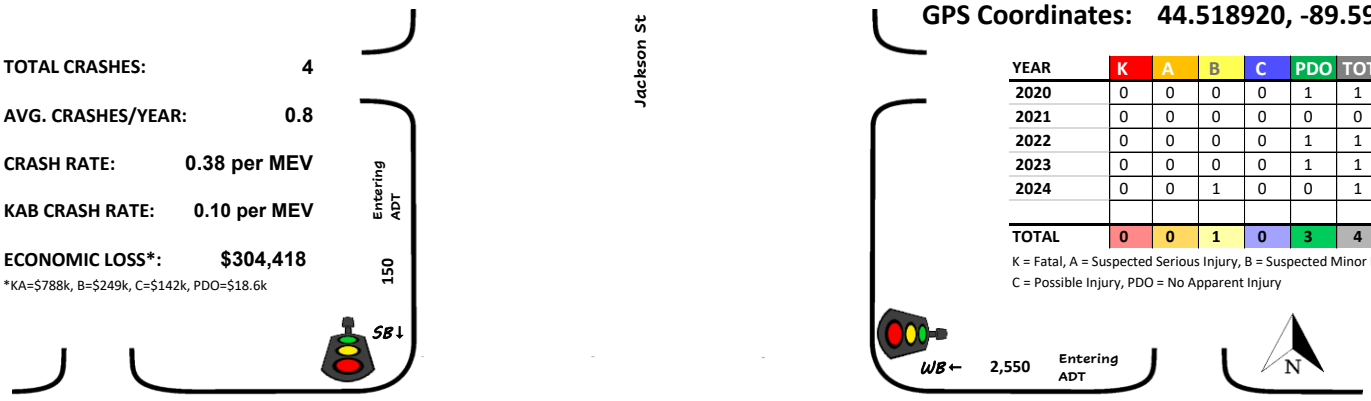
AVG. CRASHES/YEAR: 0.8

CRASH RATE: 0.38 per MEV

KAB CRASH RATE: 0.10 per MEV

ECONOMIC LOSS*: $304,418

*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

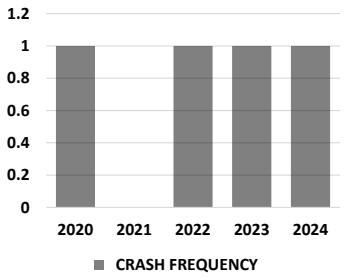


YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	1	1	$ 18,576
2021	0	0	0	0	0	0	$ -
2022	0	0	0	0	1	1	$ 18,576
2023	0	0	0	0	1	1	$ 18,576
2024	0	0	1	0	0	1	$ 248,690
TOTAL	0	0	1	0	3	4	$ 304,418

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury

ECON. LOSS COLOR SCALE
- > $1 M
- > $500 K
- Ped/Bike

ANNUAL CRASH TRENDS



CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	0	0	0	0	$ -
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	1	1	$ 18,576
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	1	0	2	3	$ 285,842
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	0	1	0	3	4	$ 304,418

ROAD CONDITIONS		
DRY	0	0%
WET	3	75%
SNOW	1	25%
ICE	0	0%
OTH.	0	0%
TOT.	4	

LIGHT CONDITIONS		
DAY	2	50%
DARK	2	50%
TOT.	4	

DRIVER BEHAVIOR		
ALCOHOL	1	25%
DRUGS	0	0%
BOTH	0	0%
SPEED	1	25%

SEASON		
SPRING	0	0%
SUMMER	0	0%
FALL	2	50%
WINTER	2	50%
TOT.	4	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

RAN RED LIGHT		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	1	25%
TOT.	1	25%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
Minor	40%	2
Moderate	0%	0
Severe	40%	2
None/Other/Unkn	20%	1
Total Damaged Vehicles		5

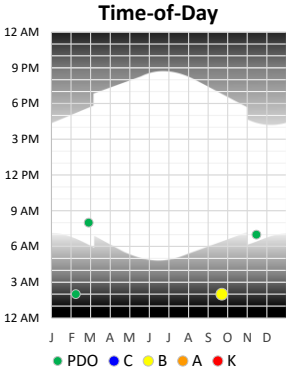
NOTES:

All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Red Light	Speed Related	Slippery Road	Notes
NB9	NB Fixed Object Crashes	$267,266	2	0	0	1	0	1	0	1	1	2	
EB5	EB Rear-End Crashes	$18,576	1	0	0	0	0	1	0	0	0	1	
WB9	WB Fixed Object Crashes	$18,576	1	0	0	0	0	1	0	0	0	1	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**STH 66-Clark St & Jackson St**	**From:**	**1/1/2020**		
Municipality:	**City of Stevens Point**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**5,700**	**5**	**Years**
Traffic Control:	**Traffic Signal**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB$_5$	20L02DT5XC	2/28/2023	REAR-END	8 AM		WET					
2	WB$_9$	20L02BC48V	11/15/2022	FIXED-OBJECT	7 AM		WET					
3	NB$_9$	20L03ZQKWG	2/8/2020	FIXED-OBJECT	2 AM		SNOW	DARK				
4	NB$_9$	20L02CL56X	9/22/2024	FIXED-OBJECT	2 AM	B	WET	DARK	Y		Y	
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

		Duration	
Location:	Jackson Ave & Maple Dr	**From:**	1/1/2020 — 5 Years
Municipality:	Village of Plover	**To:**	12/31/2024 — 0 Months
County:	Portage	**AADT:**	1,965
Traffic Control:	Minor Street Stop	**Area Type:**	Urban
		GPS Coordinates:	44.450021, -89.563982

MAP

TOTAL CRASHES: 3

AVG. CRASHES/YEAR: 0.6

CRASH RATE: 0.84 per MEV

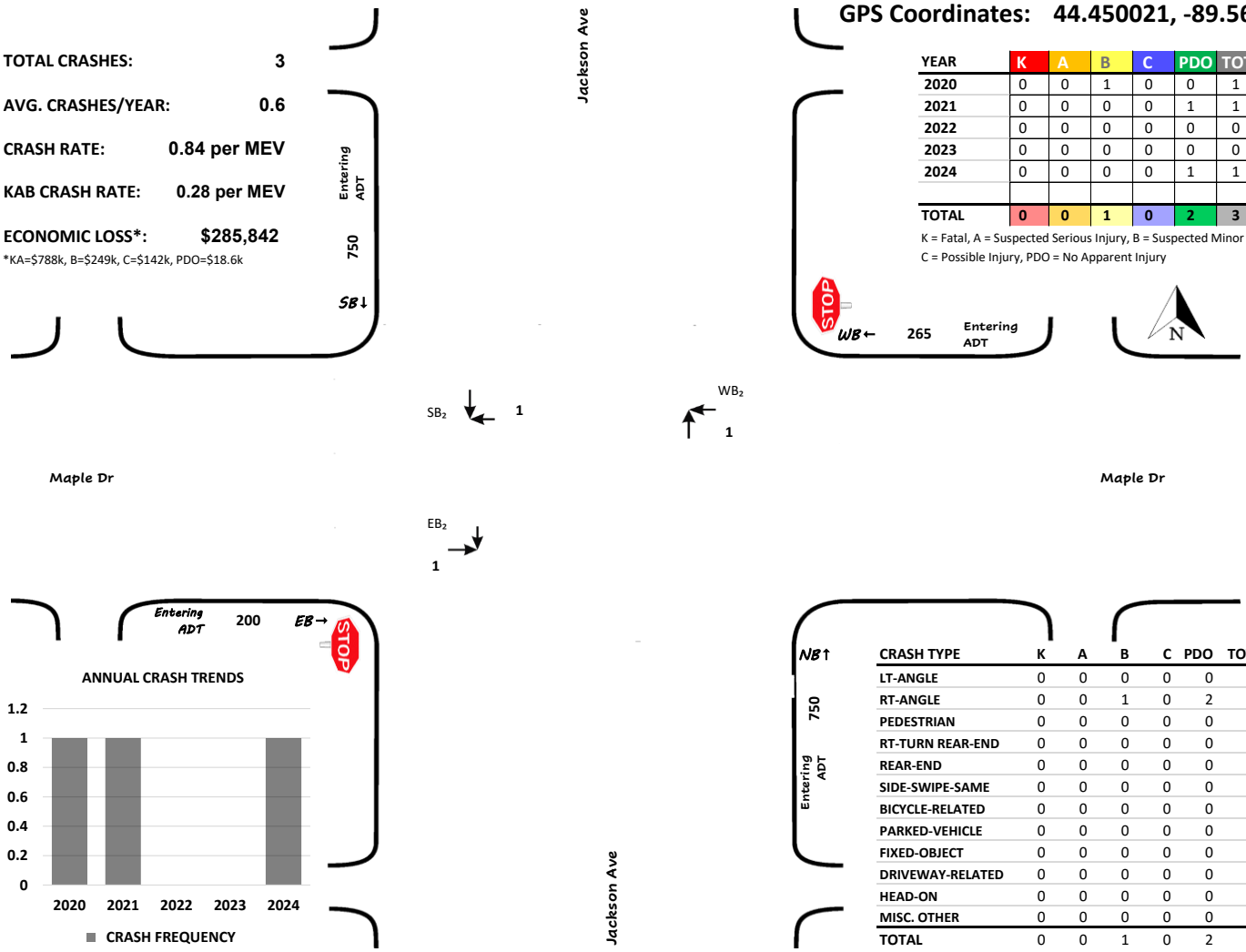
KAB CRASH RATE: 0.28 per MEV

ECONOMIC LOSS*: $285,842

*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	1	0	0	1	$ 248,690
2021	0	0	0	0	1	1	$ 18,576
2022	0	0	0	0	0	0	$ -
2023	0	0	0	0	0	0	$ -
2024	0	0	0	0	1	1	$ 18,576
TOTAL	0	0	1	0	2	3	$ 285,842

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury



ECON. LOSS COLOR SCALE
- > $1 M
- > $500 K
- Ped/Bike

CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	1	0	2	3	$ 285,842
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	0	0	$ -
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	0	1	0	2	3	$ 285,842

ROAD CONDITIONS		
DRY	2	67%
WET	1	33%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	3	

LIGHT CONDITIONS		
DAY	3	100%
DARK	0	0%
TOT.	3	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
BOTH	0	0%
SPEED	0	0%

SEASON		
SPRING	1	33%
SUMMER	1	33%
FALL	0	0%
WINTER	1	33%
TOT.	3	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	0	0%
WB	1	33%
TBD	0	0%
TOT.	1	33%

RAN STOP SIGN		
NB	0	0%
SB	0	0%
EB	1	33%
WB	1	33%
TBD	0	0%
TOT.	2	67%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
Minor	0%	0
Moderate	33%	2
Severe	67%	4
None/Other/Unkn	0%	0
Total Damaged Vehicles		6

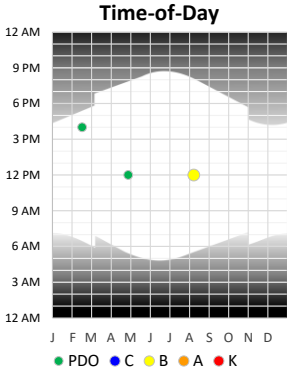
NOTES:

All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Stop Sign	Speed Related	Slippery Road	Notes
EB2	EB/SB Right-Angle Crashes	$248,690	1	0	0	1	0	0	0	1	0	1	
WB2	WB/NB Right-Angle Crashes	$18,576	1	0	0	0	0	1	1	0	0	0	
SB2	SB/WB Right-Angle Crashes	$18,576	1	0	0	0	0	1	0	1	0	0	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**Jackson Ave & Maple Dr**	**From:**	**1/1/2020**		
Municipality:	**Village of Plover**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**1,965**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_2	6PL05QT5NQ	8/8/2020	RT-ANGLE	12 PM	B	WET					EB blew stop
2	WB_2	6PL09N3P4K	4/28/2021	RT-ANGLE	12 PM							WB fail to yield
3	SB_2	6PL09XQZ1C	2/16/2024	RT-ANGLE	4 PM							WB blew stop
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

		Duration	
Location:	STH 54 & Grant Ave	**From:**	1/1/2020 — 5 Years
Municipality:	Village of Plover	**To:**	12/31/2024 — 0 Months
County:	Portage	**AADT:**	16,900
Traffic Control:	Minor Street Stop	**Area Type:**	Urban
		GPS Coordinates:	44.454483, -89.574047

MAP

TOTAL CRASHES: 3

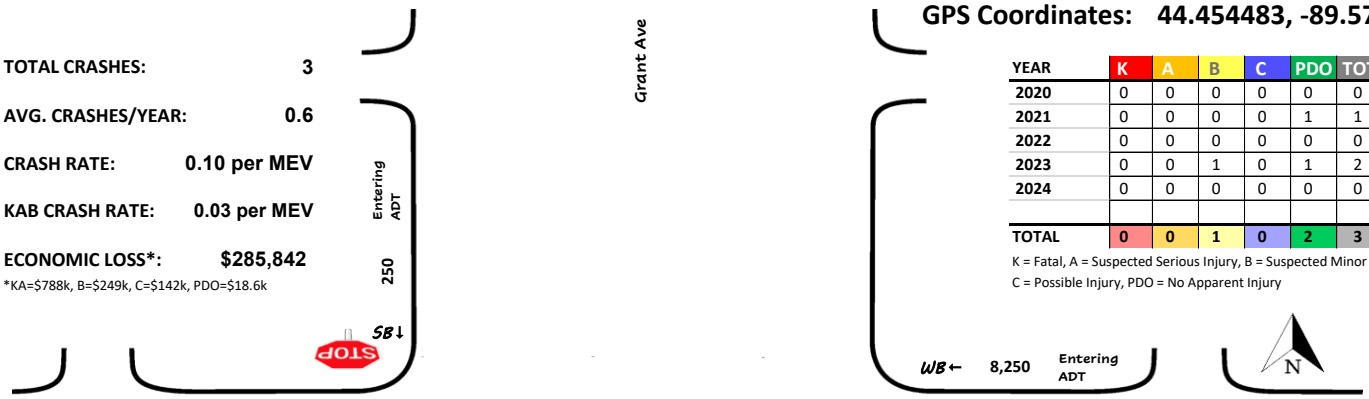
AVG. CRASHES/YEAR: 0.6

CRASH RATE: 0.10 per MEV

KAB CRASH RATE: 0.03 per MEV

ECONOMIC LOSS*: $285,842

*KA=$788k, B=$249k, C=$142k, PDO=$18.6k



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	0	0	$ -
2021	0	0	0	0	1	1	$ 18,576
2022	0	0	0	0	0	0	$ -
2023	0	0	1	0	1	2	$ 267,266
2024	0	0	0	0	0	0	$ -
TOTAL	0	0	1	0	2	3	$ 285,842

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury

ECON. LOSS COLOR SCALE
- > $1 M
- > $500 K
- Ped/Bike

CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	1	0	2	3	$ 285,842
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	0	0	$ -
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	0	1	0	2	3	$ 285,842

ROAD CONDITIONS		
DRY	3	100%
WET	0	0%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	3	

LIGHT CONDITIONS		
DAY	3	100%
DARK	0	0%
TOT.	3	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
BOTH	0	0%
SPEED	0	0%

SEASON		
SPRING	1	33%
SUMMER	2	67%
FALL	0	0%
WINTER	0	0%
TOT.	3	

FAILURE TO YIELD		
NB	0	0%
SB	3	100%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	3	100%

RAN STOP SIGN		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
Minor	17%	1
Moderate	17%	1
Severe	67%	4
None/Other/Unkn	0%	0
Total Damaged Vehicles		6

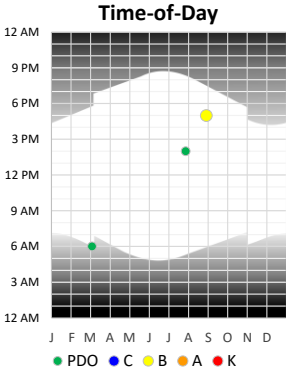
NOTES:

All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Stop Sign	Speed Related	Slippery Road	Notes
SB2	SB/WB Right-Angle Crashes	$267,266	2	0	0	1	0	1	2	0	0	0	
EB2	EB/SB Right-Angle Crashes	$18,576	1	0	0	0	0	1	1	0	0	0	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**STH 54 & Grant Ave**	**From:**	**1/1/2020**		
Municipality:	**Village of Plover**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**16,900**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_2	KRL0WFFP5T	7/28/2021	RT-ANGLE	2 PM							SB fail to yield
2	SB_2	DHL067MLXF	3/4/2023	RT-ANGLE	6 AM							SB fail to yield
3	SB_2	6PL0FC715L	8/29/2023	RT-ANGLE	5 PM	B						SB fail to yield
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Intersection Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

		Duration	
Location:	STH 34 and CTH P	**From:**	1/1/2020 — 5 Years
Municipality:	Town of Carson	**To:**	12/31/2024 — 0 Months
County:	Portage	**AADT:**	3,360
Traffic Control:	Minor Street Stop	**Area Type:**	Rural
		GPS Coordinates:	44.597003, -89.807747

MAP

TOTAL CRASHES: 6

AVG. CRASHES/YEAR: 1.2

CRASH RATE: 0.98 per MEV

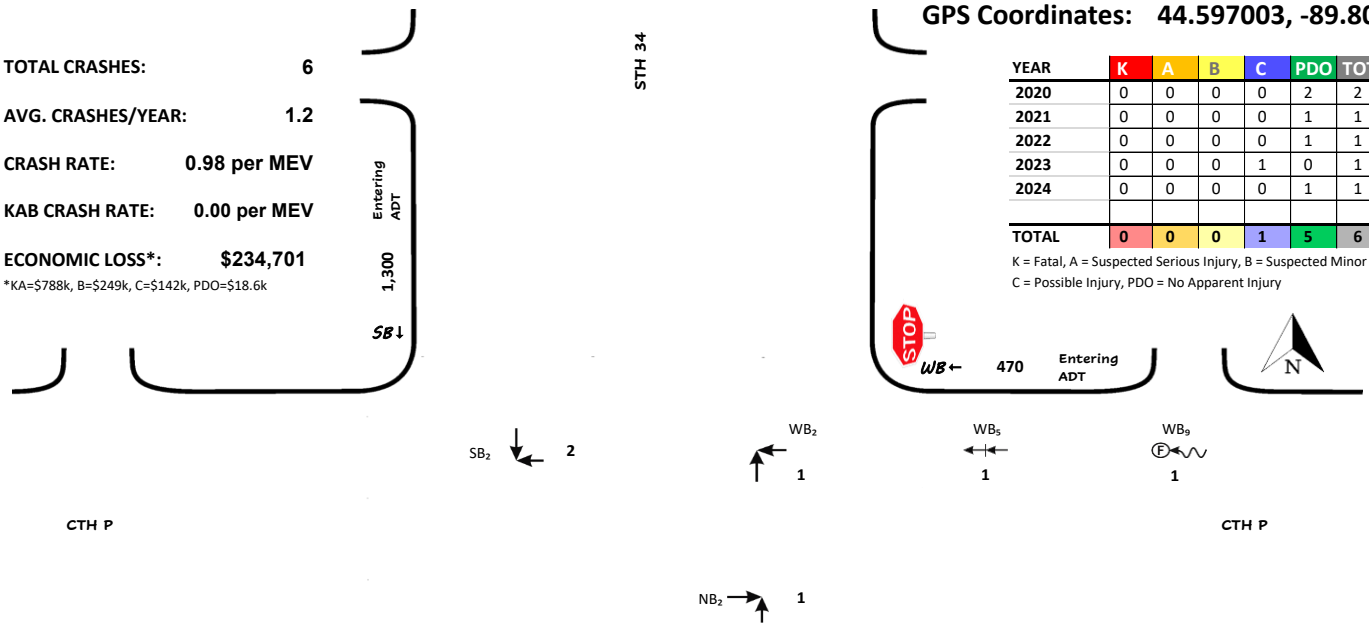
KAB CRASH RATE: 0.00 per MEV

ECONOMIC LOSS*: $234,701

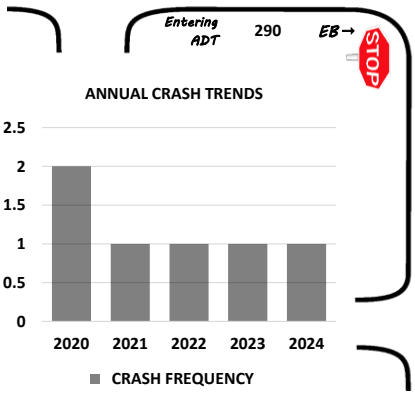
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

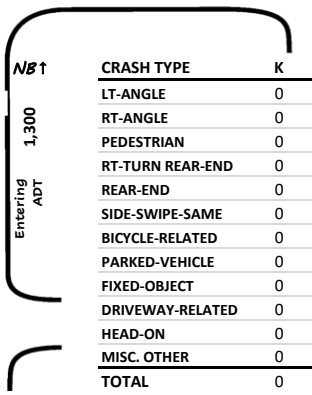
YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	2	2	$ 37,152
2021	0	0	0	0	1	1	$ 18,576
2022	0	0	0	0	1	1	$ 18,576
2023	0	0	0	1	0	1	$ 141,821
2024	0	0	0	0	1	1	$ 18,576
TOTAL	0	0	0	1	5	6	$ 234,701

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury



ECON. LOSS COLOR SCALE
- > $1 M
- > $500 K
- Ped/Bike





CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	0	1	3	4	$ 197,549
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	1	1	$ 18,576
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	1	1	$ 18,576
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	0	0	1	5	6	$ 234,701

ROAD CONDITIONS		
DRY	4	67%
WET	1	17%
SNOW	1	17%
ICE	0	0%
OTH.	0	0%
TOT.	6	

LIGHT CONDITIONS		
DAY	4	67%
DARK	2	33%
TOT.	6	

DRIVER BEHAVIOR		
ALCOHOL	1	17%
DRUGS	0	0%
BOTH	0	0%
SPEED	1	17%

SEASON		
SPRING	1	17%
SUMMER	2	33%
FALL	1	17%
WINTER	2	33%
TOT.	6	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	1	17%
WB	2	33%
TBD	0	0%
TOT.	3	50%

RAN STOP SIGN		
NB	0	0%
SB	0	0%
EB	0	0%
WB	2	33%
TBD	0	0%
TOT.	2	33%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
Minor	8%	1
Moderate	42%	5
Severe	42%	5
None/Other/Unkn	8%	1
Total Damaged Vehicles		12

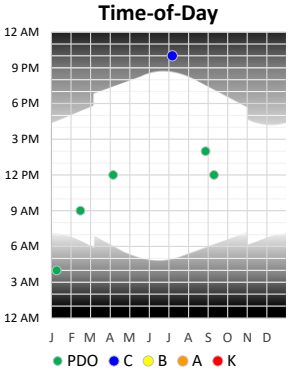
NOTES:

All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Stop Sign	Speed Related	Slippery Road	Notes
SB_2	SB/WB Right-Angle Crashes	$160,397	2	0	0	0	1	1	1	1	0	1	
WB_2	WB/NB Right-Angle Crashes	$18,576	1	0	0	0	0	1	1	0	0	0	
WB_5	WB Rear-End Crashes	$18,576	1	0	0	0	0	1	0	0	0	0	
WB_9 (F)	WB Fixed Object Crashes	$18,576	1	0	0	0	0	1	0	1	1	1	
NB_2	NB/EB Right-Angle Crashes	$18,576	1	0	0	0	0	1	1	0	0	0	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**STH 34 and CTH P**	**From:**	**1/1/2020**		
Municipality:	**Town of Carson**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**3,360**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Rural**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	WB_2	DHL06RP3GR	8/28/2024	RT-ANGLE	2 PM							WB fail to yield
2	WB_5	DHL05NC3CF	1/9/2021	REAR-END	4 AM			DARK	Y			
3	WB_9	DHL0532K55	2/15/2020	FIXED-OBJECT	9 AM		SNOW				Y	SB swerved
4	NB_2	DHL04ZCGG9	4/6/2020	RT-ANGLE	12 PM							EBT fail to yield
5	SB_2	DHL06KHWV9	9/10/2022	RT-ANGLE	12 PM		WET					WB fail to yield
6	SB_2	20L02942K8	7/7/2023	RT-ANGLE	10 PM	C		DARK				WB blew stop
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

		Duration	
Location:	STH 54 & Foremost Rd	**From:**	1/1/2020 — 5 Years
Municipality:	Village of Plover	**To:**	12/31/2024 — 0 Months
County:	Portage	**AADT:**	18,150
Traffic Control:	Minor Street Stop	**Area Type:**	Urban
		GPS Coordinates:	44.453699, -89.558931

MAP

TOTAL CRASHES: 6

AVG. CRASHES/YEAR: 1.2

CRASH RATE: 0.18 per MEV

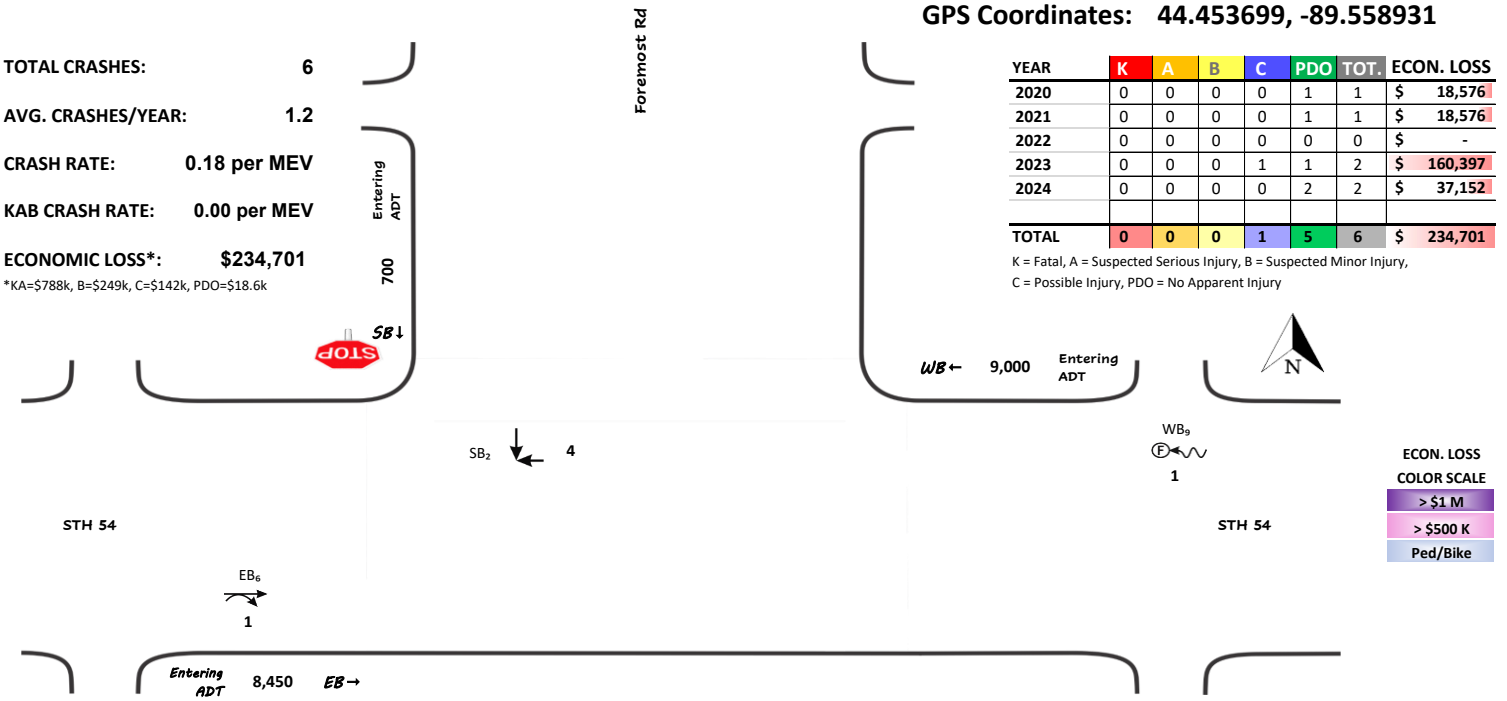
KAB CRASH RATE: 0.00 per MEV

ECONOMIC LOSS*: $234,701

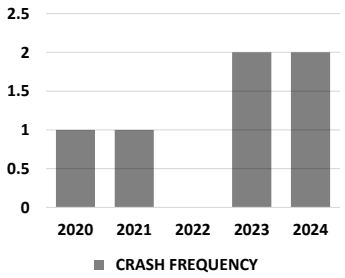
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	1	1	$ 18,576
2021	0	0	0	0	1	1	$ 18,576
2022	0	0	0	0	0	0	$ -
2023	0	0	0	1	1	2	$ 160,397
2024	0	0	0	0	2	2	$ 37,152
TOTAL	0	0	0	1	5	6	$ 234,701

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury



ANNUAL CRASH TRENDS



CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	0	0	4	4	$ 74,304
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	0	0	$ -
SIDE-SWIPE-SAME	0	0	0	1	0	1	$ 141,821
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	1	1	$ 18,576
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	0	0	1	5	6	$ 234,701

ROAD CONDITIONS		
DRY	5	83%
WET	1	17%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	6	

LIGHT CONDITIONS		
DAY	6	100%
DARK	0	0%
TOT.	6	

DRIVER BEHAVIOR		
ALCOHOL	1	17%
DRUGS	0	0%
BOTH	0	0%
SPEED	1	17%

SEASON		
SPRING	0	0%
SUMMER	0	0%
FALL	5	83%
WINTER	1	17%
TOT.	6	

FAILURE TO YIELD		
NB	0	0%
SB	4	67%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	4	67%

RAN STOP SIGN		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
Minor	9%	1
Moderate	27%	3
Severe	55%	6
None/Other/Unkn	9%	1
Total Damaged Vehicles		11

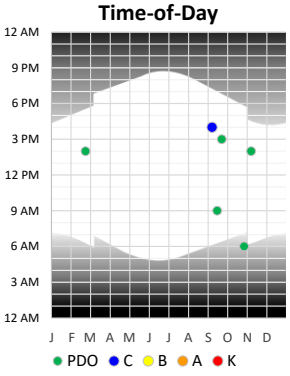
NOTES:

All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Stop Sign	Speed Related	Slippery Road	Notes
EB6	EB Side-Swipe Crashes	$141,821	1	0	0	0	1	0	0	0	0	0	
SB2	SB/WB Right-Angle Crashes	$74,304	4	0	0	0	0	4	4	0	0	1	
WB9 F	WB Fixed Object Crashes	$18,576	1	0	0	0	0	1	0	0	1	0	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**STH 54 & Foremost Rd**	**From:**	**1/1/2020**		
Municipality:	**Village of Plover**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**18,150**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_6	6PL09RSSG3	9/7/2023	SIDE-SWIPE-SAME	4 PM	C						SBL & EBT vehs
2	WB_9	6PL0DQPGH4	9/22/2023	FIXED-OBJECT	3 PM				Y		Y	
3	SB_3	6PL09N3P48	10/27/2020	RT-ANGLE	6 AM			DAY				SBL fail to yield
4	SB_3	6PL092T5L5	9/15/2021	RT-ANGLE	9 AM							SBL fail to yield
5	SB_3	6PL0B00003	2/23/2024	RT-ANGLE	2 PM		WET					SBL fail to yield
6	SB_2	6PL05QT5WP	11/7/2024	RT-ANGLE	2 PM							SBR fail to yield
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Intersection Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

		Duration	
Location:	STH 66-Main St & Fremont St	**From:**	1/1/2020 — 5 Years
Municipality:	City of Stevens Point	**To:**	12/31/2024 — 0 Months
County:	Portage	**AADT:**	7,710
Traffic Control:	Minor Street Stop	**Area Type:**	Urban
		GPS Coordinates:	44.523462, -89.567953

MAP

TOTAL CRASHES: 6

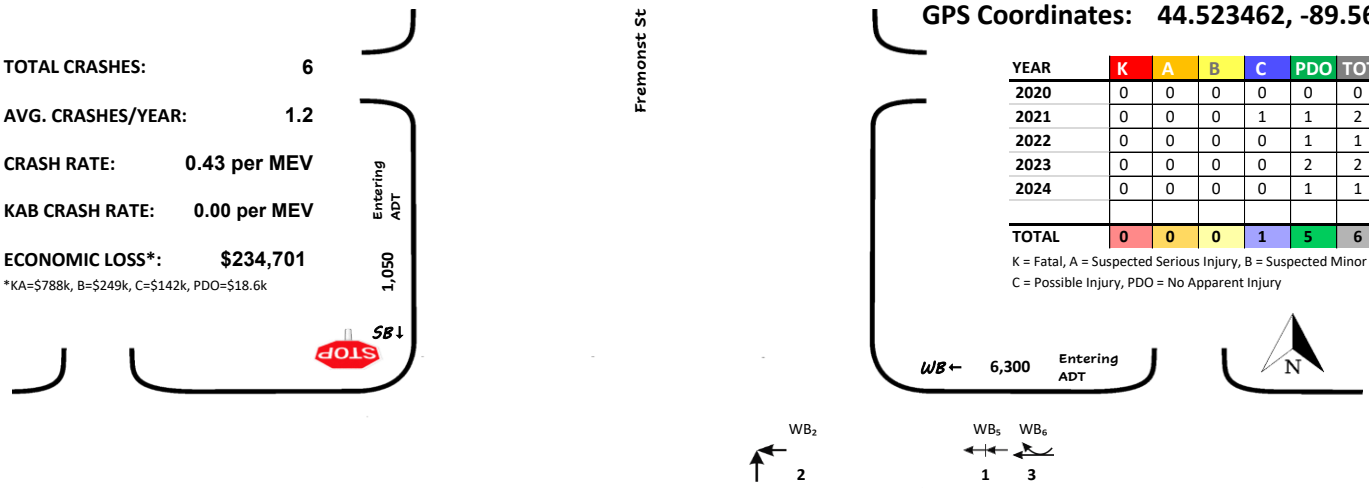
AVG. CRASHES/YEAR: 1.2

CRASH RATE: 0.43 per MEV

KAB CRASH RATE: 0.00 per MEV

ECONOMIC LOSS*: $234,701

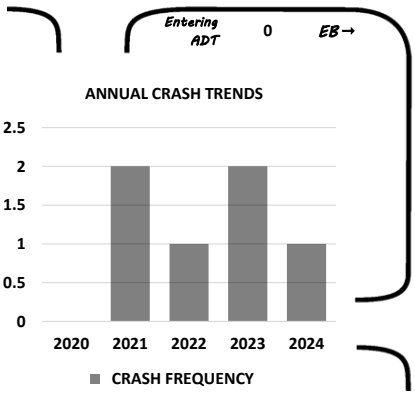
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

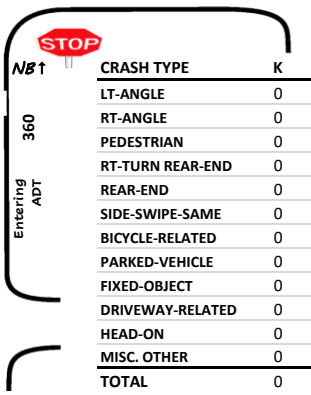


YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	0	0	$ -
2021	0	0	0	1	1	2	$ 160,397
2022	0	0	0	0	1	1	$ 18,576
2023	0	0	0	0	2	2	$ 37,152
2024	0	0	0	0	1	1	$ 18,576
TOTAL	0	0	0	1	5	6	$ 234,701

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury

ECON. LOSS COLOR SCALE
- > $1 M
- > $500 K
- Ped/Bike





CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	0	1	1	2	$ 160,397
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	1	1	$ 18,576
SIDE-SWIPE-SAME	0	0	0	0	3	3	$ 55,728
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	0	0	1	5	6	$ 234,701

ROAD CONDITIONS		
DRY	6	100%
WET	0	0%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	6	

LIGHT CONDITIONS		
DAY	5	83%
DARK	1	17%
TOT.	6	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
BOTH	0	0%
SPEED	0	0%

SEASON		
SPRING	3	50%
SUMMER	0	0%
FALL	2	33%
WINTER	1	17%
TOT.	6	

FAILURE TO YIELD		
NB	2	33%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	2	33%

RAN STOP SIGN		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
Minor	25%	3
Moderate	33%	4
Severe	33%	4
None/Other/Unkn	8%	1
Total Damaged Vehicles		12

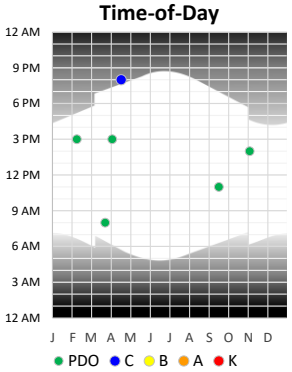
NOTES:

All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Stop Sign	Speed Related	Slippery Road	Notes
WB2	WB/NB Right-Angle Crashes	$160,397	2	0	0	0	1	1	2	0	0	0	
WB6	WB Side-Swipe Crashes	$55,728	3	0	0	0	0	3	0	0	0	0	
WB5	WB Rear-End Crashes	$18,576	1	0	0	0	0	1	0	0	0	0	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**STH 66-Main St & Fremont St**	**From:**	**1/1/2020**		
Municipality:	**City of Stevens Point**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**7,710**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	WB_3	20L0294287	3/23/2021	RT-ANGLE	8 AM							NB fail to yield
2	WB_3	20L03FP3DK	4/17/2021	RT-ANGLE	8 PM	C		DARK				NB fail to yield
3	WB_5	20L02942HP	2/8/2023	REAR-END	3 PM							stopped for peds
4	WB_8	20L02CL4X7	11/3/2022	SIDE-SWIPE-SAME	2 PM							
5	WB_8	20L02942J8	4/3/2023	SIDE-SWIPE-SAME	3 PM							
6	WB_8	20L0JRP3B8	9/16/2024	SIDE-SWIPE-SAME	11 AM							WBL from left lane
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

TADI TRAFFIC ANALYSIS & DESIGN, INC.

		Duration	
Location:	Adams St & Plover Springs Dr	**From:**	1/1/2020 — 5 Years
Municipality:	Village of Plover	**To:**	12/31/2024 — 0 Months
County:	Portage	**AADT:**	1,600
Traffic Control:	Minor Street Stop	**Area Type:**	Urban
		GPS Coordinates:	44.469626, -89.542875

MAP

TOTAL CRASHES: 1

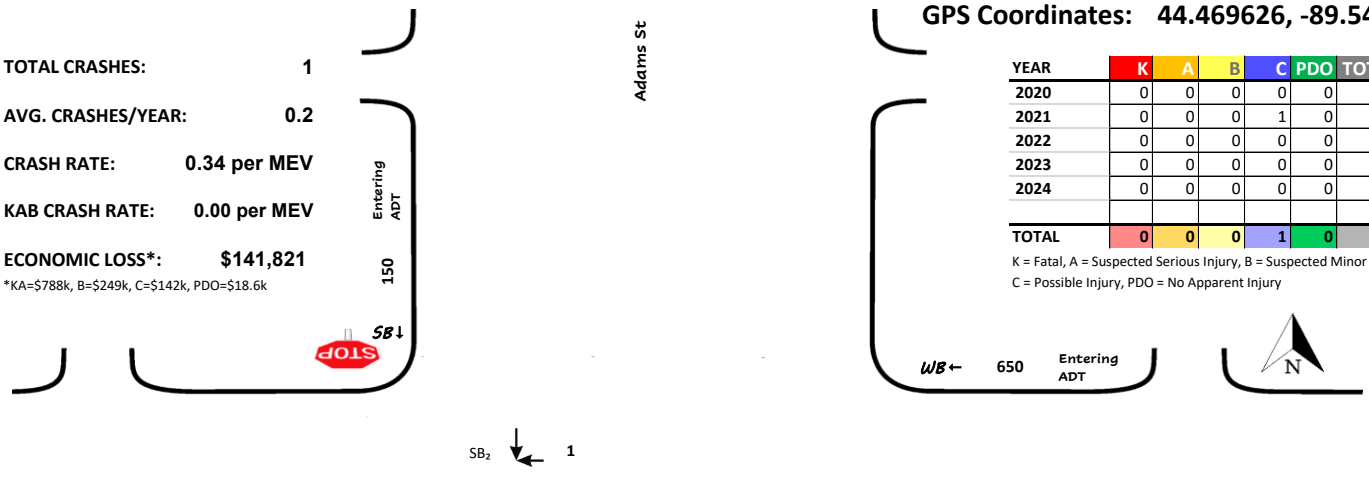
AVG. CRASHES/YEAR: 0.2

CRASH RATE: 0.34 per MEV

KAB CRASH RATE: 0.00 per MEV

ECONOMIC LOSS*: $141,821

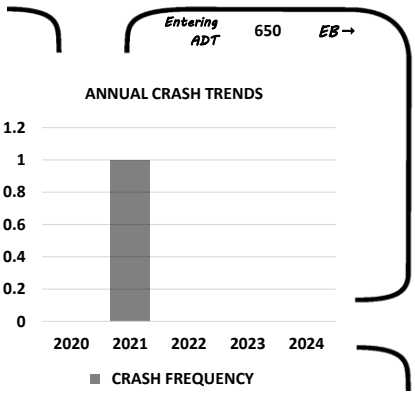
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

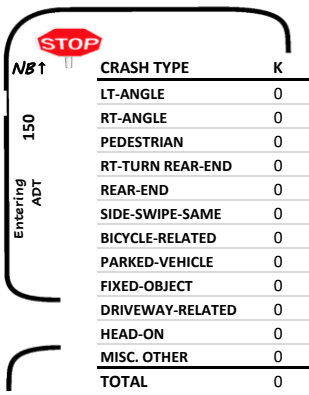


YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	0	0	$ -
2021	0	0	0	1	0	1	$ 141,821
2022	0	0	0	0	0	0	$ -
2023	0	0	0	0	0	0	$ -
2024	0	0	0	0	0	0	$ -
TOTAL	0	0	0	1	0	1	$ 141,821

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

ECON. LOSS COLOR SCALE
- > $1 M
- > $500 K
- Ped/Bike





CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	0	1	0	1	$ 141,821
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	0	0	$ -
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	0	0	1	0	1	$ 141,821

ROAD CONDITIONS		
DRY	1	100%
WET	0	0%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	1	

LIGHT CONDITIONS		
DAY	1	100%
DARK	0	0%
TOT.	1	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
BOTH	0	0%
SPEED	0	0%

SEASON		
SPRING	1	100%
SUMMER	0	0%
FALL	0	0%
WINTER	0	0%
TOT.	1	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	0	0%

RAN STOP SIGN		
NB	0	0%
SB	1	100%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	1	100%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
Minor	0%	0
Moderate	0%	0
Severe	100%	2
None/Other/Unkn	0%	0
Total Damaged Vehicles		2

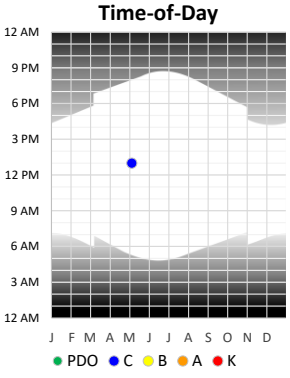
NOTES:

All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Stop Sign	Speed Related	Slippery Road	Notes
SB2	SB/WB Right-Angle Crashes	$141,821	1	0	0	0	1	0	0	1	0	0	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**Adams St & Plover Springs Dr**	**From:**	**1/1/2020**		
Municipality:	**Village of Plover**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**1,600**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	SB_2	6PL0SQT5PW	5/5/2021	RT-ANGLE	1 PM	C						SB blew stop
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

TADI TRAFFIC ANALYSIS & DESIGN, INC.

		Duration	
Location:	Bush St & Minnesota Ave		
Municipality:	City of Stevens Point		
County:	Portage		
Traffic Control:	Minor Street Stop		
From:	1/1/2020	5	Years
To:	12/31/2024	0	Months
AADT:	1,600		
Area Type:	Urban		
GPS Coordinates:	44.510361, -89.559272		

MAP

TOTAL CRASHES: 4

AVG. CRASHES/YEAR: 0.8

CRASH RATE: 1.37 per MEV

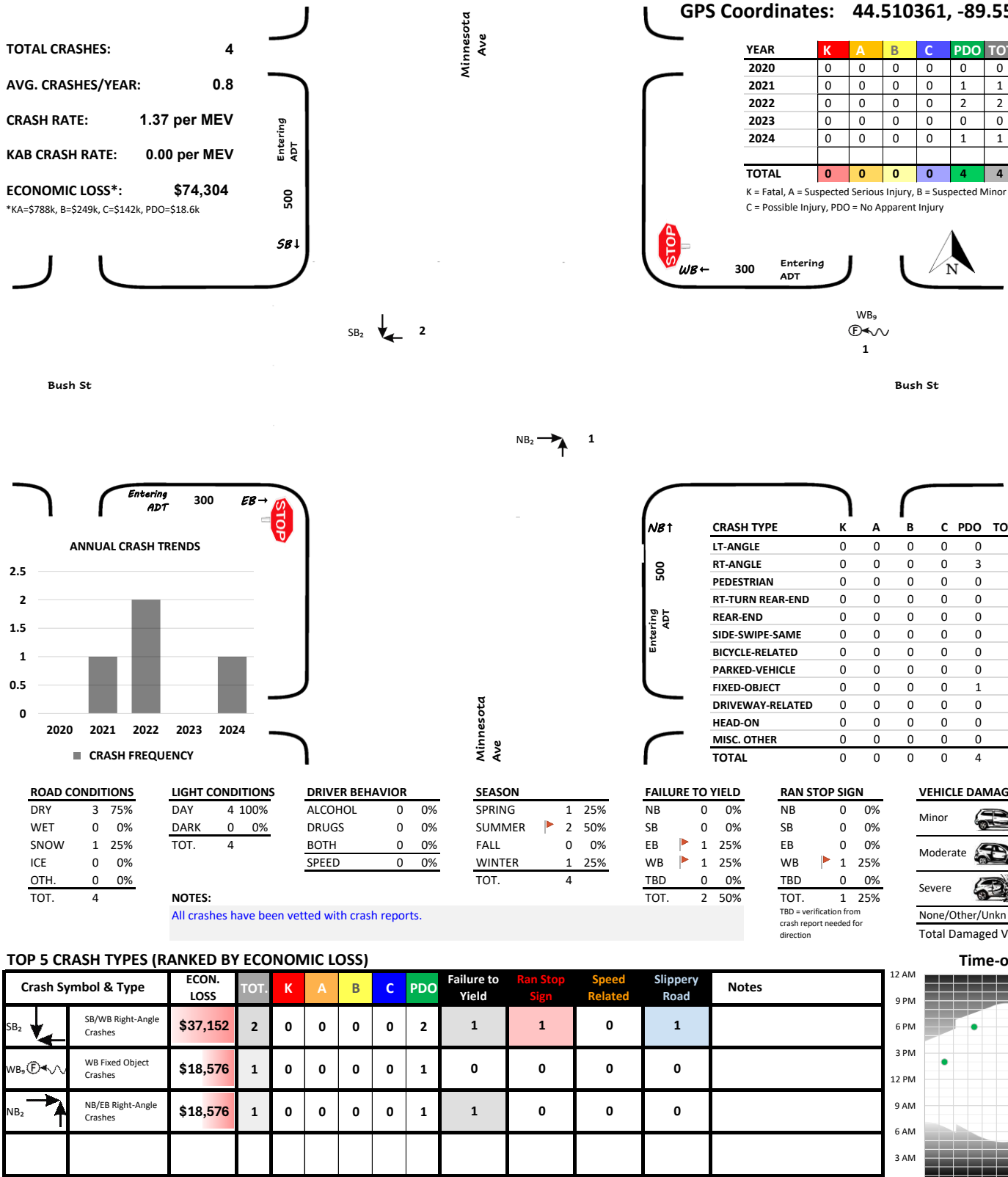
KAB CRASH RATE: 0.00 per MEV

ECONOMIC LOSS*: $74,304

*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	0	0	$ -
2021	0	0	0	0	1	1	$ 18,576
2022	0	0	0	0	2	2	$ 37,152
2023	0	0	0	0	0	0	$ -
2024	0	0	0	0	1	1	$ 18,576
TOTAL	0	0	0	0	4	4	$ 74,304

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury



CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	0	0	3	3	$ 55,728
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	0	0	$ -
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	1	1	$ 18,576
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	0	0	0	4	4	$ 74,304

ROAD CONDITIONS		
DRY	3	75%
WET	0	0%
SNOW	1	25%
ICE	0	0%
OTH.	0	0%
TOT.	4	

LIGHT CONDITIONS		
DAY	4	100%
DARK	0	0%
TOT.	4	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
BOTH	0	0%
SPEED	0	0%

SEASON		
SPRING	1	25%
SUMMER	2	50%
FALL	0	0%
WINTER	1	25%
TOT.	4	

FAILURE TO YIELD		
NB	0	0%
SB	0	0%
EB	1	25%
WB	1	25%
TBD	0	0%
TOT.	2	50%

RAN STOP SIGN		
NB	0	0%
SB	0	0%
EB	0	0%
WB	1	25%
TBD	0	0%
TOT.	1	25%

TBD = verification from crash report needed for direction

VEHICLE DAMAGE		
Minor	29%	2
Moderate	14%	1
Severe	57%	4
None/Other/Unkn	0%	0
Total Damaged Vehicles		7

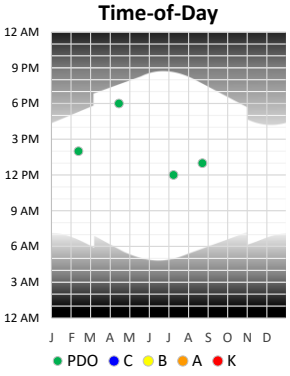
NOTES:

All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Stop Sign	Speed Related	Slippery Road	Notes
SB2	SB/WB Right-Angle Crashes	$37,152	2	0	0	0	0	2	1	1	0	1	
WB9 F	WB Fixed Object Crashes	$18,576	1	0	0	0	0	1	0	0	0	0	
NB2	NB/EB Right-Angle Crashes	$18,576	1	0	0	0	0	1	1	0	0	0	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

Location:	**Bush St & Minnesota Ave**	**From:**	**1/1/2020**		
Municipality:	**City of Stevens Point**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**1,600**	**5**	**Years**
Traffic Control:	**Minor Street Stop**	**Area Type:**	**Urban**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	WB_9	20L02942FW	8/23/2022	FIXED-OBJECT	1 PM							
2	NB_2	20L1D0GSKC	7/9/2024	RT-ANGLE	12 PM							EB fail to yield
3	SB_2	20L02CL4RB	2/12/2021	RT-ANGLE	2 PM		SNOW					WB fail to yield
4	SB_2	20L02BC45T	4/15/2022	RT-ANGLE	6 PM							WB blew stop
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Intersection Collision Diagram

TADI TRAFFIC ANALYSIS & DESIGN, INC.

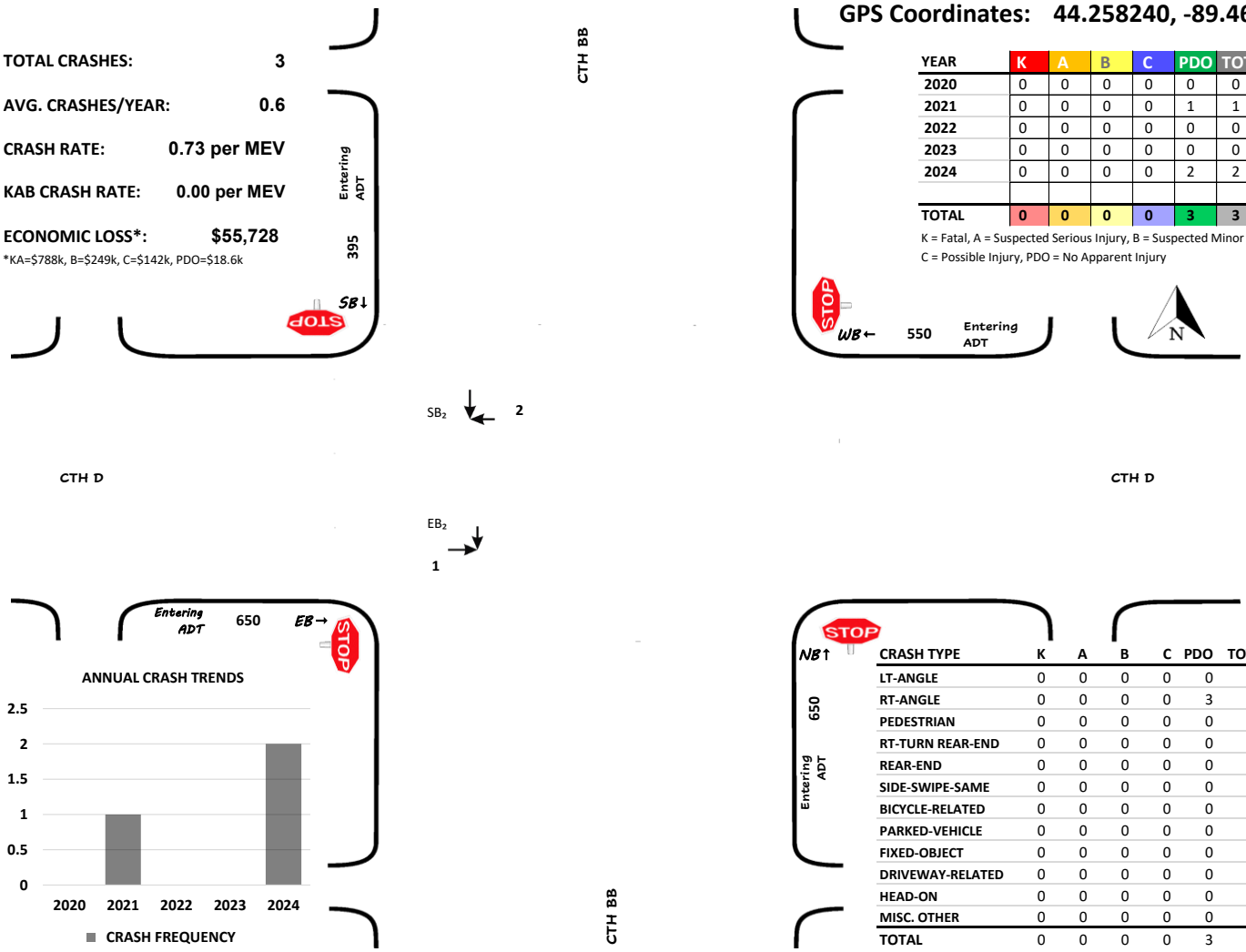
Location: CTH BB & CTH D
Municipality: Town of Almond
County: Portage
Traffic Control: All-Way Stop

Duration
From: 1/1/2020 — 5 Years
To: 12/31/2024 — 0 Months
AADT: 2,245 MAP
Area Type: Rural
GPS Coordinates: 44.258240, -89.465506

TOTAL CRASHES: 3
AVG. CRASHES/YEAR: 0.6
CRASH RATE: 0.73 per MEV
KAB CRASH RATE: 0.00 per MEV
ECONOMIC LOSS*: $55,728
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	0	0	$ -
2021	0	0	0	0	1	1	$ 18,576
2022	0	0	0	0	0	0	$ -
2023	0	0	0	0	0	0	$ -
2024	0	0	0	0	2	2	$ 37,152
TOTAL	0	0	0	0	3	3	$ 55,728

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury



CRASH TYPE	K	A	B	C	PDO	TOT.	ECON. LOSS
LT-ANGLE	0	0	0	0	0	0	$ -
RT-ANGLE	0	0	0	0	3	3	$ 55,728
PEDESTRIAN	0	0	0	0	0	0	$ -
RT-TURN REAR-END	0	0	0	0	0	0	$ -
REAR-END	0	0	0	0	0	0	$ -
SIDE-SWIPE-SAME	0	0	0	0	0	0	$ -
BICYCLE-RELATED	0	0	0	0	0	0	$ -
PARKED-VEHICLE	0	0	0	0	0	0	$ -
FIXED-OBJECT	0	0	0	0	0	0	$ -
DRIVEWAY-RELATED	0	0	0	0	0	0	$ -
HEAD-ON	0	0	0	0	0	0	$ -
MISC. OTHER	0	0	0	0	0	0	$ -
TOTAL	0	0	0	0	3	3	$ 55,728

ROAD CONDITIONS		
DRY	3	100%
WET	0	0%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	3	

LIGHT CONDITIONS		
DAY	3	100%
DARK	0	0%
TOT.	3	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
BOTH	0	0%
SPEED	0	0%

SEASON		
SPRING	0	0%
SUMMER	0	0%
FALL	3	100%
WINTER	0	0%
TOT.	3	

FAILURE TO YIELD		
NB	0	0%
SB	1	33%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	1	33%

RAN STOP SIGN		
NB	0	0%
SB	2	67%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	2	67%

TBD = verification from crash report needed for direction

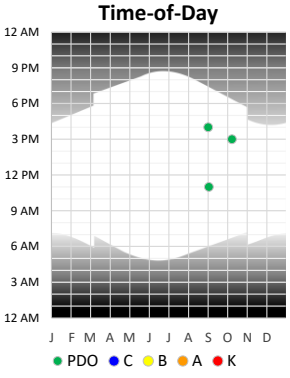
VEHICLE DAMAGE		
Minor	0%	0
Moderate	33%	2
Severe	67%	4
None/Other/Unkn	0%	0
Total Damaged Vehicles		6

NOTES:
All crashes have been vetted with crash reports.

TOP 5 CRASH TYPES (RANKED BY ECONOMIC LOSS)

Crash Symbol & Type		ECON. LOSS	TOT.	K	A	B	C	PDO	Failure to Yield	Ran Stop Sign	Speed Related	Slippery Road	Notes
SB₂	SB/WB Right-Angle Crashes	$37,152	2	0	0	0	0	2	1	1	0	0	
EB₂	EB/SB Right-Angle Crashes	$18,576	1	0	0	0	0	1	0	1	0	0	

Time-of-Day



Crash Data

Corresponds to Collision Diagram

TRAFFIC ANALYSIS & DESIGN, INC.

Location:	**CTH BB & CTH D**	**From:**	**1/1/2020**		
Municipality:	**Town of Almond**	**To:**	**12/31/2024**	**Duration**	
County:	**Portage**	**AADT:**	**2,245**	**5**	**Years**
Traffic Control:	**All-Way Stop**	**Area Type:**	**Rural**	**0**	**Months**

Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	EB_2	DHL067MLZT	9/1/2024	RT-ANGLE	4 PM							SB blew stop
2	SB_2	DHL05NC3D5	9/2/2021	RT-ANGLE	11 AM							SB fail to yield
3	SB_2	KRL0K78HMT	10/8/2024	RT-ANGLE	3 PM							SB blew stop
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Ref #	Label	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Appendix F

Appendix F1
Horizontal Curve Overall Crash Statistics Summary

APPENDIX F1.1

Horizontal Curve Database

Portage County SAP Curves (2020-2024)

RANK[1]	HORIZONTAL CURVE	MUNICIPALITY	Speed Limit (mph)	Advisory Speed (mph)	LENGTH (MI)	ENTERING AADT	MAP LINK	CRASH FREQ.	CRASH RATE	ECONOMIC LOSS
1	CTH HH	Town of Carson	55	None	2.75	2,000	Link	14	3.83	$4,569,037
2	West River Drive	Town of Linwood	35	None	0.13	630	Link	3	2.61	$1,825,340
3	CTH G	Town of Carson	55	35	0.08	750	Link	3	2.19	$1,718,471
4	CTH KK	Village of Amhurst	55	30	0.13	830	Link	2	1.32	$1,576,650
5	CTH Y (South)	Town of Dewey	55	45	0.66	1,200	Link	5	2.28	$985,874
6	CTH BB	Town of Almond	55	50	0.22	790	Link	5	3.47	$862,629
7	CTH R	Town of Plover	45	None	0.08	1,100	Link	5	2.49	$862,629
8	CTH A	Town of Lanark	55	45	0.22	470	Link	1	1.17	$788,325
9	CTH AA	Town of Belmont	55	20	0.14	380	Link	1	1.44	$788,325
10	CTH J	Town of Sharon	55	50	0.22	980	Link	1	0.56	$788,325
11	CTH MM	Town of New Hop	55	UNK	0.08	340	Link	1	1.61	$788,325
12	CTH Y (North)	Town of Sharon	55	None	0.11	640	Link	4	3.42	$74,304
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Averages per Curve					**0.40**	**843**		**4**	**2.20**	**$1,302,353**

Totals					**4.81**	**10,110**		**45**		**##########**

1) Ranked by total economic loss. Economic Loss calculated by using $788.325k per Fatal K-Level, $788.325k per Incapacitating Injury A-Level, $248.69k per Non-Incapacitating Injury B-Level, and $141.821k per Possible Injury C-Level, and $18.576k per Property Damage Only PD-Level.

APPENDIX F1.2

Economic Loss Ranking

Portage County SAP Curves (2020-2024)

RANK[1]	HORIZONTAL CURVE	COORDINATES	FATAL	A-LEVEL	B-LEVEL	C-LEVEL	PDO	CRASH FREQUENCY TOTAL	ECONOMIC LOSS (ALL CRASHES)
1	CTH HH	44.547249, -89.645204	1	4	2	0	7	14	$4,569,037
2	West River Drive	44.484630, -89.575063	1	1	1	0	0	3	$1,825,340
3	CTH G	44.534224, -89.788470	1	1	0	1	0	3	$1,718,471
4	CTH KK	44.473863, -89.323018	0	2	0	0	0	2	$1,576,650
5	CTH Y (South)	44.600585, -89.492238	0	1	0	1	3	5	$985,874
6	CTH BB	44.276610, -89.462512	0	1	0	0	4	5	$862,629
7	CTH R	44.426134, -89.508840	1	0	0	0	4	5	$862,629
8	CTH A	44.380774, -89.309533	0	1	0	0	0	1	$788,325
9	CTH MM	44.537704, -89.254346	0	1	0	0	0	1	$788,325
10	CTH J	44.578236, -89.435957	0	1	0	0	0	1	$788,325
11	CTH AA	44.245438, -89.315490	0	1	0	0	0	1	$788,325
12	CTH Y (North)	44.680709, -89.443152	0	0	0	0	4	4	$74,304
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Averages per Curve		**0.33**	**1.17**	**0.25**	**0.17**	**1.83**	**3.75**	**$1,302,353**

Totals		**4**	**14**	**3**	**2**	**22**	**45**	**$15,628,234**

1) Ranked by total economic loss. Economic Loss calculated by using $788.325k per Fatal K-Level, $788.325k per Incapacitating Injury A-Level, $248.69k per Non-Incapacitating Injury B-Level, and $141.821k per Possible Injury C-Level, and $18.576k per Property Damage Only PD-Level.

APPENDIX F1.3

Crash Frequency Ranking

Portage County SAP Curves (2020-2024)

RANK[1]	HORIZONTAL CURVE	COORDINATES	FATAL	A-LEVEL	B-LEVEL	C-LEVEL	PDO	CRASH FREQUENCY TOTAL
1	CTH HH	44.547249, -89.645204	1	4	2	0	7	14
2	CTH BB	44.276610, -89.462512	0	1	0	0	4	5
3	CTH R	44.426134, -89.508840	1	0	0	0	4	5
4	CTH Y (South)	44.600585, -89.492238	0	1	0	1	3	5
5	CTH Y (North)	44.680709, -89.443152	0	0	0	0	4	4
6	CTH G	44.534224, -89.788470	1	1	0	1	0	3
7	West River Drive	44.484630, -89.575063	1	1	1	0	0	3
8	CTH KK	44.473863, -89.323018	0	2	0	0	0	2
9	CTH A	44.380774, -89.309533	0	1	0	0	0	1
10	CTH AA	44.245438, -89.315490	0	1	0	0	0	1
11	CTH J	44.578236, -89.435957	0	1	0	0	0	1
12	CTH MM	44.537704, -89.254346	0	1	0	0	0	1
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Averages per Curve		**0.33**	**1.17**	**0.25**	**0.17**	**1.83**	**3.75**

Totals		**4**	**14**	**3**	**2**	**22**	**45**

1) Ranked by total crash frequency in study period.

APPENDIX F1.4

Crash Rate Ranking

Portage County SAP Curves (2020-2024)

RANK[1]	HORIZONTAL CURVE	COORDINATES	ENTERING AADT	CRASH FREQUENCY TOTAL	CRASH RATE
1	CTH HH	44.547249, -89.645204	2,000	14	3.83
2	CTH BB	44.276610, -89.462512	790	5	3.47
3	CTH Y (North)	44.680709, -89.443152	640	4	3.42
4	West River Drive	44.484630, -89.575063	630	3	2.61
5	CTH R	44.426134, -89.508840	1,100	5	2.49
6	CTH Y (South)	44.600585, -89.492238	1,200	5	2.28
7	CTH G	44.534224, -89.788470	750	3	2.19
8	CTH MM	44.537704, -89.254346	340	1	1.61
9	CTH AA	44.245438, -89.315490	380	1	1.44
10	CTH KK	44.473863, -89.323018	830	2	1.32
11	CTH A	44.380774, -89.309533	470	1	1.17
12	CTH J	44.578236, -89.435957	980	1	0.56
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Totals			10,110	45	2.44

1) Ranked by total number of crashes per million entering vehicles in study period.

APPENDIX F1.5

Night-Time Crash Ranking

Portage County SAP Curves (2020-2024)

RANK[1]	HORIZONTAL CURVE	COORDINATES	NIGHT-TIME CRASHES	TOTAL NUMBER OF CRASHES	PERCENT NIGHT-TIME	ECONOMIC LOSS (NIGHT-TIME)
1	CTH HH	44.547249, -89.645204	5	14	36%	$1,322,860
2	West River Drive	44.484630, -89.575063	2	3	67%	$1,037,020
3	CTH G	44.534224, -89.788470	2	3	67%	$930,150
4	CTH R	44.426134, -89.508840	3	5	60%	$825,480
5	CTH KK	44.473863, -89.323018	1	2	50%	$788,330
6	CTH AA	44.245438, -89.315490	1	1	100%	$788,330
7	CTH Y (South)	44.600585, -89.492238	2	5	40%	$160,400
8	CTH BB	44.276610, -89.462512	0	5	0%	$0
9	CTH A	44.380774, -89.309533	0	1	0%	$0
10	CTH MM	44.537704, -89.254346	0	1	0%	$0
11	CTH Y (North)	44.680709, -89.443152	0	4	0%	$0
12	CTH J	44.578236, -89.435957	0	1	0%	$0
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Averages per Curve			**1.33**	**3.75**	**36%**	**$836,081**
Totals			**16**	**45**	**36%**	**$5,852,570**

1) Crashes ranked by economic loss of night-time crashes. Night-time includes night, or during low-light (dawn/dusk) conditions. Economic Loss calculated by using $788.325k per Fatal K-Level, $788.325k per Incapacitating Injury A-Level, $248.69k per Non-Incapacitating Injury B-Level, $141.821k per Possible Injury C-Level, and $18.576k per Property Damage Only PD-Level.

APPENDIX F1.6

Slippery Conditions Crash Ranking

Portage County SAP Curves (2020-2024)

RANK[1]	HORIZONTAL CURVE	COORDINATES	SLIPPERY CONDITIONS CRASHES	TOTAL NUMBER OF CRASHES	PERCENT SLIPPERY CONDITIONS	ECONOMIC LOSS (SLIPPERY CONDITIONS)
1	CTH MM	44.537704, -89.254346	1	1	100%	$788,330
2	West River Drive	44.484630, -89.575063	1	3	33%	$248,690
3	CTH G	44.534224, -89.788470	1	3	33%	$141,820
4	CTH HH	44.547249, -89.645204	4	14	29%	$74,300
5	CTH Y (North)	44.680709, -89.443152	3	4	75%	$55,730
6	CTH R	44.426134, -89.508840	1	5	20%	$18,580
7	CTH BB	44.276610, -89.462512	1	5	20%	$18,580
8	CTH A	44.380774, -89.309533	0	1	0%	$0
9	CTH J	44.578236, -89.435957	0	1	0%	$0
10	CTH AA	44.245438, -89.315490	0	1	0%	$0
11	CTH KK	44.473863, -89.323018	0	2	0%	$0
12	CTH Y (South)	44.600585, -89.492238	0	5	0%	$0
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Averages per Curve			**1**	**4**	**27%**	**$192,290**
Totals			**12**	**45**	**27%**	**$1,346,030**

1) Crashes ranked by economic loss of slippery pavement conditions crashes. Slippery conditions includes wet, snowy, or icy. Economic Loss calculated by using $788.325k per Fatal K-Level, $788.325k per Incapacitating Injury A-Level, $248.69k per Non-Incapacitating Injury B-Level, $141.821k per Possible Injury C-Level, and $18.576k per Property Damage Only PD-Level.

APPENDIX F1.7

Pedestrian Crash Ranking

Portage County SAP Curves (2020-2024)

RANK[1]	HORIZONTAL CURVE	COORDINATES	FATAL	A-LEVEL	B-LEVEL	C-LEVEL	PDO	TOTAL PEDESTRIAN CRASHES	ECONOMIC LOSS (PED CRASHES)
1	CTH A	44.380774, -89.309533	0	0	0	0	0	0	$0
2	CTH AA	44.245438, -89.315490	0	0	0	0	0	0	$0
3	CTH BB	44.276610, -89.462512	0	0	0	0	0	0	$0
4	CTH HH	44.547249, -89.645204	0	0	0	0	0	0	$0
5	CTH G	44.534224, -89.788470	0	0	0	0	0	0	$0
6	CTH J	44.578236, -89.435957	0	0	0	0	0	0	$0
7	CTH KK	44.473863, -89.323018	0	0	0	0	0	0	$0
8	CTH MM	44.537704, -89.254346	0	0	0	0	0	0	$0
9	CTH R	44.426134, -89.508840	0	0	0	0	0	0	$0
10	CTH Y (North)	44.680709, -89.443152	0	0	0	0	0	0	$0
11	CTH Y (South)	44.600585, -89.492238	0	0	0	0	0	0	$0
12	West River Drive	44.484630, -89.575063	0	0	0	0	0	0	$0
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Averages per Curve		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**$0**

Totals		**0**	**0**	**0**	**0**	**0**	**0**	**$0**

1) Ranked by economic loss of crashes involving pedestrians. Economic Loss calculated by using $788.325k per Fatal K-Level, $788.325k per Incapacitating Injury A-Level, $248.69k per Non-Incapacitating Injury B-Level, $141.821k per Possible Injury C-Level, and $18.576k per Property Damage Only PD-Level.

APPENDIX F1.8

Bicycle Crash Ranking

Portage County SAP Curves (2020-2024)

RANK[1]	HORIZONTAL CURVE	COORDINATES	FATAL	A-LEVEL	B-LEVEL	C-LEVEL	PDO	TOTAL BICYCLE CRASHES	ECONOMIC LOSS (BICYCLE CRASHES)
1	CTH HH	44.547249, -89.645204	1	0	0	0	0	1	$788,325
2	CTH A	44.380774, -89.309533	0	0	0	0	0	0	$0
3	CTH AA	44.245438, -89.315490	0	0	0	0	0	0	$0
4	CTH BB	44.276610, -89.462512	0	0	0	0	0	0	$0
5	CTH G	44.534224, -89.788470	0	0	0	0	0	0	$0
6	CTH J	44.578236, -89.435957	0	0	0	0	0	0	$0
7	CTH KK	44.473863, -89.323018	0	0	0	0	0	0	$0
8	CTH MM	44.537704, -89.254346	0	0	0	0	0	0	$0
9	CTH R	44.426134, -89.508840	0	0	0	0	0	0	$0
10	CTH Y (North)	44.680709, -89.443152	0	0	0	0	0	0	$0
11	CTH Y (South)	44.600585, -89.492238	0	0	0	0	0	0	$0
12	West River Drive	44.484630, -89.575063	0	0	0	0	0	0	$0
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Averages per Curve			**0.08**	**0.00**	**0.00**	**0.00**	**0.00**	**0.08**	**$788,325**
Totals			**1**	**0**	**0**	**0**	**0**	**1**	**$788,325**

1) Ranked by economic loss of crashes involving bicyclists. Economic Loss calculated by using $788.325k per Fatal K-Level, $788.325k per Incapacitating Injury A-Level, $248.69k per Non-Incapacitating Injury B-Level, $141.821k per Possible Injury C-Level, and $18.576k per Property Damage Only PD-Level.

APPENDIX F1.9

Run-off-the-Road Crash Ranking

Portage County SAP Curves (2020-2024)

RANK[1]	HORIZONTAL CURVE	COORDINATES	FATAL	A-LEVEL	B-LEVEL	C-LEVEL	PDO	TOTAL ROR CRASHES	ECONOMIC LOSS (ROR CRASHES)
1	West River Drive	44.484630, -89.575063	1	1	1	0	0	3	$1,825,340
2	CTH G	44.534224, -89.788470	1	1	0	1	0	3	$1,718,471
3	CTH KK	44.473863, -89.323018	0	2	0	0	0	2	$1,576,650
4	CTH HH	44.547249, -89.645204	0	1	2	0	4	7	$1,360,009
5	CTH Y (South)	44.600585, -89.492238	0	1	0	1	3	5	$985,874
6	CTH BB	44.276610, -89.462512	0	1	0	0	4	5	$862,629
7	CTH R	44.426134, -89.508840	1	0	0	0	4	5	$862,629
8	CTH A	44.380774, -89.309533	0	1	0	0	0	1	$788,325
9	CTH J	44.578236, -89.435957	0	1	0	0	0	1	$788,325
10	CTH MM	44.537704, -89.254346	0	1	0	0	0	1	$788,325
11	CTH AA	44.245438, -89.315490	0	1	0	0	0	1	$788,325
12	CTH Y (North)	44.680709, -89.443152	0	0	0	0	4	4	$74,304
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Averages per Curve		**0.25**	**0.92**	**0.25**	**0.17**	**1.58**	**3.17**	**$1,034,933.83**

Totals		**3**	**11**	**3**	**2**	**19**	**38**	**$12,419,206.00**

1) Ranked by economic loss of run-off-the-road crashes. Economic Loss calculated by using $788.325k per Fatal K-Level, $788.325k per Incapacitating Injury A-Level, $248.69k per Non-Incapacitating Injury B-Level, $141.821k per Possible Injury C-Level, and $18.576k per Property Damage Only PD-Level.

APPENDIX F1.10

Top Crash Types

Portage County SAP Curves (2020-2024)

RANK[1]	CRASH TYPES	HORIZONTAL CURVE	COORDINATES	NUMBER OF CRASHES	ECONOMIC LOSS
1	ROR Ditch	West River Drive	44.484630, -89.575063	3	$1,825,340
2	Rear-End	CTH HH	44.547249, -89.645204	3	$1,595,226
3	ROR Ditch	CTH BB	44.276610, -89.462512	4	$844,053
4	ROR Ditch	CTH Y (South)	44.600585, -89.492238	3	$825,477
5	ROR Overturn	CTH HH	44.547249, -89.645204	2	$806,901
6	ROR Overturn	CTH A	44.380774, -89.309533	1	$788,325
7	ROR Ditch	CTH AA	44.245438, -89.315490	1	$788,325
8	ROR Ditch	CTH G	44.534224, -89.788470	1	$788,325
9	ROR Tree	CTH G	44.534224, -89.788470	1	$788,325
10	Right-Angle	CTH HH	44.547249, -89.645204	1	$788,325
11	Bicycle	CTH HH	44.547249, -89.645204	1	$788,325
12	ROR Tree	CTH J	44.578236, -89.435957	1	$788,325
13	ROR Ditch	CTH KK	44.473863, -89.323018	1	$788,325
14	ROR Overturn	CTH KK	44.473863, -89.323018	1	$788,325
15	ROR Ditch	CTH MM	44.537704, -89.254346	1	$788,325
16	ROR Tree	CTH R	44.426134, -89.508840	1	$788,325
17	ROR Ditch	CTH HH	44.547249, -89.645204	3	$515,956
18	ROR Overturn	CTH G	44.534224, -89.788470	1	$141,821
19	ROR Tree	CTH Y (South)	44.600585, -89.492238	1	$141,821
20	ROR Ditch	CTH R	44.426134, -89.508840	3	$55,728
21	ROR Overturn	CTH Y (North)	44.680709, -89.443152	3	$55,728
22	ROR Overturn	CTH BB	44.276610, -89.462512	1	$18,576
23	ROR Fixed-Object	CTH HH	44.547249, -89.645204	1	$18,576
24	ROR Other	CTH HH	44.547249, -89.645204	1	$18,576
25	Left-Turn Angle	CTH HH	44.547249, -89.645204	1	$18,576
26	Side-Swipe-Opposite	CTH HH	44.547249, -89.645204	1	$18,576
27	ROR Overturn	CTH R	44.426134, -89.508840	1	$18,576
28	ROR Ditch	CTH Y (North)	44.680709, -89.443152	1	$18,576
29	ROR Fixed-Object	CTH Y (South)	44.600585, -89.492238	1	$18,576
30	ROR Ditch	CTH A	44.380774, -89.309533	0	$0
31	ROR Fixed-Object	CTH A	44.380774, -89.309533	0	$0
32	ROR Tree	CTH A	44.380774, -89.309533	0	$0
33	ROR Bridge	CTH A	44.380774, -89.309533	0	$0
34	ROR Guardrail	CTH A	44.380774, -89.309533	0	$0
35	ROR Fence	CTH A	44.380774, -89.309533	0	$0
36	ROR Median Barrier	CTH A	44.380774, -89.309533	0	$0
37	ROR Immersion	CTH A	44.380774, -89.309533	0	$0
38	ROR Other	CTH A	44.380774, -89.309533	0	$0
39	Left-Turn Angle	CTH A	44.380774, -89.309533	0	$0
40	Right-Angle	CTH A	44.380774, -89.309533	0	$0
41	Pedestrian	CTH A	44.380774, -89.309533	0	$0
42	Rear-End	CTH A	44.380774, -89.309533	0	$0
43	Side-Swipe-Same	CTH A	44.380774, -89.309533	0	$0
44	Side-Swipe-Opposite	CTH A	44.380774, -89.309533	0	$0
45	Head-On	CTH A	44.380774, -89.309533	0	$0
46	Bicycle	CTH A	44.380774, -89.309533	0	$0
47	Other	CTH A	44.380774, -89.309533	0	$0
48	ROR Fixed-Object	CTH AA	44.245438, -89.315490	0	$0
49	ROR Tree	CTH AA	44.245438, -89.315490	0	$0
50	ROR Overturn	CTH AA	44.245438, -89.315490	0	$0
Totals for Top 50 Crash Types				**45**	**$ 15,628,234**

1) Ranked by economic loss per crash type. Economic Loss calculated by using $788.325k per Fatal K-Level, $788.325k per Incapacitating Injury A-Level, $248.69k per Non-Incapacitating Injury B-Level, $141.821k per Possible Injury C-Level, and $18.576k per Property Damage Only PD-Level.

Appendix F2
Horizontal Curve Individual Crash Statistics Summaries

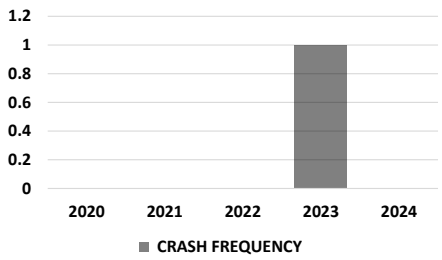
Horizontal Curve Safety Analysis

Location: CTH A
Municipality: Town of Lanark
County: Portage
Length of Curve: 0.22 miles
Speed Limit (MPH): 55 **Advisory Speed (MPH):** 45

Duration
From: 1/1/2020 **5 Years**
To: 12/31/2024 **0 Months**
AADT: 470 MAP
Peer Group: Rural County Trunk Highways
GPS Coordinates: 44.380774, -89.309533

TOTAL CRASHES (5 YRS): 1
AVG. CRASHES/YEAR: 0.2
CRASH RATE: 1.17 per MEV
KAB CRASH RATE: 1.17 per MEV
ECONOMIC LOSS*: $ 788,325
ROR ECONOMIC LOSS*: $ 788,325
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

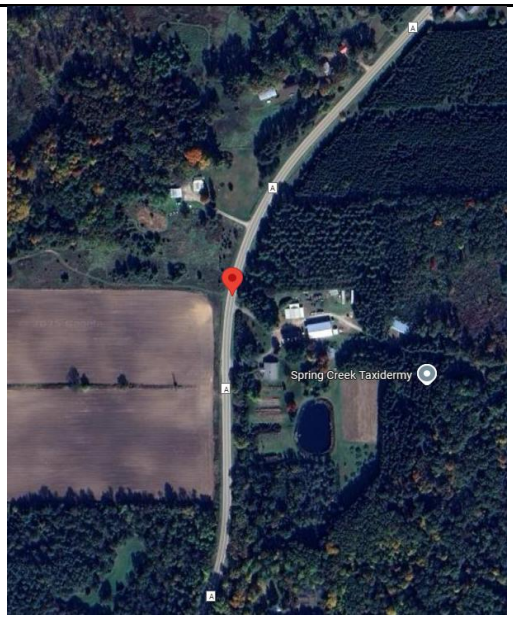
ANNUAL CRASH TRENDS



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	0	0	$ -
2021	0	0	0	0	0	0	$ -
2022	0	0	0	0	0	0	$ -
2023	0	1	0	0	0	1	$ 788,325
2024	0	0	0	0	0	0	$ -
TOTAL	0	1	0	0	0	1	$ 788,325

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

PICTURE OR AERIAL



CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
ROR Overturn	0	1	0	0	0	1	$ 788,325
TOTAL	0	1	0	0	0	1	$ 788,325

ROAD CONDITIONS		
DRY	1	100%
WET	0	0%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	1	

LIGHT CONDITIONS		
DAY	1	100%
DARK	0	0%
TOT.	1	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
SPEED	1	100%

SEASON		
SPRING	0	0%
SUMMER	1	100%
FALL	0	0%
WINTER	0	0%
TOT.	1	

RUN-OFF-ROAD		
ROR	1	100%
OTH.	0	0%
TOT.	1	

DRIVER1 DIRECTION		
NB	1	100%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	1	

TBD = verification from crash report needed

VEHICLE DAMAGE	
OTHER/UNK.	0
NONE	0
VERY MINOR	0
MINOR	0
MODERATE	0
SEVERE	1
VERY SEVERE	0
TOTAL VEHICLES	1

NOTES:

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MON	0
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	TUE	1
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	WED	0
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	THU	0
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FRI	0
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	0
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	0
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	TOT.	1

Crash Data

Corresponds to Horizontal Curve Safety Analysis

Location:	**CTH A**	**From:**	**1/1/2020**	**Duration**	
Municipality:	**Town of Lanark**	**To:**	**12/31/2024**	**5**	**Years**
County:	**Portage**	**AADT:**	**470**	**0**	**Months**
Length of Curve:	**0.22 miles**	**Area Type:**	**Rural County Trunk Highways**		

Ref #	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	DHL06ZV8WD	6/27/2023	ROR Overturn	5 PM	A					Y	
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Ref #	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Horizontal Curve Safety Analysis

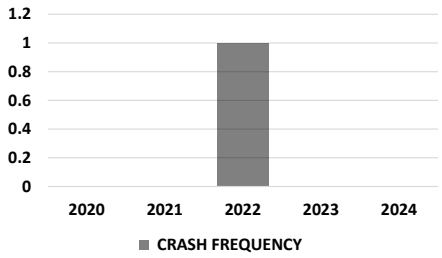
TRAFFIC ANALYSIS & DESIGN, INC.

Location: CTH AA
Municipality: Town of Belmont
County: Portage
Length of Curve: 0.14 miles
Speed Limit (MPH): 55 **Advisory Speed (MPH):** 20

Duration
From: 1/1/2020 **5 Years**
To: 12/31/2024 **0 Months**
AADT: 380 MAP
Peer Group: Rural County Trunk Highways
GPS Coordinates: 44.245438, -89.315490

TOTAL CRASHES (5 YRS): 1
AVG. CRASHES/YEAR: 0.2
CRASH RATE: 1.44 per MEV
KAB CRASH RATE: 1.44 per MEV
ECONOMIC LOSS*: $ 788,325
ROR ECONOMIC LOSS*: $ 788,325
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

ANNUAL CRASH TRENDS



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	0	0	$ -
2021	0	0	0	0	0	0	$ -
2022	0	1	0	0	0	1	$ 788,325
2023	0	0	0	0	0	0	$ -
2024	0	0	0	0	0	0	$ -
TOTAL	0	1	0	0	0	1	$ 788,325

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

PICTURE OR AERIAL

CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
ROR Ditch	0	1	0	0	0	1	$ 788,325
TOTAL	0	1	0	0	0	1	$ 788,325

ROAD CONDITIONS		
DRY	1	100%
WET	0	0%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	1	

LIGHT CONDITIONS		
DAY	0	0%
DARK	1	100%
TOT.	1	

DRIVER BEHAVIOR		
ALCOHOL	1	100%
DRUGS	0	0%
SPEED	1	100%

SEASON		
SPRING	0	0%
SUMMER	0	0%
FALL	0	0%
WINTER	1	100%
TOT.	1	

RUN-OFF-ROAD		
ROR	1	100%
OTH.	0	0%
TOT.	1	

DRIVER1 DIRECTION		
NB	1	100%
SB	0	0%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	1	

TBD = verification from crash report needed

VEHICLE DAMAGE	
OTHER/UNK.	0
NONE	0
VERY MINOR	0
MINOR	0
MODERATE	0
SEVERE	1
VERY SEVERE	0
TOTAL VEHICLES	1

NOTES:

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MON	0
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TUE	0
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	WED	0
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	THU	0
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FRI	0
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	SAT	1
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	0
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	TOT.	1

Crash Data

Corresponds to Horizontal Curve Safety Analysis

Location:	**CTH AA**	**From:**	**1/1/2020**	**Duration**	
Municipality:	**Town of Belmont**	**To:**	**12/31/2024**	**5**	**Years**
County:	**Portage**	**AADT:**	**380**	**0**	**Months**
Length of Curve:	**0.14 miles**	**Area Type:**	**Rural County Trunk Highways**		

Ref #	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	DHL0474SJW	2/26/2022	ROR Ditch	9 PM	A		DARK	Y		Y	Speeding
2											
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Ref #	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Horizontal Curve Safety Analysis

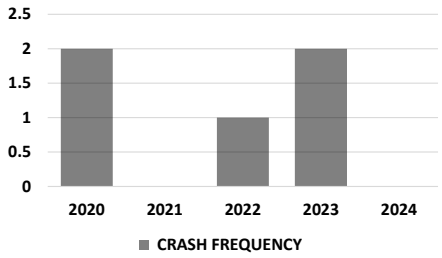
TRAFFIC ANALYSIS & DESIGN, INC.

Location: CTH BB
Municipality: Town of Almond
County: Portage
Length of Curve: 0.22 miles
Speed Limit (MPH): 55 **Advisory Speed (MPH):** 50

Duration
From: 1/1/2020 **5 Years**
To: 12/31/2024 **0 Months**
AADT: 790 MAP
Peer Group: Rural County Trunk Highways
GPS Coordinates: 44.276610, -89.462512

TOTAL CRASHES (5 YRS): 5
AVG. CRASHES/YEAR: 1.0
CRASH RATE: 3.47 per MEV
KAB CRASH RATE: 0.69 per MEV
ECONOMIC LOSS*: $ 862,629
ROR ECONOMIC LOSS*: $ 862,629
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

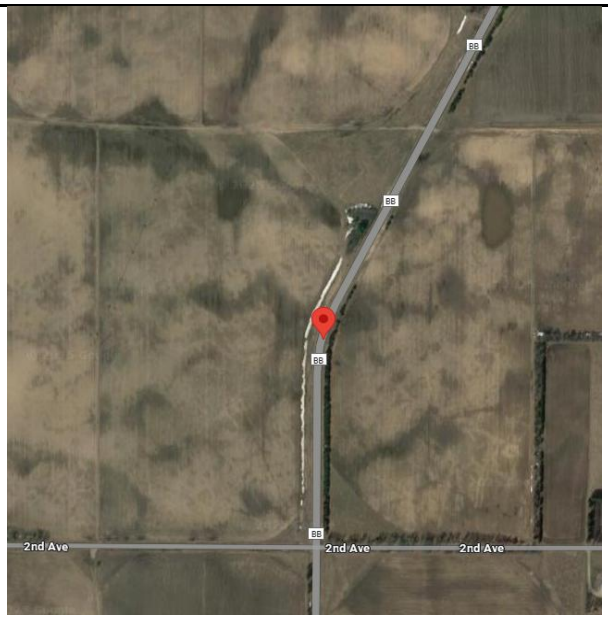
ANNUAL CRASH TRENDS



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	2	2	$ 37,152
2021	0	0	0	0	0	0	$ -
2022	0	0	0	0	1	1	$ 18,576
2023	0	1	0	0	1	2	$ 806,901
2024	0	0	0	0	0	0	$ -
TOTAL	0	1	0	0	4	5	$ 862,629

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

PICTURE OR AERIAL



CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
ROR Ditch	0	1	0	0	3	4	$ 844,053
ROR Overturn	0	0	0	0	1	1	$ 18,576
TOTAL	0	1	0	0	4	5	$ 862,629

ROAD CONDITIONS		
DRY	4	80%
WET	1	20%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	5	

LIGHT CONDITIONS		
DAY	5	100%
DARK	0	0%
TOT.	5	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
SPEED	2	40%

SEASON		
SPRING	0	0%
SUMMER	3	60%
FALL	2	40%
WINTER	0	0%
TOT.	5	

RUN-OFF-ROAD		
ROR	5	100%
OTH.	0	0%
TOT.	5	

DRIVER1 DIRECTION		
NB	0	0%
SB	5	100%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	5	

TBD = verification from crash report needed

VEHICLE DAMAGE	
OTHER/UNK.	0
NONE	0
VERY MINOR	0
MINOR	0
MODERATE	1
SEVERE	4
VERY SEVERE	0
TOTAL VEHICLES	5

NOTES:

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	MON	1
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	TUE	1
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	WED	1
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	THU	1
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	FRI	1
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	0
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	0
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	2	0	0	0	0	0	0	0	0	TOT.	5

Crash Data

Corresponds to Horizontal Curve Safety Analysis

Location:	**CTH BB**	**From:**	**1/1/2020**	**Duration**	
Municipality:	**Town of Almond**	**To:**	**12/31/2024**	**5**	**Years**
County:	**Portage**	**AADT:**	**790**	**0**	**Months**
Length of Curve:	**0.22 miles**	**Area Type:**	**Rural County Trunk Highways**		

Ref #	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	DHL06DKRB2	10/13/2020	ROR Ditch	4 PM						Y	Speeding
2	DHL0761GFN	6/15/2022	ROR Ditch	4 PM		WET					Swerve-cross CL
3	DHL06V55MJ	6/30/2023	ROR Ditch	3 PM							
4	DHL05NC3HX	8/24/2023	ROR Ditch	1 PM	A						
5	KRL0VCBQ7P	9/7/2020	ROR Overturn	11 AM						Y	
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Ref #	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Horizontal Curve Safety Analysis

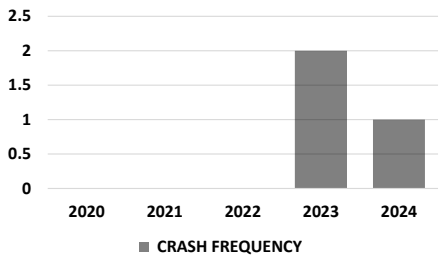
TRAFFIC ANALYSIS & DESIGN, INC.

Location: CTH G
Municipality: Town of Carson
County: Portage
Length of Curve: 0.08 miles
Speed Limit (MPH): 55 **Advisory Speed (MPH):** 35

Duration
From: 1/1/2020 **5 Years**
To: 12/31/2024 **0 Months**
AADT: 750 MAP
Peer Group: Rural County Trunk Highways
GPS Coordinates: 44.534224, -89.788470

TOTAL CRASHES (5 YRS): 3
AVG. CRASHES/YEAR: 0.6
CRASH RATE: 2.19 per MEV
KAB CRASH RATE: 1.46 per MEV
ECONOMIC LOSS*: $ 1,718,471
ROR ECONOMIC LOSS*: $ 1,718,471
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

ANNUAL CRASH TRENDS



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	0	0	$ -
2021	0	0	0	0	0	0	$ -
2022	0	0	0	0	0	0	$ -
2023	0	1	0	1	0	2	$ 930,146
2024	1	0	0	0	0	1	$ 788,325
TOTAL	1	1	0	1	0	3	$ 1,718,471

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

PICTURE OR AERIAL

CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
ROR Ditch	1	0	0	0	0	1	$ 788,325
ROR Tree	0	1	0	0	0	1	$ 788,325
ROR Overturn	0	0	0	1	0	1	$ 141,821
TOTAL	1	1	0	1	0	3	$ 1,718,471

ROAD CONDITIONS		
DRY	2	67%
WET	1	33%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	3	

LIGHT CONDITIONS		
DAY	1	33%
DARK	2	67%
TOT.	3	

DRIVER BEHAVIOR		
ALCOHOL	2	67%
DRUGS	1	33%
SPEED	2	67%

SEASON		
SPRING	0	0%
SUMMER	2	67%
FALL	0	0%
WINTER	1	33%
TOT.	3	

RUN-OFF-ROAD		
ROR	3	100%
OTH.	0	0%
TOT.	3	

DRIVER1 DIRECTION		
NB	1	33%
SB	2	67%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	3	

TBD = verification from crash report needed

VEHICLE DAMAGE	
OTHER/UNK.	0
NONE	0
VERY MINOR	0
MINOR	0
MODERATE	0
SEVERE	3
VERY SEVERE	0
TOTAL VEHICLES	3

NOTES:

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MON	0
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	TUE	2
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	WED	0
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	THU	0
FRI	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FRI	1
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	0
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	0
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	TOT.	3

Crash Data

Corresponds to Horizontal Curve Safety Analysis

Location:	**CTH G**	**From:**	**1/1/2020**	**Duration**	
Municipality:	**Town of Carson**	**To:**	**12/31/2024**	**5**	**Years**
County:	**Portage**	**AADT:**	**750**	**0**	**Months**
Length of Curve:	**0.08 miles**	**Area Type:**	**Rural County Trunk Highways**		

Ref #	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	DHL08Z426W	6/18/2024	ROR Ditch	11 PM	K		DARK				
2	DHL05NC3HM	6/20/2023	ROR Tree	4 PM	A			Y	Y	Y	
3	DHL07BZLZ8	12/22/2023	ROR Overturn	4 AM	C	WET	DARK	Y		Y	Looking at phone
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Ref #	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Horizontal Curve Safety Analysis

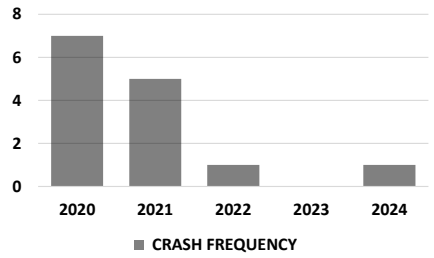
TRAFFIC ANALYSIS & DESIGN, INC.

Location: CTH HH
Municipality: Town of Carson
County: Portage
Length of Curve: 2.75 miles
Speed Limit (MPH): 55 **Advisory Speed (MPH):** None

From: 1/1/2020 **Duration** 5 Years
To: 12/31/2024 0 Months
AADT: 2,000 MAP
Peer Group: Rural County Trunk Highways
GPS Coordinates: 44.547249, -89.645204

TOTAL CRASHES (5 YRS): 14
AVG. CRASHES/YEAR: 2.8
CRASH RATE: 3.83 per MEV
KAB CRASH RATE: 1.92 per MEV
ECONOMIC LOSS*: $ 4,569,037
ROR ECONOMIC LOSS*: $ 1,360,009
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

ANNUAL CRASH TRENDS



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	3	0	0	4	7	$ 2,439,279
2021	1	1	1	0	2	5	$ 1,862,492
2022	0	0	1	0	0	1	$ 248,690
2023	0	0	0	0	0	0	$ -
2024	0	0	0	0	1	1	$ 18,576
TOTAL	1	4	2	0	7	14	$ 4,569,037

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

PICTURE OR AERIAL

CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
Rear-End	0	2	0	0	1	3	$ 1,595,226
ROR Overturn	0	1	0	0	1	2	$ 806,901
Right-Angle	0	1	0	0	0	1	$ 788,325
Bicycle	1	0	0	0	0	1	$ 788,325
ROR Ditch	0	0	2	0	1	3	$ 515,956
ROR Other	0	0	0	0	1	1	$ 18,576
ROR Fixed-Object	0	0	0	0	1	1	$ 18,576
Side-Swipe-Opposite	0	0	0	0	1	1	$ 18,576
Left-Turn Angle	0	0	0	0	1	1	$ 18,576
TOTAL	1	4	2	0	7	14	$ 4,569,037

ROAD CONDITIONS		
DRY	10	71%
WET	1	7%
SNOW	3	21%
ICE	0	0%
OTH.	0	0%
TOT.	14	

LIGHT CONDITIONS		
DAY	9	64%
DARK	5	36%
TOT.	14	

DRIVER BEHAVIOR		
ALCOHOL	3	21%
DRUGS	1	7%
SPEED	6	43%

SEASON		
SPRING	4	29%
SUMMER	4	29%
FALL	4	29%
WINTER	2	14%
TOT.	14	

RUN-OFF-ROAD		
ROR	7	50%
OTH.	7	50%
TOT.	14	

DRIVER1 DIRECTION		
NB	0	0%
SB	1	7%
EB	8	57%
WB	5	36%
TBD	0	0%
TOT.	14	

TBD = verification from crash report needed

VEHICLE DAMAGE	
OTHER/UNK.	0
NONE	0
VERY MINOR	0
MINOR	1
MODERATE	5
SEVERE	13
VERY SEVERE	0
TOTAL VEHICLES	19

NOTES:

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	MON	1
TUE	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	TUE	4
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	WED	2
THU	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	1	0	THU	4
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FRI	0
SAT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	SAT	2
SUN	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	1
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	1	0	1	0	2	0	0	2	0	0	1	1	0	1	1	2	0	0	1	1	0	TOT.	14

Crash Data

Corresponds to Horizontal Curve Safety Analysis

Location:	**CTH HH**	**From:**	**1/1/2020**	**Duration**	
Municipality:	**Town of Carson**	**To:**	**12/31/2024**	**5**	**Years**
County:	**Portage**	**AADT:**	**2,000**	**0**	**Months**
Length of Curve:	**2.75 miles**	**Area Type:**	**Rural County Trunk Highways**		

Ref #	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	DHL06KHWSF	7/15/2021	ROR Ditch	11 PM	B		DARK	Y		Y	Lost ctrl-driveway
2	DHL06FSSJ9	10/9/2022	ROR Ditch	4 AM	B		DARK	Y		Y	
3	DHL079QKRK	12/4/2024	ROR Ditch	2 PM		SNOW				Y	Icy road
4	DHL05CPTKC	5/25/2020	Rear-End	5 PM	A					Y	Slowing U-turn
5	DHL04NQ6NW	10/22/2020	Rear-End	7 PM		WET	DARK				Slow for passing veh
6	DHL04L84H5	3/9/2021	Rear-End	6 AM	A		DAY				Bus stopped
7	DHL0474SGG	6/2/2020	ROR Overturn	11 AM	A						Slowing in traffic
8	DHL066DKS1	11/21/2020	ROR Overturn	8 AM							FTY-CTH E
9	DHL05NC3CN	3/6/2021	ROR Fixed-Object	10 PM			DARK		Y	Y	Police pursuit
10	DHL040ZLZM	11/24/2020	ROR Other	3 PM		SNOW					Slowing in traffic
11	DHL06KHWS8	6/2/2021	Left-Turn Angle	6 PM							FTY-driveway
12	DHL040ZLZ3	8/18/2020	Right-Angle	8 AM	A						Backing-driveway
13	DHL04L84H8	3/25/2021	Bicycle	7 PM	K		DARK	Y			FTY-CTH E
14	DHL04VWD7F	1/9/2020	Side-Swipe-Opposite	11 AM		SNOW				Y	Passing
15			REMOVE								OUT - not on HH
16			REMOVE								OUT - private prop
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69			REMOVE								OUT - parking lot
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Ref #	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Horizontal Curve Safety Analysis

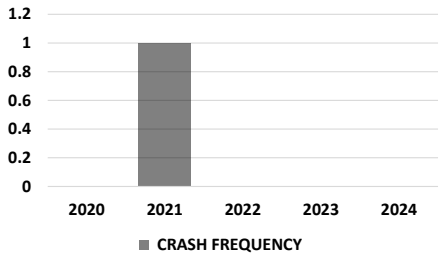
TRAFFIC ANALYSIS & DESIGN, INC.

Location: CTH J
Municipality: Town of Sharon
County: Portage
Length of Curve: 0.22 miles
Speed Limit (MPH): 55 **Advisory Speed (MPH):** 50

Duration
From: 1/1/2020 **5 Years**
To: 12/31/2024 **0 Months**
AADT: 980 MAP
Peer Group: Rural County Trunk Highways
GPS Coordinates: 44.578236, -89.435957

TOTAL CRASHES (5 YRS): 1
AVG. CRASHES/YEAR: 0.2
CRASH RATE: 0.56 per MEV
KAB CRASH RATE: 0.56 per MEV
ECONOMIC LOSS*: $ 788,325
ROR ECONOMIC LOSS*: $ 788,325
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

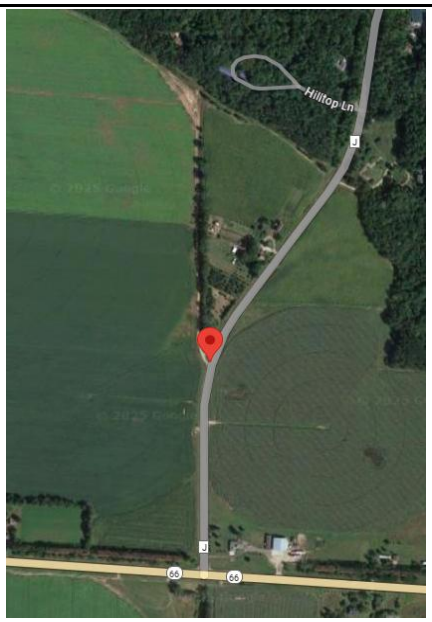
ANNUAL CRASH TRENDS



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	0	0	$ -
2021	0	1	0	0	0	1	$ 788,325
2022	0	0	0	0	0	0	$ -
2023	0	0	0	0	0	0	$ -
2024	0	0	0	0	0	0	$ -
TOTAL	0	1	0	0	0	1	$ 788,325

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

PICTURE OR AERIAL



CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
ROR Tree	0	1	0	0	0	1	$ 788,325
TOTAL	0	1	0	0	0	1	$ 788,325

ROAD CONDITIONS		
DRY	1	100%
WET	0	0%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	1	

LIGHT CONDITIONS		
DAY	1	100%
DARK	0	0%
TOT.	1	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
SPEED	0	0%

SEASON		
SPRING	0	0%
SUMMER	1	100%
FALL	0	0%
WINTER	0	0%
TOT.	1	

RUN-OFF-ROAD		
ROR	1	100%
OTH.	0	0%
TOT.	1	

DRIVER1 DIRECTION		
NB	0	0%
SB	1	100%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	1	

TBD = verification from crash report needed

VEHICLE DAMAGE	
OTHER/UNK.	0
NONE	0
VERY MINOR	0
MINOR	0
MODERATE	0
SEVERE	1
VERY SEVERE	0
TOTAL VEHICLES	1

NOTES:

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MON	0
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TUE	0
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	WED	0
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	THU	0
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FRI	0
SAT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	SAT	1
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	0
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	TOT.	1

Crash Data

Corresponds to Horizontal Curve Safety Analysis

Location:	**CTH J**	**From:**	**1/1/2020**	**Duration**	
Municipality:	**Town of Sharon**	**To:**	**12/31/2024**	**5**	**Years**
County:	**Portage**	**AADT:**	**980**	**0**	**Months**
Length of Curve:	**0.22 miles**	**Area Type:**	**Rural County Trunk Highways**		

Ref #	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	DHL065SJPN	8/14/2021	ROR Tree	12 PM	A						swerve-deer
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Ref #	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Horizontal Curve Safety Analysis

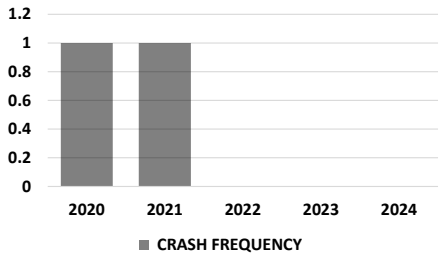
TRAFFIC ANALYSIS & DESIGN, INC.

Location: CTH KK
Municipality: Village of Amhurst Junction
County: Portage
Length of Curve: 0.13 miles
Speed Limit (MPH): 55 **Advisory Speed (MPH):** 30

Duration
From: 1/1/2020 **5 Years**
To: 12/31/2024 **0 Months**
AADT: 830 MAP
Peer Group: Rural County Trunk Highways
GPS Coordinates: 44.473863, -89.323018

TOTAL CRASHES (5 YRS): 2
AVG. CRASHES/YEAR: 0.4
CRASH RATE: 1.32 per MEV
KAB CRASH RATE: 1.32 per MEV
ECONOMIC LOSS*: $ 1,576,650
ROR ECONOMIC LOSS*: $ 1,576,650
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

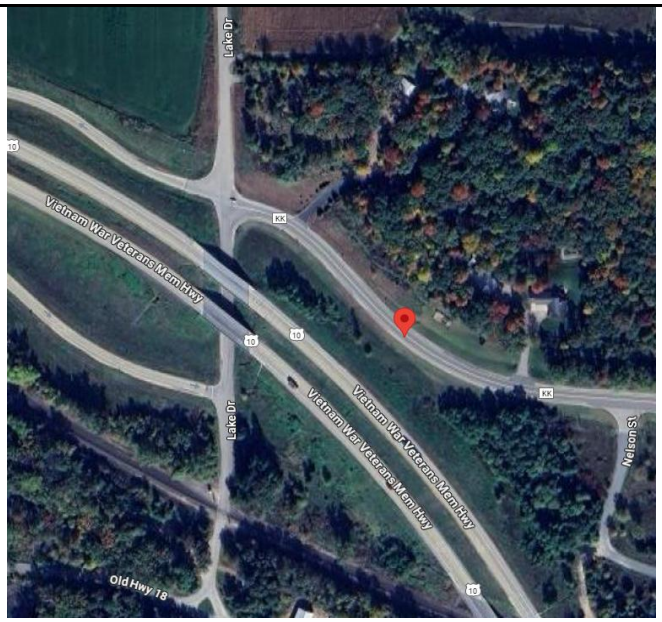
ANNUAL CRASH TRENDS



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	1	0	0	0	1	$ 788,325
2021	0	1	0	0	0	1	$ 788,325
2022	0	0	0	0	0	0	$ -
2023	0	0	0	0	0	0	$ -
2024	0	0	0	0	0	0	$ -
TOTAL	0	2	0	0	0	2	$ 1,576,650

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

PICTURE OR AERIAL



CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
ROR Ditch	0	1	0	0	0	1	$ 788,325
ROR Overturn	0	1	0	0	0	1	$ 788,325
TOTAL	0	2	0	0	0	2	$ 1,576,650

ROAD CONDITIONS		
DRY	2	100%
WET	0	0%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	2	

LIGHT CONDITIONS		
DAY	1	50%
DARK	1	50%
TOT.	2	

DRIVER BEHAVIOR		
ALCOHOL	2	100%
DRUGS	0	0%
SPEED	2	100%

SEASON		
SPRING	0	0%
SUMMER	0	0%
FALL	2	100%
WINTER	0	0%
TOT.	2	

RUN-OFF-ROAD		
ROR	2	100%
OTH.	0	0%
TOT.	2	

DRIVER1 DIRECTION		
NB	0	0%
SB	0	0%
EB	0	0%
WB	2	100%
TBD	0	0%
TOT.	2	

TBD = verification from crash report needed

VEHICLE DAMAGE	
OTHER/UNK.	0
NONE	0
VERY MINOR	0
MINOR	0
MODERATE	0
SEVERE	2
VERY SEVERE	0
TOTAL VEHICLES	2

NOTES:

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MON	0
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TUE	0
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	WED	0
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	THU	0
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	FRI	1
SAT	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	1
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	0
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	TOT.	2

Crash Data

Corresponds to Horizontal Curve Safety Analysis

Location:	**CTH KK**	**From:**	**1/1/2020**	**Duration**	
Municipality:	**Village of Amhurst Junction**	**To:**	**12/31/2024**	**5**	**Years**
County:	**Portage**	**AADT:**	**830**	**0**	**Months**
Length of Curve:	**0.13 miles**	**Area Type:**	**Rural County Trunk Highways**		

Ref #	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	DHL06RP3B7	10/16/2021	ROR Ditch	2 AM	A		DARK	Y		Y	
2	DHL05G5WS7	10/2/2020	ROR Overturn	5 PM	A			Y		Y	
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Ref #	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Horizontal Curve Safety Analysis

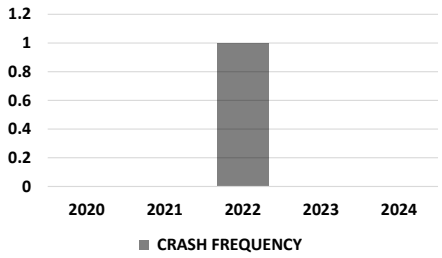
TRAFFIC ANALYSIS & DESIGN, INC.

Location: CTH MM
Municipality: Town of New Hope
County: Portage
Length of Curve: 0.08 miles
Speed Limit (MPH): 55 **Advisory Speed (MPH):** UNK

Duration
From: 1/1/2020 **5 Years**
To: 12/31/2024 **0 Months**
AADT: 340 MAP
Peer Group: Rural County Trunk Highways
GPS Coordinates: 44.537704, -89.254346

TOTAL CRASHES (5 YRS): 1
AVG. CRASHES/YEAR: 0.2
CRASH RATE: 1.61 per MEV
KAB CRASH RATE: 1.61 per MEV
ECONOMIC LOSS*: $ 788,325
ROR ECONOMIC LOSS*: $ 788,325
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

ANNUAL CRASH TRENDS



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	0	0	$ -
2021	0	0	0	0	0	0	$ -
2022	0	1	0	0	0	1	$ 788,325
2023	0	0	0	0	0	0	$ -
2024	0	0	0	0	0	0	$ -
TOTAL	0	1	0	0	0	1	$ 788,325

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

PICTURE OR AERIAL

CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
ROR Ditch	0	1	0	0	0	1	$ 788,325
TOTAL	0	1	0	0	0	1	$ 788,325

ROAD CONDITIONS		
DRY	0	0%
WET	1	100%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	1	

LIGHT CONDITIONS		
DAY	1	100%
DARK	0	0%
TOT.	1	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
SPEED	0	0%

SEASON		
SPRING	0	0%
SUMMER	0	0%
FALL	1	100%
WINTER	0	0%
TOT.	1	

RUN-OFF-ROAD		
ROR	1	100%
OTH.	0	0%
TOT.	1	

DRIVER1 DIRECTION		
NB	0	0%
SB	0	0%
EB	0	0%
WB	1	100%
TBD	0	0%
TOT.	1	

TBD = verification from crash report needed

VEHICLE DAMAGE	
OTHER/UNK.	0
NONE	0
VERY MINOR	0
MINOR	0
MODERATE	0
SEVERE	1
VERY SEVERE	0
TOTAL VEHICLES	1

NOTES:

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MON	0
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TUE	0
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	WED	0
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	THU	1
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FRI	0
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	0
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	0
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	TOT.	1

Crash Data

Corresponds to Horizontal Curve Safety Analysis

Location:	**CTH MM**	**From:**	**1/1/2020**	**Duration**	
Municipality:	**Town of New Hope**	**To:**	**12/31/2024**	**5**	**Years**
County:	**Portage**	**AADT:**	**340**	**0**	**Months**
Length of Curve:	**0.08 miles**	**Area Type:**	**Rural County Trunk Highways**		

Ref #	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	DHL079QKRC	10/13/2022	ROR Ditch	2 PM	A	WET					
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Ref #	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Horizontal Curve Safety Analysis

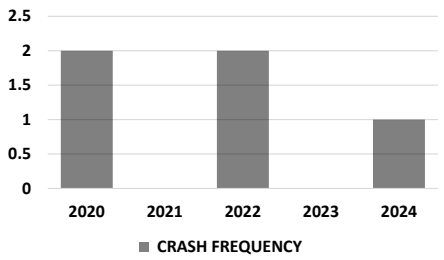
TRAFFIC ANALYSIS & DESIGN, INC.

Location: CTH R
Municipality: Town of Plover
County: Portage
Length of Curve: 0.08 miles
Speed Limit (MPH): 45 **Advisory Speed (MPH):** None

Duration
From: 1/1/2020 **5 Years**
To: 12/31/2024 **0 Months**
AADT: 1,100 MAP
Peer Group: Rural County Trunk Highways
GPS Coordinates: 44.426134, -89.508840

TOTAL CRASHES (5 YRS): 5
AVG. CRASHES/YEAR: 1.0
CRASH RATE: 2.49 per MEV
KAB CRASH RATE: 0.50 per MEV
ECONOMIC LOSS*: $ 862,629
ROR ECONOMIC LOSS*: $ 862,629
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

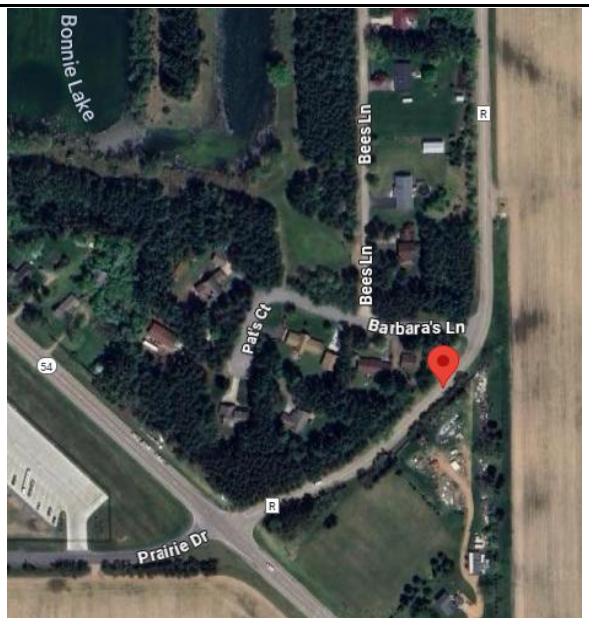
ANNUAL CRASH TRENDS



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	1	0	0	0	1	2	$ 806,901
2021	0	0	0	0	0	0	$ -
2022	0	0	0	0	2	2	$ 37,152
2023	0	0	0	0	0	0	$ -
2024	0	0	0	0	1	1	$ 18,576
TOTAL	1	0	0	0	4	5	$ 862,629

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury, C = Possible Injury, PDO = No Apparent Injury

PICTURE OR AERIAL



CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
ROR Tree	1	0	0	0	0	1	$ 788,325
ROR Ditch	0	0	0	0	3	3	$ 55,728
ROR Overturn	0	0	0	0	1	1	$ 18,576
TOTAL	1	0	0	0	4	5	$ 862,629

ROAD CONDITIONS		
DRY	4	80%
WET	1	20%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	5	

LIGHT CONDITIONS		
DAY	2	40%
DARK	3	60%
TOT.	5	

DRIVER BEHAVIOR		
ALCOHOL	2	40%
DRUGS	0	0%
SPEED	3	60%

SEASON		
SPRING	1	20%
SUMMER	2	40%
FALL	2	40%
WINTER	0	0%
TOT.	5	

RUN-OFF-ROAD		
ROR	5	100%
OTH.	0	0%
TOT.	5	

DRIVER1 DIRECTION		
NB	2	40%
SB	3	60%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	5	

TBD = verification from crash report needed

VEHICLE DAMAGE	
OTHER/UNK.	0
NONE	0
VERY MINOR	0
MINOR	1
MODERATE	1
SEVERE	3
VERY SEVERE	0
TOTAL VEHICLES	5

NOTES:

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MON	0
TUE	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	TUE	1
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	WED	0
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	THU	0
FRI	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FRI	1
SAT	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	2
SUN	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	1
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	TOT.	5

Crash Data

Corresponds to Horizontal Curve Safety Analysis

Location:	**CTH R**	**From:**	**1/1/2020**	**Duration**	
Municipality:	**Town of Plover**	**To:**	**12/31/2024**	**5**	**Years**
County:	**Portage**	**AADT:**	**1,100**	**0**	**Months**
Length of Curve:	**0.08 miles**	**Area Type:**	**Rural County Trunk Highways**		

Ref #	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	DHL05KW13K	7/25/2020	ROR Ditch	4 AM			DARK			Y	
2	KRL031BQCG	5/31/2022	ROR Ditch	12 PM						Y	Windy
3	DHL06FSSJB	10/15/2022	ROR Ditch	4 AM		WET	DARK	Y			
4	DHL05NC3BQ	9/27/2020	ROR Tree	2 AM	K		DARK	Y		Y	
5	DHL084FB2G	8/23/2024	ROR Overturn	10 AM							
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Ref #	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Horizontal Curve Safety Analysis

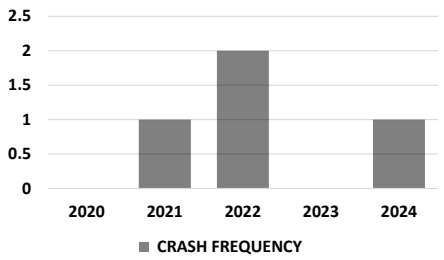
TRAFFIC ANALYSIS & DESIGN, INC.

Location: CTH Y (North)
Municipality: Town of Sharon
County: Portage
Length of Curve: 0.11 miles
Speed Limit (MPH): 55 **Advisory Speed (MPH):** None

Duration
From: 1/1/2020 **5 Years**
To: 12/31/2024 **0 Months**
AADT: 640 MAP
Peer Group: Rural County Trunk Highways
GPS Coordinates: 44.680709, -89.443152

TOTAL CRASHES (5 YRS): 4
AVG. CRASHES/YEAR: 0.8
CRASH RATE: 3.42 per MEV
KAB CRASH RATE: 0.00 per MEV
ECONOMIC LOSS*: $ 74,304
ROR ECONOMIC LOSS*: $ 74,304
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

ANNUAL CRASH TRENDS



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	0	0	$ -
2021	0	0	0	0	1	1	$ 18,576
2022	0	0	0	0	2	2	$ 37,152
2023	0	0	0	0	0	0	$ -
2024	0	0	0	0	1	1	$ 18,576
TOTAL	0	0	0	0	4	4	$ 74,304

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

PICTURE OR AERIAL

CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
ROR Overturn	0	0	0	0	3	3	$ 55,728
ROR Ditch	0	0	0	0	1	1	$ 18,576
TOTAL	0	0	0	0	4	4	$ 74,304

ROAD CONDITIONS		
DRY	1	25%
WET	1	25%
SNOW	2	50%
ICE	0	0%
OTH.	0	0%
TOT.	4	

LIGHT CONDITIONS		
DAY	4	100%
DARK	0	0%
TOT.	4	

DRIVER BEHAVIOR		
ALCOHOL	0	0%
DRUGS	0	0%
SPEED	2	50%

SEASON		
SPRING	1	25%
SUMMER	0	0%
FALL	0	0%
WINTER	3	75%
TOT.	4	

RUN-OFF-ROAD		
ROR	4	100%
OTH.	0	0%
TOT.	4	

DRIVER1 DIRECTION		
NB	2	50%
SB	2	50%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	4	

TBD = verification from crash report needed

VEHICLE DAMAGE	
OTHER/UNK.	0
NONE	0
VERY MINOR	0
MINOR	2
MODERATE	0
SEVERE	2
VERY SEVERE	0
TOTAL VEHICLES	4

NOTES:

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MON	0
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TUE	0
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	WED	0
THU	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	THU	1
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FRI	0
SAT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	1
SUN	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	SUN	2
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	0	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	TOT.	4

Crash Data

Corresponds to Horizontal Curve Safety Analysis

Location:	**CTH Y (North)**	**From:**	**1/1/2020**	**Duration**	
Municipality:	**Town of Sharon**	**To:**	**12/31/2024**	**5**	**Years**
County:	**Portage**	**AADT:**	**640**	**0**	**Months**
Length of Curve:	**0.11 miles**	**Area Type:**	**Rural County Trunk Highways**		

Ref #	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	KRL0WFFP5Z	12/23/2021	ROR Overturn	11 AM		SNOW				Y	Slushy road
2	DHL0655JQZ	2/27/2022	ROR Overturn	8 AM		WET					Snowy, icy road
3	DHL06J8VPK	5/12/2024	ROR Overturn	2 PM							
4	DHL06KHWTL	1/22/2022	ROR Ditch	8 AM		SNOW				Y	Snowy road, windy
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Ref #	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Horizontal Curve Safety Analysis

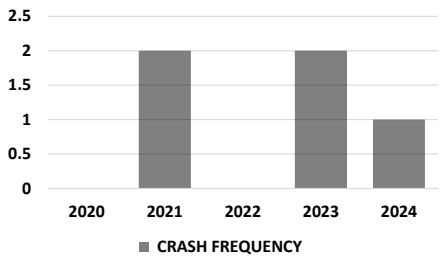
TRAFFIC ANALYSIS & DESIGN, INC.

Location: CTH Y (South)
Municipality: Town of Dewey
County: Portage
Length of Curve: 0.66 miles
Speed Limit (MPH): 55 **Advisory Speed (MPH):** 45

Duration
From: 1/1/2020 **5 Years**
To: 12/31/2024 **0 Months**
AADT: 1,200 MAP
Peer Group: Rural County Trunk Highways
GPS Coordinates: 44.600585, -89.492238

TOTAL CRASHES (5 YRS): 5
AVG. CRASHES/YEAR: 1.0
CRASH RATE: 2.28 per MEV
KAB CRASH RATE: 0.46 per MEV
ECONOMIC LOSS*: $ 985,874
ROR ECONOMIC LOSS*: $ 985,874
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

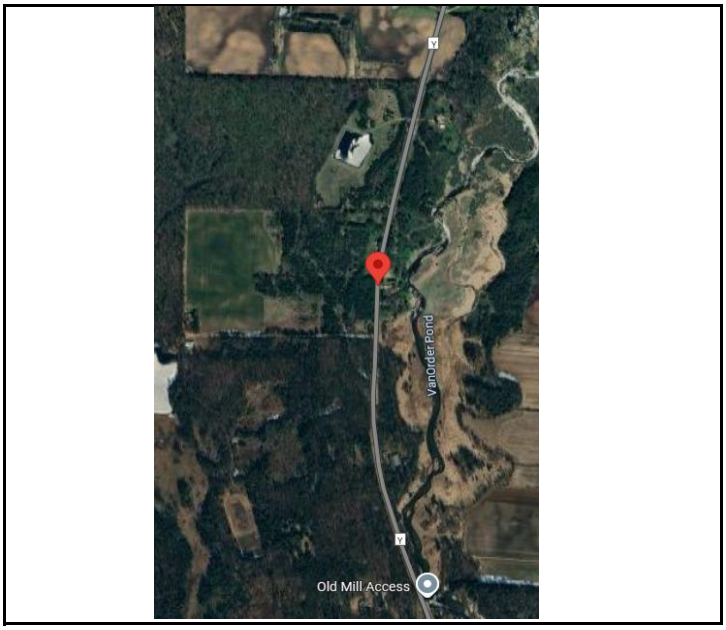
ANNUAL CRASH TRENDS



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	0	0	$ -
2021	0	1	0	0	1	2	$ 806,901
2022	0	0	0	0	0	0	$ -
2023	0	0	0	1	1	2	$ 160,397
2024	0	0	0	0	1	1	$ 18,576
TOTAL	0	1	0	1	3	5	$ 985,874

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

PICTURE OR AERIAL



CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
ROR Ditch	0	1	0	0	2	3	$ 825,477
ROR Tree	0	0	0	1	0	1	$ 141,821
ROR Fixed-Object	0	0	0	0	1	1	$ 18,576
TOTAL	0	1	0	1	3	5	$ 985,874

ROAD CONDITIONS		
DRY	5	100%
WET	0	0%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	5	

LIGHT CONDITIONS		
DAY	3	60%
DARK	2	40%
TOT.	5	

DRIVER BEHAVIOR		
ALCOHOL	1	20%
DRUGS	0	0%
SPEED	2	40%

SEASON		
SPRING	3	60%
SUMMER	0	0%
FALL	0	0%
WINTER	2	40%
TOT.	5	

RUN-OFF-ROAD		
ROR	5	100%
OTH.	0	0%
TOT.	5	

DRIVER1 DIRECTION		
NB	2	40%
SB	3	60%
EB	0	0%
WB	0	0%
TBD	0	0%
TOT.	5	

TBD = verification from crash report needed

VEHICLE DAMAGE	
OTHER/UNK.	0
NONE	0
VERY MINOR	0
MINOR	0
MODERATE	0
SEVERE	5
VERY SEVERE	0
TOTAL VEHICLES	5

NOTES:

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MON	0
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TUE	0
WED	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	WED	1
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	THU	0
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FRI	0
SAT	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	1
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	SUN	3
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0	TOT.	5

Crash Data

Corresponds to Horizontal Curve Safety Analysis

Location:	**CTH Y (South)**	**From:**	**1/1/2020**	**Duration**	
Municipality:	**Town of Dewey**	**To:**	**12/31/2024**	**5**	**Years**
County:	**Portage**	**AADT:**	**1,200**	**0**	**Months**
Length of Curve:	**0.66 miles**	**Area Type:**	**Rural County Trunk Highways**		

Ref #	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	DHL04ZCGHN	4/4/2021	ROR Ditch	3 PM	A			Y		Y	
2	DHL06V55M1	3/11/2023	ROR Ditch	3 AM			DARK			Y	
3	DHL0761GHW	4/14/2024	ROR Ditch	7 PM			DAY				Swerve for deer
4	DHL06B3P3J	1/6/2021	ROR Fixed-Object	11 AM							
5	KRL04SFB5K	1/1/2023	ROR Tree	7 PM	C		DARK				
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8			REMOVE								OUT -Deliver paper
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Ref #	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Horizontal Curve Safety Analysis

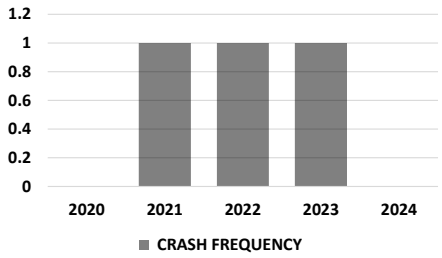
TRAFFIC ANALYSIS & DESIGN, INC.

Location: West River Drive
Municipality: Town of Linwood
County: Portage
Length of Curve: 0.13 miles
Speed Limit (MPH): 35 **Advisory Speed (MPH):** None

Duration
From: 1/1/2020 **5 Years**
To: 12/31/2024 **0 Months**
AADT: 630 MAP
Peer Group: Rural County Trunk Highways
GPS Coordinates: 44.484630, -89.575063

TOTAL CRASHES (5 YRS): 3
AVG. CRASHES/YEAR: 0.6
CRASH RATE: 2.61 per MEV
KAB CRASH RATE: 2.61 per MEV
ECONOMIC LOSS*: $ 1,825,340
ROR ECONOMIC LOSS*: $ 1,825,340
*KA=$788k, B=$249k, C=$142k, PDO=$18.6k

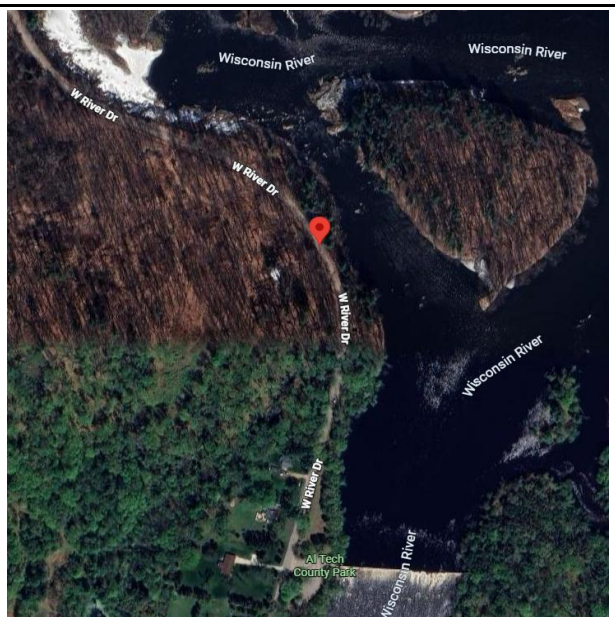
ANNUAL CRASH TRENDS



YEAR	K	A	B	C	PDO	TOT.	ECON. LOSS
2020	0	0	0	0	0	0	$ -
2021	1	0	0	0	0	1	$ 788,325
2022	0	0	1	0	0	1	$ 248,690
2023	0	1	0	0	0	1	$ 788,325
2024	0	0	0	0	0	0	$ -
TOTAL	1	1	1	0	0	3	$ 1,825,340

K = Fatal, A = Suspected Serious Injury, B = Suspected Minor Injury,
C = Possible Injury, PDO = No Apparent Injury

PICTURE OR AERIAL



CRASH TYPES	K	A	B	C	PDO	TOT.	ECON. LOSS
ROR Ditch	1	1	1	0	0	3	$ 1,825,340
TOTAL	1	1	1	0	0	3	$ 1,825,340

ROAD CONDITIONS		
DRY	2	67%
WET	1	33%
SNOW	0	0%
ICE	0	0%
OTH.	0	0%
TOT.	3	

LIGHT CONDITIONS		
DAY	1	33%
DARK	2	67%
TOT.	3	

DRIVER BEHAVIOR		
ALCOHOL	2	67%
DRUGS	2	67%
SPEED	2	67%

SEASON		
SPRING	1	33%
SUMMER	1	33%
FALL	1	33%
WINTER	0	0%
TOT.	3	

RUN-OFF-ROAD		
ROR	3	100%
OTH.	0	0%
TOT.	3	

DRIVER1 DIRECTION		
NB	0	0%
SB	2	67%
EB	1	33%
WB	0	0%
TBD	0	0%
TOT.	3	

TBD = verification from crash report needed

VEHICLE DAMAGE	
OTHER/UNK.	0
NONE	0
VERY MINOR	0
MINOR	0
MODERATE	0
SEVERE	4
VERY SEVERE	0
TOTAL VEHICLES	4

NOTES:

DAY/TIME TRENDS

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	MON	1
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TUE	0
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	WED	0
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	THU	1
FRI	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FRI	1
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	0
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SUN	0
	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	UNK		TOT.
TOT.	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	TOT.	3

Crash Data

Corresponds to Horizontal Curve Safety Analysis

Location:	**West River Drive**	**From:**	**1/1/2020**	**Duration**	
Municipality:	**Town of Linwood**	**To:**	**12/31/2024**	**5**	**Years**
County:	**Portage**	**AADT:**	**630**	**0**	**Months**
Length of Curve:	**0.13 miles**	**Area Type:**	**Rural County Trunk Highways**		

Ref #	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
1	DHL04ZCGJ2	8/20/2021	ROR Ditch	4 AM	K		DARK	Y	Y		
2	DHL06B3P4Z	11/17/2022	ROR Ditch	5 PM	B	WET	DARK			Y	
3	DHL043FP4H	5/15/2023	ROR Ditch	7 PM	A			Y	Y	Y	OUT of Study Area
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Ref #	Doc. #	Date	Crash Type	Time	Severity	Road Cond.	Light Cond.	Alc. Flag	Drug Flag	Speed Flag	Notes
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Appendix F3
High-Friction Surface Treatment

High-Friction Surface Treatment (HFST)

What it is

High-Friction Surface Treatment (HFST) is a thin, spot-applied pavement treatment that uses a polymer resin binder and a hard, polish-resistant aggregate (typically calcined bauxite) to significantly increase roadway friction. HFST is most often used on **horizontal curves and other high-risk locations** to reduce run-off-road and wet-weather crashes.

High-Friction-Surface-Treatment, STH 32 (Lake Drive), Whitefish Bay, WI

Advantages

- **Proven crash reduction on horizontal curves**, particularly for wet-weather and run-off-road crashes
- **Helps keep vehicles on the roadway** by providing a substantial increase in pavement friction
- **Commonly eligible for HSIP funding** (often up to ~90% federal share) when applied at curve locations with documented crash history
- **Long service life** when installed on sound pavement, typically **10–12 years or more**
- **Quick to install** with minimal disruption compared to geometric reconstruction

Disadvantages / Considerations

- **Higher initial cost** than conventional HMA pavement or surface treatments

- **Requires pavement in good structural condition**; HFST is a friction enhancement, not a structural repair. Mill and overlays are often done prior to the installation of HFST to ensure the pavement has good structural integrity.
- **Not compatible with chip sealing or surface treatments that bury the aggregate**
- **Snowplow considerations:**
    - HFST surfaces are highly durable under plowing, but the hard aggregate can **increase wear on snowplow cutting edges**; agencies should anticipate normal consumable blade wear and monitor maintenance impacts
- **Loose aggregate after installation:**
    - Some **initial shedding of aggregate is normal**, especially within the first few days after opening to traffic
    - Sweeping is commonly required shortly after installation and again within the first few weeks to remove loose granules

Appendix G

Appendix G1
High-Level ADA Accessibility Assessment

raSmith

CREATIVITY BEYOND ENGINEERING

MEMORANDUM

DATE: December 19, 2025

TO: Kristen Johnson, Portage County

FR: John Bruggeman, P.E., PTOE
Jim Blackwood, P.E.

RE: High Level ADA Accessibility Assessment
Portage County Safe Streets for All (SS4A) Action Plan

Introduction
raSmith reviewed 25 pedestrian crossing locations throughout Portage County that were identified by their staff for existing Americans with Disabilities Act (ADA) deficiencies. These locations are identified in Attachments A-1 and A-2. Locations were evaluated using the Public Rights of Way Accessibility Guidelines (PROWAG) standards. This task consisted of reviewing locations using an aerial photo and Google Street View photos of each location. No physical measurements of slopes, widths, or available sight distance were taken. It is likely that if physical measurements of slopes and widths were taken, additional deficiencies could be identified at each intersection.

After reviewing all twenty-five locations there were several common issues that were observed, including:

- Lack of detectable warning fields or improperly installed detectable warning fields.
- Curb opening that is too narrow or narrower than approach sidewalk. The curb flares should flare away from the ramp instead of into the ramp.
- Paved traversable flares are steeper than the 10% allowable maximum slope.
- Vertical lips in excess of 1/4”
- Lack of a landing at ramps when required
- Diagonal Ramps
- Lack of pedestrian push buttons or push buttons that do not meet current MUTCD and PROWAG standards at traffic signals.

Attachment B has examples of each one of the common deficiencies found at pedestrian locations throughout the county.

Considerations and Industry Best Practices
At some locations, additional deficiencies that are not required by PROWAG were noted such as lack of a painted crosswalk or the presence of diagonal ramps. Even though they are not required by PROWAG, they are considered industry best-practices and/or are WisDOT preferences. These improvements should be considered when replacing the ramps to improve the design of the ramps.

Diagonal ramps are a common ramp type for existing curb ramps. PROWAG R203.6 does allow the use of diagonal ramps on alteration projects where physical constraints make the installation of parallel and perpendicular ramps technically infeasible, but they are not allowed to be used on new construction. Diagonal ramps create challenges for blind or low vision pedestrians to safely find other quadrants of the intersection as pedestrians enter the roadway facing towards the middle of the intersection instead of the companion ramp. Diagonal ramps also create potential safety issues for wheelchair users as they are required to leave the safety of

a crosswalk and complete a turning maneuver in the roadway at the base of the ramp. PROWAG defines new construction as constructing a curb ramp where roadway right of way does not exist prior to the project. This would allow a new diagonal ramp to be constructed where the right of way currently exists.

Existing diagonal ramps may remain, but effort should be made to convert diagonal ramps to parallel or perpendicular ramps when reconstructing or replacing the ramps. When in constrained areas where a perpendicular or a parallel ramp does not fit, a blended transition is a better solution and is permitted by PROWAG.

Site #1 – Green Circle Trail Crossing at West River Drive (City of Stevens Point)
Crossing is on the north leg of the CTH HH (River View Avenue) & W River Drive intersection. Crossing is approximately 35 north of the stop bar and there is no marked crosswalk.

Deficiencies observed include:

- No detectable warning fields on either side of crossing.
- Curb opening on east side appears to be too narrow and is narrower than paved trail to east of ramp.

Considerations for improved pedestrian accommodations at the intersection include:

- The west approach to crossing is an unpaved trail and there is no curb ramp at the roadway crossing. The US Access Board requires that the surface of trails be firm and stable, should resist indentation by deformation, should not be permanently affected by expected weather conditions, and can sustain normal wear and tear between planned maintenance (US Access Board Accessibility Standards for Federal Outdoor Developed Areas Section 1017.2). A crushed gravel surface will need regular maintenance in order to remain ADA compliant, which often does not happen in less developed areas.
- Crossing should be brought closer to CTH HH and placed in front of stop bar on River Drive rather than 35 feet behind the stop bar. As currently marked, this is dangerous for trail users as vehicles are not expecting to have to stop 35 feet prior to the painted stop bar.
- A painted crosswalk would help to draw attention that there is a crosswalk at this location.
- Place pedestrian crossing warning signs at the crossing and in advance of the crossing would help draw attention that there is a crossing at this location.

Site #2 – CTH WW at Grant Elementary School Crossing (Town of Grant)
Crossing is on the east leg of the CTH WW & 85th Street intersection. The intersection is a two-way stop-controlled intersection with 85th Street traffic stopping. The crossing consists of a ladder style painted crosswalk with school crossing signs on the east and west approach.

Deficiencies observed include:

- Approach path on north side is wider than crosswalk.
- No detectable warning fields on north side of crosswalk.

Considerations for improved pedestrian accommodations at the intersection include:

- Add companion ramp on south side of crossing. Should install pass through ramp (see WisDOT FDM 11-46-10 Figure 10.1) to provide safe access for pedestrians to 85th St.

Site #3 – CTH Y Jordan Park Crossing (Town of Hull)
Crossing is on the north leg of the CTH Y & Jordan Road intersection. The intersection is a stop-controlled t-intersection with Jordan Road traffic stopping. The crossing is currently an unmarked crosswalk with crosswalk warning signs.

Deficiencies observed include:

- No detectable warning fields present on either side of the crossing.

Considerations for improved pedestrian accommodations at the intersection include:

- Existing path is crushed gravel, which is can be difficult to maintain as an ADA compliant surface.
- Add painted crosswalk at crossing.

Site #4 – CTH A/D/J intersection (Village of Almond)
Intersection is a 5-legged intersection with stop control on three of the five legs (CTH A north leg, CTH D east and west leg). There is existing sidewalk on the west side of CTH J north and south of the intersection and on the south side of CTH D on the east side of the intersection.

Deficiencies observed include:

- Lack of curb ramps in any of the three quadrants where sidewalk exists.
- No detectable warning fields at any of the crossings.
- Drainage structure in southwest corner of intersection is in line with east-west crossing of CTH J and will cause a navigation hazard for low vision or blind pedestrians as this is a tripping hazard. This is also a navigation hazard for a wheelchair user as their wheels can become stuck in drainage grates.
- The slope of pavement around the drainage structure appears to be much steeper than PROWAG standards and could cause a wheelchair user to have difficulty navigating around the drainage grate.

Considerations for improved pedestrian accommodations at the intersection include:

- Add painted crosswalk at crossing.
- Add pedestrian crossing warning signs at intersection or in advance of intersection
- Move stop bar further from crosswalk. Stop bar should be at least 4 feet prior to the crosswalk to minimize instances of cars stopping in crosswalk.

Site #5 – Main Street & Third Street (South Segment) (City of Stevens Point)
Intersection is a stop controlled three-legged intersection with sidewalk on all approaches. The stop-controlled approach is the 3rd Street leg, which forms the south leg of the intersection.

Deficiencies observed include:

- Poor pavement condition in crosswalks at ramps as well as on at least one curb ramp. Street View from August 2023. Potholes and other areas of pavement with vertical discontinuities over ¼” are considered deficient by PROWAG because wheelchair users can become stuck and can be considered a tripping hazard for other users.
- No detectable warning fields at any of the ramps.
- Curb opening is narrower than approaching sidewalk and curb ramp for all ramps. The curb head flares should flare away from the ramp instead of into the ramp.
- Traversable flares appear much steeper than 10% max slope.
- In southeast quadrant approach sidewalk is forced to walk across east-west ramp at intersection rather than to a landing. Sidewalk cross slope will be significantly greater than 2.1% PROWAG maximum.
- In southwest corner there is no landing above the diagonal ramp.

Considerations for improved pedestrian accommodations at the intersection include:

- Orientation of the ramps in the southwest and southeast corners of the intersection is perpendicular to curb and gutter rather than perpendicular to direction of pedestrian travel. This could guide low vision or blind pedestrians in a different direction than the crosswalk. When ramps are reconstructed or replaced ramps should be reoriented to be parallel to direction of pedestrian travel rather than perpendicular to back of curb.

Site #6 – Main Street & 2nd Street/Market Square (East Entrance) (City of Stevens Point)
Intersection is a three-legged intersection with stop control on Main St. There is sidewalk on all intersection approaches.

Deficiencies observed include:
- No detectable warning fields on either ramp on the west side of the intersection.
- West leg approaches through parking stalls is narrower than crosswalk.
- Traversable flares on ramps in southeast and northeast corners appear to be steeper than 10:1 max.

Considerations for improved pedestrian accommodations at the intersection include:
- Ramps in southeast corner are oriented perpendicular to back of curb instead of perpendicular to direction of pedestrian travel. When ramps are reconstructed or replaced ramps should be oriented parallel to direction of pedestrian travel rather than perpendicular to back of curb.
- While PROWAG allows existing diagonal ramps to remain, it would be preferable to install perpendicular ramps or a blended transition.

Site #7 – Main Street & Strongs Avenue (City of Stevens Point)
Intersection is a four-legged intersection with stop control on two legs. The Strongs Avenue legs of the intersection are stop controlled. There is sidewalk on all intersection approaches.

Deficiencies observed include:
- Missing detectable warning fields on the southwest and southeast corners of the intersection.
- Staggered detectable warning fields are not PROWAG compliant.
- Curb openings are narrower than approach sidewalk in the northwest, southwest, and southeast corners of the intersection. The curb head flares should flare away from the ramp instead of into the ramp.
- Traversable flares in all four corners are steeper than 10:1 maximum slope.
- Both sidewalk approaches on south leg of intersection must traverse over ramp rather than a landing which is not allowable when ramp is steeper than 2%.

Site #8 – CTH HH (River View Avenue) & Water Street (City of Stevens Point)
The intersection is a four-legged traffic signal-controlled intersection. There is sidewalk on the west side of Water Street, both sides of CTH HH, and both sides of Nebel Street.

Deficiencies observed include:
- There are no detectable warning fields at the intersection.
- Traversable flares on ramps are steeper than 10% maximum slope
- Ramps in the southwest corner and both porkchop islands lack a landing at the top of the ramp where sidewalks intersect.
- Ramps in northwest and northeast corner have a running slope too steep. These need to be 2% or flatter since they also act as a turning space since there is no landing behind the ramp.
- Curb & gutter on southeast radius is damaged and is causing a vertical discontinuity greater than 1/4".

Considerations for improved pedestrian accommodations at the intersection include:
- Eliminate diagonal ramps. While PROWAG does not prohibit diagonal ramps for existing ramps, it is preferrable to install perpendicular ramps, parallel ramps, or blended transitions.

Site #9 – Jefferson Street & East Avenue (City of Stevens Point)
Intersection is a three-legged intersection with stop control on all approaches. There is a sidewalk on both sides of both roadways.

Deficiencies observed include:

- Missing detectable warning fields on the northwest and northeast corners of intersection.
- Curb opening narrower than ramp approach in southeast and southwest corners of intersection. The curb head flares should flare away from the ramp instead of into the ramp.
- Ramp in northwest corner lacks a separate landing and existing ramp slope is too steep to qualify as a turning space.
- Turning space on ramp in northeast corner appear to be steeper than adjacent crosswalk cross slopes.

Considerations for improved pedestrian accommodations at the intersection include:

- Eliminate diagonal ramps. While PROWAG does not prohibit diagonal ramps for existing ramps it is preferrable to install perpendicular ramps, parallel ramps, or blended transitions.

Site #10 – Stanley Street & Minnesota Avenue (City of Stevens Point)
Intersection is a four-legged intersection with stop control on both Minnesota Avenue approaches. There is sidewalk on both sides of Stanley Street and the west side of Minnesota Avenue. There are painted crosswalks across all four legs of the intersection.

Deficiencies observed include:

- There are no detectable warning fields at the intersection.
- Curb openings in the southeast corner are too narrow and are narrower than the approach sidewalk. The curb head flares should flare away from the ramp instead of into the ramp.
- Paved traversable flares in the southeast and northeast corners are steeper than the 10% maximum slope.
- The following locations have a vertical lip over 1/4":
    - North-south ramp in southeast corner at back of curb
    - Southwest corner at the back of curb at edges of ramp where curb is in poor condition
- The slope of the turning space at the top of the ramps in the northwest and southwest corners appears to be too steep and in the northwest corner is too small to qualify as a turning space.

Considerations for improved pedestrian accommodations at the intersection include:

- Eliminate diagonal ramps. While PROWAG does not prohibit diagonal ramps for existing ramps it is preferrable to install perpendicular ramps, parallel ramps, or blended transitions.

Site #11 – Michigan Avenue & Bush Street (City of Stevens Point)
Intersection is a three-legged stop control intersection with stop control on Bush Street. There is sidewalk on both sides of Michigan Avenue and on the north side of Bush Street. There are no painted crosswalks.

Deficiencies observed include:

- There are no detectable warning fields on any of the ramps.
- Curb openings appear to be too narrow and are narrower than the approach sidewalk. The curb head flares should flare away from the ramp instead of into the ramp.
- Paved traversable flare width in northeast corner appear to be steeper than 10% maximum slope.
- In northeast corner there does not appear to be a landing above the ramp and the ramp is too steep to qualify as a landing.
- The curb & gutter condition in the southeast corner creates vertical lips over 1/4" in the pedestrian access route.

Considerations for improved pedestrian accommodations at the intersection include:

- Eliminate diagonal ramp in the northeast corner. A recommended layout would be to have a parallel ramp (WisDOT Type 4 ramp) parallel to Michigan Avenue and closing the crosswalk across Michigan Avenue using pedestrian curb and a sign (See FDM 11-46-10.2.1).
- Parallel ramp in southeast corner is not oriented towards companion ramp on northeast corner which could cause low vision or blind pedestrians to have a hard time finding the ramp.
- Paint the crosswalks so that they are more visible to drivers.

Site #12 – Sherman Avenue & Whiting Road (Village of Whiting)
Intersection is a three-legged stop-controlled intersection with stop control on all three approaches. There is sidewalk on both sides of Sherman Avenue and on the east side of Whiting Road.

Deficiencies observed include:

- No detectable warning fields on either ramp.
- The curb opening width is too narrow and is narrower than the approaching sidewalks. The curb head flares should flare away from the ramp instead of into the ramp.
- The Google Street View photo is from October 2019, but there is a significant amount of vegetation growing in the sidewalk joints and at the back of curb in the southeast quadrant of the intersection. This can cause mobility issues for wheelchair users and can present a tripping hazard for all pedestrians.

Considerations for improved pedestrian accommodations at the intersection include:

- The configuration of the ramp in the southeast corner could be confusing to pedestrians, especially low vision or blind pedestrians. While not required by PROWAG, WisDOT requires sidewalks that end at the crossing sidewalk and do not cross the roadway to be closed with a short section of pedestrian curb or a grass berm along with a sign directing pedestrians to the nearest crosswalk across the roadway. This helps to keep pedestrians from crossing where a crossing is undesirable and prevents blind pedestrians from crossing to a location where there is not ramp for them to access the sidewalk. See FDM 11-46-10.2.1 for additional details.
- Painted crosswalks and stop bars should be added on Whiting Road to make crossing more visible to drivers. This is especially important at this crossing because the grass terrace between the roadway and sidewalk on Sherman Avenue is wider than normal and drivers may not stop before the crosswalk. This increases the chance of a vehicle striking a pedestrian in the crosswalk.
- Stop sign on Whiting Road is about 40 feet in advance of the crosswalk. Stop sign should be placed where vehicles are intended to stop. If stop sign is placed too far in advance of intersection, drivers are less likely to stop at the crosswalk.

Site #13 – Lower Whiting Park Entrance & Water Street (Village of Whiting)
Intersection is a three-legged stop-controlled intersection with stop control on the Lower Whiting Park Entrance approach. There is sidewalk on both sides of Water Street and no sidewalk on the Lower Whiting Park Entrance.

Deficiencies observed include:

- No detectable warning fields are present on any of the ramps.
- The curb openings are too narrow and are narrower than the approaching sidewalk. The curb head flares should flare away from the ramp instead of into the ramp.
- Paved traversable slopes at all ramps appear to be steeper than the 10% allowable maximum.
- There is no landing for the ramp in the northwest corner of the intersection. Since there is no terrace, the ramp needs to act as the landing and the current configuration does not provide a flat location for a 5’x5’ landing.

- There is not a PROWAG compliant landing in the southeast corner of the intersection. The ramp configuration requires a wheelchair user to turn while going up the ramp, which presents a challenge for most wheelchair users.
- The north-south ramp in the southwest corner has a significant amount of vegetation growing at the back of curb. This could cause mobility issues for wheelchair users and can present a tripping hazard for all users. The Google Street View photo was taken in October 2019 so this issue may have been resolved with maintenance already.

Considerations for improved pedestrian accommodations at the intersection include:

- In the southwest corner, the orientation of the ramp is perpendicular to the ramp rather than parallel to the direction of travel. The ramp is constructed like a diagonal ramp even though there is only a crossing in one direction. This could be confusing to a blind or low vision pedestrian since there is no companion ramp on the north side of Water Street. Ramp should be oriented like a WisDOT Type 4 ramp.
- Modify the median on the west leg of the intersection to provide pedestrian refuge in the median should be considered to allow for two-stage pedestrian crossings across Water Street. The roadway is wide and requires large gaps in traffic for pedestrians to safely cross in single stage. Many pedestrians likely cross in two stages but there is not an official refuge area for pedestrians to safely wait outside the roadway.

Site #14 – Bremmer Street & Water Street (Village of Whiting)
Intersection is a three-legged stop control intersection with stop control on Bremmer Street. There is sidewalk on both sides of Water Street and no sidewalk on Bremmer Street.

Deficiencies observed include:

- No detectable warning fields are present on either ramp.
- The crosswalk cross slope appears to be much steeper than the 2% allowable for a crosswalk across a stop-controlled roadway.
- Both curb ramps appear to be located on a steep slope that is much steeper than what is allowed by PROWAG.
- A level turning space is required at the bottom of diagonal ramps in the gutter and roadway and the slope visible in Street View is much steeper than what is allowable in PROWAG.
- There are no landings present at the top of either ramp. With the lack of a terrace the ramp needs to act as the landing and the ramp slopes are too steep to qualify as a landing.

Considerations for improved pedestrian accommodations at the intersection include:

- Since there are no crosswalks across Water Street the ramp configuration could be confusing to low vision or blind pedestrians. Parallel ramps (WisDOT Type 4) should be installed that direct pedestrians to cross Water Street rather than out into the intersection.

Site #15 – Sherman Avenue/Minnesota Avenue & Water Street (Village of Whiting)
Intersection is a four-legged stop control intersection with stop control on the Sherman Avenue and Minnesota Avenue legs of the intersection. There is sidewalk on both sides of Water Street, both sides of Sherman Avenue, and no sidewalk on either side of Minnesota Avenue.

Deficiencies observed include:

- No detectable warning fields are present at any of the ramps.
- The curb openings appear too narrow and are narrower than the approaching sidewalk. The curb head flares should flare away from the ramp instead of into the ramp.
- Paved traversable flares on multiple ramps appear to be steeper than the 10% allowable maximum.
- There do not appear to be landings with proper size or slope in the southeast and southwest corners of the intersections.

- The curb & gutter in the northwest corner is damaged along the edge of the ramp. This could cause a tripping hazard for pedestrians as the remaining lip exceeds 1/4".

Considerations for improved pedestrian accommodations at the intersection include:

- The ramps in the southwest and southeast quadrants are diagonal ramps that are hard for blind and low vision users to navigate. These ramps should be oriented as parallel ramps (WisDOT Type 4 ramps) to help guide low vision and blind pedestrians.
- The sidewalk on the south side of Sherman Avenue intersects the sidewalk on the west side of Water Street approximately 30 feet from the top of the ramp. While not required by PROWAG, this is a significant distance and would likely be difficult for a low vision or blind person to understand where to go since the sidewalk dead ends. WisDOT design guidance is to limit the offset to no more than 10 feet.
- In the southwest and northwest corner of the intersection the sidewalk parallel to Sherman Avenue should be closed using a short section of pedestrian curb or a grass berm along with a sign directing pedestrians in the direction they need to travel to cross Water Street using a curb ramp. This is not required by PROWAG but is a WisDOT requirement.

Site #16 – Hickory Street & Water Street (Village of Whiting)
Intersection is a four-legged stop control intersection with stop control on both Hickory Street approaches. There is sidewalk along both sides of Water Street and no sidewalk on either side of Hickory Street.

Deficiencies observed include:

- No detectable warning fields at any of the ramps.
- The curb openings appear too narrow and are narrower than the approaching sidewalk. The curb head flares should flare away from the ramp instead of into the ramp.
- Paved traversable flares on multiple ramps appear to be steeper than the 10% allowable maximum.
- There is vegetation at the back of curb in three of the four quadrants that could cause mobility issues or create a tripping hazard.

Considerations for improved pedestrian accommodations at the intersection include:

- Adjust crosswalk on north side of intersection (across Water St) so that ramp orientation on east side of Water Street is a perpendicular ramp. The current ramp orientation is similar to a diagonal ramp and guides pedestrians out into the middle of the intersection instead of towards the crosswalk.
- Add pedestrian crossing warning signs at the crossing on Water Street so that the crossing is more obvious to drivers. There are no crossings to the south for several blocks and there is a signalized intersection in close proximity just to the north so drivers may not be expecting a crosswalk in this location.
- Since there is no sidewalk on Hickory Street consider removing the crosswalk across Water Street and directing pedestrians to the signalized crossing at Polk Street. This is not required by PROWAG but crossing at a signalized intersection is typically safer than an uncontrolled crossing, especially when the roadway is wider like Water Street.

Site #17 – Polk Street & Water Street (City of Stevens Point and Village of Whiting)
Intersection is a three-legged signalized intersection. There is sidewalk along both sides of Water Street and long the north side of Polk St.

Deficiencies observed include:

- No detectable warning fields present at any of the ramps.
- The curb openings appear too narrow and are narrower than the approaching sidewalk. The curb head flares should flare away from the ramp instead of into the ramp.
- Paved traversable flares on multiple ramps appear to be steeper than the 10% allowable maximum.

- The pedestrian push buttons do not meet current MUTCD standards and most do not appear to meet current MUTCD and PROWAG requirements for reach distance, proximity to level landing, and for location relative to the ramp. Not all crossings appear to have a push button.

Considerations for improved pedestrian accommodations at the intersection include:

- In the southwest corner there is no landing at the ramp. Since there is no terrace, the ramp needs to act as the landing and the slope of the ramp appears to be too steep to qualify as a landing.
- While not required by PROWAG, the diagonal ramp in the southwest corner is undesirable.
- In the southwest corner the short segment of sidewalk that extends onto Polk Street is undesirable as it is a dead end and would be confusing to low vision or blind pedestrians. Removing this short section of sidewalk and reconfiguring the ramp as perpendicular ramps is recommended over the current configuration.
- In the northeast corner of the intersection the sidewalk along Water Street ends. While not required by PROWAG, it would be desirable to install a short section of pedestrian curb and a sign directing pedestrians to cross Water Street so that pedestrians do not inadvertently walk into the car dealership parking lot.

Site #18 – Wilshire Avenue and Park Ridge Drive (City of Stevens Point and Village of Park Ridge)
Intersection is a four-legged signalized intersection. There is sidewalk on the south side of Park Ridge Drive, the east side of Wilshire Avenue south of Park Ridge Drive and the west side of Wilshire Avenue north of Park Ridge Drive.

Deficiencies observed include:

- No detectable warning fields at any of the ramps.
- No curb ramp in the northeast quadrant of the intersection even though there are marked crosswalks.
- No landings at any of the curb ramps. Since there is no terrace on the south side of Park Ridge drive the ramp needs to act as a landing and the ramp slope is too steep to qualify as a landing.
- Flare slopes appear to be steeper than the 10% allowable maximum.
- There appears to be a lip at the back of curb for the ramp in the northwest quadrant corner that exceeds 1/4" that could cause a trip hazard.
- Pedestrian push buttons are located in improper locations and are not to the latest MUTCD standards.

Considerations for improved pedestrian accommodations at the intersection include:

- The diagonal ramps are undesirable and should be replaced with parallel or perpendicular ramps, or a blended transition when possible.

Site #19 – Sunset Avenue & Park Ridge Drive (Village of Park Ridge)
Intersection is a four-legged signalized intersection. There is sidewalk on both sides of Park Ridge Drive and on both sides of Sunset Avenue north of Park Ridge Drive. There is no sidewalk on Sunset Avenue south of Park Ridge Drive.

Deficiencies observed include:

- No detectable warning fields on any of the ramps.
- Ramp in southwest corner curb opening is too narrow and is narrower than approaching sidewalk. The curb head flares should flare away from the ramp instead of into the ramp.
- Paved traversable flares on multiple ramps appear to be steeper than the 10% allowable maximum.
- No landing above the ramp in northwest and northeast corners. In both cases wheelchair users need to make a turn at the top of the ramp and there is not a 5’x5’ landing to make the turn.

- In the northeast corner the traffic signal pole is in the middle of the sidewalk and does not provide enough room for a wheelchair to pass without going into the parking lot. Proper width should be provided within the public right of way on the sidewalk.
- Pedestrian push buttons are located in improper locations and are not to the latest MUTCD standards.

Considerations for improved pedestrian accommodations at the intersection include:

- The diagonal ramps in all four corners are undesirable and should be improved to parallel or perpendicular ramps when ramps are reconstructed or replaced.

Site #20 – Hoover Avenue & Roosevelt Drive (Village of Plover)
Intersection is a four-legged stop control intersection with stop control on all four approaches. There is a shared use path on the west side of Hoover Avenue and a sidewalk on the south side of Roosevelt Drive.

Deficiencies observed include:

- No detectable warning fields on any of the ramps. The median on the south leg of the intersection should not have any detectable warning fields because the island is not wide enough to provide at least two feet between the detectable warning fields.
- Crosswalk on west leg is narrower than the shared use path. Crosswalk needs to be at least as wide as sidewalk approaching the intersection.
- The curb openings appear too narrow and are narrower than the approaching sidewalk. The curb head flares should flare away from the ramp instead of into the ramp.

Considerations for improved pedestrian accommodations at the intersection include:

- The crosswalk on the south side of the intersection is placed pretty far from the intersection. This forces the stop bar for vehicles pretty far back from the intersection which reduces visibility to the east and west legs of the intersection.

Site #21 – Hoover Avenue & Maple Drive (Village of Plover)
Intersection is a four-legged stop control intersection with stop control on the two Maple Drive approaches. There is a shared use path on the west side of Hoover Avenue and a shared use path on the south side of Maple Drive east of Hoover Avenue.

Deficiencies observed include:

- No detectable warning fields on any of the ramps. The median on the south leg of the intersection may not be wide enough to provide 2’ of space between the detectable warning fields. If there is not enough room, omit the detectable warning fields.
- The curb openings appear too narrow and are narrower than the approaching sidewalk. The curb head flares should flare away from the ramp instead of into the ramp.
- Crosswalks on both crossings appear to be narrower than the approaching shared use paths. Crosswalks shall be at least as wide as the approaching sidewalks.
- Paved traversable flare between ramps in southwest corner appears to have slopes steeper than the 10% allowable maximum.

Site #22 – Foremost Road & STH 54/Plover Road (Village of Plover)
Intersection is a three-legged stop-controlled intersection with stop control on Foremost Road. There is a shared use path on the north side of STH 54 and east side of Foremost Road. There is a sidewalk on the south side of STH 54.

Deficiencies observed include:

- All ramps have detectable warning fields but most installations are not constructed properly. The warning fields should be at the back of curb and should be the full width of the path/sidewalk. In the median on the west side there is not enough room for two warning fields with a minimum of 2 feet between them so the existing warning field should be removed. The warning fields in the northwest corner are too far from the back of curb. The warning field in the southwest corner is too narrow for the curb opening.
- The curb openings in the southwest and northwest quadrants appear too narrow and are narrower than the approaching sidewalk. The curb head flares should flare away from the ramp instead of into the ramp.
- The crosswalk across the north leg of the intersection appears to be narrower than the shared use path on either side of the crosswalk. The crosswalk should be at least as wide as the approaching path/sidewalk.
- The width of the path through the porkchop island in the northeast corner is too narrow. The width should be as wide as the approaching path. There appears to only be 5’ or 6’ wide now.

Considerations for improved pedestrian accommodations at the intersection include:

- Add pedestrian crossing warning signs and advanced warning signs on STH 54 at the intersection. With a 40 mph speed limit adding additional signage will help pedestrian safety. Next crossing to the east already has signage.

Site #23 – Plover Springs Drive & Post Road (Village of Plover)
Intersection is a four-legged signal-controlled intersection. There is sidewalk on the south side of Plover Springs Drive and on both sides of Post Road.

Deficiencies observed include:

- Detectable warning fields are present at all ramps. In the northwest and northeast corner the detectable warning field layout with 3 separate plates does not meet current requirements. All of the warning fields are too narrow as they should extend the full width of the ramp opening.
- The paved traversable flares would need to be field measured but many appear to be steeper than the 10% maximum allowable slope.
- Push buttons are present at all ramps, but most are on the ramp instead at a landing as required. Field measurements would need to be taken to determine if the push buttons are reachable from a landing.

Site #24 – Crossroads Drive and Commons Circle (Village of Plover)
Intersection is a four-legged signalized intersection. There is sidewalk on the west side of Crossroads Drive and on the north side of Commons Circle.

Deficiencies observed include:

- All ramps have detectable warning fields but most are either two narrow and/or oriented improperly. The detectable warning field in the west leg median should be removed as there is not enough width to place two detectable warning fields with 2 feet between the warning fields.
- Curb openings are too narrow compared to the approaching sidewalk width. The curb head flares should flare away from the ramp instead of into the ramp.
- Pedestrian push buttons are present at all crossings but most appear to be on the ramp instead of at the landing. Field measurements would need to be taken to determine if the push buttons meet the maximum allowable reach distance from a landing based on MUTCD and PROWAG requirements.

Site #25 – Main Street & Wilson Street/Mill Street (Village of Amherst)
Intersection is a four-legged stop control intersection with stop control on all four approaches. There is sidewalk on both sides of all the approaches to the intersection.

Deficiencies observed include:

- No detectable warning fields in two of the four corners.
- Existing diagonal ramps do not meet PROWAG standards because they do not have landings on top of ramp and in most cases the paved flares are steeper than 10%.
- There are manhole covers in the roadway in the turning space at the bottom of the ramp in all four quadrants. These manhole covers create mobility issues for wheelchair users because their wheels can become stuck in the manhole cover grates, and because it looks like the manhole covers are sitting slightly higher or lower than the adjacent pavement creating a lip over 1/4" that is a tripping hazard.

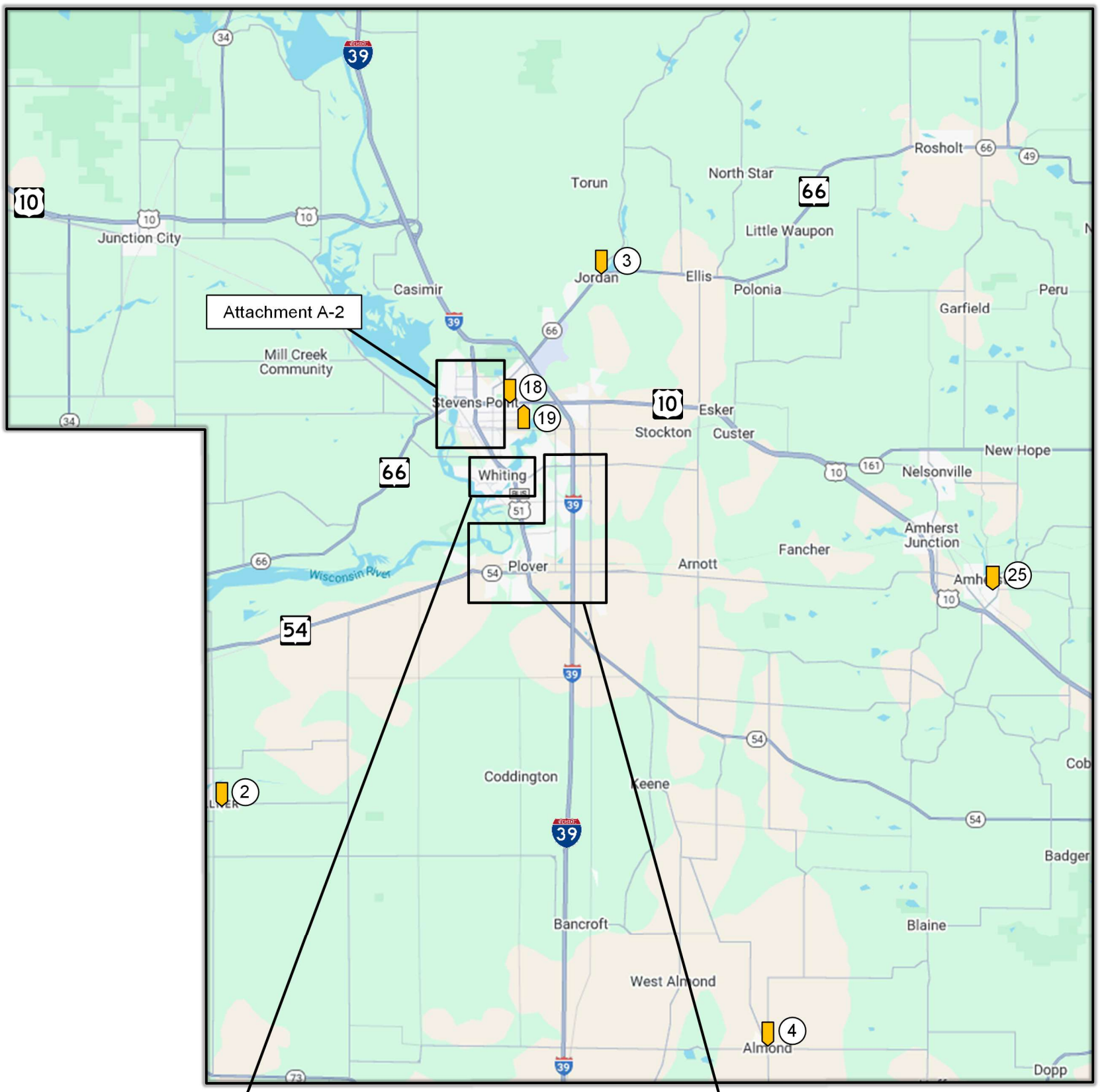
Considerations for improved pedestrian accommodations at the intersection include:

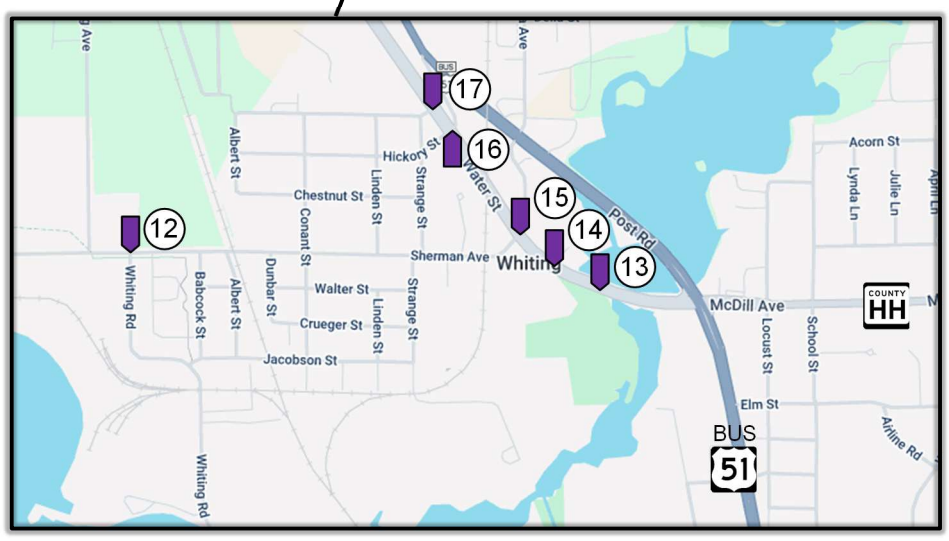
- Replace existing diagonal ramps with parallel or perpendicular ramps.

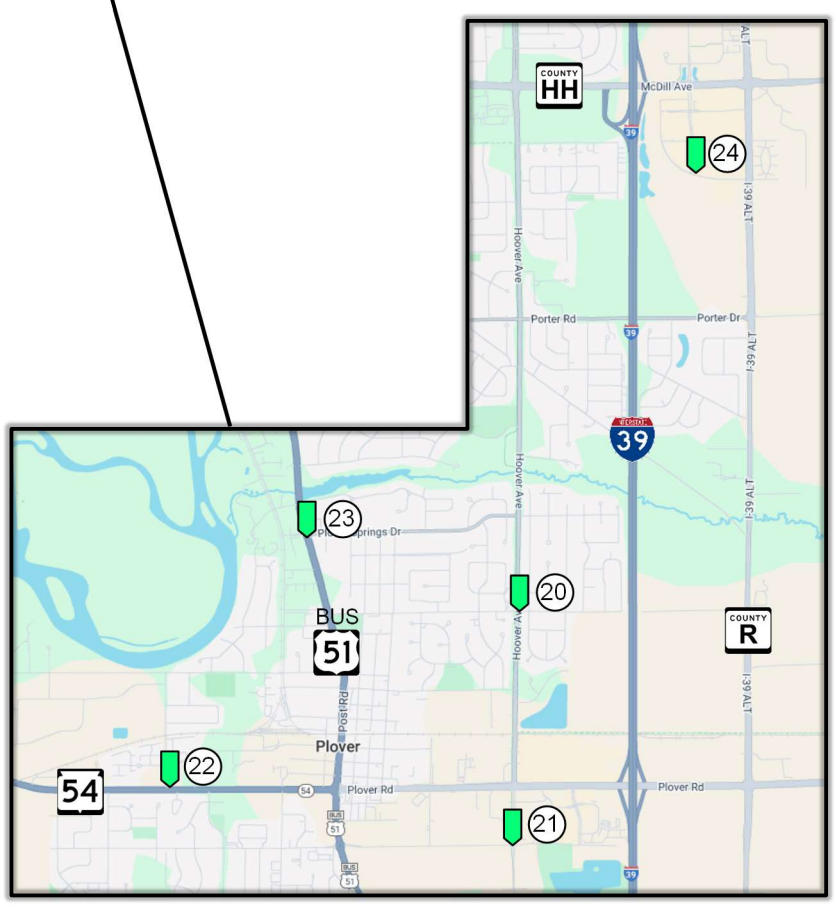
Attachments

Attachment A-1 – Pedestrian Crossing Location Map (Portage County)
Attachment A-2 – Pedestrian Crossing Location Map (City of Stevens Point)
Attachment B – Examples of Commonly Observed Deficiencies

Attachments A-1 and A-2
Pedestrian Crossing Location Map – Portage County
Pedestrian Crossing Location Map – City of Stevens Point







Legend

Crossing Locations:

- = Village of Whiting
- = Village of Plover
- = Other Municipality

(XX) = Site Location #

Pedestrian Crossing Location Map
Portage County

Attachment
A-1

raSmith

Legend

= City of Stevens Point Crossing Location (XX) = Site Location #	**Pedestrian Crossing Location Map** **City of Stevens Point**	Attachment **A-2**

raSmith

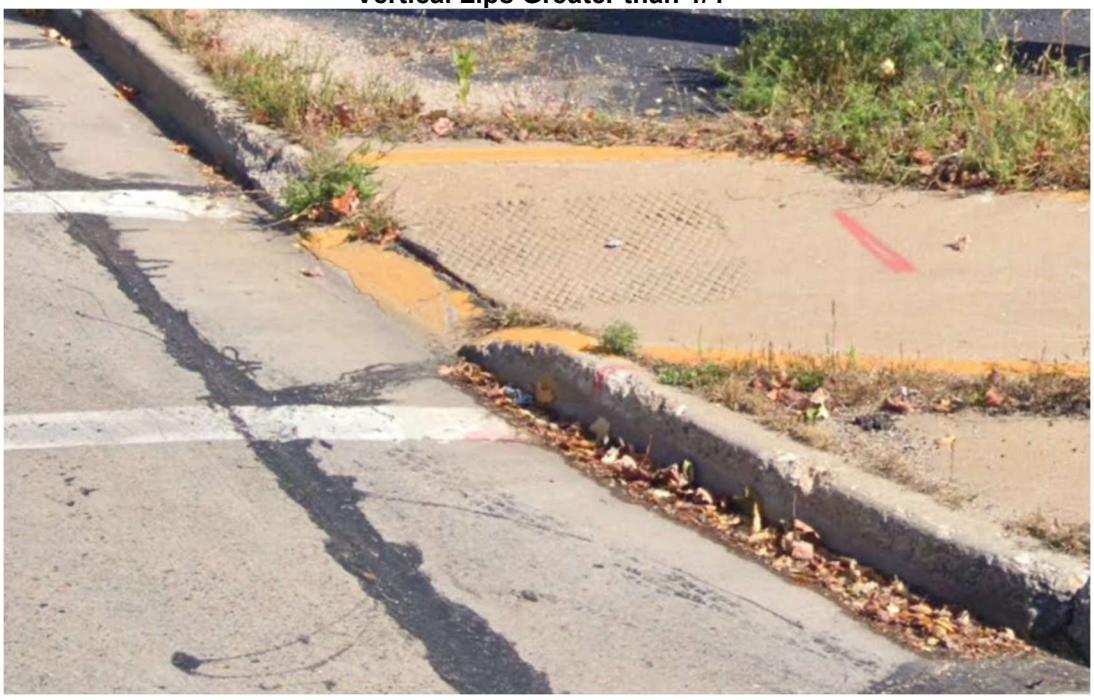
Attachment B
Examples of Commonly Observed Deficiencies

Lack of Detectable Warning Fields

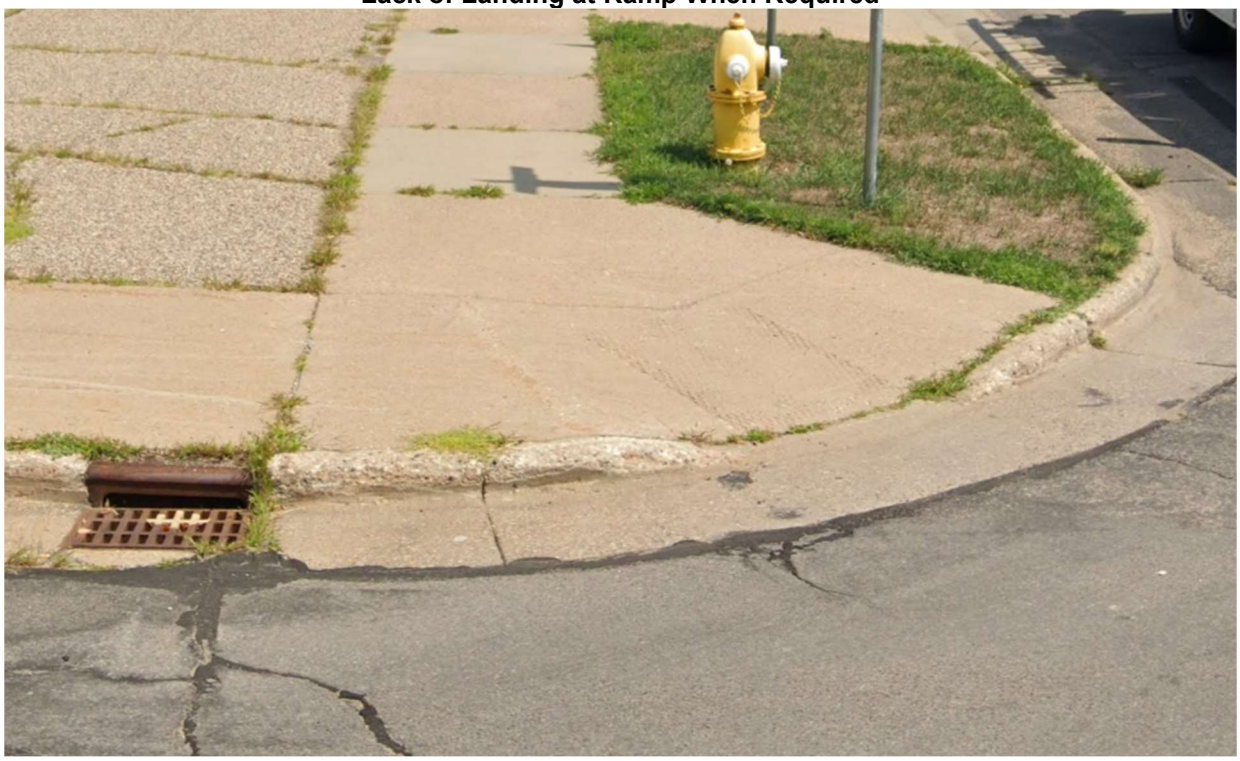
Narrow Curb Openings and/or Improper Curb Head Flares

Paved Traversable Flares with Slope Greater than 10%

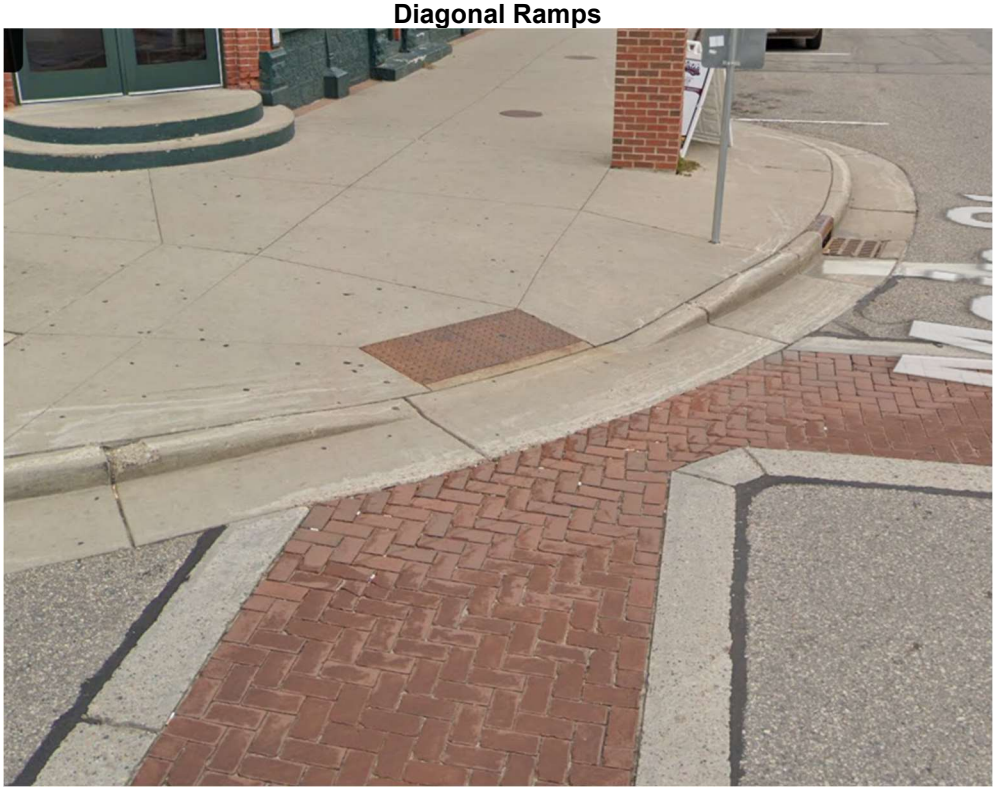
Vertical Lips Greater than 1/4"



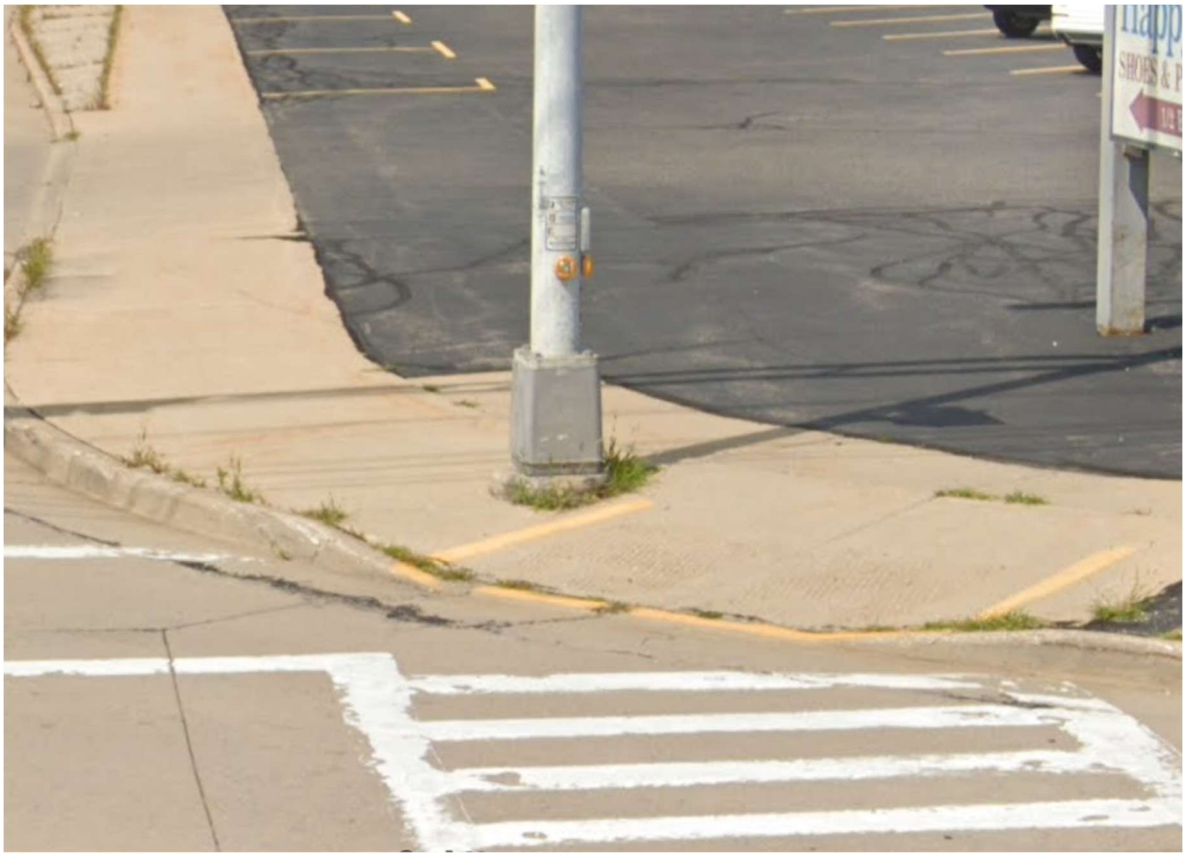
Lack of Landing at Ramp When Required



Diagonal Ramps



Improperly Installed Pedestrian Push Buttons



Appendix G2
Signing & Pavement Marking Review

raSmith

CREATIVITY BEYOND ENGINEERING

MEMORANDUM

DATE: February 9, 2026

TO: Kristen Johnson, Portage County

FR: John Bruggeman, P.E., PTOE
Scott Lietzau, P.E.

RE: Signing and Pavement Marking Evaluation
Portage County Safe Streets for All (SS4A) Action Plan

Introduction
raSmith reviewed existing signing and pavement marking applications throughout Portage County to identify inconsistencies that could be safety risks from a driver expectancy standpoint. It should be emphasized that Manual on Uniform Traffic Control Devices (MUTCD) requirements are followed throughout the County. Inconsistencies tend to occur as a result of additional or supplemental signing and marking due to policy changes, incidents, safety concerns, field conditions or knockdowns, and public complaints. Intersection traffic control, pedestrian crossings, warning devices, and school zones were included in this evaluation. Google Street View was used to document existing treatments. Due to the variability of image capture dates, actual conditions may differ from those cited in this document. For the evaluation of intersections, the primary focus was on state and county highways since drivers on those facilities expect to have consistent applications. Select local roads were evaluated near school zones.

Existing signing and pavement marking treatments were grouped into four categories. The tables that follow show each category and give examples of inconsistent treatment applications. The tables do not cover every possible element inconsistency, but rather provide a sampling of treatments that stood out during the evaluation. Photos are included for some of the cited elements and are labeled “A-1” denoting Category A photo 1, etc.

Category A: Stop Signs and Stop Lines

Treatment	*Location / Municipality*	*Status of Treatment*	*Photo*
Stop Lines	CTH D at CTH A / T. Belmont	Not present	A-1
	CTH BB at CTH D / T. Almond	Present	A-2
Stop Ahead Signs	CTH E at STH 34 / T. Eau Pleine	Single sign present (one approach)	A-3
	CTH A at STH 66 / T. Alban	Double sign present (one approach)	A-4
	CTH BB at CTH D / T. Almond	Double sign present (all approaches)	* A-5
	CTH Z at CTH T / T. New Hope	Single sign present (all approaches)	* A-6
Double Stop Signs	CTH A at STH 66 / T. Alban	Present on one approach	A-7
	CTH T at CTH A/B / T. Amherst	Not present	A-8

* Only one approach is shown to reduce document size and length

Comments / Analysis:
The presence of marked stop lines can affect drivers’ perception of where their vehicle is positioned at an intersection and thus create the potential for unsafe maneuvers or crashes. Stop signs alone may not provide a

sufficient visual cue, especially if the sign's reflectivity is poor or if weather conditions inhibit visibility. Stop lines are not a requirement per MUTCD Section 3B.19, but can be effective enhancements for stop-controlled intersections.

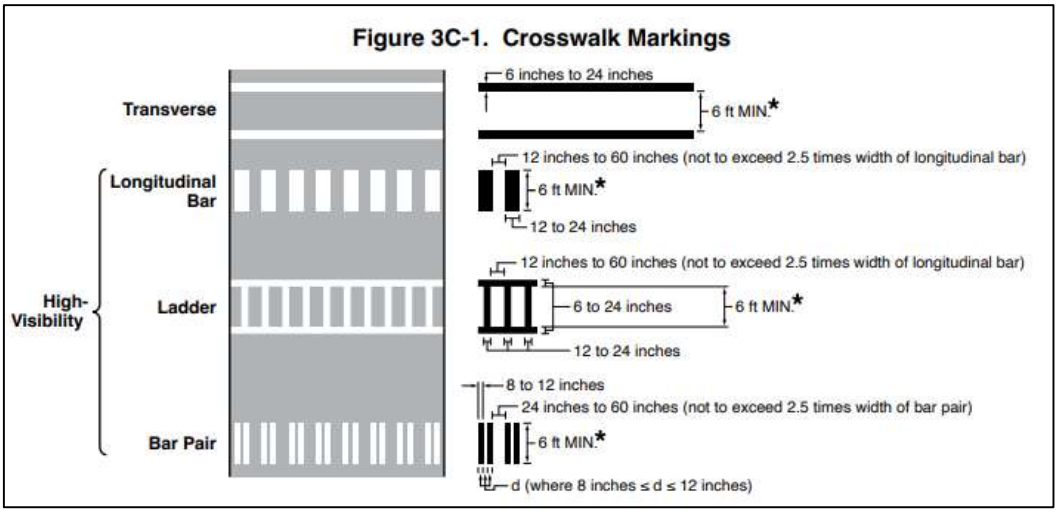
Stop Ahead signs give drivers advanced warning of the upcoming stop condition but the presence of single vs double signs is inconsistent and did not appear to be associated with an intersection's geometry or control. Stop Ahead signs are required per MUTCD Section 2C.35 if there are sight obstructions.

Double stop signs are not required but provide reinforcement and emphasis on the need to stop. Reduced visibility due to roadway geometry, crash history, or roadside obstructions are sound reasons for installing double warning signs – one sign on each side of the road.

Category B: Pedestrian Crossings

Treatment	*Location / Municipality*	*Status of Treatment*	*Photo*
Pavement Marking	CTH J (Main St) at Elm St / V. Almond	Crosswalk markings present	B-1
	CTH J at CTH D / V. Almond	No markings	B-2
	Main Street / V. Amherst	Very wide markings with old diagonals	B-3
Signing	STH 66 at Frederickson St / V. Rosholt	Pedestrian crossing sign present	B-4
	Clark St at Wyatt Ave / C. Stevens Point	No pedestrian crossing sign	B-5

Comments / Analysis:
Consistent application of crosswalk pavement marking and signing is critical for pedestrians to identify acceptable crossing locations and provides a visual cue to approaching drivers. Standard marking widths, types, and colors provide a familiar message and delineates the route for all crosswalk users. MUTCD Figure 3C-1 provides typical crosswalk marking patterns (see below). Although crosswalks are not required everywhere, they *should* be installed where needed to direct pedestrians to the proper crossing path (MUTCD Section 3C.02). Transverse markings should be limited to locations controlled by traffic control signals or on approaches controlled by stop or yield signs (MUTCD Section 3C.04). Diagonal markings are not included in MUTCD Figure 3C-1, but are often used in school zones. The installation of a pedestrian crossing sign with a diagonal down arrow plaque at marked crosswalks is a best practice to alert motorists of potential pedestrian crossings.



Category C: Warning Devices

Treatment	*Location / Municipality*	*Status of Treatment*	*Photo*
Double Arrow at T-intersections	CTH T at CTH A/B / T. Amherst	Sign not present	C-1
	CTH A at CTH D / T. Lanark	Sign present	C-2
Turn Warning Signs	CTH E east of STH 34 / T. Eau Pleine	Present (both directions)	C-3
	STH 49 at Lake Helen County Park / T. Alban	Present northbound	C-4
		Not present southbound	C-5
Advisory Speed Limits	CTH E east of STH 34 / T. Eau Pleine	Present (both directions)	C-3
	CTH BB at CTH JJ / T. Almond	50 mph northbound	C-6
		45 mph southbound	C-7
Transverse Rumble Strips	CTH D at CTH BB / T. Almond	Present (two directions)	C-8
	CTH Z at CTH T / T. New Hope	Not present	**

** No photo as there are no rumbles present

Comments / Analysis:
Appropriate and consistent application of warning devices can enhance road safety for all users. Double arrow signs at the termination of the minor street at a T-intersection gives a clear indication to drivers of the permitted travel directions. Double arrow signs are particularly beneficial when drivers position their vehicles beyond stop signs or when stop sign visibility is obscured. Roadway curve/turn warning signs and advisory speed signs convey consistent messages that establish driver expectancy and promote safe vehicle operation. They are effective at alerting drivers of a change in roadway alignment and the possible need to reduce travel speeds for safe navigation of curves and turns. MUTCD Section 2C.06 provides guidance for selecting a warning sign due to changes in horizontal alignment based on roadway type, traffic volume, and speed differential through the curve. Although the use of these devices is shown in Table 2C-4 as optional on local roadways, they are encouraged to promote safe roadway operation especially during inclement weather or nighttime conditions.

Intermittent transverse travel lane rumble strips provide audible and tactile feedback to drivers of an upcoming roadway change. The MUTCD does not address the use of these rumble strip types. However, they can be effective mitigation measures for intersections with deficient sight distances or where geometrics or conditions are complex. A drawback of these devices is the nuisance of noise generated at nearby houses or other sensitive areas.

Category D: School Zones

Treatment	*Location / Municipality*	*Status of Treatment*	*Photo*
School Crossing Assembly	Roosevelt Elementary / V. Plover	Sign missing for eastbound traffic	D-1
	Pacelli Catholic High School / C. Stevens Point	Signs present for both directions	D-2
	Washington Elementary / C. Stevens Point	No signs present for either direction	D-3
School Advance Crossing Assembly	Pacelli Catholic Elementary / C. Stevens Point	No crossings or signage after assembly	D-4
	Amherst Schools / V. Amherst	No assemblies present prior to school crossing signs	***
	Pacelli Catholic High School / C. Stevens Point	Assemblies present prior to school crossing signs	D-5
"School" plaque color	Ben Franklin Junior High / C. Stevens Point	Correct fluorescent yellow	D-6
	Washington Elementary / C. Stevens Point	Incorrect yellow	D-7

*** No photo as there are no signs present

Comments / Analysis:
School zones are sensitive areas where the presence of potentially unaccompanied children can pose safety concerns, especially for small children and those that do not comprehend traffic controls. Clear, consistent, and conspicuous devices are of utmost importance to drivers approaching and navigating through school zones. Variability in school zone devices can be problematic and confuse drivers.

School zone signage is clearly defined in Part 7 of the MUTCD. Section 7B.03 states that the School Crossing Assembly shall be installed at the school crossing with a school sign and diagonal downward-pointing arrow. These assembly signs are not always present. Section 7B.02 states that if an "Ahead" plaque supplements a School sign, this comprises an advanced crossing assembly used to warn users they are approaching a crossing. Not all locations include the subsequent crossing assembly signs which can introduce confusion. Section 7B.01 directs all school warning signs and "School" plaques on speed limit signs to be colored fluorescent yellow.

Attachments
Photos of inconsistencies (site photos and Google Street View screenshots)

Photo A-1
Stop Lines Not Present
(CTH D at CTH A in the Town of Belmont)

Photo A-2
Stop Lines Present
(CTH BB at CTH D in the Town of Almond)

Photo A-3
Single Stop Ahead sign
(CTH E approaching STH 34 in the Town of Eau Pleine)

Photo A-4
Double Stop Ahead Signs
(CTH A approaching STH 66 in the Town of Alban)

Photo A-5
Double Stop Ahead Signs Present All Approaches (only one approach shown)
(CTH BB at CTH D in the Town of Almond)

Photo A-6
Single Stop Ahead Sign Present All Approaches (only one approach shown)
(CTH Z at CTH T in the Town of New Hope)

Photo A-7
Double Stop Signs on One Approach
(CTH A at STH 66 in the Town of Alban)

Photo A-8
Single Stop Sign
(CTH T at CTH A/B in the Town of Amherst)

Photo B-1
Crosswalk Markings Present
(CTH J [Main St] at Elm St in the Village of Almond)

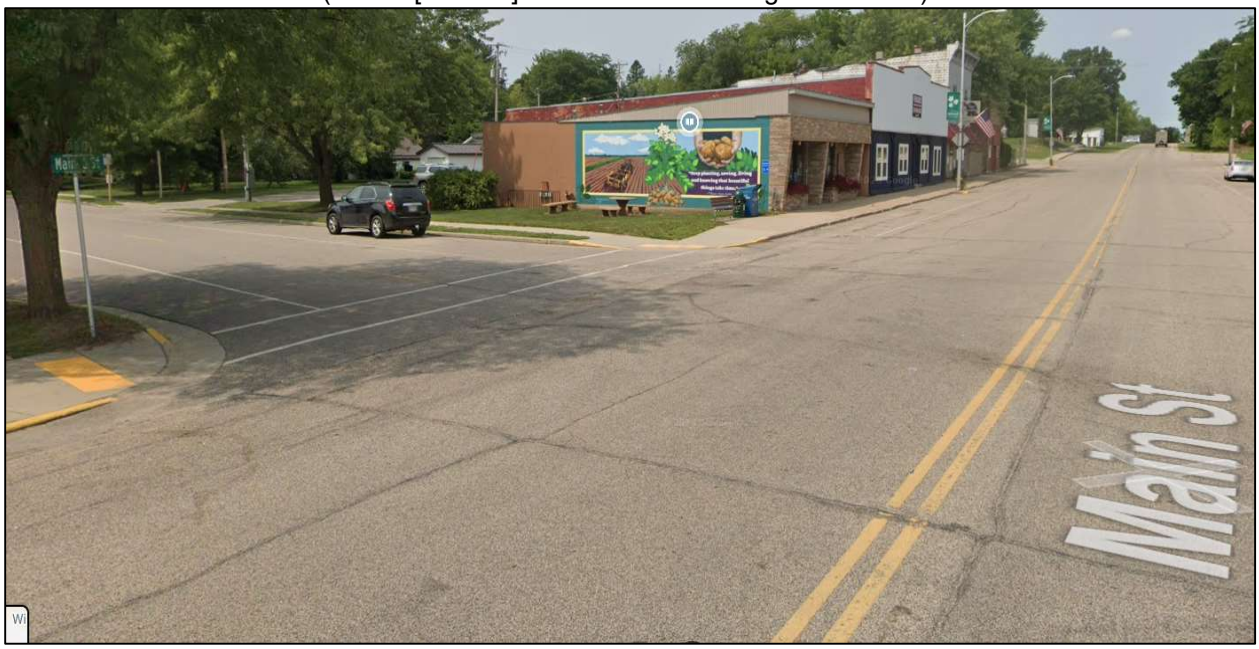


Photo B-2
No Crosswalk Pavement Marking
(CTH J at CTH D in the Village of Almond)

Photo B-3
Wide Crosswalk Markings With Old Diagonals
(Near Amherst High School in the Village of Amherst)

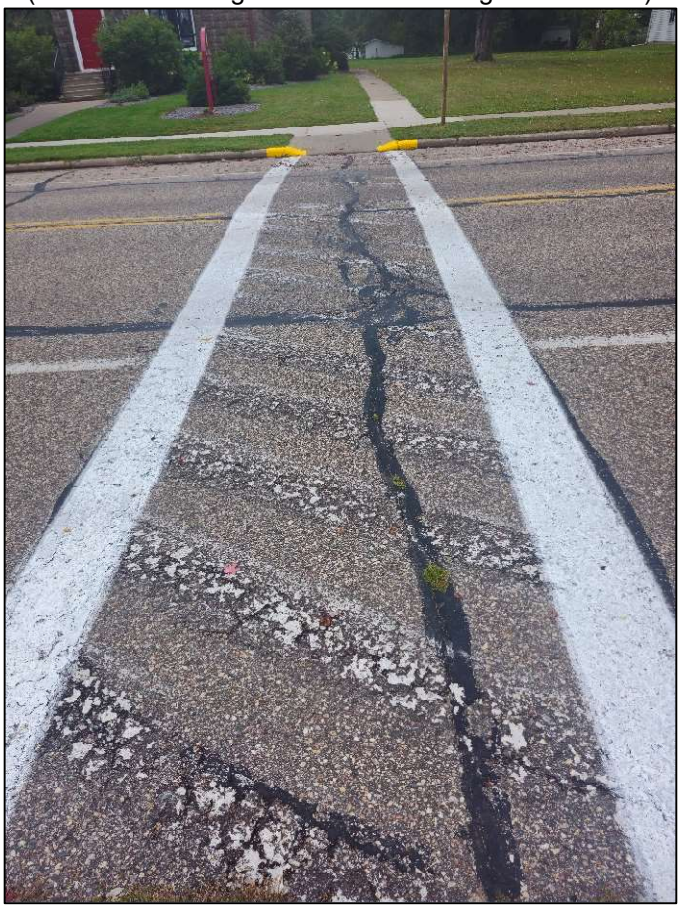


Photo B-4
Pedestrian Crossing Sign Present
(STH 66 at Frederickson St in the Village of Rosholt)

Photo B-5
No Pedestrian Crossing Sign
(Clark St at Wyatt St in the City of Stevens Point)

Photo C-1
T-intersection Double Arrow Not Present
(CTH T at CTH A/B in the Town of Amherst)

Photo C-2
T-intersection Double Arrow Present
(CTH A at CTH D in the Town of Lanark)

Photo C-3
Turn Warning Signs Present
(CTH E east of STH 34 in the Town of Eau Pleine)

Photo C-4
Curve Warning Sign Present
(Northbound STH 49 at Lake Helen County Park in the Town of Alban)

Photo C-5
Curve Warning Sign Not Present
(Southbound STH 49 at Lake Helen County Park in the Town of Alban)

Photo C-6
50 mph Advisory Speed Plaque
(Northbound CTH BB at CTH JJ in the Town of Almond)

Photo C-7
45 mph Advisory Speed Plaque
(Southbound CTH BB at CTH JJ in the Town of Almond)

Photo C-8a
Rumble Strips Present
(CTH D east approach to CTH BB in the Town of Almond)

Photo C-8b
Rumble Strips Present
(CTH D west approach to CTH BB in the Town of Almond)

Photo D-1
School Crossing Sign Missing In One Direction
(Roosevelt Elementary in the Village of Plover)

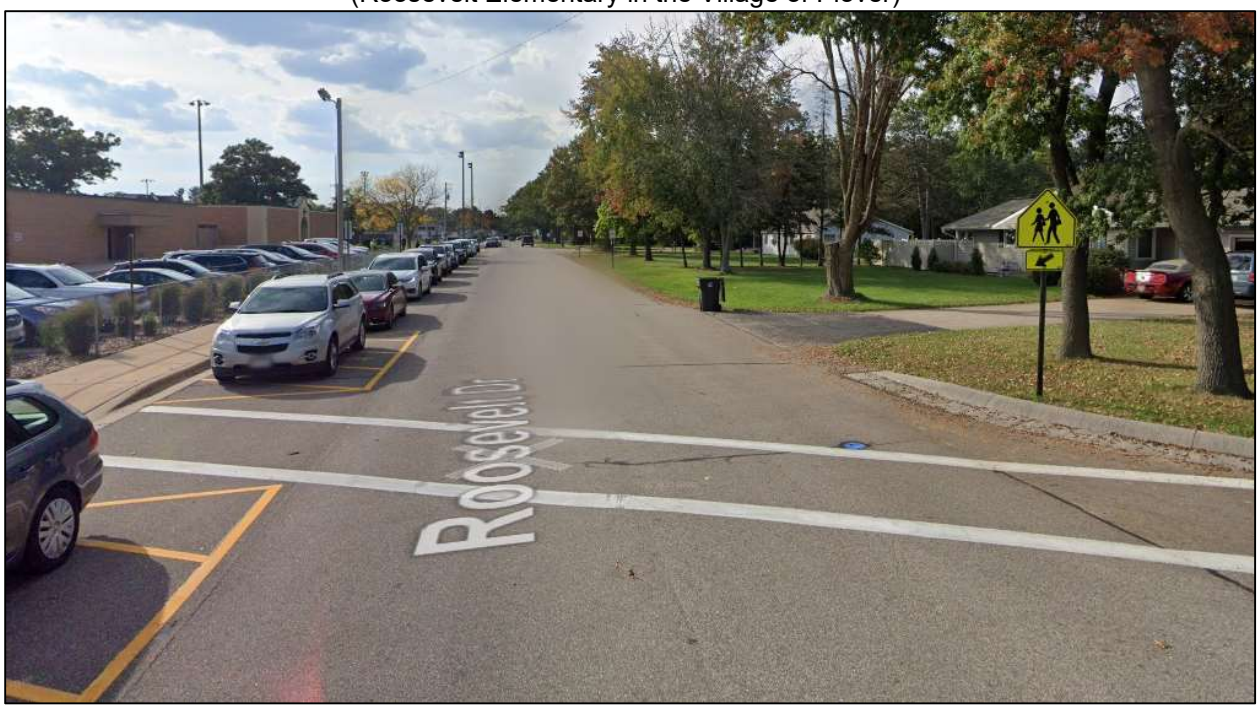


Photo D-2
School Crossing Signs Present In Both Directions
(Pacelli Catholic High School in the City of Stevens Point)

Photo D-3
No School Crossing Signs Present In Either Direction
(Washington Elementary in the City of Stevens Point)

Photo D-4
No Crossings or Signage Indicated by Ahead Plaque
(Pacelli Catholic Elementary in the City of Stevens Point)

Photo D-5a
School Crossing Ahead Assembly Present on East Approach
(Pacelli Catholic High School in the City of Stevens Point)

Photo D-5b
School Crossing Ahead Assembly Present on West Approach
(Pacelli Catholic High School in the City of Stevens Point)

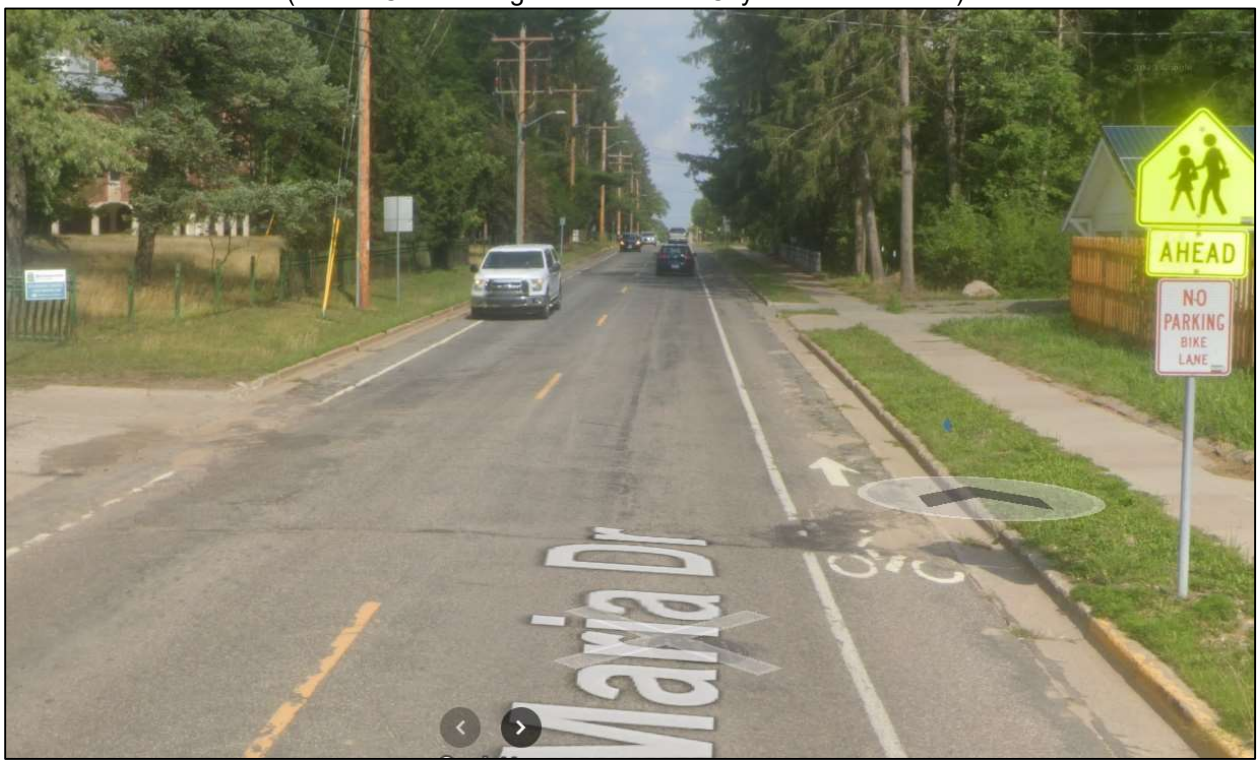
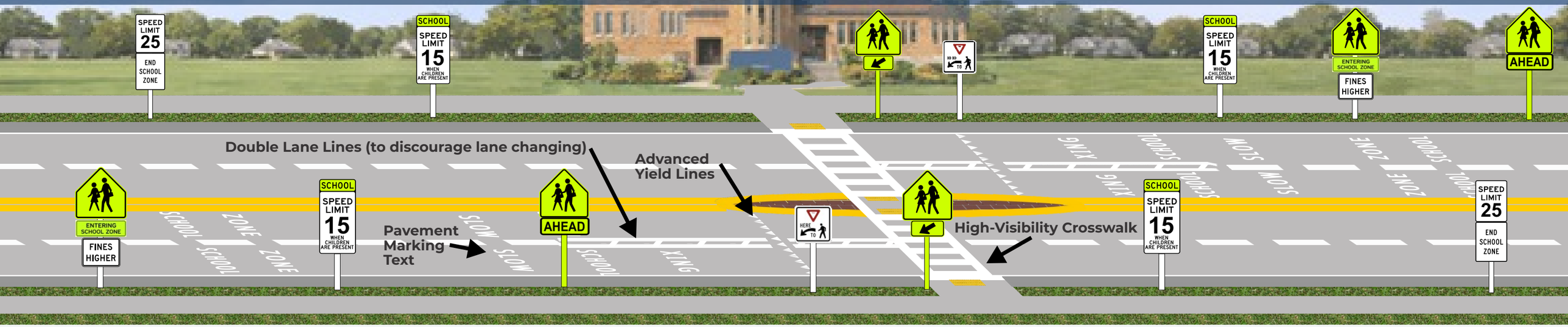


Photo D-6
“School” Plaque Correctly Colored Fluorescent Yellow
(Ben Franklin Junior High School in the City of Stevens Point)

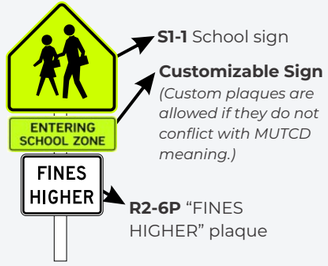
Photo D-7
“School” Plaque Incorrectly Colored Yellow
(Washington Elementary in the City of Stevens Point)

Appendix G3
TADI's Signing & Pavement Marking: WI School Zones

SIGNING & PAVEMENT MARKING: WI SCHOOL ZONES



SCHOOL ZONE ENTRY



- **S1-1** School sign
- **Customizable Sign** *(Custom plaques are allowed if they do not conflict with MUTCD meaning.)*
- **R2-6P** "FINES HIGHER" plaque

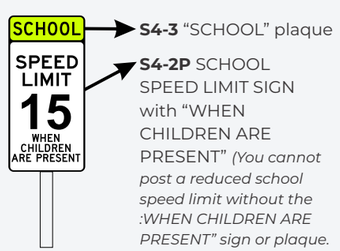
Required:
- ☑ **S1-1** School
- ☑ **R2-6P** "FINES HIGHER" plaque

Optional:
- ☐ Reflective Post Strip
- ☐ Blinker or flashing beacon

Custom Options:
- ✦ "ENTERING SCHOOL ZONE" plaque

Placement:
- At physical beginning of designated school zone

SCHOOL SPEED LIMIT



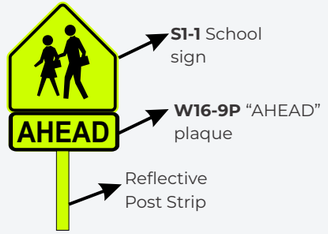
- **S4-3** "SCHOOL" plaque
- **S4-2P** SCHOOL SPEED LIMIT SIGN with "WHEN CHILDREN ARE PRESENT" *(You cannot post a reduced school speed limit without the :WHEN CHILDREN ARE PRESENT" sign or plaque.*

Required:
- ☑ **S4-3** "SCHOOL"
- ☑ **S4-2P** "WHEN CHILDREN ARE PRESENT" plaque

Optional:
- ☐ Blinker or flashing beacon
- ☐ Dynamic speed feedback sign

Placement:
- Immediately after school zone entry

ADVANCE WARNING



- **S1-1** School sign
- **W16-9P** "AHEAD" plaque
- Reflective Post Strip

Required:
- ☑ **S1-1** School
- ☑ **W16-9P** "AHEAD" plaque

Optional:
- ☐ Reflective Post Strip
- ☐ Blinker or flashing beacon

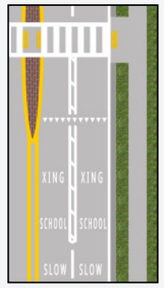
Placement:
- Upstream of a school crossing

SCHOOL CROSSINGS

- **S1-1** School sign
- **W16-7P** downward arrow plaque *(required if sign placed at crossing)*

- **R1-5** "YIELD HERE TO PEDESTRIANS sign

Optional Pavement Markings

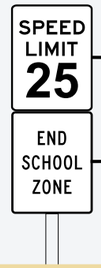


Required:
- ☑ **S1-1** School sign (Required when the crossing is designated as a school crossing.)

Optional:
- ☐ **R1-5** "YIELD HERE TO PEDESTRIANS" sign
- ☐ **W16-7P** downward arrow plaque
- ☐ Blinker or flashing beacon
- ☐ Dynamic speed feedback sign
- ☐ Reflective Post Strip

Optional Pavement Markings:
- ☐ High-visibility crosswalks
- ☐ Advance yield lines
- ☐ SCHOOL XING pavement marking upstream
- ☐ Double white lane lines to discourage lane changing

SCHOOL ZONE END



- **R2-1** Speed limit sign
- **S5-2** "END SCHOOL ZONE" plaque

Required:
- ☑ **R2-1** Speed limit sign
- ☑ **S5-2** "END SCHOOL ZONE" sign or plaque

Optional:
- ☐ Reflective Post Strip
- ☐ Blinker or flashing beacon
- ☐ "RESUME SPEED" plaque

Placement:
- At downstream edge of school grounds or at logical end of designated zone

Appendix H

Appendix H1
Portage County Summary of Guidelines & Policies

raSmith

CREATIVITY BEYOND ENGINEERING

MEMORANDUM

DATE: February 2, 2026

TO: Kristen Johnson, Portage County

FR: John Bruggeman, P.E., PTOE

RE: Resources for Transportation Engineering Policies & Best Practices

Introduction
The Portage County Safe Streets for All (SS4A) project team, including Portage County, Village of Plover, City of Stevens Point, and other municipalities, have expressed interest in developing a technical resource document to summarize nationally and locally recognized transportation engineering policies and best practices. The purpose of this document is to help municipalities establish written policies as part of the recommended SS4A action plan. Specific areas of interest include the following topics:

- Intersection safety & visibility
- Speed management
- Access management
- Traffic impact studies

raSmith was asked to prepare this summary for the project team's consideration and future use in developing transportation engineering policies and best practices.

Primary Transportation Engineering Resources
There are a number of nationally and locally recognized agencies and organizations providing transportation engineering publications, guidelines, and other technical assistance to practitioners and policymakers. For Wisconsin's counties and municipalities, the primary sources for technical assistance and best practices include:

- Federal Highway Administration (FHWA)
- American Association of State Highway Transportation Officials (AASHTO)
- National Association of City Transportation Officials (NACTO)
- Institute of Transportation Engineers (ITE)
- United States Access Board
- Transportation Research Board (TRB)
- Wisconsin Department of Transportation (WisDOT)

These agencies and organizations sponsor publications, technical conferences, technical committees, and webinars featuring best practices in transportation safety, operations, mobility, and public policy. They are considered industry leaders in promoting innovations and emerging technologies and trends within the transportation engineering field.

Technical Focus Areas
Specific to the project team's focus areas, the following includes a summary of the information and resources available for intersection safety & visibility, speed management, access management, and traffic impact studies. A complete reference list is provided in Attachment A.

Intersection Safety & Visibility
The NACTO Urban Street Design Guide provides technical guidance specific to intersection safety and visibility for a number of urban design elements, including:

- Parking setbacks/daylighting
- Sight triangles
- Vegetation and fixed object removal

This guidebook can be used in conjunction with national standards such as AASHTO's *A Policy on the Geometric Design of Highways and Streets*, 7th Edition (commonly referred to as the "Green Book") and local resources such as the WisDOT Facilities Development Manual (FDM).

Speed Management
The FHWA's website includes speed management reference materials from more than two dozen reports, case studies, webinars, workshops, and guidelines. These cover topics ranging from speed management best practices and enforcement tools to analysis of speed-related crashes and countermeasures. ITE and FHWA published a technical report titled *Noteworthy Speed Management Practices*, which provides guidance on speed management action plans, self-enforcing roadways, setting credible speed limits, and several other topics.

Access Management
Access management policies and practices vary by location and agency. There are two noteworthy publications published by the FHWA and Transportation Research Board (TRB) to address the project team's interest in access management and driveway corner clearance guidellnes. *Access Management in the Vicinity of Intersections* provides an overview of the safety considerations when locating driveways near intersections. *Impacts of Access Management Techniques* is a National Highway Cooperative Research Program (NCHRP) report featuring a survey summary of corner clearance criteria for agencies across the United States.

Traffic Impact Studies
The Wisconsin Department of Transportation's Traffic Impact Analysis (TIA) Guidelines is a statewide resource for determining the need for a TIA and the best practices in analyzing and recommending improvements to address traffic impacts caused by new development or redevelopment projects. Specific guidance is provided on trip generation thresholds, traffic analysis methods, design standards, and other traffic study parameters.

Additional Guidance
While not specifically identified as resources for the project team's focus areas, the following two publications are frequently used to develop transportation policies and guidelines and to define a project scope.

- *Manual on Uniform Traffic Control Devices* (MUTCD), FHWA
- *Public Right-of-Way Accessibility Guidelines* (PROWAG), United States Access Board

These guidelines provide legal justifications and an engineering basis for policy decisions and best practices.

Example Local Policies
Attachment B includes a sampling of local policies for the technical focus areas from municipalities in Wisconsin and in select locations across the United States. Summary tables are provided to show a range of policies across municipalities. Each policy includes a hyperlink to the source of information for further details and descriptions.

Summary
Local jurisdictions have a full toolbox of technical resources available when developing transportation policies and practices. This document offers a starting point for the project team as they create an action plan for establishing written transportation policies within the SS4A recommendations.

Commonly Used Transportation Engineering References & Guidelines

- *Manual on Uniform Traffic Control Devices (MUTCD)*, 11th Edition (2023), Federal Highway Administration
  - https://mutcd.fhwa.dot.gov/kno_11th_Edition.htm
- *A Policy on the Geometric Design of Highways and Streets*, 7th Edition (2018), American Association of State Highway Transportation Officials (AASHTO)
  - https://store.transportation.org/Item/CollectionDetail?ID=180 *(requires purchase)*
- *Urban Street Design Guide* (2013), National Association of City Transportation Officials (NACTO)
  - https://nacto.org/publication/urban-street-design-guide/
- WisDOT Facilities Development Manual (FDM)
  - https://wisconsindot.gov/pages/doing-bus/eng-consultants/cnslt-rsrces/rdwy/fdm.aspx
- WisDOT Traffic Engineering, Operations and Safety Manual (TEOpS)
  - https://wisconsindot.gov/Pages/doing-bus/local-gov/traffic-ops/manuals-and-standards/teops/default.aspx
- *Public Right of Way Accessibility Guidelines* (PROWAG), United States Access Board
  - https://www.access-board.gov/prowag/

Document-Specific References

Intersection Safety & Visibility

- Daylighting/sight distance:
  - NACTO: https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/visibility-sight-distance
- Vision triangles:
  - WisDOT FDM: https://wisconsindot.gov/rdwy/fdm/fd-11-10.pdf

Speed Management

- FHWA Speed Management Reference Materials:
  - https://highways.dot.gov/safety/speed-management/speed-management-reference-materials
- *Noteworthy Speed Management Practices* (2020), ITE / FHWA
  - https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/fhwasa20047.pdf

Access Management

- *Access Management in the Vicinity of Intersections* (2010), FHWA
  - https://accessmanagement.info/wp-content/uploads/2017/06/FHWA2010vicinity_intersections.pdf
- *Impacts of Access Management Techniques* (1999), NCHRP Report 420 (TRB)
  - https://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_420.pdf

Traffic Impact Analysis

- WisDOT TIA Guidelines (2024)
  - https://wisconsindot.gov/dtsdManuals/traffic-ops/manuals-and-standards/tiaguide.pdf

I. Intersection Safety & Visibility Policies

a. Parking Setbacks/Daylighting

		Parking Setbacks					
Location	Source (links)	Unsignalized Intersections	Signalized Intersections	Driveways or Alleys	Crosswalks	Community-wide?	Notes
City of Seattle, WA	Universal Daylighting Ordinance	30 ft	20 ft	5 ft	20 ft	Yes	
City of San Francisco, CA	Vision Zero Daylighting Expansion	20 ft	20 ft	--	20 ft	Yes, with a few exceptions	
City of Chicago, IL	Citywide Parking Restrictions for Special Types of Vehicles	--	--	20 ft	20 ft	Yes	Applies to vehicles 6' or higher
City of Minneapolis, MN	Parking and Intersection Visibility	30 ft	30 ft	5 ft	20 ft	Yes	If there is a 6' wide concrete curb extension, parking should be restricted within at least

b. Sight Triangles & Vegetation Maintenance

		Sight Triangles & Vegetation Maintenance				
Location	Source (links)	Triangle Dimensions (Intersection of Streets)	Triangle Dimensions (Intersection of Street with Driveway or Alley)	Maximum Height of Vegetation in Sight Triangle	Community-wide?	Notes
City of Chicago, IL	Sight Triangle Requirements	30 ft x 30ft	12 ft x 12 ft	12 inches	Yes	
Village of Omro, WI	Traffic Visiblity Triangle	35 ft x 35 ft (most intersections) 50 ft x 50 ft (intersections of arterial streets)	--	24 inches	No	Does not include downtown area
City of Madison, WI	Vision Clearance Areas	25 ft x 25 ft	10 ft x 10 ft	30 inches	Yes	
City of Wisconsin Rapids, WI	Vision Triangle Fact Sheet	20 ft x 20 ft (local street intersections) 40 ft x 40 ft (all other street intersections)	5 ft x 5 ft	30 inches	Yes	
City of Middleton, WI	Visibility Standards	15 ft x 15 ft (local street intersections) 30 ft x 30 ft (collector or arterial street intersections)	10 ft x 10 ft	30 inches	Yes	If the street intersection is curved, the vision triangle distance shall be maintained as if the right-of-way were extended to create a 90 degree corner
Village of Shorewood, WI	Vegetation Maintenance	--	--	None	Yes	Owner shall remove vegetation on property to prevent obstructing the view of any pedestrian, motorist, or cyclist (no dimensional standards)

II. Speed Management Policies

Location	Source (links)	Policy Type	Notes
City of Portland, OR	Vision Zero School Zones	Speed Limit	Speed limit 20 mph on most residential streets. School zone speed limit 20 mph.
City of Madison, WI	20 is Plenty	Speed Limit	Speed limit 20 mph on residential streets.
City of Boston, MA	Neigborhood Slow Streets	Speed Limit	Speed limit 20 mph on residential streets within neighborhoods included in program.
City of Minneapolis, MN	Vision Zero Speed Limits	Speed Limit	20 mph residential streets, 25 mph for larger City-owned arterials, 30 mph + for a few City-owned streets
City of Milwaukee, WI	Community-Led Traffic Calming	Traffic Calming	Allows property owners, residents, business owners, and community members to request traffic calming measures to address traffic related concerns. Property owners may be assessed a portion of the costs for improvements.
City of Wauwatosa, WI	Neighborhood Traffic Calming Program	Traffic Calming	Traffic calming improvement requests made by community members funded by annual vehicle registration fee.
City of Appleton, WI	City of Appleton Traffic Section	Speed Limit	Speed limit 25 mph on residential streets. School zone speed limit 15 mph.

III. Access Management & Traffic Impact Analysis

Location	Source (links)	TIA Requirements	Notes
WisDOT	WisDOT TIA Guidelines	Abbreviated TIA: 100-500 peak hour trips Full (Design Year) TIA: >500 peak hour trips	TIA may be required for proposed access requests
City of Middleton, WI	TIA Guidelines	Access Location & Design Review: <50 peak hour trips Medium Development: 100-499 peak hour trips Large Development: 500+ peak hour trips Small Development: 50-99 peak hour trips	Multimodal focus requiring ped/bike LOS analysis
City of Fort Collins, CO	Transportation Impact Study	Transportation Memorandum: <50 peak hour trips, new access on local or collector street Intermediate TIS: 50-99 peak hour trips Full TIS: 100 peak hour trips, new high volume access on arterial	TIS may not be required if a series of criteria met, including less than 20 peak hour trips
City of Des Moines, IA	Traffic Analysis Studies	Traffic Study Required for 100 or more peak hour trips	
Waukesha County, WI	Traffic Impact Analysis	Traffic Impact Analysis required for developments with >50,000 SF floor area or residential developments with 100 lots/units	$1,350 permit fee
City of Jefferson, WI	Conditional Use Permit	TIA meeting WisDOT content and format may be required at the discretion of the City Engineer	

Appendix H2
Priority Matrix & Benefit Cost Analysis Example

Prioritization Matrix

22.5 ← Total Score

Bus 51/Division St & Maria Dr

Countermeasures Recommended for Consideration

Realign NB & SB left-turn lanes to neutral or positive offset. Convert to FYA signal heads for all four approaches. Consider installing protected/permitted SB left-turn phasing

Roadway Jurisdiction

City of Stevens Point

Previously Identified	Description	Input	Score	Notes
Public Input	Location is identified in interactive mapping tool.	8	8	

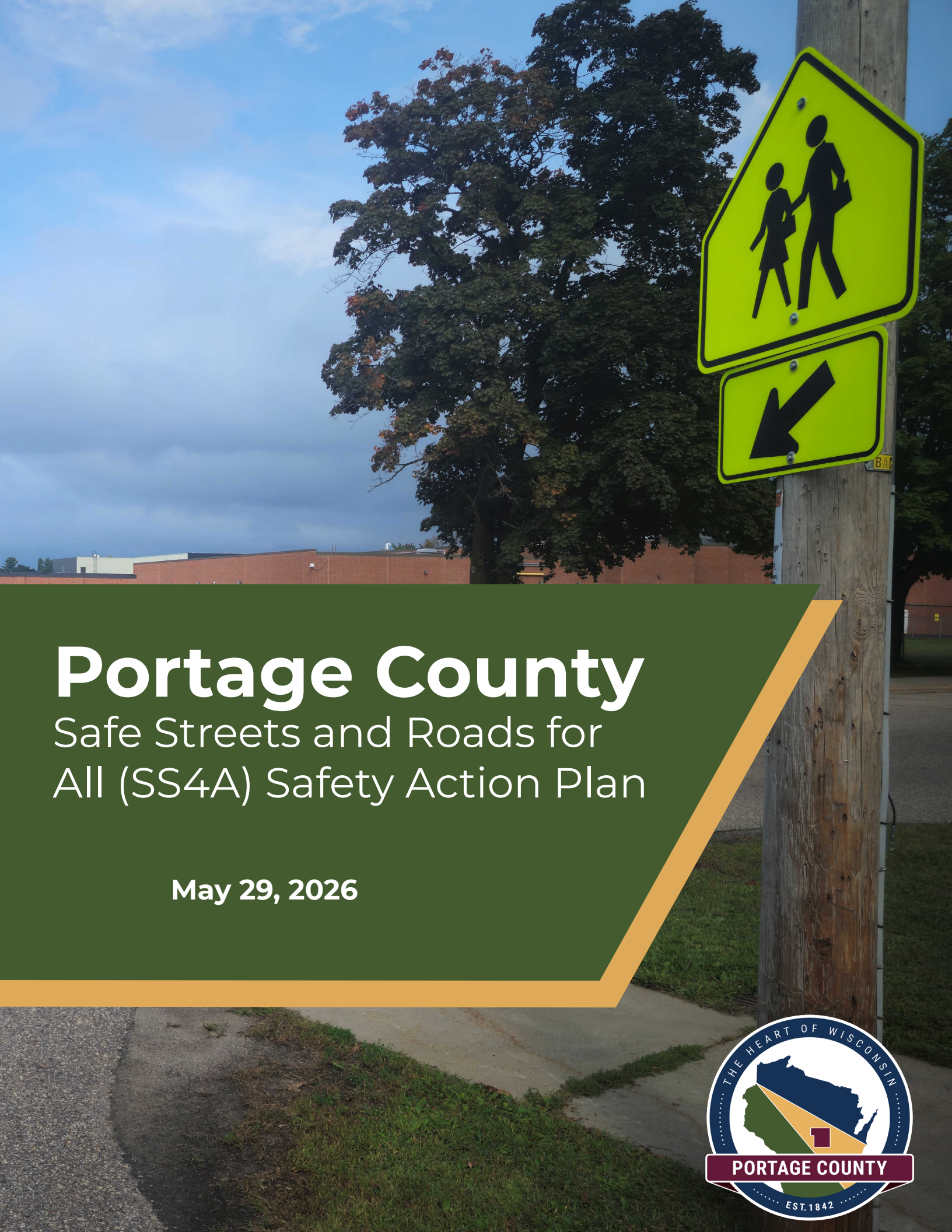
Effectiveness	Description	Input	Score	Notes
High Injury Network (HIN)	Project is located on the High-Injury-Network.	Yes	1	
FHWA Proven Safety Countermeasure	Project uses one or more FHWA Proven Safety Countermeasures.	Yes	1	Add reflective backplates
Targeted Crash Type	Project targets angle, rear-end, or run-off-road crash types.	Yes	1	SB left-turn crashes & SB rear-end crashes
Fatal & Serious Injury Crash History	Project location has fatal or serious injury crash(es).	0	0	
Improve Safety for Vulnerable Road Users	Project provides countermeasures for VRUs.	No	0	
Project is expected to reduce operating speeds through physical infrastructure	Project includes traffic calming countermeasures.	No	0	

Feasibility	Description	Input	Score	Notes
Benefit vs. Cost Ratio	see "B-C Analysis" tab	2.51	2.51	
Grant Funding Potential	Potential that funding could be funded through a grant.	5	5	good HSIP candidate
Quick Build	Project could be demonstrated with a quick build.	No	0	
Timeframe	Anticipated timeline for project.	Short-Term	3	

Area Type	Description	Input	Score	Notes
Disadvantaged Area	Project is located in a disadvantaged area.	Yes	1	

Bus 51/Division St & Maria Dr	INJURY SEVERITY					
ECONOMIC LOSS	**K**	**A**	**B**	**C**	**PDO**	**TOTAL**
5-Yr Crash History (2018-2022)	0	0	4	6	26	36
Cost per Crash (WisDOT 2024, FDM 11-38, 10.5.3.2)	$ 15,079,215	$ 788,325	$ 248,690	$ 141,821	$ 18,576	
Economic Loss (5 Years)	$ -	$ -	$ 994,760	$ 850,926	$ 482,976	$ 2,328,662
ECONOMIC BENEFIT (CMF #1)	**K**	**A**	**B**	**C**	**PDO**	**TOTAL**
Targeted Crash Type for CMF #1						
NB/SB Crashes	0	0	1	5	20	26
WISDOT CMF ID: I-3.01.1.0.AA	0.662	0.662	0.662	0.662	0.66	
Reduction in Crashes (5-Yr period)	0.00	0.00	-0.55	-1.44	-6.39	-8.38
Reduction in Crashes (10-Yr period)	0.00	0.00	-1.10	-2.88	-12.78	-16.76
Discount Rate Adjustment (3%)*	0.85302	0.85302	0.85302	0.85302	0.85302	
Benefit per Crash Reducted (Discounted)	$ 12,862,872	$ 672,457	$ 212,138	$ 120,976	$ 15,846	
10 Year Crash Reduction Benefit (CMF #1)	$ -	$ -	$ 233,351	$ 348,411	$ 202,508	$ 784,271
ECONOMIC BENEFIT (CMF #2)	**K**	**A**	**B**	**C**	**PDO**	**TOTAL**
Targeted Crash Type for CMF #2	Is it independent? (Yes/No)		No			
Left-Turn Crashes	0	0	2	2	3	7.00
WISDOT CMF ID: I-6.14.2.0.TA	0.753	0.753	0.753	0.753	0.753	
Reduction in Crashes (5-Yr period)	0.00	0.00	-0.31	-0.31	-0.47	-1.09
Reduction in Crashes (10-Yr period)	0.00	0.00	-0.62	-0.62	-0.94	-2.18
Discount Rate Adjustment (3%)*	0.85302	0.85302	0.85302	0.85302	0.85302	
Benefit per Crash Reducted (Discounted)	$ 12,862,872	$ 672,457	$ 212,138	$ 120,976	$ 15,846	
10 Year Crash Reduction Benefit (CMF #2)	$ -	$ -	$ 131,525	$ 75,005	$ 14,895	$ 221,425
PREDICTED CRASHES	**K**	**A**	**B**	**C**	**PDO**	**TOTAL**
5-Yr Crash History (2018-2022)	0	0	4	6	26	36
Reduction in Crashes (5-Yr period)	0.00	0.00	-0.86	-1.75	-6.86	-9.47
5-Yr Predicted Crashes	0.00	0.00	3.14	4.25	19.14	26.53
BENEFIT / COST RATIO	**K**	**A**	**B**	**C**	**PDO**	**TOTAL**
10 Year Crash Reduction Benefit	$ -	$ -	$ 364,877	$ 423,417	$ 217,403	$ 1,005,696
Cost of Improvement (Design, Construction, & ROW)						$ 400,000
Benefit / Cost Ratio						2.5

*The 10-year discount factor of 0.85302 represents the average present-value weight per crash over a 10-year analysis period, assuming benefits (avoided crashes) are evenly distributed across those years and discounted at a 3% real annual rate.



Portage County

Safe Streets and Roads for All (SS4A) Safety Action Plan

May 29, 2026

Disclaimer

The material presented in this document is intended solely for preliminary planning and informational purposes and is not suitable for use as a final project design. Any findings, suggestions, conceptual illustrations, cost estimates, or commentary are derived from limited available information and current conditions, which may change. Additional evaluation, analysis, and detailed engineering are required before any recommendations in this document are put into practice.

Acknowledgments

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A Message From County Executive John Pavelski

Transportation is essential because it connects us to people and places. We can only count a trip successful if we get there efficiently, respectfully of our neighbors, and especially safe. Unfortunately, there has been an uptick in crashes and traffic-related injuries in Portage County over the last ten years, a trend that is both concerning and unacceptable.

Over the last year, a Safe Streets and Roads for All Task Force has been meeting with members from the Wisconsin Department of Transportation, government officials and staff, educational institutions, elderly and disability services, community support and safety services, ATV and motorcycle communities, outdoor and recreational organizations, bicycle and pedestrian groups, and others to address transportation safety issues across the county. Through meetings, two public informational workshops, a countywide survey, three interactive walking audits, and ongoing collaboration, the Safe Streets and Roads for All initiative has focused on understanding the causes of serious crashes and identifying meaningful solutions.

The Safe Streets and Roads for All initiative uses a data-driven approach to identify high-risk areas and prioritize a broad range of improvement strategies to reduce severe crashes and improve safety for all road users, drivers, pedestrians, cyclists, transit riders, children, seniors, people with disabilities and businesses. This data driven approach to safety utilizes existing crash data, roadway characteristics, public feedback using map-based survey questions and engagement meetings, and numerous task force contributions. This information was collected and analyzed to develop a high-injury network and prioritize a broad range of improvement strategies to reduce severe crashes.

On behalf of Portage County, I support this Comprehensive Safety Action Plan because we as a community are committed to reducing the number of traffic-related crashes, injuries, and fatalities in our County. The County is willing to commit to:

- Looking at safety improvements as part of the Capital Improvement Program process either tied to proposed infrastructure projects or as stand-alone projects. This also includes evaluation and consideration of other projects as requested by the public.
- Continued evaluation of roadway safety as part of the County's Traffic Safety Commission's core duties.
- Continued partnership between the Highway Department and Sheriff's Office. They have worked together over the years on joint equipment purchases (changeable message signs and FLOCK cameras) for highway and public safety as well as two dedicated deputy positions for work zone and road safety enforcement.
- Updating our existing Countywide Bicycle and Pedestrian Plan, and setup/conduct demonstration activities, all of which will work toward our commitment to safety for all road users.

In order to realize our “Vision Zero Goal”, Portage County is committed to reducing roadway fatalities and serious injuries by 25% by 2030, 50% by 2035, 75% by 2040, and full elimination by 2045.

I would like to express my sincere appreciation to Stevens Point, Plover, Whiting and Park Ridge for giving this effort the serious attention it deserves. I also extend my gratitude to the volunteer members of the SS4A Task Force, Bicycle and Pedestrian Subcommittee, and the Demonstration Activities Subcommittee for overseeing various aspects of plan development. Your sincere and dedicated commitment will make our community safer for years to come.

I would also like to recognize the County Planning and Zoning Department and Highway Department staff. Your expertise and knowledge are invaluable in making the important decisions that have to be made. I would like to recognize our many stakeholders, many of which include local dealerships, bicycle shops, schools, and other area clubs and businesses. Your eyes give us the perspective we need to reach our goals for a safer community. I’d like to recognize the FHWA, USDOT, and WisDOT for their role in administering and supporting the grant program.

Finally, I’d like to acknowledge and honor the lives our community has lost to traffic crashes. I personally know the experience of losing family members to traffic crashes. The lives of every individual we’ve lost on our roadways matter, and while none of our efforts will ever bring back a life needlessly lost, we can work diligently to build a future where loss of life on the roadway is seen as a reality of the past.

Sincerely,

John Pavelski

John Pavelski
County Executive

Chapter 1. Introduction

INTRODUCTION

Traffic safety is a shared responsibility and an ongoing concern in Portage County. While many crashes result only in property damage, crashes involving serious injuries and fatalities have lasting impacts on individuals, families, and communities. Even a single fatal or life-altering crash is unacceptable and underscores the need for a proactive, coordinated approach to roadway safety.

Over the past five years, Portage County has experienced more than **6,000 traffic crashes,** resulting in **over 1,200 injuries**, and **more than 30 fatalities**.

In response to these alarming trends, Portage County applied to the federal Safe Streets and Roads for All (SS4A) grant program and was awarded a $200,000 federal grant to conduct a comprehensive safety study and develop this Comprehensive Safety Action Plan.

This plan establishes a strategic framework to guide decision-making, prioritize investments, and implement evidence-based strategies that will make the county's transportation network safer for all users. In conjunction with this effort, Portage County also updated its Bicycle and Pedestrian Plan with a renewed focus on vulnerable road user safety, reinforcing its commitment to achieving zero fatalities and serious injuries by 2045.

What is a Comprehensive Safety Action Plan?

It is a data-driven and collaborative study to eliminate fatal and serious injury crashes. It involves community involvement and demonstration activities to test temporary improvements, follows the Safe System Approach, includes a structured planning process with task forces and subcommittee, and is a collaborative effort between the many stakeholders who influence traffic safety in the community.

Overview

The Portage County Comprehensive Safety Action Plan was developed through a broad and collaborative effort involving community members, municipal partners, and specialized working groups. In addition to Portage County staff, four official municipal partners contributed to the process: Stevens Point, Plover, Park Ridge, and Whiting.

To guide the plan's development, the County established three committees, each with a distinct role:

1. Task Force
2. Bicycle & Pedestrian Plan Subcommittee
3. Demonstration Activities Subcommittee

The Task Force consisted of 15 members who provided overall direction on development of the Comprehensive Safety Acton Plan.

This group played an active role throughout the process, including participating in a research activity to identify and research key topics called the Task Force Focus Areas:

- Motorcycle Safety
- Impaired & Distracted Driving
- Active Transportation / Centers for Disease Control and Prevention (CDC) Increasing Physical Activity
- Local News Collaboration
- Vehicle Dealership Coordination
- 20 is Plenty Program
- Community Funding
- Allocations for Safety
- National Association of City Transportation Officials (NACTO) Designing Streets for Kids
- Complete Streets Policies

The Bicycle and Pedestrian Plan Subcommittee included five members who guided the development of the Bicycle & Pedestrian Plan. The Demonstration Activities Subcommittee also consisted of six people and they oversaw the development and monitoring of the demonstration activities.

The analysis conducted for this Comprehensive Safety Action Plan included a comprehensive review of crash data and trends, identification of high-injury locations and systemic safety risk factors, and extensive input from residents, partner agencies, and stakeholders. Information gathered through data analysis, online surveys, and interactive activities was used to develop data-driven recommendations that address roadway design, user behavior, education, enforcement, and policy.

This Comprehensive Safety Action Plan is intended to serve as a 10-year action plan. The recommendations are designed to guide safety improvement strategies, policies, and investments over the next decade, while supporting Portage County's long-term goal of eliminating fatal and serious injury crashes.

The entire Portage County roadway network was evaluated as part of this Comprehensive Safety Action Plan, including state, county, and local roadways. As a result, the plan includes education and enforcement recommendations for the county, as well as infrastructure and policy recommendations applicable to state, county, and local roadway jurisdictions.

The strategies and recommendations presented in this Comprehensive Safety Action Plan are grounded in the Safe System Approach, which recognizes that people make mistakes and that the transportation system should be designed to prevent those mistakes from resulting in serious injuries or fatalities. The following section provides an overview of the Safe System Approach and explains how it guides the safety strategies and recommendations outlined in this plan.

The Safe System Approach

The Federal Highway Administration's (FHWA) principles of pursuing the goal of eliminating deaths and serious injuries on our nation's roads recognize the Safe System Approach as integral to reaching Vision Zero. The Safe System Approach is based on six key principles:

- Deaths/serious injuries are unacceptable.
- Humans make mistakes.
- Humans are vulnerable.
- Responsibility is shared.
- Safety is proactive.
- Redundancy is critical.

Based on these principles, the Safe System Approach includes five major objectives: safe road users, safe vehicles, safe speeds, safe roads, and better post-crash care.

The **Safe People** objective prioritizes the ability of those who use the roadway to reach their destination unharmed. This includes both drivers and non-drivers acting responsibly.

Safe Vehicles can be described as expanding the availability of vehicle systems and features that help prevent crashes and minimize the impact of crashes on both occupants and non-occupants.

Safe Speeds can be reached through a combination of thoughtful, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.

The **Safe Roads** objective focuses on designing roadways to reduce the impact of human error, support safer behavior, and protect vulnerable users through improved visibility, dedicated facilities, and safer geometry.

Post-Crash Care can be enhanced through timely access to emergency medical care, a safe environment for vital first responders and prevention of secondary crashes. Post-crash care includes the time it takes to contact emergency personnel after a crash occurs to the care received in a medical facility if necessary.

The Portage County Comprehensive Safety Action Plan is designed to align with the principles and objectives of the Safe System Approach.

Chapter2.Engagement&Collaboration

ENGAGEMENT & COLLABORATION

PUBLIC INVOLVEMENT PLAN

A comprehensive public involvement plan was developed to ensure that community members had an opportunity to shape both the Comprehensive Safety Action Plan and the updated Countywide Bicycle and Pedestrian Plan.

The engagement strategy blended traditional methods like press releases and flyers, digital outreach via social media and a project website. It also incorporated targeted efforts such as translated materials, accessibility accommodations, and partnerships with local organizations. Core engagement activities included two Public Involvement Meetings (PIMs), an online survey, demonstration activities, and recurring stakeholder meetings. Three walk and roll audits were also conducted as part of the recent Bicycle and Pedestrian Plan update.

Appendix A provides the PIM exhibits, CSAP introductory flyer, and the Task Force Focus Areas research.

The engagement timeline was organized into three phases that aligned with the project milestones:

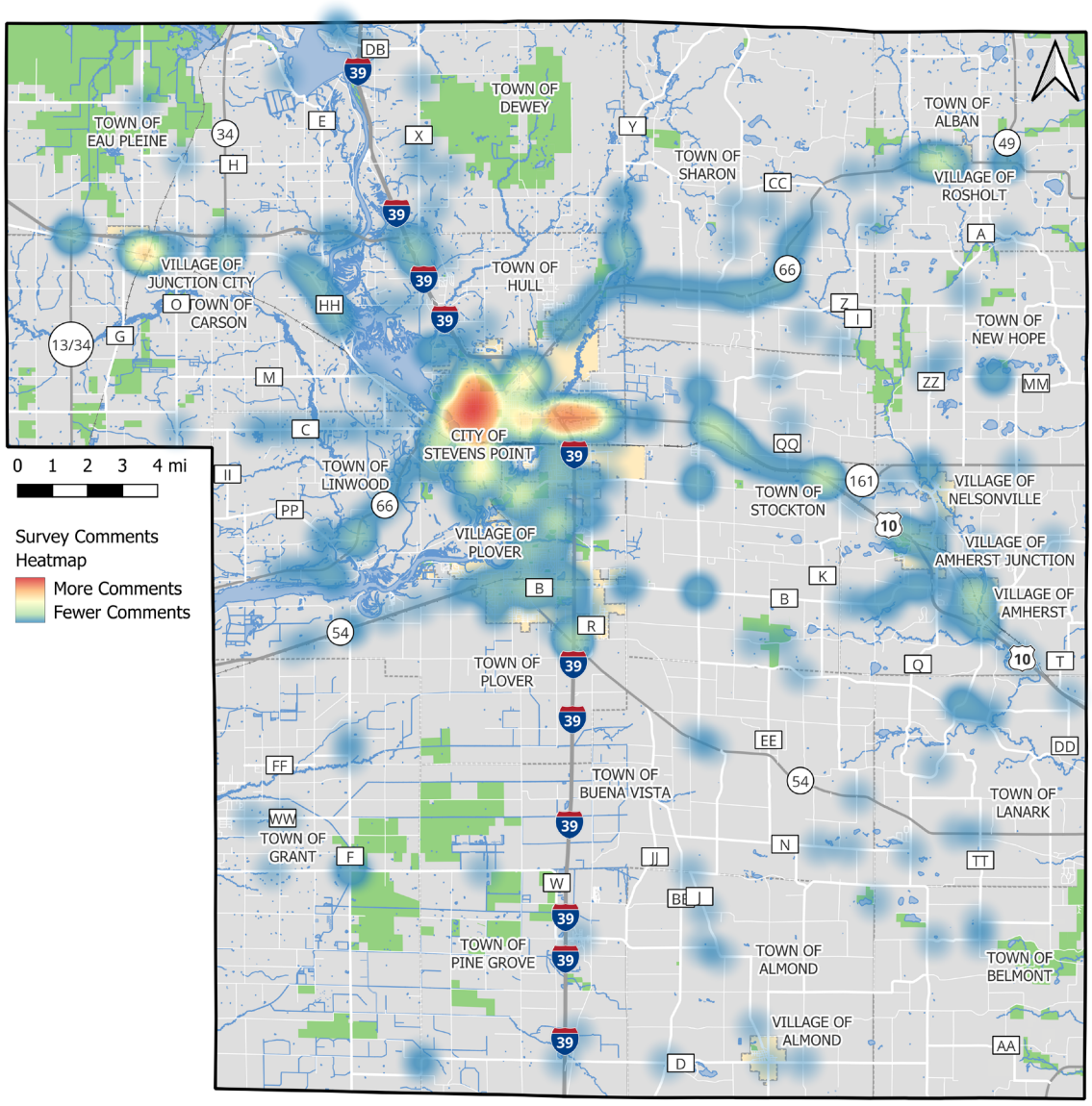
- **Phase 1:** Project Launch and Initial Outreach: Included the project kickoff, creation of the project webpage, distribution of public surveys, and the first PIM.
- **Phase 2.** Engagement and Demonstration Activities: Focused on ongoing stakeholder meetings, hosting a virtual public involvement meeting (PIM), walk and roll audits, and implementing urban and rural demonstration activities across the county.
- **Phase 3:** Plan Finalization and Public Sharing: Involved presenting draft plans, incorporating feedback, finalizing documents, and releasing the final plan to the public.

Public Involvement Meetings Overview

Two public involvement meetings were held to gather community input on the Comprehensive Safety Action Plan—one in-person in October 2024 to introduce the project, and one virtually in October 2025 to share updates and collect additional feedback. Both were widely promoted to encourage broad participation.

Interactive table exhibits with cars, people, roundabouts, and pedestrian crossings were used to illustrate and discuss safety topics.

Public Survey



INTRODUCTION TO SURVEY

A community-wide survey was conducted from October 21 to November 13, 2024. The survey collected input from 903 respondents, about their transportation habits, safety concerns, and locations they perceived as high-risk within Portage County.

A heatmap (shown above) illustrates where comments were pinned throughout the county, providing a visual overview of the areas that drew the most attention. The survey offered an opportunity for residents to directly influence the development of the county's Comprehensive Safety Action Plan. **Appendix A** includes the survey results, and survey public comment Summary.

Survey Results Through Lens of Safe System

The survey results were evaluated through the **Safe System Approach**.

This approach is critical because it shifts the focus from solely blaming road users to designing a transportation system that anticipates human errors and reduces the consequences of crashes.

The following pages outline respondents' opinions on pressing safety issues and proposed solutions, aligned with the Safe System Approach principles. Additionally, feedback specific to bicycle and pedestrian concerns is presented to provide a comprehensive understanding of active transportation challenges and opportunities.

THE SAFE SYSTEM APPROACH

Although a full description is provided in Chapter 1, a recap of the Safe System Approach is below.

Key Components of the Safe System Approach:

SAFE ROAD USERS: Promote responsible behavior.

SAFE VEHICLES: Encourage safer vehicle designs for all users.

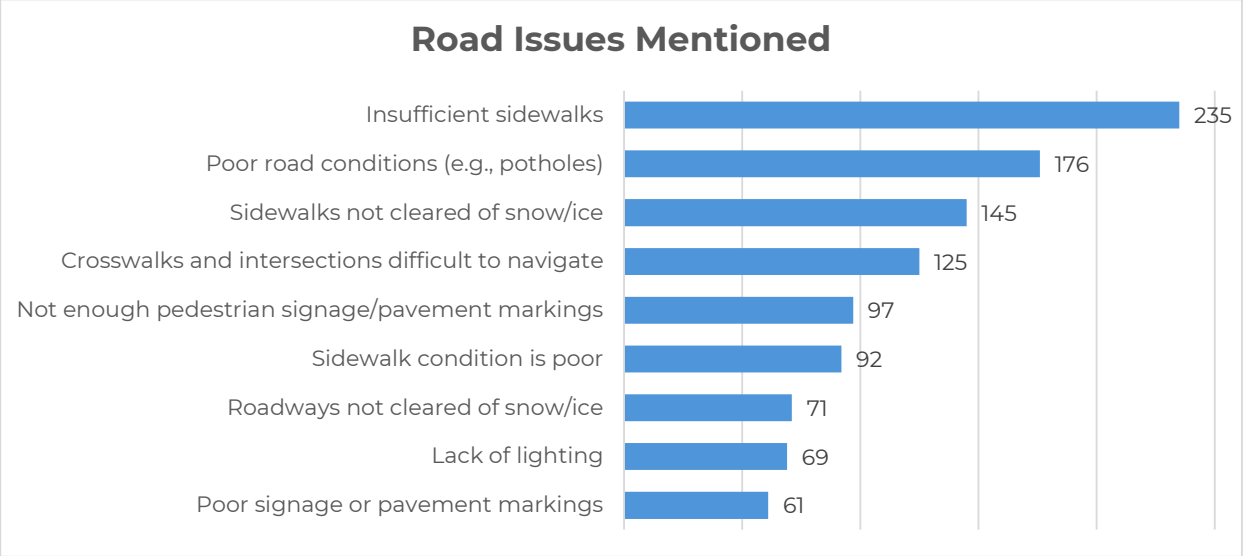
SAFE SPEEDS: Manage speeds to align with all road users.

SAFE ROADS: Design infrastructure for all users.

POST-CRASH CARE: Ensure effective emergency response.

Public Survey Results

Safe Roads - Issues Identified

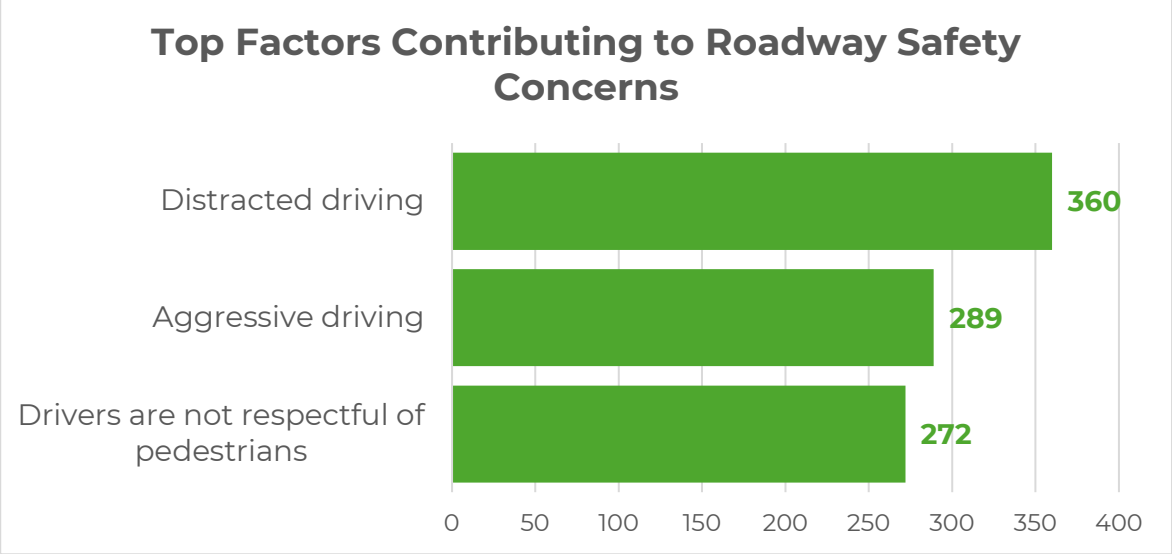


Safe Roads - Public Suggested Solutions

- **Install More Sidewalks:** Expand sidewalk coverage, especially in residential areas, along busy roads, and in commercial zones.
- **Separated Pathways:** Create multi-use paths and protected pedestrian/bike lanes to ensure safer travel for non-motorized users, particularly on high-traffic roads.
- **Crosswalk Improvements:**
    - ◊ Add flashing crosswalk lights and pedestrian-activated signals at key locations (e.g., Existing improvement at Division Street and Franklin Street in Stevens Point, YMCA area).
    - ◊ Enhance crosswalk visibility with solid-colored paint or bold designs.
    - ◊ Use speed bumps, pedestrians islands, bumpouts / curb extensions where appropriate.
- **Lighting:** Balance light pollution vs. safety. It isn't about putting lights everywhere, but illuminating pedestrian/bicyclists.
- **Snow/Ice Maintenance:** Enforce strict snow and ice removal policies for sidewalks and ensure prompt clearing of roadways and pedestrian paths during winter.
- **Incorporate Traffic Gardens / Safe Cities:** Add hands-on safety education infrastructure to promote traffic safety skills and awareness.

Public Survey Results

Safe Road Users - Issues Identified



Safe Road Users - Public Suggested Solutions

Driver Behavior and Education:

- Educating drivers about proper use of turn lanes and yielding to pedestrians and bicyclists.
- Encouraging better adherence to traffic laws, including stopping for pedestrians at crosswalks.
- Encourage refresher courses for drivers to understand the importance of respecting other road users.

Enforcement and Penalties:

- Increase citations and stricter enforcement of traffic laws to curb speeding, distracted driving, and aggressive behaviors.
- Ensure greater police presence to deter offenses and enhance compliance.

Public Survey Results

Safe Speeds - Issues Identified

Speeding as a General Issue:

- Speeding is highlighted as a frequent issue, with many drivers exceeding posted limits regardless of signage.
- Roads like County Road J, Division Street, and Whiting Avenue (CTH HH) were specifically mentioned as areas where speeding is common and dangerous.

Perceptions of Speed Limits:

- Some respondents believe current speed limits are adequate but lack enforcement.
- There are mixed feelings about reducing speed limits; some see it as ineffective without stronger enforcement, while others worry it could lead to road rage and congestion.

Specific Safety Concerns:

- Speeding in residential areas and near schools poses risks to pedestrians and bicyclists.
- Some roads with high speeds, narrow shoulders, and heavy traffic are identified as dangerous for all road users.

Safe Speeds - Public Suggested Solutions

Traffic Calming Measures:

- Introduce physical changes like speed bumps and narrowed lanes.

Enforcement:

- Respondents emphasized the need for stricter enforcement of speed limits through increased police presence.

Public Survey Results

Safe Vehicles - Issues Identified

Large vehicles were noted as a concern: 86 respondents mentioning large vehicles making it difficult to travel by foot.

Safe Vehicles - Public Suggested Solutions

Although not explicitly mentioned in the survey responses, the following is a list of countermeasure examples that agencies, organizations, and the public can advocate for.

Countermeasure: Enhanced Vehicle Design Standards and Education

Description:
Advocate for vehicle design changes, education, and promote technology enhancements to improve pedestrian visibility around large vehicles. This can include:

- **Enhanced Direct Vision Standards:** Encourage design changes to reduce blind spots on large vehicles, such as lower cab designs and larger windshields.
- **Advanced Driver Assistance Systems (ADAS):** Seek opportunities to encourage or equip large vehicles with pedestrian detection systems, 360-degree cameras, and automatic emergency braking (AEB).
- **Public Education Campaigns:** Educate drivers of large vehicles, such as delivery trucks or SUVs, on the risks they pose to pedestrians and strategies to improve safety (e.g., yielding, awareness of blind spots). Consider adding education in schools with students on safe walking and driving habits.

Implementation Strategy:

- **Policy Advocacy:** Work with state and local governments to adopt standards encouraging safer large vehicle designs.
- **Fleet Upgrades:** Integrate ADAS technologies into government owned vehicles.
- **Community Engagement:** Conduct educational outreach through workshops, online resources, and public service announcements to inform drivers of safety best practices.

Public Survey Results

Post-Crash Care - Issues Identified

- **Train Blockages:** Extended train crossings frequently block driveways and roadways, delaying emergency vehicles and potentially risking lives during critical incidents.
- **Intersection Hazards:** Specific intersections, like CTH HH and County Road J, experience severe crashes, requiring urgent improvements to facilitate safer and quicker emergency responses.
- **Railroad Crossing Risks:** Multiple crossings along certain routes create hazards for travelers and further impede emergency response times when vehicles become delayed or stuck.
- **Roadway Congestion:** Poorly designed roadways and high congestion levels, particularly at intersections, hinder emergency vehicle access and timely post-crash care.

Intersection of CTH HH & CTH J. Source Google Maps (October 2023).

Public Survey Results

Post-Crash Care - Public Suggested Solutions

Although solutions were not explicitly mentioned in the survey responses, the following is a list of suggested countermeasure examples to mitigate identified issues.

Train Blockages:

- Build overpasses/underpasses for critical crossings.
- Develop alternate emergency routes and real-time rerouting systems.
- Use dynamic signage to warn drivers and clear emergency paths.

Intersection Hazards:

- Redesign high-crash intersections with better roundabouts, signals, or turn lanes.
- Implement adaptive traffic signals to prioritize emergency vehicles.
- Increase enforcement of traffic laws at critical intersections.

Railroad Crossing Risks:

- Upgrade crossings with gates, lights, and warning systems.
- Develop alternate routes for emergency vehicles and use real-time crossing data.
- Penalize vehicles blocking tracks to improve compliance.

Roadway Congestion:

- Optimize traffic signals in congested areas.
- Use real-time traffic management for quicker emergency access.

Public Survey Results

Public Suggested Locations of Concern for Bicyclists

1. **Division Street/US-51 BUS**
   - ◊ Commonly mentioned as unsafe for bicycles and rolling travel due to high traffic volume, excessive speeds, lack of bike lanes, and narrow sidewalks.

Division Street/US-51 BUS. Source Google Maps (May 2025).

2. **Highways (Hwy 10, Hwy 66, Hwy 54, Hwy B, Hwy X, Hwy I, etc.)**
   - ◊ Over 30 comments highlighted these routes as unsafe due to high speeds, lack of shoulders, and inattentive or aggressive drivers.
3. **Intersections**
   - ◊ Frequently mentioned unsafe intersections/areas include:
     - * County Road HH & Hoover Road
     - * Stanley Street and Northpoint Drive
     - * Industrial Park Road at Hoover Road
     - * Roundabout at the intersection of Division Street and Northpoint Drive
4. **Green Circle Trail Intersections**
   - ◊ Many users expressed safety concerns at intersections where the Green Circle Trail crosses roads, citing inadequate signaling and high speeds.
5. **Urban Areas (Stevens Point, Plover)**
   - ◊ Roads like Michigan Avenue, Clark Street, Main Street, and Church Street were noted for poor bike infrastructure, narrow or absent sidewalks, and driver hostility.
6. **Rural Roads**
   - ◊ Fast-moving vehicles, large trucks, and lack of bike lanes or shoulders were identified as significant hazards.

Public Survey Results

Public Suggested Solutions For Bicyclist Safety:

- **Infrastructure Improvements**
  - ◊ **Protected Bike Lanes:**
    Respondents emphasize the need for bike lanes separated from traffic by physical barriers to ensure bicyclist safety on busy roads like Division Street.
  - ◊ **Wider Shoulders:**
    Requests for wider, paved shoulders on rural roads to create safer spaces for bicyclists and pedestrians.
  - ◊ **Dedicated Paths:**
    Suggestions for creating off-road paths to connect residential areas, commercial hubs, and trails.
- **Traffic Calming and Enforcement**
  - ◊ **Reduce Vehicle Speeds:**
    Calls for lower speed limits and the implementation of speed bumps and road diets, especially on streets like Division and Highway 10.
  - ◊ **Enforcement of Traffic Laws:**
    Includes stricter speed limit enforcement and penalties for reckless driving and non-compliance with traffic laws by both motorists and bicyclists.
- **Maintenance**
  - ◊ **Clear Debris and Snow:**
    Complaints about debris, potholes, and snow/ice in bike lanes, making rolling travel unsafe.
  - ◊ **Repair Roads:**
    Calls for fixing poor pavement quality, especially in urban areas and on rural roads.
- **Education**
  - ◊ **Motorist and Bicyclist Education:**
    Emphasis on teaching motorists and bicyclists to share the road safely and follow traffic laws.
  - ◊ **Public Awareness Campaigns:**
    Requests for community outreach to build respect for bicyclists and rolling travelers.

Public Survey Results

(Continued) Public Suggested Solutions For Bicyclist Safety:

- **Policy Adjustments**
  - ◊ **Restrict Rolling Travel on High-Traffic Roads:** Proposals to keep bicyclists off major roads without adequate safety measures.
  - ◊ **Licensing and Training for Bicyclists:** Suggestions to introduce licensing or training for bicyclists, especially e-bike users, to ensure safe operation.
- **Intersection Safety**
  - ◊ **Redesign Intersections:** Respondents highlighted blind spots, busy intersections, and crossings as dangerous and needing redesign.
  - ◊ **Enhance Crossing Facilities:** Requests for better pedestrian and bicyclist crossings with improved signaling and ramps.
- **Cultural Shift**
  - ◊ **Promote a Bike-Friendly Culture:** Respondents suggested creating a welcoming environment for bicyclists through better infrastructure and community engagement.

Public Survey Results

Public Suggested Locations of Concern for Pedestrians

1. **Division Street (Stevens Point) -**
   - ◊ Cited for narrow sidewalks, high-speed traffic, and lack of pedestrian-friendly crossings.
2. **Highway 10 (East Stevens Point) -**
   - ◊ Noted for congestion, unsafe intersections, and limited pedestrian infrastructure.
3. **Church Street (Underpass and Vicinity) -**
   - ◊ Criticized for narrow sidewalks, proximity to fast-moving traffic, and dim lighting.
4. **West River Drive -**
   - ◊ Highlighted as unsafe due to speeding vehicles, lack of pedestrian pathways, and reckless driving.
5. **Plover Springs Drive and Hoover Road (Plover) -**
   - ◊ Complaints of high speeds, narrow roads, and lack of sidewalks.
6. **Clark Street (Stevens Point) -**
   - ◊ Concerns include unsafe crossings near schools, excessive vehicle speeds, and inadequate pedestrian amenities.
7. **Business 51/Church/Division Corridor -**
   - ◊ Generally seen as a concern to pedestrians due to high traffic and poor infrastructure.
8. **Post Road (Plover) -**
   - ◊ Noted for difficulty crossing and heavy traffic with insufficient pedestrian aids.
9. **Green Circle Trail Crossings -**
   - ◊ Particularly crossings at HH, Main/66, and Patch Street feel hazardous to road users.
10. **Michigan Avenue (Stevens Point) -**
    - ◊ Reported as dangerous for walking due to narrow pathways and distracted drivers.
11. **Downtown Stevens Point -**
    - ◊ Issues with pedestrian crossings near major intersections and poor snow removal in winter.

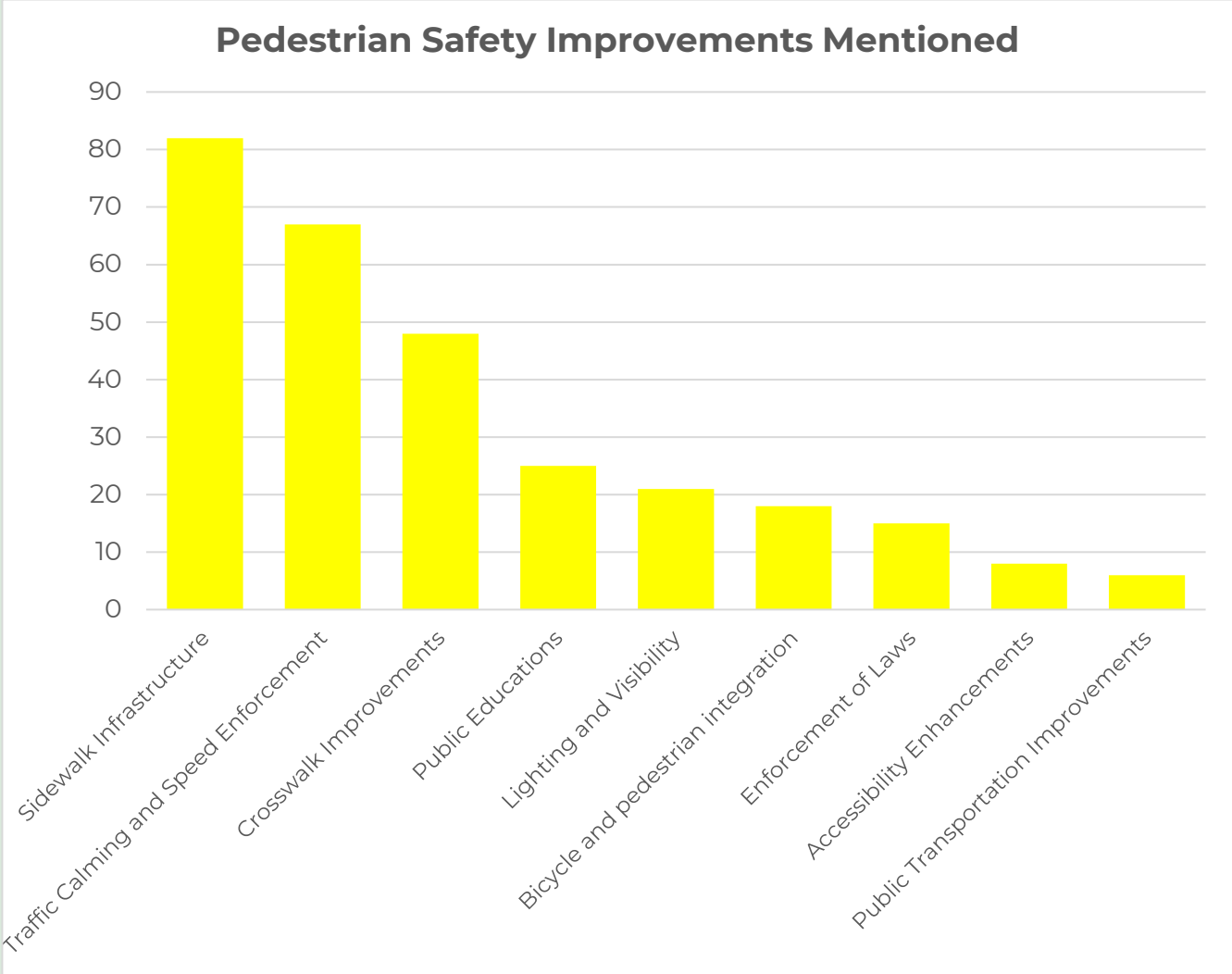
Public Survey Results

Public Suggested Solutions For Pedestrian Safety:

- **More Sidewalks**
  - ◊ The lack of sidewalks was identified as a major barrier to pedestrian safety, with calls for installation in residential neighborhoods, busy roads, and commercial areas.
- **Enforce Speed Limits**
  - ◊ Residents emphasized the need for stricter enforcement of speed limits to curb reckless driving and protect pedestrians.
- **Flashing Crosswalk Lights/Signals**
  - ◊ Popular support for crosswalks with flashing lights, such as those near the YMCA, to alert drivers and improve pedestrian visibility.
- **Traffic Calming Measures**
  - ◊ Suggestions included speed bumps, narrower streets, roundabouts, and reduced speed limits to slow traffic in busy areas.
- **Education (Drivers and Pedestrians)**
  - ◊ Focused on improving understanding of crosswalk laws, pedestrian safety, and the need for mutual respect between drivers and pedestrians.
- **Wider/Better-Designed Sidewalks**
  - ◊ Residents advocated for wider sidewalks with a buffer zone (e.g., grass or curbs) to separate pedestrians from traffic.
- **Pedestrian Crossing Infrastructure**
  - ◊ Includes footbridges, pedestrian islands, and protected crossings on major roads to ensure safer navigation for walkers.
- **Road Design Changes**
  - ◊ Recommendations to redesign streets like Division Street and Business 51 with features such as road diets, medians, and protected pedestrian paths.
- **Lighting Improvements**
  - ◊ Better street lighting, especially in areas with high pedestrian traffic, to increase visibility and safety during nighttime.
- **Snow/Ice Removal Enforcement**
  - ◊ Calls for stricter enforcement of snow and ice clearing regulations to maintain accessible and safe sidewalks during winter months.
- **Crosswalk Maintenance and Visibility**
  - ◊ Repainting crosswalks and ensuring visibility to reinforce pedestrian right-of-way and reduce crashes.

Public Survey Results

Below, a chart illustrates the frequency of suggested pedestrian improvements, highlighting priority countermeasures for safety and accessibility.



Public Survey Results

General Themes

- **Division Street**
  - ◊ Many respondents mentioned driver aggression, inattentiveness, and hostility toward bicyclists and pedestrians.
  - ◊ Speeding and lack of respect for bike lanes were frequently cited.

- **Infrastructure Deficiencies**
  - ◊ Lack of bike lanes, shoulders, and protected paths.
  - ◊ Narrow or poorly maintained sidewalks.
  - ◊ Unsafe designs at roundabouts and intersections

- **High Speeds and Traffic Volumes**
  - ◊ Numerous roads are perceived as unsafe due to excessive vehicle speeds and high traffic density.

- **Crossing Challenges**
  - ◊ Unsafe crossings at highways and major intersections were repeatedly mentioned, with users requesting pedestrian bridges or better signals.

- **Specific Equipment Concerns**
  - ◊ Issues with e-bikes moving too fast on shared trails and bike paths were mentioned in several comments.

Engagement & Collaboration Summary

Engagement and collaboration were central to the development of the Portage County Comprehensive Safety Action Plan and the concurrent update to the Countywide Bicycle and Pedestrian Plan. Community input was collected through two public involvement meetings, a countywide online survey, and ongoing coordination with task forces and subcommittees. Together, these efforts provided a comprehensive understanding of transportation safety concerns across urban and rural areas of Portage County.

The public involvement meetings offered opportunities for residents and stakeholders to learn about the project, review preliminary findings, and share location-specific concerns. The online survey, conducted in fall 2024, received more than 900 responses and included an interactive mapping component that allowed participants to identify corridors, intersections, and crossings perceived as unsafe. Feedback was evaluated using the Safe System Approach, ensuring that concerns related to roadway design, speeds, user behavior, vehicles, and post-crash care were considered holistically.

Across engagement methods, respondents consistently emphasized safety challenges affecting all roadway users, with particular concern for pedestrians and bicyclists. Input from this chapter directly informed the identification of high-risk locations, the selection of demonstration activities, and the prioritization of recommendations presented later in this report.

Key Issues Identified

- Excessive vehicle speeds, particularly in residential areas, near schools, and along key corridors
- Aggressive, distracted, and inattentive driving behaviors
- Gaps in sidewalk networks, bicycle facilities, and safe crossing infrastructure
- Difficulty navigating intersections and crossings, especially on high-volume roads
- Poor lighting, pavement condition, and winter snow and ice maintenance
- Limited accommodations for pedestrians and bicyclists on rural roads and highways
- Train blockages and congestion delaying emergency response and post-crash care

Potential Solutions Identified

- Expand and connect sidewalk networks and construct protected or separated bicycle facilities
- Improve crosswalk visibility through enhanced pavement markings, lighting, and pedestrian-activated treatments
- Implement traffic calming measures such as curb extensions, lane narrowing, road diets, and speed management strategies
- Strengthen speed enforcement and pair enforcement with targeted education and outreach
- Redesign high-crash intersections and corridors to reduce conflict points and improve visibility
- Enhance winter maintenance practices and ongoing facility upkeep
- Improve emergency access and response through corridor design improvements and coordination with rail infrastructure

Community input summarized in this chapter was incorporated into the project prioritization framework and used alongside crash data and technical analysis to guide the recommendations in subsequent chapters. Collectively, the engagement process reinforced the need for a comprehensive, coordinated approach to improving safety across Portage County's transportation system.

In the next Chapter, Task Force contributions to the study are described.

Chapter 3. Task Force

TASK FORCE

The Task Force included a combination of government employees and private citizens. Participants were selected through an application process. To develop a data-driven and community-informed CSAP, a 15-person Task Force was formed to guide the study.

During the study, the Task Force subdivided into groups, referred to as Task Force Focus Areas, to focus on specialized research topics related to traffic safety.

Each focus area followed a structured approach involving policy reviews, data analysis, case study benchmarking, and some groups also incorporated community and stakeholder engagement. The findings informed targeted recommendations that emphasize education, engineering, enforcement, and equity across the transportation network.

Task Force Focus Areas

1. Motorcycle Safety

Motorcyclists represent just 1.9% of Portage County crashes, but 15.5% of fatal and serious injuries. To get to more insight on safety concerns, a survey was conducted by the Task Force and shared with Wisconsin motorcycle, ATV, snowmobile and other motorized vehicle users. The top concerns of the respondents were lack of awareness by other drivers, distracted drivers, and poor road conditions. When asked what the biggest barrier is, the top response was lack of education.

Task Force Recommendations: Include media campaigns promoting "Share the Road," improved road maintenance and inclusion of motorcycle considerations in road safety audits.

2. Alcohol/Drug & Distracted Driving

Impairment and distraction are factors in 35% of fatal and A-level crashes in the county. CDC has reported that 9 people in the US die each day due to crashes which involve a distracted driver. Additionally, National Highway Traffic Safety Administration highlights that about 34 people in the US die every day in drunk-driving crashes. Impaired and distracted driving can cause significant bodily harm or even death, which are preventable.

Task Force Recommendations: Include "Place of Last Drink" programs, expanding safe-ride initiatives, strengthening distracted driving ordinances, and revising overnight parking policies to discourage impaired driving.

3. Active Transportation / CDC Increasing Physical Activity

This focus area complements multiple Task Force Focus Areas, particularly those addressing Complete Streets, pedestrian safety, and community design. It reinforces the integration of walk-ability, bike infrastructure, and accessibility into the CSAP's overall framework.

Task Force Recommendations: While no standalone recommendations emerged from this focus area, its principles were integrated into other Task Force recommendations.

4. Local News Collaboration

Earned media placements were secured to build awareness and support for the Safe Streets and Roads for All initiative. A strategic public relations plan aligned with key milestones guided media outreach, messaging and interview coordination, with story angles highlighting Vision Zero and demonstration activities. Coverage appeared across WAOW, WSAW, Stevens Point Journal and SP Metro Wire.

Task Force Recommendations:
To maintain project momentum, we recommend additional media outreach tied to the completion of the Comprehensive Safety Action Plan and the Bicycle and Pedestrian Plan. A representative from Portage County's Planning and Zoning Department should serve as the primary spokesperson.

5. Vehicle Dealership Coordination

Vehicle technological enhancements such as automatic emergency braking (AEB) and lane-departure warnings reduce crashes by up to 50%. However, local dealerships have limited control over vehicle configurations and report low driver understanding of safety technologies.

Task Force Recommendations: It is suggested that Portage County and AAA explore pilot educational events hosted by local dealerships to teach residents about in-vehicle safety features. Public promotion through County and Sheriff social media channels is also encouraged.

6. 20 is Plenty Program Research

This Task Force examined Vision Zero speed management practices. Reducing neighborhood speed limits to 20 mph significantly decreases pedestrian fatalities—dropping the fatality risk from 20% at 30 mph to just 8% at 20 mph.

Task Force Recommendations: Identify pilot neighborhoods, conducting outreach, analyzing high-injury networks, and combining speed reduction with traffic-calming features. The County and other municipalities can build upon the Village of Park Ridge's planned 2026 implementation of the program.

7. Community Funding Allocations for Safety

Research into funding models in Wisconsin revealed that communities like Whitefish Bay and Windsor earmark dedicated safety funds for pedestrian and bicycle infrastructure.

Wheel taxes are one potential avenue to collect revenue for transportation safety improvements. Portage County currently collects a $30 wheel tax every other year which is used for highway construction activities, but local communities in Portage County could also explore a wheel tax.

Task Force Recommendations: Look for opportunities to earmark funding for traffic safety while leveraging grant programs such as SS4A, HSIP, and TAP.

8. NACTO Designing Streets for Kids Supplement

Children's safety is central to equitable street design. The Task Force drew from NACTO's Designing Streets for Kids manual to recommend wider sidewalks (6–8 ft in residential areas), curb extensions, and raised crossings to improve visibility and comfort for children and caregivers.

Task Force Recommendations: Adopt NACTO Designing Streets for Kids guidelines in municipalities and County. Prohibit parking near intersections and ensuring pedestrian ramps meet ADA standards.

9. Complete Streets Policies

While Stevens Point adopted a Complete Streets policy in 2018, it earned a low implementation score (6/100). Strengthening the policy and expanding it countywide can improve safety and mobility for all users.

Task Force Recommendations: Apply Complete Streets principles to all projects, prioritize equity and community engagement, establish clear metrics and accountability through an implementation task force, seek national funding and technical assistance via Smart Growth America or USDOT.

Task Force Findings Summary

Across all nine Task Force Focus Areas, the recommendations emphasize coordinated and practical actions to improve transportation safety in Portage County. Common themes include education, engineering, enforcement, equity, and sustained community engagement. The next page summarizes the Task Force recommendations.

Task Force Recommendations Summary

Motorcycle Safety

- Increase driver awareness through education and media campaigns
- Improve roadway maintenance and surface conditions
- Include motorcycle considerations in road safety audits

Alcohol, Drug, and Distracted Driving

- Expand prevention focused education and awareness efforts
- Implement Place of Last Drink programs
- Expand safe ride and alternative transportation options
- Strengthen distracted driving ordinances and related policies

Active Transportation and Community Health

- Integrate walking, biking, and accessibility into transportation planning
- Coordinate safety efforts with Complete Streets and pedestrian initiatives

Local Media Collaboration

- Partner with local news outlets to raise public awareness
- Highlight safety initiatives and demonstration projects

Vehicle Dealership Coordination

- Provide public education on in-vehicle safety technologies
- Participate and promote dealership-based safety education events
- Promote efforts through County and Sheriff communication channels

Speed Management and 20 is Plenty

- Identify pilot neighborhoods for reduced speed limits
- Conduct community outreach and education
- Pair speed reductions with traffic calming measures
- If pilot neighbors see success in reduced speeds and crash reductions, county and municipalities should consider adopting a “20 is Plenty” policy

Community Safety Funding

- Explore local funding mechanisms such as wheel tax and earmarking funds, and state and federal safety grants for safety improvements

Designing Streets for Kids

- Improve sidewalks crossings and intersection visibility
- Prohibit parking near intersections in key locations
- Ensure ADA compliant pedestrian infrastructure
- Utilize the NACTO Design Streets for Kids Supplement when designing multi-modal infrastructure

Complete Streets

- Strengthen and expand Complete Streets policies countywide
- Apply Complete Streets principles to all projects
- Establish implementation metrics and accountability measures

Chapter 4. Demonstration Activities

DEMONSTRATION ACTIVITIES

OVERVIEW

As part of the Portage County Comprehensive Safety Action Plan (CSAP), several demonstration activities were implemented to test roadway safety countermeasures that align with the Safe System Approach.

Through collaboration with the Portage County Demonstration Activities (DA) Subcommittee and the project team, three key safety treatments were selected for pilot implementation:

PHASES & KEY ACTIVITIES

1. **Temporary Curb Extensions -** to calm traffic and improve pedestrian visibility at crossings.
2. **Protected Bicycle Lanes -** to create safer, more comfortable spaces for bicyclists separated from vehicle traffic.
3. **Wider Edge Lines and Optical Speed Bars -** to reduce roadway departure crashes on rural curves by improving lane visibility and encouraging slower speeds.

Each activity was monitored for performance through before-and-after speed studies, behavioral observations, and, where feasible, traffic volume and crash data analysis. Findings from these pilots directly informed strategies within Portage County's CSAP.

Temporary Curb Extensions

OVERVIEW

Curb extensions[1] are a traffic calming measure that physically reduces the width of a roadway for a short distance by extending the curb through the parking lane or shoulder and they provide numerous benefits to drivers and pedestrians/bicyclists alike.

A summary of benefits is below:

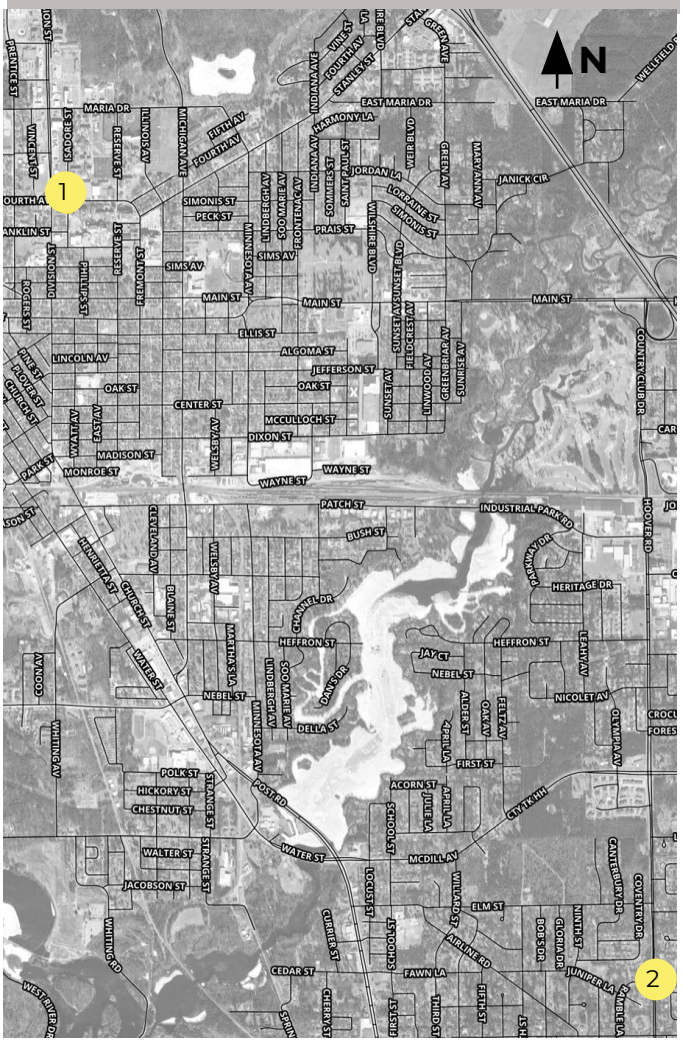
- Traffic calming: Narrower roadways signal drivers to slow down, reducing crash risk for all users.
- Shorter crossings: Reduced roadway width lowers the time pedestrians and bicyclists are exposed to traffic.
- Better visibility: Curb extensions move pedestrians/cyclists past parked cars and obstructions, making them more visible to drivers.

EVALUATION OVERVIEW

The following page shows screenshots of the site before and during the demonstration activity. The next page shows the median and 85th percentile speeds recorded before installation, one week after installation, and five weeks after installation. Median speed is the midpoint of all observed vehicle speeds, while the 85th percentile speed is the speed at or below which 85 percent of vehicles travel under free-flow conditions. These measures help evaluate changes in driver behavior, though speed is only one of several factors that influence overall safety.

Locations of DAs

- 1. Fourth Avenue at Isadore Street (east leg) - City of Stevens Point
- 2. Hoover Avenue at Ramble Lane / Highland Drive (north leg) - Village of Plover



[1] HTTPS://NACTO.ORG/PUBLICATION/URBAN-STREET-DESIGN-GUIDE/STREET-DESIGN-ELEMENTS/CURB-EXTENSIONS/

Temporary Curb Extensions

- Yielding Driver
- Driver Stops Earlier
- Pedestrians Feel Safe to Cross

BEFORE / AFTER SPEEDS

☑ 4th & Isadore

	Before	After 1 Week	After 5 Months
Median	23.5	20.5	22.0
85th Percentile*	27.5	25.5	26.0

☑ Hoover Road

	Before	After 1 Week	After 5 Months
Median	42.0	40.5	41.0
85th Percentile*	46.5	45.0	45.5

Legend

☒ **Speed went up**

☑ **Speed went down**

***THE 85TH PERCENTILE SPEED IS THE SPEED AT OR BELOW WHICH 85 PERCENT OF VEHICLES ARE OBSERVED TO TRAVEL UNDER FREE-FLOW CONDITIONS AT A SPECIFIC LOCATION.**

Separated Bicycle Lane

OVERVIEW

Bicycle lanes[2] are a portion of the roadway that has been designated for the exclusive use of bicyclists. They facilitate predictable behavior and movements between bicycles and motorists. Separated, or protected bicycle lanes provide an added safety benefit by having a physical barrier between the bicycle lane and the motor vehicle travel lane. For this Demonstration Activity, flexible delineators were used to temporarily add physical separation for the existing bicycle lanes.

LOCATIONS FOR SEPARATED BICYCLE LANES

The two locations in Portage County that were selected for temporary separated bicycle lanes are shown on the right. Both have buffer space between the existing bicycle lane and motor vehicle travel lane enabling the existing space to install the flexible delineators without changing lane widths or other roadway geometry.

EVALUATION OVERVIEW

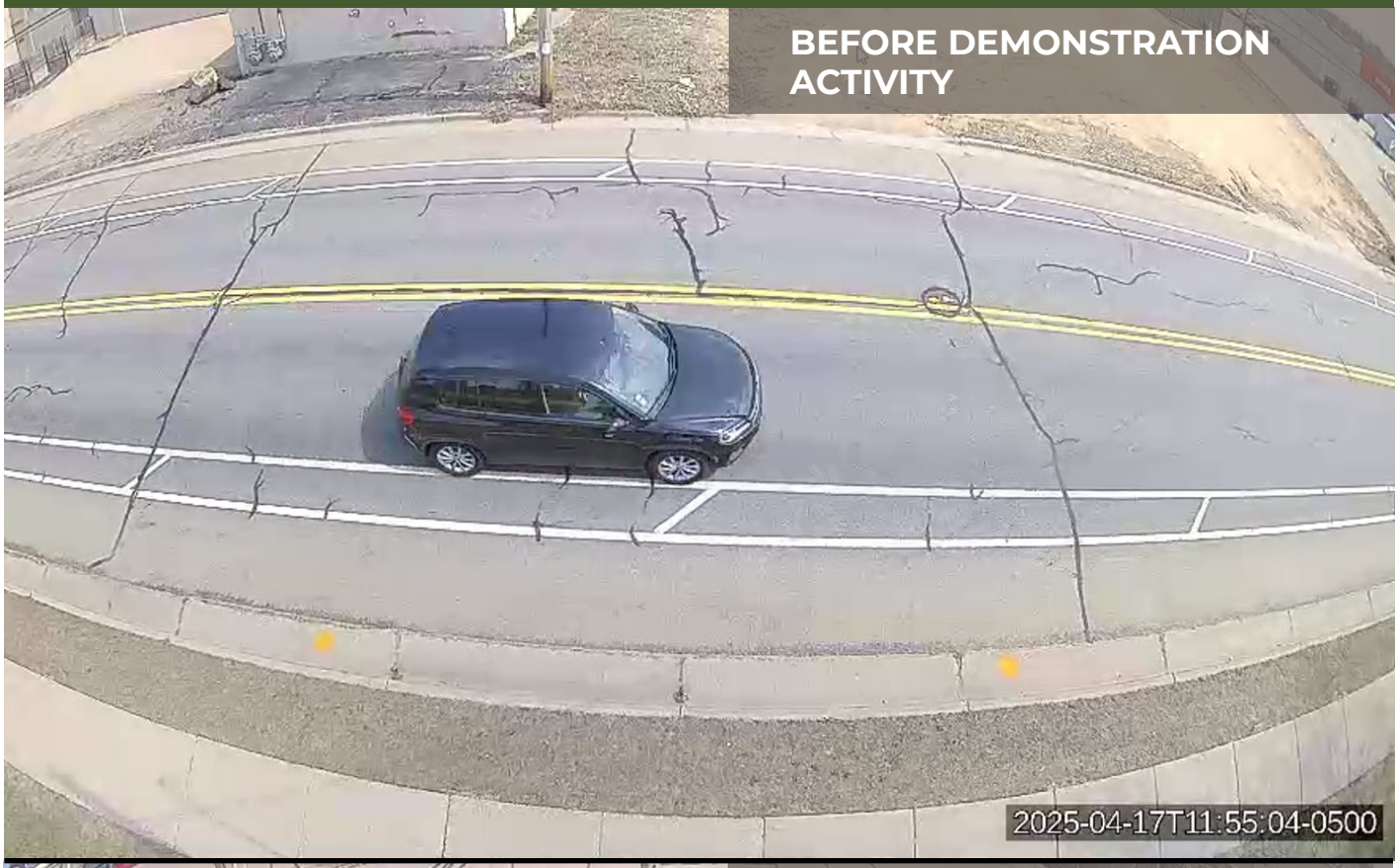
Consistent with the previous DAs, median and 85th percentile speeds are shown for conditions before installation and at one and five weeks after installation to assess changes in driver behavior.

Locations of DAs

- 1. Water Street between Kwik Trip Driveway and River View Avenue - approximately 1,705 feet
- 2. Michigan Avenue between Dixon Street and Patch Street - approximately 1,090 feet

[2]HTTPS://NACTO.ORG/PUBLICATION/URBAN-BIKEWAY-DESIGN-GUIDE/BIKE-LANES/

Separated Bicycle Lane



BEFORE / AFTER SPEEDS

☑ Water Street

	Before	After 1 Week	After 5 Months
Median	33.5	32.5	33.0
85th Percentile*	37.5	36.5	36.5

☑ Michigan Ave

	Before	After 1 Week	After 5 Months
Median	35.5	33.5	34.5
85th Percentile*	38.5	37.5	38.0

Legend

☒ **Speed went up**

☑ **Speed went down**

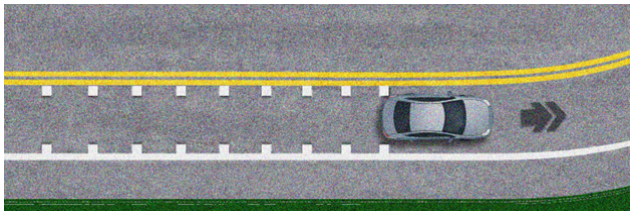
***THE 85TH PERCENTILE SPEED IS THE SPEED AT OR BELOW WHICH 85 PERCENT OF VEHICLES ARE OBSERVED TO TRAVEL UNDER FREE-FLOW CONDITIONS AT A SPECIFIC LOCATION.**

Wider Edge Lines & Optical Speed Bars

OVERVIEW

The rural demonstration activity involved installing simple pavement markings to reduce run-off-the-road crash risk on curves. Wider edge lines help drivers better identify curve edges, while optical speed bars encourage lower entry speeds. The DA included 6" edge lines, optical speed bars 12" thick, and started at 6" and tapered to 18". Because roadway departure crashes are more likely to result in fatal or serious injury, improving lane edge visibility helps drivers anticipate roadway alignment.

Optical speed bars, also called speed reduction markings, use progressively closer spacing along the lane edges to create the perception of increased speed, prompting drivers to slow down. Lower speeds entering horizontal curves reduce the risk of roadway departure. The three curves in Portage County selected for these treatments are shown on the right.

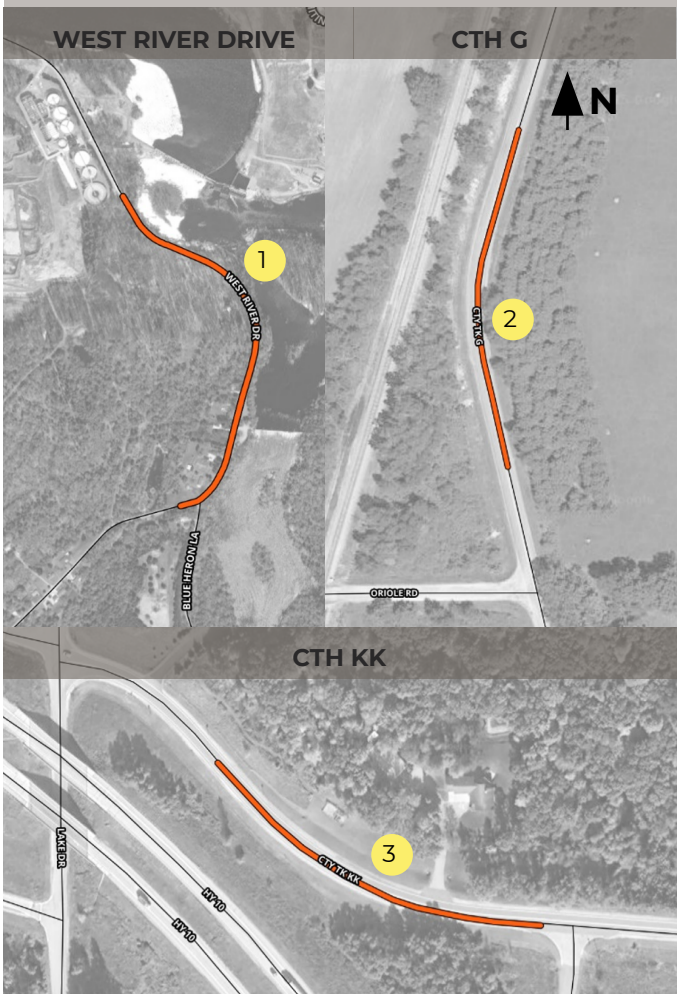


EVALUATION OVERVIEW

Consistent with the previous DAs, speed data are presented before installation and at one and five weeks after installation; however, because 85th percentile speeds remained largely unchanged for this demonstration, only median speeds are shown.

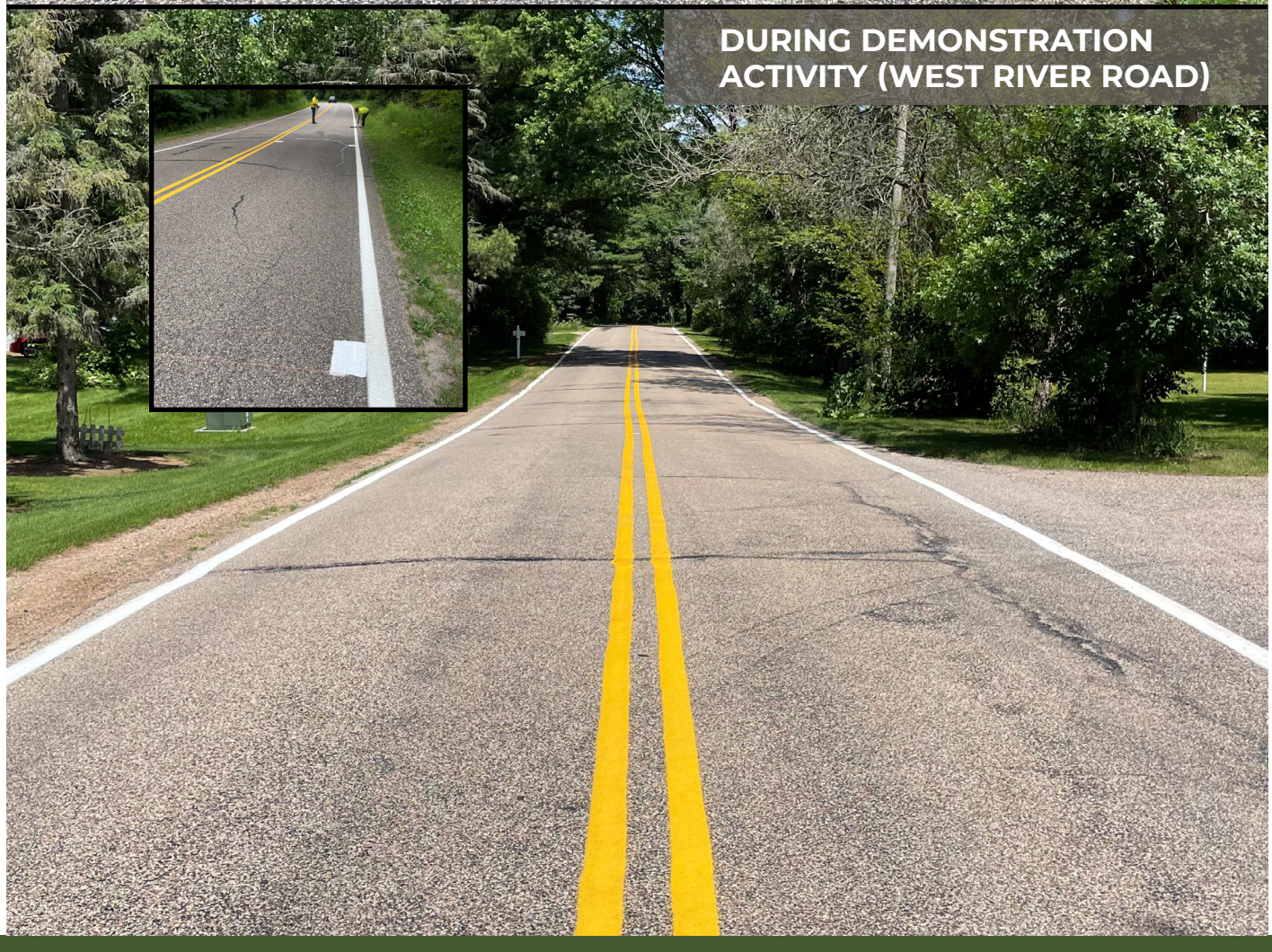
Locations of DAs

- 1. West River Drive - approximately 3,740 feet
- 2. County Trunk Highway (CTH) G - approximately 460 feet
- 3. County Truck Highway (CTH) KK - approximately 730 feet



Wider Edge Lines & Optical Speed Bars

BEFORE DEMONSTRATION ACTIVITY (WEST RIVER ROAD)



DURING DEMONSTRATION ACTIVITY (WEST RIVER ROAD)

BEFORE / AFTER SPEEDS

☒ West River Drive

Total	Before	After
Median	34	36

Lane 1	Before	After
Median	34	36

Lane 2	Before	After
Median	34	35

☑ CTH G

Total	Before	After
Median	36	35

Lane 1	Before	After
Median	36	35

Lane 2	Before	After
Median	36	36

☑ CTH KK

Total	Before	After
Median	40	39

Lane 1	Before	After
Median	41	40

Lane 2	Before	After
Median	39	38

West River Drive Discussion
The addition of edgelines and centerlines to West River Drive appeared to result in drivers navigating the roadway faster. It is yet to be determined at the time of this study whether crashes were reduced as a result of the added markings.

Legend

☒ **Speed went up**

☑ **Speed went down**

Demonstration Activities Summary

This chapter evaluated the effectiveness of temporary demonstration activities implemented to test potential safety countermeasures in both urban and rural contexts. The demonstration activities were designed to support data-driven decision-making by allowing Portage County and its municipal partners to observe real-world performance, user behavior, and operational considerations prior to committing to permanent installations.

In urban settings, both temporary curb extensions and delineated separated bicycle lanes demonstrated positive safety outcomes. Observations and speed data indicate that these treatments were effective at reducing vehicle speeds.

In rural settings, wider edge lines and optical speed bars produced more modest changes in vehicle speeds. These treatments appear to be a viable, low-cost option for addressing high-risk horizontal curves, particularly where roadway departure crashes are prevalent. However, results varied by location. On West River Road, vehicle speeds increased following the addition of centerlines and edge lines. At this time, it is too early to determine whether these changes resulted in crash reductions, underscoring the importance of longer-term monitoring.

Additional analysis and discussion of horizontal curve safety and rural roadway departure crashes are provided in **Chapter 8**.

Key Recommendations

1. Continue using temporary curb extensions and delineated separated bicycle lanes as effective tools for testing urban safety improvements prior to permanent installation.
2. Encourage the use of temporary demonstration activities to evaluate candidate locations for permanent treatments and consider applying for additional SS4A funding to do more demonstration activities.
3. Maintain an inventory of materials (e.g., delineators, curb extension elements, signage) to enable rapid deployment of future demonstration projects.
4. Supplement temporary curb extensions and separated bicycle lanes with pavement markings to improve visibility and draw attention to new roadway features.
5. Develop guidance or a formal policy to prioritize and select locations for demonstration activities and to define consistent evaluation methods.
6. Consider using an evaluation framework similar to the Temporary to Permanent Improvement Evaluation Matrix developed for the Village of Whitefish Bay, WI as a reference for assessing effectiveness and determining next steps. (See **Appendix B1**)
7. For rural locations, consider wider edge lines and optical speed bars as part of a systemic approach to improving safety on high-risk horizontal curves, with reference to **Chapter 8** for additional context.

Chapter 5. Statistical Safety Analysis

STATISTICAL SAFETY ANALYSIS

OVERVIEW

The basis of the safety analysis involved analyzing crashes that occurred on Portage County roadways. They were analyzed to best understand what different factors contributed to the crashes. Data for crashes that occurred on the public right-of-way within Portage County from 2020 through 2024 was obtained from the WisTransPortal System.

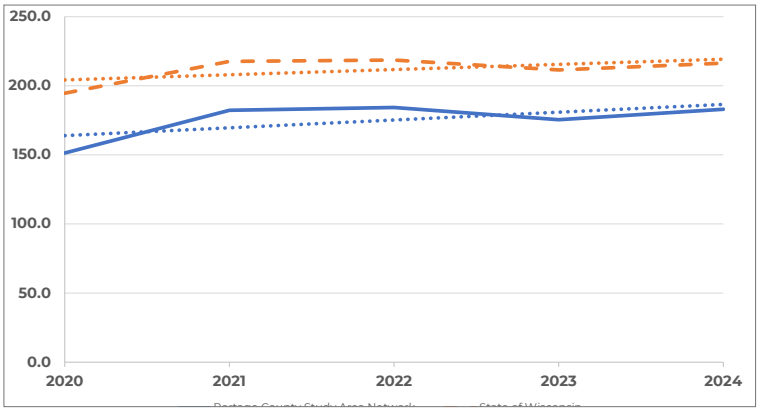
CRASH FREQUENCY COMPARISON

To compare Portage County's road network to statewide values, crash frequencies were based on population so a fair comparison could be made. A review of crash data comparing Portage County's road network to Wisconsin's road network as a whole shows that Portage County experiences a lower crash rate than the statewide average when normalized by population. However, the crash rates for serious injury and fatal crashes are similar to statewide serious injury and fatal crash rates with some variability year to year with Portage County higher some years and lower others.

A thorough review of all the study network crashes was performed and is shown later in this chapter. This includes various statistics about the study network crash contributing factors including behavioral analysis. Further safety analysis can be found in Chapters 6 through 9. Chapter 6 discusses the High Injury Network (HIN) and its development. Chapter 7 examines the intersections that have a high number of severe crashes occurring at those locations based on crash history. A full review of existing conditions was completed to provide a list of risk factors that are present at those higher crash intersections.

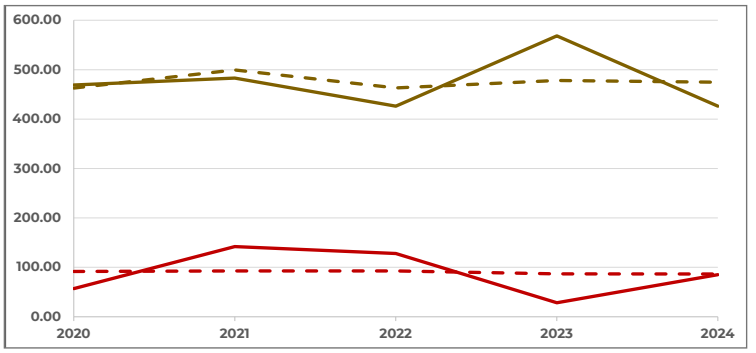
Crash Frequency per 10,000 Population

(2020 thru 2024)



Annual Fatal & Serious Injury Crashes per 1,000,000 Population

(2020 thru 2024)



Chapter 8 provides details on horizontal curve analysis with a thorough review of 12 horizontal curves in Portage County. Chapter 9 discusses vulnerable road user safety and provides 10-year crash statistics.

Crash Analysis

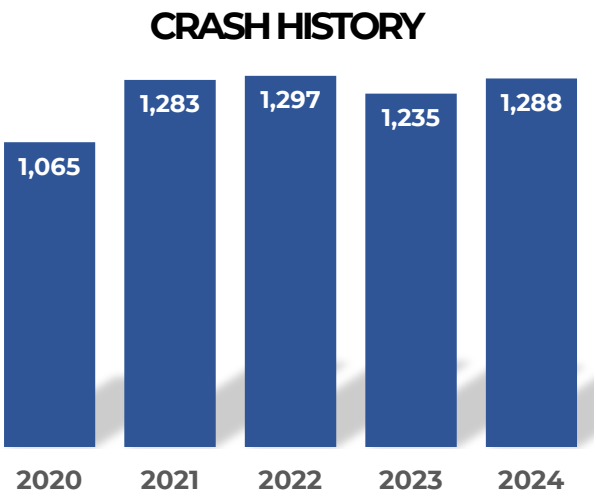
EXISTING CRASH ANALYSIS

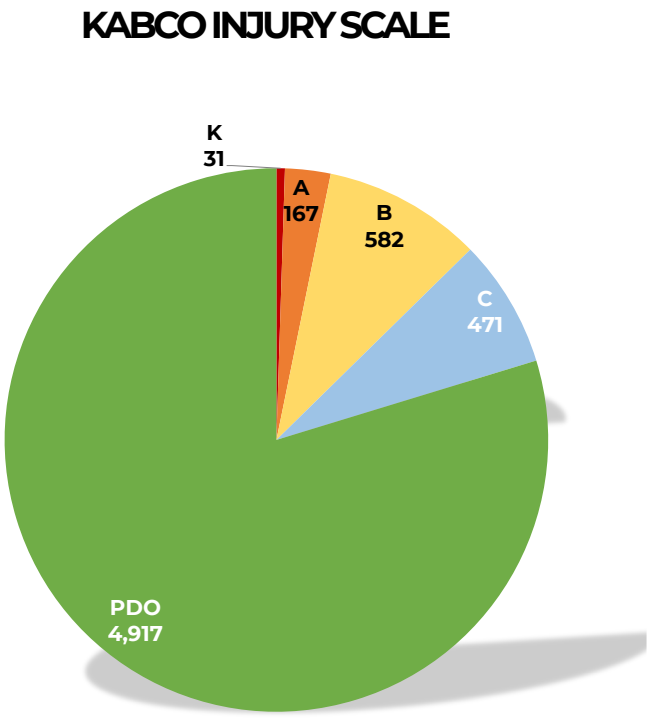
In the five-year period from 2020 through 2024, a total of 6,168 crashes occurred on all road jurisdictions in Portage County. In these crashes, 32 people were killed and 1,686 people were injured. As shown, the year 2020 was a down year for crashes due to the Covid-19 pandemic decreasing traffic, but crashes increased afterwards and maintained an average of 1,276 crashes per year from 2021 through 2024.

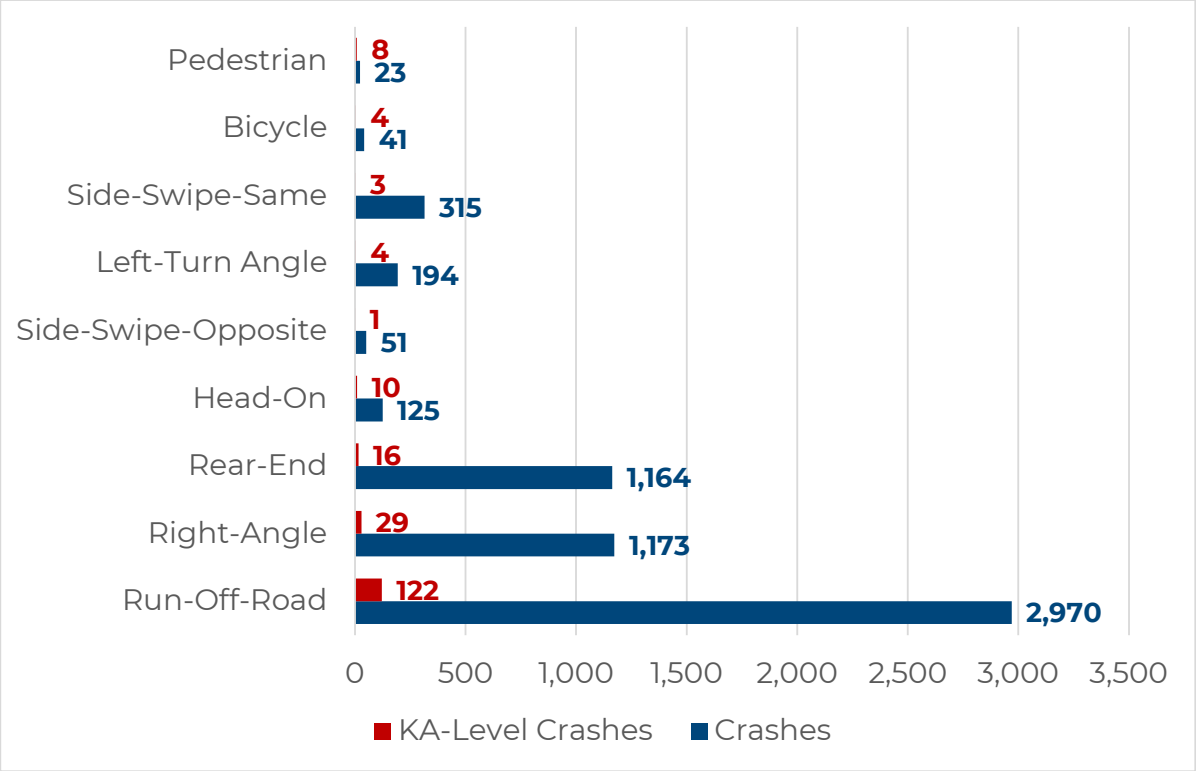
Common practice is to analyze crashes using FHWA's KABCO Injury Classification Scale where a K-level injury is a fatality, an A-level injury is a suspected serious injury, a B-level injury is a suspected minor injury, a C-level injury is a possible injury, and a PDO crash involves property damage only with no injury to a person involved in the crash. Of the total 6,168 study network crashes, 31 crashes resulted in a fatality (K-level) and 167 resulted in a serious injury (A-level), which was approximately 3.2-percent of the total crashes. Comparing several KA-level crash variables can assist with finding what factors were overrepresented in crashes with the most severe outcomes.

CRASH SEVERITY

Categorizing the crashes into different crash types reveals some insight into what is actually occurring on the roadways. Analyzing the overall crash frequency of each crash type versus each crash type's respective fatal and serious injury crash rate alerts which crash types are the most harmful crashes occurring.







CRASH CATEGORIZATION

Run-off-the-road crashes are typically crashes that can result in severe injury or death. In Portage County, run-off-the-road crashes accounted for ~48% of the total crashes and over 62% of all KA-level crashes, including 21 fatal crashes.

Vulnerable road users, like pedestrians and bicyclists, are often seriously injured or killed when struck by a motor vehicle. On the Portage County study network, a pedestrian or bicyclist was involved in just over 1% of all crashes but accounted for over 6% of all KA-level crashes.

While right-angle crashes were not overrepresented in the fatal and severe injury crashes, they account for a large portion of crashes overall. This type of crash accounted for just over 19% of the total crashes, including three fatal crashes.

Similarly, rear-end crashes are not overrepresented in the fatal and severe injury crashes, but do comprise nearly 19% of the total crashes that occurred on the study network, including three fatal crashes.

Due to the severity or the quantity of crashes that were rear-end, right-angle, or run-off-the-road, these crash types were a focus during the improvement analysis phase of the project. Mitigating these common crash types would be a great step towards minimizing the fatalities and serious injuries occurring on the roadways in Portage County.

Additional statistics for the study area network can be found in **Appendix C1** of this report.

Chapter 6. High Injury Network

HIGH INJURY NETWORK

High injury networks (HIN) are the corridors on a roadway network that experience the highest densities of fatal and injury crashes. Such crashes would be expected to continue into the future if the infrastructure on these corridors are not changed. The development of a HIN for Portage County will help prioritize safety investments and other strategies on corridors throughout the County.

> Did You Know?
>
> Just 1.3% of roadway miles in Portage County account for 28% of all crashes.

Establishing a HIN enables data-driven decisions to prioritize safety investments, focusing on the roadways with the greatest need.

Corridor Selection Methodology

Portage County's HIN was developed using crashes that occurred on the public right-of-way from 2020 through 2024 that were mapped in the WisTransPortal System. A modified sliding window analysis, which is an industry standard methodology for developing HINs, was applied:

- Urban areas: 0.5-mile windows, sliding in 0.1-mile increments
- Rural areas: 1-mile windows, sliding in 0.2-mile increments

Each crash was scored as follows:

- Fatal (K) or Suspected Serious Injury (A): 3 points
- Suspected Minor Injury (B): 1 point
- Possible Injury (C) and Property Damage Only (PDO): 0 points

A score threshold of 7 was used to define a HIN segment.

Sliding Window Parameters:

Area Type	Window Size	Slide Increment	Crash Scores	Threshold
Urban	0.5 miles	0.1 miles	KA = 3, B = 1	7
Rural	1 mile	0.2 miles	KA = 3, B = 1	7

> Example
>
> 2 KA-level crashes + 1 B-level crash = 7 points (HIN qualifies)

These values were chosen to reflect the countywide crash distribution of 60/40 rural-to-urban split and to preserve that ratio in HIN mileage.

Selected Corridors

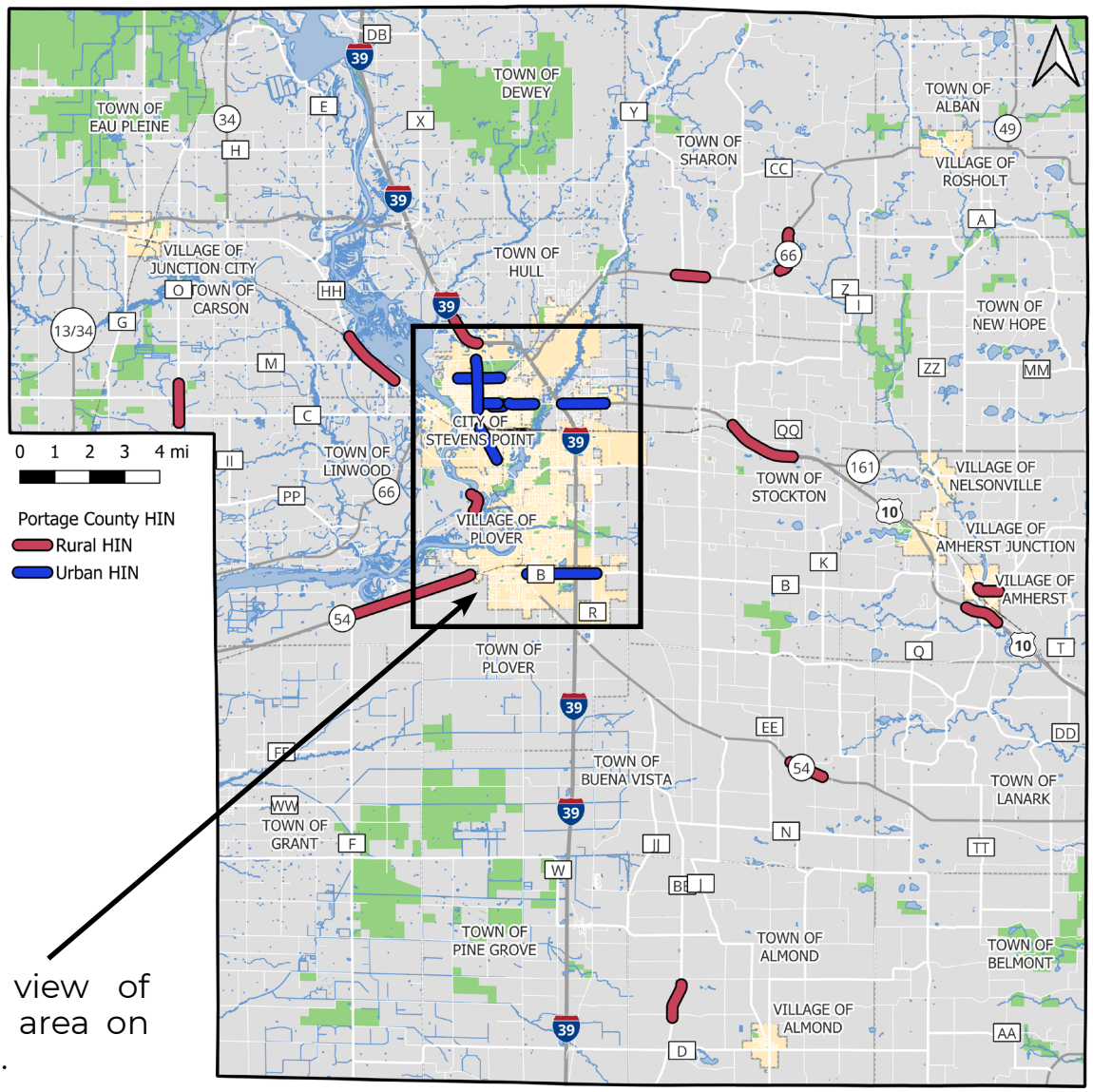
The Portage County HIN is composed of 20 corridors totaling just over 24 miles:

- 12 rural corridors: ~15.8 miles
- 8 urban corridors: ~8.3 miles

In this 5-year period, **1,421** crashes occurred on the HIN.

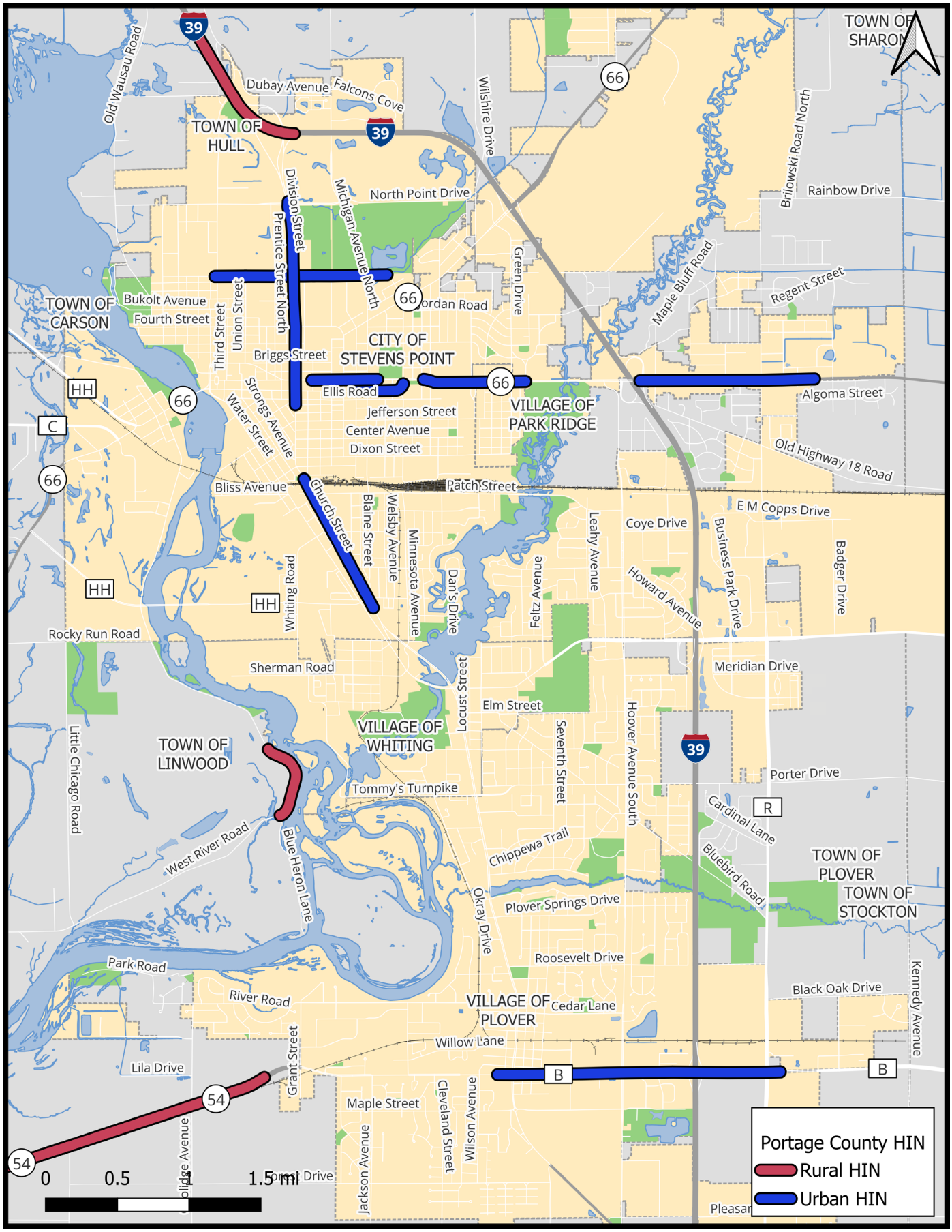
This accounts for **28% of all crashes** in the county - despite representing just **1.3% of the roadway mileage.**

Portage County High Injury Network (2020-2024).



Enlarged view of urbanized area on next page.

Urbanized Area *(2020-2024)*



List of Corridors

Urban HIN Corridors	Length (mi)	Jurisdiction	K	A	B	C	PDO	Total Crashes
USH 10/WIS 66 from NB Ramps to east of Elizabeth Ave	1.2	WisDOT	0	3	36	39	254	332
BUS 51/Division St from North Point Dr to Boyington Ave	1.4	City of Stevens Point	0	2	23	25	263	313
CTH B from west of BUS 51 to east of CTH R	2.0	Portage County	0	9	23	39	207	278
BUS 51/Church Street from south of Nebel St to Monroe St	1.0	City of Stevens Point	0	2	17	12	77	108
Maria Drive from Second St to Minnesota Ave	1.2	City of Stevens Point	0	2	9	14	68	93
WIS 66 from Ridge Road to Soo Marie Avenue	0.7	City of Stevens Point (WisDOT Connecting Hwy)	0	5	7	6	54	72
WIS 66/Main Street from Phillips St to Cross St	0.5	City of Stevens Point (WisDOT Connecting Hwy)	0	1	6	7	33	47
WIS 66/Clark Street from Illinois Ave to Minnesota Ave	0.4	City of Stevens Point (WisDOT Connecting Hwy)	0	2	4	2	38	46
Subtotal (Urban HIN)	**8.3**	**---**	**0**	**26**	**125**	**144**	**994**	**1,289**

Rural HIN Corridors	Length (mi)	Jurisdiction	K	A	B	C	PDO	Total Crashes
WIS 54 from west of CTH F to 0.5 mile east of Coolidge Ave	3.7	WisDOT	0	4	7	6	20	37
USH 10 from west of CTH K to east of CTH QQ	2.0	WisDOT	1	2	7	0	18	28
I-39 near BUS 51 system interchange	1.0	WisDOT	2	0	7	0	17	26
USH 10 near CTH A interchange	1.0	WisDOT	1	4	3	0	14	22
CTH HH from north of Bayshore Dr to east of CTH E	1.8	Portage County	1	3	2	0	6	12
WIS 66 from west of Rustic Dr to Merryland Dr	1.2	WisDOT	1	1	2	0	5	9
WIS 66 from Music Dr to east of CTH J	0.8	WisDOT	0	3	2	1	2	8
CTH BB/JJ from south of 3rd Avenue to south of 2nd Avenue	1.0	Portage County	1	2	0	0	4	7
WIS 54 from West of Wied Rd to east of Pleasant Dr	1.0	WisDOT	0	3	0	0	2	5
Washington Street from Main St to CTH A	0.6	Village of Amherst	0	2	1	0	2	5
CTH O from north of CTH M to south of CTH C	1.1	Portage County	0	2	2	0	0	4
West River Drive from Blue Heron Dr north for 0.6 miles	0.6	Town of Linwood	1	1	1	0	0	3
Subtotal (Rural HIN)	**15.8**	**---**	**8**	**27**	**34**	**7**	**90**	**166**

Grand Total	**24.2**	**---**	**8**	**53**	**159**	**151**	**1,084**	**1,455**

*grand totals may be higher than reported in text due to overlapping HIN segments repeating some crashes

URBAN HIN ANALYSIS

The urban portion of Portage County's High Injury Network highlights corridors in built-up areas where traffic volumes, pedestrian activity, and crash risk converge. These 8 urban corridors, totaling approximately 8.3 miles, account for a significant share of serious crashes despite making up a small fraction of the county's total roadway mileage. The urban HIN includes areas near schools, downtowns, and transit hubs—locations with high exposure for pedestrians and bicyclists.

During the study period, 6 pedestrians and 17 bicyclists were struck on urban HIN segments. As shown on the next page, these corridors reflect the unique safety needs of urban areas. Narrower right-of-way, high driveway density, and complex intersections require targeted infrastructure solutions. By identifying these high-risk locations, Portage County can focus future investments on traffic calming, pedestrian improvements, and safer multimodal access where they are most urgently needed.

RURAL HIN ANALYSIS

The rural portion of Portage County's HIN contains corridors that tend to have lower volumes and higher speeds compared to the urban HIN. Higher speed facilities are more likely to have high severity outcomes because more kinetic energy is transferred to occupants in high-speed crashes. The data validated this statement; there were eight fatal crashes at Rural HIN locations compared to zero at the urban locations. In addition to eight fatal crashes, the 12 rural HIN corridors observed 27 severe injury crashes. These severe crashes occurred over 15.8 miles, which is only a small fraction of the roadway miles in Portage County. The rural HIN consists of one Interstate segment, two United States Highway (USH) segments, four state highway segments, three county highway segments, and two local roadway segments.

These 12 corridors have distinctive safety needs common in rural areas. High-speed crashes, two-way stop-controlled intersection crashes, and run-off-the-road crashes frequently occur on these corridors. Different solutions are needed compared to urban corridors and are discussed further in Chapter 12 Recommendations.

Overall, between the urban and rural HIN corridors, the societal impact of crashes on the HIN is immense. The next page discusses the societal impact in greater detail.

Societal Impact of HIN

The societal impact felt by the HIN in Portage County is substantial. Nine people lost their lives on the HIN in the 5-year period from 2020 through 2024, with another 65 people being seriously injured and 201 people receiving minor or moderate injuries. There were 192 medical transports and over 2,500 damaged vehicles. Six pedestrians and 17 bicyclists were struck on the HIN.

Overall, the HIN will be helpful in identifying the high-injury areas in Portage County where safety investments and other strategies can be prioritized.

Crash Impact Summary:

- 9 people lost their lives
- 65 people sustained serious injuries
- 201 people suffered minor or moderate injuries
- 192 medical transports were recorded
- Over 2,500 vehicles were damaged
- 6 pedestrians and 17 bicyclists were struck on the HIN

Next Steps & Strategic Prioritization of HIN

Identifying the High Injury Network is the first step in a targeted safety strategy. This data will guide:

- Safety audits and engineering reviews for HIN corridors
- Infrastructure improvements (e.g. speed reduction, signal upgrades, protected crossings)
- Prioritization in grant applications such as HSIP or Safe Streets and Roads for All
- Equity-focused interventions in communities disproportionately impacted

The HIN provides a roadmap for reducing severe crashes and moving Portage County closer to its long-term Vision Zero and public safety goals.
Each HIN corridor was analyzed by reviewing five years of crash data (2020-2024), calculating crash rates, identifying crash trends, and determining potential improvement strategies.

In **Appendix D1**, numerous ranking sheets are provided in which the HIN corridor are ranked by:

- Economic Loss
- Economic Loss per Mile
- Crash Frequency per Mile
- Crash Rate
- Nighttime Crashes
- Slippery Road Crashes
- Wet Road Crashes
- Run-off-Road Crashes
- Intersection Crashes
- Horizontal Curve Crashes
- Vertical Curve Crashes
- Pedestrian Crashes
- Bicycle Crashes
- Top Crash Types

These rankings, most of which are ranked in terms of Economic Loss per Mile, assist in identifying potentially addressable safety issues. For example, corridors ranked highly amongst their peers for night-time crashes might be a good candidate for added or improved street lighting. **Appendix D3** shows a street lighting write-up on best practices.

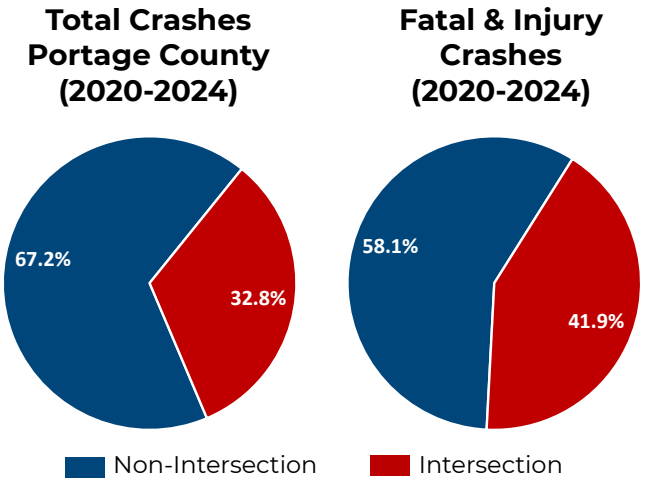
In addition to the rankings, a corridor summary sheet is also provided in **Appendix D2** for each corridor. These summary sheets contained detailed crashes statistics and rates for each corridor.

The detailed corridor analysis was used in the development of recommendations for the HIN, found in **Chapter 12**.

Chapter 7. Intersection Safety

INTERSECTION SELECTION METHODOLOGY

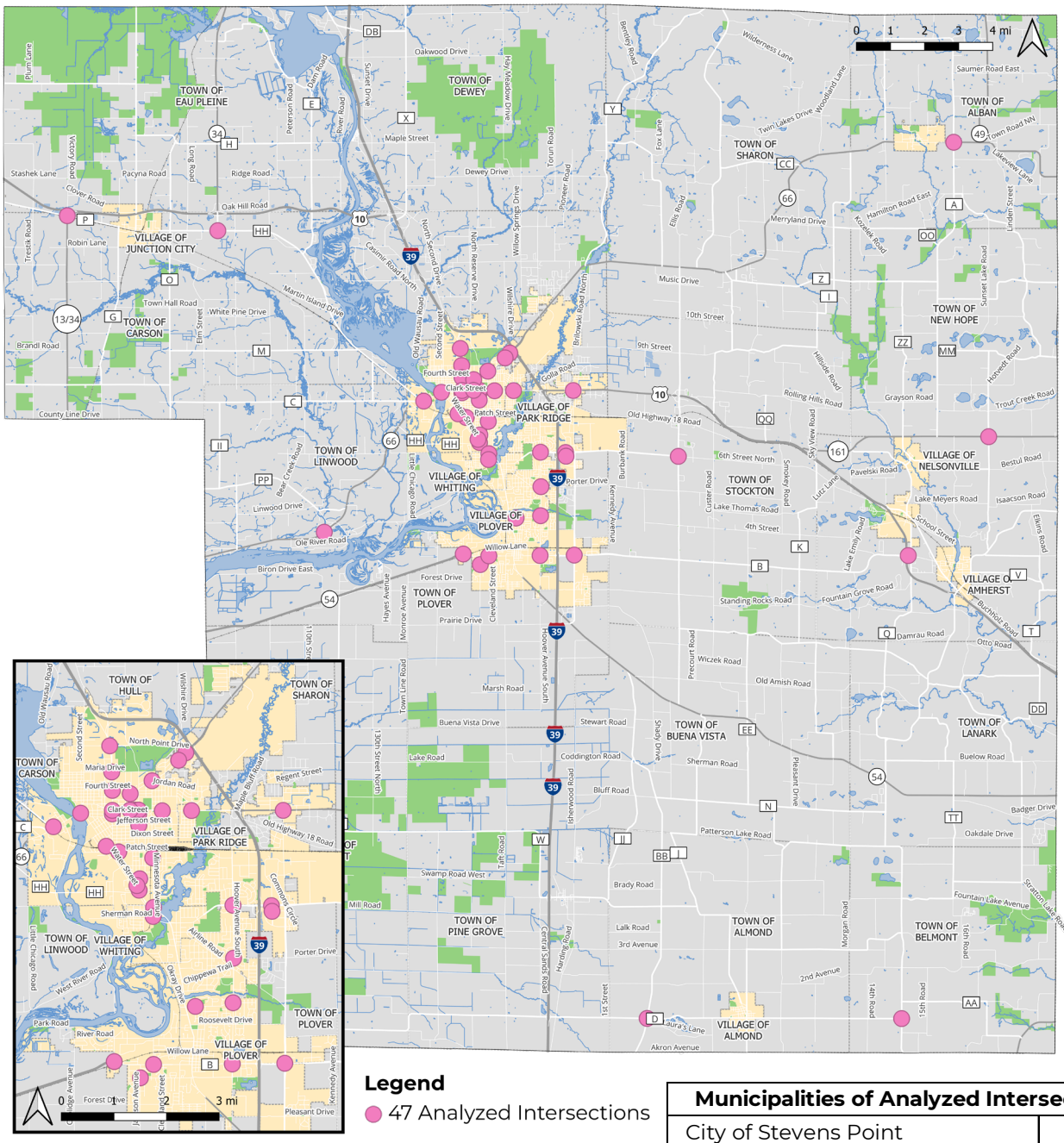
Intersections typically contain a considerable number of crashes compared to the low percentage of roadway mileage they make up. In Portage County, nearly 33% of all crashes occurred at an intersection and almost 42% of all fatal and injury crashes. Improvements at intersections therefore can have a substantial impact on roadway safety in a community.



In this study, intersection crash data from 2020 through 2024 was screened and analyzed to identify intersections with safety concerns. A common and helpful method for identifying locations with safety concerns is to associate economic loss values with different injury severities. For this Comprehensive Safety Action Plan to align with WisDOT methodologies, $788,325 was assigned for crashes resulting in a fatality (K-Level) or suspected serious injury (A-Level) and $248,690 for suspected minor injury (B-Level). For possible injury (C-Level), a value of $141,821 was assigned to each crash, and for no apparent injury (i.e., property damage only or PDO) a value of $18,576 was assigned.

Crash data was obtained from the WisTransPortal System for the study area and were mapped and analyzed. KAB-level crashes were vetted using the DT4000 crash report documents to verify crash type. Using the economic loss metric for crash severity based on the crashes that occurred within the functional area of each intersection, the top 30 local network intersections and top 20 state system intersections (those with the highest economic loss due to crashes) were sent to their respective jurisdiction leaders to provide their input to decide upon a list of intersections to analyze. After feedback was received, a total of 47 intersections were analyzed further with some coming from that initial list of 50 and others being new additions recommended by the jurisdiction leaders. A map of the 47 intersection locations is shown on the following page. Most intersections are located in urban areas. A list of the 47 intersections, collision diagrams, and statistic summaries can be found in Appendix E.

Intersection Location Map



Legend

47 Analyzed Intersections

Municipalities of Analyzed Intersections	
City of Stevens Point	24
Village of Park Ridge	1
Village of Plover	10
Village of Whiting	2
Town of Alban	1
Town of Almond	1
Town of Amherst	2
Town of Belmont	1
Town of Carson	2
Town of Linwood	1
Town of Plover	1
Town of Stockton	1

A complete list of the 47 intersections, collision diagrams, and statistics can be found in **Appendix E**.

Intersection Crash Statistics

The following table provides statistics describing the 47 analyzed intersections, including crash frequency, fatal and severe crash totals, traffic control, jurisdiction, average annual daily traffic, and geometry.

Intersection Statistics (2020-2024)

Total Sites	**47**				
Total Crashes	**725**				
Total KA Crashes	**18**	**K-Level**	**2**	**A-Level**	**16**
Total Econ. Loss	**$55,419,429**				

Traffic Control	**# of Sites**		**# of Crashes**		**# of KA Crashes**		**Econ. Loss**	
Minor Street Stop	26	55%	182	25%	10	56%	$ 21,169,736	38%
Traffic Signal	17	36%	431	59%	6	33%	$ 28,879,264	52%
All-Way Stop	3	6%	14	2%	2	11%	$ 1,922,807	3%
Modern Roundabout	1	2%	98	14%	0	0%	$ 3,447,622	6%

Jurisdiction	**# of Sites**		**# of Crashes**		**# of KA Crashes**		**Econ. Loss**	
State	10	21%	113	16%	6	33%	$ 11,787,853	21%
County	9	19%	127	18%	4	22%	$ 11,166,009	20%
City of Stevens Point	22	47%	439	61%	6	33%	$28,748,630	52%
Village of Park Ridge	1	2%	16	2%	1	6%	$ 1,190,210	2%
Village of Plover	5	11%	30	4%	1	6%	$ 2,526,727	5%

Entering AADT	**# of Sites**		**# of Crashes**		**# of KA Crashes**		**Econ. Loss**	
0 - 5,000	14	30%	76	10%	5	28%	$ 9,114,718	16%
5,000 - 10,000	10	21%	92	13%	3	17%	$ 8,767,903	16%
10,000 - 15,000	15	32%	354	49%	6	33%	$ 23,726,573	43%
15,000 - 20,000	6	13%	110	15%	2	11%	$ 6,286,485	11%
20,000 - 25,000	1	2%	28	4%	1	6%	$ 2,719,689	5%
25,000 - 30,000	1	2%	65	9%	1	6%	$ 4,804,061	9%

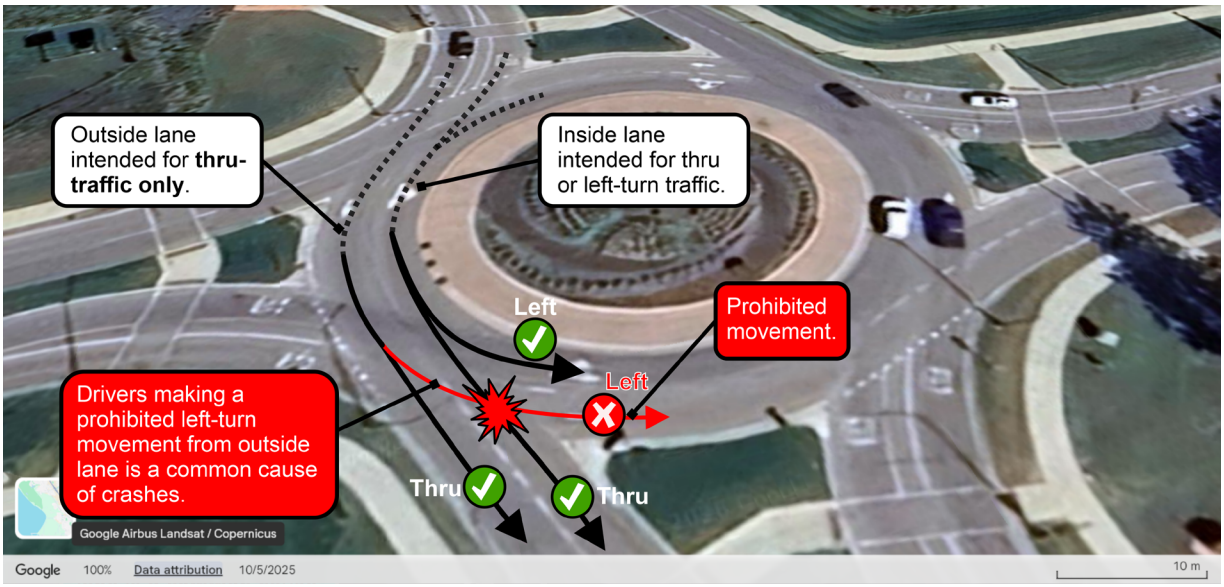
KA-Level Crash	**# of Sites**		**# of Crashes**		**# of KA Crashes**		**Econ. Loss**	
Yes	17	36%	18	2%	18	100%	$ 29,023,333	52%
No	30	64%	707	98%	0	0%	$ 26,396,096	48%

Number of Legs	**# of Sites**		**# of Crashes**		**# of KA Crashes**		**Econ. Loss**	
3	3	6%	13	2%	1	6%	$ 1,594,710	3%
4	44	94%	712	98%	17	94%	$ 53,824,719	97%

Roundabout Discussion

Roundabouts have a well-documented safety benefit in reducing severe and fatal crashes, but their performance is highly dependent on design, driver understanding, and context. In Portage County, where roundabouts are relatively uncommon, the multi-lane roundabout at Division Street and North Point Drive has experienced approximately 20 crashes per year. This is a high frequency which has contributed to public concern. While the intersection has not recorded a fatal or serious injury crash in the past five years (which highlights a core safety advantage of roundabouts), the prevailing crash patterns reflect common challenges seen at similar facilities statewide. These include excessive entry speeds, failure to yield to circulating traffic, and improper lane changing within the circulatory roadway.

IMPROPER LANE CHANGE ILLUSTRATION



Basemap Source: Google Earth, accessed February 2026. Imagery Google, Airbus, Landsat / Copernicus (1/1/2021-10/5/2025)

These behaviors contribute to driver confusion and frustration. From a design perspective, there are limited opportunities to meaningfully improve operations through signing and pavement markings alone. As a result, this location may be a strong candidate for a channelized multi-lane roundabout concept (often referred to as a "turbo" roundabout), potentially implemented initially as a temporary demonstration using pavement markings, signing, and flexible delineators. A link to more information about "turbo" roundabouts is available here:

https://transportation.ky.gov/saferoadsolutions/Pages/TurboRoundabouts.aspx

Regardless of whether geometric changes are pursued, targeted driver education and enforcement focused on proper multi-lane roundabout use and delivered through warning-based campaigns will be critical to improving safety, public confidence, and the long-term role of roundabouts in eliminating serious injuries and fatalities.

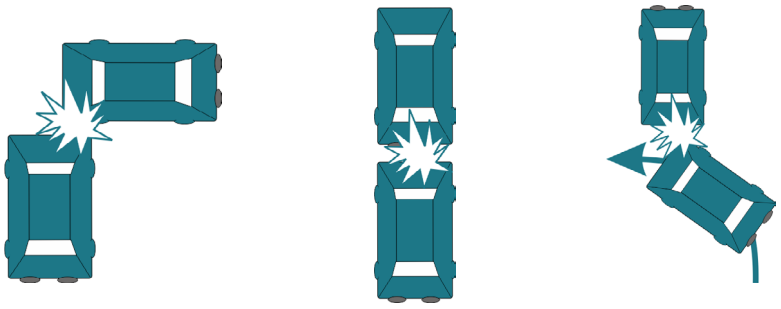
Intersection Target Crash Types: Causes Explored

The crash types that occurred at the 47 intersections were analyzed and categorized, ranking the crash types that occurred by economic loss showed crash types to target include **right-angle**, **rear-end**, and **left-turn angle** crashes. These crash types contain 14 of the 18 fatal and serious injury crashes that occurred at the 47 analyzed intersections and 72% of the economic loss. Making it a priority to reduce the frequency and severity of these three crash types can make a substantial impact on improving safety in Portage County.

Intersection Crash Types

Crash Type	# of Crashes		# of KA Crashes	Econ. Loss	
RT-ANGLE	193	27%	8	$ 21,864,235	39%
REAR-END	164	23%	2	$ 9,228,757	17%
LT-ANGLE	68	9%	4	$ 8,779,834	16%
FIXED-OBJECT	83	11%	1	$ 4,045,600	7%
SIDE-SWIPE (CIRCLE)	83	11%	0	$ 2,708,754	5%
MISC. OTHER	20	3%	1	$ 2,291,839	4%
SIDE-SWIPE-SAME	67	9%	0	$ 2,074,555	4%
RT-TURN REAR-END	26	4%	1	$ 1,745,705	3%
PEDESTRIAN	6	1%	1	$ 1,464,678	3%
BICYCLE-RELATED	3	0%	0	$ 746,070	1%
DRIVEWAY-RELATED	11	2%	0	$ 450,826	1%
PARKED-VEHICLE	1	0%	0	$ 18,576	0%
HEAD-ON	0	0%	0	$ -	0%
Total	**725**		**18**	**$ 55,419,429**	

Intersection Crash Types to Target



RT-ANGLE REAR-END LT-ANGLE

Intersection Target Crash Causes

The three target crash types contained 425 of the 725 (59%) total crashes that occurred at the 47 analyzed intersections, including 14 of the 18 (78%) fatal and serious injury crashes. Looking into factors that occurred during these target crash types can identify treatments and countermeasures to target when making improvement recommendations.

Crash Type	# of Crashes	% Wet/Snow/Ice	% Alc/Drug	% Speed Flag	% Failure to Yield	% Ran Traffic Control
RT-ANGLE	193	29%	3%	6%	42%	54%
REAR-END	164	25%	4%	11%	0%	1%
LT-ANGLE	68	28%	4%	1%	90%	4%

SHARED FACTORS
Wet, snowy, or icy pavement conditions were present in 25% to 29% of crashes across all three target crash types, indicating roadway surface conditions are a consistent contributing factor.

Alcohol and drug involvement was relatively low and consistent (3–4%) across crash types, suggesting impairment was not disproportionately associated with any single crash type.

RIGHT-ANGLE CRASHES
Right-angle crashes were strongly associated with driver non-compliance at controlled intersections, with 42% involving failure to yield and 54% involving running traffic control.

REAR-END CRASHES
Rear-end crashes were less associated with traffic control violations (1%) or failure to yield (0%) but had the highest proportion of speed-related factors (11%), indicating speed differential and following behavior may play a greater role in this crash type.

LEFT-TURN CRASHES
Left-turn angle crashes were predominantly associated with failure to yield (90%), reinforcing the role of turning conflicts and gap acceptance in these crashes.

The crash trends at intersections identified in this chapter assisted in the development of the improvement strategies suggested in **Chapter 12 Recommendations**.

Chapter 8. Horizontal Curve Safety

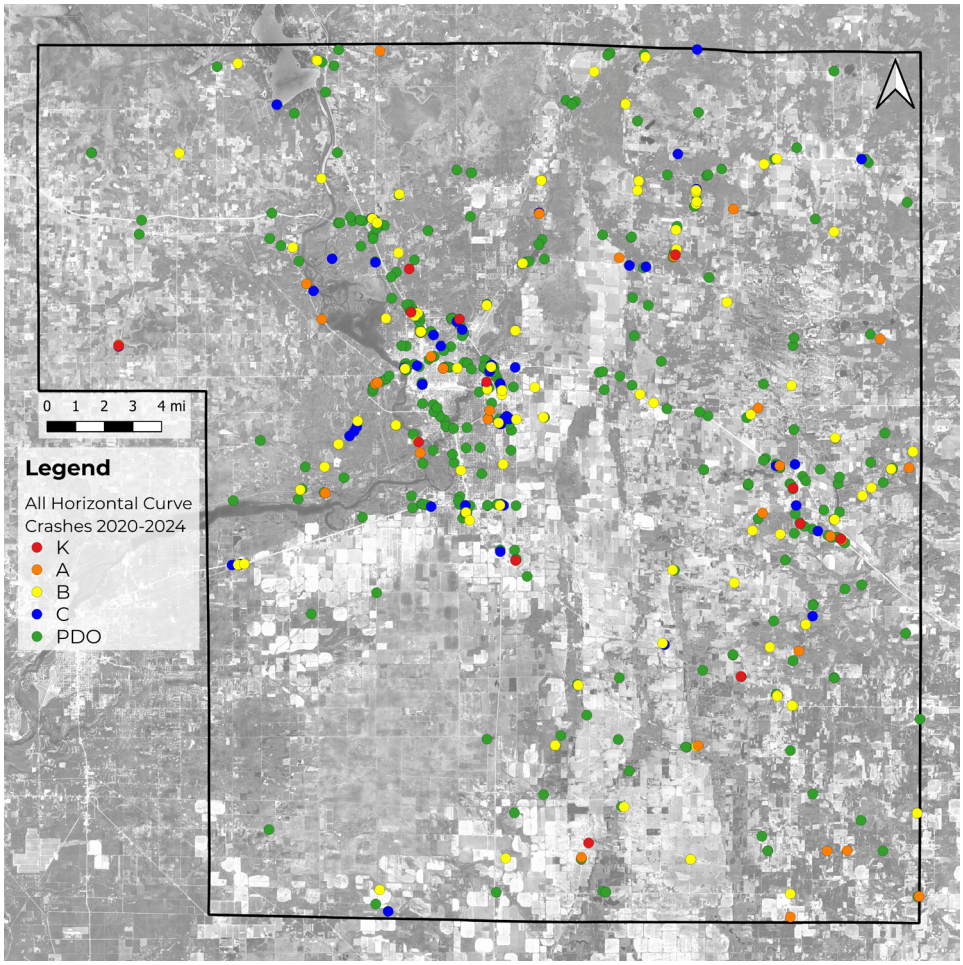
CURVE SAFETY

INTRODUCTION

Horizontal curves[3] are where the alignment or direction of the road changes and are generally associated with higher crash rates than typical roadway segments. Many of the crashes that occur at curves result in roadway departures where a vehicle strikes a tree, utility pole, ditch, another fixed object, or even overturns. Horizontal curves also have a higher fatal crash rate than typical roadway segments.

HORIZONTAL CURVES: OPPORTUNITY FOR HIGH-IMPACT, COST-EFFECTIVE TREATMENTS

Horizontal curves provide opportunities for high-impact, cost-efficient improvements. They are typically short segments where numerous proven safety countermeasures can be implemented, including systemic treatments to mitigate high-risk attributes. Thus, horizontal curve improvements can often make a near immediate impact on safety. One such treatment, High-Friction Surface Treatment (HFST), is used on horizontal curves to improve pavement friction and research has shown can reduce wet crashes by 83% and total crashes by 57 percent (FHWA). See **Appendix F3** for more information about HFST. The following pages detail the horizontal curve safety analysis conducted in this study, which helped inform the recommendations provided in **Chapter 12**.



[3] Federal Highway Administration. Horizontal Curve Safety. https://highways.dot.gov/safety/rwd/keep-vehicles-road/horizontal-curve-safety

Horizontal Curve Analysis

A. Horizontal Curve Trend Analysis

For the horizontal curve trend analysis, data for crashes that occurred on the public right-of-way within Portage County from 2020 through 2024 was obtained from the WisTransPortal System. Only crashes where the law enforcement officer noted a horizontal curve was a factor in the crash were kept in the data set. The map on the previous page shows the locations of the horizontal curve related crashes. A table of jurisdictional statistics relating to these crashes is shown below. Additional more comprehensive statistics can be found in **Appendix F1**. Trends that are notable in the full dataset of all horizontal curve crashes include:

Jurisdiction	Crashes	Fatal & Serious Injury Crashes	Economic Loss
Interstate	148	2	$ 8,422,185
State	246	15	$ 25,960,855
County	161	19	$ 26,302,558
Local	219	9	$ 17,077,105
Total	**774**	**45**	**$ 77,762,703**

Crash Types to Target

61% SINGLE VEHICLE / RUN-OFF-THE-ROAD CRASHES

37% SLIPPERY CONDITIONS CRASHES

28% NIGHTTIME CRASHES

SINGLE VEHICLE RUN-OFF-THE-ROAD CRASHES
Over 60% of all horizontal curve crashes involved only a single vehicle running off the road. Over one half (53%) of these crashes involved the vehicle striking a fixed object, such as a signpost, a tree, guardrail, or a fence. The remaining single vehicle crashes involved running into a ditch and/or overturning.

MULTI-VEHICLE CRASHES
Vehicles striking another vehicle accounted for under 40 percent of all horizontal curve locations. Three quarters of these multi-vehicle crashes occurred at horizontal curves with intersections in them, with a majority of the crashes being rear-end and right-angle crashes. Although only 6% of the multi-vehicle crashes were head-on collisions, these typically resulted in severe injury.

ROADWAY SURFACE CONDITIONS
Roadway surface conditions were a contributing factor in over one third (37%) of all crashes occurring on a horizontal curve, with 21% occurring with wet roads and 16% occurring with snowy or icy roads. Over three quarters (76%) of these crashes were single vehicle run-off-the-road crashes, which is disproportionately higher than the rate for all horizontal curve crashes.

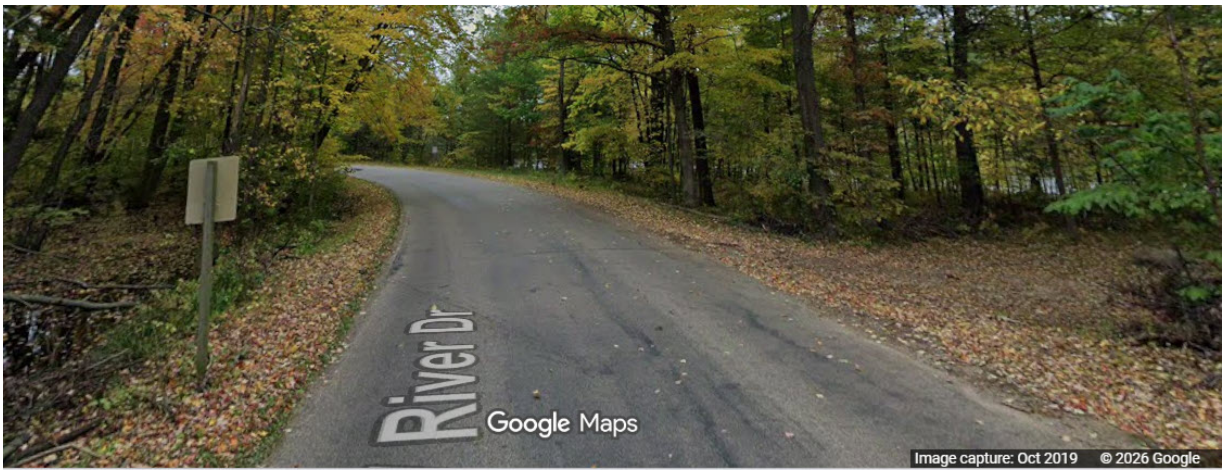
NIGHTTIME CRASHES
In addition, light conditions were a notable trend for horizontal curve crashes. Over one quarter (28%) of all horizontal curve crashes occurred during nighttime conditions. This is disproportionately higher than all crashes in Portage County (20% of crashes at night) indicating that horizontal curve crashes are more prone to occurring at night. Eighty-three percent (83%) of the nighttime crashes were single vehicle run-off-the-road crashes, which is disproportionately higher than the rate for all horizontal curve crashes.

More comprehensive horizontal curve crash statistics can be found in **Appendix F1**.

Horizontal Curve Analysis (cont.)

B. Curves of Concern

County highway and local roadway horizontal curves in Portage County were the focus of this section. WisDOT has a robust screening process for curve issues on state highways, therefore, the project team focused this effort on identifying **curves of concern** on the **County** and **local networks**. A data-driven approach was conducted early in the study when candidate locations for the rural demonstration activity were found. The method to identify the curves involved using the Safer Streets Priority Finder (SSPF) Tool[4] and crash data from the five-year period from 2019 through 2023 (which was the latest available at the time of the analysis) in which the law enforcement officer noted a horizontal curve was a factor in the crash.



Source: Google Maps 2026, image capture Oct 2019

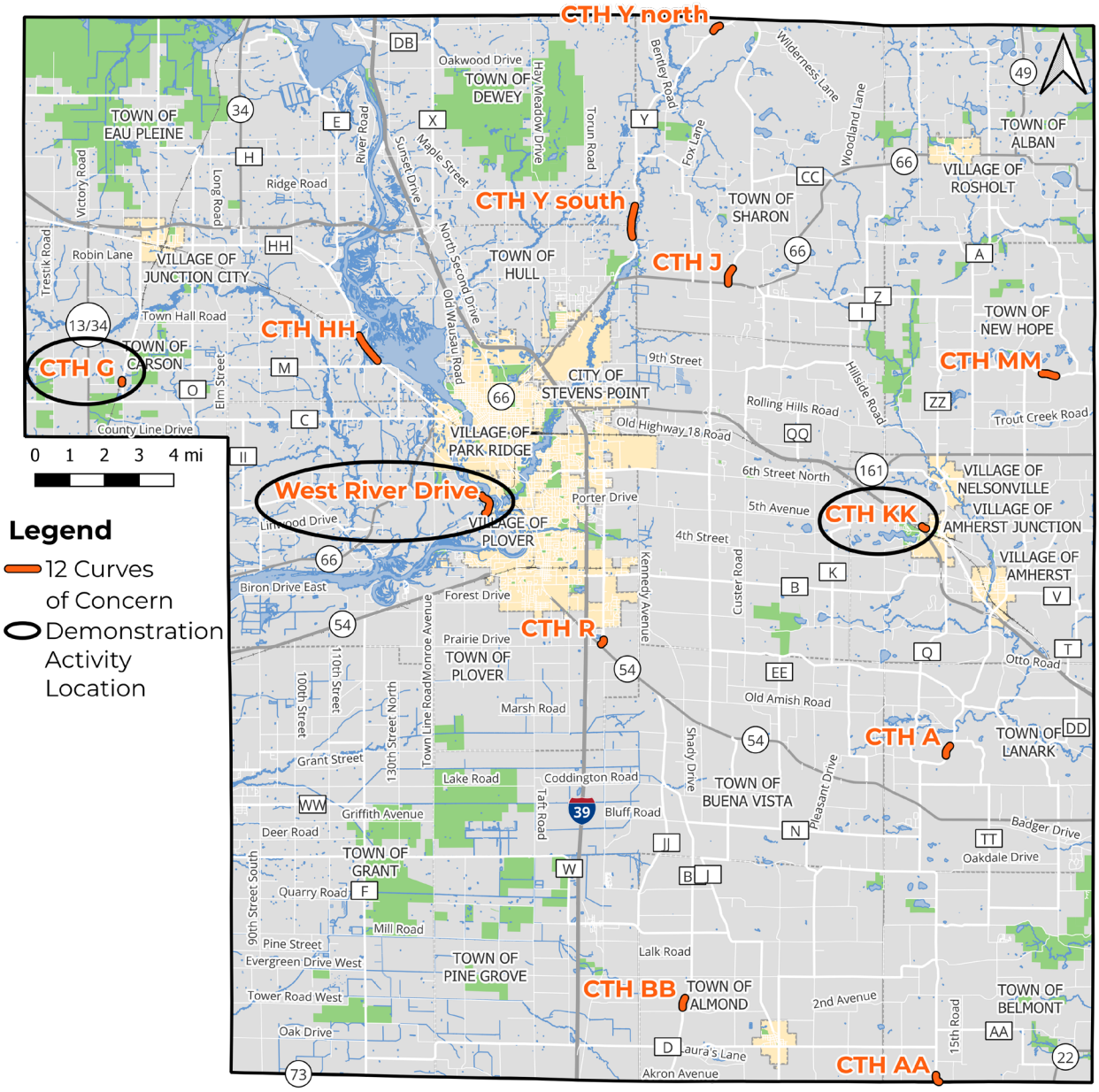
SSPF Tool was developed through a USDOT-funded project which enables the user to analyze the crash risk on vast roadway networks. The SSPF Tool uses an advanced sliding window analysis where crash density is identified on 1/2-mile segments while moving that segment in 1/10-mile increments. In the analysis, fatal and serious injury crashes are weighted with a score of three and minor injury crashes are weighted with a score of one. More information on the methodology can be found at the Safer Streets Priority Finder website.

For this analysis, only horizontal curve related crashes, as noted by law enforcement on the crash reports, were input into the tool to maintain the focus on horizontal curve crashes. All the curves that had crashes were included in analysis and the scores for each one were output from the tool. The highest scoring curves were mapped and considered for the rural demonstration activities, but all 12 locations were analyzed further as Curves of Concern.

The map on the following page shows the location of the 12 analyzed curves and highlights the three curves where the rural demonstration activities took place. A comprehensive safety analysis of compiled data for each horizontal curves is included in **Appendix F2**.

[4] Safer Streets Priority Finder. https://www.saferstreetspriorityfinder.com/tool/

Curves of Concern Location Map



CURVES OF CONCERN STATISTICS

12 horizontal curves	**45** crashes
$15,628,234 economic loss	**18** fatal & serious injury crashes
84% run-off-road crashes	**82%** single vehicle crashes
36% nighttime crashes	**27%** slippery conditions crashes

*11 of the 12 Curves of Concern are on the County Highway network and one was on a local roadway. State and Interstate curves were excluded from the analysis.

Horizontal Curve Analysis Key Findings

Horizontal curves provide opportunities for high-impact, cost-efficient improvements. They are typically short segments where numerous proven safety countermeasures can be implemented, including systemic treatments to mitigate high-risk attributes. The key findings listed below are trends in the horizontal curve crashes that have helped inform the recommendations provided in **Chapter 12**.

OVERALL FINDINGS

- 61% of the total horizontal curve crashes in Portage County were single-vehicle run-off-the-road crashes. But that means 39% of the crashes were multi-vehicle and/or intersection related. Strategies to help keep drivers on the road and reduce the injury outcome in run-off-the-road events are discussed in Chapter 12. Intersection safety was discussed previously in **Chapter 7** and strategies to mitigate intersection crashes are provided in **Chapter 12**.
- 37% of the total horizontal curve crashes in Portage County occurred under slippery (snowy, icy, wet) roadway conditions, which suggests high friction surface treatment (HFST) or other methods to improve surface friction could be an effective countermeasure.
- Nearly 30% of horizontal curve crashes in Portage County occurred at night. Strategies to reduce night-time crashes are discussed in **Chapter 12**.

CURVES OF CONCERN FINDINGS

- 18 of the 45 (40%) total fatal & serious injury crashes in Portage County occurred at the 12 Curves of Concern, 11 of which were on the County Highway network and one on the local network. Prioritizing improvements at those locations could have a substantial and near-immediate impact on reducing severe crashes.
- 84% of the crashes at the 12 Curves of Concern were run-off-the-road crashes, which suggests countermeasures designed to keep vehicles on the roadway should be explored.

Improvement strategies for horizontal curves in-general and for the 12 specific curves are found in **Chapter 12**.

Next, pedestrian and bicycle safety is explored in **Chapter 9**.

Chapter 9. VRU Summary

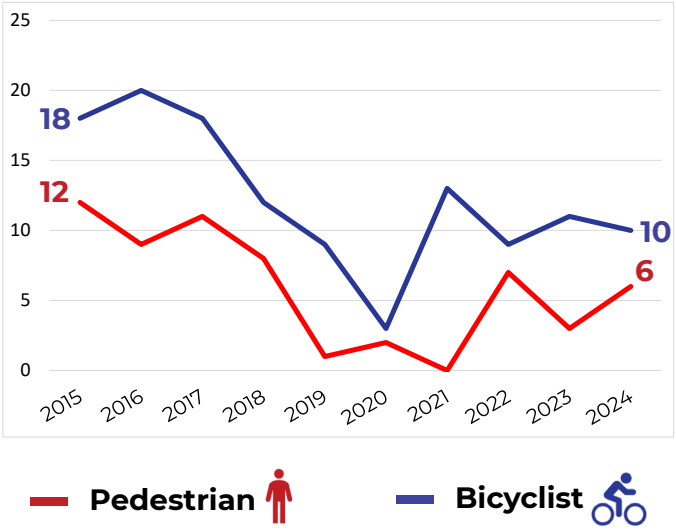
OVERVIEW

This chapter summarizes 10 years of pedestrian and bicycle (vulnerable road user, or VRU) crash data on public roadways in Portage County from 2015 through 2024. The purpose of this analysis is to identify VRU crash trends, recurring crash characteristics, and contributing factors that can aid in the selection of effective safety countermeasures. Ten years of crashes were analyzed as VRU crashes are less common and more difficult to identify trends over a shorter duration than vehicle crashes.

From 2015 through 2024, a total of 182 pedestrian and bicycle crashes were reported, averaging approximately 18 crashes per year Over the study period, 30 VRUs were seriously injured and two bicyclists were killed.

Pedestrian & Bicyclist Crashes in Portage County*

2015 thru 2024



VRU Crashes

2015 thru 2024

6 Pedestrian Crashes per Year (Average)

59 Crashes Involving Pedestrians
15 Pedestrians Seriously Injured
0 Pedestrians Killed

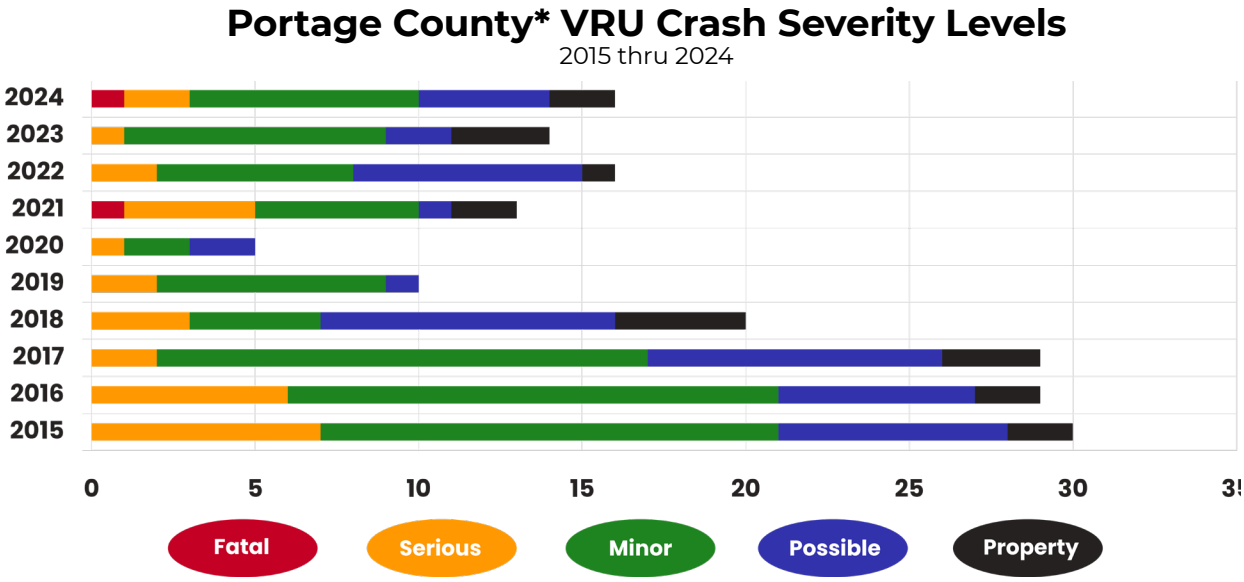
12 Bicyclist Crashes per Year (Average)

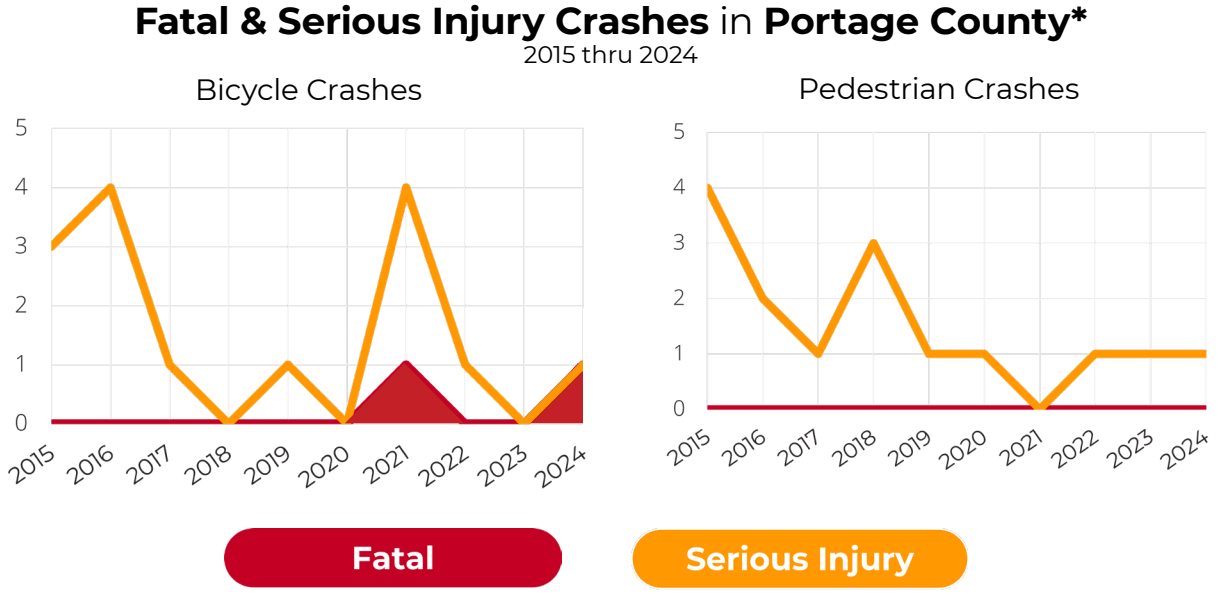
15 Bicyclists Seriously Injured
123 Crashes Involving Bicyclists
2 Bicyclists Killed

Overall, VRU crashes have been trending down in the past 10 years although fatal and serious injury crashes continue to occur. Fatal VRU crashes were recorded in 2021 and 2024. Serious injury crashes declined substantially over the decade, decreasing from seven crashes in 2015 to two crashes in 2024, indicating progress toward reducing the most severe outcomes.

Approximately 65 percent of all VRU crashes occurred at intersections, indicating that conflicts at crossings is a primary area of concern.

Bicycle crashes accounted for a larger share of VRU crashes than pedestrian crashes in the study area. Bicyclist crashes represented approximately 68 percent of VRU crashes, while pedestrian crashes accounted for 32 percent, as illustrated in the accompanying graphics. This distribution indicates greater bicyclist exposure on the local, county, and connecting highway system. However, despite occurring less frequently, pedestrian crashes continue to be associated with a disproportionate share of severe outcomes, underscoring the vulnerability of people walking.

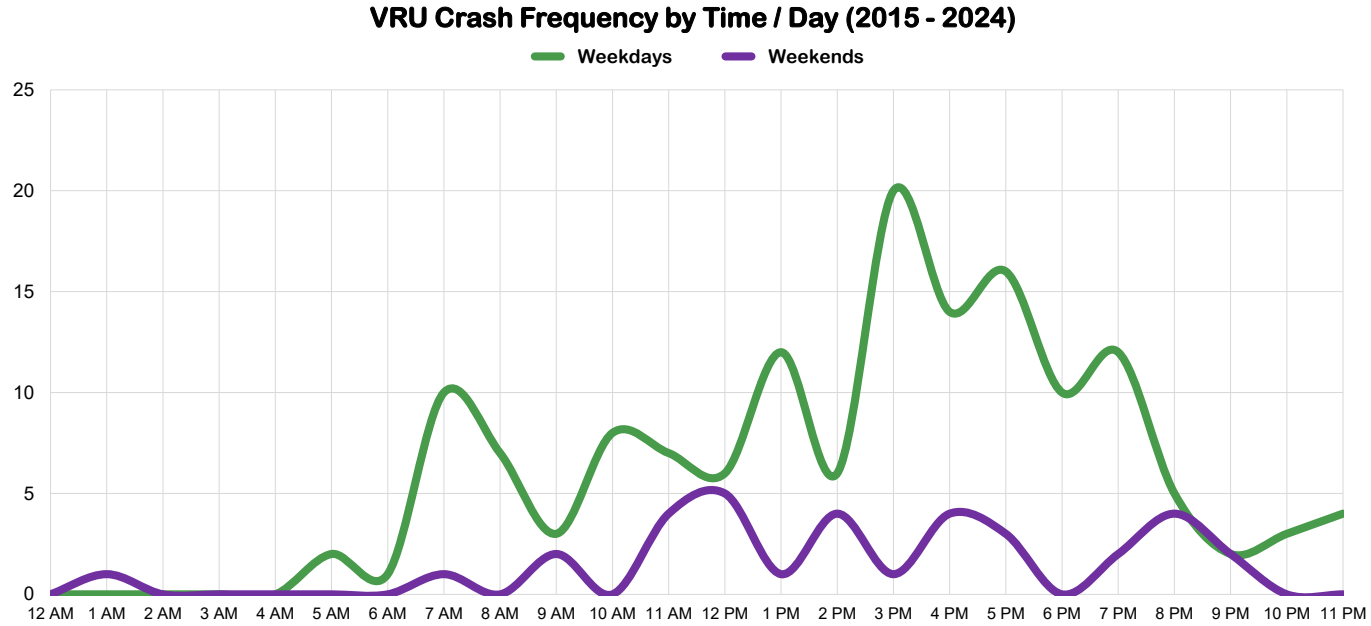


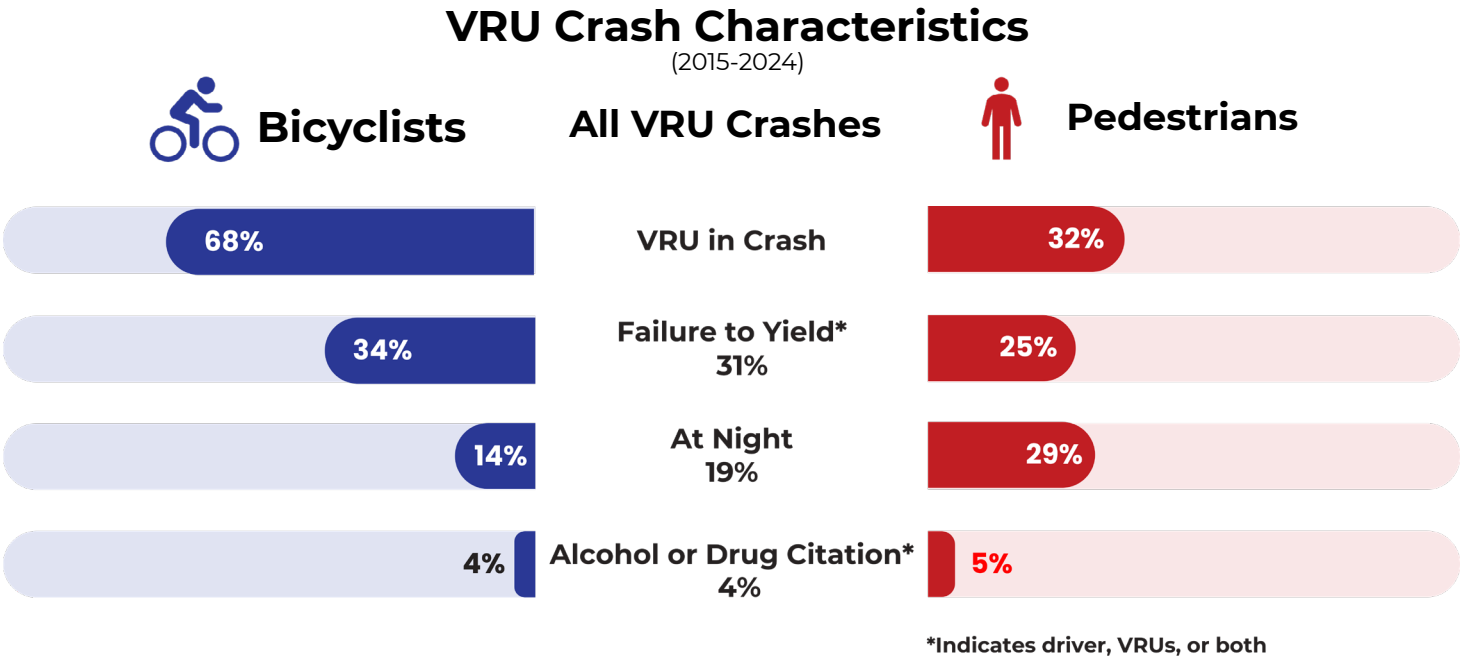


*All pedestrian and bicycle flagged crashes

Crash frequency varied by time of day and day of week. On weekdays, crashes most often occurred during morning and afternoon commuting periods, with notable peaks between 6:30 a.m. and 8:30 a.m. and around 3:00 p.m. Weekend crash activity followed a different pattern, with peaks occurring around noon, 2:00 p.m., 4:00 p.m., and 8:00 p.m., Suggesting a stronger relationship to recreational and discretionary travel rather than commuting travel.

The VRU crash characteristics graphic illustrates differences between bicyclist and pedestrian crashes in the study area. Bicyclist crashes occur more frequently and are commonly associated with failure to yield, while pedestrian crashes are more likely to occur at night and involve alcohol or drug use. These patterns highlight the need for targeted countermeasures specific to pedestrians or bicyclists.





Vulnerable Road Users Summary

This chapter examined 10 years of pedestrian and bicycle crash data in Portage County to identify trends, contributing factors, and opportunities to improve safety for vulnerable road users (VRUs). The analysis shows that while pedestrian and bicycle crashes represent a relatively small share of total crashes countywide, these users remain at heightened risk of serious injury when crashes occur.

For instance, the countywide crash data indicate that the vast majority of fatal and serious injury crashes do not involve pedestrians or bicyclists. As shown in the crash categorization analysis (**Chapter 5**), run-off-road, right-angle, and rear-end crashes involving motor vehicles account for most severe outcomes in Portage County. This underscores that improving bicycle and pedestrian safety is one important component of a broader Vision Zero strategy, but not the sole path to reducing fatalities and serious injuries.

That said, the VRU analysis highlights persistent risk factors that warrant focused attention. Approximately 65 percent of VRU crashes occurred at intersections, and pedestrian crashes were disproportionately associated with nighttime conditions and impairment. Bicyclist crashes occurred more frequently overall and were often related to failure-to-yield conflicts. While long-term trends show reductions in serious injury crashes involving VRUs, fatal crashes continue to occur, reinforcing the need for sustained, targeted action.

Portage County has already taken a significant step forward through the development of the updated Bicycle and Pedestrian Plan, which is being completed as a companion document to this Comprehensive Safety Action Plan. That plan provides detailed, mode-specific recommendations and should be viewed as a foundational element of the County's Vision Zero efforts. The findings in this chapter are intended to complement that work and situate VRU safety within the larger, systemwide context.

Key Recommendations

1. Continue to advance the Countywide Bicycle and Pedestrian Plan as the primary implementation framework for VRU-specific infrastructure and policy improvements.
2. Prioritize intersection safety improvements at locations with documented pedestrian and bicycle crash history, particularly on the High Injury Network and near UW-Stevens Point per the Countywide Bicycle and Pedestrian Plan.
3. Prioritize intersection safety improvements at locations near each elementary and middle school per Safe Routes to School Plans.
4. Communities should consider developing a priority or replacement cycle for maintenance of facilities focusing on snow plowing efforts, ensuring lighting is adequate and maintaining existing sidewalks and pavement markings.
5. Address nighttime and visibility-related risks through improved lighting especially for VRUs (See **Appendix D3** for lighting information), high-visibility crossings, and targeted education focused on nighttime travel.
6. Integrate VRU considerations into broader safety strategies addressing speed management, roadway departures, and intersection conflicts.
7. Reinforce that bicycle and pedestrian safety is one component of a comprehensive Vision Zero approach that must also address high-risk motor vehicle crash types countywide.
8. Strictly enforce Chapter MVD5 (state statute regarding vehicle modifications) for safer, more comfortable, and more neighborhood friendly roadways.

Chapter 10. Infrastructure Assessments

INFRASTRUCTURE ASSESSMENTS

PURPOSE AND OVERVIEW

As part of the Portage County Safe Streets for All (SS4A) Action Plan, the project team conducted a set of high-level infrastructure assessments to identify systemic conditions that may influence safety outcomes for all roadway users. These assessments were not intended to serve as compliance audits or design-level evaluations, but rather to provide a planning-level understanding of potential issues, trends, and opportunities that could help guide future safety investments.

Two focused assessments were completed:

- A **High-Level ADA Accessibility Assessment** of select pedestrian crossing locations; and
- A **Signing and Pavement Marking Review** examining consistency and driver expectancy across the roadway network.

Detailed findings, example locations, and photographic documentation are provided for each assessment in **Appendix G**. This chapter summarizes the approach and key observations.

High-Level ADA Accessibility Assessment

ASSESSMENT APPROACH

The High-Level ADA Accessibility Assessment reviewed 25 pedestrian crossing locations across Portage County and partner municipalities. These sites were identified by staff as having potential accessibility concerns. Locations were evaluated using aerial imagery and Google Street View, with reference to the Public Rights-of-Way Accessibility Guidelines (PROWAG) and WisDOT design guidance.

This effort did not include field measurements, surveys, or slope verification. As a result, the assessment should be viewed as a screening-level review intended to help identify recurring themes and prioritize locations for more detailed evaluation or future capital improvements.

SUMMARY OF OBSERVATIONS

Across the reviewed locations, several common accessibility challenges were observed, particularly at older intersections and trail crossings. These included:

- Missing or improperly installed detectable warning fields
- Curb openings that are narrower than the approaching sidewalk or path
- Steep traversable flares exceeding recommended slopes
- Vertical pavement discontinuities greater than ¼ inch
- Missing or undersized landings at curb ramps
- Prevalence of diagonal curb ramps, which can be confusing for blind or low-vision pedestrians
- Pedestrian push buttons that do not align with current MUTCD or PROWAG placement guidance

Example of Worn Marking and Lack of Detectable Warning Fields.

Best Practice Example - Detectable Warning Fields, ADA Accessible Landing Area, Solid Green Crosswalk (for multi-modal trail)

In several cases, additional elements were noted that are not strictly required by PROWAG, such as marked crosswalks or advanced pedestrian warning signage. These were identified as best practices or WisDOT preferences that may improve safety and usability when curb ramps are reconstructed.

Planning Implications

The assessment highlights opportunities for Portage County and its municipal partners to:

- Incorporate accessibility improvements into routine resurfacing and reconstruction projects
- Prioritize locations with multiple overlapping deficiencies
- Improve consistency in ramp design and pedestrian signal infrastructure
- Use ADA improvements as a complementary strategy to broader safety initiatives

Full location-specific observations, maps, and example images are provided in **Appendix G1 – High-Level ADA Accessibility Assessment**.

Signing and Pavement Marking Review

ASSESSMENT APPROACH

The Signing and Pavement Marking Review examined existing traffic control devices across Portage County, with a focus on intersections, pedestrian crossings, warning devices, and school zones. The review emphasized state and county highways, where traffic volumes and speeds are typically higher and driver expectancy is especially important. Select local roadways reviewed near schools. Additional information on school zone signing and pavement markings is provided in TADI's Signing & Pavement Marking: WI School Zones document (see **Appendix G3**).

Observations were documented using Google Street View, recognizing that imagery dates vary and that actual field conditions may differ. The review grouped observed treatments into four categories:

- Stop signs and stop lines
- Pedestrian crossings
- Warning devices
- School zones

SUMMARY OF OBSERVATIONS

Overall, Portage County and its partner jurisdictions demonstrate a clear intent to adhere to the Wisconsin MUTCD and applicable standards. The review did not identify systemic noncompliance. However, when treatments extend beyond minimum requirements, some variability and inconsistency were observed across similar roadway contexts.

Examples included:

- Inconsistent use of stop lines, stop-ahead signs, and double stop signs at comparable intersections
- Variation in crosswalk markings and pedestrian crossing signage
- Uneven application of warning devices, such as advisory speed plaques, double arrow signs, and rumble strips
- Differences in school zone signing assemblies, advance warning signage, and sign coloration

T-Intersection Example: W1-7 “Double Arrow” sign and retroreflective strip on stop sign; no stop bar.

T-Intersection Example: No “Double Arrow” sign, no retroreflective strip on stop sign, and no stop bar.

These inconsistencies are not inherently unsafe, nor do they indicate errors. However, inconsistent application can affect driver expectancy, particularly on higher-speed roadways where drivers rely on familiar and predictable visual cues.

PLANNING IMPLICATIONS

From a safety planning perspective, the findings suggest opportunities to:

- Improve consistency in enhanced signing and marking treatments where they are used
- Develop internal guidance for when optional MUTCD treatments are applied
- Reinforce uniform approaches in school zones and pedestrian crossing locations
- Use consistency as a low-cost strategy to support safer driver behavior

The review is intended to support future decision-making and prioritization, not to serve as an enforcement or compliance document.

Detailed tables, example locations, and photo documentation are provided in **Appendix G2 – Signing and Pavement Marking Review**.

Relationship to Comprehensive Safety Action Plan Recommendations

The infrastructure assessments in this chapter support the broader goals of the Comprehensive Safety Action Plan by identifying system-level opportunities to improve safety through consistency, accessibility, and incremental upgrades.

Chapter 11: Policy & Process Review

PORTAGE COUNTY
THE HEART OF WISCONSIN
EST. 1842

POLICY AND PROCESS REVIEW

PURPOSE AND OVERVIEW

Policies and administrative processes play an important role in shaping day-to-day transportation decisions and long-term safety outcomes. While infrastructure investments are often the most visible safety actions, consistent policies related to intersection design, speed management, and access control can help ensure that safety principles are applied systematically across jurisdictions and over time.

As part of this Comprehensive Safety Action Plan, a limited review of existing policies and practices was conducted for Portage County and its partner municipalities, including the Cities and Villages of Stevens Point, Plover, Whiting, and Park Ridge. Many of these agencies do not currently maintain formal, written policies in several safety-related areas. As a result, the focus of this task was identifying example guidelines and best-practice policies that could be adapted locally in the future.

APPROACH

Portage County and the core municipal partners identified several topic areas where example policies and guidance would be most helpful, particularly for staff involved in highway operations, development review, and traffic engineering. In response, the project team compiled a set of sample policies, guidelines, and industry best practices from comparable jurisdictions and professional sources.

Rather than recommending immediate adoption of any single policy, the intent of this effort is to provide reference materials that Portage County and its partner municipalities can use to:

- Establish or refine written policies over time
- Promote consistency across jurisdictions
- Support transparent, defensible decision-making
- Reduce uncertainty during development and permit review

Several municipalities expressed particular interest in clearer, industry-supported guidance for intersection safety and visibility related policies, speed management policies, and for when a Traffic Impact Analysis should be required. The example materials address these topics by illustrating common thresholds, scenarios, and design ranges used by peer agencies.

POLICY AREAS OF INTEREST

Based on input from Portage County staff and municipal partners, example guidelines and policies were compiled for the following focus areas:

1.

Intersection Safety and Visibility

Including parking setbacks and daylighting, sight triangle requirements, and vegetation maintenance practices to improve visibility for all roadway users.

2.

Speed Management

Including criteria for speed limit changes, school zone policies, and traffic calming program frameworks that support context-sensitive and data-driven speed decisions.

3.

Access Management

Including traffic impact analysis (TIA) guidelines, driveway spacing and corner clearance practices, and redevelopment thresholds that trigger additional analysis or mitigation.

RELATIONSHIP TO PLAN RECOMMENDATIONS

A key recommendation of this Comprehensive Safety Action Plan is for Portage County and interested partner municipalities to develop written transportation safety policies in selected areas where none currently exist. The example materials provided are meant to serve as a starting point for those efforts and to support future policy development initiatives that may be pursued independently or collaboratively.

APPENDIX REFERENCE

Detailed summaries and source documents for the example guidelines and policies described above are provided in **Appendix H1**. These materials are provided for informational and planning purposes and are intended to be adapted to local context, authority, and legal frameworks. Readers are encouraged to consult the appendix for specific language, thresholds, and implementation considerations.

Chapter 12: Recommendations

RECOMMENDATIONS

This chapter presents recommended strategies and improvement concepts intended to reduce fatal and serious injury crashes on Portage County roadways. The recommendations are the result of a comprehensive, data-driven review of crash trends, roadway characteristics, and contributing factors identified throughout this study. **High Injury Network (HIN) corridors, intersections, curves, public concerns, and behavioral safety trends** evaluated as part of the Comprehensive Safety Action Plan were reviewed to identify opportunities to improve safety.

INFRASTRUCTURE

A **prioritization matrix** was used to help rank potential improvement options. This matrix considered multiple factors, including crash history and severity, roadway context, public input, and the potential for safety benefits. The intent of this process was not to prescribe final designs, but to help focus attention and resources on locations and strategies with the greatest potential to reduce serious crashes.

For planning purposes and benefit/cost analysis, cost estimates for infrastructure improvements are provided. These are high-level planning estimates and are not intended to be used as precise, design-level cost estimates. More detailed, granular cost estimates would arise in the planning and design of each individual project pursued and final costs could vary substantially from planning-level estimates.

The potential for **grant funding** for infrastructure improvements was evaluated as part of the recommendations development process. Numerous opportunities were identified where improvements may be eligible for **80 or 90 percent federal or state funding**, depending on project type and program requirements. Funding considerations are noted to help position Portage County and its partner communities to pursue implementation when opportunities arise.

Recommendations are presented in the same order as the analysis chapters of this report: **HIN corridors**, followed by **intersections**, and then **curves**. Within each category, recommendations are organized first by **municipality**, then by **roadway jurisdiction**, and finally by **ranking score**. This structure is intended to make the information easy to navigate and to support coordination among local, county, and state agencies.

EDUCATION OUTREACH AND ENFORCEMENT STRATEGIES

In addition to location-specific recommendations, this chapter includes **education, outreach, and enforcement strategies** aimed at addressing behavioral factors that contribute to crashes. These strategies are intended to complement engineering improvements and support a comprehensive approach to traffic safety.

SHORT-TERM AND MID- TO LONG- TERM ACTION ITEMS

Numerous improvement ideas were shared throughout this report, ranging from ideas suggested through the online public survey to infrastructure improvements identified by the project team to assist Portage County and its partners moving forward. Lists of high-priority action items, both short-term and long-term, were developed.

Infrastructure Strategies

The prioritization matrix below was used to evaluate infrastructure and safety projects based on effectiveness and feasibility. There are multiple prioritization categories that cover a wide range of topics that align with this Comprehensive Safety Action Plan's goals. Summing the score for each factor gives each project an overall score, which were then ranked to develop the prioritized list. To support understanding of recommended treatments, the MCDOT Safer Streets Toolkit serves as a companion reference, providing user-friendly descriptions and examples of common safety strategies and design techniques.

PRIORITY MATRIX

Previously Identified	Description	Input	Score
Public Input	Location is identified in interactive mapping tool.	Score = # of Comments	

Effectiveness	Description	Input	Score
High Injury Network (HIN)	Project is located on the High-Injury-Network.	Yes	1
		No	0
FHWA Proven Safety Countermeasure	Project uses one or more FHWA Proven Safety Countermeasures.	Yes	1
		No	0
Targeted Crash Type	Project targets angle, rear-end, or run-off-road crash types.	Yes	1
		No	0
Fatal & Serious Injury Crash History	Project location has fatal or serious injury crash(es).	Score = # of KA Crashes	
Improve Safety for Vulnerable Road Users	Project provides countermeasures for VRUs.	Yes	1
		No	0
Project is expected to reduce operating speeds through physical infrastructure	Project includes traffic calming countermeasures.	Yes	1
		No	0

Feasibility	Description	Input	Score
Benefit vs. Cost Ratio	Calculated Benefit/Cost Ratio	Score = B/C Ratio	
Grant Funding Potential	Potential that funding could be funded through a grant.	HSIP or SISP Good Candidate	5
		TAP Good Candidate	2
		SS4A Good Candidate	2
		Other Good Candidate	2
		Maybe Grant Candidate	1
		Not Good Grant Candidate	0
Quick Build	Project could be demonstrated with a quick build.	Yes	1
		No	0
Timeframe	Anticipated timeline for project.	Short-Term (<5 years)	3
		Medium-Term (5-10 years)	2
		Long-Term (>10 years)	1

Area Type	Description	Input	Score
Disadvantaged Area	Project is located in a disadvantaged area.	Yes	1
		No	0

Informed by the prioritization matrix, the following sections present recommended strategies and improvement concepts for HIN corridors, followed by intersections and curves. An example to show how the priority score was attained is in **Appendix H2**, showing the Bus 51/Division Street and Maria Drive intersection prioritization matrix and benefit cost analysis.

HIN Corridor Recommendations - County Level

County								
Location	**Project Description**	**Roadway Jurisdiction**	**Municipality**	**Five-Year Crash History**	**Grant Program**	**Score**	**Total Cost**	**Local Cost (if grant funded)**
CTH BB_JJ - south of 3rd Ave to south of 2nd Ave.	Add Chevron signs, widen shoulder and add shoulder rumbes on curve section.	County	Town of Almond	5 crashes	good HSIP candidate	15.61	$ 300,000	$ 30,000
							Total Local Cost if Grant Funded	**$ 30,000**

HIN Corridor Recommendations - Municipal Level

City of Stevens Point

Location	Project Description	Roadway Jurisdiction	Municipality	Five-Year Crash History	Grant Program	Score	Total Cost	Local Cost (if grant funded)
Bus 51/Division St. from North Point Dr. to Boyington Ave.	Road Diet from south of Boyington Avenue to just north of 4th Ave. (app. 3,000 feet) (2024 AADT = 13,800 vpd)	City of Stevens Point	City of Stevens Point	313 crashes	good HSIP candidate	41.90	$ 2,000,000	$ 200,000
STH 66/Clark St from Illinois Ave. to Minnesota Ave.	See recommendations for Clark St. & Michigan Ave. under #18 intersection B/C sheet. Add high friction surface treatment (HFST) between Chase St. & Lindbergh Ave.	City of Stevens Point (WisDOT Connecting Hwy)	City of Stevens Point	46 crashes	good HSIP candidate	33.87	$ 100,000	$ 10,000
Maria Dr. from Second St. to Minnesota Ave.	Investigate all-way stop at Maria Dr. & Prentice St; Recent Compact roundabout was constructed at 2nd St. int (2024).; Install overhead signal heads on EB/WB approaches and reflective backplates on all signal heads at Bus. 51 & Maria Dr.	City of Stevens Point	City of Stevens Point	93 crashes	good HSIP candidate (for improvements at Bus. 51 & Maria Dr.)	27.65	$ 150,000	$ 15,000
Bus 51/Church St from south of Nebel St. to Monroe St.	Road Diet from south of Nebel St. to Monroe St. (app. 1.1 miles) (2024 AADT = 13,900 vpd)	City of Stevens Point	City of Stevens Point	108 crashes	good HSIP candidate	23.21	$ 2,000,000	$ 200,000
STH 66 from Ridge Road to Soo Marie Avenue	Add signal head per lane with reflective backplates on STH 66 at Wilshire Blvd. Also, add FYAs for left-turn movements.	City of Stevens Point (WisDOT Connecting Hwy)	City of Stevens Point	72 crashes	SS4A candidate or possible HSIP or SISP	22.91	$ 150,000	$ 15,000
STH 66/Main St. from Phillips St. to Cross St.	See Intersection #12 for Main St. & Illinois Ave. recommendations which includes adding intersection lighting & high visibility crosswalk markings. On the SB approach on Illinois Ave., trim trees for better sight of stop sign and/or add double stop signs. On WB aproach to Illinois Ave, add lane use signs. Michigan Ave.: add above lane use sign for WB approach.	City of Stevens Point (WisDOT Connecting Hwy)	City of Stevens Point	47 crashes	SS4A candidate	12.25	$ 120,000	$ 24,000
							Total Local Cost if Grant Funded	**$ 464,000**

Village of Amherst

Location	Project Description	Roadway Jurisdiction	Municipality	Five-Year Crash History	Grant Program	Score	Total Cost	Local Cost (if grant funded)
Washington St. from Main St. to CTH A	No distinct crash patterns. Consider doubling up on stop signs and add reflective strip to stop signs on WB approach of Washington St. at CTH B.	Village of Amherst	Village of Amherst	4 crashes	grant funding unlikely	7.00	$ 2,500	n/a
							Total Local Cost if Grant Funded	**$ -**

*Recommendations for the intersection of Wilson Street / Mill Street can be found in the 2026 Bicycle and Pedestrian Plan.

Town of Linwood

Location	Project Description	Roadway Jurisdiction	Municipality	Five-Year Crash History	Grant Program	Score	Total Cost	Local Cost (if grant funded)
West River Dr from Blue Heron Dr. north for 0.6 miles	Add Chevron signs add 3-foot paved shoulders along north curve just south of Verso water treatment plant.	Town of Linwood	Town of Linwood	3 crashes	good HSIP candidate	56.84	$ 200,000	$ 20,000
							Total Local Cost if Grant Funded	**$ 20,000**

HIN Corridor Recommendations - WisDOT

WisDOT								
Location	**Project Description**	**Roadway Jurisdiction**	**Municipality**	**Five-Year Crash History**	**Grant Program**	**Score**	**Total Cost**	**Cost (if grant funded)**
STH 66 from west of Rustic Dr. to Merryland Dr.	South Curve on STH 66: Add HFST & Chevron signs; North Curve: consider widening shoulder & add rumble strips	WisDOT	Town of Sharon	8 crashes	good HSIP candidate	145.94	$ 100,000	$ 10,000
STH 54 from west of Wied Rd. to east of Pleasant Dr.	Consider Through Route Activated Warning System (TRAWS) at STH 54 & Pleasant Dr.	WisDOT	Town of Buena Vista	4 crashes	good HSIP candidate	33.94	$ 70,000	$ 7,000
USH 10/STH 66 from NB Ramps to east of Elizabeth Ave.	Coordination signal retiming and investigate a center raised median between Old Hwy 18/Maple Bluff Road and Brilowski Road in replace of the TWLTL. (Roadway & signal improvements were completed in year 2022 at Maple Bluff Road/Old Hwy 18 intersection.)	WisDOT	City of Stevens Point	332 crashes	grant funding unlikely	26.07	$ 1,000,000	n/a
STH 54 from west of CTH F to 0.5 miles east of Coolidge Ave.	Investige possible RCUT at STH 54 & CTH F intersection.	WisDOT	Town of Plover	28 crashes	SS4A candidate or possible HSIP candidate	14.94	$ 1,200,000	$ 120,000
STH 66 from Music Dr. to east of CTH J	NB Approach has transverse rumble strips already. Roundabout is an option, but may not get funded through HSIP or other grant.	WisDOT	Town of Sharon	7 crashes	SS4A candidate	13.62	$ 2,500,000	$ 500,000
USH 10 near CTH A Interchange	Investigate the use of adding post refelctors or chevrons around curve on USH 10 at interchange.	WisDOT	Town of Amherst	18 crashes	grant funding unlikely	11.00	$ 20,000	n/a
							Total Cost if Grant Funded	**$ 637,000**

Intersection Recommendations - County Level

County								
Location	**Project Description**	**Roadway Jurisdiction**	**Municipality**	**Five-Year Crash History**	**Grant Program**	**Score**	**Total Cost**	**Local Cost (if grant funded)**
CTH D & CTH AA	Reconfigure intersection to all-way stop control or change to free flow on CTH AA and stop control on CTH D (EB approach). Add advanced stop warning signs for EB approach.	County	Town of Belmont	5 crashes	grant funding unlikely	34.20	$ 15,000	n/a
CTH HH & CTH P	Increase friction of pavement on SB approach; add advanced stop warning signs and reflective strips on stop sign posts.	County	Town of Carson	11 crashes	good HSIP candidate	30.94	$ 25,000	$ 2,500
CTH HH & Crossroads Drive	Flatten radius of EB right-turn lane by improving right-turn channelized island and install retroreflective signal backplates.	County	Village of Plover	22 crashes	good HSIP candidate	21.47	$ 120,000	$ 12,000
CTH B & CTH R	Convert NB & SB left-turns and EB & WB left-turns to FYA. Add signal head per lane & reflective backplates.	County	Village of Plover	25 crashes	good HSIP candidate	15.40	$ 300,000	$ 30,000
CTH HH & Hoover Ave.	Add signal head per lane and reflective backplates	County	City of Stevens Point	24 crashes	SS4A candidate or possible HSIP candidate	9.32	$ 250,000	$ 25,000
CTH J & CTH HH	Add "cross traffic does not stop" signs	County	Town of Stockton	6 crashes	grant funding unlikely	6.00	$ 1,000	n/a
CTH HH/Water St. & Sherman Ave/Minnesota Ave	Add "cross traffic does not stop" signs	County	Village of Whiting	3 crashes	grant funding unlikely	4.00	$ 1,000	n/a
CTH BB & CTH D	Double up on Stop signs for SB approach & add advanced stop warning signs on CTH BB	County	Town of Almond	3 crashes	grant funding unlikely	4.00	$ 2,000	n/a
							Total Local Cost if Grant Funded	**$ 69,500**

Intersection Recommendations - Municipal Level

City of Stevens Point								
Location	**Project Description**	**Roadway Jurisdiction**	**Municipality**	**Five-Year Crash History**	**Grant Program**	**Score**	**Total Cost**	**Local Cost (if grant funded)**
STH 66/Main St. & Green Ave.	Trim brush/trees on NE corner of intersection area to increase sight distance.	City of Stevens Point (WisDOT Connecting Hwy)	City of Stevens Point	16 crashes	Could be completed by City Maintenance Crew	228.67	$ 3,000	n/a
STH 66 & Frontenac Ave	Trim trees and/or remove them on NE corner of intersection to improve sight distance.	City of Stevens Point (WisDOT Connecting Hwy)	City of Stevens Point	6 crashes	Could be completed by City Maintenance Crew	176.84	$ 5,000	n/a
STH 66/Main St. & Fremont St	Trim trees near intersection to increase sight distance at intersection, as needed.	City of Stevens Point (WisDOT Connecting Hwy)	City of Stevens Point	6 crashes	Could be completed by City Maintenance Crew	72.78	$ 2,000	n/a
Heffron St. & Michigan Ave.	Double up on stop signs with new stop signs on side streets & add reflective post strips.	City of Stevens Point	City of Stevens Point	10 crashes	SS4A candidate	24.29	$ 10,000	$ 2,000
Bus 51/Division St & Maria Dr	Realign NB & SB left-turn lanes to neutral or positive offset. Convert to FYA signal heads for all four approaches. Consider installing protected/permitted SB left-turn phasing	City of Stevens Point	City of Stevens Point	36 crashes	good HSIP candidate	22.51	$ 400,000	$ 40,000
STH 66/Main St. & Michigan Ave	Investigate/revise coordination timings & yellow/all-red intervals.	City of Stevens Point (WisDOT Connecting Hwy)	City of Stevens Point	14 crashes	good SISP candidate	20.62	$ 20,000	$ 2,000
Bus 51/Division Street & Fourth Ave	Planned for single-lane roundabout in 2026.	City of Stevens Point	City of Stevens Point	43 crashes	Planned for 2026 construction.	11.00	$ 1	n/a
Green Avenue & Stanley Street	Potential of installing traffic signal; meets the crash numbers for Warrant #7. If signal is installed, realign mainline left-turn lanes for neutral offset.	City of Stevens Point	City of Stevens Point	14 crashes	good HSIP candidate	17.21	$ 600,000	$ 60,000
STH 66/Main Street & Illinois Ave.	Add intersection lighting & high visibility crosswalk pavement markings. On SB approach on Illinois Ave: trim trees for better sight of stop sign and/or add double stop signs. On WB aproach to Illinois Ave, add lane use signs	City of Stevens Point (WisDOT Connecting Hwy)	City of Stevens Point	10 crashes	SS4A candidate	16.53	$ 100,000	$ 20,000
STH 66/Main St & Division St	Road diet (3-lane section) on Bus. 51/Division St; Signal head per lane & FYAs on Division St.	City of Stevens Point (WisDOT Connecting Hwy)	City of Stevens Point	31 crashes	good HSIP candidate as part of Road Diet; signal work could be good SISP candidate	16.16	$ 250,000	$ 25,000
STH 66/Clark St & Water St.	Realign SB right-turn island for more of an angle approach. Add signal head per lane and reflective backplates	City of Stevens Point (WisDOT Connecting Hwy)	City of Stevens Point	23 crashes	good HSIP or SISP candidate	15.10	$ 500,000	$ 50,000
Bus. 51/Church St. & Michigan Ave.	Add overhead signal heads for WB approach & improve signal visibility on other approaches with reflective backplates.	City of Stevens Point	City of Stevens Point	9 crashes	good HSIP candidate	14.25	$ 50,000	$ 5,000
STH 66/Clark St. & Bus. 51/Division St	Add more lane use signs on EB approach near stop line (one on each side); refresh pavement markings & investigate signal timings for SB progression and yellow and AR timings.	City of Stevens Point (WisDOT Connecting Hwy)	City of Stevens Point	30 crashes	potential SISP candidate	14.00	$ 25,000	$ 2,500
Bus 51/Division St & North Point Drive	Demonstration Activity: Turbo Roundabout	City of Stevens Point	City of Stevens Point	98 crashes	SS4A candidate	12.00	$ 150,000	$ 30,000
Bus 51/Church Street & Nebel St	Add signal heads over each lane & reflective backplates.	City of Stevens Point	City of Stevens Point	30 crashes	SS4A candidate or possible HSIP candidate	10.03	$ 250,000	$ 25,000
Stanley St. & Minnesota Ave.	Investigate/Conduct traffic signal warrants. Consider utilizing demonstration activities to test out different geometry of intersection and to provide pedestrian islands.	City of Stevens Point	City of Stevens Point	13 crashes	SS4A candidate	9.65	$ 500,000	$ 100,000
Jefferson St. & Michigan Ave	Investigate yellow and all-red times & add EB overhead signal head. Reflective strips to backplates were added sometime in 2024 or early 2025.	City of Stevens Point	City of Stevens Point	11 crashes	SS4A candidate	8.23	$ 50,000	$ 10,000
STH 66/Clark St & Michigan Ave	Add lane use sign for NB approach. Add programmable signal heads for NB approach on Main Street so NB traffic approaching Clark Street cannot see the Main Street signals.	City of Stevens Point (WisDOT Connecting Hwy)	City of Stevens Point	24 crashes	Low cost improvement - 3 signal heads for replacements	7.00	$ 5,000	n/a
Stanley St. & Wilshire Blvd	Create two "T" interesections at 90 degrees or investigate traffic signal.	City of Stevens Point	City of Stevens Point	6 crashes	SS4A candidate	6.74	$ 500,000	$ 100,000
Park St. & Water St.	Add centerline marking on WB approach for 100 feet in length	City of Stevens Point	City of Stevens Point	11 crashes	grant funding unlikely	5.00	$ 1,000	n/a
Bush St. & Minnesota Ave.	Add reflective tape (or post) to stop sign poles and add "cross traffic does not stop" signs	City of Stevens Point	City of Stevens Point	4 crashes	grant funding unlikely	4.00	$ 1,000	n/a
							Total Local Cost if Grant Funded	**$ 471,500**

Intersection Recommendations - Municipal Level (cont.)

Village of Plover								
Location	**Project Description**	**Roadway Jurisdiction**	**Municipality**	**Five-Year Crash History**	**Grant Program**	**Score**	**Total Cost**	**Local Cost (if grant funded)**
Hoover Ave. & Plover Springs Dr.	Trim/remove trees near intersection to improve sight distance.	Village of Plover	Village of Plover	5 crashes	Work can be done by Village crew or tree removal service.	84.91	$ 3,000	n/a
Hoover Ave. & Porter Rd	Conduct a traffic signal warrant analysis. (Intersection already has post refelctive strips and advanced stop ahead signs.)	Village of Plover	Village of Plover	9 crashes	SS4A candidate	13.87	$ 500,000	$ 100,000
Commons Circle & Crossroads Dr.	full signal replacement with monotubes and signal head per lane indications and retroreflective backplates	Village of Plover	Village of Plover	12 crashes	SS4A candidate or possible HSIP candidate	5.37	$ 700,000	$ 70,000
							Total Local Cost if Grant Funded	**$ 170,000**

Intersection Recommendations - WisDOT

WisDOT								
Location	**Project Description**	**Roadway Jurisdiction**	**Municipality**	**Five-Year Crash History**	**Grant Program**	**Score**	**Total Cost**	**Cost (if grant funded)**
USH 10 & CTH R/Brilowski Road	Realign EB & WB left-turn lanes for neutral or positive offset. Also, investigate signal timing coordination timings to reduce mainline rear-end crashes. A second option is to convert the EB & WB left-turn phases to protected only between 2:00 - 7:00 pm.	WisDOT	City of Stevens Point	65 crashes	good HSIP candidate	18.59	$ 500,000	$ 50,000
STH 161 & CTH T	Possibly trim bushes on the south side of STH 161 to the left of the intersection to increase sight distance.	WisDOT	Town of Amherst	6 crashes	Could be completed by WisDOT/County Maintenance Crews	9.49	$ 1,000	n/a
STH 54 & Foremost Rd	With future development/redevelopment north along Foremost, this intersection may meet signal warrants.	WisDOT	Village of Plover	6 crashes	SS4A candidate	9.18	$ 500,000	$ 100,000
USH 10 NB Ramps & CTH B (exit 238)	Relocate signs within the center median on CTH B. Possibly looks at a TRAWS; however, they are usally not installed at freeway ramp intersections.	WisDOT	Town of Amherst	12 crashes	SS4A candidate; TRAWS could be HSIP candidate	7.00	$ 100,000	$ 10,000
STH 66 & CTH A	Add "cross traffic does not stop" signs	WisDOT	Town of Albon	7 crashes	grant funding unlikely	4.00	$ 1,000	n/a
STH 66 & Wood Duck Dr	Add "cross traffic does not stop" signs	WisDOT	Town of Linwood	1 crashes	grant funding unlikely	4.00	$ 1,000	n/a
Bus. 51/Post Rd. & Minnesota Ave.	No recommendations at this time	WisDOT	Village of Whiting	5 crashes	grant funding unlikely	3.00	$ 500,000	n/a
						Total Cost if Grant Funded		**$ 160,000**

Curve Recommendations - County Level

County								
Location	**Project Description**	**Roadway Jurisdiction**	**Municipality**	**Five-Year Crash History**	**Grant Program**	**Score**	**Total Cost**	**Local Cost (if grant funded)**
CTH KK ~675' east of Lake Drive	Add chevron signs or curve signs. (the two crashes involved alchohol.)	County	Village of Amherst Junction	2 crashes	SS4A candidate; maybe HSIP if part of systemic application	225.19	$ 2,000	$ 200
CTH G just north of Oriole Road	Widen paved shoulder on both sides of curve for approximately 300 feet and add shoulder rumble strips and chevron signs.	County	Town of Carson	3 crashes	good HSIP candidate; could be systemic application	124.98	$ 100,000	$ 10,000
CTH R just northeast of WIS 54	Widen paved shoulders on both sides of curves for approximately 700 feet and add shoulder rumble strips. Also, add chevron signs. ***Some curve modifications are planned for 2028 reconstruction project.	County	Town of Plover	5 crashes	good HSIP candidate; could be systemic application	81.66	$ 150,000	$ 15,000
CTH BB just north of 2nd Avenue	See B/C analysis of CTH BB Corridor (#15). Add Chevron signs, widen shoulder and add shoulder rumbes on curve section.	County	Town of Almond	5 crashes	good HSIP candidate; could be systemic application	19.54	$ 80,000	$ 8,000
CTH A 0.4 miles south of CTH K	Widen paved shoulder on outside of curve for approximately 700-800 feet and add shoulder rumble strips. Only one Type A crash; however, grant money is feasible.	County	Town of Lanark	1 crashes	good HSIP candidate; could be systemic application	17.89	$ 80,000	$ 8,000
CTH Y (north) 0.4 miles north of Burbank Road	Add chevron signs and HFST around curve. Also, consider adding snow fence in the curve area.	County	Town of Sharon	4 crashes	SS4A candidate; maybe HSIP if systemic application	9.84	$ 50,000	$ 5,000
							Total Local Cost if Grant Funded	**$ 46,200**

Curve Recommendations - Municipal Level

Town of Linwood								
Location	**Project Description**	**Roadway Jurisdiction**	**Municipality**	**Five-Year Crash History**	**Grant Program**	**Score**	**Total Cost**	**Local Cost (if grant funded)**
West River Drive north of Blue Heron Lane	See B/C analysis of West River Drive Corridor (#20). Add Chevron signs along curve & add 3-foot paved shoulder.	Town of Linwood	Town of Linwood	3 crashes	good HSIP candidate; could be systemic application	56.84	$ 200,000	$ 20,000
							Total Local Cost if Grant Funded	**$ 20,000**

Education, Outreach, & Enforcement Strategies

Education, outreach, and enforcement are critical components of a comprehensive safety strategy and complement engineering strategies. In Portage County, these strategies were informed primarily by community input and stakeholder engagement rather than a standalone behavioral crash analysis. Feedback from public involvement meetings, the countywide survey **(Chapter 2)**, and intersection safety analysis **(Chapter 7)** consistently identified speed, driver behavior, visibility, and awareness as priority concerns.

Residents expressed a desire for education that is practical, location-specific, and clearly connected to everyday travel experiences. Concerns most often focused on speeding, distracted driving, failure to yield, and confusion around newer roadway designs. These themes inform the actions outlined below.

To ensure recommendations are realistic and implementable, this chapter distinguishes between actions **that can be led by Portage County and its municipalities** and education and behavior-change efforts that are more appropriately advanced through advocacy and coordination with state and federal partners.

LAW ENFORCEMENT'S ROLE

Law enforcement is a critical component of education and outreach. It is recommended that Portage County and the municipal partners communicate with law enforcement about the education and outreach recommendations in this plan to determine an appropriate and feasible level for law enforcement activities.

PRIORITY EDUCATION TOPICS IDENTIFIED THROUGH ENGAGEMENT

Based on public input and crash analysis, the following topics were identified as having the greatest potential safety benefit:

- The relationship between vehicle speed and injury severity, particularly for pedestrians and bicyclists
- The dangers of distracted driving, including mobile device use
- The importance of seat belt use in preventing serious injury and fatalities
- Safe and responsible motorcycle operation, including training and helmet use
- The risks associated with driving under the influence of alcohol or drugs
- The purpose and function of traffic calming features, curb extensions, and separated bicycle lanes
- The role of advanced yield lines in improving pedestrian visibility and driver compliance
- Proper navigation of both single-lane and multi-lane roundabouts by all road users

EDUCATION, OUTREACH, & ENFORCEMENT ACTIONS: COUNTY & MUNICIPAL ROLE

The following actions focus on **place-based education** that can be implemented by Portage County and local municipalities using existing projects, facilities, and communication channels.

- Incorporate safety education into roadway projects and demonstration activities, explaining the purpose of new or unfamiliar features such as curb extensions, separated bicycle lanes, advanced yield lines, and roundabouts.
- Deploy location-specific messaging at high-risk locations, such as High Injury Network corridors, school zones, trail crossings, and intersections with documented crash histories.
- Use temporary and portable educational tools (sign panels, pavement markings, banners, posters, and outreach materials) to reinforce expected behaviors during and after infrastructure changes.
- Coordinate education efforts with targeted enforcement activities, particularly for speeding, failure to yield, and distracted driving at known problem locations.
- Distribute concise, locally relevant safety messages through County and municipal communication channels, including websites, social media, and press releases tied to specific locations or projects.
- Leverage demonstration projects as hands-on education opportunities, using them to collect feedback, explain safety concepts, and build public understanding before permanent installation.

EDUCATION, OUTREACH, & ENFORCEMENT ACTIONS - ADVOCACY & PARTNER COORDINATION

The following education topics address systemic driver behavior and safety culture and are more appropriately advanced through advocacy, coordination, and partnership with state and federal agencies, law enforcement, educators, and safety organizations:

- Use this Comprehensive Safety Action Plan to advocate for statewide and regional education campaigns addressing speed management, impaired driving, distracted driving, and seat belt use.
- Coordinate with WisDOT, USDOT, and law enforcement agencies to align County-identified safety concerns with ongoing or future education and enforcement initiatives.
- Support motorcycle safety education and training programs through partnerships with state agencies and certified training providers.
- Coordinate education efforts with targeted enforcement activities, particularly for speeding, failure to yield, and distracted driving at known problem locations.
- Encourage inclusion of pedestrian, bicycle, and roundabout education within driver education curricula led by state and national organizations.
- Share County-specific crash trends and high-risk locations with partner agencies to help guide broader education, enforcement, and funding priorities.
- Position Portage County as a pilot or partner for state or federal safety initiatives that align with Vision Zero goals, particularly those focused on speed management and vulnerable road users.

By clearly distinguishing between local implementation actions and broader advocacy efforts, Portage County can focus its resources where they are most effective while using this Comprehensive Safety Action Plan as a tool to influence education, enforcement, and policy at the regional, state, and national levels. This coordinated approach supports long-term safety culture change without placing unrealistic expectations on County, municipal, or law enforcement staff.

Action Items

Portage County (County Trunk Highway System + Countywide Programs)

SHORT-TERM ACTION ITEMS

INFRASTRUCTURE

GRANT FUNDING CANDIDATES

G1. County horizontal curves - apply for systemic horizontal curve treatments (shoulder widening, rumble strips, high-friction surface treatment, chevrons, etc.) – HSIP candidate for 90% federal aid

G2. CTH HH & Crossroads Drive intersection - apply for intersection safety improvements (flatten EB right-turn lane, backplates, etc.) – HSIP candidate for 90% federal aid

G3. CTH HH & CTH P - apply for intersection safety improvements (high-friction surface treatment, warning upgrades) – HSIP candidate for 90% federal aid

G4. CTH B & CTH R - apply for intersection safety improvements (flashing yellow arrow conversion, signal head over each lane) – HSIP candidate for 90% federal aid

G5. Roundabout Safety - apply for roundabout safety Demonstration Activity through the SS4A Program (80% federal aid if selected). Could include temporary geometric modifications to roundabouts and/or combined enforcement, outreach, and education efforts

G6. Traffic Calming & Bike / Ped Safety Improvements - apply for Demonstration Activities through the SS4A Program (80% federal aid if selected) to reduce speeds and improve bike/ped safety through temporary traffic calming & bike/ped treatments. Specifically, look for opportunities on the High Injury Network

WISDOT COORDINATION

W1. STH 54 and CTH F intersection - investigate the conversion of the intersection to a Reduced Conflict U-Turn (RCUT)

W2. USH 10 and CTH R/Brilowski Road intersection - investigate realigning EB & WB left-turn lanes with positive offset and investigate signal timing coordination

Portage County (County Trunk Highway System + Countywide Programs)

SHORT-TERM ACTION ITEMS (CONT.)

Creative / Low-Cost Strategies

C1. Additional or enhanced signing at minor street stop-controlled approaches to high volume, high speed, free-flow highways.

C2. Horizontal curves – incorporating wider edge lines and optical speed markings at identified curves of concern as well as other curves with similar characteristics

C3. Horizontal curves – on curves not improved with high-friction surface treatment, consider the use of granite, quartzite, or other hard and angular aggregate when chip sealing to improve pavement friction

ENFORCEMENT STRATEGIES

E1. Conduct red-light-running enforcement at signalized intersection within or near the High Injury Network (HIN)

E2. Focused distracted driving enforcement ("Phone Down" / NHTSA HVE model)

E3. Targeted roundabout enforcement + warnings + educational flyers

E4. Collaborate with local agencies to utilize existing equipment to document speeding & red-light running. Such data can be used to strategize enforcement, education, outreach, engineering, and grant pursuits

E5. In crash reports, document all contributing factors in crashes including if illegal vehicle modifications (see Wis. Admin. Code § Trans 305) may have contributed to the cause or severity of a crash

EDUCATION / OUTREACH STRATEGIES

EO1. Expand safe ride / alternative transportation options (DUI reduction)

EO2. Work with Safe Kids Portage County – bike skills + helmet fitting

EO3. Expand Safe Routes to School programming (Walk to School, Physical Education integration, etc.)

EO4. Parent & teen driver speed education near schools

EO5. E-bike / E-scooter intersection safety education

EO6. Outreach tailored to families, women, seniors, low-income residents, and people with disabilities

EO7. Allocate funding for professional development and technical training for traffic engineers & planners in order to develop / plan more proven safety countermeasures and traffic calming treatments.

Portage County (County Trunk Highway System + Countywide Programs)

SHORT-TERM ACTION ITEMS (CONT.)

POLICY

P1. Explore advocacy for automated enforcement pilot legislation, such as advocating for Wisconsin Assembly Bill 371

P2. Develop high-risk criteria flow chart for the selection of horizontal curve safety improvement treatments

P3. Develop high-risk criteria flow chart for the selection of intersection pavement marking and signing treatments

P4. Explore E-scooter & E-bike usage and safety policies

P5. Develop speed management guidelines with emphasis on ensuring school zones use consistent and appropriate signing and marking strategies. See school zone graphic available here

P6. Update intersection visibility standards

P7. Update access management & TIA standards

P8. Consider developing street lighting standards with an emphasis on the High Injury Network and lighting for pedestrians that also reduces sky glow. See this link for more information about street lighting

P9. Revise clear-zone policy to be context-sensitive and Safe System-aligned. Maintain clear-zone and roadside hazard management practices on high-speed rural roads, freeways, rural arterials, curves, and locations with roadway-departure crash history. In urban and low-speed multimodal contexts, evaluate roadside clearances alongside target speed, pedestrian and bicyclist exposure, street trees, lighting, transit stops, utilities, accessibility, and vertical elements that support traffic calming and user comfort. Where full clear zones are impractical or inconsistent with community safety goals, use engineering judgment, crash history, speed management, breakaway hardware, shielding, delineation, curb/buffer design, and protected facilities rather than blanket object removal. Lead agencies include Public Works & Engineering Departments for their respective jurisdictions.

P10. All new roadway construction and reconstruction projects should include street trees in medians, terraces, boulevards, and shoulders where minimum planting area, soil volume, sight-distance, utility-clearance, maintenance, and roadside-safety criteria can be met. Tree placement should be context-sensitive, supporting pedestrian and bicyclist comfort, shade, traffic calming, and community character in urban and suburban areas, while preserving appropriate clear-zone and roadside hazard management practices on higher-speed rural roads and roadway-departure crash corridors. Lead agencies include Public Works & Engineering Departments for respective jurisdictions.

Appendix H1 includes a summary of engineering guidelines and links for convenient access.

Portage County (County Trunk Highway System + Countywide Programs)

MID- TO LONG-TERM ACTION ITEMS

This mid- to long-term action framework focuses on sustained investment in safety with the goal of eliminating serious injuries and fatalities across Portage County and its municipalities. Actions are intentionally high-level and aligned with the Safe System approach. **This approach applies for the mid- to long-term action items in the following pages for the City of Stevens Point, Village of Plover, and other communities.**

1. Sustain long-term investment in systemic safety improvements on county highways, prioritizing locations with patterns of serious injury crashes
2. Expand data-driven safety planning using High Injury Network principles to guide capital improvement programming
3. Institutionalize a countywide safety culture that integrates engineering, enforcement, education, and equity
4. Strengthen coordination with municipalities, WisDOT, and railroads to advance major safety projects on state and regional corridors
5. Reevaluate and update the Comprehensive Safety Action Plan within five years to measure progress, refresh crash analysis, and recalibrate priorities
6. Allocate funding for professional development and technical training for traffic engineers & planners in order to develop / plan more proven safety countermeasures and traffic calming treatments.
7. Advance policies that support safer speeds, improved visibility, and protection for vulnerable road users. One example is to pilot the 20 is Plenty program in neighborhoods and collaborate with other municipalities and the County in sharing data, resources, evaluation, and policy.

Countywide Commitment

Portage County and its partner communities should commit to a long-term Vision Zero mindset—recognizing that deaths and serious injuries are preventable and that continuous improvement, data monitoring, and coordinated investment are essential to achieving lasting safety outcomes.

City of Stevens Point (City Roadway Network + City-wide Programs)

SHORT-TERM ACTION ITEMS

INFRASTRUCTURE

GRANT FUNDING CANDIDATES

G1. Corridor – evaluate feasibility and consider applying for conversion of Bus. 51/ Division Street (North Point Drive to Boyington Avenue) from four lanes to a three-lane cross section – HSIP candidate for 90% federal aid

G2. Corridor – evaluate feasibility and consider applying for conversion of Bus. 51/ Church Street (south of Nebel Street to Monroe St.) from four lanes to a three-lane cross section – HSIP candidate for 90% federal aid

G3. STH 66 / Main Street & Division Street - apply for intersection safety and equipment improvements – SISP candidate for 90% state aid

G4. STH 66 / Main Street & Michigan Avenue - apply for intersection safety and equipment improvements – SISP candidate for 90% federal state aid

G5. STH 66 / Clark Street & Water Street - apply for intersection safety and equipment improvements – SISP candidate for 90% state aid

G6. Roundabout Safety - apply for roundabout safety Demonstration Activity through the SS4A Program (80% federal aid if selected). Could include temporary geometric modifications to roundabouts and/or combined enforcement, outreach, and education efforts (also recommended in Portage County action items)

G7. Traffic Calming & Bike/Ped Safety Improvements - apply for Demonstration Activities through the SS4A Program (80% federal aid if selected) to reduce speeds and improve bike/ped safety through temporary traffic calming & bike/ped treatments. Specifically look for opportunities on the High Injury Network (also recommended in Portage County action items)

WISDOT COORDINATION

W1. USH 10 and CTH R/Brilowski Road intersection - investigate realigning EB & WB left-turn lanes with positive offset and investigate signal timing coordination (also recommended in Portage County short-term action items)

City of Stevens Point (City Roadway Network + City-wide Programs)

SHORT-TERM ACTION ITEMS (CONT.)

Creative / Low-Cost Strategies

C1. STH 66 – vegetation removal to improve sight distance at Green, Frontenac, Fremont, and other intersections. Coordinate with WisDOT as necessary considering STH 66 is a connecting highway

C2. Stanley Street & Minnesota Avenue intersection – investigate if traffic signal warrants are met. If met, it could be a candidate for HSIP funding. Consider utilizing demonstration activities to test out different geometry of intersection and to provide pedestrian islands.

ENFORCEMENT STRATEGIES

E1. Conduct red-light-running enforcement at signalized intersection within or near the High Injury Network (HIN)

E2. Focused distracted driving enforcement ("Phone Down" / NHTSA HVE model)

E3. Targeted roundabout enforcement + warnings + educational flyers

E4. Utilize existing equipment to document speeding & red-light running. Such data can be used to strategize enforcement, education, outreach, engineering, and grant pursuits

E5. In crash reports, document all contributing factors in crashes including if illegal vehicle modifications (see Wis. Admin. Code § Trans 305) may have contributed to the cause or severity of a crash

EDUCATION / OUTREACH STRATEGIES

See Short-Term Portage County Education/Outreach Strategies and coordinate efforts.

City of Stevens Point (City Roadway Network + City-wide Programs)

SHORT-TERM ACTION ITEMS (CONT.)

POLICY

P1. Explore advocacy for automated enforcement pilot legislation, such as advocating for Wisconsin Assembly Bill 371

P2. Develop high-risk criteria flow chart for the selection of intersection pavement marking and signing treatments

P3. Explore E-scooter & E-bike usage and safety policies

P4. Develop speed management guidelines with emphasis on ensuring school zones use consistent and appropriate signing and marking strategies. See school zone graphic available here

P5. Update intersection visibility standards

P6. Update access management & TIA standards

P7. Consider developing street lighting standards with an emphasis on the High Injury Network and lighting for pedestrians that also reduces sky glow. See this link for more information about street lighting

P8. Adopt NACTO Urban Street Design Guide

P9. Consider updating clear-zone policies to be more context-sensitive (see page 116 P9. for additional details)

P10. Consider context-sensitive landscape design on roadway projects (see page 166 P10. for additional details)

See **Appendix H1** for a consolidated summary of key engineering guidelines and policies, including direct links for convenient access.

City of Stevens Point (City Roadway Network + City-wide Programs)

MID- TO LONG-TERM ACTION ITEMS

1. Continue corridor-level redesign and signal modernization efforts to reduce conflict points and lower crash severity
2. Integrate safety-first principles into redevelopment, land use decisions, and capital planning
3. Advance policies that support safer speeds, improved visibility, and protection for vulnerable road users. One example is to pilot the 20 is Plenty program in neighborhoods and collaborate with other municipalities and the County in sharing data, resources, evaluation, and policy
4. Evaluate the transit system to identify opportunities and strategies to increase ridership and provide safe access to transit facilities
5. Maintain strong coordination with WisDOT on state routes within the city to align long-term safety investments

Village of Plover (Village Roadway Network + Village-wide Programs)

SHORT-TERM ACTION ITEMS

INFRASTRUCTURE

GRANT FUNDING CANDIDATES

G1. Hoover Avenue & Porter Road intersection – explore traffic signal warrants to see if a change in control is warranted. Potential candidate for SS4A program for 80% federal aid

G2. Commons Circle & Crossroads Drive intersection – explore a full traffic signal replacement with signals over each approach lane and retroreflective backplates. Potential candidate for SS4A program for 80% federal aid

Creative / Low-Cost Strategies

C1. Hoover Avenue & Plover Springs Drive intersection - Add Rectangular Rapid Flashing Beacon (RRFB) on south leg of intersectoin. Trim/remove trees near intersection to improve sight distance

WisDOT Coordination

W1. STH 54 and Foremost Road intersection - with future development/ redevelopment north along Foremost Road, evaluate traffic signal warrants to see if a change in control is warranted.

ENFORCEMENT STRATEGIES

E1. Conduct red-light-running enforcement at signalized intersection within or near the High Injury Network (HIN)

E2. Focused distracted driving enforcement ("Phone Down" / NHTSA HVE model)

E3. Targeted roundabout enforcement + warnings + educational flyers

E4. Utilize existing equipment to document speeding & red-light running. Such data can be used to strategize enforcement, education, outreach, engineering, and grant pursuits

E5. In crash reports, document all contributing factors in crashes including if illegal vehicle modifications (see Wis. Admin. Code § Trans 305) may have contributed to the cause or severity of a crash

EDUCATION / OUTREACH STRATEGIES

See Short-Term Portage County Education/Outreach Strategies and coordinate efforts.

Village of Plover (Village Roadway Network + Village-wide Programs)

SHORT-TERM ACTION ITEMS (CONT.)

POLICY

P1. Explore advocacy for automated enforcement pilot legislation, such as advocating for Wisconsin Assembly Bill 371

P2. Develop high-risk criteria flow chart for the selection of intersection pavement marking and signing treatments

P3. Explore E-scooter & E-bike usage and safety policies

P4. Develop speed management guidelines with emphasis on ensuring school zones use consistent and appropriate signing and marking strategies. See school zone graphic available here

P5. Update intersection visibility standards

P6. Update access management & TIA standards

P7. Consider developing street lighting standards with an emphasis on the High Injury Network and lighting for pedestrians that also reduces sky glow. See this link for more information about street lighting

P8. Consider updating clear-zone policies to be more context-sensitive (see page 116 P9. for additional details).

P9. Consider context-sensitive landscape design on roadway projects (see page 116 P10. for additional details).

See **Appendix H1** for a consolidated summary of key engineering guidelines and policies, including direct links for convenient access.

Village of Plover (Village Roadway Network + Village-wide Programs)

MID- TO LONG-TERM ACTION ITEMS

1. Continue corridor-level redesign and signal modernization efforts to reduce conflict points and lower crash severity
2. Integrate safety-first principles into redevelopment, land use decisions, and capital planning
3. Advance policies that support safer speeds, improved visibility, and protection for vulnerable road users. One example is to pilot the 20 is Plenty program in neighborhoods and collaborate with other municipalities and the County in sharing data, resources, evaluation, and policy
4. Maintain strong coordination with WisDOT on state routes within the city to align long-term safety investments

Other Local Municipalities (e.g., Whiting, Park Ridge, etc.)

SHORT-TERM ACTION ITEMS

INFRASTRUCTURE

Review recommendations tables provided in this chapter to identify infrastructure improvements listed in your community.

ENFORCEMENT STRATEGIES

See Short-Term Portage County Enforcement Strategies and participate and/or coordinate to the extent feasible.

EDUCATION / OUTREACH STRATEGIES

See Short-Term Portage County Education/Outreach Strategies and participate and/or coordinate to the extent feasible.

POLICY

See Short-Term Portage County Policy action items and participate and/or coordinate to the extent feasible.

Other Local Municipalities (e.g., Whiting, Park Ridge, etc.)

MID- TO LONG-TERM ACTION ITEMS

1. Adopt consistent safety-focused policies and roadway standards across jurisdictions
2. Prioritize improvements that reduce severe crash risk on local roads and at rural intersections
3. Embed traffic safety education into schools and community programming to sustain long-term behavior change
4. Evaluate enforcement strategies and emerging technologies that support reduction of serious injury crashes
5. Advance policies that support safer speeds, improved visibility, and protection for vulnerable road users. One example is to pilot the 20 is Plenty program in neighborhoods and collaborate with other municipalities and the County in sharing data, resources, evaluation, and policy

Chapter 13. Progress & Transparency

PROGRESS & TRANSPARENCY

Tracking progress and maintaining transparency are important components of the Safe Streets and Roads for All (SS4A) program. At the same time, it is recognized that Portage County and its partner communities have limited staff capacity and must balance safety planning with day-to-day operations. The approach outlined in this chapter is intended to meet federal requirements while remaining practical, sustainable, and achievable over time.

PUBLIC AVAILABILITY

In accordance with the SS4A grant agreement, the final Portage County Comprehensive Safety Action Plan will be made publicly available on a County-hosted website. This document will serve as the primary public-facing record of the County's safety priorities, analysis, and recommended strategies. Making the plan publicly accessible ensures transparency, supports accountability, and allows residents, partner agencies, and stakeholders to understand how safety challenges are being addressed.

PROGRESS TRACKING

Portage County does not intend to create a standalone monitoring committee or a recurring reporting process solely for this plan. Instead, progress will be tracked through existing County processes and future planning and project development activities. Implementation progress will be reflected through actions such as:

- Development of safety-focused studies or project concepts informed by this plan
- Submission of grant applications that align with identified safety priorities
- Implementation of low-cost, high-impact safety improvements on County roadways
- Coordination with municipalities and partner agencies on shared safety concerns

This approach allows the County to incorporate Comprehensive Safety Action Plan recommendations into routine decision-making without adding new administrative requirements.

PERFORMANCE MEASURES

Consistent with SS4A requirements, performance measures associated with this plan will be documented at the conclusion of the grant period. These measures include:

- Summary of project costs associated with developing the Comprehensive Safety Action Plan
- Identification of lessons learned and recommendations for future safety efforts
- Documentation of how the planning process considered equity and underserved communities

These performance measures will be reported as part of the SS4A grant closeout process rather than through ongoing public reporting.

PLAN UPDATES

The Portage County Comprehensive Safety Action Plan is intended to be a living document that can inform future safety decisions. However, no formal update schedule is established at this time. Updates to the plan may occur as part of future planning efforts, grant applications, or safety studies, particularly if new crash data, funding opportunities, or policy changes warrant revisiting priorities.

TRANSPARENCY COMMITMENT

By publishing this plan and using it to guide future safety-related decisions, Portage County demonstrates its commitment to transparency and accountability while maintaining a realistic and manageable approach to implementation. This balance ensures that safety planning remains actionable and responsive to community needs without placing undue demands on staff resources.

Appendices

[Link to Download Appendices]

Or Scan QR Code on the Right