City of Eau Claire
Bicycle and Pedestrian Plan

Eau Claire Comprehensive Plan

City of Eau Claire
March, 2010

No. 2010 - 120

RESOLUTION

RESOLUTION ADOPTING THE BICYCLE AND PEDESTRIAN PLAN AS PART OF THE CITY'S COMPREHENSIVE PLAN.

WHEREAS, the Eau Claire City Plan Commission has studied and considered the Bicycle and Pedestrian Plan as part of the City's Comprehensive Plan; and

WHEREAS, the City Plan Commission recommended adoption of the Bicycle and Pedestrian Plan on March 15, 2010 and made a finding that said plan is consistent with the City's Comprehensive Plan.

NOW, THEREFORE, BE IT RESOLVED that pursuant to Wis. Statutes, Section 66.1001, the City Council, as an aid to the Plan Commission and the City Council in the performance of their duties, does hereby adopt the Bicycle and Pedestrian Plan, a copy of which is on file in the office of the City Clerk and open to public inspection during normal business hours, as part of the Comprehensive Plan of the City of Eau Claire and is incorporated into this plan by reference.

BE IT FURTHER RESOLVED that in adopting this plan that the City Council finds said plan to be consistent with the City's Comprehensive Plan, specifically Transportation Chapter, Objective 7 (Pedestrian Environment); Transportation Chapter, Objective 10 (Bicycle Network); Parks System Chapter, Objective 4 (Bicycling and Walking); Downtown Chapter, Objective 5 (Pedestrian Orientation); and Physical Character Chapter, Objective 1 (Overall Urban Character).

Adopted,

March 23, 2010

(SEAL) Kerry J S Kincaid
President Kerry J. S. Kincaid

(SEAL) Mike Huggins
City Manager Mike Huggins

(ATTESTED) Donna A Austad
City Clerk Donna A. Austad

RESOLUTION RECOMMENDING ADOPTION OF THE BICYCLE AND PEDESTRIAN PLAN

WHEREAS, the City of Eau Claire Comprehensive Plan that was adopted September 27, 2005, in accordance with the provisions of Wis. Statutes, Section 66.1001 places an emphasis on examining the bicycle and pedestrian environment in the community and recommends the preparation of a City Bicycle and Pedestrian Plan; and

WHEREAS, the Comprehensive Plan also directs the City's Bicycle and Pedestrian Advisory Commission to prepare this Bicycle and Pedestrian Plan; and

WHEREAS, the plan includes: background information on the bicycle and pedestrian environment in the community, identification of issues, development of vision and goal statements, and development of strategies to address issues and problems that have been identified; and

WHEREAS, the City Plan Commission finds the Bicycle and Pedestrian Plan to be consistent with said Comprehensive Plan; specifically Transportation Chapter, Objective 7 (Pedestrian Environment); Transportation Chapter, Objective 10 (Bicycle Network); Parks System Chapter, Objective 4 (Bicycling and Walking); Downtown Chapter, Objective 5 (Pedestrian Orientation); and Physical Character Chapter, Objective 1 (Overall Urban Character).

NOW, THEREFORE, BE IT RESOLVED that the Eau Claire City Plan Commission recommends to the City Council that the Bicycle and Pedestrian Plan be adopted as part of the City of Eau Claire's Comprehensive Plan.

Secretary, City Plan Commission

Adopted,

March 15, 2010

TABLE OF CONTENTS

Page #

Preface 1

Analysis of Conditions
- Background 3
- Community Benefits 4
- Previous Planning Work and Current Legislation 6
- Existing Bicycle Facility System 8
- Existing Pedestrian Facility System 10
- Safe Routes to School Program 11
- Major Destinations and Public Facilities 13

Summary of Planning Topics 16

Plan Goal and Objectives 19

Strategies
- Overview 20
- Facility Planning and Engineering 21
- Education and Outreach 36
- Enforcement and Ordinances 41

Areas Requiring Further Study 44

Appendix A: Statutes Governing Bicycles and Pedestrians
Appendix B: Bicycle/Pedestrian Underpasses and Bridges
Appendix C: Sidewalks Prohibited to Bicyclists
Appendix D: Plan Implementation Work Program
Appendix E: Painted Edge Lines for Bicycles
Appendix F: Bicycle and Pedestrian-related Organizations
Appendix G: Glossary of Terms

MAPS: **Page #**

Map 1 - Existing Bicycle Facilities 9

Map 2 - Existing Sidewalk and Pathway Facilities 12

Map 3 – Safe Routes to School Routes 14

Map 4 – Major Destinations & Public Facilities 15

Map 5 – Bicycle Facilities – City's Northside 22

Map 6 – Bicycle Facilities – City's Southside 23

Map 7 – Pedestrian Facilities – City's Northside 30

Map 8 – Pedestrian Facilities – City's Southside 31

Map 9 – Underpasses & Bridges ..... Appendix B

Map 10 – Sidewalks – Bicycling Prohibited ..... Appendix C

Map 11 – Roadway Edge Lines ..... Appendix E

PREFACE

Introduction

Across the country, municipalities like Eau Claire are beginning to plan and develop a network of bicycle and pedestrian facilities that provide transportation alternatives to motorized vehicles. This increased awareness of bicycle and pedestrian needs in the community was brought to the forefront with the adoption of Eau Claire's Comprehensive Plan in 2005.

While recreational bicycling is still the primary use of bicycles in the United States, people nationwide are recognizing the energy efficiency, cost savings, health benefits, and environmental advantages of bicycling and walking for transportation. Such planning and facility development has been main-streamed in communities such as Davis, CA; Eugene, OR; Tucson, AR; and Madison, WI, and can serve as models for communities such as Eau Claire.

One of the recommendations of the 2005 Comprehensive Plan was the need to create a citizens Bicycle and Pedestrian Commission. The Eau Claire Bicycle and Pedestrian Advisory Commission (BPAC) was created in 2006 and one of the key directives of the Commission was the development of a Bicycle and Pedestrian Plan. The Commission meets monthly and all of its meetings are open to the public who are encouraged to attend and participate in discussions.

The benefits of bicycling and walking are numerous. Both are important modes of travel within any community and they also provide added benefits such as the following:

- Reducing congestion;
- Improving air quality;
- Providing travel choices;

- Providing enjoyment of our outdoor resources and parks; and
- Providing greater mobility for those without access to a vehicle.

Bicycling and walking also provide a healthier, relaxing alternative to motorized travel, which can be shared with family and friends. These benefits will be explored in more detail in the Analysis of Conditions section of the plan.

Objective of Plan

The objective of this plan is to set forth an interconnected network of on and off-road routes that form a transportation network linking neighborhoods and major destination points within the City. In addition, it sets forth the framework for examining the current pedestrian and bicycle environment in the community and outlining public and private initiatives over the next 20 or more years to improve and promote pedestrian circulation and bicycling in Eau Claire. The City should consider updates to the plan after approximately ten years in order to accommodate growth of the City and changes in City policies and attitudes towards the pedestrian and bicycle environment.

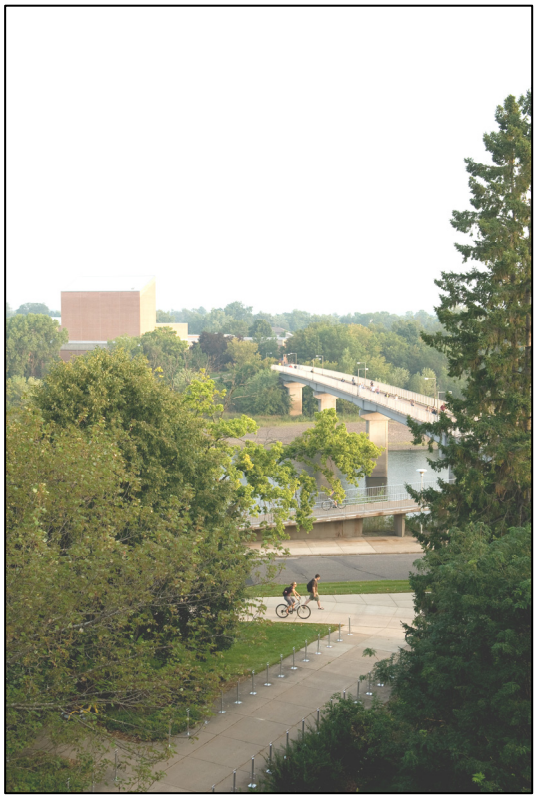
In the development of this Bicycle and Pedestrian Plan, the City has been cognizant of the diverse nature of user populations within the community. People walk and use bicycles for a variety of reasons, including recreation, transportation, personal health, concern for the environment, and higher cost of operating a motor vehicle. In addition, the Commission is aware that facilities need to accommodate various age levels, skill levels, and those with mobility restrictions.

The adoption of this plan demonstrates the commitment of the City of Eau Claire to provide facilities and programs for walking and biking residents by supporting pedestrian and bicycle travel as a safe, efficient, desirable, and accessible mode throughout the City. Walking and biking should no longer be considered as alternative modes of travel, rather an essential component of the City's multimodal transportation system and a means to reduce reliance on motorized vehicles.

ANALYSIS OF CONDITIONS

Background

The importance of an efficient pedestrian and bicycling network should not be underestimated or undervalued. U.S. Census figures from 2000 indicate that walking accounted for 7% of Eau Claire's means of travel to work and approximately 1% biked to work. It is estimated that these numbers have increased in recent years, as a result of higher fuel costs, implementation of programs such as the Safe Routes to School Program, and facility improvements made to the City's pedestrian and bicycling network system.



Residents of Eau Claire pride themselves in the high quality of life offered within the City. In fact, Eau Claire has been nationally recognized in surveys and studies that attempt to measure and compare quality of life from one community to the next. This includes the "Country Home 2007 Best Green Places" to live and the "2007 100 Best Communities." Many factors are attributable to this status, including the community's pedestrian and bicycling facilities.

Recent pedestrian and bicycle related improvements include:

- Completion of the 23-mile Chippewa River State Trail, which connects with the Red Cedar State Trail and Old Abe State Trail.
- Completion of over 39 miles of multi-use pathways in the Eau Claire/Altoona area, including over 4 miles within the past two years.
- Implementation of the Safe Routes to School program in nine elementary schools and one middle school.
- Completion of several Downtown segments of the multi-use pathway system, the Chippewa River State trailhead facility and Phoenix Park.
- Construction of eleven bicycle/pedestrian tunnels, which provide grade separation for bicyclists and pedestrians from high motor vehicle traffic areas and improve connections between neighborhoods.

- Installation of 28 bicycle racks within the Downtown, all donated by the Jaycees, Kiwanis, and Rotary service groups.
- Completion of an informational brochure on winter bicycling safety.

In addition, several additional projects will soon be completed, including:

- Completion of two additional segments of the multi-use pathway; one along Galloway Street to the west of North Hastings Way and the other to the north of Eddy Lane.
- Installation of a bicycle/pedestrian underpass south of Birch Street extending under North Hastings Way.
- Conversion of the railroad high bridge over the Chippewa River to a bicycle/pedestrian bridge. This bridge is located to the north of the City's Central Maintenance Facility.

Community Benefits

As noted above, bicycling and walking provide significant benefits for individuals and communities alike. Bicycling and walking are the most affordable and accessible modes of transportation, while being non-polluting, easy on the City's infrastructure, healthy for the individuals, and promote the character of the community. These benefits have been discussed in recent reports of the Federal Highway Administration (FHWA) in 2006 and 2008, which note that these benefits are far reaching for communities that embrace bicycling and walking as important modes of transportation. The benefits discussed in the reports include:

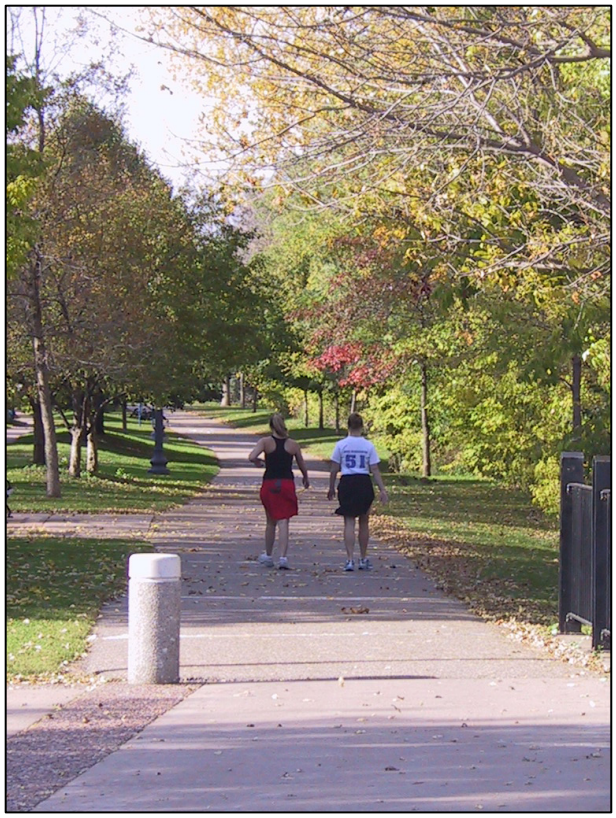
Environmental. Increased bicycling and walking can reduce motor vehicle emissions that account for 31% of the total carbon dioxide, 81% of carbon monoxide, and 49% of the nitrogen oxides released into the atmosphere in the United States. FHWA statistics indicate that vehicle miles traveled in the United States peaked in 2006 and have declined since that time. This reduction in vehicle miles traveled reduces emissions into the atmosphere and reduces fuel consumption.

Health. A number of studies have shown the correlation between physical exercise such as walking and biking and improved physical fitness, reductions in obesity and other chronic health problems. Providing

facilities for people to walk or bike increase the ability of people to participate in these activities.

Economic. Bicycling and walking are affordable forms of transportation and recreation. For many households, a motor vehicle is typically is the second greatest expense behind housing (AAA estimates the annual cost of owning a vehicle at $8,000). The option of bicycling or walking as a transportation option can improve mobility of people and make it possible to reduce the number of vehicles that they own.

Studies show that employees that bicycle and walk are healthier, more productive, and use less sick time. Therefore, encouraging physical activities such as these can have a positive return for employers.



Outdoors activities such as bicycling is also an important tourism draw for the Chippewa Valley, with a number of excellent regional trail systems. People using these trails bring their tourism dollars to local businesses. In addition, events such as the Eau Claire marathon and other special running/walk events utilize the City's multi-use pathways and street networks, thus also bringing tourism dollars into the local economy.

Quality of Life. The bicycling and pedestrian environment of a community plays a role in that community's quality of life providing both tangible and intangible benefits. Increased walking and biking not only improves health and fitness, but also can result in reduced vehicle traffic, noise and pollution within neighborhoods, around schools, and other social centers. Pedestrian facilities such as sidewalks and pathways form an important component of the neighborhood fabric and character in most neighborhoods in Eau Claire. These facilities provide additional social spaces for residents to gather and interact in addition to their primary function of connecting neighborhoods.

Previous Planning Work & Current Legislation

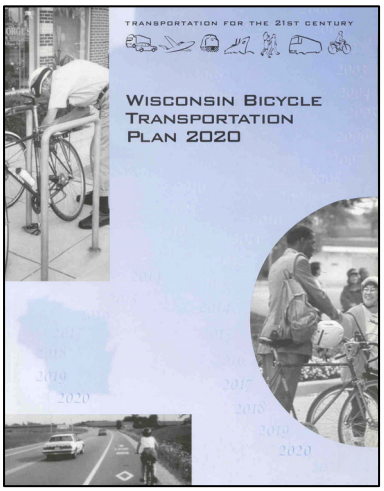
Federal. The importance of bicycling and pedestrian facility planning and development gained prominence in the 1990s with the creation of a number of federal laws and funding programs. These included such programs as the *Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)*. ISTEA initiated a major policy shift in federal and state funding priorities for bicycling and walking facilities and programs. Another important program was the *Transportation Equity Act for the 21st Century (TEA-21)*, which carried forward the same directives and programs for bicycling and pedestrians as ISTEA, with several new initiatives.

Regional. Initial planning for bicycle transportation in the Chippewa Valley got its start in 1995 with the adoption of the 1995-2020 Bicycle Transportation Plan for the Eau Claire Urbanized Area. This document was prepared by the Chippewa-Eau Claire MPO to serve as a guide to urban municipalities within the MPO area for the development of bicycle facilities and programs. This plan serves as a foundation for the formulation of the bicycle network plan set forth in this document, as well as the other recommendations contained herein.

Eau Claire Comprehensive Plan. Pedestrian and bicycle planning is also a significant component of Eau Claire's 2005 Comprehensive Plan. In addition to the recommendation of the creation of the Bicycle and Pedestrian Advisory Commission, the Plan sets forth several pedestrian and bicycle-related objectives and more specific policy statements. These bicycle and pedestrian related objectives include:

- Work to improve pedestrian connections to create a continuous and seamless pedestrian system, and enhance the pedestrian environment to create a more walkable community.
- Continue to build a connected bicycle route and trail network that is viable, convenient, safe and secure, and which will encourage both utilitarian and recreational bicycling.
- Design neighborhood streets with features for automobile, bicycle, and pedestrian travel, while limiting the impacts of traffic.
- Provide a balanced and efficient transportation network that offers viable alternatives to driving and maximizes use of existing investments.
- Extend the off-road pathway system for walking and biking and supplement it with on-road bicycling lanes for transportation and recreation.
- Locate and design parks, greenways, and pathways to enhance the quality of residential neighborhoods and commercial districts that reflect Eau Claire's cultural heritage and civic life.

State of Wisconsin. The State of Wisconsin also recognizes the importance of pedestrian and bicycle transportation and the development of appropriate facilities with

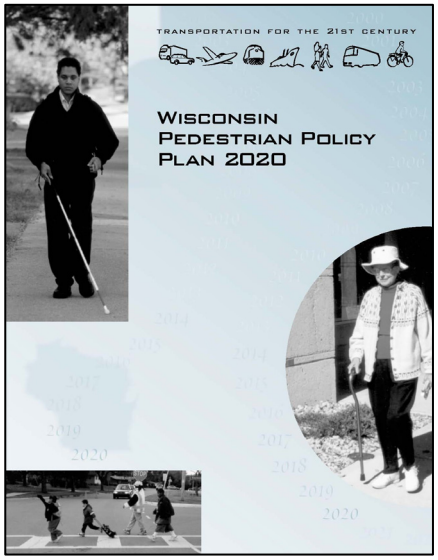


separate plans for both bicycles and pedestrians. These plans have been adopted to promote and increase bicycling and walking across the state.

The vision of the Wisconsin Bicycle Transportation Plan 2020 states, *"Establish bicycling as a viable, convenient, and safe transportation choice throughout Wisconsin."* It also establishes two primary goals to strive for:

- Increase levels of bicycling throughout Wisconsin, doubling the number of trips made by bicycles.
- Reduce crashes involving bicyclists and motor vehicles by at least 10%.

The Wisconsin Pedestrian Policy Plan 2020 also establishes a vision and set of goals regarding pedestrian accommodations. It serves as a blueprint for increasing public awareness of pedestrian issues and needs and promoting pedestrian safety. The plan sets forth policies for local units of government to better integrate pedestrian travel into local transportation systems and emphasizes that pedestrians with special needs, such as the elderly, children, and those with disabilities need to be accommodated.



The plan's vision is to, *"Establish pedestrian travel as a viable, convenient, and safe transportation choice throughout Wisconsin."* The plan stresses that the streets throughout the state should be planned and constructed with all users in mind, noting that pedestrian travel is often overlooked, yet is a critically important mode of transportation. The plan also identifies the need to provide better pedestrian safety education and enforcement of pedestrian-related laws.

Clear Vision Eau Claire. Clear Vision Eau Claire produced a report in 2008 as a result of a visioning and strategic planning process that involved over 200 citizen stakeholders charged with the task to creatively picture what an ideal Eau Claire should look like in 2020. The report includes recommendations within a wide range of disciplines such as economic development , quality of life, and transportation, etc. One of the priority issues identified in the report is the need to "create a bicycle/pedestrian friendly infrastructure for commuting and recreation purposes". Specific strategies are also included in the report to initiate the process to address this issue. The report is available at www.eccommunityfoundation.org/pdfs/clear_vision_plan.pdf.

Legislation. One of the most significant pieces of legislation to affect pedestrians is the *Americans with Disabilities Act of 1990* (ADA), which required the accessibility of public accommodations to people with disabilities. Its impact has been far reaching since its initial enactment as the nation recognized the need to provide equal access to all people. The ADA has significantly changed design requirements for construction of public facilities as much of the pedestrian environment built prior to the ADA's inception did not accommodate people with disabilities. Under ADA, new public facilities must provide accessibility to all and as existing facilities are updated, they are retrofitted to comply with the requirements.

Legislation adopted by the State concerning bicyclists and pedestrian rights is quite extensive. Chapter 346 contains the majority of the provisions regarding bicyclist and pedestrian rights and duties. Provisions for persons with mobility restrictions and disabilities are also outlined in Chapter 346. A brief summary of these provisions is included in Appendix A.

The City of Eau Claire also has several ordinances relating to bicyclists and pedestrians. In 2008, the Eau Claire Bicycle and Pedestrian Advisory Commission compiled a summary of these regulations, which is available upon request at City Hall. These provisions are also summarized in Appendix A.

Existing Bicycle Facility System

It is generally understood that there are three types of bicyclists that a bicycle facility network attempts to accommodate. Type A is the most skilled and will ride on any street, in most weather, and will find the quickest, most direct route to their destination. Type B bicyclists are less comfortable among automobiles and may select a longer route if it appears safer. These bicyclists may commute, but they have a lower distance and inconvenience threshold. Type C bicyclists are novice bikers, children, and those riding primarily for recreation.

Map 1 illustrates the existing bicycle facility system within the City and immediate vicinity. Existing facilities are of three types: on-street bicycle lanes, painted edge lines, and multi-use pathways.

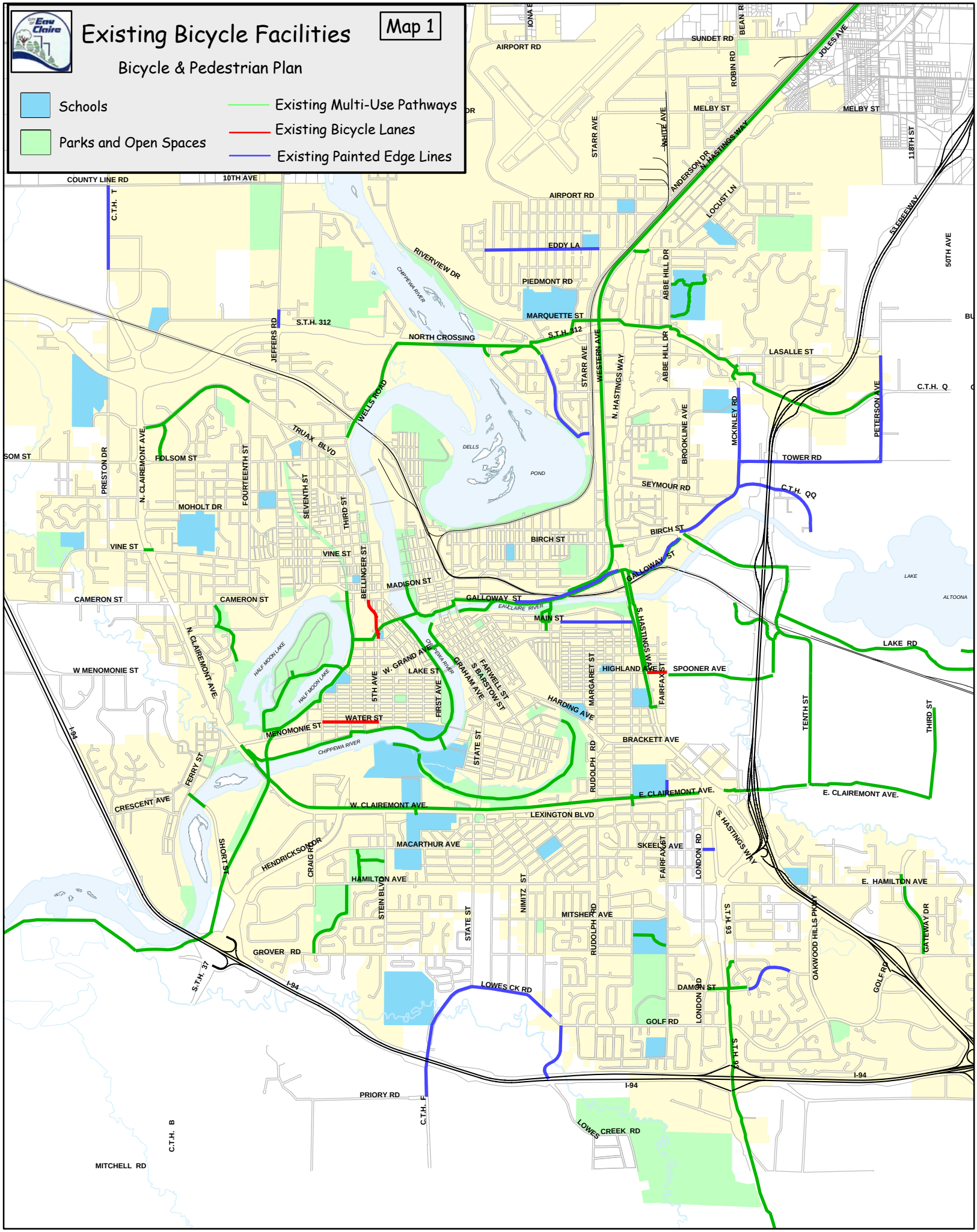
Bicycle Lanes. At the present time, there are two streets in Eau Claire with bicycle lane facilities. These bicycle facilities are along sections of Water Street and Bellinger Street. The minimum width for a bike lane is 4 feet to the left of parked motor vehicles, or 5 feet from the curb face. The recommended bike lane width is 5 feet. There must be a clear riding zone of 4 feet if there is a longitudinal joint between the travel lane and the curb and gutter section. Where parking is permitted, the bike lane must be placed between the parking area and the travel lane, and the recommended width is 5 feet. The combination lane (parking and bike lane) should have a minimum with of 14 feet.

Existing Bicycle Facilities

Map 1

Bicycle & Pedestrian Plan

- Schools
- Parks and Open Spaces
- Existing Multi-Use Pathways
- Existing Bicycle Lanes
- Existing Painted Edge Lines



Painted Edge Lines. The painted edge lines are not designed to standard bicycle lane specifications, but provide an area for bicyclists to occupy along the street and provide motorists with a visual reinforcement that the street is to be shared with bicyclists. Several streets within in Eau Claire have painted edge lines and include: some roadway sections without curbs but with a paved shoulder, while others do include standard curb and gutter streets.

Multi-use Pathways and Sidewalks. The final classification includes the multi-use pathways and sidewalks. The multi-use pathways, which are shown on Map 1, consist of paved facilities separated from the street. The most recent pathways installed by the City are at least 12 feet in width. However, a number of the pathways constructed in the 1990s are somewhat narrower. Many of these pathways are connected with an extensive system of bicycle/pedestrian underpasses and bridges. Appendix B shows their location. These pathways tend to serve both recreational and transportation purposes and are extensively used by both bicyclists and pedestrians. Design principals in developing pathways include: making sure that frequent and convenient connections are made to the street system, having a trail alignment that leads to places people want to go, and making the pathway part of the urban environment incorporating benches, lighting and other amenities.

In addition to the pathways, bicyclists, with a few exceptions, can also use the City's sidewalks. Appendix C illustrates those locations where bicycle use is prohibited. These areas include Downtown, within the Water Street Commercial District, and along Bellinger Street in the vicinity of Madison Street.

Existing Pedestrian Facility System

As noted previously, pedestrian facilities must accommodate all segments of a community's population, including children and the elderly as well as those with mobility restrictions. Planning and designing facilities for all persons must be a priority to enable a safe and convenient pedestrian environment. A pedestrian system designed to accommodate people with disabilities is also a system more accessible for the general population.

Map 2 illustrates the existing pedestrian facility system within the City. Sidewalks and the multi-use pathways (discussed in the previous section) are the principal components of the City's pedestrian facility system.

Requirements for sidewalks date back to the 1874 charter ordinance of the City, which included provisions for the installation of sidewalks. Prior to 1960, the policy required the installation of sidewalks for most development. Since then, the policy has been revised a number of times by the City Council. Generally, sidewalks are required within any new subdivision, when a new main building is constructed, within one half mile of a school, and along arterial and collector streets. The Council in some instances can defer sidewalks. The current policy has led to some inconsistencies in the installation of sidewalks with gaps in the sidewalk network and varied alignments from one subdivision to the next.

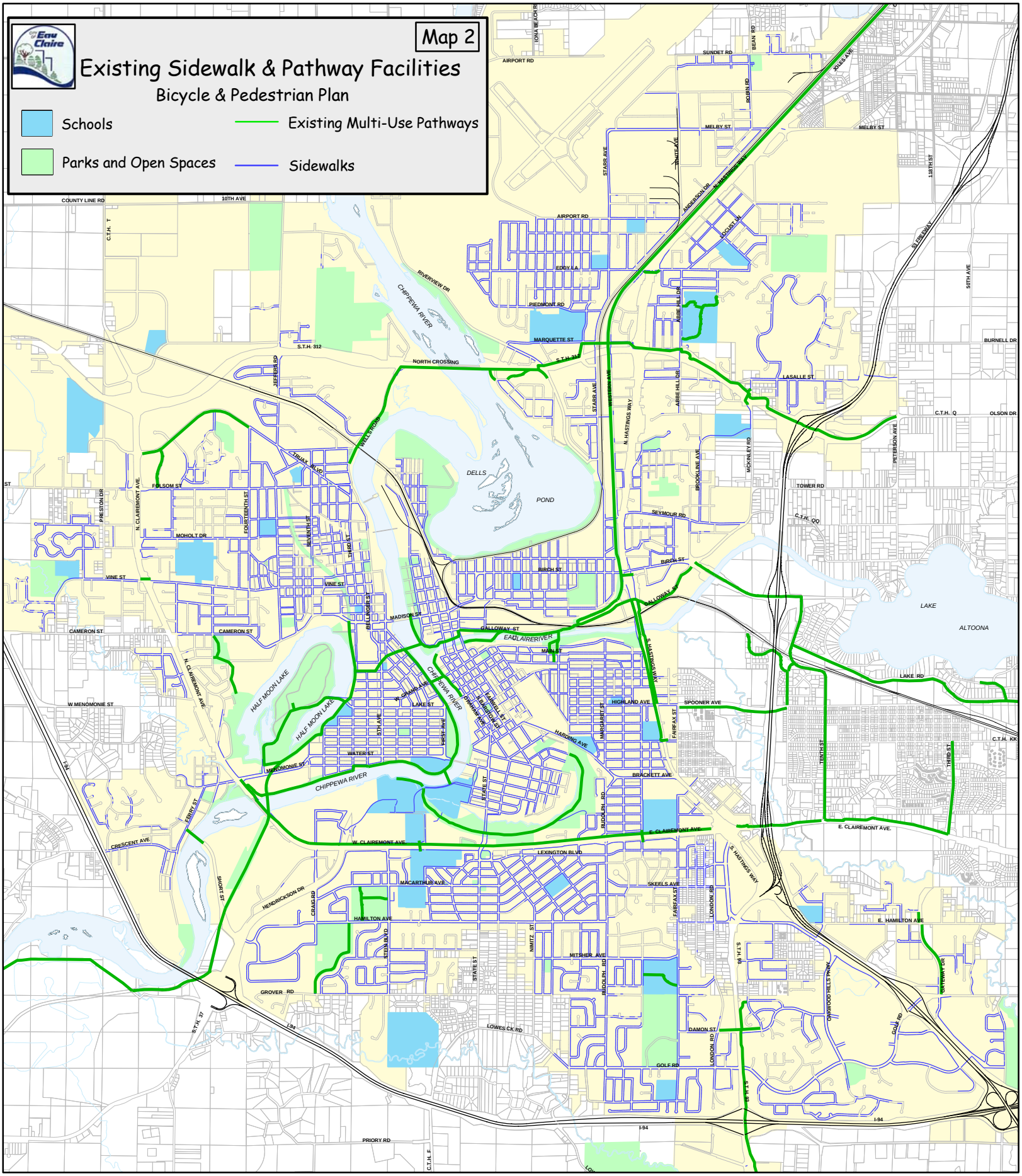
Sidewalks within residential areas are to be a minimum width of 5 feet. In commercial areas, the minimum width of six feet is required, with the goal of maximizing the width to accommodate anticipated pedestrian volumes.

Sidewalks are to be maintained by the abutting property owner. Snow must be removed within 24 hours of the completion of a snow event.

Generally, the towns abutting the City do not require the installation of sidewalks. The exception is within several of the commercial areas within the Town of Washington. This sidewalk policy of the towns has led to numerous gaps in the pedestrian network where the developed town area adjoins developed areas within the City.

Safe Routes to School Program

Eau Claire established its first Safe Routes to School elementary school in 2002. The program integrates health, fitness, traffic relief, environmental awareness and safety in developing routes for school age children to travel to and from their respective schools. It provides the opportunity for schools to work closely with parents, children, neighborhoods, and local government to promote a healthy lifestyle for children and safer and cleaner environment. The program also actively educates and encourages


Map 2
Existing Sidewalk & Pathway Facilities
Bicycle & Pedestrian Plan
Schools
Parks and Open Spaces
Existing Multi-Use Pathways
Sidewalks
AIRPORT RD
SUNDET RD
BEAU RD
JULES AVE
MELBY ST
STARR AVE
WHITE AVE
ANDERSON DR
N. HASTINGS WAY
118TH ST
COUNTY LINE RD
10TH AVE
C.T.H. T
RIVERVIEW DR
CHIPPEWA RIVER
EDDY LA
PIEDMONT RD
ABBE HILL DR
LOCUST LN
SUPERIOR WAY
50TH AVE
BURNELL DR
S.T.H. 312
MARQUETTE ST
NORTH CROSSING
LASALLE ST
C.T.H. Q
OLSON DR
JEFFERS RD
WESTERN AVE
WELLS POND
DELLS
POND
BROOKLINE AVE
MCKINLEY RD
PETERSON AVE
TOWER RD
FOLSOM ST
PRESTON DR
N. CLAIREMONT AVE
FOURTEENTH ST
SEVENTH ST
TRUAX BLVD
SEYMOUR RD
C.T.H. QQ
MOHOLT DR
VINE ST
BIRCH ST
GALLOWAY ST
LAKE
ALTOONA
CAMERON ST
MADISON ST
BELLGRADE ST
EAU CLAIRE RIVER
MAIN ST
S. HASTINGS WAY
LAKE RD
HALF MOON LAKE
W MENOMONIE ST
LAKE ST
N. CHAPPEL AVE
HIGHLAND AVE
SPOONER AVE
FIRST AVE
BRAMHAN AVE
EARWELL ST
EARLSON ST
MARGARET ST
FAIRFAX ST
HARDING AVE
C.T.H. KK
WATER ST
5TH AVE
TENTH ST
THIRD ST
MENOMONIE ST
BRACKETT AVE
STATE ST
BLODOM RD
E. CLAIREMONT AVE
W. CLAIREMONT AVE
CRESCENT AVE
FERRY ST
LEXINGTON BLVD
SHORT ST
MACARTHUR AVE
SKEELS AVE
LONDON RD
HENDRICKSON DR
CRAIG RD
HAMILTON AVE
E. HAMILTON AVE
STEIN BLVD
NIMITZ ST
MITSCHER AVE
S.T.H. 93
OAKWOOD HILLS PKWY
GATEWAY DR
GROVER RD
S.T.H. 37
LOWES CK RD
DAMON ST
GOLF RD
C.T.H. B
I-94
PRIORY RD
C.T.H. F

students about the benefits of walking and bicycling not only to school, but also as a lifetime benefit to health and a sustainable environment. Most schools are located within residential neighborhoods providing excellent opportunities for school children to walk and bicycle to school but some school neighborhoods are located along major highways and include areas outside the City limits. These are often lack continuous sidewalk connections and infrastructure. Also, quantity and speed of traffic around the schools is cited as major factors preventing parents them from encouraging their child to walk and bike to school.

The program focuses not only on education, but also on engineering and enforcement in order to provide safe routes to schools. Some of the engineering improvements that have been implemented have included the installation of curb ramps, installation of signs, and painting of crosswalks at designated intersections. The City has received two grants from the Wisconsin Department of Transportation to complete these improvements.

The City of Eau Claire has taken action toward increasing the level of active transportation choices in the City. Supporting Safe Routes to School demonstrates this commitment. As schools continue to strive to achieve designation as "Safe Routes" schools it will be important that city officials consider the Safe Routes travel plan for each school when making infrastructure changes in and around the school property.

In Eau Claire, nine of the eleven elementary schools and one of the three middle schools are participating in the program as illustrated in Map 3. In addition, the two public high schools are in the process of developing programs.

Major Destinations and Public Facilities

Major destinations and public facilities are shown on Map 4. These destinations and facilities are an important consideration in the development of this plan Bicycle and Pedestrian network system as the objective the plan is to provide reasonable access to the majority of these locations for bicyclists and pedestrians.

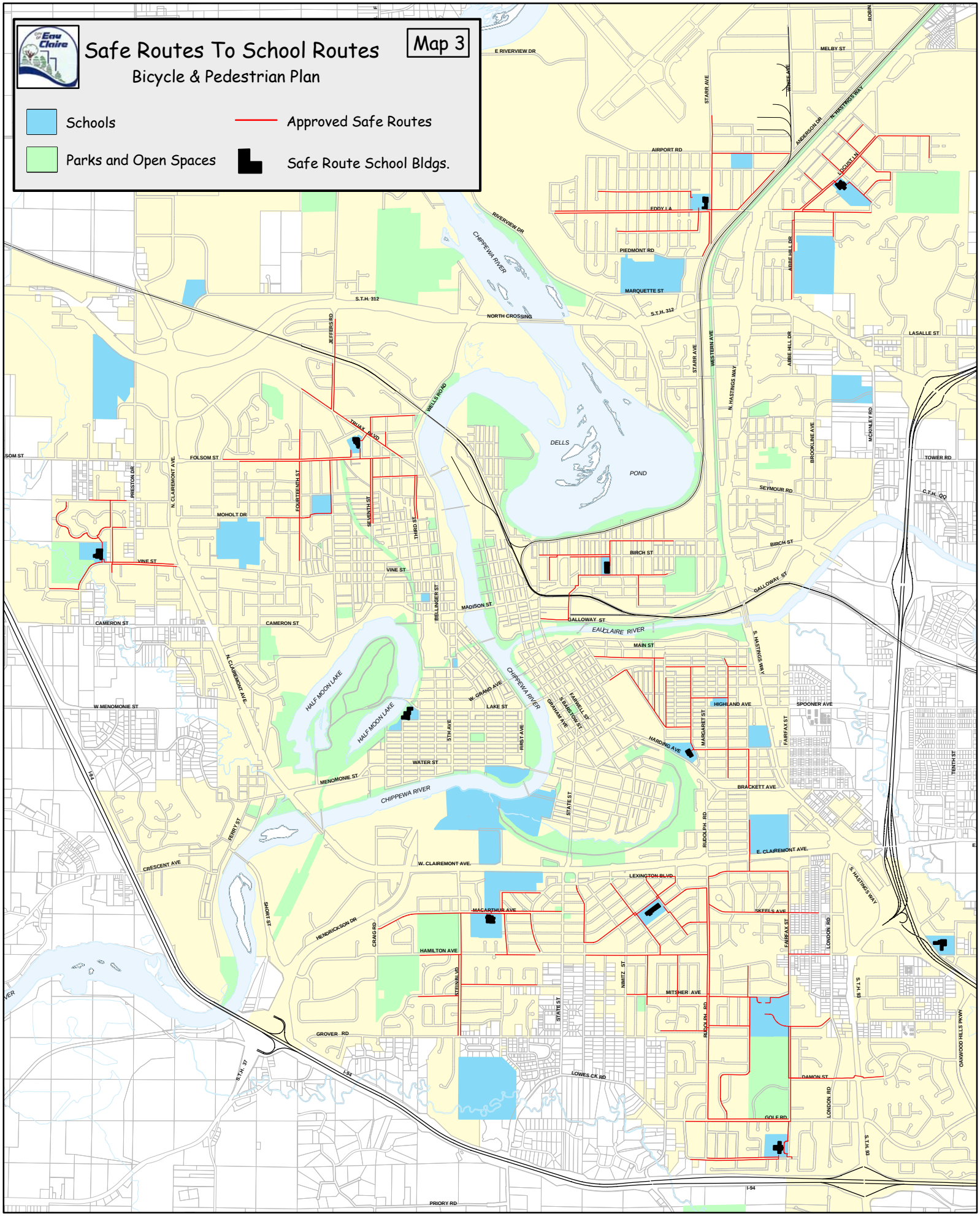
Facilities and areas shown on the map include: area park and open space sites, Eau Claire public and private schools, the University of Wisconsin – Eau Claire campus, Chippewa Valley Technical College campuses, hospitals, major public buildings, major commercial areas and key transportation facilities.

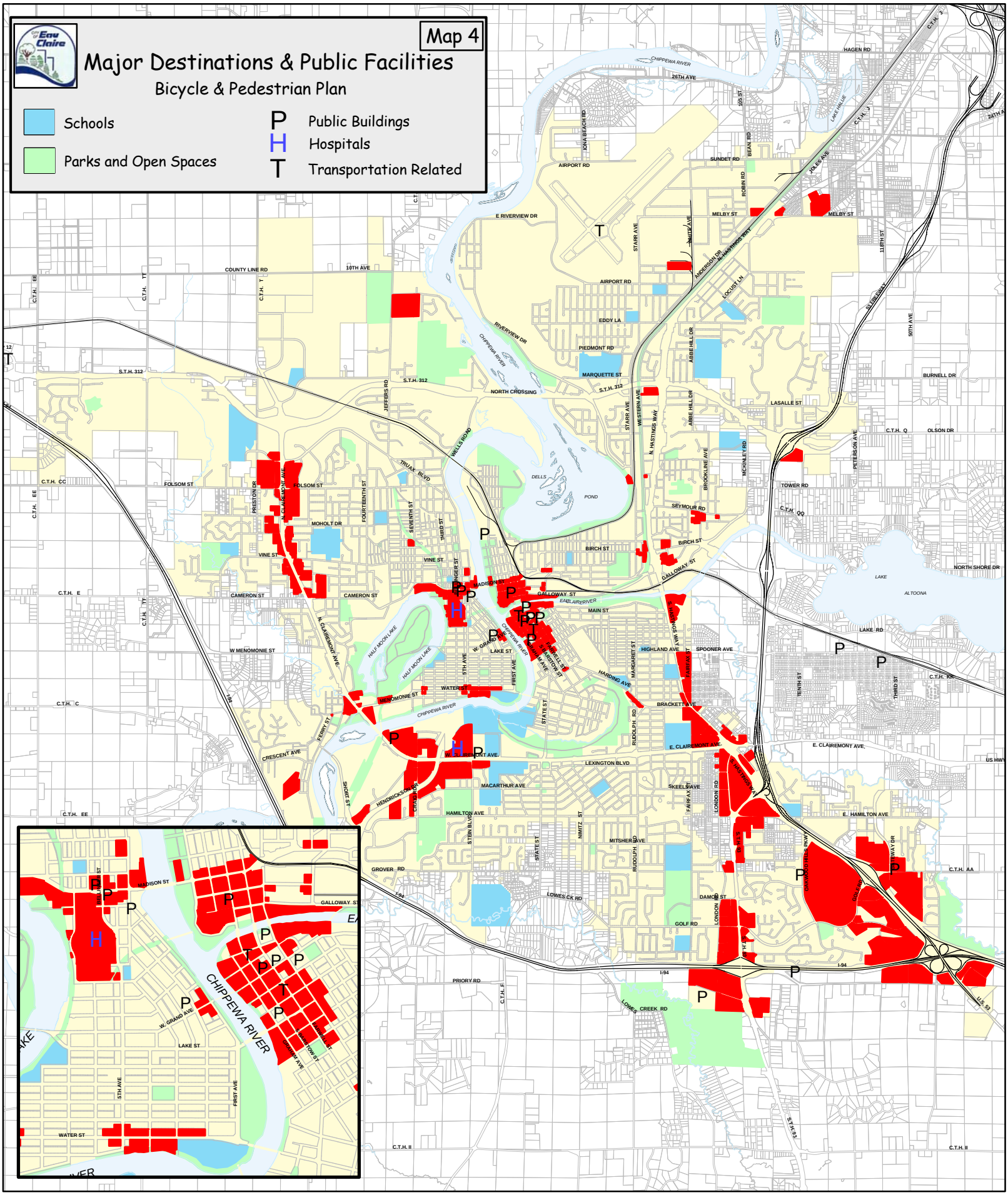
Safe Routes To School Routes

Bicycle & Pedestrian Plan

Map 3

- Schools
- Parks and Open Spaces
- Approved Safe Routes
- Safe Route School Bldgs.




Map 4
Major Destinations & Public Facilities
Bicycle & Pedestrian Plan
Schools
Parks and Open Spaces
P Public Buildings
H Hospitals
T Transportation Related
CHIPPEWA RIVER
HAGEN RD
26TH AVE
AIRPORT RD
SUNDET RD
MELBY ST
E RIVERVIEW DR
COUNTY LINE RD
10TH AVE
RIVERVIEW DR
EDDY LA
PIEDMONT RD
MARQUETTE ST
NORTH CROSSING
S.T.H. 312
LASALLE ST
BURNELL DR
OLSON DR
TOWER RD
SEYMOUR RD
BIRCH ST
GALLOWAY ST
NORTH SHORE DR
LAKE ALTOONA
FOLSOM ST
MOHOLT DR
VINE ST
CAMERON ST
MADISON ST
MAIN ST
LAKE ST
W MENOMONIE ST
MENOMONIE ST
WATER ST
CRESCENT AVE
HIGHLAND AVE
SPOONER AVE
HARDING AVE
BRACKETT AVE
E. CLAIREMONT AVE.
W. CLAIREMONT AVE.
LEXINGTON BLVD
MACARTHUR AVE
SKEELS AVE
HAMILTON AVE
E. HAMILTON AVE
MITSHER AVE
GROVER RD
LOWES CK RD
DAMON ST
GOLF RD
PRIORY RD
LOWES CREEK RD
I-94
US 53
STH 93
C.T.H. II
C.T.H. AA
C.T.H. Q
C.T.H. QQ
C.T.H. RR
C.T.H. CC
C.T.H. E
C.T.H. C
C.T.H. EE
C.T.H. TT
C.T.H. T
C.T.H. J
C.T.H. F
HALF MOON LAKE
DELLS POND
N. CLAIREMONT AVE.
FOURTEENTH ST
SEVENTH ST
THIRD ST
PRESTON DR
TRUAX BLVD
WELLS ROAD
JEFFERS RD
STARR AVE
WESTERN AVE
N. HASTINGS WAY
ABBE HILL DR
BROOKLINE AVE
MCKINLEY RD
PETERSON AVE
BEAN RD
ROBIN RD
JULES AVE
LAKE BLUFF
NUTTS AVE
ANDERSON DR
LOCUST LN
ALBERT WAY
50TH AVE
11TH ST
MONA BEACH RD
105 ST
5TH AVE
FIRST AVE
STATE ST
RUDOLPH RD
MARGARET ST
FAIRFAX ST
LONDON RD
NIMITZ ST
STEIN BLVD
HENDRICKSON DR
SHORT ST
FERRY ST
TENTH ST
OAKWOOD HILLS PKWY
GOLF DR
BRIDGE ST
BARTON ST
GRAND AVE
W. GRAND AVE
FARWELL ST
OGDEN AVE

SUMMARY OF PLANNING TOPICS

The following is a listing and description of the strategic bicycle and pedestrian-related topics identified by the Bicycle and Pedestrian Advisory Commission. The development of bicycle and pedestrian-related strategies contained in this plan are based on the addressing of these issues.

1. **Pedestrian Network Linkages.** *Where do gaps exist in the existing pedestrian system network?* A review of the existing sidewalk and pathway network found that gaps do exist within the network. These gaps may create safety issues where pedestrians are not properly separated from vehicle travel lanes and lead to inefficiencies and inconvenience in pedestrian circulation.

2. **Pedestrian Mobility.** *Does the community's pedestrian environment provide for people with differing levels of mobility (children, older adults, those with disabilities?)* Pedestrian circulation and movement within a community is important to all persons, but it is of particular importance for those with mobility restrictions and those that have limited travel choice options. The public and private sector must be aware of these needs and provide facilities to accommodate all persons and barriers to pedestrian circulation must be identified and corrected.

3. **Bicycle Route Network.** *What streets and pathways should comprise the City's bicycle recreational and transportation network?* The Comprehensive Plan identifies the need to develop an interconnected on and off-road network for bicycles for both recreational and transportation utilization. An extensive off-road trail/pathway system has already been developed, but its initial development was primarily for recreational purposes. Its use as a transportation alternative to using motorized vehicles has grown, as the trail network has expanded. This overall bicycle network should link major activity centers and destination points throughout the City utilizing both off-road pathways and on-street bicycle facilities.

4. **Development Standards**. *Do site development provisions need to be amended to better address the needs of bicyclists and pedestrians?* BPAC has concerns that bicycle and pedestrian needs are not adequately addressed in the review of new development and redevelopment of existing facilities. This review should include standards for bicycle and pedestrian connectivity between land uses and also for circulation within a development. Standards for convenient and adequate bicycle parking facilities must also be addressed.

5. **Safety Awareness.** *Is there a lack of public awareness about safety issues relating to bicycles and pedestrians?* Input received by BPAC indicates a need for improved awareness of motorists, bicyclists, and pedestrians regarding:

- Laws regarding the shared use of the public rights-of-way;
- Common courtesies and etiquette that should be extended by all users of the roadways and pathways;
- Legislation and awareness pertaining to mobility devices used by the disabled;
- Laws governing vehicles yielding to pedestrians;
- Safety.

6. **Education.** *How can we better educate and promote the benefits of bicycling and walking?* There are numerous benefits to bicycling and walking, including health, fitness, environmental, economic, and quality of life. Yet there is concern that many of the citizenry are not aware of these benefits; thus, a need for educational and promotional activities.

7. **Enforcement.** *Are there ways to improve the compliance with bicycle and pedestrian-related regulations?* Studies show that over half of bicycle/pedestrian related crashes are the fault of motorists. What methods can be employed to improve compliance with the regulations and gain a mutual respect between motorists, bicyclists, and pedestrians?

8. **Detour Considerations.** *Is there a need for improved planning of bicycle and pedestrian detour routes during street construction projects and site development work?* The ability of bicyclists and pedestrians to safely navigate around street construction projects and site development work that restricts mobility along abutting streets and sidewalks was noted as an important issue by the Commission.

9. **Specific Problem Areas.** *Are there specific areas where bicycle and pedestrian issues need to be identified and resolved?* This plan should seek to identify these areas and review issues that may exist.

10. **Coordination.** *What can be done to improve coordination between agencies and organizations having bicycle and pedestrian-related interests?* There are many agencies and organizations within the community that have interests related to

bicycling and pedestrians. Coordination between these agencies and organizations is necessary in order to enhance facility development, enforcement, education, and enjoyment of the bicycle and pedestrian accommodations. In addition, coordination between jurisdictions outside of the City is essential. Potential benefits include improved connectivity of facilities extending outside of the City and the elimination of physical barriers and organizational barriers, which may impede the development of an area-wide bicycle and pedestrian network.

11. **Policies and Procedures.** *Are there policies or procedures enacted by agencies or government organizations, which may impede bicycle, pedestrian, or other non-motorized choices?* Various units of government may have differing or conflicting policies when providing of facilities, services, or programs for bicyclists and pedestrians. These differences or conflicts should be identified and efforts initiated to resolve them.

12. **Safe Routes Program.** *Can the Safe Routes to School Program be implemented in all schools within the City and can the ongoing support of volunteer groups be maintained?* The Safe Routes to School Program has been implemented for nine out of the eleven elementary schools and one of the three middle schools within the Eau Claire School District. Through physical improvements and education, the program promotes walking and bicycling to school. All have support of the respective school administration, but rely on parent volunteers to maintain an ongoing program.

13. **Sidewalk Construction along New Streets.** *Should the City revise its ordinances regarding the timing of the installation of sidewalks when new streets are constructed?* Current ordinances require the installation of sidewalks at the time the main building is constructed on a parcel. Should sidewalk installation occur at the same time that utilities and streets are installed in order to prevent gaps in the sidewalk system?

14. **Skateboards, In-line Skates, etc.** *Should the City revise its ordinances regarding the use of skateboards, in-line skates, and other similar non-motorized travel on City streets and sidewalks?* Skateboarding and in-line skating are not permitted on City streets, on any sidewalk in a business district, and in certain areas within Carson Park. Skateboarding and in-line skating are permitted on the recreational trail. The Commission also discussed the need for education of the public concerning the use of skateboards.

OVERALL PLAN GOAL

Establish bicycling, pedestrian, and other non-motorized travel as a viable, convenient, and safe transportation and recreational choice throughout the City of Eau Claire, which will contribute to the quality of life in Eau Claire, sustainability of the environment, and health of all residents.

Objectives

Facility Planning and Engineering

- Provide a safe, convenient, and enjoyable environment to accommodate all pedestrians, bicyclists, and other non-motorized means of travel cognizant of the diverse needs and mobility levels of the community's population.

- Institutionalize bicycle and pedestrian transportation into all planning, design, and construction activities for the City.

- Create pedestrian and bicycle-oriented environments and a more "walkable" community that encourages walking and bicycling as a mode of transportation.

Education and Outreach

- Develop an enthusiasm and excitement within the community for bicycling and pedestrian travel as a popular means for transportation and means to improve the environment and the health of all residents.

- Increase the percentage of persons walking and utilizing bicycles as a mode of commuting and utilitarian travel. *(2000 U.S. Census figures for Eau Claire: 7% of the workforce walked to work, 1% biked to work.)*

- Develop a better understanding within the community of the needs of those with mobility limitations.

- Develop a collaborative mindset among governmental agencies, community organizations, and surrounding jurisdictions in the development and promotion of bicycling and pedestrian facilities and travel.

Enforcement and Ordinances

- Develop a mutual respect among motorists, bicyclists, and pedestrians through the education, acceptance, and observance of traffic laws and regulations to improve bicycle and pedestrian safety.

STRATEGIES

The following strategies seek to improve the environment for bicycles, pedestrians, and other non-motorized means of travel within the City of Eau Claire. These strategies place an emphasis on the vision of the plan that bicycling and walking are important modes of travel that must be better incorporated into the community's everyday decision making. Generally, bicycle and pedestrian travel falls into three categories:

- Utilitarian: generally short trips to accomplish a specific purpose, such as shopping.
- Commuter: generally travel to a place of employment.
- Recreational: may be for exercise or to enjoy an open space area.

When seeking to improve the environment for bicyclists and pedestrians, it important to be aware of these differing purposes for travel.

In addition, there are several key criteria or principals commonly used as the foundation in the development of strategies to improve the environment for bicyclists and pedestrians; including:

- **Safety.** Safety is of the utmost concern in the planning, design, development, and maintenance of the bicycle and pedestrian network. In addition, education and awareness of those who utilize the system is a key component related to safety as well as the enforcement of the laws.

- **Accessibility.** It is important to provide safe, direct, and convenient connections for bicyclists and pedestrians to their destinations, such as place of employment, schools, retail centers, and parks. In addition, barriers to accessibility must be accounted for in the development of the plan. When identifying barriers or impediments to movement, all segments of the population must be considered; including children, elderly, and those with mobility restrictions. Barriers may be related to poor physical design such as curbs, bench placement, grates, wide streets, poorly located pedestrian actuation buttons, inappropriate surfaces, etc. or be environmental such as: hills, snow, ice, overgrown vegetation, etc. These types of barriers, whether real or perceived, can restrict mobility and compromise safety

- **Continuity.** The proposed network needs to offer a continuous, integrated network of sidewalks, pathways, and on-street routes with few gaps or missing segments.

- **Integration with Transit.** Providing convenient pedestrian access to transit routes is an important consideration in developing a viable pedestrian network system. It also can play an important role with bicycle transportation; the availability of transit for bicyclists can provide additional incentives to use a bicycle and increase commuting travel distances.

- **Ease of Implementation.** The level of difficulty of implementing facility improvements at a specific location is a factor in determining the route that will be designated. It generally is not the overriding factor, but can be an important factor in selecting one route over another.

This plan seeks to accommodate the diverse nature of the people using the bicycle and pedestrian facilities, based on the varied expectations of the community, and the variety of reasons why people bicycle and walk. The task of implementing these strategies will occur incrementally over an extended time period due to budget constraints, limited staff resources, and multiple demands on staff time. The general timeframes for completion of each strategy are listed herein (see also Appendix D.)

Facility Planning and Engineering Strategies

Objectives.

- *Provide a safe, convenient, and enjoyable environment to accommodate all pedestrians, bicyclists, and other non-motorized means of travel cognizant of the diverse needs and mobility levels of the community's population.*

- *Institutionalize bicycle and pedestrian transportation into all planning, design, and construction activities for the City.*

- *Create pedestrian and bicycle-oriented environments and a more "walkable" community that encourages walking and bicycling as a mode of transportation.*

1. **Bicycle Network.** Seek to develop a city-wide bicycle transportation network that makes use of both on-road bicycle facilities and the multi-use pathway, and which provides reasonably direct routes that serve the bicyclist's needs for travel, maximizes safety, and is easily identified by its users. The generalized configuration of the network is illustrated on Maps 5 and 6. These maps show the anticipated route locations and classifications, which may be subject to some change as development of the network proceeds.

Bicycle Facilities

Bicycle & Pedestrian Plan

Existing Multi-Purpose Pathway

Proposed Multi-Purpose Pathway

Primary On-Street Bicycle Corridors

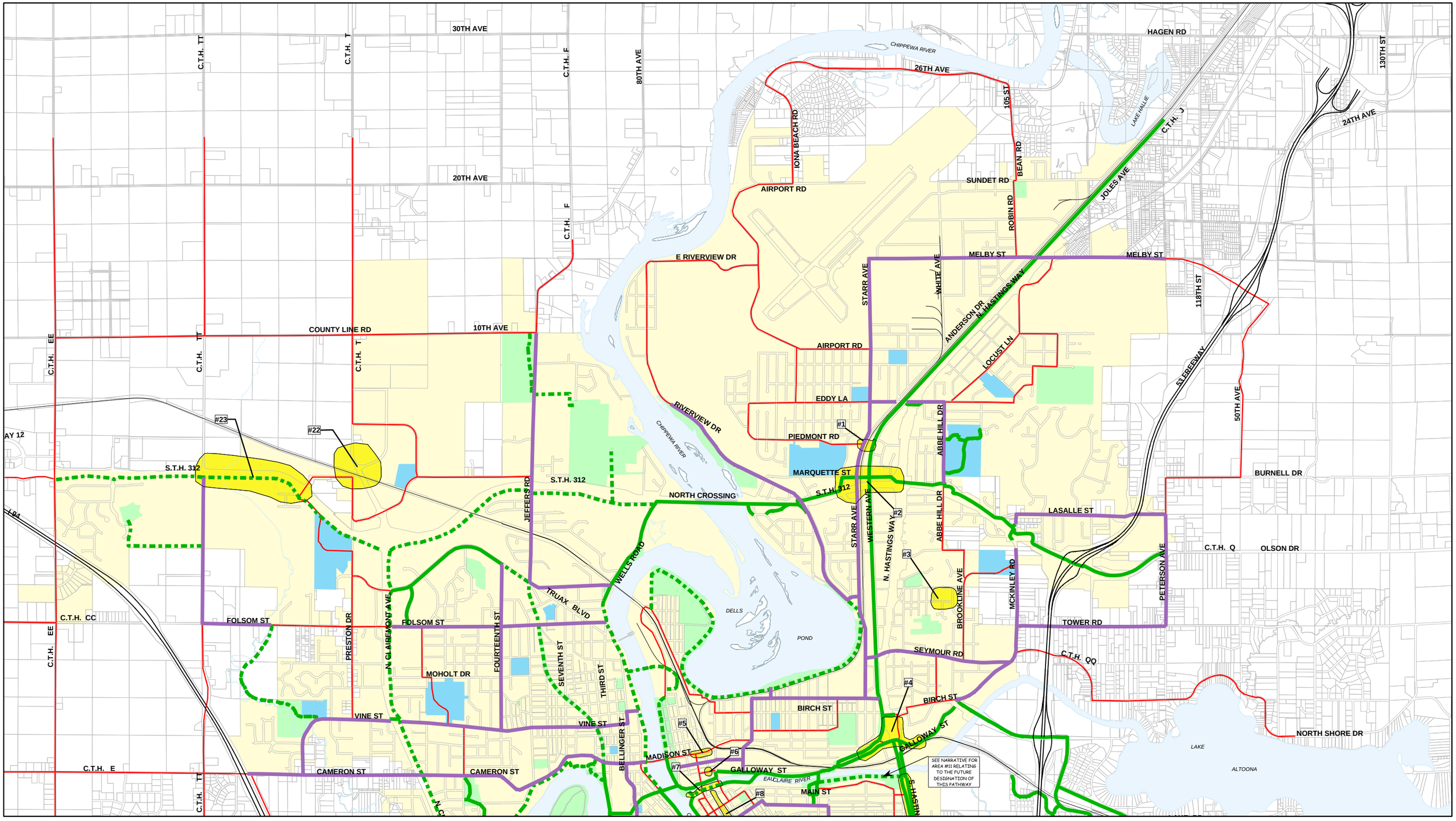
Local Bicycle Routes (Signed Only)

Areas Needing Further Study

Note: Bicycle routes shown outside the City limits represent possible connections to an area-wide bicycle system and do not represent a specific facility classification. Coordination with adjoining jurisdictions is required.

MAP 5

(City's Northside)



Bicycle Facilities

Bicycle & Pedestrian Plan

Existing Multi-Purpose Pathway

Proposed Multi-Purpose Pathway

Primary On-Street Bicycle Corridors

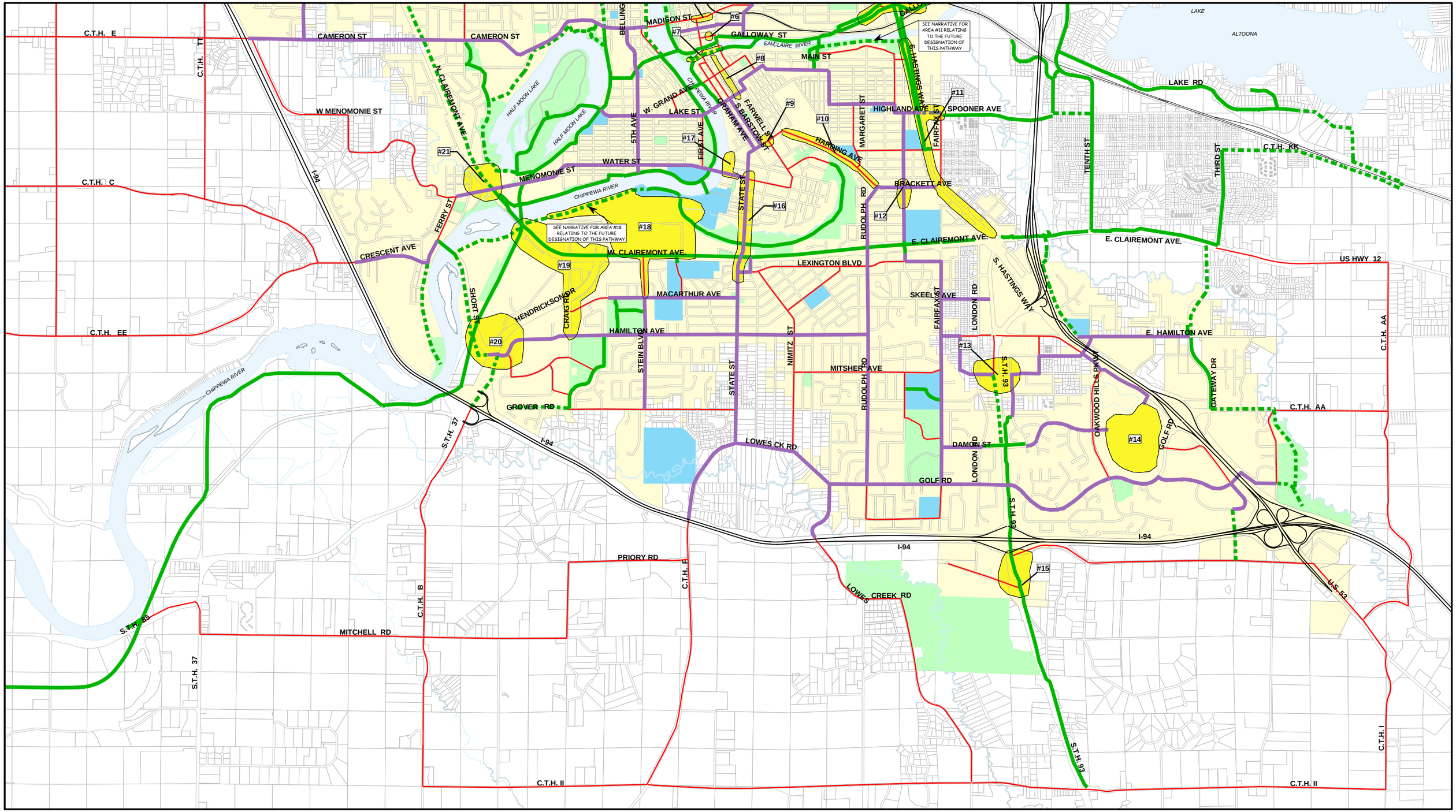
Local Bicycle Routes (Signed Only)

Areas Needing Further Study

Note: Bicycle routes shown outside the City limits represent possible connections to an area-wide bicycle system and do not represent a specific facility classification. Coordination with adjoining jurisdictions is required.

MAP 6

(City's Southside)



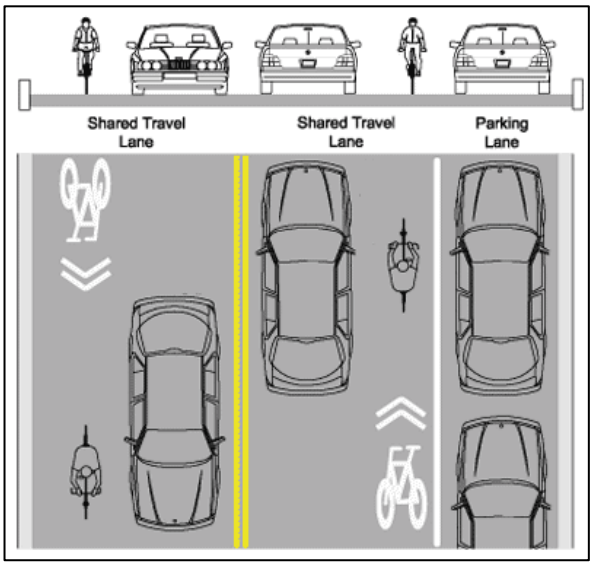
The network should provide convenient connections from place of residence to key destination points and major activity centers such as: major places of employment, schools, retail centers, and parks, as well as connections to abutting jurisdictions. Four facility classifications make up the system, with each classification providing differing levels of service, and accommodations as described below. All designated routes within the network with the exception of the local streets are to be identified with signage, which preferably would include destination-based (wayfinding) information.

a) **Multi-use Pathways.** The multi-use pathways form an integral portion of the bicycle network system. They may be located along arterial streets in order to separate bicyclists from motorized vehicles, may extend along or through park and open space areas, and may serve as connecting linkages between areas.

b) **Primary On-Street Facilities.** The primary on-street bicycle facilities serve as the backbone of the bikeway system. Utilizing the existing infrastructure of the City's street system presents the best opportunity for improving the mobility and access of bicyclists. In addition, the roadway system is the primary means of accessing the community's major activity centers. This facility classification will include a variety of bicycle facility improvements depending upon the unique characteristics of each street. Optimally, these streets will include bicycle lanes on both sides of the street, signing indicating it is a primary route and bicycle actuation of signals at intersections.

Where space constraints limit the installation of bicycle lanes, painted edge lines, shared-lane markings, wide curb lanes, or other innovative design alternatives such as "sharrows" (symbol markings placed on the pavement that are used in lieu of lane markings) would be installed which denote bicycle positioning on the street, in addition to the signing of the primary route. Their purpose is to reinforce the rules of the road where bicyclists are required to position themselves to the right, yet visually reinforce to motorists that the street is a designated route for bicycle travel. These pavement markings indicate the legal and appropriate lane of travel for a bicyclist and cues motorists to

pass with sufficient clearance as needed. Studies have found that these markings improve positioning of the bicyclists and motorists, improves bicyclist's adherence to the laws, and reminds motorists of the likely presence of bicyclists.



The painted edge lines or shared-lane markings differ from bicycle lanes in that they are utilized along streets too narrow to accommodate bicycle lanes, yet remind both motorists and bicyclists that the roadway is to be shared. In some situations, the painted markings will also denote areas shared for both parking and bicycle use. The application of these painted edge lines or shared-lane markings will vary from one street to the next depending on pavement width, lane width, parking, and traffic volume.

Other innovative design alternatives (see Strategy #18) should also be considered where space constraints exist along a roadway. These design alternatives should be studied particularly in situations where insufficient width exists for both bicycle lanes and edge lines, yet where it is important to identify the primary bicycle route.

The majority of the streets shown on Maps 5 and 6 do not have bicycle facility improvements at the present time, only those streets shown on the Map 1 have either bicycle lanes or painted edge lines at the present time. Improvements to those primary route streets that currently have no bicycle facilities should occur as follows:

- The initial phase of improvements would be the painting of the bicycle lanes, marked edge lines or shared-lane markings on those streets that currently have sufficient pavement width to accommodate the bicycle facility. These streets are shown in Appendix E.

- As primary route streets are reconstructed, the City would study design options to retrofit the streets to include bicycle lanes as a first priority and shared-lane markings as a second option. Other options such as the off-street pathways should also be considered in appropriate situations.

  If no bicycle facility can be incorporated into the roadway due to unique circumstances of the roadway, the minimum improvement should be the installation of signing to direct bicyclists through the unimproved section. Installation of the "sharrow" symbol should also be a consideration in these areas.

- The construction of new streets will include appropriate bicycle facilities consistent with the plan.

c) **Local Bicycle Routes.** These routes generally have lower traffic volumes resulting in fewer bicycle/motorist conflicts and safety concerns. They provide the connections from the neighborhood areas to the primary routes. No lane markings are needed, but each route would be signed to designate the street as part of the system, informing bicyclists that the route connects to a primary route or off-street pathway.

d) **Local Streets.** These streets are generally local residential streets or streets having direct access to the local or primary routes or off-street pathway network. Generally, traffic volumes are low on these streets as well as vehicle speeds. No special treatments such as street markings or signing would be provided.

The wayfinding signing used to identify and designate this system is an important component of the bicycle network. As noted above, signing should be provided for all of the multi-use pathways, primary on-street facilities, and local bicycle routes.

Maps 5 and 6 also illustrate bicycle routes lying outside of the City's corporate limits. These routes represent possible connections to an area-wide bicycle system and the maps do not represent a specific facility classification. See the recommendation below relating to the coordination of bicycle and pedestrian planning between the City and adjoining jurisdictions.

***Responsibility**:* Public Works Department, Transportation Division
***Timeframe**:* Ongoing

2. Coordination. The City should work with adjoining jurisdictions including Eau Claire County, Chippewa County, City of Altoona, City of Chippewa Falls, area towns, Wisconsin DOT, and the Wisconsin DNR in coordinating bicycle and

pedestrian-related issues and programs within the areas surrounding the City. Such coordination efforts should include:

- Encouraging the connectivity of bicycle and pedestrian pathways, sidewalks, and on-street bicycle facilities extending from the City into adjoining jurisdictions;
- Identification and elimination of barriers that may exist at highway and corporate boundaries;
- Identification of individuals, groups, and organizations having an interest in bicycle and pedestrian safety, facilities, education and promotion. (A preliminary list of such groups identified by BPAC is included in Appendix F.)
- Scheduling periodic meetings with representatives of local jurisdictions to coordinate the extension of bicycle/pedestrian facilities between jurisdictions;
- Encouraging the organization or the formation of a non-profit "friends" organization interested in pursuing the goals of promoting and enhancing bicycle and pedestrian facilities, programs, and safety within the area.

The City should also discuss policy differences with the Eau Claire School District regarding the installation of sidewalks in the vicinity of schools. Current City policy requires a connected sidewalk system within one-half mile of a school, while School District policy buses its students if they live more than one mile from an elementary school and more than two miles from a middle school or high school.

Responsibility: Community Development (Planning Division) & Public Works Departments (Transportation Division)
Timeframe: Ongoing

3. **Bicycle Parking Standards.** Consider the adoption of zoning provisions administered through the site plan review process to address bicycle parking for new development, reuse of facilities, and redevelopment. These provisions should include standards pertaining to the number and size of bicycle parking spaces required based on the use of the site. The standards should identify recommended bicycle rack designs and require placement in a safe, convenient, and easily accessible location relative to the entrance of the building. If necessary, their location should be clearly marked for the bicyclists. Such provisions should also require regular maintenance of these bicycle parking spaces and prompt removal of snow and ice during the winter months.

Responsibility: BPAC, Plan Commission
Timeframe: Immediate

4. **Site Development.** Consider the adoption of zoning provisions administered through the site plan review process that will ensure a convenient and safe bicycle and pedestrian-friendly environment is provided for new development, reuse of facilities, and redevelopment. Such provisions should provide:

- Convenient access and connections to building entrances from abutting streets:
- Safe and convenient bicycle and pedestrian circulation within a site for customers, employees, residents;
- Appropriate accommodations for those with mobility restrictions;
- Minimizes conflicts with motorized vehicles;
- Encourage bicycle and pedestrian connections to adjoining parcels where appropriate.

Responsibility: BPAC, Plan Commission
Timeframe: Immediate

5. **Bicycle Parking at Public Facilities**. The City should work to provide an appropriate number of bicycle parking spaces at all City buildings and public areas such as parks in order to accommodate employees and the public. The number of spaces provided should be based on standards adopted pursuant to Strategy #3 listed above and the actual facility usage. These bicycle parking facilities should be easily accessible to the building entrance(s) and maintained for year-round use.

The City should also work with other public entities such as the Eau Claire School District, Eau Claire County, and State to encourage adequate bicycle parking at their respective facilities.

Responsibility: Public Works (Transportation Division) & Parks, Recreation, and Forestry Departments (Parks Division)
Timeframe: Short-term

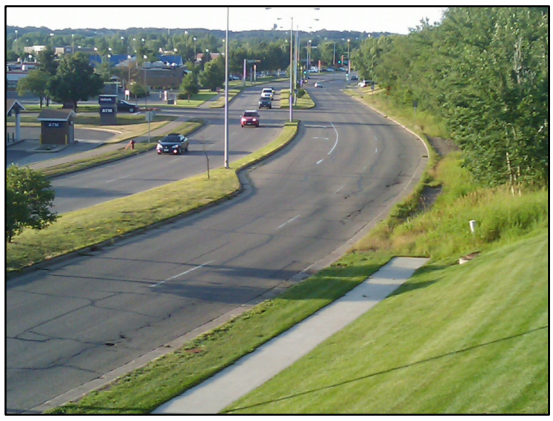
6. **Off-Street Parking Allowances.** Continue to provide reductions in the off-street parking requirements as set forth in Chapter 18 (Zoning) for site plan submittals that include bicycle parking facilities and when a development is in the vicinity of a bus transit route. Current provisions call for a 5% percent reduction in required off-street parking when bicycle-parking facilities are provided and a 10% reduction when the site is near a transit route. In granting these reductions as part of the site plan process, the Plan Commission must ensure that such bicycle parking facilities are conveniently located for bicyclists and their location clearly marked if necessary. They also must be properly maintained for year-round use.

The BPAC should also research ordinances from other communities to determine if additional off-street parking allowances should be considered in areas with high pedestrian concentrations, or high bicycle or transit usage.

Responsibility: Community Development Department (Planning Division) & BPAC
Timeframe: Ongoing & Short-term

7. **Sidewalk System Gaps.** Work to eliminate gaps in the sidewalk system within the City. Maps 7 and 8 illustrate the location of the most significant gaps in the City's sidewalk system based on BPAC and Public Works Department review of the existing infrastructure. Elimination of these gaps is important in order to reduce hazards and safety issues that may exist and encourage greater usage and a more "walkable" community.

   Areas of high priority include:



   - East Hamilton Avenue near Robbins Elementary School;
   - Golf Road, east of Oakwood Hills Parkway;
   - Fairfax Park area;
   - London Road, Hamilton Avenue south to Damon Street;
   - Marquette Street north to Piedmont Road;
   - Taft/Kay Street area south of Memorial High School;
   - Abby Hill Drive from Brookline Avenue;
   - Deblene Lane, north of Vine Street;
   - Birch Street/Malden Avenue area.

   The Public Works Department should periodically evaluate the sidewalk system in order to identify additional gaps that should be corrected.

Responsibility: Public Works (Engineering Division)
Timeframe: Ongoing

8. **Pedestrian Barriers and Obstacles.** Seek to eliminate barriers and obstacles for pedestrians particularly related to children, the elderly and those with mobility restrictions. Examples of pedestrian barriers and obstacles include: curbs at crosswalks, narrow sidewalks, inappropriate surfacing materials, tree grates, utility poles, poorly placed pedestrian actuation buttons, benches, overgrown vegetation, etc. The City should work closely with advocacy groups such as the Eau Claire County Barrier Busters and LE Philips Senior Center to ensure that pedestrian issues affecting children, the elderly, and disabled are identified and then addressed.

Responsibility: Public Works (Engineering Division)
Timeframe: Ongoing

Pedestrian Facilities

Bicycle & Pedestrian Plan

Existing Mult-Purpose Pathway

Proposed Multi-Purpose Pathway

Existing Sidewalks

Major Sidewalk System Gaps*

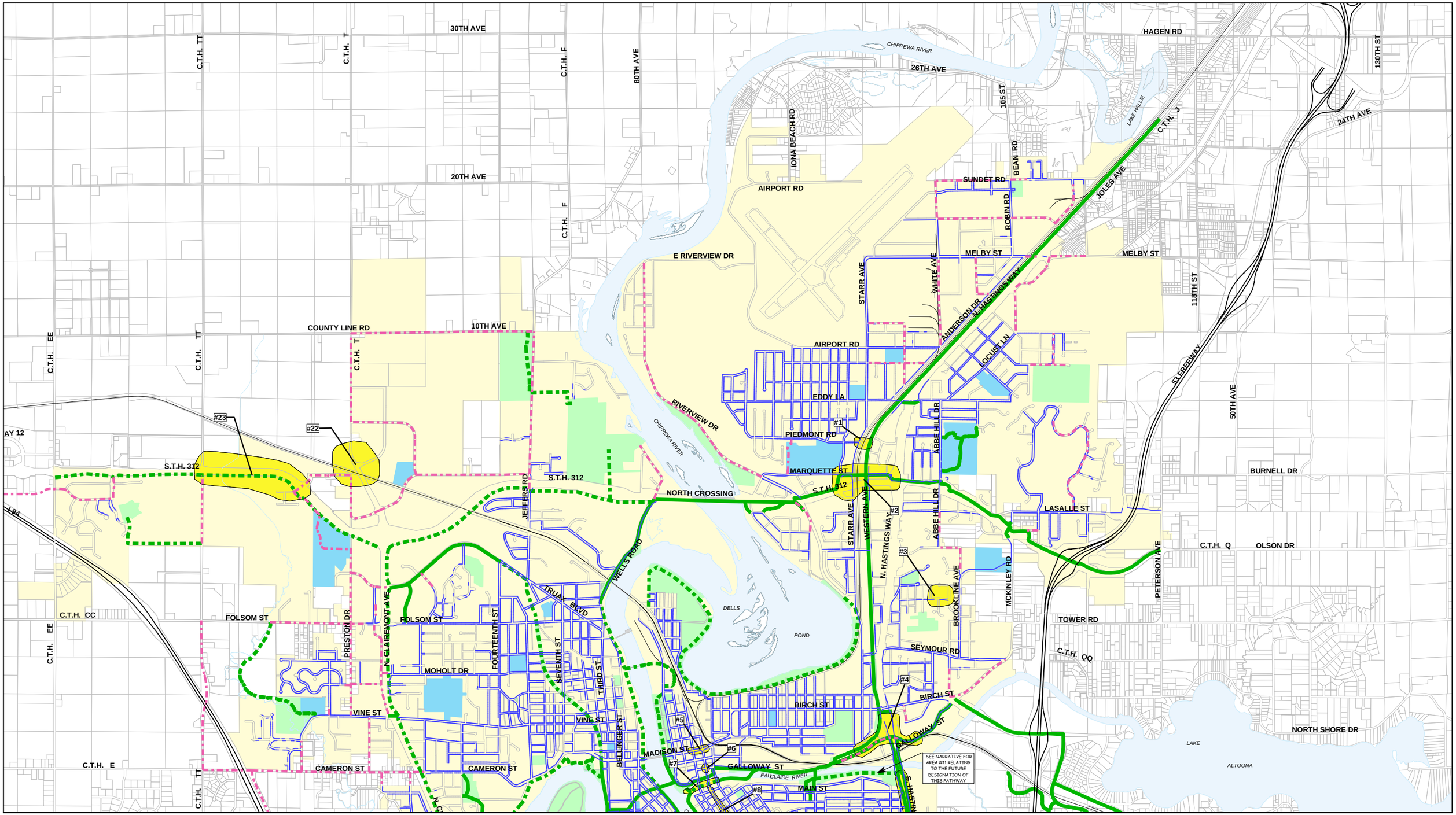
Areas Needing Further Study

* This map does not show individual parcels that are missing sidewalks.

Note: Gaps shown outside the City limits represent possible connections to an area-wide pedestrian system. Coordination with adjoining jurisdictions is required.

MAP 7

(City's Northside)



Pedestrian Facilities

Bicycle & Pedestrian Plan

Existing Multi-Purpose Pathway

Proposed Multi-Purpose Pathway

Existing Sidewalks

Major Sidewalk System Gaps*

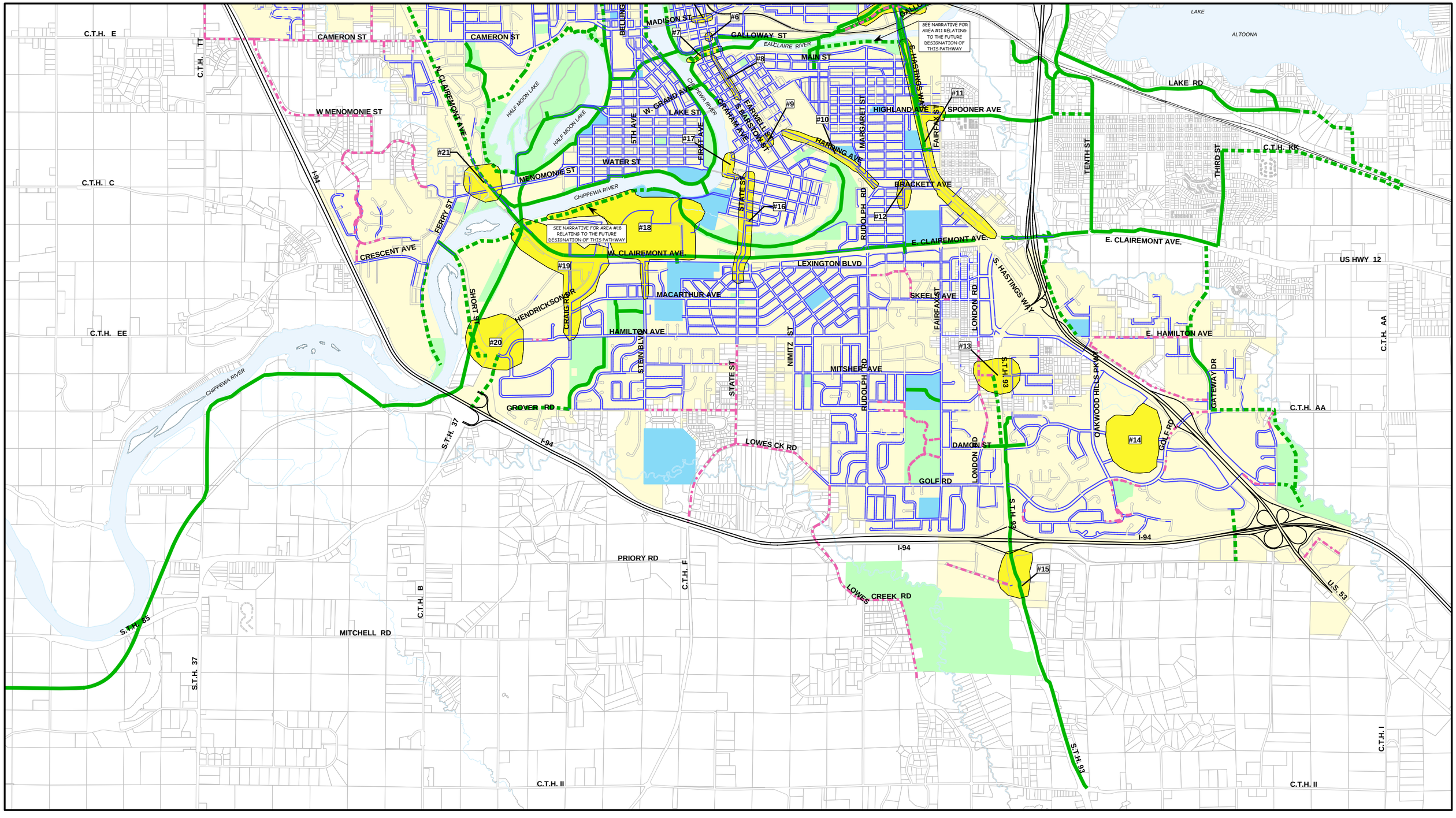
Areas Needing Further Study

* This map does not show individual parcels that are missing sidewalks.

Note: Gaps shown outside the City limits represent possible connections to an area-wide pedestrian system. Coordination with adjoining jurisdictions is required.

MAP 8

(City's Southside)



9. **Multi-use Pathway System Gaps.** Work to eliminate major gaps or missing linkages within the multi-use pathway system. Existing gaps that are of high priority to eliminate include:
    - Galloway Street (east of Banbury Place to Market & Johnson building); (to be completed in 2010)
    - Eddy Lane north to City limits paralleling Anderson Drive; (to be completed in 2010)
    - 600 block of Menomonie Street;
    - First Avenue (from West Grand Avenue to south of Lake Street bridge);
    - Trail crossing of Menomonie Street at the Dairy Queen property (trail alignment crossing the street is poor);
    - Hastings Way corridor from Birch Street to Clairemont Avenue;
    - Truax Boulevard from North Clairemont Avenue to Preston Road;
    - Short Street from Highway 37 west to the Chippewa River.

Responsibility: Public Works (Engineering Division) & Parks, Recreation, and Forestry Departments (Parks Division)
Timeframe: Short-term

10. **Transit.** Provide convenient pedestrian access to transit routes and the transit center via sidewalks or multi-use pathways. In addition, continue to provide bicycle carrier equipment on the City's buses and periodically evaluate the usage of the bicycle carrier equipment. As needed, provide additional capacity to carry bicycles.

Responsibility: City Transit Authority
Timeframe: Ongoing

11. **Bicycle and Pedestrian Deficient Areas.** Seek to address deficiencies in bicycle and pedestrian facilities within the study areas shaded in yellow, which are identified in Maps 5 and 6. Specific deficiencies, issues, and recommended improvements for consideration for each of these areas are discussed in the section titled "Areas Requiring Further Study" starting on page 44.

Responsibility: Community Development (Planning Division) & Public Works Departments (Engineering and Transportation Divisions)
Timeframe: Ongoing

12. **Traffic Signal Actuation.** Seek to accommodate bicyclists, pedestrians, and those with special needs at signalized intersections as these signals are

upgraded or replaced. This should include push button systems or detection systems that will actuate the signals for bicyclists and pedestrians.

Responsibility: Public Works Department (Engineering and Transportation Divisions)
Timeframe: Ongoing

13. **Traffic Signal Timing.** Periodically evaluate the timing of traffic signals in high pedestrian areas to be responsive to the needs of all pedestrians, including those with disabilities.

Responsibility: Public Works Department (Transportation Division)
Timeframe: Ongoing

14. **Sidewalk Construction.** Seek to construct sidewalks along both sides of all new local, collector, and arterial streets. When reconstructing streets without sidewalks, study pedestrian deficiencies within the immediate neighborhood and connectivity of the overall pedestrian system to determine the need for installation of sidewalks. Input from affected neighborhoods should be solicited.

In addition, utilize this plan when determining bicycle and pedestrian needs in the design of new streets, and in the reconstruction of existing streets. Sidewalks should be at least five feet in width along local and collector streets, with consideration for wider facilities along arterial streets.

Finally, the City Council should review its policy for the construction of sidewalks along newly constructed streets. Current ordinances require sidewalk installation as part of a development agreement for major developments or at the time the main building is constructed. An alternative approach is to require all sidewalks to be constructed at the time the street is constructed.

Responsibility: Plan Commission and City Council
Timeframe: Ongoing

15. **Sidewalk, Pathway, and Street Maintenance.** Proper maintenance of the existing sidewalks, multi-use pathways, and streets designated for bicycle use is critical to

ensure high levels of safety and encourage increased use of the system. The following should be undertaken to ensure proper maintenance of these facilities:

- Continue the current City policy of snow removal from City sidewalks and crosswalks within 24 hours of a snowfall;
- Ensure that the multi-use pathways and designated streets shown on Maps 5 and 6 are maintained to provide safe travel for bicyclists and pedestrians on a year-round basis;
- Develop a maintenance program for sidewalks abutting arterial streets and other major road corridors to remove winter accumulations of sand and debris in the spring;
- Regularly evaluate the condition of sidewalks throughout the City and complete the necessary improvements;
- Periodically evaluate lighting needs along sections of the multi-use pathway based on usage, and site location factors in order to ensure the safety of those using the facility and to encourage optimal utilization;
- Ensure that trees, bushes and other plantings do not obstruct pathways and sidewalks.

Responsibility: Parks, Recreation, and Forestry (Parks Division) and Public Works Departments (Engineering Division)
Timeframe: Ongoing

16. Construction Detouring. Develop standards and procedures that will accommodate bicycles, pedestrians, and other non-motorized travel during street, sidewalk, and pathway closures due to public and private construction-related projects. These standards and procedures should include:

- Designating and signing detour routes for both bicyclists and pedestrians during street construction projects and site development work that has an impact on the use of the street, or abutting sidewalks and pathways;
- Ensuring that sidewalks, pathways, or street edges are not used for storage of equipment, dumpsters, and vehicles;
- That bicycle parking facilities are not disturbed and, if such facilities must be disturbed, are appropriately relocated;
- Ensuring that roadway, sidewalk and pathway surfaces that are affected are returned to their pre-construction condition.

Responsibility: Public Works Department (Engineering and Transportation Divisions)
Timeframe: Ongoing

17. **Street Design Standards.** Consider revisions to the City's subdivision requirements that will require that future local and collector streets be interconnected to the maximum extent possible to ensure a direct and continuous bicycle/pedestrian circulation and travel within and between adjoining neighborhoods. Such provisions should:
    - Limit the number of cul-de-sacs and encourage interconnected streets;
    - Limit street width to the minimum necessary;
    - Require paved pathways connecting any cul-de-sacs to other streets, unless topography or other considerations make it unfeasible;
    - Require paved pathways through long blocks and encourage shorter blocks;
    - Require the reservation of adequate right-of-way for shared use pathways, where necessary;
    - Require that a certain percentage of street segments be interconnected within a subdivision.

Responsibility: Plan Commission
Timeframe: Short-term

18. **Innovative Design Alternatives.** Consider the use of innovative design treatments for bicyclists and pedestrians where appropriate to increase usage of facilities and improve safety. Examples of such treatments include: textured or colored bicycle lanes, advance bicycle stop lines at intersections, use of yield signs instead of stop signs along pathways, traffic calming techniques to slow motorized vehicle speed, bicycle detection at signalized intersections, installation of bicycle boulevards and sharrows, etc.

Responsibility: Public Works Department (Engineering and Transportation Divisions)
Timeframe: Ongoing

19. **Facility Utilization Assessment.** Collect data pertaining to the utilization of the multi-use pathway system and bicycle network system in order to: establish a baseline of the current facility usage, evaluate facility deficiencies, assess progress towards the goals of this plan, and prioritize future improvements. This data should include information for various user groups in an effort to assess levels of user conflicts and determine where high usage is present. In addition, statistics related to bicycle and pedestrian-related crashes should be compiled from the Police Department. An inventory of "desire lines" would also be beneficial in identifying actual travel paths of bicyclists and pedestrians.

    This data will assist in determining the need and placement of future pathways and on-street bicycle facilities, need for separated bicycle and pedestrian facilities, and ancillary facilities such as bicycle racks, benches, rest stops, rest rooms, etc. Internships from the University of Wisconsin – Eau Claire could assist in the collection of this information.

***Responsibility**:* Parks, Recreation, and Forestry (Parks Division) & Community Development Departments (Planning Division)
***Timeframe**:* Ongoing

20. **Abandoned Railroad Right-of-Way**. Seek ownership of railroad right-of-way proposed for abandonment. These right-of-ways can be used for the future development of pathways and trails, and possibly accommodate other future transportation needs.

***Responsibility**:* Plan Commission and City Council
***Timeframe**:* Ongoing

21. **Mid-Block Pedestrian Crossing.** Where pedestrian levels warrant and where signalized intersections are not present, study the feasibility of the installation of pedestrian-actuated crossings that provide a convenient and safe pedestrian crossing of such streets.

***Responsibility**:* Public Works Department (Transportation Division)
***Timeframe**:* Ongoing

22. **Center Median Pedestrian Signs.** Complete a study of the effectiveness of the center median "Yield to Pedestrian" sign placed at the intersection of Fourth Avenue and Water Street and east of the public library on North Dewey Street. Based on the findings of this study, consider placement of such signs at other intersections where pedestrian traffic may benefit from the installation of such signs.

***Responsibility**:* Public Works Department (Transportation Division)
***Timeframe**:* Ongoing

Education and Outreach Strategies

Objectives.

- *Develop an enthusiasm and excitement within the community for bicycling and pedestrian travel as a popular means for transportation and means to improve the environment and the health of all residents.*

- *Increase the percentage of persons walking and utilizing bicycles as a mode of commuting and utilitarian travel.*

- *Develop a better understanding within the community of the needs of those with mobility limitations.*

- *Develop a collaborative mindset among governmental agencies, community organizations, and surrounding jurisdictions in the development and promotion of bicycling and pedestrian facilities and travel.*

1. **Informational Maps and Brochures.** Develop and publish informational maps and brochures for the multi-use pathway and bicycle street network system to inform users of: route locations, mileages, location of key destinations points along and in the vicinity of the multi-use pathway, and trail facilities beyond the City's jurisdiction such as the Chippewa River State Trail and those within the City of Altoona. In addition, maintain a catalog of maps of bicycle and pedestrian related facilities that can be used for educational and planning purposes.

   Regularly update the route maps that were prepared in the summer of 2009 that are posted on the City's website and make sure links to these maps are easily accessible.

***Responsibility**:* Parks, Recreation, and Forestry (Recreation Division) & Community Development Departments (Planning Division)
***Timeframe**:* Short-term

2. **BPAC Website.** Enhance BPAC's section of the City's website to provide bicycle and pedestrian-related information related to such items as: safety tips, bicycling and pedestrian related laws and regulations, sidewalk-pathway-street etiquette, route maps, links to related sites, updates on construction projects, major detours affecting bicycle and pedestrian travel, information about recommended bicycle rack designs, schedule of bicycle and pedestrian-related events, etc. Informational brochures such as the recently completed "Winter Bicycling" brochure should also be posted on the website.

   The website should also provide an opportunity for the public to provide feedback and input to BPAC on bicycle and pedestrian-related issues. This can serve as a clearinghouse for information, ideas, and suggestions to improve the bicycle and pedestrian environment in Eau Claire.

***Responsibility**:* BPAC
***Timeframe**:* Ongoing

3. **Bicycle Parking at Private Facilities.** BPAC should periodically contact businesses and organizations to encourage the placement of bicycle racks for employees and customers. These bicycle racks should be conveniently located for bicyclists to increase visibility, and encourage greater use. The goal of the City should be to have bicycle parking facilities available at all locations offering parking for motor vehicles.

   In addition, BPAC should work with area bicycle organizations to develop recommended designs for bicycle racks that private businesses can purchase. This information should be posted on the City's website.

   The City should also work with business associations and districts to encourage the placement of bicycle racks for employees and customers. In business districts such

as Downtown, Water Street, and West Grand Avenue, the City should encourage the placement of bicycle racks on the public sidewalks and near public parking lots and work with such organizations in determining the most appropriate location for such facilities.

Responsibility: BPAC, Downtown Eau Claire Inc. (DECI)
Timeframe: Ongoing

4. **Safe Routes to School and Safe Steps Programs.** Work to expand the Safe Routes to School and Safe Steps Programs to all elementary schools, middle schools, and high schools in Eau Claire. This includes parochial and private schools that have displayed a desire to promote safe bicycling and walking to their school. The City should reach out to these schools and share the knowledge gained through working within the Eau Claire Area School District. Also, continue to apply for safe Routes to School grants to make these improvements. The City has successfully received two grants from the State Department of Transportation in 2007 and 2008.

The goal of the Safe Routes program is to provide safe bicycling and walking opportunities to schools and instill values of bicycling and walking as life-long activities. In so doing, encourage cooperation and involvement of the towns abutting Eau Claire in participating in the program and providing the necessary facility improvements to eliminate gaps in the "safe routes" to the various schools.

Some of this work to be completed includes cutting the curb face and installing ramps along the designated travel route and providing pavement markings at crossings. Other improvements include completing and widening sidewalk infrastructure and ensuring adequate bike parking is provided for students and educators at the school.

To this end, the City should work with representatives of each school to encourage the sustained involvement of teachers, parents, and students to provide for the continued operation of the Safe Routes Program at each school once the initial routes have been designated and improvements have been completed.

Among these goals, a city-wide map of all the schools involved in Safe Routes should be created and the City should consider ways to connect schools with

adjoining attendance boundaries. Establishment of appropriate traffic-calming strategies in high pedestrian activity areas and enforcement of sidewalk snow removal and maintenance ordinances should be continued.

***Responsibility**:* Safe Steps Workgroup Committee, Public Works Department (Transportation Division)
***Timeframe**:* On-going

5. **Bicycle Friendly Designation.** Seek the "Bicycle Friendly Community" designation that is sponsored by the League of American Bicyclists. The Bicycle Friendly designation is to encourage communities to use bicycles for fun, fitness, and transportation. It also encourages well-engineered bicycle facilities, bicycle safety, education, bicycle friendly policies, and active promotion of bicycling. There are four levels of community designation: bronze, silver, gold, and platinum.

***Responsibility**:* BPAC
***Timeframe**:* Immediate

6. **Coordination with Downtown Eau Claire Inc.** BPAC should continue to coordinate with Downtown Eau Claire, Inc. (DECI) to promote walking and bicycling in the Downtown area. One such program is the "Walk Downtown" program which encourages Downtown employees and residents to get out and walk the Downtown and surrounding areas to promote both physical fitness and an appreciation for Downtown and the historic sites and properties in the area.

***Responsibility**:* DECI, BPAC
***Timeframe**:* Ongoing

7. **Coordination with Organizations Representing Populations of Special Needs.** The City should work with groups such as the Eau Claire County Barrier Busters, and LE Phillips Senior Center to better understand facility design needs for the elderly and disabled. Periodic meetings with such groups would be beneficial to discuss and identify issues and then develop appropriate corrective measures. Examples of issues include: placement of handicapped parking related to lift location on a vehicle, maintenance of handicapped parking spaces, placement of curb cuts at intersections, placement of pedestrian actuation buttons, signage for the blind, identification of barriers and obstacles, etc.

***Responsibility**:* BPAC, Public Works Department (Transportation Division)
***Timeframe**:* Ongoing

8. **Education and Promotion.** Work to broaden the appeal of recreational and commuting bicycling in the community through educational and promotional efforts. Examples of work that could be undertaken by BPAC include:

   - Sponsoring events such as "bicycle to work" week.
   - Creating new events, promotions, and partnerships with organizations such as the Eau Claire School District, University of Wisconsin – Eau Claire, Chippewa Valley Technical College, YMCA, Clear Vision Eau Claire, and Sacred Heart and Luther Hospitals to promote bicycling and walking.

- Develop educational and informational programs for Community Television, which promote the benefits of bicycling and walking in the community.
- Promote "ride to work" programs with public and private employers, which promote bicycle commuting to work. Employer efforts should include providing acceptable parking and support facilities in order to make employees feel welcome to bike to work and by instilling a culture that makes commuting by bicycle socially acceptable. Employers should be encouraged to provide incentives to employees to encourage increased levels of bicycle commuting.

- Encourage the formation of a community-wide bicycle and/or pedestrian advocacy group or "friends" group to assist BPAC in educational and promotional efforts.

Responsibility: BPAC
Timeframe: Short-term and long-term

9. **Wayfinding Signage Program.** Support community efforts to develop and implement a city-wide wayfinding signage program that includes utilization of the City's pathway system.

Responsibility: Eau Claire Area Convention and Tourism Bureau
Timeframe: Long-term

10. **Complete Streets.** Review the feasibility of implementing a "complete streets" program for the construction of new streets and the reconstruction of existing streets within the City. A "complete street" is a street that is designed for all users, such as motorists, bicyclists, and pedestrians; including people with mobility restrictions. The program goal is to provide streets that are safe and convenient for all users. It may include differing traffic calming design features which may seek to control traffic volume and/or vehicle speed; such as: narrow streets, allowing on-street parking, chicanes, raised crosswalks, median islands, curb extensions, etc. Detailed information regarding these concepts can be found at completestreets.org and trafficcalming.org.

Responsibility: City Council
Timeframe: Short-term

11. **Annual Work Program.** Prepare an annual work program outlining activities and projects that the Bicycle and Pedestrian Advisory Commission proposes to accomplish during the calendar year and which evaluates work completed or proposed from the previous year. Part of this annual review should include an evaluation of the progress of implementing the strategies contained in this plan.

Responsibility: BPAC
Timeframe: Ongoing

12. **Downtown Bicycle Needs Study.** Complete a public bicycle parking needs study for Downtown. This study should review bicycle usage and circulation within Downtown and determine the needs for the placement and number of bicycle racks, need for wayfinding signing, bicycle lockers, possible on-street and pathway facility improvements, etc.

Responsibility: DECI
Timeframe: Long-term

13. **Area and Neighborhood Planning.** Incorporate a bicycle and pedestrian planning component into all area and neighborhood plans. This should include a review of issues and concerns relative to the study area, inventory of existing facilities, and recommendations to improve facilities and address safety concerns.

Responsibility: Community Development Department (Planning Division)
Timeframe: Ongoing

Enforcement and Ordinance Strategies

Objective.

- *Develop a mutual respect among motorists, bicyclists, and pedestrians through the education, acceptance, and observance of traffic laws and regulations to improve bicycle and pedestrian safety.*

1. **Existing Ordinance Provisions.** Review current City ordinance provisions relating to pedestrians (including those with mobility restrictions), bicycles, and other non-motorized means of transportation (skateboards, in-line skates, etc.) and seek public input as to whether changes should be considered. This review should also include adjoining jurisdictions to determine conflicting regulations and ambiguities.

Responsibility: BPAC, Police Department
Timeframe: Short-term

2. **Ordinance Awareness.** Develop a plan that will target motorists, bicyclists, and pedestrians regarding bicycle and pedestrian-related ordinances, and increasing awareness and appreciation of the various user groups. This plan should devise methods to instruct bicyclists and pedestrians of the proper rules and use of the roadways, and raise motorist awareness of bicycle and pedestrian rights. This plan should also assess efforts of other communities where heightened bicycle and pedestrian awareness is the norm within the community.

Responsibility: BPAC, Police Department
Timeframe: Short-term

3. **Bicycling on Sidewalks.** Review current City ordinance provisions relating to where bicycles are permitted and prohibited on public sidewalks (see Appendix B) and determine if changes are warranted. Also, work to educate bicyclists of the need to yield to pedestrians when using sidewalks and the need to display proper etiquette towards pedestrians.

Responsibility: BPAC, Police Department
Timeframe: Short-term

4. **Bicycle and Pedestrian Safety Programs.** In collaboration with staff from the Eau Claire School District, parents, and Police Department, continue to provide bicycle and pedestrian programs and activities such as bicycle rodeos for children within the School District that promote walking and bicycle use and encourage safe bicycling habits.

   In addition, bicycle safety information should be provided at the University and Chippewa Valley Technical College during student orientation programs to better inform students of the local bicycle regulations, encourage safe riding habits, and promote courtesies will riding a bicycle.

Responsibility: Safe Steps Workgroup Committee, Police Department
Timeframe: Ongoing

5. **Law Enforcement Education.** Seek to provide regular education and training of law enforcement personnel regarding the enforcement of laws concerning bicyclists and pedestrian rights and responsibilities. Such training should include law enforcement officers from UWEC as well as officers from the Eau Claire Police Department and officials involved in bicycle and pedestrian facility planning.

   Information provided could include: an overview of applicable laws and regulations including Chapter 346 of the State Statutes as they relate to persons with disabilities, discussion of the proper way for bicyclists to operate in traffic, and common motorist violations that endanger bicyclists. Wisconsin DOT has

developed training courses to assist local law enforcement officials in such training.

Responsibility: Police Department
Timeframe: Short-term

6. **Enforcement Programs.** Seek to increase enforcement efforts in areas of high bicycle and pedestrian traffic. Such efforts could focus on:
    - Correcting illegal behavior of bicyclists, pedestrians, and motorists that most likely to lead to crashes;
    - Encouraging bicyclists and pedestrians to behave in a predictable manner and being visible to motorists;
    - Ensuring that adult bicyclists set a proper example for younger riders;
    - Require that motorists respect the rights of bicyclists as an accepted user of the road;
    - Encouraging bicyclists and pedestrians to assert their rights with respect to the motorists.

    A study completed by the Wisconsin Department of Transportation in 2006 found that motorists are responsible for more that half of all bicycle/vehicle crashes, therefore a comprehensive education and enforcement program is important that also includes education of the motorists.

Responsibility: Police Department
Timeframe: Ongoing

7. **Police/Neighborhood Interaction.** The Police Department should periodically attend neighborhood association and business association meetings to discuss pedestrian and bicycle-related issues. Attending these meetings also provides an opportunity for the Police Department to better distribute information to these groups and discuss potential solutions to existing problems.

    The Eau Claire Police Department should also continue to maintain a very visible presence in high bicycle and pedestrian volume areas such as Water Street and Downtown. The Department's policy of having officers walk and bike these areas encourages greater compliance with bicycle and pedestrian-related regulations and police bicycle patrols encourages greater bicycle use.

Responsibility: Police Department
Timeframe: Ongoing

AREAS REQUIRING FURTHER STUDY

In the development of this plan, there were a number of areas that were identified as having unique issues relative to the bicycle and pedestrian environment. Some of these areas are relatively small and involve a specific issue that the City should address, while other areas are quite large and involve a complex mix of issues that need to be resolved.

Maps 5, 6, 7, and 8 identify the location of these areas. This section discusses the concerns identified within these areas and provides some direction as to how particular issues or deficiencies could be addressed. In a number of cases, a more detailed analysis of the conditions will be warranted to determine the best course of action.

AREA #1 - Piedmont Road/Starr Avenue/Western Avenue

(Maps 5 or 7)

This area is located in the vicinity of Piedmont Road, Starr Avenue and Western Avenue. It was noted that pedestrians and bicyclists desire to travel east/west to the east of Piedmont Road to cross Starr to Western Avenue. This route also includes access to the recreational trail and crossing of the railroad tracks. No improved pathway exists at this location, but a worn path is evident of frequent use.

Recommendations include: working with the railroad to develop an improved crossing of the railroad and then construct a paved pathway from Starr Avenue, east to Western Avenue, and installation of directional signage.

Area #2 – Starr/Western/N. Hastings Way/STH 312 Area

(Maps 5 or 7)

This study area poses issues for east-west pedestrian and bicycle traffic due to grade issues of the crossings of Starr Avenue, Western Avenue at North Hastings Way. A pathway/sidewalk system is in place, but not well marked or signed, the pathway is also not very direct, which can lead to confusion of pedestrians and bicyclists.

Recommendations include: installation of wayfinding signage in the vicinity of Riverview Drive – one block to the north of STH 312 and extending from Mercury Street to the east

past the RR crossing, addition of pavement crossing markings across Starr Avenue at Mercury Street, addition of a curb cut on Riverview Drive to the north of STH 312, and consider a yield or caution sign for vehicle traffic traveling southbound on Hastings Way turning right onto STH 312 where the pathway crosses the street. Two long-term recommendations should be evaluated: extending the pathway along the north side of STH 312 between Hastings Way and Mercury Street at street grade in addition to the existing pathway, which is at grade with Starr Avenue; and constructing a pathway on the south side of STH 312 from Riverview Drive east to the north-south bicycle trail.

Area #3 – Arbutus Drive Vicinity *(Maps 5 or 7)*

This area is in the vicinity of Arbutus Drive to the west of Brookline Avenue. Topography is the major issue since the City closed a 150 foot section of Arbutus Drive and sidewalk located to the west of Red Maple Ridge in 2007. This section of Arbutus exceeded a 12 percent grade, which created problems for vehicles to traverse when the street was covered with snow or ice. The sidewalk along this section of street was also difficult to properly maintain and keep safe for pedestrians. The closure of the street and sidewalk eliminates an east-west connection within this neighborhood, which may be an issue with the neighborhood residents.

When Arbutus Drive and the sidewalk were closed, the City indicated that it would work with neighborhood residents and monitor the situation to determine if a formal pedestrian connection between Red Maple Ridge and Wedgewood Avenue is warranted. The City will continue this review and solicit input from the neighborhood.

Area #4 – Galloway Street/Hastings Way *(Maps 5 or 7)*

This study area is in the vicinity of Galloway Street and North Hastings Way. The Birch Street/North Hastings Way intersection was reconstructed in 2009, and includes a bicycle/pedestrian tunnel extending under Hastings Way and located to the south of Birch Street. The Galloway/Bellevue/Starr area intersection is expected to be reconstructed by the end of 2010.

Current issues include: a gap in the pathway system extending in an east-west direction between the east side of Banbury Place and the Market and Johnson property, a gap in the sidewalk/pathway system along the south side of Galloway Street extending in an

east-west direction to the recently completed section of Galloway Street east of North Hastings Way, and bicycle safety concerns along Galloway Street due to the current gap in the trail system.

Recommendations include: reconstruction of the Birch/Hastings Way intersection will provide east-west bicycle and pedestrian flow to the south of Birch Street; the trail connection from Galloway Street northeast to the Market and Johnson property should be constructed as part of the Galloway/Bellevue/Starr reconstruction; in addition, a sidewalk/pathway on the south side of Galloway Street should be extended east to connect with the existing pathway on the east side of North Hastings Way; and pedestrian/bicycle actuation of the traffic signals should be included in the Birch Street/Hastings Way intersection.

Area #5 – Madison Street between North Farwell and Riverfront Terrace *(Maps 5 or 7)*

This section of Madison Street is a four-lane facility, with a center turn lane. The street has high traffic volumes making it difficult for most bicyclists to navigate. Vehicle conflicts with pedestrians and bicyclists are also a concern at the southwest corner of the intersection of Madison and Farwell with the free flow right turn lane onto Farwell Street.

Recommendations include: designating Wisconsin Street as a bicycle facility and encouraging bicycle traffic to use this street for east-west travel rather than using Madison Street. In addition, the Madison/Farwell intersection needs further redesign study.

Area #6 – North Farwell Street/Galloway Street *(Maps 6 or 8)*

This area focuses on the intersection of North Farwell Street and Galloway Street. Farwell Street is a 4-lane roadway at this intersection and crosswalks are painted at each quadrant of the intersection. Primary concerns relate to poor visibility site lines due to buildings constructed at the property lines, traffic speed, and difficulty crossing four lanes of traffic on North Farwell Street. In addition, it is anticipated that traffic will increase on Galloway Street with its direct connection to Birch Street and the 53 Freeway to the east.

The City may, in the future, consider the installation of a traffic signal at this intersection if necessary warrants are met. Installation of this signal would address the primary bicycle and pedestrian issues identified at this intersection. In the short term, "yield to pedestrian" signs should be considered along Farwell Street. At such time that signals are warranted, pedestrian/bicycle actuation of the traffic signals should be included.

Area #7 – SE of Confluence Eau Claire and Chippewa River

(Maps 6 or 8)

This area is located at the southeast of the confluence of the Eau Claire and Chippewa Rivers and includes a pathway extending north along the east side of the Chippewa River that terminates at the Haymarket Parking Lot. The pathway is in poor condition and poorly maintained.

The Comprehensive Plan shows the extension of the trail from the Haymarket Lot, east along the south side of the Eau Claire River, to connect with the existing trail on the east side of Dewey Street. The Plan also proposes a bicycle/pedestrian bridge crossing from the Haymarket Lot north to Phoenix Park. This area is within the Expanded North Barstow Redevelopment District.

Recommendations include the reconstruction of the existing trail along the east side of the Chippewa River. This area is very scenic and is popular for fisherman. The City should seek funding to make this improvement or include the project as part of the redevelopment plans for the area. Construction of the bridge extending north to Phoenix Park should also be completed to provide improved north/south bicycle/pedestrian circulation along the east side of the Chippewa River. Extension of the pathway east along the south side of the Eau Claire River should also be studied. However, construction of this trail would result in an at-grade crossing of Farwell Street, which would be problematic. In lieu of extending this trail, the reconstruction of Eau Claire Street between Graham Avenue and South Barstow Street should include improved bicycle/pedestrian facilities.

Area #8 – S. Farwell Street (Eau Claire River to Lake Street)

(Maps 6 or 8)

Located Downtown, this area includes South Farwell Street from the Eau Claire River, south to Lake Street. The three signalized intersections are within this area are pedestrian actuated and the non-signalized intersections have crosswalks. The installation of bicycle lanes within this section of South Farwell Street would be difficult between Lake Street and Main Street due to the heavier traffic volumes that warrant a four-lane facility with a center turn lane.

It is suggested that the plan should not encourage bicycle traffic along South Farwell Street. Rather, the plan should encourage bicyclists to use Graham Avenue, Barstow Street, and Dewey Street. In addition, the City should continue to monitor the pedestrian crossings and periodically step up enforcement of motorists not yielding to pedestrians.

Area #9 – South Farwell Street and Washington Avenue

(Maps 6 or 8)

The South Barstow Street/Washington Avenue intersection is a signalized intersection that is pedestrian actuated at each corner. There is a free right turn lane on Washington Avenue turning north onto South Farwell Street that can be an issue for bicyclists traveling west on Washington Street and for pedestrians. Pedestrian traffic is fairly heavy at this intersection because of the small commercial area northeast of the intersection and with students walking to and from the University. Bicyclists traveling north on Farwell Street have difficulty actuating the signal and lane positioning can be problematic at the south quadrant of the intersection.

The plan does not encourage bicycle traffic along South Farwell Street. In addition, lane positioning for bicyclists traveling north should be reviewed to determine if any modifications are warranted. Due to the high pedestrian traffic at this intersection, the City should periodically review pedestrian circulation at this intersection.

Area #10 – Harding Street Area *(Maps 6 or 8)*

This area includes Harding Avenue from Washington Avenue southeast to Margaret Street. Harding Avenue includes three lanes from Jefferson Street to Lee Street, one northbound and two southbound. A sidewalk is located along the east side of the street. In addition, a worn pedestrian path (desire line) exists on the west side of the street behind the guardrail between Jefferson Street and Lee Street. The primary concern noted within this area relates to pedestrian and bicycle conflicts on the sidewalk located on the east side of the street, due to the excessive speed of bicyclists traveling northbound, down the hill.

The Commission discussed several options to address the bicycle/pedestrian conflicts. One option would be to require northbound bicycles (traveling down the hill) to use the

street, allowing bicyclists going up the hill to continue to use the sidewalk. Including an edgeline for the northbound bicyclists would also reduce bicycle/vehicle conflicts. If not feasible, a minimum solution would be to add signage warning bicyclists to use caution traveling downhill. In addition, at the time the street is reconstructed, bike lanes should be considered with the change from a three-lane to a two-lane facility. The feasibility of adding a sidewalk along the west side should also be studied.

Area #11 – S. Hastings Way (Eau Claire River to Kirk Street)

(Maps 6 or 8)

This corridor along South Hastings Way includes five signalized intersections and is roughly a mile in length.

Currently the roadway is three lanes in each direction and is anticipated to be reconstructed in 2011. The City will be scheduling public meetings in 2010 to solicit community input for the reconstruction design.

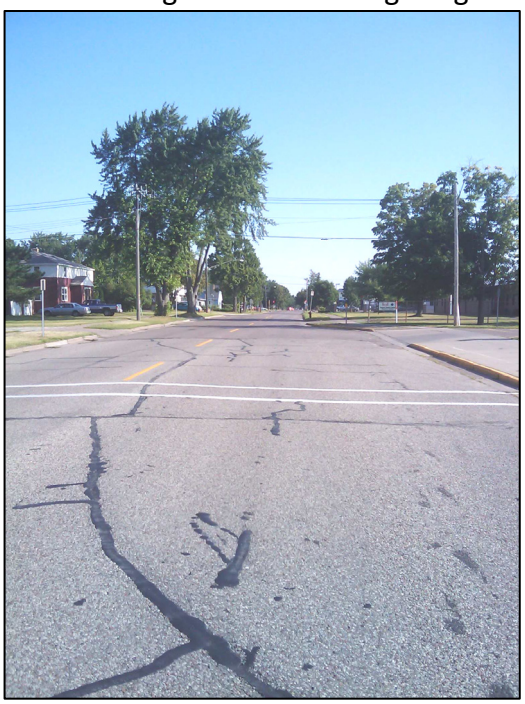
Bicycle and pedestrian-related issues include: a very unfriendly bicycle and pedestrian environment, limited sidewalks along Hastings Way, no connection to the existing pathway along Spooner Avenue in the City of Altoona, limited bicycle and pedestrian actuation of signals, and very wide crossings due to the multiple vehicle lanes along Hastings Way.

Specific recommendations will come from the public meetings held by the City in 2010. However, general suggestions of BPAC include: making Highland the main pedestrian crossing location, ideally it should be grade separated; connecting the Spooner Avenue pathway to the west side of Hastings Way; constructing pedestrian facilities on both sides of Hastings Way; bicycle and pedestrian actuation of signals at each intersection; a study of the feasibility of bicycle lanes along Hastings Way or the placement of a multi-use trail along the east side of the corridor; and providing improved bicycle and pedestrian facilities at the intersection of Main Street and South Hastings Way or grade separation at this intersection.

Finally, the City's Comprehensive Plan shows a proposed multi-purpose pathway on the south side of the Eau Claire River extending from Boyd Park east to South Hastings Way. Maps 5 through 8 show this multi-purpose designation. However, discussions with neighborhood groups and other individuals indicate that this pathway should not be paved, rather surfaced with a more natural material such as wood chips or crushed limestone with a primary use for pedestrians. Therefore, the City needs to further evaluate the appropriate future utilization of this pathway.

Area #12 – Brackett Avenue and Keith Street *(Maps 6 or 8)*

BPAC noted several issues in the vicinity of the intersection of Brackett Avenue and Keith Street. This area is in close proximity to Memorial High School and Regis High School, and provides access to the pathway along Clairemont Avenue and the tunnel underneath Clairemont to the south. Pedestrian and bicycle traffic is quite heavy going north and south on Keith Street. Issues noted for the area include: no convenient signal actuation for bicyclists, and the narrowing of Keith Street for two blocks to the south of Brackett Avenue.



Recommendations include: providing a more convenient means for bicyclists to actuate the traffic signals to cross Brackett Avenue, and at the time Keith Street is reconstructed to the south of Brackett Avenue, coordinate this work with the Eau Claire School District and seek to provide a wider street to accommodate bicycles.

Area #13 – Highway 93 and Brian Street *(Maps 6 or 8)*

This is a signalized intersection; concerns include: the intersection is not pedestrian actuated, sidewalks are not present on the west side of Brian Street and the north side of Brian Street to the east of Highway 93, high traffic speed on Highway 93, and two jurisdictions involved with decision-making (City of Eau Claire on the east side of the street and Town of Washington on the west side).

Possible improvements: make the signals pedestrian actuated and constructing the off-road pathway/trail on the west side of Highway 93 from Brian Street, south to Damon Street. (Note: Wisconsin DOT policy is to not install pedestrian actuated signals if no sidewalks exist.)

Area #14 – Oakwood Mall Area *(Maps 6 or 8)*

The Oakwood Mall area encompasses both the mall itself and the outlying businesses surrounding the mall. An extensive sidewalk system extends to the perimeter areas of the mall development, but no pedestrian facilities extend to the mall complex itself. This makes pedestrian and bicycle circulation to the mall quite difficult and inconvenient. In addition, connectivity between the mall and the outlying business locations and between businesses is difficult. Finally, there is a need for bicycle racks at several of the major mall entrances and at the outlying business locations.

This area is privately owned which means improvements will have to be undertaken by the owners of the mall and outlying businesses. The City could assist in recommending facility improvements to address deficiencies in the area. Possible improvements include: the extension of sidewalk along the entrance roads from the public sidewalk system to the perimeter road, extension of sidewalk along portions the perimeter road, sidewalk or pathway connections between outlying businesses, installation of additional bicycle racks, and the additional of signage to better direct pedestrians and bicyclists

Area #15 – Lorch Avenue *(Maps 6 or 8)*

This area located in the vicinity of Lorch Avenue and Highway 93. Discussion on this area noted that several destination points are located in the vicinity such as: the County Expo Center, Action City, access to the Lowes Creek off-road trails within Lowes Creek County Park, Gold's Gym, and the Old Town Road connection to the east to Highway 53. Issues noted include: no pedestrian actuation at the Lorch/Highway 93 signalized intersection, no sidewalk along Lorch Avenue, and no pedestrian connection from Old Town Road to the pathway extending along the east side of Highway 93.

Recommendations include: installing pedestrian actuation for the traffic signals to cross Highway 93, providing a pathway connection from Old Town Road to the existing pathway located on the east side of Highway 93, installing an edge line along Lorch Avenue, and at the time the street is reconstructed, construct either sidewalks or an off-street pathway.

Area #16 – State Street *(Maps 6 or 8)*

This section of State Street between East Lexington Boulevard and Graham Avenue has several bicycle and pedestrian-related concerns. These include: difficulty for users of the new pathway along the north side of Clairemont Avenue to get to State Street, State Street/Washington Avenue corner lacks adequate pedestrian facilities, a grade separation between Putnam Drive and State Street for bicyclists, the sidewalk on the

east side of State Street near Putnam park has a sharp alignment change, and difficulty of pedestrians to cross State Street near the University (partially related to motorists not properly yielding to pedestrians and pedestrians not being assertive of their rights).

Specific recommendations are not set forth in this plan, but should be studied by a multi-person taskforce representing groups such as: City, University, Third Ward Neighborhood, students, and representatives of bicycle and pedestrian interests.

Area #17 – Thorp Drive - Summit Avenue Area *(Maps 6 or 8)*

Thorp Drive is a narrow street approximately 600 feet in length located along the east side of the Chippewa River. The Thorp Drive/Summit Avenue intersection is a "T-intersection" with stop control on only Thorp Drive. The street has fairly high bicycle and pedestrian traffic, which has created safety concerns relating to the mix of motor vehicles and bicycle/pedestrian traffic. Other concerns include: inadequate street lighting, the sight distance at the northwest corner of Thorp Drive and Summit Avenue is poor, and difficulty of pedestrians attempting to cross Summit Avenue at Park Avenue.

The Public Works Department has met with neighborhood residents to discuss issues along the street and a preliminary plan has been prepared. The preliminary plan attempts to create "mental speed bumps" by incorporating: raised entryways, use of colored and stamped concrete finishes, roadway width varying from 16' to 20', pedestrian scale lighting, no curb, pavement patterns not straight (curvilinear), landscaping rocks to narrow road, protect lights and create a vertical dimension, and clear selected riverbank vegetation for view of the Chippewa River.

Area #18 – Sacred Heart Hospital/University Area *(Maps 6 or 8)*

This is a large area, which includes the intersection of Clairemont Avenue (USH 12) and Stein Boulevard, as well as Sacred Heart Hospital, the Chippewa Valley Technical College, and a portion of the UWEC campus. The recently completed pathway extends along the north side of Clairemont Avenue. Pedestrian traffic is quite heavy at the intersection of Clairemont and Stein, as well as at other locations along Clairemont Avenue in the Shopko Plaza area. The intersection at Stein and Clairemont is pedestrian actuated and other improvements were completed as part of the Clairemont Avenue reconstruction project.

Issues noted by the Commission include: Stein Boulevard is a narrow four-lane roadway without any bicycle facilities; mid-block pedestrian crossings are occurring across from Shopko Plaza; parcels to the north, including Sacred Heart Hospital have chain link fencing along the side and rear property lines which restrict pedestrian circulation; bicycle and pedestrian circulation is restricted due to the configuration of the street network to the north of the hospital; the frontage roads along Clairemont Avenue at

Stein Boulevard are very close to the intersection, and safety concerns exist at the south end of the University footbridge because of its proximity to Garfield Avenue.

Recommendations include: at the time of reconstruction of Stein Boulevard, a change from 4 to 3 lanes should be considered, with the possible inclusion of edge lines; in addition, consider extending Stein Boulevard to the north, to improve bicycle and pedestrian circulation to the north, consider options to improve east-west bicycle and pedestrian circulation in the area to the north of Sacred Heart Hospital, at a minimum including the possibility of providing several pedestrian openings along the fence lines in this area and study the feasibility of a bicycle/pedestrian underpass or overpass for Clairemont Avenue.

The City is currently preparing an area plan for this portion of the City, which also includes Area #19. The bicycle and pedestrian issues identified above and within the narrative for Area #19 should be addressed in this area plan. The University is also in the process of master planning for their campus and pedestrian and bicycle issues should also be considered in their plans.

One final note, the City's Comprehensive Plan shows an existing and proposed multi-purpose pathway on the south side of the Chippewa River extending from Clairemont Avenue east to Garfield Avenue. Maps 6 and 8 show this multi-purpose designation. However, discussions with the Putnam Park Commission and other individuals indicate that this pathway should not be paved, rather surfaced with a more natural material such as wood chips or crushed limestone with a primary use for pedestrians. Therefore, the City needs to further evaluate the appropriate future utilization of this pathway.

Area #19 – Craig Road/West Clairemont Avenue *(Maps 6 or 8)*

This is a large area extending along West Clairemont Avenue (USH 12) from Highway 37, west to the Chippewa River, and including Craig Road extending south to the Hamilton Avenue and the Eau Claire Soccer Park. A recently completed pathway extends along the north side of Clairemont Avenue. Pedestrian traffic is quite heavy at the intersections of Clairemont/Highway 37 and Clairemont/Craig Road. These two intersections are now pedestrian actuated and other improvements were completed as part of the Clairemont Avenue reconstruction project. Bicycle and pedestrian traffic is also heavy along Craig Road and Hamilton Avenue when events are scheduled at the soccer park.

Issues noted within the area include: Craig Road is a narrow four-lane facility; no sidewalk exists on the south side of Clairemont Avenue from Highway 37, west to the Chippewa River; the pathway crossing at the frontage road west of Pizza Hut poses some safety concerns with motorists turning into the frontage road from Clairemont

Avenue; the soccer park is a major traffic generator when major events area being held at the park; and there are visibility issues with bicyclists using the pathway after dusk.

Recommendations for the area include the construction of a sidewalk on the south side of Clairemont Avenue from Highway 37 west to American Boulevard, need for directional signage for those using the pathway to direct users to the Chippewa River State Trail, painting a white line on the pathway "fog line" or the installation of reflectors on the pathway from Craig Road west to the Chippewa River to improve the visibility after dusk, and considering the inclusion of edge lines along Craig Road at such time the roadway is reconstructed.

As noted above, the City is currently preparing an area plan for this portion of the City, which also includes Area #18. The bicycle and pedestrian issues identified above and within the narrative for Area #18 should be addressed in this area plan.

Area #20 – Short Street and Highway 37 *(Maps 6 or 8)*

This is a signalized intersection that allows bicyclists to actuate the green light for Short Street by push button. Concerns include: the wide crossing of Highway 37, trailhead facility located on south side of Short Street, bicyclists traveling west across Highway 37 to access the bike trail, no sidewalk or off-street pathway along Short Street, future relocation of the bike trail along the riverfront, which is currently extending through the American Materials property, and need for a route for bicyclists to travel north/south along Highway 37 to link areas south of the interstate.

One improvement would be to construct an off-road pathway from trailhead east along south side of Short Street to Highway 37. Bicyclists traveling west on Hamilton Avenue would cross Highway 37 and then cross Short Street to the south to ride on this off-road pathway, and painting crosswalks at this intersection. In addition, a pathway should be constructed along Highway 37 south of Short Street and Hamilton Avenue.

Area #21 – N. Clairemont Avenue/Menomonie Street *(Maps 6 or 8)*

This is a signalized intersection, which is pedestrian actuated only for pedestrians crossing North Clairemont Avenue on the north side of the intersection. The other three crossings at the intersection do not have pedestrian signals. Concerns include: wide crossing of Clairemont Avenue, lanes on Menomonie Street narrow as a bicyclist travels east across North Clairemont Avenue, sidewalk located along curb, poor street condition of Menomonie Street, and traffic speed on the right-turn slip lane for traffic heading north on Clairemont Avenue and turning right onto Menomonie Street. The east portion of the intersection was reconstructed in 2008. This reconstruction included the construction of a trail connection extending from the southeast of the intersection to the recreational trail.

Possible improvements: installation of pedestrian actuated buttons for the south, east, and west sides of the intersection, paint bike lane markings on Menomonie Street from 9th Avenue to Clairemont Avenue, and extension of a pathway along North Clairemont Avenue to the north.

Area #22 – North Clairemont Avenue/Alpine Road Area *(Maps 5 or 7)*

Area #22 is in the vicinity of North Clairemont Avenue/County Road T and Alpine Road. Bicycling and pedestrian issues within the area include: an at-grade railroad crossing north of Alpine Road on North Clairemont Avenue, difficult east-west movement for bicyclists and pedestrians traversing east-west between Alpine Road to the west and Prairie Lane to the east, North Crossing/Highway 312 interchange is not bicycle or pedestrian friendly, and no bicycle facilities (bicycle lanes or off-street pathway) extend north along County Road T.

Recommendations include: the North Clairemont Avenue/County Road T corridor should include provisions for bicycle and pedestrian facilities extending north along County T from the south side of the Highway 312 interchange, a grade separation with the railroad should be considered, the signal at the intersection of Alpine Road and North Clairemont Avenue should be bicycle and pedestrian actuated, and install sidewalks along Alpine Road and Prairie Lane.

The City may prepare an “area” plan for the County T corridor in the near future. Bicycle and pedestrian issues such as those identified above should be addressed in this plan.

Area #23 – Kane Road (County TT) and STH 312 *(Maps 5 or 7)*

There is a signalized intersection at this location, but it is not pedestrian actuated. Concerns include: high traffic speed, two jurisdictions involved with decision-making (City of Eau Claire and the Town of Union), a gap in the proposed pathway system along STH 312 between Kane Road and the CVTC West Campus, and a narrow shoulder width particularly in the vicinity of Sherman Creek flowing underneath STH 312 to the east of Kane Road.

Recommendations include: construction of an off-road pathway along STH 312 preferably on the south side of the highway from Kane Road (County TT) east to the CVTC Campus, pedestrian actuation of the traffic signal, and developing bicycle facilities along Kane Road extending north of STH 312.

Appendix A

Statutes Governing Bicycles and Pedestrians

City of Eau Claire
Bicycle and Pedestrian
Related Ordinances

Chapter 9.76

PARKS--PUBLIC GROUNDS*

Sections:

9.76.010 Driving restrictions.
9.76.020 One-way drives--Designations.
9.76.030 One-way drives--Putnam Drive.
9.76.040 Speed limits.
9.76.050 Traffic signs.
9.76.055 Skateboards, roller skates, roller skis, in-line skates, motor scooters, or similar equipment.
9.76.060 Loitering--Half Moon Beach.
9.76.070 Defacing or removing property.
9.76.080 Parks--Waste containers.
9.76.090 Parks--Ball games.
9.76.100 Parks--Commercial enterprises.
9.76.110 Parks--Hazardous activities prohibited.
9.76.120 Parks--Wildlife.
9.76.130 Parks--Camping.
9.76.140 Parks--Swimming.
9.76.150 Parks--Dogs and horses.
9.76.165 Parks--Intoxicants.
9.76.167 Parks--Hours.
9.76.170 Parks--Assemblies.
9.76.175 City swimming pool--Presence after hours.
9.76.180 Penalties for violation of Sections 9.76.010 through 9.76.175.
9.76.210 Motorized equipment regulations.
9.76.220 Unauthorized presence in school property prohibited.

9.76.055 Skateboards, roller skates, roller skis, in-line skates, motor scooters, or similar equipment. A. It shall be lawful for any person to operate or ride a skateboard, roller skates, roller skis, in-line skates, motor scooters, or similar equipment on the roads, sidewalks and parking lots within Carson Park with the exception of Carson Park Drive and the rampways, sidewalks and stairs that form the entryways to the Carson Park baseball and football stadiums.

B. Operators and riders of the aforesaid equipment shall yield the right of way to other pedestrians and motor vehicles using the roads, sidewalks and parking lots within Carson Park and shall not otherwise endanger or interfere with normal pedestrian or vehicular traffic upon those areas.

C. Operators and riders of the aforesaid equipment shall obey the requirements of §346.80, Wis. Stats., "Riding Bicycles on Roadway," while riding upon the roads within Carson Park. (Ord. 6438 §2, 2003; Ord. 5745 §1, 1997).

Chapter 10.08

BICYCLES

Sections:

10.08.090 Hours of operation--Age limit.
10.08.100 Parking.
10.08.110 Riding on sidewalks or the bicycle way.
10.08.120 Designation of the bicycle way.

10.08.090 Hours of operation--Age limit. No person under the age of twelve years shall operate a bicycle upon any public street, highway, boulevard, sidewalk or alley between the hours of nine p.m. and five a.m. (Ord. 4471, 1984; Ord. 3313 §XXII(part), 1972; prior code §17.10(j)).

10.08.100 Parking. No person shall park a bicycle upon a street, against the curb, upon the sidewalk, upon the sidewalk in a rack to support the bicycle, or against a building or at the curb, in such a manner as to obstruct normal pedestrian traffic. (Ord. 4471, 1984; Ord. 3313 §XXII(part), 1972; prior code §17.10(j)).

10.08.110 Riding on sidewalks or the bicycle way. No person shall ride a bicycle upon a sidewalk within the following areas:

1. Central Business District Area: The area bounded by Madison Street, Dewey Street, Lake Street and the Chippewa River.
2. Water Street District: The area bounded by the Chippewa River, First Avenue, Chippewa Street and Sixth Avenue, except on the south side of Water Street from First Avenue to Third Avenue and on the north side of Water Street from First Avenue to Second Avenue.
3. Madison Street--Bellinger Street District: The area bounded by Oxford Avenue, Cameron Street, Bellinger Street and Randall Street.

A. Signs. The chief of police is authorized to cause signs to be erected on any sidewalk or roadway prohibiting riding bicycles thereon by any person and when such signs are in place, no person shall disobey the same.

B. Right-of-way. Whenever any person is riding a bicycle upon a sidewalk or the bicycle way, such person shall yield the right-of-way to any pedestrian and shall give audible signal before overtaking and passing such pedestrian. (Ord. 5736 §2, 1997; Ord. 4583, 1985; Ord. 3473, 1974; Ord. 3313 §XXII(part), 1972; prior code §17.10(k)).

10.08.120 Designation of the bicycle way. A. The following path is designated as the bicycle way: Commencing at the north end of the former railroad bridge on First Avenue, the bicycle way follows south along the west side of the Chippewa River and connects to First Avenue at Grand Avenue. The bicycle way continues following city sidewalk along First Avenue to the south, underneath the Lake Street bridge and into Owen Park. The bicycle way then goes south through Owen Park and underneath the Water Street bridge, turning along the north shore of the Chippewa River. The bicycle way then continues west along the north shore of the Chippewa River to Sixth Avenue. At Sixth Avenue the bicycle way follows the city sidewalk to Seventh Avenue. The bicycle way then starts again at the south end of Seventh Avenue and continues to the west along the north shore of the Chippewa River until it intersects with the former railroad bridge located off Menomonie Street. The bicycle way crosses to the south side of the Chippewa River at that point and continues west to the Eau Claire city limits.

B. All motorized vehicles except authorized city vehicles are prohibited from using any portion of the bicycle way.

C. The director of parks and recreation is authorized to cause signs to be erected designating the bicycle way and prohibiting the use of motorized vehicles. No person shall disobey any such sign. (Ord. 5736 §3, 1997).

Chapter 10.09

MOTOR SCOOTERS

Sections:

10.09.010 Definition.
10.09.020 Operating motor scooters.
10.09.030 Right of way.
10.09.040 Special rules applicable to motor scooters.
10.09.050 Signs.
10.09.060 Parking.
10.09.070 Responsibility of parent or guardian.

10.09.010 Definition. A motor scooter shall be defined as a play vehicle under Wisconsin Statutes section 340.01 (43m). A motor scooter shall mean a play vehicle such as a coaster, skateboard, or unicycle that is equipped with an engine that cannot propel the device more than 15 miles per hour, has a T bar for steering, and a deck for standing or seat for sitting. A motor scooter under this section does not meet federal safety standards to be operated on the highway. A motor scooter shall not include a vehicle that can be legally registered by the state of Wisconsin and operated on the highway, or a device defined as an electric personal assistive mobility device under Wisconsin Statutes section 340.01(15pm). (Ord. 6438 §1, 2003).

10.09.020 Operating motor scooters. Operation of a motor scooter is permitted on a sidewalk, except that no person shall operate a motor scooter:

A. On a highway, pursuant to Wisconsin Statutes section 346.78, except as provided in section 9.76.055 of this code.

B. On a sidewalk in prohibited areas designated in section 10.08.110 of this code.

C. In any public parking ramp or parking lot, except as provided in section 9.76.055 of this code.

D. On private property, unless permission has been received from the owner, lessee, or person in charge of that property.

E. On any public step, railing, wall, or any appurtenance to a public way.

F. On a bicycle way as designated in section 10.08.120 of this code.

G. On the Grand Avenue Bridge as provided in chapter 10.16 of this code. (Ord. 6438 §1, 2003).

10.09.030 Right of way. Whenever a person rides a motor scooter upon a sidewalk, such person shall yield the right-of-way to any pedestrian and shall exercise due care and shall give an audible signal before overtaking or passing a bicycle, an electric personal assistive mobility device, or a pedestrian proceeding in the same direction. (Ord. 6438 §1, 2003).

10.09.040 Special rules applicable to motor scooters. Whenever a motor scooter is operated on a sidewalk, the following rules apply:

A. No motor scooter shall be used to carry or transport more persons at one time than the number for which it is designated.

B. No person operating a motor scooter shall carry any package, bundle, or article which prevents the operator from keeping at least one hand upon the handle bars.

C. No person operating a motor scooter shall attach himself or herself or the motor scooter to any other motor scooter, bicycle, or motor vehicle. (Ord. 6438 §1, 2003).

10.09.050 Signs. Signs authorized under city of Eau Claire ordinance section 10.08.110 A. prohibiting bicycles shall apply to motor scooters. (Ord. 6438 §1, 2003).

10.09.060 Parking. No person shall park a motor scooter in such a way as to obstruct normal vehicle or pedestrian traffic. (Ord. 6438 §1, 2003).

10.09.070 Responsibility of parent or guardian. Pursuant to Wisconsin Statutes section 346.77, no parent or guardian shall authorize or knowingly permit a child operating a motor scooter to violate any provisions of this chapter. (Ord. 6438 §1, 2003).

Title 13

STREETS AND SIDEWALKS

Chapters:

13.04 Construction and Repair
13.10 Street Excavations and Openings
13.12 Street Use
13.16 Materials on Streets
13.20 Materials on Sidewalks
13.24 Encroachments
13.28 Street Names--House Numbering
13.32 Vacation of Streets and Alleys

Chapter 13.04

CONSTRUCTION AND REPAIR*

Sections:

13.04.010 Installation of sidewalks--General.
13.04.020 Deferral of sidewalk construction.
13.04.025 Procedures for deferral of sidewalk construction.
13.04.030 Design and construction of sidewalks.

13.04.010 Installation of sidewalks--General. This chapter is adopted pursuant to the authority provided in Wis. Stats. 66.615(7). Subject to other provisions of this chapter, sidewalks shall be constructed as follows:

A. Within new subdivisions, as provided in Section 17.12.280 of this code. The provisions of s. 13.04.020, entitled "Deferral of sidewalk construction," and s. 13.04.025, entitled "Procedures for deferral of sidewalk construction," shall not apply to this subsection A. for the construction of sidewalks within new subdivisions.

B. Abutting any lot described on a certified survey map under Wis. Stats. s. 236.34, or any other unplatted lot, at the time when the main building on the lot is initially constructed or when it is entirely reconstructed or replaced. Prior to issuance of a building permit for such construction, reconstruction or replacement, the property owner shall execute and file with the city Administrator of Inspections and Zoning a written document certifying installation of a public sidewalk abutting such lot or execute a petition to the city for such installation and the levy of special assessments in connection therewith and waiving notice and hearing pursuant to Wis. Stats. s. 66.60 (18).

* For provisions of general municipality law authorizing city councils to require sidewalks and to provide rules for their grade, construction, maintenance and repair, see WSA 66.615; for provisions of general charter law regarding street improvement and repair, see WSA 62.16.

C. Along streets lying within one-half mile of a public or private elementary or secondary school;

D. Along any street or portion of street which is classified by the city council as a collector street or arterial street under the functional street classification system of the city;

E. Where the installation of a sidewalk will connect previously constructed and existing sidewalks within the immediate area;

F. When property owners who own over one-half of the frontage along a street file a petition with the city requesting that sidewalks be installed along such frontage; and

G. At such other locations where the city council determines that one or more of the following conditions exist:

1. Vehicular and pedestrian conflicts present a potential danger to the health and safety of persons; or

2. The number of small children, senior citizens or other persons having special needs reside on a street and require a sidewalk to assure their safety; or

3. Parks, playgrounds or other locations exist which are attractive to large numbers of children and are not served by sidewalks thereby resulting in an immediate danger to the health and safety of such children. (Ord. 6285 §1, 2002; Ord. 4510 §1, 1984).

13.04.020 Deferral of sidewalk construction. Sidewalk shall be constructed in all locations as outlined in section 13.04.010, except the city council retains the authority to review any sidewalk proposal and to designate procedures to defer the construction thereof whenever it is deemed necessary and desirable. A deferral shall not constitute a permanent waiver of sidewalk construction, and the city council may review and reconsider the need for construction at any time. Sidewalk construction may be deferred in the following situations:

A. Where the construction would be along a cemetery, outlying industrial property, or in any other area where little or no pedestrian use is reasonably anticipated;

B. Where the owner of the property adjacent to the street elects to provide an alternative pedestrian facility which is acceptable and approved;

C. When it is determined that the construction of sidewalk is not feasible or practical due to topographical or other physical constraints; or

D. When it is found that construction of sidewalk would not serve the public interest, safety or convenience. (Ord. 4981, 1989; Ord. 4510 §2, 1984).

13.04.025 Procedures for deferral of sidewalk construction. All requests for deferral of sidewalk construction shall be submitted in writing to the department of public works. Applications for deferral of sidewalk construction shall be processed as follows:

A. The director of public works is authorized to approve the deferral of sidewalk construction under the following circumstances:

1. Where the location is on a cul-de-sac or dead-end street of 750 feet or less in length and no other sidewalk exists on the cul-de-sac or dead-end street segment;

2. Where development is substantially complete in the area and no other sidewalk exists on the street segment;

3. Where the location is a remote rural area and no sidewalk exists or is planned to be constructed in the near future;

4. In locations where the city has programmed or scheduled street construction as part of the capital improvement program; or

5. Where topography, street grades or physical constraints make the construction impractical.

B. Decisions rendered by the director of public works may be appealed by the applicant to the city council for consideration and determination by the council.

C. All applications for deferral of sidewalk construction for reasons not included in subsection 13.04.025 A. shall be submitted to the city council for review, consideration and determination.

D. Locations where construction of sidewalk is deferred shall be subject to the following conditions:

1. A concrete sidewalk section shall be constructed at the time the driveway is constructed in the location and at an elevation established by the department of public works which is calculated to accommodate a possible future sidewalk in the location.

2. The terrace and yard area shall be graded to meet a possible future sidewalk in the location and elevation established by the department of public works. This subsection shall not apply where sidewalk construction is not practical for topographic reasons. (Ord. 4981, 1989).

13.04.030 Design and construction of sidewalks. A. Sidewalks shall be constructed in accordance with city specifications as established by the Department of Public Works. Subject to the provisions of subsection B, and unless as otherwise directed by the Director of Public Works, the width of all sidewalks in residential areas shall be 5 feet. The sidewalk width in all other areas shall be established by the Director of Public Works.

B. The design of sidewalks shall be flexible and shall be adapted to suit the particular needs of the area within which they are constructed. The materials used and designs employed in connection with sidewalk construction shall be consistent with topography and aesthetics. Trees shall not be removed in order to construct sidewalks unless their removal is reasonably necessary in order to accommodate such construction, as determined by the Director of Public Works. If a boulevard exists, as much space as possible shall be retained on it to provide for the storage of snow. (Ord. 4510 §1, 1984).

Chapter 13.12

STREET USE

Sections:

13.12.010 Fires in streets.
13.12.020 Playing games.
13.12.025 Skateboards, roller skates, roller skis, in-line skates or similar equipment.
13.12.030 Warning lights required when.
13.12.040 Tampering with barricades or lights.
13.12.050 Hauling loose, dry materials.
13.12.055 Dumpsters and roll-off boxes in the public right-of-way.
13.12.060 Sale of goods.
13.12.062 Sidewalk cafe permit.
13.12.065 Sidewalk cart food vendors.
13.12.070 Violation--Penalty.

13.12.025 Skateboards, roller skates, roller skis, in-line skates or similar equipment. A. It shall be unlawful for any person to operate or ride a skateboard, roller skates, roller skis, in-line skates or similar equipment in any of the following places:

1. On any city street, except as provided in s. 9.76.055.
2. On any sidewalk in a business district. For purposes of this section, a business district shall be defined as any area primarily commercial in nature.
3. In any public parking ramp or parking lot, except as provided in s. 9.76.055.
4. On private property, unless permission has been received from the owner, lessee or person in charge of that property.
5. On any public step, railing, wall, or any appurtenance to a public way, including any such use by a bicycle or snowboard.

B. Operators or riders of skateboards, roller skates, roller skis, in-line skates or similar equipment shall yield the right of way to other pedestrians using city sidewalks or the bicycle way, and shall not otherwise endanger or interfere with normal pedestrian traffic on those sidewalks or the bicycle way.

C. This section shall not include motor scooters. The operation of motor scooters is regulated pursuant to chapter 10.09 of this code. (Ord. 6438 §5, 2003; Ord. 6161, 2001; Ord. 5745 §2, 1997; Ord. 5260, 1992; Ord. 4644, 1986).

Chapter 13.20

MATERIALS ON SIDEWALKS*

Sections:

13.20.010 Cleaning of snow and ice required.
13.20.020 Articles for delivery.

13.20.010 Cleaning of snow and ice required. A. The owner of every lot or parcel of land shall keep the public sidewalk adjacent to said premises reasonably free and clear from snow and ice and shall clear the snow from such sidewalk within twenty-four hours following a snowfall. Any owner violating the provisions of this section shall be subject to a forfeiture of not less than five dollars nor more than fifty dollars for each offense. Upon the failure of an owner to clear any sidewalk as required under this section, the City shall cause the sidewalk to be so cleared and shall cause the cost thereof to be levied as a special tax chargeable to such lot or parcel of land to be collected like other taxes upon real estate, as prescribed in Wis. Stats. s. 66.615

B. "Sidewalk" as used in this chapter means any sidewalk, path, walk or way regularly used by pedestrians along any opened and established street and within the boundaries of such street. (Ord. 4262, 1982; Ord. 3599 (part), 1976; prior code §5.12).

13.20.020 Articles for delivery. A. It is lawful for any person to place and leave for a period not exceeding two hours on three feet of the outer edge of the sidewalk in front of his building or buildings any goods, wares or merchandise which he shall be in the act of receiving or delivering. This section shall only apply to sidewalks of ten or more feet in width. Any storage of material on a sidewalk for a period and on a space different than that permitted by this section shall be unlawful.

B. Any person, firm or corporation violating any of the provisions of this section shall, upon conviction thereof, be punished by a fine of not more than one hundred dollars nor less than ten dollars with the costs of prosecution. (Prior code §5.14).

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* For provisions of general charter law authorizing cities to pass rules to prohibit obstructions of sidewalks, see WSA 62.15.

Chapter 18.25

OFF-STREET PARKING AND LOADING REQUIREMENTS

Sections:

18.25.010 Purpose.
18.25.020 General Provisions.
18.25.030 Minimum Off-Street Parking Requirements.
18.25.035 Maximum Off-Street Parking Requirements
18.25.040 Off-Street Parking Design Standards.
18.25.050 Residential Off-Street Parking.
18.25.060 Off-Street Loading Requirements.
18.25.070 Off-Street Stacking Requirements.
18.25.080 Minimum Improvement and Maintenance Standards.

18.25.020 General Provision. A. All required parking spaces shall be provided on the same lot as the use for which they are required, except as otherwise provided.

B. Required off-street parking for non-residential uses may be located within 500 feet of the lot for which it is required.

C. Required off-street parking for residential uses may be located within 500 feet of the lot for which it is required with approval of a conditional use permit. The commission in reviewing such request, shall consider the likelihood that such spaces will be used by the residence and will not result in vehicles being parked on the street.

D. Required off-street parking for nonresidential uses in the CBD central business district may be located within 800 feet of the lot for which it is required. Residential uses in the CBD may be allowed parking as provided in subsection C.

E. Mixed-use Planned Development Reduction. Any building projects, except those in the CBD central business district, which involve a mix of uses, will benefit from a more intensive and shared use of the parking supply. Any unified mixed-use planned development will consequently require less off-street parking than the sum of the number of spaces required for each separate use.

A mixed-use planned development which involves a combination of residential and nonresidential uses and constructed with off-street parking accessible to and shared by all uses within the development may have its required number of parking spaces reduced with review of the general development plan for the project as follows:

1. Calculate the number of parking spaces required for each use separately.

2. The use for which the required number of parking spaces is the largest shall be defined as the primary use, for the purpose of determining this reduction only.

3. The number of parking spaces required for the uses other than the primary use may be reduced according to the standards set forth in the following table:

Floor Area of Non-Primary Uses* (in sq. ft.)	Off-Street Parking Reduction Factor
0 - 20,000	10%
20,001 - 50,000	20%
50,001 - 100,000	30%
100,001 - 200,000	40%
200,001 - greater	50%

*If the sum of the required parking spaces of all non-primary uses is greater than the number of required parking spaces of the primary use, the reduction factor shall be applied to the floor area of the primary use and not the non-primary uses.

4. The minimum parking space requirement is the sum of the spaces required for the primary and non-primary uses, computed separately, reduced by the appropriate reduction factor in the table above.

F. Other Reductions. 1. The off-street parking requirements for any use located within 500 feet of a regular, established city transit route may be reduced by up to 10 percent by the commission.

2. The off-street parking requirements for any use, other than in the CBD central business district, may be reduced by up to 5 percent by the commission for every 2 bicycle parking spaces which are provided in lieu of any automobile parking spaces. Bicycle parking spaces shall be in racks or other devices lawfully, conveniently and safely located as near as practicable to the main entrance of the building, all as determined by the commission.

3. The off-street parking requirements for any use in the CBD central business district may be reduced in accordance with the procedure identified on pg. 87 of the September, 1985 downtown parking plan, for the City of Eau Claire. Such procedure and all supportive information pertaining to parking requirements are adopted as part of this chapter. Such procedure may be used by the commission in review of any site plan for development in the CBD central business district.

Wisconsin Laws Governing Bicyclists

Chapter 346 of the Wisconsin Statutes contains the traffic laws or "rules of the road" affecting the operation of motor vehicles and bicycles and pedestrians. Bicycles are included within the definition of "vehicle," and bicyclists are granted all of the rights and responsibilities afforded motor vehicle operators, with a few exceptions. For example, bicycles are prohibited on expressways and freeways where signs have been posted prohibiting such use.

The following are the more important state laws relating to the operation of bicycles on the street system:

Lane Positioning, Use of Shoulders, Turning

- Bicyclists must ride as near as practicable to the right edge of the roadway. Situations when this is not practicable include when preparing to make a left-hand turn or passing another vehicle, and when necessary to avoid unsafe conditions (e.g., to avoid objects or when the road is too narrow to be safely shared by a bicycle and motor vehicle).
- Bicycles may be ridden on the shoulder of a highway unless prohibited by the authorities responsible for maintaining the roadway.
- Bicycles and motorists must be in the proper lane position prior to turning or making other movements.
- Bicyclists are required to use the same hand signals as motorists when turning. However, bicyclists are not required to signal continuously before turning if both hands are needed on the handle bars to control the bicycle.
- Bicyclists, as well as motorists, are required to yield the right-of-way to pedestrians at an uncontrolled intersection or when in a marked or unmarked crosswalk. Motorists shall yield to bicyclists riding in a crosswalk in a manner consistent with the safe use of the crosswalk by pedestrians.

Passing Clearances

- Motor vehicles must allow at least three feet of clearance when passing a bicycle on the roadway and maintain the clearance until safely past.
- Bicyclists must also allow at least three feet of clearance when passing a standing or moving motor vehicle.

Riding Two Abreast

- Bicyclists may ride two abreast if such operation does not impede the normal movement of traffic. If riding on a two-lane road, the bicyclists both have to use a single lane.

Use of Sidewalks

- Bicyclists may ride on sidewalks, where permitted by local

governments, but must yield the right-of-way to pedestrians and give an audible warning when passing pedestrians traveling in the same direction.

- At intersections and other sidewalk crossings (alleys, driveways), a bicyclist on the sidewalk has the same rights and duties as a pedestrian.

Use of Off-street Paths

- Off-street paths are generally two-way, multi-use facilities open to bicyclists, pedestrians, in-line skaters, wheelchairs, and other non-motorized users. While there are no set laws or rules regarding right-of-way, it is generally accepted that applicable "rules of the road" apply and that faster traffic on a path yields to slower traffic.
- Intersections of bicycle paths and streets are generally treated the same as the intersection of two streets; however, bicyclists should still use caution when crossing a street.

Bicycling at Night

- Bicycling at night requires at least a white front light visible to others 500 feet away and a red rear reflector or light visible to others 50-500 feet away.

Regulatory Authority of Local Governments

State Statutes allow local governments to designate bicycle ways, including bicycle paths, bicycle lanes, and bicycle routes. Local governments may also prohibit bicycle use on roads under their jurisdiction, provided a public hearing is held and an ordinance is adopted.

Wisconsin State Statutes Governing Pedestrians

Pedestrian rights and duties are codified under Wisconsin Statute Chapter 346, *Rules of the Road.* At the time of this writing, no federal laws governing motorist behavior when pedestrians are present or regarding pedestrian rights and responsibilities exist; therefore, reinforcing the governance by state statute. Although Wisconsin State Statutes do govern the behavior and treatment of pedestrians, including pedestrian responsibilities, these statutes do not set forth requirements for how or when local governments provide sidewalks.

Pedestrian Rights and Duties

Wisconsin statutes require motorists to yield the right-of-way to a pedestrian in three general situations:

1. *Sidewalks.* Pedestrians have the right-of-way on a sidewalk. This means motorists must yield the right-of-way to pedestrians such as when vehicles are pulling into our out of a driveway or crossing a sidewalk.
2. *"Uncontrolled" Intersections and Unmarked Crosswalks.* Pedestrians have the right-of-way when crossing at an uncontrolled intersection and/or an unmarked crosswalk. These intersections and crosswalks are defined as those where there is no traffic signal, stop sign or traffic officer. If a pedestrian is crossing in an unmarked crosswalk, motorists must yield the right-of-way to the pedestrian. However, pedestrians are prohibited from suddenly leaving a curb or other place of safety and walking or running into the path of a vehicle that is so close that it will be difficult for the motorist to yield.
3. *"Controlled" Intersections and Marked Crosswalks.* Pedestrians have the right-of-way when crossing at a controlled intersection and/or in a marked crosswalk. These intersections and crosswalks are defined as those where a traffic signal, stop sign, or a traffic officer controls traffic. However, a pedestrian must obey the following rules:
   - If pedestrian control signals (e.g., walk/don't walk) are present, a pedestrian has the right-of-way *only* when facing a "walk" signal. Pedestrians are prohibited from starting to cross the road on a "don't walk" signal. However, if the pedestrian started to cross the road on a "walk" signal and the signal switched to "don't walk" before the pedestrian finishes crossing the road, the pedestrian should continue crossing to a sidewalk or safety zone.

- If pedestrian control signals are not present, a pedestrian may cross the roadway within any marked or unmarked crosswalk when:
    1. Facing a green signal (in this instance, the pedestrian has the right-of-way), and
    2. Facing a green arrow or red signal *only if* they can do so safely and without interference to traffic (in this instance, the pedestrian must yield the right-of-way to traffic).

Pedestrians must yield the right-of-way to motor vehicles when crossing a road at a place other than a crosswalk.

Additionally, pedestrians traveling along a highway with no sidewalks are to travel along the left side of the highway (so the pedestrian walks facing oncoming traffic). As noted earlier, when a motor vehicle approaches, the pedestrian is to move, if practicable, to the extreme outer limit of the traveled portion of the highway.

Motorist Special Responsibilities

Motorists have special responsibilities when encountering specific pedestrian situations. When motorists see a pedestrian who appears blind, with a "white cane" or a seeing-eye dog, they must stop their vehicles before approaching closer than ten feet to the pedestrian and take the necessary precautions to avoid the pedestrian. This law applies even if the blind pedestrian is in violation of pedestrian laws.

State statutes also impose other special responsibilities for motorists approaching school buses and in school zones. Motorists are required to stop for school buses displaying flashing red lights. An exception granted to motorists on divided highways tat are driving in the opposite direction exists, allowing the continuance of motor vehicle traffic.

In school zones, motorists are required to follow the direction of crossing guards and to slow their speed if children are present. State law mandates a 15 mile-per-hour (m.p.h.) speed limit in school zones and school crossings when children are present. However, state law allows municipal adoption of a 20 m.p.h. speed limit in school zones but they must post this higher speed limit. It is the motorists' responsibility to reduce their speed to 15 m.p.h. if no speed limit is posted in a school zone. A 15 m.p.h. speed limit is also mandated when a motorist passes a safety zone occupied by pedestrians and at which a public passenger vehicle, such as a bus, has stopped for the purpose of receiving or discharging passengers.

***Source:* Wisconsin Pedestrian Policy Plan 2020**

Wisconsin Pedestrian Laws

The statutes in this material have been generated from the 2001-2002 Wisconsin Statutes, but may not be an exact duplication. Please refer to the Wisconsin Statutes for the official text.

Legal definitions:
340.01(10)
(10) "Crosswalk" means either of the following, except where signs have been erected by local authorities indicating no crossing:
(a) *Marked crosswalk.* Any portion of a highway clearly indicated for pedestrian crossing by signs, lines or other markings on the surface; or
(b) *Unmarked crosswalk.* In the absence of signs, lines or markings, that part of a roadway, at an intersection, which is included within the transverse lines which would be formed on such roadway by connecting the corresponding lateral lines of the sidewalks on opposite sides of such roadway or, in the absence of a corresponding sidewalk on one side of the roadway, that part of such roadway which is included within the extension of the lateral lines of the existing sidewalk across such roadway at right angles to the center line thereof, except in no case does an unmarked crosswalk include any part of the intersection and in no case is there an unmarked crosswalk across a street at an intersection of such street with an alley.

340.01(43)
(43) "Pedestrian" means any person afoot or any person in a wheelchair, either manually or mechanically propelled, or other low-powered, mechanically propelled vehicle designed specifically for use by a physically disabled person, but does not include any person using an electric personal assistive mobility device.

340.01(43g)
(43g) "Person with a disability that limits or impairs the ability to walk" means any person with a disability as defined by the federal Americans with disabilities act of 1990, 42 USC 12101 et seq., so far as applicable, or any person who meets any of the following conditions:

(a) Cannot walk 200 feet or more without stopping to rest.
(b) Cannot walk without the use of, or assistance from, another person or a brace, cane, crutch, prosthetic device, wheelchair or other assistive device.
(c) Is restricted by lung disease to the extent that forced expiratory volume for one second when measured by spirometry is less than one liter or the arterial oxygen tension is less than 60 millimeters of mercury on room air at rest.
(d) Uses portable oxygen.
(e) Has a cardiac condition to the extent that functional limitations are classified in severity as class III or IV, according to standards accepted by the American Heart Association on May 3, 1988.
(f) Is severely limited in the ability to walk due to an arthritic, neurological or orthopedic condition.
(g) Has a degree of disability equal to that specified in pars. (a) to (f).

340.01(43m)
(43m) "Play vehicle":

(a) Means a coaster, skate board, roller skates, sled, toboggan, unicycle or toy vehicle upon which a person may ride.
(b) Does not include in-line skates.

340.01(55)
(55) "Safety zone" means the area or space officially set apart within a roadway for the exclusive use of pedestrians, including those about to board or alighting from public conveyances, and which is protected or is so marked or indicated by adequate signs as to be plainly visible at all times while set apart as a safety zone.

340.01(58)
(58) "Sidewalk" means that portion of a highway between the curb lines, or the lateral lines of a roadway, and the adjacent property lines, constructed for use of pedestrians.

Vehicle Types

Type of Vehicle	Can this vehicle be lawfully operated on the Roadway?	If operate w/o DL, can the driver be cited with OWL, OWS, or OAR?	Which side of road operate on?	Eye Protection Required?	Sidewalk?	If not registered, can be charged with non-registration?	Can the driver be charged with OWI?	Misc.	Some Statutes
Motorcycles	Yes	Yes. Driver needs valid DL and Motorcycle endorsement	With traffic	Yes	No	Yes	Yes		340.01(32) 347.485 - 347.487
Mopeds	Yes	Yes. Driver only needs a valid DL.	With Traffic	No	No	Yes	Yes		340.01(29m)
Motorized Scooters	No	Yes	Cannot be on roadway	No	No (because it is a motor vehicle)	Yes	Yes		340.01(35)
Segway (electric personal mobility device)	Yes, if speed limit less than 25 mph	No	With traffic	No	Yes, unless limited by local ordinance	No	No, but could be charged with reckless driving. See 346.02(12)	Rules on roadway are similar to bicycles. Can operate 2 abreast if not impede traffic.	346.94(18) 346.8
Wheelchairs and Pedestrians	Yes	No	Facing traffic	No	Yes	No	No 340.01(43)		346.23 - 346.25, 346.28

Vehicle Types

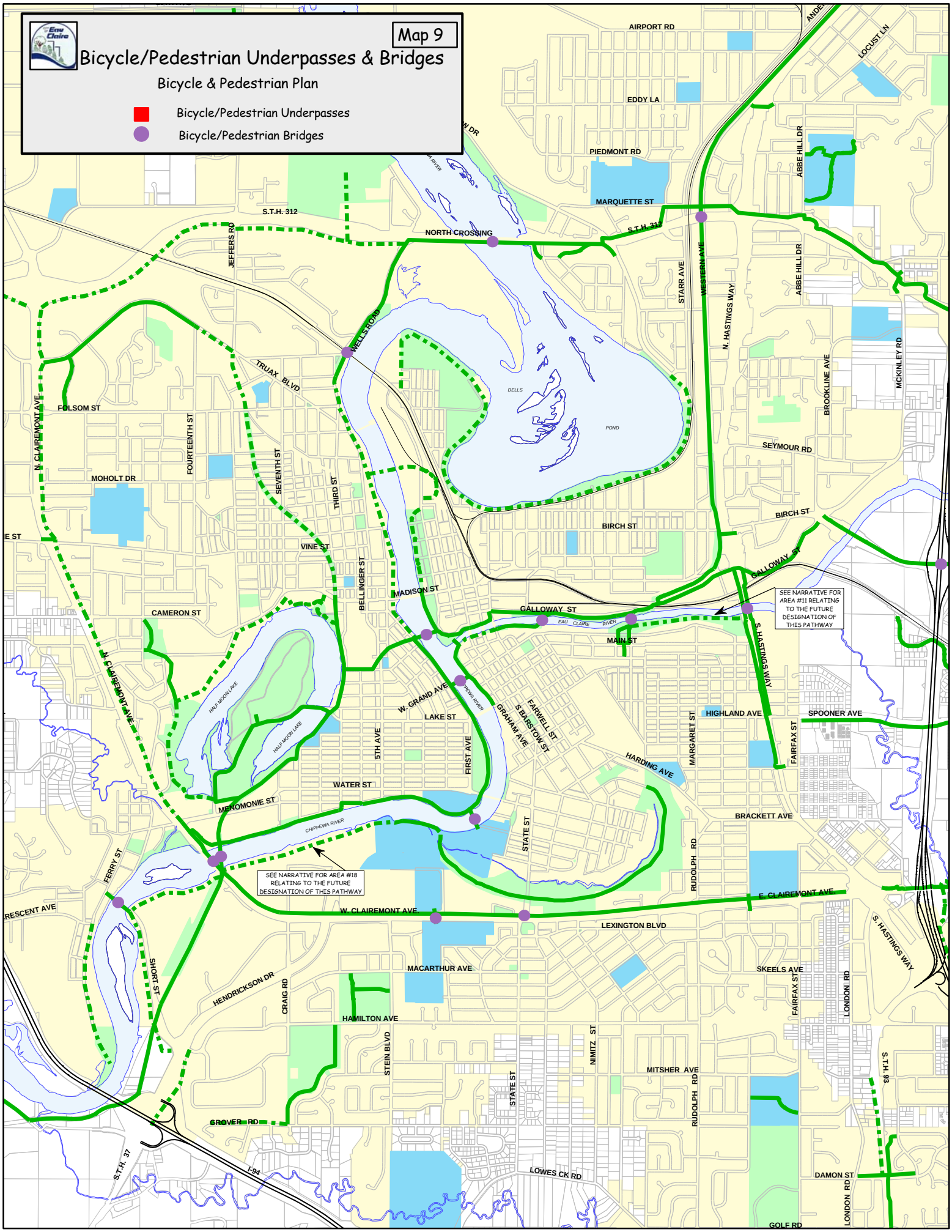
Type of Vehicle	Can this vehicle be lawfully operated on the Roadway?	If operate w/o DL, can the driver be cited with OWL, OWS, or OAR?	Which side of road operate on?	Eye Protection Required?	Sidewalk?	If not registered, can be charged with non-registration?	Can the driver be charged with OWI?	Misc.	Some Statutes
Play vehicles excluding motor vehicles (skateboard, etc.)	No, except when crossing in crosswalk	No	None	No	Yes	No	No		340.01(43m) 346.78
In-line Skates	Yes, unless local ordinance prohibits – Cannot on state highways	No	With traffic	No	Yes, Check local ordinance	No	No		346.94(17)
Bicycles	Yes	No	With traffic	No	When permitted by local authorities	No	No		346.77-346.82
Lawn mowers, Go carts, Motorized play vehicles	No	Yes	None	No	No	Yes	Yes		340.01(35) 346.78

* In making this chart I referenced the statutes as well as information from DOT especially John Sobotik.
I also used a Training Bulletin from Jackson Police Department written by Chief Jed Dolnick.
However, any possible errors are entirely my responsibility.

Nancy Bekx FVTC Legal Instructor

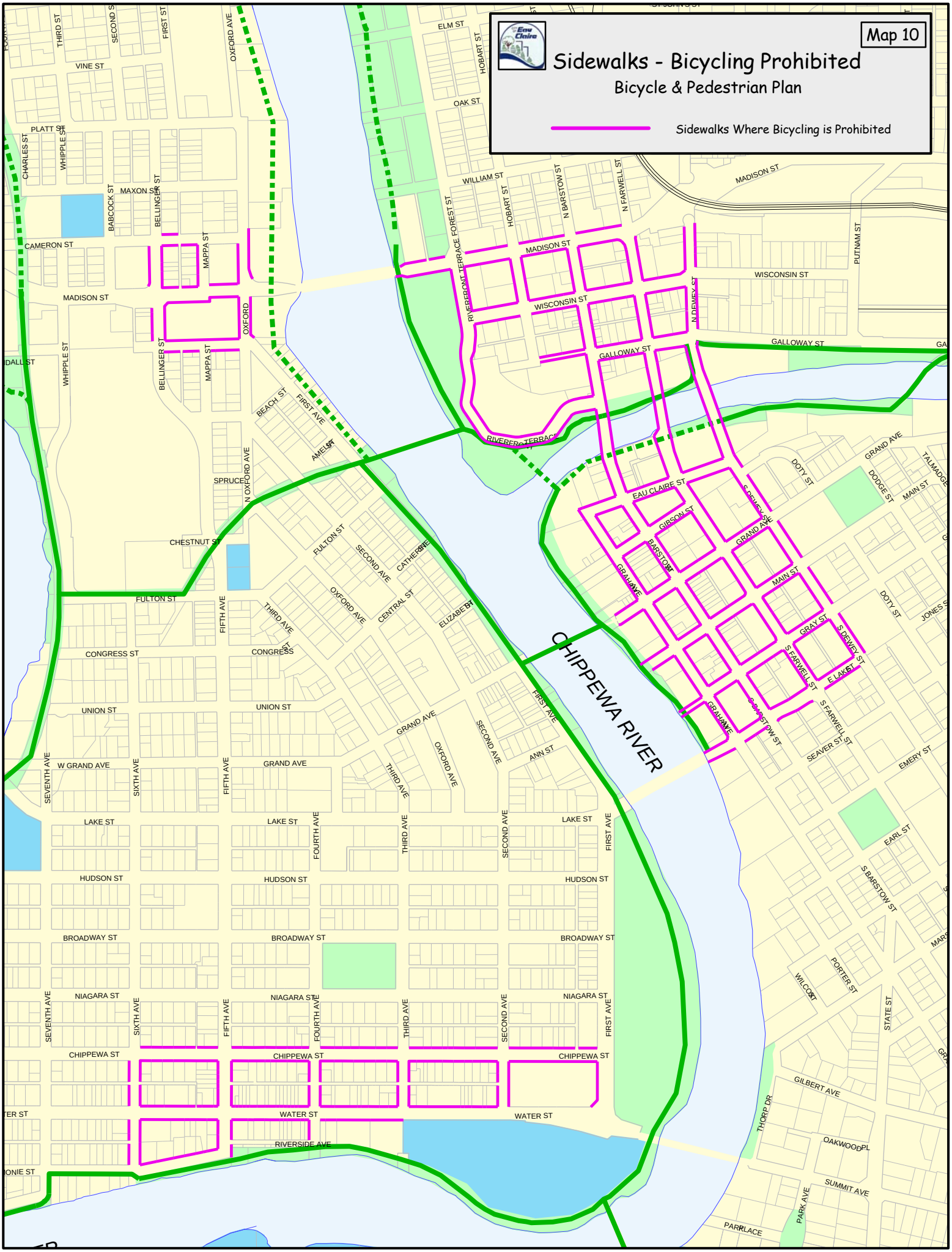
Appendix B

Bicycle/Pedestrian Underpasses and Bridges


Map 9
Bicycle/Pedestrian Underpasses & Bridges
Bicycle & Pedestrian Plan
Bicycle/Pedestrian Underpasses
Bicycle/Pedestrian Bridges
AIRPORT RD
EDDY LA
PIEDMONT RD
MARQUETTE ST
S.T.H. 312
NORTH CROSSING
JEFFERS RD
WELLS ROAD
TRUAX BLVD
DELLS
POND
STARR AVE
WESTERN AVE
N. HASTINGS WAY
ABBE HILL DR
BROOKLINE AVE
MCKINLEY RD
LOCUST LN
SEYMOUR RD
BIRCH ST
GALLOWAY ST
SEE NARRATIVE FOR AREA #11 RELATING TO THE FUTURE DESIGNATION OF THIS PATHWAY
S. HASTINGS WAY
N. CLAIREMONT AVE
FOLSOM ST
FOURTEENTH ST
SEVENTH ST
THIRD ST
MOHOLT DR
VINE ST
BELLINGER ST
MADISON ST
CAMERON ST
EAU CLAIRE RIVER
MAIN ST
HALF MOON LAKE
W. GRAND AVE
LAKE ST
CHIPPEWA RIVER
GRAHAM AVE
S BARSTOW ST
FARWELL ST
5TH AVE
FIRST AVE
HIGHLAND AVE
SPOONER AVE
MARGARET ST
FAIRFAX ST
HARDING AVE
WATER ST
MENOMONIE ST
BRACKETT AVE
STATE ST
RUDOLPH RD
E. CLAIREMONT AVE
FERRY ST
SEE NARRATIVE FOR AREA #18 RELATING TO THE FUTURE DESIGNATION OF THIS PATHWAY
W. CLAIREMONT AVE
LEXINGTON BLVD
S. HASTINGS WAY
SHORT ST
HENDRICKSON DR
CRAIG RD
MACARTHUR AVE
SKEELS AVE
LONDON RD
HAMILTON AVE
STEIN BLVD
NIMITZ ST
MITSHER AVE
S.T.H. 93
GROVER RD
S.T.H. 37
I-94
LOWES CK RD
DAMON ST
GOLF RD

Appendix C

Sidewalks Prohibited to Bicyclists


Map 10
Sidewalks - Bicycling Prohibited
Bicycle & Pedestrian Plan
Sidewalks Where Bicycling is Prohibited
CHIPPEWA RIVER
VINE ST
PLATT ST
CAMERON ST
MADISON ST
WISCONSIN ST
GALLOWAY ST
EAU CLAIRE ST
GRAND AVE
MAIN ST
CHESTNUT ST
FULTON ST
CONGRESS ST
UNION ST
W GRAND AVE
LAKE ST
HUDSON ST
BROADWAY ST
NIAGARA ST
CHIPPEWA ST
WATER ST
RIVERSIDE AVE
OAK ST
ELM ST
WILLIAM ST
OXFORD AVE
BELLINGER ST
MAPPA ST
WHIPPLE ST
BABCOCK ST
MAXON ST
CHARLES ST
THIRD ST
SECOND ST
FIRST ST
HOBART ST
N BARSTOW ST
N FARWELL ST
RIVERFRONT TERRACE
FOREST ST
N DEWEY ST
PUTNAM ST
BEACH ST
FIRST AVE
AMELIA ST
SPRUCE ST
N OXFORD AVE
SECOND AVE
CATHERINE ST
CENTRAL ST
ELIZABETH ST
FIFTH AVE
THIRD AVE
CONGRESS
SEVENTH AVE
SIXTH AVE
FOURTH AVE
ANN ST
GRAY ST
S DEWEY ST
S FARWELL ST
E LAKE ST
SEAVER ST
EMERY ST
EARL ST
S BARSTOW ST
PORTER ST
WILCOX ST
STATE ST
GILBERT AVE
THORP DR
OAKWOOD PL
SUMMIT AVE
PARK AVE
PARRLACE
DOTY ST
DODGE ST
TALMADGE
JONES ST
GIBSON ST
BARSTOW ST
GRAHAM AVE
MADISON ST

Appendix D

Implementation Work Program

CITY OF EAU CLAIRE BICYCLE AND PEDESTRIAN PLAN

Plan Implementation Work Program

Facility Planning and Enginnering Recommendations	On-going	Immediate	Short-term	Long-term
1. Development of bicycle network	x			
2. Coordination with area jurisdictions	x			
3. Consider adoption of bicycle parking standards		x		
4. Consider adoption of site plan standards for bicycles/pedestrians		x		
5. Providing adequate bicycle parking at City facilites			x	
6a. Continue to provide off-street parking allowances for bicycle parking	x			
6b. Research ordinances regarding bicycle parking			x	
7. Work to eliminate major sidewalk gaps in the network	x			
8. Seek to eliminate pedestrian barriers.	x			
9. Work to eliminate gaps in the multi-use pathway system			x	
10. Provide convenient transit access	x			
11. Address deficiencies identified within the "Areas Requiring Further Study"	x			
12. Upgrade traffic signals with detections systems as they are upgraded	x			
13. Periodically evaluate traffic signal timing	x			
14. Seek to construct sidewalks along all new streets	x			
15. Develop formalized policies regarding sidewalk and pathway maintenance		x		
16. Develop formalized policies regarding construction detouring		x		
17. Consider changes to the subdivision code		x		
18. Research innovative design solutions to bicycle/pedstrian issues	x			
19. Collect data regarding the utilization of facilities	x			
20. Continue to seek ownership of abandoned right-of-way	x			
21. Study the feasiblity of mid-block pedestrian crossings	x			
Education and Outreach Recommendations	**On-going**	**Immediate**	**Short-term**	**Long-term**
1. Develop informational maps and brochures			x	
2. Continue to add information and links to the BPAC website	x			
3. Contact private business to encourage bicycle parking facilities	x			
4. Work to continue and expand the Safe Routes to School Program	x			
5. Seek Bicycle Friendly Designation		x		
6. Continue coordination with Downtown Eau Claire, Inc.	x			
7. Coordinate with organizations presenting special needs groups	x			
8. Promote recreational and community bicycling	x		x	
9. Develop community-wide wayfinding system				x
10. Seek complete streets designation			x	
11. Prepare annual work program	x			
12. Conduct downtown bicycle needs study				x
13. Incorporate bicycle/pedestrian issues in area plans	x			
Enforcement and Ordinance Recommendations	**On-going**	**Immediate**	**Short-term**	**Long-term**
1. Review City ordinances and update as necessary			x	
2. Develop a plan to increase awareness of ordinances			x	
3. Review provisions relating to bicycling on sidewalks			x	
4. Continue and expand on safety oriented programs	x			
5. Seek to inform law enforcement personnel of State and city statutes			x	
6. Seek to increase enforcement in high bicycle/pedestrian areas	x			
7. Maintain high visibility of police witth organizations and groups	x			

ON-GOING: currently taking place or upon adoption of plan IMMEDIATE: undertaken within 1 to 2 years SHORT-TERM: 2 to 5 years LONG-TERM: 5 or more years

Appendix E

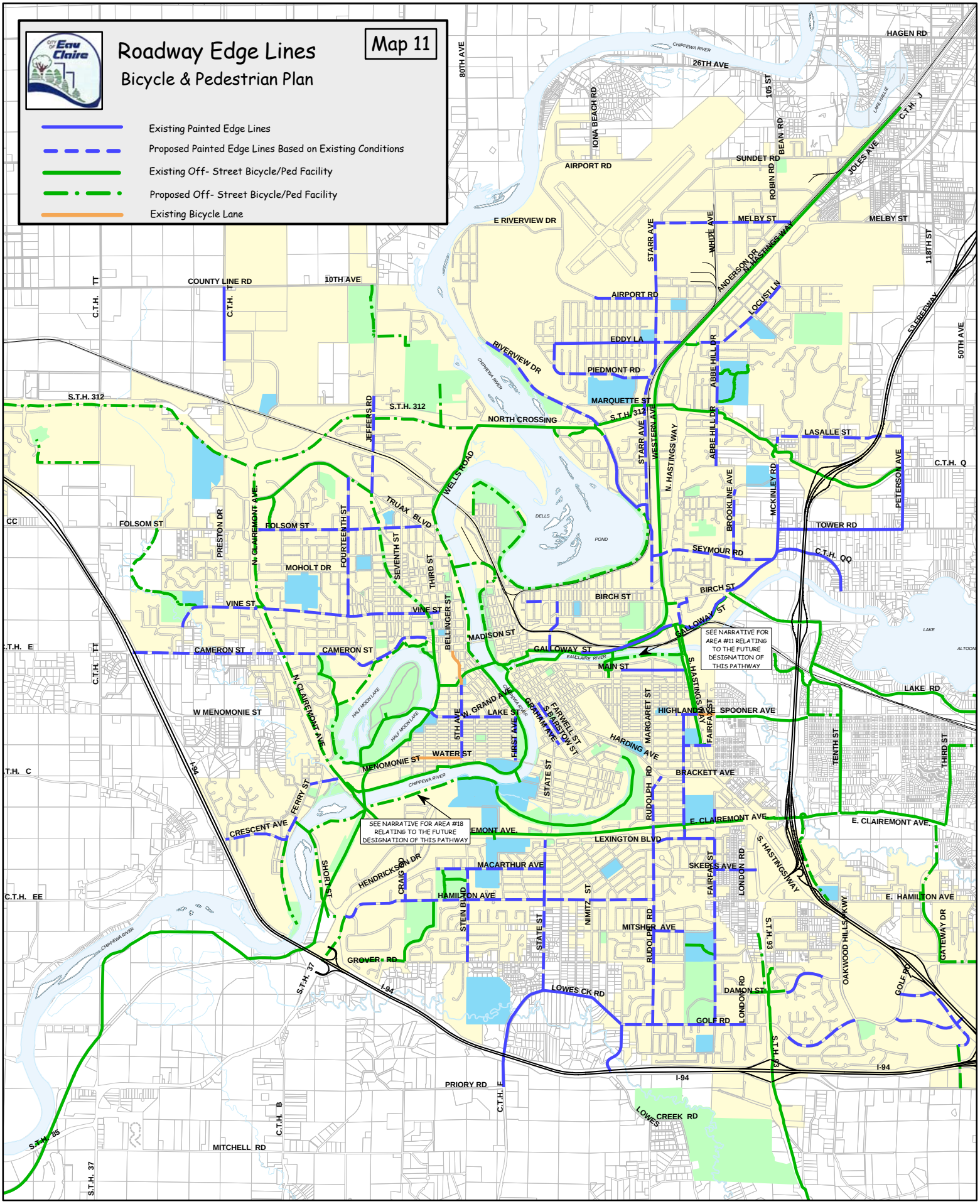
Roadway Edge Lines for Bicyclists

Roadway Edge Lines

Bicycle & Pedestrian Plan

Map 11

- Existing Painted Edge Lines
- Proposed Painted Edge Lines Based on Existing Conditions
- Existing Off- Street Bicycle/Ped Facility
- Proposed Off- Street Bicycle/Ped Facility
- Existing Bicycle Lane



Appendix F

Bicycle and Pedestrian-related Organizations

PEDESTRIAN/BICYCLE RELATED ORGANIZATIONS

Altoona Outdoors
Barrier Busters of Eau Claire County
Bicycle Repair Initiative (Banbury Place)
Bicycle Federation of Wisconsin
Chippewa County
City of Altoona
City of Chippewa Falls
Chippewa Off-Road Bicycle Association (CORBA)
Clear Vision – Eau Claire
Downtown Eau Claire, Inc.
Eau Claire Area Convention and Tourism Bureau
Eau Claire County
Eau Claire School District
Eau Claire Senior Center
Eau Claire Transit
Eau Claire Triathlon
Eau Claire Velo Club
Friends of the Chippewa River Trail
Friends of the Old Abe Trail
Indianhead Track Club
Neighborhood Associations
Putnam Park Commission
Safe Steps Program
Sierra Club
UWEC Clean Commute Initiative
Volume One Magazine
Water Street BID
West Central Regional Plan Commission
West Grand Avenue BID
Wisconsin DNR and DOT
Wisconsin Walks Association
YMCA

Other Groups:

Area Bike Shops
Area Medical facilities (Luther Hospital, Sacred Heart Hospital, Marshfield Clinic, Midelfort Clinic, Oak Leaf Hospital, etc.)
Area Townships (Brunswick, Seymour, Union, Washington, Wheaton, etc.)

Appendix G

Glossary of Terms

GLOSSARY OF TERMS

Completion Timeframes for Plan Strategies.
Note that the suggested timeframes for plan strategies are subject to change due to such factors as: funding, staffing levels, coordination with other agencies, timing of projects in relation to other projects, etc.

> **On-going.** Projects, work activities, etc. where implementation should either be already taking place or should start upon adoption of the plan, and which requires continued or periodic attention.
>
> I**mmediate**. Projects, work activities, etc. that are of a high priority where work should be undertaken within a year of the adoption of the plan.
>
> **Short-term.** Projects, work activities, etc. that should be undertaken within two to five years of the adoption of the plan.
>
> **Long-term.** Projects, work activities, etc. that are of a lower priority where implementation should commence upon completion of those strategies that are identified as being short-term.

Sharrow. A roadway marking technique that can be used to denote bicycle utilization of a street. The "sharrow" is a symbol painted on the street pavement in areas too narrow to accommodate either bicycle lanes or painted edge lines. This concept was pioneered in Europe, but has gained popularity in the United States over the past decade. Cities such as Denver, Boulder, Portland, and San Francisco have incorporated sharrows as a component of their bicycle transportation systems.

Walkable Community. Walkable Communities, Inc. has a checklist for defining a walkable community and for improving its walkablility. Common characteristics include: an intact downtown business district, neighborhoods with a mix of incomes and housing types, many public spaces for people to gather, main streets are interconnected, most housing is within easy access to schools, shopping, recreation, and employment, and easy access to these facilities are provided for all ages and abilities. The community also has a healthy respect for people of all abilities, and has appropriate ramps, medians, refuges, crossings of driveways, sidewalks on all streets where needed, benches, shade, and other basic amenities to make walking feasible and enjoyable for everyone.

The TDM (Transportation Demand Management) Encyclopedia states that walkability takes into account the quality of pedestrian facilities, roadway conditions, land use patterns, community support, and security and comfort for walking. It further states that walkability can be evaluated at various levels or scales. At the lowest or site level, walkablility is affected by the existence of pathways, building accessways, and related facilities. At the street or neighborhood level, it is affected by the existence of sidewalks

and crosswalks, and street conditions such as road widths, traffic volumes and traffic speed. At the community level, it is also affected by land use, and accessibility such as relative location to destination points and the quality of connections between them.