City of Eau Claire
Bicycle and Pedestrian Plan

Eau Claire Comprehensive Plan

City of Eau Claire
December, 2018

CITY OF Eau Claire

RESOLUTION RECOMMENDING ADOPTION OF THE UPDATE OF THE BICYCLE AND PEDESTRIAN PLAN

WHEREAS, the City of Eau Claire adopted the Bicycle and Pedestrian Plan in 2010; and

WHEREAS, the Eau Claire Comprehensive Plan sets forth policies in the Transportation Plan, Parks, Greenways and Trails System Plan, and Downtown Plan to: improve pedestrian connections, create a more walkable community, build a connected bicycle route and trail network that is viable, convenient, and safe, which encourages both utilitarian and recreational bicycling, and enhance the ability to walk and bicycle Downtown; and

WHEREAS, the Bicycle and Pedestrian Plan includes: updated background information, identification of issues, goals and objectives, and recommendations; and

WHEREAS, the City of Eau Claire adopted a Comprehensive Plan on September 22, 2015, in accordance with the provisions of Wis. Statutes, Section 66.1001; and

WHEREAS, the City Plan Commission finds that the update of the Bicycle and Pedestrian Plan to be consistent with said Comprehensive Plan, specifically the Transportation Plan, Objective 5 (Neighborhood Streets), Objective 6 (Walking) and Objective 7 (Bicycling), the Parks, Greenways and Trails Plan, Objective 4 (Bicycling and Walking), and the Downtown Plan, Objective 6 (Walking and Bicycling).

NOW, THEREFORE, BE IT RESOLVED that the Eau Claire City Plan Commission recommends to the City Council that the update of the Bicycle and Pedestrian Plan be adopted as part of the City of Eau Claire's Comprehensive Plan with the addition of a narrative in the section titled "Areas Requiring Additional Study" for the section of McKinley Road and Birch Street extending from the North Crossing south to River Prairie Dive and that the intersection of State Street and Westover Road be added to recommendation #6 on page 39 as priority area where sidewalk system gaps exist.

Terry C Pederson

Secretary Terry Pederson

Adopted,
December 3, 2018

No. 2018-537

RESOLUTION

RESOLUTION ADOPTING THE UPDATE OF 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 update of the Bicycle and Pedestrian Plan as part of the City's Comprehensive Plan, and made a finding that said plan is consistent with the City's Comprehensive Plan; and

WHEREAS, the City Plan Commission recommended adoption of the update of the Bicycle and Pedestrian Plan on December 3, 2018, with the addition of a narrative in the section titled "Areas Requiring Additional Study" for the section of McKinley Road and Birch Street extending from the North Crossing south to River Prairie Drive and that the intersection of State Street and Westover Road be added to recommendation #6 on page 39 as priority area where sidewalk system gaps exist.

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 update of the Bicycle and Pedestrian Plan with the additions recommended by the Plan Commission, 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 update the City Council finds said plan to be consistent with the City's 2015 Comprehensive Plan, specifically the Transportation Plan, Objective 5 (Neighborhood Streets), Objective 6 (Walking) and Objective 7 (Bicycling), the Parks, Greenways and Trails Plan, Objective 4 (Bicycling and Walking), and the Downtown Plan, Objective 6 (Walking and Bicycling).

Adopted,
December 11, 2018

(SEAL) _____
Vice President/Acting President
Andrew F. Werthmann

(SEAL) _____
City Manager Dale Peters

(ATTESTED) _____
City Clerk Carrie L. Riepl

TABLE OF CONTENTS

MAPS: **Page #**

Introduction

Overview

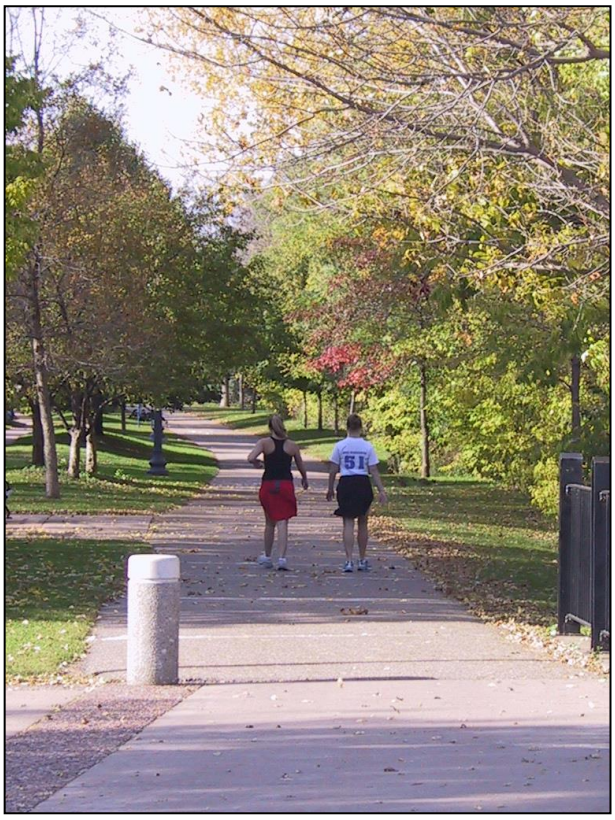
The City of Eau Claire adopted its first bicycle and pedestrian plan in 2010. The plan was developed by the City's Bicycle and Pedestrian Advisory Committee and then recommended by the City Plan Commission and approved by the City Council as a chapter of the Comprehensive Plan.

Development of the 2010 plan was one of the recommendations of the 2005 Comprehensive Plan indicating that there was a need to create a citizens bicycle and pedestrian advisory group. The Eau Claire Bicycle and Pedestrian Advisory Commission (now the Bicycle and Pedestrian Advisory Committee BPAC) was created in 2006 and one of the key directives of the group was the development of a Bicycle and Pedestrian Plan for the City.

The 2010 Plan has served as a guide for the City and set forth policies to work towards an interconnected network of on and off-street routes to form a network of facilities linking neighborhoods and major destination points within the City. In addition, the Plan established a framework for examining the existing pedestrian and bicycle environment in the community and providing recommendations to improve and promote pedestrian circulation and bicycling in Eau Claire.

The plan was prepared recognizing the diverse nature of user populations within the community and that people walk and use bicycles for a variety of reasons, not only for recreation, but for transportation, personal health, concern for the environment, and due to financial constraints because of the costs associated with operating a motor vehicle. These benefits will be discussed in more detail in the Existing Conditions section. Another key component of the planning effort in developing the plan was the awareness that facilities need to accommodate various age levels, skill levels, and those with mobility restrictions.

The adoption of the plan formalized the City's commitment to providing 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. It also reinforced the objective that walking and biking should be considered as an integral component of the City's multimodal transportation system.



Across the country, municipalities like Eau Claire have continued to plan and develop bicycle and pedestrian facilities that provide transportation alternatives to motorized vehicles. While recreational bicycling is still the primary use of bicycles in the United States, people nationwide have recognized 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 many communities through-out the country and continue to serve as models for Eau Claire and western Wisconsin.

Over the past eight years since the adoption of the 2010 Plan, the City has continued to make progress in improving the pedestrian and bicycling environment in the City. This has occurred on numerous fronts such as with the designation of Eau Claire as a Bicycle Friendly Community in 2011 and has continued with numerous facility, educational, and institutional changes and improvements. Because of these changes and improvements, the Bicycle and Pedestrian Advisory Committee has recognized the need to review the 2010 Plan in order to provide an updated analysis of the existing pedestrian and bicycling environment within the City and then update recommendations contained herein.

Finally, it is important to note that the City's Comprehensive Plan was updated in 2015. This update included a renewed emphasis in making Eau Claire more walkable and bicycle-friendly. It also stressed the importance of the City's older neighborhoods and the need to provide public infrastructure and facilities to make our neighborhoods more livable, attractive, and desirable places to live.

Community Benefits

As noted above, walking and bicycling provide significant benefits for individuals and communities alike. Both are the most affordable and accessible modes of transportation, while being non-polluting, provide both recreational and transportation benefits, reduces traffic congestion, provides healthy choices for the individuals, and promote a positive character of the community. These benefits have been discussed in numerous reports which note that these benefits are far reaching for communities that embrace bicycling and walking as important modes of transportation. The Federal Highway Administration provides a summary of recent research on the website at: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/resources/benefits_research.cfm. The benefits discussed in the reports include:

Environmental. According to the EPA, petroleum fueled motor vehicles accounted for approximately 27% of the greenhouse gas emission emissions (carbon dioxide, methane, nitrous oxides, and fluorinated gases) in the United States in 2015. Therefore, encouraging people to bike and walk thus reducing the amount of motorist travel will have a positive effect on the environment.

Health. 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. In 2013, the Health Chapter was adopted by the City of Eau Claire as an element of the City's Comprehensive Plan. The Chapter stresses the importance of the built environment as an important factor in contributing to a person's physical health. In addition, there are a number of State and local organizations such as the Wisconsin Active Communities Alliance (http://www.activecommunitieswi.org/) and the Eau Claire Healthy Communities Organization (http://eauclaire.wi.networkofcare.org/ph/) that promote active communities through activities such as walking and bicycling through design of the built environment.

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 that the annual cost of owning and operating a vehicle at $9,122. In addition, there is the issue of equity as not all households can afford a motor vehicle or multiple vehicles; therefore a community should provide other transportation opportunities to move about the City. Thus for some households, the option of bicycling

or walking as a transportation alternative can improve the mobility of people and make it possible to reduce the number of vehicles that they own.

Finally, outdoor activities such as bicycling are an important tourism and marketing draw for the Chippewa Valley, with local and 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. Visit Eau Claire promotes the use of the City's trails and bikeways on its website https://www.visiteauclaire.com/listings/city-of-eau-claire-bike-trails/750/.

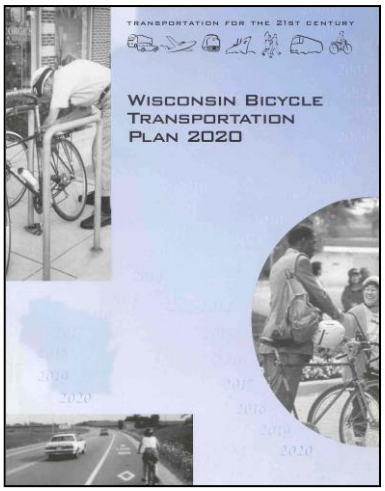
Quality of Life. The bicycling and pedestrian environment of a community plays an important role in a community's quality of life providing both tangible and intangible benefits. Increased walking and biking not only improves health and fitness, but also can result in reduced vehicle traffic, congestion, and noise and pollution within neighborhoods, around schools, and other social centers. Pedestrian facilities such as sidewalks and pathways also 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.

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.

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

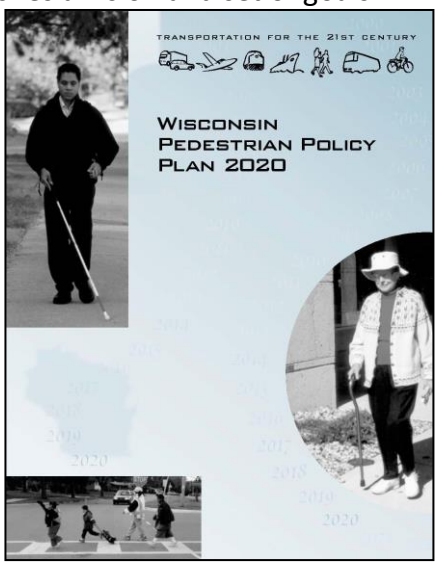


separate plans for both bicycles and pedestrians. These plans have been adopted to promote and increase bicycling and walking across the state.

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.

The State of Wisconsin is working on developing a statewide bicycle route network called the State Bikeway Project. The network would incorporate the U.S. Bicycle Route System which is a system linking urban and rural areas across the country. Two routes are tentatively planned for western Wisconsin. Wisconsin Route #31 is a north-south route that extends through Eau Claire utilizing the Old Abe Trail in the north part of the City then utilizing City streets in the southern portion of the City connecting with East Lowes Creek Road as it exits the City to the south. The second route is U.S. Route #20 that runs east-west and primary utilizes county and local roads to the north of Lake Wissota. This route would intersect with the Old Abe Trail in the vicinity of Jim Falls, Wisconsin.

The State of Wisconsin has also established provisions relating to pedestrian and bicycle accommodations for State roadway construction projects. These provisions were modified in 2015 with the repeal of Administrative Code Trans 75 and the modification of Statute 84.01(35). The legislation was changed from "ensuring" that pedestrian and bicycle accommodations are provided for new roadway and reconstruction projects to "giving due consideration" when each project is planned. For more information, refer information provided by the Wisconsin DOT at http://wisconsindot.gov/rdwy/fdm/fd-11-46.pdf.

Finally, 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.

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 plan was updated in 2017 with the 2017-2027 Bicycle and Pedestrian Plan for the Chippewa-Eau Claire Metropolitan Planning Area. This updated 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 and pedestrian facilities and programs. The plan serves as a foundation for the formulation of the recommendations set forth in this document. The plan is available for review at: http://wcwrpc.org/Documents/Metropolitan%20Bicycle%20and%20Pedestrian%20Plan.pdf

The plan provides a detailed analysis of multiple factors relating to the pedestrian and bicycling environment in the of the Eau Claire-Chippewa urbanized area including:

- Demographic trends relating to pedestrian and bicycle commuting patterns
- Pedestrian and bicycle crash analysis statistics
- Bicycle and pedestrian stress level analysis of collector and arterial streets

It also includes a detailed a summary of citizen input gained from an extensive public engagement process.

West Central Regional Planning Commission (WCRPC) is also working with local jurisdictions in the development of a regional bicycle route system. The system would connect jurisdictions within the Chippewa-Eau Claire MPO utilizing a combination of off-street pathways and on-street bicycle facilities. The concept is patterned after a system developed in Wausau where the routes are numbered and signed. Routes being considered within Eau Claire are shown on Maps 5 and 6.

Finally, Eau Claire, Chippewa, and Dunn Counties have received a grant from the State of Wisconsin to prepare a Tri-County Bicycle and Pedestrian Plan. The goal of the plan

according to the website for the project is to *"create a greater array of transportation options while promoting connectivity, safety, health, economic and tourism opportunities within and beyond each county."* More information on the development of the plan can be found at: https://3countybikeandped.wordpress.com/.

City of Eau Claire. Pedestrian and bicycle planning is also a significant component of Eau Claire's 2015 Comprehensive Plan. The Plan sets forth several pedestrian and bicycle-related objectives and more specific policy statements in a number of chapters including: Land Use, Transportation, Parks-Trails-and Greenway System, Downtown, and Neighborhoods. Examples of some of the 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.
- Work to eliminate gaps in the City's sidewalk system.
- Seek to construct sidewalks along both sides of new streets.

- Ensure proper maintenance of existing sidewalks, pathways, and streets designated for bicycle use.
- Pedestrian environment Downtown is particularly important to provide a safe environment and convenient access to businesses.

The City also adopted a specific chapter of the Comprehensive Plan related to Health. The overall goal of the plan is to *"improve human health relative to our build environment".* Within this chapter, there are several objectives related to promoting a healthier lifestyle by providing pedestrian and bicycle infrastructure that enables people to get out and utilize the facilities. Practices such as "complete streets" or "livable streets" are encouraged. An outgrowth of this increased emphasis on community health and the built environment has been the creation of several multi-jurisdictional organizations or committees to promote more healthy-livable environment in Eau Claire. One such group is the Eau Claire Healthy Communities organization, which is facilitated by the City/County Health Department. More information about this group can be found at http://eauclaire.wi.networkofcare.org/ph/.

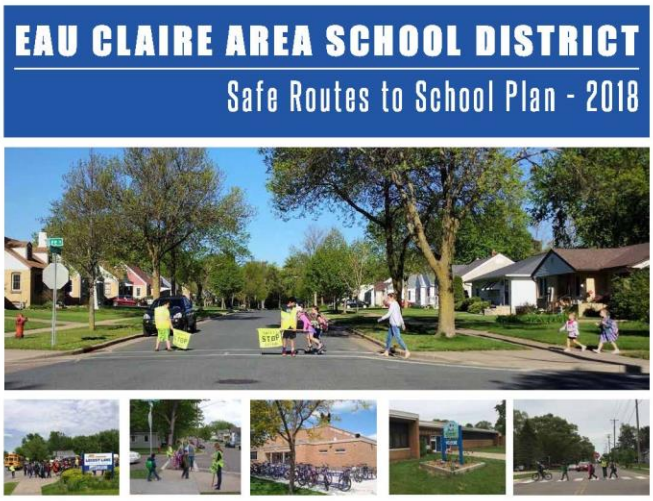
The City also adopted a Sustainability Plan as part of its Comprehensive Plan in 2009, which was amended in 2015. This plan recognizes the need to encourage increased choices of transportation both to reduce energy consumption and emissions, and encourage more active, healthy lifestyles. Consideration of Complete Streets polices and continuing to build Safe Routes to School infrastructure is suggested in the plan.

Eau Claire established its first Safe Routes to School program for the elementary schools in 2002. The program integrated health, fitness, traffic relief, environmental awareness and safety in developing routes for school age children to travel to and from their respective schools. It also provided the opportunity for schools to work closely with parents, children, neighborhoods, and local government to promote a healthy lifestyle for the children. The program also actively educates and encourages 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 of the schools in Eau Claire are located within residential neighborhoods which provide excellent opportunities for school children to walk and bicycle to school. However, some schools are located in neighborhoods that are located in proximity to major highways and/or include areas outside the City limits which often lack continuous sidewalk connections and infrastructure.

The Safe Routes Program focuses not only on education, but also on engineering and enforcement in order to provide safe routes to schools. Some of the engineering

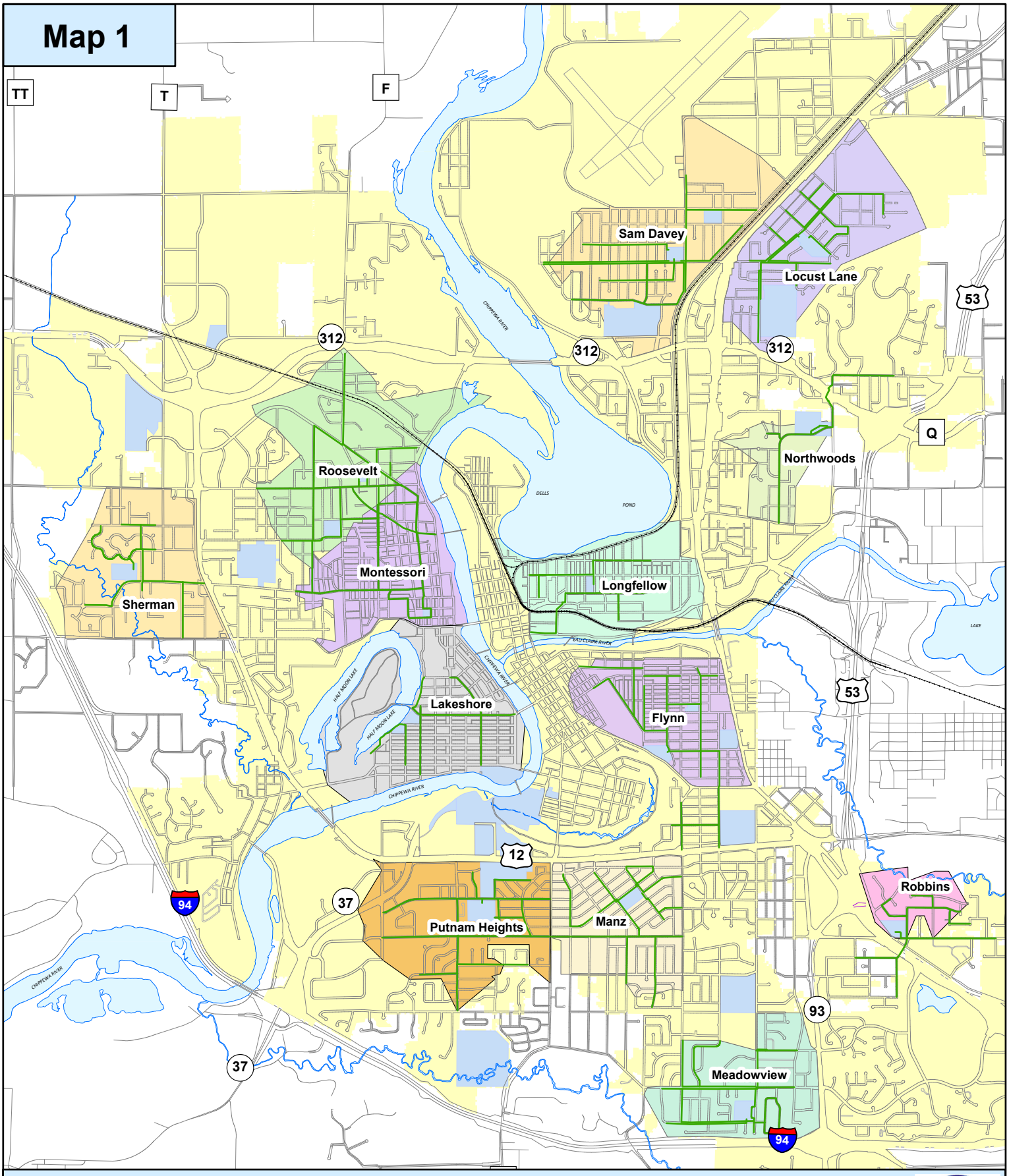
improvements that have been implemented have included the installation of curb ramps, installation of signs, and painting of crosswalks at designated intersections. The City has received several grants from the Wisconsin Department of Transportation to complete these improvements.



In 2017, WCRPC received a grant to update the 2002 Safe Routes Plan. Funds for this grant were used to review routes designated for each of the schools and conduct surveys and safety audits to determine other improvements in the vicinity of each school. As a result of the updated plan all of the eleven elementary schools now have established Safe Routes programs as well as one of the three middle schools. In addition, both Memorial and North High Schools have established programs since the initial Bicycle and Pedestrian Plan was prepared. Map 1 provides an overview of the routes established for each of the schools. As summary of other recommendations from the 2018 Report can be found at: http://wcwrpc.org/Documents.html.

Finally, the City of Eau Claire also has several ordinances relating to bicyclists and pedestrians. These provisions as well as some of the key provisions from the State are summarized in Appendix A.

University of Wisconsin – Eau Claire. The University Wisconsin – Eau Claire prepared a Comprehensive Bicycle and Pedestrian Plan for their campus during the summer and fall of 2014. The Plan proposes several key recommendations such as:



Eau Claire Bicycle & Pedestrian Plan

Elementary School Safe Routes Program

School Safe Routes

School Walk Zones

- Creating an outer campus bicycle loop around a pedestrian centered campus mall
- Locating bicycle parking on the periphery of the pedestrian centered campus
- Ensuring that a main pedestrian and bicycle artery between the upper and lower campus is provided
- Studying the feasibility of a bicycle share program

The plan is available at: https://www.uwec.edu/Parking/Bicycles/upload/Comprehensive-Bicycle-and-Pedestrian-Plan_20150501.pdf

Assessment of Existing Conditions

Background

As noted back in 2010, the importance of an efficient pedestrian and bicycling network should not be underestimated or undervalued. U.S. Census figures from 2000 and 2010 and beyond indicate that walking accounted for approximately 4% to 5% of Eau Claire's means of travel to work and those bicycling to work accounted for approximately 1% of the commuters. These numbers have remained relatively stable in the Eau Claire area with marginal gains in those bicycling, while the numbers for those walking have shown some moderate declines.

The 2017 Chippewa-Eau Claire Metropolitan Bicycle and Pedestrian Plan indicates that Eau Claire ranks favorably with other urbanize areas in Wisconsin with only four areas having greater rates of walking to work (Madison #1 at 6.4%) and sixth highest for bicycling to work (Madison #1 at 3.6%). Detailed commuting figures are provided in the Metropolitan Plan.

One of the goals in the City's Comprehensive Plan is to increase these commuting rates. This seems realistic with the increasing desire of people to live Downtown or within proximity of Downtown in the surrounding neighborhoods, and as people express greater concern about environmental and health-related issues. In addition, interest in walking and bicycling is anticipated to increase as infrastructure improvements continue to be made to the City's pedestrian and bicycling network.

As part of the effort to update this plan, it is important to reflect back and identify several of the significant policy changes and infrastructure improvements that have occurred since 2010 that have improved the pedestrian and bicycling environment in Eau Claire.

Recent pedestrian and bicycle related improvements include:

- Completion of several additional segments of the off-street multiple use trail system. To date, the City's trail system includes approximately 39.02 miles of paved trails (40.89 miles including Putman Park). Major trail sections recently completed include:
    - Former railroad right-of-way (First Street northwest to Folsom Street)
    - Along Galloway Street, north and south sides (from North Hastings Way west to the railroad crossing of Galloway Street)
    - North of Eddy Lane to City limits
    - Short Street from the Chippewa River to Highway 37
    - Melby Road from North Hastings Way east to the City limits
    - South Hastings Way reconstruction with trails/sidewalks on both sides of the street from the Eau Claire River south to Fenwick Avenue

    - Cannery Redevelopment District trail (Madison Street north to the High Bridge)
    - 600 Block of Menomonie Street
    - UWEC riverfront improvements (Garfield Avenue to west end)
    - Carson Park Causeway reconstruction
    - Haymarket Landing and Plaza trail sections
    - State Highway 37 (Short Street north to Clairemont Avenue)
- Conversion of the High Bridge into a pedestrian/bicycle facility (approximately 1,000 feet in length)
- Installation of the HAWK signal (High Intensity Activated Crosswalk) along Menomonie Street. (The HAWK signal is a traffic control device to assist pedestrians and bicyclists cross streets having high traffic volumes stopping vehicle traffic when the signal is activated by a pedestrian or bicyclist.)
- Construction of the Fenwick Avenue underpass at South Hastings Way
- Installation of a bicycle/pedestrian underpass south of Birch Street extending under North Hastings Way.
- 2018 Update of the Safe Routes to School program (see additional information on page 9)
- Reconstruction of Thorp Drive into a woonerf or bicycle boulevard (Thorp Commons), a living street or shared space for pedestrians, bicyclists, and motor vehicles.
- Reconstruction of the Water Street Bridge including wider sidewalks and bicycle lanes
- Installation of a bike box at the intersection of Keith Street and Brackett Avenue
- Installation of four bicycle corrals (300 and 400 blocks of Water Street), 600 block of Graham Avenue, and at the Public Library
- Installation of additional bicycle racks within the Downtown and along Water Street
- The construction of additional bicycle lanes and sharrows as part of the City's annual street reconstruction program. Totals include 11.36 miles of bicycle lanes and 5.71 miles of sharrows.

- Designation of Eau Claire as a Bicycle Friendly Community at the bronze level in 2011 and 2015
- Designation of the University of Wisconsin – Eau Claire as a Bicycle Friendly University in 2013
- Formation of a Bicycle and Pedestrian Advisory Committee for UW-Eau Claire
- Adoption of a Comprehensive Bicycle and Pedestrian Plan for the UW-Eau Claire Campus
- Development of the Chippewa Valley Bicycle Map

- Initiation of discussions to implement a bicycle share program in the community
- Development of a process for BPAC to review and comment on the streets planned for reconstruction related to pedestrian and bicycle needs and deficiencies
- Installation of three bicycle repair stations (Phoenix Park, Lakeshore Park, and Owen Park)
- Update of the ordinance provisions as to where bicyclists and skateboards are prohibited from riding on sidewalks Downtown and along Water Street
- Adoption of an ordinance to require bicycle parking for new development as part of the City's site plan review process
- Adoption of standards requiring connectivity within and to adjacent streets for new developments for pedestrians and bicyclists

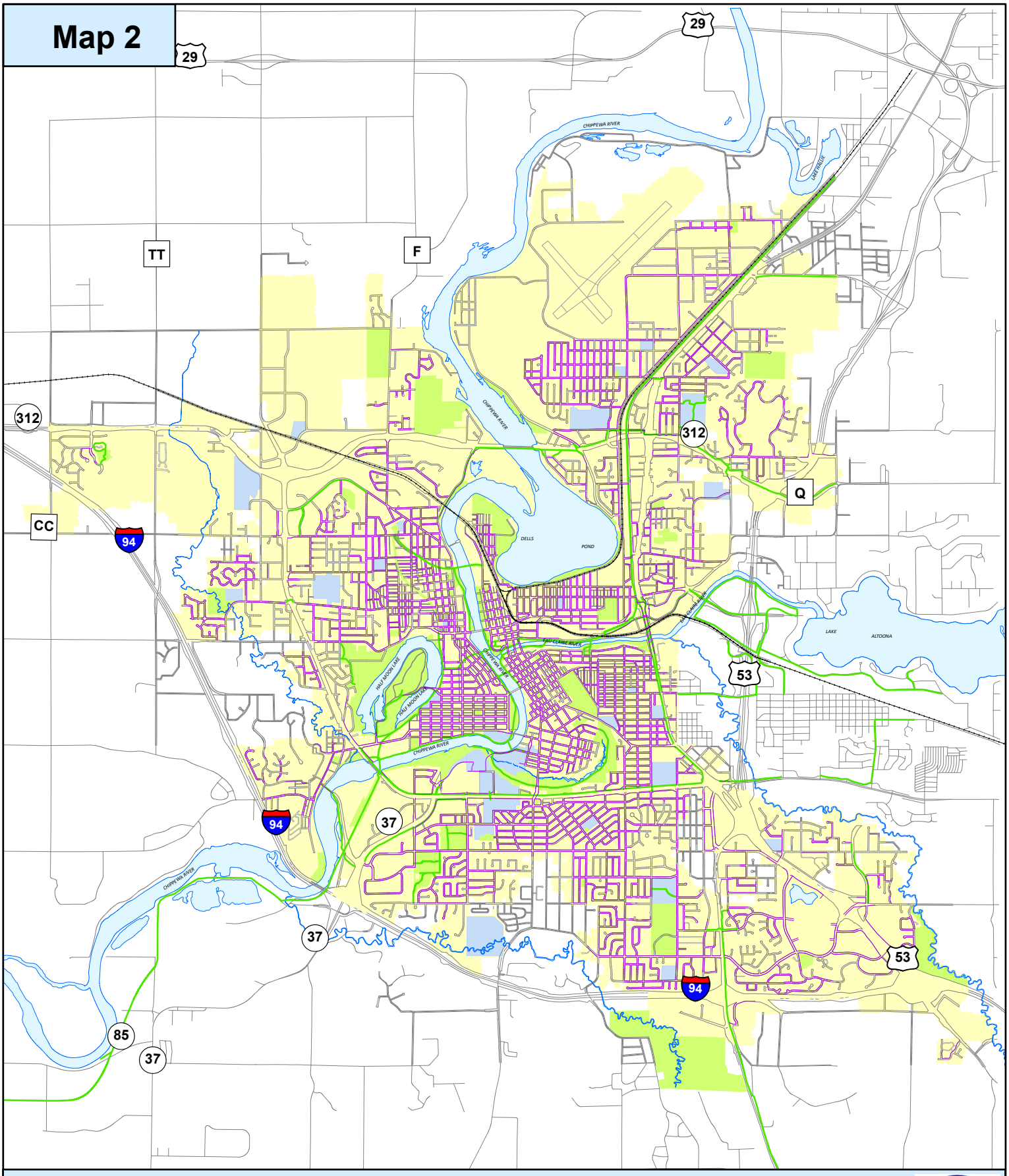
- Continued utilization of the police bicycle patrols within neighborhoods and along Water Street
- Continued sponsorship of educational and promotional events for bike week
- Sponsoring educational booths at community festivals and events

Existing Pedestrian and Bicycle Facility System

The infrastructure for the City's pedestrians and bicyclists has been categorized into four areas: sidewalks, the off-street multiple use pathways, bicycle boulevards, and the on-street bicycle facilities.

Sidewalks. 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. Therefore, 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 sidewalk system within the City. The City currently has approximately 370 miles of sidewalks not including the City's trail system.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ALTOONA
HALF MOON LAKE
EAU CLAIRE RIVER
Eau Claire Bicycle & Pedestrian Plan
Existing Sidewalks and Pathways
Existing Sidewalks
Existing Trail System
City of Eau Claire

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.

It should be noted that bicyclists, with a few exceptions, can also use the City's sidewalks. Appendix B 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.

Crosswalks are also an integral component of the pedestrian circulation system. Although a pedestrian can cross a street at any intersection, crosswalks aid in identifying recommended locations for pedestrians to cross busier streets such as arterial and collector streets. The crosswalks also serve as a visual cue for motorists that they must yield to pedestrians. Crosswalks are also used in as part of the Safe Routes to School program to identify recommended routes for each of the schools.

The City is in the process of developing a policy to establish guidelines for when a crosswalk should be installed. The policy would also provide direction as to the recommended design used based on its location.

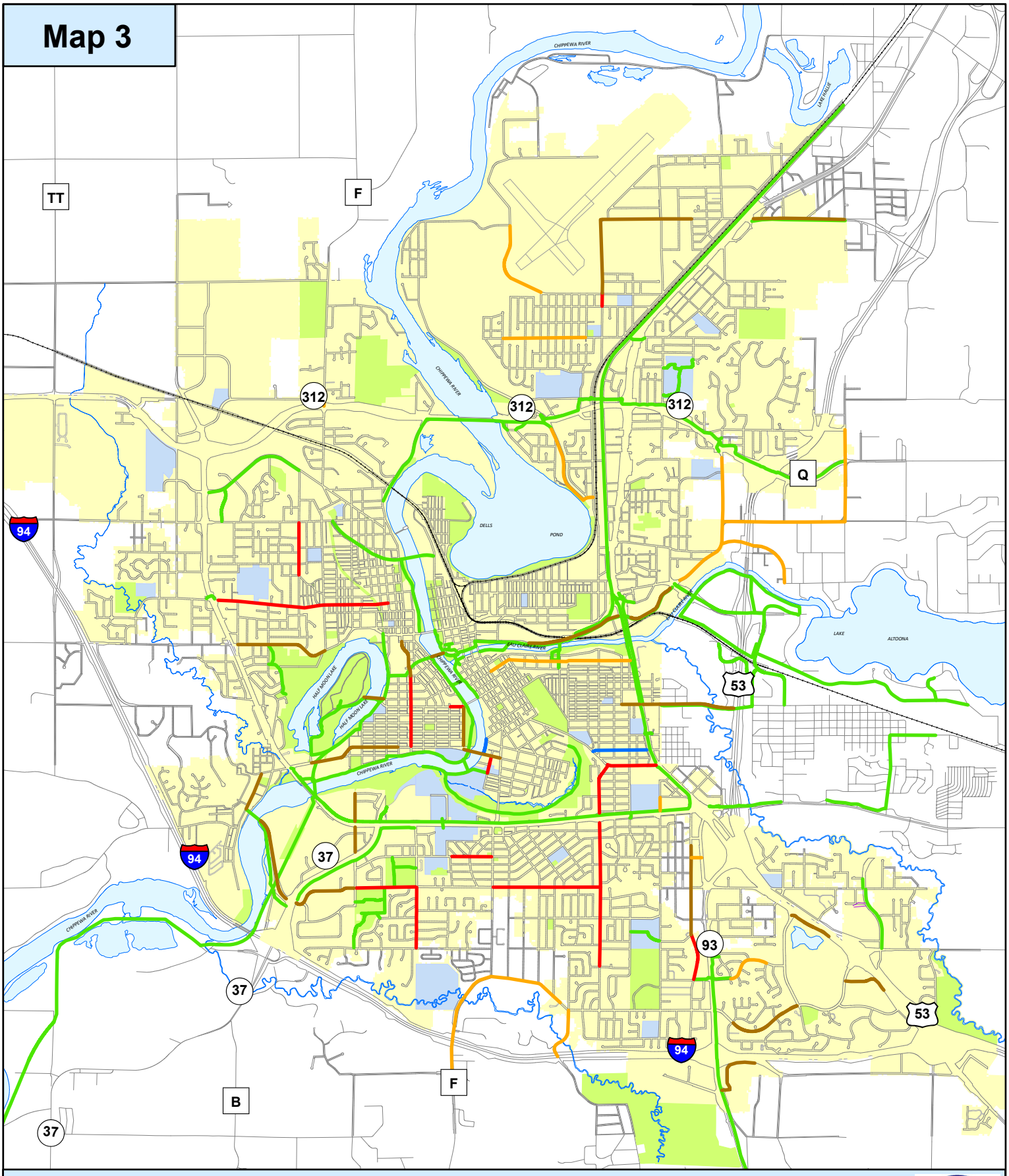
Off-Street Multi-use Pathways. The second classification includes the City's off-street multi-use pathways. The pathways, which are shown on Map 3, consist of paved facilities separated from the street. The City's standard for recent pathways installation requires a width of at least 12 feet. However, a number of the pathways constructed in the 1990s are somewhat narrower. The City has approximately 39 miles of pathway, 40.89 miles when the Putnam Park trail is included.

Many of these pathways are connected with an extensive system of bicycle/pedestrian underpasses and bridges. Appendix C 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.

Bicycle Boulevards. Thorp Commons was the first bicycle boulevard developed in the City. It is patterned after the concept of a woonerf originating in the Netherlands where the street becomes a living street or shared space for pedestrians, bicyclists, and motor vehicles. The City has also designated Valmont Avenue as a bicycle boulevard and anticipates making final connections on the west end during the spring/summer of 2018 along with other improvements including signage and lane markings. Typically, bicycle boulevards accommodate low volumes of motorized traffic at low speeds, giving pedestrians and bicyclists equal priority to utilize the street. Thorp Commons and Valmont Avenue total .56 miles.

On-street Facilities. The on-street facilities (excluding the bicycle boulevards) are primarily designed to accommodate bicyclists. Map 3 illustrates the various on-street facilities. There are three categories of bicyclists to consider when planning an on-street network. The first category is the most skilled bicyclist that will ride on most any street, in most weather, and will find the quickest, most direct route to their destination. The second group of bicyclists is less comfortable among motorized vehicles and may select a longer route if it appears safer and generally prefer an off-street pathway. These bicyclists may commute, will avoid the busier streets, and may have a lower distance and inconvenience threshold.



Eau Claire Bicycle & Pedestrian Plan

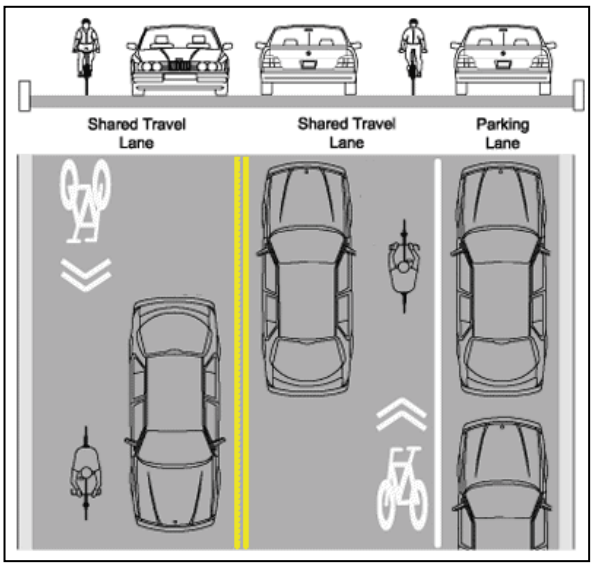
Existing On-Street Facilities and Pathways

- Pathway/Trail System
- Bicycle Lanes
- Sharrows
- Edge Lines
- Bicycle Boulevard

The last category of bicyclists tends to be infrequent bicyclists, children, and those riding primarily for recreation.

There are three primary categories of on-street facilities and are shown on Map 3. They include:

Bicycle Lanes. 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.

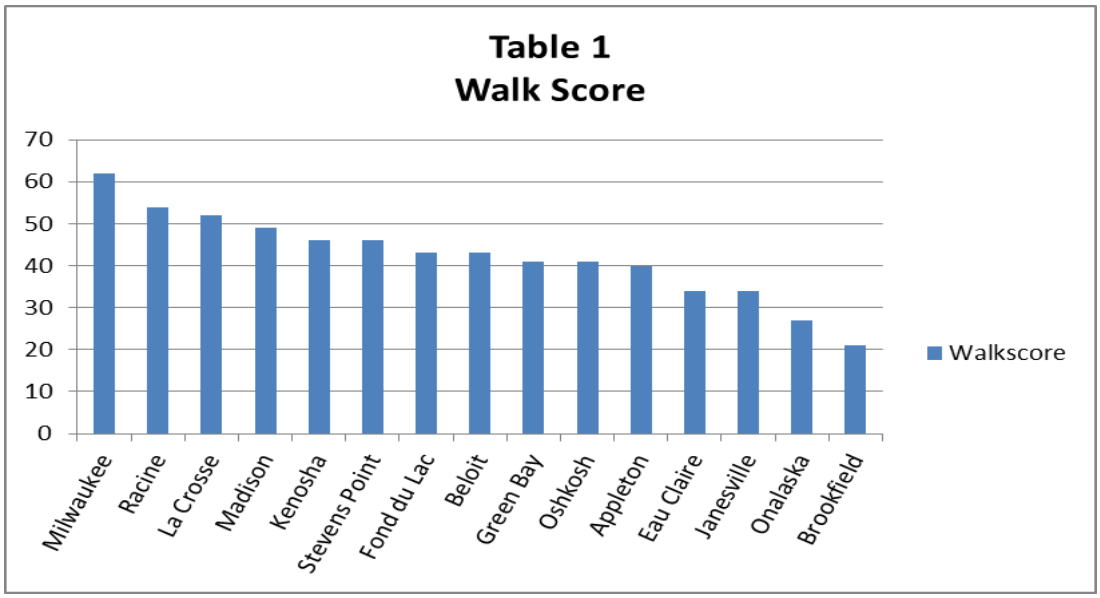


Sharrows. Since the adoption of the 2010 Plan, the City has painted sharrows along several bicycle routes that are not wide enough to accommodate bicycle lanes. Their purpose is to reinforce the rules of the road where bicyclists are required to position themselves to the right, yet visually reinforce 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.

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. 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.

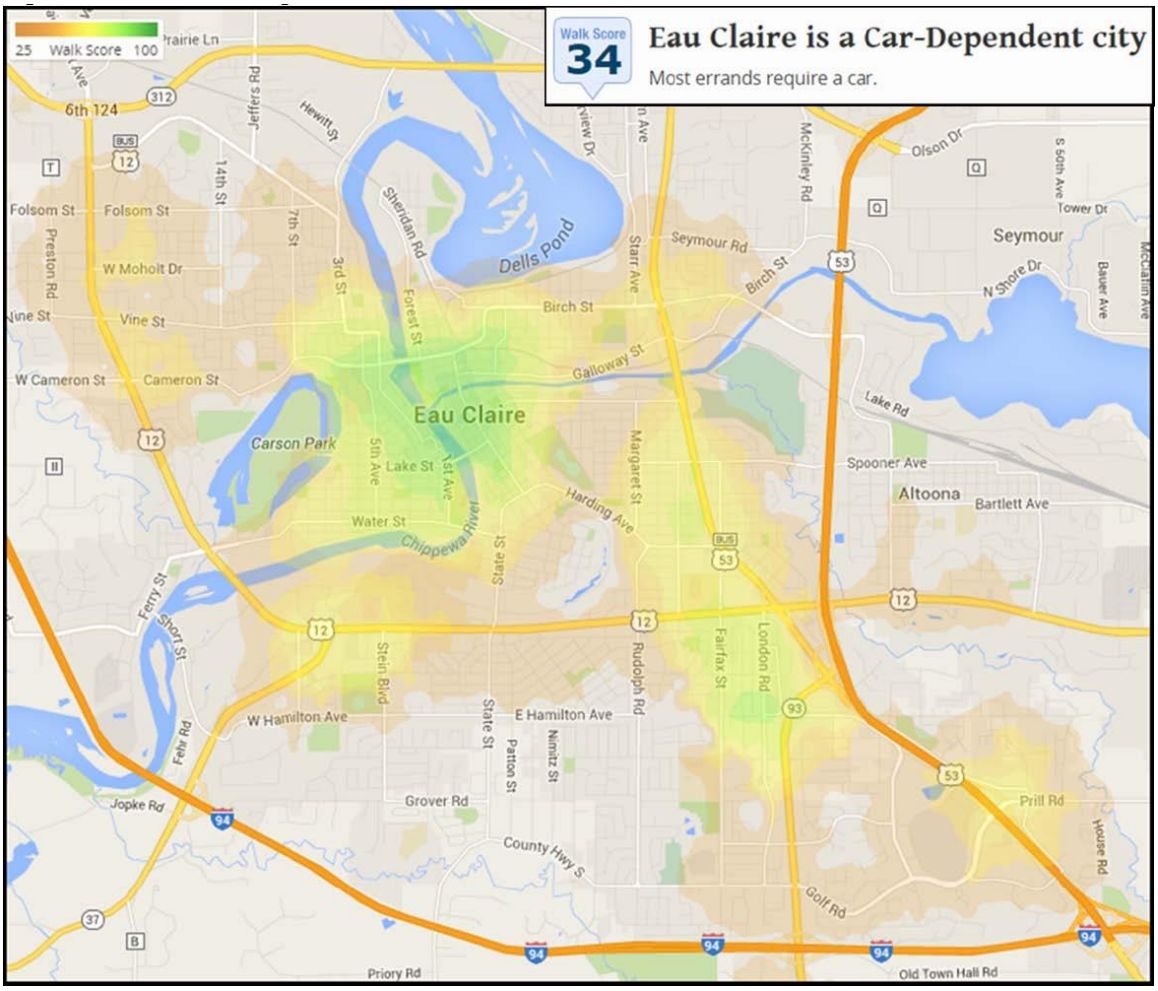
Walking Environment

One of the objectives of the plan is to promote a more pedestrian friendly and more walkable environment. The website Walk Score (https://www.walkscore.com/) can provide assistance in identifying areas within a community that are relatively pedestrian friendly (having a mix of land uses that allow people to fairly easily walk to) in comparison to those areas where walkability is difficult. The analysis of Eau Claire from the website gives Eau Claire an overall score of 34, which they consider to be generally a car-dependent community. (A walk score of 100 is ideal, whereas low numbers identify heavily car depend areas or communities.) When comparing Eau Claire to other Wisconsin cities, Eau Claire finds itself in the lower half. Table 1 shows the scores of some similar sized communities.



Map 4 provides a comparison of neighborhoods within the City using the Walk Score application. Areas shown in the greener colors are those areas where the application has feels there is a higher level of walkability. Not surprisingly, the central portion of the City in the vicinity of Downtown received higher scores (Randall Park – 68, Third Ward – 52, and East Side Hill – 51).

Map 4 Walk Score



Finally, the City amended the zoning code in 2015 (Zoning File Z-1553-15) to incorporate standards into their site plan provisions in an effort to improve pedestrian circulation, safety, and access from the public street to private developments. The standards require developers to provide a circulation system (crosswalks, pathways, sidewalks, signage, etc.) within any new development to accommodate pedestrian and bicycle accessibility from the public street and parking lot to the buildings on the site.

Bicycling Environment

The 2017 Metropolitan Bicycle and Pedestrian Plan includes research related to people's perceptions of bicycling on the streets within the MPO Area and their willingness or comfort level to ride a bicycle on the various streets. Streets involved in the analysis included: collector and arterial streets where it is legal to for bicyclists to ride. Local streets were not included due to low traffic volumes and the assumption that stress levels on such streets would be low.

Using a variety of factors such as traffic volume, speed, roadway width, etc., each street was categorized from comfortable for all ages; to streets having high stress levels. This information can be used as a helpful tool when designating future bicycle routes and making needed infrastructure improvements to these designated routes.

Parking bicycles is also an important component of the bicycling environment. Convenient and accessible bicycle parking is important factor in encouraging people to use their bicycle. The City adopted required bicycle parking standards for new development in 2012. The provision requires a certain number of bicycle racks based on the number of required vehicle parking spaces that would be required as part of the site plan review. Standards for bicycle rack design and placement are also included in the requirements.

The City has also worked closely with the various business districts in the placement of bicycle racks Downtown and along Water Street. The business districts paid for most of the bicycle racks, with some financial assistance from the City, and then the racks were installed by City crews.

As noted above, the University of Wisconsin – Eau Claire as part of the development of their Bicycle and Pedestrian Plan has located their bicycle parking on the periphery of their campus facilities. The University's Bicycle and Pedestrian Plan shows the location of existing and proposed bicycle parking facilities.

The City conducted a survey of available bicycle parking facilities in 2015 as part of its bicycle-friendly community application to the League of American Bicyclists. The survey documented location of the bicycle racks and whether they conformed to the design guidelines of the City's 2012 ordinance. As of the spring of 2015, the City had approximately 6,700 bicycle parking spaces available. Approximately 27% of those were in conformance with the City's design standards. One of the goals of the plan is to increase the percentage of facilities that do conform with the City's design standards.

Pedestrian and Bicycle Safety

Nationwide, the number of pedestrian fatalities has been increasing. The Governors Highway Safety Association estimates that approximately 6,000 pedestrians were killed

in 2017, which is an increase of 9 percent compared to 2016. They also estimate that pedestrian deaths have increased by 25 percent from 2010 to 2015. This upward trend is even evident dating back to as early as 2006 with most states experiencing increases in these fatality rates including Wisconsin.

Specific reasons for this trend are being debated, but it is an important consideration in the design and location of pedestrian facilities as well as bicycle-related facilities. In addition, issues of pedestrian distraction due to texting and driver distractions related to phone use are believed to be contributing factors to this alarming trend. Some communities have actually enacted ordinances banning texting while walking in urban areas.

At the local level, a detailed analysis of pedestrian and bicycle accident statistics for the Chippewa-Eau Claire MPO is included in the 2017 Metropolitan Bicycle and Pedestrian Plan. During the study period of 2011-2015, there were 203 reported crashes within the MPO area involving a motorized vehicle and either a pedestrian or bicyclist on a public street. 106 of these (52%) were pedestrians, and 97 (48%) were bicyclists.

Of these 203 crashes, approximately 156 were located within the City of Eau Claire. The MPO Plan illustrates the location of these crashes with a concentration occurring in four primary areas:

- Central City area (Downtown, Water Street, UWEC Campus area)
- Birch Street corridor
- Craig Road/MacArthur Avenue area
- Mall Drive/Clairemont area

The greatest number of crashes was within the central city area (also the largest area), which has the highest concentration of pedestrians and bicyclists.

The City of Eau Claire Police Department recently released updated data regarding crashes involving pedestrians and bicycles. Table 1 provides a summary of the information from 2012 through 2016. As shown, the overall number of crashes has declined in recent years, with bicycle-related crashes declining the most. Pedestrian-related crashes show a slight increase during the timeframe.

Table 1 City of Eau Claire Bicycle and Pedestrian Related Crashes			
Year	**Bicycle**	**Pedestrian**	**Total**
2012	22	19	**41**
2013	24	19	**43**
2014	21	20	**41**
2015	14	23	**37**
2016	13	23	**36**
	94	**104**	**198**

Source: Eau Claire Police Department

The MPO Plan also provides valuable statistics related to age and gender of crash victims during the 5-year study period. Time of day and monthly comparisons are also provided.

Finally, vehicle speed is an important factor related to the pedestrian and bicycle accident statistics. Studies conducted by the Federal Highway Administration document that as vehicle speed increases from 20 mph to 30 mph to 40 mph that the severity of pedestrian and bicyclist injuries increase dramatically. Along with posted speed limits; road design, abutting land use, and traffic volumes are key determinates of the actual speed driven on a roadway and should be important factors when considering the designation of bicycle routes, sidewalk locations, pedestrian connections, and crosswalks.

Education and enforcement are also important components of providing a safe environment for pedestrians and bicyclists. Programs such as the Share and Be Aware, Safe Routes to School, Bike Week, and placement of the speed detection trailer can be important parts of enhancing safety along Eau Claire's street system. Education campaigns should not only be geared towards the motorists, but also educate pedestrians and bicyclists about their rights and proper etiquette when using the streets and sidewalks. Finally, enhanced enforcement programs geared to all of the different modes of travel can also be an important educational tool.

Summary of Issues

The 2010 Bicycle and Pedestrian Plan identified a number of issues that were used as the basis for recommendations contained in the plan. As a part of this plan update, the issues were reviewed and updated. The following is a summary of the updated issues.

1. **Pedestrian Network Linkages.** Major pedestrian system gaps were identified in 2010 which had the potential to limit pedestrian accessibility to major activity centers, parks, and schools, etc. Several of these gaps were addressed since 2010, but others remain. At a minimum, these gaps create inefficiencies and inconveniences for pedestrians, but more importantly, may create safety issues for pedestrians. Connectivity within activity areas such as parks is also a concern.

2. **Equity and Transportation Choices.** Pedestrian and bicycle circulation and movement through-out the community is important for all persons, but it is of particular importance for those with mobility restrictions and those that have limited travel choice options, possibly due to income. The public and private sector must be aware of these needs and provide facilities to accommodate all persons regardless of income or mobility restriction. In addition, barriers to pedestrian circulation must be identified and corrected.

3. **Bicycle Route 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 off-road trail/pathway system has been expanded over the years. Its initial development was primarily for recreational purposes, but in recent years, its use as a transportation option to motorized vehicles has grown, as the trail network has expanded. Integration of the pathway system with the expanding on-street system has also encouraged more bicycle use for transportation. This bicycle network still has major gaps in linking major activity centers, parks, schools, and other major destination points throughout the City, therefore, additional improvements are necessary.

4. **Safety Education.** There continues to be a need for education and improved awareness of motorists, bicyclists, and pedestrians regarding:
    - Laws relating to 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.

5. **Healthy Living.** There are numerous benefits to bicycling and walking, including improved health, fitness, environmental, economic, and quality of life. Yet there is concern that many people are not aware of the benefits that walking and bicycling can provide. Thus there is a need for continued educational and promotional activities.

6. **Enforcement.** What methods can be employed to improve compliance with the regulations and gain a mutual respect between motorists, bicyclists, and pedestrians? This pertains to interactions between motorists and both pedestrians and bicyclists but also interactions between pedestrians and bicyclists particularly in areas such as Downtown and along Water Street that experience high volumes of pedestrian and bicycle traffic. In such Downtown and Water Street settings, are there areas where bicycle walk zones or dismount zones should be considered?

7. **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, pedestrians, transportation, and health. 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.

8. **Safe Routes to School Program.** Since the mid-2000s, the Safe Routes to School Program has been implemented for most of the schools within the Eau Claire School District. The program was reviewed in 2017 and additional recommendations and improvement were developed in 2018. The program

promotes walking and bicycling to school through education and the construction of a safe physical street and sidewalk environment. The program has the support of the School District administration, but relies on parent volunteers to maintain and enhance the program. Should a coordinator position for the program be considered?

9. **Land Use and Street Connectivity.** Land use decisions, density levels, street network layout, and street connectivity can have an effect on the actual accessibility of services to residents of a community, thus their willingness to walk and bicycle to get to such services. In addition, roadway design factors such as vehicle speed, road width, number of travel lanes, placement of sidewalks, boulevards, etc. can also influence a person's perceptions relating to accessibility of these services and whether people feel safe and comfortable to walk and bicycle. When such services are readily accessible for pedestrians and bicyclists, and routes are perceived to be safe and comfortable, people are much more likely to utilize pedestrian and bicycle facilities provided by a municipality.

   Cities such as Madison, Wisconsin have put this into practice and encourage mixed use developments and street networks that promote walkable neighborhoods where a variety of services are readily accessible by multiple modes of transportation. Such developments are more sustainable and promote more compact development, and energy conservation. Others use the concept of "context sensitive design" to integrate all modes of transportation into the planning process. Should Eau Claire consider such factors in guiding land use and subdivision decisions to promote more walkable and sustainable neighborhoods?

10. **Bicycle Share Programs.** Bicycle share programs have been growing in popularity in a many communities across the county as they can provide access to bicycles for visitors of a city and residents not having convenient access to bicycles. Is such a program feasible for the City of Eau Claire? If so, what type of program is the best fit for Eau Claire?

11. **Sidewalk Construction along New Streets.** Current ordinances require the installation of sidewalks at the time the main building is constructed on a parcel. The advantages and disadvantages of this policy should be discussed to determine if gaps in neighborhood sidewalk systems could be eliminated on a timelier basis

12. **New Technologies.** There have been recent advancements in technologies related to power assist devices such as electric and motorized assist bicycles, scooters, and skateboards. Some cities across the country have experienced increased usage in these devices, which has created some safety issues when related to their use on sidewalks, streets, and other public areas. In addition, some cities have needed to update their local ordinances to address the use of these new devices. Therefore, current City of Eau Claire regulations regarding the use of these devices should be evaluated and continually monitored as new technologies become available to the consumer.

13. **Transit.** Walking is intrinsically linked with public transit. Many users of the transit system do not own vehicles whether it by choice or other factors such as disabilities, cost, etc. Therefore, safe and convenient pedestrian access to transit stops is an important consideration. How can the City enhance transit use and its accessibility to potential users?

Plan Goal and Objectives

Vision

Bicycling, pedestrian, and other non-motorized travel are viable, convenient, and safe transportation and recreational choices throughout the City, which contribute to the quality of life in Eau Claire, sustainability of the environment, and health of all residents.

Goals

(from the 2015 Comprehensive Plan)

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 a viable, convenient, and safe and that encourages both utilitarian and recreational riding.

Plan Objectives

Planning and Engineering

- Provide a safe, convenient, and enjoyable environment that accommodates those walking, biking, and using other non-motorized means of travel that provides accessibility to major destinations within the community including parks, schools, and other public locations.

- The diverse needs and mobility levels of the community's population are considered in the planning and design of facilities.

- 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.

- Provide convenient and safe pedestrian and bicycle accessibility of the residents of the City from their homes to desired services and facilities.

- Provide a walkable and bicycle-friendly environment within the neighborhoods for students to travel to school.

- Provide convenient connections and accommodations to integrate transit with pedestrian and bicycle travel.

- Provide a variety of transportation choices for all persons within the community regardless of age, income, or mobility restrictions.

Education and Encouragement

- 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 by one percent by 2023 as a mode of commuting and utilitarian travel. *(2015 American Community Survey statistics for Eau Claire: 7% of the workforce walked to work, 1% bicycled 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

- 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.

- Consider innovative approaches to reduce conflicts between pedestrians and bicyclists in congested settings.

RECOMMENDATIONS

The following recommendations seek to improve the environment for bicyclists, pedestrians, and those using 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. In addition, the recommendations attempt to incorporate the 6 E's as recommended by the League of American Bicyclists which includes: education, encouragement, enforcement, engineering, equity, and evaluation.

The plan also recognizes and attempts to accommodate the various modes or purposes of travel that includes: utilitarian travel (generally short trips to accomplish a specific purpose, such as shopping), commuter travel (generally travel to a place of employment), and recreational travel (which may be for exercise and enjoyment of the outdoors).

The following concepts have been considered in the development of the recommendations contained in this plan which see to improve the environment for pedestrians and bicyclists.

- **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 major destinations in the community, such as place of employment, schools, retail centers, and parks. Providing these accommodations allows for transportation alternatives for those wishing or unable to use a motorized vehicle.

  In addition, the elimination of barriers to accessibility must be addressed in the development of the plan. When identifying barriers or impediments to movement, all segments of the population must be considered; including children, persons who are elderly, and persons with mobility restrictions and physical limitations. Barriers may be related to poor physical design such as curbs, bench placement, grates, wide streets, poorly

located pedestrian actuation buttons, etc. or may be environmentally-related such as: topography, 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 no 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.

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.)

Planning and Engineering

Objectives.

- *Provide a safe, convenient, and enjoyable environment that accommodates those walking, biking, and using other non-motorized means of travel that provides accessibility to major destinations within the community including parks, schools, and other public locations.*
- *The diverse needs and mobility levels of the community's population are considered in the planning and design of facilities.*
- *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.*
- *Provide convenient and safe pedestrian and bicycle accessibility of the residents of the City from their homes to desired services and facilities.*
- *Provide a walkable and bicycle-friendly environment within the neighborhoods for students to travel to school.*

- *Provide convenient connections and accommodations to integrate transit with pedestrian and bicycle travel.*
- *Provide a variety of transportation choices for all persons within the community regardless of age, income, or mobility restrictions.*

1. **Bicycle Network.** Continue to develop a city-wide bicycle transportation network that utilizes both on-road bicycle facilities and the multi-use pathway. The network should provide 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. 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.

The network shown on these maps make up a two-tier system that includes a primary or regional network which provides the destination connections listed above, but also provides connections to existing or proposed networks of abutting jurisdictions within the Chippewa-Eau Claire Metropolitan Planning Area. The second tier of routes shown on Maps 5 and 6 provide the needed additional connections from neighborhoods and places of residence to important destination locations within the City.

The type of bicycle-related improvements provided along the routes of this two-tier network will be determined as each individual street is reconstructed. Detailed planning and public input will determine whether a route is constructed as an off-street pathway, on-street facility, or a combination of both. In addition, the narrative information provided in the section of this plan titled "Areas Requiring More Detailed Study" should be considered as planning for those areas is initiated.

All routes would be signed as a bicycle route to assist bicyclists traveling within the City to navigate to their destinations or to other connecting routes within the network. The routes consisting of the regional network would be identified with signs uniquely designed for the overall metropolitan network. Signage used for the regional system bicycle routes in Wausau is an example of a design being

Map 5
Eau Claire Bicycle & Pedestrian Plan
Bicycle Route and Trail Plan Map - North

- Regional/Primary Routes
- Neighborhood Routes
- Existing Trail System
- Proposed Trails
- Bicycle Boulevard
- Study Areas

N

0 1,500 3,000
Feet

The regional/primary routes and neighborhood routes utilize a combination of the City streets and the City's trail system. The proposed trail segments shown on the map may be designated as regional/primary when these trails are constructed.

Bicycle routes shown outside the City limits represent possible connections to an area-wide network. Coordination with adjoining juridictions is necessary.

CHIPPEWA RIVER
DELLS POND
EAU CLAIRE RIVER
HALF MOON LAKE
LAKE ALTOONA
LAKE HALLIE

Map 6
Eau Claire Bicycle & Pedestrian Plan
Bicycle Route and Trail Plan Map - South

- Regional/Primary Routes
- Neighborhood Routes
- Existing Trail System
- Proposed Trails
- Bicycle Boulevard
- Study Areas

N

0 1,300 2,600
Feet

The regional/primary routes and neighborhood routes utilize a combination of the City streets and the City's trail system. The proposed trail segments shown on the map may be designated as regional/primary when these trails are constructed.

Bicycle routes shown outside the City limits represent possible connections to an area-wide network. Coordination with adjoining juridictions is necessary.

considered for the Chippewa-Eau Claire Metropolitan area. The remaining neighborhood routes within the City of Eau Claire would be identified with a sign of a differing design.

It is important to note that the maps show the anticipated route locations for the network. However, these route locations are subject to modification as development or traffic patterns change or when major street reconstruction projects are planned that were not anticipated when this plan was prepared. In addition, as streets are reconstructed, the City will seek alternative routes (such as bicycle boulevards) for bicyclists that parallel routes shown on Maps 5 and 6 that may provide a more enhanced and comfortable bicycling environment for the casual bicyclist. (Examples include: Valmont Ave., Omaha St., and Grand Ave.)

Responsibility: Engineering Department, Transportation Division
Timeframe: Ongoing

2. **Project Priority Setting.** The City should evaluate the criteria used to determine the streets that are included in the 5-year capital street improvement plan. Current policy is to use the pavement condition ranking and utility condition ranking as the primary factors for inclusion in the 5-year plan. Consideration should be given to including an additional criterion related to the identification of locations where there are high incidents of vehicle, pedestrian, or bicycle accidents; or locations where severe crashes have occurred where roadway re-design could correct the problem.

Responsibility: Engineering Department
Timeframe: Short-term

3. **Coordination**. The City should work with adjoining jurisdictions including Eau Claire County, Chippewa County, City of Altoona, City of Chippewa Falls, Village of Lake Hallie, area towns, Wisconsin DOT, and the Wisconsin DNR in coordinating bicycle and pedestrian-related issues and programs within the areas surrounding the City. 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, businesses, and organizations having an interest in bicycle and pedestrian safety, facilities, education and promotion.
    - 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 non-profit "friends" organizations interested in pursuing the goals of promoting and enhancing bicycle and pedestrian facilities, programs, and safety within the area.
- The City's bicycle route maps should also reflect the location of Wisconsin Bicycle Route #31 once the route location is finalized. A tentative route extending north-south through the City has been proposed, but it has not been finalized.

Also, discuss policy differences between the City and Eau Claire School District relating to the installation of sidewalks and school busing. Current City policy requires a connected sidewalk system within one-half mile of a school, yet school busing is not provided unless students live more than one mile from an elementary school or have to cross a major street. This could allow for areas where busing is not provided, and yet a connected sidewalk system is not required.

Responsibility: Community Development & Engineering Departments
Timeframe: Ongoing

4. **Bicycle Parking at Public Facilities**. The City should conduct an assessment of all City buildings and public areas such as parks to determine bicycle parking needs and develop a phased plan to address deficiencies that have been identified. The number of spaces provided should be based on standards adopted for private development. These bicycle parking facilities should be easily accessible to the building entrance(s) and maintained for year-round use.

The City should also continue to 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: Engineering Department (Transportation Division) & Community Services Department (Parks, Recreation, and Forestry Divisions)
Timeframe: Short-term

5. **Off-Street Parking Allowances.** Continue to provide reductions in the off-street parking requirements as set forth in the zoning ordinance 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 within the Downtown and Water Street commercial districts and a 10% reduction when the site is near a transit route. In granting these reductions as part of the site plan process, the City should ensure that such bicycle parking facilities are conveniently

located for bicyclists and that their location is clearly marked if necessary. Required bicycle parking must be properly maintained for year-round use.

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

6. **Sidewalk/Pathway System Gaps.** Work to continue to eliminate gaps in the sidewalk and pathway system. Maps 7 and 8 illustrate the location of the most significant gaps in the City's sidewalk system and the proposed future pathways based on BPAC and Engineering Department review of the existing infrastructure. Construction of these sidewalks and additional pathways 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 School;
- East Hamilton Avenue west of Gateway Drive;
- Jeffers Rd and Prairie Ln north of Hwy 312;
- Riverview Drive area;
- McKinley Road south of Hwy 312;
- Abby Hill Drive from Brookline Avenue;
- Preston Road north of Vine Street;
- Folsom Street/Kane Road area;
- Birch Street/Malden Avenue area:
- Westover Road and State Street area.

The City should regularly evaluate the sidewalk system as streets are reconstructed in order to identify additional sidewalk gaps.

Responsibility: Engineering Department
Timeframe: Ongoing

7. **Pedestrian Barriers and Obstacles.** Continue to identify and eliminate barriers and obstacles for pedestrians particularly related to children, persons who are elderly, and persons with mobility restrictions. Examples of pedestrian barriers and obstacles include: curbs at crosswalks, narrow sidewalks, 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 Senior Center to ensure that barriers are eliminated.

Responsibility: Engineering Department
Timeframe: Ongoing

Map 7
Eau Claire Bicycle & Pedestrian Plan
Major Sidewalk/Pathway Gap Map - North

Major Sidewalk/Pathway Gaps

Existing Sidewalks

Existing Trail System

Proposed Trails

Study Areas

N

0 1,500 3,000

Feet

Note: Some gaps are shown that are outside the City limits and represent possible connections to complete the area-wide pedestrian network. Coordination with adjoining jurisdictions is required.

Map 8
Eau Claire Bicycle & Pedestrian Plan
Major Sidewalk/Pathway Gap Map - South

- Major Sidewalk/Pathway Gaps
- Existing Sidewalks
- Existing Trail System
- Proposed Trails
- Study Areas

N

0 1,300 2,600
Feet

Note: Some gaps are shown that are outside the City limits and represent possible connections to complete the area-wide pedestrian network. Coordination with adjoining jurisdictions is required.

8. **Transit.** Provide convenient pedestrian access to transit routes and the transit center via sidewalks or multi-use pathways and convenient location of bus stop and shelters. 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. Finally, provide adequate bicycle parking facilities at the new transit center proposed for Downtown. Bicycle storage lockers should be an added consideration.

Responsibility: City Transit Division
Timeframe: Ongoing

9. **Bicycle and Pedestrian Deficient Areas.** Seek to address deficiencies in bicycle and pedestrian facilities within the study areas 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 Detailed Study".

Responsibility: Community Development Department (Planning Division) & Engineering Department (Engineering and Transportation Divisions)
Timeframe: Ongoing

10. **Traffic Signal Actuation.** 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: Engineering Department (Engineering and Transportation Divisions)
Timeframe: Ongoing

11. **Traffic Signal Timing.** Periodically evaluate the timing of traffic signals in high pedestrian areas to be responsive to the needs of all pedestrians.

Responsibility: Engineering Department (Transportation Division)
Timeframe: Ongoing

12. **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 or multi-use pathways along arterial streets or other streets which provide access to major public facilities.

Finally, the City should discuss its policy related to the construction of sidewalks along newly constructed streets with groups such the Chippewa Valley Home Builders, neighborhood associations, etc. The current City policy requires sidewalk installation as part of a development agreement for major developments with the sidewalk installed at the time the main building is constructed or within ten years of the date of the agreement. The Chippewa Valley Home Builders have indicated that the current policy allows for the home owner to decide on the location of driveway at the time the home is constructed, reduces initial construction costs of a subdivision, and reduces potential damage to the sidewalk during the construction of a home. The issue is whether the ten-year timeframe is too long of a time period for gaps in the sidewalk system to exist.

***Responsibility**:* Plan Commission and City Council
***Timeframe**:* Ongoing and Short-term

13. **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 and procedures for snow removal from public 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;

- Consider implementing a program where the condition of public sidewalks are periodically evaluated and then complete the necessary improvements (such a program was administered in the 1990s but eliminated due to budgetary issues);
- 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: Community Services Department (Parks, Recreation, and Forestry Division) and Engineering Department
Timeframe: Ongoing

14. Construction Detouring. Continue to evaluate and update standards and procedures for accommodating bicycles, pedestrians, and those using other means of non-motorized travel during street, sidewalk, and pathway closures related to public and private construction-related projects. The standards and procedures that should be evaluated 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 existing sidewalks or pathways along collector or arterial streets;
- Ensuring that sidewalks, and pathways are not blocked by the storage of equipment, vehicles, or detour signage;
- 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: Engineering Department (Engineering and Transportation Divisions)
Timeframe: Ongoing

15. Neighborhood Connectivity. Continue to administer the City's subdivision and development requirements and policies to ensure pedestrian and bicycle connectivity between neighborhoods and other important destinations by providing an interconnected street, sidewalk, and pathway system allowing for a more walkable, direct, and continuous network that allows connections within and between adjoining neighborhoods and convenient access of residents to desired services and facilities. Key provisions include:

- Limiting the number of cul-de-sacs and encourage interconnected streets;
- Limiting street width to the minimum necessary;
- Considering pathways that connect cul-de-sacs to other streets and providing pathway connections within subdivisions and to adjoining neighborhoods and subdivisions;
- Requiring the reservation of adequate right-of-way for shared use pathways, where necessary.

Responsibility: Department of Community Development
Timeframe: Ongoing

16. **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, bicycle boulevards, bike boxes, contra flow bicycle lanes, buffered bicycle lanes, and woonerfs.

Responsibility: Engineering Department (Engineering and Transportation Divisions)
Timeframe: Short-term

17. **Speed Limit Analysis.** Study the feasibility of establishing a speed limit not exceeding 25 mph along collector streets that are designated as bicycle routes.

Responsibility: Engineering Department (Engineering and Transportation Divisions)
Timeframe: Short-term

18. **High Volume Pedestrian/Bicycle Activity Areas**. Monitor parks and other public gathering areas which tend to attract large numbers of pedestrians and bicyclists to determine if conflicts exist between the two user groups which may create safety concerns. If such conflicts exist; consider alternatives to enhance safety through adopting measures such as designating walk zones or bicycle dismount zones. Skateboard use should also be reviewed within the City park areas to ensure safe pedestrian circulation and minimize damage to public facilities.

Responsibility: Engineering 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: Community Services Department & Community Development Departments
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 and Long-term

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 devices such as a HAWK signal or Rapid Rectangular Flashing Beacon that promotes a more convenient and safe pedestrian crossing of such streets.

Responsibility: Engineering Department (Transportation Division)
Timeframe: Ongoing

22. **Downtown and Water Street Bicycle Parking.** Continue to work with the DECI and the various business improvement districts in providing adequate and convenient bicycle parking. Bicycle racks have been funded by various sources including: the City, the BIDs, and donations from

service clubs. Other bicycle parking opportunities such as utilization of the bicycle corrals should also be considered at locations desired by businesses in the vicinity.

Responsibility: Engineering Department (Transportation Division)
Timeframe: Ongoing

23. **Crosswalk Treatment Policy.** Develop a policy plan for the installation of crosswalks and related treatments within the City. The policy would include baseline criteria as to when the installation of a crosswalk should be considered and the equipment to be used at the location. Factors such as traffic volumes, vehicle speed, street width, pedestrian volumes would be considered. Application of different crosswalk treatment or designs would also be addressed.

Responsibility: Engineering Department (Transportation Division)
Timeframe: Short-term

24. **Recreational Trail Utilization.** Continue to make improvements to the City's recreational trail system to promote continued growth of its utilization. This should include such amenities as: additional directional and wayfinding signage, conveniently located restroom facilities, lighting, and vehicle parking. Two locations to consider for additional vehicle parking would be in the vicinity of Short Street and in the vicinity of Briggs Avenue located north of Seymour Road.

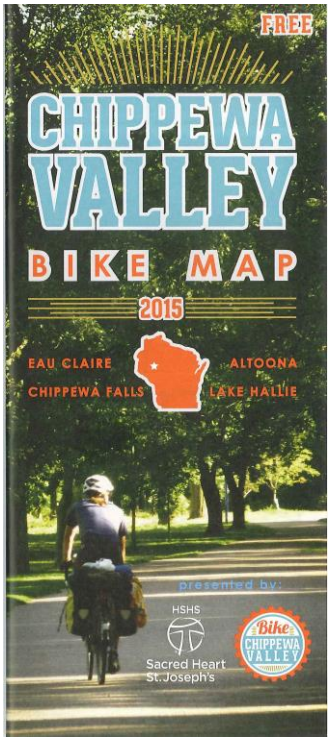
Responsibility: Community Services and Engineering Departments
Timeframe: Ongoing and Long-term

Education and Encouragement

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 by one percent by 2023 as a mode of commuting and utilitarian travel. (2015 American Community Survey statistics for Eau Claire: 7% of the workforce walked to work, 1% bicycled 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.*

1. Informational Maps and Brochures. Continue to work with the citizens group on the update and publishing of the Chippewa Valley Bicycle Map. The map was first published in 2015 and funded by a number of organizations within the Chippewa Valley. The development of a digital version of the map should be the next phase in making this information available to the public.



The 2010 winter bicycling brochure should also be distributed locally and made available on-line.

In addition, BPAC should continue to work with local businesses and citizen groups in preparing other informational and education brochures and pamphlets. One concept currently being discussed is a brochure/map of a route circling Downtown that includes a number of river bridge crossings as part of the route.

Responsibility: Bicycle and Pedestrian Advisory Committee & Community Development Department (Planning Division)
Timeframe: Ongoing

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.

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. **Business Outreach and Bicycle Friendly Business Designation.** BPAC should continue to reach out to businesses and organizations to encourage more bicycle commuting to work. One program that promotes this is the Bicycle Friendly Business Peer Network Program. The program encourages businesses to promote employee bicycling and provides local recognition of such efforts.

   In addition, BPAC should periodically contact local business 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.

   The City should also continue to work with business associations and districts such as Downtown, Water Street, and West Grand Avenue, to encourage the placement of bicycle racks for employees and customers. Placement of bicycle corrals within these areas should also be considered. The City's first bicycle corral was installed along Water Street in 2017 as a coordinated effort with the Water Street BID. As of the end of 2018, three corrals had been installed.

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

4. **Safe Routes to School Program.** West Central Regional Planning Commission working with the City and Eau Claire School District updated the Safe Routes to School Program in 2018. The update included recommendations for each school site and the addition of Lakeshore Elementary School into the program. Recommendations for each of the schools can be found at: http://wcwrpc.org/Documents/ECASD%20SRTS%20FINAL%20(low%20res).pdf. The City should continue to work with the Eau Claire Area School District, and the PTO organizations for each of the schools in implementing the recommendations of the updated plan and support efforts to create a coordinator position possibly in coordination with the Chippewa Falls and Altoona School Districts.

The goal of the Safe Routes program is to provide a safe bicycling and walking environment to and from the schools and to encourage and promote students to bike and walk to school. Long-term it is hoped getting students to bike and walk when they are young will instill values of bicycling and walking as life-long activities. In so doing, one of the key aspects of the program is to 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.

Examples of some of this work completed to date includes cutting the curb face and installing ramps along the designated travel routes 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. One of the ideas suggested in the 2018 plan is to promote the concept of the "walking school bus". This involves an organized effort to get students to walk together to a school along a designated route with an adult providing supervision of the children.

***Responsibility**:* Safe Routes Committees, Eau Claire School District, Engineering Department (Transportation Division), West Central Regional Planning Commission
***Timeframe**:* Ongoing

5. **Bicycle Friendly Community Designation.** The City was designated at the "bronze" level in the "Bicycle Friendly Community" program in 2011 and 2015, which is sponsored by the League of American Bicyclists. The goal of the Bicycle Friendly America program 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.

With the City's 2015 submittal, the League of American Bicyclists provided the City with a series of recommendations to further improve the bicycling environment within the City. The City has reviewed these suggestions and should work to implement those items listed.

Eau Claire should seek designation as a "silver" community when it submits an updated application in 2019.

***Responsibility**:* BPAC
***Timeframe**:* Short-term

6. **Walk Friendly Community Designation.** Consider submitting an application to be designated as a "walk friendly" community. The Walk Friendly Communities (WFC) program is a national recognition program developed to encourage cities across

the U.S. to establish or recommit to a high priority for supporting safer walking environments. The WFC program recognizes communities that are working to improve a wide range of conditions related to walking, including safety, mobility, access, and comfort.

Responsibility: BPAC, Healthy Communities Taskforce
Timeframe: Long-term

7. **Bicycle Share Program**. Coordinate with interested organizations to study the feasibility of implementing a bicycle share program within the City of Eau Claire or possibly within the Metropolitan Planning area. Several organizations have expressed interest in implementing a bicycle share program in Eau Claire. The University of Wisconsin – Eau Claire (UWEC) Student Senate is particularly interested and potentially has some funding available. Key factors in implementing a program is selecting whether a docking or dockless system would be the best fit for the community, determining the number of bicycles that should be provided, and whether scooters should be included.

Responsibility: UWEC, Visit Eau Claire, DECI, City of Eau Claire, Healthy Communities Taskforce
Timeframe: Short-term

8. **Coordination with Downtown Eau Claire Inc. and Healthy Communities Taskforce.** BPAC should continue to coordinate with Downtown Eau Claire, Inc. (DECI) and the Healthy Communities Taskforce to promote walking and bicycling. An example of an organized program to consider is the "Walk Your City" program. This program encourages employees and residents to get out and walk in areas such as 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, Healthy Communities Taskforce, BPAC, Eau Claire area health providers
Timeframe: Ongoing

9. **Coordination with UWEC Bicycle and Pedestrian Advisory Committee.** UWEC has been designated as a bronze level Bicycle Friendly Campus by the League of American Bicyclists and has formed a campus Bicycle and Pedestrian Advisory Committee. The City and University should meet periodically to coordinate projects and promote educational and promotional efforts.

Responsibility: City and University BPAC's
Timeframe: Ongoing

10. **Coordination with Organizations Representing Persons With Special Needs.** The City should work with groups such as the Eau Claire County Barrier Busters, Western Wisconsin Wheels, and LE Phillips Senior Center to better understand facility design needs for persons who are elderly or have physical limitations. 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 accessible parking related to lift location on a vehicle, maintenance of accessible parking spaces, placement of curb cuts at intersections, placement of pedestrian actuation buttons, signage for persons who are visually impaired, identification of barriers and obstacles, providing bicycles retrofitted for persons with physical limitations, etc.

Responsibility: BPAC
Timeframe: Ongoing

11. **Education and Promotion.** Continue to work to broaden the appeal of recreational and commuting bicycling in the community through educational and promotional efforts. Examples of projects that have been successful or could be considered include:

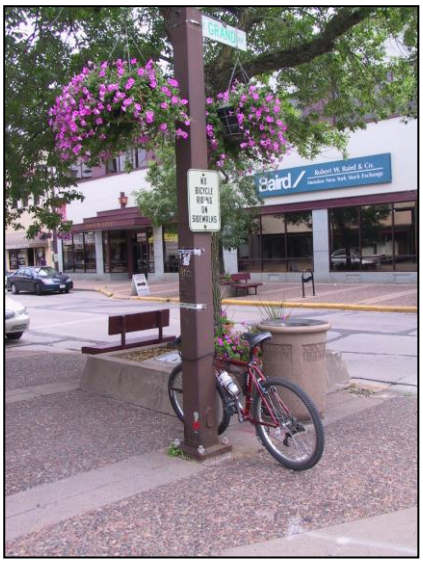
- Scheduling events for "bicycle to work" or "bike week".
- Creating new events, promotions, and partnerships with organizations such as the Eau Claire School District, University of Wisconsin – Eau Claire, Chippewa Valley Technical College, YMCA, Visit Eau Claire, Clear Vision Eau Claire, Volume One, Jamf, and Sacred Heart, Mayo, and Marshfield 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 (a PSA regarding the use of bike boxes was recently produced by the Eau Claire Police Department).

- 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, multiple other organizations
Timeframe: Ongoing

12. **Wayfinding Signage Program.** Support community efforts to develop and implement a pedestrian oriented wayfinding signage program that includes utilization of the City's pathway system. Concepts from the "Walk Your City" program may assist in developing such a program. Bicycle route signage for the regional bicycle network and neighborhood routes as discussed on page 34 should also be implemented.



Responsibility: BPAC, DECI, Engineering and Community Service Departments
Timeframe: Short-term

13. **Complete Streets.** Develop standards to implement 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. A multi-disciplinary team of staff and City Council attended a national walkability conference during the spring of 2018 and upon completion of the conference identified the adoption of a "complete streets" policy as one of their primary goals.

Responsibility: Engineering Department, BPAC, City Council
Timeframe: Short-term

14. **Annual Work Program.** Continue to prepare an annual work program outlining activities and projects that the Bicycle and Pedestrian Advisory Committee 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

15. **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

16. **Safe Routes to Parks.** Consider implementing a Safe Routes to Parks program in Eau Claire. Safe Routes to Parks is a program sponsored by the National Parks and Recreation Association (NRPA) that provides guidance and grant funds to communities to encourage safe and equitable access to parks for all people. The program has similarities to the Safe Routes to School program and encourages coordination between organizations interested in promoting healthy and safe communities.

Responsibility: Community Services Department (Parks and Recreation Divisions)
Timeframe: Short-term

Enforcement

Objectives

- *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.*
- *Consider innovative approaches to reduce conflicts between pedestrians and bicyclists in high use areas.*

1. **Ordinance Awareness.** Continue to sponsor spot enforcement and awareness programs that target motorists, bicyclists, and pedestrians regarding bicycle and pedestrian-related safety, and increasing awareness and appreciation of State and local laws relating to bicyclists and pedestrians. These programs should target problem areas that may exist in the community and involve the media to better communicate the message to the public.

Responsibility: BPAC, Police Department
Timeframe: Ongoing

2. **Bicycling on Sidewalks.** The City updated ordinance provisions relating to where bicycles and skateboarding is permitted and prohibited on public sidewalks in 2016 (see Appendix B). The City and business associations need to continue to educate bicyclists of the need to follow these regulations by yielding to pedestrians when riding on sidewalks where bicycling is permitted and to ride on the streets (or walk their bicycle) in areas where bicycling on sidewalks is prohibited. This has recently become an issue as more pedestrians and bicyclists are present Downtown and along Water Street. Educational efforts in 2018 included the installation of signage and a social media video that identified sidewalks where bicycling and skateboarding is prohibited. Sidewalk decals and signs are located on and along sidewalks which identify the sidewalks where bicycling is prohibited. In addition, the City could add sharrows along certain streets to help reinforce that bicyclists should be using the streets. Finally, the City will continue to monitor compliance and periodically schedule enhanced surveillance of the sidewalks in question and also monitor the condition of the signs.

Responsibility: Transportation Division, Community Services Department, Police Department
Timeframe: Ongoing

3. **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 Routes to School Workgroup Committee, Police Department, UWEC
Timeframe: Ongoing

4. **Law Enforcement Education.** Continue 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 ride in traffic, and common motorist violations that endanger bicyclists.

Responsibility: Police Department
Timeframe: Ongoing

5. **Enforcement Programs.** Seek to increase awareness and education through enforcement efforts in areas of high bicycle and pedestrian traffic. Such efforts should include regular officer bicycle patrols, speed trailers, enhanced crosswalk surveillance, etc. and should 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;
   - Educating motorists to respect the rights of bicyclists as an accepted user of the road;

- Encouraging bicyclists and pedestrians to cautiously assert their rights with respect to the motorists.

Responsibility: Police Department
Timeframe: Ongoing

6. **Police/Neighborhood Interaction.** The Police Department should continue to 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

7. **Accident and Safety Issue Discussions**. Continue to have representatives from the Police Department periodically meet with BPAC to discuss pedestrian and bicycle safety issues that have occurred. This will provide BPAC with a greater understanding of issues existing within the City and allow BPAC to provide support to the Police Department through their educational and promotional activities.

Responsibility: *Police Department*
Timeframe: *Ongoing*

8. **Pedestrian/Bicycle Conflict Resolution.** As discussed in recommendation #18 on page 45, the City should monitor park and other public areas that experience high volumes of both pedestrians and bicyclists to determine if conflicts exist between the two user groups that may create a safety concern. Examples of strategies that could be considered to alleviate conflicts include: signage, speed reduction zones for bicyclists, walk or dismount zones, etc.

Responsibility: Engineering Department (Engineering and Transportation Divisions), Police Department
Timeframe: Ongoing

9. **Local and State Legislation.** Monitor trends and advancements in technologies related to power assist devices such as electric and motorized assist bicycles, scooters, and skateboards to ensure that local statutes address the safety of pedestrians and as well as those desiring to use such devices.

Responsibility: Police Department
Timeframe: Ongoing

Areas Requiring Detailed Study

In the update 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.

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. To view the location of each study area, refer to Maps 5 and 6 included in this plan.

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

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 to consider 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

This area poses issues for east-west pedestrian and bicycle traffic due to grade issues of the crossings of Starr Avenue, Western Avenue west of 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, 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 – Birch Street/McKinley Road

This area includes Birch Street and McKinley Road between River Prairie Drive and the North Crossing/STH 312. As development increases both residentially and commercially, Birch Street and McKinley Road have seen an increase in the traffic demand from motorists, bicyclists and pedestrians. There currently are no sidewalks or trail facilities connecting River Prairie Drive to the North Crossing, sidewalk is only present on the north end of the area within the City of Eau Claire. Concerns have been expressed regarding the high speed of vehicles using this area, safety of bicycle/pedestrian traffic using the shared roadway and safety of children near Northwoods Elementary School and McKinley Charter School.

Recommendations to consider include: implementing additional school zone signs, reducing the speed limit, incorporate traffic calming measures, include sidewalks and/or a pathway and long term redesign of street to improve safety while better accommodating all users.

AREA #4 – Birch Street (west portion)

The east-west bicycle route through the North Side Hill Neighborhood utilizes Omaha Street. However, Omaha Street ends travelling west at Putman Street. This requires the route to shift to Birch Street between Putnam Street and North Dewey Street. Two blocks of this segment between Putnam Street and Germania Street are classified as an arterial street. Since this two-block segment has high traffic volumes and lane width is narrow, this area should be studied to determine how best accommodate the bicycle route in a safe manner. One option would be study the feasibility of obtaining right-of-way or an easement west of Omaha Street for a trail connection between Putman Street and Germania Street.

Area #5 – Madison Street between North Farwell Street and Oxford Avenue

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 and for pedestrians to cross. 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. The sidewalks along both sides of the Madison Street Bridge are narrow and unprotected from vehicle traffic.

In addition, high pedestrian volumes are present at the intersection of Madison Street and Oxford Avenue with the Kwik Trip convenience store to the northwest and Lazy Monk Brew Pub to the southeast. We anticipate additional vehicle and pedestrian/bicycle traffic in this area as the Cannery development to the north progresses. The City recently constructed a trail along the west side of the Chippewa River between Madison Street and the High Bridge. The trail will tentatively be extended south under the Madison Street Bridge in 2019 to connect with First Avenue to the south of the Lazy Monk Brew Pub. The construction of this trail will relieve some of the congestion at the Madison/Oxford intersection, but not eliminate the problems.

Recommendations to consider include designating Galloway Street as a bicycle facility, encouraging bicycle traffic to use Galloway Street for east-west travel rather than using Madison Street, and conducting a traffic signal study to determine if signals could be coordinated along Madison Street and determine appropriate timing for the pedestrian walk signals. In addition, consider possible improvements at each of the intersections along Madison Street to enable pedestrians to cross Madison Street in a safer manner. Finally, the Madison/Farwell and Madison/Oxford intersections need further study and possible redesign.

Long term, when the replacement of the bridge is considered, improved pedestrian and bicycle accommodations should be incorporated into the bridge similar to what was provided for the new Water Street Bridge. Also, the future reconstruction of Madison Street should encourage a more pedestrian/bicycle friendly environment with slower vehicle speeds.

Area #6 - North Dewey Street/Galloway Street

This area focuses on the intersection of North Dewey Street and Galloway Street and the off-street pathway extending along the north side of the Eau Claire River. This intersection experiences

heavy vehicular traffic combined with the proximity a State recreational trail, which is extensively used by pedestrians and bicyclists. Due to the turning movements of the vehicles, vehicle speed, site distance restrictions, the intersection is very dangerous for pedestrians and bicyclists when attempting to cross North Dewey Street. Site distances for vehicles turning from Dewey Street onto Galloway Street are also restricted. It should also be noted that the property located at the southeast corner of the intersection will eventually be developed for commercial or residential development.

This area should be carefully studied to address the vehicle/pedestrian/bicycle safety concerns at this intersection. Alternatives to consider separately or in combination should include: increasing the site distances along Galloway Street through additional parking restrictions, removal of vegetation along the south side of Galloway Street to the east of Dewey Street, constructing an underpass for the trail under Dewey Street while maintaining the street-grade trail connection along the west side of Dewey Street, making the intersection a 4-way stop, and closing Dewey Street between Galloway Street and the public library.

Area #7 – South side of the Eau Claire River - Downtown

In 2018, the City completed extensive upgrades to the Downtown riverfront. This included park and open space improvements at Haymarket Plaza located at the confluence of the Eau Claire and Chippewa Rivers and the construction of a bridge connecting this area to Phoenix Park. Haymarket Plaza includes trail connections along the riverfront extending to the east, access to the water for anglers, a plaza area that incorporates decorative stone, greenspace, and benches, opportunities for art, as well as an entranceway to the performing arts center. The Grand Avenue pedestrian bridge was also be redecked with a widened deck that included additional overlooks. The riverfront trail extending south from Haymarket Plaza to Lake Street will be completed in 2019.

The Comprehensive Plan shows the extension of the trail from the Haymarket Landing, east along the 200 block and 300 block (where the library is located) on south side of the Eau Claire River, to connect with the existing trail on the east side of Dewey Street. The feasibility of the extension of this pathway east along the south side of the Eau Claire River should be studied. However, construction of this trail would most likely result in an at-grade crossing of Farwell Street. A possible alternative to this trail would be the reconstruction of Eau Claire Street between Graham Avenue and South Dewey Street that would include improved bicycle/pedestrian facilities. This project could be in conjunction with the planned town square/plaza open space being considered to the north of City Hall and south of the public library. Designation of a pedestrian zone in the vicinity of Haymarket Plaza should also be periodically evaluated.

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

This area includes the Downtown area focusing on South Farwell Street from the Eau Claire River south to Washington Avenue. The plan designates Graham Avenue as the north-south bicycle route in this area, but a study should be undertaken to determine if Farwell Street could be redesigned to provide a more pedestrian/bicycle friendly design that would incorporate slower vehicle speeds, and a 3-lane facility which would then provide the opportunity for bicycle lanes, and wider sidewalks. If this change were to occur, Farwell Street would then be designated as the north-south primary bicycle route. These changes would also allow for improved pedestrian safety for those attempting to cross the street and also walk along the street, particularly north of Lake Street and in the vicinity of Wilson Park and Park Towers Apartments.

Other changes along Farwell Street that could positively improve pedestrian and bicycle circulation in the area includes the development of the town square to the north of City Hall, the development of a bicycle/pedestrian boulevard along Grand Avenue and the construction of the new transit center south of Main Street.

If the changes noted above occur, then changes should also be considered at the intersection of Farwell and Washington Avenue. This intersection experiences fairly heavy pedestrian traffic due to the proximity of the small commercial district, and the concentration of housing for students and the elderly.

Area #9 – Galloway Street (east of Banbury Place)

The City is considering the possibility of constructing a grade separated crossing for Galloway Street and the railroad crossing located to the east of Banbury Place. The recreational trail crosses Galloway Street just to the east of the existing railway crossing. If design for the separated crossing moves forward, consideration should be given to the placement of the recreational trail and bicycle lanes that are on Galloway Street and a bicycle/pedestrian connection to Ball Street to the north.

Area #10 – Eau Claire River (east of Hastings Way)

The City should coordinate with the City of Altoona to study the feasibility of extending the recreational trail along the south side of the Eau Claire River between Hastings Way and the River Prairie Development. This would be an important trail connection between the two cities. Eau Claire has developed concept plans to extend the trail east along the north side of the Waterford Development and Altoona has developed their trail system under River Prairie Crossing extending to the west. Issues include crossing Otter Creek and negotiating an agreement with Eau Claire Country Club to extend the trail along the riverfront.

Area #11 – State Street

This section of State Street between East Lexington Boulevard and Graham Avenue has a number of 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, the 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 south of Putnam Park has a sharp alignment change, the sidewalk on the west side on the hill has little to no separation from the southbound vehicle travel lane, sidewalks along State Street on the hill are quite narrow which are frequently shared with bicyclists and pedestrians, excessive vehicle speed, difficulty for motorist making a left hand turn onto State Street from Roosevelt Avenue and also onto State Street from Lexington Boulevard, and difficulty of pedestrians attempting to cross State Street in the vicinity of the University (partially related to motorists not properly yielding to pedestrians and pedestrians not being assertive of their rights).

The City plans to reconstruct State Street from Garfield Avenue to Hamilton Avenue in 2019. Planning for the project should involve a coordinated effort to obtain input from groups such as: UWEC, Third Ward Neighborhood, Putnam Heights Neighborhood, students, and all other persons having interests in project. The goal of the reconstruction should be to accommodate all users utilizing a "complete streets" philosophy.

Area #12 – Harding Avenue Area

This area includes Harding Avenue from Washington Avenue southeast to Lee 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 concerns noted within this area relate to pedestrian and bicycle conflicts on the sidewalk located on the east side of the street, due to the relative narrowness of the sidewalk since it is regularly used by both bicyclists and pedestrians. In addition, the sidewalk abuts the northbound driving land with no boulevard thus providing little separation between the vehicles and bicyclists and pedestrians using the sidewalk.

The City made improvements to Harding Avenue in 2018, but the scope of the project was limited due to budgetary constraints. Improvements included resurfacing the street, narrowing the travel lanes, adding a 2-foot buffer spacing along the east side of the road to provide greater separation between the vehicles and those using the sidewalk, enhancing the crosswalk treatment at the Jefferson Street intersection, adding speed feedback signage in proximity to the intersection, restricting access at Lee Street, and reducing the speed limit to 30 mph.

As part of the planning for this project, the City conducted a traffic analysis of the street to determine if changes to the lane configurations would be feasible including closing access to Jefferson Street and Lee Street. Citizen questionnaires and neighborhood meetings were also made available to obtain community input regarding possible changes. Community input suggested that access to Jefferson Street be maintained and while access to Lee Street be restricted.

Since the 2018 project had a limited scope, a number of the pedestrian and bicycle deficiencies were not addressed. However, the street remains on the list for further study as it continues to be an important pedestrian and bicycle connection to Downtown. City Engineering anticipates that a complete reconstruction of the street could occur within a 5 to 10 year timeframe at which time the pedestrian and bicycle deficiencies should be addressed. Changes to be considered as part of the future redesign include a wider sidewalk or trail possibility with a separation from the vehicle travel lanes, and the addition of either bicycle lanes or sharrows. When these upgrades occur, the classification of the street should be changed to a primary/regional route.

Finally, a pedestrian connection between the East Side Hill neighborhood and Harding Avenue should be considered to the west of the Flynn School property. This route is currently used informally by neighborhood residents.

Area #13 – Keith Street/Memorial High School Area

This area is in close proximity of 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 and a two bicycle boxes were installed on Keith Street at the Brackett Avenue in 2016.

Recommendations contained in the 2018 Eau Claire Area School District Safe Routes to School Plan should be implemented for Keith Street and vicinity. Specific recommendations for Keith Street include a redesign of Keith Street from Bracket Avenue south to Clairemont Avenue that would reduce the pavement width and/or adding paint to identify lanes and bicycle lanes. Additional pedestrian crossing signage and crosswalks are also needed. Finally, additional education regarding the use of the bicycle boxes is necessary.

Area #14 - London Road/East Clairemont Ave/Hastings Way

This is a congested location in the vicinity of the intersection of London Road, East Clairemont Avenue and the on and off ramps for Hastings Way. The City's bicycle pathway extends along the north side of Clairemont Avenue and crosswalks are present where the pathway crosses the on/off ramps. In addition, a north-south sidewalk connects to the pathway along the west and east side of Hastings Way. Westbound

traffic on Clairemont Avenue has a free-flow right turn lane to head north. No crosswalks exist at other locations within this area and no sidewalk extends along the south side of Clairemont Avenue. In addition, the area is difficult for pedestrians and bicycles to cross Clairemont Avenue at London Road and cross the northbound on-ramp due to the free flow turning lane. Future improvements for this area should address these pedestrian and bicyclist safety issues.

Finally, the feasibility of extending a pathway/trail along the east side of Highway 53 that would extend from the Robbins School neighborhood north to the pathway along Clairemont Avenue. The City should also work with the City of Altoona about extending this pathway further north along Otter Creek to connect to Centennial Park and Spooner Avenue.

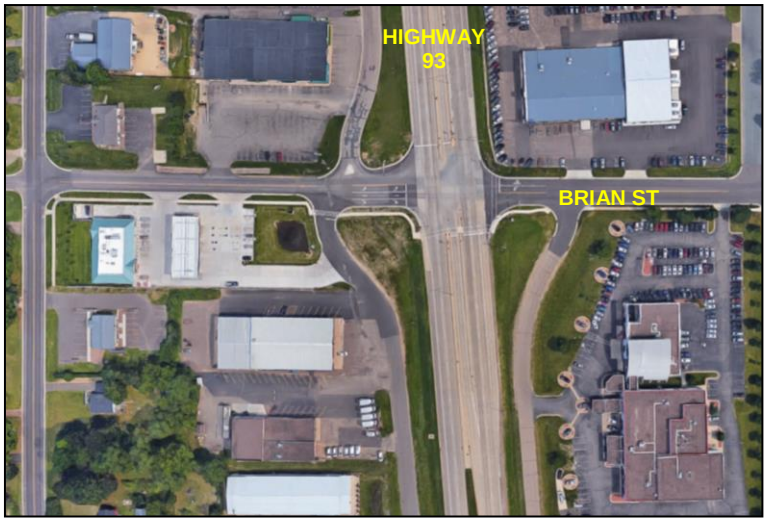
Area #15 – East Hamilton Avenue/Highway 93

The intersection of East Hamilton Avenue and Highway 93 connects commercial and residential areas to the west and east, but is difficult for pedestrians and bicycles to navigate. The area does have sidewalks and crosswalks are located on the west, north, and south sides of the intersection. Future reconstruction of this intersection should consider a pedestrian underpass along Hamilton Avenue.

Area #16 – Highway 93 and Brian Street

Some upgrades occurred at this intersection since the preparation of the 2010 Pedestrian and Bicycle Plan. Improvements occurring at that time included sidewalks on the south side of Brian Street between London Road and the east side of Highway 93 along with crosswalks across the west side frontage road and across Highway 93 both along the south side of Brian Street. Pedestrian activated signals were included as part of this upgrade. However, sidewalks were not installed on the north side of Brian Street on either the west or east sides of Highway 93.

Two jurisdictions are involved with this intersection with the east portion being in the City of Eau Claire and the west side being in the Town of Washington on the west side. The intersection continues to have high traffic volumes and is an important location for pedestrian and bicyclist to cross Highway 93.

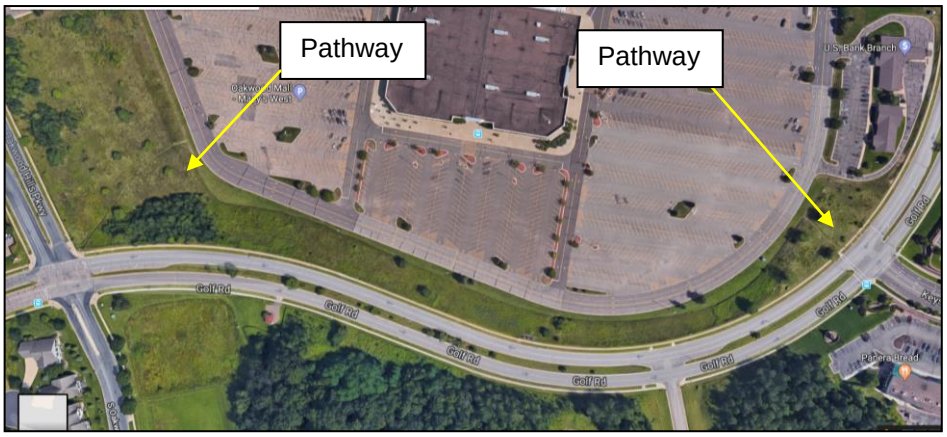


Improvements to consider include: constructing sidewalks on the north side of Brian Street, constructing the off-road pathway/trail on the west side of Highway 93 from Brian Street, south to Damon Street and constructing a pedestrian underpass at this location.

Area #17 – Oakwood Mall Area

The Oakwood Mall study 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 only limited pedestrian facilities extend from the public street system to the mall building 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 a privately owned development 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 sidewalks, pathways, or a striped corridors extending from the interior terminus of the mall entrance roads through the parking lot to the building, the extension of sidewalk along portions the perimeter road particularly where the developed outlots exist to the east, northeast and west of the mall, sidewalk or pathway connections between outlying businesses, installation of additional bicycle racks, and the addition of signage to better direct pedestrians and bicyclists.



The mall could also construct two pathway connections from the public streets to connect with the perimeter road. Existing worn paths exist in two locations. The first pathway would be an extension of Keystone Crossing to the northwest and the second would start that the northeast corner of the intersection of Golf Road and Oakwood Hills Parkway and extend in a northeasterly direction to the perimeter road.

Finally, the City should study the possibility of constructing a pathway as an extension of Oakwood Mall Drive to the southeast along the City's outlot located to the east of the Lasker Jewelry parcel. This pathway would extend southeasterly and connect with the mall property to the south of the Aspen Dental parcel.

Area #18 – Golf Road/Highway 53

The Golf Road Bridge extending over Highway 53 is a major connection of major commercial areas located on the east and west sides of Highway 53. In 2017, the City and WIDOT constructed sidewalk connections along Golf Road to provide a pedestrian connection for these two areas. This new sidewalk extends from the Olive Garden parcel where sidewalk already existed, then east across Highway 53 to Gateway Drive. These improvements did not address bicycle connectivity across Highway 53 however. At such time when the replacement of the bridge is considered, improved bicycle accommodations should be incorporated into the bridge similar to what was provided for the new Water Street Bridge.

Area #19 – Lorch Avenue

This area located in the vicinity of Lorch Avenue and Highway 93. Discussion relating to this area noted that several destination points are located in this area. They include: the County Expo Center, Action City, access to the Lowes Creek off-road trails within Lowes Creek County Park, Mills Fleet Farm, 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. Some improvements are planned in conjunction with the Mills Fleet Farm development on the east side of Highway 93 along Old Town Road.

Recommendations to consider include the installation of pedestrian actuation for the traffic signals crossing Highway 93, providing a pathway connection from Old Town Road to the existing pathway located on the east side of Highway 93, bicycle lanes or a pathway along Old Town Road, installing an edge line along Lorch Avenue located to the west of Highway 93, and at the time Lorch Avenue west of Highway 93 is reconstructed, sidewalks should be installed and bicycle lanes or an off-street pathway constructed.

Area #20 – University Area

This is a large area, which includes the intersection of Clairemont Avenue and Stein Boulevard, as well as Sacred Heart Hospital, Shopko Plaza, the Chippewa Valley Technical College, and a portion of the UWEC campus. A pathway extends along the north side of Clairemont Avenue and pathway was constructed in 2018 along the north side of the south frontage road in front of Shopko Plaza along with crosswalks. 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 for the area include: Stein Boulevard is a narrow four-lane roadway without any bicycle facilities; bicycle and pedestrian circulation is restricted due to the configuration of the street network to the north of the hospital; and the frontage roads along Clairemont Avenue at Stein Boulevard are very close to the intersection.

To address some of these issues, the City installed bicycle lanes along Craig Road from Highway 37 north to Oakridge Drive and installed the pathway along the frontage road to the north of Shopko Plaza with crosswalks. The State DOT reconstructed Highway 37 in 2018 and this project included an off-street pathway on the east side of the highway extending from Short Street north to Clairemont Avenue. Stein Boulevard was recently reconstructed, but no design changes were included.

In addition, the University has adopted a master plan for their campus which includes changes in policies relating to bicycle use within the campus, adopting a "dismount"

zone in the core area of the campus where bicyclists would be required to walk their bicycles during certain hours of the day. In addition, bicycle parking was shifted to the periphery of the campus area. The University's pedestrian/bicycle bridge also underwent improvements to improve bicycle and pedestrian circulation and separate the two uses.

Recommendations include: working with the University on the implementation of their pedestrian and bicycle master plan and continuing to study options to improve pedestrian, studying alternatives to improve bicycle and motorist circulation and safety at the intersection of Stein Boulevard and Clairemont Avenue.

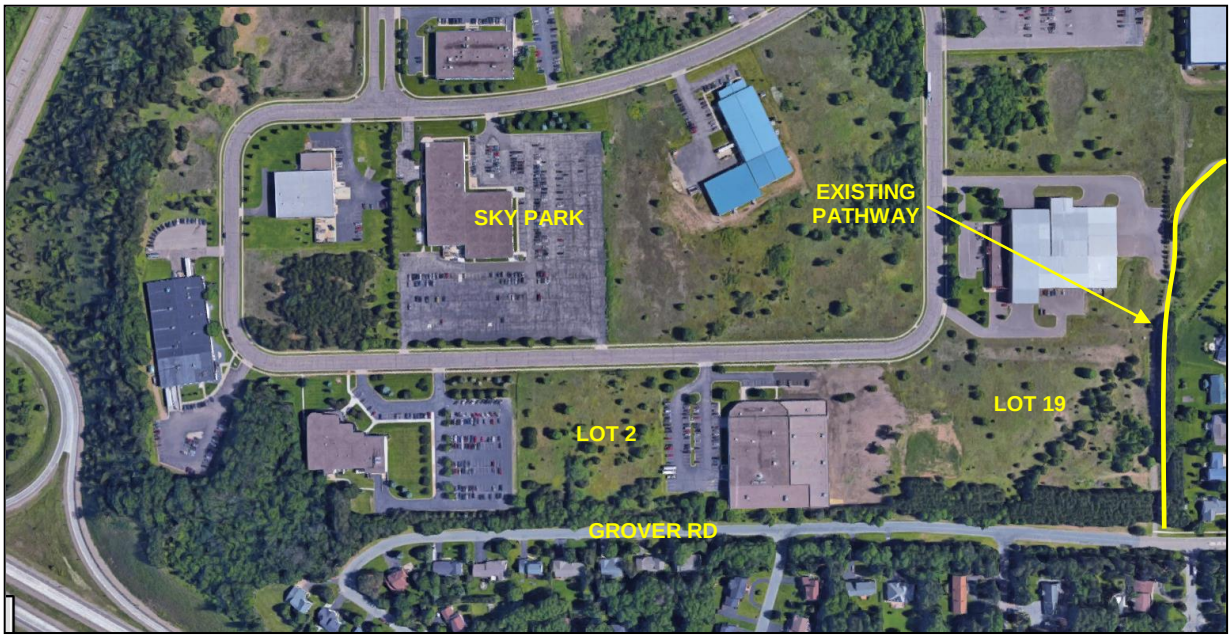
One final note, the City's Comprehensive Plan shows an existing and proposed multi-purpose pathway on the south side of the Chippewa River extending from Clairemont Avenue east to Garfield Avenue. Maps 6 and 8 show this multi-purpose designation. However, discussions with the Putnam Park Commission and 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 #21 – Craig Road/West Clairemont Avenue

This area extends along West Clairemont Avenue from Highway 37, west to the Chippewa River. A 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. Bicycle lanes have been added along Craig Road and Hamilton Avenue. As noted above, the State DOT reconstructed Highway 37 in 2018 that included an off-street pathway on the east side of the highway extending from Short Street north to Clairemont Avenue. The frontage road along the north side of Clairemont was also reconstructed in 2018.
Issues noted within the area include: no sidewalk exists on the south side of Clairemont Avenue from Highway 37 west to the Chippewa River; and bicycles must be carried down the stairway at the north end of the frontage road providing access to the Chippewa River Trail.

Recommendations to consider 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, and installing a bicycle track system on the stairway providing access to the riverfront trail.

Area #22 – Grover Road/Sky Park



The feasibility of providing an improved bicycle/pedestrian connection for the southwest portion of the City in area of Grover Road and Sky Park should be studied. This would provide a connection for the neighborhoods located to the south of Sky Park and west of Stein Boulevard through the Sky Park area to connect to the trail and bicycle lanes along Hamilton Avenue and Highway 37. The plan proposes a route along Grover Road and also a pathway easement connection through Sky Park. Two possible alternatives including a connection along the north side of Lot 19 that would connect with the existing north-south Soccer Park pathway and Continental Drive in Sky Park. Another alternative would be to provide a north-south pathway connection in the vicinity of Lot 2. The possibility of converting the existing sidewalks within Sky Park to a pathway system should also be studied.

Area #23 – Southwest Concert/Festival Facility.

Pedestrian and bicycle access to the Country Jam concert/festival facility is limited. The City should work cooperatively with officials from the Town of Union and music festival officials to explore the feasibility of providing a pathway connection to the concert grounds that would be located to the north of the City's wastewater treatment facility and then extend under Interstate 94.

Area #24 – N. Clairemont Avenue/Menomonie Street

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. Menomonie Street to the east of Clairemont Avenue was reconstructed in 2014 and bicycle lanes were added from 9th Avenue to Carson Park Drive. The section between Carson Park Drive and Clairemont widens to five lanes without the bicycle lanes. A HAWK pedestrian warning system was installed for the trail crossing located to the east of Carson Park Drive and sidewalk was upgraded as part of the reconstruction.

Issues include the wide crossing of Clairemont Avenue, driving lanes on Menomonie Street narrow as a bicyclist travels east towards North Clairemont Avenue, sections of sidewalk are located along curb, end of the bicycle lanes heading west at Carson Park Drive, and traffic speed on the right-turn slip lane for traffic heading north on Clairemont Avenue and turning right onto Menomonie Street. In addition, the south side of Menomonie Street may be developed with a new YMCA and the University Sonnetag athletic center. This development would result in additional vehicle, pedestrian, and bicycle traffic in the area.

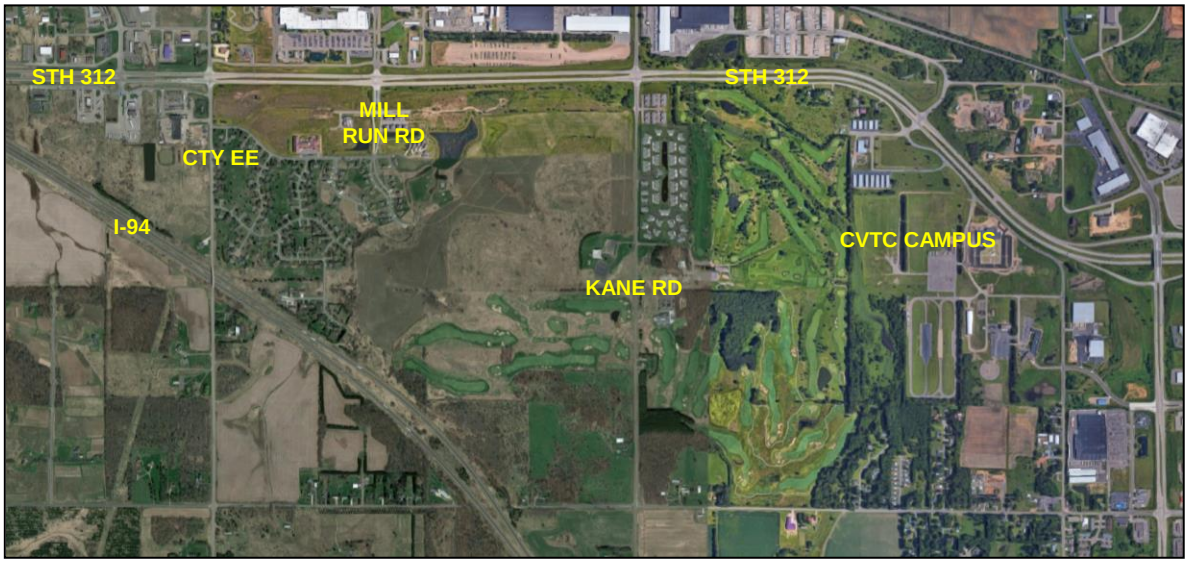
Recommendations to consider include: the installation of pedestrian actuated buttons for the south, east, and west sides of the Menomonie Street/North Clairemont Ave intersection, addition of bicycle lane on Menomonie Street, consider grade separated pedestrian/bicycle crossings for Menomonie Street at both Carson Park Drive and North Clairemont Avenue, add an off-street pathway along Menomonie Street and along North Clairemont Avenue to the north. Finally, as plans for the YMCA/Sonnetag facility develop, pedestrian and bicycle circulation through-out the entire study area needs to be evaluated.

Area #25 North Clairemont Avenue/North Crossing

Sidewalk and bicycle accommodations for people traveling north-south on North Clairemont Avenue across the North Crossing are almost non-existent. The North Clairemont Avenue overpass crossing has a sidewalk on the east side, but there are no sidewalk connections on either side of the overpass. Future upgrades to North Clairemont Avenue as it approaches the North Crossing should include a sidewalks and/or a pathway. A future pathway extending along the south side of the North Crossing should also be considered.

Area #26 – STH 312 - west

This corridor includes a major section of STH 312 extending from County EE on the west, including Kane Road (County TT), and then east to the Chippewa Valley Technical College west campus. There is a signalized intersection at Kane Road (County TT), and the County EE intersection is also signalized. The area also extends south along Kane Road south to Folsom Street. These corridors have significant issues as little to no pedestrian and bicycle infrastructure exists in this area, yet commercial and residential



development is beginning to occur along this corridor. Concerns include: high traffic speed, two jurisdictions involved with decision-making (City of Eau Claire and the Town of Union), and rural road cross sections along Kane Road which is a narrow road and limited shoulder width.

Recent development in the area includes a Kwik Trip store at the intersection of County EE, and a mix of residential to the south of STH 312 at Mill Run Road. A substantial amount of vacant land zoned for commercial and residential remains between Mill Run Road and Kane Road.

Recommendations to consider include: construction of an off-road pathway along STH 312 preferably on the south side of the highway, pedestrian actuation of the traffic signal at Kane Road, and reconstructing Kane Road south of STH 312 to include an urban profile roadway including sidewalk, bicycle lanes and/or a off-street multiple use pathway.

Area #27 – North Clairemont Avenue/Alpine Road Area

This area is 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, and no bicycle facilities (bicycle lanes or off-street pathway) extend north along County Road T.

Recommendations to consider include: the North Clairemont Avenue/County Road T corridor should include pedestrian and bicycle 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.

Area #28 – Jeffers Road (County F)

The Jeffers Road corridor provides a major north-south route for motorist and non-motorist travel. The portion south of the North Crossing is an urban section with curb and gutter with sidewalks. The section north of the North Crossing is a rural cross section lacking any pedestrian or bicycle facilities. Development along the south section is generally consists of single-family, duplex and apartment housing, with small commercial nodes at Truax Boulevard and the North Crossing. The north section contains a mix of land uses with multiple family, and single and twin home housing, commercial greenhouses, and Jeffers Ballfield complex. The City's yard waste site is also located on the west side of the street. It should also be noted that this street provides convenient access to rural areas to the north including the Bloomer area.

The north section has potential for additional residential development and access to the Northwest Community Park. Increased usage of the ball fields is also anticipated. A single-family and twin home development was approved in 2018 along the east side of Jeffers Road that also provides access to the community park.

Reconstruction of the street is planned for 2020 or 2021. Design of the new street should accommodate all users and include sidewalks, a pathway, and possible bicycle lanes.

Appendix A

Statutes Governing Bicycles and Pedestrians

City of Eau Claire
Bicycle and Pedestrian
Related Ordinances

Chapter 9.76 Park-Public Grounds

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 bicycle or electric personal assistive mobility device on roadway," while riding upon the roads within Carson Park. (Ord. 6438 §2, 2003; Ord. 5745 §1, 1997).

Chapter 10.08 Bicycles

10.08.010 Purpose. The City strives to increase active living opportunities and provide healthy living options by encouraging bicycling for recreational and utilitarian use throughout the City while promoting a safe environment for pedestrians that contributes to the quality of life in Eau Claire, sustainability of the environment, and health of all residents. (Ord. 7205, 2016)
10.08.020 Definitions. A. “Bicycle way” as defined in Wisconsin Statutes s.340.01(5s) is any path or portion thereof designated for use of bicycles and electric personal assistive mobility devices by the governing body of any city, town, village, or county or any other path or portion thereof defined in Wisconsin Statutes 84.60 (1) as a bikeway. The bicycle ways in Eau Claire consist of the City’s off-street pathways set forth in 10.08.120.
B. “Public sidewalk” is any sidewalk located within the public right-of-way. (Ord. 7205, 2016)
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. Bicycle riding on public sidewalks is allowed, except as follows: In an effort to protect public safety and enhance walkability in certain areas, the City has identified four districts where riding a bicycle on the public sidewalk along certain streets is prohibited. No person shall ride a bicycle upon a public sidewalk located along the following streets within the following areas.
1. Central Business District Area North of the Eau Claire River: The streets including Galloway Street and Wisconsin Street located to the west of Dewey Street; Barstow Street, Farwell Street, and Hobart Street all south of Madison Street; Dewey Street from Galloway Street to Madison Street and the north side of the 300 Block of Madison Street.
2. Central Business District Area from the Eau Claire River to the south. The streets including Farwell Street and Barstow Street and Graham Avenue from the north side of the Eau Claire River to Lake Street and Eau Claire Street, Gibson Street, East Grand Avenue, Main Street, and Gray Street between the Chippewa River and Dewey Street.
3. Water Street District: Both sides of Water Street from Second Avenue to Sixth Avenue, except the south side of Water Street from Second Avenue to Third Avenue; and both sides of Second Avenue, Third Avenue, Fourth Avenue, Fifth Avenue, and Sixth Avenue from Water Street north to the first alley.
4. Madison Street--Bellinger Street District: Both sides of Bellinger Street between Cameron Street and Randall Street.

A. Signs. The chief of police, the chief of police's designee, the director of community services or the director or community services designee 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. 7205, 2016; 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 bicycle way within the City shall be those off-street pathways that are identified in the map titled "City of Eau Claire Off-Street Multi-use Pathways/Bicycle Way System" that is adopted as part of this ordinance and on file with the City Clerk's Office. It shall include those pathways identified as existing and shall include those identified as proposed at such time that these sections are constructed.
B. All motorized vehicles except authorized city vehicles and vehicles permitted by Wisconsin Statutes s.340.01(5s) are prohibited from using any portion of the bicycle way.
C. The chief of police, the chief of police's designee, the director of community services or the director or community services designee 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. 7205, 2016; Ord. 7202, 2016; Ord. 5736 §3, 1997).

Chapter 10.09 Motor Scooters

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

Chapter 13.04 Construction and Repair 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).
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 engineering. Applications for deferral of sidewalk construction shall be processed as follows:
A. The director of engineering or their designee 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 engineering or their designee 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 engineering 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 engineering. This subsection shall not apply where sidewalk construction is not practical for topographic reasons. (Ord. 7202, 2016; 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 engineering. Subject to the provisions of subsection B, and unless as otherwise directed by the director of engineering or their designee, 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 engineering or their designee.
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 engineering or their designee. If a boulevard exists, as much space as possible shall be retained on it to provide for the storage of snow. (Ord. 7202, 2016; Ord. 4510 §1, 1984).

Chapter 13.12 Street Use – Skateboards…

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

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 pro-visions 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. ss. 66.0627 or 66.0907.
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).

Chapter 18.25 Off-Street Parking and Loading Requirements

18.25.020 General Provisions.
C. Reductions. 1. 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. Off-street parking requirements in a CBD central business district may be reduced by 5 percent by providing the bicycle spaces required in 18.25.031 by the Commission.
3. Off-street parking requirements of more than 100 stalls may be reduced by the Commission if, based on written certification provided by the applicant, an applicant provides proof of a ride-share program or group transit passes for employees, in the case of an employer.
18.25.031 Bicycle Parking Requirements. A. Off-street bicycle parking facilities shall be provided for new structures and additions as provided in this section.
1. Off-street bicycle parking shall be made available in bicycle racks or equivalent structures to which the bicycle may be locked by the user. Such racks shall support the bicycle upright by its frame
in two places and prevent the wheels from tilting or twisting. Structures that require a user-supplied locking device shall be designed to accommodate U-shaped locking devices. When approved by the commission
to be located on a public sidewalk, the design of such rack shall match any existing design standard approved by the applicable Business Improvement District.
2. All required racks shall be securely anchored to the ground or the building to prevent removal. The surfacing of such facilities shall be designed and maintained to be mud, snow, and obstruction-free year-round.
3. Bicycle parking facilities shall be located in a clearly designated, lighted, convenient location; being at least as convenient as the majority of the auto parking spaces provided, and where possible, in a location sheltered from the weather.
4. Each required space shall be accessible without having to move another bicycle, and parking a bicycle in any space in the parking facility shall not result in a bicycle obstructing a required walkway or building entry.
5. Bicycle racks shall be installed to conform to the manufacturer's spacing specifications or the following, whichever is greater. The minimum area of at least 24 inches by 72 inches shall be provided per bicycle. Where multiple racks are installed in rows with access aisles separating the rows, the following minimums shall apply:
a) Minimum spacing horizontally between racks shall be 120 inches on center (see larger sized diagram in Index under Zoning-Parking and Loading Requirements).
b) Minimum spacing side-by-side between racks shall be 36 inches (see larger sized diagram in Index under Zoning-Parking and Loading Requirements).
6. Off-street bicycle parking shall be provided as required herein, with the required number of bicycle spaces rounded to the greater even number:
a) Single and two-family dwellings: 0
b) Multiple-family dwellings: 1 bicycle space per dwelling unit; 0 for dwellings where a garage is provided for such units.
c) Rooming houses, lodging houses: 1 bicycle space per four bedrooms

d) Non-residential uses: 1 bicycle space per 10 required automobile spaces, except for schools which shall use the following standards: elementary: sufficient bicycle spaces to accommodate 10 percent of the school design population, middle and high school: sufficient bicycle spaces to accommodate 5 percent of the school design population, and post-secondary schools as determined by the commission based on a plan submitted by the applicant.
In all cases where non-residential bicycle parking is required, no fewer than 4 spaces shall be provided. In addition, non-residential uses having less than 1,000 square feet of gross floor area shall be exempt from the bicycle parking requirements.
7. Required bicycle parking shall be provided within 500 feet of the site for which it is required.
8. After the first 50-bicycle required parking spaces are provided, additional required bicycle parking spaces shall be provided at one half-space per unit listed.
9. The commission can reduce the required bicycle parking spaces by up to 50 percent but any such reduction shall not reduce the number of spaces below 4 except as provided in subsection 10. To justify a reduction in the number of spaces required, the applicant shall demonstrate to the reasonable satisfaction of the commission that extraordinary circumstances exist that the required number of spaces are disproportionate to the expected demand due to reasons such as: accessibility constraints to a parcel for bicyclists, proximity to public bicycle parking, and nature of a business and likelihood customers or clientele would utilize bicycles to travel to the business.
10. The commission may waive the required bicycle parking when there is no reasonable location to provide the bicycle spaces due to physical constraints of the site and the provisions of subsection 7 cannot be met. (Ord. 7020 §2, 2012).

Chapter 18.45 Site Plans

18.45.060 Pedestrian and Bicycle Access and Circulation Standards. A. Pedestrian, bicycle, and other non-motorized vehicular circulation shall be designed to provide a logical, convenient, and safe flow within a site and provide connections to and from public streets, sidewalks and trails. As reasonably practical, this circulation system shall provide connections to building entrances, parking areas and public streets in order to achieve a method of minimizing conflicts with motorized vehicular traffic, giving equal consideration to the pedestrian, bicycle, and motorized vehicular traffic. Such accommodations shall be designed and maintained for year-round use.
In review of site plans, the Commission shall consider:
1. Direct, safe, and logical on-site connections from parking areas to building entrances;
2. Connections between buildings within the development and connections to adjacent developments;
3. Connections to the street, public sidewalks, multi-use trails, and transit stop locations (if located in the vicinity of the parcel);
4. Sidewalks in the front of buildings on the site;
5. Marked or striped crosswalks or pathways where appropriate, such as where vehicle conflicts exist with walkways;
6. Minimizing vehicular encroachments into pathways and walkways;
7. The avoidance of curb impediments along designated circulation routes through the use of curb ramps or curb-cuts and the avoidance of placing obstacles such as posts and other structures that may hinder such circulation;
8. The width of the sidewalk or connections on site;
9. Phasing for larger master planned developments;
10. Signage, lighting, and maintenance needs;
11. Access from bicycle parking areas to the buildings and related facilities.
B. When applying these provisions to existing developments, the Plan Commission shall require appropriate improvements commensurate with the scope of the building, site, or use changes that are proposed, with an emphasis on addressing both significant conflicts that may exist and important connections that may be lacking. (Ord. 7117, §2 2015)

GENERAL GUIDELINES FOR LEGAL OPERATION OF MOTOR VEHICLES & BICYCLES

Note: The operator of any of the motorized vehicles on this list may be arrested for OMVWI if operated on a roadway with the engine in use.

Vehicle Type	Driver's License Required?	Legal to Operate on the Roadway?	Legal to Operate on the Sidewalk?	Legal to Operate on the Bicycle way?	Eye Protection Required?	Helmet Required?	Passenger Permitted?	Vehicle Specifications
Motorcycle 	*Yes, valid driver's license required *Class M endorsement required	Yes	No	No	Yes	*Yes, if under 18 yrs old or if you have an instructional permit *No, if older than 18 yrs and not operating under an instructional permit	Yes	*Engine is over 50cc and/or is capable of speeds over 30 mph with a 150lb rider
Moped 	*Yes, valid driver's license required *Class M endorsement not required	Yes, except for highways or roads where mopeds are specifically prohibited or where the moped cannot maintain traffic speed	No	No	No	No	No	*Not capable of more than 30mph with 150 lb rider on a flat surface *Engine at or under 50cc *A vehicle that exceeds these limits must be registered as a motorcycle with the DOT and driver must have a class M endorsement

Gas/Electric Scooter or gas/electric skateboard 	No	No Private property operation only	Only if the motor is not engaged. Also, not permitted where prohibited by City ordinance	No	No	No	No, unless it is designed to carry more than 1	These cannot be registered or licensed to operate on roadways. Cannot be able to travel more than 15mph.
Pocket Bike 	No	No Private property operation only	No	No	No	No	No	These cannot be registered or licensed to operate on roadways.
Lawn Mower 	No	No Private property operation only	No	No	No	No	No	These cannot be registered or licensed to operate on roadways.
Play Vehicle 	No	No Private property operation only	Yes, except where prohibited by City ordinance	No	No	No	No, unless it is designed to carry more than 1	These cannot be registered or licensed to operate on roadways.

Motorized Scooter for ADA use  	No	Yes, follows same rules as a bicycle	Yes Handicap use permitted on all sidewalks by the ADA, even where prohibited by City ordinance	Yes	No	No	No	Must be self-balancing, 2-nontandem-wheeled device, holds 1 person, cannot be able to travel more than 15mph.
Gas/Electric Bicycle 	No	Yes, where bicycles are regularly permitted	Only if the motor is not engaged. Also, not permitted where prohibited by City ordinance	Yes, but the motor cannot be in operation	No	No	No	These cannot be able to travel more than 30mph, must have fully operative pedals.
Bicycle 	No	Yes	Yes, except where prohibited by City ordinance	Yes	No	No	No	
Skateboards & non-motorized scooters 	No	No	Yes, except where prohibited by City ordinance	Yes, according to City ordinance	No	No	No	

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)

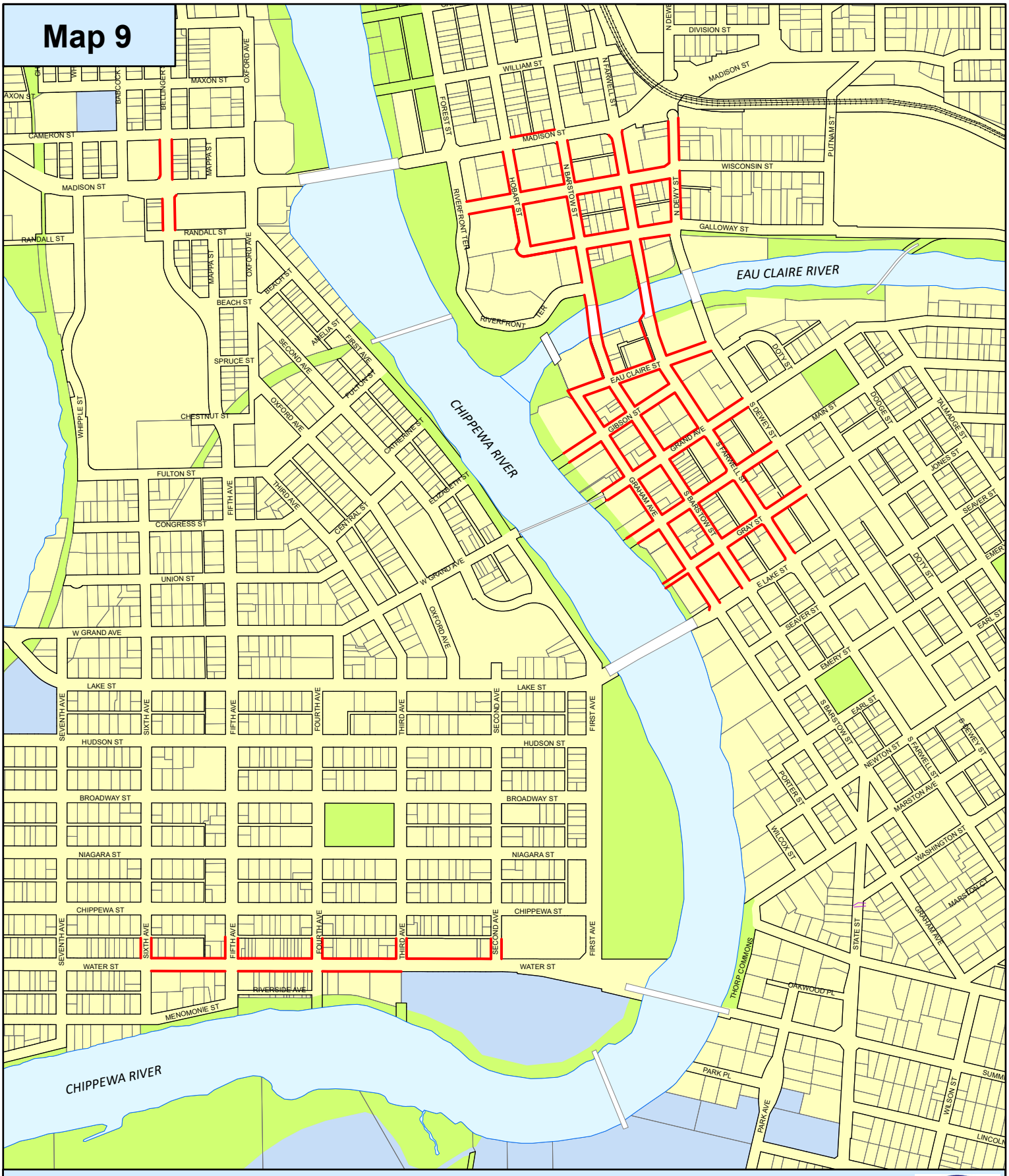
(55) "Safety zone" means the area or space officially set apart within a roadway for the exclusive use of pedestrians, including those about to board or alighting from public conveyances, and which is protected or is so marked or indicated by adequate signs as to be plainly visible at all times while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

Appendix B

Sidewalks Prohibited to Bicyclists



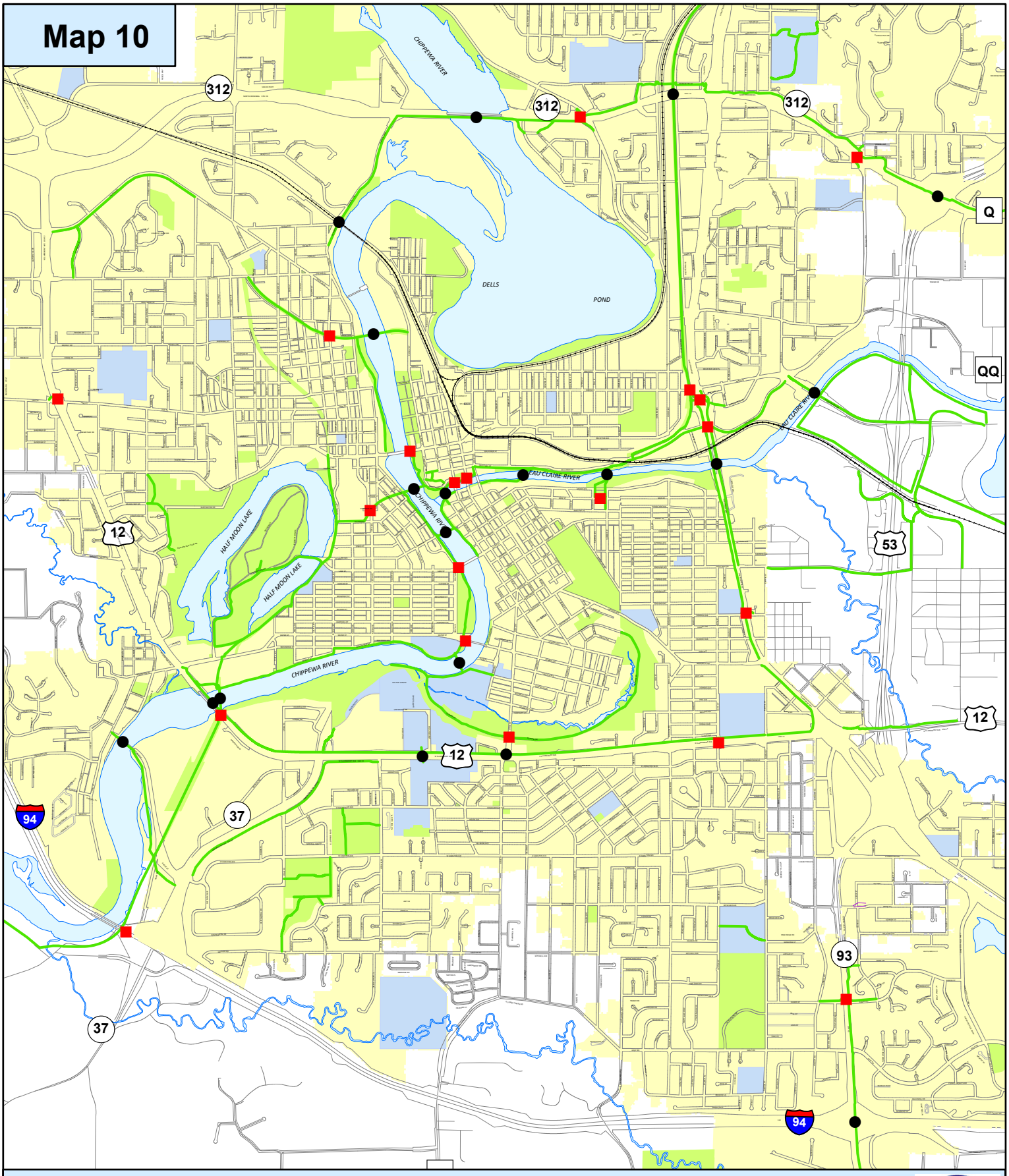
Eau Claire Bicycle & Pedestrian Plan

Sidewalks - Bicycling Prohibited

Sidewalks Where Bicycling Is Prohibited

Appendix C

Bicycle/Pedestrian Underpasses and Bridges



Eau Claire Bicycle & Pedestrian Plan

Pedestrian Underpasses and Bridges

- Pedestrian/Bicycle Underpasses
- Pedestrian/Bicycle Bridges
- Existing Pedestrian/Bicycle Trail

Appendix D

Implementation Work Program

CITY OF EAU CLAIRE BICYCLE AND PEDESTRIAN PLAN

Plan Implementation Work Program

Planning and Engineering Recommendations	Ongoing	Short-term	Long-term
1. Development of bicycle network	x		
2. Project priority setting		x	
3. Coordination efforts	x		
4. Bicycle parking at public facilities		x	
5. Off-street parking allowances	x		
6. Sidewalk/pathway system gaps	x		
7. Pedestrian barriers and obstacles	x		
8. Transit	x		
9. Bicycle and pedestrian deficient areas	x		
10. Traffic signal actuation	x		
11. Traffic signal timing	x		
12. Sidewalk construction	x	x	
13. Sidewalk, pathway, and street maintenance	x		
14. Construction detouring	x		
15. Neighborhood connectivity	x		
16. Innovative design alternatives		x	
17. Speed limit analysis		x	
18. High volume pedestrian/bicycle areas	x		
19. Facility utilization assessment	x		
20. Abandoned railroad right-of-way	x		x
21. Mid-block pedestrian crossings	x		
22. Downtown and Water Street bicycle parking	x		
23. Crosswalk treatment policy		x	
24. Recreational trail utilization	x		x

Education and Encouragement Recommendations	Ongoing	Short-term	Long-term
1. Informational maps and brochures	x		
2. BPAC website	x		
3. Business outreach and Bicycle Friendly Business Designation	x		
4. Safe Routes to School Program	x		
5. Bicycle Friendly Community Designation		x	
6. Walk Friendly Community Designation			x
7. Bicycle share program		x	
8. Coordination with Downtown Eau Claire Inc. & Healthy Communities Taskforce	x		
9. Coordination with UWEC BPAC organization	x		
10. Coordination with organizations representing with special needs	x		
11. Education and promotion	x		
12. Wayfinding signage program		x	
13. Complete streets		x	
14. Annual work program	x		
15. Area and neighborhood planning	x		
16. Safe Routes to Parks		x	

Enforcement and Ordinance Recommendations	Ongoing	Short-term	Long-term
1. Ordinance awareness	x		
2. Bicycling on sidewalks	x		
3. Bicycle and pedestrian safety programs	x		
4. Law enforcement education	x		
5. Enforcement programs	x		
6. Police/Neighborhood interaction	x		
7. Accident and safety issue discussions	x		
8. Pedestrian/bicycle conflict resolution	x		
9. Local and State legislation	x		

Ongoing: should occur on a continuing or regular basis
Short-term: 1 to 3 years
Long-term: more than 3 years