

**EAU CLAIRE
BICYCLE & PEDESTRIAN ADVISORY COMMITTEE**

Meeting of December 17, 2019

The meeting was chaired by Aaron Salmon in the North Conference Room at City Hall and called to order at 6:00 p.m.

Members Present: Aaron Salmon, Ann Francis, Scott Kmetz, Kyle Brouillard, Scott Larson, JJ Henricksen

Members Absent: Bill Berg, Matt Boelter, Catherine Lee

Staff Present: Adam Taylor, Dave Solberg, Trevor Wittwer, Pat Ivory

Visitors Present: None

Minutes. The minutes from the November 19, 2019 meeting were approved as written.

1. Bicycle and Pedestrian Safety Comments. Comments included: JJ Henricksen noted that as a pedestrian, she was finding it fairly easy to cross State Street at the Lexington Avenue roundabout, vehicles seem to be traveling slower and yielding to pedestrians. She also noted that the vehicle speed feedback sign on State Street seems to be doing a good job in slowing traffic going down the hill.

2. Quarterly Update from Eau Claire Police Department. Adam Taylor, from the Eau Claire Police Department was at the meeting to discuss the third quarter crash statistics pertaining to pedestrians and bicyclists. Adam noted that 7 incidents occurred during the third quarter of the year, 5 related to bicyclists and 2 related to pedestrians. Adam asked if the Committee would like any further information and they noted that a printout or map might be helpful. Dave Solberg indicated that he would talk with the MPO regarding the availability of crash statistics. The Committee thanked Adam for the information.

3. Overview of the 2020 Capital Improvements Plan Street Program. Dave Solberg discussed the 2020 CIP projects proposed for next year. The following is an overview of the discussion for each street:

- Andy Lane. This will be a new residential street with sidewalks and is a City project planned to provide affordable housing. The street is not listed as a bicycle route in the Bicycle and Pedestrian Plan.
- Barbara Jean Drive. This is a new residential street that is proposed with sidewalks. The street is not listed as a bicycle route in the Plan.

- Birney Street. This involves the reconstruction of a local residential street that will be reconstructed to its current width. Sidewalks already exist. It is not listed as a bicycle route.
- Cannery trail. This is the extension of the Cannery trail extending under Madison Street to First Avenue. The Committee indicated that it will be great to get this underpass connection completed in 2020.
- Chippewa Street and Second Avenue. This involves the reconstruction of two local residential streets that will be reconstructed to their current width. Existing crosswalks will be repainted.
- Comet Court. This will be a new residential street and a cul-de-sac. No sidewalks are proposed.
- Eddy Lane (Hastings Way to Starr Avenue). This street project was proposed to be completed in 2019, but delayed until 2020. The design was reviewed by BPAC earlier in the year and approved by the City Council. The project includes bike lanes, railroad crossing enhancements, crosswalks, and sidewalk connectivity in the vicinity of the railroad crossing.
- Melby Street (Hastings Way to Anderson Drive). This street project was proposed to be completed in 2019, but delayed until 2020. The design was also reviewed by BPAC earlier in the year and approved by the City Council. This project includes sidewalks on both sides of the street with connections to the recreational trail.
- Water Street (First Avenue to Second Avenue). The plan calls for bicycle lanes as part of the reconstruction. The Committee suggested reducing the radius of the northwest corner of the intersection or as an option using paint to visually reduce the radius. BPAC also suggested allowing a "scatter phase signal intersection" for pedestrians. Finally, the Committee also discussed the need for a bicycle box for westbound bicycles on Water Street at First Avenue. Dave Solberg indicated that this would be a consideration when the pavement lines on the bridge are repainted in a few years.
ACTION TAKEN: Kyle Brouillard moved to recommend the inclusion of the bicycle lanes and that consideration be given to reducing the radius of the northwest corner of the intersection and that the intersection be signaled to include a scatter pedestrian phase. If the northwest corner radius cannot be reduced, then consideration should be given to using paint to visually reduce the radius. Scott Kmetz seconded the motion. All votes were in favor. Motion carried.
- Fairfax Street (Clairemont Avenue to Skeels Avenue). The Committee discussed this street reconstruction project and discussed the need for a crosswalk on the south side of the frontage road crossing Fairfax Street. Widening the intersection on the west side

of Fairfax between the frontage road and Clairemont Avenue was also discussed. Noting that there are three schools in the area, a future grocery store to the northeast, and the street is designated as a bicycle route in the Plan, the Committee felt that bicycle lanes should also be a consideration. Several blocks already have no parking on the west side of the street. Therefore, parking would have to be eliminated in only one block.

ACTION TAKEN: Ann Francis moved to recommend that a crosswalk be included on the south side of the frontage road extending across Fairfax Street, that the intersection be widened to the west between the frontage road and Clairemont Avenue, and that bicycle lanes be included, which would involve the elimination of parking within one block of the project area. Kyle Brouillard seconded the motion. All votes were in favor. Motion carried.

- Garfield Avenue (Park Avenue to State Street). This project will involve the reconstruction of the street. Related to this project is that the University of Wisconsin – Eau Claire is considering changes to the Hibbard parking lot located to the north. Since final plans for the parking lot have not been submitted, the Committee decided to wait until the next meeting to discuss the Garfield Avenue project.
- Gateway Drive (Golf Road to Glennbrook Drive). This project will involve the reconstruction of the street and repainting of the existing crosswalks. The Committee discussed the project and noted that it would be difficult to include bicycle lanes as part of this project due to the high traffic volumes and multiple vehicle turning movement in the area. There is a wider pathway on the west side of the road extending north of the Target store driveway. The Committee did note a need for a crosswalk in the vicinity of the Target store driveway.

ACTION TAKEN: JJ Henricksen moved to recommend the project as proposed with the addition of a crosswalk on the south side of the Target store driveway. Scott Larson seconded the motion. All votes were in favor. Motion carried.

- Lake Street (Farwell Street to Dewey Street). This street project was proposed to be completed in 2019, but delayed until 2020. The design was reviewed by BPAC and approved by the City Council and includes bike lanes.
- Lake Street (First Avenue to Fifth Avenue). This is a mill project that will involve the painting new vehicle lines. The City is considering the addition of bicycle lanes and converting the double westbound lanes into a single lane and eliminating parking on the north side of the street. The street connects the neighborhood to Downtown and Downtown to the Carson Park area. The location of a crosswalk at either Second Avenue or Oxford Avenue was also discussed. There is an existing crosswalk at Second

Avenue. Also, the possibility of a RRFB at one of the intersections was mentioned as well as lighting in the area of Second Avenue.

ACTION TAKEN: Scott Kmetz moved to recommend the project including the bicycle lanes and have Engineering study the preferred location for the crosswalk and the feasibility of installing a RRFB. Ann Francis seconded the motion. The motion carried with JJ Henricksen voting no.

- Oxford Avenue (Madison Street to Platt Street). This would be the reconstruction of the existing street. Dave noted that the specific design for the street has not been completed, but plans call for a South Barstow Street look with wider sidewalks than existing, bumpouts at the intersections, decorative crosswalks, sharrows, and a roundabout at Platt Street. Dave noted that the Cannery recreational trail is located directly to the east of Oxford Avenue along the Chippewa River and would extend under the Madison Street Bridge.

ACTION TAKEN: JJ Henricksen moved to recommend approval as proposed by Engineering. Scott Larson seconded the motion. All votes were in favor. Motion carried.

- Omaha Street (Starr Avenue to Fall Street). This is a residential street to be reconstructed. It is listed as a designated bicycle route in the Plan. The Committee discussed the project and due to the residential nature of the street indicated that bicycle lanes would probably not be necessary, provided that bicycle route signage is installed. They did note the need for a crosswalk across Starr Avenue on the south side of Omaha Street.

ACTION TAKEN: Ann Francis moved to recommend the project as proposed by Engineering with the addition of a crosswalk for Starr Avenue on the south side of Omaha Street and the addition of bicycle route signage. Kyle Brouillard seconded the motion. All votes were in favor. Motion carried.

- Riverview Drive (Welsh Court to Riverview Park north boat launch). This is a rural cross section street that would be reconstructed to urban standards. It is designated as a bicycle route. Dave Solberg noted that because of the limited right-of-way width that the tentative plans included a wider pathway along the west side of the street. The Committee also discussed the need for a crosswalk at Welsh Court. The Committee discussed whether bicycle lanes should be considered, but it was noted that the elimination of parking would be required and that the wider pathway would be an alternative to the bicycle lanes

ACTION TAKEN: Kyle Brouillard moved to recommend the project with the wider pathway on the west side of the street with the crosswalk at Welsh Drive. Scott Kmetz seconded the motion. All votes were in favor. Motion carried.

- South Slope Terrace. This is a residential street, with some sections of missing sidewalk. The street would be reconstructed to the same width.

ACTION TAKEN: Ann Francis moved to recommend the project with the inclusion of sidewalk on both sides of the street. Kyle Brouillard seconded the motion. All votes were in favor. Motion carried.

- Third Avenue (Truax Boulevard to Long Street). This is a mill project that will include the replacement of the existing sidewalks.
- Wedgewood Avenue (South Slope Terrace to Shale Ledge Road). This involves the reconstruction of a residential street that has existing sidewalks. The street will be reconstructed with minimal changes. It is not listed as a bicycle route.

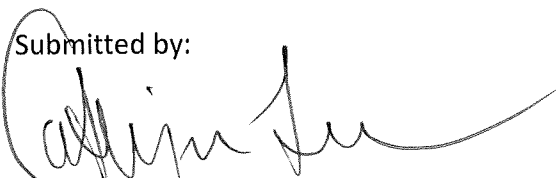
4. Discussion of 2020 Committee Work Plan. Pat Ivory reviewed the draft 2020 work plan for the Committee. Projects and activities listed are based on discussions of the Committee at previous meetings.

ACTION TAKEN: JJ Henricksen moved to recommend the 2020 work plan to the City Council. Scott Kmetz seconded the motion. All votes were in favor. Motion carried.

5. Other items.

- a) **Future agenda items.** Agenda items for future meetings will include: discussion of Garfield Avenue and other 2020 street projects, and the 2020 Committee work program.

The meeting was adjourned at 8:55 p.m.

Submitted by:

Catherine Lee, Secretary