



Transit Commission
Agenda
January 20, 2021

PLEASE TAKE NOTICE that there will be a meeting of the Eau Claire Transit Commission on Wednesday, January 20, 2021 at 6:00 p.m. virtually through online meeting systems and will be available to the public via Webex using a computer, tablet, or smartphone (Webex app required) or telephone (audio only), using the link or dial-in number:

Transit Commission Connection Info

Event Address for Attendees:

<https://eauclairewi.webex.com/eauclairewi/onstage/g.php?MTID=e470ad85b6d956793549ad3bb665fa008>

Audio Only: +1-408-418-9388 *Access Code:* 146 549 7557

1. **Call to Order**
2. **Roll Call**
3. **Reading and approval of minutes of the past meeting on December 16, 2020**
4. **Open Public Comment Period for Items that do not appear on this Agenda noted as Public Hearings or Items for Public Discussion**
5. **Public Hearings and Discussions**
 - a. **Discuss and consider a motion regarding Transit Asset Management Goals for 2021.**
 - b. **Discuss and consider a motion regarding recommended changes to the Plan Implementation Program for the Transportation Plan of the City of Eau Claire Comprehensive Plan.**
6. **Other Business Agenda items**
 - a. **Proclamation for Transit Equity Day.**
 - b. **2021 Transit Commission Work Plan Discussion.**
 - c. **Transit Equity Day Planning**
7. **Discussion and Direction**
 - a. Ridership and Revenue Reports
 - b. Manager's Report
 - i. Transfer Center Project Update
 - ii. Income Qualifying Fare report
 - iii. RFP for Bus Technology and Fare Collection Update
 - iv. COVID-19 Actions update
8. **Adjournment**

Bob Schraufnagel, Chairperson
c: News Media



Transit Commission
Minutes
December 16, 2020

1. **Meeting Called to Order at 6:08PM**
2. **Roll Call**
 - a. **Members Present In-Person: Bob Schraufnagel, Rose Fowler**
 - b. **Members Present Virtually: Joshua Clements, Kelly Austin, Georgia Eaton, Lauren Becker**
 - c. **Members Absent: Cheryal Keisler, Jeremy Gragert**
 - d. **Others Present: Tom Wagener, Amber Willi, Phil Swanhorst**
3. **Reading and approval of minutes of the past meeting on November 18, 2020**
 - a. Motion to approve by Commissioner Clements, seconded by Commissioner Austin. All votes in favor, minutes approved as submitted.
4. **Open Public Comment Period for Items that do not appear on this Agenda noted as Public Hearings or Items for Public Discussion**
 - a. None
5. **Public Hearings and Discussions**
 - a. None
6. **Other Business Agenda items**
 - a. **Discuss and consider a motion regarding a 2021 Transit Commission work plan.**
 - i. Introduction by Transit Manager Tom Wagener
 1. Goals set by the Transit Division for 2021.
 - a. 75% of 2019 total ridership
 - b. Fill at least 3 of 6 open staff positions
 - c. Begin implementation of recommendations in the Transit Development Plan
 - d. Achieve safety goals outlined in Safety Plan
 2. Commissioner Austin would like to examine stop removals for safety reasons versus impact on riders as well as any plans for the temporary and new permanent Transfer Center.
 3. Council Member Gragert submitted suggestions, in packet
 4. Commissioner Clements suggested finding ways to place bus shelters at the most frequently used stops.
 5. Commissioner Becker also voiced support for Commissioner Austin's ideas as well as Council Member Gragert's suggestions 1, 2, and 4.
 6. Commissioner Clements suggested having a breakout work session to create the final work plan.
 - ii. Discussion of 2021 Work Plan for the Transit Commission
 1. Commissioners should come to the January meeting with priorities for a 2021 work plan



b. Discuss and consider a motion to participate in Transit Equity day and to reserve a seat in honor of Rosa Parks on February 4, 2022

- i. Phil Swanhorst spoke in favor of recognizing Transit Equity Day and the importance of Eau Claire Transit taking a stand for racial justice and transit justice.
 1. Mr. Swanhorst offered to, again, donate the roses for a seat on each bus.
- ii. Commissioner Becker made a motion to participate in Transit Equity Day and reserve a seat in Rosa Parks' honor. Commissioner Clements seconded. All votes in favor, motion passed.
 1. Resolution will be workshopped and presented for approval at January meeting.

7. Discussion and Direction

- a. Ridership and Revenue Reports
 - i. Presented by Transit Manager Wagener
- b. Manager's Report
 - i. Presented by Transit Manager Wagener
 1. Transfer Center Project Update
 - a. Commissioner Becker asked if Community members had reached out with concerns.
 - i. Transit Manager Wagener responds none currently
 2. RFP for Bus Technology and Fare Collection Update
 - a. Commissioner Becker asked if the Transit division is required to accept the lowest-cost bid.
 - i. Transit Manager Wagener clarified that the cost is only 50% of the determination.
 3. COVID-19 Actions update
 - a. Commissioner Becker stated that the UW Student Senate does not wish to decrease frequency of service, as of their December 7th meeting.

8. Adjournment

- a. **Commissioner Clements made a motion to adjourn, second by Commissioner Fowler. Meeting adjourned at 7:10PM**

2021 Transit Asset Management Targets:

Rolling Stock Goal (Percentage of Vehicles that have met or exceeded their Useful life of 14 years)

0%

Equipment (Percentage of service vehicles that have met or exceeded their useful life benchmark of 16 years)

0%

Facility (Percent of facilities rated below 3 on the condition scale)

100%



January 7, 2021

To: Transit Commission
From: Ryan Petrie, Associate Planner
Subject: Comprehensive Plan 5-year Review Discussion

The Plan Commission has been holding work sessions to update the City's 2015 master plan called the [Comprehensive Plan](#). The Plan Commission is seeking your input on the [Transportation Plan](#).

A complete update is required by state law every 10 years, but this interim step is a point in time to pause and reconsider if anything needs changing before the next major update in 2025.

Typically, this current update does not include rewriting or minor textual changes to the plan or chapters but instead focuses on the [Plan Implementation Program](#) section (see Table 15-10). In other words, are there new tasks that should be considered by the commission or current items to be changed?

Please review these specific plan chapters and implementation table and come with any ideas you may have for discussion.

Ryan Petrie
Associate Planner

Eau Claire Comprehensive Plan 2015

Plan Implementation Program



City of Eau Claire Wisconsin

Plan Implementation Program

Introduction	15-1
Goal and Objectives	15-1
Objective 1 – Annual Report	15-2
Objective 2 – Periodic Adjustments	15-2
Objective 3 – Regular Reviews	15-4
Objective 4 – Priority Actions	15-4
Major Implementation Steps by Plan Element	15-5

List of Tables

15-1	Land Use and Growth Management Plan Actions	15-5
15-2	Transportation Plan Actions	15-5
15-3	Public Utilities Plan Actions	15-6
15-4	Parks, Trails and Greenways Plan Actions	15-7
15-5	Natural Resources Plan Actions	15-7
15-6	Economic Development Plan Actions	15-8
15-7	Urban Design Plan Actions	15-8
15-8	Neighborhoods and Districts Plan Actions	15-9
15-9	Housing Plan Actions	15-10
15-10	Historic Resources Plan Actions	15-10
15-11	Downtown Plan Actions	15-11
15-12	Community Facilities Plan Actions	15-12
15-13	Plan Implementation Program	15-12

Plan Implementation Program

Eau Claire Comprehensive Plan must respond to the continuous stream of changes that occur in the community. This chapter describes how the plan's usefulness will be monitored and how it may be amended. .

This chapter of the *Comprehensive Plan* also lists the major actions that the City expects to take to carry out the objectives and policies of the *Comprehensive Plan*. This work plan should be updated annually.

Goal and Objectives

Goal

Ensure the ongoing implementation of the *Eau Claire Comprehensive Plan* as a relevant, usable, current and consistent statement of City policy.

Objective 1 – Annual Report

Continue to prepare an annual report describing how the plan has been used and what changes have occurred that may affect the relevance of the document.

Objective 2 – Periodic Amendments

Continue to periodically propose amendments to the plan as conditions warrant.

Objective 3 – Regular Reviews

Continue to conduct a formal review of the plan at least once every five years.

Objective 4 – Priority Actions

Continue to establish a schedule of short-term and long-term actions as a targeted work program to guide the ongoing implementation of the plan.

Plan Implementation Policies

Objective 1 – Annual Report

Continue to prepare an annual report describing how the plan has been used and what changes have occurred that may affect the relevance of the document.

Policies

1. Annual Reports

Every twelve months the Eau Claire City Planning staff will prepare a brief report summarizing:

- How the plan was used to direct major spending, regulatory and construction decisions
- How development did or did not coincide with the guidance of the plan
- How the city has changed in ways that may call for amendments to the plan.

Other City departments and related agencies such as the school district should be consulted for their opinions about these reports as appropriate.

The report should be transmitted to the City Plan Commission and the City Council, and made available to the public. Brief verbal presentation at workshop meetings should be conducted to call attention to the major findings of the annual report.

No plan amendments are necessitated in conjunction with these reports, although such amendments may be appropriate depending on the reports' findings.

Objective 2 – Periodic Amendments

Continue to periodically propose amendments to the plan as conditions warrant.

It is appropriate that some parts of the plan are rarely amended while others are highly subject to examination. The features that should be most long-lasting are those that are most fundamental such as the Goal of each Element (e.g., Land Use). The Objectives of each Element are more open to revision, and the specific Policies are most fungible. Changes to the plan maps would, of course, depend on the magnitude of the revision, their relationship to the Goals and Objectives, and the nature of the changing circumstances that lead to the desire for amendments.

Policies

1. Plan Amendments

The Eau Claire City Plan Commission will propose amendments to the comprehensive plan from time to time as circumstances warrant. The public, including nearby Towns and Counties, should be notified of these major proposed changes and allowed an opportunity to become informed of the change and comment. The City will consider neighborhood opinion in evaluating how a proposed change would meet the above criteria. The City could consider soliciting public opinion through direct mail survey forms, neighborhood meetings (where applicable), Planning Commission public meetings and the Internet.

Criteria to Consider When Reviewing Plan Changes

These criteria should be considered when reviewing changes to the plan:

- 1.** The change is consistent with the goals and objectives or other elements of the *Eau Claire Comprehensive Plan*.
- 2.** The change does not create an adverse impact on public facilities and services that cannot be mitigated. Public facilities and services include roads, sewers, water supply, drainage, schools, police, fire and parks.
- 3.** Development resulting from the change does not create an undue impact on surrounding properties. Such development should be consistent with the physical character of the surrounding neighborhood or would upgrade and improve its viability.
- 4.** The change allows a more viable transition to the planned uses on adjacent properties than the current land use.
- 5.** The change does not have a significant adverse impact on the natural environment including trees, slopes and groundwater, or the impact could be mitigated by improvements on the site or in the same vicinity.
- 6.** There is a change in City policies or neighborhood characteristics that would justify a change.
- 7.** The change corrects an error made in the original plan.
- 8.** There is a community or regional need identified in the comprehensive plan for the proposed land use or service.
- 9.** The change helps the City meet its life-cycle and affordable housing objectives.
- 10.** The change does not adversely impact any landmarks or other historically significant structures or properties unless mitigated through relocation, commemoration or dedication.

Objective 3 – Regular Reviews

Continue to conduct a formal review of the plan at least once every five years.

Policies

1. Formal Reviews of the Plan:

At least once **every five years**, the City will instruct its Planning Commission and staff members to conduct a formal review of the entire plan, changing those features and sections that are judged to be out of date and/or not serving their purpose.

At least once every **ten years**, the process for the formal review should involve an *ad hoc* advisory group that assists the City Planning Commission, as was done in 2014 and 2015.

Objective 4 – Priority Actions

Continue to establish a schedule of short-term and long-term actions as a targeted work program to guide the ongoing implementation of the plan.

Policies

1. Priority Actions

The City will conduct the actions listed in the following tables through annual and multiple-year assignments.

2. Consistency with the Plan

The City's actions will be consistent with the policies of the Comprehensive Plan. Those actions include but are not limited to:

- Review of development applications
- The capital improvements program
- Neighborhood and district plans
- Plans of other agencies as they affect Eau Claire
- Official Maps*
- The Zoning Ordinance and Zoning Map*
- The Subdivision Ordinance*.

* Wisconsin law requires that these actions be consistent with an adopted comprehensive plan.

Major Implementation Steps by Plan Element

Table 15-1
Land Use and Growth Management Plan Actions

Development Reviews. Use the <i>Comprehensive Plan</i> , the design guidance of this chapter and the Urban Design Plan chapter when reviewing land development or zoning applications.	Ongoing
Airport Zoning. Create a new zoning district for the regional airport.	2016
Boundary Agreements. Seek to incorporate the peninsulas of the Towns of Washington, Union, Wheaton and Seymour that jut into the City's geographic area through boundary agreements.	2016 – 2025
Altoona. Negotiate future jurisdiction with Altoona.	2016
Perimeter Growth Management. Continue to review applications for land division throughout the Extra-Territorial Plat Approval Jurisdiction; enforce the regulations for minimum parcel size; protect planned rights-of-way.	Ongoing
Commercial Design Guidelines. Prepare commercial development design guidelines for downtown and a set for perimeter locations.	2016
Activity Centers. Promote the creation of mixed-use activity centers in present commercial areas.	Ongoing
Non-Conforming Uses. Continue to review zoning regulations to accommodate the non-conforming status of dwellings in older neighborhoods.	Ongoing

Table 15-2
Transportation Plan Actions

Development Review. Participate in the review of plats and site plans and other city planning; recommend design adjustments to private or public facilities for capacity, flow, safety and economy.	Ongoing
Parking. Implement recommendations of the 2016 Downtown parking study.	2016
Galloway Street. Conduct a feasibility study for the proposed Galloway Street bridge and connecting links.	2016 - 2020
State Street. Conduct a feasibility study for State Street work.	2016 - 2020
Melby Street. Conduct a feasibility study for Melby Street work.	2020 - 2025
Traffic Studies. Conduct traffic studies in these locations:	2016 - 2025
<ul style="list-style-type: none"> ▪ Menomonie Street ▪ Clairemont – Hendrickson ▪ Oakwood Mall area ▪ Cameron – Madison corridor ▪ Birch St – Galloway corridor ▪ Harding Avenue corridor 	
County Highway T. Study and monitor County Highway T for possible improvements and possible transfer to the State.	2020 - 2030
Transit Plan. Implement the recommendations of the <i>Transit Development Plan</i> ; site and build a new downtown transit center.	2016 - 2020
Bike and Ped Plan. Implement the recommendations of the <i>Bicycle and Pedestrian Systems Plan</i> .	Ongoing
Passenger Rail. Monitor the Minnesota passenger rail link study.	Ongoing
Parking. Update the Zoning Code parking requirements.	2016

**Table 15-3
Public Utilities Plan Actions**

Wastewater Plan. Complete the remaining improvements recommended by the 2007 <i>Wastewater Treatment Plan</i> .	2016 – 2030
Chippewa Interceptor. Study the feasibility of and budget for replacing the Chippewa River Interceptor Sewer.	2016
Water Plan. Budget for the recommendations of the <i>Water System Evaluation</i> .	2016 - 2025
Aging Water Lines. Replace aging or break-prone water or sewer lines as streets are rebuilt.	Ongoing
Inflow and Infiltration. Continue to make improvements that reduce water infiltration and inflow to the sanitary sewer system.	Ongoing
Plan Updates. Update the two-part 2014 <i>Water Source and Distribution Study</i> every five years. Update the 2007 <i>Wastewater Treatment Plan Facilities Plan Amendment</i> in approximately 2025.	2020 – 2025
USSA Boundary. Study the need to amend the boundary of the Urban Sewer Service Area whenever the <i>Chippewa Falls / Eau Claire Urban Sewer Service Plan</i> is updated by the Regional Planning Commission.	Ongoing
Utilities Access Policy. Continue the policy of providing municipal sewer or water service only to (a) properties in the City, (b) properties subject to a cooperative boundary agreement or (c) land that is the subject of another form of intergovernmental cooperation agreement.	Ongoing
Sewer System Plan. Prepare a comprehensive sanitary sewer system plan comparable to the 2014 water system plan.	2016 - 2020
Surface Water. Continue to apply and enforce the provisions of its Surface Water Management Plan and its WPDES Municipal Separate Storm Sewer System (MS-4) permit.	Ongoing

**Table 15-4
Parks, Trails and Greenways Plan Actions**

New Perimeter Parks. Acquire land for the six planned Neighborhood Parks and one Waterfront Park located in perimeter locations in conjunction with land subdivision if not before; list improvement costs in the multi-year capital improvements program.	Ongoing
Folsom Street Park. Acquire land for the proposed Folsom Street Park and budget for improvements.	2016 - 2020
Greenway Extensions. Acquire land for Greenway extensions as described in Policy 4-3 of the Parks Chapter. These include the South Barstow District riverfronts, the West Riverside Greenway, the Event Center Greenway expansion, and the Otter Creek Greenway (with Altoona).	Ongoing
Other Land Acquisitions. Acquire other properties as listed in Policy 2-2 under the City's five-year Parks Plan.	Ongoing
Sherman Creek Park. Negotiate with the Town of Union to make the existing Sherman Creek Park jointly accessible to Town and City residents.	2016 – 2020
Existing Parks. Improve existing parks as described in Table 5-3, Objective 7 and the five-year <i>Parks and Open Space Plan</i> .	Ongoing
Park Land Dedication. Consider adopting an ordinance requiring land or cash be dedicated with subdividing of residential lots.	2018
Half Moon Lake Greenway. Continue acquiring properties around Half Moon Lake as they become available.	Ongoing

**Table 15-5
Natural Resources Plan Actions**

Surface Water Plan. Continue to apply and enforce the provisions of its Surface Water Management Plan and its WPDES Municipal Separate Storm Sewer System.	Ongoing
Public Education. Continue public education about water resources through the leadership of the Chippewa Valley Storm Water Forum.	Ongoing
Zoning. Continue to apply protective zoning regulations especially floodplain and shoreland-wetlands and Section 15.12.290.	Ongoing
Lowes Creek. Give special attention to surface water management and land development in the Lowes Creek watershed and apply the recommendations of the Lowes Creek watershed plan.	Ongoing
Half Moon Lake. Continue to work with the Department of Natural Resources to improve water quality in Half Moon Lake.	2016 – 2020
Creek Plans. Update the Comprehensive Stormwater Management Plan by preparing protection plans for the Otter Creek and upper Sherman Creek sub-watersheds.	2016 – 2020
Floodplain Acquisition. Acquire developed property located in the 100-year floodplains.	2016 – 2025
Street Trees. Prepare and implement a city-wide plan for planting street trees.	2016
Steep Slopes. Consider adopting an ordinance that regulates development on steep slopes consistent with DNR standards.	2016- 2020

**Table 15-6
Economic Development Plan Actions**

Target Industries. Continue to target industries that may be attracted to local assets and that provide higher-wage jobs.	Ongoing
New Businesses. Work to attract entrepreneurs to Eau Claire who are most likely to succeed at establishing new industries and adding diverse employment opportunities to the city.	Ongoing
Development Sites. Continue to maintain an inventory of fully-serviced development sites. Act to promote the private development of a new location with sites for small industries and support businesses. Also work to promote the private development of an industrial area with rail service.	2016 - 2020
Highway T. Improve County Highway T to improve truck access from the north.	By 2030
Passenger Rail. Advocate and support the potential passenger rail service between Eau Claire and the Twin Cities.	2016 until success
Airport Zoning. Adjust zoning to enable the Regional Airport to add air cargo operations on-site.	2016
Cameron Interchange. Continue to advocate for building an interchange on I-94 at Cameron Street.	2016 – 2030
Redevelopment. Continue to support redevelopment and adaptive re-use of contaminated, blighted, functionally obsolete and under-utilized properties, including those in and near Downtown. Support the ongoing revitalization of the greater downtown and the riverfronts to build a vibrant city center.	Ongoing
Retention and Recruitment. Maintain a working relationship between local employers and colleges. Continue the public and private campaign to retain existing businesses and recruit new ones. Support initiatives that help make Eau Claire a desirable place to live and work.	Ongoing

**Table 15-7
Urban Design Plan Actions**

Special Places. Continue to protect, interpret and enhance the qualities of the City's "special places" and examples of its cultural and economic heritage.	Ongoing
City Entrances. Design major entrances to the city with attractive gateway features.	Ongoing
Wayfinding Signs. Extend the Downtown wayfinding sign system.	2016 – 2030
Commercial Design Guidelines. Prepare and adopt design guidelines or standards for new commercial development in perimeter, corridor and downtown locations.	2016
Multiple-Family Design. Continue to follow the guidelines of the City's Multi-Family Housing Design Manual and the Landscaping Manual.	Ongoing
New Streets. Build new streets according to the design standards presented in this plan and in the Transportation System Plan chapter.	Ongoing

Street Tree Practice. Strengthen the ordinance and practice regarding the planting of trees along public streets and roads.	2016
Street Tree Plan. Adopt a city-wide plan for species and spacing.	2016
Sign Ordinance. Review and consider improving the sign ordinance.	2018
Infill Development. Encourage infill development in older, traditional neighborhoods that respects the characteristics and prevalent housing styles of each neighborhood.	Ongoing
Activity Centers. Encourage a mixture of compatible land uses in a variety of locations and scales in order to create more vital and walkable activity centers.	Ongoing
Priority Streetscape Improvements. Invest in a higher than normal level of tree planting and decorative lighting along certain designated roads as illustrated by Figure 8-3, Priority Streetscape System.	Ongoing
Green Space Pattern. Continue to build a system of green open spaces for recreation, urban beauty and natural protection that are linked by linear parks (greenways), off-road paths and on-street bicycle lanes, and generously landscaped roads.	Ongoing

**Table 15-8
Neighborhoods and Districts Plan Actions**

Planning Summit. Initiate and organize the planning meeting(s) of representatives from the public and private sectors to advance this proposal for intensified and ongoing neighborhood improvement, including creation of a not-for-profit neighborhood development corporation.	2016
Coordinated Community Development. Seek to devise a comprehensive approach to neighborhood improvement. Focus and coordinate efforts that may already be underway by local organizations other than the City. Involve representatives of allied public or private organizations in planning and implementing this campaign.	2016 - 2025
Code Enforcement. Become more proactive in the enforcement of external and nuisance violations of the City maintenance regulations.	Ongoing
Rental Housing Inspections. Consider program requiring that rental housing be registered with the City or County and that such housing is inspected on a regular basis for conformance to the Housing Code.	2016
Alley Maintenance. Schedule the repair, reconstruction and snow plowing of public alleys to the same level as public streets.	Ongoing
Street Maintenance. Upgrade the standards for the repair of potholes and cracks in local (minor) streets.	Ongoing
Parking Regulations. Review parking regulations in congested areas and determine if changes would reduce parking congestion.	2016
Parking Sticker Program. Consider a program in which residents of neighborhoods affected by a high number of cars parked by non-residents may receive a sticker that allows them to park on their street.	2016
Neighborhood Plans. Continue to update neighborhood plans with help from residents, property owners and tenants.	Ongoing

Land Use Planning. Work with the neighborhood organizations to identify specific locations that are most suited for or in need of redevelopment, including perhaps increases in density, to guide private initiatives. Consider amending the zoning map or text in response.	Ongoing
Organizational Coordination. Host meetings of the neighborhood associations to compare efforts and ideas, resolve any differences near shared boundaries, and provide unified requests to the City.	Ongoing
University Communication. Facilitate annual meetings between representatives of the University and the neighborhoods to exchange ideas about topics of mutual interest and communicate them to the City.	Ongoing

**Table 15-9
Housing Plan Actions**

Housing Division. The Eau Claire Housing Division will continue to administer programs supported by federal block grant money such as housing rehabilitation loans, weatherization and home ownership.	Ongoing
Housing Authority. The Eau Claire Housing Authority will continue to administer federal programs such as public housing and rent assistance.	Ongoing
Code Enforcement. Become more proactive in the enforcement of external and nuisance violations of the City maintenance regulations.	Ongoing
Rental Housing Inspections. Consider a program requiring that rental housing be registered with the City or County and that such housing is inspected on a regular basis for conformance to the Housing Code.	2016
Neighborhood Planning Summit. Convene one or more meetings by representatives from the public and private sectors to advance the proposal of the Neighborhood Plan for accelerated improvements.	2016

**Table 15-10
Historic Resources Plan Actions**

Survey. Regularly update the historic resource survey.	2016 - 2020
National Register Nominations. Prepare additional National Register nominations for properties and districts as warranted by survey results.	Ongoing
Local Designations. Continue to consider additional local designations particularly those properties listed on the National Register.	Ongoing
Opt-Outs. Present options to Council for opted-out properties from historic districts and individual properties.	2016
Landmarks Ordinance. Discuss amendments to the landmarks ordinance with the City Manager and City Council.	2016
Design Advice. Continue to provide design advice in neighborhood and downtown planning and in the structural rehabilitation of historic and older non-historic buildings.	Ongoing
Markers. Expand the historic markers program.	Ongoing
Education. Continue educational outreach and interpretative efforts.	Ongoing

**Table 15-11
Downtown Plan Actions**

DECI Activities. Downtown Eau Claire, Inc., will continue to market, recruit and advocate for Downtown, working with owners, tenants, the City and the Redevelopment Authority of Eau Claire.	Ongoing
The Confluence. Complete performing arts center and the plaza at The Confluence, the public and private multiple-use redevelopment near Eau Claire Street and Graham Avenue.	2018
Block 7. Accomplish the redevelopment of Block 7, possibly including additional parking in the Galloway Street ramp.	2018
Graham Avenue. Achieve redevelopment and remodeling along this street, particularly key riverfront parcels.	2016 - 2030
Bus Transfer Center. Study, relocate and improve the bus center.	2020
Eau Claire Street Promenade. Improve the streetscape and rebuild this as a "convertible street" for use during festivals.	2020
Oxford Avenue Corridor. Redevelop this area consistent with the recommendations of the <i>West Riverside District Plan</i> .	2016 - 2030
Riverfront Greenways. Fill gaps and extend the greenway system along both rivers; improve neighborhood connector streets.	2016 – 2030
Streetscape Loop. Improve landscaping and lighting in the street loop of Barstow, Madison, Bellinger, Fifth and Lake.	2016 – 2030
Farwell Street. Study the feasibility of reducing driving lanes and adding streetscape and pedestrian amenities.	2025
City Hall Plaza. Redevelop the underused property between City Hall and the Phillips Library as either office or public park.	2025
Bridges. Build beauty and interest into replacement river bridges.	Ongoing
Confluence Bridge. Study the feasibility of building a walking and bicycling bridge at the mouth of the Eau Claire River.	2019
Master Planning. Prepare a plan for the revitalization of the areas east of North Barstow Street and north of Madison Street.	2016 - 2020
Parking. Implement recommendations of the 2016 parking study.	2016

**Table 15-12
Community Facilities Plan Actions**

Fire Stations. Prepare a study in 2016 of fire station locations, facilities and staffing and the advisability of any changes.	2016
Schools. Continue to cooperate with the School District for mutual benefit by locating schools and parks adjacent to one another.	Ongoing
UW Campus Plan. Consider adopting into this <i>Comprehensive Plan</i> by reference the 2011 <i>UW-EC Campus Master Plan</i> as the guidance for the properties owned by the University.	2016
Airport. Consider creating a new zoning district specific to the airport so that the airport's rights and responsibilities can be clearly established as they pertain to on-airport land use and development.	2016

**Table 15-13
Intergovernmental Cooperation Plan Actions**

Intergovernmental Agreements. Continue to follow the provisions of the agreements signed in 2011 with each of the five adjacent Towns.	Ongoing
ETJ Plat Review. Continue to review all proposed plats and certified survey land divisions in the City's Extra-territorial subdivision review area to ensure compatibility with the City Subdivision Ordinance and Comprehensive Plan.	Ongoing
Future Boundary with Altoona. Negotiate a line to designate the areas that may receive annexation petitions to the City of Eau Claire and the City of Altoona in the Town of Washington.	2016
Shared Services Initiative. Continue to participate with Eau Claire County in the Joint Commission on Shared Services Initiatives.	Ongoing
City-County Health Department. Continue to work with the Eau Claire County Health Department on matters of public health and housing inspections, particularly in an accelerated neighborhood revitalization campaign.	Ongoing
Highway T. Coordinate with the Wisconsin Department of Transportation on transferring to the DOT the jurisdiction of County Highway T, widening the road and building a bridge over the Union Pacific Railroad tracks.	2016 to 2030
Passenger Rail. Coordinate with the Wisconsin and Minnesota Departments of Transportation on bringing passenger rail to Eau Claire from the Twin Cities and siting the station.	2016 to 2025
Lowes Creek. Seek assistance from the Wisconsin Department of Natural Resources on protecting water quality in the Lowes Creek watershed.	Ongoing

WHEREAS, Rosa Parks was an iconic figure in the movements for social justice and racial equality, and played a major role in the inception of the Civil Rights movement that ended legal segregation in the United States; and

WHEREAS, the immediate focus of Rosa Parks' historic protest was the unequal access of African-Americans to public transit; and

WHEREAS, unequal access to public transit based on race, income, and disability have persisted to this day, and have to a degree become worse, with cuts in public funding for transit and consequent fare increases in many transit systems; and

WHEREAS, affordable, reliable public transit is an essential public service, on par with utilities such as water and electricity; and

WHEREAS, the expansion of public transit provides the opportunity to continue the tradition of Rosa Parks and the civil rights movement by ensuring that transit systems are affordable and accessible, and that people of color, economically disadvantaged people, people with disabilities, and other marginalized populations have full access to the benefits of public transit; and

WHEREAS, the expansion of public transit provides an unprecedented opportunity to create a large number of good, high-skill, family-supporting transit operation jobs, as well as construction jobs for building new transit facilities; and

WHEREAS, increased community access to public transit enforces a reduction in racial, economic and other disparities while building mobile equity within the community.

NOW, THEREFORE, I, Terry Weld, President of the Eau Claire City Council, on behalf of the entire City Council and the citizens of Eau Claire, do hereby proclaim Thursday, February 4, 2021, as

Transit Equity Day

in the city of Eau Claire and in recognition the Eau Claire Transit system shall place a red rose upon the front seat of every city bus, to remember Rosa Parks on her birthday, and draw attention to the continuing racial, economic, and other inequalities in access to adequate public transit in America.

Transit Equity Day – February 4, 2021

Posters (copy below) will be placed on one seat of each bus.

TODAY, THIS SEAT HONORS ROSA PARKS

Mrs. Parks refused to give up her bus seat to a white passenger on the grounds of fairness, freedom, and equality. Her quiet strength made a seat available for everyone. We honor Rosa Parks today, her birthday, with **Transit Equity Day.**

We all have a responsibility to honor the work of brave civil rights leaders like Mrs. Parks by continuing to learn and to advance our efforts to achieve racial, social, and economic equity for all people.

*"You must never be
fearful about what
you are doing
when it is right."*

Eau Claire Transit is committed to making public transit accessible and affordable for everyone.

Please visit our website at ecbus.org or call our office at 715-839-5111 for more information.



Photo Copyright: Ebony Magazine

Summary of Recommended Changes

Table 40 and Table 41 summarize the recommended service changes and their resource and cost implications under the Short-Term, Minimal Cost scenario. In total, the recommended service changes require:

- one less bus operating in the peak period, or busiest time of day;
- an increase of 3,421 (7.4%) annual vehicle revenue hours;
- 3,338 (0.5%) fewer annual vehicle revenue miles; and
- an estimated \$195,400 (4.4%) increase in annual operating and maintenance costs (before accounting for state and federal grants or fare revenue).

Table 40. Service & Resource Summary: Short-Term, Minimal Cost Scenario

Recommendations Packaged by Route(s)	Change from Existing*			
	Buses Reqd. (Peak)	Annual Revenue Hours	Annual Revenue Miles	Annual Operating Expense
Route 1: Minor routing change, add evening and Saturday service	0	+718.0	+7,123.1	+\$68,800
Routes 3 & 4: Restructure routes	0	0.0	+5,212.2	\$0
Route 3/4: Replace with North On-Demand Zone	0	+2,263.0	-28,305.2	+\$4,400
Routes 5 & 6: Restructure routes, add evening and Saturday service	0	-869.0	-18,153.4	-\$83,300
Route 8: Minor routing change, add evening and Saturday service	0	+52.0	+1926.6	+\$5,000
Routes 9 & 19: Changes to operations and communications	0	0.0	0.0	\$0
Route 12: Minor routing change, add evening and Saturday service	0	+52.0	+3,343.9	+\$5,000
Routes 15 & 21: Restructure routes, add evening and Saturday service	0	+838.0	+17,260.2	+\$80,400
Route 20: Minor routing change, add evening and Saturday service	0	+562.0	+11,005.7	+\$53,900
Express Routes 1 & 10: Replace with modified trips on Routes 4 and 3	-1	-195.5	-2,751.5	-\$18,800
Staff: Evening Operations Supervisor [^]	--	--	--	+\$80,000
Combined: Net Total		+3,420.5	-3,338.4	+\$195,400
Combined: Net Percent Change		+7.3%	-0.5%	+4.4%
Buses Operating at Peak Period	15			
Net Buses Operating at Peak Period	-1			

*Under typical conditions (fall 2019), ECT's fixed route annual operating expense is approximately \$4,490,000; annual revenue hours amount to about 46,800; and annual revenue miles amount to approximately 702,700.

[^]The addition of Route 1 service 2 hours later on weeknights would require ECT to hire an additional operations supervisor. The high-level, planning stage estimate of this additional staff is assumed to be \$80,000, added to annual operating expenses.

Table 41. Service Change Summary: Short-Term, Minimal Cost Scenario

Green highlight indicates change compared to existing

Route	Period	Weekday			Saturday			Notes
		Start of First Trip	Start of Last Trip	Frequency (minutes)	Start of First Trip	Start of Last Trip	Frequency (minutes)	
1 Margaret – Mall	Existing	6:15 AM	9:15 PM	60	8:15 AM	5:15 PM	60	
	Proposed	6:15 AM	11:15 PM	60	8:15 AM	9:15 PM	60	
2 Mt. Washington	Existing	5:45 AM	9:45 PM	60	8:45 AM	5:45 PM	60	
	Proposed	5:45 AM	9:45 PM	60	8:15 AM	5:15 PM	60	
3 North High	Existing	5:45 AM	5:45 PM	60	--	--	--	
	Proposed	5:45 AM	5:45 PM	60	--	--	--	
4 Locust Ln	Existing	6:15 AM	5:15 PM	60	--	--	--	
	Proposed	6:15 AM	5:15 PM	60	--	--	--	
3/4 North High/Locust	Existing	6:45 PM	9:45 PM	60	8:45 AM	5:45 PM	60	
	Proposed							*
5 Rudolph Rd	Existing	6:15 AM	9:15 PM	60	8:15 AM	5:15 PM	60	
	Proposed							^
6 Putnam – Mall	Existing	7:45 AM	6:45 PM	60	8:45 AM	5:45 PM	60	
	Proposed	6:15 AM	10:15 PM	60	8:45 AM	8:45 PM	60	^
7 West Clairemont	Existing	6:45 AM	5:15 PM	60	8:15 AM	5:15 PM	60	+
	Proposed	6:45 AM	5:15 PM	60	8:15 AM	5:15 PM	60	+
8 Folsom – Vine	Existing	5:45 AM	9:15 PM	30/60	8:15 AM	6:15 PM	60	
	Proposed	5:45 AM	9:15 PM	30/60	8:15 AM	8:15 PM	60	
9 Water St	Existing	6:50 AM	10:00 PM	10/20/60	12:00 PM	5:00 PM	60	
	Proposed	6:50 AM	10:00 PM	10/20/60	12:00 PM	5:00 PM	60	
12 Delong	Existing	6:15 AM	9:15 PM	60	8:15 AM	6:15 PM	60	
	Proposed	6:15 AM	9:15 PM	60	8:45 AM	8:45 PM	60	
15 West MacArthur	Existing	7:45 AM	9:45 PM	60	8:45 AM	5:45 PM	60	
	Proposed							#
17 Altoona	Existing	6:45 AM	6:45 PM	60	8:45 AM	5:45 PM	60	
	Proposed	6:45 AM	6:45 PM	60	8:45 AM	5:45 PM	60	
18 Memorial	Existing	6:15 AM	9:45 PM	30/60	8:45 AM	5:45 PM	60	
	Proposed	6:15 AM	9:45 PM	30/60	8:45 AM	5:45 PM	60	
19 Stein Blvd	Existing	6:48 AM	10:30 PM	13/20/60	--	--	--	
	Proposed	6:48 AM	10:30 PM	13/20/60	--	--	--	
20 Westridge	Existing	8:45 AM	6:45 PM	60	8:45 AM	6:45 PM	60	
	Proposed	6:45 AM	8:45 PM	60	8:45 AM	8:45 PM	60	
21 Shopko – Bollinger	Existing	8:15 AM	6:15 PM	60	8:15 AM	5:15 PM	60	
	Proposed	6:15 AM	10:45 PM	30	8:15 AM	8:15 PM	60	#
North On-Demand	Existing	--	--	--	--	--	--	
	Proposed	6:15 PM	10:45 PM	On Demand	8:15 AM	8:45 PM	On Demand	*

Express Routes

The recommendation to eliminating Express Routes 1 and 10 as part of the Short-Term, Minimal Cost Scenario also apply to the Short-Term, Investment Scenario (see Table 39).

Routes with No Changes

No significant changes are recommended for Express Route 11 under the Short-Term, Moderate Investment scenario.

Summary of Recommended Changes

Table 64 and Table 65 summarize the recommended service changes and their resource and cost implications under the Short-Term, Investment scenario. In total, the recommended service changes require:

- the same number of buses operating in the peak period, or busiest time of day;
- an increase of 27,126 (57.9%) annual vehicle revenue hours
- 265,981 (37.9%) additional annual vehicle revenue miles; and
- an estimated \$2,194,000 (48.9%) increase in annual operating and maintenance costs (before accounting for state and federal grants or fare revenue).

Table 64. Service & Resource Summary: Short-Term, Investment Scenario

Recommendations Packaged by Route(s)	Same as Short- Term, Minimal Cost Scenario	Change from Existing*			
		Buses Reqd. (Peak)	Annual Revenue Hours	Annual Revenue Miles	Annual Operating Expense
Route 1: Increase frequency, minor routing change, add evening and Saturday service		+1	+5,729.0	+72,566.7	+\$549,300
Route 2: Add evening and Saturday service		0	+78.0	+1,152.8	+\$7,500
Routes 3 & 4: Restructure routes	X	0	0.0	+5,212.2	\$0
Route 3/4: Replace with North On-Demand Zone	X	0	+2,263.0	-28,305.2	+\$4,400
Routes 5 & 6: Restructure routes, add evening and Saturday service, increase frequency on new Route 6		0	+3,466.0	+44,357.3	+\$332,300
Route 7: Add evening and Saturday service		0	+307.5	+3,886.8	+\$29,500
Route 8: Minor routing change, add evening and Saturday service, increase frequency		0	+817.0	+13,860.6	+\$78,400
Routes 9 & 19: Increase frequency, add evening and Saturday service		0	+4,233.3	+63,414.1	+\$405,900
Route 12: Minor routing change, add evening and Saturday service	X	0	+179.5	+5,422.1	+\$17,200
Routes 15 & 21: Restructure routes, add evening and Saturday service	X	0	+838.0	+17,260.2	+\$80,400
Routes 17 & 71: Replace Route 17 with Route 71, add evening and Saturday service		0	+2,966.0	+41,413.9	+\$284,400
Route 18: Increase frequency, minor routing change, add evening and Saturday service		0	+843.0	+15,256.3	+\$80,900
Route 20: Minor routing change, add evening and Saturday service	X	0	+689.5	+13,234.4	+\$66,100
Northwest On-Demand Service: New service		0	+4,912.0	--	+\$196,500
Express Routes 1 & 10: Replace with modified trips on Routes 4 and 3	X	-1	-195.5	-2,751.5	-\$18,800
Staff: Evening Operations Supervisor^	X	--	--	--	+\$80,000
Combined: Net Total			+27,126.3	+265,980.8	+\$2,194,000
Combined: Net Percent Change			+57.9%	+37.9%	+48.9%
Buses Operating at Peak Period		17			
Net Buses Operating at Peak Period		+1			

*Under typical conditions (fall 2019), ECT's fixed route annual operating expense is approximately \$4,490,000; annual revenue hours amount to about 46,800; and annual revenue miles amount to approximately 702,700.

^The addition of Route 1, 9, and 19 service later on weeknights would require ECT to hire an additional operations supervisor. The high-level, planning stage estimate of this additional staff is assumed to be \$80,000, added to annual operating expenses.

Table 65. Service Change Summary: Short-Term, Investment Scenario

Green highlight indicates change compared to existing

Route	Period	Weekday			Saturday			Notes
		Start of First Trip	Start of Last Trip	Frequency (minutes)	Start of First Trip	Start of Last Trip	Frequency (minutes)	
1 Margaret – Mall	Existing	6:15 AM	9:15 PM	60	8:15 AM	5:15 PM	60	
	Proposed	6:15 AM	11:15 PM	30	8:15 AM	9:15 PM	30	
2 Mt. Washington	Existing	5:45 AM	9:45 PM	60	8:45 AM	5:45 PM	60	
	Proposed	5:45 AM	9:45 PM	60	8:15 AM	8:15 PM	60	
3 North High	Existing	5:45 AM	5:45 PM	60	--	--	--	
	Proposed	5:45 AM	5:45 PM	60	--	--	--	
4 Locust Ln	Existing	6:15 AM	5:15 PM	60	--	--	--	
	Proposed	6:15 AM	5:15 PM	60	--	--	--	
3/4 North High/Locust	Existing	6:45 PM	9:45 PM	60	8:45 AM	5:45 PM	60	
	Proposed	--	--	--	--	--	--	*
5 Rudolph Rd	Existing	6:15 AM	9:15 PM	60	8:15 AM	5:15 PM	60	
	Proposed	--	--	--	--	--	--	^
6 Putnam – Mall	Existing	7:45 AM	6:45 PM	60	8:45 AM	5:45 PM	60	
	Proposed	6:15 AM	10:45 PM	30	8:45 AM	8:45 PM	60	^
7 West Clairemont	Existing	6:45 AM	5:15 PM	60	8:15 AM	5:15 PM	60	+
	Proposed	6:45 AM	8:15 PM	60	8:15 AM	8:15 PM	60	+
8 Folsom – Vine	Existing	5:45 AM	9:15 PM	30/60	8:15 AM	6:15 PM	60	
	Proposed	5:45 AM	10:45 PM	30	8:15 AM	8:15 PM	60	
9 Water St	Existing	6:50 AM	10:00 AM	10/20/60	12:00 PM	5:00 PM	60	
	Proposed	6:50 AM	11:40 PM	10/20	7:40 AM	11:40 PM	20	
12 Delong	Existing	6:15 AM	9:15 PM	60	8:15 AM	6:15 PM	60	
	Proposed	6:15 AM	10:15 PM	60	8:45 AM	8:45 PM	60	
15 West MacArthur	Existing	7:45 AM	9:45 PM	60	8:45 AM	5:45 PM	60	
	Proposed	--	--	--	--	--	--	#
17 Altoona	Existing	6:45 AM	6:45 PM	60	8:45 AM	5:45 PM	60	
	Proposed	--	--	--	--	--	--	@
18 Memorial	Existing	6:15 AM	9:45 PM	30/60	8:45 AM	5:45 PM	60	
	Proposed	6:15 AM	10:45 PM	30	8:45 AM	8:45 PM	60	
19 Stein Blvd	Existing	6:48 AM	10:30 PM	13/20/60	--	--	--	
	Proposed	6:48 AM	11:38 PM	10/20	7:38 AM	11:38 PM	20	
20 Westridge	Existing	8:45 AM	6:45 PM	60	8:45 AM	6:45 PM	60	
	Proposed	6:45 AM	9:45 PM	60	8:45 AM	8:45 PM	60	
21 Shopko – Bollinger	Existing	8:15 AM	6:15 PM	60	8:15 AM	5:15 PM	60	
	Proposed	6:15 AM	10:45 PM	30	8:15 AM	8:15 PM	60	#
71 Altoona	Existing	--	--	--	--	--	--	
	Proposed	6:45 AM	10:45 PM	60	8:15 AM	8:15 PM	60	@
North On-Demand	Existing	--	--	--	--	--	--	
	Proposed	6:15 PM	10:45 PM	Demand	8:15 AM	8:45 PM	On Demand	*

Route	Period	Weekday			Saturday			Notes
		Start of First Trip	Start of Last Trip	Frequency (minutes)	Start of First Trip	Start of Last Trip	Frequency (minutes)	
Northwest On-Demand	Existing	--	--	--	--	--	--	
	Proposed	Shift Times		Demand	Shift Times		On Demand	!

Table 65 Notes:

*Route 3/4 replaced by North On-Demand service

^Route 5 replaced by restructured Route 6

+Route 7 operates Tuesday and Thursday until 8:15 PM

#Route 15 replaced by restructured Route 21

@Replace Route 17 with new Route 71

! New on-demand service; operating in northwest Eau Claire and areas surrounding US 12, including the Menards Distribution Center; available 8 hours per day across three distinct time periods corresponding to shift times

Sunday Service

Sunday service is introduced in this Longer-Term scenario. It is recommended that service available on Sundays mirror those available on Saturdays. Where warranted and feasible, maintaining consistent weekend service is a best practice; it provides consistency and simplicity, which make transit easier to understand and use.

Duplicating the Saturday service schedule on would result in the following fixed routes and services being available on Sundays under this Longer-Term scenario: 1, 2, 6, 7, 8, 9, 12, 18, 20, 21, 71, 91, North On-Demand, Northwest On-Demand, Northeast On-Demand, and South On-Demand. Operating this schedule would require 11 buses to operate at the busiest period on Sunday.¹⁰

Table 71. Service Resource Summary: Sunday Service (Longer-Term Scenario)

Service Days	Phase	Buses Req'd.	Daily Scheduled Trips	Daily Revenue Hours	Daily Revenue Miles	Change in Annual Operating Expense
Sunday	Existing	--	--	--	--	
	Proposed	11	129.0	6,168.0	35,616.8	\$343,100

Summary of Recommended Changes

Table 72 and Table 73 summarize the recommended service changes and their resource and cost implications under the Longer-Term scenario. In total, the recommended service changes require:

- one additional bus operating in the peak period, or busiest time of day;
- an increase of 41,428 (88.5%) annual vehicle revenue hours;
- 329,344 (46.9%) additional annual vehicle revenue miles; and
- an estimated \$3,112,500 (69.6%) increase in annual operating and maintenance costs (before accounting for state and federal grants or fare revenue).

¹⁰ Excluding on-demand service, which is assumed to be operated by a contractor that would provide the necessary vehicles and drivers.

Table 72. Service & Resource Summary: Longer-Term Scenario

Recommendations Packaged by Route(s)	Unique to Longer- Term Scenario	Change from Existing*			
		Buses Reqd. (Peak)	Annual Revenue Hours	Annual Revenue Miles	Annual Operating Expense
Route 1: Increase frequency, minor routing change, add evening and Saturday service		+1	+5,729.0	+72,566.7	+\$549,300
Route 2: Add evening and Saturday service		0	+78.0	+1,152.8	+\$7,500
Routes 3 & 4: Restructure routes		0	0.0	+5,212.2	\$0
Route 3/4: Replace with North On-Demand Zone		0	+2,263.0	-28,305.2	+\$4,400
Routes 5 & 6: Restructure routes, add evening and Saturday service, increase frequency on new Route 6		0	+3,466.0	+44,357.3	+\$332,300
Route 7: Add evening and Saturday service		0	+307.5	+3,886.8	+\$29,500
Route 8: Minor routing change, add evening and Saturday service, increase frequency		0	+817.0	+13,860.6	+\$78,400
Routes 9: Increase frequency, add evening and Saturday service (See Route 9 details in Table 53)		0	+1,401.0	+16,595.6	+\$134,300
Route 12: Minor routing change, add evening and Saturday service		0	+179.5	+5,422.1	+\$17,200
Routes 15 & 21: Restructure routes, add evening and Saturday service		0	+838.0	+17,260.2	+\$80,400
Routes 17 & 71: Replace Route 17 with Route 71, add evening and Saturday service		0	+2,966.0	+41,413.9	+\$284,400
Route 18: Increase frequency, minor routing change, add evening and Saturday service		0	+843.0	+15,256.3	+\$80,900
Routes 19 & 91: Replace Route 19 with Route 91, add evening and Saturday service	X	+1	6,053.7	74,564.6	+\$580,500
Route 20: Minor routing change, add evening and Saturday service		0	+689.5	+13,234.4	+\$66,100
Northwest On-Demand Service: New service		0	+4,912.0	--	+\$196,500
Northeast & South On-Demand Services: New services	X	0	+4,912.0	--	+\$196,500
Express Routes 1 & 10: Replace with modified trips on Routes 4 and 3		-1	-195.5	-2,751.5	-\$18,800
Sunday Service: Replicate Saturday service on Sunday	X	0	+6,168.0	+35,616.8	+\$343,100
Staff: Evening Operations Supervisor^		--	--	--	+\$80,000
Staff: Sunday Operations Supervisor^	X	--	--	--	+\$80,000
Combined: Net Total		+1	+41,427.7	+329,343.8	+\$3,112,500
Combined: Net Percent Change			+88.5%	+46.9%	+69.6%
Buses Operating at Peak Period		18			
Net Buses Operating at Peak Period		+2			

*Under typical conditions (fall 2019), ECT's fixed route annual operating expense is approximately \$4,490,000; annual revenue hours amount to about 46,800; and annual revenue miles amount to approximately 702,700.

^The addition of Route 1, 9, and 91 service later on weeknights, and the addition of Sunday service would require ECT to hire at least 2 additional operations supervisor. The high-level, planning stage estimate of this additional staff positions is assumed to be \$160,000, added to annual operating expenses.

Table 73. Service Change Summary: Longer-Term Scenario

Green highlight indicates change compared to existing

Route	Period	Weekday			Saturday & Sunday			Notes
		Start of First Trip	Start of Last Trip	Frequency (minutes)	Start of First Trip	Start of Last Trip	Frequency (minutes)	
1 Margaret – Mall	Existing	6:15 AM	9:15 PM	60	8:15 AM	5:15 PM	60	
	Proposed	6:15 AM	11:15 PM	30	8:15 AM	9:15 PM	30	
2 Mt. Washington	Existing	5:45 AM	9:45 PM	60	8:45 AM	5:45 PM	60	
	Proposed	5:45 AM	9:45 PM	60	8:15 AM	8:15 PM	60	
3 North High	Existing	5:45 AM	5:45 PM	60	--	--	--	
	Proposed	5:45 AM	5:45 PM	60	--	--	--	
4 Locust Ln	Existing	6:15 AM	5:15 PM	60	--	--	--	
	Proposed	6:15 AM	5:15 PM	60	--	--	--	
3/4 North High/Locust	Existing	6:45 PM	9:45 PM	60	8:45 AM	5:45 PM	60	
	Proposed	--	--	--	--	--	--	*
5 Rudolph Rd	Existing	6:15 AM	9:15 PM	60	8:15 AM	5:15 PM	60	
	Proposed	--	--	--	--	--	--	^
6 Putnam – Mall	Existing	7:45 AM	6:45 PM	60	8:45 AM	5:45 PM	60	
	Proposed	6:15 AM	10:45 PM	30	8:45 AM	8:45 PM	60	^
7 West Clairemont	Existing	6:45 AM	5:15 PM	60	8:15 AM	5:15 PM	60	+
	Proposed	6:45 AM	8:15 PM	60	8:15 AM	8:15 PM	60	+
8 Folsom – Vine	Existing	5:45 AM	9:15 PM	30/60	8:15 AM	6:15 PM	60	
	Proposed	5:45 AM	10:45 PM	30	8:15 AM	8:15 PM	60	
9 Water St	Existing	6:50 AM	10:00 AM	10/20/60	12:00 PM	5:00 PM	60	
	Proposed	6:50 AM	11:40 PM	10/20	7:40 AM	11:40 PM	20	
12 Delong	Existing	6:15 AM	9:15 PM	60	8:15 AM	6:15 PM	60	
	Proposed	6:15 AM	10:15 PM	60	8:45 AM	8:45 PM	60	
15 West MacArthur	Existing	7:45 AM	9:45 PM	60	8:45 AM	5:45 PM	60	
	Proposed	--	--	--	--	--	--	#
17 Altoona	Existing	6:45 AM	6:45 PM	60	8:45 AM	5:45 PM	60	
	Proposed	--	--	--	--	--	--	@
18 Memorial	Existing	6:15 AM	9:45 PM	30/60	8:45 AM	5:45 PM	60	
	Proposed	6:15 AM	10:45 PM	30	8:45 AM	8:45 PM	60	
19 Stein Blvd	Existing	6:48 AM	10:30 PM	13/20/60	--	--	--	
	Proposed	6:48 AM	11:38 PM	10/20	7:38 AM	11:38 PM	20	
20 Westridge	Existing	8:45 AM	6:45 PM	60	8:45 AM	6:45 PM	60	
	Proposed	6:45 AM	9:45 PM	60	8:45 AM	8:45 PM	60	
21 Shopko – Bollinger	Existing	8:15 AM	6:15 PM	60	8:15 AM	5:15 PM	60	
	Proposed	6:15 AM	10:45 PM	30	8:15 AM	8:15 PM	60	#
71 Altoona	Existing	--	--	--	--	--	--	
	Proposed	6:45 AM	10:45 PM	60	8:15 AM	8:15 PM	60	@

Route	Period	Weekday			Saturday & Sunday			Notes
		Start of First Trip	Start of Last Trip	Frequency (minutes)	Start of First Trip	Start of Last Trip	Frequency (minutes)	
91 Sonnentag	Existing	--	--	--	--	--	--	
	Proposed	6:18 AM	11:18 PM	10/15/30	7:38 AM	11:38 PM	15	!
North On-Demand	Existing	--	--	--	--	--	--	
	Proposed	6:15 PM	10:45 PM	On Demand	8:15 AM	8:45 PM	On Demand	*
Northwest On-Demand	Existing	--	--	--	--	--	--	
	Proposed	Shift Times		On Demand	Shift Times		On Demand	**
Northeast On-Demand	Existing	--	--	--	--	--	--	
	Proposed	Shift Times		On Demand	Shift Times		On Demand	^^
South On-Demand	Existing	--	--	--	--	--	--	
	Proposed	Shift Times		On Demand	Shift Times		On Demand	++

Table 73 Notes:

*Route 3/4 replaced by North On-Demand service

^Route 5 replaced by restructured Route 6

+Route 7 operates Tuesday and Thursday until 8:15 PM

#Route 15 replaced by restructured Route 21

@Replace Route 17 with new Route 71

! New route to serve the Sonnentag Centre, replacing Route 19

**New on-demand service operating in northwest Eau Claire and areas surrounding US 12, including the Menards Distribution Center; available 8 hours per day across three distinct time periods corresponding to shift times

^^New on-demand service operating in Lake Hallie, between northeast Eau Claire, south of Chippewa Falls; available 8 hours per day across three distinct time periods corresponding to shift times

++New on-demand service operating south of Interstate 94 near Highway 93; available 8 hours per day across three distinct time periods corresponding to shift times

Collect and Analyze Data to Reimagine Express Routes

Express Routes 1 and 10 are duplicative of other existing fixed route service, and are thus recommended to be eliminated, and resources reallocated, under each of the three implementation scenarios (see *Express Routes*). Ridership data suggest these routes serve relatively few people and performance is trending in the wrong direction (Figure 25, Table 6).

Express routes are more flexible than ECT's regular fixed routes, and can be modified more easily to meet demand. The creation of more effective Express routes will require significant data and market analysis and trip planning that is tailored to actual students. ECT and ECASD must work in close collaboration to understand actual student needs and develop routes to address those needs.

Crafting a tailored approach for serving students with fixed routes requires student home location data; this allows for routes to be developed that do not result in significant walk/roll distances, travel time, and several transfers between routes. Unfortunately, such resources were not available as part of this TDP update, given reasonable data privacy concerns and protections. However, the use of home location data (strictly for route planning purposes following explicit consent) should be explored. This highly tailored approach requires significant time and resources from both ECT and ECASD. However, absent more flexible transit service options, such is likely necessary to better serve ECASD middle and high school students who have few affordable mobility options.

On-Demand Options

Each of the three recommended service change implementation scenarios includes an on-demand service concept (see *Route 3/4 & North On-Demand Service*). This transit mode could be employed to serve ECASD students with no or limited access to ECT fixed route service. An on-demand service option would also act as an alternative solution for those students who may change their daily schedules based on before or after school activities. An on-demand service option for ECASD students should be strongly considered if an on-demand service were to be implemented for the general public elsewhere in the community.

Coordination

Frequent coordination is perhaps most important to the growth of ECT ridership among K-12 students. ECT is a complex public transit service charged with meeting the demands of a diverse public. Tailoring its services to meet the needs of K-12 students will require resources (financial, physical, and intellectual) from both ECT and ECASD, applied in a targeted manner. Both parties should consider more formal structures that enable such collaboration.

Eau Claire Transit Commission
 Monthly Ridership Report
 November 2020

	Monthly			YTD Ridership		
	2019	2020	% Change	2019	2020	% Change
Full Cash Fare	3,089	2,136	-30.9%	36,449	12,679	-65.2%
Full Fare Tickets	2,729	1,453	-46.8%	29,787	10,710	-64.0%
\$1.50 Fare	113	15	-86.7%	577	459	-20.5%
Student Cash Fare	497	199	-60.0%	8,158	1,813	-77.8%
Student Fare Tickets	55	8	-85.5%	1,272	145	-88.6%
1/2 Cash Fare	1,205	765	-36.5%	15,418	4,725	-69.4%
Reduced Fare Tickets	653	306	-53.1%	7,440	2,102	-71.7%
Monthly Pass	8,926	4,114	-53.9%	107,596	28,746	-73.3%
\$45 Pass	617	261	-57.7%	5,091	2,078	-59.2%
Half Fare Pass	10,742	7,066	-34.2%	135,421	45,290	-66.6%
CVTC Pass	471	93	-80.3%	5,871	1,309	-77.7%
Day Pass	2,438	1,028	-57.8%	31,695	8,554	-73.0%
MAX Pass	2,759	589	-78.7%	24,975	8,993	-64.0%
Non-UWEC Ridership	34,294	18,033	-47.4%	409,750	127,603	-68.9%
UWEC	39,806	8,281	-79.2%	331,788	106,853	-67.8%
Total	74,100	26,314	-64.5%	743,097	234,456	-68.4%
Community Table	470	88	-81.3%	2,600	1,154	-55.6%
Paratransit	2,674	1,566	-41.4%	31,437	22,716	-27.7%
Free	485	213	-56.1%	9,979	158,978	1493.1%
Pool	0	0	0.0%	2,485	0	-100.0%
Library	0	0	0.0%	2,143	0	-100.0%
Transfer	3,826	2,363	-38.2%	43,411	14,370	-66.9%
Total	81,555	30,544	-62.5%	835,152	431,674	-48.3%
Evening Ridership	2,609	1,230	-52.9%	36,084	19,773	-45.2%
Saturday Ridership	4,240	2,347	-44.6%	47,774	34,535	-27.7%
Miles of Service-Day	50,004	48,372	-3.3%	567,261	542,214	-4.4%
Passenger / Mile-Day	1.58	0.61	-61.6%	1.41	0.76	-46.1%
Hours of Service-Day	3,575	3,834	7.2%	38,926	38,981	0.1%
Passenger / Hour-Day	22.08	7.65	-65.4%	20.53	10.57	-48.5%
Miles of Service-Eve.	8,242	8,242	0.0%	90,134	83,709	-7.1%
Passenger / Mile-Eve.	0.32	0.15	-52.9%	0.40	0.24	-41.0%
Hours of Service-Eve.	565	565	0.0%	6,174	6,085	-1.4%
Passenger / Hour-Eve.	4.62	2.18	-52.9%	5.84	3.25	-44.4%
Saturday	4	4	0.0%	47	47	0.0%
Weekday School	16	16	0.0%	136	106	-22.1%
Weekday Non-school	5	5	0.0%	102	133	30.4%

*Blended learning. Students in person 2 days/week, virtual 3 days/week.

Eau Claire Transit Commission
 Monthly Ridership Report
 December 2020

	Monthly			YTD Ridership		
	2019	2020	% Change	2019	2020	% Change
Full Cash Fare	2,982	1,988	-33.33%	39,431	14,667	-62.80%
Full Fare Tickets	2,890	1,534	-46.92%	32,677	12,244	-62.53%
\$1.50 Fare	235	41	-82.55%	812	500	-38.42%
Student Cash Fare	430	182	-57.67%	8,588	1,995	-76.77%
Student Fare Tickets	178	4	-97.75%	1,450	149	-89.72%
1/2 Cash Fare	1,171	896	-23.48%	16,589	5,621	-66.12%
Reduced Fare Tickets	562	206	-63.35%	8,002	2,308	-71.16%
Monthly Pass	8,056	4,837	-39.96%	115,652	33,583	-70.96%
\$45 Pass***	449	361	-19.60%	5,540	2,439	-55.97%
Half Fare Pass	9,869	7,115	-27.91%	145,290	52,405	-63.93%
CVTC Pass	441	98	-77.78%	6,312	1,407	-77.71%
Day Pass	2,668	1,318	-50.60%	34,363	9,872	-71.27%
MAX Pass	2,323	575	-75.25%	27,298	9,568	-64.95%
Non-UWEC Ridership	32,254	19,155	-40.61%	442,004	146,758	-66.80%
UWEC	37,005	2,615	-92.93%	368,793	109,468	-70.32%
Total	69,259	21,770	-68.57%	812,356	256,226	-68.46%
Community Table	351	108	-69.23%	2,951	1,262	-57.23%
Paratransit	2,609		-100.00%	34,046	21,150	-37.88%
Free	490	281	-42.65%	10,469	159,259	1421.24%
Pool	0	0	#DIV/0!	2,485	0	-100.00%
Library	0	0	#DIV/0!	2,143	0	-100.00%
Transfer	3,579	2,418	-32.44%	46,990	16,788	-64.27%
Total	76,288	24,577	-67.78%	911,440	454,685	-50.11%
Evening Ridership	2,383	1,277	-46.41%	38,467	21,050	-45.28%
Saturday Ridership	3,604	2,219	-38.43%	51,378	36,754	-28.46%
Miles of Service-Day	48,800	49,922	2.30%	616,061	592,136	-3.88%
Passenger / Mile-Day	1.51	0.47	-69.18%	1.42	0.73	-48.32%
Hours of Service-Day	3,522	3,658	3.85%	42,448	42,639	0.45%
Passenger / Hour-Day	20.98	6.37	-69.64%	20.57	10.17	-50.55%
Miles of Service-Eve.	8,298	8,298	0.00%	98,432	92,007	-6.53%
Passenger / Mile-Eve.	0.29	0.15	-46.41%	0.39	0.23	-41.46%
Hours of Service-Eve.	568	568	0.00%	6,742	6,653	-1.31%
Passenger / Hour-Eve.	4.20	2.25	-46.41%	5.71	3.16	-44.55%
Saturday	4	4	0.00%	51	51	0.00%
Weekday School	15	16	6.67%	151	122	-19.21%
Weekday Non-school	6	7	16.67%	108	140	29.63%

*Blended learning. Students in person 2 days/week, virtual 3 days/week.

Eau Claire Transit System

Operating Revenues

Report Date: November 30, 2020

% of Year Expired: 91.7%

	Prior Year		Current Year		% of Budget
	2019 Budget	2019 Y-T-D	2020 Budget	2020 Y-T-D	
Full Fare Cash	\$ 75,500	\$ 63,727	\$ 70,000	\$ 22,243	31.8%
Full Fare Pass	\$ 165,000	\$ 132,400	\$ 170,000	\$ 53,280	31.3%
Full Fare Tickets	\$ 32,000	\$ 40,492	\$ 50,000	\$ 15,988	32.0%
Day Pass	\$ 38,900	\$ 24,319	\$ 27,000	\$ 7,110	26.3%
Total Full Adult Fares	\$ 311,400	\$ 260,938	\$ 317,000	\$ 98,621	31.1%
Income-Qualifying Cash	\$ 1,900	\$ 854	\$ 1,000	\$ 693	69.3%
Income-Qualifying Pass	\$ 5,400	\$ 5,895	\$ 8,000	\$ 3,060	38.3%
Total I-Q Fares:	\$ 7,300	\$ 6,749	\$ 9,000	\$ 3,753	41.7%
Reduced Fare Cash	\$ 21,100	\$ 13,098	\$ 15,000	\$ 4,041	26.9%
Reduced Fare Pass	\$ 82,500	\$ 74,463	\$ 90,000	\$ 36,327	40.4%
Reduced Fare Tickets	\$ 7,700	\$ 8,067	\$ 10,000	\$ 2,595	26.0%
Total Reduced Fares	\$ 111,300	\$ 95,628	\$ 115,000	\$ 42,963	37.4%
Student Fare Cash	\$ 7,800	\$ 10,216	\$ 11,000	\$ 2,265	20.6%
Student Fare Tickets	\$ 1,900	\$ 2,198	\$ 2,200	\$ 338	15.3%
Student MAX Pass	\$ 27,900	\$ 29,205	\$ 40,000	\$ 9,350	23.4%
CVTC Student Pass	\$ 7,500	\$ 4,000	\$ 7,500	\$ 1,820	24.3%
UW - Eau Claire	\$ 400,000	\$ 396,000	\$ 400,000	\$ 329,507	82.4%
Pool/Library	\$ 8,000	\$ 625	\$ 8,500		0.0%
Total Student Fares	\$ 453,100	\$ 442,244	\$ 469,200	\$ 343,280	73.2%
Paratransit Co-Pay	\$ 162,000	\$ 86,807	\$ 101,500	\$ 54,930	54.1%
Agency Fare	\$ 155,000	\$ 166,450	\$ 209,000	\$ 51,186	24.5%
Local Reimbursement	\$ 1,500	\$ 527	\$ 1,100	\$ 83	7.6%
State PT Assistance	\$ 60,000	\$ 62,450	\$ 61,500	\$ 68,547	111.5%
Total Paratransit	\$ 378,500	\$ 316,234	\$ 373,100	\$ 174,746	46.8%
Federal Assistance	\$ 1,804,700	\$ 1,209,167	\$ 1,813,000	\$ 1,620,698	89.4%
State Assistance	\$ 1,449,600	\$ 1,460,579	\$ 1,487,000	\$ 1,375,113	92.5%
EC County Assistance	\$ 143,400	\$ 100,664	\$ 132,700	\$ 92,115	69.4%
Altoona Assistance	\$ 70,800	\$ 34,559	\$ 70,300	\$ 31,582	44.9%
Total Assistance	\$ 3,468,500	\$ 2,804,968	\$ 3,503,000	\$ 3,119,508	89.1%
Advertising	\$ 52,000	\$ 67,517	\$ 71,400	\$ 26,108	36.6%
Vending Commission	\$ -	\$ 7,579	\$ 4,000	\$ 3,949	
Gifts & Donations	\$ -		\$ -	\$ -	
Other Penalties	\$ -		\$ -	\$ 36	
Miscellaneous	\$ 1,000	\$ 8,308	\$ 600	\$ 5,930	988.4%
General Fund - Operations	\$ 1,133,800	\$ 1,056,733	\$ 1,182,100	\$ 1,083,592	91.7%
Sale of Capital Assets	\$ -	\$ 2,099	\$ -	\$ 8,547	
Fund Balance Applied	\$ -		\$ 17,500	\$ -	
Fund Balance Used for CI	\$ -		\$ -	\$ -	
Total Other	\$ 1,186,800	\$ 1,142,236	\$ 1,275,600	\$ 1,128,161	88.4%
TOTAL REVENUES	\$ 5,916,900	\$ 5,068,996	\$ 6,061,900	\$ 4,911,031	81.0%

Eau Claire Transit System

Operating Expenses

Report Date: November 30, 2020

% of Year Expired: 91.7%

	Prior Year		Current Year		
	2019 Budget	2019 Y-T-D	2020 Budget	2020 Y-T-D	% of Budget
Admin Wages	\$ 300,500	\$ 267,242	\$ 313,400	\$ 288,885	92.2%
Admin OT Wages	\$ 12,000	\$ 1,536	\$ 12,000	\$ 608	5.1%
Admin Benefits	\$ 211,239	\$ 167,731	\$ 262,836	\$ 207,617	79.0%
Operator Wages	\$ 1,414,400	\$ 1,154,818	\$ 1,384,000	\$ 1,008,588	72.9%
Operator OT Wages	\$ 23,000	\$ 181,788	\$ 23,000	\$ 208,008	904.4%
Operator Benefits	\$ 687,355	\$ 587,995	\$ 721,836	\$ 504,506	69.9%
Shop Wages	\$ 266,900	\$ 244,193	\$ 278,600	\$ 225,220	80.8%
Shop OT Wages	\$ 23,800	\$ 58,865	\$ 23,800	\$ 54,305	228.2%
Shop Benefits	\$ 124,206	\$ 129,804	\$ 164,427	\$ 120,861	73.5%
Total Payroll	<u>\$ 3,063,400</u>	<u>\$ 2,793,974</u>	<u>\$ 3,183,900</u>	<u>\$ 2,618,597</u>	82.2%
Printing & Binding	\$ 15,300	\$ 8,625	\$ 7,500	\$ 10,698	142.6%
Advertising & Marketing	\$ 30,000	\$ 18,360	\$ 28,000	\$ 22,532	80.5%
Custodial	\$ 17,900	\$ 17,408	\$ 17,900	\$ 17,408	97.2%
Security	\$ 33,200	\$ 26,751	\$ 33,200	\$ 30,396	91.6%
Utilities	\$ 12,200	\$ 8,112	\$ 8,800	\$ 8,093	92.0%
Ins & Admin Charges	\$ 177,000	\$ 168,927	\$ 167,800	\$ 179,795	107.1%
Misc. Services	\$ 377,300	\$ 364,961	\$ 323,600	\$ 302,924	93.6%
Total Services	<u>\$ 662,900</u>	<u>\$ 613,143</u>	<u>\$ 586,800</u>	<u>\$ 571,846</u>	97.5%
Office Supplies	\$ 4,400	\$ 1,128	\$ 3,300	\$ 2,439	73.9%
Uniforms & Clothing	\$ 12,200	\$ 10,669	\$ 11,700	\$ 9,015	77.0%
Gas	\$ 2,700	\$ 915	\$ 1,500	\$ 608	40.5%
Diesel Fuel	\$ 419,400	\$ 250,784	\$ 381,500	\$ 159,170	41.7%
Motor Oil	\$ 20,500	\$ 13,141	\$ 17,000	\$ 12,718	74.8%
Tires	\$ 38,300	\$ 50,637	\$ 55,000	\$ 34,191	62.2%
Supplies	\$ 274,800	\$ 512,929	\$ 310,900	\$ 323,884	104.2%
Tool/Shop	\$ 7,500	\$ 9,891	\$ 9,100	\$ 19,403	213.2%
Equip Purchase	\$ -	\$ -	\$ 2,500	\$ 2,090	-
Misc. Materials/Supplies	\$ 4,900	\$ 1,746	\$ 2,100	\$ 13,417	638.9%
Total Materials/Supplies	<u>\$ 784,700</u>	<u>\$ 851,839</u>	<u>\$ 794,600</u>	<u>\$ 576,935</u>	72.6%
Purchased Transp.	\$ 1,314,200	\$ 898,899	\$ 1,314,200	\$ 528,899	40.2%
Paratransit Cer	\$ 68,000	\$ 48,910	\$ 72,000	\$ 55,796	77.5%
Total Paratransit	<u>\$ 1,382,200</u>	<u>\$ 947,809</u>	<u>\$ 1,386,200</u>	<u>\$ 584,695</u>	42.2%
Unfund Pen	\$ 37,900	\$ 34,742	\$ 37,900	\$ 34,742	91.7%
Loss on Disp of Equip	\$ -	\$ -	\$ -	\$ -	-
Capital Purchases	\$ -	\$ -	\$ -	\$ -	-
Depreciation	\$ -	\$ -	\$ -	\$ -	-
Other Charges/Adj	\$ -	\$ -	\$ -	\$ -	-
Total Other	<u>\$ 37,900</u>	<u>\$ 34,742</u>	<u>\$ 37,900</u>	<u>\$ 34,742</u>	91.7%
TOTAL EXPENSES	<u>\$ 5,931,100</u>	<u>\$ 5,241,508</u>	<u>\$ 5,989,400</u>	<u>\$ 4,386,814</u>	73.2%



MANAGER'S REPORT

JANUARY 20, 2021

TRANSFER CENTER PROJECT UPDATE

We will begin improvements on the Schlegilmilch lot this spring to prepare for the Temporary Site Construction. Assessments will be made regarding the buildings in the area near the construction sites to monitor any damage that may be caused by construction. A unanticipated discovery plan will be implement prior to the beginning of excavations.

TRANSFER CENTER PROJECT UPDATE

In your packets is a summary of the 2020 Income Qualifying fare usage for 2020. It will be interesting to see what affect the new amount, \$.85 for single trips and \$25 for monthly passes will have in 2021.

RFP FOR BUS TECHNOLOGY AND FARE COLLECTION UPDATE

Purchasing is reviewing a draft of the Transit Bus Technology RFP. One more meeting is scheduled with SRF to iron out the details. We hope to release the RFP shortly after that.

COVID-19 ACTIONS UPDATE

Thermometers have been placed on all the buses and in the driver's staging room in order for operator's to monitor their temperatures at the beginning of their shifts. There is no plan to take temperatures of passengers. There was one case of an operator testing positive. The operator developed no symptoms and has returned to work after being cleared by the Physician.

Income-Qualifying Fare Report 2020

Apps Received

Permits Issued

\$1.50 Trips

Passes Sold

\$45 Pass Trips

Month	Apps Received	Permits Issued	\$1.50 Trips	Passes Sold	\$45 Pass Trips
January	0	0	161	7	567
February	5	5	182	5	596
March	2	2	68	8	403
April	0	0	0	0	0
May	0	0	0	0	0
June	0	0	0	0	0
July	0	0	0	0	0
August	4	6	0	0	0
September	0	0	0	0	0
October	3	4	33	6	251
November	1	1	15	3	261
December	0	0	41	8	361