



AGENDA

BICYCLE AND PEDESTRIAN STREET SAFETY COMMISSION (BPSSC)

Members

- Scott Cole
- Bill Fehrenbach
- Larry Frostman
- Michael O'Meara
- Ald. Thomas Leek
- Janet Jurgella Finn (Alt. #1)

Date and Time: June 3, 2021
2:00 PM

Location: Police Department -- Room 122
933 Michigan Avenue
Stevens Point, WI 54481

1. Roll Call

Discussion and Possible Action on the Following:

2. Election of a Chairperson for the Bicycle & Pedestrian Street Safety Commission.
3. Election of a Vice Chairperson for the Bicycle & Pedestrian Street Safety Commission.
4. Report of the April 22, 2021 meeting of the Bicycle & Pedestrian Street Safety Commission.
5. Scheduling and discussion on the walking/rolling audit of planned 2022 street reconstructions.
6. Scheduling and discussion on 2021 bicycle and pedestrian counts.
7. Discussion on potential bicycle and pedestrian education initiatives.
8. Quarterly update: 2021-2026 Strategic Goals of the Bicycle & Pedestrian Street Safety Commission.
9. Adjourn

PLEASE TAKE NOTICE that any person who has special needs while attending these meetings or needs agenda materials for these meetings should contact the City Clerk as soon as possible to ensure that a reasonable accommodation can be made. The City Clerk can be reached by telephone at (715) 346-1569 or by mail at 1515 Strongs Avenue, Stevens Point, WI 54481.

Maps further defining the above area(s) may be obtained from the City of Stevens Point Department of Community Development, 1515 Strongs Avenue, Stevens Point, WI 54481, or by calling (715) 346-1567, during normal business hours.

PLEASE TAKE FURTHER NOTICE that a quorum of the Common Council may be in attendance at this meeting.

REPORT OF THE BICYCLE & PEDESTRIAN STREET SAFETY COMMISSION

April 22, 2021 – 3:00 PM
Zoom Conference Call Meeting

PRESENT: Chair Roark, Alderperson Leek, Commissioner Fehrenbach, Commissioner O'Meara,
Commissioner Lane-Browne.

ALSO PRESENT: Director Kernosky, Associate Planner/Zoning Administrator Kuhn, Director Beduhn,
Director Kremer, Becky Kezeske, and unidentified audience members via Virtual Zoom Meeting.

INDEX:

1. Roll call.
2. Persons who wish to address the committee for up to three (3) minutes on a non-agenda item.

Discussion and possible action on the following:

3. Report of the February 11, 2021 meeting of the Bicycle & Pedestrian Street Safety Commission
4. Discussion and possible recommendation for the winter maintenance on the Riverfront Section of the Green Circle Trail
5. Discussion on mini roundabouts
6. Discussion on recruiting businesses to apply as a Bicycle Friendly Business
7. Discussion on possible projects to include as part of a People for Bikes Community Grant application.

Staff updates:

8. Business 51 reconstruction
 9. 2022 planned street reconstructions
 10. Updates on adopted strategic goals
 11. BPSSC membership renewals
 12. Update on University of Wisconsin-Madison capstone project
-

1. Roll call.

Present: Roark, O'Meara, Lane-Browne, Fehrenbach, Ald. Leek

Excused: Finn

2. Persons who wish to address the committee for up to three (3) minutes on a non-agenda item.

Chairperson Roark stated that he would not be reappointed to the commission. He provided remarks for his time as Chairperson and as a member and noted and commended the commission's many accomplishments.

Discussion and possible action on the following:

3. Report of the February 11, 2021 meeting of the Bicycle & Pedestrian Street Safety Commission

Motion by Commissioner Fehrenbach to approve the report of the February 11, 2021 Bicycle and Pedestrian Street Safety Commission meeting with the following:

1. **"18. ~~Apple~~ Apply for a gold designation..."**

seconded by Commissioner O'Meara.

Motion carried 5-0.

4. Discussion and possible recommendation for the winter maintenance on the Riverfront Section of the Green Circle Trail

Zoning Administrator/Associate Planner Kearns noted during previous meeting discussions that the commission was interested in the winter maintenance along the Riverfront section of the Green Circle Trail. While no official recommendation or action would occur during the meeting, Parks Director Kremer was available for questions or comments.

Commissioners had the following comments:

1. Commended the City's efforts in rehabilitating native species along the Riverfront.
2. Noted that they had been told before that equipment could not be driven on the path, however they recalled an instance where maintenance was occurring with pick-up trucks, and a City employee had noted that they drive on the path all the time for maintenance.
3. May be able to look at Townships or Portage County in how they may winterize their pathways, as well as looking to the Highway Department for assistance.
4. Noted the use of potential use of sand instead of salt.
5. Explained that the water pollution because of sand/salt mixture use would be minimal due to existing filtration factors such as surrounding soil and vegetation. The comment stemmed from conversations with UWSP staff directly tied to water pollution and water toxicology.
6. Noted that salt was not the only deicing agent that could be used.
7. Stated appreciation for the forward movement in looking at potential winter maintenance for the Riverfront pathway.

Director Kremer provided the following details:

1. Top priority was to preserve a 40-year old trail for as long as possible and prevent damage to the trail, adding that they did not know the thickness of the pathway, but they had only had to overlay it once in the past several decades.
2. Clearing the pathway would open the trail to additional sunrays, freezing/thawing cycles, cracking, and use of salt due to ice buildup. As a green tier, eco-focused community, they needed to protect the waterways also.
3. Looking into a cost analysis in what it would take to rebuild the trail, and whether they could maintain it with overlays, or if they would need to rebuild entirely.
4. Park Department and Parks Commission, as well as multiple departments were actively engaged in pursuing the potential of opening the trail in the winter while keeping it safe.

Director Kernosky noted that the agenda item was about only the clearing of the pathway, and any details relating to the day-to-day operations and maintenance was outside the scope of the conversation and purview of the commission, with Director Kremer reiterating that the Parks Commission and Parks Department were heavily involved in working through the potential winter maintenance of the trail.

No action was taken.

5. Discussion on mini roundabouts

Chairperson Roark summarized his memo on mini roundabouts, highlighting that they were an effective method for calming traffic and improving intersections, while having a greater impact on increasing bicycling and walking within the City. He opened the floor to discussion.

Commissioners had the following comments:

1. Agreed that mini roundabouts were a traffic calming solution, and noted they had additional tools such as reduction in curb-to-curb widths.
2. Inquiry as to how pedestrians would cross through the roundabout if cars were constantly feeding into it, to which Chairperson Roark noted that mini roundabouts would be used within neighborhoods, so the amount of traffic would not be as high as they would be in a standard roundabout like the one along North Point Drive. Director Beduhn confirmed that mini roundabouts were smaller to traverse and passively slowed traffic which was beneficial for the pedestrian.
3. Noted data stating that roundabouts were not as safe as 90-degree crossings for pedestrians, but it largely depended on typical pedestrian behavior.

Aldersperson Jennings (District One) stated prior concerns from constituents with speeding on Sixth Avenue and stated that mini roundabouts could help alleviate speeding on similar streets, while further passively aiding enforcement by forcing drivers to slow down.

Becky Kezeske (900 Union St) inquired on the use of materials in creating mini roundabouts.

Director Beduhn noted that nothing could be used that would be a significant obstacle, such as trees or boulders, but material that would give way if traffic were to hit it was usually permissible. Creating an obstruction with hay bales that would create the circle and force the traffic to deviate around it in a circular pattern could be an option, with Chairperson Roark noting that using an item such as hay bales would be done so for a trial basis only and would be temporary in nature.

No action was taken.

6. Discussion on recruiting businesses to apply as a Bicycle Friendly Business

Zoning Administrator/Associate Planner Kearns noted that they were looking to kick off the discussion on recruiting businesses to apply as a Bicycle Friendly Business. Staff asked commissioners to review the material provided, especially to go over the attributes that make a business Bicycle Friendly (Encouragement, Engineering, Education, Evaluation & Planning), and then provide feedback on any businesses that they think may qualify so staff can review before initiating contact. Next steps would also include assigning commission members to be liaisons for the initiative.

Commissioner Lane-Browne asked if any businesses had already been identified as a Bicycle Friendly Business, to which staff confirmed that they had not.

No action was taken.

7. Discussion on possible projects to include as part of a People for Bikes Community Grant application.

Chairperson Roark provided general information on the People for Bikes Community Grant application which was focused on infrastructure that helps biking in the community. He recommended staff and commissioners visit the website for more information (<https://www.peopleforbikes.org/grant-guidelines>).

Commissioner O'Meara noted that the grant like this may be able to aid in providing bicycle parking facilities.

Staff updates:

8. Business 51 reconstruction

Director Beduhn noted that staff was continuing to take in comments from their latest and previous public involvement sessions and exploring final options for the reconstruction. He projected late May or June for their next public meeting.

9. 2022 planned street reconstructions

Director Beduhn noted that staff was reevaluating plans, noting that the City had received several millions in funding to recover from lost revenue due to COVID-19. He projected that they may be able to accomplish more than what was previously planned. Fifth Avenue, First Street, and Forest Street were still planned for reconstruction in the summer, as well as a number of sidewalk improvements.

10. Updates on adopted strategic goals

Zoning Administrator/Associate Planner Kuhn stated that staff was continuing to work on the Walkable Friendly Community application due in June, as well as planning to create a brochure highlighting the City's Bike Friendly Silver designation. Additional items had previously been discussed during the current meeting.

11. BPSSC membership renewals

Zoning Administrator/Associate Planner Kuhn noted that the City Clerk sent out mailings to confirm their latest appointments, and asked that commissioners touch base in order to take their oaths.

12. Update on University of Wisconsin-Madison capstone project

Zoning Administrator/Associate Planner Kuhn noted that the UW-Madison capstone project would be presented at the May Plan Commission meeting if anyone was interested in attending.

A recording of this meeting can be viewed/heard at: <https://stevenspoint.com/365/AgendasMinutesVideos>



To: Bicycle & Pedestrian Street Safety Commission

From: Adam Kuhn, Associate Planner/Zoning Administrator

Date: June 3, 2021

RE: Memo on Walking/Rolling Audit of Planned 2022 Street Reconstruction

In the Summer of 2021, the Bicycle & Pedestrian Street Safety Commission, City staff, and members of the public will be meeting to audit streets planned for reconstruction in 2022. Residents and the Commission will get a chance to assess each corridor along the route. Commissioners will use the [AARP Walk Audit Tool Kit](#) and the [AARP Walking Audit Tool Kit Leader Guide](#) as a guide to analyze each street and sidewalk.

During the June 3rd meeting, City staff will provide background information on the walking and rolling audit, followed by establishing a tentative date for which the audit will be held.

Should any questions arise, please do not hesitate to contact me.

Best,

A handwritten signature in black ink that reads "Adam Kuhn".

Adam Kuhn

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AARP Walk Audit Tool Kit

A step-by-step self-service guide
for assessing a community's walkability

aarp.org/walk-audit



Notes

[illegible]

THE PROBLEM

Too many communities in the United States are designed exclusively or almost exclusively for automobile travel, with very little consideration given to the needs of pedestrians. A scarcity of sidewalks, multilane roadways that are unsafe to cross, and a lack of street maintenance are all factors that discourage or outright prevent people from walking.

A SOLUTION

You can help make your community more walkable by conducting a walk audit to identify the roads and intersections that are dangerous for pedestrians but can and should be safely walkable and crossable.

THE TIME COMMITMENT

It takes about an hour to complete a targeted walk audit and a bit more time to summarize your observations and offer ideas for needed improvements.

WHO CAN CONDUCT A WALK AUDIT?

Anyone!

AMONG THE REASONS TO CONDUCT A WALK AUDIT

- It can help create a pedestrian-friendly environment
- It increases exercise opportunities for your communities
- It boosts social interaction among neighbors
- It enables people to get around without having to drive
- It can help reduce traffic congestion and pollution
- It can lead to increased property values

A publication of [AARP Livable Communities](#) | AARP Community, State and National Affairs
Web: [AARP.org/livable](#) and [AARP.org/walk-audit](#) | Email: livable@aarp.org | Twitter: [@AARPLivable](#)

AARP 601 E Street NW, Washington, D.C., 20049

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► Getting **STARTED**

1 RECRUIT PEOPLE TO CONDUCT THE WALK AUDIT

You can do a walk audit on your own, but it's more fun to do with other people. It's helpful to include a person who has a walking or physical challenge (e.g., someone who uses a walker, wheelchair or cane, or even a parent pushing a baby stroller). That will help you get a true sense of an area's walkability.

2 IDENTIFY YOUR ROUTE

Map out a walkable area that can get you to and from where you need to go.

3 GATHER YOUR SUPPLIES, WHICH MIGHT INCLUDE:

- Street maps
- Clipboards
- Notepaper and pens
- A digital or smartphone camera
- Comfortable walking shoes
- A hat and sunscreen
- A bottle of cold water
- The walk audit documents that start on page 4

4 CHOOSE A DATE AND TIME FOR THE WALK AUDIT

5 CONDUCT THE WALK AUDIT

6 "RATE" THE ROUTE

7 TAKE ACTION TO MAKE YOUR COMMUNITY MORE WALKABLE

NOTES:

[illegible]

► The WALK AUDIT

Review the walk audit documents and checklists before you head out, and as you walk note the locations of streets, sidewalks and any problems you would like to see solved. Take photographs of problem areas as well as good features you would like to see more often.

Suggestions for the types of photographs to take include:

- Crossing signals
- Overhead traffic lights
- Turning lanes
- Curb cuts
- Sidewalks
- Crosswalk lines and vehicle stop lines
- Important signage

The tool kit contains the following sections to help guide and record your observations:

- Mapping the Walk Audit
- Crossing Streets and Intersections
- Sidewalks
- Driver Behavior
- Safety
- Comfort and Appeal
- Overall Ratings and Observations

Each section asks you to rate your streets or intersections. Here's what each rating means:

Excellent	The area is very pedestrian-friendly and safe
Good	The area is moderately pedestrian-friendly and safe
Fair	The area is somewhat pedestrian-friendly and safe
Poor	The area is not pedestrian-friendly or safe

TIP: You can bring the pages for Assignments #1 through #6 with you during the actual walk audit and leave the rest of this guide behind.

NOTES:

[illegible]

► Mapping the **WALK AUDIT**

Your walkable area can be as small as one intersection or it could include several streets and intersections. Consider starting small, with one or two intersections and a connecting street.

TIP: *The smaller your walk audit area, the easier it is to follow up and get results.*

1. Record the following for your audit area:

County: _____ City/Town: _____

State: _____ Zip Code: _____

2. Next, draw a simple map of your walk audit area in the space below and label the streets. Indicate North, South, East and West to show which direction the streets are oriented.

Complete one set of the Assignment #1 sheets for each intersection you observe.

Intersection observed: _____ and _____
Street Name 1
Street Name 2

Time observations began: _____ AM | PM **Time observations ended:** _____ AM | PM

- What might be especially problematic for a child, older adult or person with disabilities?
- What is the exact location of each problem? Record a landmark or side of street (North, South, East or West) on the line to the right of each item you check.

LOCATION

- ☐ The crossing doesn't have a pedestrian signal or audible signal _____
 - ☐ The pedestrian signal doesn't give people walking at an average speed enough time to cross _____

Time allowed for crossing: _____ (Minutes) _____ (Seconds)

 - ☐ The signal doesn't give slow walkers enough time to cross _____
 - ☐ The traffic signal makes pedestrians wait too long before crossing _____
 - ☐ The location needs a traffic signal or crosswalk _____
 - ☐ A Push-to-Walk signal is not available/operating/accessible _____
 - ☐ The crosswalk is not marked or is poorly marked _____
 - ☐ People need to walk >300 feet for a safe place to cross the street _____
 - ☐ The road is too wide to safely cross _____
 - ☐ There's no median on a street with four or more lanes _____
 - ☐ Parked cars or utility poles block the pedestrian view of traffic _____
 - ☐ Other issues and observations: _____

► CROSSING STREETS and INTERSECTIONS

WHO IS USING THE CROSSWALK?	NUMBER OF INDIVIDUALS OBSERVED (use hash marks <i>///</i> for counting)	TOTAL #
People walking at an average speed		
People walking slowly		
People with children or baby strollers		
People crossing against the signal		
People using assistive devices (wheelchairs, canes, walkers, etc.)		
Bicyclists		
Skateboarders		
Other		

Overall Rating of the Street Crossing(s) in the Survey Area: ☐ Excellent ☐ Good ☐ Fair ☐ Poor

Additional observations:

► SIDEWALKS

Complete one sheet for each sidewalk-equipped street within your walk area.

Street observed: _____ between _____ and _____
Street Name Cross Street 1 Cross Street 2

Day and Date of week: _____

Time observations began: _____ AM | PM **Time observations ended:** _____ AM | PM

DIRECTIONS: Place a ✓ next to any items that are a problem for pedestrians and note:

- What might be especially problematic for a child, older adult or person with disabilities?
- What is the exact location of each problem? Record a landmark or side of street (North, South, East or West) on the line to the right of each item you check.

PROBLEMS FOR PEDESTRIANS

LOCATION

- ☐ There are no sidewalks, paths or shoulders.
- ☐ The sidewalks are not continuous (i.e., segments are missing).
- ☐ The sidewalk isn't wide enough for two people to walk together side-by-side (minimum width needed: 5 feet).
- ☐ The sidewalk is broken or cracked.
- ☐ There's no buffer between traffic and the sidewalk.
- ☐ The sidewalks are interrupted by driveways.
- ☐ There are no ramps (i.e., curb cuts) or they're misplaced.
(Note: There should be two curb cuts per corner.)
- ☐ The curb cuts aren't textured or marked for people with visual impairments.
- ☐ The sidewalk is blocked or interrupted by poles, signs, shrubs, dumpsters, low-hanging trees, etc.
- ☐ Cars, trucks, vendors are blocking the sidewalk.
- ☐ Other issues and observations:

Overall Rating of the Street Crossing(s) in the Survey Area: ☐ Excellent ☐ Good ☐ Fair ☐ Poor

Additional observations:

► DRIVER BEHAVIOR

Complete one sheet for the entire walkable area on your walk audit map.

Day and Date of week: _____

Time observations began: _____ AM | PM Time observations ended: _____ AM | PM

DIRECTIONS: Place a ✓ next to any items that are a problem for pedestrians and note:

- What might be especially problematic for a child, older adult or person with disabilities?
- What is the exact location(s) of each problem? Record a landmark or side of street (North, South, East or West) on the line to the right of each item you check.

PROBLEMS FOR PEDESTRIANS

LOCATION

- ☐ Drivers do not stop at stop signs
- ☐ Drivers do not obey traffic signals
- ☐ Drivers appear to be speeding
- ☐ Drivers don't yield to pedestrians, especially at right turns
- ☐ Drivers do not stop behind the crosswalk
- ☐ Drivers don't look when leaving or backing out of driveways
- ☐ Drivers make unexpected turns/maneuvers
- ☐ Other issues and observations: _____

Overall Rating of the Street Crossing(s) in the Survey Area: ☐ Excellent ☐ Good ☐ Fair ☐ Poor

Additional observations:

► SAFETY

Complete one sheet for the entire walkable area on your survey map.

Day and Date of week: _____

Time observations began: _____ AM | PM Time observations ended: _____ AM | PM

DIRECTIONS: Place a  next to any items that are a problem for pedestrians and note:

- What might be especially problematic for a child, older adult or person with disabilities?
- What is the exact location(s) of each problem? Record a landmark or side of street (North, South, East or West) on the line to the right of each item you check.

PROBLEMS FOR PEDESTRIANS

LOCATION

People don't feel safe walking here.

- | | |
|---|-------|
| ☐ Car speeds are too fast | _____ |
| ☐ There's too much traffic | _____ |
| ☐ Drivers are distracted (e.g., they're using cellphones) | _____ |
| ☐ There's loitering or suspicious/criminal activity | _____ |
| ☐ There are unleashed dogs | _____ |
| ☐ The signage or directions for drivers/pedestrians are confusing | _____ |
| ☐ Other issues and observations: _____ | _____ |
| _____ | _____ |

Overall Rating of the Street Crossing(s) in the Survey Area: ☐ Excellent ☐ Good ☐ Fair ☐ Poor

Additional observations:

► COMFORT and APPEAL

Complete one sheet for the entire walkable area on your survey map.

Day and Date of week: _____

Time observations began: _____ AM | PM Time observations ended: _____ AM | PM

DIRECTIONS: Place a ✓ next to any items that are a problem for pedestrians and note:

- What might be especially problematic for a child, older adult or person with disabilities?
- What is the exact location(s) of each problem? Record a landmark or side of street (North, South, East or West) on the line to the right of each item you check.

PROBLEMS FOR PEDESTRIANS

LOCATION

People don't feel safe walking here.

- | | |
|---|-------|
| ☐ The street needs shade trees | _____ |
| ☐ The street needs grass, flowers and landscaping | _____ |
| ☐ The street needs benches and places to rest | _____ |
| ☐ The grass and/or landscaping needs maintenance | _____ |
| ☐ There are no water fountains and/or bathrooms | _____ |
| ☐ A sidewalk is needed to the bus stop | _____ |
| ☐ The bus stop doesn't provide shelter | _____ |
| ☐ The bus stop doesn't have adequate lighting | _____ |
| ☐ There's graffiti or vacant or rundown buildings | _____ |
| ☐ There's too much trash or litter | _____ |
| ☐ Other issues and observations: _____ | _____ |

Overall Rating of the Street Crossing(s) in the Survey Area: ☐ Excellent ☐ Good ☐ Fair ☐ Poor

Additional observations:

► RATINGS and OBSERVATIONS

Now it's time to tally your scores from each observation section.

DIRECTIONS: Place a ✓ next to each rating from the previous sections.

If you observed more than one location, record the average of your observations.

STEP

RATING

Crossing Streets and Intersections

_____ Excellent _____ Good _____ Fair _____ Poor

Sidewalks

_____ Excellent _____ Good _____ Fair _____ Poor

Driver Behavior

_____ Excellent _____ Good _____ Fair _____ Poor

Safety

_____ Excellent _____ Good _____ Fair _____ Poor

Comfort and Appeal

_____ Excellent _____ Good _____ Fair _____ Poor

TOTALS: _____ Excellent _____ Good _____ Fair _____ Poor

Your overall rating will be more than just your check mark total. Think about your observations as a whole. Were some areas much better or worse than others? For example, the sidewalks might be good for walking, but intersections might be poor for crossing the street. This might justify reducing the overall rating of your walk audit area. With this in mind:

Overall rating of the entire walk audit area: _____ Excellent _____ Good _____ Fair _____ Poor

Additional comments about what works well and what needs improvement:

► TAKE ACTION

It can be a challenge to persuade municipalities to make needed transportation and roadway improvements and changes. Obstacles abound, ranging from politics to price tags. But individuals and community groups can get the ball rolling by identifying problems and calling attention to them.

SOME NEXT STEPS

Rally community members to work with local government and transportation officials to add new walkways and sidewalks that can help improve safety and accessibility for pedestrians.

Contact the local public works and transportation departments, or the area's elected community representative, to report unsafe sidewalks. Provide copies of the completed walk audit as well as photographs that show the problems.

Ask local officials to create crosswalks, install traffic signals and use traffic-calming measures (such as a "road diet" that narrows the street) to help control the speed of traffic. If a traffic signal already exists, ask that the light's timing accommodate slower moving pedestrians, such as children, older adults and people with disabilities.

Organize a neighborhood watch group to keep an eye out for speeders, criminal activity or other conditions or activities that would prevent people from being able to safely go for a walk.

Advocate for the kind of walkability features that will make your community walkable and welcoming for people of all ages and abilities. (To learn about those features download the **AARP Livability Fact Sheet** series in English or Spanish by visiting [AARP.org/livability-factsheets](https://www.aarp.org/livability-factsheets).)

A FEW WORDS ABOUT SIDEWALKS

- Sidewalk requests can be complicated because, although a community's public works department often addresses sidewalk maintenance, the maintenance might actually be the responsibility of the adjacent property owner. Adding a new walkway could require negotiating with the respective property owners. Installing a sidewalk where one doesn't already exist is easier if the work involves filling in a gap in an otherwise continuous sidewalk.
- In most areas, a community's department of public works or transportation can address concerns about the placement and width of sidewalks and the maintenance of publicly managed sidewalks.
- Caring for trees and bushes that intrude upon a sidewalk is usually the responsibility of the property's owner, but the local government can send a notice asking the owner to perform the maintenance. If the property owner does not comply, a public works crew might be able to trim the bushes and bill the property owner. In some neighborhoods, a homeowners' association is responsible for sidewalks.
- Some communities or neighborhoods have ordinances restricting the installation of sidewalks or curbs for aesthetic reasons or to make the area appear less urban. Advocating for sidewalks in these types of communities can be challenging. If action on sidewalks is not possible, the local government can still make the streets safer for pedestrians by employing traffic-calming measures.

► FINDING SOLUTIONS

► PROBLEMS

- There are no sidewalks, paths or shoulders
- Sidewalks start and stop, are broken or blocked
- There is too much traffic

► SOLUTIONS

- Identify another (safer) route
- Tell the traffic engineering or public works department about the problems and provide a copy of your walk audit results
- Speak up at board meetings
- Write or petition the city for better walkways
- Work with a local transportation engineer to develop a plan for a safe walking route
- Make the local media aware of the problems

► PROBLEMS

- The roads are too wide to cross
- Traffic signals don't allow enough time to cross and/or don't provide regular chances to cross
- There aren't any crosswalks or traffic signals
- Views of traffic are blocked by trees, landscaping and/or parked cars
- Curb cuts are missing or are in need of repair

► SOLUTIONS

- Identify another (safer) route
- Tell the traffic engineering or public works department about the problems and provide a copy of your walk audit results
- Ask permission to trim landscaping that blocks the street and/or ask the property owner to trim the landscaping
- Leave polite notes on the problem cars asking owners not to park in those spots
- Attend community meetings to advocate for crosswalks, signals, parking changes and curb cuts
- Report parked cars that cause safety hazards to the police or traffic departments
- Ask the department of public works to trim trees and bushes that block views of the street
- Make the local media aware of the problems

► PROBLEMS

- Drivers are backing up without looking
- Drivers aren't yielding to pedestrians
- Drivers are driving too fast and/or speeding up to make the light
- Drivers are running red lights and stop signs

► SOLUTIONS

- Identify another (safer) route
- Set an example by being a safe driver
- Report unsafe drivers to the police
- Petition for better law enforcement
- Ask the municipality's transportation planners and engineers for traffic-calming solutions
- Organize a neighborhood speed watch program

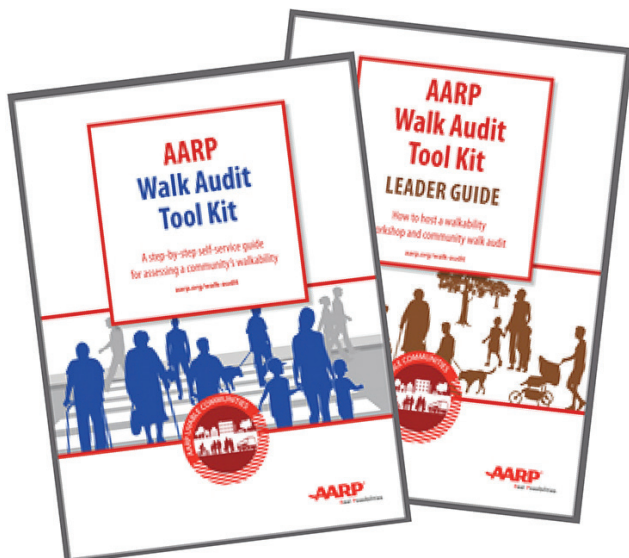
► PROBLEMS

- The landscaping is in poor condition or nonexistent
- Dogs are off-leash
- The area isn't well-lighted
- There's a lot of litter
- There's no place to sit and rest
- There's criminal activity

► SOLUTIONS

- Identify another (safer) route
- Report unleashed dogs to municipal authorities
- Report unlawful activity to police
- Report lighting needs to the police or department of public works
- Collect the trash yourself
- Request increased law enforcement
- Ask the municipality's transportation planners and engineers for traffic-calming solutions
- Organize a community cleanup day
- Start a neighborhood crime watch program
- Sponsor a neighborhood beautification day
- Begin an adopt-a-street program

AARP thanks the **Institute of Transportation Engineers** for its assistance with this guide.



Available for download at [AARP.org/walk-audit](https://www.aarp.org/walk-audit)

AARP Walk Audit Tool Kit: A step-by-step guide for assessing a community's walkability

AARP Walk Audit Tool Kit Leader Guide: How to host a walkability workshop and community walk audit



To: Bicycle & Pedestrian Street Safety Commission

From: Adam Kuhn, Associate Planner/Zoning Administrator

Date: June 3, 2021

RE: 2021 Bicycle & Pedestrian Count

On September 16th, 2020, the Bicycle and Pedestrian Street Safety Commission orchestrated a count of bicycle and pedestrian users at fourteen intersections within the city of Stevens Point.

The chart below documents the total amount of bicyclists and pedestrians seen at fourteen intersections. The "other" column highlights users that do not fall into either category, such as skateboarders. Lastly, the total number of bicycle and pedestrian users were compared to count totals observed in 2018 at the same intersections.

Location	Bicyclists	Pedestrians	Other	2020 Total	2018 Total	Comments
Patch & Green Circle	63	25	1	89	100	
West River Dr & HH	12	11	0	23	35	
Crosby & Water	28	31	2	61	67	Lots of people crossed Water at Main
Main & Division	35	36	1	72	97	One long-boarder
Main & Michigan	36	36	2	74	62	
Franklin & Division	29	82	3	114	250	Bicyclists: 7 helmet; 22 no helmet
Jefferson & Michigan	40	15	1	56	43	
Fourth & Division	42	56	6	104	237	
Northpoint & Michigan	45	47	0	92	194	
Green Circle & Clark	82	55	1	138	n/a	
Main & Strong's	41	124	1	166	263	
Whiting & Water	26	13	0	39	55	
Jefferson/Wisconsin & Division	19	14	1	34	79	One skateboarder
Minnesota & Stanley	54	91	8	153	67	
2020 Total	552	636	27	1215		Pandemic Year & Wednesday No School
2018 Total	632	961	7	1600		

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During the June 3rd meeting, City staff will be presenting an overview of past bicycle and pedestrian counts and schedule a tentative date for 2021. As work is needed beforehand to orchestrate the count, staff will be looking for one or two Commissioners to volunteer in planning for the upcoming count.

Should any questions arise regarding the count, please do not hesitate to contact me.

Best,

A handwritten signature in black ink, appearing to read "Adam Kuhn".

Adam Kuhn

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BPSSC Strategic Goals Update – June 2021

No.	Goal	Implementation	Status	Notes
1	Install a bicycle corral within the two parking stalls in front of the Portage County Library.	Fall 2021	In progress	AARP grant application submitted in April.
2	Include educational initiatives in municipal communication.	July 2021 and ongoing	In progress	Discussion starting in June.
3	Create a brochure to highlight the City's Bicycle Friendly Community silver designation.	March 2021 and ongoing	In progress	A brochure is created and will be presented during the meeting for feedback.
4	Encourage five local businesses to apply for a Bicycle Friendly Business designation.	Ongoing	Not started	Next application deadline is October 5, 2021. City staff and BPSSC should continue discussion in the coming months.
5	Increase the usage and education of bicycle lanes.	Spring 2021 – Fall 2021	Not started	BPSSC should begin partnering with local organizations to provide video and in-person demonstrations.
6	Submit a Walkable Friendly Community application.	Deadline: June 15, 2021	Complete	Results to be posted in the coming weeks and months.
7	Increase communication and collaboration between BPSSC and the Portage County Traffic Safety Commission.	Ongoing 2021	Not started	City staff should meet with the Commission's Chair to discuss potential collaboration between the two commissions.
8	Enforce and educate on the City's Vision Zero Policy.	Ongoing	Not started	Further evaluation will likely spill into 2022.
9	Alter funding for sidewalk continuation projects (transfer from property assessments to the City's budget).	2023	Not started	Goal was anticipated to start in 2022.
10	Provide safer access to route bicyclists and pedestrians from businesses along Highway 10 to the Downtown.	2022 at the earliest	Not started	A preliminary review of planned work on the Highway 10/US-51 overpass bridge is likely to occur after 2022.
11	Educate citizens on safe bicycling practices through small group rides.	Ongoing	Not started	The Commission should partner with local organization to begin the planning for potential group rides in 2021.

BPSSC Strategic Goals Update – June 2021

12	Increase bicycle education in school curriculum.	2023	Not started	N/A
13	Map out preferred walking and biking routes for each school in the city.	Fall 2022 and ongoing	Not started	City staff and BPSSC should plan to discuss this goal during the next meeting.
14	Advocate for the winter maintenance of the Riverfront Trail for pedestrian use.	2022	Complete	Discussions held during the April 2021 BPSSC meeting.