



Our intention is to have in-person meetings going forward. For the time being, we will hold the City Committee Meetings, Plan Commission, Council and most others at the Community Room at 933 Michigan Avenue. This in-person location will meet the legal requirement for our open meetings.

We will have a virtual option available, but the technology for the hybrid style meeting may not be reliable all of the time.

Members

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

AGENDA

BICYCLE AND PEDESTRIAN STREET SAFETY COMMISSION (BPSSC)

Date and Time: December 2, 2021
2:00 PM

Location: Community Room
933 Michigan Avenue, Stevens
Point, WI

OR

Zoom Teleconferencing

Meeting ID: 894 7920 7133
| Passcode: 254264

By

Computer: <https://us02web.zoom.us/j/89479207133?pwd=YittRmQwY3JCWjMwaFNTSIRBaUxpQT09>

By Phone: +1-312-626-6799 (US Chicago)

Opening Section:

1. Roll Call

Discussion and Possible Action on the Following:

2. Report of the August 19, 2021 meeting of the Bicycle & Pedestrian Street Safety Commission.
3. Discussion on the 2021 Bicycle & Pedestrian Count.
4. Discussion on the 2021 Walking and Rolling Audit.

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.

5. Discussion on educational initiatives for the clearance of snow from curb cuts.
6. Staff Updates:
 - Walk Friendly Community Application
 - Bicycle Friendly Business

Closing Section:

7. Adjourn

REPORT OF THE BICYCLE & PEDESTRIAN STREET SAFETY COMMISSION

August 19, 2021 – 2:00 PM
933 Michigan Avenue – Room 122, Stevens Point, WI 54481
& Zoom Conference Call Meeting

PRESENT: Chairperson O’Meara, Commissioner Cole, Alderperson Leek, Commissioner Finn.

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

INDEX:

1. Roll call.
 2. Persons who wish to address the Commission for up to three (3) minutes on a non-agenda item.
Discussion and possible action on the following:
 3. Report of the July 8, 2021 meeting of the Bicycle & Pedestrian Street Safety Commission.
 4. Discussion on the 2021 walking/rolling audit of planned 2022 street reconstructions.
 5. Adjourn
- Staff Updates:
6. 3:00-4:30pm: Walking/rolling audit of planned 2022 street reconstructions. Please meet at the intersection of Lee Street and Washington Avenue.
-

1. Roll call.
Present: O’Meara, Cole, Leek, Finn
Excused: Fehrenbach
Absent: Frostman
2. Persons who wish to address the Commission for up to three (3) minutes on a non-agenda item.
Commissioner Finn noted that they would be sending out information shortly for sign-ups for the upcoming Bicycle & Pedestrian Count.
There was a brief discussion on how to best add and count previously discussed new intersections, as well as City efforts to provide visuals for the collected data.

Discussion and possible action on the following:

3. Report of the July 8, 2021 meeting of the Bicycle & Pedestrian Street Safety Commission.
Motion by Commissioner Finn to approve the report of the June 3, 2021 Bicycle and Pedestrian Street Safety Commission meeting with the following corrections:
 - Page 1: Agenda Item 2, 2.: “Commissioner Finn inquired on whether ~~an extension from Country Club Drive to the new overpass was within the Bike Ped Plan.~~ there were future plans to add bike lanes from the Hoover Road overpass north to Main Street.”
 - Page 2, Agenda Item 4: “Director Beduhn added the following... 1. Misconceptions in thinking...Therefore, the City taking on ~~the remaining~~ that 30% would not be difficult.”**seconded by Alderperson Leek.**

Motion carried 4-0.

4. Discussion on the 2021 walking/rolling audit of planned 2022 street reconstructions.

Associate Planner/Zoning Administrator Kuhn explained how the 2022 Street Reconstruction Plan was structured, as well as reviewed the proposed walking route they would be taking. Additionally, he asked that they consider the following key indicators for the audit:

1. Crossing streets and intersections
2. Sidewalks
3. Driver behavior
4. Safety
5. Comfort and appeal
6. Ratings and observations

Director Beduhn added the following:

1. The lighter highlighted sections of the 2022 Street Reconstruction plan (page 7 of the Agenda packet) had not been included in the packaged capital budget request.
2. There would be active construction at several intersections. For safety, he recommended that safety vests be worn if possible, and just to remain aware of their surroundings.

Chairperson O'Meara explained that providing a specific reason on why an intersection was graded a certain way was helpful. If an intersection was rated poor, what were the specific reasonings for that grade?

No action was taken.

5. Adjourn

Meeting adjourned at 2:15 PM, to be reconvened at 3:00 PM at the intersection of Lee Street and Washington Avenue.

6. 3:00-4:30pm: Walking/rolling audit of planned 2022 street reconstructions. Please meet at the intersection of Lee Street and Washington Avenue.

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



MEMORANDUM

To: Bicycle & Pedestrian Street Safety Commission

From: Adam Kuhn, Associate Planner / Zoning Administrator

Date: December 2, 2021

RE: 2021 Bicycle & Pedestrian Count

On September 15, 2021, the Bicycle & Pedestrian Street Safety Commission conducted their annual count of bicycle and pedestrian users at targeted areas of the city. The full list of locations that were polled during the count are included within the following page.

Conducting annual counts serve multiple objectives. For example, collecting data at targeted locations allows the Commission to set performance measures as to usage, accidents, etc. Additionally, the collected data enables City staff to evaluate long-term trends in bicycle and pedestrian usage to enable the safe and effective flow of traffic.

During the December 2nd meeting, the Bicycle & Pedestrian Street Safety Commission will be analyzing the data collected during this year's count in comparison to counts from previous years. Bicycle and pedestrian count data, dating back to 2011, is available for public view and is found [here](#). Major kudos to the volunteers who participated in this year's count and to Commissioner Janet Jurgella-Finn for coordinating the count and serving as the primary point of contact.

If you have any questions, please do not hesitate to contact me.

www.stevenspoint.com

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Stevens Point Bicycle & Pedestrian Count
Wednesday, September 15, 2021
3:30-5:30 pm, Sunny 75°

Location	Bicyclists	Pedestrians	Other	2021 Total	2020 Total	2018 Total	Comments
Patch & Green Circle	39	26	0	65	89	100	
West River Dr & HH	14	2	0	16	23	35	
Crosby & Water	20	42	1	63	61	67	
Main & Division	22	40	1	63	72	97	18 bikes on sidewalk
Main & Michigan	19	57	2	78	74	62	27 cross-country runners
Franklin & Division	49	139	5	193	114	250	
Jefferson & Michigan	28	13	1	42	56	43	
Fourth & Division	50	122	9	181	104	237	
Northpoint & Michigan	44	125	2	171	92	194	
Green Circle & Clark	41	39	3	83	138	n/a	
Main & Strongs	20	170	4	194	166	263	
Whiting & Water	14	17	0	31	39	55	
Jefferson/Wisconsin & Division	51	64	2	117	34	79	
Minnesota & Stanley	33	25	4	62	153	67	
Main & Water	21	46	3	70	n/a	n/a	(New count site)
Brilowski & EM Copps	16	6	0	22	n/a	n/a	(New count site) 14 male bikers
Reserve -- Bike Contraflow & Flow Lanes	27	n/a	n/a	27	n/a	n/a	(New count site) Bike flow lane = 16 Contraflow lane = 11

2021 Sum Total	508	933	37	1478			Added 3 count sites
2020 Sum Total	552	636	27		1215		Pandemic, and Wednesday no school
2018 Sum Total	632	961	7			1600	(No 2019 count)



MEMORANDUM

To: Bicycle & Pedestrian Street Safety Commission

From: Adam Kuhn, Associate Planner / Zoning Administrator

Date: December 2, 2021

RE: Evaluation of 2021 Walking & Rolling Audit of Planned 2022 Street Reconstructions

On August 19, 2021, the Bicycle & Pedestrian Street Safety Commission conducted a walking and rolling audit of planned 2022 street reconstructions. A map illustrating the street segments planned for reconstruction is shown later in this agenda. As a reminder, the map includes street segments that may be included as part of a broader street reconstruction.

During the walking and rolling audit, the Commissioners rated these street segments planned for reconstruction based on the walk audit tool kit provided by AARP. A copy of the tool kit is included within this agenda.

As part of the audit, participants were asked to analyze streets and intersections based on the following indicators:

- Crossing streets and intersections
- Sidewalks
- Driver behavior
- Safety
- Comfort and appeal
- Overall ratings and observations

During the December 2nd meeting of the Bicycle & Pedestrian Street Safety Commission, the Commission will be formally rating each indicator based on the following criteria:

- Excellent: The area is very pedestrian-friendly and safe.

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- 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.

Additionally, the Commission will be answering the following questions as it rates to the audit:

1. What kind of road users did you see? (e.g., ages, levels of mobility and ways of getting around, such as by using wheelchairs, walkers, bicycles, skateboards, baby strollers, etc.)
2. What did you see that works well?
3. What did you see that needs improvement?
4. Did anyone see specific perils for pedestrians?
5. List the biggest priority areas for improvement.
6. List the easy fixes (e.g., repairing broken pavement on a sidewalk).
7. List the difficult fixes (e.g., moving a telephone pole obstruction from a sidewalk).

The observations made by the Commission will be placed on file and be at the disposal of various parties when planning for future street designs.

Please let me know if you have any questions.

AARP Walk Audit Tool Kit

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

aarp.org/walk-audit



Notes

This image shows a blank sheet of white paper with horizontal ruling lines. The page is divided into two equal-width vertical sections by a central vertical crease. Each section contains ten evenly spaced horizontal lines, creating a total of twenty rows for writing or drawing.

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

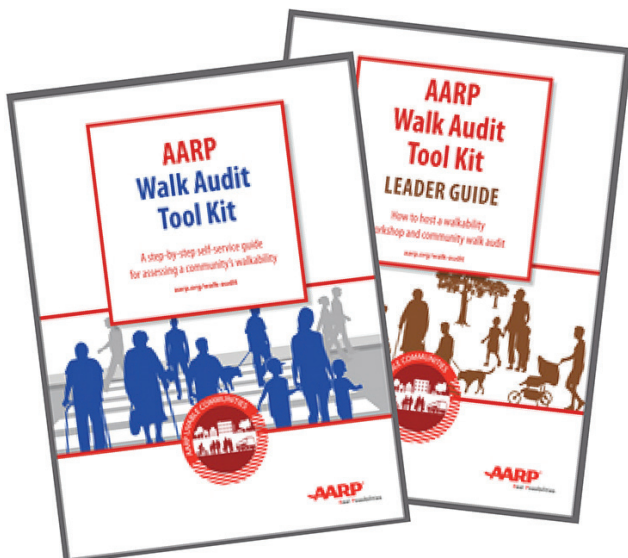
► PROBLEMS

- 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.

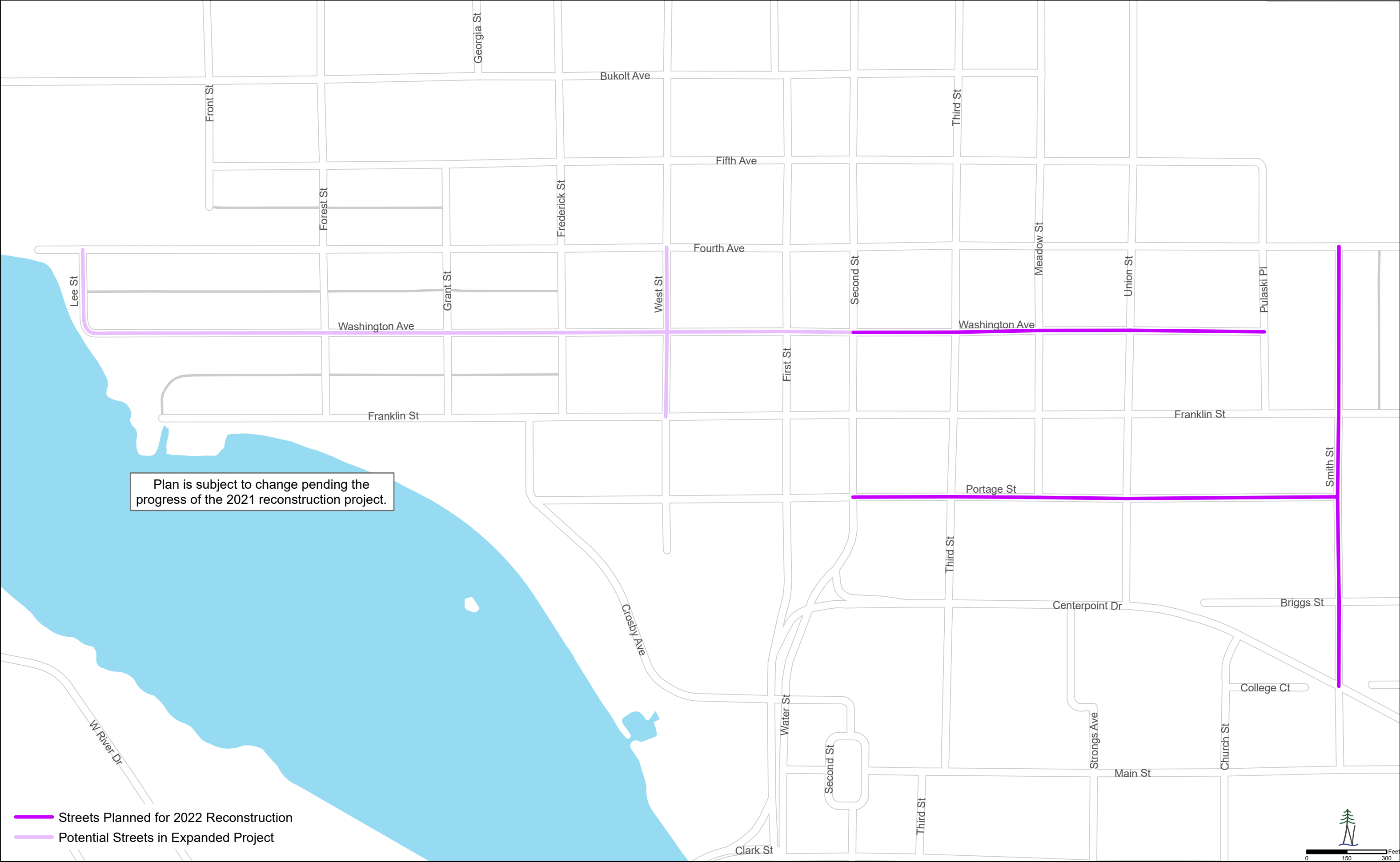


Available for download at [AARP.org/walk-audit](https://www.aarp.org/walk-audit)

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

2022 Street Reconstruction Plan



Plan is subject to change pending the progress of the 2021 reconstruction project.

- Streets Planned for 2022 Reconstruction
- Potential Streets in Expanded Project



MEMORANDUM

To: Bicycle & Pedestrian Street Safety Commission

From: Adam Kuhn, Associate Planner / Zoning Administrator

Date: December 2, 2021

RE: Educational Initiatives for the Clearing of Snow From Curb Cuts

Commissioners –

As you may recall, City staff began conducting stakeholder meetings during January and February of this year to discuss ways to encourage property owners to clear snow from curb cuts. While Chapter 13 of the City's Municipal Code provides regulations as to the clearance of snow from sidewalks, there is no legal requirement of property owners to clear snow off of curb cuts. With that said, the purpose of these stakeholder meetings was to determine ways to bring awareness as to why it is important to clear snow and ice from curb cuts. Ultimately, the long-term goal is to improve the walkability of all users by maintaining a clear and safe passage within street intersections.

During the December 2nd meeting, I am looking to spearhead a discussion among the Commission outlining recommendations made by the stakeholder group and outline other ways to improve awareness. As this objective aligns with the long-term goals of the Commission (as mentioned within the [*Strategic Goals of the Bicycle & Pedestrian Street Safety Commission: 2021-2026*](#)), receiving formal direction from the Commission is requested.

If you have any questions prior to the meeting, please do not hesitate to contact me.

www.stevenspoint.com

Open Records Rider: The City of Stevens Point is subject to Wisconsin Statutes relating to public records. Communication, such as this document, sent or received by City employees are subject to these laws. Unless otherwise exempted from the public records law, senders and receivers of City communication should presume that the communications are subject to release upon request, and to state record retention requirements.

Adam Kuhn

From: Adam Kuhn
Sent: Monday, November 22, 2021 2:15 PM
To: Adam Kuhn
Subject: FW: [External] Your WFC applicaton has been received!

-----Original Message-----

From: Gelinne, Dan <gelinne@hsrsrc.unc.edu>
Sent: Tuesday, November 9, 2021 12:03 PM
To: Adam Kuhn <akuhn@stevenspoint.com>
Subject: RE: [External] Your WFC applicaton has been received!

Hi Adam,

I wanted to thank you for your time and effort submitting a Walk Friendly Communities application earlier this year. I also wanted to inform you about some delays we are experiencing in our review process, which will impact our timeline for announcing new Walk Friendly Communities. Though we typically make announcements of new Walk Friendly Communities in the Fall after the application is received, we will be postponing our announcements until Spring 2022. At that time, we are hoping to make announcements to recognize all of the cities and towns who received the Walk Friendly Communities designation, as well as return feedback from our review team to all communities who applied.

If you have any questions for me about this timeline, please don't hesitate to reach out. I appreciate your patience and look forward to speaking more in the new year about the review outcomes and plans for our announcement.

Thank you,
Dan Gelinne

-----Original Message-----

From: Adam Kuhn <akuhn@stevenspoint.com>
Sent: Wednesday, June 9, 2021 4:42 PM
To: Walk Friendly Info <info@walkfriendly.org>
Subject: RE: [External] Your WFC applicaton has been received!

Good afternoon --

On behalf of the City of Stevens Point, I humbly submit our Walk Friendly Community application. As discussed with Kristen, attached are our five community images and related descriptions. I was unable to upload our images due to an error while processing the image upload.

If you have any questions, please do not hesitate to contact me.

Best,

Adam Kuhn
Associate Planner/Zoning Administrator
City of Stevens Point
1515 Strongs Avenue
Stevens Point, WI 54481
akuhn@stevenspoint.com

(o) 715-342-4158

-----Original Message-----

From: info@walkfriendly.org <info@walkfriendly.org>

Sent: Wednesday, June 9, 2021 3:36 PM

To: Adam Kuhn <akuhn@stevenspoint.com>; info@walkfriendly.org

Subject: [External] Your WFC applicaton has been received!

Congratulations! You have successfully submitted an application on behalf of Stevens Point to be considered for the Walk Friendly Communities designation. We appreciate all of your hard work!

If you need to revise any of your responses, you can still do so by using your online account. All changes must be made prior to the deadline. Our system will close and the applications will be reviewed as they appear in our system.

Once the deadline has passed, it will take our team roughly three months to review the applications. We will contact you before then if we have any additional questions. If you have any questions or need further information, please contact Dan Gelinne (919-962-8703, Gelinne@hsrnc.unc.edu) or email info@walkfriendly.org.

Thank you!

The Walk Friendly Communities Team