



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. David Plaisance
- Scott Cole
- Janet Jurgella Finn
- Karalyn Peterson
- Nena Fisher (Alt. #1)

AGENDA

BICYCLE AND PEDESTRIAN STREET SAFETY COMMISSION (BPSSC)

Date and Time:	January 23, 2023 5:00 PM	Location:	Community Room 933 Michigan Avenue, Stevens Point, WI
			<u>OR</u> <u>Zoom Teleconferencing</u> Meeting ID: 843 0994 0242 Passcode: 946801 <u>By</u> <u>Computer:</u> https://us02web.zoom.us/j/84309940242?pwd=Q2RaYVpYY2MzZHRNNStNWHdydkN4UT09 <u>By Phone:</u> +1-312-626-6799 (US Chicago)

Opening Section:

1. Roll Call

Discussion and Possible Action on the Following:

2. Selection of a Vice Chairperson for the Bicycle and Pedestrian Street Safety Commission.
3. Report of the July 28, 2022 meeting of the Bicycle and Pedestrian Street Safety Commission.
4. Presentation by Tori Jennings, representing Cycling Without Age.

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. Presentation by Susan Gaeddert, representing 1000 Friends of Wisconsin, on a safe routes project that was recently completed within the city of Stevens Point.
6. Discussion on the 2022 Bicycle and Pedestrian Count.
7. Discussion on the Safe Streets and Roads for All discretionary grant program.

Closing Section:

8. Adjourn

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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

July 28, 2022 – 2:00 PM
933 Michigan Avenue – Room 122, Stevens Point, WI 54481
& Zoom Conference Call Meeting

PRESENT: Chairperson O’Meara, Vice Chairperson Frostman, Alderperson Carlson, Commissioner Cole, Commissioner Finn.

ALSO PRESENT: Associate Planner/Zoning Administrator Kuhn, Technician Mohr, Lt. Ben Uitenbroek, and unidentified audience members via Virtual Zoom Meeting.

INDEX:

Opening Section:

1. Roll call

Discussion and possible action on the following:

2. Report of the June 16, 2022 meeting of the Bicycle & Pedestrian Street Safety Commission.
3. Presentation by Lt. Ben Uitenbroek on the Police Department's role in promoting bicycle and pedestrian safety.
4. Discussion on Walk Friendly Community application results.

Closing Section:

5. Adjourn
-

Opening Section:

1. Roll call

Present: O’Meara, Frostman, Carlson, Cole, Finn

Discussion and possible action on the following:

2. Report of the June 16, 2022 meeting of the Bicycle & Pedestrian Street Safety Commission.
Motion by Alderperson Carlson to approve the report of the June 16, 2022 meeting of the Bicycle & Pedestrian Street Safety Commission; seconded by Vice Chairperson Frostman

Motion carried 5-0.

3. Presentation by Lt. Ben Uitenbroek on the Police Department's role in promoting bicycle and pedestrian safety.

Lt. Ben Uitenbroek, representative with the Police Department, provided a presentation on the department’s role in promoting bicycle and pedestrian safety, touching base on the following:

- Patrol Deployment
 - Available equipment, how officer’s get to deployment areas, and which areas or events are patrolled.
- Fleet
 - (4) Trek Pedal Mountain Bikes
 - (1) E Bike, donated by Trek in 2018
- Education

- Education days and events & partnerships with local organizations
- Bicycle Crash statistics in Portage County & Comparable City/Town Statistics
- Enforcement Data & Issued Traffic Citations

Commissioners made the following comments:

1. Inquiry as to whether COVID affected crash statistics, to which Lt. Uitenbroek noted that while they couldn't attribute the increase to the pandemic specifically, they noted that there had been an uptick in bicycle sales as people turned to outdoor activities.
2. Requested clarification on the crash report criteria, to which Lt. Uitenbroek noted that they were for bicycle and car accidents only.
3. There was a back-and-forth discussion on expanding the collection of crash statistics to include more information and not just what was statutory required by the state, noting the importance of being able to reference that data to better pinpoint trouble areas in the City.
4. There was a back-and-forth discussion on the enforcement of bicycles adhering to traffic laws.
5. Several comments were made on the need to further provide education on bicycle safety, sidewalk use, and the importance of clearing sidewalks.

No action was taken.

4. Discussion on Walk Friendly Community application results.

Associate Planner/Zoning Administrator Kuhn summarized that the City had been awarded a bronze level designation as a Walk Friendly Community. He further expanded on the areas that the City's standing had been based upon and noted that the report card had been included within the agenda packet. That report card had included comments on potential opportunities or areas of improvement that could be worked on. Those areas included:

1. Status of Walking
2. Planning
3. Education and Encouragement
4. Engineering
5. Enforcement
6. Evaluation

Commissioners made the following comments:

- Commended staff for their efforts in submitting the application.
- Back-and-forth discussion on the importance of formalizing a sidewalk continuation plan that would assist in establishing priorities for potential improvements.
- Back-and-forth discussion on the potential of revisiting the Bicycle & Pedestrian Plan.

No action was taken.

Closing Section:

5. Adjourn

Meeting adjourned at 2:49 PM.

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

**CYCLING
WITHOUT
AGE**
PORTAGE COUNTY



Cycling Without Age – The Beginning



Cycling Without Age began in Copenhagen Denmark in 2012.

- Ole Kassow founded the program.
- As we age, it becomes increasingly difficult to safely ride a bicycle.
- The solution is a trishaw, a bicycle-tricycle hybrid pedaled by trained volunteer “pilots.”

Cycling Without Age-Portage County

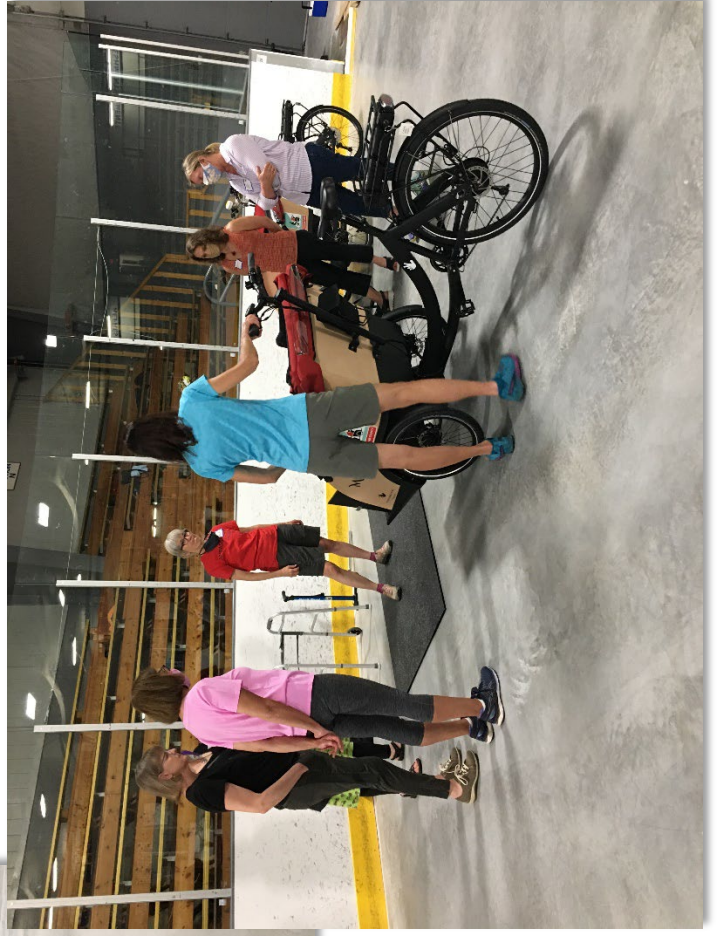


2018

Pilot Training



Safety First!



All pilots receive a minimum of 3 hours training including orientation, skills sessions and road practical before taking passengers for a ride.

Active Living



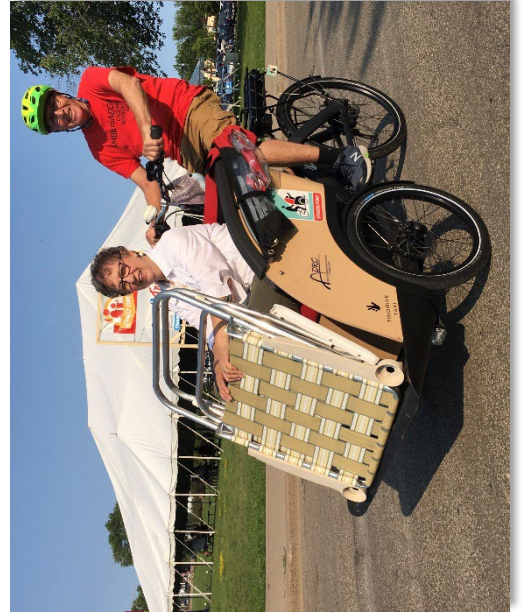
- Cycling Without Age is a social program.
- Antidote to loneliness.
- Spending time in nature has many health benefits.

The Passenger

The TrioBike trishaw is built for people with limited mobility



Special Events



By Brian Will | Posted: Thu 5:42 PM, Aug 23, 2018 | Updated: Thu 6:29 PM, Aug 23, 2018

Stevens Point Area School District



Spending time outdoors and having fun





Thank You!

cwa.stevenspoint@gmail.com

Decks
r Move
ER!

CYCLING WITHOUT AGE



PORTAGE COUNTY



MEMORANDUM

To: Bicycle & Pedestrian Street Safety Commission

From: Adam Kuhn, AICP
Associate Planner / Zoning Administrator

Date: January 23, 2023

RE: Safe Routes Project with the 1000 Friends of Wisconsin

Background: Over the last few months, City staff have been discussions with staff from the 1000 Friends of Wisconsin for the purposes of collaborating on a project that aims to improve safe routes to schools and parks. The project, conducted by the Special Projects Manager of the 1000 Friends of Wisconsin, identifies active transportation gaps to city schools and parks. The focus area of this project centers on the portion of Water Street from Centerpoint Drive to Clark Street.

Over the project period, running from June 1, 2022 to December 31, 2022, the Special Projects Manager has worked with the City to collect data, identify points of intervention for infrastructure improvement, develop strategies for public engagement and identify potential funding sources. In December, a final report was produced and submitted to the City. For those wishing to read the final report ahead of time, the report can be viewed here: <https://arcg.is/Lzvy0>.

Susan Gaeddert, Special Projects Manager for the 1000 Friends of Wisconsin, will be attending the January Bicycle and Pedestrian Street Safety Commission meeting to provide an overview of the project and discuss her findings and recommendations.

Special thanks to the following individuals who took part in walking audits as part of this project:

- Marc Christianson, District 1 Alderperson
- Madison Matijevich, Midstate Independent Living Choices
- Michael O'Meara, Bicycle and Pedestrian Street Safety Commission

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- Karalyn Peterson, Midstate Independent Living Choices
- Trevor Roark, Curbwise LLC

Further information on the 1000 Friends of Wisconsin can be found [here](#).

Stevens Point Bicycle & Pedestrian Count
Wednesday, September 14, 2022
3:30-5:30 pm, Sunny 70s°
2022 AND RECENT COMPARATIVE YEARS' TOTALS

Location	Bicyclists	Pedestrians	Other	2022 Total	2021 Total	2020 Total	Comments
Patch & Green Circle	43	20	0	63	65	89	
Crosby & Water	46	42	0	88	63	61	
Main & Division	19	54	1	74	63	72	
Main & Michigan	23	28	0	51	78	74	
Franklin & Division	n/a	n/a	n/a	n/a	193	114	
Jefferson & Michigan	42	32	0	74	42	56	
Fourth & Division	33	145	3	181	181	104	6 w/helmet, 27 w/no helmet
North Point & Michigan	40	152	0	192	171	92	
Green Circle & Clark	38	50	0	88	83	138	
Main & Strongs	40	256	6	302	194	166	
Whiting & Water	37	17	0	54	31	39	
Jefferson/Wisconsin & Division	29	74	4	107	117	34	
Minnesota & Stanley	17	28	4	49	62	153	
Main & Water	30	95	0	125	70	n/a	
Brilowski & EM Copps	10	3	0	13	22	n/a	
Main & Reserve	37	69	5	111	38	n/a	2021 limited to bike contraflow block, not intersection

2022 Sum Total	484	1065	23	1572			
2021 Sum Total	492	960	37		1489		
2020 Sum Total	552	636	27			1215	*Pandemic, and Wednesday no school



MEMORANDUM

To: Bicycle & Pedestrian Street Safety Commission

From: Adam Kuhn, AICP
Associate Planner / Zoning Administrator

Date: January 23, 2023

RE: Discussion on the Safe Streets and Roads for All Grant

Background: The Infrastructure Investment and Jobs Act, signed into law in 2021, has created several discretionary programs that provides financial assistance to local governments for the transportation projects. One of these discretionary programs, the Safe Streets and Roads for All (SS4A) Grant, was created to fund transportation projects that prevents deaths and serious injuries on roadways.

The SS4A program, funded for Fiscal Years 2022-2027, provides yearly grant opportunities for local, county, regional and tribal governments. Similar to other discretionary programs created under the Infrastructure Investment and Jobs Act, the SS4A programs allows for grant funding for creating or updating a comprehensive action plan (i.e., a planning grant) and for carrying out projects identified within an approved action plan (i.e., an implementation grant). The following provides background information on both types of grants.

Planning Grant: Grant dollars from the SS4A program can be used to either create or update an action plan that targets the planning, design and development of activities that reduce roadway deaths and serious injuries. Important elements of a U.S. DOT approved action plan includes: goal setting, oversight, analysis of safety conditions, public engagement, policy and strategy identification, and evaluation. For the planning grant, awarded applications are anticipated to receive a minimum of \$200,000 to a maximum of \$1,000,000. Please note that, in addition to the implementation grant, the planning grant requires a local matching share of at least 20%.

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Implementation Grant: In order to be eligible for an implementation grant, an applicant must use projects and strategies identified within an existing planning document. For the implementation grant, awarded applications are anticipated to receive a minimum of \$5,000,000 to a maximum of \$30,000,000. Unsurprisingly, the list of eligible projects within an implementation grant application are wide-ranging. Examples of eligible activities include, but are not limited to, the following:

- Correcting common risks across a transportation network (e.g., lighting, high-visibility pavement markings and signage).
- Installing safety enhancements for pedestrians (e.g., new sidewalks to improve connectivity, signaling improvements, rapid-flashing beacons and audible pedestrian signaling).
- Low-cost safety treatments along roadways (e.g., visible signage along high-crash corridors, rumble strips and speed bumps).
- Implementing a safe routes to school plan.
- Improving the connectivity of bicycle networks.

Initial Thoughts: City staff has had preliminary interest in SS4A program and would like to begin the conversation. As the SS4A program focuses extensively on roadway safety for all uses – the purpose and intent of the Bicycle and Pedestrian Street Safety Commission, I believe that it is important to begin the conversation with you all.

Regarding the SS4A program, I believe that we could focus on either the planning grant or the implementation grant, thanks in large part to the Portage County Countywide Bicycle and Pedestrian Plan (PCCBPP). Adopted in 2014, the PCCBPP identifies specific projects and strategies that addresses roadway safety not only within the City's municipal boundary, but also within surrounding communities (i.e., Village of Plover, Village of Whiting, Town of Hull, etc.). Although the PCCBPP was adopted by the Portage County Board of Supervisors in 2014, the City's Common Council did review and approve the proposed projects and strategies that are located within, or maintained by, the City.

Even though the City has made tremendous progress over the 9+ years in implementing projects identified within the PCCBPP, there are ample projects that can be implemented with a capable financial standing. Therefore, I do believe that there are enough projects within the PCCBPP that the City could apply for as part of an implementation grant.

While reading this, Commissioners may question whether the City, as a sole applicant, could apply for City-specific projects within the PCCBPP. Truth be told, that was an overarching question that I had. In conversations with DOT staff, it is apparent that two options exist as part of a hypothetical implementation grant application submittal:

1. The City is the sole applicant and submits an implementation grant application focusing on roadways located within, or maintained by, the City.
2. The City, in conjunction with neighboring jurisdictions, submits a multijurisdictional implementation grant application.

In addition to the implementation grant, the planning grant is also something to consider and discuss. While current and former City officials have made great progress in implementing recommendations of the PCCBPP, it is important to acknowledge that we are approaching the ten-year anniversary of PCCBPP being adopted. Long-range

planning documents, the PCCBPP included, are best served to be evaluated and updated at least every ten years. For example, priorities, projects and focus areas have surely changed in 2023 when compared to 2014. Therefore, I believe that we should have a frank discussion in the coming months and years as to the efficacy of the PCCBPP and ways to improve the City's version of the document.

As Commissioners are aware, long-range planning documents are the key for successful grant applications. In order to produce a robust planning document, it requires extensive time and effort focusing on goal setting, public engagement and collaboration, equity, project identification, and transparency in evaluating performance metrics. While the City can surely produce a quality update to the PCCBPP without grant assistance, having financial assistance would be beneficial particularly in engaging with the populous and producing policy and design recommendations.

January BPSSC Meeting: The purpose of this agenda item is to provide the Commission background information on the SS4A program and to discuss the following question – is the SS4A program something that the City should look into further? If so, does the Commission have a preference to look into a planning grant or an implementation grant?

For context on this discussion, there are two items that I would like to point out. First, the U.S. DOT is likely to release their 2023 Notice of Funding Opportunity for the SS4A program in May. While there are no details at this time as to when applications need to be submitted by, the application cycle for Fiscal Year 2022 concluded in September of last year. Should the Commission have interest in exploring the SS4A program further, I am not sure at this time if we would be targeting the application cycle for Fiscal Year 2023 or 2024. Second, this conversation with the Commission is merely that – a discussion. Should there be interest in pursuing this program at a later date, formal approval to apply by the City's Finance Committee and Common Council would be necessary.

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