



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.

AGENDA

BICYCLE AND PEDESTRIAN STREET SAFETY COMMISSION (BPSSC)

Members

- Chair Michael O'Meara
- Vice Chair Janet Jurgella Finn
- Ald. David Plaisance
- Scott Cole
- Karalyn Peterson
- Nena Fisher (Alt. #1)

Date and Time:	March 9, 2023 6:00 PM	Location:	Community Room 933 Michigan Avenue, Stevens Point, WI
			<u>OR</u> <u>Zoom Teleconferencing</u> Meeting ID: 886 0636 4380 Passcode: 583982 <u>By</u> <u>Computer:</u> https://us02web.zoom.us/j/88606364380?pwd=K2s4cHM3TIREsFFvU3lnTETzUi8yUT09 <u>By Phone:</u> +1-312-626-6799 (US Chicago)

Opening Section:

1. Roll Call

Discussion and Possible Action on the Following:

2. Report of the January 23, 2023 meeting of the Bicycle & Pedestrian Street Safety Commission.
3. Discussion on the City's Bicycle Parking Ordinance.
4. Discussion on the National Walking College Program.
5. Discussion on the AARP Community Flagship Grant.

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.

6. Update on the Safe Street and Roads for All Discretionary Program.

Closing Section:

7. 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

January 23, 2023 – 5:00 PM
933 Michigan Avenue – Room 122, Stevens Point, WI 54481
& Zoom Conference Call Meeting

PRESENT: Chairperson O’Meara, Alderperson Plaisance, Commissioner Cole, Commissioner Finn, and Commissioner Peterson.

ALSO PRESENT: Associate Planner/Zoning Administrator Kuhn, Alderperson Christianson, Alderperson Keymer, Tori Jennings, Susan Gaeddert, Trevor Roark, and unidentified audience members via Virtual Zoom Meeting.

INDEX:

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.
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
-

Opening Section:

1. Roll call

Present: O’Meara, Plaisance, Cole, Finn, Peterson

Absent: Fisher

Discussion and possible action on the following:

2. Selection of a Vice Chairperson for the Bicycle and Pedestrian Street Safety Commission.
Chairperson O’Meara nominated Janet Jurgella Finn as Vice Chairperson. There were no further nominations.
Motion carried 5-0.
3. Report of the July 28, 2022 meeting of the Bicycle and Pedestrian Street Safety Commission.
Motion by Vice Chairperson Finn to approve the report of the July 28, 2022 meeting of the Bicycle and Pedestrian Street Safety Commission; seconded by Commissioner Cole
Motion carried 5-0.
4. Presentation by Tori Jennings, representing Cycling Without Age.

Associate Planner/Zoning Administrator Kuhn provided a brief background on the charter of the commissioner, and explained that a sixth criteria/category, equity, had been added to how the City was graded for their biking community designation. Therefore, Cycling Without Age Portage County, whose mission was to give older adults or adults with differing abilities free bicycle rides, had been invited to speak to the commission about their program so they could get a different perspective on how it related to transportation planning.

Tori Jennings, President of Cycling Without Age Portage County, provided a brief presentation on the program's focus, goals, achievements, and involvement in the community, touching base on the following (*a copy of the presentation is attached to the end of the meeting minutes*):

- History and beginnings of the program in Denmark.
- What is a trishaw & specific features of the TrioBike trishaw.
- Beginnings of the program in Portage County.
- Pilot training & skill sessions.
- How the program promotes healthy living.
- Special events & existing partnerships.
- How the program had morphed to serving the community overall.
- Distances and areas covered by trishaws and pilots.

Commissioner Fisher arrived at 5:10PM.

Commissioners made the following comments:

1. It was noted that Commissioner Finn was part of the program as a pilot, and they spoke on their experience providing trishaw rides to students.
 2. Back-and-forth discussion on additional area programs or services that provided adaptive mobility for cycling. Demand was noted to be higher since the start of the COVID pandemic, and how and if that demand was being met.
 3. Back-and-forth discussion on access issues, and physical navigation issues for cycling.
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.

Susan Gaeddert, Director of 1000 Friends of Wisconsin, provided a brief presentation on the Safe Routes, Safer Communities program, touching base on the following (*a copy of the presentation is attached to the end of the meeting minutes*):

- History, and beginnings of 1000 Friends of Wisconsin.
- Introduction to the Safe Routes, Safer Communities Program, including the focus, timeline, project area in Stevens Point (Wisconsin Rapids had also participated).
- Focus on 'Health Equity'
 - Disparities (race, income, ability/disability, vehicle access, proximity to hazards).
 - Barriers both tangible/intangible (physical barriers, race or gender conflicts, cultural conflicts).
 - Infrastructure is only one way to address disparities.
- Planning for the Walk/Roll audit
- High-level observations made for the focus areas were:
 - Concrete medians too narrow to aptly accommodate more than one person.
 - Push-to-walk buttons lack audible prompts or countdowns.
 - The placement of push-to-walk buttons are separated significantly from the curb ramp.

- Significant non-compliance with the Americans with Disabilities Act.
- Finalized report on the website: <https://arcg.is/Lzvy0>

Trevor Roark (601 Washington Ave) noted that participating in the program was eye opening. They commended the efforts of 1000 Friends of Wisconsin.

Commissioners made the following comments:

- Commended efforts made, noted participation was very informational.
- Comment that the 2022 Bicycle and Pedestrian Count showed a continuous increase on many of the focus areas within the program due to folks utilizing the river front, furthering the need to improve the intersections.

6. Discussion on the 2022 Bicycle and Pedestrian Count.

Associate Planner/Zoning Administrator Kuhn provided a summary of the 2022 Bicycle and Pedestrian Count, noting the reasonings for the locations that were focused on, as well as observations or trends they were hoping to pull. He thanked Commissioner Finn for her efforts.

Commissioner Finn provided the following details:

- Summary of the 2022 numbers.
- Noted seeing more skateboards, E-Scooters/E-Bikes and how they were counted.

Commissioners made the following comments:

- Inquiry on how wheelchairs were counted, to which they were confirmed as pedestrians.
- Brief discussion of physical heat map use, with the potential to use it as an additional data point.

Tori Jennings (719 Greenbriar Ave) inquired on how the comparative totals were being shown on the City's GIS, to which staff explained how the Bicycle and Pedestrian Counts were being displayed online. A walk-through of the website followed.

7. Discussion on the Safe Streets and Roads for All discretionary grant program.

Associate Planner/Zoning Administrator Kuhn provided a summary of the new grant opportunity in the form of The Safe Streets and Roads for All (SS4A), whose purpose was to fund transportation projects that further prevented deaths and serious injuries on roadways. He provided the additional information:

- Timeline for applications.
- Funding cycle for 2022-2027.
- Grant funding for creating or updating a comprehensive action plan and carrying out projects identified within an approved action plan.
 - Planning Grant details
 - Implementation Grant details
- Staff was looking for confirmation on whether the commission would want to explore the opportunity.

Commissioners made the following comments:

- Inquired on whether the application would revolve around the Portage County Bicycle & Pedestrian Plan, to which staff confirmed the preference as it would strengthen any application more so than just the City plan document.
- Suggestion to pursue a Planning Grant first, as the existing plans were dated, to which staff agreed that a county-level update would be more substantial than a City-only initiative.

- Inquiry on whether the commission could only focus on City-specific initiatives, to which staff confirmed that while it would be an eligible Planning Grant, pursuing a county-wide initiative would likely assist in having the grant awarded as it would have a greater impact.
- Inquiry on whether the Planning Grant needed to be applied for prior to an Implementation Grant, to which staff noted that while the restriction didn't exist, it was in the best interest of the commission to pursue a Planning Grant first to update existing documents, and then apply for an Implementation Grant for a stronger application with the updated documents.
- Inquiry on who initially drafted the Portage County Bicycle & Pedestrian Plan, and whether they would be better suited in applying for the grant. Staff noted that it was a multi-jurisdictional effort, even though Portage County was the main applicant.
- Comment that the previous plan was lacking in analyzing barriers to bicycles and pedestrians, specifically around major crossings such as the railroads or river crossings. Analyzing them would assist in showing the need for improvement.
- Inquiry on whether a consulting firm would need to be involved as it was with the initial Portage County planning document, to which staff stated yes if they were looking at getting traffic studies or analyses, noting however, that it could impact the application timeline.
- Inquiry as whether the commission or staff would be taxed with pursuing the grants themselves, to which it was explained that while the commission would provide direction, staff would be the main implementor. The request would need to be brought before the Finance Committee and Common Council in order to pursue the grants.

Trevor Roark (601 Washington Ave) provided a point of clarification that based on the requirements, the City would fall under a rural community of which the benchmark would be 3 million, to which staff agreed that this was an important comment as the Implementation Grant required a local matching share of at least 20%.

Trevor Roark (601 Washington Ave) mirrored sentiments about pursuing the updating of the Planning Grant first and noted that additional research on what other communities were doing with their bicycle and pedestrian plans would be beneficial.

There was an interest to pursue additional information for potentially applying for the Planning Grant. Staff stated that they would begin reaching out to surrounding jurisdictions to gauge interest. No action was taken.

Closing Section:

8. Adjourn

Meeting adjourned at 6:43 PM.

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

Attachments relating to Agenda Item 4: Cycling Without Age Presentation



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





**CYCLING
WITHOUT
AGE**



PORTAGE COUNTY



Safe Routes, Safer Communities

Susan Gaeddert
Community Programs Director, 1000 Friends of Wisconsin

Bicycle and Pedestrian Street Safety Commission
January 23, 2023



Who We Are

1000 Friends of Wisconsin: [1kfriends.org](https://www.1kfriends.org)

- Founded in 1996
- Land use planning nonprofit organization
- Promote land use policies & activities that advance healthy communities, positive economic outcomes & environmental benefits in Wisconsin



Active Wisconsin: [activewisconsin.org](https://www.activewisconsin.org)

- Coalition of communities and advocacy groups from all around the state
- Dedicated to active transportation infrastructure
- Resource-sharing
- State-level advocacy



@1000FriendsWisc



@1kfriends

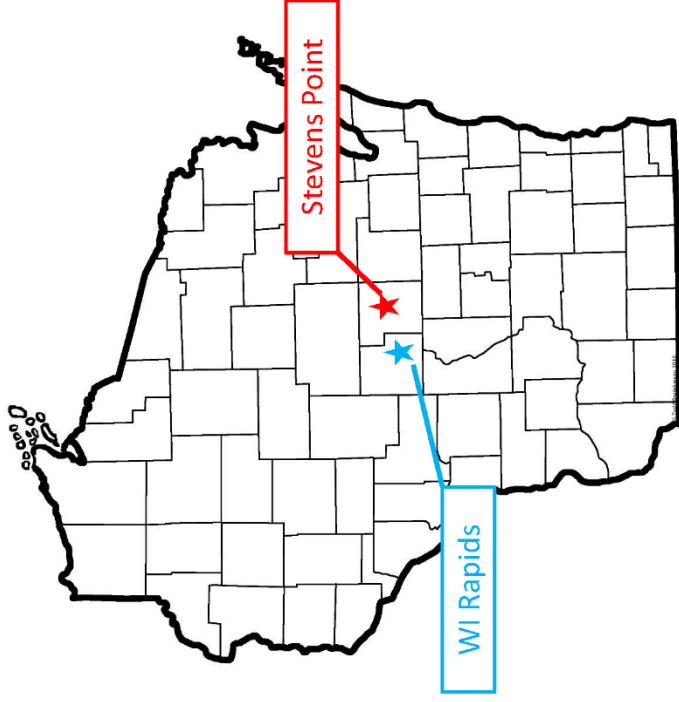


@1kfriends

Safe Routes, Safer Communities

Introduction to the Project

- Part of a larger health equity project with **COWS**
- Safe routes to schools & parks for children & families
- Participating Green Tier Legacy Cities: **Stevens Point & Wisconsin Rapids**
- June-December 2022



GODFREY KAHN S.C.

COWS | Building the High Road

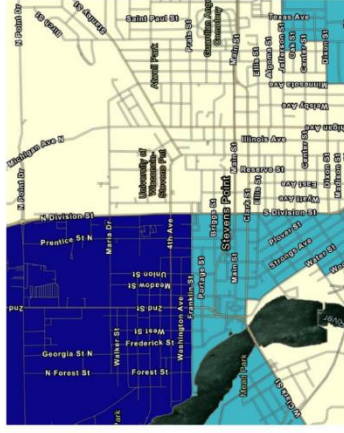
Timeline: June-December 2022



Health Equity

- Disparities due to combination of many factors:
 - Race
 - Income
 - Ability/disability
 - Vehicle access
 - Proximity to hazards, i.e. dangerous roads & air pollution
- Barriers are tangible & intangible
- Infrastructure improvements are ONE way to address disparities

Percent of population with a disability (2021 ACS)



Percent of households with no vehicle available (2021 ACS)



July: Initial scoping



PJ Jacobs Junior High
Michigan Ave/Main St



Convent redevelopment site
Prentice St/Maria Dr



“Concrete moat”
Water St. corridor



Planning for the Walk/Roll audit in October

AARP
Walk Audit Tool Kit
 A self-service guide for assessing a community's walkability

Worksheets available at
AARP.org/WalkAudit

AARP Walk Audit Tool Kit Worksheet

Sidewalks, Streets and Crossings SINGLE-LOCATION AUDIT

Community Name: _____
 Location (Street Name(s)): _____

Audit date: _____ Start time: _____ AM | PM End time: _____ AM | PM

Posted speed limit(s): _____ Do the motorists appear to be obeying the speed limit? Yes No

Total number of vehicle lanes: _____ The street is one-way two-way

If more than one lane: Does the roadway have a median and/or a pedestrian island?

The street has: no sidewalk no sidewalk but needs two partial sidewalks a sidewalk on one side of the street sidewalks on both sides of the street

YES | NO | OTHER *Skip any statements that don't apply*

THE SIDEWALK:

- Is separated from the street by a barrier or buffer (a curb, grass, landscaping)
- Is surfaced with a material that is smooth and consistent (e.g., or asphalt rather than bricks)
- Is in good condition, without cracks or raised sections
- Is free of obstacles (hydrants, utility poles, overgrown landscaping, trash receptacles)
- Is free of interruptions from driveways (such as to/from homes, parking lots, etc.)
- Is continuous (no signs are missing) and complete (doesn't randomly end)
- Has tactile ground surface indicators (braille) for people with vision impairment
- Has tactile ground surface indicators for pedestrians with vision impairment will know when the path is ending
- Has a curb cut ramp for use by wheelchair, baby strollers, etc.) whenever it is interrupted by a street

THE STREET:

- Has traffic lights and/or stop signs at intersections and crossings
- Has traffic lights and/or stop signs are clearly visible to drivers and pedestrians
- Has crosswalks that are well marked and clearly visible to drivers and pedestrians
- Has signage alerting drivers to the presence of pedestrians
- Has a designated bicycle lane
- Has a pedestrian crossing signal, also called a beacon (if yes, complete the next section)

THE PEDESTRIAN CROSSING SIGNALS:

- Are working
- Have "walk" mechanisms, meaning pedestrians can stop vehicle traffic
- Have audible prompts for people with vision impairment
- Are placed in appropriate locations (if not, make note of where more are needed)
- Provide enough time to cross (indicate the amount of time: _____ minutes _____ seconds)
- Provide suitable opportunities to cross (indicate the amount of time pedestrians must wait for a traffic light change in order to cross: _____ minutes _____ seconds)

Consider using the "Build a Better Block" worksheet as well.

Walkability of the area, based on the findings above: Great Acceptable Mixed Poor

COWS | Building the High Road



Project Area



GODFREY KAHN S.C.

COWS | Building the High Road

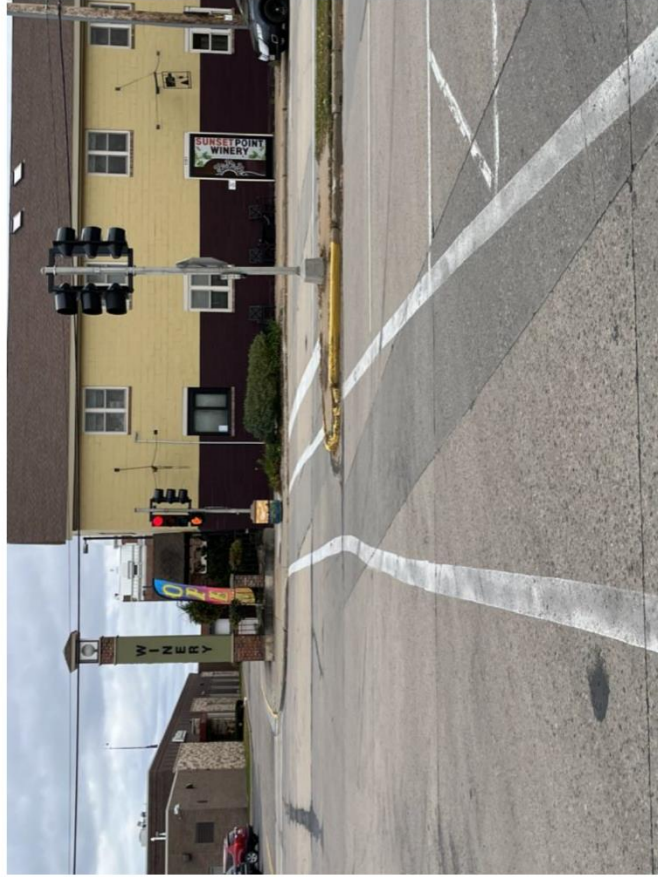
Project Area



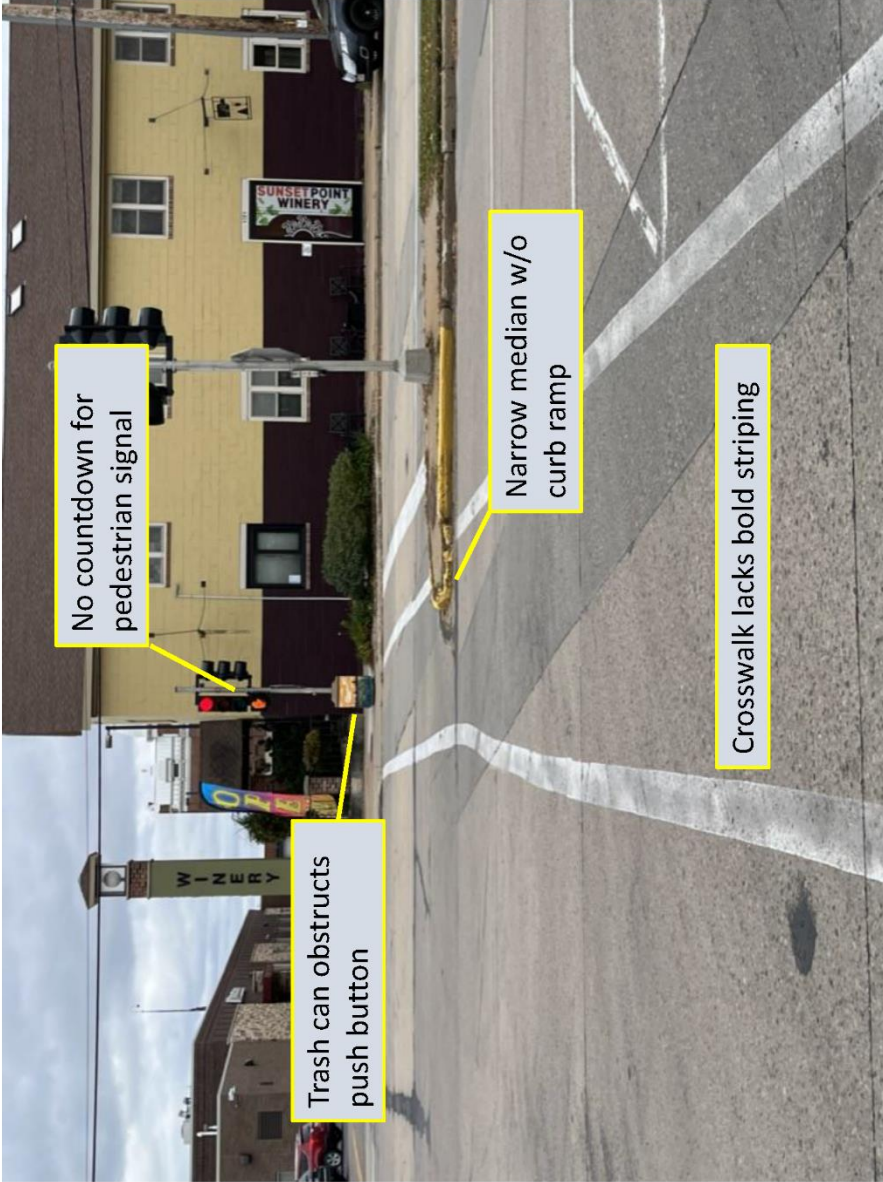
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Water Street – Crosby Avenue



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No countdown for pedestrian signal

Trash can obstructs push button

Narrow median w/o curb ramp

Crosswalk lacks bold striping

Water Street – Crosby Avenue



Water Street – Main Street



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Water Street – Clark Street



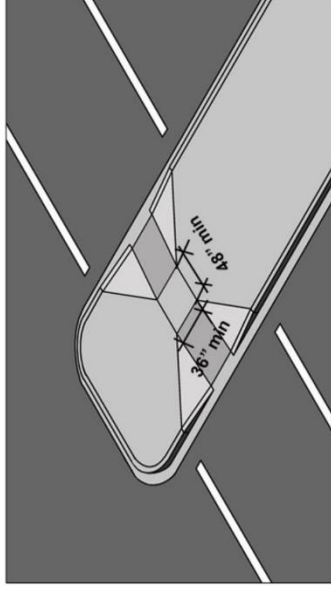
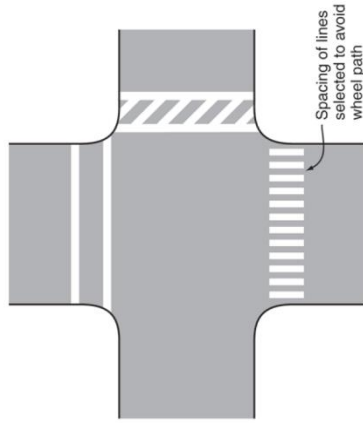
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Observations

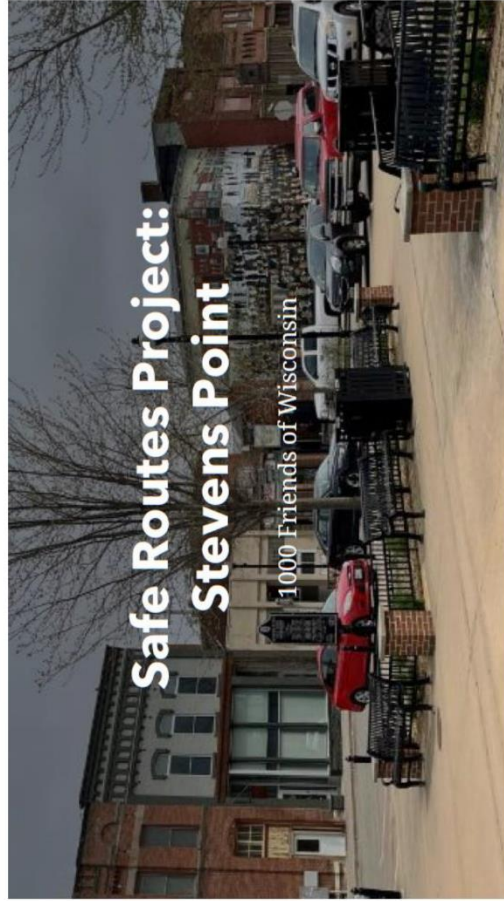
- Concrete medians are too narrow to aptly accommodate more than one person.
- Push-to-walk buttons lack audible prompts or countdowns.
- The placement of push-to-walk buttons are separated significantly from the curb ramp.
- Significant non-compliance with the Americans with Disabilities Act.

Figure 3B-19. Examples of Crosswalk Markings



Safe Routes, Safer Communities

Report now available on the Active Wisconsin and 1K Friends websites.



Thank you!

Adam Kuhn, Michael O'Meara, Chris Klesmith, Madison Matijevich, Karalyn Peterson,
Trevor Roark, Mark Christianson

Questions?



COWS | Building
the High Road



MEMORANDUM

To: Bicycle & Pedestrian Street Safety Commission

From: Adam Kuhn, AICP
Associate Planner / Zoning Administrator

Date: March 9, 2023

RE: Discussion on Bicycle Parking Ordinance

Background: Several years ago, the City's Plan Commission and Common Council adopted an ordinance outlining standards for bicycle parking for new development. Within the approved ordinance, shown within this agenda packet, it outlines requirements as to the number of bicycle parking spaces required, location of bicycle parking facilities and design standards for bicycle parking facilities.

For new development, bicycle parking is determined based on the number of parking spaces provided for apartment, mixed-use and non-residential development. Said code provision is outlined below.

Ch. 23.01(15)(f) *Bicycle Parking*

- 1) *Apartment, mixed use, and non-residential development providing more than 20 vehicles but less than 100 vehicle parking spaces shall be required to provide six bicycle parking spaces. An additional one bicycle parking space shall be provided for each additional 25 vehicle parking spaces, or fraction thereof. A minimum of four and a maximum of 24 bicycle parking spaces shall be required under this paragraph.*

While the adoption of our current bicycle parking ordinance was a major first step in ensuring that multimodal transportation options are available for future development, it does come with its pitfalls. Specifically, over my time as Zoning Administrator, it is apparent that the aforementioned Zoning Code provision does not accurately capture

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the practicality of bicycle parking requirements for certain land uses. The following provides a few examples:

- Under a literal application of the City's bicycle parking ordinance, car washes would be required to provide bicycle parking as it is considered 'non-residential development.' If one would seek to utilize a car wash facility, they would not be using a bicycle as their form of transportation to the facility.
- Drive-thru coffee establishments are another example of a land use that would require bicycle parking. Such coffee establishments, such as Scooter's Coffee (new development approved by the Plan Commission last month), would require bicycle parking even though the use is auto-centric and does not allow for in-person dining.
- Bicycle parking for industrial uses are based on the gross floor area that exists within the building. As any bicycle parking facilities would be utilized by company employees, I believe that the metric that should be used to determine if bicycle parking is needed should be based on the number of employees.
- Most of the apartment developments over the last five years have been located either downtown (where the Zoning Code does not have minimum on-site parking requirements) or on a property that was rezoned to "PD" Planned Development (a planned development rezoning of a property allows for a development to have a lesser number of on-site parking stalls, provided that Plan Commission and Council approval is obtained). If this Commission is serious about wanting multi-family housing development to have bicycle accommodations, I believe that required bicycle parking should be based off of the number of units provided and not the total number of on-site parking stalls that are provided.

In light of the City's intention to rewrite the Zoning Code in the late-2010's, this Commission did review proposed changes to the bicycle parking ordinance and how much parking should be required based on land use. These previous discussions on rewriting the Zoning Code is dead and, unfortunately, I don't foresee a rewrite of the Zoning Code to occur in the coming years. As such, if this Commission is serious about making amendments to the Bicycle Parking Ordinance, it is important to utilize the existing land use table found in the Zoning Code in lieu of what was discussed a few years ago (see attached).

Additionally, the Commission reviewed proposed changes to the bicycle parking ordinance a few years ago as it relates to the location of bicycle racks and design standards for bicycle racks. As this document was not formally adopted, along with there being changes in the composition of this Commission, I would like to use this document as a starting point to see what, if any, changes to the ordinance are of interest to you all.

Please note that should any changes to the ordinance be proposed from this Commission, it would need to be approved by the Plan Commission and Common Council.

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

Existing Bicycle Parking Ordinance

islands, shrubs and trees shall be planted a minimum of two feet from back of the curb or wheel stop. Where pervious parking surfaces or swales are provided, the Administrator may allow wheel stops in place of curbs. The Administrator may waive the curb requirement if an adequate or superior measure is used to protect the landscaped areas.

d) **Drainage**

Where possible, a portion of the drainage from parking areas should be drained through swales that include deep rooted perennial ornamental grasses.

f) Bicycle Parking

In order to enhance multi-modal transportation opportunities, the following standards for bicycle parking shall be met.

- 1) Apartment, mixed use, and non-residential development providing more than 20 vehicle but less than 100 vehicle parking spaces shall be required to provide six bicycle parking spaces. An additional one bicycle parking space shall be provided for each additional 25 vehicle parking spaces, or fraction thereof. A minimum of four and a maximum of 24 bicycle parking spaces shall be required under this paragraph.
- 2) Bicycle parking facilities shall be located within 120 feet of the main building entrance, unless approved by the Plan Commission and Common Council.
- 3) Bicycle parking facilities shall be of high-quality type construction that:
 - a) Supports the bicycle upright by its frame in two places;
 - b) Prevents the wheel of the bicycle from tipping over;
 - c) Enables the frame and one or both wheels to be secured;
 - d) Supports bicycles without a diamond-shaped frame with a horizontal top tube;
 - e) Allows front-in parking: a U-lock should be able to lock the front wheel and the down tube of an upright bicycle; and
 - f) Allows back-in parking: a U-lock should be able to lock the rear wheel and seat tube of the bicycle.
- 4) Bicycle parking facilities should be designed to have the following minimum area and spacing requirements:
 - a) The separation between the rack and any wall or barrier shall be 24 inches;
 - b) The racks shall be placed 30 inches on center;
 - c) The separation between aisles shall be 48 inches; and
 - d) The depth of each row shall be 72 inches.
- 5) Alternative bicycle parking facility standards may be approved by the Administrator where they are functionally equivalent to the most recent version of

the Bicycle Parking Guidelines from the Association of Pedestrian and Bicycle Professionals.

g) Constrained Sites

Alternative parking and landscaping standards may be approved by the Administrator only where the required parking and landscaping in this Zoning Code cannot be physically met on the site for one of the following reasons described below. Such alternative standards shall be the least aggressive possible.

- 1) Redevelopment of an existing site requires parking or landscaping to be added, but a building, pavement or stormwater facility already exists; or
- 2) Redevelopment of an existing site would reduce the number of stalls below the required number for the use or reduce aisle widths below the recommended standard; or
- 3) The existing site has lost area from landscaping due to adjacent road widening or other right-of-way infrastructure improvements.
- 4) A parking facility addition would be inconsistent with the layout or setback of the existing parking facility to the extent where it would significantly change the configuration of the existing facility to meet current standards. Such addition shall not exceed more than 50 percent of the existing parking facility area.

h) Alternative Parking Plan

1) Applicant-Submitted Parking Data

The Plan Commission, with Common Council approval, may modify the parking requirements of this Zoning Code when an applicant submits parking data, prepared and sealed by a registered engineer in the State of Wisconsin, which illustrates that the standards of this Zoning Code do not accurately apply to a specific development. The data submitted for an alternative parking plan shall include, at a minimum, the size and type of the proposed development, the mix of uses, the anticipated rate of parking turnover and the anticipated peak parking and traffic loads of all uses.

2) Off-Site Parking

The Administrator may approve the location of required parking spaces on a separate lot from the lot on which the principal use is located if the off-site parking complies with the all of following standards.

a) Ineligible Activities

- i. Off-site parking may not be used to satisfy the off-street parking requirements for convenience stores or other convenience-oriented uses.
- ii. Required parking spaces reserved for persons with disabilities may not be located off-site.

Bicycle Parking Ordinance Reviewed During Zoning Code Rewrite

5.51.6 Bicycle Parking

5.51.6.1 Definitions

- A. Short-Term Bicycle Parking means an area set aside, designated and of sufficient size for the parking of one bicycle by a customer, patron, client, colleague, commuter, or other person expected to park their bicycle for approximately 1 day or less.
- B. Long-Term Bicycle Parking means an area set aside, designated and of sufficient size for the parking of one bicycle by an employee, resident, student, commuter, or other person expected to park their bicycle for approximately more than 1 day.
- C. Bicycle Corrals are on-street bicycle racks or a series of racks placed within one or multiple automobile parking spaces of a street or parking lot.

5.51.6.2 Number of Bicycle Parking Spaces Required by Use

- A. Compliance with bicycle parking space requirements of Table 5-16 shall be required for any of the following in all zoning districts:
 - 1) Construction of a new building.
 - 2) Construction of an addition to an existing building.
 - 3) Substantial improvement of an existing building (as determined by City Plan Commission).
 - 4) Reconstruction, reconfiguration of, or addition to an existing parking lot that serves a use for which short-term bicycle parking spaces are required. Long-term bicycle parking space requirements shall not be applicable.
 - 5) Replacement of current bicycle parking spaces.
- B. A planned development shall comply with the minimum bicycle parking standards set forth by this code unless otherwise specified in the planned development documents.

5.51.6.3 Bicycle Rack Location on Site

- A. Bicycle rack placement shall be sufficiently lit and not result in obstructing a walkway or parked automobiles.
- B. Short-term bicycle parking spaces shall be located in a convenient and visible area (from the street) at least as close as the closest non-accessible automobile parking space and within 50 feet of the primary entrance.
- C. Long-term bicycle parking space shall be located indoors or in sheltered areas and secured or supervised providing protection from theft, vandalism, and weather and shall be accessible to intended users.
- D. Outdoor bicycle rack shall be located on paved or pervious surface, which shall not be soil, grass, landscape stone, or wood chips and shall have a slope no greater than 3%.

5.51.6.4 Off-street Bicycle Parking Design Standards

- A. Bicycle Rack/Space Design (for racks that require a user-supplied lock)
 - 1) Shall support a bicycle in a stable position and prevent the wheels from tilting or twisting.
 - 2) Shall accommodate cable locks and "U" locks and allow locking of bicycle frame and 1 wheel to the rack.
 - 3) Each bicycle parking space shall be accessible without moving another bicycle.
 - 4) Shall be securely anchored to the ground surface or building surface to prevent theft and misalignment.
 - 5) Surfaces of such facilities shall be designed to be mud and dust free.
- B. Bicycle Rack/Space Size, Access Aisles, & Vertical Clearance
 - 1) Bicycle parking spaces shall be a minimum of 2 feet by 6 feet
 - 2) The minimum spacing horizontally between racks is 156 inches to create a 5 foot access aisle minimum.
 - 3) The minimum spacing side-by-side between racks is 36 inches.
 - 4) Have a vertical clearance of at least 6 feet above highest point.

5.51.6.5 On-street Bicycle Parking Design Standards

- A. Bicycle Corrals shall meet all of the off-street bicycle parking design standards listed in 5.51.6.4
- B. Shall also be protected from motor vehicles with appropriate guarding specific to the location; such as planters, pylons, or other aesthetically appropriate structures.

5.51.6.6 Maintenance

- A. Shall be maintained in good working order to remain in compliance with design standards listed in 5.51.6.4 or 5.51.6.5.

- B. Bicycle parking areas shall be cleared of snow within 24 hours of snowfall end (> 1 inch of snow) and shall be maintained as mud free.

5.51.6.7 Substitutions

- A. Substituting bicycle parking spaces for automobile parking spaces is allowable and encouraged. This may sometimes be the only option to meet minimum bicycle parking requirements.
- B. Four to eight bicycle parking spaces may be substituted for one automobile parking space. Alignment may be lengthwise or widthwise as long as the design standards listed in 5.51.6.4 or 5.51.6.5 are met.

5.51.6.8 New Users

If a new user would like to install required or non-required bicycle parking, ordinance 5.51.6 shall be followed.

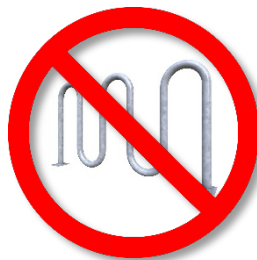
*Artistic bicycle racks are allowed and encouraged as long as the design meets the requirements above.

*See the [Bicycle Parking Guidelines, 2nd Edition \(2010\)](#) for further guidance.

Examples of bicycle racks that DO NOT meet the design requirements above:



grid or schoolyard racks



wave racks

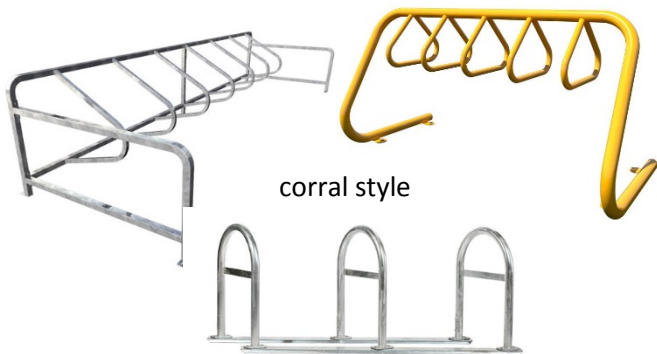


wheel well racks



spiral or helix racks

Examples of bicycle racks that meet the design requirements above:



corral style



hitch or post & ring



staple or inverted-U



hoop or ring



swerve

*Hitch racks are preferred over inverted-U since people often park perpendicular to the inverted-U, potentially blocking the walkway or causing slippage.

Proposed Bicycle Parking Ratios

Specific Use		Minimum Parking	Bicycle Parking
Residential			
Household living	Detached living	2.0 per unit	-
	Accessory dwelling	1.0 per unit	-
	Attached living	1.0 per unit	-
	Multifamily living or upper-story living	1.25 per each studio unit 1.50 per each 1 bedroom unit 1.75 per each 2 bedroom unit 2.00 per each 3 bedroom unit and above	0.5 per dwelling unit for multifamily living
	Retirement community	1.0 per unit	0.25 per dwelling unit
	Senior housing	0.60 per attached unit 1.5 per detached unit	0.25 per dwelling unit
	All other uses	2.0 per unit	
Group living	Assisted living or congregate care facilities	0.3 per bedroom	0.25 per dwelling unit
	All other uses	1.0 per 300 square feet of gross floor area	As determined by Zoning Administrator
Social service	All uses	1.0 per 300 square feet of gross floor area	0.25 per dwelling unit
Public			
Parks & open space	All uses	As determined by Plan Commission and Common Council	As determined by Plan Commission and Common Council
Place of worship	All uses	1.0 per 4 seats in main worship space, if benches, 20 inches shall equal 1 seat	Minimum 8.0 plus 1.0 per 40 seats
Port & terminal	All uses	1.0 per 225 square feet of gross floor area	-
Schools	Additions to	To be established by the Common	As determined by

	existing schools 3-year high school 4-year high school Elementary or middle school	Council 9.5 per classroom 7.5 per classroom 3.5 per classroom	Plan Commission and Common Council
Utilities	All uses	1.0 per 300 square feet of gross floor area (office)	-
Commerce			
Day care	All uses	1.0 per 300 square feet of gross floor area	N/A for Family Day Care Center Min. 4.0 for Large Group Day Care Center
Indoor recreation	Auditorium	1.0 per 4 seats or 1.0 per 75 square feet of gross floor area (whichever is greater) + 1.0 per 100 square feet of gross floor area of conference, banquet, restaurant	Min. 8.0 plus 1.0 per 2,000 square feet of gross floor area
	Bowling alley	5.0 per alley + 1.0 per 100 square feet of gross floor area of conference, banquet, restaurant	Min. 4.0
	Theaters	1.0 per 4 seats	Min. 8.0 plus 1.0 per 2,000 square feet of gross floor area
	All other uses	1.0 per 200 square feet of gross floor area	As determined by Zoning Administrator
Medical	Hospital	0.50 per bed	1.0 per 20 employees
	Medical, dental office or chiropractor	1.0 per 300 square feet of gross floor area	1.0 per 20 employees
	All other uses	1.0 per 300 square feet of gross floor area	As determined by Zoning Administrator
Office	With drive thru service	1.0 per 350 square feet of gross floor area	1.0 per 8 employees

	Without drive thru service	1.0 per 300 square feet of gross floor area	1.0 per 8 employees
Outdoor recreation	Campground, travel trailer park, RV park	1.0 per space	Min 4.0
	Golf course or country club	3.0 per hole + 2.0 per court	Min 8.0
	Horse stable, riding academy equestrian center	1.0 per each 5 stalls	Min 2.0
	Stadium or arena	1.0 per 4 seats	Min 8.0 plus 1.0 per 100 seats
	All other uses	1.0 per 5,000 square feet (outdoor use area)	As determined by Zoning Administrator
Overnight lodging	All uses	1.0 per guest room + 1.0 per 100 square feet of conference, banquet, restaurant	Min 4.0 plus 0.1 per guest room
Personal service	Barber and beauty shops	1.0 per 100 square feet of gross floor area	1.0 per 8 employees
	Funeral home or mortuary	1.0 per 4 seats or 1 space per 60 square feet of gross floor area (whichever is greater)	Min 2.0
	If less than 4,000 square feet of gross floor area	1.0 per 500 square feet of gross floor area	-
	All other uses	1.0 per 300 square feet of gross floor area	As determined by Zoning Administrator
Restaurant/Bar	All uses	1.0 per 100 square feet of gross floor area	5% of capacity
Retail sales	Gas and service stations	1.0 per 200 square feet of gross floor area	Min 2.0
	If less than 2,000 square feet of gross floor area	1.0 per 500 square feet of gross floor area	As determined by Zoning Administrator

	All other uses	1.0 per 300 square feet of gross floor area	As determined by Zoning Administrator
Vehicle sales	All uses	1.0 per 500 indoor square feet of gross floor area + 1.0 per 10,000 square feet outdoor lot area	Min 2.0
Vehicle service	All uses	3.0 per bay or 1.0 per 250 square feet of gross floor area, as applicable whichever is greater	-
Water-oriented	All uses	1.0 per every 3 wet or dry slips	-
Industrial			
Heavy industrial	All uses	1.0 per 600 square feet of gross floor area (office) + 1.0 per 4,000 square feet of gross floor area	1.0 per 10 employees
Light industrial	All uses	1.0 per 600 square feet of gross floor area (office) + 1.0 per 4,000 square feet of gross floor area	1.0 per 10 employees
Research & development	All uses	1.0 per 300 square feet of gross floor area (office)	1.0 per 10 employees
Self-service storage	All uses	1.0 per 250 square feet of gross floor area (non-storage) + 1.0 per every 50 storage units	1.0 per 10 employees
Trucking terminal	All uses	1.0 per 700 SF square feet of gross floor area	1.0 per 10 employees
Warehouse & distribution	All uses	1 per 500 square feet of gross floor area (office) + 1 per 4,000 square feet indoor storage area	1.0 per 10 employees
Waste-related service	All uses	1.0 per 250 square feet of gross floor area (office) + 1.0 per 4,000 square feet of gross floor area	1.0 per 10 employees
Wholesale trade	All uses	1.0 per 250 square feet of gross floor area (office) + 1.0 per 4,000 square feet of indoor storage	1.0 per 10 employees



STORIES FROM THE STATE WALKING COLLEGE:

AN IDEA BOOK FOR TAKING ACTION TO
CREATE MORE WALKABLE COMMUNITIES

This publication was created by America Walks with support
from AARP

AMERICA WALKS

AARP

The Walking College was launched in 2015 by America Walks to build the capacity of local advocates to create and expand livable, walkable communities across the U.S.

During the first eight years of the program, 180 Walking College Fellows have received skills training in community change strategies, acquired a national network of peer experts, and started implementing locally-focused Walking Action Plans. As a result, thousands of positive outcomes have occurred in these communities, including adoption of dozens of new policies and projects designed to slow down traffic and improve the pedestrian experience.

In 2021, AARP Livable Communities engaged America Walks to design a State-level version of the program and deliver it in California, Georgia, and South Dakota – leading to the graduation of 33 Fellows from those states, including many AARP community partners, volunteers, and staff. When the State Walking College program was expanded to nine states (Alabama, Colorado, Georgia, Iowa, Maine, Minnesota, Nebraska, South Dakota, and Texas) in 2022, another 66 Fellows completed the curriculum and started working on their Walking Action Plans.

This publication, "Stories From the State Walking College: An Idea Book for Taking Action to Create More Walkable Communities" highlights some stellar examples of how State Walking College Fellows are creating more walkable, equitable communities. It also highlights ideas and solutions that any community can use to take action and effectively advocate for change.

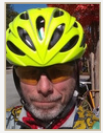
INTRODUCTION

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ABOUT THIS PROGRAM



About the State Walking College program:

The State Walking College program is a partnership of AARP and America Walks, through which dozens of Fellowships are awarded annually to community change agents in selected states. Fellows receive training, support, and resources to help them develop strategic plans to improve walkability and livability in their own communities.

About America Walks:

America Walks is a leading national nonprofit that advances safe, equitable, accessible, and enjoyable places to walk and move by giving people and communities the resources to effectively advocate for change.

About AARP Livable

Communities:

AARP is the United States' largest nonprofit, nonpartisan organization dedicated to empowering people 50 or older to choose how they live as they age. The AARP Livable Communities initiative's programs include the AARP Network of Age-Friendly States and Communities and the annual AARP Community Challenge "quick-action" grant program.

GETTING STARTED

The What, Why, Where, When, Who, and How

WHAT is a Walk Audit?

A short (about one hour) walk in your community during which you evaluate pedestrian safety and comfort with a critical eye

WHY do a Walk Audit?

To identify specific design problems which make walking unsafe and uncomfortable, and to develop specific recommendations for correcting them

WHERE to do a Walk Audit?

In a neighborhood, along a road corridor, or at an intersection where people are walking or where they would be walking if the streets and sidewalks were better designed

WHEN to do a Walk Audit?

Now if you're doing it on your own, next week or next month if you're inviting others and need extra time for scheduling and planning your route in advance

HOW to do a Walk Audit?

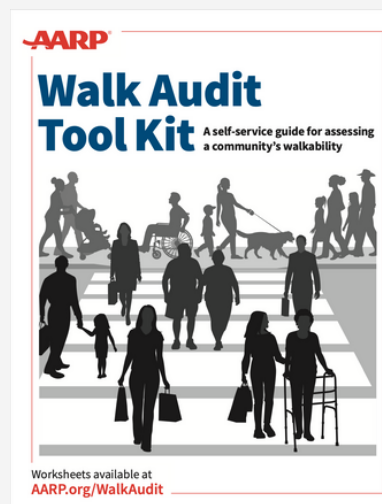
Your friends and neighbors who care about your community, as well as local government planners, engineers, and elected officials

WHO takes part in the Walk Audit?

Review the [AARP Walk Audit Tool Kit](#) and America Walks' [How to Conduct a Walk Audit](#) video and start planning.

The [AARP Walk Audit Tool Kit](#) and Worksheets (available for download in English and Spanish) are “go-to” resources for anyone who wants to make their community more walkable and livable.

Organized in three parts, the Tool Kit starts with a quick “Ready, Set, Go” checklist of things to do to conduct your first Walk Audit. Part 2 provides a thorough but accessible educational overview of the concept of “Complete Streets,” vocabulary that will enable you to describe your Walk Audit experience accurately, and how to use the worksheets. The final part focuses on how to use the results of your Walk Audit to improve walkability and livability in your community.



Each of the State Walking College Fellows featured in this booklet started down the path to their “Quick Wins” by conducting a Walk Audit:

- By using the AARP Walk Audit Tool Kit, Juanita, Vicki, and Sybil were able to identify and quantify differences in walkability between Sausalito and neighboring Marin City.
- Natalie’s Walk Audit brought together children and older adults to evaluate pedestrian safety in the neighborhood surrounding the local school and a senior center in Bemidji.
- Keith discovered that the existing AARP Walk Audit Tool Kit did not capture safety issues related to multi-use paths and natural surface trails in Peachtree City, and his recommendations led to the creation of additional Worksheets.
- Ariel partnered with a college professor and a class of students for her Walk Audit in San Diego, and their data were enriched with surveys of passers-by.

Case Study of a Walk Audit: Natalie Gille (Bemidji, MN)

Involvement:

- 4 adults, 14 youth, and ...
- ... Seniors who were head over heels that the kids came to visit

Preparation:

- Identified walking route and created map
- Selected worksheets and put together packets
- Scheduled Walk Audit based on activities at school and senior center

Observations:

- Absence of public restrooms
- Absence of painted crosswalks
- Absence of sidewalks, sidewalks in disrepair, and overgrown bushes
- Overall, walkability considered “mixed” on a scale with four options: “great”, “acceptable”, “mixed” and “poor”

Recommendations:

- Increase time allowed for crossing Bemidji Avenue
- Add signage to welcome pedestrians, especially children and the aging population
- Create walking camp to educate and gain support from locals in the downtown area
- Advocate for infrastructure changes to improve safety at intersections

Verdict:

•“If someone in a wheelchair cannot get around, it’s time to make improvements.”

“
If someone in a wheelchair cannot get around, it’s time to make improvements.
”

Paths to the Future in Peachtree City: Walk Audit Wins for the Whole Community



IT STARTS WITH A VISION

Keith Larson’s vision for Peachtree City, Georgia is “an active community fully connected by pedestrian networks, allowing all residents to have equitable access to active recreation or an alternative mode of transportation.”

He wants to be part of the solution – not just identifying problems – and recognizes the need for pedestrian safety in a community with its own unique set of infrastructure challenges.

WHY THE WALKING COLLEGE?

Keith has been working to advance local community bicycle and pedestrian public policy and outcomes since 2014 when he assisted Peachtree City achieve recognition as a Bicycle Friendly Community.

Despite his years of advocacy experience, he applied to the Walking College because he saw an opportunity to grow his knowledge even further and increase pedestrian safety in his community. He stated, *“I am seeking to learn appropriate planning benchmarks and tools to elevate the status of pedestrians in a community known mostly for the extensive 100+ mile multi-use path system and golf carts. Path safety has become a significant issue with path conflicts.”*



Keith Larson

- Community advocate with Bike-Walk Fayette
- Georgia State Walking College Fellow (2022)
- Overcoming pedestrian barriers in a multi-use path network
- Peachtree City, GA



Southside Support Board Members Nick Ferrante and Kay McInroe with Peachtree City Recreation Manager Cathy Wilder (from left to right) and Keith Larson at the starting point of the soon-to-be-marked accessible route on the multi-use path to Spyglass Island Park

“I saw my opportunity as an advocate by drafting a Walking Action Plan to address the gaps in personal mobility and recreation capacity because I knew that we could do better.”

Keith shares that he felt a specific call to action during the Walking College when he read AARP’s [Lessons From Livability Leaders](#) because this article includes a focus on improving accessibility and well-being for aging and disabled residents. At the time, Peachtree City was in the process of updating its Comprehensive Plan – it was noted that the aging population was increasing in the city’s demographics and yet no new projects specifically focused on the needs of senior citizens were identified.

BUILDING A STRONG FOUNDATION

Keith has outlined several goals in his Walking Action Plan which will lay a strong foundation for lasting change, and he has already achieved several early successes:

- The Mayor and Council proclaimed October 2022 as Peachtree City Walking Month, in recognition of World Walking Day, International Walk to School Day, and numerous local walking events.
- Keith recommended the City include a \$500,000 Path Transition Project in the next Special-Purpose Local-Option Sales Tax proposal for resident approval in 2023, which will remove accessibility barriers at curbs and install traffic safety signs at neighborhood connections and street crossings on the 100+ mile multi-use path system.
- The City has joined with Fayette County, Georgia to apply for a Safe Streets for All (SS4A) grant to create a county-wide Safety Action Plan – this will include a Vision Zero goal and a Safe System approach for prioritizing traffic and pedestrian safety projects.

National recognition of community achievements is one of the performance measures Keith has identified for his Walking Action Plan. The fall of 2023 will mark the renewal of Peachtree City's status as a recognized Bike-Friendly Community, a Runner-Friendly Community, and if successful, the initial approval as a Walk-Friendly Community.

EXPANDING THE AARP WALK AUDIT TOOL KIT

Keith is currently in the process of identifying and marking ADA-accessible routes at six City parks and nature areas with assistance from Southside Support Inc. and numerous volunteers. This project - which is receiving funding from AARP - should be completed by January 2023 and has already been formally approved by the City Council.

As recommended in the Walking College curriculum, he started out using the AARP Walk Audit Tool Kit. However, he quickly encountered a challenge that is unique to communities like Peachtree City, where low-speed vehicles, such as golf carts, are often used for local errands and travel. The fact that these motorized vehicles share multi-use paths with pedestrians and cyclists creates potential conflict issues, which should be taken into consideration during a walk audit.



Somerby Village residents Hal Gabby and Curt Thomas conduct a trail walk audit with Keith

"The AARP Walk Audit Tool Kit is used to help local leaders and residents improve the safety and walkability of a street, neighborhood, or community. I proposed an alternative set of worksheets for a multi-use path or natural-surface trail in a suburban or urban environment, to consider some of the significantly different design and safety considerations."

As a result of Keith’s suggestion, the [AARP Walk Audit Worksheets for Multiuse Paths and Trails](#) was created and is now available for download to supplement the AARP Walk Audit Tool Kit.

TIPS FOR MOVING FORWARD

When asked about the keys to his success, Keith recognized the importance of connecting with like-minded groups to advance mutually beneficial community projects, and continuous engagement with the local government at all levels. His Walking Action Plan is an example of building strategic partnerships and taking intentional steps designed to advance pedestrian safety, encourage active recreation and alternative mode transportation capacity in Peachtree City and the Atlanta Region of Georgia.

Resolution

Document Number

Document Title

895002

**CYNTHIA A. WISINSKI
REGISTER OF DEEDS
PORTAGE COUNTY
STEVENS POINT, WI
RECORDED ON
02/23/2023 10:07 AM**

**REC FEE: 30.00
TRANSFER FEE:
PAGES: 2
FEE EXEMPT:**

THIS IS A SWIFT DOCUMENT

Recording Area

Name and Return Address

City

Parcel Identification Number (PIN)

THIS PAGE IS PART OF THIS LEGAL DOCUMENT – DO NOT REMOVE.

This information must be completed by submitter: document title, name & return address, and PIN (if required). Other information such as the granting clause, legal description, etc., may be placed on this first page of the document or may be placed on additional pages of the document.

WRDA Rev. 12/22/2010

RESOLUTION

[AUTHORIZATION TO APPLY FOR A COMMUNITY FLAGSHIP GRANT, ADMINISTERED BY AARP]

WHEREAS, the AARP Community Flagship Grant is established to provide financial assistance for smaller, easy to implement projects addressing on one of AARP's eight domains of livability; and

WHEREAS, the Community Flagship Grant is eligible for local governments who have joined AARP's Network of Age-Friendly Communities; and

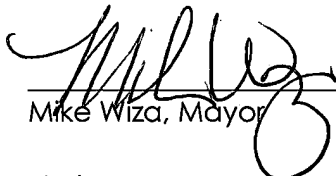
WHEREAS, the City of Stevens Point was listed on AARP's Network of Age-Friendly Communities in June of 2022; and

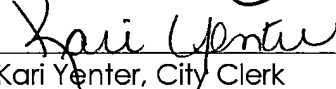
WHEREAS, the City of Stevens Point has identified project areas within existing planning documents that would fulfill the intent of the Community Flagship Grant; and

WHEREAS, Community Flagship Grants may be awarded at an amount of at least \$500, not to exceed \$50,000, and does not have a local matching fund requirement.

NOW, THEREFORE, BE IT RESOLVED that the Common Council of the City of Stevens Point hereby authorizes proper City officials to submit a Community Flagship Grant to AARP to obtain funds meeting minimum grant requirements.

BE IT FURTHER RESOLVED that if said grant funds are awarded, proper City officials are hereby authorized and directed to accept said funds, pursuant to the terms of the grant application, and to execute any and all documents and assurances which may be required for purposes of the same.

Approved: 
Mike Wiza, Mayor

Attest: 
Kari Yenter, City Clerk

Dated: February 13, 2023
Adopted: February 20, 2023

Drafted by: Adam Kuhn
Return to: City Clerk