



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 Nena Fisher
- Ald. Jacqui Guthrie
- Tom Baldischwiler
- Adam Johnson
- Karalyn Peterson

Date and Time:	December 17, 2024 6:00 PM	Location:	Community Room 933 Michigan Avenue, Stevens Point, WI
			<u>OR</u> <u>Zoom Teleconferencing</u> Meeting ID: 814 2713 8977 Passcode: 923732 <u>By</u> <u>Computer:</u> https://us02web.zoom.us/j/81427138977?pwd=Zpdb1aRF25DxbTxNFTFjRdtQ3 <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 & Pedestrian Street Safety Commission.
3. Report of the June 6, 2024 meeting of the Bicycle and Pedestrian Street Safety Commission.
4. Discussion on a draft bicycle parking ordinance.
5. Discussion on the Portage County Bicycle & Pedestrian Plan update.

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. Adjourn

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

City of Stevens Point

Bicycle & Pedestrian Street Safety Commission

June 6, 2024-5:00 PM

Community Room, 933 Michigan Avenue, Stevens Point, WI

Minutes

1. Roll Call

PRESENT: Vice Chair Fisher, Alder Guthrie, Commissioner Leviton

ALSO PRESENT: Associate Planner/Zoning Administrator Kuhn, Director of Public Works Beduhn

NOT PRESENT: Chairperson O'Meara, Commissioner Peterson

2. Selection of a Chairperson for the Bicycle & Pedestrian Street Safety Commission

Associate Planner/Zoning Administrator Kuhn entertained the motion to select a chairperson. Commissioner Leviton nominated Vice Chair Fisher for chairperson. All in favor; none opposed; motion carried.

3. Selection of a Vice Chairperson for the Bicycle & Pedestrian Street Safety Commission.

Chairperson Fisher entertains the motion to select a Vice Chairperson. Alder Guthrie nominated Commissioner Leviton for Vice Chairperson. All in favor; none opposed; motion carried.

4. Discussion on the walking and rolling audit held on June 5, 2024

Associate Planner/Zoning Administrator Kuhn explained that the commission held the walk and rolling audit from ___ to ___. The walk and rolling audit focused on Michigan Avenue, from Patch Street to Dixon Street.

Commissioners made the following comments:

- The posted speed limit is 25 mph, most vehicles speed
- There is not a clear marking for a cross walk on the South Side of Michigan Avenue
- No sidewalk on the South Side of Michigan Avenue
- Bike lane markings are eroded towards Patch Street
- Cars speed as they approach the intersection due to slope
- Corners are owned by city; easy to make improvements

Associate Planner/Zoning Administrator Kuhn opened the floor for recommendations on priority areas.

Public and commissioners made the following comments for

The intersection of Michigan Avenue and Patch Street:

- Flatten out slope at intersection for bicycle comfortability and safety
- Increase crossing time for crosswalk signals
- Add bicycle and pedestrian pathways on both sides of Michigan Avenue and Patch Street

Michigan Avenue Underpass:

- Create a mural with public art

- Add more lighting for safety and comfort
- Create separation between vehicles and cyclists to avoid splashing
- Raise the sidewalk and bicycle lane for safety

Michigan Avenue and Dickson Street

- Add cross walk buttons
- Re-do paint markings on the road
- Include audio prompts for visually impaired
- Separated bike lane to reduce right turn vehicle conflict
- Allow for ample time to cross intersection as a pedestrian

Feedback from the commissioners about the Walk and Roll Audit

- Helpful to observe the area as a pedestrian
- Encourage the public to attend the walk and roll audits/ fill out an AARP form and bringing it to the commission

5. Recommendation on priority areas to evaluate as part of the Safe Streets and Roads for All project

- Slow down traffic on West River Drive

Director of Public Works Beduhn explained that West River Drive will be handled independently and not included within the Safe Streets for All grant plan. The Public Works department plans to narrow vehicle lanes and create a wider urban shoulder. A centerline will be painted to confine vehicular traffic.

- Evaluate pedestrian and bicycle crossings at the intersection of Stanley St and Minnesota avenue. Add curb cuts, pedestrian island, or creative crosswalk.
- Fourth Avenue and Division Street crossing beacons
- Main Street and Second Street intersection
- Crosby Street and Second Street intersection
- Slow down traffic on Minnesota Avenue
- Slow down traffic on Jefferson Street from Michigan Avenue to Park Ridge
- Signage for pedestrians and bicyclists at the overpass on Highway 10 to provide clarity.

6. Staff Updates

a. Safe Streets for All grant updates

Determined recommended consulting vendors. The vendors are as follows:

- Taty, an engineering firm based in Cedarburg. Primary consultant company
- Vanderwal and Associates Planning firm, subcontractor
- RA Smith, subcontractor. Focused on accessibility
- Revelations, subcontractor. Focused on public relations and education

b. Bicycle Friendly Community application to be submitted next week

c. Walking and Bicycle Routes to be worked on by the summer planning intern.

d. Fall Bicycle Tour still in planning stages

7. Adjourn

Meeting adjourned at 6:55 PM

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, AICP
Associate Planner / Zoning Administrator

Date: December 17, 2024

RE: Review of a Draft Bicycle Parking Ordinance

Background: As Commissioners are likely aware, the City's Zoning Ordinance contains a significant amount of land use and development standards. One such standard is the City's Bicycle Parking Ordinance, which outlines the minimum number of bicycle parking that is required for new development and expansions of existing establishments. The Ordinance provides design standards for the installation of bicycle parking facilities and sets a metric in determining the number of bicycle parking spaces that are required. For any multi-family residential and non-residential development that provides 20-100 vehicle parking spaces, a minimum of six bicycle parking spaces are required. For every additional 25 vehicle parking spaces provided, or fraction thereof, one additional bicycle parking space is required.

The City's Bicycle Parking Ordinance has been adopted for roughly ten years, serving as an early project for the then-Bicycle and Pedestrian Advisory Committee. While this Ordinance has been beneficial in providing additional bicycle parking accommodations in Stevens Point, as the administrator of the Ordinance, it is apparent that that flaws do exist. To be blunt, there are land uses where bicycle parking spaces would be required that does not make sense. A good example would be car washes, where customers are highly unlikely to frequent while utilizing a bicycle as their mode of transportation.

Conversely, there are land uses where more bicycle parking should be provided but is not otherwise. As good example is larger multi-family residential development (e.g., BANTR, The Oaks on Maria Drive, Convent redevelopment, etc.). Such examples of larger multi-family residential development are located on properties that are either exempt from meeting minimum vehicle parking requirements under their base zoning

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classification¹ or are exempt from meeting minimum vehicle parking requirements through a planned development rezoning.² As vehicle parking spaces is the metric used to gauge the number of bicycle parking spaces required, a positive correlation exists that, at times, is contradictory to the nature of encouraging multi-modal forms of transportation within the Downtown and along commercial corridors.

As Commissioners recall, the topic of bicycle parking spaces was brought up at a recent Plan Commission meeting regarding The Oaks on Maria, a 67-unit apartment complex near 1800 Maria Drive. The development site is located within the "B-TID5" Overlay District, which exempts meeting minimum vehicle parking space requirements. As such, a literal application of the plan submittal would have required six bicycle parking spaces to be provided. Through the Plan Commission's review of the development, they asked that 30 bicycle parking spaces be provided, which was ultimately incorporated by the developer into their State-approved plans.

Since The Oaks on Maria development review, work has been done to propose amendments to the Bicycle Parking Ordinance. Enclosed within the agenda packet is the first draft of revisions to said Ordinance. The intent behind this first draft is to:

1. Change the metric used for requiring bicycle parking. Under the existing Ordinance, the number of vehicle parking spaces is the metric used, while the first draft proposes floor area and residential unit counts to be the metric. Please note that the attached table is a similar table that is used for calculating the number of vehicle parking spaces that are required.
2. Codify design requirements for bicycle parking infrastructure so that it is consistent with federal standards. While the differences proposed are minimal, having an Ordinance that is consistent with federal standards could be beneficial in state and federal grant applications seeking funds for transportation projects.

With the Bicycle Parking Ordinance being part of the City's Zoning Ordinance, ultimately the approval process would run through the City's Plan Commission and Common Council. As this Ordinance ties nicely to the purpose of the Bicycle & Pedestrian Street Safety Commission, I would like this Commission to handle more of the leg work early on in reviewing the amendments and providing feedback.

Please review the proposed amendments and be prepared to provide comments. As part of your review, please note the following:

1. One required bicycle parking space does not necessarily equal on bicycle parking facility that is required. Depending on the type of bicycle parking facility that is installed, one facility can accommodate more than one bicycle parking space.
2. Existing multi-family residential and non-residential uses would not be required to adhere to an updated Ordinance. Situations where an updated Ordinance would be invoked is for new development and additions onto existing buildings. It is important to note that a zoning ordinance does not provide immediate

¹ Zoning districts exempt from meeting minimum parking requirements are the "B-2" Central Business Transition District, the "B-3" Central Business District, and the "B-TID5" Overlay District.

² Most multi-family developments have sought a planned development rezoning (e.g., the Convent).

change – it is intended to provide a vision for how a community foresees future development over the following decades.

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

"M-2" - Heavy Industrial	5 feet
"U-1" - University	5 feet

- i. In the event any parking abuts a walkway, sidewalk or street, the parking shall be separated by curbing or other protective device.
 - ii. All parking shall be separated from buildings by a minimum distance of three feet.
- b) Striping
All parking areas over 2,000 square feet or containing more than five individual off-street parking spaces, shall stripe their required parking spaces.
- c) Curbs
Where parking facilities or any other vehicular use areas are provided, they shall have curbs or wheel stops to prevent vehicles from overhanging adjacent property or landscaped areas. Where vehicles will overhang over medians or 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

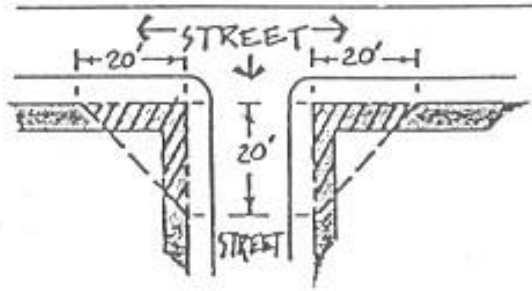
Alternative parking and landscaping standards may be approved by the Administrator only where the required parking and landscaping in this Zoning Code cannot be physically met on the site for one of the following reasons described below. Such alternative standards shall be the least aggressive possible.

- 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

length along the abutting public right of way lines, measured from their point of intersection, and the third side being a line connecting the ends of the other two lines.



c) Parking Ratios

1) Calculation of Ratios

a) Mixed Uses

Developments containing more than one use shall provide parking spaces in an amount equal to the total of the requirements for all uses.

b) Fractional Measurements

Where fractional spaces result, the parking spaces required shall be the next highest whole number.

2) Minimum

The following minimum parking ratios apply to all zoning districts. Where in the opinion of a registered engineer in the State of Wisconsin, a listed ratio requires too much or too little parking, the applicant may provide an alternative parking plan with data submitted in support of higher or lower ratios.

3) Required Parking Ratios

Unless specifically reduced in 23.01(14)(d) Parking Reductions, the following parking ratios shall apply to all development.

	Specific Use	Minimum 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
	Retirement community	1.0 per unit
	Senior housing	0.60 per attached unit 1.5 per detached unit
	All other uses	2.0 per unit
Group living	Assisted living or congregate care facilities	0.3 per bedroom
	All other uses	1.0 per 300 square feet of gross floor area
Social service	All uses	1.0 per 300 square feet of gross floor area
Public		
Parks & open space	All uses	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
Port & terminal	All uses	1.0 per 225 square feet of gross floor area
Schools	Additions to existing schools	To be established by the Common Council 9.5 per classroom
	3-year high school	7.5 per classroom
	4-year high school	3.5 per classroom
	Elementary or middle school	
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
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
	Bowling alley	5.0 per alley + 1.0 per 100 square feet of gross floor area of conference, banquet, restaurant
	Theaters	1.0 per 4 seats
	All other uses	1.0 per 200 square feet of gross floor area
Medical	Hospital	0.50 per bed
	Medical, dental office or chiropractor	1.0 per 300 square feet of gross floor area

	All other uses	1.0 per 300 square feet of gross floor area
Office	With drive thru service	1.0 per 350 square feet of gross floor area
	Without drive thru service	1.0 per 300 square feet of gross floor area
Outdoor recreation	Campground, travel trailer park, RV park	1.0 per space
	Golf course or country club	3.0 per hole + 2.0 per court
	Horse stable, riding academy equestrian center	1.0 per each 5 stalls
	Stadium or arena	1.0 per 4 seats
	All other uses	1.0 per 5,000 square feet (outdoor use area)
Overnight lodging	All uses	1.0 per guest room + 1.0 per 100 square feet of conference, banquet, restaurant
Personal service	Barber and beauty shops	1.0 per 100 square feet of gross floor area
	Funeral home or mortuary	1.0 per 4 seats or 1 space per 60 square feet of gross floor area (whichever is greater)
	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
Restaurant/Bar	All uses	1.0 per 100 square feet of gross floor area
Retail sales	Gas and service stations	1.0 per 200 square feet of gross floor area
	If less than 2,000 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
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
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
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
Research & development	All uses	1.0 per 300 square feet of gross floor area (office)

Self-service storage	All uses	1.0 per 250 square feet of gross floor area (non-storage) + 1.0 per every 50 storage units
Trucking terminal	All uses	1.0 per 700 SF square feet of gross floor area
Warehouse & distribution	All uses	1 per 500 square feet of gross floor area (office) + 1 per 4,000 square feet indoor storage area
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
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

- 4) Maximum
 - a) No use shall provide more than 150 percent of the required parking shown in the table above unless any parking above the 150 percent threshold is provided on pervious surface or as underground or structured parking.
 - b) Where a project is intended to be developed in phases, the Administrator may approve development of a parking area intended to serve current and future development.
- 5) Unlisted Uses

The parking space requirements for a use not specifically listed in the table shall be the same as for the listed use deemed most similar to the proposed use by the Administrator.
- 6) Administrative Modification

The Administrator may reduce the required number of spaces by up to five percent for reasons of topography, tree protection or other natural conditions specific to the site.
- 7) Credit for On-Street Spaces

On-street parking spaces located immediately abutting the subject parcel, lying entirely within the extension of the side lot lines into the roadway and not within any required clear sight distance, may be counted toward meeting these parking requirements.

d) Parking Reductions

Parking may be reduced according to the following standards.

- 1) Bus Transit Availability

Locations within a 1,320-foot walking distance of a bus stop may reduce the total number of required parking spaces by 15 percent. Walking distance is measured from the primary entrance of the use to the bus boarding location.
- 2) Provision of Structured Parking

Where parking is provided entirely in a structure on a lot, the required total number of spaces may be reduced by 10 percent.

First Draft – Bicycle Parking Ordinance Amendments

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.~~

1) **The minimum number of bicycle parking spaces required for a particular land use shall be as specified in Section 23.01(17)(c) of this Ordinance.**

a. **Shared bicycle parking arrangements are permitted for properties zoned “B-2” Central Business Transition and “B-3” Central Business.**

b. **Bicycle parking spaces located within a public right-of-way and immediately abutting the subject parcel, lying entirely within the extension of the side lot lines into the roadway and not within any required clear sight distance, may be counted toward meeting these parking requirements.**

2) Bicycle parking facilities shall be located within 120 feet of the main building entrance **and visible from a public right of way**, unless approved by the ~~Plan Commission and Common Council~~ **Administrator.**

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.

g. **Uses racks determined as adequate by the Association of Pedestrian and Bicycle Professionals current bicycle parking guidelines.**

4) **Bicycle parking facilities shall be installed on only the following surfaces: concrete pad, asphalt, pavers, earth or mulch.**

5) **Bicycle parking facilities should be designed to have the following minimum area and spacing requirements:**

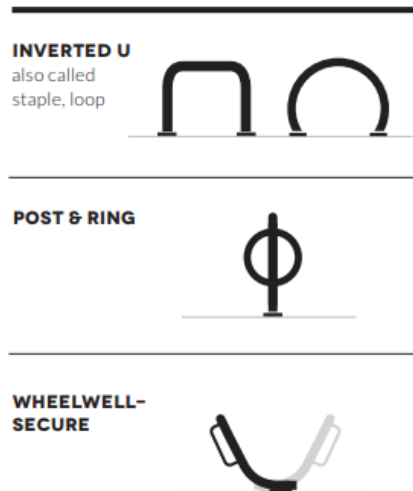
a. The separation between the rack and any wall or barrier shall be 24 inches.

Commented [AK1]: As a Commission, please be prepared to discuss requiring covered/indoor bicycle parking for certain land uses.

Commented [AK2]: Require lighting?

First Draft – Bicycle Parking Ordinance Amendments

- b. ~~The racks shall be placed 30 inches on center;~~ **The separation between the racks shall be 36 inches.**
 - c. The separation between aisles shall be 48 inches.
 - d. The depth of each row shall be 72 inches.
 - e. **The separation between sidewalk racks and auto parking shall be 36 inches.**
 - f. **A minimum radius of 24 inches around the rack shall be free of any obstructions, unless otherwise stated.**
- 6) **Permitted bicycle rack designs, based on the Association of Pedestrian and Bicycle Professionals guidelines, include but are not limited to the following:**



- 7) **Prohibited bicycle rack designs, based on the Association of Pedestrian and Bicycle Professionals guidelines, include but are not limited to the following:**

First Draft – Bicycle Parking Ordinance Amendments

WAVE

also called undulating
or serpentine



SCHOOLYARD

also called
comb, grid



- 8) 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.

First Draft – Bicycle Parking Ordinance Amendments

Land use	Specific Use	Minimum Bicycle Parking
Residential		
Household living	Detached living	None
	Accessory dwelling	None
	Attached living	None
	Multifamily living or upper story living	1 space per 3 units
	Retirement community	1 space per 3 units
	Senior housing	1 space per 3 units
	All other uses	Determined by Zoning Administrator
Group living	Assisted living or congregate care facilities	1 space per 4 units
	All other uses	1 space per 4 units
Social service	All uses	1 space per 5,000 sq ft floor area
Public		
Parks and open spaces	All uses	None, except when recommended within the City's comprehensive outdoor recreation plan.
Port and terminal	All uses	None
Schools	Additions to existing schools 3-year high school 4-year high school Elementary or middle school	The number of spaces provided shall be determined by the most recent master facility plan for the school.
Utilities	All uses	None
Commerce		
Day care	All uses	Determined by Zoning Administrator
Indoor recreation	Auditorium	1 space per 5,000 sq ft floor area
	Bowling alley	1 space per 2,000 sq ft floor area
	Theaters	1 space per 2,000 sq ft floor area
	All other uses	Determined by Zoning Administrator
Medical	Hospital	1 space per 5,000 sq ft floor area

Commented [AK1]: BANTR: 79/3 = 27

Commented [AK2]: Skipps Bowling: 25,988/2000 = 13.

Commented [AK3]: Rogers Cinema would need 12.

Commented [AK4]: MCHS is 64,227 sqft. 64,227/5,000 = 13.

First Draft – Bicycle Parking Ordinance Amendments

	Medical, dental office or chiropractor	1 space per 2,000 sq ft floor area
	All other uses	Determined by Zoning Administrator
Office	With drive thru service	1 space per 2,000 sq ft floor area
	Without drive thru service	1 space per 2,000 sq ft floor area
Outdoor recreation	Campground, travel trailer park, RV park	Determined by Zoning Administrator
	Golf course or country club	Determined by Zoning Administrator
	Horse stable, riding academy equestrian center	None
	Stadium or arena	1 space per 20,000 sq ft floor area
	All other uses	Determined by Zoning Administrator
Overnight lodging	All uses	1 space per 10 bedrooms
Personal service	Barber and beauty shops	2 spaces or 1 space per 4,000 sq ft; whichever is greater
	Funeral home or mortuary	1 space per 2,000 sq ft assembly area
	If less than 4,000 square feet of gross floor area	2 spaces
	All other uses	Determined by Zoning Administrator
Restaurant/Bar	All uses	2 spaces or 1 space per 4,000 sq ft floor area; whichever is greater.
Retail sales	Gas and service stations	2 spaces or 1 space per 4,000 sq ft; whichever is greater.
	If less than 2,000 square feet of gross floor area	2 spaces
	All other uses	Determined by Zoning Administrator
Vehicle sales	All uses	Determined by Zoning Administrator
Vehicle service	All uses	Determined by Zoning Administrator
Water-oriented	All uses	1 space per 20,000 sq ft

Commented [AK5]: GI & Associates: 14727/2000 = 8

Commented [AK6]: First State Bank: 10210/2000 = 6

Commented [AK7]: State Farm: 2520/2000 = 2

Commented [AK8]: Hilton Hotel: 91/10 = 10

Commented [AK9]: Arbuckles: 3175 sq ft = 2

Commented [AK10]: Kwik Trip Northside: 5632 sq ft = 2

First Draft – Bicycle Parking Ordinance Amendments

Industrial		
Heavy industrial	All uses	1 space per 50,000 sq ft floor area
Light industrial	All uses	1 space per 40,000 sq ft floor area
Research and development	All uses	1 space per 50,000 sq ft floor area
Self-service storage	All uses	None
Trucking terminal	All uses	1 space per 40,000 sq ft floor area
Warehouse and distribution	All uses	1 space per 50,000 sq ft floor area
Waste-related service	All uses	1 space per 40,000 sq ft floor area
Wholesale trade	All uses	1 space per 40,000 sq ft floor area

Commented [AK11]: Furniture & Appliance mart:
61910/50000 = 2

Portage County Bicycle and Pedestrian Plan Update Schedule

	Start	Finish / Meeting Date
Background & Due Diligence		
Update relevant data, demographics, infrastructure inventories	October	December
Evaluate updates following the 2014 PCBPP	October	December
Public Participation		
Bike Ped Focus Groups	November	December 17-18
Online Survey & Interactive Map	Open survey December 20	Close survey January 31
Bike-Ped Workshop: Urban	December	January 13-17, 2025
Bike-Ped Workshop: Rural	December	January 13-17, 2025
Walk, Bike, and Roll Audit	April 2025	May 2025
Plan Update		
Draft 1 of Plan	December	February 2025
Draft 2 of Plan (align with PIM #2)	March 2025	April 2025
Final Plan	May 2025	June 2025
SS4A & PCBPP Presentation to County	Early 2026	Early 2026



To: Portage County SS4A Task Force and Bike Ped Subcommittee
From: Jackie Mich
Date: Tuesday, December 03, 2024
Re: Bicycle Pedestrian Plan Updates

We are moving forward on the upfront public engagement phase for the Bicycle Pedestrian Plan Update. The next public engagement items include:

Bike Ped Focus Groups	December 17-18
Online Survey & Interactive Map	December 20 - January 31
Bike-Ped Workshop: Urban	January 13-17, 2025 (Date TBD)
Bike-Ped Workshop: Rural	January 13-17, 2025 (Date TBD)

We hope to gather input from the Task Force and Bike Ped Subcommittee on the draft Online Survey and draft Online Interactive Map. Please review and come prepared to share comments at the Dec. 11 meeting. As you review the survey, please consider the following:

- We would like to limit the survey to 20 questions, not including the demographic questions at the end. This is in part due to the limitations of the project scope/budget but also because we want a high participation and completion rate. The draft survey currently has 16 non-demographic questions, so there is the potential to add a few more questions.
- Generally, we recommend multiple choice or ranked choice questions (as opposed to open ended questions) since they result in quantifiable data that is easier summarize and interpret. There is an open-ended question at the end of the survey (Question 16) in which people can tell us anything else they want us to know.
- We will encourage people to provide more detailed, location-based comments on the interactive map rather than in the survey.

Portage County Bicycle and Pedestrian Plan Update

Draft Online Survey

1. Where do you live?

- a. City of Stevens Point
- b. Village of Almond
- c. Village of Amherst
- d. Village of Amherst Junction
- e. Village of Junction City
- f. Village of Nelsonville
- g. Village of Park Ridge
- h. Village of Plover
- i. Village of Rosholt
- j. Village of Whiting
- k. Town of Alban
- l. Town of Almond
- m. Town of Amherst
- n. Town of Belmont
- o. Town of Buena Vista
- p. Town of Carson
- q. Town of Dewey
- r. Town of Eau Pleine
- s. Town of Grant
- t. Town of Hull
- u. Town of Lanark
- v. Town of Linwood
- w. Town of New Hope
- x. Town of Pine Grove
- y. Town of Plover
- z. Town of Sharon
- aa. Town of Stockton
- bb. Elsewhere in Portage County
- cc. I am not a Portage County resident

2. Where do you work?

- a. I work from home (more than 50%)
- b. I am retired or not currently working
- c. City of Stevens Point
- d. Village of Almond
- e. Village of Amherst
- f. Village of Amherst Junction
- g. Village of Junction City
- h. Village of Nelsonville
- i. Village of Park Ridge
- j. Village of Plover
- k. Village of Rosholt
- l. Village of Whiting
- m. Town of Alban
- n. Town of Almond
- o. Town of Amherst
- p. Town of Belmont
- ff. Elsewhere in Portage County
- q. Town of Buena Vista
- r. Town of Carson
- s. Town of Dewey
- t. Town of Eau Pleine
- u. Town of Grant
- v. Town of Hull
- w. Town of Lanark
- x. Town of Linwood
- y. Town of New Hope
- z. Town of Pine Grove
- aa. Town of Plover
- bb. Town of Sharon
- cc. Town of Stockton
- dd. Elsewhere in Portage County
- ee. I work outside of Portage County

3. What is your primary purpose for walking?
 - a. Exercise/recreation
 - b. Exercise and/or recreation
 - c. Shopping
 - d. Going to restaurants or bars
 - e. Visiting friends and family
 - f. Going to community destinations (parks, library, etc.)
 - g. Going to religious services
 - h. Commuting to work
 - i. Going to school
 - j. I don't walk

4. Choose up to 3 types of places you would walk to if you could. (You will have the opportunity to identify more specific locations on the interactive map.)
 - a. Exercise and/or recreation
 - b. Shopping
 - c. Restaurants or bars
 - d. Homes of friends and family
 - e. Community destinations (parks, library, etc.)
 - f. Religious services
 - g. Work
 - h. School
 - i. I wouldn't walk anywhere

5. Choose the top 3 reasons that keep you from walking.
 - a. I don't have time
 - b. Bad weather
 - c. Distance is too far
 - d. Not enough benches or places to rest
 - e. Not enough shade or trees
 - f. Crossing streets feels dangerous
 - g. I don't want to go by myself
 - h. Sidewalks or paths don't connect to where I need to go
 - i. Don't want to walk on snow and ice
 - j. Motorized traffic isn't safe
 - k. I'm concerned about crime
 - l. Sidewalks or paths are too dark at night
 - m. It is easy to get lost
 - n. I like driving

6. Choose the 3 top changes or upgrades that would improve your walking experience.
 - a. Slow down traffic
 - b. Better curb cuts for handicap or stroller access
 - c. Add lighting to existing sidewalks and paths
 - d. Add maps and signs that give directions
 - e. Add or improve crossing signals that make crossing busy roads easier
 - f. Add more benches and trees
 - g. Better snow and ice removal
 - h. Remove sticks and leaves from surface
 - i. Make crosswalk distances shorter so crossing is easier
 - j. Add connections between existing sidewalks and paths

Biking in Portage County

7. How would you describe yourself as a bicyclist:
 - a. Strong and fearless: A confident bicyclist who rides in mixed traffic on any type of street
 - b. Enthused and confident: A confident bicyclist who rides on busy streets with bike facilities and calm residential streets when possible
 - c. Interested but concerned: not comfortable riding on busy streets and/or would bike if there were safer facilities
 - d. Occasional or recreational: ride mainly on off-street trails and not interested in riding in the street
 - e. No way, no how: don't ride a bike and don't want to
8. Do you bicycle with children?
 - a. Yes
 - b. No
9. What is your primary purpose for biking?
 - a. Exercise and/or recreation
 - b. Shopping
 - c. Going to restaurants or bars
 - d. Visiting friends and family
 - e. Going to community destinations (parks, library, etc.)
 - f. Going to religious services
 - g. Commuting to work
 - h. Going to school
 - i. I don't bike
10. Choose up to 3 types of places you would bike to if you could. (You will have the opportunity to identify more specific locations on the interactive map.)
 - a. Exercise and/or recreation
 - b. Shopping
 - c. Restaurants or bars
 - d. Homes of friends and family

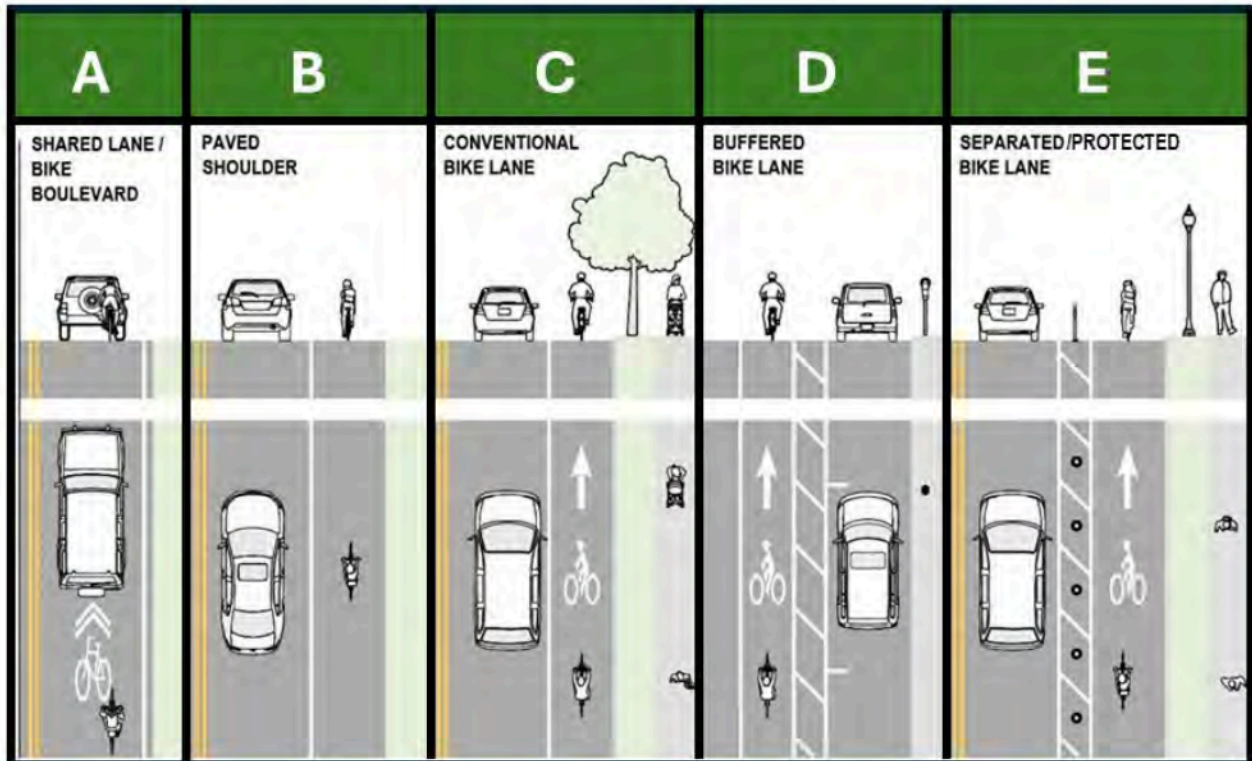
- e. Community destinations (parks, library, etc.)
- f. Religious services
- g. Work
- h. School
- i. I wouldn't bike anywhere

11. What main reason do you choose to ride a bike over other modes of transportation?

- a. Don't own a car/can't drive
- b. Sometimes I don't have access to a car
- c. Bus does not connect to desired destinations
- d. Save money on gas, car insurance, transportation expenses
- e. Exercise
- f. Fun way to experience community
- g. Reducing carbon emissions/footprint
- h. Faster than walking or bus
- i. I don't bike
- j. Other: (fill in)

12. Choose the top 3 reasons that keep you from riding a bicycle.

- a. I don't have time
- b. I don't like the weather
- c. Distance is too far
- d. Not enough benches or trees
- e. Crossing streets feels dangerous
- f. Don't want to go by myself
- g. Sidewalks or paths don't connect to where I need to go
- h. Don't want to walk on snow and ice
- i. Motorized traffic isn't safe
- j. I'm concerned about crime
- k. Sidewalks or paths are too dark at night
- l. It is easy to get lost
- m. I like driving
- n. Not enough places to lock my bike
- o. I can't afford a bike



13. Review the **on-street** bicycle facilities in the image above:

- Shared Lane/Bike Boulevard
- Paved Shoulder
- Conventional Bike Lane
- Buffered Bike Lane
- Separated/Protected Bike Lane

Rate your level of comfort using each of the facilities:

- Very Uncomfortable, would not walk or bike
- Somewhat uncomfortable, would likely choose other option if available
- Comfortable but cautious
- Comfortable, would use as preferred option
- Very Comfortable with no safety concerns

Survey will include a grid that allows users to rate each facility individually

14. Which of the following improvements would encourage you to bike more often?

- More Shared Lanes/Bike Boulevards (A) on quiet streets
- More Paved Shoulders (B) on rural roads
- More Conventional Bike Lanes (C) on busy streets
- More Buffered Bike Lanes (D) on busy streets
- More Separated/Protected Bike Lanes on busy streets

- f. Better on-street connections between trails
 - g. More off-street trails
 - h. Improved condition of roadway (fill potholes, etc.)
 - i. Other (fill in)
15. Choose the 3 top changes or upgrades that would improve your bicycling experience.
- a. Slow down traffic
 - b. Add lighting to existing bike facilities
 - c. Add maps and signs that give directions
 - d. Add or improve traffic lights that make crossing busy roads easier
 - e. Add more benches and trees
 - f. Better snow and ice removal
 - g. Remove sticks and leaves from surface
 - h. Make crosswalk distances shorter so crossing is easier
 - i. Add connections between existing bike facilities
 - j. Add bike racks in certain locations
16. Is there anything else you would like to share regarding biking and walking in Portage County? *(Fill in Answer – Max 2,000 characters)*

Demographic Questions

These questions are aligned with SS4A Survey that recently concluded.

We ask these questions to understand who the survey has reached and where further outreach may be needed.

17. Gender: How do you identify (optional)
- a. Male
 - b. Female
 - c. Nonbinary
 - d. Other
18. What is your age?
- a. 12 or under
 - b. 13-17
 - c. 18-24
 - d. 25-34
 - e. 35-44
 - f. 45-54
 - g. 55-64
 - h. 65-74
 - i. 75-84
 - j. 85+

19. What is your race/ethnicity? (optional)
- a. Hispanic or Latino or Spanish Origin of any race
 - b. American Indian or Alaskan Native
 - c. Hmong
 - d. Asian (excluding Hmong)
 - e. Black or African American
 - f. Native Hawaiian or Other Pacific Islander
 - g. White
 - h. Two or more races
20. How many years have you lived in Portage County?
- a. Less than 1
 - b. 1-4
 - c. 5-9
 - d. 10-24
 - e. 25+
 - f. I am not a Portage County resident
21. Please check all that apply to you:
- a. I own a home in Portage County
 - b. I rent a home in Portage County
 - c. I am a business owner in Portage County
 - d. I currently work at or attend UW-Stevens Point
22. What is your total household income? (optional)
- a. \$0 to \$19,999
 - b. \$20,000-\$49,999
 - c. \$50,000-\$89,999
 - d. \$90,000-\$129,999
 - e. \$130,000-\$149,000
 - f. \$150,000+
23. Do you have any special needs related to vision, hearing and/or mobility? If so, can you further describe challenges you face walking, biking, driving and/or using transit in the county? (optional) (fill in)

At the conclusion of the survey, respondents will be sent directly to the Online Interactive Map.

Draft Online Interactive Map

An online, interactive map will be used to solicit public comments about walking and bicycling in Portage County. The mapping tool is similar to Google Maps and allows users to enter lines or points on the map and add comments on those lines and points. A preview of the map can be found here:

<https://arcg.is/0iuaG50>



Portage County Safety Action Plan

Survey Summary

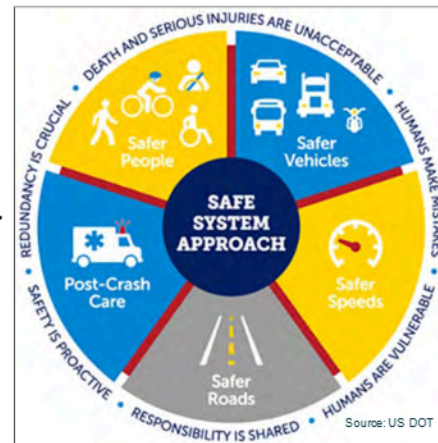
A community-wide survey was conducted from October 21st to November 13th, 2024. The survey collected input from 903 respondents, focusing on transportation habits, safety concerns, and perceived high-risk locations within Portage County. The survey results were evaluated through the Safe System Approach. This approach is critical because it shifts the focus from solely blaming road users to designing a transportation system that anticipates human errors and reduces the consequences of crashes.

The Safe System Approach

The Safe System Approach emphasizes creating a transportation network that is forgiving, adaptable to human limitations, and aimed at preventing fatalities and serious injuries.

Key Components of the Safe System Approach:

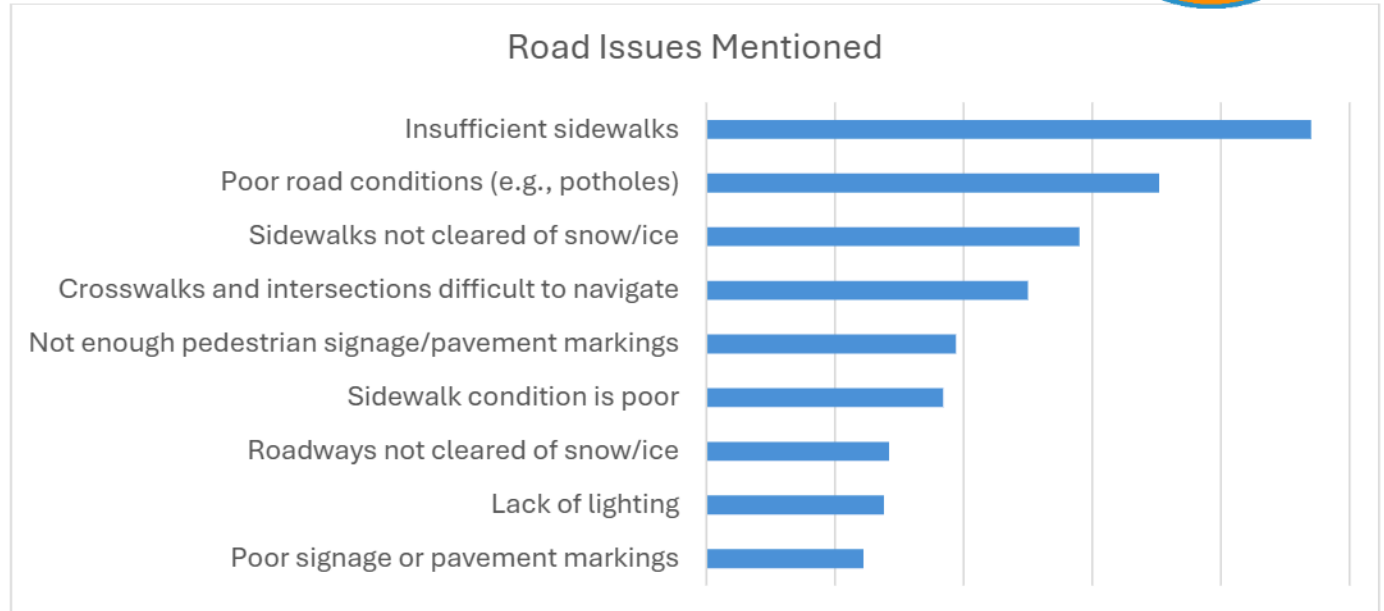
- SAFE ROADS:** Design infrastructure for all users.
- SAFE SPEEDS:** Managing speeds to align with all road users.
- SAFE VEHICLES:** Encourage advanced safety technologies.
- SAFE ROAD USERS:** Promote responsible behavior.
- POST-CRASH CARE:** Ensure effective emergency response.



The following pages outline respondents' opinions on pressing safety issues and proposed solutions, aligned with the Safe System Approach principles. Additionally, feedback specific to **BICYCLE AND PEDESTRIAN CONCERNS** is presented to provide a comprehensive understanding of active transportation challenges and opportunities.



Safer Roads - Issues Identified

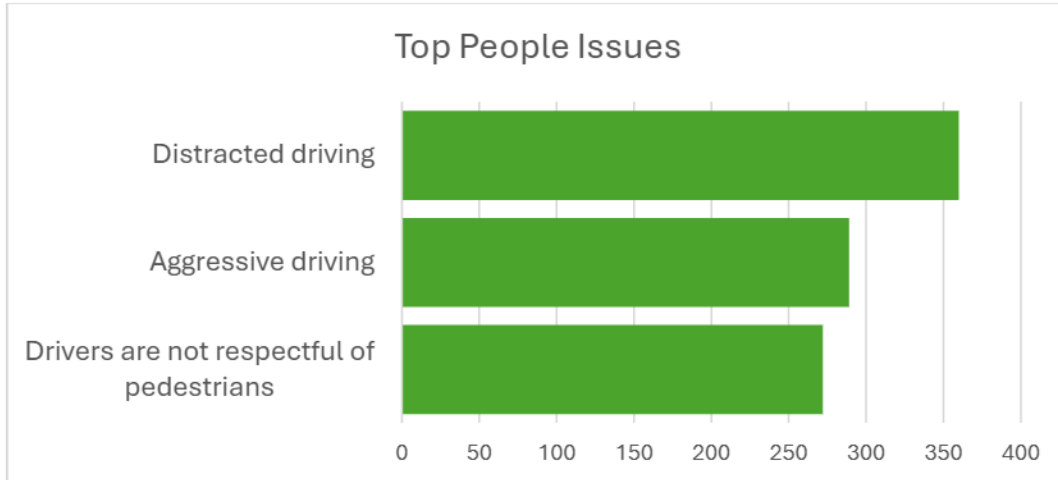


Safer Roads – Potential Solutions

- **Install More Sidewalks:** Expand sidewalk coverage, especially in residential areas, along busy roads, and in commercial zones like Plover and Business 51.
- **Separated Pathways:** Create multi-use paths and protected pedestrian/bike lanes to ensure safer travel for non-motorized users, particularly on high-traffic roads.
- **Crosswalk Improvements:**
 - Add flashing crosswalk lights and pedestrian-activated signals at key locations (e.g., Division Street, YMCA area).
 - Enhance crosswalk visibility with solid-colored paint or bold designs (e.g., red or green stripes).
- **Lighting:** Improve lighting in poorly lit areas to increase pedestrian and cyclist visibility, especially near schools and high-traffic zones.
- **Snow/Ice Maintenance:** Enforce strict snow and ice removal policies for sidewalks and ensure prompt clearing of roadways and pedestrian paths during winter.



Safer Road Users – Issues Identified



Safer Road Users – Potential Solutions

Driver Behavior and Education:

- Educating drivers about proper use of turn lanes and yielding to pedestrians and cyclists.
- Encouraging better adherence to traffic laws, including stopping for pedestrians at crosswalks.
- Encourage refresher courses for drivers to understand the importance of respecting other road users

Enforcement and Penalties:

- Increase citations and stricter enforcement of traffic laws to curb speeding, distracted driving, and aggressive behaviors.
- Ensure greater police presence to deter offenses and enhance compliance.



Safer Speeds – Issues Identified

Speeding as a General Issue:

- Speeding is highlighted as a frequent issue, with many drivers exceeding posted limits regardless of signage.
- Roads like Hwy J, Division Street, and Whiting Avenue were specifically mentioned as areas where speeding is common and dangerous.

Perceptions of Speed Limits:

- Some respondents believe current speed limits are adequate but lack enforcement.
- There are mixed feelings about reducing speed limits; some see it as ineffective without stronger enforcement, while others worry it could lead to road rage and congestion.

Specific Safety Concerns:

- Speeding in residential areas and near schools poses risks to pedestrians and cyclists.
- Some roads with high speeds, narrow shoulders, and heavy traffic are identified as dangerous for all road users.

Safer Speeds – Potential Solutions

Traffic Calming Measures:

- Introduce physical changes like speed humps, narrowed lanes, and three/four-way stops to slow down traffic.

Enforcement

- Respondents emphasized the need for stricter enforcement of speed limits through increased police presence.



Safer Vehicles – Issues Identified

Large vehicles were noted as a concern: 86 respondents mentioning large vehicles making it difficult to travel by foot

Safer Vehicles – Potential Solutions

Although not explicitly mentioned in the survey responses, the following is a list of countermeasure examples that can serve as valuable talking points for discussion within the task forces.

Countermeasure: Enhanced Vehicle Design Standards and Education

Description:

Implement vehicle design changes and promote technology enhancements to improve pedestrian visibility around large vehicles. This can include:

- **Enhanced Direct Vision Standards:** Encourage or mandate design changes to reduce blind spots on large vehicles, such as lower cab designs and larger windshields.
- **Advanced Driver Assistance Systems (ADAS):** Equip large vehicles with pedestrian detection systems, 360-degree cameras, and automatic emergency braking (AEB).
- **Public Education Campaigns:** Educate drivers of large vehicles, such as delivery trucks or SUVs, on the risks they pose to pedestrians and strategies to improve safety (e.g., yielding, awareness of blind spots).

Implementation Strategy:

- **Policy Advocacy:** Work with state and local governments to adopt standards encouraging safer large vehicle designs.
- **Fleet Upgrades:** Partner with logistics and delivery companies to integrate ADAS technologies into their fleets.
- **Community Engagement:** Conduct educational outreach through workshops, online resources, and public service announcements to inform drivers of safety best practices.



Better Post-Crash Care – Issues Identified

- **Train Blockages:** Extended train crossings frequently block driveways and roadways, delaying emergency vehicles and potentially risking lives during critical incidents.
- **Intersection Hazards:** Specific intersections, like HH and J, experience severe crashes, requiring urgent improvements to facilitate safer and quicker emergency responses.
- **Railroad Crossing Risks:** Multiple crossings along certain routes create hazards for travelers and further impede emergency response times when vehicles become delayed or stuck.
- **Roadway Congestion:** Poorly designed roadways and high congestion levels, particularly at intersections, hinder emergency vehicle access and timely post-crash care.

Better Post-Crash Care – Potential Solutions

Although not explicitly mentioned in the survey responses, the following is a list of countermeasure examples that can serve as valuable talking points for discussion within the task forces.

1. Train Blockages

- Build overpasses/underpasses for critical crossings.
- Develop alternate emergency routes and real-time rerouting systems.
- Use dynamic signage to warn drivers and clear emergency paths.

2. Intersection Hazards

- Redesign high-crash intersections with better signals, roundabouts, or turn lanes.
- Implement adaptive traffic signals to prioritize emergency vehicles.
- Increase enforcement of traffic laws at critical intersections.

3. Railroad Crossing Risks

- Upgrade crossings with gates, lights, and warning systems.
- Develop alternate routes for emergency vehicles and use real-time crossing data.
- Penalize vehicles blocking tracks to improve compliance.

4. Roadway Congestion

- Add emergency lanes and optimize traffic signals in congested areas.
- Use real-time traffic management for quicker emergency access.



Bicycle and Pedestrian Safety – Issues Identified

Problem Locations Identified for Pedestrians through the survey:

1. **Division Street (Stevens Point) -**
 - Cited for narrow sidewalks, high-speed traffic, and lack of pedestrian-friendly crossings.
2. **Highway 10 (East Stevens Point) -**
 - Noted for congestion, unsafe intersections, and limited pedestrian infrastructure.
3. **Church Street (Underpass and Vicinity) -**
 - Criticized for narrow sidewalks, proximity to fast-moving traffic, and dim lighting.
4. **West River Drive -**
 - Highlighted as unsafe due to speeding vehicles, lack of pedestrian pathways, and reckless driving.
5. **Plover Springs Drive and Hoover Road (Plover) -**
 - Complaints of high speeds, narrow roads, and lack of sidewalks.
6. **Clark Street (Stevens Point) -**
 - Concerns include unsafe crossings near schools, excessive vehicle speeds, and inadequate pedestrian amenities.
7. **Business 51/Church/Division Corridor -**
 - Generally seen as a concern to pedestrians due to high traffic and poor infrastructure.
8. **Post Road (Plover) -**
 - Noted for difficulty crossing and heavy traffic with insufficient pedestrian aids.
9. **Green Circle Trail Crossings -**
 - Particularly crossings at HH, Main/66, and Patch Street feel hazardous to road users.
10. **Michigan Avenue (Stevens Point) -**
 - Reported as dangerous for walking due to narrow pathways and distracted drivers.
11. **Downtown Stevens Point -**
 - Issues with pedestrian crossings near major intersections and poor snow removal in winter.



Problem Locations Identified for Bicyclists through the survey:

1. **Division Street**

- Commonly mentioned as unsafe for bicycles and rolling travel due to high traffic volume, excessive speeds, lack of bike lanes, and narrow sidewalks.

2. **Highways (Hwy 10, Hwy 66, Hwy 54, Hwy B, Hwy X, Hwy I, etc.)**

- Over 30 comments highlighted these routes as unsafe due to high speeds, lack of shoulders, and inattentive or aggressive drivers.

3. **Intersections and Roundabouts**

- Frequently mentioned unsafe intersections/areas include:
 - County Road HH & Hoover Rd
 - Stanley St and Northpoint Dr
 - Industrial Park Rd at Hoover Rd
 - Roundabouts on Division Street and near Sentry

4. **Green Circle Trail Intersections**

- Many users expressed safety concerns at intersections where the Green Circle Trail crosses roads, citing inadequate signaling and high vehicle speeds.

5. **Urban Areas (Stevens Point, Plover)**

- Roads like Michigan Ave, Clark Street, Main Street, and Church Street were noted for poor bike infrastructure, narrow or absent sidewalks, and driver hostility.

6. **Rural Roads**

- Fast-moving vehicles, large trucks, and lack of bike lanes or shoulders were identified as significant hazards.

Themes Across Comments

• **Driver Behavior**

- Many respondents mentioned driver aggression, inattentiveness, and hostility toward cyclists and pedestrians.
- Speeding and lack of respect for bike lanes were frequently cited.

• **Infrastructure Deficiencies**

- Lack of bike lanes, shoulders, and protected paths.
- Narrow or poorly maintained sidewalks.
- Unsafe designs at roundabouts and intersections.



- **High Speeds and Traffic Volumes**
 - Numerous roads are perceived as unsafe due to excessive vehicle speeds and high traffic density.
- **Crossing Challenges**
 - Unsafe crossings at highways and major intersections were repeatedly mentioned, with users requesting pedestrian bridges or better signals.
- **Specific Equipment Concerns**
 - Issues with e-bikes moving too fast on shared trails and bike paths were mentioned in several comments.



Bicycle and Pedestrian Safety – Potential Solutions

For Bicyclist Safety:

- **Infrastructure Improvements**
 - **Protected Bike Lanes:**

Respondents emphasize the need for bike lanes separated from traffic by physical barriers to ensure cyclist safety on busy roads like Division Street.
 - **Wider Shoulders:**

Requests for wider, paved shoulders on rural roads to create safer spaces for cyclists and pedestrians.
 - **Dedicated Paths:**

Suggestions for creating off-road paths to connect residential areas, commercial hubs, and trails.
- **Traffic Calming and Enforcement**
 - **Reduce Vehicle Speeds:**

Calls for lower speed limits and the implementation of speed bumps and road diets, especially on streets like Division and Highway 10.
 - **Enforcement of Traffic Laws:**

Includes stricter speed limit enforcement and penalties for reckless driving and non-compliance with traffic laws by both motorists and bicyclists.
- **Maintenance**
 - **Clear Debris and Snow:**

Complaints about debris, potholes, and snow/ice in bike lanes, making rolling travel unsafe.
 - **Repair Roads:**

Calls for fixing poor pavement quality, especially in urban areas and on rural roads.
- **Education**
 - **Motorist and Cyclist Education:**

Emphasis on teaching motorists and bicyclists to share the road safely and follow traffic laws.
 - **Public Awareness Campaigns:**

Requests for community outreach to build respect for cyclists and rolling travelers.



- **Policy Adjustments**
 - **Restrict Rolling Travel on High-Traffic Roads:**
Proposals to keep cyclists off major roads without adequate safety measures.
 - **Licensing and Training for Cyclists:**
Suggestions to introduce licensing or training for cyclists, especially e-bike users, to ensure safe operation.
- **Intersection Safety**
 - **Redesign Intersections:**
Respondents highlighted blind spots, busy intersections, and crossings as dangerous and needing redesign.
 - **Enhance Crossing Facilities:**
Requests for better pedestrian and cyclist crossings with improved signaling and ramps.
- **Cultural Shift**
 - **Promote a Bike-Friendly Culture:**
Respondents suggested creating a welcoming environment for cyclists through better infrastructure and community engagement.

For [Pedestrian Safety](#):

- **More Sidewalks**
 - The lack of sidewalks was identified as a major barrier to pedestrian safety, with calls for installation in residential neighborhoods, busy roads, and commercial areas.
- **Enforce Speed Limits**
 - Residents emphasized the need for stricter enforcement of speed limits to curb reckless driving and protect pedestrians.
- **Flashing Crosswalk Lights/Signals**
 - Popular support for crosswalks with flashing lights, such as those near the YMCA, to alert drivers and improve pedestrian visibility.
- **Traffic Calming Measures**
 - Suggestions included speed bumps, narrower streets, roundabouts, and reduced speed limits to slow traffic in busy areas.
- **Education (Drivers and Pedestrians)**
 - Focused on improving understanding of crosswalk laws, pedestrian safety, and the need for mutual respect between drivers and pedestrians.
- **Wider/Better-Designed Sidewalks**
 - Residents advocated for wider sidewalks with a buffer zone (e.g., grass or curbs) to separate pedestrians from traffic.



- **Pedestrian Crossing Infrastructure**
 - Includes footbridges, pedestrian islands, and protected crossings on major roads to ensure safer navigation for walkers.
- **Road Design Changes**
 - Recommendations to redesign streets like Division Street and Business 51 with features such as road diets, medians, and protected pedestrian paths.
- **Lighting Improvements**
 - Better street lighting, especially in areas with high pedestrian traffic, to increase visibility and safety during nighttime.
- **Snow/Ice Removal Enforcement**
 - Calls for stricter enforcement of snow and ice clearing regulations to maintain accessible and safe sidewalks during winter months.
- **Crosswalk Maintenance and Visibility**
 - Repainting crosswalks and ensuring visibility to reinforce pedestrian right-of-way and reduce accidents.

Below, a chart illustrates the frequency of suggested pedestrian improvements, highlighting priority countermeasures for safety and accessibility.

