



AGENDA

BICYCLE AND PEDESTRIAN STREET SAFETY COMMISSION (BPSSC)

Members

- Trevor Roark
- Bill Fehrenbach
- Michael O'Meara
- Ald. Thomas Leek
- Kathryn Lane-Browne
- Janet Jurgella Finn - Alternate

Date and Time: February 11, 2021
3:00 PM

Location:

Zoom Teleconferencing

By Computer:

<https://us02web.zoom.us/j/87564140311?pwd=CHBQMnluVzNTYXp0bk9ibWdWRTN3QT09>

Meeting ID: 875 6414 0311

Passcode: 200023

By Phone: +1-312-626-6799

Meeting ID: 875 6414 0311

Passcode: 200023

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

Discussion and Possible Action on the Following:

3. Report of the January 14, 2021 meeting of the Bicycle & Pedestrian Street Safety Commission
4. Discussion and possible action on the 2021-2026 strategic goals of the Bicycle & Pedestrian Street Safety Commission
5. Adjourn

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

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

REPORT OF THE BICYCLE & PEDESTRIAN STREET SAFETY COMMISSION

January 14, 2021 – 3:00 PM
Zoom Conference Call Meeting

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

ALSO PRESENT: Director Kernosky, Associate Planner/Zoning Administrator Kuhn, Director Beduhn, Secretary Mohr, Alderperson Jennings, Keith Kedrowski, and Bryant Scharenbroch, and unidentified audience members via Virtual Zoom Meeting.

INDEX:

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

Discussion and possible action on the following:

3. Report of the December 17, 2020 meeting of the Bicycle & Pedestrian Street Safety Commission
4. Strategic goal setting of the Bicycle & Pedestrian Street Safety Commission

Staff Update:

5. Educational efforts on the clearing of snow along sidewalks and curb cuts
 6. Update on the 2021 street reconstructions
 7. Adjourn
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1. Roll call.

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

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

Commissioner Lane-Browne highlighted the importance of installing sidewalks with new construction, such as a new subdivision. Commissioner O'Meara noted how it would be more cost effective for prospective owners, as well as lead to more continuous sidewalks. He was asked that the item be placed on a future agenda for further discussion.

Chairperson Roark reiterated the importance of shoveling sidewalks and curb cuts for maintaining proper accessibility. There was a brief discussion on who held responsibility for maintaining sidewalks, as well as the process the Community Development took in addressing violations.

Discussion and possible action on the following:

3. Report of the December 17, 2020 meeting of the Bicycle & Pedestrian Street Safety Commission

Motion by Commissioner Fehrenbach to approve the report of the December 17, 2020 Bicycle and Pedestrian Street Safety Commission meeting; seconded by Alderperson Leek.

Motion carried 5-0.

4. Strategic goal setting Bicycle & Pedestrian Street Safety Commission

Director Kernosky summarized the previous meeting in which they introduced goal setting. Since then, the top goals had been identified and summarized. The following comments were made relating to individual goals:

2020-2021 Goals

1. Install a bicycle corral within the two parking stalls in front of the Portage County Library.
 - a. Potential to partner with CREATE Portage County.
 - b. Potential to source funds through donors in commissioning an artist.
 - c. Goal verbiage should also note the need to review optimal design and placement to best serve the area and population.
 - d. No wheel-bender racks.
2. Include educational initiatives in municipal communication.
 - a. Revisit educational presentation on bicycle facilities, which had originally been performed without much consult from the BPSSC.
 - b. Contraflow lanes are a new concept within the area, and there is confusion on how those functions.
3. Create a brochure to highlight the City's Bicycle Friendly Community Silver designation.
 - a. In addition to single page 'cheat-sheets' and brochures, more in-depth handouts, such as a tri-fold brochure could be made available at the Visitor's Bureau, as well as reference individuals to the Green Circle Trail Map.
 - b. Research a financial benefit report, like one performed by the City of Lax. Would provide leverage to pushing plans forward.
4. Encourage five local businesses to apply for Bicycle Friendly Business designation, assist with application.
 - a. Need to increase interest. Make it fun, possible competition aspect. Who is the most bicycle friendly business in the City?
 - b. Commissioners directed or assigned to a business, assist one-on-one on getting them through the designation process.
 - c. Keeping in mind that some businesses are limited to what they can do.
5. Increase usage/education of bicycle lanes
 - a. Videos providing real-time education on use of bicycle facilities.
 - b. How to reduce sidewalk use and increase comfort to use facilities and get through intersections.
 - c. Interest by community advocates in leading educational rides or demonstrations.
6. Submit a walkable friendly community application.
 - a. No additional comments, City staff will take lead and consult with BPSSC.
7. Increase communication and collaboration between BPSSC and the Portage County Traffic Safety Commission.
 - a. County meets quarterly, required by statute to meet.
 - b. Clarification on encouraging the County to form their own BPSSC, as the Traffic Safety Commission's charge differed.
 - c. Comment to promote inter-governmental collaboration in the form of a new commission as to be involved with all community representatives.
 - d. Due to the scale and nature of the goal, it would be a long-term goal.
8. Enforce & Educate the City's Vision Zero Policy.
 - a. While trying to get Vision Zero is the goal, a bit more difficult to implement as each project looks different. Continuing to stress importance with consultants.

- b. Reiterated need to review the policy, lacking teeth for implementation.
- c. Review of the policy's goal.

2022-2025 Goals

1. Alter funding for sidewalk continuation projects (transfer from property assessments to the City's budget).
 - a. Program currently not sustainable, City staff working to move to capital budget.
 - b. Look into additional funding sources
2. Provide safer access to route bicyclists and pedestrians from businesses along Highway 10 to the Downtown.
 - a. Public Works working with Park's Department on the connection from Ben's Lane to Hoffmeister Drive, as well as a connection to the Green Circle Trail.
 - b. DOT plans were still projected for 2022, to which sections of the plans will come forward for review.
3. Educate citizens on safe bicycling practices through small group rides.
 - a. Pushed to the following year due to the gathering nature of the goal and COVID-19 uncertainties
4. Increase bicycle education in school curriculum.
 - a. Drawbacks in performing educational demonstrations at the school in that not every child has a bicycle, and schools don't have the resource either.
 - b. Openness to performing more bicycle rodeos.
 - c. Potential for donation or purchase of bicycles for schools.
5. Map out preferred walking and biking routes for each school into the city.
 - a. Identify areas of importance (congregation points, school locations, school routes, etc.).
 - b. Safe routes to School Plan already included a lot of that information, but a need to update existed.
6. Advocate for the winter maintenance of the Riverfront Trail for pedestrian use.
 - a. Potential for directing funds from the Emerson Park's skating area, which is not ideal for skating conditions, to the Riverfront Trail pedestrian way.
 - b. Reiterated the need to set priorities in the budget, noting that the Riverfront Trail would most likely see more activity than the additional skating areas.
 - c. Pros and cons about doing a Riverfront Trail on a trial-basis.
7. Amend bicycle rack standards within the City's bicycle parking ordinance.
 - a. Several discussions have occurred regarding rack standards, but officially reviewing and codifying within the code is ideal.
8. Adopt a complete streets policy.
 - a. Educational process in terms of implementation, as there is often public confusion in what is to occur.
9. Join the Wisconsin Bike Federation.
 - a. Lacking budget within the current year to move forward with 2021, but overall great resources within the organization to pursue the following year.
10. Apply for a gold designation when the city needs to re-apply as a bicycle friendly community in 2024.
 - a. Once report card is obtained, can reverse engineer goals to implement and then meet them next application cycle.

Aldersperson Jennings (District One) inquired on the difficulty of creating a 3D map that incorporates the Bicycle and Pedestrian Count data, to which Director Kernosky noted that they would investigate the item with the City's GIS technician.

Director Kernosky noted that staff would further flesh out the goals reviewed and provide them at the following meeting for approval.

Aldersperson Leek noted the Council's interest in working towards the extension of bicycle facilities along Highway 10 to the Downtown, but overall agreed that the list of goals was attainable.

No action was taken, but there was a consensus to move forward.

Staff Update

5. Educational efforts on the clearing of snow along sidewalks and curb cuts

Associate Planner/Zoning Administrator Kuhn stated that staff was actively working on fleshing out some educational items, such as the printed material, but hoped to have audio files in place to review regarding clearing of sidewalks and curb cuts within the short future.

Commissioner O'Meara noted the importance of early snow maintenance to reduce ice issues.

6. Update on 2021 street reconstructions

Director Beduhn provided the following Update:

1. Had public informational meeting early January. Had a good turnout, and residents had a lot of good follow-up questions.
2. Early February will lead closer to final designs and hope to go into the Spring for bidding for project start in the summer months.
3. To meet the bidding deadlines, staff would have to bring forward an unfinalized design to the commission in February.

7. Adjourn

Meeting adjourned at 4:19 PM.

These minutes are not verbatim, but rather a summary of the statements and conversations that occurred. A recording of this meeting can be viewed/heard at: <https://stevenspoint.com/365/AgendasMinutesVideos>



MEMORANDUM

To: Bicycle & Pedestrian Street Safety Commission

From: Adam Kuhn, Associate Planner / Zoning Administrator

CC: Scott Beduhn, Director of Public Works
Ryan Kernosky, Director of Community Development

Date: February 11, 2021

RE: 2021-2026 BPSSC Strategic Goals

Over the last few months, City staff have been working with the Bicycle & Pedestrian Street Safety Commission in establishing strategic goals to achieve your 'charge' as a Commission. In December, staff asked each of you to provide individual goals that you would like to see in the short-term (i.e., 2021) and the long-term (i.e., 2022-2026). Last month, staff reviewed all individual goals to identify consistencies. Discussion also occurred on how City staff and the Commission and achieve these commonly-identified goals and determine who would lead that process.

Based on these discussions, staff created the attached document entitled *Bicycle and Pedestrian Street Safety Commission Strategic Goals: 2021-2026*. During the February 11th meeting, staff will go through each goal in preparation for the adoption of the aforementioned document. Once adopted, City staff and this Commission will work in earnest in implementing the below document.

Please review each goal carefully in preparation for a collaborative discussion on how to achieve your goals for the Commission. If you have any questions before the February 11th meeting, please do not hesitate to reach out to staff.

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Bicycle & Pedestrian Street Safety Commission



Strategic Goals 2021-2026

Adopted March XX, 2021

Members

Trevor Roark, Chair

Bill Fehrenbach

Michael O'Meara

Alder Thomas Leek

Kathy Lane-Browne

Janet Jurgella Finn

City Staff

Scott Beduhn, Director of Public Works

Ryan Kernosky, Director of Community Development

Adam Kuhn, Associate Planner

Introduction

The Bicycle & Pedestrian Street Safety Commission (BPSSC) was established in 2018 and is the successor to the Bicycle & Pedestrian Advisory Committee, which was established in 2015. City of Stevens Point Revised Municipal Code Ch. 3.55 established and provided the following powers and duties to the Commission:

- (a) Advising the Common Council on updates, maintenance, and implementation of the Portage County Countywide Bicycle & Pedestrian Plan (PCCBPP) and the Transportation Element of the Comprehensive Plan.
- (b) Working with the Community Development Department to achieve recognized standards for bicycle and pedestrian accessibility and safety, such as the American Bicyclists Bicycle-Friendly Community Silver/Gold designations and Walk-Friendly Community designation.
- (c) Promoting the integration of bicycling and walking in the City of Stevens Point's planning, engineering, design, and development of transportation facilities to ensure the safe and efficient movement of people and goods, while enhancing neighborhood livability and resident quality of life.
- (d) Making recommendations to City staff, department heads, boards and commissions, and the Common Council with regard to the capital and operating budget to identify pedestrian and bicycle needs, services, programs, or facilities.
- (e) Working with the local organizations and programs to educate all age groups on safe bicycling and walking skills.
- (f) Developing and distributing informational, educational and promotional materials for bicyclists, pedestrians and motorists.

The following strategic goals are intended to further explore the powers and duties of the Commission and solidify the City's commitment to enhancing the social, economic, and environmental well-being of our residents. Each strategic goal will outline the goal, provide a tentative timeline towards achievement, charge various people with implementing the strategic goal, and identify obstacles that may be faced when implementing the strategic goal.

The Commission will be updated on a regular basis on the status of the various strategic goals identified within this document. Additionally, this document should be updated on a yearly basis to ensure that the Commission, residents, and City staff are working towards achieving the same goals for our community.

Goal 1: Install a bicycle corral within the two parking stalls in front of the Portage County Library.

Goal 1 aligns with Ch. 3.55(5)(c) and (d) under the powers and duties charged to the Commission and is consistent with the PCCBPP.

Steps to Completion	Timeline	Who
Commission review designs for bicycle corral and placement. Consult with Stevens Point Alliance and other stakeholders in downtown area. Identify a budget for implementation.	May 2021	City staff
Ensure 2021/2022 budget has appropriate funding for installation.	May 2021	City Staff
Obtain proper formal approvals: - City Finance - Board of Public Works - Common Council	July 2021	City Staff
Installation	Fall 2021	

Challenges:

- 1) Business owners in the downtown area may object to the replacement of on-street parking stalls with bicycle corrals, especially in the core of the downtown area. Commissioners and City staff should consider alternatives (off-street corral placement) if necessary to facilitate additional bicycle infrastructure.
- 2) Not included in the 2021 budget was this infrastructure installation. While the financial impacts are currently unknown, Commissioners and City staff may want to consider pushing this project to 2022 to ensure budgeting is included.

Goal 2: Include educational initiatives in municipal communication.

Goal 2 aligns with Ch. 3.55(5)(f) under the powers and duties charged to the Commission and is consistent with the PCCBPP.

Steps to Completion	Timeline	Who
Commission reviews and finalizes specific materials to include in future municipal communication and what types of educational initiatives to target. Should certain materials require an expenditure, City staff should identify a budget for implementation.	May 2021	City staff
Ensure 2021/2022 budget has appropriate funding for material distribution.	May 2021	City staff
Produce materials to include in municipal communication. The Commission reviews final materials before implementation.	June 2021	City staff
Implementation	July 2021 and ongoing	

Challenges:

- 1) Certain modes of communication may have a low response rate and reach a limited audience. Commissioners and City staff should consider multiple modes of communication to ensure a large sample pool that has a high response rate.
- 2) Some educational initiatives are more pertinent during certain times of the year (e.g., the clearing of snow on curb cuts). Commissioners and City staff should consider educational initiatives that can be included year-round in municipal communication.
- 3) Educational initiatives held in-person are likely to be postponed in the short-term due to COVID-19.

Goal 3: Create a brochure to highlight the City's Bicycle Friendly Community silver designation.

Goal 3 aligns with Ch. 3.55(5)(f) under the powers and duties charged to the Commission and is consistent with the PCCBPP.

Steps to Completion	Timeline	Who
City staff creates a brochure with consultation from the Commission. Emphasis should be given towards the economic impact of bicycling (health and safety, transit and air quality, economic and property benefits, etc.).	March 2021	City staff
City staff and the Commission determines how and where the brochure should be distributed.	March 2021	City staff
Distribution	March 2021 and ongoing	

Challenges:

- 1) If the brochure is strictly informational, it may be difficult for residents to take away the purpose of the brochure. Encouragement should be focused as well to answer the question: ‘Why should I care?’ Examples include encouraging Bicycle Friendly Business application submittals, encourage the usage of new bicycle infrastructure and discuss the health, economic and environmental benefits of bicycling.

Goal 4: Encourage five local businesses to apply for a Bicycle Friendly Business designation.

Goal 4 aligns with Ch. 3.55(5)(b) and (c) under the power and duties charged to the Commission and is consistent with the PCCBPP.

Steps to Completion	Timeline	Who
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The Commission identifies businesses in the city that meets the standards as a Bicycle Friendly Business. Consult with City staff to determine which award level is most feasible (i.e., honorable mention, bronze, silver, etc.).	Spring 2022	City staff and BPSSC
After identifying businesses, the Commission and City staff determines ways to encourage these businesses to apply. Once determined, encouragement strategies should occur.	Spring 2022	City staff and BPSSC
Assist participating businesses in completing the application. One-on-one assistance is desired.	Spring 2022 and ongoing	City staff and BPSSC
After applications are submitted and awards are distributed, the Commission should continually identify additional businesses to apply as a Bicycle Friendly Business. The Commission should assist in promoting these awards given to businesses.	Ongoing	City staff and BPSSC

Challenges:

- 1) The Bicycle Friendly Business application is extensive that could discourage businesses to apply. Emphasizing that one-on-one assistance among City staff and participating businesses is likely to help.
- 2) The Bicycle Friendly Business designation expires after four years, upon which participating businesses will have to re-apply. City staff and the Commission should not only encourage businesses to re-apply every four years, but also encourage businesses to apply for a higher designation.

Goal 5: Increase the usage and education of bicycle lanes.

Goal 5 aligns with Ch. 3.55(5)(e) and (f) under the powers and duties charged to the Commission and is consistent with the PCCBPP.

Steps to Completion	Timeline	Who
The Commission and City staff create materials and educational demonstrations on how to use new	Spring 2021 –	City staff and BPSSC

bicycle lanes. Educational programming should focus on both video and in-person demonstrations.	Fall 2021	
Partner with local organizations in the creation of videos (e.g., Cycling Without Age) and in taking the lead on in-person demonstrations. Prioritization on bicycling within intersections (Main Street/Clark Street intersections with Division Street and Michigan Avenue).	Spring 2021 – Fall 2021	City staff, BPSSC and participating local organizations
Implementation – Upload videos and other materials produced on the City’s website. City staff and the Commission determines other platforms where materials can be distributed	Spring 2021 – Fall 2021	

Challenges:

- 1) In-person demonstrations in the short-term may be limited due to COVID-19.
- 2) Bicycle lane usage can be impacted by factors outside of BPSSC’s control (e.g., economic conditions, climatic conditions, perceived safety of bicycle lanes, etc.)

Goal 6: Submit a Walkable Friendly Community application.

Goal 6 aligns with Ch. 3.55(5)(b) under the powers and duties charged to the Commission and is consistent with the PCCBPP.

Steps to Completion	Timeline	Who
City staff collects data needed for completing a Walkable Friendly Community application for bronze designation. Collaboration with local organizations and advocates is likely to gather community support for our application.	March – June 2021	City staff
Submit application.	Deadline: June 15, 2021	City staff

Challenges:

- 1) It may be difficult to derive an exact answer for some application questions (e.g., approximately what percentage of intersections have accessible pedestrian signals with audible walk indications?).
- 2) The City scores “poor” or “fair” on some application questions.

Goal 7: Increase communication and collaboration between BPSSC and the Portage County Traffic Safety Commission.

Goal 7 aligns with Ch. 3.55(5)(e) under the powers and duties charged to the Commission and is consistent with the PCCBPP.

Steps to Completion	Timeline	Who
City staff meets with the Chairperson of the Portage County Traffic Safety Commission to outline BPSSC’s desire to improve communication and collaboration between the two parties.	Summer 2021	BPSSC, City staff, County staff
City and County staff develop a strategic plan that targets areas that BPSSC and PCTSC can better collaborate. Priority should be given towards achieving the five “e’s” in City documentation and targeting actionable steps within the PCCBPP.	Ongoing 2021	City and County staff

Challenges:

- 1) PCTSC directives may be contrary to the goals of BPSSC.
- 2) Collaboration between the two commissions may be limited as PCTSC's charter focuses primarily on roadway safety. Discussion with other County commissions/staff may be necessary depending on what collaborative actions are desired.
- 3) Communication and collaboration may be limited as the PCTSC only meets quarterly.

Goal 8: Enforce and educate on the City's Vision Zero Policy.

Goal 8 aligns with Ch. 3.55(5)(a) and (f) under the powers and duties charged to the Commission and is consistent with the PCCBPP.

Steps to Completion	Timeline	Who
City staff reviews the City's Vision Zero Policy. Analysis on how the policy can gain more authority should occur in the engineering and design phase, education, enforcement, evaluation and policy.	Summer 2021	City staff
Changes to the existing policy will require the review and approval of Council, BPSSC and other applicable committees. City staff and BPSSC educates elected officials and the public on the Vision Zero Policy through informational materials, on-site demonstrations and during the planning and design phase for infrastructure improvements.	Ongoing 2021	City staff, BPSSC
Evaluation: City staff evaluates the effectiveness of the City's Vision Zero Policy on specific performance indicators (e.g., traffic-related injuries and deaths, number of citations issued, etc.)	Ongoing	City staff

Challenges:

- 1) Safety is one of other evaluative metrics used for the development or redesign of transportation corridors. Other metrics, such as engineering and financial resources, are collectively evaluated when planning for roadway improvements.
- 2) A plurality likes agrees with the principle of the City's Vision Zero Policy—to keep roadway users safe. However, it may be difficult to reach a consensus on how to best enforce the policy among staff, elected officials and the public.

Goal 9: Alter funding for sidewalk continuation projects (transfer from property assessments to the City's budget).

Goal 9 aligns with Ch. 3.55(5)(d) under the power and duties charged to the Commission.

Steps to Completion	Timeline	Who
Community Development staff consults with the Finance Department to determine if it is viable to transfer funding for sidewalk continuation projects from property assessments to the City's budget.	Ongoing 2022	City staff
City staff produces a financial review of the proposal by 2023 to determine its viability.	2023	City staff
If the financial review proves that it is financial feasible, obtaining Finance Committee and Council approval in 2023 should occur for FY24. If it is not financially feasible, the status quo would remain.	2023	City staff

Challenges:

- 1) Altering funding sources would have to be financial feasible for the goal to materialize.

Goal 10: Provide safer access to route bicyclists and pedestrians from businesses along Highway 10 to the Downtown.

Goal 10 aligns with Ch. 3.55(5)(c) under the power and duties charged to the Commission and is consistent with the PCCBPP.

Steps to Completion	Timeline	Who
The Commission works under the direction of the Plover River Crossing work group to determine ways that BPSSC can assist in the Plover River Crossing project.	Ongoing	BPSSC, Plover River Crossing work group
BPSSC conducts a preliminary review of planned work on a Highway 10/US-51 overpass bridge.	2022 at the earliest	BPSSC

Challenges:

- 1) Unpredictability on planned/future infrastructure projects. Several factors are at play (e.g., financial, approval process, geospatial, etc.) that could prolong safer bicycle and pedestrian access between the Downtown and Highway 10.

Goal 11: Educate citizens on safe bicycling practices through small group rides.

Goal 11 aligns with Ch. 3.55(5)(e) and (f) under the powers and duties charged to the Commission and is consistent with the PCCBPP.

Steps to Completion	Timeline	Who
The Commission partners with local organizations (e.g., Cycling Without Age, Wisconsin Bike Fed, etc.) to carry out small group rides highlighting safe bicycling practices. Publication and collaboration should occur with local stakeholder, such as schools, businesses and advocacy groups.	Ongoing	BPSSC, local organizations

Challenges:

- 1) The on-going COVID-19 pandemic will likely delay any group gatherings until 2022 at the earliest.
- 2) Small group rides must occur in a way that is equitable and reaches a diverse audience.
- 3) Some citizens may rather learn safe bicycling practices through video formats instead of face-to-face instruction. The Commission should consider recording one of these small group rides to reach this audience.

Goal 12: Increase bicycle education in school curriculum.

Goal 12 aligns with Ch. 3.55(5)(e) under the powers and duties charged to the Commission and is consistent with the PCCBPP.

Steps to Completion	Timeline	Who
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The Commission contacts local schools to work with teachers and administrators on establishing bicycle safety in school curriculum. Reference to the Safe Routes to School Plan should occur for building curriculum and determining the needs for participating schools.	2023	BPSSC
The Commission should explore financial resources available for the purchase and donation of bicycles for schools. These bicycles should be used for expanded bicycle curriculum.	2023	BPSSC

Challenges:

- 1) Modifying school curriculum requires approval through school administration and is likely a longer-term endeavor given the time needed to change the curriculum.
- 2) In order for bicycle education to be effective, participating schools must have enough bicycles available for in-the-field instruction. Relying on a large percentage of students to use their own bicycles is not equitable and likely not feasible.
- 3) What is being taught during bicycle education may deviate by grade level.

Goal 13: Map out preferred walking and biking routes for each school in the city.

Goal 13 aligns with Ch. 3.55(5)(e) under the powers and duties charged to the Commission and is consistent with the PCCBPP.

Steps to Completion	Timeline	Who
BPSSC and City staff collaborates on what should be the preferred walking and biking routes to each school in the city. Consultation with school officials should occur to determine approximate	Spring 2022	City staff, BPSSC

pick-up and drop-off locations.		
Preferred routes are reflected on maps produced by the City's GIS Coordinator.	Spring – Fall 2022	City staff
BPSSC and City staff distributes produced maps to all schools in the City to be included in future school print and virtual publications.	Fall 2022 and ongoing	City staff, BPSSC

Challenges:

- 1) Although preferred routes are created, users biking or walking to school may use other routes based on their given location.
- 2) Preferred routes will have to be continually updated to reflect new sidewalks and bicycle lanes/sharrows installed.

Goal 14: Advocate for the winter maintenance of the Riverfront Trail for pedestrian use.

Goal 14 aligns with Ch. 3.55(5)(a) and (d) under the powers and duties charged to the Commission and is consistent with the PCCBPP.

Steps to Completion	Timeline	Who
Community Development and Parks Department staff reviews the benefits of clearing the trail for use in the winter and runs a cost-benefit analysis to determine its financial feasibility. If so, City staff would prioritize a trial run to determine the use of the trail during winter months before long-range planning.	2022	City staff

Challenges:

- 1) Allocating the financial means and staff to maintain the Riverfront Trail during the winter months could prove difficult.

Goal 15: Amend bicycle rack standards within the City’s bicycle parking ordinance.

Goal 15 aligns with Ch. 3.55(5)(c) under the powers and duties charged to the Commission and is consistent with the PCCBPP.

Steps to Completion	Timeline	Who
Any large-scale changes to the bicycle parking ordinance will occur as part of the Zoning Code re-write (timeline TBD). Any minor amendments to the ordinance can occur before the Zoning Code re-write. The Commission will work with City staff in determining any minor amendments to the ordinance.	2022-2023	City staff, BPSSC
Should any minor amendments to the bicycle parking ordinance exist, it will require the review and approval by the Plan Commission and Common Council	2022-2023	City staff, BPSSC

Challenges:

- 1) Any changes to the bicycle parking ordinance is likely to be minor in the short-term, with any major amendments occurring as part of the Zoning Code re-write.

Goal 16: Review and better educate the public on the City's complete streets policy.

Goal 16 aligns with Ch. 3.55(5)(e) and (f) under the powers and duties charged to the Commission and is consistent with the PCCBPP.

Steps to Completion	Timeline	Who
The City established a Complete Streets policy in 2018. With this policy, City staff and the Commission will collaborate on ways to better educate the public on the policy and how citizens can take part in fulfilling the policy. Priority should be given towards the fact that not every street needs to be a 'complete' street.	2022	City staff, BPSSC
Educational initiatives determined by the Commission and City staff will be produced and distributed.	2022-2023	City staff
Review the City's current Complete Streets Policy. The review should target more detailed guidelines or policies for street design, maintenance and development. Any changes to the existing policy should occur alongside Zoning Code and		

Comprehensive Plan updates.		
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Challenges:

- 1) Not all citizens may understanding the purpose behind a Complete Streets policy and why it benefits them individually.
- 2) Implementing the Complete Streets policy requires buy-in from all applicable parties (e.g., City staff, elected officials, citizens, etc.).

Goal 17: Join the Wisconsin Bike Federation

Goal 17 aligns with Ch. 3.55(5)(e) and (f) under the powers and duties charged to the Commission and is consistent with the PCCBPP.

Steps to Completion	Timeline	Who
City staff reviews the costs of joining the Wisconsin Bike Federation. If budgeting allows, staff will include membership costs in the FY22 budget.	2022	City staff

Challenges:

- 1) Membership rates vary by the type of services desired (e.g., bike basics (\$250), bike advocate (\$500) and bike focus (\$2,500). City staff will have to determine which membership package fits the City's needs and price range.
- 2) Joining the Wisconsin Bike Federation may be postponed depending on available funds for the 2022 budget.

Goal 18: Apply for a gold designation when the City needs to re-apply as a Bicycle Friendly Community in 2024.

Goal 18 aligns with Ch. 3.55(5)(b) under the powers and duties charged to the Commission and is consistent with the PCCBPP.

Steps to Completion	Timeline	Who
City staff and the Commission work to achieve the suggested steps for gold status as outlined in the City's 2020 report card issued by the League of American Bicyclists. Any additional actions requested by the Commission to improve the City's chances for gold status will be discussed in Summer 2021 for preparation and implementation. These actions are to be evaluated with the most recent BFC application to ensure its applicability. Yearly assessments should occur among staff and the Commission to ensure that the City is on track for meeting desired actions for the 2024 application cycle.	2021-2024	City staff, BPSSC
Reapply as a Bicycle Friendly Community.	Spring – Summer 2024	City staff

Challenges:

- 1) The criteria measured in the Bicycle Friendly Community application could change by 2024. During the 2020 application cycle, the League of American Bicyclists removed questions in the enforcement and encouragement sections as a result of challenges municipalities were facing during the COVID-19 pandemic. Staff should periodically

review the applications in 2022 and 2023 to be aware of any significant changes to the application.