

# CITY OF EAU CLAIRE

## Safe Routes to Parks Plan - 2020





Prepared for:



**City of Eau Claire**  
203 N. Farwell Street  
Eau Claire, WI 54703

Prepared by:



**West Central Wisconsin Regional Planning Commission**  
800 Wisconsin Street  
Mail Box 9  
Eau Claire, WI 54703  
Phone: 715-836-2918  
[www.wcwrpc.org](http://www.wcwrpc.org)

July 2020



# EAU CLAIRE SAFE ROUTES TO PARKS TASK FORCE

Todd Chwala	Parks, Recreation, and Forestry
Chad Duerkop	Parks, Recreation, and Forestry
Pat Ivory	Planning
Leah Ness	Engineering
Steve Plaza	Parks, Recreation, and Forestry
Steve Roscoe	Parks, Recreation, and Forestry



The goal of the Eau Claire Safe Routes To Parks Plan is to create safe environments for residents walking and biking to and from parks.



# Table of Contents

<b>EAU CLAIRE SAFE ROUTES TO PARKS TASK FORCE</b>	<b>4</b>
<b>EXECUTIVE SUMMARY</b>	<b>8</b>
<b>SECTION I. INTRODUCTION</b>	<b>12</b>
Safe Routes To Parks Program. . . . .	13
City of Eau Claire . . . . .	14
Safe Routes To Parks Task Force . . . . .	15
Previous Pedestrian and Bicycle Planning . . . . .	15
Vision and Goals . . . . .	15
<b>SECTION II. EXISTING CONDITIONS</b>	<b>16</b>
SRTP Task Force . . . . .	17
Walk and Bike Audit. . . . .	17
Community Survey . . . . .	17
Walksheds . . . . .	18
Crash Data. . . . .	18
Additional Items . . . . .	19

# Table of Contents

<b>SECTION III. PARK ISSUES AND STRATEGIES</b>	<b>30</b>
<b>SECTION IV. RECOMMENDED CITY-WIDE STRATEGIES</b>	<b>96</b>
Strategies . . . . .	98
<b>SECTION V. IMPLEMENTATION</b>	<b>100</b>
<b>APPENDIX A.</b>	<b>104</b>



# EXECUTIVE SUMMARY



## Introduction

Safe Routes to Parks (SRTP) is an action plan to create safer walking and biking options for people to get to parks. The focus of the plan is to identify barriers to walking and biking to parks and develop strategies to mitigate those barriers. In 2018, the Eau Claire Area School District and City of Eau Claire completed a Safe Routes To School (SRTS) plan and the City updated their Bicycle and Pedestrian Plan. This SRTP plan is another tool to get more people walking and biking in the community.

Like SRTS, SRTP has its roots in both health and transportation safety. The major program goal is to make trips to parks safer for pedestrians and bikers. SRTP strives to reduce barriers for walking and biking around parks and on routes to parks, improve the health of all citizens through increased physical activity, reduce vehicle emissions and fuel consumption, increase community security, enhance community accessibility, and increase social interaction.

In addition to the City's SRTS plan, this document can be used as a supplement to the City's Bicycle and Pedestrian Plan. Also, the intent of this plan is not to replicate or reproduce the items found in the City's Park and Recreation System Master Plan or Park, Open Space, and Recreation Facilities Plan. However, all four of these other plans were used as a resource when developing issues and opportunities for the SRTP plan.

## WHAT IS SAFE ROUTES TO PARKS?

Safe Routes To Parks (SRTP) ensures that people can walk, bike, or roll to a park or green/open space in a way that is convenient, comfortable, and appealing and safe from traffic and personal danger. This is of particular importance to people without cars, who rely on walking, bicycling, and public transportation to get around; kids, who are not old enough to drive themselves to parks; and seniors, who may prefer not to drive. Over the long term, with increased safety and accessibility, SRTP seeks to increase park usage and improve health and physical and social wellbeing for people of all ages, races, abilities, and income levels.

Safe Routes To School National Partnership

The project was facilitated by the West Central Wisconsin Regional Planning Commission (WCWRPC). The Eau Claire SRTP Task Force consisted of representatives from the City. The City departments that were on the Task Force were: Engineering; Parks, Recreation, and Forestry; and Planning. Walk and bike audits for each park were conducted by persons on the Task Force, members of the City's Bicycle and Pedestrian Advisory Committee and Waterways and Parks Commission, and WCWRPC.

The Task Force worked together to identify issues and opportunities throughout the City, and they developed strategies to make walking and biking to and from each park safer.

Collecting data and analyzing the existing conditions are important parts of the planning process. The Task Force members discussed existing conditions for individual parks as well as those that are city-wide. Key city-wide findings are shown in the box to the right. A complete list of city-wide findings can be found in Section IV. Park-specific findings can be found on the individual park pages in Section III.

## KEY FINDINGS INCLUDE:

- Many parks have a very high number of crashes involving pedestrians or bicyclists within a .5 mile walkshed.
- Traffic on streets adjacent to many parks travel over the speed limit, and in many cases significantly over the speed limit.
- Only some of the parks have signage before the park that identifies that a park is approaching.
- There is no pedestrian sign and painted crosswalk standard adjacent to parks.
- Very few parks have bike parking.
- There are numerous instances where the park and/or park amenities are not ADA accessible.
- There is no pedestrian connection from Fairfax Street and Golf Road to Fairfax Pool.
- Even if there are a limited number of major issues adjacent to a park, there are often major issues within .5 mile of a park.

## Strategies

The vast majority of the strategies in the plan are infrastructure projects. There are no strategies that pertain to education and encouragement, as they are in the City's SRTS plan. All proposed strategies were recommended by the Task Force. The city-wide strategies in Section IV are listed as either short-term or medium term strategies.

Inside the plan, each park has an individual two-page section. The section includes pertinent data, issues and strategies, and a map that shows the park's .5 mile and one

mile walkshed. The park specific strategies in Section III are not listed as short-term or long-term time frames. They should all be implemented in the life of the five-year plan.

## Funding

The Eau Claire Safe Routes To Parks Plan was fully funded by the Chippewa-Eau Claire Metropolitan Planning Organization.

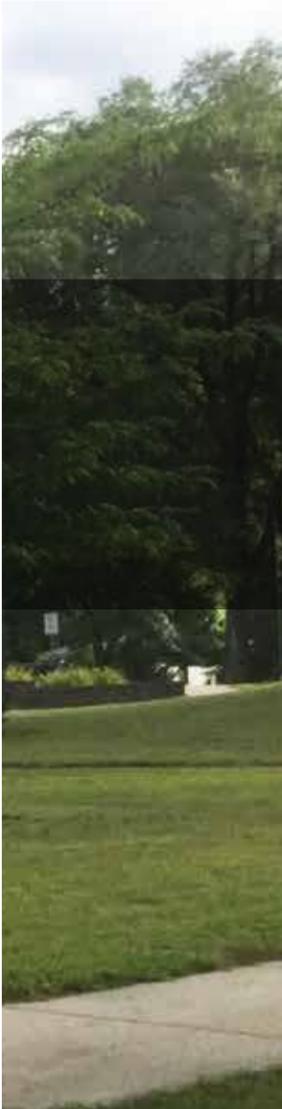


# SECTION I. INTRODUCTION



NORTH RIVER  
FRONTS PARK

## Safe Routes To Parks Program



Safe and enjoyable environments for people to walk and bike to/from parks should be part of the basic design of a community. Throughout the community there are examples where we protect people from vehicles with pedestrian zones, higher speeding fines, traffic calming, and reduced speed limits. Similar precautions should be enacted at and along corridors to parks. Since significant financial resources are invested into the City's parks, financial resources also need to be invested into safe routes to parks.

Implementing these Safe Routes To Parks (S RTP) strategies will help Eau Claire create safer, easier, and more enjoyable walking and biking routes to parks. There are a number of benefits to the entire community when walking and biking conditions are improved.

### *Safer routes*

One of the reasons people may not walk and bike to parks is because the routes are too dangerous. Problems such as incomplete, poorly maintained, or missing sidewalks and trails, congested streets, high traffic speeds, and lack of traffic calming measures in the vicinity of parks discourage walking and biking.

### *Healthier population*

In the past few decades, the number of active people in the United States has decreased and the number of overweight people has almost doubled. The most recent data show



that between 31-41 percent of Wisconsin adults are obese, and 40-44 percent of all adults in Eau Claire are obese. This number does not include the adults who are overweight, but not obese. In addition, kids are spending more time indoors not being active. Numerous health organizations and associations recommend that people participate in at least 60 minutes of moderate to vigorous physical activity every day. One of the ways to achieve a portion of this goal is to walk or bike to parks.

### *Cleaner environment*

Emissions from vehicles pollute the air we breathe and can cause serious health problems such as asthma and bronchitis. Motor vehicle use is now generally recognized as the source of more air pollution than any other single human activity. In order to decrease air pollution, communities should look to reduce the number of vehicles on the roads. Fewer cars emitting pollutants will improve the air quality, thus decreasing health problems and contribute to a cleaner environment.

### *Increase park use*

Improving accessibility for people to get to parks is one of the best ways to increase the number of people using parks. Many people do not have access to personal vehicles. If conditions by a park and/or on the way to a park are not conducive to walking or biking, and a person does not have access to a vehicle, then people are less likely to go to the park. Creating safe walking

and biking routes to parks will allow more people to go to a park.

### *Property values*

Accessibility to parks, open spaces, and trails play a role in residential property values. In most cases, proximity and accessibility to parks, open space, and/or trails will increase property values. Creating a safer environment for people to walk and bike to parks can help increase property values.

### *Other community benefits of Safe Routes to Parks:*

- » Enhanced community accessibility.
- » Increased community involvement.
- » Reduced fuel consumption.
- » Increased community security.
- » Improved partnerships among schools, local municipalities, parents, and other community groups.

## City of Eau Claire

The City has an estimated 2019 population of approximately 68,500. The City is home to six urban parks, 17 neighborhood parks, 9 community parks, 21 special areas/athletic fields, and 17 school district open space sites. This plan studies 32 parks, as selected by the Task Force. There are approximately 29,187 people that live within a .5 mile walkshed of the parks in the

plan. Of that number, approximately 5,804 are aged 19 or under, 4,026 are aged 65 or older, and 6,756 meet the minimum Federal requirements for living in poverty.

## Safe Routes To Parks Task Force

A SRTP Task Force is a group of people who represent different departments of the City and work together to develop and implement a plan to increase the number of people walking and biking to parks.

Eau Claire's SRTP Task Force developed a vision and goals, considered relevant issues, and discussed strategies to overcome the barriers to walking and biking. This was done through meetings, park walk/bike audits, and a community survey.

## Previous Pedestrian and Bicycle Planning

The City and ECASD completed a Safe Routes To School (SRTS) plan in 2018 and the City updated their Bicycle and Pedestrian Plan in 2018. The City also updated its Comprehensive Plan in 2015 and 5-Year Parks Plan in 2018. At this time, all the current plans are being implemented.

## Vision and Goals

A vision and two goals were developed to bring the SRTP plan direction into focus and to make it fit the specific needs and desires of the City. It is important to revisit this vision and the goals throughout implementation. The vision and goals should be updated as needed to meet changing needs in the local environment. Kept current, they will lead toward a unified implementation and an eventual realization of the vision.

### *Vision:*

The parks in the City of Eau Claire are readily accessible for walkers and bikers and walking and biking to parks are safe and enjoyable.

### *Goals:*

- » Provide a safe environment for people to walk and bike to parks.
- » Increase the percentage of people that walk and bike to parks.

## SECTION II. EXISTING CONDITIONS



### S RTP Task Force

The Eau Claire SRTP Task Force met five times starting in March, 2019. There were a variety of city-wide and park specific issues and opportunities that were brought up and discussed during the meetings. In addition, the Task Force reviewed the survey data and results from the walk and bike audits.

### Walk and Bike Audit

Walk and bike audits were performed at all the parks reviewed in the plan in July and August, 2019. This was done by WCWRPC, Task Force members, and Bicycle and Pedestrian Advisory Committee and Waterways and Parks Commission members. Numerous issues were either confirmed or discovered during the audits. It was found that excessive traffic speed, unconnected sidewalks, and/or lack of pedestrian signage and sidewalk paint were issues at most parks. The walk and bike audits played a vital role in identifying these and other issues at parks.

### Community Survey

The online community survey was prepared and available for residents. There were a total of 52 people that responded to the survey. There were a total of 99 responses to the two open-ended questions.

The three most common reasons why people think walking/biking to parks in the City of Eau Claire is difficult and/or unpleasant are related to traffic and intersection safety, sidewalks, and poor lighting. The tables on pages 20 and 21 show the complete survey results for questions 1-4 and the responses to the two open-ended questions are in Appendix A.

### Survey comments...

*“Eau Claire needs city wide traffic calming. Car speeds are too fast.”*

*“More sidewalks for when I walk to parks.”*

*“Safety at night, more patrol.”*

*“More lighting along the river on Galloway by Banbury after the S bridge.”*

*“Separate pedestrian/bike-skateboard/car traffic.”*

*“Make crossing busy streets easier!”*

*“Keep expanding the system and add route directions and identifiers.”*

# Existing Conditions

Of the 52 respondents, 10 stated that it was either somewhat or very unsafe to walk to parks. At the same time, 18 said it was somewhat or very safe and 24 responded that it was a normal feeling of safety. Only eight respondents stated that walk/biking to parks in the City is either somewhat or very unenjoyable, while 37 stated it is either somewhat or very enjoyable.

## Walksheds

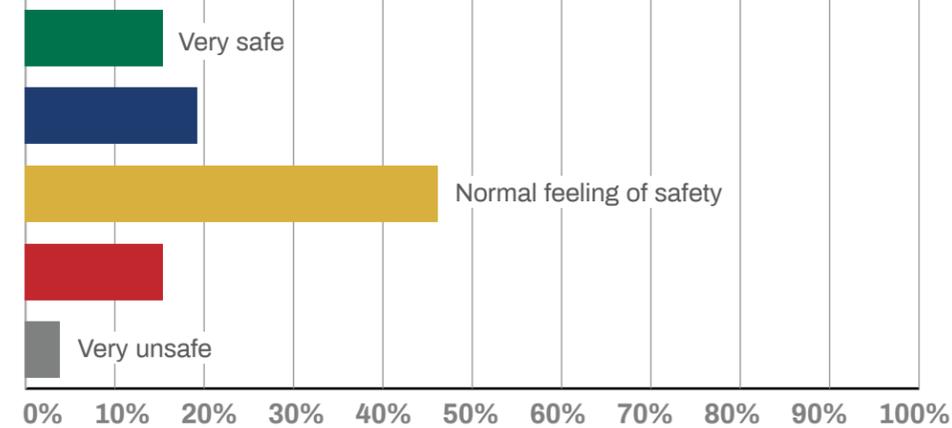
An important part of the process included reviewing each park's respective .5 mile walkshed. Walksheds are the actual walking/biking distance, as opposed to a straight line radius. Maps on pages 24 and 25 show where parks are located in the City and their respective walksheds.

Demographic data of the walkshed are important. The data show the estimated number of children, elderly, persons with disabilities, and persons living below the federal poverty rate within .5 mile of the park. This can help the City determine both what amenities should be at the park and also specific needs to get people safely to the park by walking and biking.

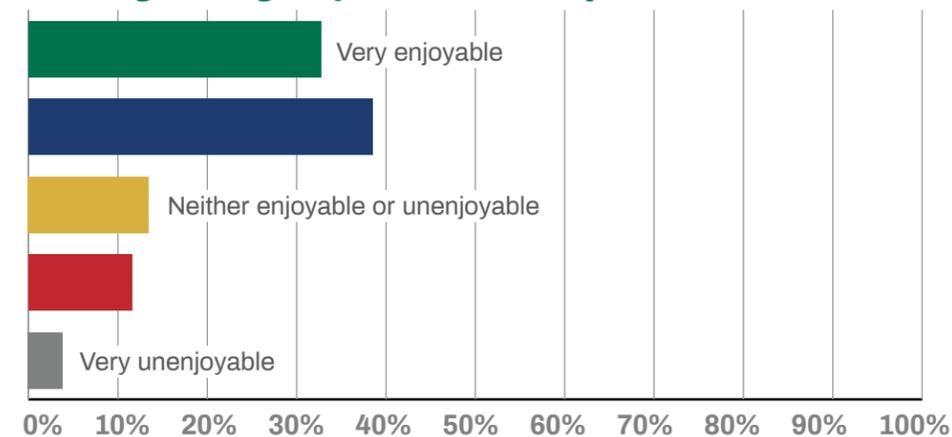
## Crash Data

Pedestrian and bicycle crash data from the State of Wisconsin and City of Eau Claire Police Department were used to locate areas with high crash numbers. Data show that over a five-year time period from 2014-2018, there were a total of 166 reported crashes involving a pedestrian or bicyclist (page 19).

### QUESTION 1 - How safe do you consider walking/biking to parks in the City of Eau Claire?



### QUESTION 2 - How enjoyable do you consider walking/biking to parks in the City of Eau Claire?



# Existing Conditions

This total averages to 33.2 reported crashes per year or 2.76 per month. Of the 166 total crashes, 99 were inside the .5 mile walksheds of each park. The relationship of these incidents is shown in the graphic on the right. The highest density of reported bicycle and pedestrian crashes is along Barstow St., Farwell St., State St., W. Madison St., and Water St. All of these areas are in a .5 mile walkshed of one or more parks. The map on Page 27 shows the locations of all 166 crashes.

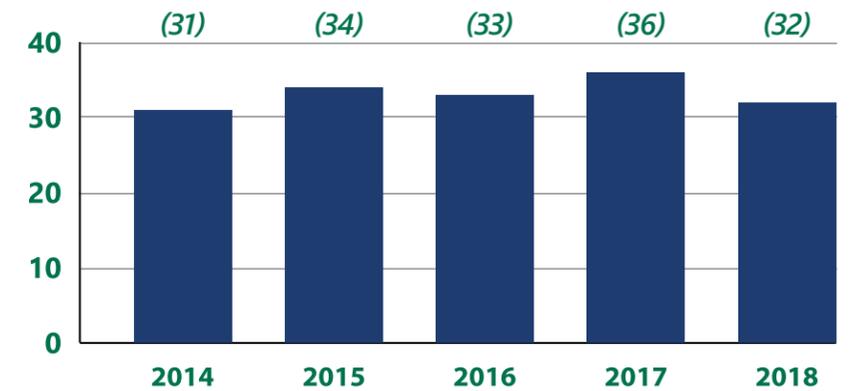
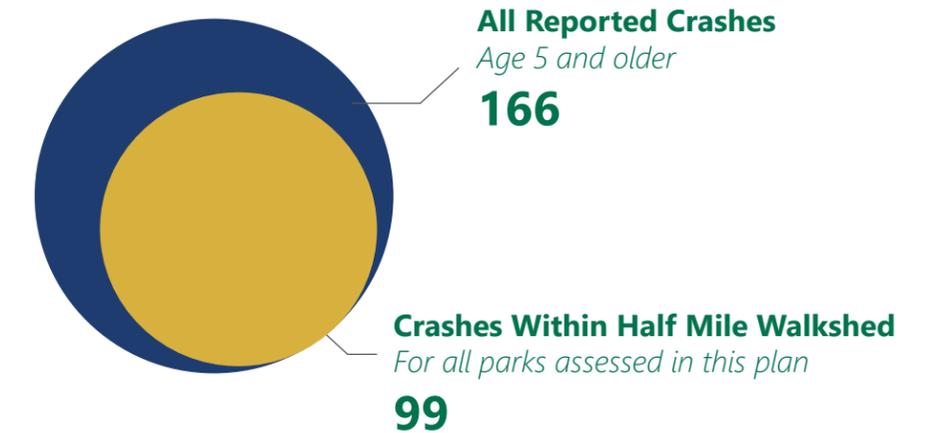
Even though some areas do not have reported pedestrian or bicycle crashes, it is important to see what areas have a high number of vehicle crashes. Pedestrians and bicyclists often avoid these areas. The map on page 26 shows the locations of all 7,889 reported vehicle-only crashes in the City from 2014 to 2018. This averages to 4.3 reported crashes per day in this five-year period. This does not include deer related crashes.

The map on Page 28 shows the locations of reported pedestrian and bicycle crashes that resulted in severe injury or fatality.

## Additional Items

In addition to the above items, other data and information were reviewed. This included speed limits in close proximity to parks, crosswalk locations, tunnels, and general urban design.

### CRASHES INVOLVING PEDESTRIANS OR BICYCLISTS 2014 through 2018 (WISLR Crash Data)



# Existing Conditions

**ISSUES - “What makes walking/biking to parks in the City of Eau Claire difficult and/or unpleasant?” (from community survey)**

Issues	<span style="color: #4F81BD;">■</span> 20-29% <span style="color: #1A4A8E;">■</span> 30-39% <span style="color: #002060;">■</span> 40%+											
	Too much traffic	Speed of traffic	Not enough safe ways to cross busy streets	Portion of route is out of sight from people	Crime	Poor lighting	Personal safety feels threatened/harassment	No sidewalks	Sidewalks in poor condition	Lack of bike parking at parks	Vacant lots or rundown buildings	Other
1 Not a problem	18%	12%	15%	33%	44%	23%	47%	25%	28%	27%	45%	73%
2 Between 1 and 3	29%	23%	15%	29%	25%	23%	29%	41%	38%	24%	29%	3%
3 Somewhat of a problem	41%	42%	38%	21%	21%	35%	18%	25%	14%	33%	14%	13%
4 Between 3 and 5	8%	17%	13%	15%	8%	17%	4%	8%	14%	16%	6%	3%
5 Absolute barrier	4%	6%	17%	2%	2%	2%	2%	0%	6%	0%	6%	7%
4 and 5 Total	12%	23%	30%	17%	10%	19%	6%	8%	20%	16%	12%	10%
3, 4, and 5 Total	53%	65%	68%	38%	31%	54%	24%	33%	34%	49%	26%	23%

# Existing Conditions

**SOLUTIONS - “What makes walking/biking inside Carson Park difficult and/or unpleasant?” (from community survey)**

Issues	<span style="color: #4F81BD;">■</span> 20-29% <span style="color: #1A4A8E;">■</span> 30-39% <span style="color: #002060;">■</span> 40%+										
	Too much traffic	Speed of traffic	Portion of route that is out of sight from people	Crime	Poor lighting	Personal safety feels threatened/harassment	No sidewalks	Sidewalks in poor condition	Lack of bike parking	Other	
1 Not a problem	38%	27%	42%	63%	40%	60%	40%	62%	36%	76%	
2 Between 1 and 3	26%	31%	35%	29%	31%	25%	25%	24%	20%	14%	
3 Somewhat of a problem	26%	31%	19%	6%	23%	10%	25%	10%	32%	7%	
4 Between 3 and 5	10%	8%	4%	2%	4%	6%	8%	4%	10%	3%	
5 Absolute barrier	0%	2%	0%	0%	2%	0%	2%	0%	2%	0%	
4 and 5 Total	10%	10%	4%	2%	6%	6%	10%	4%	12%	3%	
3, 4, and 5 Total	36%	41%	23%	8%	29%	16%	35%	14%	44%	10%	

## LIST OF CITY PARKS

1. Boyd Neighborhood Park
2. Buffington Neighborhood Park
3. Cameron Neighborhood Park
4. Carson Park
5. County Farm Neighborhood Park
6. Demmler Neighborhood Park
7. Domer Park
8. Fairfax Pool & Park
9. Forest Street Special Recreation Area
10. Grover Heights Neighborhood Park/Eau Claire Soccer Park
11. Jaycette Park
12. Jeffers Athletic Fields
13. Kessler Neighborhood Park
14. McDonough Neighborhood Park
15. Mitscher Neighborhood Park
16. Mt. Simon Park

17. Newell Neighborhood Park
18. North River Fronts Neighborhood Park
19. Oakwood Hills Neighborhood Park
20. Otter Creek Off Leash Dog Park
21. Owen Park
22. Phoenix Park
23. Pinehurst Recreation Area
24. Princeton Valley Neighborhood Park
25. Randall Park
26. Riverview Park
27. Rod & Gun Park
28. Southwest Dog Park & Boat Launch
29. Sundet Neighborhood Park & Dog Park
30. University Park
31. Westridge Village Park
32. Wilson Park

## LIST OF SCHOOLS

- A. Chippewa Valley Montessori
- B. DeLong Middle School
- C. Flynn Elementary
- D. Lakeshore Elementary
- E. Locust Lane Elementary
- F. Longfellow Elementary
- G. Manz Elementary
- H. McKinley Charter School
- I. Meadowview Elementary

- J. Memorial High School
- K. North High School
- L. Northstar Middle School
- M. Northwoods Elementary
- N. Putnam Heights Elementary
- O. Robbins Elementary
- P. Roosevelt Elementary
- Q. Sam Davey Elementary
- R. Sherman Elementary
- S. South Middle School

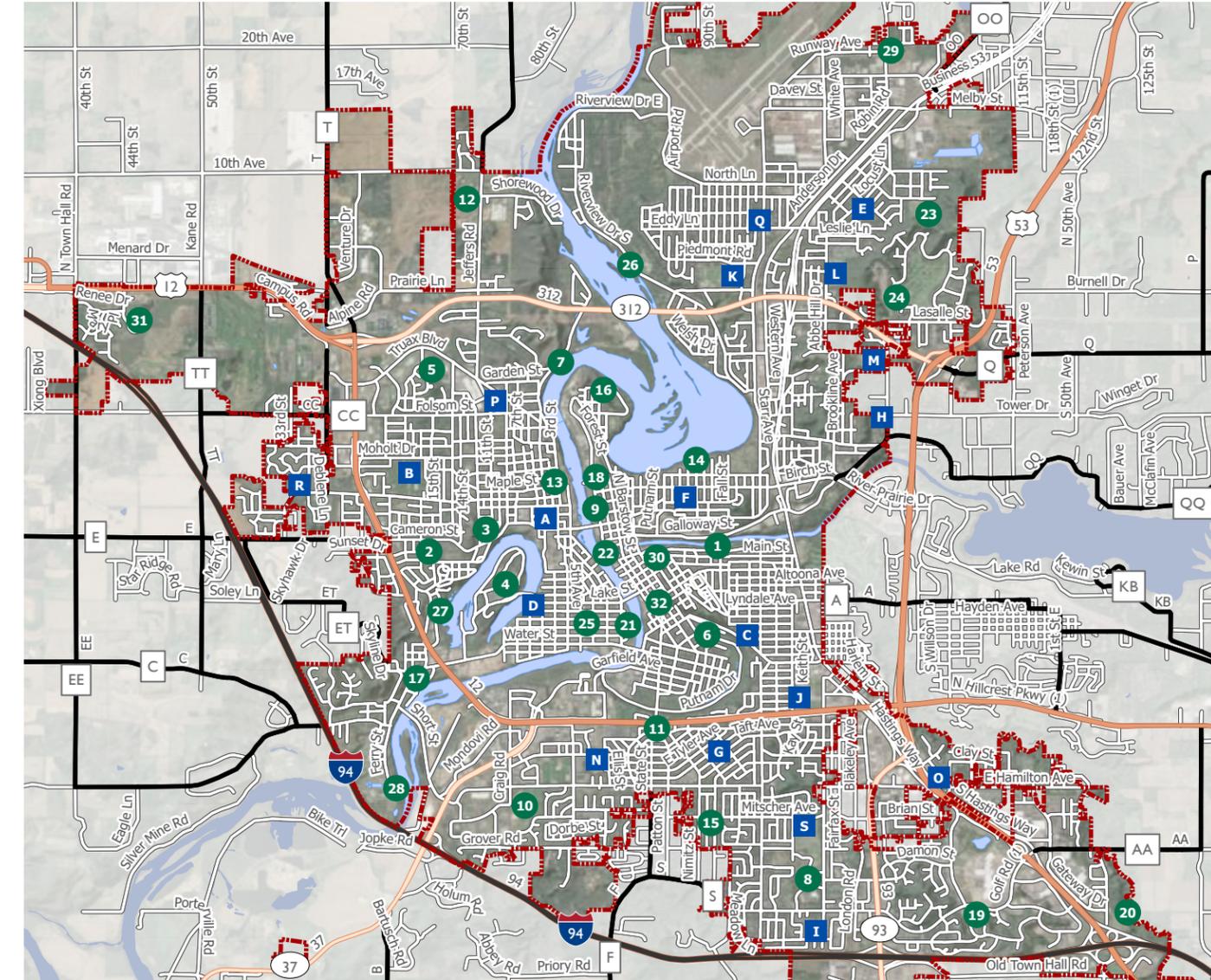
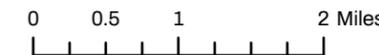
## CITY OF EAU CLAIRE PARKS & SCHOOLS

The map to the right shows the location of all parks included in the Safe Routes to Parks Plan (schools also shown for reference).

- City of Eau Claire Park Locations
- City of Eau Claire Schools
- Municipal Boundary

January 2020

Data Sources:  
WisDOA, WISLR, WCWRPC,  
City of Eau Claire

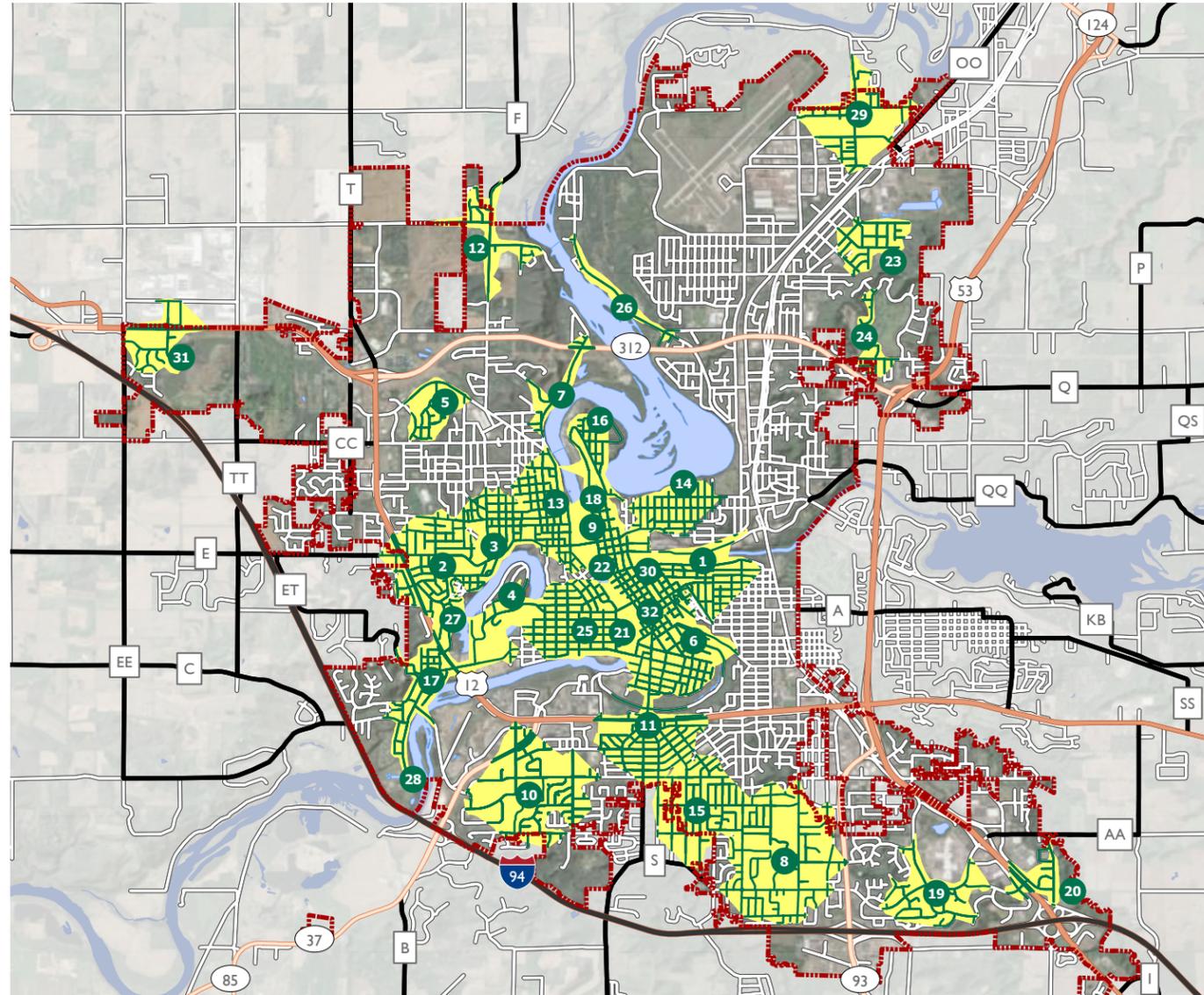


# Existing Conditions

## CITY OF EAU CLAIRE PARKS & HALF MILE WALKSHED

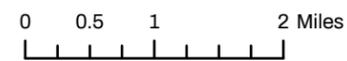
The map to the right shows all parks assessed in this plan with their respective half mile walkshed.

- Half Mile Walksheds
- City of Eau Claire Park Locations
- Municipal Boundary



January 2020

Data Sources:  
WisDOA, WISLR, WCWRPC,  
City of Eau Claire

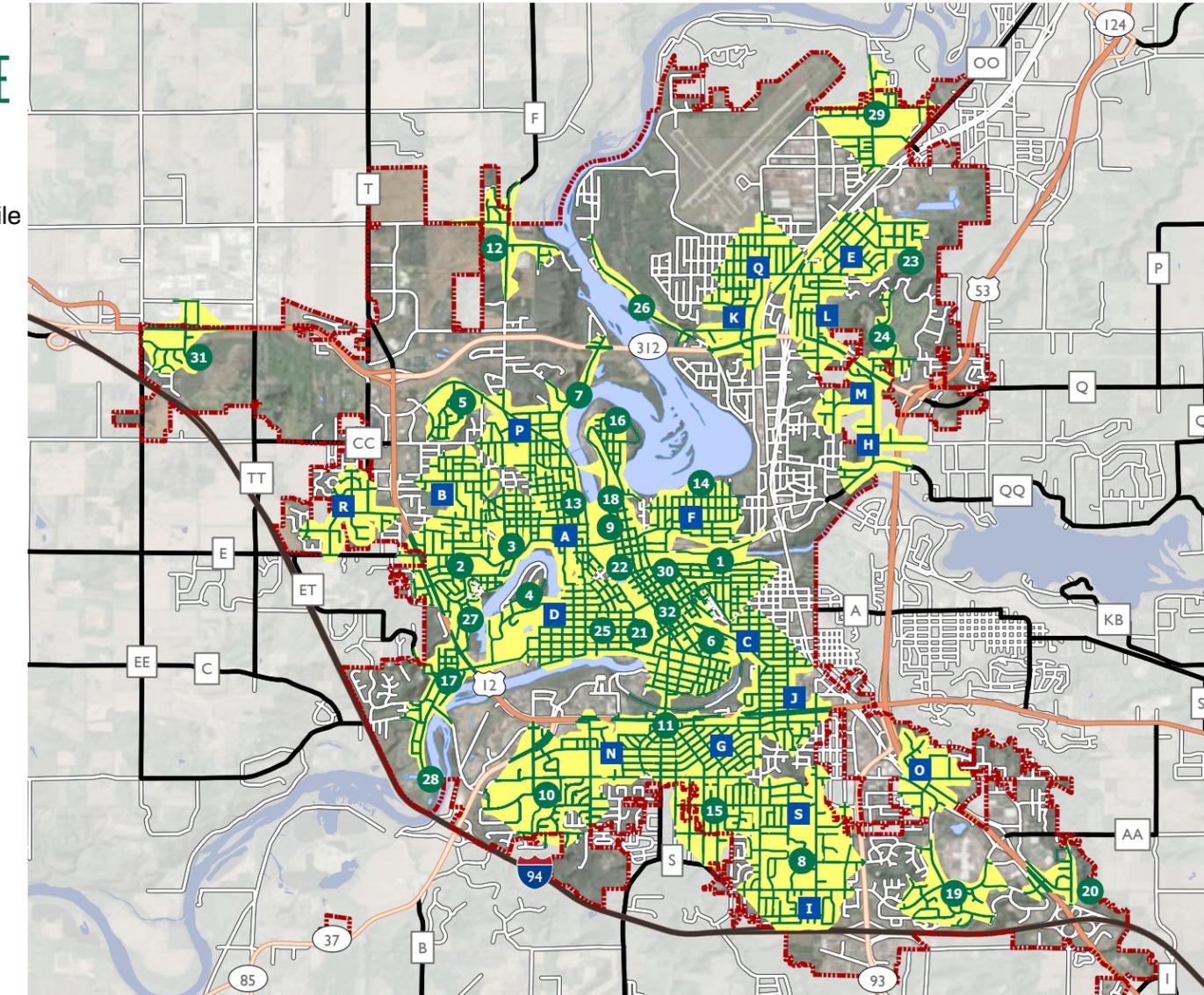


# Existing Conditions

## CITY OF EAU CLAIRE HALF MILE WALKSHEDS

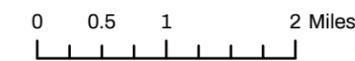
The map to the right shows the half mile walksheds of all schools and parks referenced in this plan.

- Half Mile Walksheds
- City of Eau Claire Park Locations
- City of Eau Claire School Locations
- Municipal Boundary



January 2020

Data Sources:  
WisDOA, WISLR, WCWRPC,  
City of Eau Claire



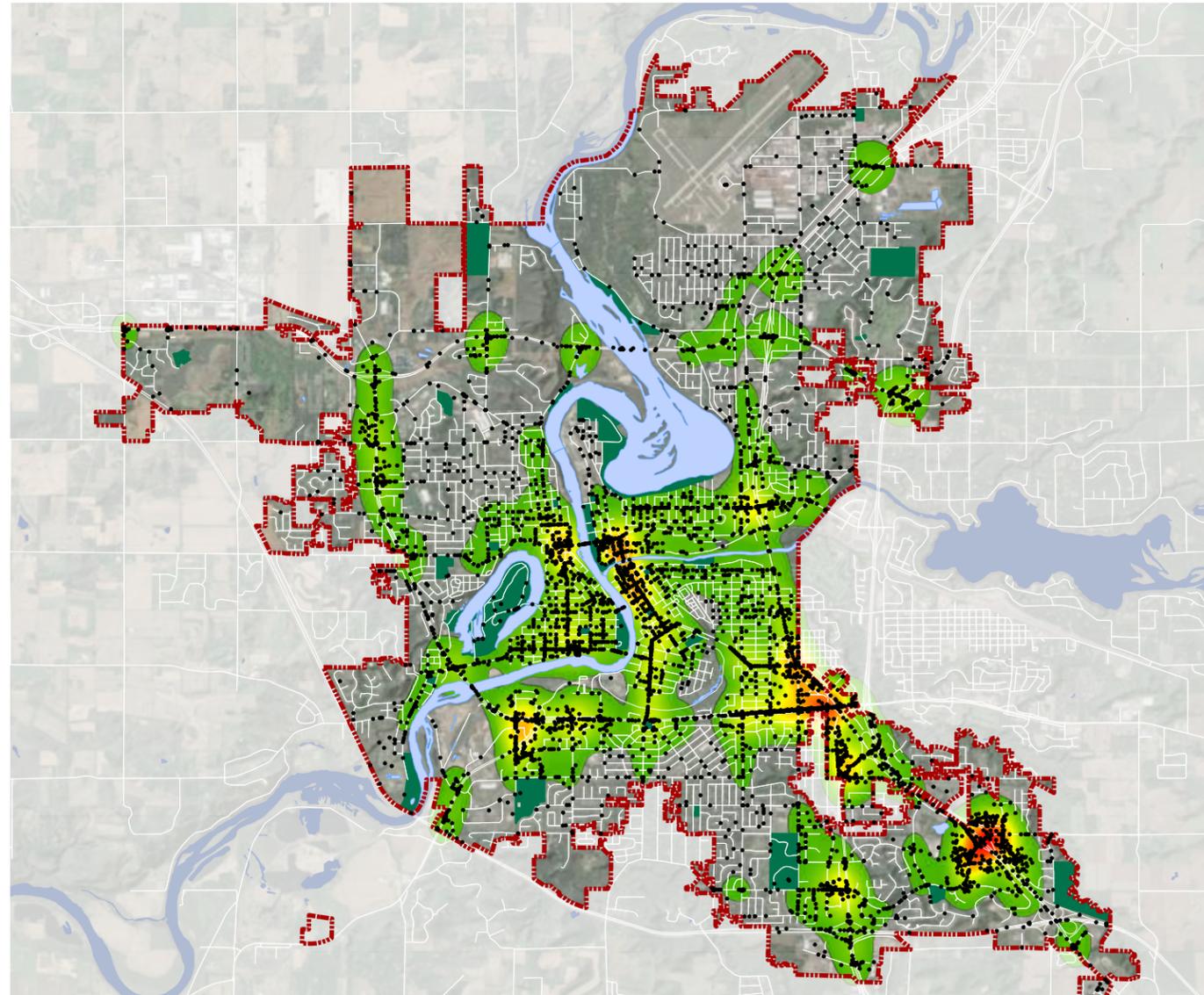
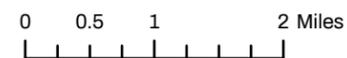
### HEAT MAP OF ALL CRASHES

The map to the right shows the location of all reported crashes from 2014-2018, including a heat map of overall crash density throughout the City.

- Reported Crash
  - City of Eau Claire Parks
  - ▭ Municipal Boundary
- Crash Density**
- Low  High

January 2020

Data Sources:  
WisDOA, WCWRPC,  
WISLR Crash Data



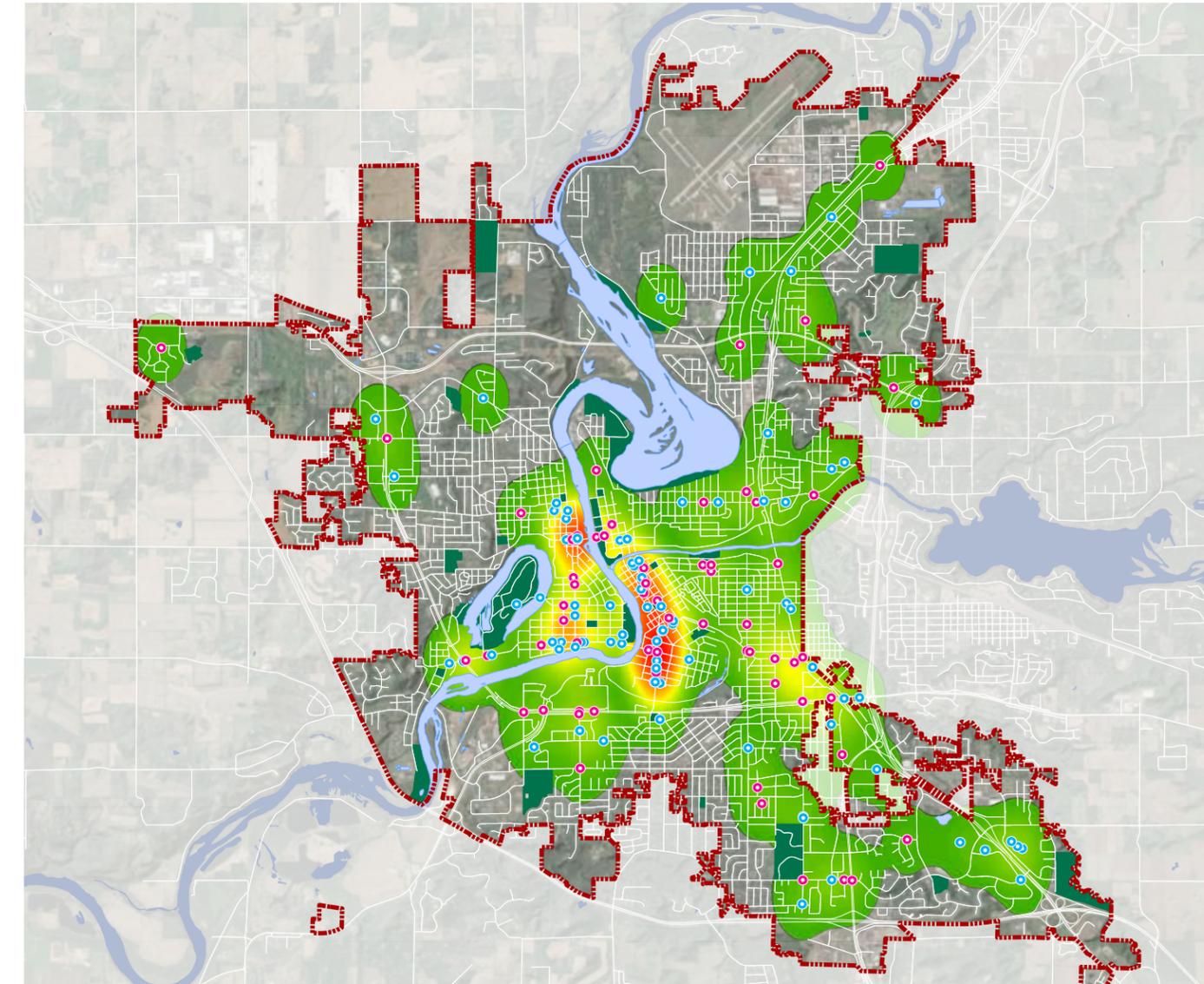
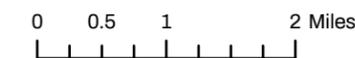
### HEAT MAP OF BICYCLE & PEDESTRIAN CRASHES

The map to the right shows the location of crashes involving bicycles and pedestrians reported from 2014-2018, including a heat map of bike/ped crash density throughout the City.

- Pedestrian Involved
  - Bicycle Involved
  - City of Eau Claire Parks
  - ▭ Municipal Boundary
- Crash Density**  
*(for bike/ped crashes only)*
- Low  High

January 2020

Data Sources:  
WisDOA, WCWRPC,  
WISLR Crash Data



# Existing Conditions

## SEVERITY OF BICYCLE & PEDESTRIAN CRASHES

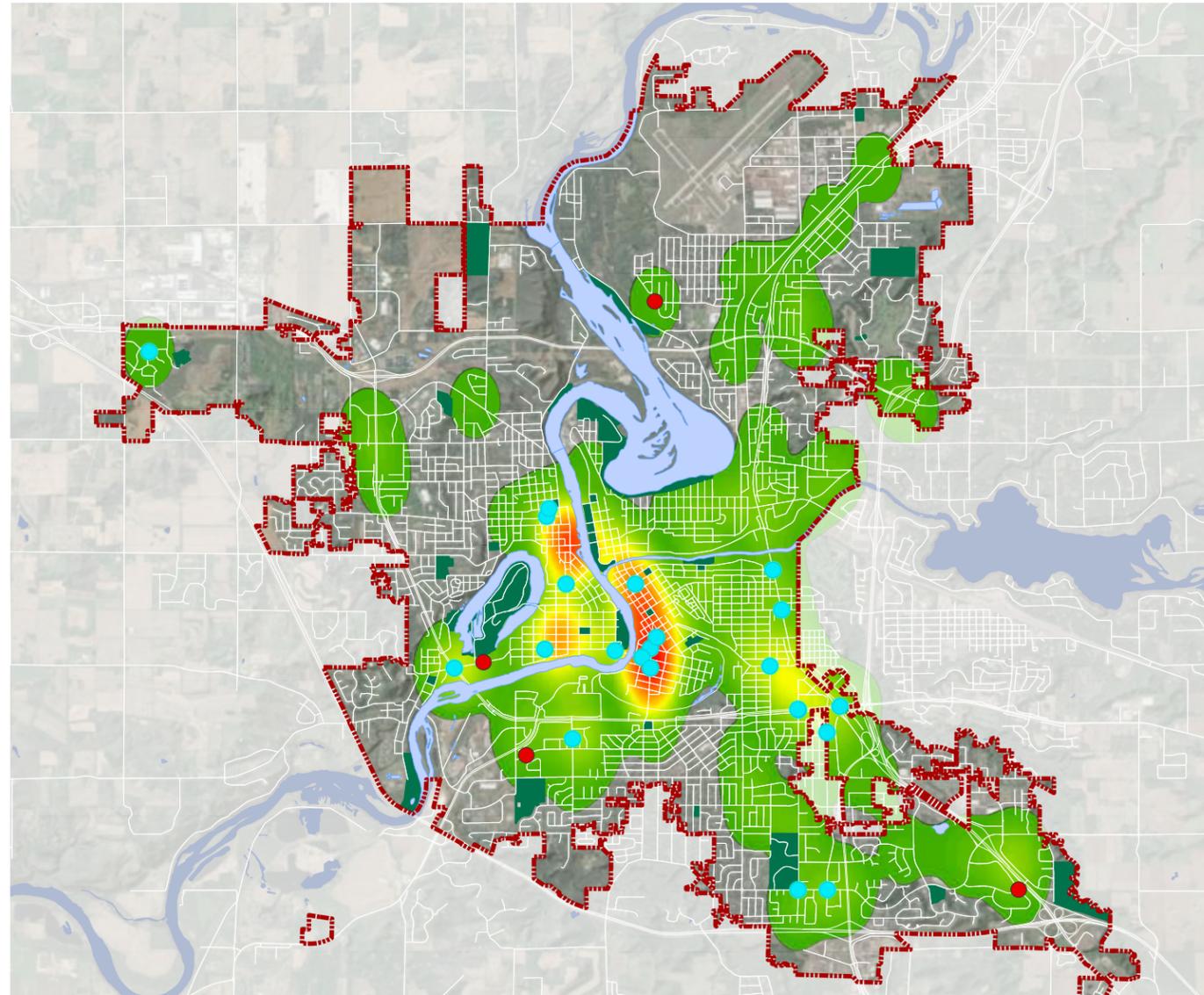
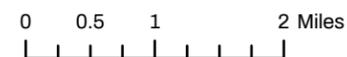
The map to the right shows the severity of crashes involving bicycles and pedestrians reported from 2014-2018, including a heat map of bike/ped crash density throughout the City.

- Resulted in Serious Injury
- Resulted in Fatality
- City of Eau Claire Parks
- ▭ Municipal Boundary

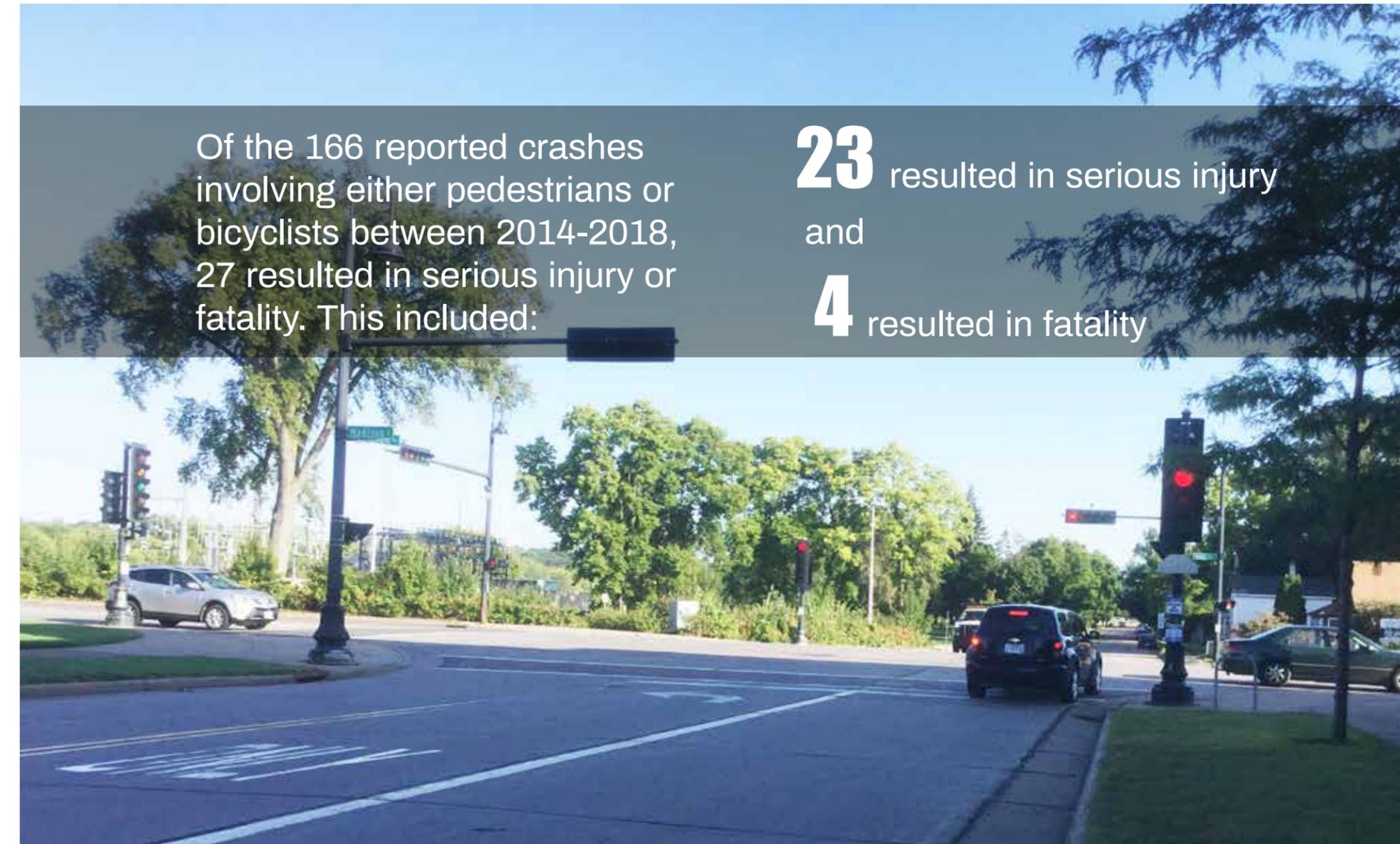


January 2020

Data Sources:  
WisDOA, WCWRPC,  
WISLR Crash Data

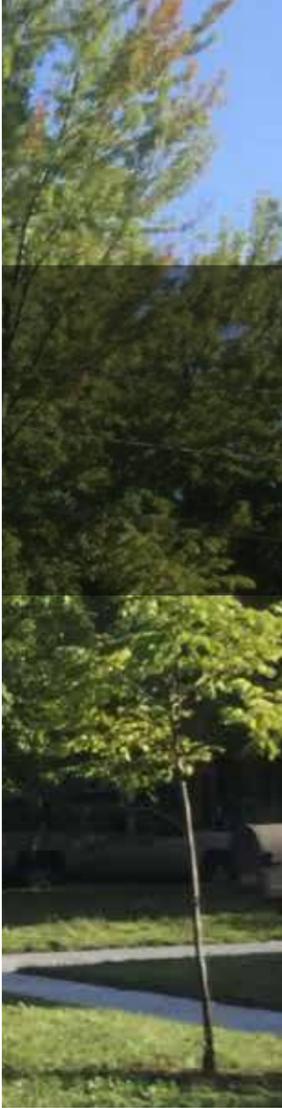


# Existing Conditions





## SECTION III. PARK ISSUES AND STRATEGIES



Gathering information from the community survey and walk/bike audits was an important part of the planning process, as valuable information was gathered. In addition, Task Force discussions provided insight and analysis of the data collected. Through all of the issue identification procedures, valuable local knowledge of past, existing, and possible future issues were discussed. Most of the proposed strategies were developed from the survey, audits, and Task Force meetings.

The following pages include lists of issues and strategies for each park. In addition, there are demographic and crash data for the park and a park map. The data allocation method allocates block group data to custom areas by examining where the population is located within the block group and determines how much of the population of a block group overlaps a custom area. The population data reported for census blocks, a more granular level of geography than block groups, is used to determine where the population is distributed within a block group. If the geographic center of a block falls within the custom area, the entire population for the block is used to weight the block group data. The geographic distribution of the population at the census block level determines the proportion of census block group data that is allocated to user specified areas.

The metric used to evaluate poverty was the percentage of the population living below the federal poverty level. The current official level is an annual income of \$25,750 for a family of four. This is not considered to be a livable income. It is important to realize that equity is an important aspect of how people travel to parks. Many people in the community do not have access to personal vehicles and not all parks are served by transit. All people should have the opportunity to walk or bike to a park that is only .5 mile from their home.

Of all persons surveyed about the difficulty and/or pleasantness of walking/biking to parks,

**69%** said not enough ways to cross busy streets was at least somewhat of a problem.

and

**65%** said speed of traffic was at least somewhat of a problem.

# 1

# BOYD NEIGHBORHOOD PARK

### KEY AMENITIES

- Playground
- Basketball
- Skating rink
- Nature trail
- Large field
- Fishing
- Shelter house

### INSIDE .5 MILE WALKSHED:

**Bike & pedestrian crashes**

3

**All crashes**

117

**Households with 1+ persons with a disability**

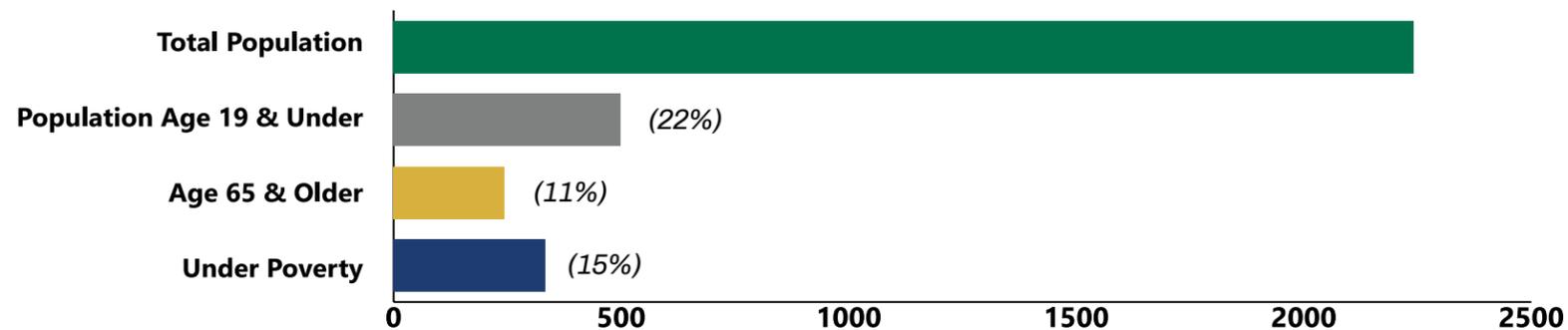
216 (21%)

Data Sources: ESRI Community Analyst, Wisconsin Traffic Operations & Safety Laboratory (TOPS).

## ISSUES

1. Many people (particularly women, seniors, and children) do not feel safe using Main Street tunnel during some hours of the day or at all.
2. A significant percentage of traffic on Main is speeding and pedestrians crossing at Summer often have to jog or walk fast across street.
3. Summer/Fairway intersection is a blind intersection with a tall retaining wall on southeast corner.
4. The park is sometimes frequented by persons experiencing homelessness.

## INSIDE .5 MILE WALKSHED



## STRATEGIES

1. Add a signed and painted pedestrian crosswalk at Main/Summer, Main/McGraw, and Summer/Fairway.
2. Study the benefits of reducing the speed limit on Main to 25mph.
3. Research the need and feasibility of a sidewalk on the west side of Summer from Main to Fairway.

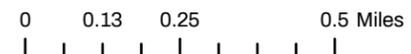
## BOYD NEIGHBORHOOD PARK

The map to the right shows the 1 mile and 1/2 mile walksheds for the park, along with existing sidewalks, trails and all bicycle or pedestrian reported crashes from 2014-2018.



July 2020

Data Sources: WisDOA, WISLR, WCWRPC, City of Eau Claire



# 2

# BUFFINGTON NEIGHBORHOOD PARK

### KEY AMENITIES

Playground

### INSIDE .5 MILE WALKSHED:

**Bike & pedestrian crashes**

0

**All crashes**

79

**Households with 1+ persons with a disability**

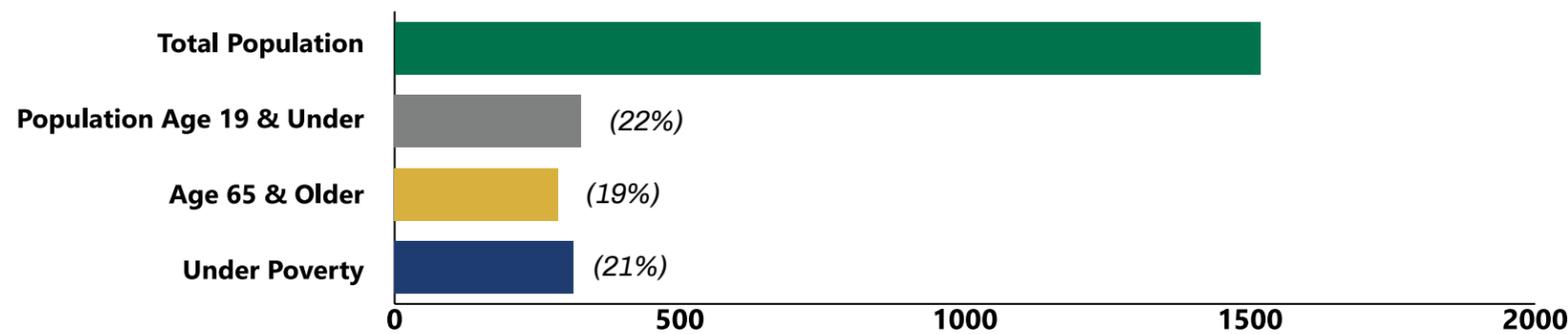
174 (28%)

Data Sources: ESRI Community Analyst, Wisconsin Traffic Operations & Safety Laboratory (TOPS).

## ISSUES

1. There are no sidewalks along Florence or to the neighborhood to the west. On the east side, there is a trail, but no sidewalk in the residential areas.
2. Cameron can be difficult to cross. Traffic is often speeding.
3. Vegetation is close to the trail leading to the park and blocks views.

## INSIDE .5 MILE WALKSHED



## STRATEGIES

1. Install sidewalks and locate a pedestrian crossing sign and painted crosswalk crossing Florence at Florence/Grandview.
2. Open additional vegetation areas along trail.

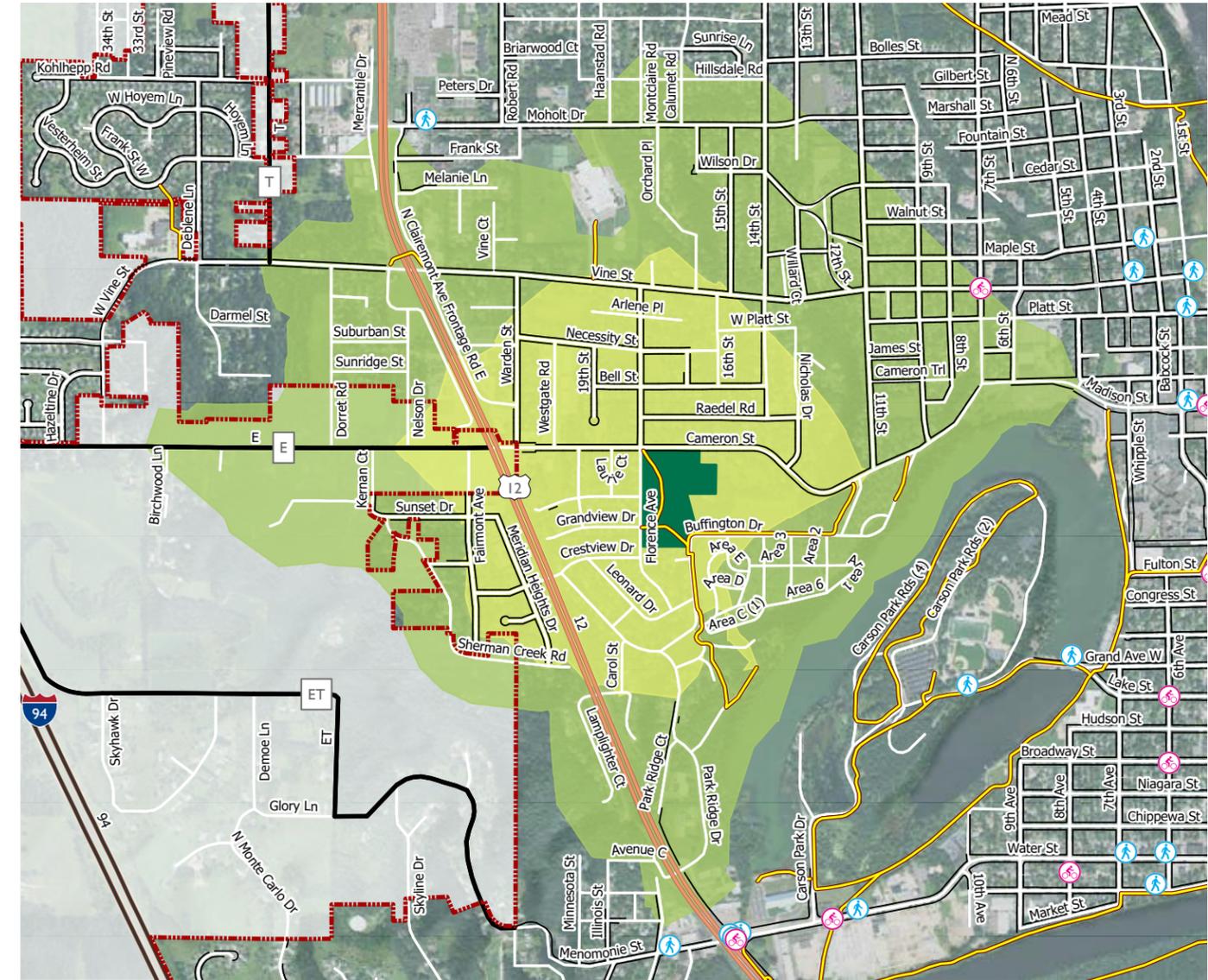
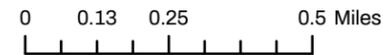
## BUFFINGTON NEIGHBORHOOD PARK

The map to the right shows the 1 mile and 1/2 mile walksheds for the park, along with existing sidewalks, trails and all bicycle or pedestrian reported crashes from 2014-2018.

- Park Location
- Half Mile Walkshed
- One Mile Walkshed
- Pedestrian Crash
- Bicycle Crash
- Sidewalk Present
- Existing Municipal Trail

July 2020

Data Sources: WisDOA, WISLR, WCWRPC, City of Eau Claire



# 3

# CAMERON NEIGHBORHOOD PARK

### KEY AMENITIES

- Playground
- Large field
- Shelter house

### INSIDE .5 MILE WALKSHED:

**Bike & pedestrian crashes**

1

### All crashes

101

**Households with 1+ persons with a disability**

121 (21%)

Data Sources: ESRI Community Analyst, Wisconsin Traffic Operations & Safety Laboratory (TOPS).

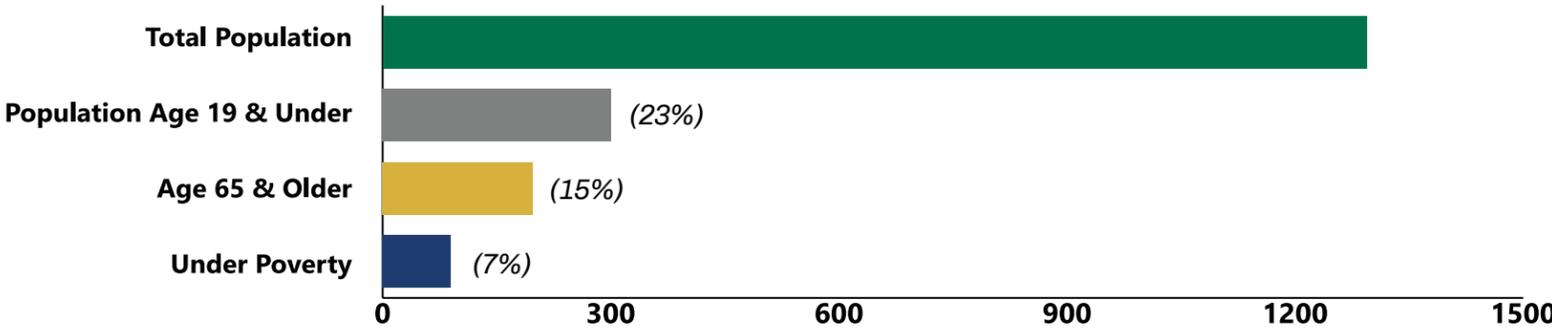
## ISSUES

1. No sidewalk/ADA access from sidewalk to shelter and playground.
2. Uncomfortably high traffic speeds on 11th.
3. No access ramp on east side of park along 9th.

## STRATEGIES

1. Install sidewalk/ADA requirements from sidewalk to shelter and playground.
2. Install access ramp on east side of park along 9th.
3. Install bumpouts on 11th at the park to reduce travel lane widths to help reduce speeding traffic.
4. Repaint bike lanes on Cameron.

## INSIDE .5 MILE WALKSHED



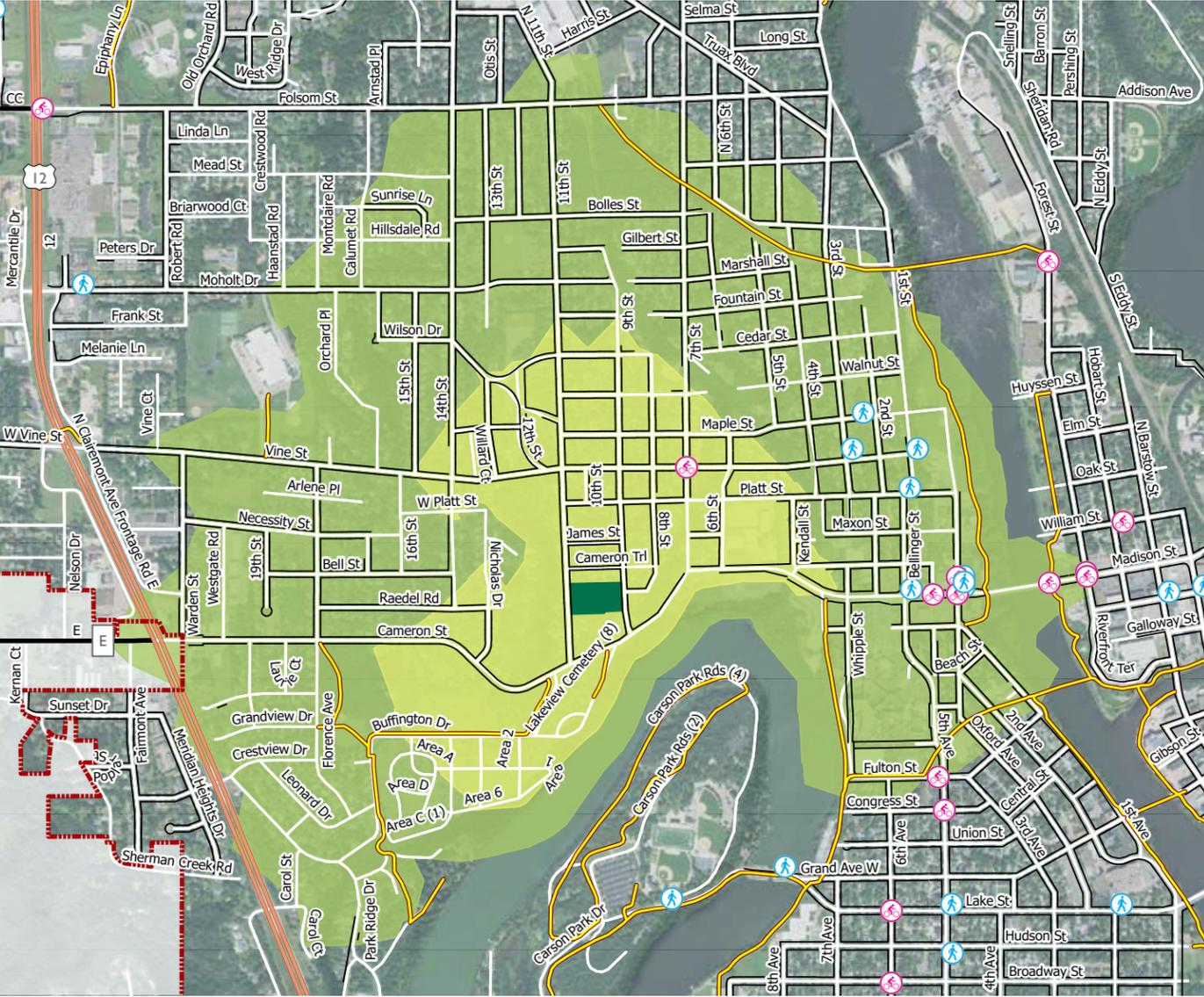
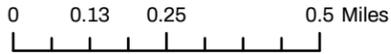
## CAMERON NEIGHBORHOOD PARK

The map to the right shows the 1 mile and 1/2 mile walksheds for the park, along with existing sidewalks, trails and all bicycle or pedestrian reported crashes from 2014-2018.



July 2020

Data Sources: WisDOA, WISLR, WCWRPC, City of Eau Claire



# 4

# CARSON PARK

### KEY AMENITIES

- Playground
- Baseball, football, softball fields
- Fishing
- Tennis courts
- Museums
- Shelters

### INSIDE .5 MILE WALKSHED:

**Bike & pedestrian crashes**  
14

**All crashes**  
245

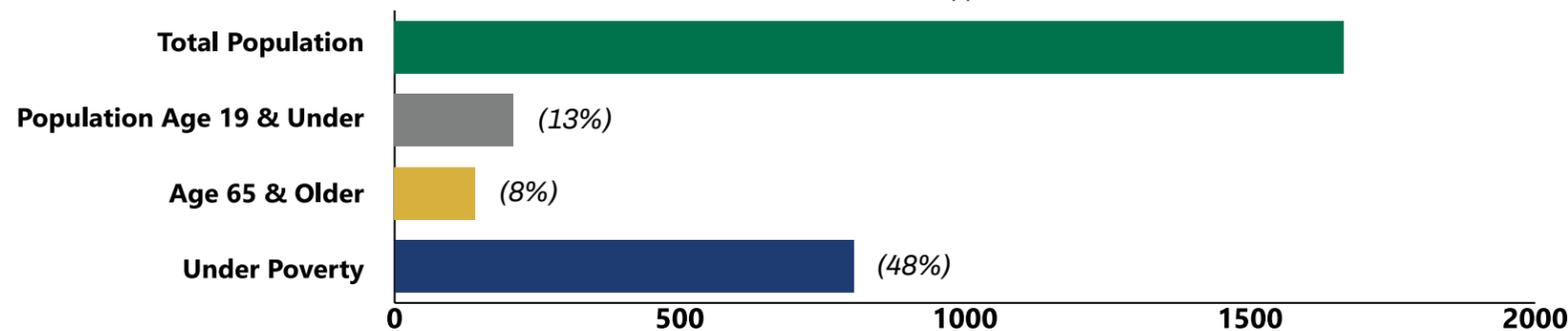
**Households with 1+ persons with a disability**  
155 (21%)

Data Sources: ESRI Community Analyst, Wisconsin Traffic Operations & Safety Laboratory (TOPS).

## ISSUES

1. A high percentage of vehicle traffic travelling through the park is cut-through traffic and is speeding.
2. Many pedestrian signs around the periphery of the park have older orange coloring.
3. There are often pedestrian/bike and vehicular traffic conflicts on Half Moon Drive.
4. Madison and N. Clairemont are difficult to cross.
5. There is a high number of pedestrian and bike crashes within .5 mile of the park.
6. Sonnentag Development will increase pedestrian, bike, and vehicle traffic around the park.

## INSIDE .5 MILE WALKSHED



## STRATEGIES

1. Install a stop sign or mini-roundabout at Carson Park Drive/Pavilion Drive.
2. Consider speed humps on Half Moon Drive.
3. Replace old signs in and adjacent to the park.
4. Install pedestrian crossing signs and painted crosswalks and RRFB at Madison/Whipple.
5. Incorporate pedestrian/bicycle safety features at Menomonie/Clairemont and along Lake/5th.
6. Add curb ramps for trail at Carson Park Drive.
7. Work closely with the developers of Sonnentag Development to enhance pedestrian and bike safety around the park, with the potential of grade separation for bicycle and pedestrian traffic at Menomonie and Carson Park Drive.
8. Study pedestrian circulation and safety within the park as part of the update of the Carson Park Master Plan.
9. Enhance pedestrian/bicycle features at Grand/Lake/Chippewa River Trail.

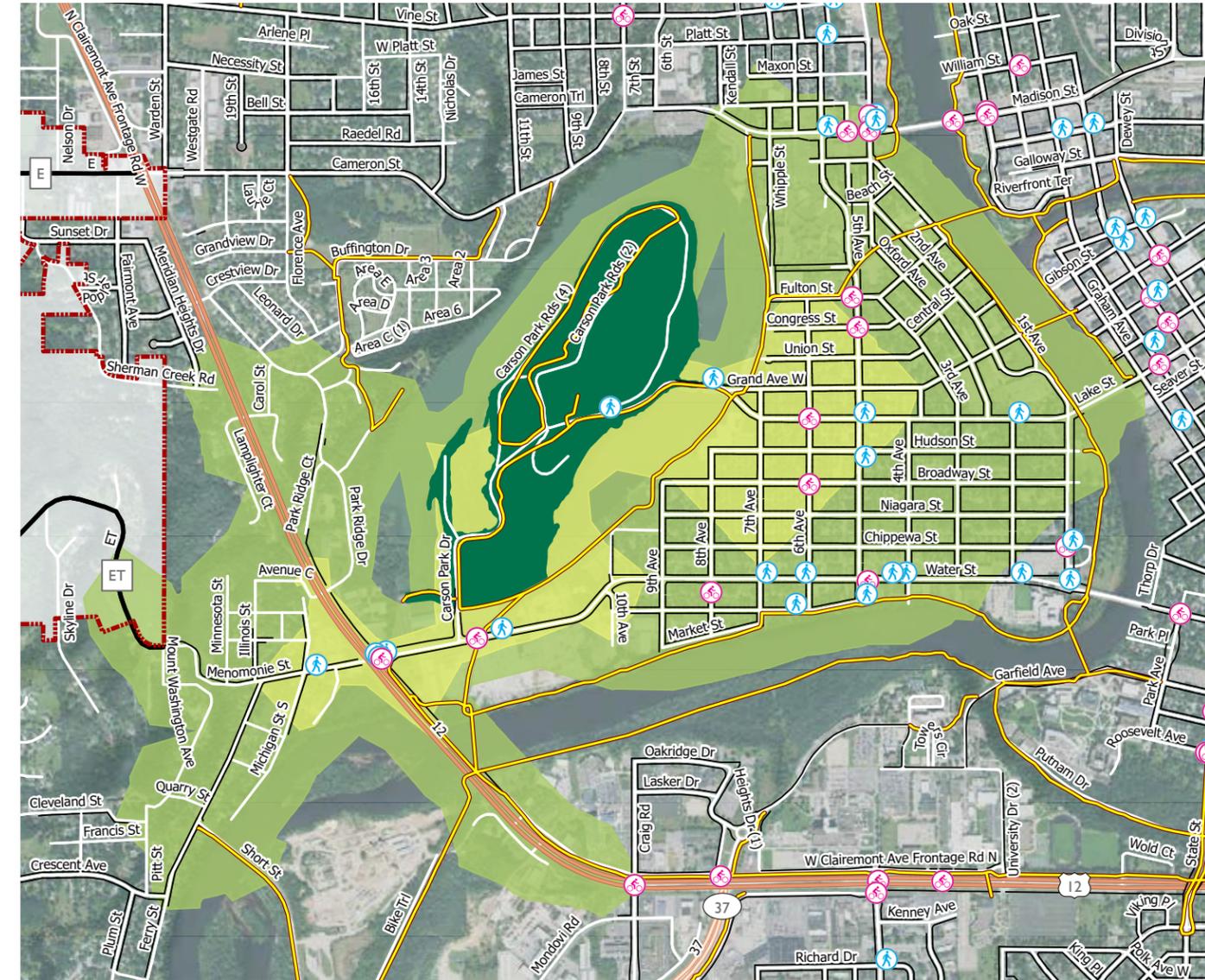
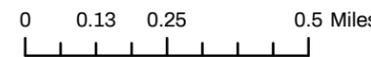
## CARSON PARK

The map to the right shows the 1 mile and 1/2 mile walksheds for the park, along with existing sidewalks, trails and all bicycle or pedestrian reported crashes from 2014-2018.

- Park Location
- Half Mile Walkshed
- One Mile Walkshed
- Pedestrian Crash
- Bicycle Crash
- Sidewalk Present
- Existing Municipal Trail

July 2020

Data Sources:  
WisDOA, WISLR, WCWRPC,  
City of Eau Claire



# 5

# COUNTY FARM NEIGHBORHOOD PARK

### KEY AMENITIES

- Playground
- Shelters
- Basketball

### INSIDE .5 MILE WALKSHED:

**Bike and pedestrian crashes**

0

**All crashes**

14

**Households with 1+ persons with a disability**

125 (40%)

Data Sources: ESRI Community Analyst, Wisconsin Traffic Operations & Safety Laboratory (TOPS).

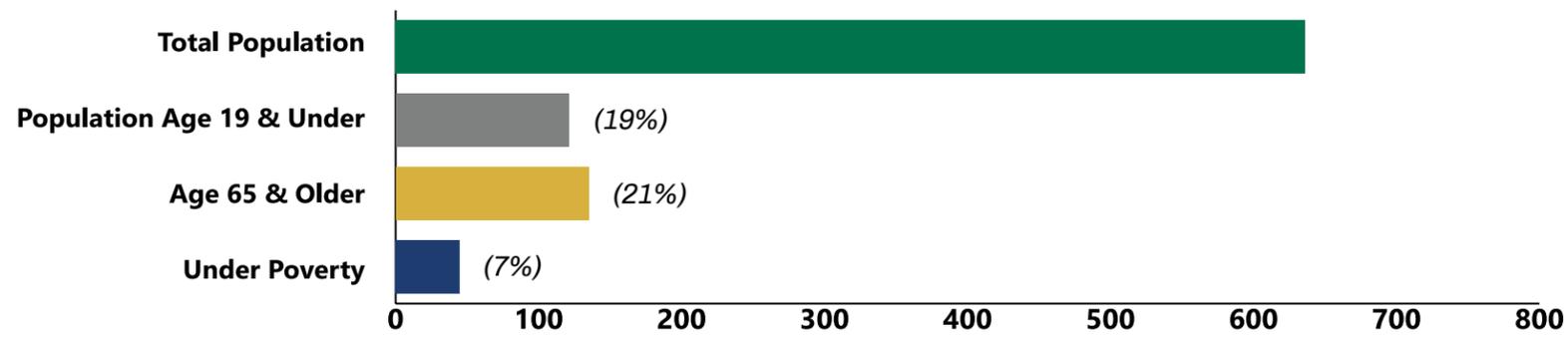
## ISSUES

1. There are no sidewalks along the park.
2. No curb cuts to cross street at park.
3. There are several sidewalk gaps on vacant parcels in the neighborhood.
4. No direct access to Park Ridge Apartments to the north.

## STRATEGIES

1. Construct a sidewalk along the park and connect with the sidewalk at White Oak.
2. Require owners of vacant lots to install sidewalks.
3. Install a curb cut to cross County Farm adjacent to the park.
4. Provide trail connection to the residential area to the north.

## INSIDE .5 MILE WALKSHED



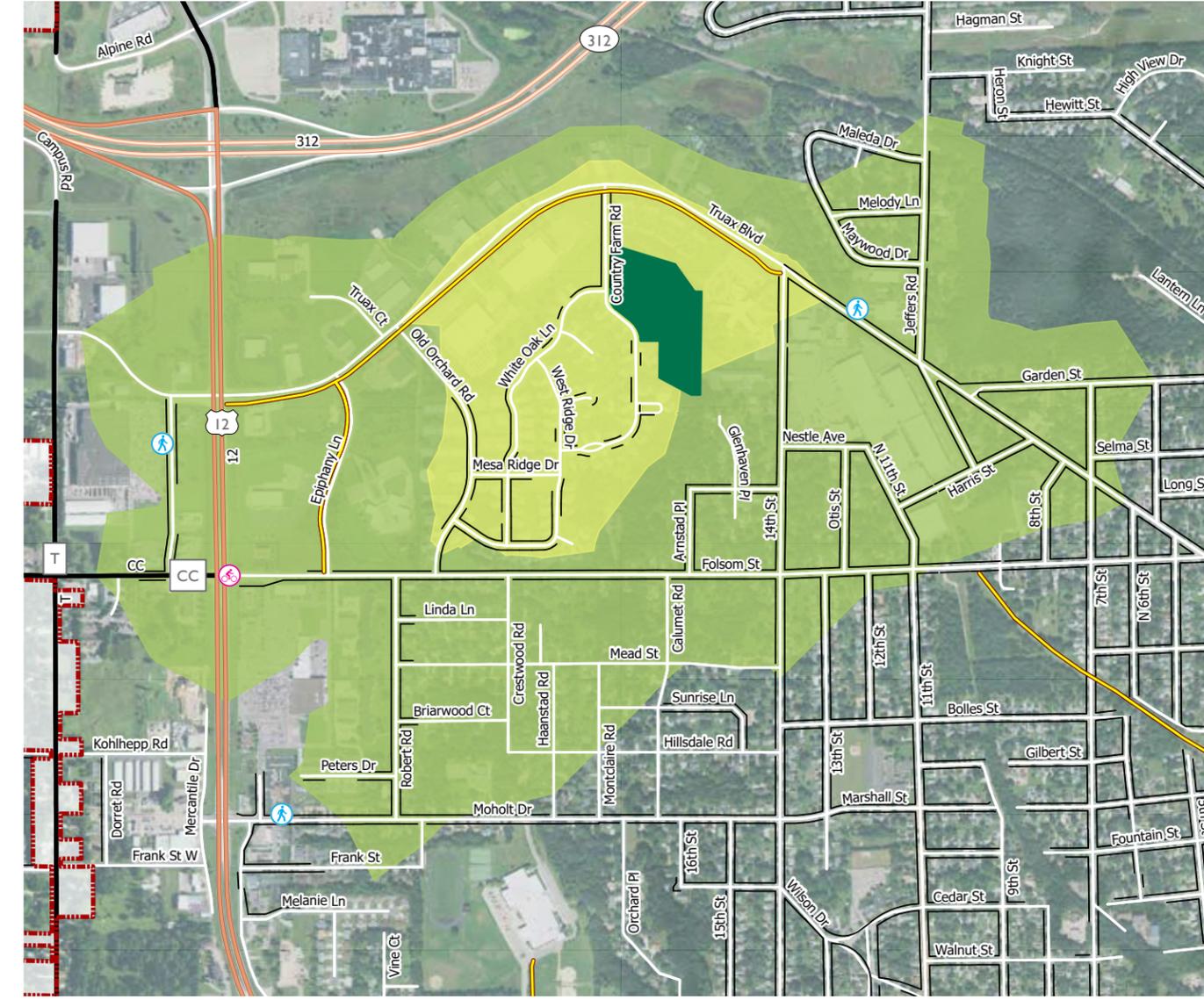
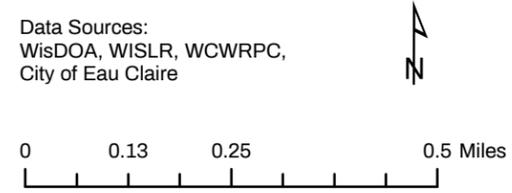
## COUNTY FARM NEIGHBORHOOD PARK

The map to the right shows the 1 mile and 1/2 mile walksheds for the park, along with existing sidewalks, trails and all bicycle or pedestrian reported crashes from 2014-2018.

- Park Location
- Half Mile Walkshed
- One Mile Walkshed
- ⤴ Pedestrian Crash
- ⤴ Bicycle Crash
- Sidewalk Present
- Existing Municipal Trail

July 2020

Data Sources: WisDOA, WISLR, WCWRPC, City of Eau Claire



# 6

# DEMMLER NEIGHBORHOOD PARK

### KEY AMENITIES

- Playground
- Community garden
- Shelter house

### INSIDE .5 MILE WALKSHED:

**Bike & pedestrian crashes**  
14

**All crashes**  
262

**Households with 1+ persons with a disability**  
258 (23%)

Data Sources: ESRI Community Analyst, Wisconsin Traffic Operations & Safety Laboratory (TOPS).

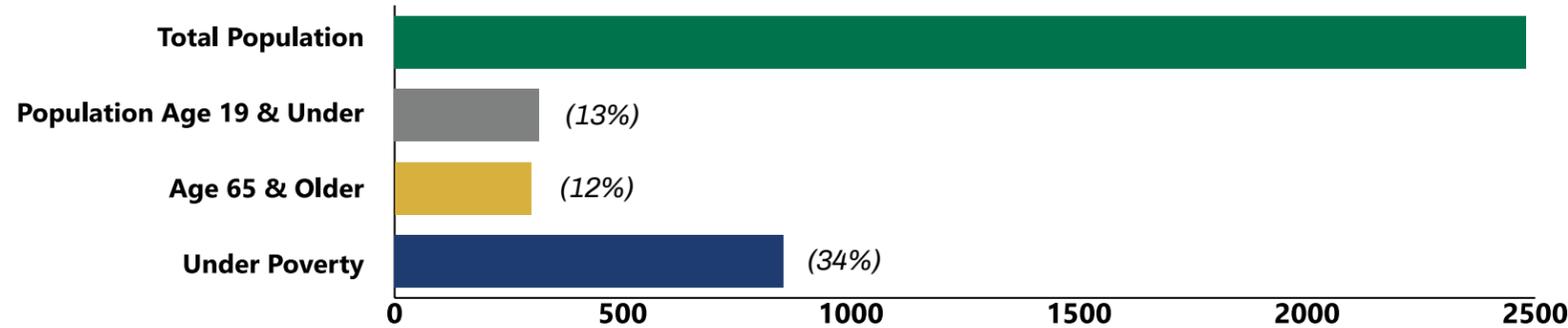
## ISSUES

1. No wheelchair access to playground.
2. Very high number of bicycle and pedestrian crashes within .5 mile.

## STRATEGIES

1. Install sidewalk to playground.
2. Research bike and pedestrian crash data to determine factors within .5 mile of the park.
3. Incorporate pedestrian and bicycle safety features along State, Washington, Farwell, and Harding.
4. Study the benefits of reducing the speed limit on both State and Washington to 25mph.

## INSIDE .5 MILE WALKSHED



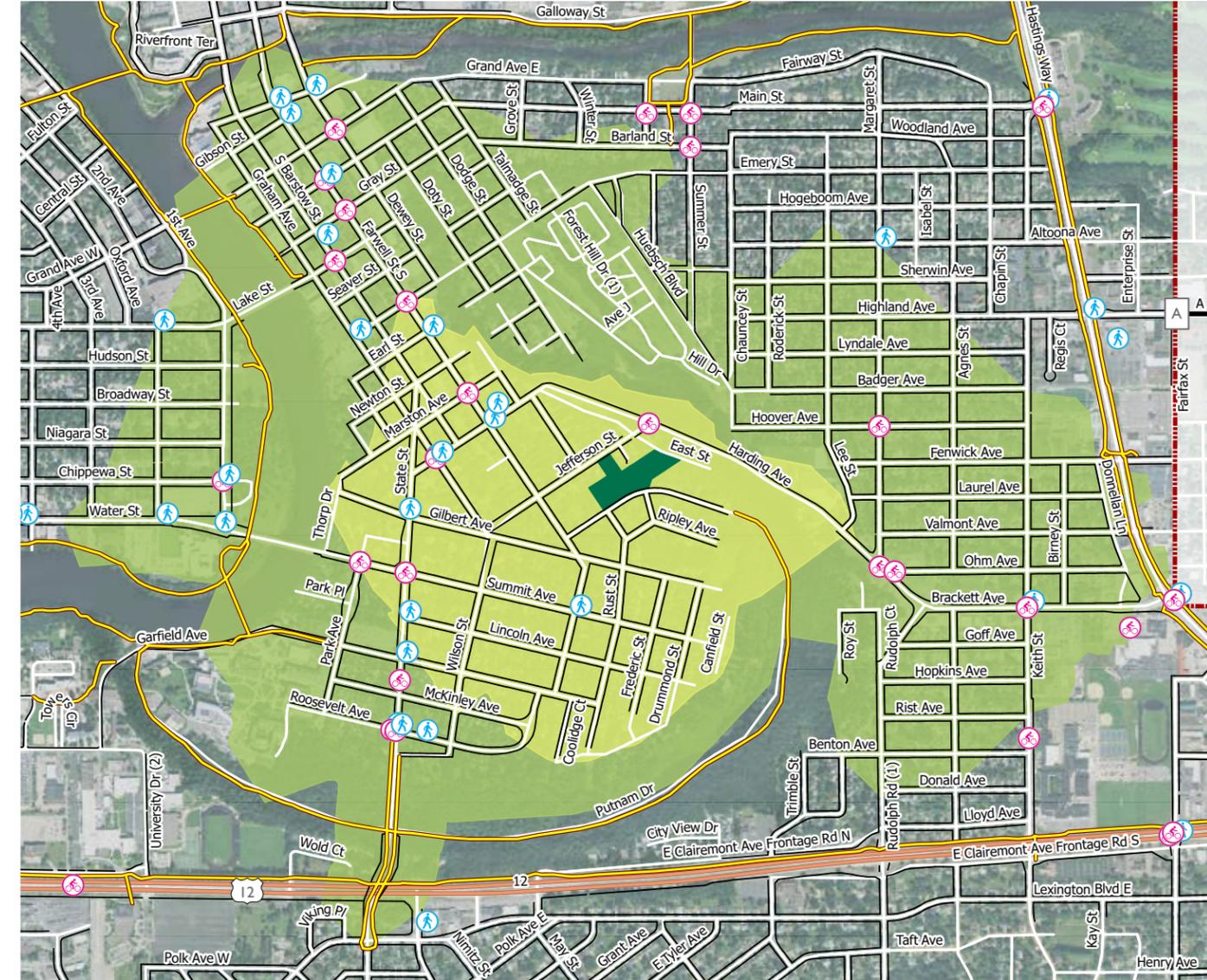
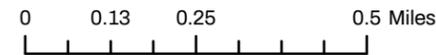
## DEMMLER NEIGHBORHOOD PARK

The map to the right shows the 1 mile and 1/2 mile walksheds for the park, along with existing sidewalks, trails and all bicycle or pedestrian reported crashes from 2014-2018.

- Park Location
- Half Mile Walkshed
- One Mile Walkshed
- Pedestrian Crash
- Bicycle Crash
- Sidewalk Present
- Existing Municipal Trail

July 2020

Data Sources:  
WisDOA, WISLR, WCWRPC,  
City of Eau Claire



# 7

# DOMER PARK

### KEY AMENITIES

- Fishing
- Picnic area
- Scenic views

### INSIDE .5 MILE WALKSHED:

**Bike & pedestrian crashes**

0

**All crashes**

64

**Households with 1+ persons with a disability**

14 (24%)

Data Sources: ESRI Community Analyst, Wisconsin Traffic Operations & Safety Laboratory (TOPS).

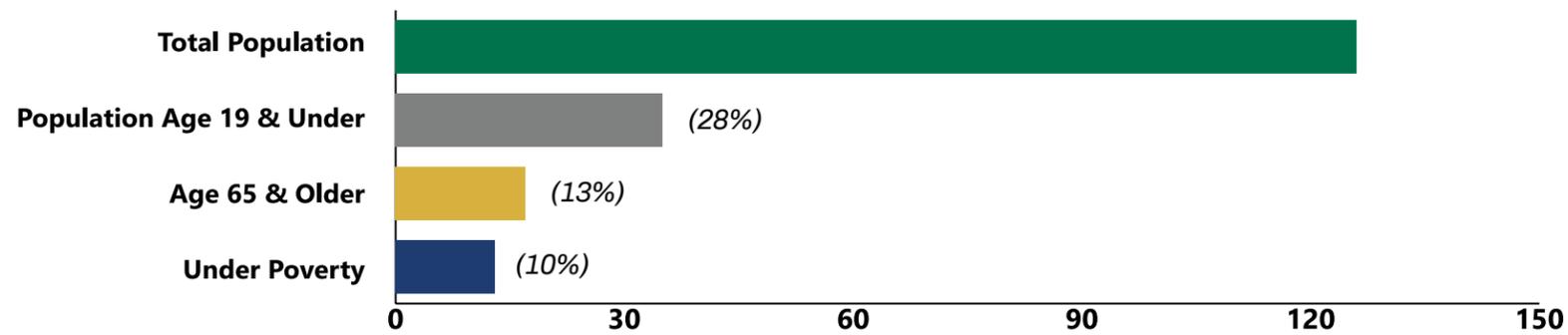
## ISSUES

1. Old Wells can be difficult to cross.
2. There is poor lighting in the park and at entrance to the park.
3. The park identification sign is missing.

## STRATEGIES

1. Install painted crosswalk and pedestrian signs crossing Old Wells/Hewett.
2. Install lighting at the park entrance.
3. Install a park identification sign.

## INSIDE .5 MILE WALKSHED



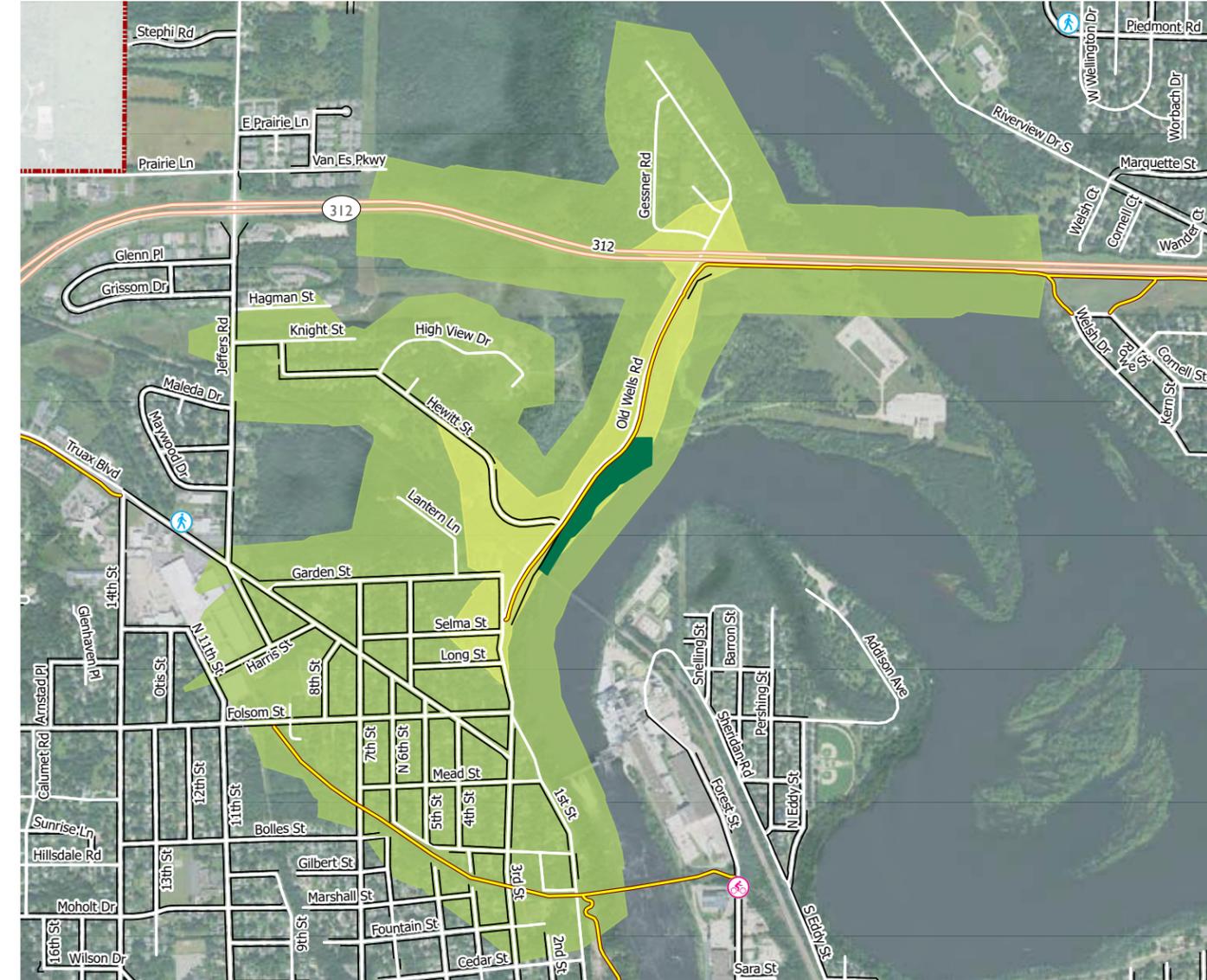
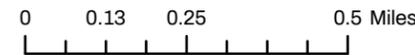
## DOMER PARK

The map to the right shows the 1 mile and 1/2 mile walksheds for the park, along with existing sidewalks, trails and all bicycle or pedestrian reported crashes from 2014-2018.

- Park Location
- Half Mile Walkshed
- One Mile Walkshed
- Pedestrian Crash
- Bicycle Crash
- Sidewalk Present
- Existing Municipal Trail

July 2020

Data Sources: WisDOA, WISLR, WCWRPC, City of Eau Claire



# 8

# FAIRFAX POOL & PARK

### Key amenities

- Playground
- Ski trails
- Baseball fields
- Community garden
- Community swimming pool

### INSIDE .5 MILE WALKSHED:

**Bike & pedestrian crashes**

7

### All crashes

198

**Households with 1+ persons with a disability**

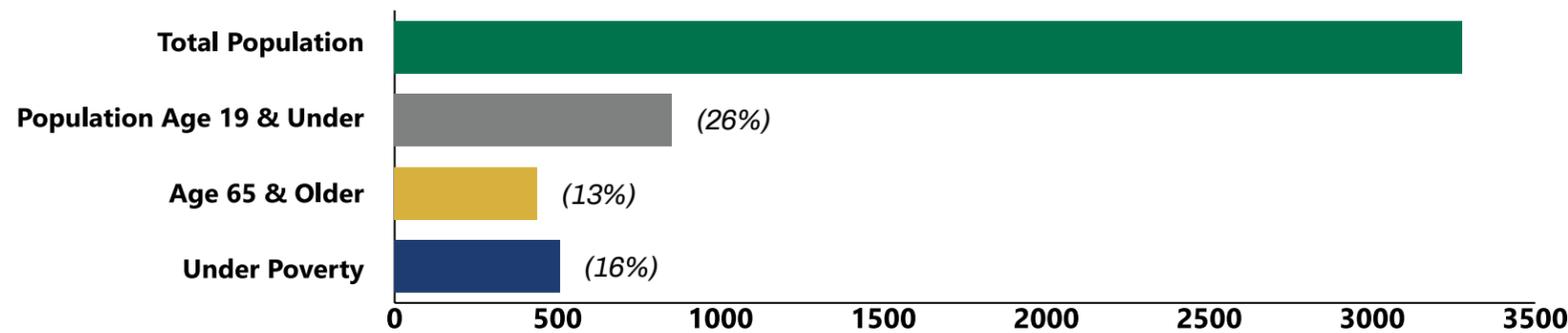
286 (20%)

Data Sources: ESRI Community Analyst, Wisconsin Traffic Operations & Safety Laboratory (TOPS).

## ISSUES

1. Pedestrians need to walk in street or along dirt/grass to get from Fairfax and Golf to pool entrance.
2. It can be dangerous and difficult to cross Fairfax near the park entrance.

## INSIDE .5 MILE WALKSHED



## STRATEGIES

1. Install a sidewalk along the south side of Fairfax Park Drive from Fairfax and east side of Fairfax Park Drive from Golf.
2. Install bumpouts, pedestrian crosswalks, and signage to cross Fairfax and Golf at park entrances. This should include bumpouts.
3. Install bumpouts at Fairfax/Session.

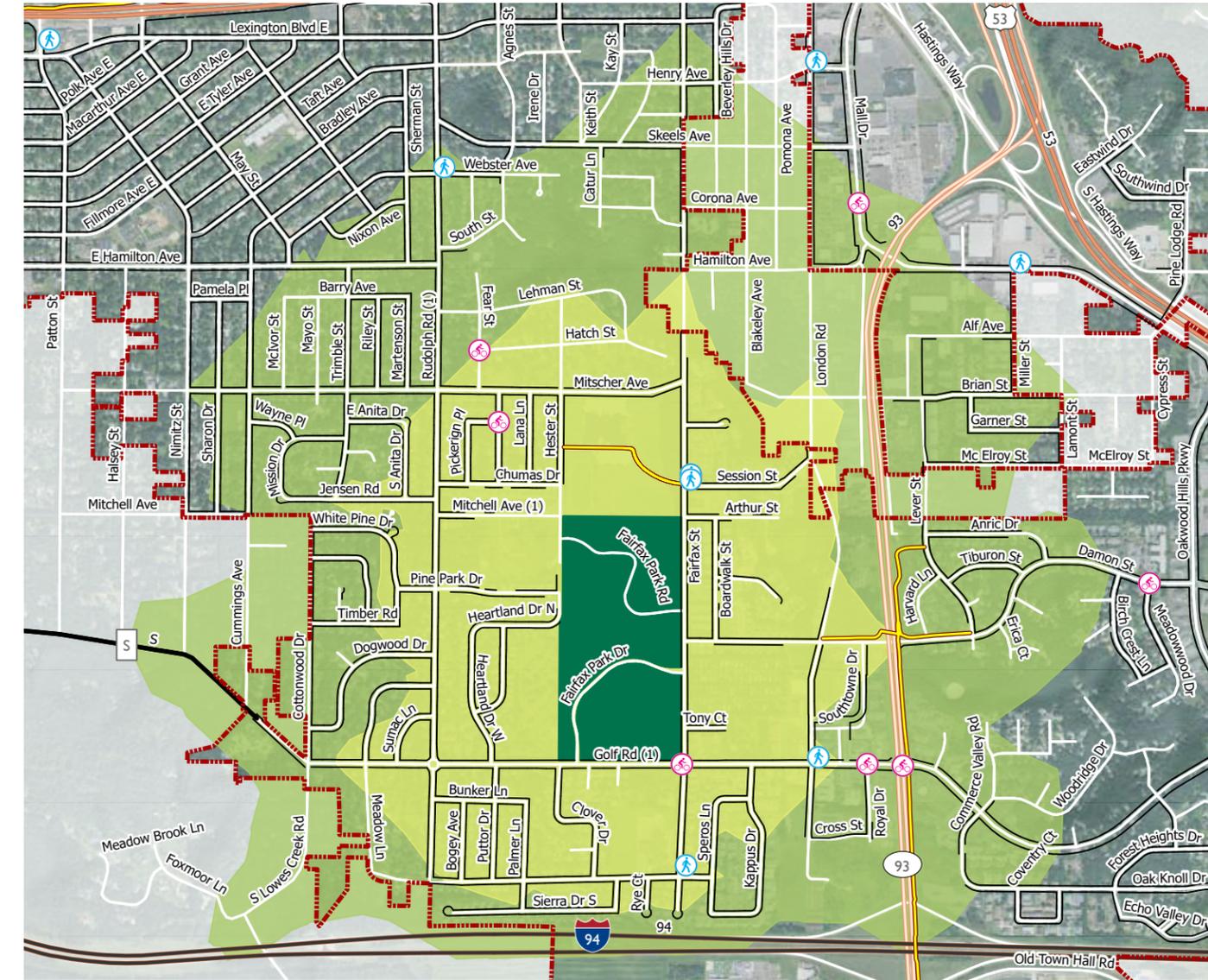
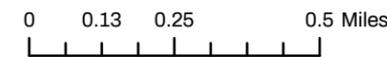
## FAIRFAX POOL & PARK

The map to the right shows the 1 mile and 1/2 mile walksheds for the park, along with existing sidewalks, trails and all bicycle or pedestrian reported crashes from 2014-2018.

- Park Location
- Half Mile Walkshed
- One Mile Walkshed
- Pedestrian Crash
- Bicycle Crash
- Sidewalk Present
- Existing Municipal Trail

### July 2020

Data Sources: WisDOA, WISLR, WCWRPC, City of Eau Claire



# 9

# FOREST STREET SPECIAL RECREATION AREA

## KEY AMENITIES

Fishing  
Community garden  
Picnic areas

## INSIDE .5 MILE WALKSHED:

**Bike & pedestrian crashes**  
17

**All crashes**  
462

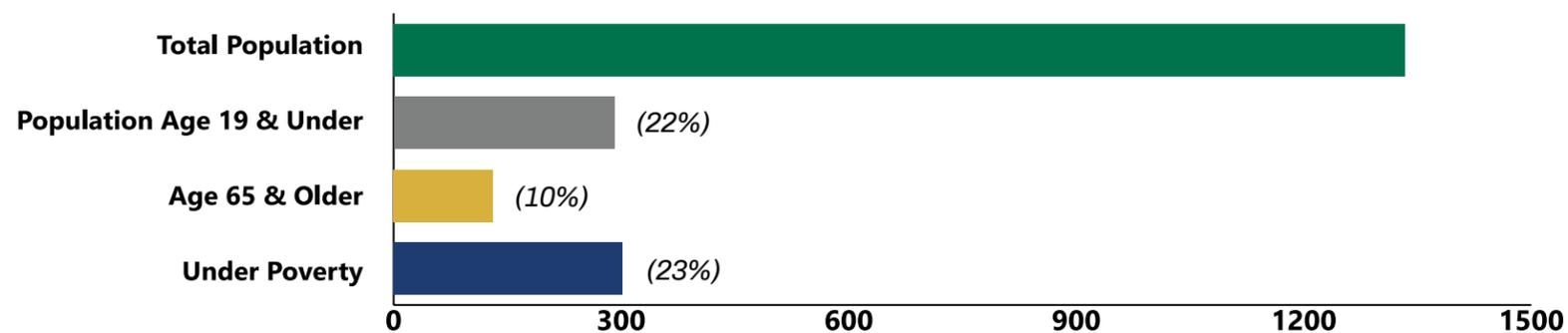
**Households with 1+ persons with a disability**  
251 (43%)

Data Sources: ESRI Community Analyst, Wisconsin Traffic Operations & Safety Laboratory (TOPS).

## ISSUES

1. Lack of pedestrian connection to N. River Fronts Park.
2. Extremely high number of pedestrian and bicycle crashes within .5 mile of the park, specifically along Madison.
3. Poor connection to Madison Street underpass.

## INSIDE .5 MILE WALKSHED



## STRATEGIES

1. Install pedestrian signs and painted crosswalk across Forest/Huysen.
2. Study the benefits of reducing the speed limit on Madison to 25 mph from Farwell to Kendall.
3. Locate pedestrian and bicycle safety features along Madison, specifically between Forest and 5th.
4. Install Lead Pedestrian Interval crossings at all traffic lights along Madison.
5. Improve trail connection from William to underpass.

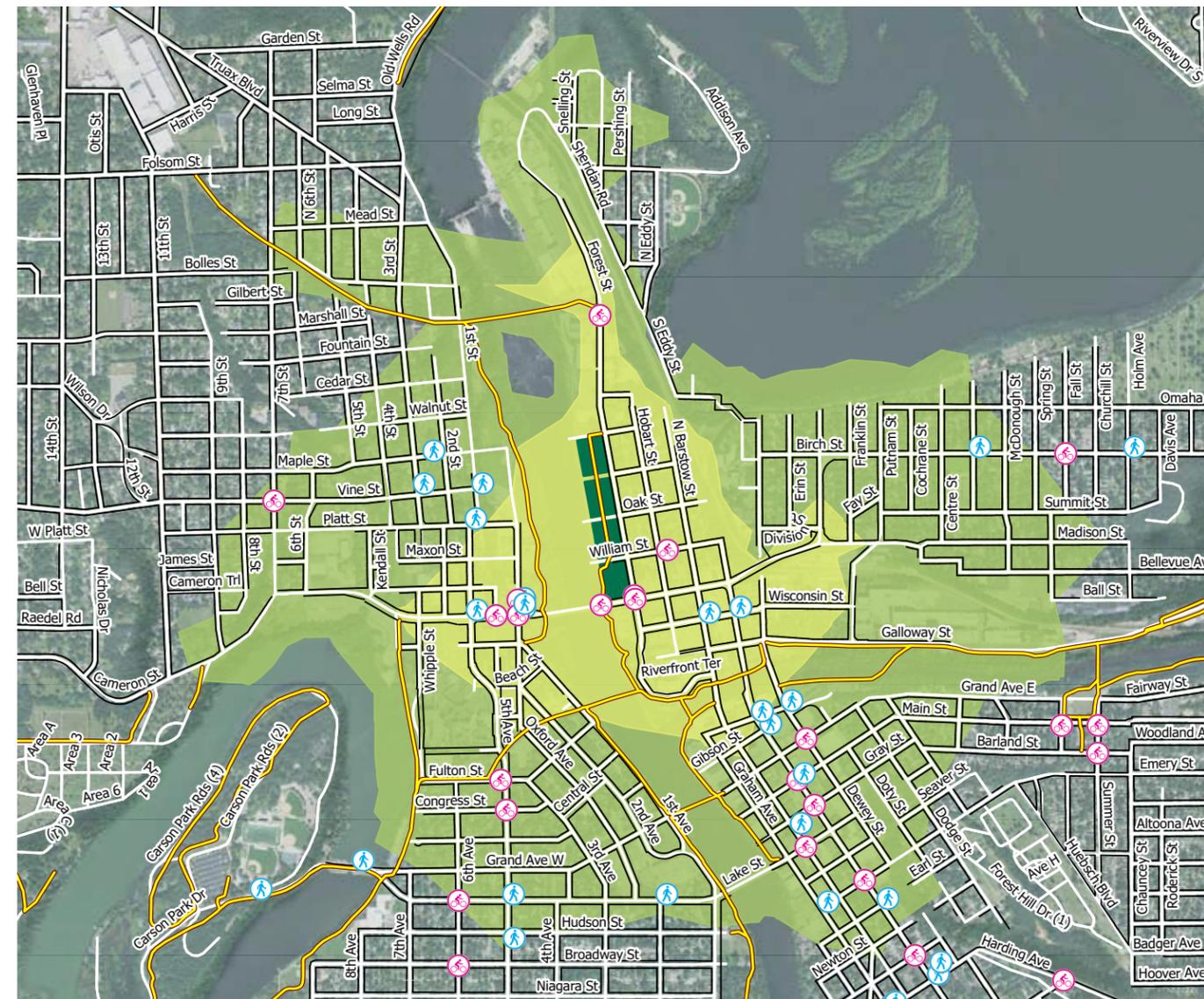
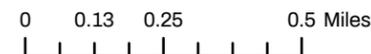
## FOREST STREET SPECIAL RECREATION AREA

The map to the right shows the 1 mile and 1/2 mile walksheds for the park, along with existing sidewalks, trails and all bicycle or pedestrian reported crashes from 2014-2018.



### July 2020

Data Sources: WisDOA, WISLR, WCWRPC, City of Eau Claire



# 10

## GROVER HEIGHTS PARK/EAU CLAIRE SOCCER PARK

### KEY AMENITIES

- Playground (adaptive)
- Shelter house
- Large field

### INSIDE .5 MILE WALKSHED:

**Bike & pedestrian crashes**

0

**All crashes**

10

**Households with 1+ persons with a disability**

45 (15%)

Data Sources: ESRI Community Analyst, Wisconsin Traffic Operations & Safety Laboratory (TOPS).

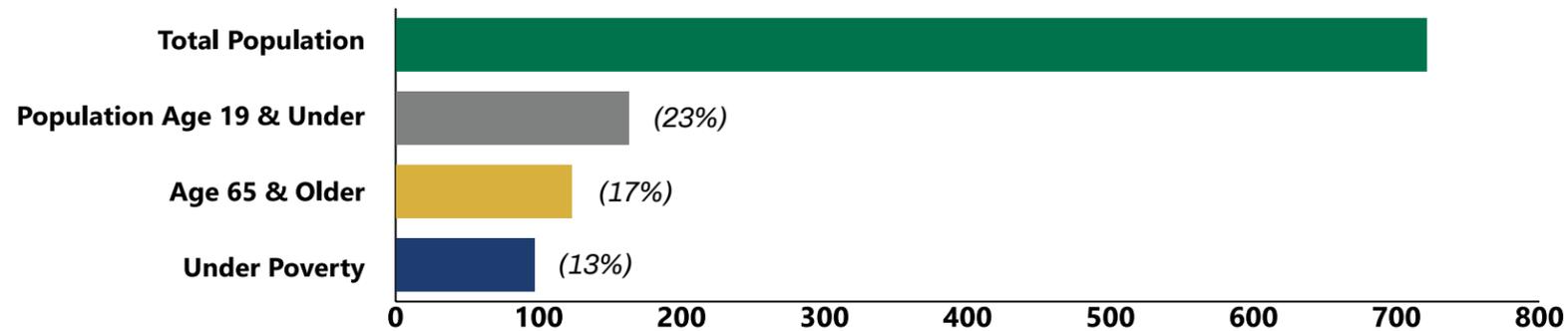
### ISSUES

1. Hamilton can be difficult and dangerous to cross for pedestrian and bicycle traffic during certain time, specifically when large events are held at the Eau Claire Soccer Park and/or UWEC Bollinger Fields.

### STRATEGIES

1. Study the need for additional and/or enhanced pedestrian and bicycle crossings along Hamilton.

### INSIDE .5 MILE WALKSHED



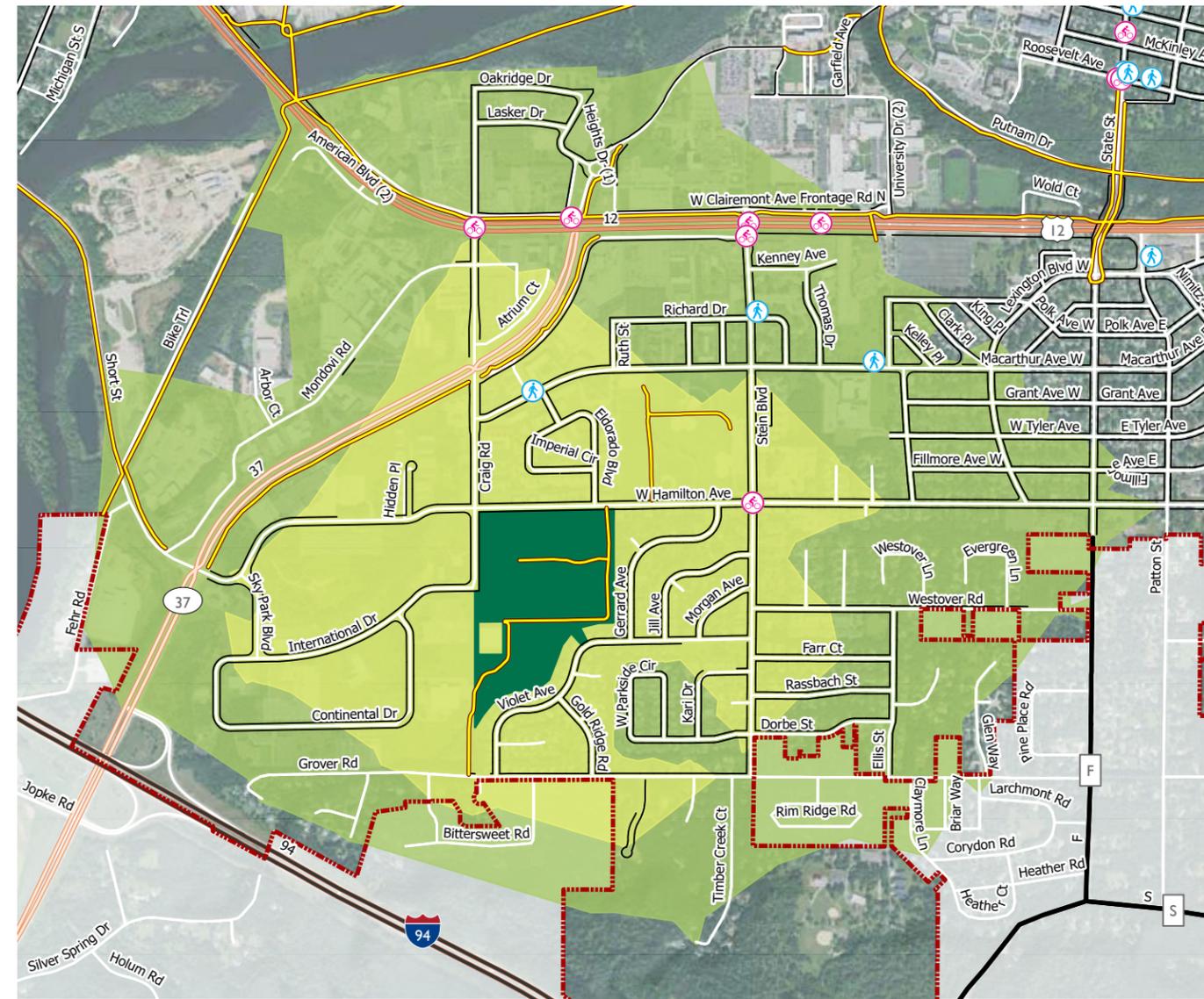
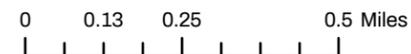
### GROVER HEIGHTS PARK/EAU CLAIRE SOCCER PARK

The map to the right shows the 1 mile and 1/2 mile walksheds for the park, along with existing sidewalks, trails and all bicycle or pedestrian reported crashes from 2014-2018.

- Park Location
- Half Mile Walkshed
- One Mile Walkshed
- Pedestrian Crash
- Bicycle Crash
- Sidewalk Present
- Existing Municipal Trail

July 2020

Data Sources: WisDOA, WISLR, WCWRPC, City of Eau Claire



# 11

# JAYCETTE PARK

### KEY AMENITIES

Playground  
Picnic area

### ISSUES

1. Need to cross Lexington and/or State to get to park.
2. Very high number of pedestrian and bicycle crashes within .5 mile, specifically along State and Roosevelt.

### STRATEGIES

1. Study the benefits of reducing the speed limit along State to 25mph.
2. Increase pedestrian and bicycle safety features along State.

### INSIDE .5 MILE WALKSHED:

**Bike & pedestrian crashes**

11

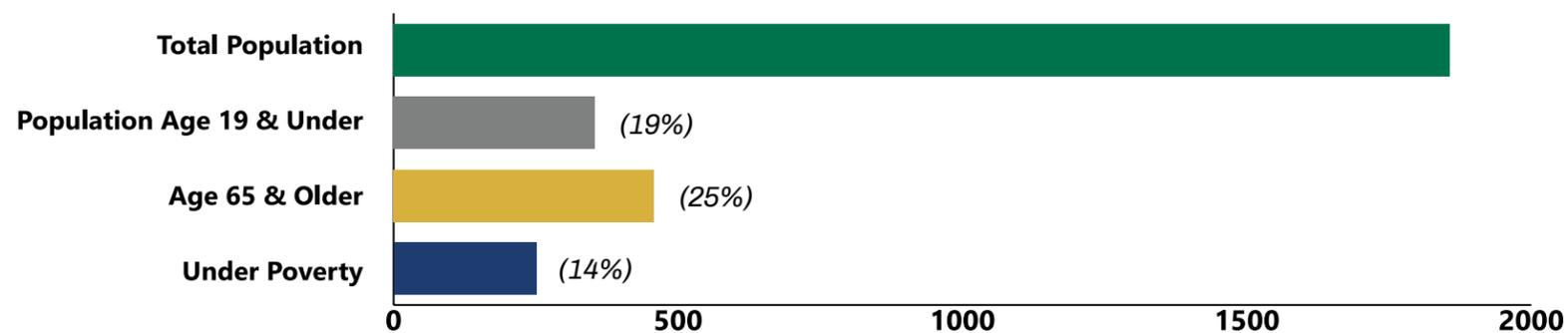
**All crashes**

305

**Households with 1+ persons with a disability**

217 (25%)

### INSIDE .5 MILE WALKSHED



Data Sources: ESRI Community Analyst, Wisconsin Traffic Operations & Safety Laboratory (TOPS).

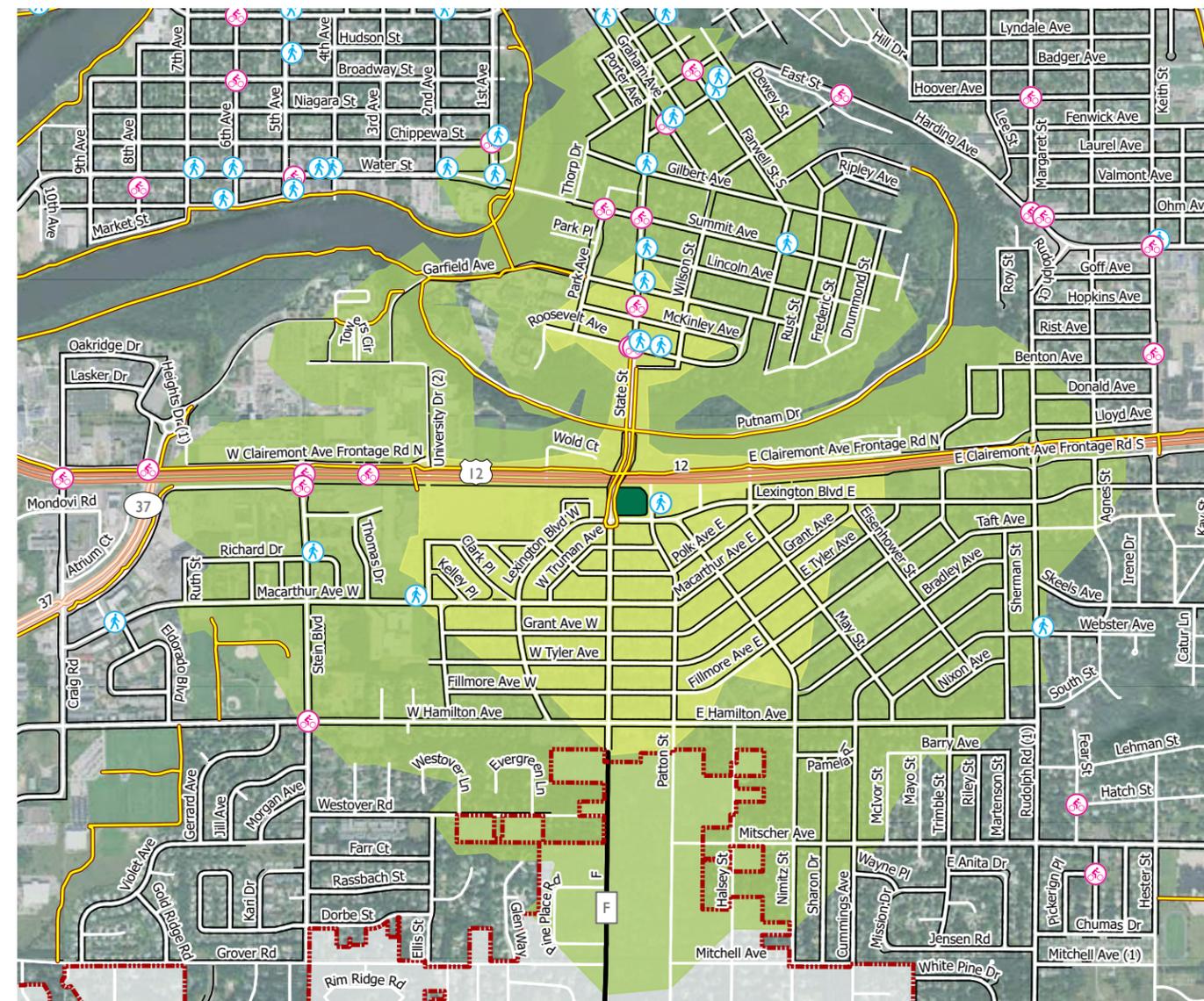
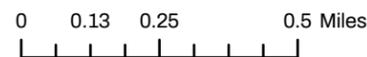
### JAYCETTE PARK

The map to the right shows the 1 mile and 1/2 mile walksheds for the park, along with existing sidewalks, trails and all bicycle or pedestrian reported crashes from 2014-2018.

- Park Location
- Half Mile Walkshed
- One Mile Walkshed
- Pedestrian Crash
- Bicycle Crash
- Sidewalk Present
- Existing Municipal Trail

July 2020

Data Sources:  
WisDOA, WISLR, WCWRPC,  
City of Eau Claire



# 12

# JEFFERS ATHLETIC FIELDS

### KEY AMENITIES

- Playground
- Baseball/softball fields
- Picnic areas

### INSIDE .5 MILE WALKSHED:

**Bike & pedestrian crashes**

0

**All crashes**

10

**Households with 1+ persons with a disability**

5 (16%)

Data Sources: ESRI Community Analyst, Wisconsin Traffic Operations & Safety Laboratory (TOPS).

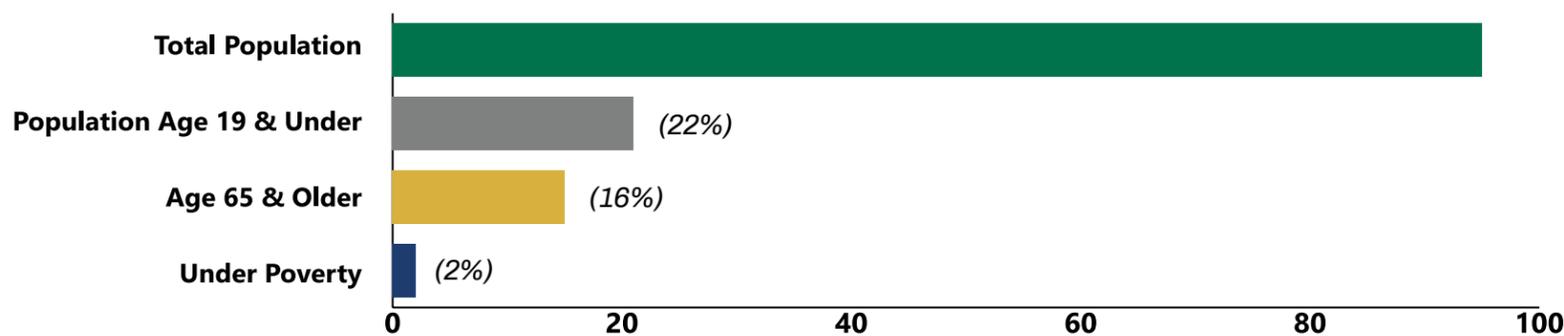
## ISSUES

1. No sidewalks along Jeffers.
2. No pedestrian crossing treatment at park entrance on Jeffers.
3. A significant number of vehicles on Jeffers are travelling over the speed limit.
4. No internal sidewalks from Jeffers to active locations in the park.

## STRATEGIES

1. Install sidewalk/trail along Jeffers as part of street reconstruction project.
2. Install trail from Jeffers to active locations in the park.
3. Install pedestrian crossing signs and crosswalk to cross Jeffers at park entrance.

## INSIDE .5 MILE WALKSHED



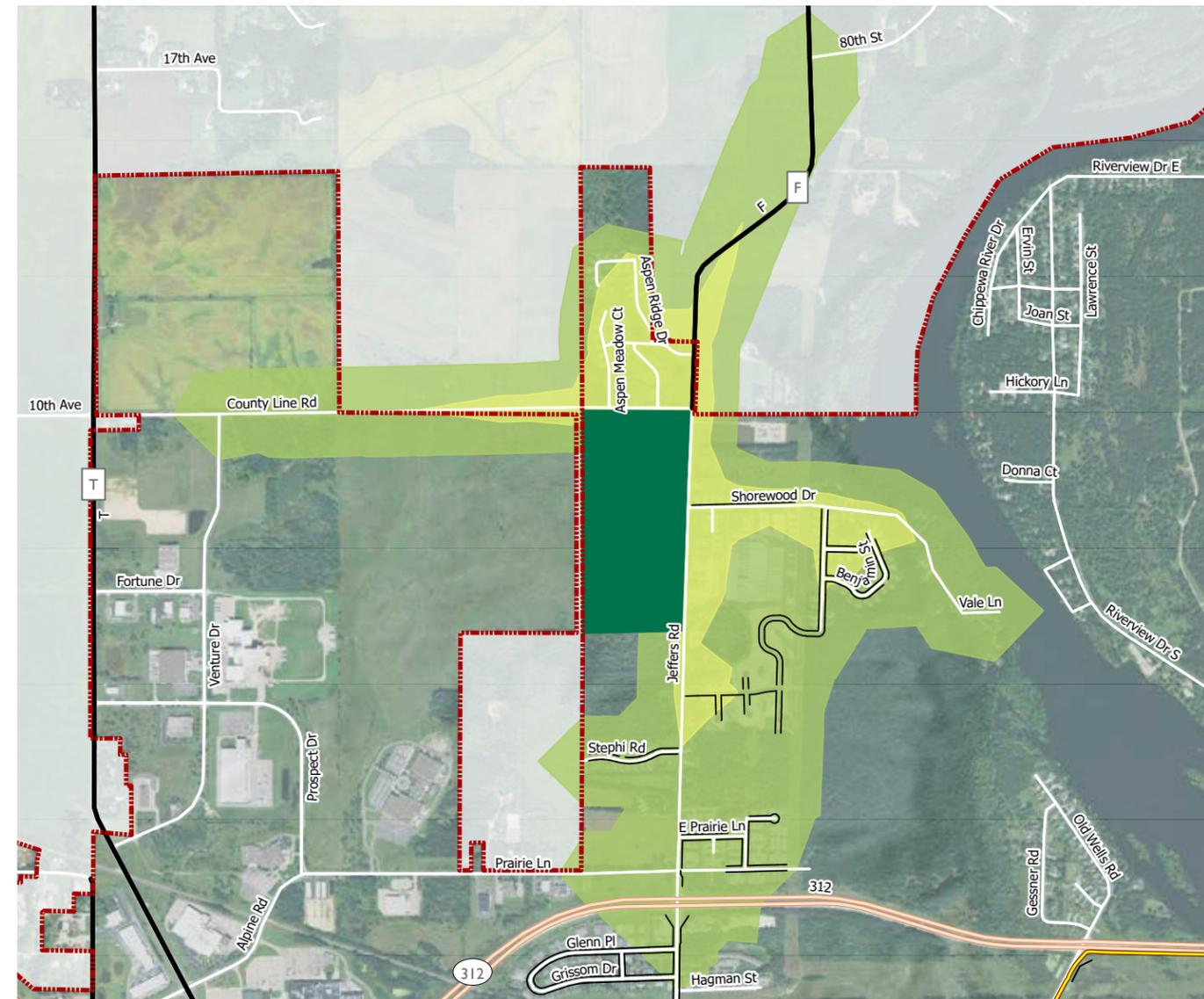
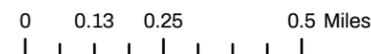
## JEFFERS ATHLETIC FIELDS

The map to the right shows the 1 mile and 1/2 mile walksheds for the park, along with existing sidewalks, trails and all bicycle or pedestrian reported crashes from 2014-2018.



July 2020

Data Sources: WisDOA, WISLR, WCWRPC, City of Eau Claire



# 13

# KESSLER NEIGHBORHOOD PARK

### KEY AMENITIES

- Playground
- Shelter house
- Baseball/softball
- Basketball

### INSIDE .5 MILE WALKSHED:

**Bike & pedestrian crashes**  
14

**All crashes**  
271

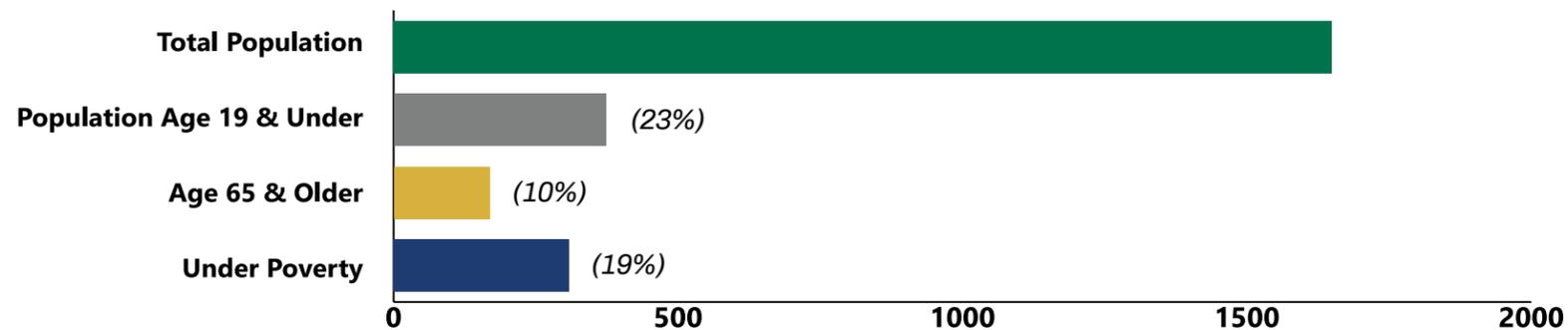
**Households with 1+ persons with a disability**  
122 (16%)

Data Sources: ESRI Community Analyst, Wisconsin Traffic Operations & Safety Laboratory (TOPS).

## ISSUES

1. There is a lack of sidewalks in some areas around the park.
2. Most vehicles are speeding on 1st and 3rd.
3. Extremely high number of pedestrian and bicycle crashes within two blocks and .5 mile of the park.
4. Madison from the Chippewa River to 5th has a very high number of bicycle and pedestrian crashes.
5. Park may be relocated due to Cannery District development.
6. Site visibility is poor at 1st and multi-use trail.

## INSIDE .5 MILE WALKSHED



## STRATEGIES

1. Install pedestrian signs and painted crosswalks to cross 3rd.
2. Install sidewalks along all roads within .5 mile of the park.
3. Incorporate pedestrian and bicycle safety features along Madison from Chippewa River to 5th.
4. Install Lead Pedestrian Interval crossings at Madison/Oxford.
5. If park is relocated, install needed bicycle and pedestrian infrastructure.
6. Consider options to warn and improve visibility of trail.
7. Study the benefits of reducing the speed limit on 3rd to 25mph.
8. Study traffic calming options on 1st to slow traffic.

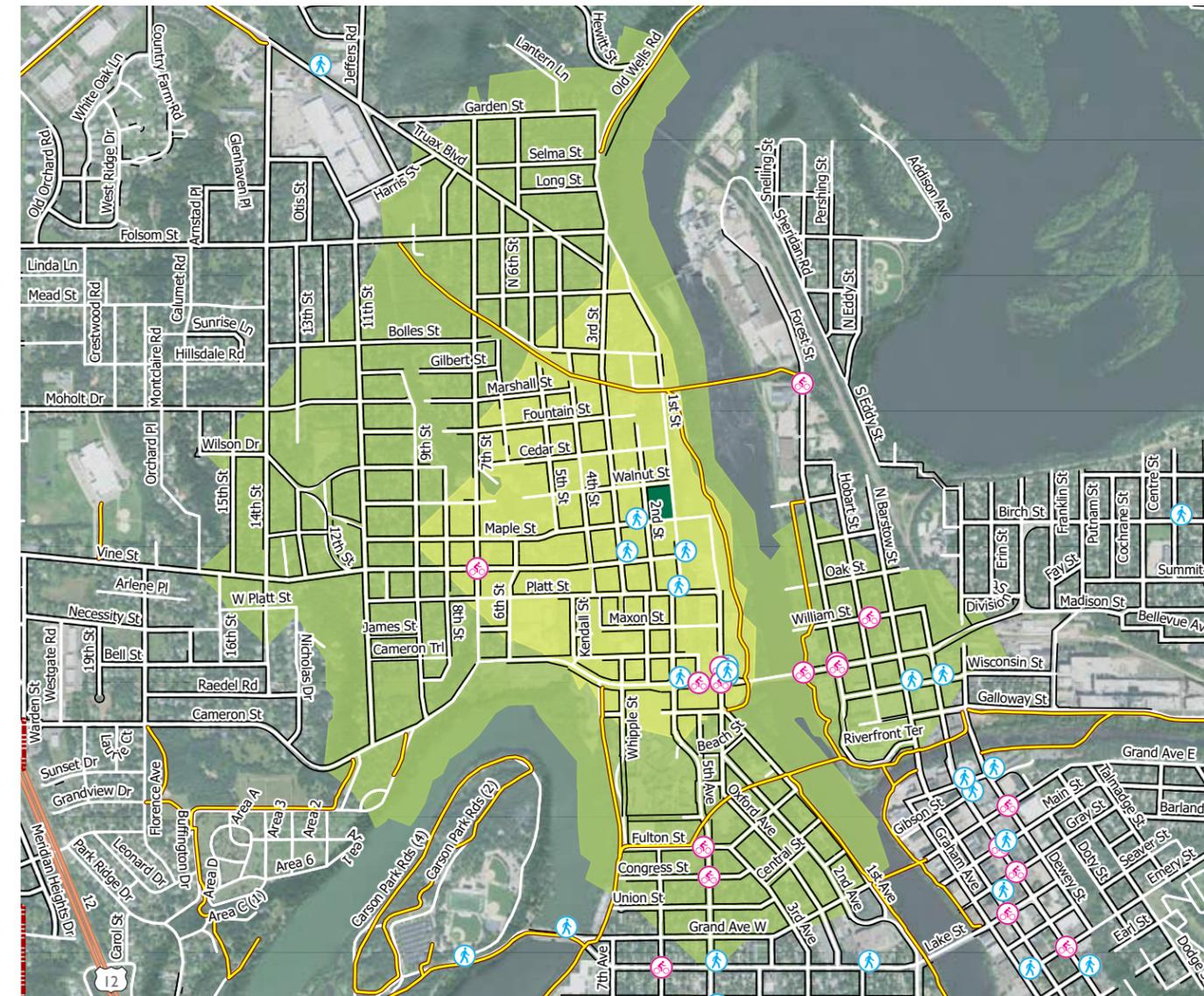
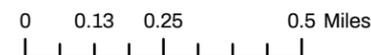
## KESSLER NEIGHBORHOOD PARK

The map to the right shows the 1 mile and 1/2 mile walksheds for the park, along with existing sidewalks, trails and all bicycle or pedestrian reported crashes from 2014-2018.



### July 2020

Data Sources: WisDOA, WISLR, WCWRPC, City of Eau Claire



# 14

# MCDONOUGH NEIGHBORHOOD PARK

### KEY AMENITIES

- Playground
- Pickleball courts
- Fishing
- Scenic view

### INSIDE .5 MILE WALKSHED:

**Bike & pedestrian crashes**

2

**All crashes**

121

**Households with 1+ persons with a disability**

212 (30%)

Data Sources: ESRI Community Analyst, Wisconsin Traffic Operations & Safety Laboratory (TOPS).

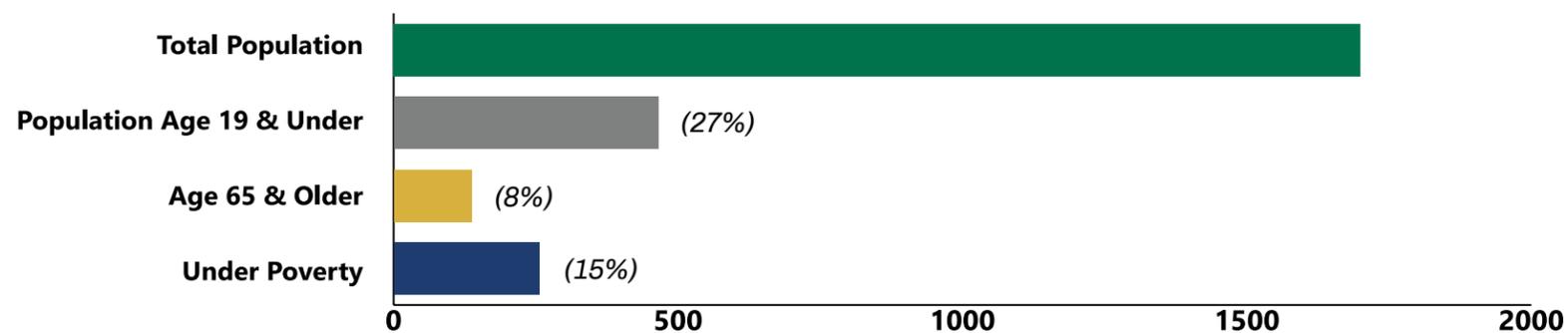
## ISSUES

1. There are no sidewalks from the park entrance that lead to active locations.
2. Birch is a barrier and difficult to cross.

## STRATEGIES

1. Install sidewalk in park from entrance to pickleball courts.
2. Install pedestrian signs and painted crosswalk to cross Birch/Centre.
3. Study the benefits of reducing the speed limit on Birch to 25mph.

## INSIDE .5 MILE WALKSHED



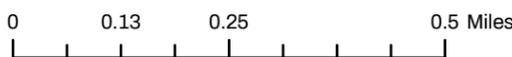
## MCDONOUGH NEIGHBORHOOD PARK

The map to the right shows the 1 mile and 1/2 mile walksheds for the park, along with existing sidewalks, trails and all bicycle or pedestrian reported crashes from 2014-2018.



July 2020

Data Sources: WisDOA, WISLR, WCWRPC, City of Eau Claire



# 15

# MITSCHER NEIGHBORHOOD PARK

### KEY AMENITIES

- Playground
- Shelter house
- Large field
- Basketball court

### INSIDE .5 MILE WALKSHED:

**Bike & pedestrian crashes**

0

**All crashes**

25

**Households with 1+ persons with a disability**

118 (20%)

Data Sources: ESRI Community Analyst, Wisconsin Traffic Operations & Safety Laboratory (TOPS).

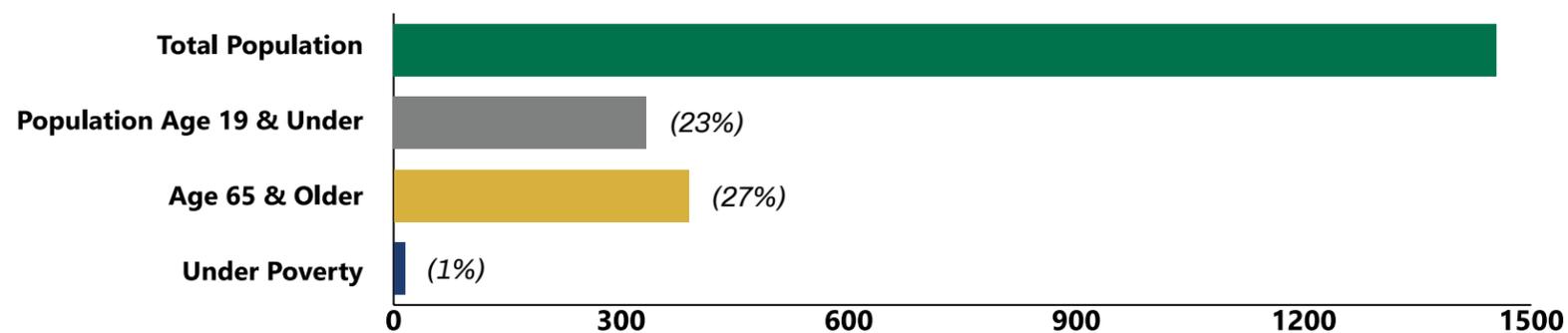
## ISSUES

1. Some streets within .5 mile of the park do not have sidewalks.

## STRATEGIES

1. Install sidewalks along all roads within .5 mile of the park.

## INSIDE .5 MILE WALKSHED



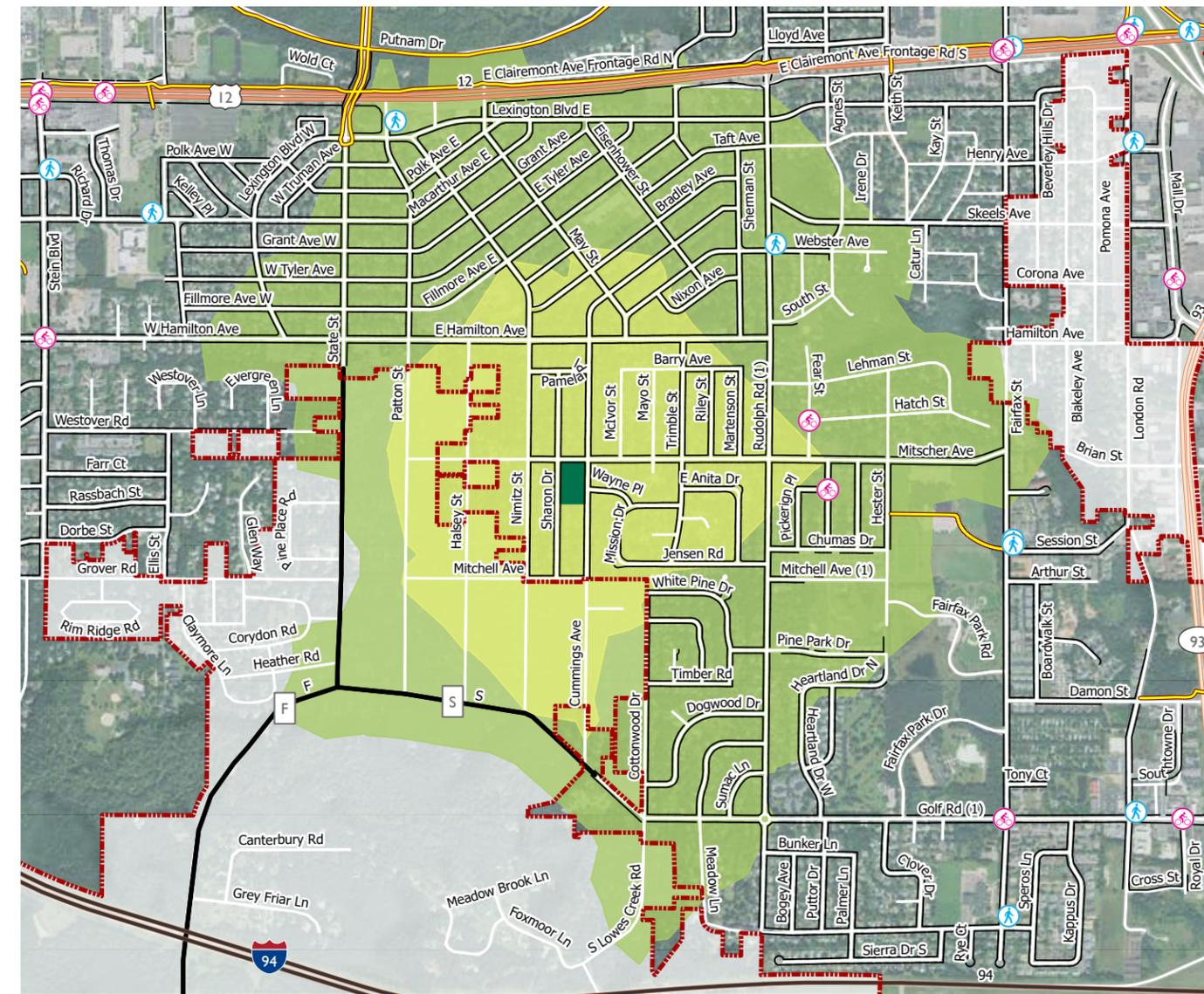
## MITSCHER NEIGHBORHOOD PARK

The map to the right shows the 1 mile and 1/2 mile walksheds for the park, along with existing sidewalks, trails and all bicycle or pedestrian reported crashes from 2014-2018.



July 2020

Data Sources: WisDOA, WISLR, WCWRPC, City of Eau Claire



# 16

## MT. SIMON PARK

### KEY AMENITIES

- Playground
- Frisbee golf
- Baseball/softball
- Picnic areas
- Scenic view
- Fishing
- Volleyball

### INSIDE .5 MILE WALKSHED:

**Bike & pedestrian crashes**  
0

**All crashes**  
28

**Households with 1+ persons with a disability**  
101 (59%)

Data Sources: ESRI Community Analyst, Wisconsin Traffic Operations & Safety Laboratory (TOPS).

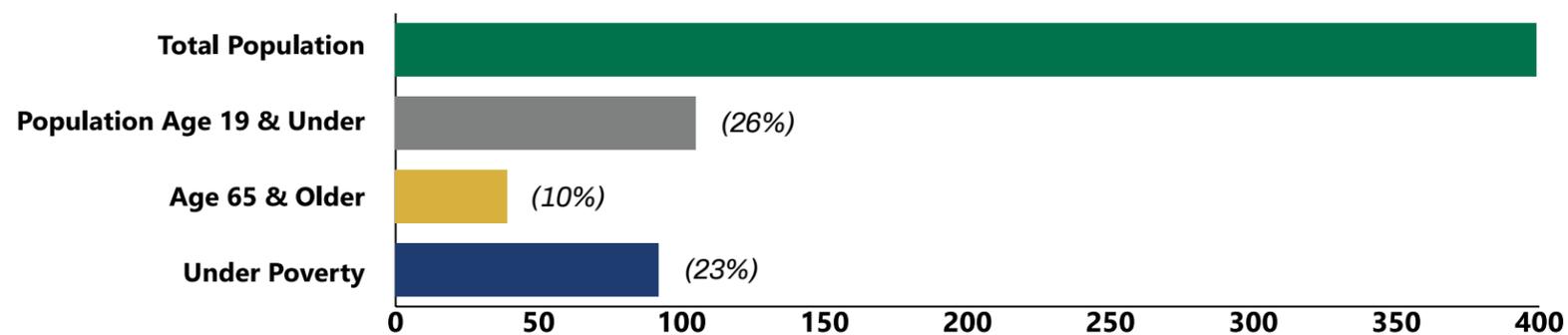
### ISSUES

1. There are no sidewalks that connect the upper and lower areas of the park. This creates conflicts between pedestrians/bicyclists and vehicles.
2. There is limited visibility from the park to other properties in the area.
3. The playground north of Addison and the baseball field south of Addison have no connection and are not thought of as a contiguous area of the park.

### STRATEGIES

1. Install sidewalk/trail along road that connects upper and lower areas of the park.
2. Install crosswalks and study the need for speed bumps on Addison between the playground and baseball field.
3. Study a trail connection between the north and south side of the park.

### INSIDE .5 MILE WALKSHED



### MT. SIMON PARK

The map to the right shows the 1 mile and 1/2 mile walksheds for the park, along with existing sidewalks, trails and all bicycle or pedestrian reported crashes from 2014-2018.



July 2020

Data Sources: WisDOA, WISLR, WCWRPC, City of Eau Claire



## NEWELL NEIGHBORHOOD PARK

### KEY AMENITIES

- Playground
- Basketball court
- Baseball/softball
- Shelter house

### INSIDE .5 MILE WALKSHED:

**Bike & pedestrian crashes**

7

**All crashes**

136

**Households with 1+ persons with a disability**

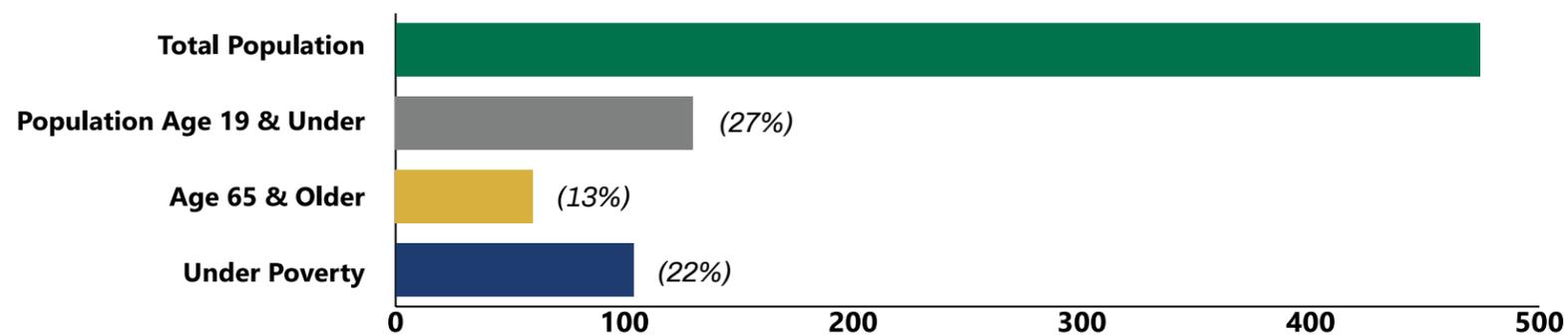
29 (15%)

Data Sources: ESRI Community Analyst, Wisconsin Traffic Operations & Safety Laboratory (TOPS).

### ISSUES

1. The significant percentage of traffic on Ferry is going over the posted 30mph speed limit.
2. The intersection of Ferry/Illinois/Menomonie is dangerous.
3. Sidewalks do not connect to the park on Michigan.
4. Bike lanes on Ferry are worn off.
5. There are no pedestrian signs or crosswalks to cross Menomonie.
6. Very high number of pedestrian and bicycle crashes at Menomonie and Clairemont.

### INSIDE .5 MILE WALKSHED



### STRATEGIES

1. Repaint bike lanes along Ferry.
2. Study the benefits of reducing the speed limit on Ferry to 25mph.
3. Install pedestrian signs and painted crosswalks at Menomonie/Michigan and Ferry/Illinois/Menomonie intersections.
4. Install bumpouts at pedestrian crossing on Ferry.
5. Install pedestrian and bicycle safety features at Menomonie/Clairemont.

### NEWELL NEIGHBORHOOD PARK

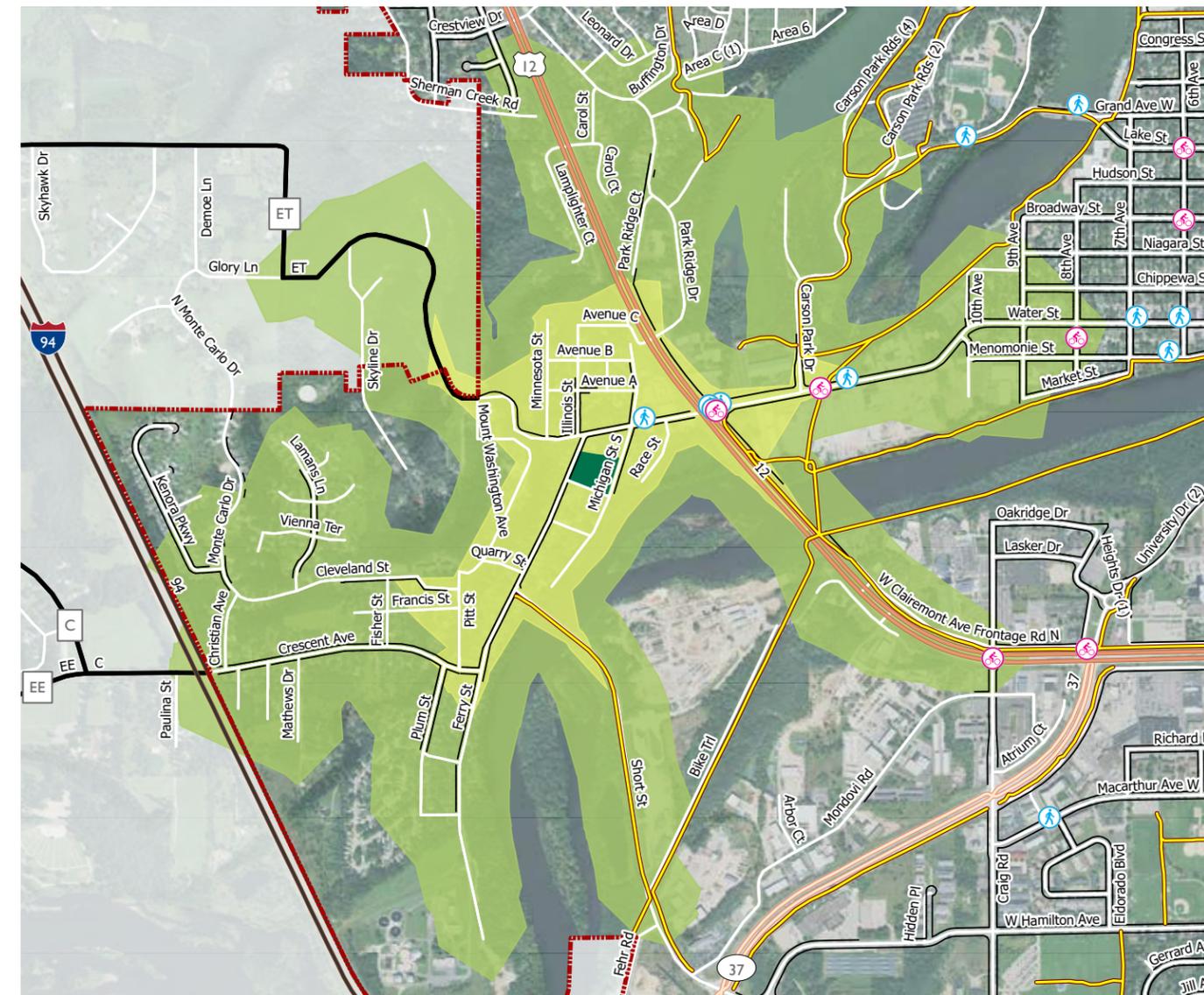
The map to the right shows the 1 mile and 1/2 mile walksheds for the park, along with existing sidewalks, trails and all bicycle or pedestrian reported crashes from 2014-2018.

- Park Location
- Half Mile Walkshed
- One Mile Walkshed
- Pedestrian Crash
- Bicycle Crash
- Sidewalk Present
- Existing Municipal Trail

July 2020

Data Sources: WisDOA, WISLR, WCWRPC, City of Eau Claire

0 0.13 0.25 0.5 Miles



# NORTH RIVER FRONTS NEIGHBORHOOD PARK

### KEY AMENITIES

- Playground
- Basketball court
- Community garden
- Shelter house

### INSIDE .5 MILE WALKSHED:

**Bike & pedestrian crashes**  
6

**All crashes**  
140

**Households with 1+ persons with a disability**  
168 (56%)

Data Sources: ESRI Community Analyst, Wisconsin Traffic Operations & Safety Laboratory (TOPS).

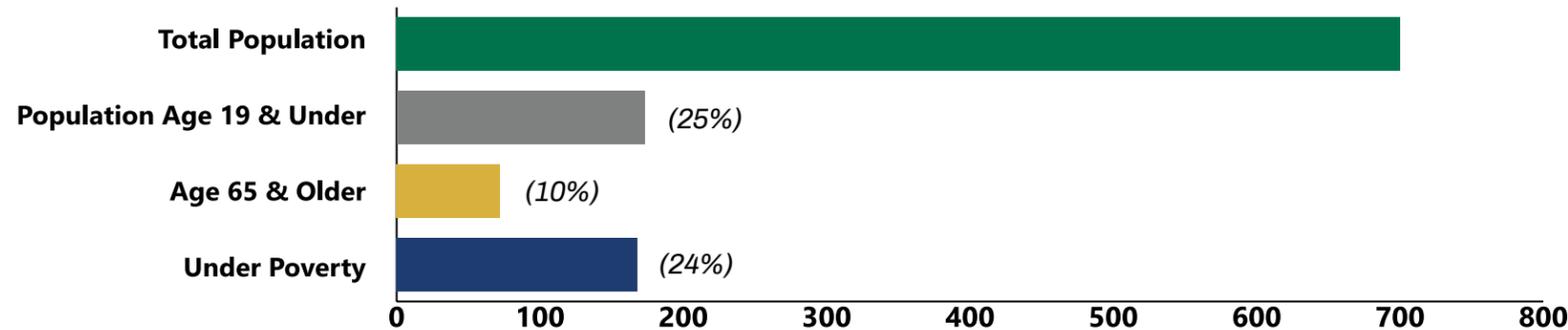
## ISSUES

1. There is no pedestrian connection to Forest Street Special Recreation Area.
2. Speed of traffic along Forest can be high and there are a significant number of trucks.

## STRATEGIES

1. Install pedestrian crossing signs and painted crosswalk crossing Huyszen/Forest.
2. Study the benefits of reducing the speed limit on Madison to 25mph.
3. Install Lead Pedestrian Interval crossings at Madison/Forest.
4. Install bicycle and pedestrian safety features along Madison.

## INSIDE .5 MILE WALKSHED



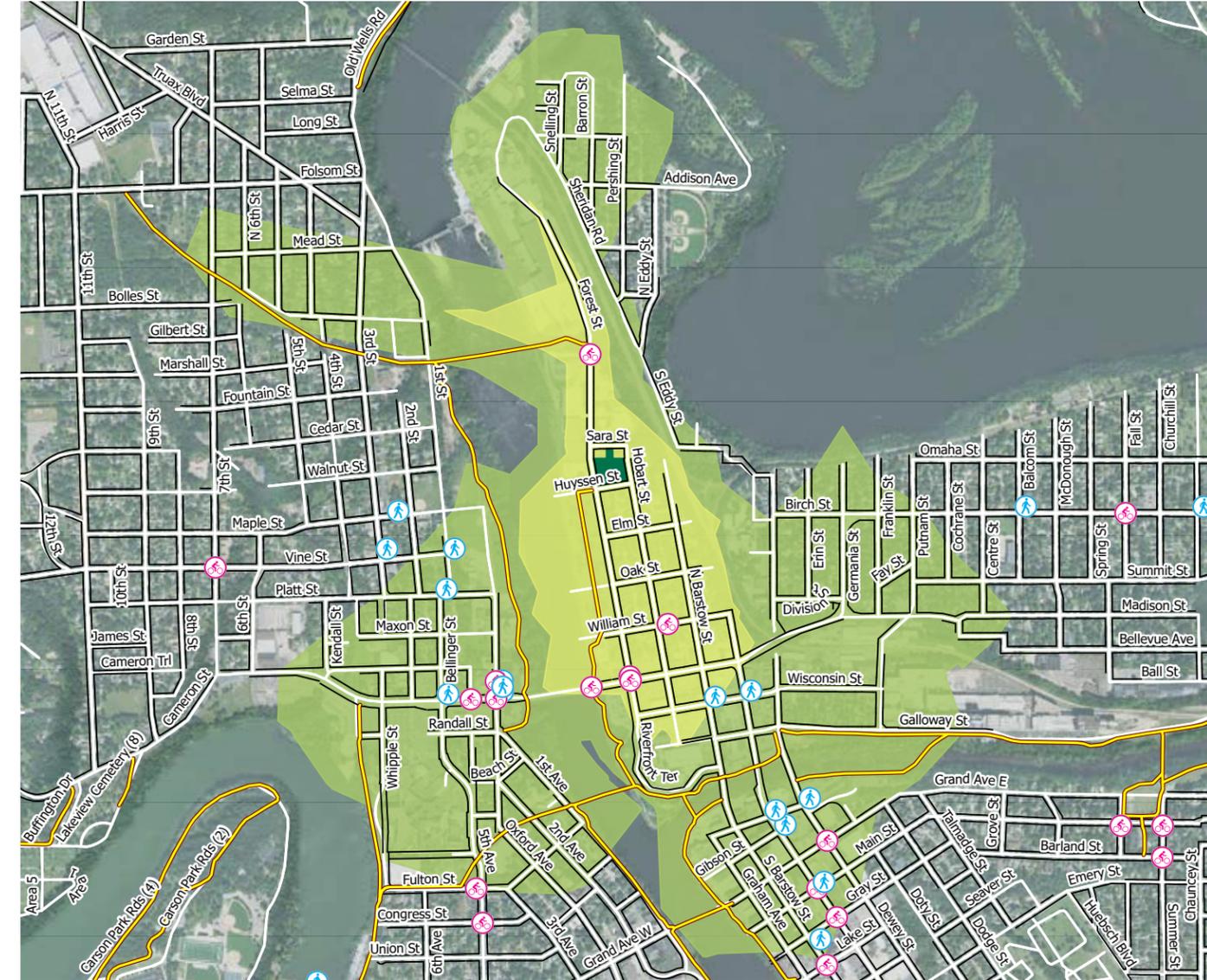
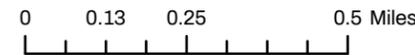
## NORTH RIVER FRONTS NEIGHBORHOOD PARK

The map to the right shows the 1 mile and 1/2 mile walksheds for the park, along with existing sidewalks, trails and all bicycle or pedestrian reported crashes from 2014-2018.

- Park Location
- Half Mile Walkshed
- One Mile Walkshed
- Pedestrian Crash
- Bicycle Crash
- Sidewalk Present
- Existing Municipal Trail

July 2020

Data Sources: WisDOA, WISLR, WCWRPC, City of Eau Claire



## OAKWOOD HILLS NEIGHBORHOOD PARK

### KEY AMENITIES

- Playground
- Shelter house
- Large field

### INSIDE .5 MILE WALKSHED:

**Bike & pedestrian crashes**  
1

**All crashes**  
141

**Households with 1+ persons with a disability**  
93 (27%)

Data Sources: ESRI Community Analyst, Wisconsin Traffic Operations & Safety Laboratory (TOPS).

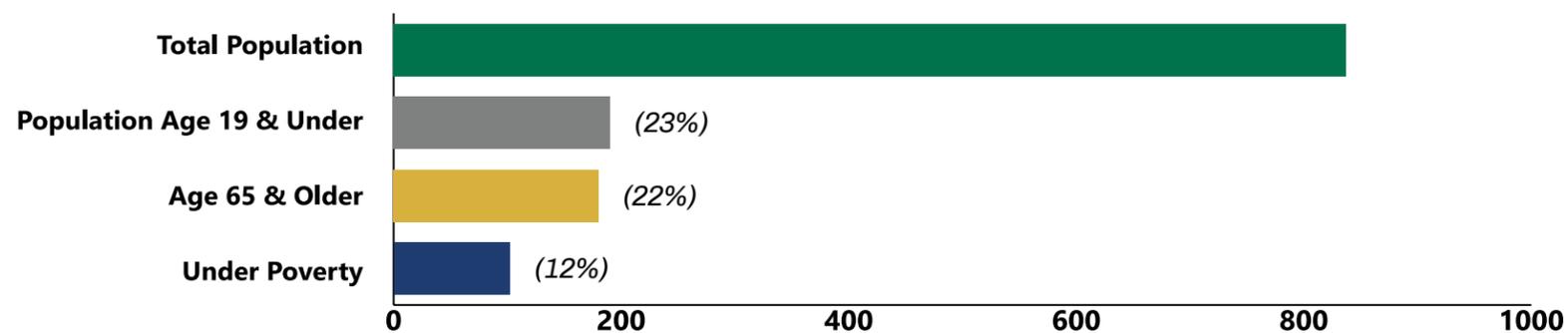
### ISSUES

1. There are sidewalk gaps along lots that are undeveloped.
2. Crossing Golf is not easy and comfortable.
3. Vehicles commonly speed adjacent to the park.

### STRATEGIES

1. Construct sidewalks where sidewalk gaps exist.

### INSIDE .5 MILE WALKSHED



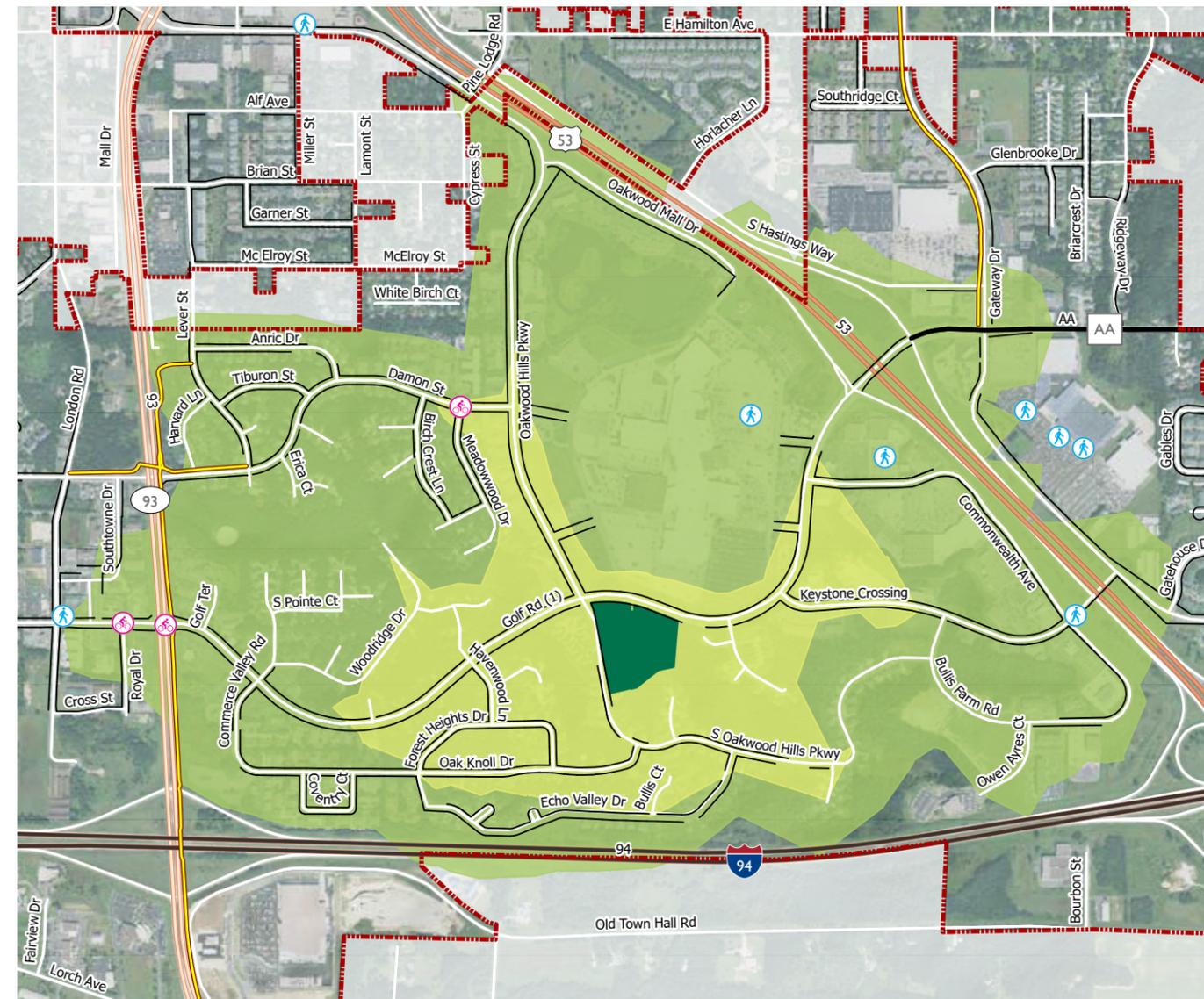
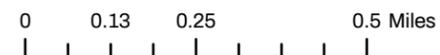
## OAKWOOD HILLS NEIGHBORHOOD PARK

The map to the right shows the 1 mile and 1/2 mile walksheds for the park, along with existing sidewalks, trails and all bicycle or pedestrian reported crashes from 2014-2018.

- Park Location
- Half Mile Walkshed
- One Mile Walkshed
- ⤴ Pedestrian Crash
- 🚲 Bicycle Crash
- Sidewalk Present
- Existing Municipal Trail

July 2020

Data Sources:  
WisDOA, WISLR, WCWRPC,  
City of Eau Claire



# OTTER CREEK OFF LEASH DOG PARK

**KEY AMENITIES**  
Dog park

## ISSUES

1. No crosswalk on House at Gateway.
2. No sidewalk on east side of House.

## STRATEGIES

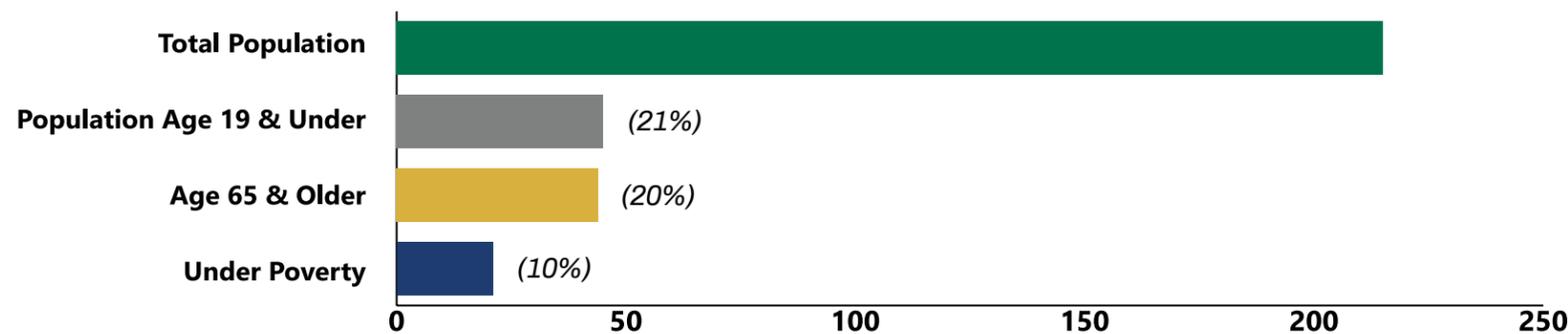
1. Install crosswalk at House/Gateway.
2. Install sidewalk on east side of House.

**INSIDE .5 MILE WALKSHED:**  
Bike & pedestrian crashes  
1

All crashes  
52

Households with 1+ persons with a disability  
28 (23%)

## INSIDE .5 MILE WALKSHED



Data Sources: ESRI Community Analyst, Wisconsin Traffic Operations & Safety Laboratory (TOPS).

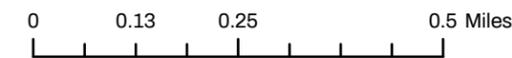
## OTTER CREEK OFF-LEASH DOG PARK

The map to the right shows the 1 mile and 1/2 mile walksheds for the park, along with existing sidewalks, trails and all bicycle or pedestrian reported crashes from 2014-2018.

- Park Location
- Half Mile Walkshed
- One Mile Walkshed
- Pedestrian Crash
- Bicycle Crash
- Sidewalk Present
- Existing Municipal Trail

July 2020

Data Sources:  
WisDOA, WISLR, WCWRPC,  
City of Eau Claire



# 21

# OWEN PARK

### KEY AMENITIES

- Playground
- Walking/biking trail
- Tennis courts
- Scenic views
- Picnic areas
- Fitness station

### INSIDE .5 MILE WALKSHED:

**Bike & pedestrian crashes**  
21

**All crashes**  
511

**Households with 1+ persons with a disability**  
211 (18%)

Data Sources: ESRI Community Analyst, Wisconsin Traffic Operations & Safety Laboratory (TOPS).

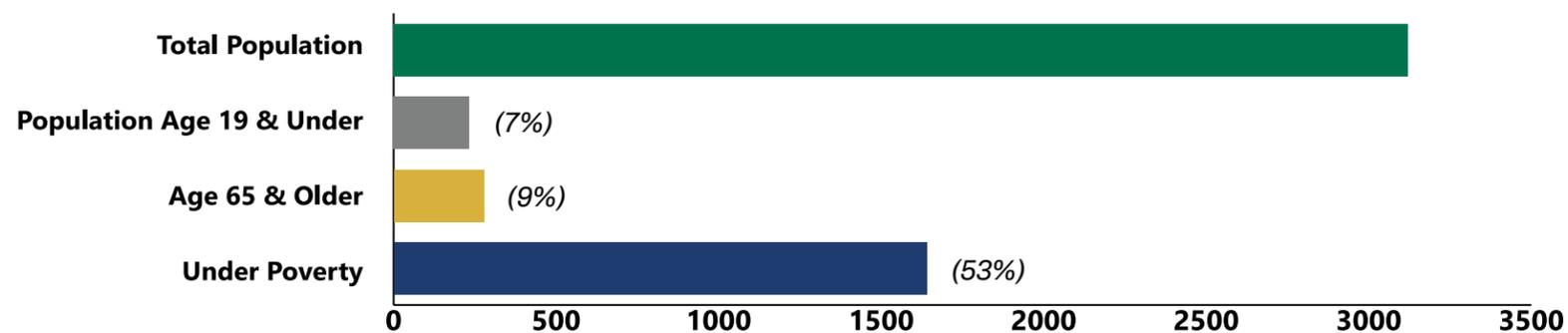
## ISSUES

1. There is no pedestrian signage and painted crosswalk at First and Hudson.
2. Extremely high number of pedestrian and bicycle crashes within .5 mile of the park.

## STRATEGIES

1. Install pedestrian crossing signs and painted crosswalk at First and Hudson.
2. Increase pedestrian and bicycle safety features in downtown and along Water and State.

## INSIDE .5 MILE WALKSHED



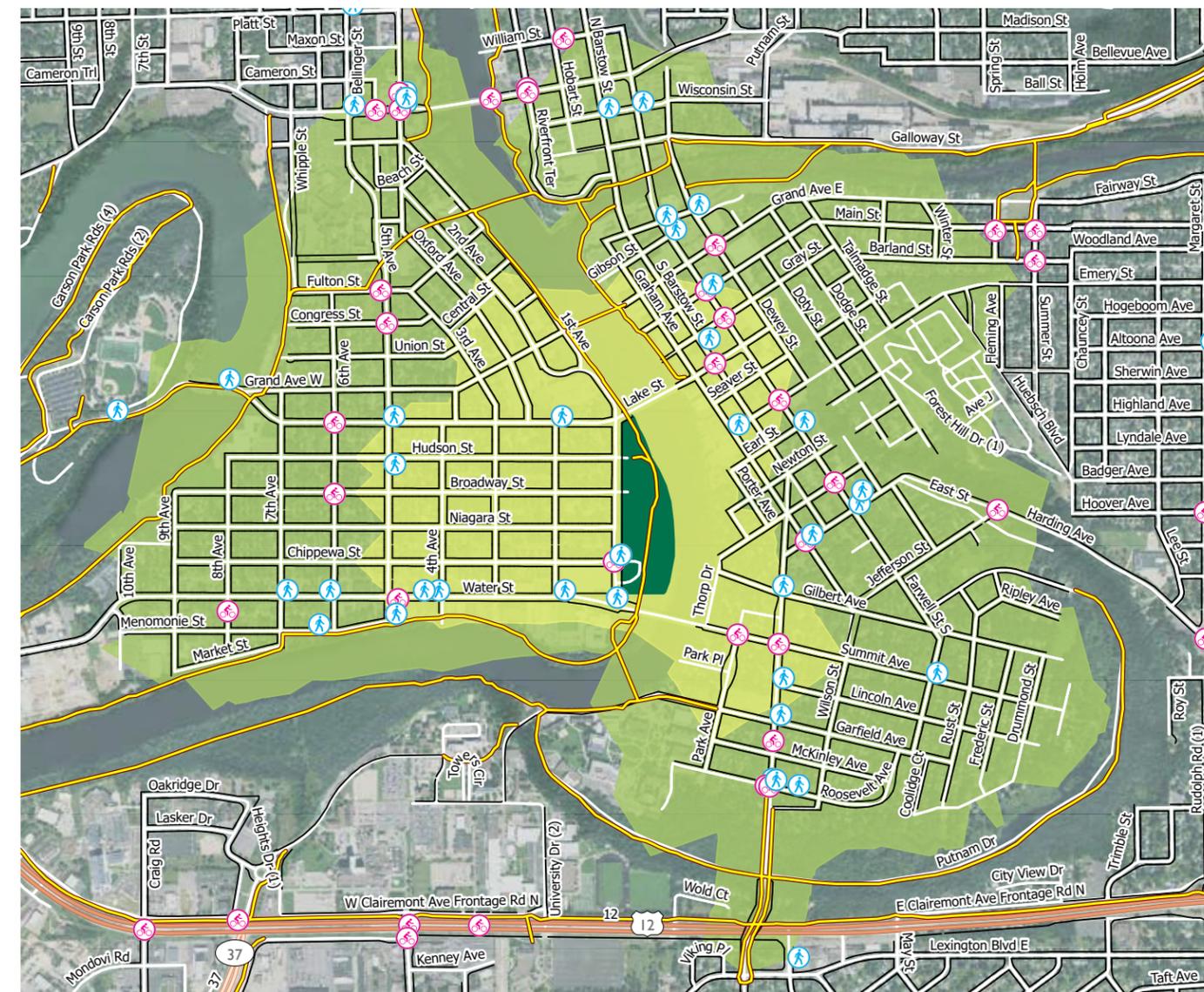
## OWEN PARK

The map to the right shows the 1 mile and 1/2 mile walksheds for the park, along with existing sidewalks, trails and all bicycle or pedestrian reported crashes from 2014-2018.



### July 2020

Data Sources: WisDOA, WISLR, WCWRPC, City of Eau Claire



### KEY AMENITIES

- Walking/biking trails
- Farmers' market
- Fishing
- Scenic views

### INSIDE .5 MILE WALKSHED:

**Bike & pedestrian crashes**  
18

**All crashes**  
504

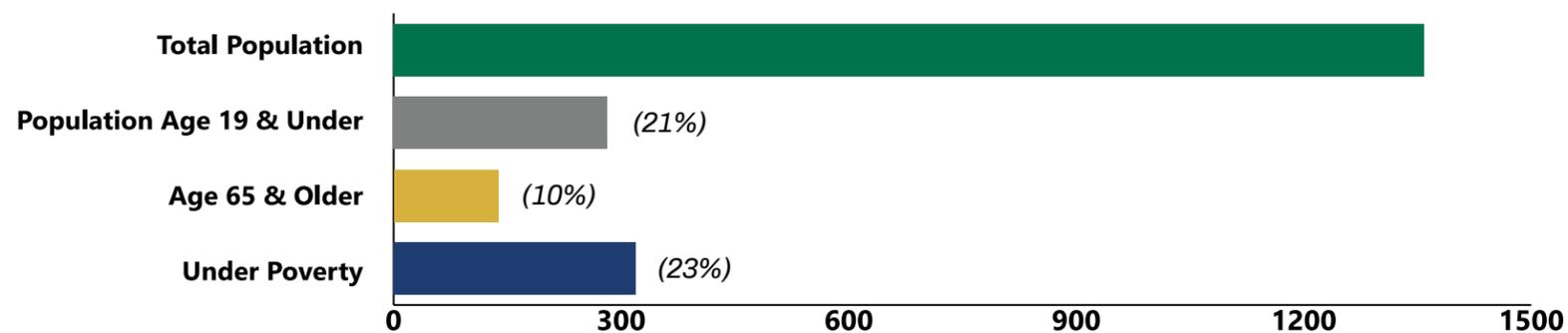
**Households with 1+ persons with a disability**  
252 (41%)

Data Sources: ESRI Community Analyst, Wisconsin Traffic Operations & Safety Laboratory (TOPS).

## ISSUES

1. Madison and Forest is a controlled intersection, but the intersection is extremely busy and is not designed for pedestrians and bicyclists.
2. Extremely high number of pedestrian and bicycle crashes within .5 mile of park.

## INSIDE .5 MILE WALKSHED



## STRATEGIES

1. Install Leading Pedestrian Interval crossing when pedestrians initiate the pedestrian crossing feature at Forest/Madison and Oxford/Madison.
2. Install signage that informs people that they can walk and bike under the Madison bridge from Forest parking lot trail.
3. Study the benefits of reducing Madison speed limit to 25 mph from Farwell to Kendall.
4. Locate pedestrian and bicycle safety features along Madison, specifically between Forest and 5th.
5. Install Lead Pedestrian Interval crossings at all traffic lights along Madison.

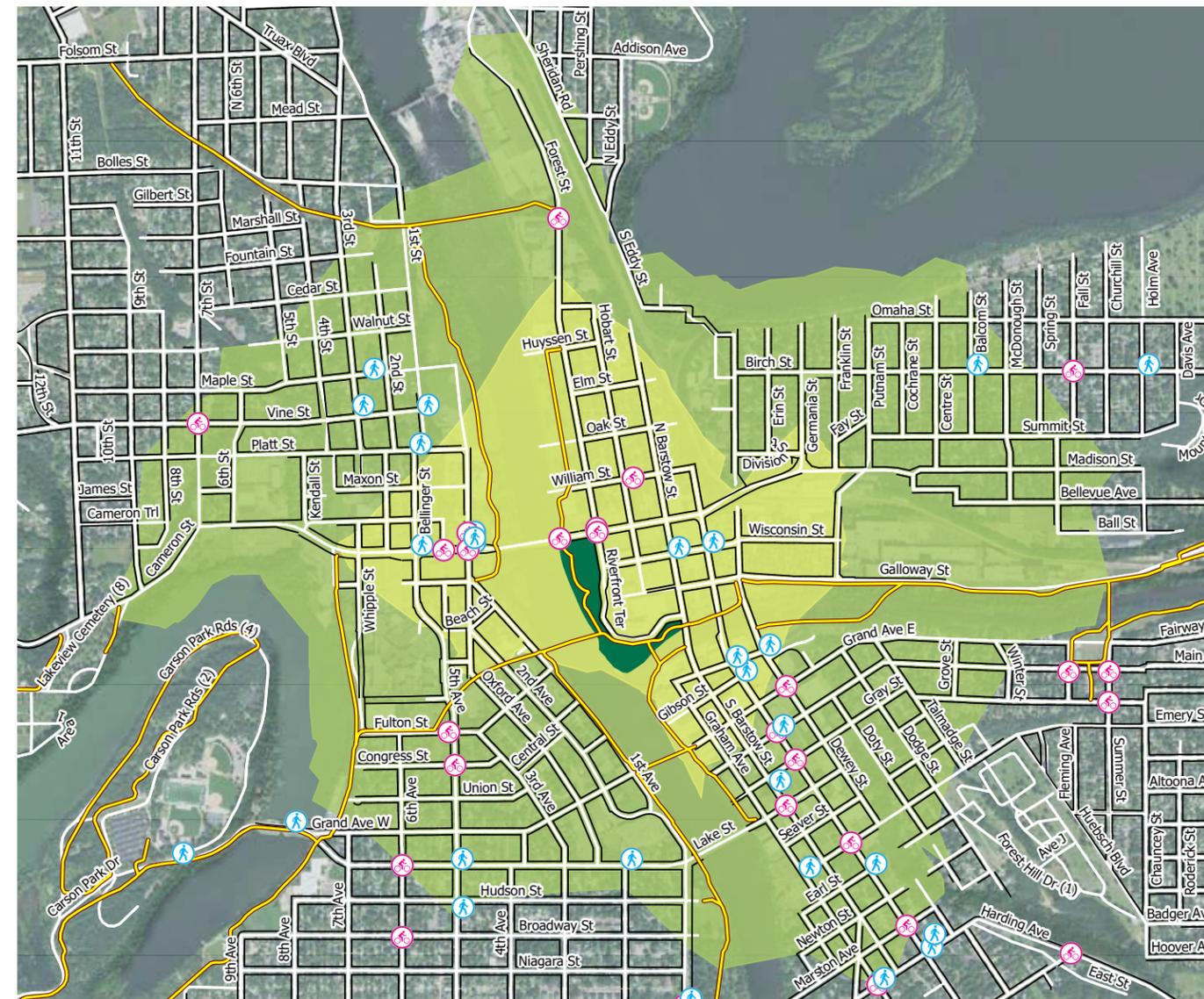
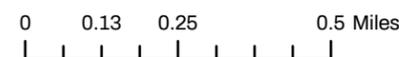
## PHOENIX PARK

The map to the right shows the 1 mile and 1/2 mile walksheds for the park, along with existing sidewalks, trails and all bicycle or pedestrian reported crashes from 2014-2018.

- Park Location
- Half Mile Walkshed
- One Mile Walkshed
- Pedestrian Crash
- Bicycle Crash
- Sidewalk Present
- Existing Municipal Trail

### July 2020

Data Sources:  
WisDOA, WISLR, WCWRPC,  
City of Eau Claire



### KEY AMENITIES

- Playground
- Skating/hockey Trails
- Picnic areas
- Shelter house
- Sledding

### INSIDE .5 MILE WALKSHED:

**Bike & pedestrian crashes**

0

**All crashes**

11

**Households with 1+ persons with a disability**

46 (22%)

Data Sources: ESRI Community Analyst, Wisconsin Traffic Operations & Safety Laboratory (TOPS).

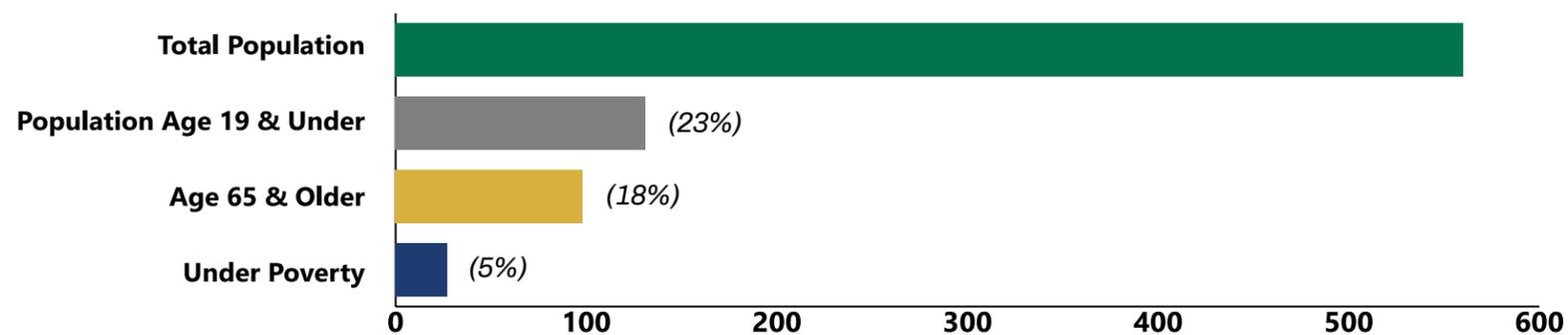
## ISSUES

1. There are no sidewalks along Delbert and Eastlawn.

## STRATEGIES

1. Research feasibility to install sidewalks in the neighborhood.

## INSIDE .5 MILE WALKSHED



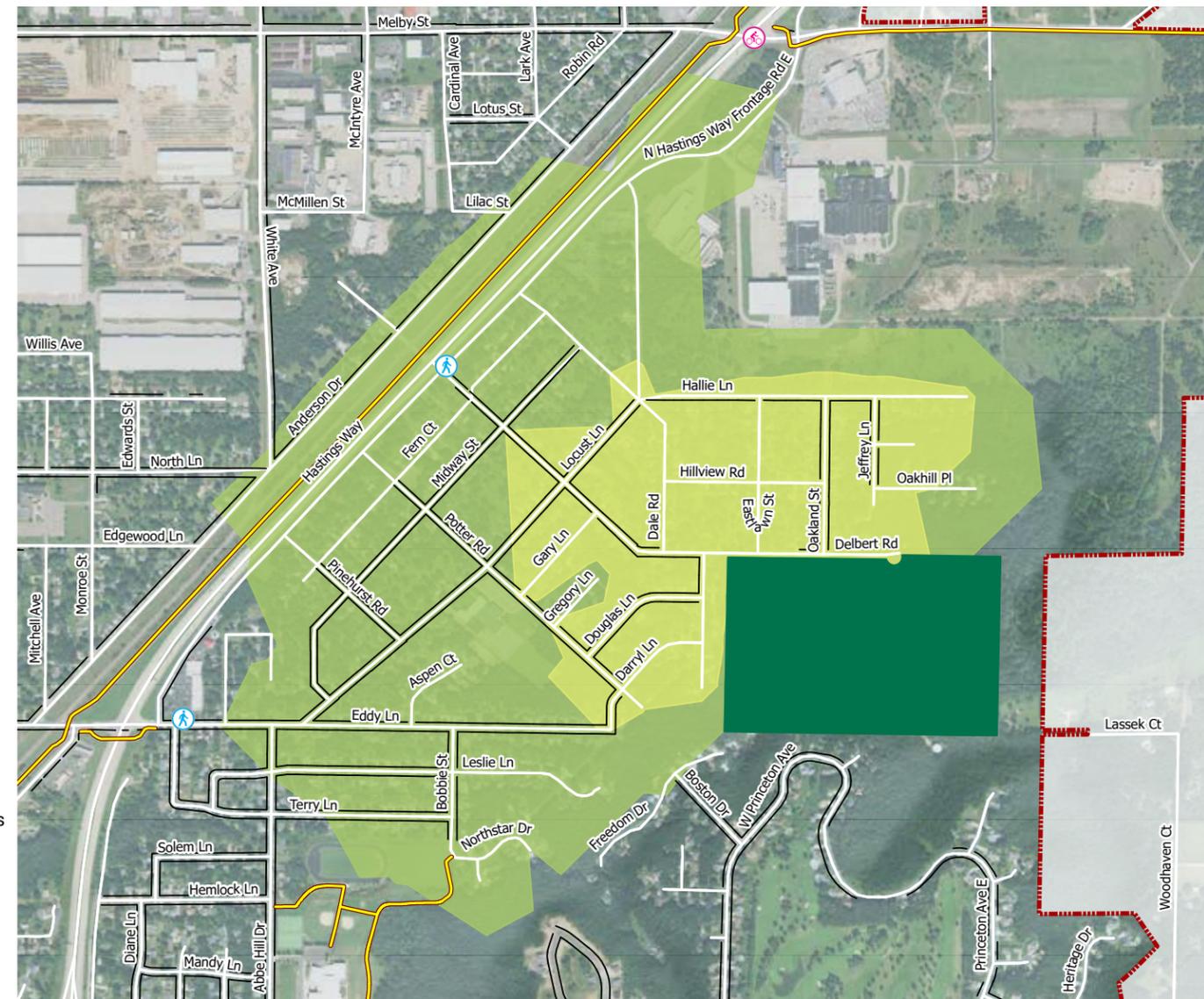
## PINEHURST RECREATION AREA

The map to the right shows the 1 mile and 1/2 mile walksheds for the park, along with existing sidewalks, trails and all bicycle or pedestrian reported crashes from 2014-2018.

- Park Location
- Half Mile Walkshed
- One Mile Walkshed
- Pedestrian Crash
- Bicycle Crash
- Sidewalk Present
- Existing Municipal Trail

July 2020

Data Sources: WisDOA, WISLR, WCWRPC, City of Eau Claire



# PRINCETON VALLEY NEIGHBORHOOD PARK

## KEY AMENITIES

- Playground
- Picnic shelter
- Trail

## INSIDE .5 MILE WALKSHED:

**Bike & pedestrian crashes**

0

**All crashes**

5

**Households with 1+ persons with a disability**

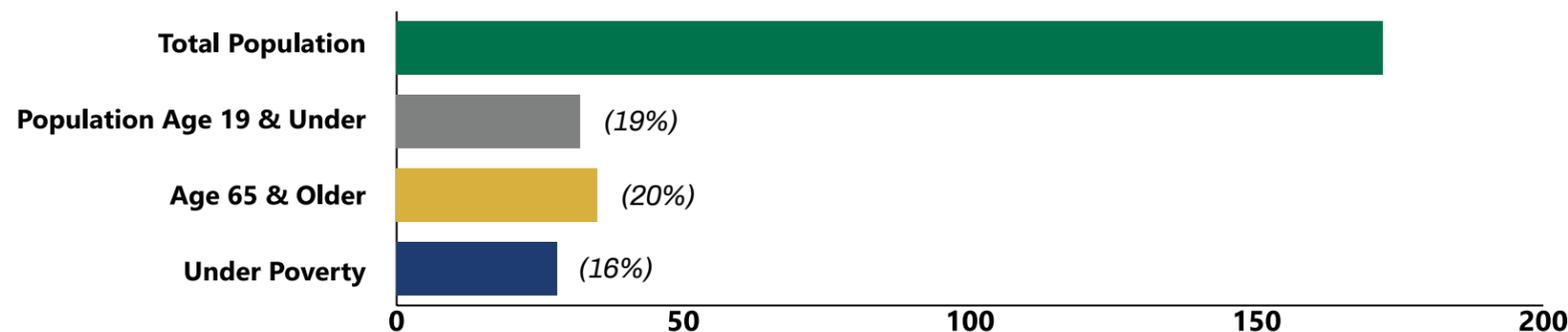
14 (24%)

Data Sources: ESRI Community Analyst, Wisconsin Traffic Operations & Safety Laboratory (TOPS).

## ISSUES

1. The park does not have designated crossing along Princeton.
2. There are sidewalk gaps in close proximity to the park. These gaps are from vacant lots.
3. There are no bicycle and pedestrian connections to Highclere development.

## INSIDE .5 MILE WALKSHED



## STRATEGIES

1. Install pedestrian crossing signs and a painted crosswalk on Princeton connecting the west and east sides of the park.
2. Install sidewalks on vacant properties with sidewalk gaps.
3. Construct a trail connection to the west to Highclere development.
4. Construct a trail connection from West Princeton to East Princeton.

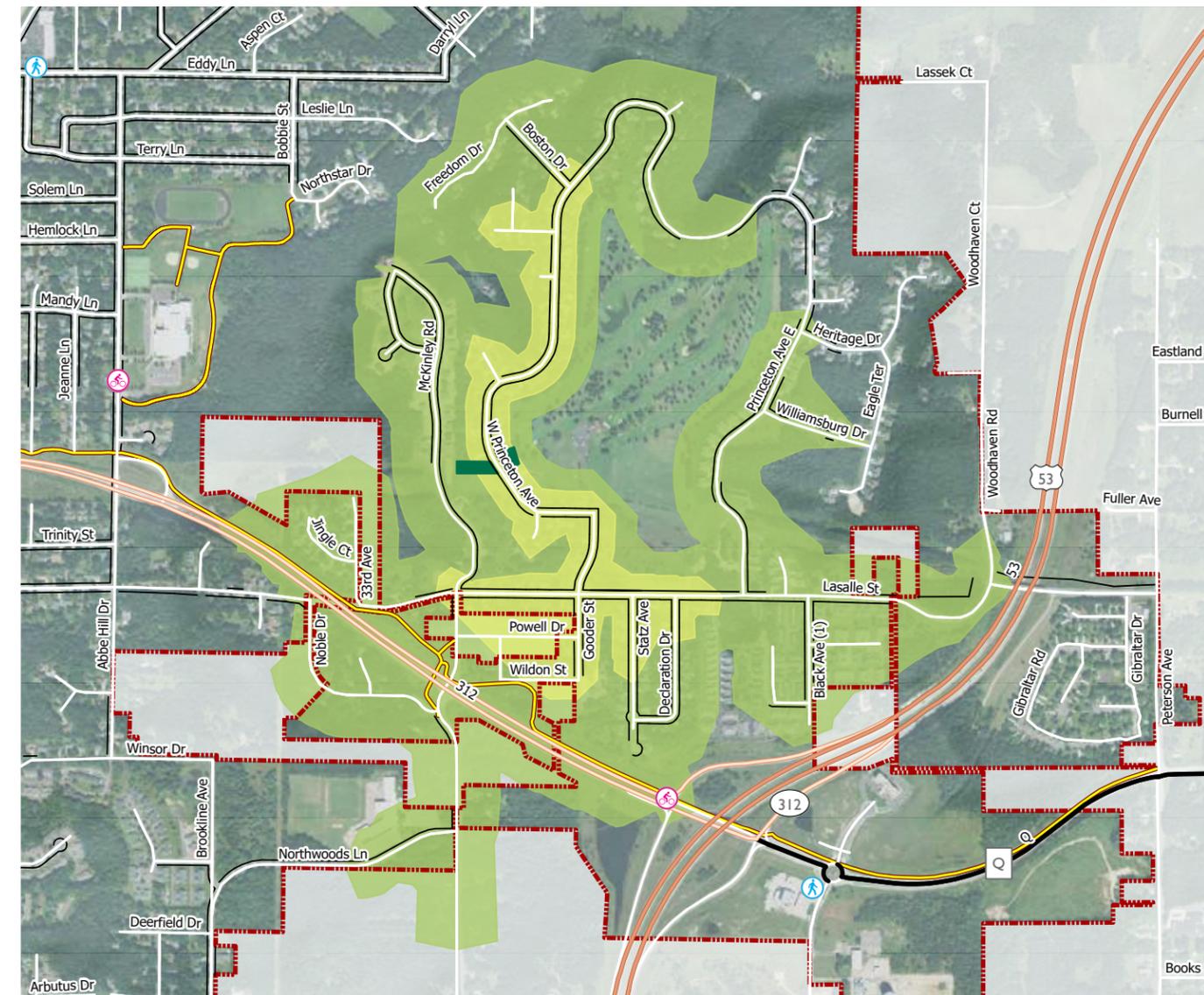
## PRINCETON VALLEY NEIGHBORHOOD PARK

The map to the right shows the 1 mile and 1/2 mile walksheds for the park, along with existing sidewalks, trails and all bicycle or pedestrian reported crashes from 2014-2018.

- Park Location
- Half Mile Walkshed
- One Mile Walkshed
- Pedestrian Crash
- Bicycle Crash
- Sidewalk Present
- Existing Municipal Trail

July 2020

Data Sources: WisDOA, WISLR, WCWRPC, City of Eau Claire



### KEY AMENITIES

Playground  
Picnic areas

### ISSUES

1. There is a lot of on-street parking that makes it difficult to see people crossing the streets adjacent to the park.
2. There is limited lighting in the park.
3. Extremely high number of pedestrian and bicycle crashes within .5 mile of the park.

### STRATEGIES

1. Research lighting options at the park and at corner crossings.
2. Install pedestrian and bicycle safety features along 5th, Lake, and Water.

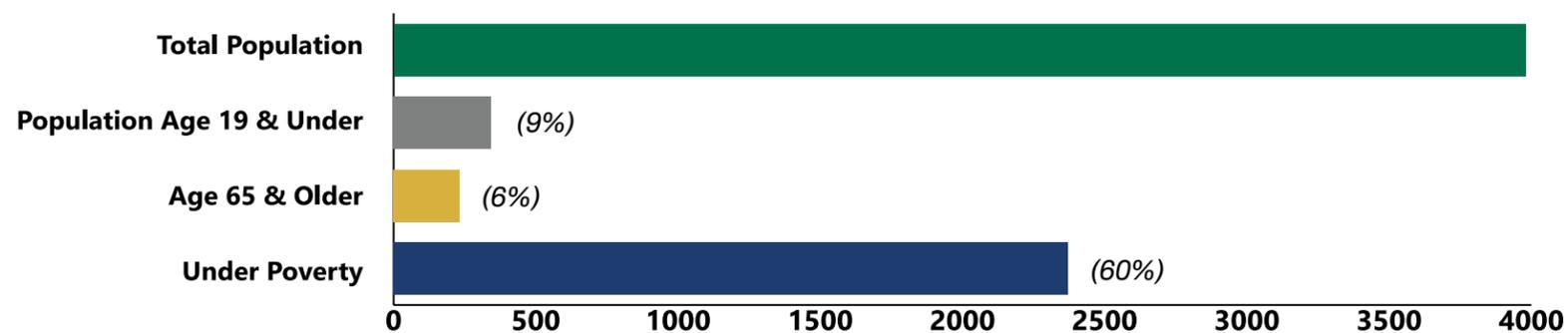
### INSIDE .5 MILE WALKSHED:

**Bike & pedestrian crashes**  
19

**All crashes**  
424

**Households with 1+ persons with a disability**  
237 (17%)

### INSIDE .5 MILE WALKSHED



Data Sources: ESRI Community Analyst, Wisconsin Traffic Operations & Safety Laboratory (TOPS).

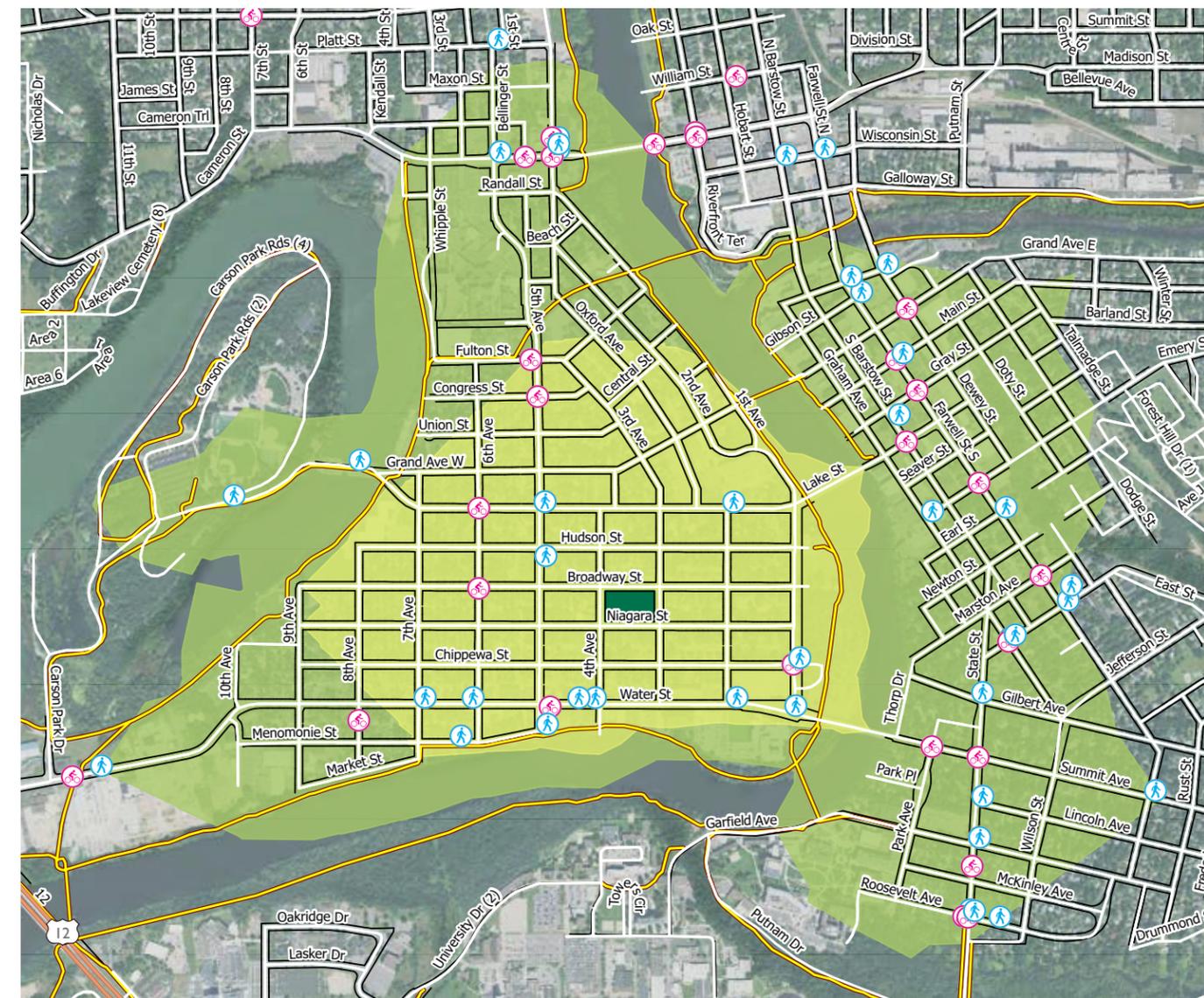
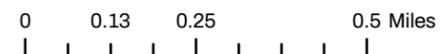
### RANDALL PARK

The map to the right shows the 1 mile and 1/2 mile walksheds for the park, along with existing sidewalks, trails and all bicycle or pedestrian reported crashes from 2014-2018.



### July 2020

Data Sources:  
WisDOA, WISLR, WCWRPC,  
City of Eau Claire



### KEY AMENITIES

- Playground
- Fishing
- Picnic areas
- Shelters
- Ski trails

### INSIDE .5 MILE WALKSHED:

**Bike & pedestrian crashes**

0

**All crashes**

10

**Households with 1+ persons with a disability**

16 (23%)

Data Sources: ESRI Community Analyst, Wisconsin Traffic Operations & Safety Laboratory (TOPS).

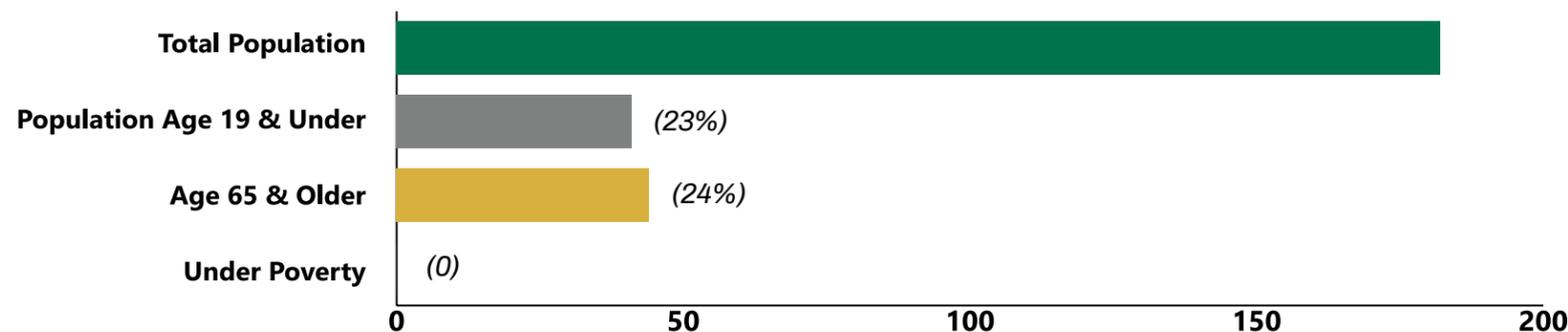
## ISSUES

1. There are no sidewalks/trails along Riverview.
2. The majority of vehicles are speeding.

## STRATEGIES

1. Install sidewalks or multi-use trails along Riverview as Riverview is reconstructed.
2. Study the feasibility of a trail connection along the east side of the river from Highway 312 to the park.
3. Install bumpouts along Riverview to shorten pedestrian crossing and traffic calming.
4. Install a RRFB at park entrances.

## INSIDE .5 MILE WALKSHED



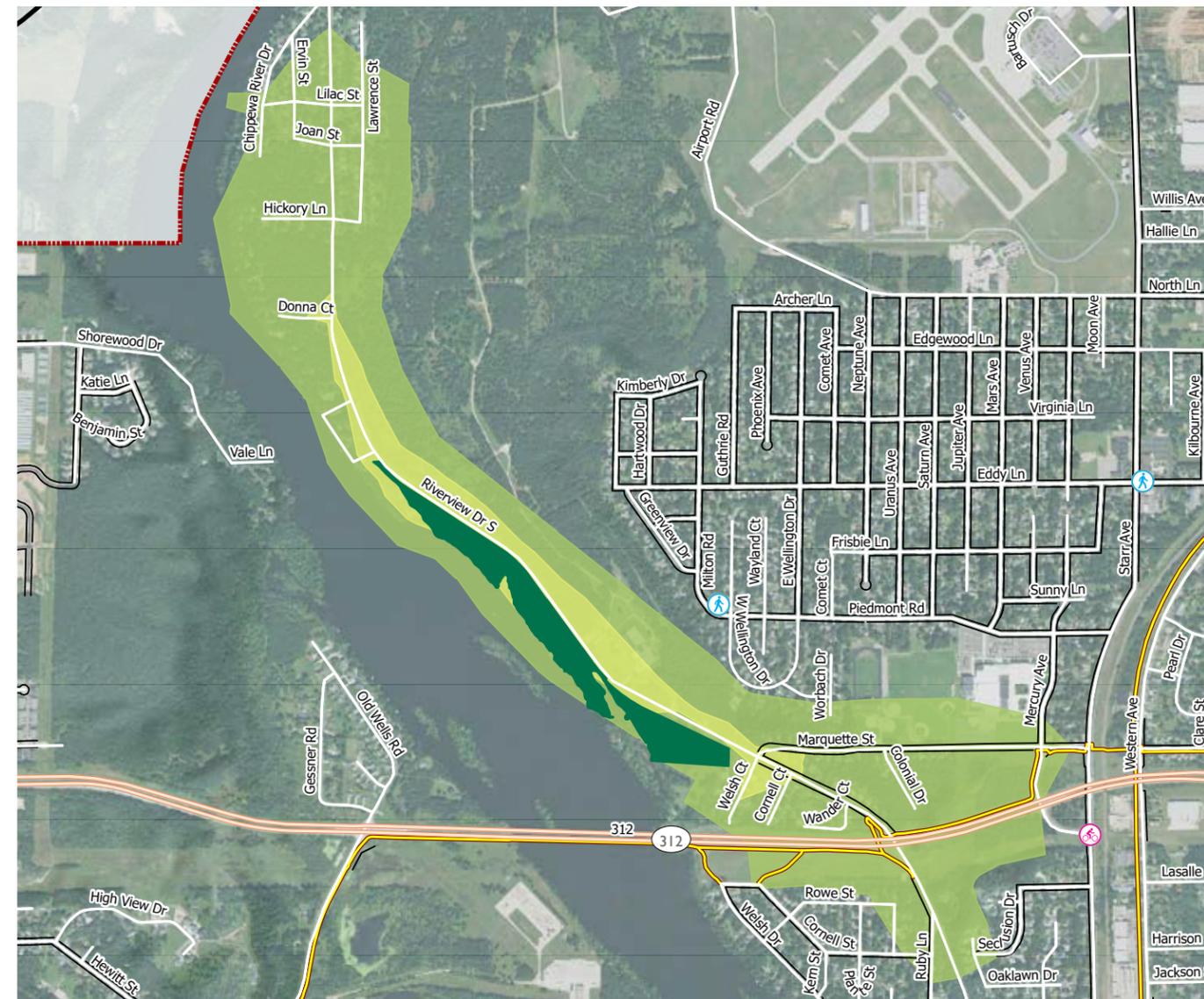
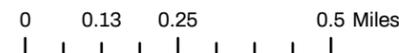
## RIVERVIEW PARK

The map to the right shows the 1 mile and 1/2 mile walksheds for the park, along with existing sidewalks, trails and all bicycle or pedestrian reported crashes from 2014-2018.

- Park Location
- Half Mile Walkshed
- One Mile Walkshed
- Pedestrian Crash
- Bicycle Crash
- Sidewalk Present
- Existing Municipal Trail

July 2020

Data Sources: WisDOA, WISLR, WCWRPC, City of Eau Claire



### KEY AMENITIES

- Playground
- Fishing
- Picnic areas
- Shelter
- Nature trails

### INSIDE .5 MILE WALKSHED:

**Bike & pedestrian crashes**

4

**All crashes**

79

**Households with 1+ persons with a disability**

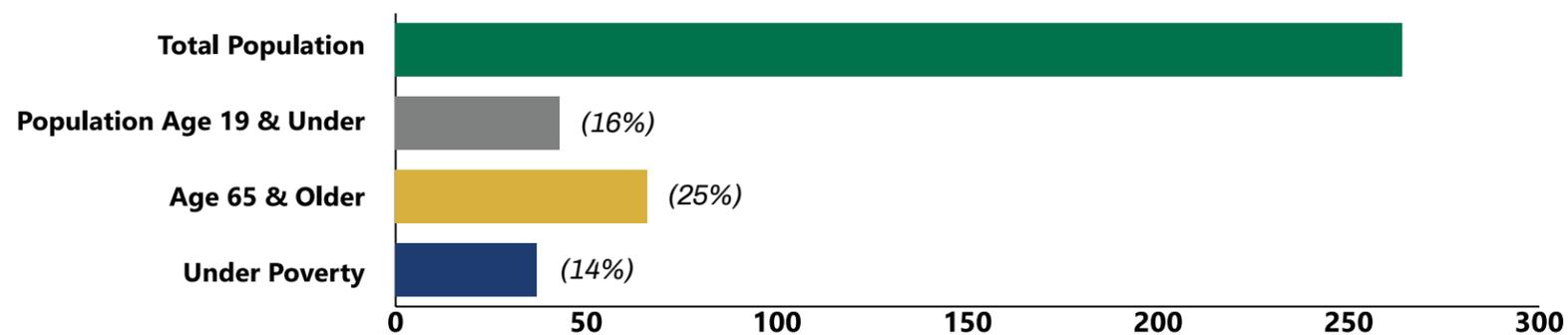
36 (33%)

Data Sources: ESRI Community Analyst, Wisconsin Traffic Operations & Safety Laboratory (TOPS).

## ISSUES

1. There are no sidewalks and designated crossings to get into the park.
2. There are no sidewalks from Rod and Gun Road to trail system in the park.
3. For less mobile people, there is no walkway from the top of the hill intersection to locations in the park.
4. The lack of trail connection to the trail behind the YMCA tennis courts and Carson Park cause a considerable number of walkers and bikers to use Park Ridge with no sidewalk or trail available.
5. There are bicycle and pedestrian conflict points around the park area.

## INSIDE .5 MILE WALKSHED



## STRATEGIES

1. Construct a multi-use trail from the park entrances to the trail system in the park.
2. Paint walking/bike lanes along Park Ridge from Clairemont to Crestview.
3. Install pedestrian and bicycle safety features at the Menomonie and Clairemont intersections.
4. Make trail connection between Carson Park and Rod and Gun Park.

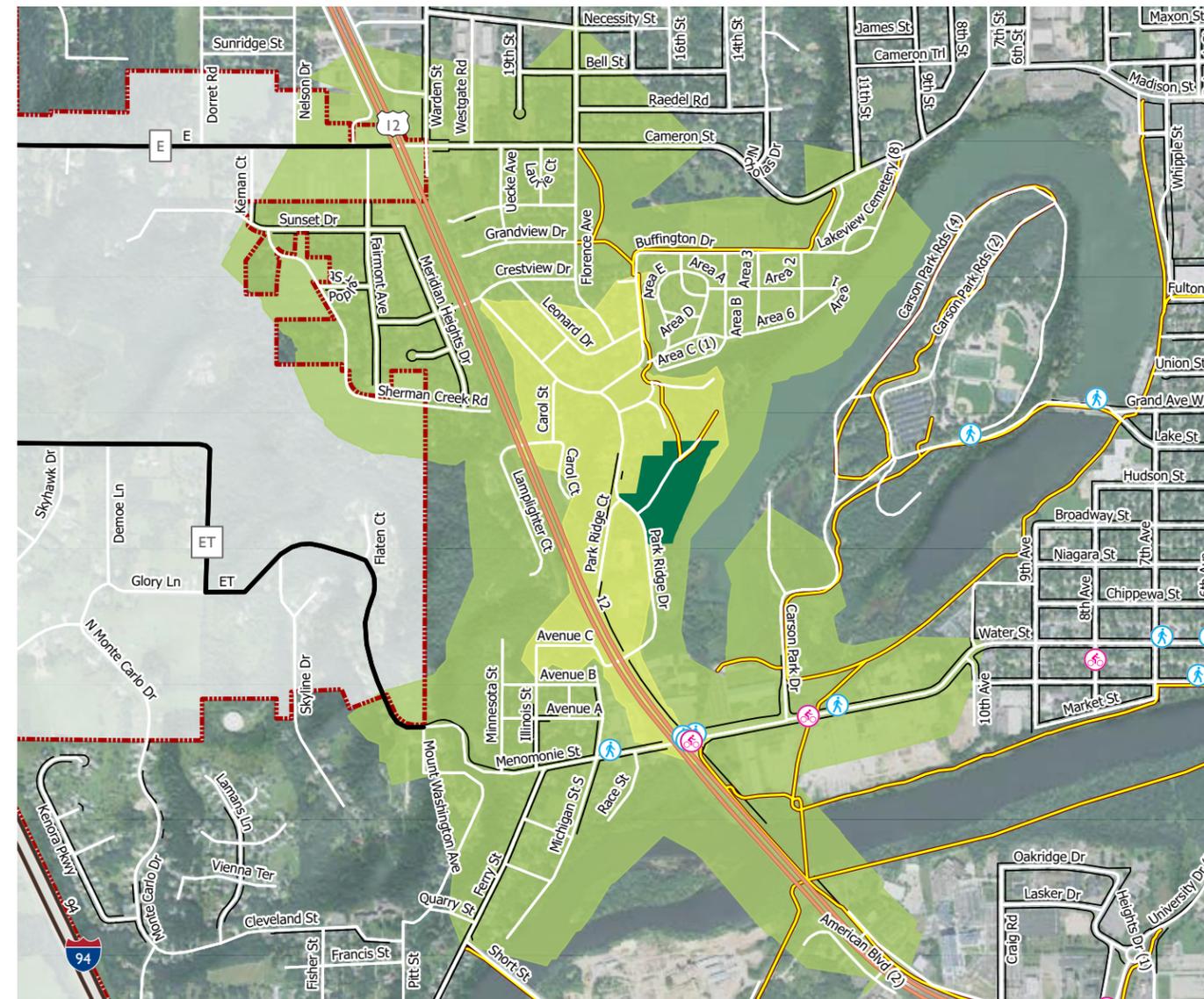
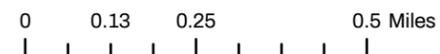
## ROD & GUN PARK

The map to the right shows the 1 mile and 1/2 mile walksheds for the park, along with existing sidewalks, trails and all bicycle or pedestrian reported crashes from 2014-2018.



July 2020

Data Sources: WisDOA, WISLR, WCWRPC, City of Eau Claire



# SOUTHWEST DOG PARK & BOAT LAUNCH

**KEY AMENITIES**

- Boat launch
- Dog park
- Picnic area
- Trails

**INSIDE .5 MILE WALKSHED:**

**Bike & pedestrian crashes**

0

**All crashes**

26

**Households with 1+ persons with a disability**

12 (15%)

Data Sources: ESRI Community Analyst, Wisconsin Traffic Operations & Safety Laboratory (TOPS).

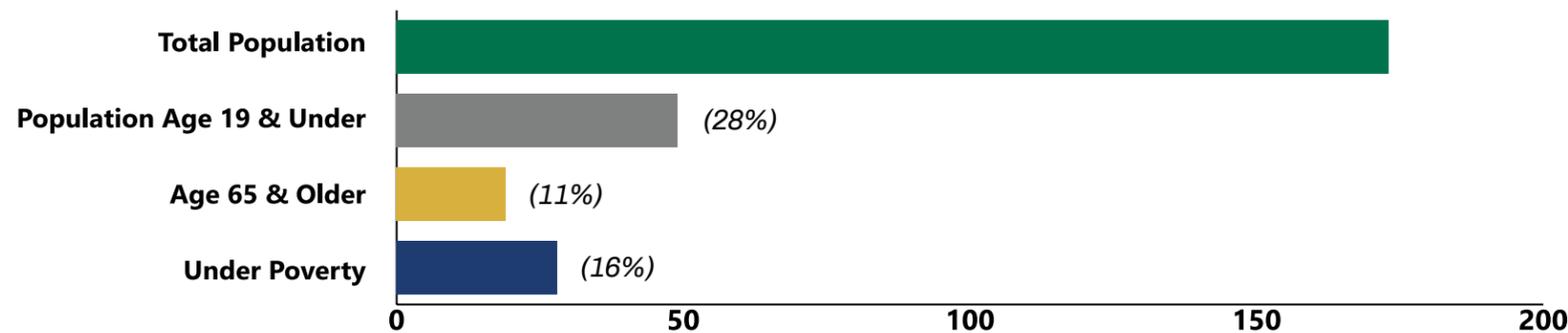
## ISSUES

1. There is no sidewalk access to the park along Ferry.

## STRATEGIES

1. Install a sidewalk along Ferry from Mary to the park entrance.
2. Install a sidewalk along Mary and Candell from Plum to Ferry.

## INSIDE .5 MILE WALKSHED



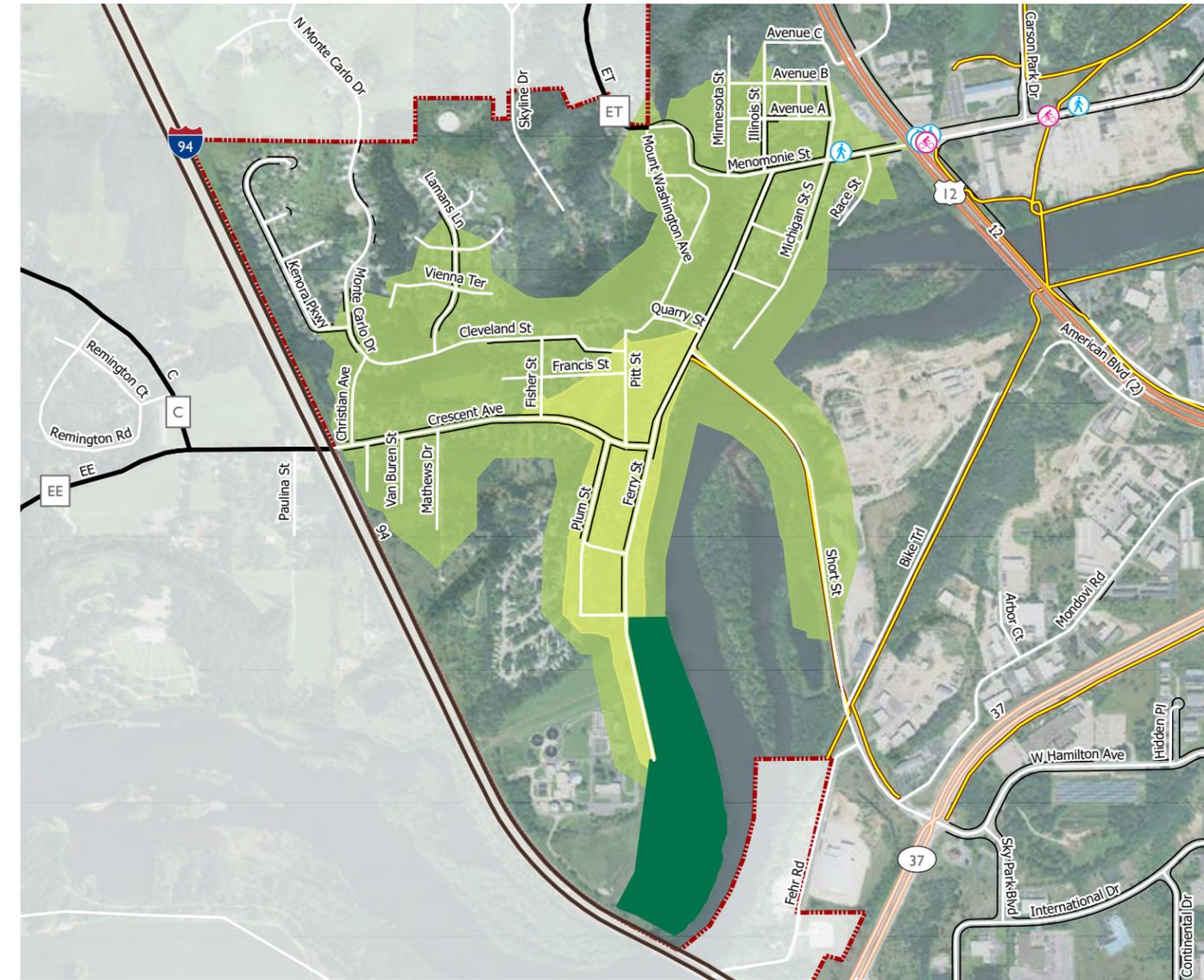
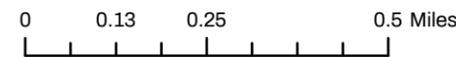
## SOUTHWEST DOG PARK & BOAT LAUNCH

The map to the right shows the 1 mile and 1/2 mile walksheds for the park, along with existing sidewalks, trails and all bicycle or pedestrian reported crashes from 2014-2018.

- Park Location
- Half Mile Walkshed
- One Mile Walkshed
- Pedestrian Crash
- Bicycle Crash
- Sidewalk Present
- Existing Municipal Trail

**July 2020**

Data Sources: WisDOA, WISLR, WCWRPC, City of Eau Claire



# SUNDET NEIGHBORHOOD PARK & DOG PARK

**KEY AMENITIES**

- Playground
- Large field
- Shelter house
- Dog park

**ISSUES**

1. There are no sidewalks along Sundet, north of the park.
2. There is a potential for child and dog conflicts around the playground area.

**STRATEGIES**

1. Install sidewalks within .5 mile of the park.
2. Add an access gate to the south side of the fenced playground area.
3. Study the benefits of reducing the speed limit on Robin to 25mph.
4. Repaint the painted crosswalk on the north side of Runway across Robin.

**INSIDE .5 MILE WALKSHED:**

**Bike & pedestrian crashes**

0

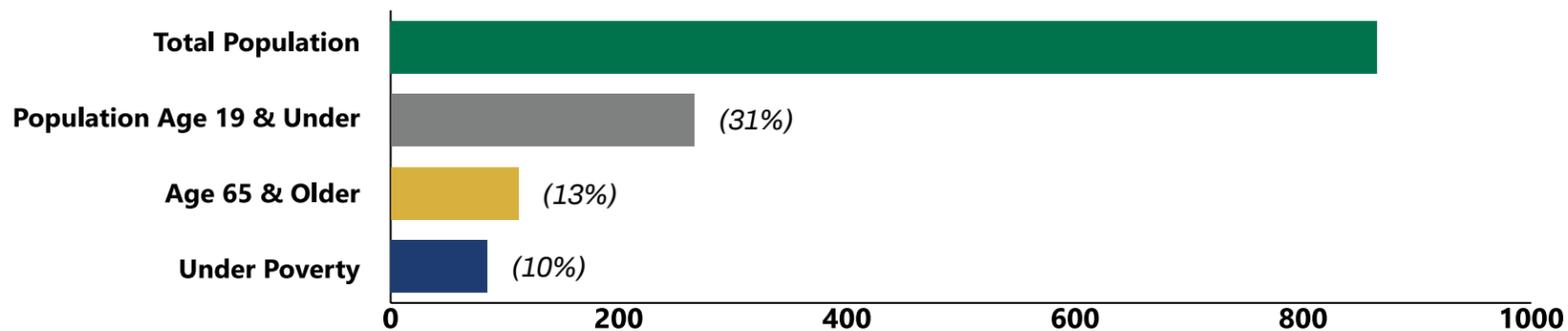
**All crashes**

39

**Households with 1+ persons with a disability**

73 (27%)

**INSIDE .5 MILE WALKSHED**



Data Sources: ESRI Community Analyst, Wisconsin Traffic Operations & Safety Laboratory (TOPS).

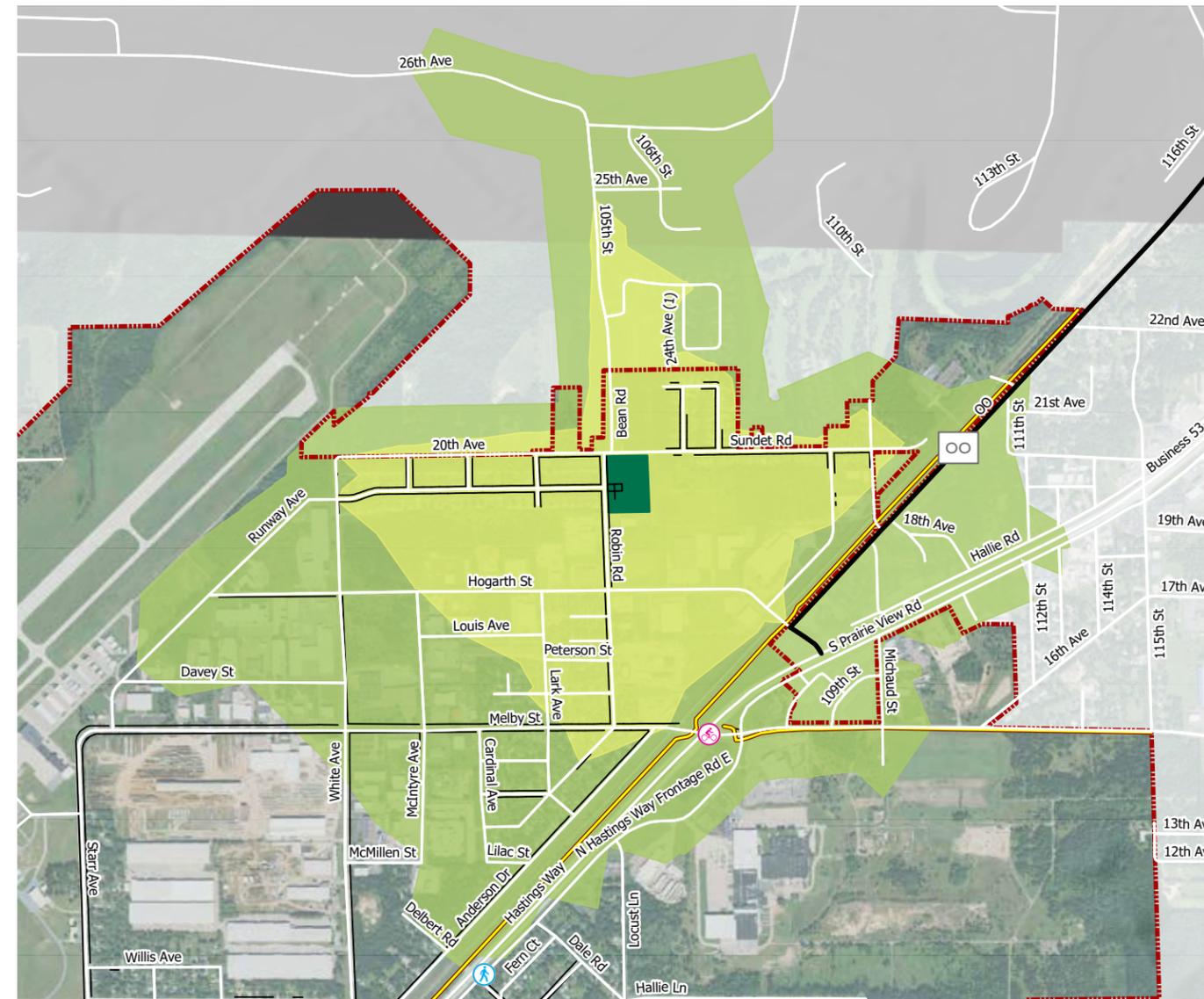
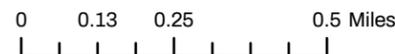
# SUNDET NEIGHBORHOOD PARK & DOG PARK

The map to the right shows the 1 mile and 1/2 mile walksheds for the park, along with existing sidewalks, trails and all bicycle or pedestrian reported crashes from 2014-2018.

- Park Location
- Half Mile Walkshed
- One Mile Walkshed
- Pedestrian Crash
- Bicycle Crash
- Sidewalk Present
- Existing Municipal Trail

July 2020

Data Sources: WisDOA, WISLR, WCWRPC, City of Eau Claire



### KEY AMENITIES

Picnic areas

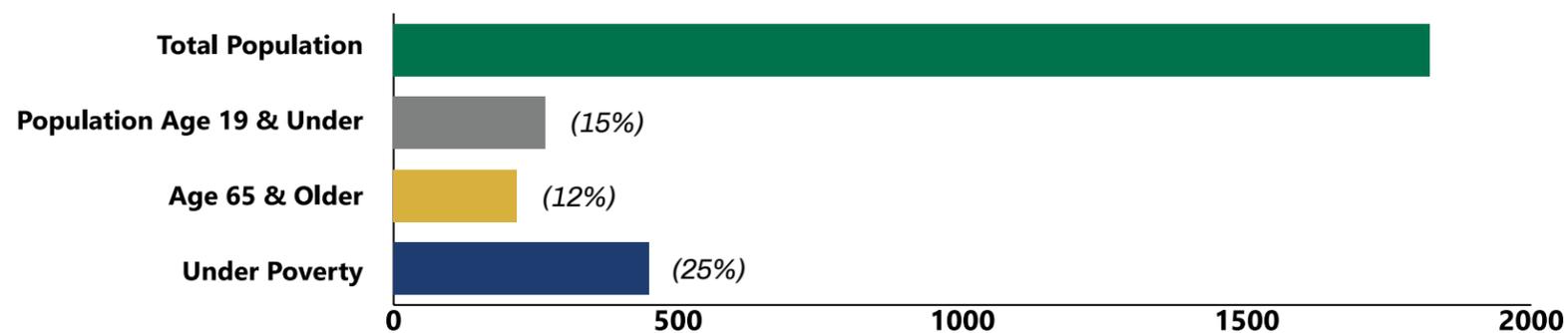
### ISSUES

1. When crossing Main, pedestrians need to be extremely careful due to speed of vehicles and sightlines (curve to the east and hill to the west).
2. High number of pedestrian and bicycle crashes within .5 mile of the park.

### STRATEGIES

1. Study the benefits of reducing speed limit on Main to 25mph.
2. Install pedestrian crossing signs and painted crosswalk at Main and Dodge.
3. Install pedestrian and bicycle safety features in downtown, specifically along Farwell.

### INSIDE .5 MILE WALKSHED



### INSIDE .5 MILE WALKSHED:

**Bike & pedestrian crashes**  
17

**All crashes**  
441

**Households with 1+ persons with a disability**  
297 (20%)

Data Sources: ESRI Community Analyst, Wisconsin Traffic Operations & Safety Laboratory (TOPS).

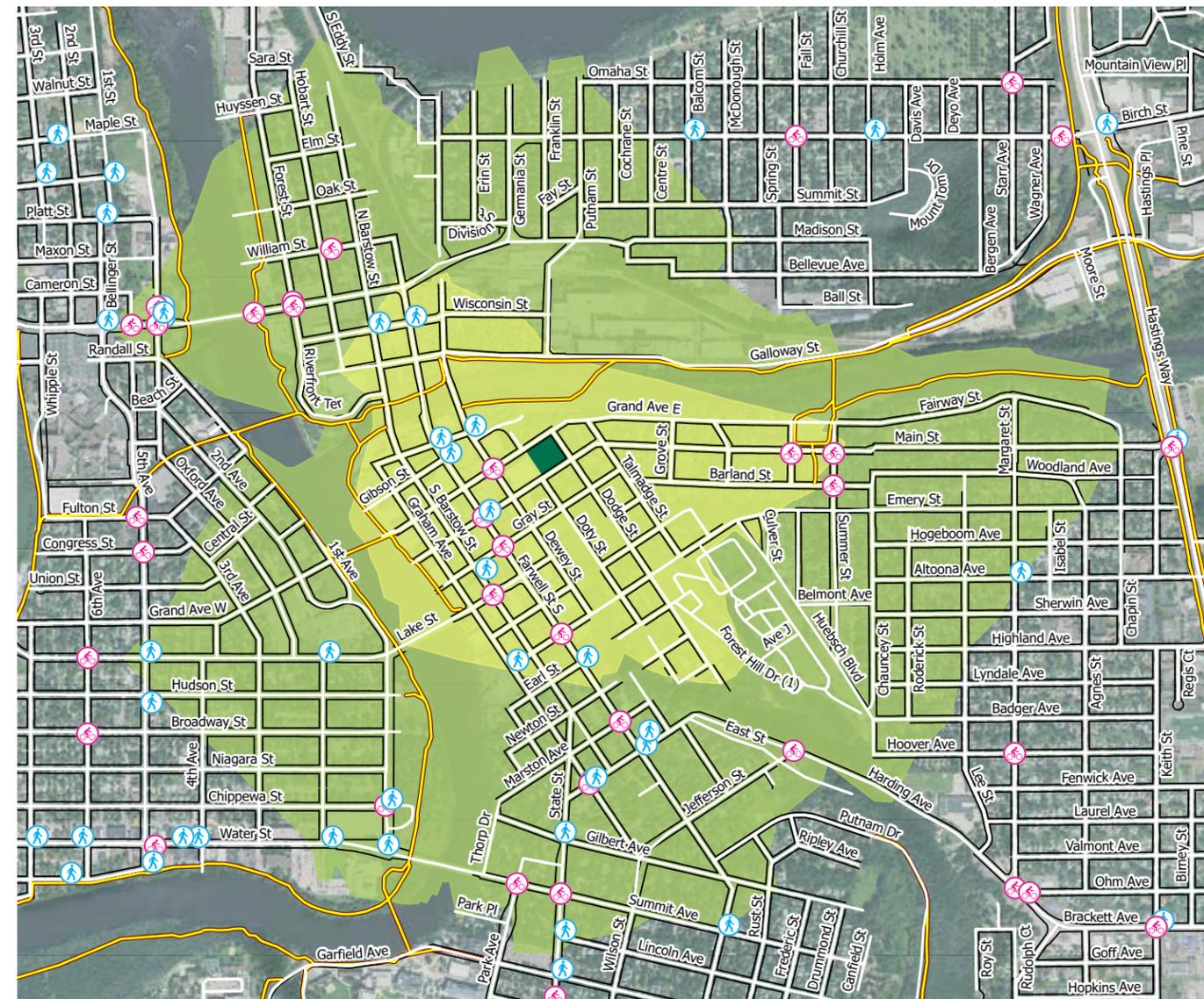
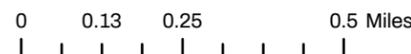
### UNIVERSITY PARK

The map to the right shows the 1 mile and 1/2 mile walksheds for the park, along with existing sidewalks, trails and all bicycle or pedestrian reported crashes from 2014-2018.

- Park Location
- Half Mile Walkshed
- One Mile Walkshed
- Pedestrian Crash
- Bicycle Crash
- Sidewalk Present
- Existing Municipal Trail

### July 2020

Data Sources: WisDOA, WISLR, WCWRPC, City of Eau Claire



# 31

# WESTRIDGE VILLAGE PARK

### KEY AMENITIES

- Playground
- Basketball
- Walking trail

### INSIDE .5 MILE WALKSHED:

**Bike & pedestrian crashes**  
1

**All crashes**  
22

**Households with 1+ persons with a disability**  
25 (20%)

Data Sources: ESRI Community Analyst, Wisconsin Traffic Operations & Safety Laboratory (TOPS).

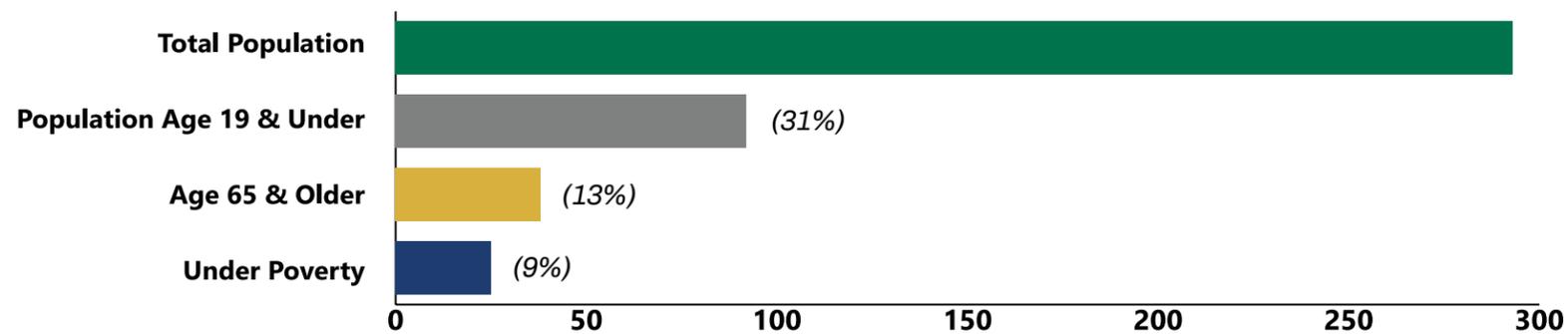
## ISSUES

1. Some residents in the area do not know the park exists.
2. Access from park entrance to amenities is out of vision of homes.
3. There are some gaps in the surrounding sidewalk system, due to vacant lots.

## STRATEGIES

1. Increase park presence with signage.
2. Install sidewalks within .5 mile of the park.

## INSIDE .5 MILE WALKSHED



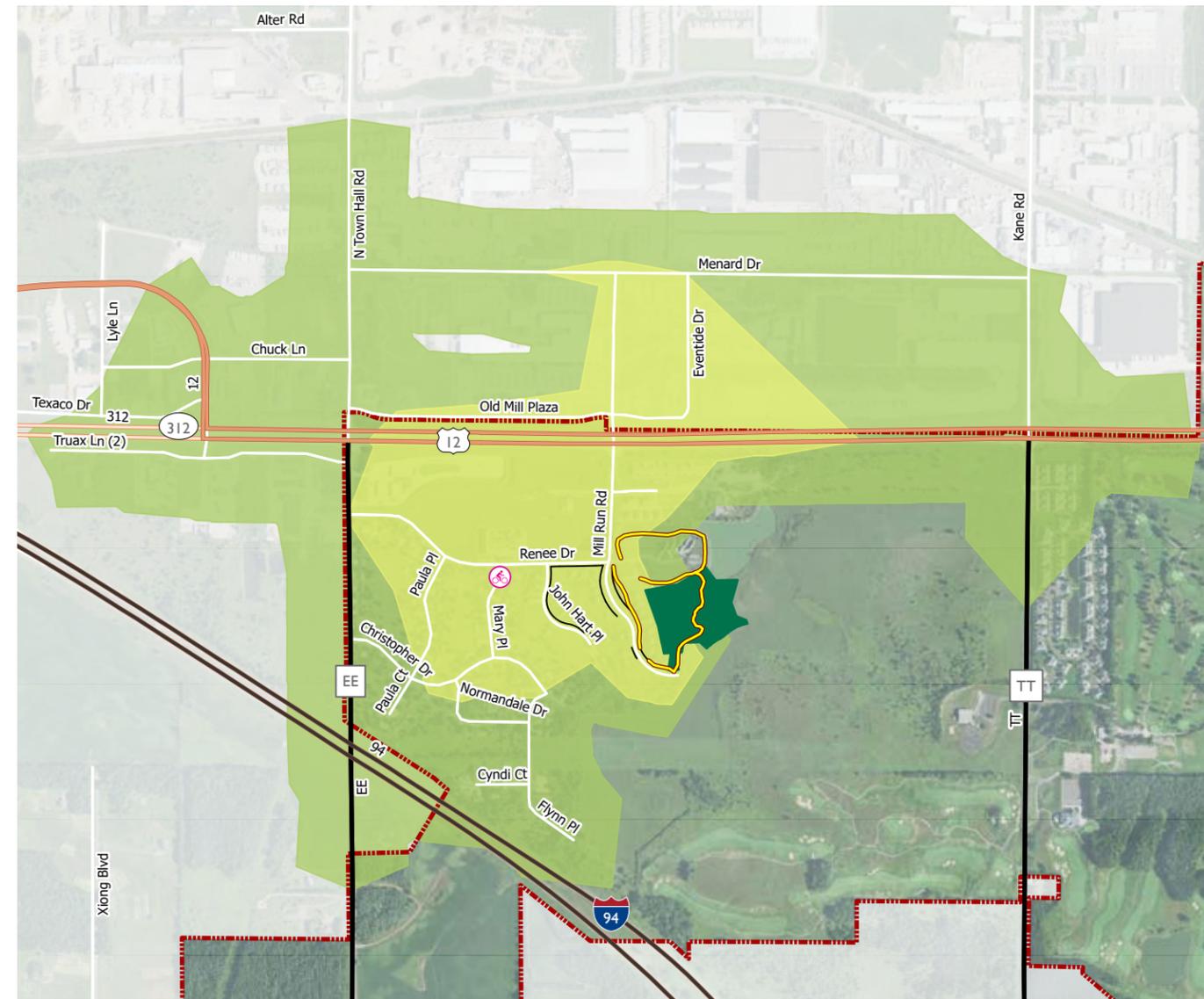
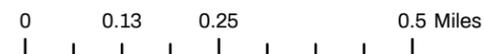
## WESTRIDGE VILLAGE PARK

The map to the right shows the 1 mile and 1/2 mile walksheds for the park, along with existing sidewalks, trails and all bicycle or pedestrian reported crashes from 2014-2018.



June 2020

Data Sources:  
WisDOA, WISLR, WCWRPC,  
City of Eau Claire



### KEY AMENITIES

- Picnic areas
- Pétanque court
- Fountain

### INSIDE .5 MILE WALKSHED:

**Bike & pedestrian crashes**  
25

**All crashes**  
516

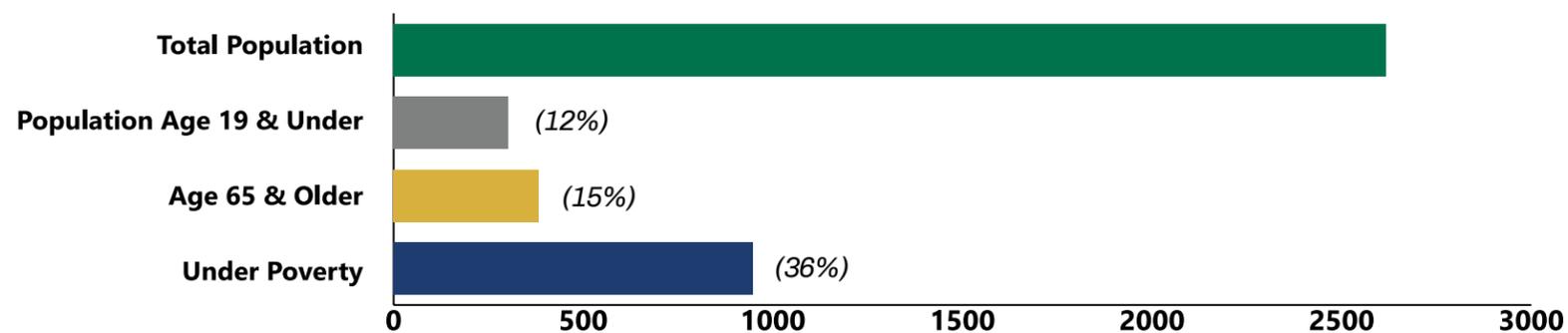
**Households with 1+ persons with a disability**  
375 (29%)

Data Sources: ESRI Community Analyst, Wisconsin Traffic Operations & Safety Laboratory (TOPS).

## ISSUES

1. Most traffic along Farwell is speeding.
2. There is no bicycle access from along Farwell, as the street is not conducive to ride a bike on.
3. Extremely high number of pedestrian and bicycle crashes within .5 mile of the park.

## INSIDE .5 MILE WALKSHED



## STRATEGIES

1. Study the benefits of reducing speed limit on Farwell to 25mph.
2. Study the benefits of reconfiguring Farwell to a two-way left turn lane (TWLTL) with buffered bike lanes.
3. Install pedestrian and bicycle safety features throughout downtown and along Washington and State.
4. Incorporate concepts from the City of Eau Claire Farwell Street Assessment Workshop from the Wisconsin 2019 MPO/RPC/WisDOT Transportation Planning Conference.

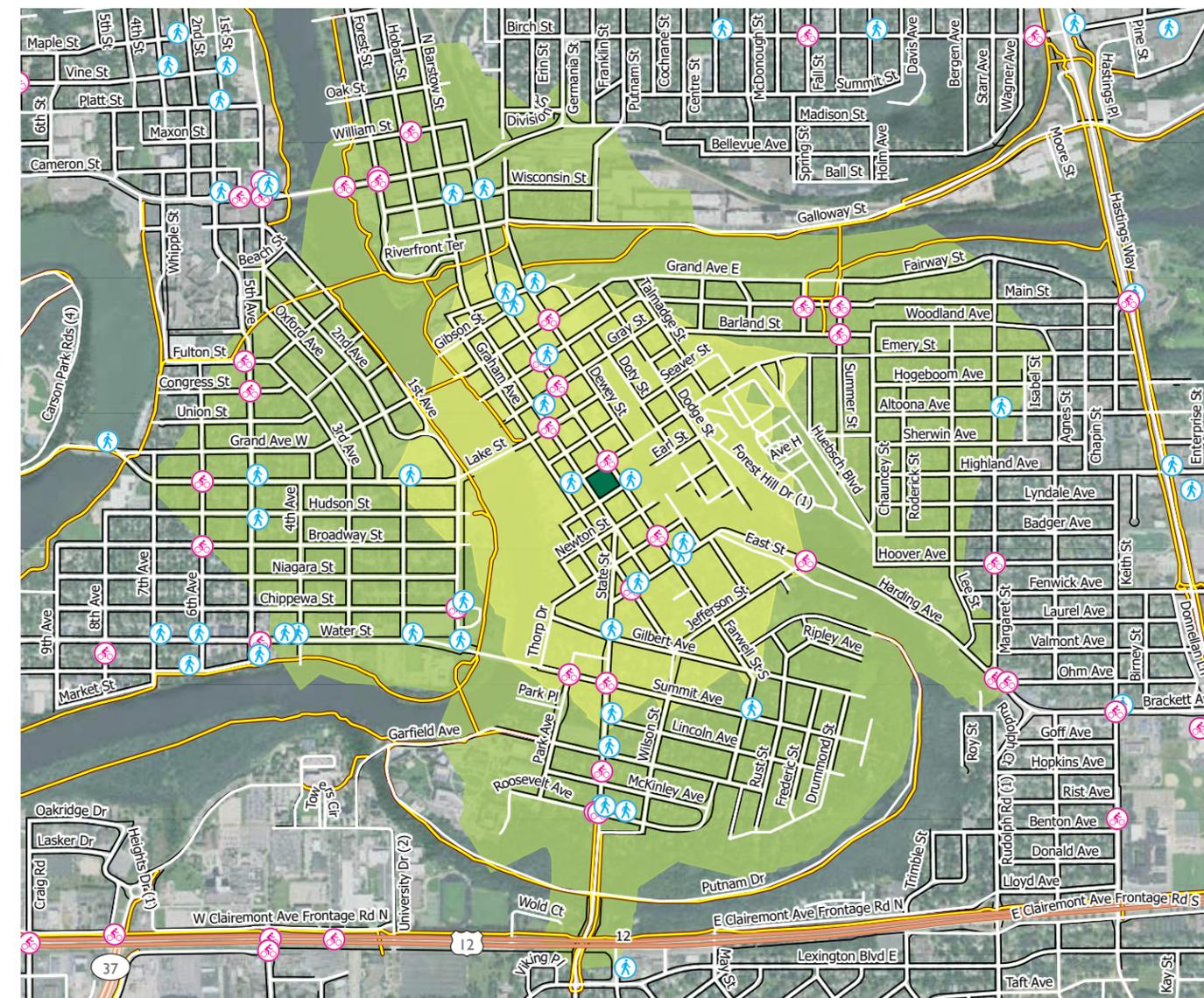
## WILSON PARK

The map to the right shows the 1 mile and 1/2 mile walksheds for the park, along with existing sidewalks, trails and all bicycle or pedestrian reported crashes from 2014-2018.

- Park Location
- Half Mile Walkshed
- One Mile Walkshed
- Pedestrian Crash
- Bicycle Crash
- Sidewalk Present
- Existing Municipal Trail

### July 2020

Data Sources:  
WisDOA, WISLR, WCWRPC,  
City of Eau Claire



# SECTION IV. RECOMMENDED CITY-WIDE STRATEGIES



Several city-wide strategies are recommended for the City. It is important to remember that a neighborhood or community that is safe for people to walk and bike to parks is also walkable and more livable for everyone. Eau Claire faces some challenges to safer walking and biking to parks, some of them major. In addition, most schools also function as neighborhood parks. The ECASD SRTS plan will be used cooperatively to increase the ability for persons to walk/bike to the playgrounds and parks at schools.

As discussed earlier, the majority of the concerns are related to traffic volume and speed of traffic. High traffic speeds and volumes are legitimate concerns for people and are barriers to walking and biking to/from parks. In both the SRTP audits and SRTS audits, it was observed in many locations that traffic was traveling over the speed limit and in many cases significantly over the speed limit. As can be seen on the graph at the right, death and injury rates increase significantly as a vehicle's speed increases. In addition, in most cases, streets with higher speed limits have more crashes than streets with lower speed limits.

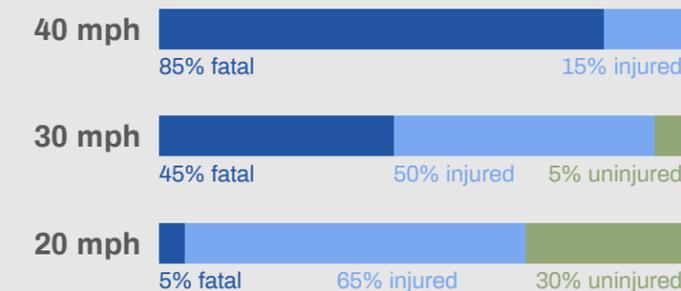
For the strategies, there are two different time frames recommended for implementation: short-term (2020-2021) and medium-term (2022-2024).



Source: Safe Routes Partnership, 2018

## SLOW IT DOWN!

Pedestrian Injuries at Impact Speeds



Source: Traffic Advisory Unit, 1993

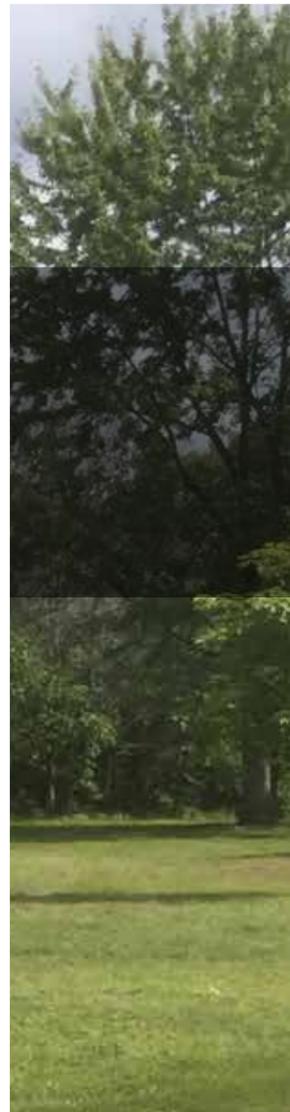
## Strategies

- » Create a pedestrian crossing policy to ensure that all applicable locations have adequate pedestrian signage and painted crosswalks. (short-term)
- » Require that Bicycle and Pedestrian Plan, SRTS Plan, and SRTTP Plan policies and needs be considered for all future development. (short-term)
- » Incorporate SRTTP principles and recommendations in all applicable City plans and projects. (short-term)
- » Eliminate vegetation next to tunnel entrances that obstruct views and sight lines and research brighter light bulbs inside tunnels. (short-term)
- » Inform the ECASD of all new City subdivision applications. (short-term)
- » Update the Bicycle and Pedestrian Advisory Committee and any other City committees on SRTTP issues, opportunities, and progress. (short-term)
- » Add trail etiquette signs on trails, as needed. (short-term)
- » Consider the installation of bicycle detection at traffic signals as they are upgraded. (short-term/medium-term)
- » Study the benefits of speed limits of 25 mph or less adjacent to all parks. (short-term/medium-term)
- » Locate park signs one block away, in each direction, from

- parks. (short-term/medium-term)
- » Install at least four bike parking spaces at all urban parks and neighborhood parks. (medium-term)
- » Install bike parking spaces at all community parks and special areas/athletic fields. Study each location to determine the number of spaces needed. (medium-term)
- » Consider revisions to the subdivision ordinance to require all new developments to install sidewalks to parks, regardless if a lot is built on or not. (medium-term)
- » Consider locating artwork inside tunnels. (medium-term)
- » Consider incorporating street art in high pedestrian/bike intersections in close proximity to parks. (medium-term)
- » Improve lighting along SRTTP corridors, where needed. (medium-term)



## SECTION V. IMPLEMENTATION



In order for the recommendations included in this SRTP plan to become reality, it is important that the SRTP Task Force remain active. The group's role will be to coordinate, track, and evaluate project implementation. They will serve as the champion of SRTP for the City. Meetings should be held at least twice a year to allow for updates and help keep implementation items on their proposed timeline. It is also recommended that the implementation strategies correspond with City capital budget cycles to improve the likelihood of implementation as a function of normal municipal planning, engineering, and programming.

In the list of city-wide recommendations, the strategies all have a stated time frame. There are two different time frames for starting implementation: short-term (2020-2021) and medium-term (2022-2024). The short-term category includes those projects that should be able to start relatively easily and/or with limited financial requirements. Projects included in the medium-term are longer term projects that either require more coordinated effort, design time, or may need more complex funding schemes. With the correct planning and coordinated efforts, some of these could start sooner.

The list on the following page is a list of six criteria that could be used by the SRTP Task Force. During the planning process, it was discussed that several strategies were of high priority. It is planned that over the coming months and years, the SRTP Task Force will update the strategies that are to be at the highest priority levels. In addition, it should be noted that some strategies can be accomplished easily



and that even though they are not the highest priority, these should be implemented when the resources are available.

## Criteria

1. Safety
2. Ease of Implementation
3. Usage
4. Cost
5. Healthy Outcomes
6. Time Required

The Task Force identified the following strategies as highest priority:

- » Install a sidewalk and/or trail connection from Fairfax and Golf to the Fairfax Pool.
- » Install pedestrian signs and painted crosswalks at street crossings to parks.
- » Reduce speed limits adjacent to parks or along important crossing locations to 25mph or lower.
- » Locate park signs along streets before approaching a park.
- » Significantly improve bike and pedestrian amenities and safety features, and significantly slow traffic along Farwell, State, Water, and Madison.
- » Install bike parking at all parks.



# APPENDIX A.



**Public  
Input**

**99 TOTAL COMMENTS**

Questions 5 and 6 were open-ended questions and these are all of the comments received.

## Question 5:

What is the single, most important thing we can do to improve walking/biking to and/or inside parks in the City of Eau Claire? (Open-ended question)

## Connections (7)

- Improve routes to parks, i.e. streets downtown on way to Phoenix Park; area from Phoenix Park toward High Bridge.
- Extend bike trails to the west side!
- Put in a bridge connecting Carson Park and Rod and Gun Park.
- Connection parks to trails.
- Complete connection routes and pavement quality.
- Bike lanes and or sidewalks to the Northwest Park in particular.
- Keep expanding the system and add route directions and identifiers.

## Traffic speed (6)

- Monitor speed of traffic.
- Eau Claire needs city wide traffic calming. Car speeds are too fast.
- Make crossing busy streets easier!
- Crossing busy routes to have an easier access to parks from neighborhoods.
- Reduce speed limits around parks to no more than 25mph.
- Fill in the spots where there aren't designated bike lanes or safe places to travel where motorists expect to see us. I feel like vehicles are always going to go to fast - but if there are designated bike lanes or signage indicating that bicycles might be present that they might look for us more carefully?

## Sidewalk/crosswalks (6)

- All curbs are sloped down into the street.
- Improve sidewalks.
- More sidewalks and crosswalks.
- Repair sidewalks and allow bikes on them.
- Greater visibility of crosswalks.
- More sidewalks for when I walk to parks.

# APPENDIX A.

## Perceived safety (5)

- Safety at night, more patrol.
- Get the homeless people out of the area.
- There is definitely a problem with vagrants at Phoenix Park.
- If a route is identified as a safe route it should be included in the legal boundaries in which a sex offender cannot live.
- The bike trail between Boyd Park to Ramone’s is my least favorite. Between the bad crossing intersection on Dewey and Galloway and the steady group of smokers, drinkers, hanging out on the steps and in the woods there. I do feel unsafe for myself and my kids.

## Lighting (4)

- Lighting.
- More lighting along the river on Galloway by Banbury after the S bridge.
- More lights.
- Add more lighting.

## Trails (3)

- Create a speed limit for bikes on trails.
- Maybe some select dedicated pedestrian only trails.
- Separate pedestrian/bike-skateboard/car traffic.

## Driver attention/behavior (3)

- Enforce crosswalks!
- Encourage drivers to stop at yellow/red lights.
- Get drivers to pay attention to surroundings.

## Bike lanes (2)

- Make sure that routes from all neighborhoods to the nearest park have protected bike lanes.
- Bike only protected separate lanes which will never happen.

## Other (4)

- It is OK.
- Limit motor vehicles.
- Parking.
- Designated routes with safe crossings and enforcement.

# APPENDIX A.

## Question 6:

Feel free to enter up to five streets, intersections, or locations you would like to see become more pedestrian/bicycle friendly for users getting to parks. Feel free to describe in detail your desired improvement at each location.

## Carson Park and immediate surround area (8)

- Bike lane through Carson Park parking lot (at entrance to football stadium).
- No curb cuts on the bike trail by Carson Park Drive by the baseball stadium to enter the road way. Also, could we, please ban cars from the loop drive in Carson Park.
- Bridge across Half Moon Lake connecting Rod and Gun and Carson park.
- Carson Park trail combines all traffic except cars, I have witnessed an accident between a skateboarder and pedestrian that caused injury.
- Completion of trail around lake behind the YMCA tennis courts from Rod and gun to Carson Park and trail system. Lots of pedestrian, bike, roller blade and skateboard traffic flies down hill in street on Park Ridge Drive to trail.
- No curb cut on the bike trail next to Carson Park drive to go out to the little peninsula with the pavilion.
- Crossing Menomonie on the trail.
- Near Lake Street School.

## Downtown (8)

- Traffic light timing at Madison/Forest (between Phoenix Park and parking by the substation) is too short. When the Farmer’s Market and other events are in progress, there are a lot of older people and people with small children or strollers. They never really get all the way across before the hand begins to blink. I’m sure it’s fine most of the time. Can it get a longer yellow light during events?
- Graham/Farwell/Barstow, make one with a bike lane.
- Downtown in general.
- Cameron Street from Clairemont to Phoenix Park. The buses go too fast down that road and the curve and hill feel extra dangerous.
- Barstow.
- Bike lane from Third Ward Neighborhood to Pablo Center/Phoenix Park.
- N Oxford from Madison to Platt.

## Dewey Street/Galloway Street/Farwell Street (5)

- Dewey/Galloway.
- Intersection of Dewey and Galloway when biking between Boyd and Phoenix Park on the trail.
- Galloway Farwell.
- Trail along Galloway as it crosses Dewey.
- Galloway and Dewey - traffic comes very fast westbound on Galloway and it is very difficult to see. Add in the many pedestrians and bicycles, and it feels like a dangerous situation.

## Clairemont Street (4)

- Stein/Clairemont. Entrance to bike trail is dangerous and car speeds too high.
- Fairfax and Clairemont.
- Most crossings on Clairemont/Hastings have no way for a bike to safely go from the trail to cross the main road.
- Clairemont Ave needs a bike trail north of Menomonie street to link the bike trail system to the northwest side.

## Margaret Street (3)

- Margaret and Main St. - very poor visibility and cars moving fast off of Hastings and coming up the hill. eastbound on Main.
- Margaret & Main.
- Margaret.

## Boyd Park (3)

- Main Street at Boyd Park. Needs crossing signs and crosswalk. Cars fly down Main St. Not everyone feels safe going in underpass.
- Fairway Ave. and Summer St. - blind intersection with many heading to Boyd Park.
- Intersection of Summer and Fairway Street has very poor visibility when entering Boyd Park.

## Jeffers Road (3)

- Bypass (HWY312/North Crossing) and Jeffers Road. Need bike lanes along Jeffers Road and sidewalks.
- Jeffers Rd. Traffic is way too fast/ blind points on bridge.
- Jeffers Road from Old Wells road to Jeffers Park.

## State Street (3)

- Fix sidewalks on State St. hill to make trip to Bollinger Fields safer.
- State St hill needs bike lane and cleanup of silt from walls.
- Little MacArthur/State Street parks need some paths, seating, etc., so it's clear they are parks and not private property. Maybe a small garden or historical marker.

## Fairfax Street/Golf Road (2)

- Fairfax Street and Golf Road.
- Golf/Fairfax Park-Greater Crosswalk Visibility.

## Birch Street (2)

- Anywhere along Birch Street.
- Division and Germania car speeds are too high. Visibility is poor.

## Other (17)

- Would like to see crosswalks and signs at more parks.
- Bike parking/more picnic tables at Mt. Tom Park?
- The hills to downtown need to be safer for bikes on the road.
- Would like to see traffic calming done around parks to slow cars down.
- Old Abe trail.
- Crossing 5th Avenue anywhere from Water St. to Mayo.
- Fenwick St and S. Hastings Way - On Fenwick heading west, can't see who is coming.
- Golf Road and Hwy 93.
- Safe route across North Crossing to get to Riverside Park?
- All intersections on Washington Street. Everything about them is horrible.
- More lighting along Owen Park.
- Bracket/Harding.
- Lowe's Creek-Better advertisement to be able to find it.
- More lighting along river trail parallel to Water St.
- Starr Ave.
- Anywhere to Oakwood Mall.
- Crosswalks to Jaycette Park are uncomfortable given the amount of traffic and the directions from which it comes.

