

# VILLAGE OF LAKE HALLIE

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## Bicycle and Pedestrian Plan

January 2024







Village of Lake Hallie - Bicycle and Pedestrian Plan - 2024



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January 2024





# LAKE HALLIE BICYCLE AND PEDESTRIAN PLAN VISION:



Pedestrian, bicycle, and other non-motorized travel is a safe and realistic option in the Village of Lake Hallie.





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# SECTION I: INTRODUCTION

The Village of Lake Hallie is located between the cities of Chippewa Falls and Eau Claire. Even though most parts of the Village can be described as urban development, only 0.4% of the streets (not including USH 53 and STH 29) have sidewalks and the only designated bicycle facility in the Village is the Old Abe State Trail. Due to residential spatial patterns in the Village and financial constraints, it is unlikely that there will be a significant increase of existing residential areas with sidewalks. In addition, it is unlikely that much of the other existing developed areas in the Village will add sidewalks in the future.

This is the first Bicycle and Pedestrian Plan. The Village has an existing *Comprehensive Plan*, which was adopted in 2009. The *Comprehensive Plan* is currently being updated and will be completed in 2024. There is very little discussion regarding bicycle and pedestrian issues and opportunities in the existing *Comprehensive Plan*. The Plan does have a Transportation Element policy that states:

*Lake Hallie should support and encourage transportation improvements that are designed to provide for safe and efficient movement of motor vehicle, bicycle and pedestrian traffic while maximizing cost-effectiveness.*

The 2023 *Chippewa County Outdoor Recreation Plan* has a section for the Village. The plan recommends improvements and additional features to several locations in the Village that should have safe and accessible pedestrian and bicycle connectivity. These additions will most likely increase activity and use at these locations.

*Lake Hallie should support and encourage transportation improvements that are designed to provide for safe and efficient movement of motor vehicle, bicycle and pedestrian traffic while maximizing cost-effectiveness.*

**Lake Hallie Comprehensive Plan**

Accessible and safe bicycle and pedestrian infrastructure are important for environmental, health, economic, and quality of life aspects of a community. Pedestrians and bicyclists are extremely vulnerable to serious or fatal crashes while traveling. In addition, not everyone owns or has access to a vehicle. Many times, persons walking or biking do not have another option, regardless of time of day, type of weather, or time of year. It should also be noted that there is currently no public transit options in the Village. In addition, due to the rising costs to drive and health benefits of active transportation, communities should work to provide opportunities for more people to bike and/or walk to destinations throughout the community.

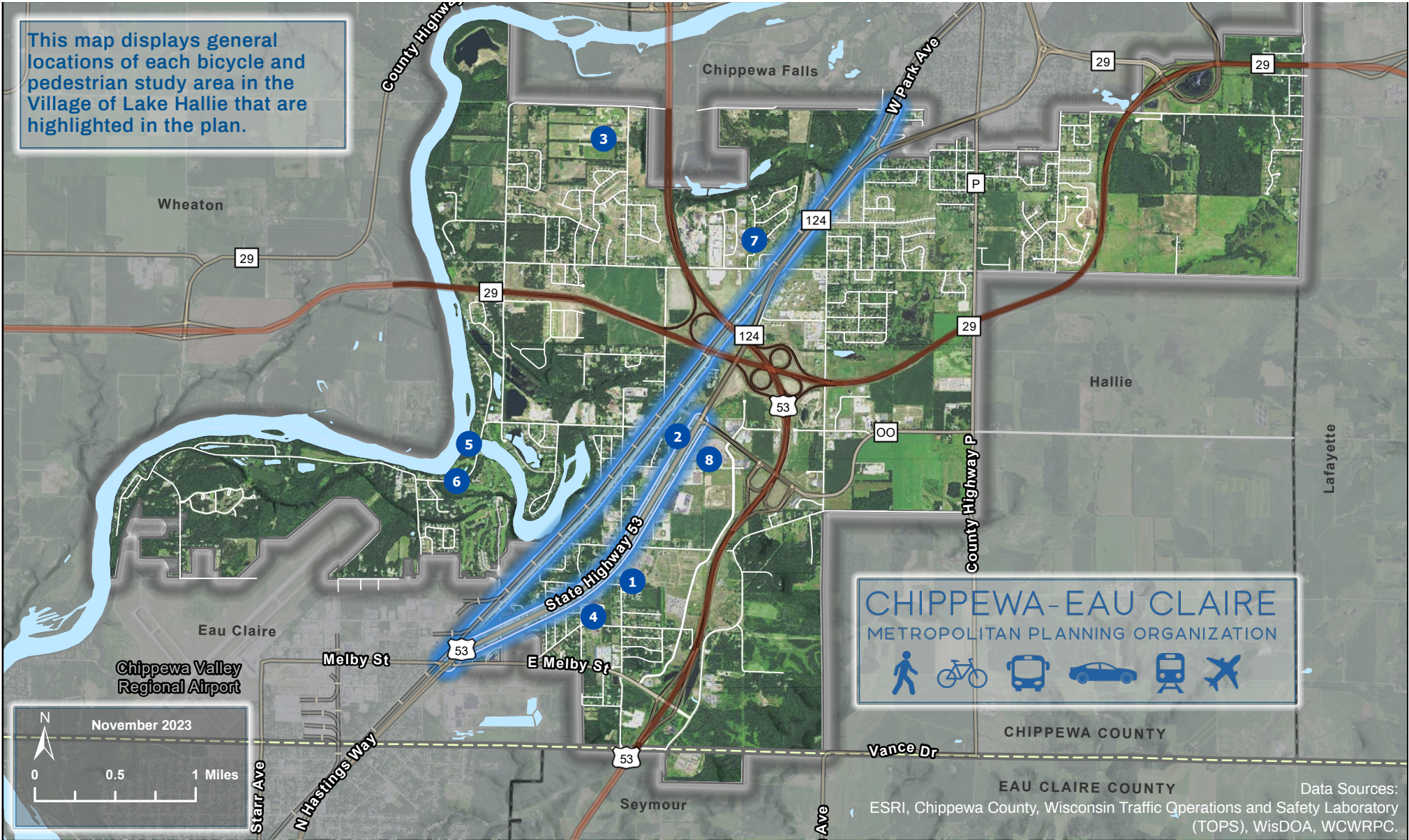
Given the previous mentioned constraints of the Village, this document looks at eight specific destinations/locations in the Village and lists existing issues and strategies to explore for each one. The recommendations in this document are designed to create a safer environment for pedestrians and bicyclists in these areas. Some of the recommendations may not be viewed as economically feasible in the short-term, however, it should be noted that many of these areas have high vehicular traffic volume and speeds. These locations need to have equal safety for pedestrians and bicyclists, just as much as someone driving a vehicle. In many of these locations, pedestrians and bicyclists face significant safety and accessibility issues.

Moving forward, this document can be used by the Village to prioritize projects in the *Capital Improvement Plan (CIP)*, justify infrastructure needs, add value to grant applications, and review possible solutions at each location.



LIST OF STUDY AREAS

- 1. Business Highway 53
- 2. Peace Memorial Park
- 3. Hallie Park
- 4. Gower Park
- 5. Lake Hallie Boat Launches
- 6. Lake Hallie Golf Club
- 7. Old Abe State Trail
- 8. Walmart





Plan Purpose

The *Lake Hallie Bicycle and Pedestrian Plan* is a 20-year blueprint for the Village. The purpose of this plan is to guide the development of bicycle and pedestrian facilities and operations to create safe, viable, and attractive active transportation choices for the community.

The plan proposes the development of facilities and infrastructure projects, educating the community, and enhanced enforcement to increase bicycling and walking in Lake Hallie. Recommendations are intended to be integrated into the Village’s overall transportation and land use planning activities and capital improvement programs, with the goal of improving bicycle and pedestrian transportation in the Village.

A group made up of individuals from the Village's Parks, Recreation and Tourism Committee, Village Board, and community members was the steering committee for the planning process.

Vision and Goals

The Plan Vision and Goals were developed:

- » To guide the planning process,
- » To guide future operation and enhancement of bicycle and pedestrian activities.

Vision

Pedestrian, bicycle, and other non-motorized travel is a safe and realistic option in the Village of Lake Hallie.

Goals

1. There are zero pedestrian and bicyclist fatalities and serious injuries, and the Village is consistently working to reduce crashes involving pedestrians and/or bicyclists.
2. Walking and biking are viable options to travel to preferred recreational locations and opportunities in the Village.
3. Major commercial/shopping locations have safe access for pedestrians and bicyclists.
4. Residential streets allow for safe on-street pedestrian and bicycle use.
5. The Old Abe State Trail, a significant Village amenity, is highly used.





## SECTION II: EXISTING CONDITIONS



This section looks at a variety of existing conditions and demographics for the Village as a whole. In Section III, each of the eight study areas have a list of "Existing Conditions" and "Strategies To Explore" that are specific to that study area.

### Crash Data

The maps on pages 18-20 show crash data for the Village. These are heat maps that show the location of the study areas and the highest concentrations of all crashes, and locations of bicycle and pedestrian crashes, as well as bicycle and pedestrian crashes that resulted in serious injury and/or fatality. Several study areas are either in, or adjacent to, areas with the highest concentrations of these types of crashes. It is also important to look at locations with a higher concentration of all types of crashes, not just bicycle and pedestrian crashes, as these locations are often so dangerous and/or lacking in pedestrian and bicycle amenities that pedestrians and bicyclists avoid these areas. However, many times these corridors and crossings are required by individuals. These individuals often have no choice but to walk or bike in these very unsafe areas. Between 2018-2022, there were 858 total crashes, nine of which included one or more pedestrians and zero included a bicyclist. Three of the pedestrian crashes resulted in a fatality and two others with a serious injury. The majority of fatal and serious injury pedestrian crashes were during dark hours.

### Environmental/Social Justice

All persons should have the ability to travel easily and safely to and from destinations, regardless of if they are driving or walking/biking. Disproportionately, some population groups rely more heavily on bicycle and pedestrian infrastructure for their daily lives. When both creating and implementing a bicycle and pedestrian plan, these population groups need to be identified and strategies need to be implemented to make sure there is transportation-related environmental and social justice in the community. It is very important to review the data for poverty rate, persons with disabilities, elderly, and households with limited access to vehicles.

The Village has a poverty rate of six percent, 15 percent of the population is 65 years old or over, and 12 percent of the population has a disability. Specifically, 62.5 percent of persons 75 years old or older have a disability. In addition, 4.4 percent of all households do not own a vehicle and 28 percent of households own only one vehicle. This equates to approximately one in three households that either do not have a vehicle or have access





# Existing Conditions

to only one vehicle. These households disproportionately rely on walking and biking to their destinations and/or are significantly more likely to experience daily life without a vehicle.

## Sidewalks

The map on page 17 shows sidewalk locations in the Village. Red lines show where no sidewalks exist and green show existing sidewalks. Less than one percent of the Village’s roads have sidewalks. In addition, the majority of the Village lacks street lighting, which makes it very dangerous to walk and bike on the street.

## Outdoor Recreation Plan

Chippewa County has recently updated their *Outdoor Recreation Plan*, which includes a section for the Village. The plan recommends numerous improvements for the parks included in Section III of this document. If some or all of these recommendations are implemented, these parks will experience increased use. This increased use will add to the need for providing safe and accessible walking and biking options to these locations. In addition, the Town of Wheaton's section of the *County Plan* highlights a potential multi-use path from Wheaton Park to the STH 29 crossing at the western Village limits that connects to 40th Ave. This could increase pedestrian and bicycle traffic in the Village as well.

## Comprehensive Plan Survey

In November 2023, the Village completed a survey for their comprehensive plan update. The survey results showed that the following percent of residents thought the following categories were very important or important:

- Making streets safer for pedestrians/bicyclists - 72.5 percent
- Pedestrian amenities and connectivity - 63.9 percent
- Sidewalk and trail maintenance - 71.6 percent
- Bicycling amenities and connectivity - 57.1 percent

For non-residents surveyed, these percentages increase from 10 to 17 percent higher.

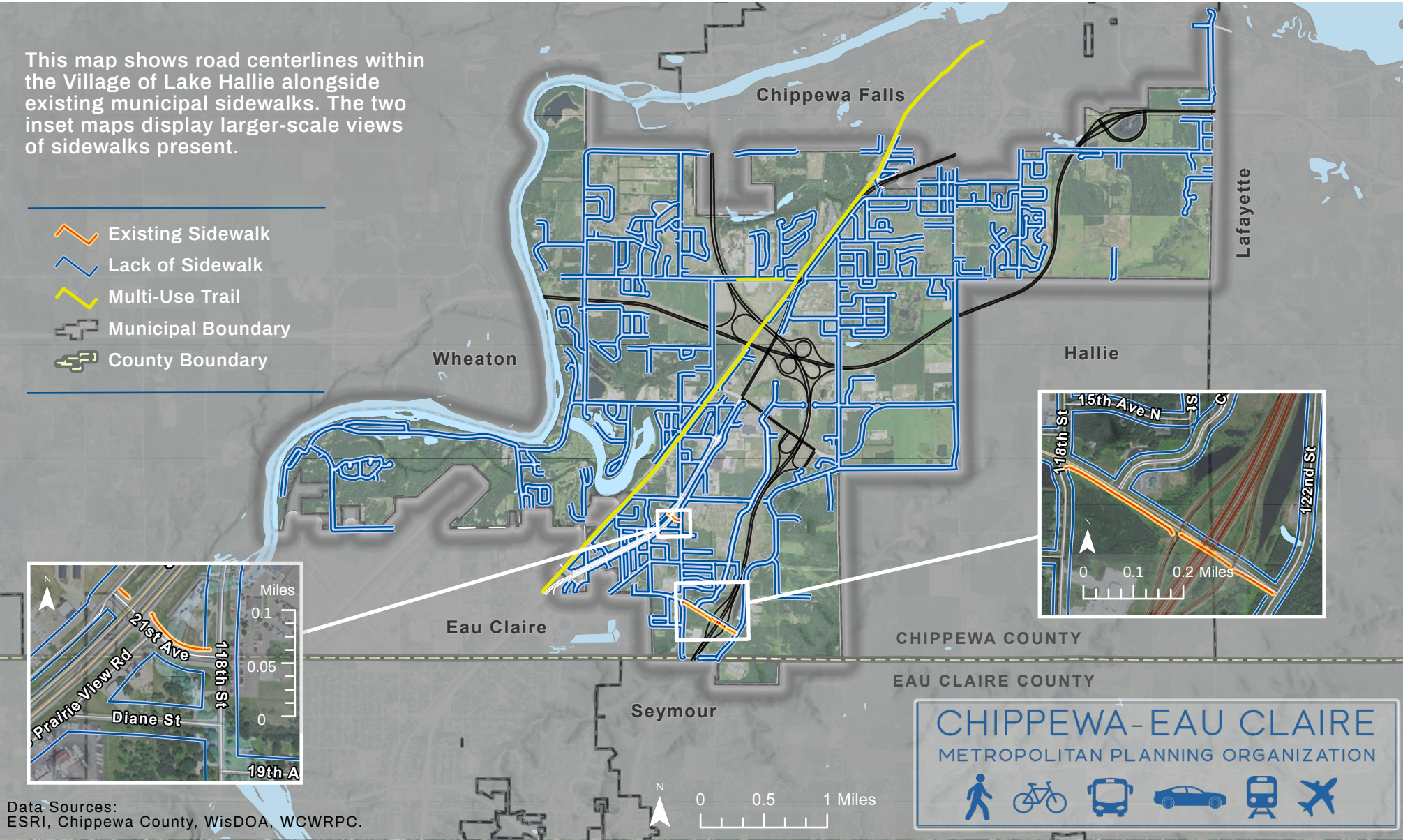
### KEY FINDINGS INCLUDE:

- Less than one half of one percent of the roads in the Village have sidewalks.
- There were nine crashes involving pedestrian crashes and zero involving bicycles in the Village between 2018-2022. These crashes often had severe consequences: of the nine crashes three resulted in fatalities and two resulted in serious injuries.
- Improvements to parks would most likely increase pedestrian and bicycle activity around the parks.
- One in three households in the Village have access to only one or zero vehicles.
- The majority of pedestrian crashes that resulted in a fatality or serious injury occurred during dark hours.
- The majority of residents would like to see pedestrian/bicycle safety, amenities, and connectivity increase.

# Existing Conditions

This map shows road centerlines within the Village of Lake Hallie alongside existing municipal sidewalks. The two inset maps display larger-scale views of sidewalks present.

- Existing Sidewalk
- Lack of Sidewalk
- Multi-Use Trail
- Municipal Boundary
- County Boundary



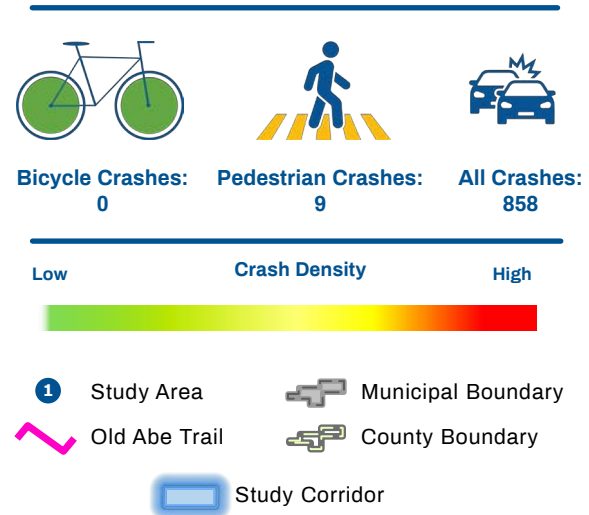
Data Sources:  
ESRI, Chippewa County, WisDOA, WCWRPC.



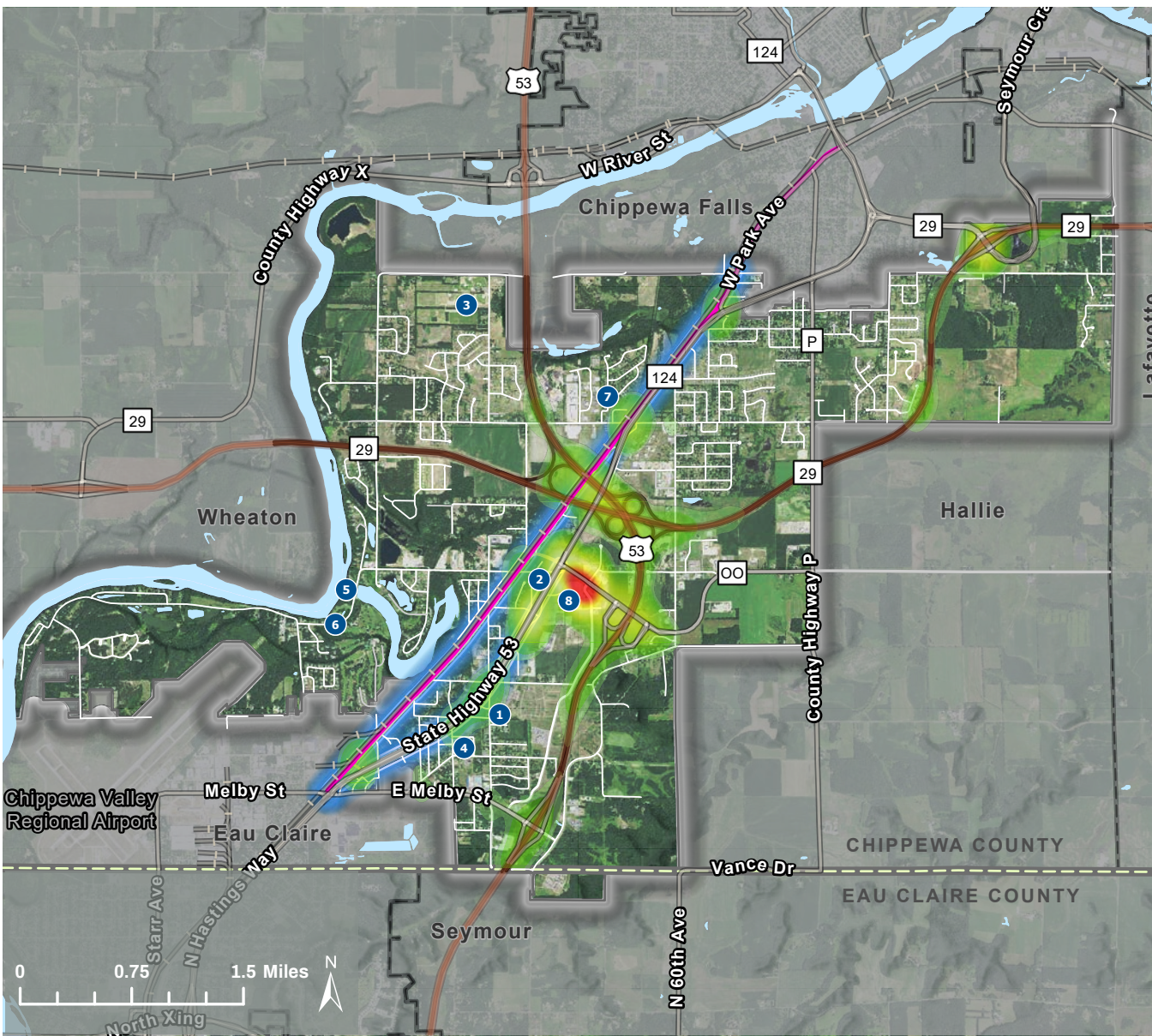
# Existing Conditions

## Village of Lake Hallie Crash Heat Map

The map to the right displays all vehicle, bicycle, and pedestrian crash densities in the Village of Lake Hallie from 2018-2022. Bicycle and pedestrian study areas that are highlighted in the plan are numbered on the map.



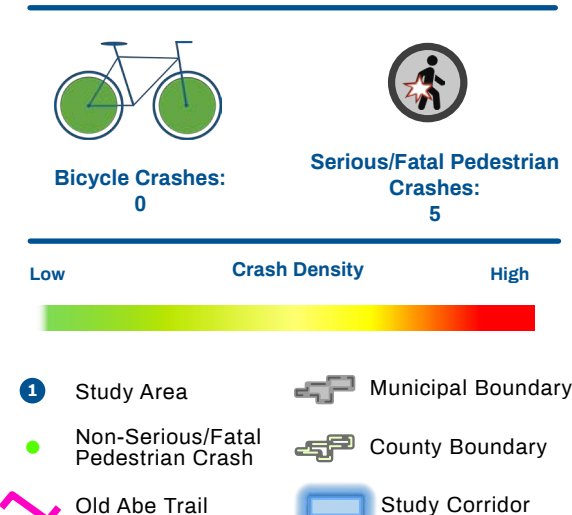
Data Sources:  
ESRI, Chippewa County, Wisconsin Traffic Operations and Safety Laboratory(TOPS), WisDOA, WCWRPC.



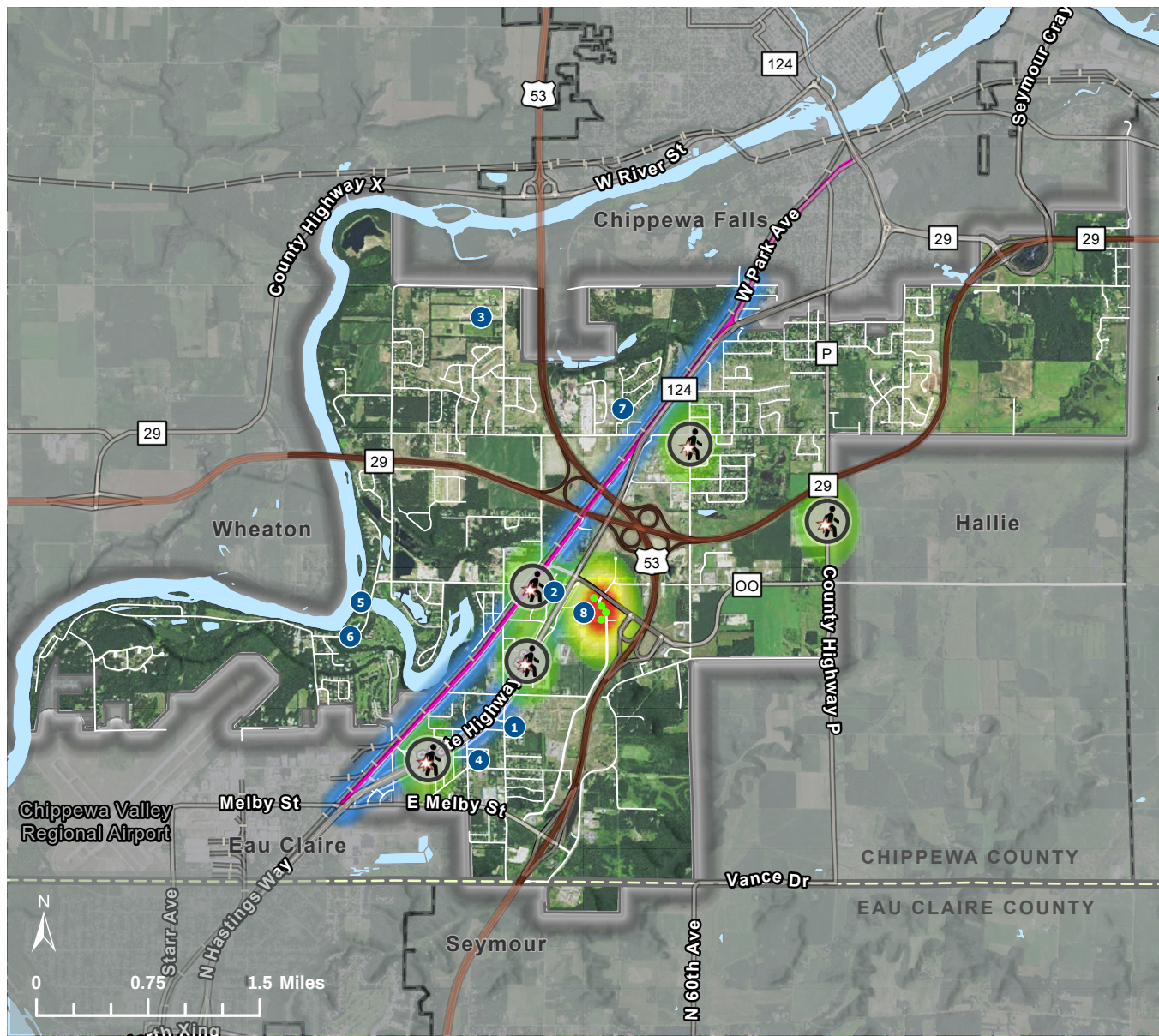
# Existing Conditions

## Bicycle and Pedestrian Crash Heat Map

The map to the right displays bicycle and pedestrian crash densities in the Village of Lake Hallie from 2018-2022. Serious/Fatal pedestrian crashes are displayed, as well as non-serious/fatal pedestrian crashes. Bicycle and pedestrian study areas that are highlighted in the plan are numbered on the map.



Data Sources:  
ESRI, Chippewa County, Wisconsin Traffic Operations and Safety Laboratory (TOPS), WisDOA, WCWRPC.

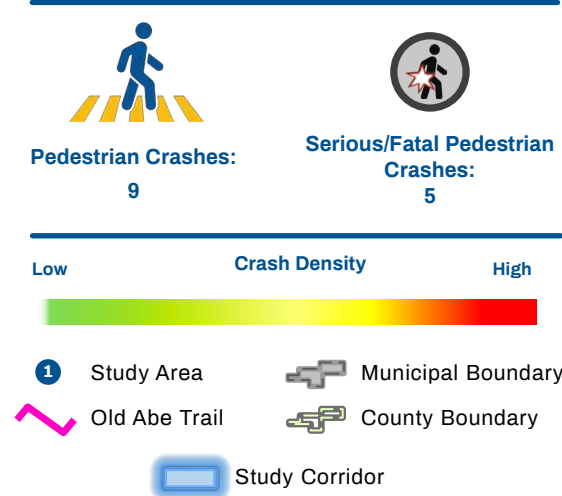




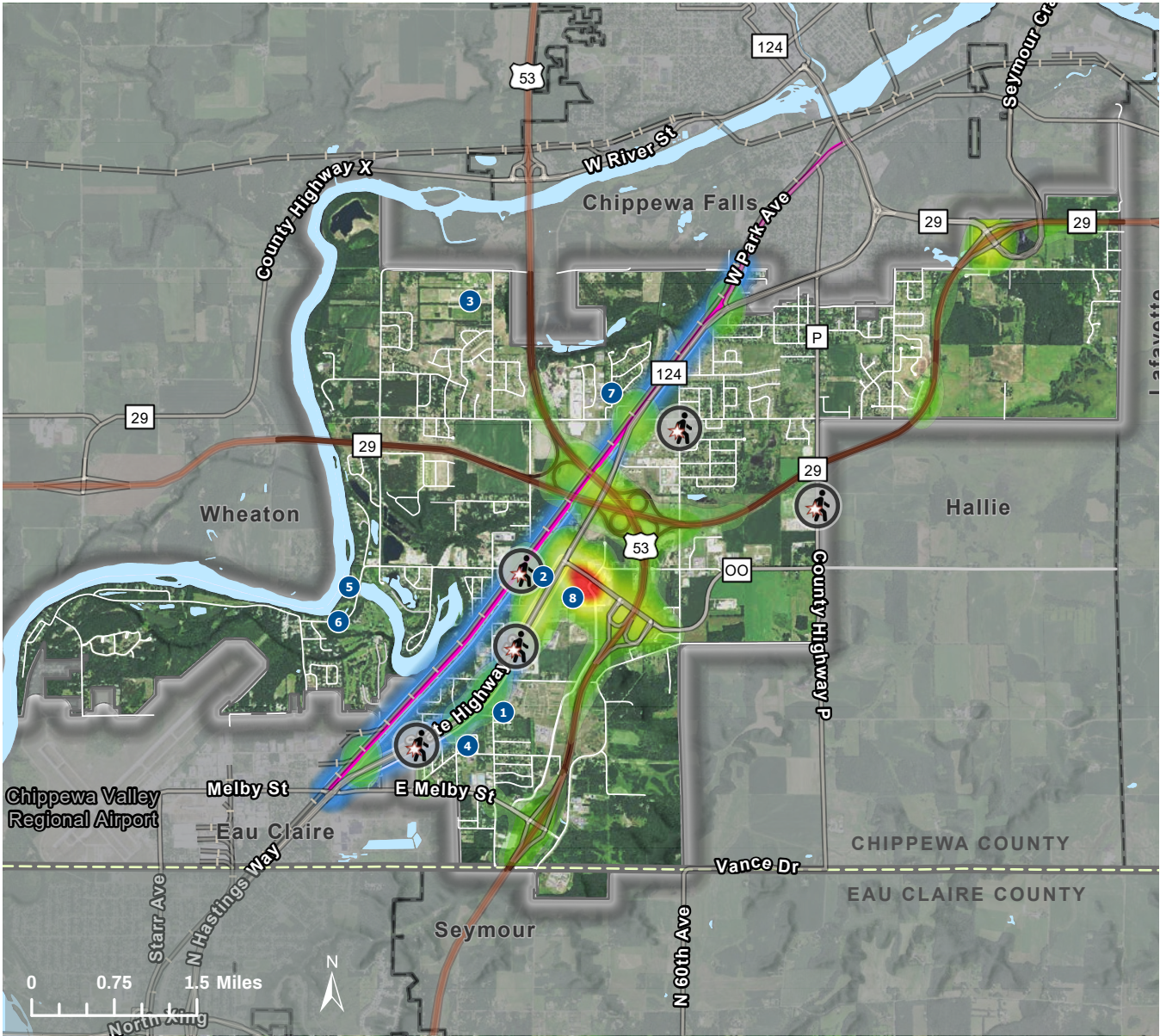
# Existing Conditions

## Crash Densities & Serious/Fatal Pedestrian Incidence Map

The map to the right depicts all vehicle, bicycle, and pedestrian crash densities in the Village of Lake Hallie from 2018-2022. Crashes involving a pedestrian that resulted in a serious and/or fatal injury are displayed. Bicycle and pedestrian study areas that are highlighted in the plan are numbered on the map.



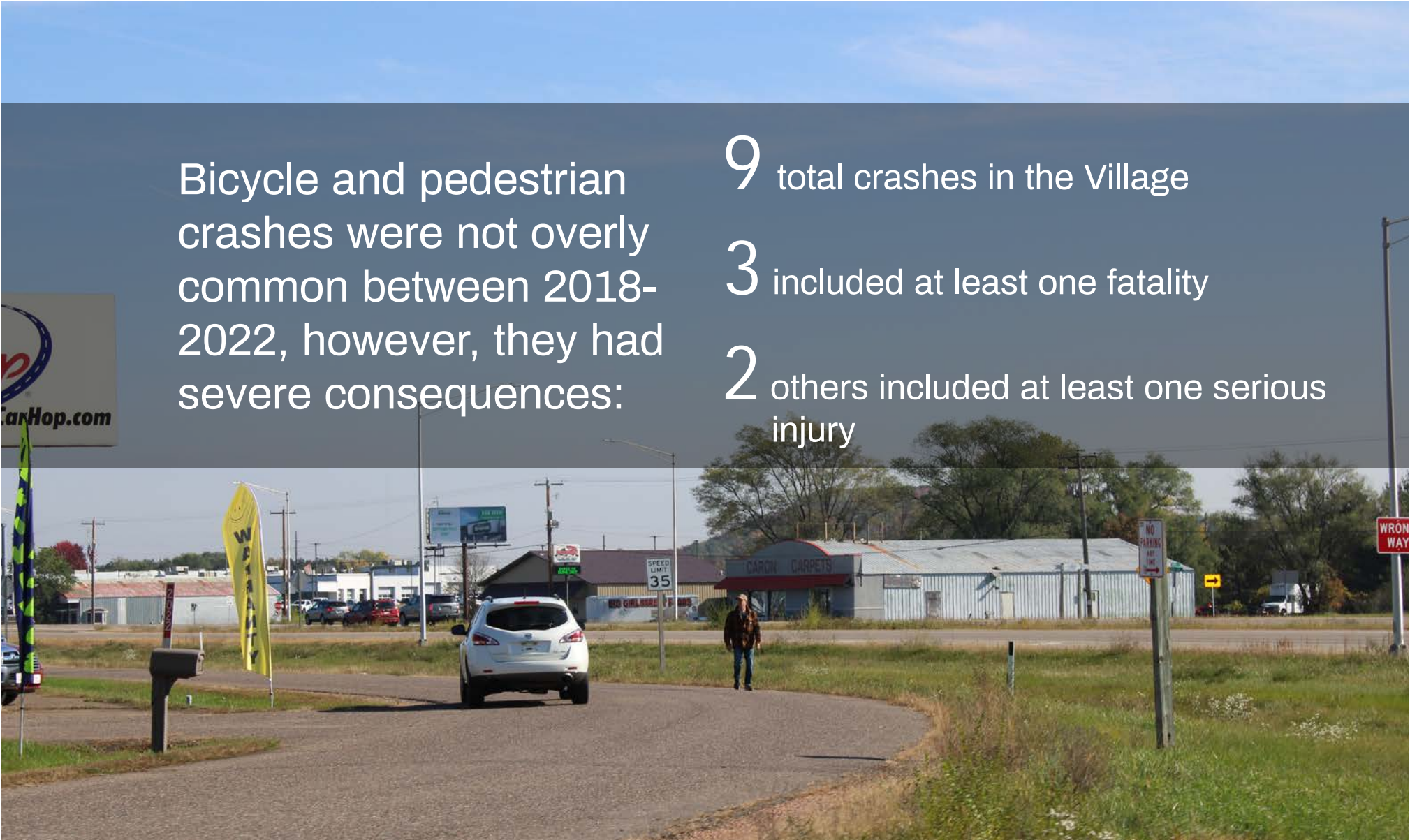
Data Sources:  
ESRI, Chippewa County, Wisconsin Traffic Operations and Safety Laboratory (TOPS), WisDOA, WCWRPC.



# Existing Conditions

Bicycle and pedestrian crashes were not overly common between 2018-2022, however, they had severe consequences:

- 9 total crashes in the Village
- 3 included at least one fatality
- 2 others included at least one serious injury







The Steering Committee's meeting discussions provided insight and analysis of the data collected. Throughout the issue identification process, valuable local knowledge of past, existing, and possible future issues were discussed. The proposed strategies were developed from meetings, site visits, and observations.

The following pages include "Existing Conditions" and "Strategies To Explore" for each focus area. In addition, there is a list of key surroundings, crash data, and a crash map. Each crash map shows crashes in the specific location and also crashes within 1/4 mile and 1/2 mile walksheds of the study area. The walkshed is the walking distance from the edge of the specific location.



**KEY  
SURROUNDINGS**

*Heavy commercial/  
light industrial  
corridor  
Several desired  
locations where  
people need to walk/  
bike along and/or  
cross the corridor*

**EXISTING CONDITIONS**

1. Significant safety concerns for all modes of transportation with high traffic volumes and speeds.
2. Very limited pedestrian/bicycle crossing infrastructure.
3. Several high-traffic businesses are located along this corridor.
4. Pedestrians and bicyclists are currently crossing at intersections and between intersections and using the grass median.
5. Very limited, or no, pedestrian/bicycle infrastructure adjacent to corridor.

**STRATEGIES TO EXPLORE**

1. Install pedestrian crossing technology at all controlled intersections.
2. Install a multi-use path along both sides of the corridor where they do not currently exist.
3. Construct pedestrian/bicycle connections to adjacent uses that have higher pedestrian/bicycle users.

**INSIDE 0.5 MILE  
WALKSHED:**

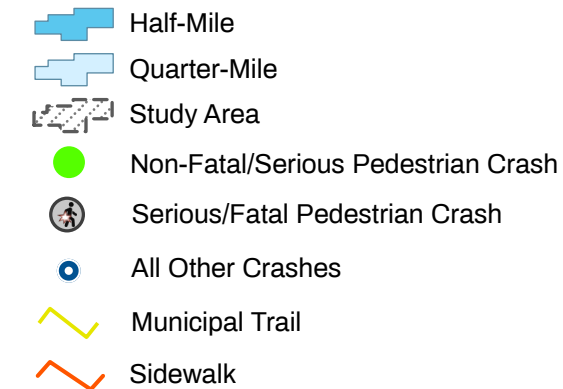
**Bicycle &  
pedestrian crashes**  
**5**

**All crashes**  
**261**

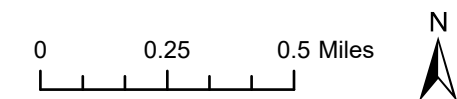
Data Sources: ESRI Community Analyst,  
Wisconsin Traffic Operations & Safety  
Laboratory (TOPS).

**Business Highway 53**

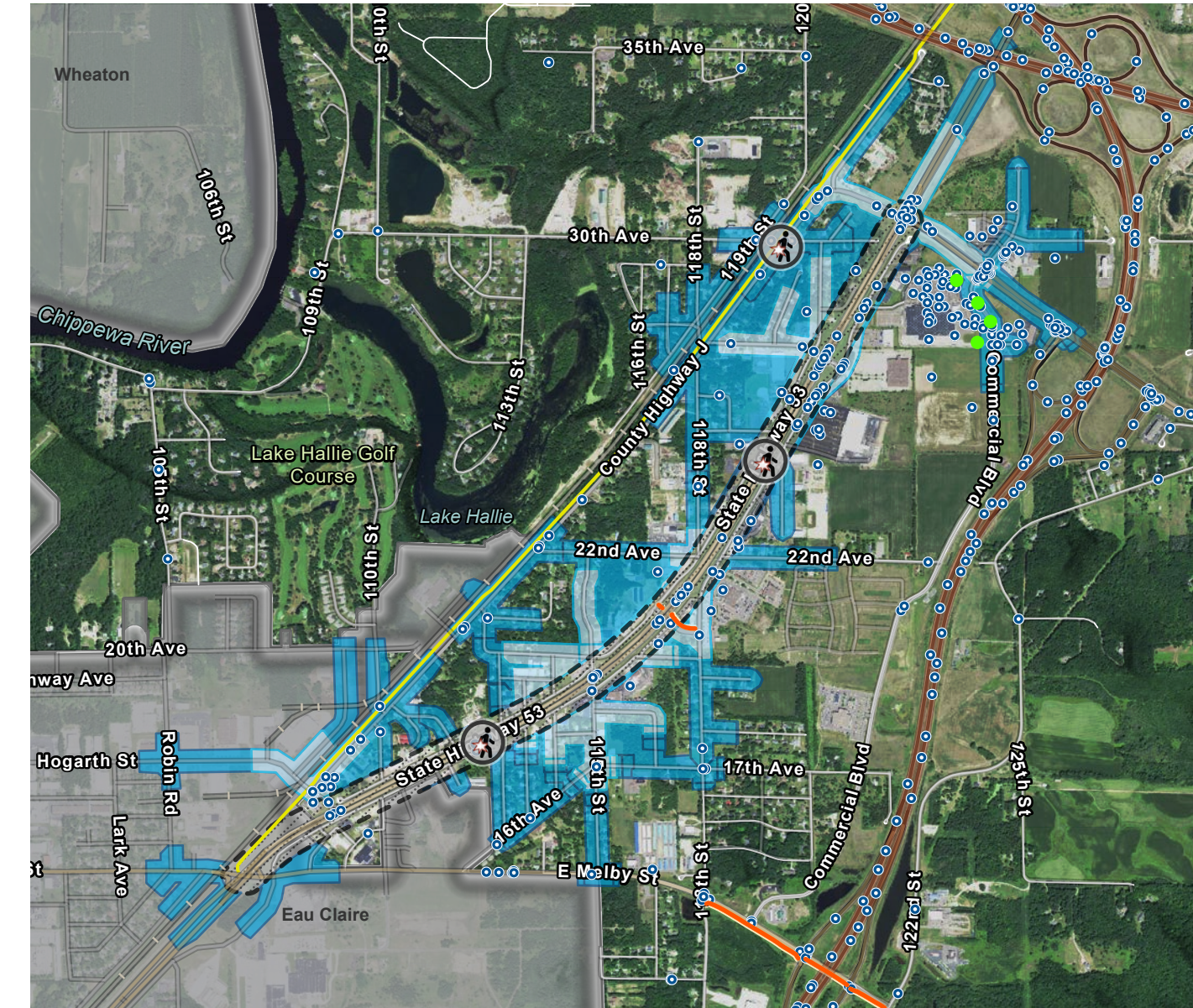
The map to the right shows quarter-mile and half-mile walksheds for the study area. All sidewalks, trails, and reported bicycle and pedestrian crashes from 2018-2022 are labeled alongside the walksheds.



Data Sources:  
ESRI, Chippewa County, Wisconsin Traffic Operations  
and Safety Laboratory (TOPS), WisDOA, WCWRPC.



CHIPPEWA-EAU CLAIRE  
METROPOLITAN PLANNING ORGANIZATION





KEY SURROUNDINGS

Business Highway 53  
Old Abe State Trail  
Commercial and residential land uses

INSIDE 0.5 MILE WALKSHED:

Bicycle & pedestrian crashes  
2

All crashes  
64

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

EXISTING CONDITIONS

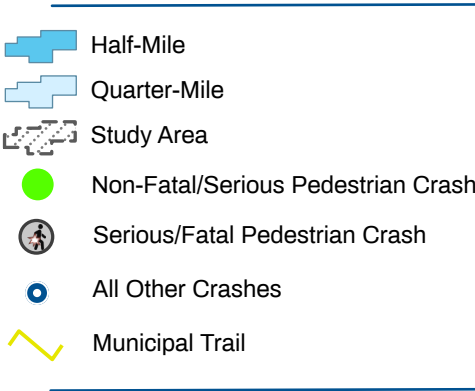
- 1. Major intersection with Business Highway 53 is one block away.
- 2. No sidewalks surrounding park.
- 3. No on-road or off-road bicycle facilities surrounding park.
- 4. No signed route to Old Abe Trail.
- 5. No bicycle parking or bike facilities at park.
- 6. Abundant vehicle parking.
- 7. Village has plans to add additional features and amenities to the park.

STRATEGIES TO EXPLORE

- 1. Locate signage to and from Peace Memorial Park to Old Abe State Trail.
- 2. Locate bicycle parking and an tire pump at park.
- 3. Install signage and map designating the park as a trailhead for Old Abe State Trail.
- 4. Reduce speed limit along 120th St. and 30th Ave. to 20 mph and add painted sharrows along this corridor.
- 5. Locate a designated CTH OO crossing from the Old Abe State Trail to 30th Ave. This would include pre-intersection signage before the crossing and a Rectangular Rapid Flashing Beacon (RRFB) at the crossing.

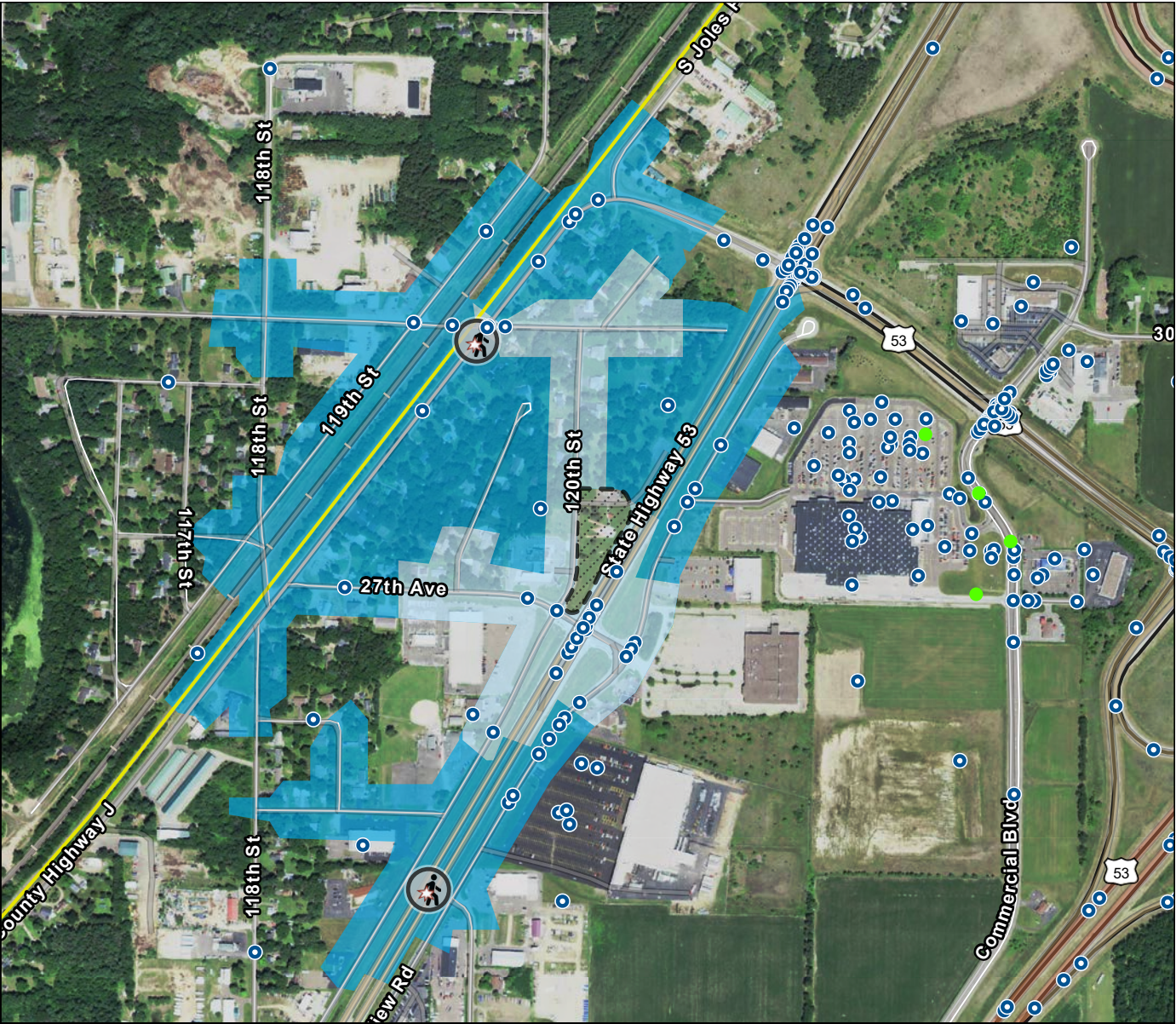
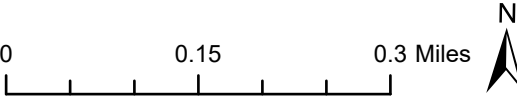
Peace Memorial Park

The map to the right shows quarter-mile and half-mile walksheds for the study area. All sidewalks, trails, and reported bicycle and pedestrian crashes from 2018-2022 are labeled alongside the walksheds.



\*This study area does not contain any existing municipal sidewalks.

Data Sources:  
ESRI, Chippewa County, Wisconsin Traffic Operations and Safety Laboratory (TOPS), WisDOA, WCWRPC.





KEY SURROUNDINGS

Rural residential housing  
Renaissance Faire grounds

INSIDE 0.5 MILE WALKSHED:

Bicycle & pedestrian crashes  
0

All crashes  
2

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

EXISTING CONDITIONS

- 1. The park has significant use during non-winter months.
- 2. There is no off-road pedestrian/bicycle connectivity to the park.
- 3. 117th St. has a speed limit of 35 mph and 25 mph. The 25 mph speed limit is adjacent and just south of the park.
- 4. Anticipated that event traffic issues will stay the same and could increase.
- 5. Newbourne Village Renaissance Faire is located to the north and adds traffic volume to the surrounding area

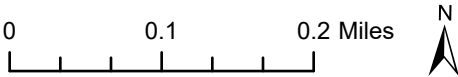
STRATEGIES TO EXPLORE

- 1. Install multi-use trail or extended paved shoulder along 117th St. from 40th Ave. to 50th Ave. and along 40th Ave. from the end of 40th Ave. west to CTH P.
- 2. Add signage along 117th St. that identifies the corridor as multi-modal and cautions drivers to look out for pedestrians/bicyclists.
- 3. Increase street lighting along 117th St. and 40th Ave.

Hallie Park

The map to the right shows quarter-mile and half-mile walksheds for the Hallie Park study area. All existing sidewalks, trails, and reported bicycle and pedestrian crashes from 2018-2022 are labeled alongside the walksheds.

- All Other Crashes
- Half-Mile
- Quarter-Mile
- Study Area



\*This study area does not contain any existing municipal trails, sidewalks, nor any pedestrian or bicycle crashes.

Data Sources:  
ESRI, Chippewa County, Wisconsin Traffic Operations and Safety Laboratory (TOPS), WisDOA, WCWRPC.

CHIPPEWA-EAU CLAIRE  
METROPOLITAN PLANNING ORGANIZATION





### KEY SURROUNDINGS

Mixture of residential, light industrial, and commercial land uses

### EXISTING CONDITIONS

1. There are no sidewalks or designated bicycle infrastructure adjacent to the park or in close proximity to the park.
2. There are no bike racks at the park.
3. Home to a highly used pickleball facility.
4. Currently no other park amenities are located at the park.
5. Village has plans to add additional pickleball courts and facilities at the park.

### STRATEGIES TO EXPLORE

1. Highlight intersection on southwest corner of the park with painted pavement artwork.
2. Locate park/playground approaching road signs a half block away from the park in all directions.
3. Install a sidewalk along the west and south sides of the park.
4. Install bike sharrows from the park to two blocks away from the park in all directions.

### INSIDE 0.5 MILE WALKSHED:

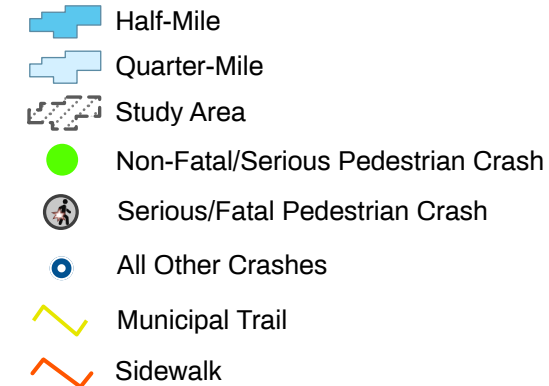
**Bicycle & pedestrian crashes**  
0

**All crashes**  
29

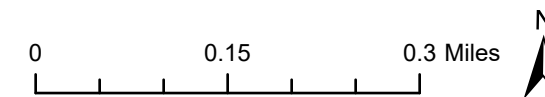
Data Sources: ESRI Community Analyst, Wisconsin Traffic Operations & Safety Laboratory (TOPS).

### Gower Park

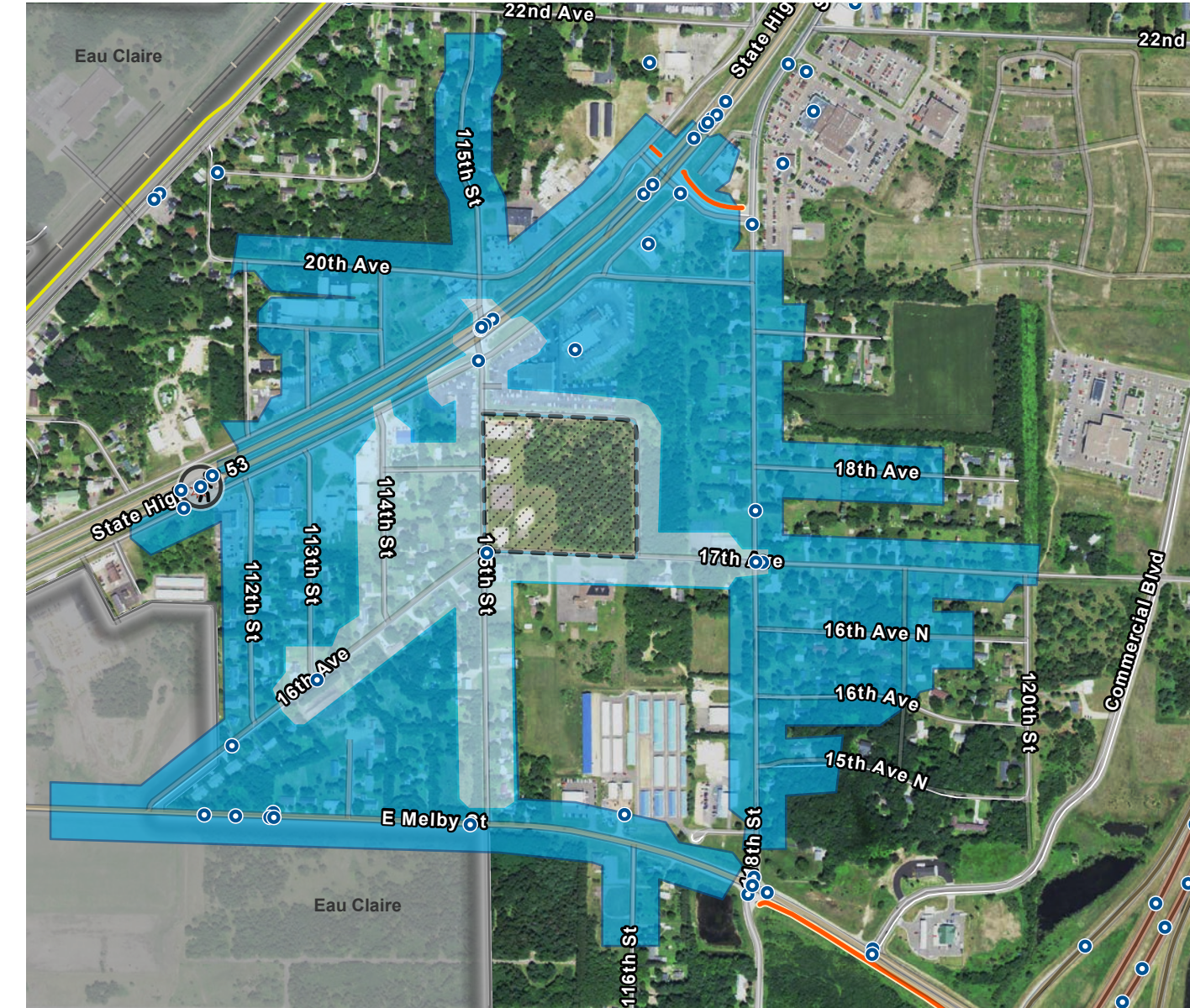
The map to the right shows quarter-mile and half-mile walksheds for the study area. All sidewalks, trails, and reported bicycle and pedestrian crashes from 2018-2022 are labeled alongside the walksheds.



Data Sources:  
ESRI, Chippewa County, Wisconsin Traffic Operations and Safety Laboratory (TOPS), WisDOA, WCWRPC.



CHIPPEWA-EAU CLAIRE  
METROPOLITAN PLANNING ORGANIZATION





KEY SURROUNDINGS

Chippewa River  
Lake Hallie  
Sportsman's Club  
River Jam Restaurant  
Rural residential housing  
Lake Hallie Golf Club

INSIDE 0.5 MILE WALKSHED:

Bicycle & pedestrian crashes  
0

All crashes  
6

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

EXISTING CONDITIONS

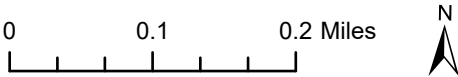
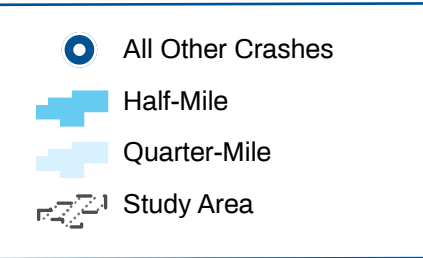
- 1. There is a sidewalk along the east side of the bridge. There are no other pedestrian/bicycle infrastructure along this corridor.
- 2. There is no signage notifying drivers approaching the boat launches.
- 3. Current speed limit is 25 mph at this location.
- 4. Boat launches are adjacent to two restaurant/bars that at times can increase traffic and turning movements along this corridor.
- 5. Boat launches connect to Chippewa River and Lake Hallie.

STRATEGIES TO EXPLORE

- 1. Locate signage north and south of boat launch entrances that inform drivers of the approaching boat launch and pedestrian activity.
- 2. Locate a designated pedestrian crossing connecting the two boat launch locations. This would include a painted crosswalk and pedestrian signage.

Lake Hallie Boat Launches

The map to the right shows quarter-mile and half-mile walksheds for the Hallie Park study area. All existing sidewalks, trails, and reported bicycle and pedestrian crashes from 2018-2022 are labeled alongside the walksheds.



\*This study area does not contain any existing municipal trails, sidewalks, nor any pedestrian or bicycle crashes.

Data Sources: ESRI, Chippewa County, Wisconsin Traffic Operations and Safety Laboratory (TOPS), WisDOA, WCWRPC.

CHIPPEWA-EAU CLAIRE METROPOLITAN PLANNING ORGANIZATION





KEY SURROUNDINGS

Golf Course  
Rural residential housing  
Boat launches

INSIDE 0.5 MILE WALKSHED:

Bicycle & pedestrian crashes  
0

All crashes  
6

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

EXISTING CONDITIONS

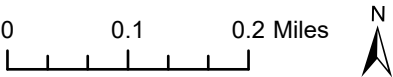
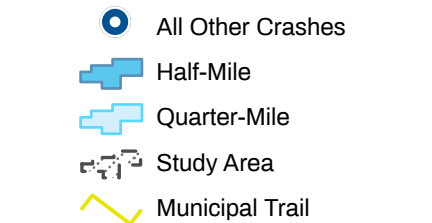
- 1. Course layout requires two crossings of 26th Ave./109th St. These crossings are very close to a 90 degree curve that limits visibility of oncoming activity.
- 2. Current speed limit is 25 mph at this location.
- 3. There is no signage notifying drivers of oncoming pedestrian and/or golf cart activity.
- 4. Golf related activity at this location is seasonal.

STRATEGIES TO EXPLORE

- 1. Locate signage that notifies drivers of upcoming pedestrian/golf cart crossing.
- 2. Install pedestrian/golf cart crossing signage at crossings.

Lake Hallie Golf Club

The map to the right shows quarter-mile and half-mile walksheds for the study area. All existing sidewalks, trails, and reported bicycle and pedestrian crashes from 2018-2022 are labeled alongside the walksheds.



\*This study area does not contain any existing municipal sidewalks, nor any pedestrian or bicycle crashes.

Data Sources: ESRI, Chippewa County, Wisconsin Traffic Operations and Safety Laboratory (TOPS), WisDOA, WCWRPC.

CHIPPEWA-EAU CLAIRE  
METROPOLITAN PLANNING ORGANIZATION





KEY  
SURROUNDINGS

A variety of residential,  
commercial, and  
industrial land uses

INSIDE 0.5 MILE  
WALKSHED:

Bicycle &  
pedestrian crashes  
3

All crashes  
169

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

EXISTING CONDITIONS

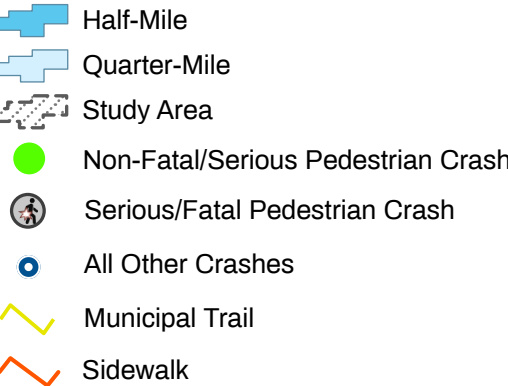
- 1. The trail connects Eau Claire to Cornell and travels through the Village.
- 2. The trail is used for both recreational and day-to-day activities.
- 3. Some pavement along the trail is deteriorating.
- 4. There are limited designated crossings from the trail to roads adjacent to the trail.
- 5. Some bike route signage is weathered and faded.

STRATEGIES TO EXPLORE

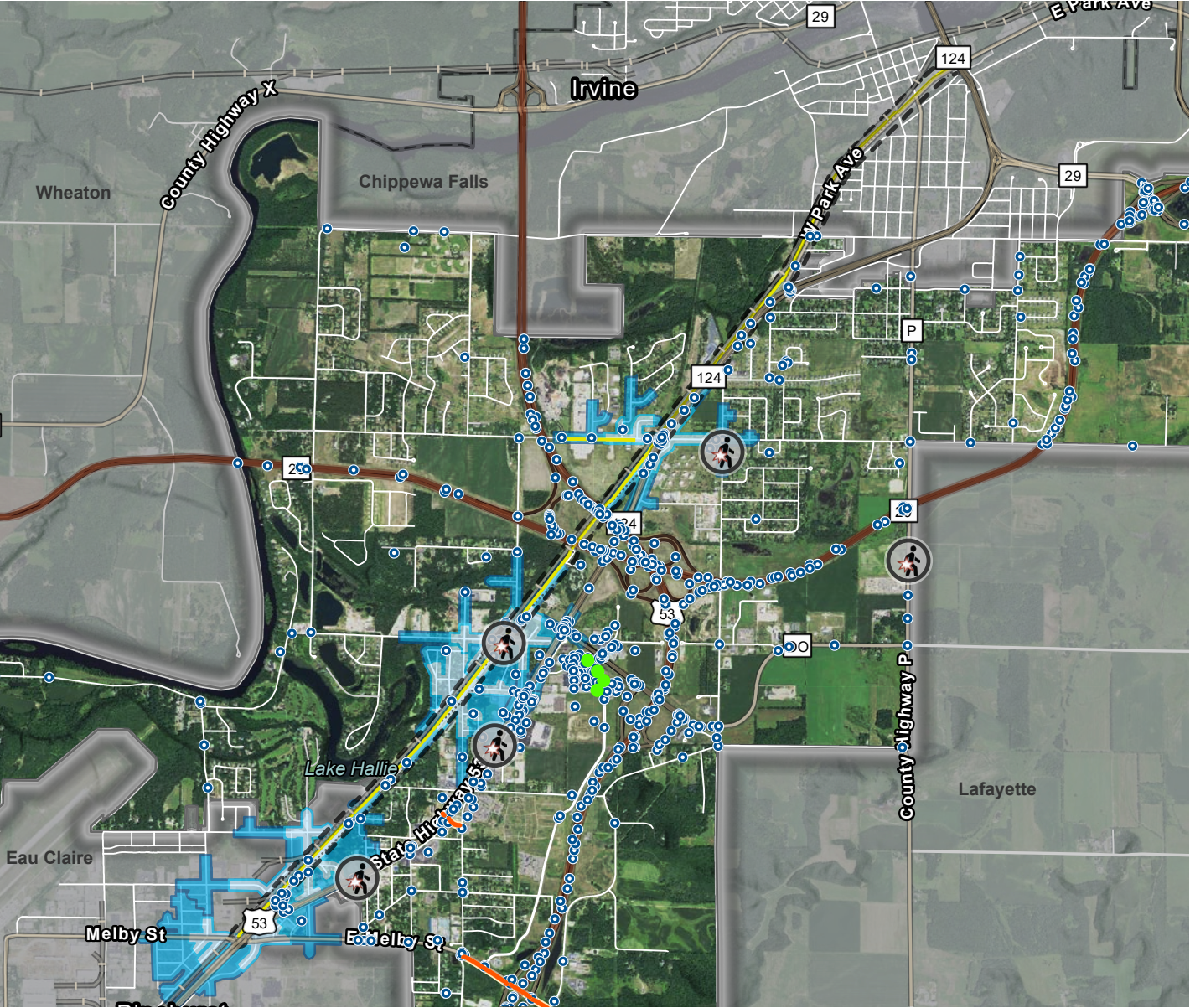
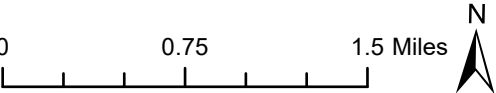
- 1. Where needed, improve trail pavement.
- 2. Identify locations for enhanced pedestrian/bicycle crossings from the trail to adjacent connections.
- 3. Include pedestrian and bicycle connections to the Old Abe State Trail when there is new nearby roadway construction.
- 4. Increase promotion of trail for recreational uses.
- 5. Replace outdated bike route signage.

Old Abe State Trail

The map to the right shows quarter-mile and half-mile walksheds for the study area. All sidewalks, trails, and reported bicycle and pedestrian crashes from 2018-2022 are labeled alongside the walksheds.



Data Sources:  
ESRI, Chippewa County, Wisconsin Traffic  
Operations and Safety Laboratory (TOPS),  
WisDOA, WCWRPC.





KEY SURROUNDINGS

Business Highway 53  
CTH OO  
Highway Commercial  
land uses  
Hotel

INSIDE 0.5 MILE WALKSHED:

Bicycle & pedestrian crashes  
2

All crashes  
137

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

EXISTING CONDITIONS

- 1. There is no designated pedestrian access to the store or other surrounding land uses.
- 2. Walmart is one of, if not the biggest, destinations in the Village.
- 3. There are a high number of pedestrian crashes at and adjacent to Walmart.

STRATEGIES TO EXPLORE

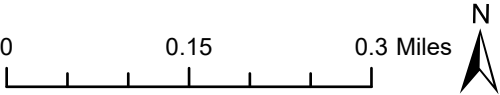
- 1. Install sidewalks or multi-use trail along S. Prairie View Rd. (from Bus. USH 53) and Commercial Blvd. (from CTH OO entrance). Add pedestrian crossing infrastructure where needed.
- 2. Work with Walmart to increase pedestrian/ bicycle safety on their property.

Walmart

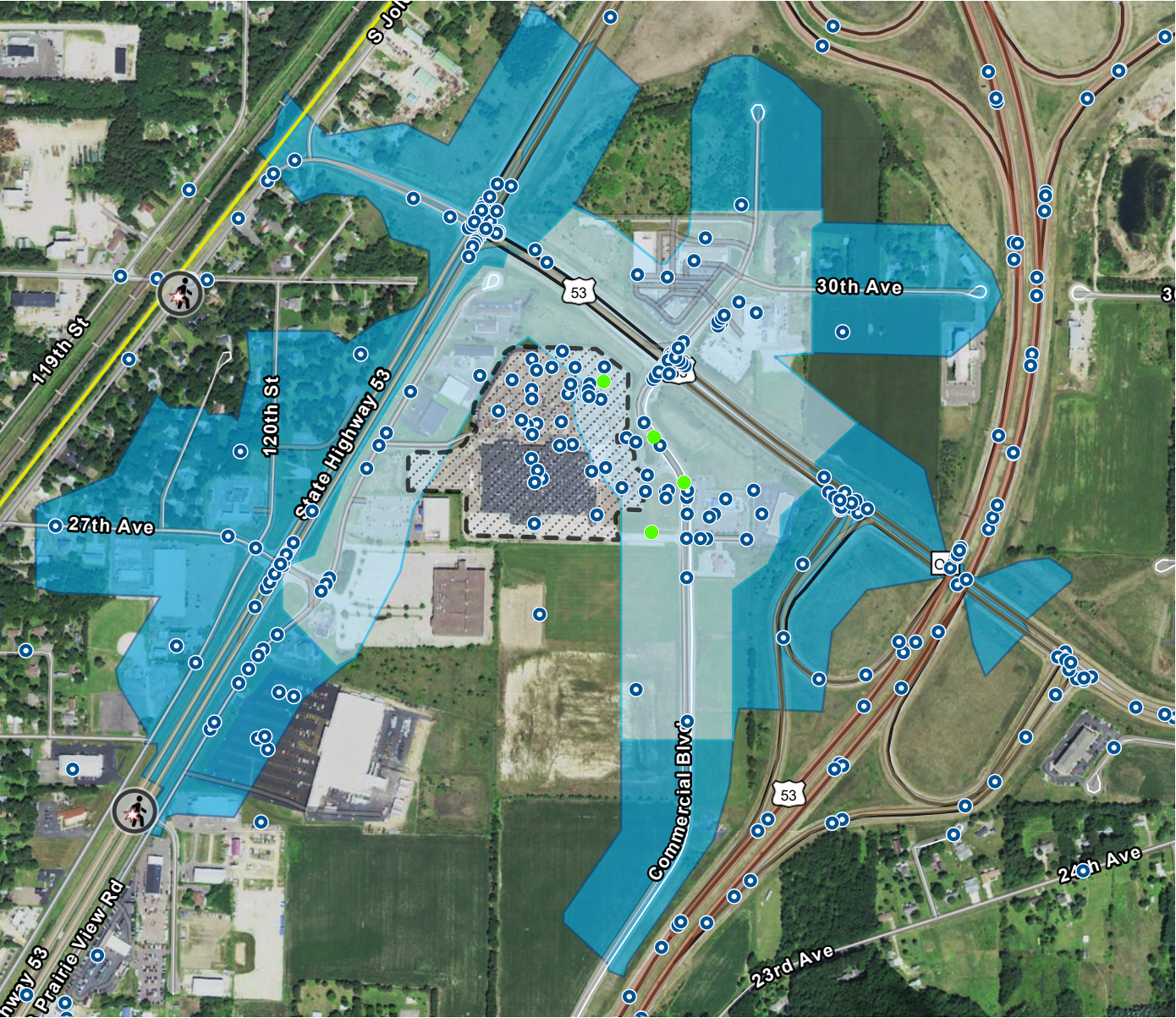
The map to the right shows quarter-mile and half-mile walksheds for the study area. All sidewalks, trails, and reported bicycle and pedestrian crashes from 2018-2022 are labeled alongside the walksheds.

- Half-Mile
- Quarter-Mile
- Study Area
- Non-Fatal/Serious Pedestrian Crash
- Serious/Fatal Pedestrian Crash
- All Other Crashes
- Municipal Trail

Data Sources: ESRI, Chippewa County, Wisconsin Traffic Operations and Safety Laboratory (TOPS), WisDOA, WCWRPC.

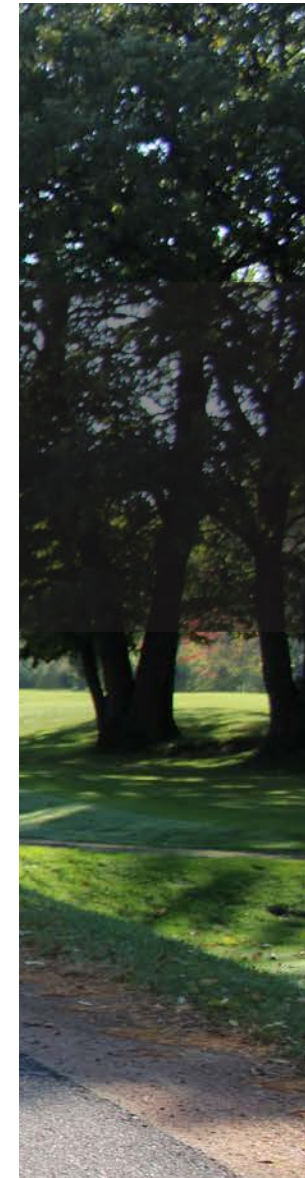


CHIPPEWA-EAU CLAIRE METROPOLITAN PLANNING ORGANIZATION





## SECTION IV: RECOMMENDATIONS AND IMPLEMENTATION



Numerous strategies are recommended in this plan. The existing walking and biking infrastructure of the Village creates a future scenario that, due to fiscal constraints for the Village, a full circulation system with sidewalks and abundant bicycle amenities are unlikely to develop. However, it is important to remember that walking and biking should be safe and accessible options for all populations groups. In order for the recommendations included in this study to become reality, it is important that the document be used to improve pedestrian and bicycle safety in the study areas. The intended uses of this document are primarily for Village staff to use during construction projects, to include projects in the Village's Capital Improvement Plan, and while looking at future funding options.

To achieve improvements for pedestrians and bicyclists, implementing the Strategies To Explore in Section III is very important. These focus areas were highlighted by the Village and are the locations where the highest pedestrian and bicycle use are located, even though some of the locations are currently unsafe and not accessible for pedestrians and bicyclists.

### Recommendations

Section III details specific recommendations for eight locations throughout the Village. In addition to those recommendations, there are community-wide recommendations for the Village:

- » Continue to install signage for the Chippewa Valley Bike Route system. (ongoing)





# Recommendation and Implementation

- » Educate residents on the importance of driver safety in high pedestrian/bicycle traffic locations.(short-term)
- » Identify streets that can accommodate painted bike lanes and install them. (medium-term)
- » Install leading pedestrian interval crossings at all Business Highway 53 crossings. (short-term)
- » Install bike parking at all Village parks. (medium-term)
- » Discourage cul-de-sacs in new developments and require multi-use paths for pedestrian/biking connections if cul-de-sacs are constructed. (medium-term)
- » Evaluate and research adding bike parking requirements in the Zoning Ordinance. (short-term)
- » Increase law enforcement presence and ticketing of illegal vehicular activity around high pedestrian areas. (short-term)
- » Initiate a marketing/promotional campaign that educates and reminds residents that pedestrians and bicyclists use Village streets. (short-term)
- » Research options to require sidewalks in all future developments (medium-term)
- » When new development and/or reconstruction of roadways happen, improve connectivity to the Old Abe State Trail (short-term)

## Implementation

In order for the recommendations included in this plan to become reality, it is important that the Village Board, Parks, Recreation and Tourism Committee, another Village committee, and/or an appointed group remain active and work on the implementation of the plan. The group’s role will be to coordinate, track, and evaluate projects, programs, and grant applications. Ideally, Village staff will be in charge of organizing and facilitating the meetings. Meetings should be held at least twice a year to allow for updates and help keep implementation items on their proposed time line. It is also recommended that the implementation strategies correspond with Village capital budget cycles to improve the likelihood of implementation as a function of normal municipal planning, engineering, and programming.

In the list of community-wide recommendations, the strategies all have a stated time frame. The ongoing projects are those that are already in progress. The short-term category includes those projects that are able to start relatively easily and/or with limited financial requirements. Projects included in the medium-term and long-term category are longer-term projects that either require more coordinated effort, design time, or may need more sustained funding sources. With correct planning and coordinated effort, some of these could start sooner. Some of these strategies could be eligible for upcoming funding cycles, such as applications to the Wisconsin Department of Transportation grant programs.

The following is a list of criteria that could be used by the Village to implement strategies. During the planning process, it was discussed that several strategies were of high priority. It is planned that over

# Recommendation and Implementation

the coming months and years, the Village 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 can and should be implemented when the resources are available.

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





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