

Vision

In 2026, in the Chippewa-Eau Claire Metropolitan Planning Area, people of all ages, abilities, incomes, and backgrounds will safely enjoy walking and biking on our area's well-connected transportation network of off-street trails, on-street bikeways, and sidewalks for everyday transportation needs, recreation, health, quality-of-life, environmental benefit, and economic generation.

Goals and Objectives

- **Improve safety and comfort** for bicyclists and pedestrians with facilities, education, and enforcement designed to reduce crashes with drivers; improve safe walking, biking, and driving practices; and eliminate preventable pedestrian and bicyclist deaths
 - Adopt Complete Streets policies, which are designed to accommodate the needs of all road users – pedestrians, bicyclists, public transit users, and drivers – and mitigate the barrier effect of large roads with high traffic volumes
 - Expand safe pedestrian facilities to fill gaps in the sidewalk network and designate more crosswalks
 - Local units of government shall meet all Americans with Disabilities Act (ADA) standards, including pedestrian accommodation during construction, in order to improve safe accessibility for all users
 - Expand safe, low-stress on-street bicycle facilities by building the network of planned routes and constructing protected bike lanes
 - Educate bicyclists and pedestrians about safe riding and walking practices and laws, both children and adults
 - Educate drivers about the laws and safe driving practices for sharing the road with bicyclists and pedestrians, particularly during driver's education courses and through media attention
 - Enforce traffic laws to promote safety and increase compliance with driver, bicycle, and pedestrian regulations to reduce speeding, red light/stop sign running, and failure to yield the right of way
- **Expand the connectivity** of the bicycle and pedestrian transportation network to provide improved access to destinations through better use of existing facilities and construction of new facilities to complete the network
 - Improve access to destinations that bicyclists and pedestrians travel to or desire to travel to, such as school, work, parks, mountain bike/hiking areas, grocery stores, retail shops, restaurants, and special events
 - Create bikeways, trails, and sidewalks in strategic locations as part of regular street construction and reconstruction projects. These facilities should incorporate current best practices in pedestrian and bicycle facility design.
 - Enhance the off-street trail system to provide low-stress biking and walking facilities throughout the metropolitan area
 - Close the final gap in the Chippewa Valley Trail System between Lake Hallie and Chippewa Falls
 - Develop more sidewalks, bikeways, and trails to connect to the existing trail system, thereby extending its reach and accessibility
 - Ensure that the trails are well-maintained with a surface that meets user demand
 - Provide the appropriate amount of facilities along trails (including benches, rest areas, and trailheads)
 - Connect gaps in the active transportation network in order to foster connections within communities, across the metropolitan area, and between urban and rural places
 - Overcome barriers to bicycle and pedestrian travel – both natural and human-made, including roads with high-volume/high-speed traffic – with enhanced crossings, bridges, or underpasses in strategic locations
 - Encourage intergovernmental cooperation and political buy-in within communities and across the metropolitan area to strengthen collaborative efforts to develop bicycle and pedestrian facilities
 - Provide linkages between the bicycle/pedestrian network and public transit and automobile facilities to foster multimodal travel; include bike parking at such locations
 - Provide consistency in signage for street signs, wayfinding signs, trail signs, and trail map signs
 - Promote the Chippewa Valley Bike Map to help people select comfortable routes to ride, keep it updated, create new maps, and provide online and mobile-technology maps and wayfinding apps

- **Increase the number of people** walking and biking for transportation, recreation, health, overall community quality-of-life, environmental benefit, and economic generation; use direct encouragement and accommodation and planning and policy change
 - Encourage more bicycling and walking with programs through schools, employers, parks, recreation providers, local governments, small businesses, Senior Americans Day, and more
 - Promote programs to donate and repair bikes for people with low incomes
 - Install more bicycle parking racks that are effective, secure, and well-sited
 - Attract tourists to the area to enjoy walking and biking during their visit and promote events or activities that encourage walking and biking, such as a scavenger hunt with incentives
 - Accommodate long-distance bicyclists who may be using the Wisconsin State Bikeways System or U.S. National Bicycle Route System
 - Encourage the development of bike share programs
 - Create or update local bicycle and pedestrian plans
 - Implement Safe Routes to School planning recommendations to increase the number of students safely walking and biking to school
 - Establish or strengthen Bicycle Pedestrian Advisory Commissions
 - Invite neighborhood associations to participate in bicycle and pedestrian matters
 - Apply for or upgrade Bicycle Friendly and Walk Friendly Community status
 - Identify and develop consistent funding opportunities and grants that increase funds: for walking and biking; for areas that need expansion and maintenance of trails, bikeways, and sidewalks; and for law enforcement strategies
 - Monitor usage of bicycle and pedestrian facilities with tools like trail counters
 - Adopt local land use policies and zoning ordinances that foster walkability and bikeability. These could include:
 - Site plans that provide walk/bike access
 - Local bike parking requirements and design/placement standards
 - Reduced car parking minimum requirements where appropriate
 - Subdivisions that accommodate bicycle and pedestrian travel
 - Incorporating trails in designs
 - Compact land use