This document proposes a plan to create a central UW-Eau Claire campus infrastructure that accommodates the transportation needs of people going to and from and moving within campus. The plan promotes transportation sustainability by encouraging people to commute to campus by walking, biking and riding the bus in addition to driving. It also creates a concept of how people can move around campus safely and efficiently. It responds to suggestions in the Campus Master Plan (Design safe, multimodal and green campus streets and Connect to and extend the community pedestrian and bike network) and to the need for a detailed, intentional transportation plan that supports UW-Eau Claire’s commitment to the President’s Climate Commitment.

The main idea of this plan is to create an outer loop of bike-accommodating routes around a walk only, pedestrian-centered, central campus. Bikes coming from various directions will have convenient ways to access strategically located bike parking that is near the main campus destinations and easily accessible from the outer loop. This will reduce the need for bikers to ride through the center of campus. Another aspect of the plan is the proposal to make the footbridge into a walk-only zone for pedestrians and bikers during the busy daytime hours. To provide bikers from the Randall Park area convenient access to campus, the university will work with the City to create an on-street, bike accommodated route that crosses the Water Street Bridge and connects to campus via Park Avenue. The following pages include a campus map locating the planned facilities, an explanation of the features on the map and a timeline for development of the planned facilities. Once this plan has been approved, the university will be well situated to apply for a bike friendly designation from the League of American Bicyclists, like the City of Eau Claire (Awarded a bronze level designation in 2010).

Note that this plan focuses on central campus, other parts of the campus must be considered as well. It is hoped that this plan will be the first step in a process that culminates in a complete, multimodal campus transportation plan that focuses on sustainability. In addition, this plan focuses primarily on infrastructure or engineering. A complete plan will address an array of issues including engineering, encouragement, education, enforcement and evaluation and planning. The comprehensive plan will bring together existing and new ideas, policies and procedures that will move UW-Eau Claire toward being a true bike friendly institution.
Central Campus Map Legend Explanation

Bike Route

The bike route directs bike traffic around the outer edge of a walk-only, pedestrian-centered, central campus. This outer loop route provides access to the exterior of central campus from all common entry points to lower campus including: Garfield Avenue from upper campus, Roosevelt Avenue, the footbridge, and Park Avenue. Upon entering the bike route, bicyclists will be directed by painted lines in the road or sidewalk to bike parking. Green signage will indicate the bike route.

Proposed Route

The loop route around campus includes a proposed addition along Putnam Drive that extends from the current bridge eastward to a proposed additional bridge connecting Putnam Drive to the southeast corner of the Phillips Lot. The proposed bridge and route directs bike traffic along Putnam Drive avoiding the Phillips Lot. This proposed route connects up with Roosevelt Avenue, Park Avenue, and out to Summit Avenue. This section of the route connects bicyclists coming to and leaving from campus with the City of Eau Claire bike route and the Randall Park neighborhood while avoiding the footbridge during busy daytime hours.

The City of Eau Claire has approved a plan to update the Water Street Bridge by 2016. These plans include widening the bridge and the installation of bike lanes and safe sidewalks on the bridge. The bridge in its current state is not safe for bike traffic. The bike route along Park Avenue that will connect Roosevelt Avenue to Summit Avenue is an essential component of the outer central campus loop. For this route to be used, Park Avenue must be safe for bicyclists. If a safe and efficient bike route is provided, bicyclists will naturally avoid the central campus walk zone and footbridge during busy daytime hours. In order to ensure the safety of the Park Avenue segment of the loop, UW-Eau Claire must coordinate with the City of Eau Claire to create a bike friendly route. Suggestions include: limiting and/or calming car and bus traffic, creating a woonerf (shared pedestrian, bike and vehicle space) along Park Avenue from Garfield to Summit, and prohibiting parking along the entire stretch of Park Avenue.

Walk Zone

The central campus mall is designated as a walk only zone. Bike parking will be strategically located around the outer edge of the central campus mall. Ample, well-located parking will encourage bicyclists to park and then enter the center of campus on foot. The footbridge will also be designated as a walk only zone during the busy pedestrian heavy hours of Monday-Friday from 7 am until 5 pm. Appropriate signage for the dismount zone will be located at the base of
the footbridge where the ramp of the footbridge connects with the bike route on Garfield Avenue. Examples of signage to be used, the walk zone signs would have times attached. The dismount zone would be painted onto the sidewalk; ‘dismount’ will be replaced with ‘walk.’

### Bike Parking

Both covered and non-covered parking are located at strategic spots around the outer bike loop around central campus. Ample and well-located bike parking will encourage bicyclists to park their bikes and enter campus on foot. Covered bicycling parking should be located at each of the main entry points to central campus including: between the New Education Building and Schneider Hall, the southeast corner of Phillips Hall, underneath McIntyre Library. In addition, a bike tire filling and maintenance station is planned to be located near the Fine Arts Building.

### Caution

Bicyclists will be encouraged to use caution in the Phillips Lot. This lot is dangerous for bicyclists due to the high traffic flow and parking turnover and should not be used as a long-term solution to a fully connected outer bike loop for central campus. Until an outer connected loop is established, bicyclists will have to enter the Phillips Lot from Putnam Drive and the existing bridge.

### Signage

A key component of the bike plan for central campus is communication to bicyclist and pedestrians. Appropriate signage will be located around the outer central campus bike loop. Signage will include walk only signs for busy weekday times, bike routes signs, and bike parking signs. Maps locating the bike routes walk only zone, caution zone, and bike parking will strategically be located around the outer campus route. See examples signage below.
Example signage for walk only/dismount zones.

Example signage for bike routes.

Example signage for sharrow.
Timeline for Implementation of the Central Campus Bike/Pedestrian Plan*

<table>
<thead>
<tr>
<th>Task</th>
<th>Estimated Completion</th>
</tr>
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<tbody>
<tr>
<td>Approval of UW-Eau Claire Bike/Pedestrian Infrastructure Plan</td>
<td>2013</td>
</tr>
<tr>
<td>Application for University Bike Friendly designation to League of American Bicyclists</td>
<td>July 2013</td>
</tr>
<tr>
<td>Purchase and installation of signage</td>
<td>2014</td>
</tr>
<tr>
<td>On-street painting of routes bike route sharrows on campus</td>
<td>2014</td>
</tr>
<tr>
<td>Approval of comprehensive campus transportation plan</td>
<td>2014</td>
</tr>
<tr>
<td>Installation of additional campus bike parking including covered bike parking</td>
<td>2015</td>
</tr>
<tr>
<td>Approval/installation of Putnam Drive bike route extension and bridge to Phillips Lot</td>
<td>2015</td>
</tr>
<tr>
<td>Collaboration with the City of Eau Claire on the Park Avenue route</td>
<td>2015</td>
</tr>
<tr>
<td>Widening of Water Street Bridge by City of Eau Claire</td>
<td>2016</td>
</tr>
</tbody>
</table>

*Note: Bike/pedestrian projects in other parts of campus may be implemented concurrently with this plan.

Detailed Priority List for Implementation of the Central Campus Plan:

1. Signage and On-street Guidance
   a. Sharrows on Garfield and Putnam drives (A to B on the attached map).
   b. Bike Route Map signs (Yellow 1 through 4 on the attached map).
   c. Central Walk Only zone signs (Red 1 though 7 on the attached map).
   d. Bike Rack signs (No Overnight Parking, various locations near the academic buildings).

2. Install bike parking
   a. South side of Schneider Hall
   b. In Phillips Lot near north end of the wooden footbridge
   c. East side of Phillips hall