

Portage County Countywide Bicycle & Pedestrian Plan

Adopted April 22, 2014



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Adopted by the Portage County Planning and Zoning Committee
on March 25, 2014

Jerry Piesik, Chair

Stan Potocki, Vice Chair

Marion "Bud" Flood, Member

Leif Erickson, Member

Barry Jacowski, Member

Adopted by the Portage County Board of Supervisors
on April 22, 2014

Patty Dreier, County Executive

Acknowledgements

Committee members of the County Bicycle and Pedestrian Ad Hoc Urban, Rural and Technical Committees
(member names and organizations are listed later within the document)

Portage County Planning and Zoning Committee:

Jerry Piesik, Chair
Barry Jacowski
Leif Erickson
Marion 'Bud' Flood
Stan Potocki

Portage County Board of Supervisors:

Chairman - O. Philip Idsvoog
Tom Mallison
Joanne Suomi
Perry Pazdernik
Mike Wiza
Jeff Presley
Marion (Bud) Flood
Dan Dobratz
Scott K. Winn

Bo DeDeker
James Krems
Stan Potocki
Don Butkowski
Donald Jankowski
James Gifford
Allen Haga, Jr.
Samuel Levin

Leif Erickson
Dale O'Brien
Kelley M. Steinke
Jeanne Dodge
Jerry Piesik
Barry Jacowski
Lonnie Krogwold
James Zdroik

Portage County Planning and Zoning Department:

Jeff Schuler, Director
Sarah Wallace, Associate Planner
Jeff Hartman, GIS LIS Manager
Rod Sutter, GIS Technician
Gayle Stewart, Administrative Assistant
Patty Benedict, Administrative Assistant

And a special thanks for the rest of the Planning and Zoning Department

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Table of Contents

List of Tables	iii
List of Maps (Contained in separate PDF)	vi
Acknowledgements	iii
1 Plan Overview	1
1.1 Introduction	1
1.2 A Countywide Plan	2
1.3 Public Involvement	4
2 The Case for Bicycling and Walking	7
2.1 Economic Vitality	7
2.2 Health	8
2.3 Transportation Choice	8
2.4 Tourism	9
2.5 Recreation	9
2.6 Building Community & Public Safety	9
2.7 Traffic Congestion & Safety	10
2.8 Environment	10
2.9 Quality of Life	11
3 Existing Conditions	12
3.1 Overview	12
3.2 Regional Context, Urban Area, Villages & Rural Areas	12
3.3 Bicycling and Walking Conditions	13
3.4 Existing Plans & Policies Summary	21
4 Bicycle & Pedestrian Facility Types	22
4.1 On-Street Bicycle Facility Types	24
4.2 Off-Street Bicycle Facility Types	29
4.3 Bicycle Facility Design Guidance	29
4.4 Pedestrian Facility Types	30
4.5 Pedestrian Facility Design Guidance	33
5 Vision, Goals, Objectives, and Policies	34
5.1 Overview	34
5.2 Vision and Mission for 2035	34
5.3 Goals, Objectives and Policies:	35
6 Non-Infrastructure Recommendations	39
6.1 Encouragement Recommendations	39
6.2 Education Recommendations	41
6.3 Enforcement Recommendations	43
6.4 Evaluation Recommendations	45
6.5 Other Program and Policy Recommendations	47
7 Villages and Rural Area Facility Recommendations	51
7.1 Overview	51
7.2 Rural Area Bikeway Recommendation Methodology	51
7.3 General Rural Area Bikeway Recommendations	53

Portage County Countywide Bicycle & Pedestrian Plan

7.4 Rural Area Bicycle Facility Recommendations	56
7.5 Rural Area Bikeway Implementation and Costs	62
7.6 Rural Area Pedestrian Facility Recommendations	64
8 Urban Area Facility Recommendations	67
8.1 Overview	67
8.2 Urban Area Bikeway Recommendation Methodology	67
8.3 General Urban Area Bikeway Recommendations	68
8.4 Urban Area Facility Recommendations	72
8.5 Urban Area Bicycle Implementation and Costs	78
8.6 Pedestrian Network & Facility Recommendations	80
8.7 Urban Area Pedestrian Facility Implementation and Costs	82
9 Safe Routes to School Plan	87
9.1 Overview	87
9.2 Existing Conditions	87
9.3 Plan Framework	88
9.4 Site and Communitywide Recommendation Overview	88
9.5 Action Plans	89
10 Conclusion	108
Appendix A Public Comments	110
A.1 General Comments	110
A.2 WikiMap Comments	110
A.3 Online Survey	110
Appendix B Existing Plans & Policies	132
B.1 General Recommendations	132
B.2 Portage County	134
B.3 City of Stevens Point	137
B.4 Village of Plover	142
B.5 Village of Park Ridge	145
B.6 Village of Whiting	147
B.7 Village of Almond	149
B.8 Village of Amherst	151
B.9 Village of Amherst Junction	152
B.10 Village of Junction City	153
B.11 Village of Nelsonville	154
B.12 Village of Rosholt	155
Appendix C Bicycle and Pedestrian Facility Design	156
C.1 Overview	156
C.2 Purpose and Project Opportunities	156
C.3 Plan and the Provision of Bicycle and Pedestrian Facilities	157
C.4 Design Guideline Basics	158
C.5 Standard and Minimum Design Values	158
C.6 Flexibility in Design	159
C.7 Contents	159

Appendix D | Field Work Description179

Appendix E | Planning-Level Facility Cost Assumptions181

Appendix F | Rural Area Bicycle and Pedestrian Facility Cost Estimates191

 F.1 | Village Bikeway Planning Level Cost Estimates and Timeframes191

 F.2 | Town Bikeway Planning Level Cost Estimates and Timeframes 193

Appendix G | Urban Area Bicycle and Pedestrian Facility Cost Estimates..... 198

 G.1 | City of Stevens Point Bikeway Planning-Level Cost Estimates and Timeframes 198

 G.2 | Urban Area Village Bikeway Planning-Level Cost Estimates and Timeframes..... 201

Appendix H | Funding Opportunities 203

 H.1 | Federal Funding Administered by State Agencies..... 203

 H.2 | State Funding Sources 204

 H.3 | Local Funding Sources..... 204

Appendix I | Memorandum on Recreational Bicycle Route Mapping 207

Appendix J | Full Safe Routes to School Report..... 209

List of Tables

Table 1: Rural Area Steering Committee Members4

Table 2: Urban Area Steering Committee Members4

Table 3: Technical Advisory Committee Members5

Table 4: Generalized bicycling conditions for rural roadways17

Table 5: Miles of recommended Rural Area bikeways by facility type56

Table 6: Village of Almond bikeways56

Table 7: Village of Amherst bikeways56

Table 8: Village of Amherst Junction bikeways57

Table 9: Village of Junction City bikeways57

Table 10: Village of Nelsonville bikeways57

Table 11: Village of Rosholt bikeways57

Table 12: Town of Alban bikeways57

Table 13: Town of Almond bikeways57

Table 14: Town of Amherst bikeways58

Table 15: Town of Belmont bikeways58

Table 16: Town of Buena Vista bikeways58

Table 17: Town of Carson bikeways59

Table 18: Town of Dewey bikeways59

Table 19: Town of Eau Pleine bikeways59

Table 20: Town of Grant bikeways59

Table 21: Town of Hull bikeways59

Table 22: Town of Lanark bikeways60

Table 23: Town of Linwood bikeways60

Table 24: Town of New Hope bikeways60

Table 25: Town of Pine Grove bikeways60

Table 26: Town of Plover bikeways61

Table 27: Town of Sharon bikeways61

Portage County Countywide Bicycle & Pedestrian Plan

Table 28: Town of Stockton bikeways	61
Table 29: Planning level costs for the Rural Area bikeway network.....	62
Table 30: Short-term priority bikeway projects for the Rural Area	63
Table 31: WisDOT Guidelines for Sidewalk Placement.....	64
Table 32: Miles of Portage County Urban Area bikeways by facility type.....	72
Table 33: Stevens Point Bicycle Lanes/Urban Shoulders.....	73
Table 34: Stevens Point Buffered Bicycle Lanes	74
Table 35: Stevens Point Contraflow Bicycle Lanes + Shared Lane Markings	74
Table 36: Stevens Point Paved Shoulders.....	74
Table 37: Stevens Point Shared Lane Markings.....	74
Table 38: Stevens Point Signed Bike Routes.....	75
Table 39: Stevens Point Off-Street Facilities.....	75
Table 40: City of Stevens Point bikeways - Future Bicycle Accommodation	75
Table 41: Village of Park Ridge bikeways (all types)	75
Table 42: Village of Plover Bicycle Lanes/Urban Shoulders.....	76
Table 43: Village of Plover Shared Lane Markings.....	76
Table 44: Village of Plover Signed Bike Routes.....	76
Table 45: Village of Plover Off-Street Facilities	77
Table 46: Village of Whiting Bicycle Lanes/Urban Shoulders	77
Table 47: Village of Whiting Signed Bike Routes	77
Table 48: Village of Whiting Off-Street Facilities.....	77
Table 49: Planning level costs for the Urban Area bikeway network.....	78
Table 50: Priority bikeway projects for the Urban Area	79
Table 51: Primary streets needing sidewalks	84
Table 52: SRTS Sub-Area 1 Action Plan.....	90
Table 53: SRTS Sub-Area 2 Action Plan.....	93
Table 54: SRTS Sub-Area 3 Action Plan.....	98
Table 55: SRTS Sub-Area 4 Action Plan.....	101
Table 56: SRTS Sub-Area 5 Action Plan.....	105
Table 57: WisDOT Guidelines for Sidewalk Placement.....	132
Table 58: Planning level costs for signed bike route (add signs)	181
Table 59: Planning level costs for sharrows (no major action).....	181
Table 60: Planning level costs for bike lanes (no major action)	182
Table 61: Planning level costs for bike lanes (lane diet).....	182
Table 62: Planning level costs for bike lanes (road diet)	183
Table 63: Planning level costs for bike lanes (pave existing shoulders)	183
Table 64: Planning level costs for bike lanes (construct shoulders)	184
Table 65: Planning level costs for climbing lanes (lane diet)	184
Table 66: Planning level costs for buffered bike lanes (lane diet).....	185
Table 67: Planning level costs for paved and striped shoulders (add striping)	185
Table 68: Planning level costs for paved and striped shoulders (lane diet)	185
Table 69: Planning level costs for paved and striped shoulders (road diet).....	186
Table 70: Planning level costs for paved and striped shoulders (build 2' shoulders).....	186
Table 71: Planning level costs for paved shoulders (build 4' shoulders)	187
Table 72: Planning level costs for 6' sidewalks (widen existing)	187
Table 73: Planning level costs for sidewalks (construct new)	188

Portage County Countywide Bicycle & Pedestrian Plan

Table 74: Planning level costs for shared use path (widen existing)	188
Table 75: Planning level costs for shared use path (construct new)	189
Table 76: Planning level costs for one way cycletrack.....	189
Table 77: Planning level costs for two way cycletrack.....	190
Table 78: Rural Area planning level bikeway cost estimates by facility type	191
Table 79: Village of Almond Bikeways	191
Table 80: Village of Amherst Bikeways	192
Table 81: Village of Amherst Junction Bikeways	192
Table 82: Village of Junction City Bikeways	192
Table 83: Village of Nelsonville Bikeways	192
Table 84: Village of Rosholt Bikeways	192
Table 85: Town of Alban Bikeways	193
Table 86: Town of Almond Bikeways.....	193
Table 87: Town of Amherst Bikeways.....	193
Table 88: Town of Belmont Bikeways.....	194
Table 89: Town of Buena Vista Bikeways	194
Table 90: Town of Carson Bikeways	194
Table 91: Town of Dewey Bikeways	194
Table 92: Town of Eau Pleine Bikeways.....	194
Table 93: Town of Grant Bikeways	195
Table 94: Town of Hull Bikeways	195
Table 95: Town of Lanark Bikeways.....	195
Table 96: Town of Linwood Bikeways.....	195
Table 97: Town of New Hope Bikeways	196
Table 98: Town of Pine Grove Bikeways.....	196
Table 99: Town of Plover Bikeways	196
Table 100: Town of Sharon Bikeways	197
Table 101: Town of Stockton Bikeways	197
Table 102: Urban Area planning level bikeway cost estimates by facility type.....	198
Table 103: City of Stevens Point Bikeways	198
Table 104: Village of Park Ridge Bikeways.....	201
Table 105: Village of Plover Bikeways	201
Table 106: Village of Whiting Bikeways.....	202
Table 107: Potential Federal funding sources for bicycle and pedestrian projects.....	205

List of Maps (Contained in separate PDF)

- Map 1: Countywide Bicycle Crash Locations (2003 - 2012)
- Map 2: Urban Area Bicycle Crash Locations (2003 - 2012)
- Map 3: Wisconsin Department of Transportation Bicycle Suitability/Level of Service Map – Portage County
- Map 4: Wisconsin Department of Transportation Bicycle Suitability/Level of Service Map – Stevens Point Area
- Map 5: Countywide Average Daily Traffic (ADT) Volume
- Map 6: Countywide Existing Bicycle Facilities
- Map 7: Urban Area Existing Bicycle Facilities
- Map 8: Urban Area Latent Bicycle Demand
- Map 9: Countywide Pedestrian Crash Locations (2003 - 2012)
- Map 10: Urban Area Pedestrian Crash Locations (2003 - 2012)
- Map 11: Urban Area Sidewalk Inventory
- Map 12: Urban Area Latent Pedestrian Demand
- Map 13: Countywide Existing & Proposed Bicycle Facilities
- Map 14: Urban Area Existing & Planned Bicycle Facilities
- Map 15: Urban Area WikiMap Line Comments
- Map 16: Urban Area WikiMap Point Comments

1 | Plan Overview

1.1 | Introduction

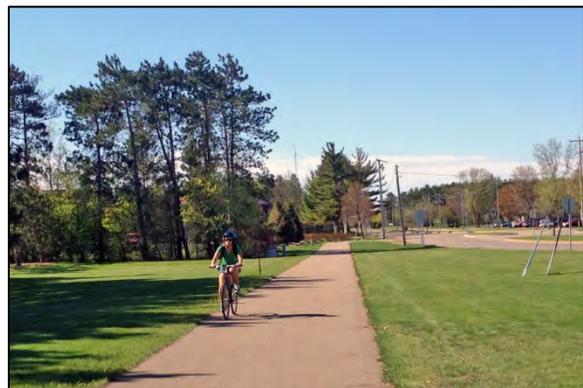
Portage County takes pride in being a great place to live, work, and play. Providing opportunities for citizens to integrate bicycling and walking into their everyday lives is essential to maintaining the vibrancy of the community and enhancing quality of life. Better public health, increased economic activity, and cleaner air are a few of the benefits that can be realized by improving conditions for bicyclists and pedestrians. Whether for recreation or transportation, the demand for safe, comfortable, and convenient places to walk and bike is increasing.

In many ways, Portage County is already a great place to bike and walk. The County has extensive natural beauty afforded by the Wisconsin River, extensive woodlands, and vital marshlands. The Green Circle Trail consists of 26 miles of shared-use paths and streets that connect many destinations within and around Stevens Point. In addition, new bike lanes have been added in recent years and the City of Stevens Point has an excellent system of wayfinding signs for bicyclists. In the rural parts of the County, there are many Town roads with low levels of motor vehicle traffic that are ideal for recreational rides.

However, there are also areas for improving bicycling and walking conditions in Portage County. There are many instances where comfortable and convenient routes connecting Villages, Towns, and the City are lacking. In some cases this is due to physical barriers, such as the Wisconsin River or Interstate 39, while in other cases it is due to a lack of bicycle and pedestrian infrastructure along existing roads and streets. In the urbanized portion of the County, there are streets that are challenging for cyclists and pedestrians due to high traffic volumes, lack of adequate infrastructure, and difficult intersections.

This Plan provides recommendations to improve conditions for bicycling and walking in Portage County and to coordinate the efforts of the County, the City of Stevens Point, and the numerous Villages and Towns. Key elements of this Plan include:

- An assessment of existing bicycling and walking conditions, plans, and policies in Portage County;
- An overview of bicycle and pedestrian facility types;
- A Vision, Mission, Goals, Objectives, and Policies for improving bicycling and walking in the County;
- Non-infrastructure recommendations designed to improve bicycling and walking conditions in Portage County through Education, Encouragement, Enforcement, and Evaluation efforts;
- Bicycle and pedestrian infrastructure recommendations for the rural portion of Portage County and the outlying Villages;
- Bicycle and pedestrian infrastructure recommendations for the Portage County Urban Area;
- Safe Routes to School recommendations for nearly all public and private schools in the County; and
- Funding and implementation recommendations to aid the County and its municipalities in prioritizing projects and programs.



A bicyclist on a shared use path in Portage County.

A Countywide Plan with Rural and Urban Elements

This Countywide Bicycle & Pedestrian Plan is intended to be used by individual municipalities and the County itself. Like motor vehicle travel, bicycle and pedestrian trips often cross jurisdictional boundaries; therefore, it is important for this Plan to ensure connectivity across municipal boundaries and between incorporated and unincorporated areas. This Plan consists of two complementary elements – a Rural Area element that addresses the unincorporated portions of the County and the outlying Villages, and an Urban Area element that includes the City of Stevens Point, the Villages of Plover, Whiting, and Park Ridge, and portions of adjacent towns. While developed concurrently, these two elements are represented separately in this Plan because their contrasting contexts require different solutions in some cases.

1.1.1 | Overview of how Portage County arrived at producing a Plan

In the late 1990s, the Village of Plover and City of Stevens Point adopted the Metropolitan Area Bicycle / Pedestrian Plan. This Plan made infrastructure, policy, and program recommendations for enhancing conditions for walking and bicycling in the urbanized part of the County. While several of the Plan’s recommendations were accomplished, the Plan was never fully implemented and was in need of revision. In 2010, Portage County identified the need to create a Countywide Bicycle & Pedestrian Plan to better connect the Urban Area to the surrounding Towns, Villages, and the County’s various parks. The Wisconsin Department of Transportation awarded a \$141,000 Transportation Enhancements (TE) grant for the purposes of developing this Plan.¹ Through a competitive process, Portage County selected a team of consultants consisting of Toole Design Group and SAA Design Group, both located in Madison, Wisconsin, to assist Portage County in developing this Plan.

1.2 | A Countywide Plan

As previously noted, Portage County has been divided into two areas – the Rural Area and the Urban Area – for the purposes of this Plan. Each of these areas is described below.

1.2.1 | The Rural Area

The Portage County Rural Area includes all seventeen Towns in Portage County and the six outlying Villages of Almond, Amherst, Amherst Junction, Nelsonville, Junction City, and Rosholt.

The Rural Area of Portage County has never had a formal bicycle or pedestrian Plan, although pedestrian planning has occurred at a small scale in some of the Villages, and municipalities typically identified existing trails, etc. when completing their Comprehensive Plans. Bicycle and pedestrian planning in rural areas has several unique aspects. Although most Town Roads, and some County Roads, carry very little motor vehicle traffic, the traffic that is present often travels at a high speed. While bike lanes may be warranted in Villages, rural bicycle accommodations typically take the form of paved shoulders, shared roads, and shared-use paths. From a pedestrian perspective, providing sidewalks along rural roads in unincorporated areas is rarely cost-effective. In these areas, pedestrians will often use paved shoulders or shared-use paths.

1.2.2 | The Urban Area

The Portage County Urban Area consists of the City of Stevens Point and Villages of Plover, Whiting, and Park Ridge. Some recommendations for the Urban Area include small portions of the adjacent Towns of Hull, Plover, Linwood, and Carson.

¹ Since this grant was awarded, the Transportation Enhancements program has been replaced by the Transportation Alternatives program.

The Village of Plover and City of Stevens Point – which constitute the majority of the Urban Area – created a Bicycle/Pedestrian Plan in the late 1990s and implemented some, but not all, of the Plan’s recommendations. Considerable changes have occurred in the Urban Area since the completion of the last Plan, and the Urban Area is in need of an updated Plan to guide bicycling and walking improvements. There are several unique aspects of urban bicycle and pedestrian planning compared to planning for the Rural Area. For example, streets in the Urban Area tend to be wider and carry more traffic, but speed limits also tend to be lower. Bike lanes are often good solutions in cities and villages, and sidewalks for pedestrian use are essential in areas with urban levels of density.

1.2.3 | School Areas

Fewer children walk and bicycle to school today than ever before in the United States.² At the same time, childhood obesity has increased, air quality has deteriorated, and schools have been built farther away from where children live. Increasing walking and biking to schools in Portage County can positively contribute to the well-being of children and help reverse recent trends at the local scale.

Safe Routes to School (SRTS) programs are sustained efforts to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school. The SRTS effort begins by understanding why children are not walking and bicycling to school. Safe Routes to School programs assess conditions around the school and conduct surveys of parents, teachers, and students to determine existing attitudes about bicycling and walking and bicycle and pedestrian facilities near the school. SRTS programs then identify opportunities to make bicycling and walking to school a safer and more appealing transportation choice for both students and parents, thus encouraging a healthy and active lifestyle from an early age.



A full bike rack indicates lots of interest in bicycling to James Madison Elementary School in Stevens Point.

The SRTS sections of this Plan (Chapter 9 and Appendix J) analyze each Portage County school and its surroundings and make recommendations for increasing bicycling and walking for each campus.

1.2.4 | Need for a Countywide Plan

The need for bicycle and pedestrian planning for the Rural Area, the Urban Area, and surrounding schools in Portage County points to the need for a single, Countywide Bicycle & Pedestrian Plan. The need for bicycle and pedestrian facilities does not start and stop at arbitrary municipal borders. Bicycling and walking improvements made to benefit a specific school can also benefit bicyclists and pedestrians who happen to be passing through the neighborhood.

This Plan addresses bicycling and pedestrian issues for all of Portage County. Because of the unique planning and facility needs of the Rural Area versus the Urban Area, bicycle and pedestrian facility recommendations for each area are provided in separate chapters, and the SRTS background and recommendations are provided as an appendix. However, the Project Team designed the recommendations in this Plan to result in a single unified network that serves the needs of all County residents, regardless of in which specific municipality they may live.

² Helpful Statistics on Safe Routes to School. Safe Routes to School National Partnership. Accessed November 8, 2013. <http://www.saferoutespartnership.org/resourcecenter/quick-facts>

1.3 | Public Involvement

The public should be closely involved in the development of any plan to ensure that it meets the needs of residents, has local support, and is implementable by government officials. The Project Team used a multi-pronged approach to ensure that the public was centrally involved in the development of the Plan and its recommendations.

1.3.1 | Plan Steering Committees

Portage County formed two distinct Steering Committees for this Plan – one for the Rural Area and one for the Urban Area. Tables 1 and 2 list the members of each committee alphabetically by last name.

Table 1: Rural Area Steering Committee Members

Name	Organization
Sara Brish	Convention and Visitors Bureau
Bo DeDeker	County Board Supervisor, Parks Commission
Bud Flood	County Board Supervisor, Highway Committee
Jenny Gaffke/Gary Garske	Portage County Health and Human Services
Jim Hamilton	Resident
Dennis Hess	Town of Eau Pleine Chairman
Mike Juris	Village of Amherst President – Committee Chair
John Jury	Resident
Brad Mapes-Martins	Resident
Jim Menzel	Resident
Butch Pomeroy	Resident
Neil Prendergast	Resident
Steve Retzki	Portage County Sheriff’s Department
Dave Wilz	Town of Hull Supervisor
Jacob Zurawski	Resident

Table 2: Urban Area Steering Committee Members

Name	Organization
Tony Babl	Stevens Point Police Department
John Bailiff	Resident
Scott Cole	Hostle Shoppe/Heartland Bike Club
Dan Dobratz	County Board Supervisor, Public Protection Committee
Bob Fisch	Resident
Jenny Gaffke/Gary Garske	Portage County Health and Human Services Department
Andrew Halverson	Mayor of Stevens Point
Anna Haines	University of Wisconsin-Stevens Point – Committee Chair
Bob Matthews	Resident, Volunteer for ADRC
Carl Rasmussen	University of Wisconsin-Stevens Point, Facilities Director
Dan Schlutter	Village of Plover Administrator
Traci Smet	Ministry St. Michael’s Hospital
Dwayne Wierzba	Plover Police Department
Scott Winn	County Board Supervisor, Health and Human Services Committee
Laura Zelenak	Resident

The Rural Area and Urban Area Steering Committees met a total of seven times during the development of the Plan, five times each as individual committees, and twice as a joint committee. The Steering Committees used these meetings to set a vision and goals for bicycling and walking in Portage County, to recommend bicycle and

pedestrian facility locations, to discuss bicycle and pedestrian issues in their respective areas, and to review draft recommendations and materials prepared for the Plan, as well as the final Plan itself.

1.3.2 | Plan Technical Advisory Committee

Portage County formed a Technical Advisory Committee (TAC) to recommend bicycle and pedestrian facilities and review information that was more technical in nature than that reviewed by the Steering Committees. The TAC was comprised of staff and officials from the three municipalities that will be charged with implementing the majority of the recommendations in the Plan: Portage County, the City of Stevens Point, and the Village of Plover. Table 3 lists the TAC members alphabetically by last name.

Table 3: Technical Advisory Committee Members

Name	Organization
Brian Kelly/Nathan Check	Portage County Highway Commissioner
Joel Lemke	City of Stevens Point Director of Public Utilities and Transportation
Dan Mahoney	Village of Plover Administrator
Michael Ostrowski	City of Stevens Point Community Development Director
Scott Schatschneider	City of Stevens Point Public Works Director
Tom Schrader	City of Stevens Point Parks Director
Jeff Schuler	Portage County Director of Planning and Zoning
Gary Speckmann	Portage County Parks Director
Sarah Wallace	Portage County Associate Planner

The TAC met twice as an individual committee during the development of the Plan, and members were invited to attend each Urban Area and Rural Area Steering Committee meeting.

1.3.3 | Public Workshop/Open House

On February 28, 2013, the Project Team held an all-day workshop at the Portage County Annex for members of the public and interested municipal staff and officials to provide input on the Plan. The workshop was structured as a series of sessions focused on the following topics:

- Pedestrian issues;
- Bicycling and walking near the University of Wisconsin – Stevens Point;
- Safe Routes to School;
- Bicycling issues;
- Health and wellness issues related to active transportation;
- Enforcement and education; and
- A general open session.

Participants were welcome to attend any or all of the sessions, and to come and go as it fit their schedule. Approximately 30 people attended the sessions over the course of the day. Each session had a lively discussion of issues involved in each topic, and the input from the participants helped form the recommendations contained in this Plan.



Participants at the February 2013 Public Workshop discuss bicycling issues in the Urban Area.

1.3.4 | WikiMap

The Project Team used an online, interactive “WikiMap” to solicit public comments about walking and bicycling in Portage County. The mapping tool is based on Google Maps, and allows users to enter lines or points on the map and add comments to those lines and points. The WikiMap was available from January 9, 2013, until May 1, 2013. During that time, 547 total comments were received from 56 different users:

- 268 line comments
- 279 point comments

Maps displaying the WikiMap comments received in the Urban Area are included with this plan. Only maps for the Urban Area are included as this is where most of the comments were placed. Individual comments in the WikiMap were important to consider, but the tool’s real power comes through the ability to see many user comments at one time: as more people comment on the map, clear patterns begin to emerge about good places to walk and bike, as well as streets and intersections that are unsafe or uncomfortable for bicyclists and pedestrians. The WikiMap comments helped form many of the recommendations for specific facilities in this Plan.

1.3.5 | Online Survey

The Project Team conducted an online survey about bicycling and walking in Portage County as part of the development of this Plan. The survey was available from mid-April through the end of May 2013 and was completed by 163 people; an additional 39 people completed at least part of the survey. Full survey results are included in Appendix A.

2 | The Case for Bicycling and Walking

Counties, Cities, and Villages across the country are embracing bicycling and walking as viable transportation modes and great forms of recreation. Bicycling and walking also provide a means to support multiple objectives including: economic development, maximizing transportation investments, improving public health, addressing transportation equity, and reducing environmental impacts. In addition, many households are growing more interested in leading car-free or “car-light” lifestyles, especially as fuel costs continue to rise and appreciation increases for the health benefits of active transportation. There is great interest among citizens and stakeholders in pursuing development and transportation solutions that are more sustainable – meaning less costly to maintain over time, less polluting, and more equitable.



Bicycling is a low-cost transportation option that also provides other benefits.

Communities increasingly see the bicycle as a key component of sustainable transportation systems. Bicycling is by far one of the most cost-effective transportation modes for municipalities and other government agencies to support. In many cases, bicycle facilities utilize existing roadway space and only require relatively low-cost pavement markings and/or signage. Often touted as the world’s most efficient machine, the bicycle also has a much smaller impact on household transportation costs compared to automobiles and transit.

Similarly, improving walkability is a high priority in many communities across the nation, especially those that are undergoing periods of redevelopment and revitalization. Walkable neighborhoods and districts typically boast lower crime rates, improved public health, increased economic activity, higher property values, and higher levels of community interaction.

These trends, described in more detail in the following pages, support implementation of this Plan.

2.1 | Economic Vitality

Active transportation – biking and walking – positively impacts economic vitality on three scales: the City or Village, the neighborhood, and the household.

The City or Village

In many industries the competition for workers is place-based; people are choosing employers not just on salary and traditional benefits, but on external criteria such as lifestyle and quality of life. In today’s global economy, the ability to attract business – and business’s ability to attract employees – depends on the livability index of the community, which is composed of five factors:

1. Low crime
2. Good schools
3. Easy commutes
4. Close-to-home recreation
5. A friendly and open social environment

A bicycle-friendly street system and extensive path system is central to items 3, 4, and 5 on this list. The “knowledge workers” of today and tomorrow’s businesses want healthy and sustainable lifestyles, of which daily bicycling and walking is a part. Cities and Villages that are making investments to become more walkable and bikeable are seeing dividends in the form of attracting new residents and employers.

The Neighborhood

Investing in bicycle and pedestrian infrastructure is a key strategy for revitalizing and improving neighborhoods. These investments improve access to businesses, make streets more attractive to a broader range of users, increase neighborhood livability by increasing social interaction and perceptions of personal safety, and reduce vehicle congestion. Improving bicycle and pedestrian connectivity to established neighborhoods also supports the redevelopment and creation of mixed-use districts and provide safe routes to schools.

The Household

A motor vehicle is the second-highest household expense in the United States after housing according to the League of American Bicyclists. In Portage County, approximately five percent of households report not owning a car while 67 percent report owning two or more cars.³ The American Automobile Association estimates that Americans spend on average \$9,122 each year to own and operate a car.⁴ It is estimated that about \$7,000 of this leaves the local economy (through fuel purchases, insurance fees, etc.) while the remainder stays in the community (through taxes, maintenance, registration, etc.). In a period of high-variability in the cost of fuel, bicycling and walking offer lower-cost transportation options. Bicycling has an annual operating cost of approximately \$300 – less than four percent of average annual car operating costs.⁵ Providing transportation choices can give households the option of owning fewer cars, thus freeing up more household money that can be spent in the local economy.

2.2 | Health

The Centers for Disease Control and Prevention recommends two and a half hours of moderate-intensity aerobic activity every week, which is equivalent to 10 minutes of brisk walking, three times per day, five days per week.⁶ Adults who are physically active are healthier and less likely to develop many chronic diseases that are more common amongst inactive adults. In young people, there are nearly twice as many overweight children and almost three times as many overweight adolescents in the United States today as there were in 1980.⁷ Expanded and improved bicycle and pedestrian facilities and support programs enable children, adolescents, and adults to get exercise as a part of their daily transportation routines. The health benefits of active transportation have also been shown to include increased labor productivity amongst adults and improved academic performance for youth.

2.3 | Transportation Choice

Improving bicycling and walking conditions will expand transportation choices for the entire community. For those on low or fixed incomes, biking and walking may provide a supplement to public transit. Over one third of

³ U.S. Census Bureau; American Community Survey, 2010 American Community Survey 5-Year Estimates. Table B08201. Generated by Kevin Luecke using American FactFinder <http://factfinder2.census.gov>. October 18, 2013.

⁴ The American Automobile Association reports the average annual cost of owning a sedan to be \$9,122 per year in 2013; an SUV is nearly \$12,000. <http://newsroom.aaa.com/2013/04/cost-of-owning-and-operating-vehicle-in-u-s-increases-nearly-two-percent-according-to-aaas-2013-your-driving-costs-study/>

⁵ “Pedaling to Prosperity.” The Sierra Club. http://www.sierraclub.org/pressroom/downloads/BikeMonth_Factsheet_0512.pdf

⁶ Centers for Disease Control and Prevention, How Much Physical Activity do Adults Need? <http://www.cdc.gov/physicalactivity/everyone/guidelines/adults.html> accessed 8/7/13

⁷ Childhood Obesity Facts. Centers for Disease Control and Prevention. Accessed November 25, 2013. <http://www.cdc.gov/healthyyouth/obesity/facts.htm>

the U.S. population do not drive because they are too young or too old, have a physical disability, do not have the economic resources to own and operate a car, or simply do not want to drive. However, most of these people can bicycle or walk if safe and convenient bikeways and sidewalks are present. Biking and walking may also be options for the elderly who reach an age where driving is no longer an option. Older adults still need to travel to the grocery store, to medical appointments, to bus stops, and to access recreational opportunities. Improvements to bicycling and walking conditions make it easier for Portage County's residents to age-in-place, while also lowering transportation costs.

Providing safe and convenient bicycle and pedestrian facilities also benefits people who rarely or never take advantage of them: for each person who does walk or bicycle to the grocery store or other destination, there is one less car on the street and one more parking space available for people who drive to the same destination.

Transit access is also important for people of all ages. Well-developed bicycle and pedestrian systems expand the reach of transit systems. Providing safe and convenient facilities, such as bike lanes, sidewalks, and shared use paths increase the service radius of a transit stop or station, particularly where distances between stops are great.

2.4 | Tourism

Bicycle tourism is big business in Wisconsin. It is estimated that bicycle tourism brings over \$535 million in spending to Wisconsin communities from out of state visitors.⁸ These dollars are spent at local restaurants and bars, shops, hotels, and other establishments. The small community of Sparta, Wisconsin, sees over 15,500 visiting bicyclists every year thanks to the presence of the Elroy-Sparta Trail. With attractions such as the Green Circle Trail, the Tomorrow River State Trail, beautiful countryside traversed by low-volume roads, and dining and other attractions in its many communities, Portage County is well placed to greatly expand bicycle tourism in the region.



Eastern Portage County's geography draws cyclists from around the Midwest to the Ice Age Bicycle Trail.

2.5 | Recreation

Creating a Countywide network of bikeways with connectivity between municipalities and neighboring communities increases the opportunities for close-to-home, affordable recreation for people of all ages. Bicycle and pedestrian networks are valuable ways to enhance access to the County's many public parks and other recreational venues, and to provide links into neighboring counties. On their own, shared-use paths (such as the Green Circle Trail and the Tomorrow River State Trail) provide excellent recreation opportunities for cyclists and pedestrians. Biking, walking, and jogging along paths are great ways to de-stress, exercise, and experience nature.

2.6 | Building Community & Public Safety

It cannot be underestimated what bicycling and walking contributes to building community and promoting public safety. Building a strong sense of community is dependent on knowing your neighbors and meeting the people

⁸ Grabow, Maggie, Micah Hahn, and Melissa Whited. "Valuing Bicycling's Economic and Health Impacts in Wisconsin." The Nelson Institute for Environmental Studies. January 2010.

who live on the next block or in the next neighborhood. A community that bicycles and walks will significantly increase the social interactions that create these bonds. More bicycling and walking also means more eyes on the streets and on the paths. The best deterrent to crime is the active presence of people in the public realm who are engaged in constructive activities.

2.7 | Traffic Congestion & Safety

Bicycling can have an impact on local traffic congestion. On average, around one-third of all daily trips are less than three miles in length, a distance covered by bicycle in fifteen to twenty minutes. Most of these trips are made by automobile, in part due to a lack of walking and bicycling facilities that are perceived to be safe. Improved bicycling conditions can reduce congestion by providing the option to travel by bicycle for shopping, running errands, visiting friends, and commuting to work or school. At certain times of day, there may be little difference in the time it takes to make a short trip by bicycle or by car, and bicycling may save time and money.



A well-connected sidewalk network allows people to walk to nearby destinations if they choose to.

Safe, clear, and consistent accommodations for cyclists enhance safety for all street users. Interestingly, more people bicycling and walking will likely increase traffic safety for these groups. For example, bicycle lanes provide cyclists clear guidance and more confidence about bicycling in the street, and also provide motorists with information about where to expect bikes. When entering a street with bike lanes from a side street or driveway, bike lanes provide better sight distance for motorists watching for oncoming traffic. Research undertaken by the Alliance for Biking and Walking shows that areas with more bicycling trips per capita have a lower frequency of bicycle/motor vehicle crashes than areas with lower numbers of bicycling trips per capita; when bicyclists are encountered more frequently on streets, motorists become more accustomed to sharing the road with them.⁹

It is also significantly less expensive to create good bicycling, walking, and transit facilities to attempt to reduce congestion than it is to increase street capacity by building new streets or expanding existing streets.

2.8 | Environment

Bicycling and walking are not the only solutions to environmental issues like air pollution and climate change, but they can make meaningful contributions to solving these problems. Increased levels of bicycling and walking reduce fossil fuel consumption, air pollution, and carbon emissions. While every car trip cannot be replaced with a non-motorized trip, every trip made by bike or on foot does reduce pollution, especially when the trip covers a short distance. Based upon research conducted by the U.S. Environmental Protection Agency, it is estimated that up to 80% of the pollution created by automobiles is emitted in the first few minutes of operation, before pollution control devices begin to work effectively.¹⁰ Replacing very short motor vehicle trips with bicycle or walking trips can have an outsized environmental impact.

⁹ *Bicycling and Walking in the United States: 2012 Benchmarking Report*, Alliance for Biking and Walking, 2012

¹⁰ Catalysts for the Control of Automotive Cold Start Emissions, United States Environmental Protection Agency, <http://cfpub.epa.gov/ncer/abstracts/index.cfm/fuseaction/display.abstractDetail/abstract/1450/report/0> Accessed 8/8/13

2.9 | Quality of Life

All of the factors noted above contribute to an increased quality of life for Portage County residents. A well-connected network of bicycle and pedestrian facilities throughout the County provides transportation and recreation options for residents, can lead to improved health for the community as a whole as more people walk and bike, and can provide economic benefits through increased tourism and spending in local shops. These benefits do not only accrue to Portage County residents who use the bicycle and pedestrian networks – all residents benefit from decreased congestion on local streets, improved air quality, and robust local economies. Providing well-connected bicycle and pedestrian networks can help address many issues facing Portage County and other communities across the country, while also providing opportunities for increased recreation.

3 | Existing Conditions

3.1 | Overview

In the transportation world, bicycling and walking have received much attention over the past 20 years. Portage County has taken steps to bring together the municipalities and school districts to do planning for these modes. As part of that process it is important to take stock of what currently exists in the County, assess conditions facing people who are bicycling or walking or who want to bike or walk more often, and what the infrastructure is like to make bicycling, walking, and hiking attractive options in the County.

3.2 | Regional Context, Urban Area, Villages & Rural Areas

Portage County is centrally located in Wisconsin. The County is approximately 115 miles north of Madison, the state capitol, and 200 miles east of Minneapolis. The County covers approximately 823 square miles, and had a 2012 estimated population of 70,713 people.¹¹

The Portage County Urban Area is centrally located in relation to the rest of the County. It is by far the most populated area of the County. The Villages outside of the Urban Area range in population from approximately 150 people (Nelsonville) to 1,100 people (Amherst). The next closest city with a population as large as Stevens Point is Wisconsin Rapids. Wisconsin Rapids borders the western side of the County. It is approximately 20 miles from downtown Wisconsin Rapids to downtown Stevens Point. The Urban Area is comprised of four municipalities: the City of Stevens Point and the Villages of Plover, Whiting, and Park Ridge.

Stevens Point is the largest municipality in Portage County; it is the County's only incorporated City, and serves as the County Seat. With a population of 26,748 and an area of 17.20 square miles, Stevens Point contains the majority of the population and land area in the Urban Area. The Village of Whiting is adjacent to Stevens Point on the south side of the City. Whiting had an estimated 2012 population of 1,722 people and covers an area of 2.16 square miles. The Village is bound by Stevens Point to the north, the Village of Plover to the south and east, and the Wisconsin River to the west. The Village of Plover is adjacent to Whiting and Stevens Point, and is the southernmost municipality in the Urban Area. The Village had an estimated 2012 population of 12,239 people and covers an area of 10.79 square miles. Plover is bound by Whiting and Stevens Point to the north, and unincorporated Towns of Plover and Stockton to the west, south, and east. The Village of Park Ridge is completely surrounded by Stevens Point, and lies in the eastern portion of that City. Park Ridge had an estimated 2012 population of 502 people and covers an area of 0.22 square miles. Combined, the four municipalities have an estimated population of 41,211 and cover an area of approximately 31 square miles.

The Urban Area is the cultural and employment hub of the County. Several larger employers including University of Wisconsin-Stevens Point, St. Michaels Hospital, Sentry Insurance, and many smaller and mid-size employers in downtown Stevens Point are all located within a mile and half of each other – a manageable bicycle or walking trip.

¹¹ Office of Health Informatics, Division of Public Health, Wisconsin Department of Health Services. Accessed November 11, 2013. <http://www.dhs.wisconsin.gov/population/12demog/portage.htm>

3.3 | Bicycling and Walking Conditions

Portage County is as varied in landscapes as is the State of Wisconsin. While the western part of the County is relatively flat, the eastern third of the County is hilly. These topographic differences are due to Portage County being impacted by a terminal moraine – the area where glaciers stopped advancing during a previous ice age. As the glaciers melted and retreated, they left large deposits of debris and rock that now form the hilly eastern portion of Portage County. The Urban Area is flat, making bicycling and walking a bit easier from a physical exertion standpoint. Alternatively, bicyclists and hikers can select hilly or flat terrain for their recreational trips by traveling to a different part of the County. In addition to the varied terrain, the County possesses interesting topographic features, forest land, lakes, and a major river running right through the northwest part of the County. These features enhance the popularity of bicycling in the County – a point often made by Portage County bicyclists responding to the WikiMap survey map and attending the public meetings.

3.3.1 | Bicycling and Walking in Portage County

In many parts of the world, walking and bicycling are major modes of travel and relied on for utilitarian purposes. Even in many western countries walking and bicycling constitute a major portion of all transportation trips and connections between these modes and transit are well developed. In the U.S and Wisconsin, however, the opposite is true because cities have evolved around the automobile, making destinations and land uses so spread out that only driving can overcome such distances for many trip purposes.

In Wisconsin, a relatively small percentage of people walk or bike to work or for work-related purposes. This is primarily because so few people live within walking or bicycling distance of where they work. When other trip purposes are considered, walking and bicycling face the same challenges. Often trips to the store, school, or even a person’s favorite restaurant are just too far for there to be much potential for bicycling or walking. Or if they are close-by, they are not served well with bikeways and/or sidewalks.

Conditions in the Urban Area in particular stand out as a bit of an exception to the national and statewide situation. As seen in Figure 1 and Figure 2, bicycling and walking are far more common in the Urban Area than the state as a whole. The close proximity of destinations to each other and to where people live has a big impact on the potential for bicycling and walking. This is especially apparent when considering the proximity of major generators of walking traffic in Stevens Point, roughly bounded by downtown, UW-Stevens Point, and Sentry Insurance.

Although there may be other, more populous places in Wisconsin that have higher numbers of people walking and bicycling to work, the Urban Area has some of the highest *rates* of bicycling and walking to work in the state. According to the U.S. Bureau of Census’ American Community Survey for a five year average from 2007 to 2011, 3.3% of all residents in the Urban Area commuted to work by bicycle. In Stevens Point and Park Ridge the percentage was closer to five percent, which are among the higher rates in Wisconsin (see Figure 1). Walking to work was considerably higher with 8.7% of the residents walking to work. Remarkably, in Stevens Point the rate was over 12%, but as low as one percent in other parts of the County and even in Villages within the Urban Area.



Paved shoulders serve both pedestrians and bicyclists in the Rural Area of Portage County.

Portage County Countywide Bicycle & Pedestrian Plan

With such a high rate for the Urban Area, the County's percentage of bicycling and walking is consequently high with 2.0% of the resident population bicycling to work and 5.8% walking to work. By comparison, just 0.7% of the Wisconsin population bicycled to work and 3.4% walked.

Unfortunately, bicycle and walking data is rather limited. The work trip information is the only reliable community by community data available. Certainly, people walk and bicycle for other reasons. Nationally, only 6% of all trips by foot are taken to work while about twice that percentage of all bicycle trips are work related. There are many other purposes for bicycling and walking including shopping, visiting and social, education, and recreation.

Figure 1: Bicycle Commute Mode Share (2007 - 2011)

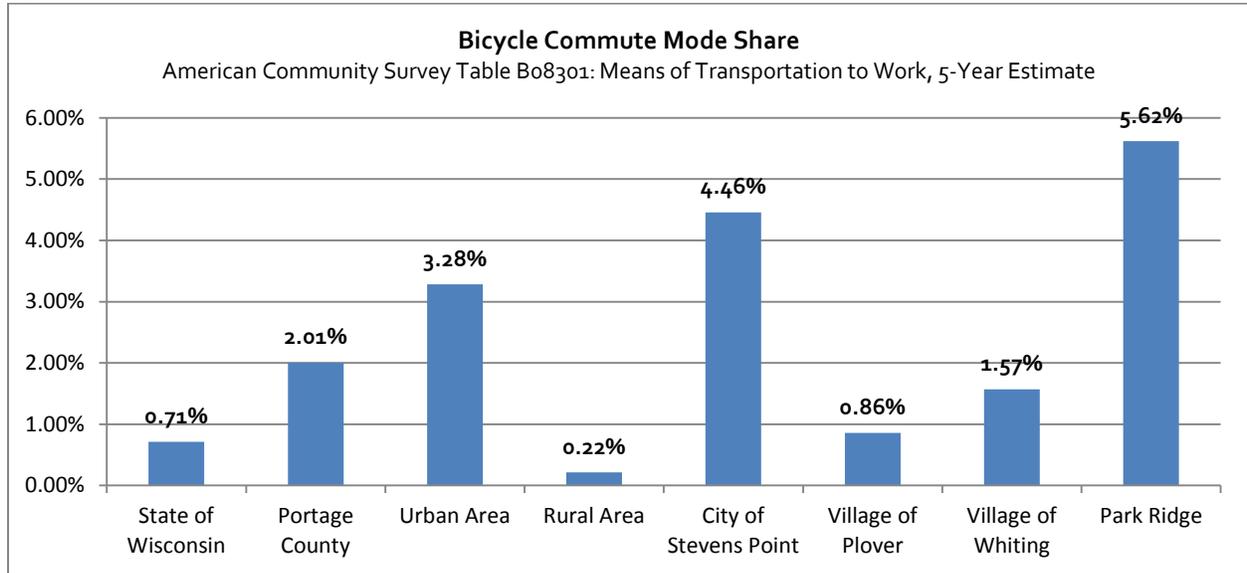
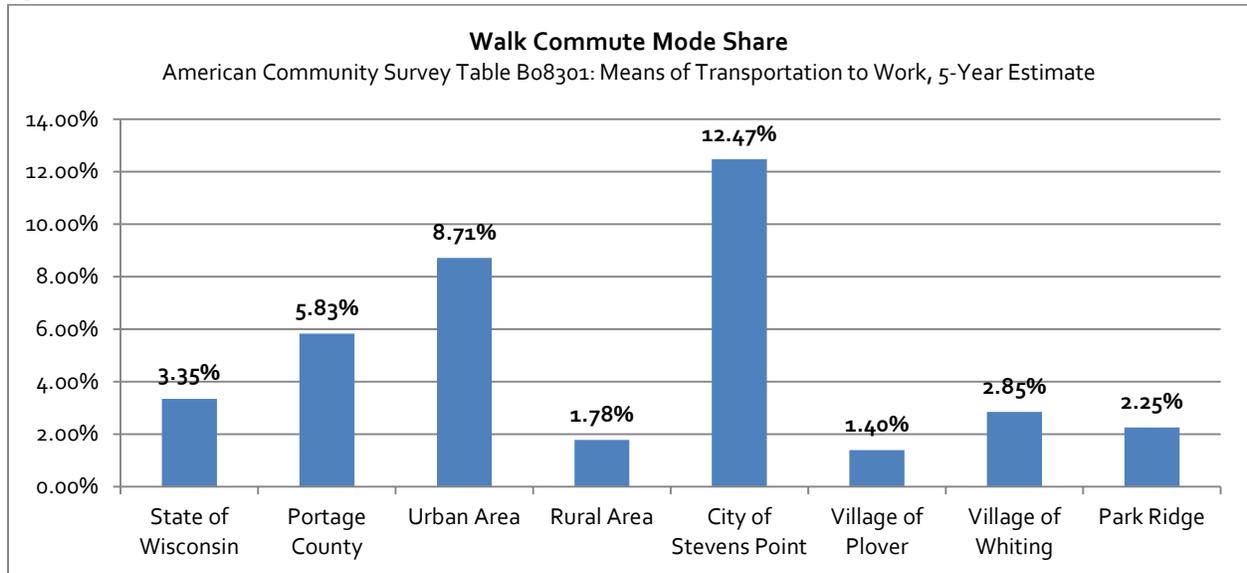


Figure 2: Walk Commute Mode Share (2007 - 2011)



3.3.2 | Bicyclist Crashes in Portage County

An unfortunate outcome of any form of transportation in modern society is crashes. Pedestrians and bicyclists are especially vulnerable road users since they are not shielded by tons of metal. While the practice of examining bicycle crashes may be somewhat dismal given the topic, it can often tell us much about the type and location of crashes and in the end help develop counter-measures for avoiding future crashes.

Most bicyclist crashes occur as single events when a bicyclist collides with a fixed object or loses balance due to loose surface debris or slick pavements. Crashes also occur between bicyclists. The most uncommon, yet most serious type of crash is between a bicyclist and a motorist. Crash reports are prepared for the Wisconsin Department of Transportation (WisDOT) by law enforcement officials when crashes meet certain criteria: if there is an injury or property damage which exceeds \$500. Although this data only represents crashes between motorists and bicyclists, it tends to be consistently reported from year to year and gives a glimpse into what are the most serious crashes and where they are located. Crash data was examined for two periods: a three-year period from 2010 to 2012 and a ten-year period from 2003 to 2012.

Here are some interesting and helpful insights to bicycle/motorist crashes in Portage County:

- **Crash Incidence – the County vs. Wisconsin**

Portage County has 1.2% of the state's population, but 2.0% of all of the bicycle crashes over the ten year period. Over the more recent three year period, the percentage dropped to 1.6% of the total crashes in the state. The County and Urban Area exceed the rate of bicycling occurring statewide so part of the explanation can be explained by more exposure – simply more bicycling occurs in Portage County.

- **Urban/Rural Differences**

Urban crashes are far more common than rural crashes. In the ten year period, just nine of 223 crashes (4.0%) were reported in Town areas and the remainder within the City and Villages of the County. A total of 176 of these crashes or 78.9% were reported just within Stevens Point. For the three-year period, there were just two of 50 crashes occurring in the rural areas of the County.

- **Location of Crashes**

Nationally and statewide, most bicycle crashes are angle crashes occurring at intersections (where a motorist or bicyclist strikes the other party to their side). Although many bicyclists primarily fear crashes involving a motorist approaching from behind, this type of crash is statistically quite rare. Of the 223 crashes over the 10 year period, 183 (approximately 82.1% of all crashes) were reported at intersections. Another 28 (12.5%) were located within 50 feet of intersections. There is an important exception to this high incidence of intersection crashes. Of the nine rural crashes, just one was at an intersection and two were 50 feet away from an intersection. So although rural crashes are rare, they are more likely to occur as motorists overtake bicyclists and not as angle crashes at intersections.

- **Crash Severity**

Of the 223 bicycle/motor vehicle crashes over the ten year period, one bicyclist was killed and 21 crashes were considered serious to very serious (incapacitating). Speed plays a very significant role in crash severity; since just 4% of the crashes are rural where speeds tend to be greater, it is not surprising to have such a low rate of serious crashes.

- **Crash Location Details**

Maps 1 and 2 show the location of bicycle-motor vehicle crashes in the Rural and Urban Areas for the 10 year period from 2003 – 2012. Most of the bicycle crashes were concentrated on five streets – Division, Main, Clark, Church, and Post. There was an especially heavy concentration at the interchange of U.S. Highway 10 and Interstate 39. This is consistent with what bicyclists were indicating at meetings and through comments.

3.3.3 | Conditions Impacting Bicycle Friendliness and Desirability

During the past 15 years a significant amount of research has been conducted in what bicyclists consider to be important for their level of comfort on roadways. This is often referred to as “bicycle level of service.” (BLOS) Bicyclists uniformly indicate that level of service for them is dictated by variables affecting their safety (unlike motorists who uniformly select delay variables). These variables include speed, separation from motor vehicle traffic, and volume and size of passing vehicles. Several methodologies are used for assessing bicycling conditions and they serve as excellent tools to rate conditions for bicycle maps, but they can also be used as planning tools. A model used by WisDOT, and now several other states, was developed with higher speed rural roadways in mind. The Project Team applied this model to rural roadways and Town roads in Portage County and updated the bicycle map for Portage County accordingly (see Map 3). Due to the complexity of performing a level of service analysis on urban streets, the BLOS only applies to the rural areas of the County. WisDOT recently released a bicycle suitability map for select urban areas in Wisconsin including the Stevens Point Urban Area; this map is included as Map 4.

WisDOT has been using this bicycle level of service model since 1982. With an abundance of low volume country roads (approximately 50,000 to 60,000 miles of paved Town and County roads) the model was designed to be sensitive to the conditions of low and moderate volume rural roadways. Of the models in use, it has the most sensitivity to volumes of traffic in the mid to low ranges. The model was based on the probability of a conflict. Very few rural roads with low volumes of traffic have enough width to allow three vehicles (two passing motorists and a bicyclist) to comfortably share the same linear space. The statistical probability of motor vehicle/bicycle conflict has a major impact on the suitability of a roadway for shared use and overall safety. The model was made sensitive to volumes based on earlier research conducted for warranting passing lanes on highways. Using and modifying that formula for its Wisconsin model, a bicyclist can expect to encounter nine times as many conflicts on a road with 1,500 vehicles per day as compared with a road that has 500 vehicles. On a road with 5,000 vehicles, the conflicts would be one hundred times as great as on a road with 500 vehicles per day.

Unlike the other methodologies, the WisDOT BLOS “tops-out” at about 5,000 vehicles per day, which is still a relatively high volume. WisDOT officials established upper volume thresholds at which point roadways would automatically receive undesirable ratings even when wider paved shoulders existed. Although it has been adapted to account for use with paved shoulders, WisDOT officials acknowledge that the conflicts occurring with vehicles when paved shoulders are present are different than when bicyclists are sharing the travel lanes.

This bicycle level of service assessment was performed for all paved rural State, County, and Town roadways and highways as part of the existing conditions assessment. The formula was adapted for Portage County to rate Town roads. The model uses factors including average daily traffic volume, roadway width, percent yellow center line, and percent truck traffic (only for County Roads and State Highways). Based on a combination of these factors, roadway segments are rated “best or good”, “moderate,” or “undesirable.” A generalized explanation of the methodology is displayed in Table 4.

Portage County Countywide Bicycle & Pedestrian Plan

In addition to the two bicycle suitability maps (Maps 3 and 4), Map 5 displays the average daily traffic volume on most roads in the County. The map highlights those roads that have extremely low traffic volumes: less than 250 vehicles per day, 251 – 500 vehicles per day, and 501 – 1,000 vehicles per day. These roads, particularly those with less than 250 vehicles per day are typically very suitable for bicycling.

Table 4: Generalized bicycling conditions for rural roadways¹²

			Roadway Width				
			Narrow <22'	Moderate 23' - 24'	Wide 25' - 28'	Paved Shoulders 29' - 30'	Wide Paved Shoulders ≥31'
Traffic per Day	Low	750	Best	Best	Best	Best	Best
		1000	Moderate	Moderate	Best	Best	Best
	Moderate	1500	Undesirable	Moderate	Moderate	Best	Best
		2000	Undesirable	Undesirable	Undesirable	Best	Best
	High	3500	Undesirable	Undesirable	Undesirable	Moderate	Moderate
		5000	Undesirable	Undesirable	Undesirable	Undesirable	Higher volumes, wide paved shoulders

	Best Conditions		Moderate conditions
	Higher volumes, wide paved shoulders		Undesirable conditions

Many County Roads without paved shoulders in Portage County are 22 feet wide; County Road R in the vicinity of Porter Drive on the east side of the Village of Plover is an example of this.

Although Table 4 only displays traffic volume and roadway width, it is clear that as traffic volumes increase, the roadway width must also increase to maintain bicyclist comfort levels. A similar pattern exists for other factors: as traffic volumes and speeds increase, a wider roadway is needed to achieve best or moderate ratings. The ratings provided are for cyclists over 16 years of age who are generally comfortable with some level of higher speed traffic. However, it should be recognized that bicyclists have differing levels of comfort with motor vehicle traffic, and the ratings may not be appropriate for all bicyclists.

Rating Town roads using this methodology is difficult since these roads rarely have center lines and no truck traffic data exists. However, volume of traffic estimates exist for every Town road in the County; in very rare cases automatic counters were used. Only a handful of Town roads have traffic volumes approaching the moderate category for bicycle conditions. Those roadways are identified on Map 3 and are adjacent to or in the Urban Area.

When the WisDOT methodology was used to update rural bicycling conditions in the County, the results were quite positive. The vast majority of County roadways received best condition ratings, largely because of their low volumes of traffic. Almost all of the Town roads also fell into the best category.

¹² *Wisconsin Rural Bicycle Planning Guide*. Wisconsin Department of Transportation. April 2006. 15.

3.3.4 | Summary of Bicycle Infrastructure

Maps 6 and 7 depict existing bicycle infrastructure in the Rural Area and the Urban Area. In summary, most of the bicycle facilities that have been built over the past 20 years have been built in the Urban Area and tend to be shared use paths. The Green Circle Trail is a series of paths and is a signature facility for the region. Other paths include the Hoover Road path, the Heartland Trail (including the I-39 underpass), the Tomorrow River State Trail, Brilowski Road/County Road R, and a handful of short connecting paths. Bicycle lanes currently exist on portions of the following streets in Stevens Point:



Stevens Point has a growing number of bike lanes.

- North Second Street
- North Michigan Avenue
- Northpoint Drive
- Michigan Avenue
- Minnesota Avenue
- Streets in the Portage County Business Park
- Patch Street

With the bicycle lanes in place, bicycling conditions are good on these streets. There are no bicycle lanes in Plover, Whiting, or Park Ridge.

Stevens Point has an extensive bike route network that extends minimally beyond the City borders. The bike route network is well signed, with signs including wayfinding information to guide users to specific destinations or routes. The bike route network typically uses lower-volume streets and avoids busy streets. However, some moderate volume streets are designated as bicycle routes. Some comments were received during the development of this plan that some of these streets are not comfortable for less assertive bicyclists. The Stevens Point bike route network provides a strong starting point for a wayfinding network for the Urban Area.

The arterial streets throughout the Urban Area are generally undesirable and challenging for bicyclists to use. The neighborhood streets throughout Stevens Point, Plover, Whiting, and Park Ridge are generally very good for bicycling. These streets have low volumes of motor vehicle traffic and lower speed limits than are on many of the arterial and collector streets in the Urban Area. Map 8 depicts bicycle demand in the Urban Area, including latent demand, which shows the potential for increased bicycle use based on a number of factors. The map was developed by examining features that drive bicycling use such as schools, higher density housing, paths, and other factors. These factors were then weighted and combined to show where the potential for significantly increased bicycling exists. This can indicate where new bicycle facilities may be in demand and where the installation of such facilities can lead to increased bicycling.

The County has excellent roads. Like the remainder of the state, most Town roads are paved, a testimony to the importance of farm-to-market roadways in the dairy state. Most of the state highways have paved shoulders; however, the shoulders are somewhat narrow at three feet of width. The County Road system provides excellent

coverage in the County and is well maintained. Traffic volumes on most County Roads are low or moderately low. Very few County Roads have paved shoulders.

There are no official bikeways in the Rural Area, although some signed bicycle routes exist in the far eastern part of the County as an Ice Age Trail effort. These exist on low volume roadways.

3.3.5 | Pedestrian Crashes in Portage County

Crash reports are prepared for WisDOT by law enforcement officials when crashes meet certain criteria (if there is an injury or property damage exceeds \$500). Data collected by WisDOT only includes crash information between motorists and pedestrians (it does not provide any information of incidents involving pedestrians when they trip or slip and fall). The data tends to be consistently reported from year to year and provides a good indication of the most serious crashes involving pedestrians and people driving motor vehicles. The crash data can also be mapped which gives a locational quality to the data. Crash data was examined for two periods: a three-year period from 2010 to 2012 and a ten-year period from 2003 to 2012.

Here are some interesting and helpful insights regarding pedestrian/motorist crashes in Portage County:

- **Crash Incidence – the County vs. Wisconsin**
Portage County has 1.2% of the state’s population, but less than 0.8% of all of the pedestrian crashes over the ten-year period. This is encouraging since Portage County has a relatively high rate of pedestrian travel compared to the state averages.
- **Urban/Rural Differences**
There are far more urban than rural pedestrian/motor vehicle crashes in the County. In the ten-year period, 17 of the 89 crashes (19.1%) were reported in Town areas and the remainder within the City and Villages. A total of 60 of these crashes (67.4%) were reported within Stevens Point. For the three-year period, five of 28 crashes occurred in the rural areas of the County.
- **Intersection vs. Roadway Location of Crashes**
Nationally and statewide, about half of the pedestrian/motor vehicle crashes occur at intersections involving angle crashes (where a motorist strikes a pedestrian from the side). Of the 89 crashes over the ten-year period, 50 were reported at intersections (approximately 56.2% of all crashes). Nearly all of these crashes occurred within Stevens Point or one of County’s Villages. Another 17 crashes (19.1%) were located approximately 50 feet from intersections.
- **Crash Severity**
Of the 89 pedestrian/motor vehicle crashes over the ten-year period, two pedestrians were killed and 25 crashes resulted in injuries that were considered serious to very serious (incapacitating). Speed plays a very significant role in crash severity and both fatalities and 8 of the 25 severe crashes took place on roadways with posted speeds of 55 mph or higher. Both fatalities and eight of the most severe 25 crashes were located in the rural areas of the County.
- **Mapped Crash Locations**
Maps 9 and 10 show the location of pedestrian/motor vehicle crashes in the Rural and Urban Areas. Due to the data available, only 50 of the 89 crash locations were able to be mapped. Most of the crashes are clustered around the UW-Stevens Point campus at higher-volume pedestrian crossings on Division,

Clark, and Main Streets. If exposure is considered (the number of pedestrians and motorists crossing paths), the actual crash rate may be in line with other lower-volume streets and intersections. In any event, these are concentrations of crashes that together may have common solutions.

3.3.6 | Summary of Pedestrian Infrastructure Conditions

There are two main components to a pedestrian system – facilities that enable people to walk along a street or within a separate corridor and facilities that will help a person cross a street. As volumes and speeds of traffic increase, so does the need for both types of facilities. Sidewalks and paths are the main facilities for providing pedestrian accommodations along roadways, while marked crosswalks, pedestrian signals, pedestrian beacons, and median crossing islands are the main accommodations to improve the safety and function of crossings for pedestrians (and often bicyclists). In some settings, overpasses and underpasses are put in place to create a totally grade-separated crossing for pedestrians, but these are rare.



Well-designed curb ramps that provide access to sidewalks for people with disabilities are a critical part of the pedestrian network.

Map 11 presents the current sidewalk system in the Urban Area. Stevens Point has by far the most sidewalks while few streets within the Villages in the Urban Area have sidewalks. There are gaps in the sidewalk system, which seem most pronounced in Stevens Point due to the high concentration of sidewalks in other areas of the City. Almost all streets functionally classified as local streets in Plover, Whiting, and Park Ridge have no sidewalks, and even most of the collector streets do not have sidewalks.

Pedestrian crossing problems manifest themselves in two ways: long wait times for gaps in traffic and crashes when pedestrians are struck while crossing. The location of pedestrian crashes can provide some insights into these problem intersections and stretches of street (see Map 10). There are four primary streets along which most pedestrian crashes in the County occur: Division, Main, Clark, and Church Streets.

As one countermeasure to pedestrian crashes, there are a number of existing pedestrian signals that can assist pedestrians in crossing busy streets at intersections. Most of these are located along current and former state highways. There are few or no medians providing space for pedestrians to make a two stage crossing. None of the municipalities are using pedestrian hybrid beacons or rapid flash beacons, which are described in Chapter 4.

Pedestrian facilities within the County's smaller Villages were examined when doing the Safe Routes to School planning for Almond, Amherst, Junction City, and Rosholt. Sidewalks in Nelsonville and Amherst Junction were examined at the same time. Sidewalks are located along the main streets within these Villages, although there were a few locations where a sidewalk is located only on one side. With a few exceptions, the sidewalks are generally in good condition. There are very few bicycle and pedestrian crashes occurring within these small Villages.

3.4 | Existing Plans & Policies Summary

The following plans and policies related to walking and bicycling in Portage County were reviewed for this plan:

- The Portage County Code of Ordinances
- Portage County Comprehensive Outdoor Recreation Plan 2012 – 2016 (2012)
- Tomorrow River Trail Master Plan (1997)
- Green Circle Trail Plan (1990)
- Portage County Land Preservation Fund
- City of Stevens Point Code of Ordinances
- City of Stevens Point Comprehensive Plan (2006)
- 2010 – 2015 Stevens Point Comprehensive Outdoor Recreational Plan
- Stevens Point Downtown Direction Study: A Collaborative & Incremental Approach to Downtown Revitalization (2002)
- A Path to a Sustainable Stevens Point: Report from the Stevens Point Eco-Municipality Task Force (2008)
- Downtown Development Plan, City of Stevens Point (2008)
- Stevens Point Riverfront Plan (1993)
- Plover and Stevens Point Metropolitan Area Bicycle / Pedestrian Plan (1997)
- Village of Plover Comprehensive Plan (2005)
- Village of Plover Park and Recreation Plan 2011 – 2015 (2011)
- Village of Park Ridge Code of Ordinances
- Village of Whiting Comprehensive Plan (2004)
- Village of Whiting Zoning Ordinance
- Ice Age Trail Trailway Protection Strategy, Portage and Waupaca Counties (2005)
- Village of Almond Comprehensive Plan
- Almond-Bancroft Safe Routes to School Plan 2012 - 2017 (2012)
- Village of Almond Sidewalk Ordinance
- Village of Almond Municipal Code
- Village of Amherst 2005 Comprehensive Plan (2005)
- Village of Amherst Municipal Code
- Village of Amherst Junction 2005 Comprehensive Plan (2005)
- Village of Amherst Junction Zoning Ordinance
- Village of Junction City 2005 Comprehensive Plan (2005)
- Village of Junction City Zoning Ordinance
- 2005 Comprehensive Plan, Village of Nelsonville (2005)
- Village of Nelsonville Municipal Code
- Village of Nelsonville Subdivision Ordinance
- Village of Rosholt Comprehensive Plan (2008)
- Village of Rosholt Municipal Code
- Village of Rosholt Zoning Ordinance

A brief summary of each plan or policy that was reviewed is provided in Appendix B. The Plover and Stevens Point Metropolitan Area Bicycle / Pedestrian Plan provides the most specific recommendations related to bicycling and walking in the Urban Area. This Plan serves as an update to that 1997 plan.

4 | Bicycle & Pedestrian Facility Types

Creating a network of safe and useful bikeways is one of the primary goals of this Plan. For a network to be safe, it needs to be made up of bicycle facilities that increase actual safety as well as the perception of safety, which is the primary impediment urbanites and suburbanites cite as the reason they do not bicycle more often. For a network to be useful, it needs to connect people to places they want to go and be continuous, direct, efficient, and easy to navigate.

For Portage County to attain its goal of increasing bicycle ridership, it is important to define the target audience for increased cycling activity. Over the last decade, the City of Portland, Oregon has come to understand its population and their attitudes toward cycling in a simple but useful framework. Portland is now known as one of the most bicycle-friendly Cities in the United States, but this was not the case until relatively recently. When looking to increase cycling in Portland, City officials set out to find out what their citizens' attitudes toward cycling were. Portland found that its population broadly fell into the following categories:

- Less than one percent of its population could be described as *Strong and Fearless riders*, those people willing to bicycle under almost any traffic conditions;
- About seven percent of the population are *Enthusied and Confident* cyclists, those who are comfortable bicycling under many conditions, but are still concerned about safety in traffic;
- Approximately 60 percent of the population are *Interested but Concerned* cyclists, for whom safety in traffic is the biggest impediment to bicycling; and
- Approximately one third of the population is not interested in bicycling at all.¹³

These percentages are displayed in Figure 3. Surveys in other parts of the country have found similar demographic trends, and it is generally assumed that Americans broadly fall into these categories.

After determining these population groups, Portland set out to build a bicycle network that would serve the greatest number of people – those that are *Interested but Concerned*. By serving this group of people and building a bicycle network that address their concerns, Portland has also served people who are more confident about bicycling with traffic.

After Portland's initial assessment the City has continued to count and survey cyclists on a regular basis. Portland's daily bike commuters doubled between 1992 and 2000, and more than doubled again by 2007. Improvements to the bicycle network are believed to be the primary factor accounting

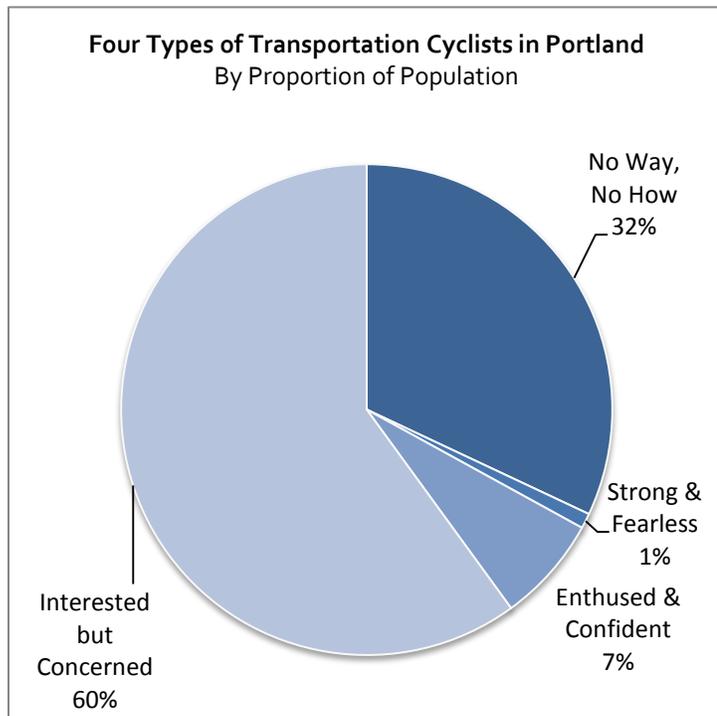


Figure 3: Types of transportation cyclists by proportion of population

¹³ "Four Types of Transportation Cyclists in Portland." <http://www.portlandoregon.gov/transportation/article/158497>

for this growth. Portland's analysis is now used around the U.S. by Cities and urbanizing counties to help them focus bicycling improvements to meet the needs of the approximately 67 percent of the population that is interested and willing to bicycle more if bicycling conditions can be improved. This model is applicable to Portage County, particularly for the development of a bicycle network in the Urban Area.



Meeting the Needs of All Users

It is essential that the Urban Area bicycle network address the needs of all cyclists and potential cyclists. This includes the young and old, weekend recreational enthusiasts who converge on the Green Circle Trail, children biking to school, and families bicycling to Bukolt or other parks. It also includes people cycling to downtown Stevens Point to visit a restaurant, the music teacher riding to her twice-weekly in-home lesson, and the custodial staff riding to their overnight cleaning shift. And it includes the other categories of cyclists who are more comfortable with traffic and are biking to work in Stevens Point, Plover, Park Ridge, or Whiting.

The Urban Area bicycle network should address the needs of all users - including children who are able to bicycle independently.

This Plan recommends facility types and treatments that will improve cycling conditions for all of these people and many types of bicycle trips. It also embodies a strong focus on creating a network of low stress bikeways that can be used for daily transportation and close-to-home recreation by a larger share of Urban Area residents and visitors that are *Enthusiased and Confident* or *Interested but Concerned*.

Facility Phasing

The facility recommendations in this Plan include both short-term and long-term recommendations. Some facilities, such as shared lane marking and some bike lanes can be implemented in the very near term, while others will take more time due to space or financial constraints. For example, for bicycle lanes to be provided on some streets, the street may need to be widened; however, the opportunity to widen may only occur when the street is scheduled for reconstruction, which may be many years in the future. In the near term, the County or municipality may choose to install another bikeway type such as shared lane markings, or the street may not be of high enough priority for any action to be taken until street reconstruction occurs. Streets where both on-street and off-street facilities are recommended may have one facility developed in an earlier phase and the other in a later phase.

While the Plan recommends specific facilities for many streets, it is important to understand that interim facilities may be cost effective ways to improve conditions incrementally. This will allow bicycle use to grow and create the need for higher grade facilities that will more effectively serve larger volumes of bicyclists. Just as streets are incrementally managed to respond to changing volumes of motor vehicle traffic, the various types of bicycle accommodations may be applied as demand and usage grows over time.

This chapter provides a cursory overview of bicycle and pedestrian facility types; more detailed guidance on facility types is provided in Appendix C.

4.1 | On-Street Bicycle Facility Types

The tables below provide brief descriptions of different types of on-street bicycle facilities. The Plan recommendations do not include all of the facilities described below; those not included in the recommendations may be useful for future bicycle planning or when specific street segments are more closely examined for bikeway implementation.

Bikeway

A bikeway is any facility that is open for the use of bicyclists. Bikeways include on-street facilities such as bike lanes and shared lane markings, as well as off-street facilities such as shared use paths. All of the on- and off-street bicycle facilities described in this section are considered bikeways.

Bike Lane

A bike lane is a pavement marking that designates a portion of a street for the preferential or exclusive use of bicycles. Bike lane markings are typically dashed where vehicles are allowed to cross the bike lane, such as for right turns or at bus stops. Bike lanes are best suited for two-way arterial and collector streets where there is enough width to accommodate a bike lane in both directions, and on one-way streets where there is enough width for a single bike lane.



Buffered Bike Lane

Buffered bike lanes are created by striping a buffer zone between a bike lane and the adjacent travel lane. Some buffered bike lanes also offer a painted buffer between the bike lane and an adjacent parking lane. Buffered bike lanes should be considered at locations where there is excess pavement width or where adjacent traffic speeds are at or above 35 mph.



Contraflow Bike Lane

Contraflow bike lanes run in the opposite direction of other traffic on a one-way street. Contraflow bike lanes provide legal bike access on one-way streets where bicyclists may otherwise ride against traffic or on the sidewalk. Contraflow bike lanes may be separated from other traffic by painted lines, a painted buffer, or a physical barrier.



Climbing Bike Lane

A climbing lane is a bikeway design for a two-way street that has a steep slope and insufficient width to permit bike lanes in both directions. A bike lane (the climbing lane) is provided in the uphill direction to accommodate slow moving bicyclists in the uphill direction and a shared lane marking is provided in the downhill direction, where bicyclists can typically travel at speeds close to motor vehicles.



Colored Bike Lane

All of the above bike lanes may have green color applied to them to highlight the presence of the bike lane. Colored lanes are typically used in high-conflict areas such as through complicated intersections, in areas where traffic is merging across the bike lane, or in areas where traffic frequently turns across the bike lane. In 2011, colored bicycle lanes received interim approval from FHWA to be used on streets, thereby making way for their ultimate inclusion in the Manual of Uniform Traffic Control Devices in its next update.



Cycletrack (Protected Bike Lane)

A cycletrack, sometimes called a protected bike lane, is a bicycle facility that is physically separated from both the street and the sidewalk. A cycletrack may be constructed at street level using street space, or at the sidewalk level using space adjacent to the street. Cycletracks separate bicyclists from motor vehicle traffic using a variety of methods, including curbs, raised concrete medians, bollards, on-street parking, large planting pots/boxes, landscaped buffers (trees and lawn), or other methods. Cycletracks designed to be level with the sidewalk should provide a vertical separation between bicyclists and pedestrians, as well as a different surface treatment to delineate the bicycle from the pedestrian space (such as asphalt vs. concrete). Cycletracks can be one way for bicycles on each side of a two-way road, or two-way and installed on one or both sides of the road. Cycletracks provide cyclists with a higher level of comfort compared to bike lanes, and are typically used on large multi-lane arterials where higher vehicle speeds exist. They may also be appropriate on high-volume but lower-speed streets.



Neighborhood Greenway / Bicycle Boulevard

A neighborhood greenway, sometimes also called a bicycle boulevard, is a street with low motorized traffic volumes and speeds designated to provide priority to bicyclists and neighborhood motor vehicle traffic. Neighborhood greenways may simply have signs and shared lane markings, or may include traffic calming elements including speed humps, traffic circles, chicanes, or traffic diverters. Neighborhood greenways benefit neighborhoods by reducing cut-through traffic and speeding without limiting access by residents.



Shared Lane Marking – Neighborhood Street

Shared lane markings (sharrows) may also be used on residential streets to designate bicycle facilities where there is not sufficient width for bike lanes. Studies have shown that sharrows direct bicyclists away from the “door zone” of parked cars, alert motorists of appropriate bicyclist positioning and encourage safe passing of bicyclists by motorists. The “Bicycles May Use Full Lane” sign (R4-11 in the MUTCD) is commonly used in conjunction with shared lane markings.



Shared Lane Marking – Collector or Arterial Street

Shared lane markings (sharrows) are used on streets where bicyclists and motor vehicles share the same travel lane. The sharrow helps position bicyclists in the most appropriate location to ride. It also provides a visual cue to motorists that bicyclists have a right to use the street. On a four lane street, sharrows should be placed in the outside lane. If the outside travel lane is too narrow for a motorist to comfortably pass a cyclist while staying within the travel lane (generally less than 14 feet) the sharrow marking may be centered in the lane. This encourages cyclists to “take the lane,” and encourages motorists to use the left lane to pass. In a 12-14 foot lane, the marking may be offset from the curb by 4 feet. For 10-12 foot lanes, the BIKES MAY USE FULL LANE sign is recommended, because drivers are not used to sharing the road with cyclists and may not provide comfortable clearance when passing. Sharrows are not appropriate on streets with speed limits greater than 35 mph. The “Bicycles May Use Full Lane” sign (R4-11 in the MUTCD) is commonly used in conjunction with shared lane markings.



Urban Shoulder (Paved)

An urban shoulder is a paved section of a street outside the travel lanes. Urban shoulders are separated from the travel lanes by a solid white line and may include the street’s gutter section. Urban shoulders can serve as a bicycle accommodation if they have at least three feet of pavement, exclusive of the gutter area. Bicycle lanes that are not designated as such with pavement markings and/or signage are technically an urban shoulder.



Rural Shoulder (Paved)

The shoulder is the section of the roadway outside of the travel lanes. When paved and of sufficient width, paved shoulders can serve as a bicycle accommodation. Additionally, paved shoulders provide safety and maintenance benefits. Paved shoulders should typically be 4’ or wider to serve as a bicycle accommodation, although 3’ may be acceptable on lower volume roads.



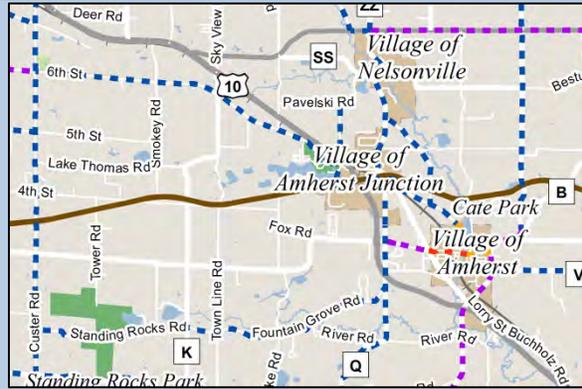
Signed Bike Route

Signed bike routes provide distance and directional information as a wayfinding aid for bicyclists. Signed routes may be established on streets, paths, or any combination of facility types that offer a continuous bicycling environment. Signs should offer cyclists information about alternative routes and accessible destinations from their current location. They also can be used to suggest the conditions cyclists can expect on a route by referencing trails or roadways by name. Signed routes provide cyclists greater confidence when they are exploring new routes or when they are in unfamiliar territory. Signed routes can also prevent cyclists from getting lost in residential areas with curvilinear street layouts and few through streets.



Bike Route (mapped)

A mapped bike route is only designated as a bike route on maps – there are no signs placed along the route to designate the route. Mapped bike routes indicate to users roads that are better for bicycling on and for connecting to specific destinations. Mapped bike routes are only recommended for the Rural Area in Portage County where signs may be cost prohibitive for many miles of rural road. Mapped bike routes should be supplemented with signed bike routes or other bicycle facilities to guide users to popular destinations such as Lake Emily.



Bike Box (Advanced Stop Line)

Bike boxes are street markings at signalized intersections that allow bicyclists to move to the front of a traffic queue during the red signal phase. Allowing bicyclists to move to the front of the queue can increase their visibility to motorists and can reduce “right-hook” crashes with motorists at the beginning of the green signal phase. Bike boxes can also aid cyclists in position for left turns. This Plan does not recommend any specific locations for bike boxes, but they should be considered on streets with bike lanes as the proposed bicycle network is more fully implemented.



4.2 | Off-Street Bicycle Facility Types

The tables below provide descriptions of types of off-street bicycle facilities included in this Plan.

Shared-Use Path

A shared use path is an off -street bicycle and pedestrian facility that is physically separated from motor vehicle traffic. Typically shared use paths are located in an independent right-of-way such as in a park, stream valley greenway, along a utility corridor, or an abandoned railroad corridor. Shared-use paths are used by other non-motorized users including pedestrians, skaters, wheelchair users, joggers, and sometimes equestrians.



Sidepath

A sidepath is a shared use path located adjacent to a roadway. It is designed for two-way use by bicyclists and pedestrians. Sidepaths are sometimes created by designating a wide sidewalk for shared use, or they may be a segment of a longer trail. Sidepaths sometimes facilitate connections to on- and off -street bicycle facilities. A sidepath is not generally a substitute for on-street bicycle facilities, but may be considered in constrained conditions, or as a supplement to on-street facilities. Sidepaths may not be appropriate in areas of high pedestrian activity unless there is space to successfully manage conflicts. The use of sidepaths should be limited to roadways with limited points of conflict at intersections and driveways.



4.3 | Bicycle Facility Design Guidance

Design details for these facility types are available from the following resources:

- The American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities, 4th Edition* (2012)
https://bookstore.transportation.org/item_details.aspx?id=1943
- The Federal Highway Administration's (FHWA) *Manual on Uniform Traffic Control Devices* (2009)
<http://mutcd.fhwa.dot.gov/>
- The Wisconsin Department of Transportation's *Wisconsin Bicycle Facility Design Handbook* (2004)
<http://www.dot.wisconsin.gov/projects/state/docs/bike-facility.pdf>
- The National Association of City Transportation Officials (NACTO) *Urban Bikeway Design Guide* (2012)
<http://nacto.org/cities-for-cycling/design-guide/>

4.4 | Pedestrian Facility Types

“Pedestrian facilities” is a general term to include a number of accommodations for pedestrians. These include sidewalks, paths, pedestrian signals, crosswalk markings, and median islands.

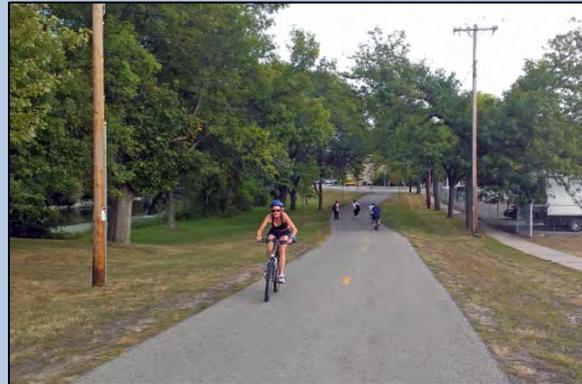
Sidewalks

Sidewalks are generally constructed of concrete, are typically five feet wide and are located immediately adjacent to streets, preferably on both sides. Sidewalks are used to separate foot traffic from vehicle traffic, to reduce conflicts, and to increase comfort of pedestrians. Recent research has supported sidewalks as being very effective in reducing crashes.



Shared-Use Path

A shared use path is an off -street bicycle and pedestrian facility that is physically separated from motor vehicle traffic. Typically shared use paths are located in an independent right-of-way such as in a park, stream valley greenway, along a utility corridor, or an abandoned railroad corridor. Shared-use paths are used by other non-motorized users including bicyclists, skaters, wheelchair users, and joggers.



Sidepath

A sidepath is a shared use path located adjacent to roadway. It is designed for use by bicyclists and pedestrians and each may travel in either direction. Sidepaths are sometimes created by designating a wide sidewalk for shared use, or they may be a segment of a longer trail or network of trails. Sidepaths are sometimes provided to facilitate connections to on- and off -street bicycle facilities. A sidepath is not generally a substitute for on-street bicycle facilities, but may be considered in constrained conditions, or as a supplement to on-street facilities. Sidepaths may not be appropriate in areas of high pedestrian activity unless there is space to successfully manage conflicts.



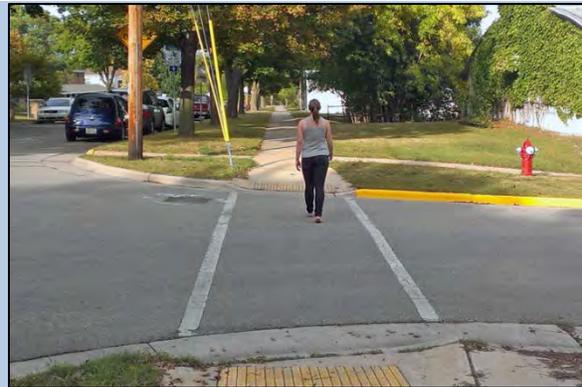
Pedestrian Signals

When traffic signals are used at intersections, pedestrian signals are added to provide separate indications for pedestrians. In the absence of pedestrian signals, pedestrians are directed by state law to use the traffic signals intended for motorists. This is rarely desirable except in remote areas.



Crosswalk

Extensions of sidewalks through intersections are legal crosswalks under state and local laws, regardless of if they are painted on the street. At busier intersections, signalized intersections, and at mid-block crossings, crosswalks are marked for additional visibility for motorists and to direct pedestrians to the appropriate crossing area. Standard crosswalks are comprised of two parallel lines across a street.



Crosswalk – Continental or Ladder

Continental crosswalks provide greater visibility than standard crosswalks. Continental markings consist of 12 inch or wider bars that run in the direction of traffic; if perpendicular edge lines are included (as shown), the crosswalk may be referred to as a "ladder" style. Continental crosswalks should be considered at busier street crossings, at unsignalized crossings, in school zones, and any locations where pedestrian crossings are difficult.



Crosswalk – Colored or Textured

Colored or textured crosswalks are often used to increase the visibility of a crosswalk while establishing a “character” for a neighborhood. For example, red textured crosswalks may evoke older brick streets and may be used in a historic district. In general, colored crosswalks are less visible than continental crosswalks. While colored crosswalks may have appropriate uses, heavily textured crosswalks, such as stamped bricks, should be avoided as they present a rough surface to those most sensitive to it: pedestrians and people using wheelchairs, walkers, or canes.



Median Island

Medians provide space in the middle of intersections or at right-turn locations for pedestrians to stage crossings in multiple steps. These facilities make crossings easier and safer for pedestrians. They should be a minimum of six feet in width and length.



Pedestrian Hybrid Beacon (HAWK Signal)

A pedestrian hybrid beacon, sometimes known as a High-Intensity Activated Crosswalk (HAWK) Signal, is a traffic control device designed stop motor vehicle traffic to allow pedestrians to cross a street. Pedestrian hybrid beacons are typically triggered by a pedestrian pushing a button which causes the signal to flash yellow and then with alternating red lights (much like at a railroad crossing); when the red lights are flashing, a pedestrian signal indicates to the pedestrian that they may cross the street. Pedestrian hybrid signals are typically used at mid-block street crossings and are only active when triggered by a pedestrian.



Rectangular Rapid Flashing Beacon (RRFB)

RRFBs are user-actuated amber LEDs that supplement warning signs at unsignalized intersections. When a pedestrian triggers the system, the lights flash rapidly, drawing attention to the warning sign and the presence of a pedestrian. RRFBs are typically used at mid-block street crossings and are only active when triggered by a pedestrian. RRFBs are lower cost than full signals or pedestrian hybrid beacons and have been shown to increase driver yielding behavior.



Curb Extensions / Bump-outs / Bulb-outs

Curb extensions extend the sidewalk into the parking lane of a street to narrow the roadway, provide additional pedestrian space, and reduce the distance of the street crossing for pedestrians. Curb extensions can be used at intersections or at mid-block crossings. Care should be taken to ensure that curb extensions do not extend into bike lanes. Curb extensions also function as a traffic calming device as the narrowing of the roadway tends to slow traffic speeds.



4.5 | Pedestrian Facility Design Guidance

Design details for these facility types are available from the following resources:

- The American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Planning, Design, and Operation of Pedestrian Facilities* (2004)
https://bookstore.transportation.org/item_details.aspx?id=119
- The Federal Highway Administration's (FHWA) *Manual on Uniform Traffic Control Devices* (2009)
<http://mutcd.fhwa.dot.gov/>
- The Wisconsin Department of Transportation's *Guide to Pedestrian Best Practices* (2010)
<http://www.dot.wisconsin.gov/projects/state/ped-guide.htm>
- The National Association of City Transportation Officials (NACTO) *Urban Street Design Guide* (2013)
<http://nacto.org/usdg/>

5 | Vision, Goals, Objectives, and Policies

5.1 | Overview

This chapter presents a Vision and Mission for the Portage County Countywide Bicycle & Pedestrian Plan, Goals, Objectives, and Policies to support that vision. The purpose of each of these items is the following:

- The **Vision** provides an overarching vision for what is hoped to be achieved through this Plan.
- The **Mission** describes broad steps that are necessary to achieve the Vision.
- **Goals** are broad statements that express general priorities. Goals are based on the identification of key issues and opportunities and constraints for bicycling and walking in Portage County.
- **Objectives** are more specific than goals and are usually attainable through strategic planning and implementation activities. Implementation of an objective should contribute to the fulfillment of a goal.
- **Policies** are specific actions that can be taken by a specific group, agency, or organization to achieve objectives and goals. Implementation of a policy should aid in achieving specific objectives, which in turn work toward the achievement of a goal.

The Vision, Goals, Objectives, and Policies for both the Urban and Rural areas – which have considerable overlap – have been combined in this section. When an objective or policy applies specifically to the Urban or Rural area, it is noted.

5.2 | Vision and Mission for 2035

A vision for walking and biking in Portage County was developed by the Plan Steering Committees working with County planning staff.

Vision

2035: Welcome to Portage County, where our residents advocate healthy living options, and regularly bike and walk. We travel together in safety and comfort, and are recognized as a bicycle and pedestrian-friendly community. Our municipalities understand and support the economic and social benefits that bicycle and pedestrian-friendly facilities bring to enhance life for residents and visitors alike.

Mission

We achieve our vision through the creation of a well-connected network of bicycle and pedestrian facilities that provide a wide range of options to meet and expand the transportation and recreational preferences of Portage County residents and visitors.

5.3 | Goals, Objectives and Policies:

The Goals, Objectives, and Policies were developed by the Plan’s Urban and Rural Steering Committees, County staff, and the Project Team. The Goals, Objectives, and Policies are presented below.

Goal A: Strengthen connections between neighborhoods, schools, parks, employment, and commercial centers for bicyclists and pedestrians.

Objective A1: Continue to expand a well-connected network of bicycle routes in Portage County that connect communities, parks and other attractions.

Policy A1.1: Create bicycle accommodations on arterials and collectors within the County’s communities.

Policy A1.2: Create bicycle accommodations on prioritized County Roads where space is currently available or when they are reconstructed.

Policy A1.3: Designate select Town roads as bicycle routes.

Objective A2: Continue to expand the network of on-street bicycle facilities in the Urban Area.

Policy A2.1: Create bicycle accommodations on or along all collector and arterial streets where space is currently available or when they are reconstructed.

Policy A2.2: Create a network of bicycle boulevards parallel to major street corridors and connecting locations such as schools and parks.

Objective A3: Increase pedestrian connectivity throughout the Urban Area.

Policy A3.1: Provide pedestrian accommodations on all new streets and along all existing collector and arterial streets.

Policy A3.2: Ensure that new and existing pedestrian facilities meet or exceed Americans with Disabilities Act (ADA) requirements.

Policy A3.3: Provide for the completion of gaps within the sidewalk system.

Objective A4: Increase the off-street bikeways and Pedestrian connections throughout the Urban Area.

Policy A4.1: Identify and close key gaps in off-street bicycle and pedestrian corridors.

Policy A4.2: Provide high visibility crossing treatments where off-street bikeways cross arterial and collector streets.

Policy A4.3: Pave prioritized unpaved bikeways in the Urban Area to allow for year-round use.

Policy A4.4: Coordinate access possibilities between existing routes and trails (Green Circle, Tomorrow River State Trail, etc.).

Objective A5: Promote connections to transit throughout the Urban Area.

Policy A5.1: Provide bicycle parking at major transit stops.

Policy A5.2: Encourage and continue bicycle storage on transit busses.

Goal B: Increase the bicycle and walking commute mode share across the County.

Objective B1: Increase bicycle commute mode share from 0.22% to 0.30% by 2020 and 0.50% by 2035 in the Rural Area.

Objective B2: Increase walking commute mode share from 1.78% to 2.00% by 2020 and 2.67% by 2035 in the Rural Area.

Objective B3: Increase bicycle commute mode share from 3.28% to 4.00% by 2020 and 6.50% by 2035 in the Urban Area.

Objective B4: Increase walking commute mode share from 8.71% to 9.80% by 2020 and 13.00% by 2035 in the Urban Area.

Goal C: Maintain and Enhance the Infrastructure that Supports Bicycle and Pedestrian Activities.

Objective C1: Maintain bicycle and pedestrian facilities to a level that provides year-round safe, comfortable, and convenient usage for all users.

Policy C1.1: Sweep all on-street and paved off-street bikeways regularly.

Policy C1.2: Provide prompt maintenance of potholes and other pavement damage on bikeways.

Policy C1.3: Repaint bikeway markings before they fade.

Policy C1.4: Clear snow from on-street and off-street bikeways in a timely manner.

Policy C1.5: Work to increase compliance for the removal of snow and ice on sidewalks.

Objective C2: Ensure the design of roads to be compatible with surrounding uses and include bicycle and pedestrian accommodations.

Policy C2.1: Adopt a Complete Streets resolution at the County level and encourage local municipalities to adopt their own Complete Streets resolution.

Policy C2.2: Update the Portage County and local municipal zoning codes to require the installation of sidewalks in all new urban and suburban development that meets or exceed WisDOT guidance on sidewalk provision.

Objective C3: Provide support infrastructure to make it easy for people to bicycle in the Urban Area and across Portage County.

Policy C3.1: Expand the Stevens Point bicycle wayfinding system throughout the Urban Area.

Policy C3.2: Expand a wayfinding system throughout the County, providing connections from communities to recreational facilities and other similar interest places.

Policy C3.3: Provide adequate bicycle parking throughout the Urban Area, particularly in commercial districts, government buildings parks, and schools.

Policy C3.4: Provide ample bicycle parking throughout areas in the Rural Villages and recreational facilities.

Goal D: Strengthen and Enhance Safety for Bicycle and Pedestrian Activities.

Objective D1: Improve bicycle and pedestrian access at hazardous areas and across major barriers.

Policy D1.1: Provide high-visibility bicycle and pedestrian crossings at identified problem areas.

Policy D1.2: Ensure that bicycle and pedestrian access is maintained when construction closes bikeways or pedestrian facilities.

Objective D2: Promote safe bicycle and pedestrian travel by creating links between the Urban Area and Rural Areas of the County.

Policy D2.1: Create Unique “Bike Portage County” wayfinding signage for routes identified in Plan.

Policy D2.2: Create priority corridors and loop rides throughout the County and create a recreational guide and online mapping materials.

Policy D2.3: Identify priority areas and destinations throughout the County and connections to neighboring counties.

Goal E: Enhance intergovernmental cooperation and coordination of transportation facilities across Portage County.

Objective E1: Encourage local municipalities and Portage County to use one consistent set of design guidelines for bicycle and pedestrian (multi-modal) accommodations.

Policy E1.1: Provide the design guidelines included with this Plan to all municipalities and request that they formally adopt them for future bicycle and pedestrian projects.

Objective E2: Increase knowledge on the benefits of well connected, multi-modal communities to policy and decision makers.

Objective E3: Work cooperatively in developing maintenance agreements, memorandums of understanding, applications for grants or funding, and implementation of facilities.

Goal F: Provide adequate bicycle and pedestrian education, encouragement, and enforcement efforts targeted at high risk activities by all road users.

Objective F1: Increase educational options for Portage County residents regarding pedestrians, bicyclists, and motorists about rights and responsibilities of the road.

Policy F1.1: Provide/promote bicycle education events such as bicycle rodeos and other activities.

Policy F1.2: Provide bicycle and pedestrian educational materials on the County webpage.

Policy F1.3: Investigate offering a bicycle and pedestrian course as an alternative for bicyclists, pedestrians, and motorists who are first time offenders of bicycle and pedestrian related rules of the road.

Objective F2: Provide and promote bicycle and pedestrian encouragement activities throughout the County.

Policy F2.1: Provide and promote events and incentives to encourage people to bicycle and walk more.

Policy F2.2: Work towards marketing of County’s bicycle and pedestrian facilities and education about the benefits of having walking/bicycling options.

Objective F3: Increase enforcement of existing traffic laws for all street users, particularly those that pose the greatest risks to bicyclists and pedestrians.

Policy F3.1: Increase enforcement of the state law requiring motorists to yield to pedestrians in crosswalks, particularly in downtown Stevens Point, near UW-Stevens Point, and near schools.

Policy F3.2: Enforce posted speed limits, particularly in school speed zones.

Policy F3.3: Utilize automated speed-tracking equipment to provide feedback to motorists when they are exceeding the speed limit.

Goal G: Create and provide opportunities for evaluation and assessment of bicycling and walking in Portage County; continue to monitor the implementation of this Plan.

Objective G1: Create a permanent Bicycle and Pedestrian Group(s). This group would:

Policy G1.1: Monitor implementation of Bicycle and Pedestrian Plan.

Policy G1.2: Accumulate expertise on planning and zoning issues specific to bicycle and pedestrian infrastructure.

Policy G1.2: Encourage widespread, safe, and responsible use of walking and bicycling as forms of transportation.

Policy G1.3: Have an ongoing working relationship with municipal departments of all communities.

Policy G1.4: Act as a liaison for bicycle and pedestrian issues with outside agencies and government bodies.

Policy G1.5: Pursue funding for bicycle and pedestrian facilities from federal, state and local sources.

Objective G2: Monitor police reports to determine if additional safety education and or increased enforcement is needed.

Objective G3: Encourage at least one additional Portage County municipality to apply for and receive Bicycle Friendly Community status from the League of American Bicyclists by 2016; at least one Portage County municipality should be rated "silver" by 2018.

Objective G4: Encourage at least one Portage County municipality to apply for and receive Walk Friendly Community status by 2016.

Objective G5: Regularly evaluate and assess levels of bicycling and walking in Portage County.

Policy G5.1: Conduct annual bicycle and pedestrian counts throughout Portage County.

Policy G5.2: Work to provide automatic bicycle and pedestrian counts in areas of high volume intersections.

6 | Non-Infrastructure Recommendations

Encouragement, Education, Enforcement, and Evaluation are the “E’s” that combine with Engineering solutions (discussed in following sections) to provide a well-rounded and complete bicycle and pedestrian network and Plan. Each of the E’s are briefly described below.

- **Encouragement** combines many initiatives and the strategies of the other E’s to build enthusiasm and interest in the network and its use. Programs include Cyclovias, National Bike Month activities, launch parties for new bike/ped facilities, and employer driven incentive strategies such as mileage reimbursements.
- **Education** is a broad category that ranges from identifying and promoting safe routes for pedestrians and bicyclists to promoting how-to strategies, such as how to ride safely or adjust a helmet. Education policies and programs are instrumental to the success of networks as they empower users to get out and use the facilities.
- **Enforcement** includes policies that address safety issues such as speeding, illegal turns and movements, and general rules of the road. Programs include options for community members to work collaboratively to promote safe bicycling, walking, and driving. Initiatives include crosswalk enforcement, Share the Road, and Be Safe, Be Seen – a bike light enforcement campaign.
- **Evaluation** includes monitoring the outcomes and documenting the results of the implementation of the other E’s. Data collection before and after infrastructure improvements are implemented, such as user surveys and bicycle and pedestrian counts, are critical to measuring the overall effectiveness of the network.

The remainder of this section details the non-infrastructure recommendations. The recommendations include departments or agencies that may be wholly or in part responsible for carrying out the recommendation. As the sponsor of this Plan, the Portage County Planning and Zoning Department is ultimately responsible for the implementation of each recommendation, although actual implementation should be delegated to other departments, agencies, or organizations in nearly all cases.

6.1 | Encouragement Recommendations

Small incentives or events can encourage people to walk or bike more. Often a simple challenge or perk – like commute stations that provide coffee and bagels during Bike to Work Week – provides the nudge people need to walk or bike for a trip for which they normally would have driven.

6.1.1 | Bike and Walk Events

Bicycling to work or to other destinations is a great way to get exercise, save money, reduce pollution, and have some fun. Bike to Work Week and Bike and Walk to School Day are national activities and are easily organized with help from the League of American Bicyclists website (<http://www.bikeleague.org/>). Information on the website includes national and local events, promotional materials, and a handbook. The Wisconsin Bike Fed (<http://www.wisconsinbikefed.org/>) also provides support for Wisconsin communities that wish to participate in Bike to Work Week. Bike and Walk to School Day is an important component of Safe Routes to School as it both encourages and educates students on how to get to school via bike or their feet.

Recommendation: Sponsor Bike to Work Week and Bike & Walk to School Day and work with local municipalities, employers, and advocates to provide events and support.

Responsibility: County Planning and Zoning Department, County Health and Human Services Department, other County departments, various municipalities, all Portage County school districts, and other organizations like Portage County CAN Coalition

The Wisconsin Bike Challenge is an annual event geared towards encouraging people to replace car trips with bicycle trips. Part of a larger national challenge, the Wisconsin program targets workplaces, hoping to increase the number of people who choose to commute via bicycle. Employees can form teams based on their location or their workplace and prizes are awarded in the transportation category.

Recommendation: Promote the Wisconsin Bike Challenge to local employers to encourage bicycling to work and for other transportation and recreation trips.

Responsibility: County Health and Human Services Department, Plover & Stevens Point Health Departments and service organizations like Portage County CAN Coalition, and organizations that promote worksite wellness

Family friendly events can be a great way to capture the *Interested but Concerned* portion of the cycling population, as well as a great way to introduce kids to bicycling as part of everyday life. These events are often community oriented and can be as simple as a group ride organized on a Sunday afternoon. In Portage County, Bob Fisch founded Poky Pedaling Stevens Point (<http://pokypedalingstevenspoint.org/>) specifically to host and promote casual and fun bicycling events in the Urban Area. Other events include Cyclovias, themed rides, and rides organized around existing neighborhood festivals, parks, or cultural destinations.

Recommendation: Sponsor and/or support local family-friendly events that promote bicycling or walking.

Responsibility: County Parks Department, County Health and Human Services Department, Private businesses, service organizations

Health and wellness events are regularly held by public agencies as well as private businesses to promote healthy activities. Promoting bicycling and walking as healthy forms of transportation and recreation at these events is a natural fit.

Recommendation: Promote bicycling and walking at local health and wellness events by hosting a table with bicycle maps, ride information, and other promotional materials.

Responsibility: County Parks Department, County Planning and Zoning Department, bicycle and pedestrian groups

6.1.2 | Bike Maps

People who are not familiar with bicycling in a specific area often have a difficult time determining what their route to a specific location should be. Streets that they might use to drive to a destination may not be streets they are comfortable bicycling on. Providing maps of bicycle facilities and streets that are suitable for bicycling is a good way to encourage people to bicycle more and to raise awareness about bicycle facilities.

Recommendation: Develop a bicycle user map that displays bicycle facilities as well as a bicycle suitability rating for area streets. The map should be available online and in print format. Appendix I has additional information.

Responsibility: County Planning and Zoning Department

6.2 | Education Recommendations

Education is critical to the success of a bicycle and pedestrian network within a community. There is often a mentality that “if you build it, they will come” when considering bicycle facilities. However, this is not always the case; people should be educated about new bicycle and pedestrian facilities. Most Americans do not receive any formal training on how to ride their bikes on a street, how bicycles work, or the rules of the road. Educational activities and strategies attempt to fill that knowledge gap.



Signs such as this one posted in the Town of Hull seek to educate road users about proper use of the roadway.

6.2.1 | On-Bike Education

Bicycle Rodeos are clinics to teach children skills and precautions about riding a bicycle and are a great way to direct and deliver bicycle related curricula to children. Topics discussed typically include the parts of a bicycle, how a bike works, how to fix a flat tire, proper helmet fitting, rules of the road, road positioning, and on-bike skills. These rodeos are often facilitated by local police department or cycling clubs and model programs are available through the League of American Bicyclists website.

Recommendation: Provide bicycle education events such as bicycle rodeos and other activities targeted at children.

Responsibility: Portage County schools, Portage County Sheriff, Stevens Point Police Department, Plover Police Department, County Parks Department, service organizations such as the Kiwanis club

Most adults can also benefit from a brief bicycle riding education course. Such courses can educate participants about the rules of the road as they apply to bicyclists, common hazards and safety issues to be aware of when bicycling, and how to interact safely with motor vehicle traffic.

Recommendation: Provide bicycle education events such as bicycle rodeos and other activities targeted at adults. Courses may be offered through Learning Is ForEver (LIFE) or another organization.

Responsibility: Portage County schools, Portage County Sheriff, Stevens Point Police Department, Plover Police Department, County Parks, service organizations such as the Kiwanis club

6.2.2 | Direct Mail Education

Including bicycle and pedestrian related educational pieces in utility or tax bills is an easy way to reach a large group of people. Simple communications can cover a seasonal topic such as rules of the road, local bicycling ordinances, back-to-school safety information, and using lights as fall approaches.

Recommendation: Include at least one piece of bicycle and pedestrian education annually in municipal communications to residents (newsletter, utility bills, tax bills, etc.), including communications from Portage County.

Responsibility: County Planning and Zoning Department, Any public agencies that directly mail to Portage County residents

6.2.3 | Web-Based Education

Providing bicycle and pedestrian safety and education material to residents via the County's website is an excellent way to reach potential and current users. Information should include:

- Maps and other resources;
- Links to laws, statutes, and ordinances related to walking and biking – both local and state;
- Information about local biking and walking events;
- List of and links to local bike shops; and
- List of and links to all walking and biking groups, including clubs, racing teams, and advocacy groups.

Recommendation: Provide bicycle and pedestrian safety and education materials on the County website and encourage local municipalities to provide information on their websites or provide a link to the County's site.

Responsibility: County Planning and Zoning Department

6.2.4 | Education In Lieu of Punishment

Offering a bicycle and pedestrian education course as an alternative for bicyclists, pedestrians, and motorists who are first-time minor offenders of bicycle- and pedestrian-related rules of the road is an efficient and cost effective way to deal with infractions. The County should explore this option for educating rather than punishing some rules of the road violators. In other Wisconsin municipalities, this program needs to be supported by the local municipal court; the Stevens Point Common Council is currently considering the creation of a municipal court for the City and for the Village of Plover.

Recommendation: Investigate offering a bicycle and pedestrian education course as an alternative for bicyclists, pedestrians, and motorists who are first-time minor offenders of bicycle and pedestrian-related rules of the road.

Responsibility: City of Stevens Point, Village of Plover

6.3 | Enforcement Recommendations

Despite a number of laws aimed at improving safety for non-motorized users, lack of compliance with those laws is an often cited reason for why residents do not bike or walk to local destinations more frequently. Enforcement of those laws is often the most effective way of creating a culture of compliance.

6.3.1 | Crosswalk Enforcement

Crosswalk enforcement programs are an effective way to train motorists to yield to pedestrians in crosswalks. Plains-clothed police officers attempt to cross in designated crosswalks and motorists who fail to yield are issued tickets or warnings and educational materials. If this campaign is done frequently enough, but at unpredictable times, it can be a very effective way to increase compliance with yield to pedestrian laws within the community.

Recommendation: Request that the County Sheriff and local police forces perform crosswalk enforcement activities to enforce the state law requiring motorists to yield to pedestrians in crosswalks, particularly in commercial areas, near schools and the University of Wisconsin – Stevens Point, and in Village centers.

Responsibility: Portage County Sheriff, Stevens Point Police Department, Plover Police Department

6.3.2 | Speed Enforcement

Too often speed limits are viewed as guidelines by motorists. Studies show that the probability of serious injury and death to non-motorized users when hit by a car exponentially increases with each increment of 5 mph. The enforcement of posted speed limits through warnings, ticketing and yard sign campaigns can quickly make compliance the rule of the neighborhood.

Recommendation: Enforce posted speed limits, particularly in school speed zones.

Responsibility: Portage County Sheriff, Stevens Point Police Department, Plover Police Department

The use of automated speed-tracking equipment is a cost effective way to alert motorists to their speed. The equipment usually utilizes flashing LED signs that change significantly in appearance when an excessive speed is detected. Often placed near schools and other places where pedestrians are known to be present, automated speed-tracking equipment can cause motorists to consciously slow down.

Recommendation: Utilize automated speed-tracking equipment to provide feedback to motorists when they are exceeding the speed limit.

Responsibility: Portage County Sheriff, Stevens Point Police Department, Plover Police Department

6.3.3 | Law Enforcement Training

Law enforcement officers are not always aware of how traffic laws relate to bicyclists or the types of traffic violations that are most likely to result in crashes between bicyclists and motorists. Brief education courses for law enforcement officials can provide information about these topics and potentially count toward continuing education requirements that many officers are required to pursue.

Recommendation: Promote bicycle education courses to the Sheriff's Department and other local police forces. The Wisconsin Department of Transportation occasionally offers a course *Enforcement for Bicycle Safety* that trains law enforcement officials in bicycle related enforcement techniques and strategies.

Responsibility: Portage County Planning, Portage County Sheriff, Stevens Point and Plover Police Departments

6.3.4 | Bicycle Harassment Reporting System

Harassment of bicyclists by motor vehicle drivers can take many forms: verbal abuse, close passing distance, thrown objects, and other forms. While harassment is not widespread, it can lead to crashes by bicyclists or deter people from bicycling more often. A reporting system can allow bicyclists who have experienced harassment to report the incident to law enforcement officials who can then contact the owner of the reported vehicle to warn them about their reported behavior. During the preparation of this plan, Wisconsin DOT's Bureau of Transportation Safety was contacted about funding a pilot program for reporting bicycle harassment and they indicated interest.

Recommendation: Request that the law enforcement agencies investigate establishing a single resource for reporting harassment of bicyclists. The law enforcement agencies should work with Wisconsin DOT to determine if funding is available to pilot such a project.

Responsibility: County Planning and Zoning Department, Portage County Sheriff, Stevens Point Police Department, Plover Police Department

6.3.5 | Snow Clearance

The best sidewalk network becomes largely useless for pedestrian mobility if it is not cleared of snow and ice promptly during the winter. Many of the Portage County municipalities have ordinances that require the removal of snow and ice following a storm within a specified period of time. These ordinances should be enforced so that pedestrian facilities are usable year round.

Recommendation: Request that municipalities with snow and ice removal ordinances enforce the ordinances either by removing the snow and ice and billing the responsible party, or by ticketing responsible parties who have not cleared snow and ice from their sidewalks in the specified timeframe.

Responsibility: County Board, City Council and Village Boards

6.4 | Evaluation Recommendations

By evaluating and assessing the levels of cycling and walking within Portage County, community leaders and County and municipal staff will be able to more effectively direct their efforts to improve cycling and walking conditions for residents and visitors. County staff will also be able to justify proposed capital improvements with hard statistics.

6.4.1 | Bicycle and Pedestrian Advisory Committee (BPAC)

Creating a permanent Bicycle and Pedestrian Advisory Committee within the County structure emphasizes the County's commitment to make biking and walking safer and more appealing to residents and visitors. Creating an official committee could be as simple as formalizing the steering committees from this Plan. The BPAC typically focuses on non-motorized transportation in the public right-of-way which includes shared use paths. Potential committee responsibilities include:

- Review and input on capital project planning and design as it affects bicycling and walking;
- Review and comment on changes to zoning, development code, comprehensive plans, and other long-term planning and policy documents;
- Participation in the development, implementation, and evaluation of Bicycle and Pedestrian related Master Plans and facility standards;
- Provision of a formal liaison between local government, staff, school district, and the public;
- Development and monitoring goals and indices related to bicycling and walking; and
- Promotion of bicycling and walking, including mapping, safety, and education.

The committee should be created formally and documentation developed that defines the committee's charge, responsibilities, member composition, how members are chosen/appointed, what the decision making structure is, and how often the committee meets.

Recommendation: Create an official Bicycle and Pedestrian Advisory Committee to monitor and assist in the implementation of this Plan and other bicycle and pedestrian issues throughout the County.

Responsibility: County Board with input from City of Stevens Point and the Villages and Towns in the Urban Area

6.4.2 | Bicyclist and Pedestrian Counts

Annual bicycle counts provide a direct mechanism for tracking bicycling trends over time and for determining the impact of projects, policies, and programs that have been implemented. The National Bicycle and Pedestrian Documentation Project provides a recommended methodology, survey and count forms, and reporting forms available for free online. Local trainers for the program are also available. Counts are conducted using volunteer labor and therefore put little financial burden on local budgets. This program has been in place in Portage County for several years.

Recommendation: Conduct annual bicycle and walking counts throughout the County to measure the usage of facilities and growth in these modes of travel.

Responsibility: County Planning and Zoning Department, County Highway Department, City and Village Public Works Departments

6.4.3 | Track Facilities

Keeping track of the facilities installed throughout Portage County will allow staff to plan appropriately for future improvements. Using the prioritization criteria outlined in this Plan and having a good understanding of existing conditions will enable planners to make the best use of capital dollars when implementing new facilities.

Recommendation: Track the total amount of bicycle facilities that have been installed in the County.

Responsibility: County Planning and Zoning Department

6.4.4 | Bicycle and Pedestrian Friendly Recognition

The League of American Bicyclists ranks applicant communities on their level of “bicycle friendliness” on a scale from “Honorable Mention” through “Diamond.” The Bicycle Friendly Community program provides a roadmap to improve conditions for bicycling and the guidance to make Portage County a more bikeable community. The application process will help the County and its municipalities recognize its strengths and weaknesses regarding bicycling, and the response from the League of American Bicyclists will help guide bicycle improvements. A bicycle friendly ranking can drive tourism and events to communities and can represent health savings for the community. Finally, a bicycle friendly ranking is something the County and its municipalities can be proud of. The City of Stevens Point received a Bronze Bicycle Friendly Community designation in October 2013.

Recommendation: Pursue designation for Portage County as a Bicycle Friendly Community/County from the League of American Bicyclists by 2015.

Responsibility: County Planning and Zoning Department

Recommendation: Encourage Portage County municipalities to apply for and receive Bicycle Friendly Community Status; at least one additional community should be ranked by 2016 and one community should receive a silver rating by 2018.

Responsibility: County Planning and Zoning Department, Various municipalities

The Pedestrian and Bicycle Information Center (PBIC) awards communities that improve and prioritize pedestrian safety, access, mobility, and comfort with either a bronze, silver or gold designation. PBIC, which is a partnership between the Federal Highway Administration, the University of North Carolina and FedEx, provides a community assessment tool to evaluate existing pedestrian conditions and programs largely based on the “5 E’s:” engineering, encouragement, education, enforcement, and evaluation. This walk audit can also be used in planning for future improvements and filling in the gaps in the other E’s.

Recommendation: Encourage at least one Portage County municipality to apply for and receive Walk Friendly Community status by 2016.

Responsibility: County Planning and Zoning Department, Various municipalities

The League of American Bicyclists honors businesses that have made an effort to be bicycle friendly. Offering secure bicycle parking, private fleets of shared bicycles, shower facilities, and other amenities can help businesses earn a bicycle friendly ranking while also helping those businesses attract and retain employees.

Recommendation: Encourage local businesses to apply for Bicycle Friendly Business status from the League of American Bicyclists (<http://www.bikeleague.org/content/businesses>).

Responsibility: County Planning and Zoning Department

In addition to honoring municipalities and businesses that are bicycle friendly, the League of American Bicyclists also honors universities and colleges that have made strides toward being bicycle friendly.

Recommendation: Encourage the University of Wisconsin-Stevens Point to apply for Bicycle Friendly University Status from the League of American Bicyclists (<http://bikeleague.org/content/universities>).

Responsibility: County Planning and Zoning Department

6.5 | Other Program and Policy Recommendations

This section contains program and policy recommendations that do not neatly fit into one of the Four E categories, but are important considerations for bicycling and walking.

6.5.1 | Connections to Transit

Transit can be a great complement to bicycling and walking. Buses allow bicyclists and pedestrians to extend their trips and provide alternate transportation if the weather changes. By providing bicycle facilities and improving pedestrian access to the bus network, Portage County can ensure that its transit systems are best serving its users.

Sidewalks and transit stops work together to create complete non-motorized networks within a community. Transit stops that are not accessible via sidewalk are likely to be underutilized, and if they happen to be heavily used, the lack of sidewalk connections can create dangerous conditions for users.

Recommendation: Provide sidewalks on streets that have transit stops.

Responsibility: City of Stevens Point, Village of Plover, Village of Whiting

Providing bicycle parking at transit stops may enable residents and visitors to use non-motorized transportation options for longer trips, ones they might have completed via car. It also provides more transportation options to residents who choose not to drive or are unable to drive to their destinations.

Recommendation: Provide bicycle parking at popular transit stops.

Responsibility: City of Stevens Point, Village of Plover, Village of Whiting, Point Transit

Recommendation: Continue providing bicycle racks on all transit buses operating in Portage County.

Responsibility: Point Transit

6.5.2 | Funding

Funding is arguably the greatest limitation to expanding bicycle and pedestrian infrastructure. The last several years of recession have seen dwindling local, state, and federal budgets. This undoubtedly has affected the capital budgets of Portage County and its municipalities. State and federal grant programs have not been immune to cut-backs resulting from the recession either. Competition for grant funding continues to increase while the total sum available shrinks. Developing a strategy to maximize the availability of funding for bicycle and pedestrian projects in Portage County is important to the implementation of this Plan.

It is important to make the most of the County's internal funding resources. Often, the most cost-effective way to implement bicycle and pedestrian infrastructure improvements is by adding them to the scope of other capital projects. Building sidewalks while replacing or upgrading utilities, or marking on-street bicycle accommodations (bike lanes, urban shoulders, or shared lane markings) as part of street resurfacing projects provide economies of scale that will help funding for bicycle and pedestrian projects go farther.

Recommendation: Support the incorporation of bicycle and pedestrian facilities into street projects using the same funding as the rest of the project.

Responsibility: County Highway Department, City and Village Public Works departments

One of the most significant grant programs for bicycle and pedestrian projects is the Transportation Alternatives Program or TAP (formerly Transportation Enhancements), which is administered by the Wisconsin Department of Transportation.¹⁴ During the last grant period, more than \$32 million was awarded for bicycle and pedestrian projects across the state. Because it is the largest grant program dedicated to these types of projects, it is highly recommended that Portage County and its municipalities submit multiple project-specific applications each application cycle.

Recommendation: Apply for project-specific funding for at least one County project during each state Transportation Alternatives application cycle (typically every two to three years).

Responsibility: County Planning and Zoning Department, County Highway Department, County Parks Department

Recommendation: Encourage Portage County municipalities, particularly in the Urban Area, to apply for project-specific funding during each state Transportation Alternatives application cycle.

Responsibility: County Planning and Zoning Department, Various municipalities

6.5.3 | Grant Writing

Hiring a grant writer or grant coordinator is a very effective way to increase the amount of grant funding available for projects within the community. Rather than pulling existing staff away from their other duties in order to fill out an application, a dedicated grant writer will fulfill this responsibility in a more efficient manner. He or she will also be able to find more grant opportunities and submit more applications than departmental staff. This position can be full- or part-time, in-house or contracted, and need not focus solely on bicycle/pedestrian grants, though experience and knowledge in this area is beneficial. Usually, a skilled grant writer will "pay for themselves" each year, as the funding they are able to secure often exceeds their salary.

Recommendation: Investigate hiring a grant writer or add these responsibilities to a current position in order to pursue funding opportunities for all Portage County municipalities.

Responsibility: County Board

6.5.4 | Bike Share

Pioneered in Europe in the 1970s, bike sharing systems have existed in the United States since Portland's Yellow Bike Project began in 1994. In recent years, new programs have been rapidly expanding across the country and

¹⁴ More information regarding the TAP is available from the Wisconsin Department of Transportation: <http://www.dot.wisconsin.gov/localgov/aid/tap.htm>.

feature membership systems and the ability to find a bike to rent via the internet. These systems are recognized as effective tools for introducing people to cycling, supporting tourism, and increasing pedestrian activity in walkable retail areas as bike share systems help to connect walkable districts.

This Plan does not specifically examine the feasibility of a bike share system in Portage County. However, from the field work that was conducted, it is likely that a small system could be supported in the downtown Stevens Point and University of Wisconsin – Stevens Point area. A full bike share feasibility analysis should be conducted to determine if such a system could work and how it would be funded. This analysis would validate and adjust the preliminary station locations identified in the previous step. It would also estimate the level of demand at each station, develop a schedule for station implementation, and forecast costs and revenues. Finally, along with the feasibility analysis, recommendations will be made regarding the specific bike share system equipment and technology to acquire, as well as suggestions for station-area security and amenities.

Recommendation: Conduct a bike share feasibility study to determine the potential for a small-scale bike share system in Stevens Point.

Responsibility: County Planning and Zoning Department, City of Stevens Point

6.5.5 | Municipal Codes and Zoning Ordinances

A number of items in the Code of Ordinances or Zoning Codes of various Portage County municipalities should be updated to provide for more bicycle and pedestrian friendly accommodations or to comply with state law. More detail is provided about the following recommendations in Appendix B.

Recommendation: Update all zoning codes or municipal codes in Portage County to include the following sidewalk requirements:

- Specify a minimum sidewalk width of 60 inches; no maximum width should be specified;
- Sidewalks should be required to meet all aspects of the Americans with Disabilities Act;
- Sidewalks should be installed based on WisDOT’s Guidelines for Sidewalk Placement, which is summarized in Table 41 in this document; and
- Sidewalks should be required in all new residential, commercial and industrial development in the Urban Area.
- Abutting property owners or municipalities should be required to remove snow and ice from sidewalks within 24 hours after any snowfall.

Responsibility: County Board, Various municipalities

Recommendation: Update Section 6.1.12 of the Portage County Code of Ordinances (Parks Ordinance) to clarify that motorized wheelchairs and electric personal assistive mobility devices do not violate the ban on “mechanized equipment” on park property.

Responsibility: County Board

Recommendation: For the City of Stevens Point Code of Ordinances, consideration should be given to revising the section on “Bicycle Ways” to not list every designated bicycle way in the City. This practice is cumbersome and requires revision of the Code of Ordinances every time a new bicycle way is added to the network.

Responsibility: Stevens Point Common Council

Recommendation: The following updates should be made to the Village of Park Ridge Zoning Code/Code of Ordinances – Bicycle, Registration and Operation:

- Ordinance 7.11 should be updated to require bicycle registration only for bicycles belonging to people residing within the Village, in compliance with state law;
- Registrations should be valid for a minimum of four years, if not longer;
- The ordinance limiting the times at which children can operate a bicycle should be eliminated; and
- The ordinance limiting two-abreast riding should be brought into compliance with state law, which allows such riding as long as it does not impede traffic.

Responsibility: Park Ridge Village Board

7 | Villages and Rural Area Facility Recommendations

7.1 | Overview

This Chapter presents the bicycle and pedestrian facility recommendations for the Rural Area of Portage County which includes the seventeen (17) unincorporated Towns and outlying Villages of Almond, Amherst, Amherst Junction, Nelsonville, Junction City, and Rosholt. The bikeway network is designed to connect the Villages, provide connections into and out of the Urban Area, connect to County Parks and other recreational areas, and provide connections into neighboring counties. The recommended network will serve both recreational bicyclists and those cycling for transportation purposes. The network in the Rural Area is primarily comprised of the following facility types, which are described in more detail in Chapter 4:

- **Paved Shoulders:** Paved shoulders ranging in width from three feet to five feet, or wider, provide space for bicyclists on rural roads. The width of the paved shoulder should be based on traffic volumes, site lines, and anticipated bicycle use.
- **Bike Routes/Shared Roadways:** Lower volume roadways where potential motor vehicle conflicts are at a minimum, especially where motorists are passing in opposing directions with a bicyclist in the same section of the roadway. Generally, where motor vehicle counts are less than 750, conflicts are significantly reduced, although there are other factors that need to be considered.
- **Paths (or trails):** Separated from streets and roads. They are often built in rural areas where railroads are abandoned or rail-banked, along rivers, in parks, and occasionally along roadways.

The pedestrian recommendations for the rural area are primarily focused on providing sidewalks in some of the Villages, providing paved shoulders, and focusing on pedestrian issues near Rural Area schools.

7.2 | Rural Area Bikeway Recommendation Methodology

A multi-step approach was used to identify routes for the Rural Area bikeway network and determine the most appropriate facility type for each bikeway segment. The steps used to develop the network are outlined below.

1. Broad corridors were selected that connected obvious destinations such as the County's Villages, major parks and other recreation destinations, the Urban Area, and connections into neighboring counties.
2. Within each corridor, roadways were examined for average daily traffic volume, directness of route, and other features that might make one road more bicycle friendly than another road.
3. The preliminary network was reviewed by the Rural Area Steering Committee, Technical Advisory Committee, and Portage County staff. Each group provided input on the network, including if the network was using appropriate



Adding paved shoulders to rural roads provides space for bicyclists and pedestrians as well as reducing long-term maintenance costs.

roadways, if any major connections were missing, and any other input that Committee members or staff may have.

4. Extensive field work was conducted by the project team to examine the potential network. In the Rural Area the field work was largely conducted in a car, although large portions of the rural Villages were also walked. Appendix D provides a detailed description of what was examined during the field work sessions.
5. Public input on the project WikiMap (see Appendix A) was evaluated for routes that people currently consider good for bicycling as well as those that are considered problematic. Problem areas were also examined in order to provide alternate routes or offer facility recommendations that may address user concerns.
6. Bicycle crash data for Portage County was examined to see if any specific locations result in a high number of crashes.
7. The preliminary network and field work data were combined with quantitative roadway data including the Wisconsin DOT Portage County Bicycle Suitability Map (Map 3) to form recommendations about where specific facilities such as paved shoulders may be appropriate.
8. The draft network was again evaluated by the Rural Area Steering Committee, Technical Advisory Committee, and Portage County staff for any additional comments.

The final network recommendations for the Rural Area are included in section 7.4 and are displayed on Map 13.

In many cases there were several parallel options for a particular route. When this became a consideration the criteria below was used:

- **Safety and current suitability of roadway for bicycling**
The bicycle suitability analysis was used to compare the bicycle suitability of parallel routes; often the routes were rated the same. In some cases a County Road was chosen because it will become a preferred and direct route for bicyclists after paved shoulders are added to it.
- **Directness and community access**
Routes were compared for their directness from one point to another. Another consideration is if a particular route made a connection directly into a community that the other one did not.
- **County vs. Town Roads**
The standards for County and Town road differ. County roads are often engineered with better sight lines, gentler grades, and wider shoulders than Town Roads. County Roads also continue for longer distances than Town Roads. Since this is a County plan and the County has the authority to make changes to its own roadways, whenever there was a “tie” between a Town Road and County Road in the selection process, the County Road was commonly chosen. This is not an indication that the Town Road is not popular for bicycling or does not have potential for increased use. That Town Road might also make a very good bicycle loop route or a popular club route. One of the benefits of selecting County Roads is that they are more likely to undergo the types of roadway improvements where paved shoulders can be added, which is not always feasible along Town Roads.

7.3 | General Rural Area Bikeway Recommendations

The following represent the broad recommendations for the rural areas in Portage County. The Plan identifies potential routes throughout the county. When it was clear that paved shoulders would be necessary to bring the conditions of the roadway up to a good bicycle rating, the plan map reflected those recommendations as “paved shoulders”. The remaining bicycle routes (without paved shoulder recommendations) are currently rated in the good or best category for bicycling (there may be a small percentage that fail to reach the good category, but still fall into an acceptable category). These roadway conditions for bicycling can change if conditions change, especially traffic volumes. When these roadways enter the design phase, the suitability methodology should still be used when evaluating conditions to see if paved shoulders are now warranted. Generally, any roadway with more than 500 vehicles per day will be potential candidates for paved shoulders.

7.3.1 | Combination of Facilities

An ideal bikeway network should meet the needs of all potential users in the area served by the network. While busier roads with paved shoulders may be comfortable for more confident bicyclists, paths and low volume, low speed Town roads and Village streets may be the only facilities that children and less confident adults will use. Other users will be comfortable on the range of facilities including low volume, but higher speed country roads.

Recommendation: Provide a range of bikeway types including paved shoulders, paths, and routes, as well as informational tools such as level of service maps to allow users to view conditions of roadways. In addition to bikeways, a selective use of wayfinding signs should be used especially on rural roadways where there are many turns that occur and users can easily lose their bearings.

Responsibility: County Planning and Zoning Department, County Highway Department, County Parks Department, various Towns and Villages

7.3.2 | Safety

A primary goal of this Plan is to increase the safety of users. This Plan prioritizes roadways that have the most potential bicyclists and highest volumes of motorized traffic for bicycle lanes and paved shoulders; this will help maximize the safety of users by reducing exposure. Measures related to education and enforcement and other proven ways of reinforcing engineering efforts and are contained earlier in the Plan.

Recommendation: Provide more space for bicyclists and motorists to co-share space by implementing the bikeway recommendations in this Plan. In select areas where there may be a higher crash incidence, provide signage and markings which will draw the attention of motorists that bicyclists are using or crossing the road.

Responsibility: County Planning and Zoning Department, County Highway Department, various Towns and Villages

7.3.3 | Urban/Rural Transitions

Bicyclists in Portage County have a difficult time transitioning between the Urban and the Rural Areas. In addition to increased vehicle speeds, there are a limited number of roads that bridge barriers and connect the Urban and Rural Areas. This Plan prioritizes several key roads as bikeways critical to improving cycling.

Recommendation: All major streets that cross the Urban Area boundary should ultimately be built as bikeways that bridge these two environments.

Responsibility: County Planning and Zoning Department; County Highway Department; City, Towns, and Villages in the Urban Area

7.3.4 | Village Bikeways

Every trip starting and ending in any Portage County Village has the possibility of being a bicycle trip because of the short distance involved. County Roads and State Highways are the primary streets of these communities and it is these streets that often form the only connections between key destinations. Additionally, streets around schools can be inundated with motor vehicle traffic at peak times and need special attention to improve access and safety. This Plan provides specific recommendations for these main streets and schools.



Urban shoulders, like these in Amherst, can greatly improve Village bicycling conditions.

Recommendation: Implement the Village bikeways recommended in this Chapter and the Safe Routes to School recommendations included in Chapter 9 and Appendix J.

Responsibility: Various Villages

7.3.5 | Opportunities

The implementation for most of the recommendations for the rural areas of this Plan will be based on the scheduling of highway improvement projects. Costs for incorporating paved shoulders and bike lanes are significantly lower when included in reconstruction and some pavement replacement projects where gravel shoulders exist or will be added as part of the project, rather than paving shoulders as stand-alone projects.

Recommendation: All County Road and State Highway projects should include provisions for bicycle and pedestrian travel consistent with this Plan depending on the type of improvement project being pursued.

Responsibility: Wisconsin DOT, County Planning and Zoning Department, County Highway Department

7.3.6 | Transportation Connectivity and Network

Portage County has an excellent system of County and Town roads. Most of these roadways are already suitable for cycling simply because of the low volume of traffic. However, there are segments of this collective system that are less ideal for bicycling. Adding paved shoulders, bicycle lanes, and small sections of path and signed bicycle routes will connect this system into a network of bikeways and roadways well-suited for bicyclists.

Recommendation: Ensure local governments endorse and implement this Plan where bikeways are recommended for local roads. Portage County is responsible for the greatest portion of the network and for the evaluation of how well the Plan is being implemented by local agencies, due to the fact that County Roads make up the majority of the rural bike routes and the County is the sponsor of this Plan.

Responsibility: County Planning and Zoning Department, City Common Council, Village and Town Boards

7.3.7 | Transportation and Recreation

The network recommendations were created by identifying major destinations for bicycle travel including population centers and rural parks. People will most often bike in a direct line between these locations or within a general corridor between locations. However, bicycling in Portage County will occur as more of a recreational

pursuit for many of its residents. This will mean that many residents will want to take looped routes in rural areas. This Plan includes routes that can be used as recreational loops as well as a recommended Ice Age Trail route.

Recommendation: Implement the recreational bikeways recommended in this Plan and use this Plan to develop and promote recreational loops and routes. Appendix I includes a memo that discusses recreational bicycle mapping as next steps and considerations.

Responsibility: County Planning and Zoning Department, County Highway Department, various Town and Village Boards, Bicycle and Pedestrian Advisory Committee

7.3.8 | Bicycle Parking

In order for people to choose to bicycle to a location, they need to know that a secure area to lock their bicycle is available at their destination. While bicycles can be locked to many objects, none of them are an adequate substitute for well-designed and well-placed bicycle racks. Bicycle racks should be located at popular destinations including Town and Village Halls, libraries, municipal and County parks, and other locations. All bicycle racks should be installed on a paved surface, and should typically be installed as close to the primary building entrance as possible. The Association of Pedestrian and Bicycle Professionals publishes an excellent guide to selecting and installing appropriate bicycle parking, and all bicycle parking installed in Portage County should adhere to the guidance in *Bicycle Parking Guidelines*, 2nd Edition: https://apbp.site-ym.com/store/view_product.asp?id=502098.

Recommendation: Install bicycle parking that adheres to the APBP *Bicycle Parking Guidelines* at all Town and Village halls, libraries in the Rural Area, and County and municipal parks that provide automobile parking.

Responsibility: County Planning and Zoning Department, County Parks Department, various Town and Village Boards

7.4 | Rural Area Bicycle Facility Recommendations

In addition and in combination with the above overall recommendations for the Rural Area, a series of specific bikeways are identified for implementation. The bikeway type is also identified for each of these projects.

Recommendation: Implement the bikeway recommendations included in this Plan. As indicated above, many of these recommendations may be short term priorities, but many others will wait until the bikeway can be included in a larger highway project.

Responsibility: County Planning and Zoning Department, County Highway Department, County Parks Department, various Towns and Villages

The tables below detail the recommended Rural Area bikeways which include all facilities in any of the outlying Villages as well as in unincorporated Towns. Table 5 presents an overview of the total miles of each recommended bikeway type, while Tables 6 – 28 detail the recommended bikeways for each Village and Town. Facility tables are listed alphabetically, first by Villages and then by Towns. Within each table facilities are presented alphabetically by facility type. The Countywide bicycle facility network is displayed on Map 13.

Table 5: Miles of recommended Rural Area bikeways by facility type

Facility Type	Miles
Bike Lanes	5.97
Paved Shoulders	64.69
Shared Lane Markings	0.91
Bike Routes (mapped)	285.32
Shared Use Paths	1.67
Total	358.56

7.4.1 | Recommended Village Bikeways

The bikeways recommended for Villages in the Portage County Rural Area are noted in the tables below.

Table 6: Village of Almond bikeways

Street	Bike Facility	From	To	Miles
County Road D	Bike Route	West Village Border	East Village Border	1.00
County Road J	Bike Route	2nd Ave	County Road D	0.80

Table 7: Village of Amherst bikeways

Street	Bike Facility	From	To	Miles
County Road B	Paved Shoulder	County Road KK	Mill St	0.99
Main St	Bike Route	County Road KK	Mill St	0.49
Main St	Shared Lane Marking	Village Border	Wilson St	0.52
Mill St	Shared Lane Marking	South St	County Road B	0.39
Mill St	Bike Lane	Main St	South St	0.12
Packer Ave	Bike Route	Town of Amherst	County Road KK	0.31
Wilson St	Bike Lane	County Road KK	Main St	0.52

Portage County Countywide Bicycle & Pedestrian Plan

Table 8: Village of Amherst Junction bikeways

Street	Bike Facility	From	To	Miles
County Road KK	Bike Route	County Road Q	School Rd	0.28
County Road Q	Bike Route	Lake Meyers Rd	Town of Amherst	1.37
Lake Dr	Bike Route	Town of Amherst	Lake Emily Rd	0.58
Lake Emily Rd	Bike Route	Lake Dr	Main St	0.60
Main St	Bike Route	Lake Emily Rd	County Road Q	0.28

Table 9: Village of Junction City bikeways

Street	Bike Facility	From	To	Miles
County Road G	Bike Route	Town of Eau Pleine	Third St W	0.45
County Road G	Paved Shoulder	Third St W	Main St	0.31
County Road G	Bike Route	County Road P	Robin Rd	0.60
County Road P	Bike Route	County Road G	Town of Carson	1.25

Table 10: Village of Nelsonville bikeways

Street	Bike Facility	From	To	Miles
County Road Q	Bike Route	State Highway 161	Welton Dr	1.09
County Road SS	Bike Route	Pavelski Rd	County Road R	0.32

Table 11: Village of Rosholt bikeways

Street	Bike Facility	From	To	Miles
Forrest St W	Bike Route	Maple St	Main St N	0.07
Main St N	Bike Route	Forrest St W	Grand Ave	0.32
Maple Rd	Bike Route	Town of Alban	Forrest St W	0.19
State Highway 66	Bike Lane	Village West Border	Village East Border	1.49

7.4.2 | Recommended Town Bikeways

The bikeways recommended for Towns in the Portage County Rural Area are noted in the tables below.

Table 12: Town of Alban bikeways

Street	Bike Facility	From	To	Miles
Birch Rd	Bike Route	Town of Sharon	County Road I	1.00
County Road A	Bike Route	County Road I	Flume Rd	7.50
County Road I	Bike Route	Marathon County	W Maple Rd	2.69
County Road T	Bike Route	Town of New Hope	County Road A	2.14
Maple Rd	Bike Route	Maple Rd W	Village of Rosholt	0.50
Maple Rd W	Bike Route	County Road I	Maple Rd	0.74
State Highway 66	Paved Shoulder, 5'	St Adalbert Rd	Village of Rosholt	0.26
State Highway 66	Paved Shoulder, 5'	Village of Rosholt	County Road A	0.25

Table 13: Town of Almond bikeways

Street	Bike Facility	From	To	Miles
County Road D	Bike Route	Town of Pine Grove	Village of Almond	3.54
County Road D	Bike Route	Village of Almond	Town of Belmont	2.51
County Road J	Bike Route	Patterson Lake Rd	2nd Ave	5.74
County Road W	Bike Route	1st St	County Road J	2.65

Portage County Countywide Bicycle & Pedestrian Plan

Table 14: Town of Amherst bikeways

Street	Bike Facility	From	To	Miles
Alm Rd	Bike Route	County Road Q	School Rd	1.75
County Road A	Paved Shoulder	Town of Lanark	U.S. Highway 10	1.52
County Road B	Paved Shoulder	Mill St	County Road T	0.71
County Road B	Paved Shoulder	U.S. Highway 10	County Road KK	0.05
County Road Q	Bike Route	Welton Dr	Lake Meyers Rd	1.05
County Road Q	Bike Route	Village of Amherst Jnct.	Damrau Rd	3.18
County Road T	Bike Route	Town of New Hope	County Road B	3.33
County Road T	Bike Route	County Road V	County Road V	0.27
County Road V	Bike Route	County Road B	County Road T	2.09
County Road V	Bike Route	County Road T	Waupaca County	0.40
Fountain Grove Rd	Bike Route	Town Line Rd	County Road Q	3.16
Lake Dr	Bike Route	Pavelski Rd	Village of Amherst	0.80
Old Highway 18 Rd	Bike Route	Town of Stockton	Lake Dr	2.39
Packer Ave	Bike Route	County Road Q	Village of Amherst	0.76
Pavelski Rd	Bike Route	Lake Dr	County Road SS	0.78
School Rd	Bike Route	County Road KK	Village of Amherst	1.36
State Highway 161	Paved Shoulder	County Road ZZ	Waupaca County	4.52
Western Wy	Paved Shoulder	County Road Q	County Road KK	0.74

Table 15: Town of Belmont bikeways

Street	Bike Facility	From	To	Miles
County Road A	Bike Route	County Road GG	3rd Ave	2.98
County Road D	Bike Route	Town of Almond	County Road AA	1.54
County Road D	Bike Route	County Road A	County Road D	1.53
County Road D	Bike Route	County Road A	County Road AA	2.51
County Road D	Bike Route	Town of Lanark	Stratton Lake Rd	1.04
Emmons Creek Rd	Bike Route	Stratton Lake Rd	Waupaca County	1.09
Fountain Lake Ave	Bike Route	County Road D	Stratton Lake Rd	2.24
Stratton Lake Rd	Bike Route	County Road D	Waupaca County	1.96

Table 16: Town of Buena Vista bikeways

Street	Bike Facility	From	To	Miles
Church Rd	Bike Route	County Road BB	County Road J	0.26
County Road BB	Bike Route	Guth Rd	Church Rd	1.84
County Road D	Bike Route	Oak Dr	Lake View Ln	2.04
County Road EE	Bike Route	County Road EE	County Road GG	0.40
County Road GG	Bike Route	County Road EE	County Road A	3.02
County Road J	Bike Route	County Road J	County Road J	0.75
Guth Rd	Bike Route	County Road BB	Shady Dr	0.14
Patterson Lake Rd	Bike Route	County Road J	County Road EE	2.32
Shady Dr	Bike Route	1st St	Guth Rd	4.32

Portage County Countywide Bicycle & Pedestrian Plan

Table 17: Town of Carson bikeways

Street	Bike Facility	From	To	Miles
3rd Ave	Bike Route	County Road M	County Line Rd	1.01
County Road C	Paved Shoulder	County Road O	Elm Rd.	0.99
County Road E	Bike Route	U.S. Highway 10	County Road HH	1.35
County Road G	Bike Route	Robin Rd	County Road M	4.08
County Road HH W	Bike Route	Franks Ln	Town of Linwood	7.53
County Road M	Bike Route	County Road G	County Road O	2.01
County Road O	Bike Route	County Road M	County Line Rd	1.00
County Road P	Bike Route	Village of Junction City	County Road HH	1.64

Table 18: Town of Dewey bikeways

Street	Bike Facility	From	To	Miles
County Road X	Bike Route	Marathon County	North Second Dr	6.01
County Road Y	Paved Shoulder	Goldenrod Ln	Town of Hull	2.78
Dewey Dr	Bike Route	County Road X	County Road Y	6.09

Table 19: Town of Eau Pleine bikeways

Street	Bike Facility	From	To	Miles
County Road E	Bike Route	State Highway 34	U.S. Highway 10	7.77
County Road G	Bike Route	County Road H	Village of Junction City	1.99
County Road O	Bike Route	Marathon County	County Road H	3.73

Table 20: Town of Grant bikeways

Street	Bike Facility	From	To	Miles
County Road D	Bike Route	County Road F	Town of Pine Grove	2.00
County Road F	Bike Route	County Road W	State Highway 73	6.29
County Road F	Paved Shoulder	Prairie Dr	County Road W	6.02
County Road FF	Paved Shoulder	80 th St S	County Road F	4.54
County Road W	Paved Shoulder	County Road U	Town Line Road	5.82
State Highway 73	Bike Route	80th St S	County Road F	3.89

Table 21: Town of Hull bikeways

Street	Bike Facility	From	To	Miles
Brilowski Rd	Bike Lane	Jurgella Ln	Walter St	0.55
Brilowski Rd N	Bike Lane	Rainbow Dr	Jurgella Ln	0.47
Brilowski Rd N	Bike Route	Northpoint Dr	Rainbow Dr	0.22
Casimir Rd	Bike Route	Old Wausau Rd	North Second Dr	0.53
Country Club Dr	Bike Lane	Carol's Ln	City of Stevens Point	0.25
Country Club Rd	Bike Lane	City of Stevens Point	Carol's Ln	0.41
County Road Y	Paved Shoulder	Town of Dewey	State Highway 66	1.82
Jordan Rd	Paved Shoulder	North Second Dr	County Road Y	4.78
North Second Dr	Bike Route	County Road X	Casimir Rd	2.26
North Second Dr	Paved Shoulder	Casimir Rd	Du Bay Ave	1.23
Old Highway 18 Rd	Bike Route	City of Stevens Point	Town of Stockton	0.94
Old Wausau Rd	Bike Route	Casimir Rd	Rachick Rd	2.54
Rainbow Dr	Bike Route	Brilowski Rd N	9th St	0.76
Reserve Dr N	Paved Shoulder	Jordan Rd	Du Bay Ave	1.76
Wilshire Dr	Paved Shoulder	Jordan Rd	Northpoint Dr	2.53

Portage County Countywide Bicycle & Pedestrian Plan

Table 22: Town of Lanark bikeways

Street	Bike Facility	From	To	Miles
County Road A	Bike Route	County Road D	County Road GG	2.53
County Road A	Bike Route	Town of Amherst	County Road GG	3.20
County Road A	Paved Shoulder	Town of Amherst	County Road D	1.30
County Road D	Bike Route	Town of Buena Vista	County Road A	2.53
County Road D	Bike Route	County Road A	Town of Belmont	6.86
County Road Q	Bike Route	Damrau Rd	County Road A	3.21

Table 23: Town of Linwood bikeways

Street	Bike Facility	From	To	Miles
County Road C	Paved Shoulder	Elm Rd.	City of Stevens Point	5.91
County Road HH W	Bike Route	Town of Carson	City of Stevens Point	0.24
County Road II	Bike Route	County Road C	County Road PP	2.51
County Road II	Bike Route	County Road PP	State Highway 66	1.85
County Road PP	Bike Route	County Road II	Mill Creek Dr	3.26
Mill Creek Dr	Bike Route	County Road PP	State Highway 66	0.69
River View Ave	Bike Lane	State Highway 66	City of Stevens Point	0.32
State Highway 66 W	Bike Route	Wood County	Mill Creek Dr	4.04
West River Dr W	Bike Route	State Highway 66	Rocky Run Rd	5.72

Table 24: Town of New Hope bikeways

Street	Bike Facility	From	To	Miles
County Road A	Bike Route	County Road Z	Flume Rd	1.73
County Road MM	Bike Route	County Road T	County Road T	1.57
County Road T	Bike Route	Town of Amherst	County Road MM	2.50
County Road T	Bike Route	County Road MM	Town of Alban	4.10
County Road Z	Bike Route	Town of Sharon	County Road A	2.53
County Road ZZ	Bike Route	County Road Z	State Highway 161	4.56
Rolling Hills Rd	Bike Route	Five Corners Rd	State Highway 161	1.64
State Highway 161	Bike Route	Rolling Hills Rd	County Road ZZ	0.32
Trout Creek Rd	Bike Route	County Road T	Waupaca County	2.29

Table 25: Town of Pine Grove bikeways

Street	Bike Facility	From	To	Miles
County Road D	Bike Route	Town of Grant Border	Town of Almond	6.34
County Road W	Paved Shoulder	Town Line Road	1st St	7.83

Portage County Countywide Bicycle & Pedestrian Plan

Table 26: Town of Plover bikeways

Street	Bike Facility	From	To	Miles
Biron Dr East	Bike Route	80th St	Johnson Ave	3.52
Bluebird Dr	Bike Route	Planned path	County Road R	0.60
Bluebird Drive Connector	Overpass/Underpass	Airline Rd	Bluebird Dr	0.06
Club Forest Dr	Bike Route	Johnson Ave	Meehan Dr	0.95
Coolidge Ave	Bike Route	Village of Plover	Forest Dr	1.09
County Road F	Paved Shoulder	Meehan Dr	Prairie Dr	0.80
County Road R	Bike Lane	Commons Cir	Roosevelt Dr	1.84
County Road R Sidepath	Sidepath	Village of Plover	Roosevelt Dr	1.61
Forest Dr	Bike Route	Monroe Ave	Village of Plover	1.85
Johnson Ave	Bike Route	E Biron Dr	Club Forest Dr	0.42
Meehan Dr	Bike Route	Club Forest Dr	Monroe Ave	1.66
Meehan Dr	Bike Route	County Road F	Meehan Dr	0.51
Monroe Ave	Bike Route	Forest Dr	Meehan Dr	0.25
Park Dr	Bike Route	West end	River Dr	0.50
Porter Dr	Bike Route	County Road R	Kennedy Ave	0.97
Porter Rd	Bike Route	Village of Plover	County Road R	0.49
River Dr	Bike Route	Park Dr	Coolidge Ave	0.45
Shady Dr	Bike Route	Ben's Ln	Kennedy Ave	1.00

Table 27: Town of Sharon bikeways

Street	Bike Facility	From	To	Miles
Birch Rd	Bike Route	Woodland Rd	Town of Alban	0.79
County Road J	Bike Route	Marathon County Line	Merryland Dr	7.00
County Road K	Bike Route	County Road Z	10th St	1.25
County Road Y	Paved Shoulder	Goldenrod Ln	Marathon County	4.48
County Road Z	Bike Route	State Highway 66	Town of New Hope	3.83
Merryland Dr	Bike Route	County Road I	Polonia Rd	0.54
Polonia Rd	Bike Route	Merryland Dr	State Highway 66	0.95
State Highway 66	Paved Shoulder, 5'+	County Road K	Polonia Rd	0.18
Twin Lakes Dr	Bike Route	County Road J	Twin Lakes Rd S	1.37
Twin Lakes Dr	Bike Route	Twin Lakes Rd S	Woodland Rd	2.06
Woodland Rd	Bike Route	Birch Rd	Twin Lakes Dr	0.59

Table 28: Town of Stockton bikeways

Street	Bike Facility	From	To	Miles
1st St	Bike Route	Shady Dr	County Road J	1.11
5th St	Bike Route	Kennedy Ave	Custer Rd	3.09
6th St	Bike Route	Custer Rd	County Road K	3.05
9th St	Bike Route	Town of Hull	County Road K	3.18
County Road D	Bike Route	County Road J	Oak Dr	3.12
County Road HH	Paved Shoulder	Burbank Rd	Custer Rd	2.57
County Road K	Bike Route	10th St	U.S. Highway 10	3.12
Custer Rd	Bike Route	U.S. Highway 10	County Road D	6.32
Old Highway 18 Rd	Bike Route	Town of Hull	Custer Rd	3.17
Rolling Hills Rd	Bike Route	Custer Rd	Five Corners Rd	4.10
Shady Dr	Bike Route	Kennedy Ave	1st St	1.17
Standing Rocks Rd	Bike Route	Custer Rd	Town Line Rd	3.08

7.5 | Rural Area Bikeway Implementation and Costs

7.5.1 | Cost and Implementation Overview

It is difficult to provide cost estimates for bikeway projects, or any infrastructure project, until the actual project is scoped and designed. However, this Plan provides planning-level cost estimates for the recommended projects to provide an order of magnitude for the potential costs involved. These planning-level costs should only be used as very rough figures for budgeting for projects – actual budgets should be developed based on specific project scopes, engineering plans, and competitive bids. Appendix E provides tables that detail cost assumptions for each bikeway type in this plan. The cost assumptions are based on regional and national-level data for bikeway construction projects. The cost assumptions are likely to be high for projects completed in Central Wisconsin, but it better to overstate cost estimates than understate them.

Appendix F provides tables detailing the planning-level cost for each bikeway recommended for the Rural Area. Table 29 displays summary information for the planning-level costs by bikeway type for the Rural Area. As previously noted, these costs are for planning level estimates only, and represent the long-term cost of building out the entire recommended Rural Area bikeway network. Because the bike routes recommended for the Rural Area are simply mapped routes, there is no cost associated with them.

Table 29: Planning level costs for the Rural Area bikeway network

Facility Type	Miles	Total Cost
Bike Lanes	5.97	\$377,304
Paved Shoulders ¹⁵	55.62	\$4,015,764
Shared Lane Markings	0.91	\$10,465
Bike Route	292.26	\$0
Shared Use Paths	1.32	\$3,615,506
Total	348.89	\$8,019,039

The tables in Appendix F also provide implementation timelines for each project. The implementation timelines are primarily based on the level of effort and potential cost to complete each project. In general, the following guidelines were used for the implementation timelines:

- **Short-Term (1 – 2 Years):** Projects that require little to no infrastructure work. All recommended bike routes and shared lane markings fall into this category.
- **Mid-Term (3 – 5 Years):** Projects that require a greater level of infrastructure work including restriping roads. Most bike lanes and some paved shoulders fall into this category.
- **Long-Term (6 – 10+ Years):** Projects that require extensive infrastructure work including reconstruction of the roadway. Some paved shoulders fall into this category.

¹⁵ The cost for paved shoulders is based on the cost for paving and striping existing gravel shoulders. The cost for constructing new shoulders is substantially higher than the costs used here. However, paved shoulders are typically only recommended for roadways that should include gravel shoulders regardless of bicyclist usage according to WisDOT standards. For the purposes of this plan, it is assumed that these roads will be reconstructed with shoulders at some point, and only the cost for paving these shoulders is attributed to providing accommodations for bicyclists.

7.5.2 | Priority Bikeway Recommendations

In order to determine priorities for the rural bikeway system several steps were followed. First, the recommended bikeway system was “overlaid” on Map 3: Wisconsin Department of Transportation Bicycle Suitability/Level of Service Map. This provided an indication of how poor or good performing the current roadways were for bicycling. Recommended bikeways connections within four miles of the Urban Area were then reviewed since these routes were most likely to be receiving the most bicycle use. Finally the *5 Year Construction and Maintenance Plans* for the County which identified upcoming County road projects were reviewed. Just three paved shoulder projects were identified as short term priorities:

Table 30: Short-term priority bikeway projects for the Rural Area

Project	Miles
Install paved shoulders on County Highway HH from Burbank Road to Custer Road	2.57
Install paved shoulders on County Highway J from State Highway 66 to County Road CC	3.16
Install paved shoulders on County Highway X from Interstate 39 to the Portage County Line	6.01

The other bikeway recommendations including paved shoulders, bicycle lanes, and a small segment of path can be integrated into larger roadway projects as the roadway projects themselves are built in the mid-term and long-term.

7.6 | Rural Area Pedestrian Facility Recommendations

Pedestrian travel in rural Portage County is the second most common way for people to travel. Most of this travel occurs within the Villages. As discovered through the audits and analysis work conducted for the Safe Routes to School element of the Plan, most of the trips which begin and end within each of the County's Villages are likely to be of a distance of less than a mile and very likely to be less than a half mile in length. Many of these trips can and are made by foot. These include walking trips to libraries, churches, downtowns, friends' homes, schools, and places of employment. The following recommendations are made to support current walking levels and to increase safety and improve access.



Paved shoulders provide space for pedestrians where sidewalks do not exist.

7.6.1 | Construct Sidewalks

Sidewalks are the most common pedestrian facility within the County's Villages. Sidewalks provide physical separation from motor vehicle traffic and have been shown to significantly reduce crashes. Sidewalks have a place within the built up areas of Villages where homes and businesses line streets.

Recommendation: Where sidewalks are not currently located along major streets (arterial and collector streets) within Villages, plans should be put in place to incorporate them in upcoming street projects. Sidewalk location criteria as provided in Table 31 should be followed. All new streets within Villages should have sidewalks as supported by the sidewalk location criteria. Subdivision ordinances should be updated to include the requirement of sidewalks when new streets are constructed.

Responsibility: County Villages

Table 31: WisDOT Guidelines for Sidewalk Placement

Land-Use / Dwelling Unit / Functional Classification	New Urban & Suburban Streets	Existing Urban & Suburban Streets
Commercial & Industrial (All Streets)	Both Sides	Both sides. Every effort should be made to add sidewalks where they do not exist and to complete missing links
Residential (Arterials)	Both Sides	Both Sides
Residential (Collectors)	Both Sides	Multifamily: Both sides Single family: Prefer both sides, require at least one side
Residential (Local Road) More than 4 units/acre	Both sides	Prefer both sides; Require at least one side
Residential (Local Road) 1 – 4 units/acre	Prefer both sides; At least one side required	One side preferred, at least 4 feet
Residential (Local Road) Fewer than 1 unit/acre	One side preferred; Shoulder on both sides	At least 4 feet shoulder on both sides required

Notes for additional consideration:

1. For any local street within two blocks of a school site that would be on a walking route to school, a sidewalk is required on at least one side.

2. Sidewalks may be omitted on one side of new streets where that side clearly cannot be developed and where there are not existing or anticipated uses that would generate pedestrian trips on that side.
3. Where there are service roads, the sidewalk adjacent to the main road may be eliminated and replaced by a sidewalk adjacent to the service road on the side away from the main road

7.6.2 | Paved Shoulders

Shoulders along rural roadways are technically not considered walkways under Wisconsin state statutes, however, paved shoulders do provide space along higher speed roadways for some separation of pedestrians.

Recommendation: Provide, at a minimum, four-foot-wide paved shoulders along busier rural roadways (motor vehicle counts of greater than 750 per day). This recommendation is consistent with the one made for paved shoulders for bicycle accommodations. Any major – even minor – destinations for pedestrians within the County will very likely exceed this recommended volume threshold. Paved shoulders also have significant safety benefits for motorists and reduce maintenance costs considerably.

Responsibility: County Highway Department

7.6.3 | Crossings

Crashes involving pedestrians walking along rural roadways are not uncommon in Wisconsin. The above recommendations involving paved shoulders are intended to address that problem. However, the most common pedestrian crash types involve street crossings and this is more of an issue within the Urban Area and the County's Villages. Additionally, on busier streets pedestrians may simply have difficulty finding gaps to cross streets which becomes an access as well as a safety issue.

Recommendation: Improve crossings for safety and ease of use for pedestrians as arterial streets are reconstructed within the Villages. Two such devices that improve crossings are curb bump-outs and median crossing islands. Median crossing islands have recently been added as a proven crash reduction factor and allow pedestrians to focus on one direction of traffic at a time when making a crossing. An example of where these crossing enhancements should be considered is along State Highway 66 in the Village of Rosholt.

Responsibility: Wisconsin DOT, County Highway Department, various Villages

7.6.4 | Paths (or trails)

Like sidewalks, paths are physically separated from streets and roads. Unfortunately, given the cost and the difficulty siting paths along rural roadways, their use is very limited within rural environments. They are most often built in rural areas where railroad lines are abandoned or rail-banked, along rivers, and in parks.

Recommendation: Consider new opportunities for rural paths in addition to the small number of path segments recommended by this Plan. This would include rail grades moving into an abandonment stage, paths considered as part of park master plans, and paths to connect to any new significant developments at the edges of the County's Villages.

Responsibility: County Planning and Zoning Department, County Parks Department, various Towns and Villages

7.6.5 | Safe Routes to School

The SRTS portion of this Plan includes a comprehensive set of recommendations for schools within the County. This includes schools within the Villages of Almond, Amherst, Junction City, and Rosholt. These schools are

served with sidewalks, with the exception of Junction City. In addition to several sidewalk recommendations, other recommendations include crosswalk markings and improved bicycle racks relocated to better locations on the school sites.

Recommendation: Implement specific recommendations involving facilities that serve school sites and routes leading to schools (see Chapter 9 and Appendix J). The walking service areas of these schools extend to nearly every corner of the Villages, and therefore provide recommendations that in some cases cover the entire community.

Responsibility: County Planning and Zoning Department, County Highway Department, Wisconsin DOT, various Villages and Towns

8 | Urban Area Facility Recommendations

This Chapter presents the bicycle and pedestrian facility recommendations for the Portage County Urban Area which includes the City of Stevens Point and the Villages of Plover, Whiting, and Park Ridge.

8.1 | Overview

The best opportunity to bring about the biggest change in bicycling and walking in Portage County is within the Urban Area. By far this is where the greatest concentration of population and employment exists within the County. Additionally, the Urban Area offers a large number of short distance trips that are perfect for converting to bicycling or walking. A comprehensive network of bicycle facilities is recommended for the Urban Area to capitalize on these opportunities. This Plan recommends an interconnected network of bicycle lanes, shared use paths, bicycle routes with wayfinding signs, and shared lane markings; these facility types are described in more detail in Chapter 4. This network of bicycle facilities is designed to reach destinations throughout the Urban Area, provide connections into the Rural Area, connect recreation facilities and areas, and serve a wide range of bicyclists. General bicycle facility recommendations are provided below followed with specific facility recommendations.

8.2 | Urban Area Bikeway Recommendation Methodology

As with the Rural Area, a multistep process was used to determine the recommended bikeways for the Urban Area. The process is outlined below.

1. Broad corridors were selected that connected obvious destinations such as the downtown Stevens Point, commercial areas, the University of Wisconsin – Stevens Point, parks, libraries, schools, recreational areas, and connections into the Rural Area.
2. Within each broad corridor, specific streets were examined for average daily traffic volume, directness of route, and other features that might make one road more bicycle friendly than another road.
3. The preliminary network was reviewed by the Urban Area Steering Committee, Technical Advisory Committee, and Portage County staff. Each group provided input on the network, including if the network was using appropriate streets, if any major connections were missing, and any other input that committee members or staff may have.
4. Extensive field work was conducted by the project team to examine the potential network in person. In the Urban Area the field work was almost exclusively completed by bike to provide a sense of how bicyclists feel on any given street. Appendix D provides a detailed description of what was examined during the field work sessions.
5. Public input on the project WikiMap (see Appendix A) was evaluated for routes that people currently consider good for bicycling as well as those that are considered problematic. Problem



Bridges should have wide shoulders or bike lanes added to them when they are reconstructed, like this bridge where North 2nd Street crosses the Interstate.

areas were also examined in order to provide alternate routes or offer facility recommendations that may address user concerns.

6. Bicycle crash data for the Urban Area was examined to see if any specific locations result in a high number of crashes.
7. Recommendations were formed about where specific facilities such as bicycle lanes, shared lane markings, or other bikeway types may be appropriate.
8. The draft network was again evaluated by the Urban Area Steering Committee, Technical Advisory Committee, and Portage County staff for any additional comments.

The final network recommendations for the Urban Area are included in section 8.4 and are displayed on Map 14.

8.3 | General Urban Area Bikeway Recommendations

The following represent the broad bikeway recommendations for the Portage County Urban Area.

8.3.1 | Transportation Connectivity and the Network

Communities in the Urban Area made many achievements over the past 20 years and have an excellent off-street bicycle and pedestrian system to show for it. Recently, the City of Stevens Point has successfully turned its attention to on-street accommodations for bicyclists. However, there are still problems throughout the Urban Area that present difficulties for cycling, including major street corridors that do not serve bicyclists well and challenging crossings of Interstate 39. Additional bicycle lanes, sections of path, shared lane markings, and more signed bicycle routes will connect this system into a network for bicyclists.



Connections across major barriers, like this path underpass of the Interstate, are critical for providing a well-connected bicycle network.

The proposed bicycle network is a major element of this Plan. A combination of agencies will be responsible for implementation of the network. It is strongly recommended that the Plan be endorsed and implemented by all of the local governments. Unlike rural areas, Portage County's highways only edge into the Urban Area, thus the County's direct responsibilities will be different for the Urban Area than in the Rural Area. The County will still have an advisory role and will evaluate how well the Plan is being implemented by local agencies.

Recommendation: Ensure municipalities in the Urban Area adopt this Plan and work to implement the facility recommendations contained in the Plan.

Responsibility: Stevens Point, Villages of Plover, Whiting, Park Ridge

8.3.2 | Combination of Facilities

An effective network Plan combines a series of bicycle facilities for the diverse group of bicyclists that exist in that area. While busier streets with no bikeways may be comfortable or at least tolerable for more confident bicyclists,

bicycle lanes, paths, and low volume streets will be the prime facilities that children and less confident adults will use. Much of the Urban Area has relatively quiet neighborhood streets, but the longest of these streets is about a mile long. To encourage the range of potential bicyclists to make basic transportation trips by bicycle, often a combination of facilities is absolutely necessary. Bicyclists might be able to use paths and low volume residential streets for part or most of their journey, but at some point, they will need to use busier streets to connect to destinations located on those streets or to bridge over barriers.

Recommendation: Provide bicycle lanes, paths, routes with wayfinding, and shared lane markings consistent with the specific recommendations of this Plan.

Responsibility: Stevens Point; Villages of Plover, Whiting, Park Ridge; Wisconsin DOT; County Planning and Zoning Department; County Highway Department, Towns within the Urban Area

8.3.3 | Safety

A primary goal of this Plan is to increase the safety of users. Several recent studies have indicated that as more and more bicyclists are seen using streets and bikeways, crashes drop because of the increased motorist awareness. It is possible and likely that increased safety and increased use can be mutually supportive outcomes. The recommended bikeways for the Urban Area will provide more separation for users and in many cases provide additional safety benefits for motorists. Many of the motor vehicle/bicycle crashes in the Urban Area, particularly in Stevens Point, are associated with sidewalk riding and the transitions bicyclists are making into intersections. Improving the condition of the streets for bicycling will encourage bicyclists to travel on the street, creating a net positive effect on safety. Safety does not stop with better engineered solutions. Other measures related to education and enforcement are other proven ways of reinforcing engineering efforts and are contained earlier as policies under goals and objectives of the Plan.



Sidewalk bicycling is common in the Urban Area where bicyclists often do not feel safe on the street.

Recommendation: Provide more room for bicyclists and motorists to share streets by implementing the bikeway recommendations in this Chapter. Promote other efforts in education and enforcement which will maximize the return on engineering recommendations.

Responsibility: Stevens Point; Villages of Plover, Whiting, Park Ridge; Wisconsin DOT; County Planning and Zoning Department; County Highway Department, Towns within the Urban Area

8.3.4 | Urban/Rural Transitions

Bicyclists in Portage County have a difficult time transitioning between the Urban Area and the Rural Area of the County. In addition to increased vehicle speeds, there are a limited number of roads that make the connection between the Urban Area and rural countryside. Many of these transitions do not have suitable bicycle accommodations.

Recommendation: Build all major streets that cross the Urban Area boundary to include bikeways that bridge these two environments. This Plan specifically prioritizes several key streets and roads as bikeways critical in the short term to improving cycling.

Responsibility: Stevens Point; Villages of Plover, Whiting, Park Ridge; Towns adjacent to Urban Area; Wisconsin DOT; County Planning and Zoning Department; County Highway Department

8.3.5 | Opportunities

The recommendations for the Urban Area are sorted into short and long term timeframes in Appendix G. Many of the most significant changes, especially those that call for bicycle lanes on roadways lacking space for them, will rely on the scheduling of street improvement projects. Costs for incorporating bike lanes and even paths are relatively low when added to reconstruction and some pavement replacement projects. Because of their relatively low cost when added to much more expensive projects, these represent major opportunities to implement the Plan.

Recommendation: Include provisions for bicycle and pedestrian travel consistent with this Plan for all Urban Area street projects, depending on the type of roadway improvement project being pursued.

Responsibility: Stevens Point; Villages of Plover, Whiting, Park Ridge; Wisconsin DOT; County Planning and Zoning Department; County Highway Department, Towns within the Urban Area

8.3.6 | Short Term Strategy

Most of the recommendations contained within the Urban Area are free-standing projects and are not tied to other street improvement projects. This is in contrast to those bikeway projects that will have to wait until they can be incorporated into larger street projects. Most of these free-standing projects are relatively low-cost and relatively easy to implement. To set the Plan in action it is important to select some short horizon projects as “low-hanging fruit” to seize upon the current momentum the Plan’s development has created and to brand the Plan as an immediate success. The implementation of more difficult projects should also be started with the realization that a longer timeframe will be necessary to bring these projects to fruition.



Adding bicycle lanes to streets that already have ample space is a project that can be completed in the short term.

Recommendation: Collaboration between County planning staff and the Urban Area communities upon the Plan’s completion to select short term recommendations that resonate with each community for implementation.

Responsibility: Stevens Point; Villages of Plover, Whiting, Park Ridge; Wisconsin DOT; County Planning and Zoning Department; County Highway Department, Towns within the Urban Area

8.3.7 | Transportation and Recreation Role of the Plan

The Network Plan was created by identifying major destinations for bicyclists, listening to the needs of bicyclists, and recording where people were riding using the on-line WikiMap described in Chapter 1. People will most often bike in a direct line between destinations, especially for short functional trips within the Urban Area. However, many bicyclists in Portage County still consider bicycling as strictly a recreational activity and desire routes with a premium on comfort over directness.

Recommendation: Implement the bikeway recommendations in this Plan, which will provide opportunities for both transportation and recreational bicycling.

Responsibility: Stevens Point; Villages of Plover, Whiting, Park Ridge; Wisconsin DOT; County Planning and Zoning Department; County Highway Department, Towns within the Urban Area

8.4 | Urban Area Facility Recommendations

This section identifies a series of specific bikeways for implementation. The bikeway type is also identified for each of these projects. As indicated above, most of these recommendations may be short term priorities, but many others will wait until the bikeway can be included in a street reconstruction project.

Recommendation: Implement the Urban Area bicycle network by mileage and facility type below.

Responsibility: Stevens Point; Villages of Plover, Whiting, Park Ridge; Wisconsin DOT; County Planning and Zoning Department; County Highway Department, Towns within the Urban Area

The tables below detail the recommended Urban Area bikeways which include all facilities in Stevens Point and the Villages of Plover, Whiting, and Park Ridge. Table 32 presents an overview of the total miles of each recommended bikeway type, while Tables 33 – 48 detail the recommended bikeways. Facility tables are provided alphabetically by municipality, and specific facility types are provided in separate tables for the City of Stevens Point and the Villages of Plover and Whiting; A single table is provided for the Village of Park Ridge, which has relatively few recommendations. Within each table facilities are presented alphabetically by facility type. The Urban Area bicycle facility network is displayed on Map 14.

Table 32: Miles of Portage County Urban Area bikeways by facility type

Facility Type	Miles
Bike Lanes/Urban Shoulder	45.30
Paved Shoulders	1.61
Shared Lane Markings	14.95
Signed Bike Route	23.93
Shared Use Paths	8.15
Future Bike Accommodation ¹⁶	2.99
Total	96.93

¹⁶ These routes will require further investigation than this planning process was able to provide to determine the appropriate bicycle facility. It is critical that these streets include a bicycle accommodation of some sort when they are next reconstructed.

8.4.1 | City of Stevens Point Bikeways

Table 33: Stevens Point Bicycle Lanes/Urban Shoulders

Street	From	To	Miles	Comment
Brilowski Rd	Walter St	County Road HH	2.04	
Brilowski Rd	Carrie Frost Dr	County Road HH	0.18	
Church St	Madison St	Post Rd	1.23	Add 6' bike lanes with reconstruction
Country Club Rd	Main St	Town of Hull	0.12	Restripe to include bike lanes
Country Club Dr	Carol's Ln	Joerns Dr	0.29	Restripe to include bike lanes
County Road HH	Village of Plover	Venture Dr	0.82	
County Road HH	Village of Plover	Burbank Rd	2.02	
Division St	Fourth Ave	Madison St	0.97	Add minimum 6' bike lane
Fourth Ave	Union St	Illinois Ave	0.76	Remove parking on one side of street
Fremont St	Fourth Ave	Stanley St	0.06	
Green Ave	Stanley St	Main St	1.14	Restripe from 3/12/12/3 to 5/10/10/5
Hoover Rd	Joerns Dr	County Road HH	1.02	
Maria Dr	Second St	Minnesota Ave	1.20	Remove parking on the north side of street
Michigan Ave	Maria Dr	Stanley St	0.32	Remove parking on east side of street
Michigan Ave	Stanley St	Main St	0.41	Stripe as 10' travel lanes with 3'+2' shoulder
Michigan Ave	Main St	Ellis St	0.14	Configure as three lane with bike lanes
Michigan Ave	Ellis St	Dixon St	0.40	Stripe as 10' travel lanes with 3'+2' shoulder
Nebel St	Water St	Church St	0.06	
Nebel St	Church St	Minnesota Ave	0.27	
Northpoint Dr	Second St N	Prentice St N	0.38	
Northpoint Dr	Prentice St N	Michigan Ave N	0.49	
North Reserve St	Du Bay Ave	Merge	0.40	
Post Rd	Village of Whiting	Church St	0.19	Add minimum 6' bike lane
Second St	Portage St	Maria Dr	0.52	
Second St	Centerpoint Dr	Second St	0.07	
Second St N	Northpoint Dr	Maria Dr	0.50	Bike lane, buffered bike lane or shared bike/parking lane
Stanley St	Fremont St	Michigan Ave	0.19	
Stanley St	Northpoint Dr	Town of Hull	0.46	
Stanley St	Michigan Ave	Town of Hull	1.48	Convert to three lane east of Green Ave
State Highway 66	I-39	Tourun Rd	1.02	Bike lanes or maintain wide paved shoulders
Torun Rd	Green Circle Trail	State Highway 66	0.54	
Water St	Centerpoint Dr	Clark St	0.19	Remove one travel lane in each direction
Water St	Clark St	Third St	0.13	Bike lane, buffered bike lane or shared bike/parking lane
Water St	River View Ave	Polk St	0.32	Restripe to 5/11/10/M/10/11/5
West Clark St	West Jackson St	Water St	0.58	Mark as urban shoulder: 3' from West Jackson Street to Wisconsin River Bridge and 5.5' on bridge structure
West Clark St	County Road C	W Jackson St	0.16	Stripe 6' bike lanes

Portage County Countywide Bicycle & Pedestrian Plan

Table 34: Stevens Point Buffered Bicycle Lanes

Street	From	To	Miles	Comment
Centerpoint Dr	Water St	Main St	0.50	Remove one travel lane
Division St	Northpoint Dr	Fourth Ave	0.85	Add 6' bike lane with reconstruction
Michigan Ave	Dixon St	Patch St	0.25	One lane each direction & center turn lane
Prentice St N	Northpoint Dr	Maria Dr	0.50	Remove parking on east side of street
River View Ave	Town of Linwood	Water St	2.17	Remove one travel lane in each direction
Second St	Water St	Portage St	0.09	Remove one travel lane
Water St	Whiting Ave	River View Ave	0.55	Bike Lane, Buffered Lane, or Bike + Parking

Table 35: Stevens Point Contraflow Bicycle Lanes + Shared Lane Markings

Street	From	To	Miles	Comment
Franklin St	Prentice St	Division St	0.14	Add bike lane for eastbound bikes
Reserve St	Main St	Clark St	0.08	

Table 36: Stevens Point Paved Shoulders

Street	From	To	Miles	Comment
County Road C	Town of Linwood	W Clark St	0.40	
Second Dr N	Johnson Dr	Du Bay Ave	0.26	
West Clark St	West Gates Dr	County Road C	0.16	
Whiting Ave	Water St	Village of Whiting	0.79	

Table 37: Stevens Point Shared Lane Markings

Street	From	To	Miles	Comment
Church St	Main St	Ellis St	0.13	
Clark St	Water St	Main St	1.39	
College Ave	Prentice St	Rogers St	0.04	
Ellis St	Clark St	Frontenac Ave	1.42	
Fourth Ave	West end	Union St	0.78	
Franklin St	Forest St	Isadore St	0.98	SLM for westbound bikes from Division to Prentice
Jefferson St	Division St	Village of Park Ridge	1.25	
Main St	Water St	Minnesota Ave	1.46	
Minnesota Ave	Patch St	Rice St	0.28	Add bike lanes when reconstructed
Minnesota Ave	Maria Dr	Stanley St	0.20	Add bike lanes when reconstructed
Northpoint Dr	Wilshire Dr	Stanley St	0.26	Add bike lanes when reconstructed
Patch St	Church St	Michigan St	0.40	
Prais St	Illinois St	Sunset Blvd	0.97	
Prentice St	Maria Dr	Main St	0.72	
Reserve St	Maria Dr	Fourth Ave	0.35	
Reserve St	Stanley St	Main St	0.28	
Reserve St	Clark St	Dixon St	0.46	
Rogers St	College Ave	Ellis St	0.19	
Water St	Third St	Whiting Ave	1.14	
Wisconsin St	Wood St	Division St	0.43	

Portage County Countywide Bicycle & Pedestrian Plan

Table 38: Stevens Point Signed Bike Routes

Street	From	To	Miles	Comment
Bukolt Ave	Front St	Second St	0.46	
Bukolt Park St	Rachick Rd	Front St	0.52	
County Road HH W	Town of Linwood	W Clark St	0.62	
Dixon St	Illinois Ave	Village of Park Ridge	0.83	
Frontenac Ave	Jefferson St	Dixon St	0.25	
Janick Cir W	Jordan Ln	Ridge Rd	0.04	
Jordan Ln	Green Ave	W Janick Cir	0.20	
Minnesota Ave	Clark St	Wayne St	0.65	
Minnesota Ave	Stanley St	Clark St	0.58	
Old Highway 18 Rd	Brilowski Rd	Town of Hull	0.11	
Rachick Rd	Bukolt Park St	Old Wausau Rd	0.09	
Ridge Rd	Sunset Fork	Main St	0.11	
Sunset Fork	Green Ave	Ridge Rd	0.13	

Table 39: Stevens Point Off-Street Facilities

Name	Facility Type	From	To	Miles
Bliss Path	Shared Use Path	Bliss Ave	Wisconsin St	0.58
Green Circle Connector	Shared Use Path, Tunnel, Bridge	Hofmeister-Golla Connector	Main St Sidepath	0.35
Golla Road Connector	Shared Use Path	Golla Road	Main Street Sidepath	0.19
Hofmeister-Golla Connector	Shared Use Path & Bridge	Hofmeister Dr	Golla Rd	0.33
Main Street Sidepath	Sidepath	Country Club Rd	Maple Bluff Rd	0.36
Mc Dill Ave Sidepath	Sidepath	Village of Whiting	Olympia Ave	0.11
Minnesota St RR Overpass	Overpass	Minnesota Ave	Patch Street Sidepath	0.11
Minnesota Street Sidepath	Shared Use Path	Main St	Clark St	0.07
North Reserve Sidepath	Sidepath	I-39	Bluebell Ln	0.16
Reserve St Connector	Shared Use Path	Fourth Ave	Stanley St	0.09
Stanley St Path – N	Sidepath	Wilshire Blvd N	Marshfield Clinic	0.48
Stanley St Path – S	Sidepath	South of Green Ave N	Airport Entrance	0.61

Table 40: City of Stevens Point bikeways - Future Bicycle Accommodation

Street	From	To	Miles	Comment
Main St	Minnesota Ave	Pinecrest Ave	0.50	Requires further evaluation
U.S. Highway 10	Green Ave	Badger Ave	2.24	Requires further evaluation

8.4.2 | Village of Park Ridge Bikeways

Table 41: Village of Park Ridge bikeways (all types)

Street	Facility Type	From	To	Miles
Greenbriar Ave	Shared Lane Marking	Park Ridge Dr	Ridgewood Dr	0.49
Hillcrest Dr	Shared Lane Marking	City of Stevens Point	East end	0.34
Park Ridge Dr	Bike Accommodation	Pinecrest Ave	Green Ave	0.25
Park Ridge Drive Sidepath	Shared Use Path	Greenbriar Ave	Existing Path	0.11
Ridgewood Dr	Signed Bike Route	City of Stevens Point	Greenbriar Ave	0.24

8.4.3 | Village of Plover Bikeways

Table 42: Village of Plover Bicycle Lanes/Urban Shoulders

Street	From	To	Miles	Comment
County Road HH	Village of Whiting	Stevens Point	0.74	
County Road R	County Road HH	Commons Cir	0.42	
County Road R	Roosevelt Dr	Shady Dr	2.26	
Foremost Rd	River Dr	Plover Rd	0.50	
Hoover Ave	County Road HH	Plover Rd	3.00	
Okray Rd	Tommy's Tpk	Chestnut Dr	1.68	
Plover Rd	Hoover Ave	County Road R	1.00	
Porter Rd	Post Rd	Hoover Ave	1.07	Add bike lanes when reconstructed
Post Rd	Porter Rd	Lincoln Ave	2.68	Add 6' bike lane with reconstruction
Roosevelt Dr	Post Rd	Hoover Ave	0.80	
Village Park Dr	Disk Dr	Maple Dr	0.39	

Table 43: Village of Plover Shared Lane Markings

Street	From	To	Miles	Comment
Cedar Dr	Okray Ave	Hoover Ave	0.99	

Table 44: Village of Plover Signed Bike Routes

Street	From	To	Miles	Comment
Airline Rd	Hoover Ave	East end	0.56	Sign when path to Bluebird Dr completed
Airline Rd	Fifth St	Juniper Ln	0.06	
Chestnut Dr	Okray Ave	Washington Ave	0.41	
Chippewa Dr	Rainbow Dr	Hoover Ave	1.09	
Coolidge Ave	Town of Plover	River Dr	0.16	
Earhart Ave	Chestnut Dr	South Dr	0.25	
Elm St	Crossbow Dr	Hoover Ave	0.20	
Fawn Ln	First St	Fifth St	0.34	
Fifth St	Fawn Ln	Airline Rd	0.04	
Forest Dr	Town of Plover	Lincoln Ave	1.50	
Gilman Dr	Okray Ave	Post Rd	0.21	
Jackson Ave	Plover Rd	Forest Dr	0.76	
Juniper Ln	Airline Road	Ramble Ln	0.50	
Lincoln Ave	Post Rd	Forest Dr	0.12	
Maple Dr	Jackson Ave	Hoover Ave	2.03	
Plover Springs Dr	Okray Ave	Hoover Ave	1.03	
Plover Springs Dr	Hoover Ave	Waterview Blvd	0.43	Sign when path to Airport Dr completed
Porter Rd	Hoover Ave	Town of Plover	0.49	
Rainbow Dr	Post Rd	Chippewa Dr	0.10	
Ramble Ln	Juniper Ln	Hoover Ave	0.15	
River Dr	Coolidge Ave	Okray Ave	2.11	
Roberts Rd	Post Rd	Chippewa Dr	0.15	
Seventh St	Elm St	Chippewa Dr	0.87	
South Dr	Plover Rd	Earhart Ave	0.22	
Washington Ave	Plover Springs Dr	Plover Rd	1.10	
Wilson Ave	Plover Rd	Forest Dr	0.76	

Portage County Countywide Bicycle & Pedestrian Plan

Table 45: Village of Plover Off-Street Facilities

Name	Facility Type	From	To	Miles
Cedar Dr Sidepath	Sidepath	Woyak Sports Complex	Hoover Ave	0.34
County Road R Sidepath	Sidepath	Roosevelt Dr	Tomorrow River State Trail	0.54
County Road R Sidepath	Sidepath	Commons Circle	Town of Plover	0.52
Plover Rd Sidepath	Sidepath	Wilson Ave	Hoover Ave	0.98
Plover Rd Sidepath – N	Sidepath	Village Park Dr	County Road R	0.75
Plover Rd Sidepath – S	Sidepath	Village Park Dr	County Road R	0.75
Plover Springs Drive Extension	Shared Use Path	Plover Springs Dr	Airline Rd	0.33
Village Park Drive Connector	Shared Use Path	Tomorrow River State Trail	Village Park Dr	0.09

8.4.4 | Village of Whiting Bikeways

Table 46: Village of Whiting Bicycle Lanes/Urban Shoulders

Street	From	To	Miles	Comment
McDill Ave / CR HH	Post Rd	Village of Plover	1.05	Convert to 3-lane plus bike lanes; traffic volumes support lane reduction
Minnesota Ave	Water St	Post Rd	0.19	
Post Rd	Stevens Point	Tommy's Tpk	1.26	Add minimum 6' bike lane
Tommy's Tpk	Whiting Rd	Post Rd	0.95	Restripe to 5/10/10/5
Water St / CR HH	Polk St	Post Rd	0.61	Restripe to 5/11/10/M/10/11/5

Table 47: Village of Whiting Signed Bike Routes

Street	From	To	Miles	Comment
Birch St	Cedar St	Wallace Pl	0.18	
Cedar St	West end	First St	0.46	
Elm St	Post Rd	Crossbow Dr	0.95	
Sherman Ave	Whiting Rd	Water St	0.70	
Spring St	Wallace Pl	Tommy's Tpk	0.18	
Whiting Rd	Sherman Ave	Tommy's Tpk	0.99	

Table 48: Village of Whiting Off-Street Facilities

Name	Facility Type	From	To	Miles
Mc Dill Ave Sidepath	Sidepath	Green Circle Trail	City of Stevens Point	0.29

8.5 | Urban Area Bicycle Implementation and Costs

8.5.1 | Cost and funding overview

As noted in Section 7.5.1, it is difficult to provide cost estimates for bikeway projects, or any infrastructure project, until the actual project is scoped and designed. However, this Plan provides planning-level cost estimates for the recommended projects to provide an order of magnitude for the potential costs involved. These planning-level costs should only be used as very rough figures for budgeting for projects – actual budgets should be developed based on specific project scopes, engineering plans, and competitive bids. Appendix E provides tables that detail cost assumptions for each bikeway type in this plan. The cost assumptions are based on regional and national-level data for bikeway construction projects. The cost assumptions are likely to be high for projects completed in Central Wisconsin, but it better to overstate cost estimates than understate them.

Appendix G provides tables detailing the planning-level cost for each bikeway recommended for the Urban Area. Table 49 displays summary information for the planning-level costs by bikeway type for the Urban Area. As previously noted, these costs are for planning level estimates only, and represent the long-term cost of building out the entire recommended Urban Area bikeway network.

Table 49: Planning level costs for the Urban Area bikeway network

Facility Type	Miles	Total Cost
Bike Lanes/Urban Shoulder	45.30	\$3,056,414
Paved Shoulders	1.61	\$648,158
Shared Lane Markings	14.95	\$171,925
Signed Bike Route	23.93	\$78,969
Shared Use Paths/Grade Separations	8.15	\$10,115,677
Future Bike Accommodation	2.99	N/A
Total	96.93	\$14,111,143

The tables in Appendix G also provide implementation timelines for each project. The implementation timelines are primarily based on the level of effort and potential cost to complete each project. In general, the following guidelines were used for the implementation timelines:

- **Short-Term (1 – 2 Years):** Projects that require little to no infrastructure work. All recommended signed bike routes and shared lane markings fall into this category.
- **Mid-Term (3 – 5 Years):** Projects that require a greater level of infrastructure work including restriping roads. Most bike lanes and paved shoulders and some shared use paths fall into this category.
- **Long-Term (6 – 10+ Years):** Projects that require extensive infrastructure work including reconstruction of the roadway. Some bike lanes and shared use paths fall into this category.

8.5.2 | Priority Urban Area Bikeway Recommendations

The projects listed in Table 50 are the ten priority recommendations for the Urban Area bikeway system. The priority recommendations were developed based on cost, project complexity, and project need which included latent bicycle demand in the area, crash history, connectivity, and public comments. Not all of the priority projects are noted as short-term projects in Appendix G; however, some of these projects will take substantial planning and funding, and work should begin on them as soon as possible.

Portage County Countywide Bicycle & Pedestrian Plan

Table 50: Priority bikeway projects for the Urban Area

Project	Miles
Sign the bike route network recommended for the entire Urban Area	25.97
Install all shared lane markings recommended for the entire Urban Area	9.37
Install bike lanes on the portions of Division and Church Streets being reconstructed in Stevens Point	3.05
Install the shared use path recommended along Park Ridge Drive in Park Ridge	0.11
Install the shared use path recommended along Main Street in Stevens Point	0.36
Install bike lanes on Fourth Avenue in Stevens Point	0.76
Install buffered bike lanes on Michigan Avenue under the railroad overpass (Patch Street to Dixon Street)	0.25
Install bike lanes on Okray Avenue in Plover	1.68
Install bike lanes on McDill Avenue in Whiting and Plover	1.05

8.6 | Pedestrian Network & Facility Recommendations

Pedestrian travel in the Urban Area is the second most common way for people to travel after automobile use, and greatly exceeds the number of trips made by transit or by bike. Much of this travel occurs where destinations are close together such as the downtown area of Stevens Point and the University of Wisconsin-Stevens Point campus. Trips of under a mile have a higher probability of being converted to a walking trip than trips of over one mile. These trips may include walking to libraries, churches, downtown Stevens Point, shopping centers, the UW-Stevens Point campus, neighbors' and friends' homes, schools, and places of employment. The recommendations below are designed to increase walking as a safe and viable travel option in the Urban Area.



Sidewalks should be constructed along many streets in the Urban Area that currently do not have them.

Most the recommendations for the pedestrian network are very straightforward. The key to successful use of these recommendations is implementation. Recommended implementation actions follow this section of the Chapter and are important for how sidewalks are added and intersections treated with improved pedestrian crossing solutions.

8.6.1 | Construct Sidewalks

Sidewalks are arguably the most important pedestrian facility within the Urban Area. Sidewalks provide physical separation from motor vehicle traffic and have been shown to significantly reduce crashes. Sidewalks should be in place within the built up areas of the Urban Area.

Recommendation: Include sidewalks in all upcoming street projects along major streets (arterial and collector streets) and as connections to schools, where none currently exist.

Responsibility: Stevens Point and the Villages of Plover, Park Ridge, and Whiting; Portage County; and Wisconsin DOT

Recommendation: Build all new streets within the Urban Area with sidewalks as supported by the sidewalk location criteria. Subdivision ordinances should be updated to include the requirement of sidewalks when new streets are constructed.

Responsibility: Stevens Point and the Villages of Plover, Whiting, and Park Ridge

Recommendation: Communities within the Urban Area should consider establishing a small sidewalk gap construction program. Projects would be drawn from the identified sidewalk gap map and criteria established in this Plan. Preferably, the projects should be relatively short to conserve the funding. Longer stretches of identified sidewalk should be incorporated into projects when they are reconstructed or their surfaces are replaced.

Responsibility: Stevens Point and the Villages of Plover, Whiting, and Park Ridge

Recommendation: Village of Plover and Stevens Point need to prepare and follow an Americans with Disabilities Act (ADA) transition plan. Based on observations made when fieldwork for this Plan was conducted, communities in the Urban Area have responded well to including curb ramps at intersections. However, considerable work still needs to be done to improve accessibility. An ADA accessibility plan is intended to address project identification, staging, and prioritization. Transition plans were not found for Village of Plover and Stevens Point although ADA requires their adoption in communities having more than 50 employees. The Village and City should prepare these plans to address accessibility issues.

Responsibility: Stevens Point, Village of Plover

8.6.2 | Crossings

Crashes involving pedestrians crossing streets are as common as crashes involving pedestrians walking along streets. Installing sidewalks will help solve the problem of people being struck while walking within the street while another set of recommendations deals with improving the safety of pedestrians crossing streets. The number of lanes a pedestrian must cross has a direct effect on the complexity of the crossing task and the pedestrian crash risk. On many of the Urban Area's busier streets pedestrians may simply have difficulty finding gaps to cross streets which then becomes both an access issue as well as a safety issue.



Streets with multiple lanes can be difficult or intimidating for pedestrians to cross.

The analysis of crash data and discussions from Committee members reveals crossing problems that occur along a few corridors in the Urban Area. Those are identified below in the recommendations.

Recommendation: Incorporate crossing improvements into arterial street reconstruction projects within the Urban Area in order to make crossings easier and safer for pedestrians. Two such devices which improve crossings are curb bump-outs and median crossing islands. Median crossing islands have recently been added as a proven crash reduction factor and allow pedestrians to focus on one direction of traffic at a time when making a crossing. Crossing enhancements should be considered along Division Street, Stanley Street, Clark Street, Main Street, Church Street, Post Road, Plover Road, and County Road HH/McDill Avenue. Division and Main Streets have the largest concentration of pedestrian crashes of any two streets in the Urban Area as shown on Map 10.

Responsibility: City of Stevens Point and the Villages of Plover, Park Ridge, and Whiting; Portage County; and WisDOT

Recommendation (Crossing Treatments): Almost every arterial street would benefit pedestrians by having median crossing islands and intersection bump-outs. For the streets identified above as key streets to improve crossings, adding bump outs and crossing islands is a standard recommendation for nearly every intersection. Other crossing treatments, like the use of pedestrian signals, pedestrian hybrid beacons, and rapid flash beacons require consideration on an intersection by intersection basis. The pedestrian facility guidelines provided as part of this Plan will help guide the communities on when to best employ these crossing devices.

Responsibility: City of Stevens Point and the Villages of Plover, Park Ridge, and Whiting; Portage County; and WisDOT

Recommendation (Countermeasures): Communities within the Urban Area should continue to analyze crashes and search for countermeasures. The plan has identified crash locations and street segments with high crash numbers and/or reported crossing problems. However, pedestrian conflict and crash locations will change and so will the crash types. The County has hosted a Pedestrian Safety Workshop in 2012 which introduced communities to pedestrian safety and crash issues. Extensive discussion of crash-typing and appropriate countermeasures occurred at that workshop. PEDSAFE (<http://www.pedbikesafe.org/PEDSAFE/>) is a tool designed to assist transportation professionals analyze crash types and consider appropriate countermeasures given the characteristics of the crashes. It describes crash types and provides pedestrian crash statistics and includes descriptions of 49 different countermeasures or treatments that may be implemented to improve pedestrian safety and mobility. Also included are 71 case studies that illustrate the concepts applied in practice in a number of U.S. communities.

Responsibility: City of Stevens Point and the Villages of Plover, Park Ridge, and Whiting; WisDOT; Portage County to coordinate.

8.6.3 | Safe Routes to School

The SRTS portion of this Plan includes a comprehensive set of recommendations for all schools within the Urban Area. Any school can use this work as either a starting point for implementation or as the basis for a more comprehensive school travel plan guided by a safe routes advisory committee. In addition to several sidewalk recommendations, other recommendations include crosswalk markings, and improved bicycle racks, and on-site changes to increase the safety of kids riding and walking once they are on school grounds.

Recommendation (Countermeasures): Implement specific recommendations involving facilities that serve school sites and routes leading to schools (Chapter 9 and Appendix J). Collectively, the walking and bicycling service areas of these schools extend to cover almost the entire population of the Urban Area.

Responsibility: All municipalities with schools; all school districts

8.7 | Urban Area Pedestrian Facility Implementation and Costs

8.7.1 | Pedestrian Facility Implementation

An important step in a pedestrian plan is to identify “how” improvements will be made. This requires commitment from the partners involved in the plan’s development. Portage County itself will have a very small role in the actual implementation of most of the pedestrian facility recommendations, but the communities within the County will have a much bigger stake in fulfillment of specific pedestrian recommendations. Phasing, timing, budgeting will all factor into implementation. The strategies below should be employed to implement the pedestrian recommendations:

- **Immediate Progress**

Critical to implementing an action plan is maintaining ongoing, continuous progress. Small, immediate changes that are highly visible create the momentum and support needed to make the more costly and substantive changes that require more time.

- **Timing and Phasing**

Typically the more complex measures may require more time, money, and coordination among different departments and with the public. The improvements requiring the least amount of time and resources will likely be completed first, and those that require the most will be completed later as resources allow.

A secondary benefit to this approach is that it addresses liability and ADA concerns. This approach shows that an agency is using a systematic and thoughtful process in implementing projects. One of the key strategies for implementing sidewalks is how they can be phased. There will be opportunities for sidewalks and intersection crossing improvements to be incorporated into larger roadway projects.

- **Budgeting**

Timing and phasing of projects can help with spreading the costs of projects over a period of time. Incorporating pedestrian improvements into larger projects is also an excellent strategy and one that has been used by communities within the urban area. However, it is important that a set-aside of funds be established and appropriated annually for the construction of free-standing projects.

8.7.2 | Priority Recommendations

Map 11 contains recommendations for new sidewalks and sidewalk gap closures consistent with the sidewalk guidelines provided by WisDOT and included as part of Table 31 in this report. Not all of these sidewalks can be constructed even in the long term so the following criteria were used to prioritize key sidewalk segments:

- **Crash data:** Where there are pedestrian-motorist crashes.
- **Roadway characteristics:** Generally it is more important to prioritize sidewalk on arterial streets than on collector streets and on collector streets more so than on local through streets.
- **Pedestrian Usage:** The pedestrian heat map prepared for this Plan (Map 12) will help identify high pedestrian usage areas; the higher the usage (including latent demand) the greater the need and urgency for sidewalks.
- **School Access:** Recommendations of the safe routes to school plans were reviewed for sidewalk gaps. In addition the neighborhood streets were reviewed once again after the draft plan was prepared to further consider sidewalks segments providing direct access to schools.
- **Comments:** Comments and recommendations made by committee members or comments received through surveys or the WikiMap were considered.

Table 51 lists key streets needing sidewalks based on the criteria above. Priorities rankings were established based on the criteria as well. Higher usage and/or higher volumes of traffic indicated a safety issue, hence those streets rated as priorities.

There are also numerous streets in Stevens Point where sidewalks are not uniformly provided. Often sidewalks are provided for a half of a block and then not for the other half. Many of these gaps in the sidewalk system are identified as priorities in Table 51 and on Map 11. Other small gaps in the sidewalk system still exist, but are not considered priorities largely because they are not on or connect directly to arterial or collector streets. The streets



Crosswalk markings should be maintained to be highly visible.

Portage County Countywide Bicycle & Pedestrian Plan

with these sidewalk gaps are still identifiable on Map 11, but are considered lower priorities. After the draft plan was developed, the consultant team reviewed the areas around the schools along with the safe routes to school plans. About 10 small segments of sidewalks were added as secondary and tertiary priorities on Map 11.

Table 51: Primary streets needing sidewalks

Street	Crash	Arterial	Collector	Use	Comments	Priority
Brilowski Road (Highway 10 – Northpoint)	No	Yes	No	Low	Has paved shoulders now	Medium term priority
Country Club Road (Highway 10 – Hoover)	No	Yes	No	Low		No
Division Street (Maria – Academy) (Northpoint south 800')	Yes	Yes	No	High	Add sidewalk from Maria to Academy on east side and at intersection of Northpoint and Division	Yes
Elm Street (Post to Hoover)	No	Yes	No	Low to moderate		Yes, from Post to Willard
Feltz Avenue (McDill – Heffron)	No	No	Yes	Low		No
First Street (Portage St – Centerpoint Dr)	No	Yes	No	Moderate	One block gap	Yes
Foremost Road (Plover Road – River Drive)	No	No	Yes	Low to moderate		Yes
Frontenac Avenue (Jordan to Stanley) (Algoma – Jefferson)	No	No	Yes	Moderate	Very short gaps exist	Yes
Green Avenue (Stanley St – Park Ridge Drive)	No	No	Yes	Moderate Jordan to Park Ridge		Yes, from Jordan south
Greenbriar Avenue (Park Ridge – Jefferson)	No	No	Yes	Moderate		No
Heffron Street (Feltz Ave – Hoover Rd)	No	No	Yes	Moderate	Connection between Green Circle and Hoover Ave path	Yes, one side
Jackson Avenue (Plover Road – village limits)	No	No	Yes	Low to moderate		Medium term priority
Jefferson Street (Frontenac – Greenbriar)	No	No	Yes	Low to Moderate		Yes, from Jefferson to Sunset
Joerns Drive (Hoover Ave – east end)	No	No	No	Moderate	Connects two existing path segments	Yes
Main Street (Frontenac – I-39)	No	Yes	No	Moderate	Sidewalk needed on north side	Yes, from Frontenac to Green Ave.
Maple Bluff Road/Golla Road (Highway 10 – Brilowski)	No	No	Yes	Low to moderate	Near school	No
McDill Avenue (Feltz – Brilowski)	Yes	Yes	No	Low to moderate		Yes, from Green Circle Trail to Olympia Ave
Minnesota Avenue (Ellis – Clark)	No	No	No	Moderate	Connects directly to an arterial street	Yes
Minnesota Avenue (Railroad – Church Street)	No	No	Yes	Low to moderate		No
Northpoint Drive (Division – School Grounds)	Yes	Yes	No	High	500' foot gap to be filled from former development	Yes

Portage County Countywide Bicycle & Pedestrian Plan

Street	Crash	Arterial	Collector	Use	Comments	Priority
Northpoint Drive (Michigan – Green Circle Trail) (Michigan – Wilshire)	No	Yes	No	Moderate	Connect 200' from Northport/Michigan intersection to Green Circle Trail – either side of Northport	Yes
Plover Road (Post to Village Park Dr)	Yes	Yes	No	Low to moderate		Yes
Plover Springs Drive (Post – Hoover)	No	No	Yes	Low		No
Porter Road (Hoover – Brilowski)	No	Yes	No	Low to moderate		No
Post Road (Hickory Dr – Plover Springs Dr)	No	Yes	No	Moderate		Yes
Post Road (McDill – Porter Road)	No	Yes	No	Moderate	Sidewalk needed on west side only	Yes
Post Road (Plover Road – Lincoln Ave)	Yes	Yes	No	Low		No
Second Street (First St – Portage St)	No	Yes	No	Moderate	One block gap	Yes
Simms Avenue/College Avenue (Frontenac – Soo Marie)	No	No	No	Moderate	Connects directly to a collector street	Yes
Soo Marie Avenue/Lindbergh Avenue (Jordon – Stanley)	No	No	No	Moderate to High	Connects directly to an arterial street	Yes
Stanley Street (Minnesota – I-39)	No	Yes	No	High	Add sidewalk to north side	Yes, Lindberg to Wilshire on north side
U.S. Highway 10 (I-39 – Brilowski)	Yes	Yes	No	Low to moderate	Add wide sidewalk to north side of Hwy 10	Yes

Several sources of information were used to prioritize key intersections. Crash data was used in identifying problem locations. Additionally, members of the Steering Committees were also very helpful in identifying problem intersections and sometimes suggested changes to improve them. Other than improved crosswalk markings, there are few quick fixes to improve these intersections for pedestrians, but there may be other engineering solutions for some of these intersections which will be more costly and more difficult to implement. Priorities for crossings are included below.

- **Division Street (Clark to Franklin):** Treatments for these intersections are currently being considered as part of the Division Street reconstruction project.
- **U.S. Highway 10 at Interstate-39:** Although there were just a few pedestrian crashes at this interchange, there were three times as many bicyclist crashes.

8.7.3 | Cost and Funding

The most palatable and equitable way for new sidewalks to be retrofitted into street rights-of-ways is for the community to fund them. Adjacent property owner opposition to sidewalk construction is most heightened when adjacent property owners are required to pay for sidewalks. A sidewalk retrofit of \$500,000 per year is recommended for Stevens Point and the Village of Plover.

Recommendation (Funding): Fund a sidewalk retrofit program to install sidewalks along corridors annually in Stevens Point and in Plover (\$500,000 in each municipality)

Responsibility: City of Stevens Point, Village of Plover

There are three funding strategies for crossings:

1. Intersections can undergo changes beneficial to pedestrians when the streets are reconstructed (and sometimes when the pavement is replaced) and the costs can be covered by the overall project.
2. Since there are reported crash problems at these intersections, Highway Safety Improvement Program funds administered through WisDOT can be applied for if valid countermeasures are identified.
3. If small cost solutions are proposed, local funding is recommended.

9 | Safe Routes to School Plan

9.1 | Overview

There is an increased focus nationally and in Portage County on providing safe walking and bicycling routes for children to get to school and to increase the numbers of children choosing to bike or walk to school. Given the clear overlap between these goals and the goals of the Countywide Bicycle & Pedestrian Plan, this Plan includes a Safe Routes to School component that analyzed conditions around the vast majority of schools in Portage County. The full SRTS Report is included as Appendix J of this Plan. This Chapter presents a brief overview of the SRTS Report including the recommendations from the Report.

Safe Routes to School (SRTS) programming is gaining traction across the country largely as a result of national trends in health, safety, the environment and land use. Originating in Denmark in the 1970's, Safe Routes to School programming was developed to curb climbing pedestrian crash rates. The program reached the United States in 1997 when The Bronx, NY received local funds to implement a SRTS program to reduce the number of child crash and fatalities near schools. One year later, the National Highway Traffic Safety Administration (NHTSA) funded two pilot projects, and by 2005 Congress had allocated \$612 million among all fifty states. Portage County was awarded a planning grant from the Wisconsin Department of Transportation (WisDOT) in 2012 to prepare this plan as a component of a larger, countywide bicycle and pedestrian planning process.

Nationally, there are more parents driving their children to school today than ever before, and this increases the amount of traffic congestion and air pollution around school sites. Childhood obesity rates are similarly on the rise. From 1963-2004 the prevalence of obesity among children has tripled. Similarly, participation in organized physical activity during non-school hours has decreased, and most children are not getting the 60 minutes of physical activity per day recommended by experts.

Fewer children walk and bicycle to school. Many school officials, health advocates and transportation professionals feel that increasing walking and biking to school can positively contribute to the well-being of children and reverse recent trends. SRTS programs are sustained efforts to the health and safety of children through the application of "the Five E's". These include Education, Encouragement, Engineering, Enforcement and Evaluation. This SRTS plan includes recommendations from each of these five core areas.

The SRTS work was conducted concurrently with the Portage County Bicycle & Pedestrian Plan and is included in Appendix J. The SRTS portion of this Plan includes review of present policies and conditions as well as a biking and walking audit for each school and school neighborhood; a review of best practices being utilized to foster safe routes to school in other communities, and the preparation of recommendations and an action plan for each school in the county as well as many neighborhoods throughout the county.

9.2 | Existing Conditions

This report focuses on walking and biking conditions as of late 2012 on and surrounding school campuses in Portage County, Wisconsin. The assessment of these conditions was prepared by county staff and planning consultants



Many children bike to Portage County schools.

conducting a walking and biking audit for areas within a ½ mile radius of schools within the Stevens Point, Plover and Whiting area, and within a 1 mile radius of schools in the more rural and small-town areas of Portage County. Primary physical issues identified included incomplete sidewalk networks, unsafe crossings and a lack of off-street connections (especially between the school and adjacent neighborhoods).

9.3 | Plan Framework

Schools within the SRTS planning area were categorized into Urban and Rural Areas, with the Urban Area located primarily within Stevens Point, Plover, and Whiting. The Urban Area was further broken down by sub areas which, in most cases, correlate to a neighborhood or district. It was found that there is considerable overlap, particularly in Stevens Point, when a ½ mile audit radius is applied to each school and this overlap helped define the limits of each sub area. Physical geography, municipal boundaries and hazard boundaries, including waterways, major roadways and other barriers to biking and walking also helped inform the sub area limits. The Wisconsin River and US Highway 51/I-39 serve as east/west boundaries while US Highway 10, County Highway HH, Stanley Street/Wisconsin Highway 66 and Patch Street serve as north/south boundaries.

There are several school districts in Portage County; the SRTS section of this Plan examined the four public school districts (Almond-Bancroft, Rosholt, Stevens Point Area, and Tomorrow River) that represent the majority of students and land area as well as the Stevens Point Area Catholic School District and Saint Paul Lutheran School.

Given that parochial schools and public schools often lie within the same neighborhood and share many common facilities, issues, and improvement recommendations, the planning area was not separated by school district. In addition to proximity, there is value in shared knowledge of the issues and potential solutions behind recommendations; cooperation between individual schools as well as between districts can help bring positive change. This is particularly important with the Engineering recommendations, as many recommendations are require cooperation with the community and municipality involved.

9.4 | Site and Communitywide Recommendation Overview

Recommendations are categorized into two sections: 1) Site and Neighborhood Recommendations; and 2) Communitywide Recommendations. The site and neighborhood recommendations are school-specific concepts and programs to improve the conditions for walking and bicycling at each school site and its immediate vicinity. The communitywide recommendations are more generalized activities and actions that should take place throughout the community respective to the 5 E's.

Communitywide issues included the lack of bicycle, pedestrian, and driver education as well as compliance with posted speed limits and signage within the school zones. The amount of traffic and safety of crossings has also been identified. Recommendations include increasing the amount of educational programming available, including continuing events like Walk to School Day, and regularly communicating with local police departments about motorist behaviors, such as speeding, which make it difficult to cross some streets.



Vehicles queuing at schools to pick up or drop off children can present hazards for children arriving on foot or bike.

In terms of school site and neighborhood issues, completing the sidewalk network throughout the community would increase mobility for pedestrians. Utilizing regular walking school buses, or group walks to school, as well as developing additional encouragement programs to get students excited about walking or biking to school is also recommended. Infrastructure recommendations include efforts to expand the sidewalk network, developing off street trail connections to adjacent neighborhoods, and improving crossing facilities along major roadways.



Sidewalks that cut through blocks can greatly improve neighborhood connectivity and improve school access.

9.5 | Action Plans

Tables 52 – 56 provide the recommended actions for each school divided by Sub-Area (see Appendix J for a description of each Sub-Area). The tables provide recommendations based on the Five E's: Education, Encouragement, Enforcement, Engineering, and Evaluation, which is noted in the first column. Sub-Areas 1 – 4 are all in the Urban Area while Sub-Area 5 represents Rural Area schools.

Portage County Countywide Bicycle & Pedestrian Plan

Table 52: SRTS Sub-Area 1 Action Plan

E	Action	Madison Elementary	Stevens Point Area Senior High	Pacelli High	St. Peter Middle	When	Who
Ed	1.1.1 - Consider staggering start-times and release times to reduce volume of motor vehicle, bus, pedestrian, and bicycle activity at any one time.	✓	✓	✓	✓	Short-term	SPAPSD, SPCS
Ed	1.1.2 - Include bicycle and pedestrian safety as component of driver education programs held at the high school.		✓	✓		Short-term	SPAPSD, SPCS
Ed	1.1.3 - Consider initiating a SRTS Training Program. These programs, available through organizations like the Bicycle Federation of Wisconsin, can increase usership and enhance skills.	✓	✓	✓	✓	Immediate	SPAPSD, SPCS
Ed	1.1.4 - Work with WisDOT and local police to bring a Bicycle Rodeo or Walkable Communities Workshop to the district.	✓			✓	Immediate	SPAPSD, SPCS, Stevens Point
Ed	1.1.5 - Display and distribute maps of preferred walking and bicycling routes to parents and students.	✓	✓	✓	✓	On-going	SPAPSD, SPCS
Ed	1.1.6 - Continue to integrate drop-off/pick-up routine education into parent/teacher conferences, student orientation, or other significant school-wide event.	✓	✓	✓	✓	On-going	SPAPSD, SPCS
Enc	1.2.1 - Conduct a district-wide "Walk and Wheel Wednesday" or similar event and award prizes for school with top percentage, or miles traveled, by bikers and peds. Other initiatives may include media campaigns and participating in national activities like Walk to School Day/Bike to School Day (currently underway at Ben Franklin).	✓	✓	✓	✓	Immediate & On-going	SPAPSD, SPCS
Enc	1.2.2 - Develop school-based incentive programs such as "Mileage Clubs" or "Golden Sneaker Awards".	✓	✓	✓	✓	Immediate & On-going	SPAPSD, SPCS
Enc	1.2.3 - Develop a Walking School Bus program that engages parents and teachers, as well as middle/high school students as "Walk Captains". Potential launch point at Bukolt Park.	✓				Immediate	SPAPSD, SPCS
Enf	1.3.1 - Consider driver feedback signs to inform motorists of their rate of speed within school zones.	✓	✓	✓	✓	Short-term	Stevens Point
Enf	1.3.2 - Enforce sidewalk and property maintenance laws to increase safety and capabilities for walking and biking. Several instances of landscape overgrowth obstructing sidewalks noted in the neighborhood surrounding St. Peter Middle and Madison Elementary.	✓			✓	Immediate	Stevens Point
Enf	1.3.3 - Add 15 mph school zone signage on NB 2nd Street between Franklin and Washington and on SB 2nd Street between Bukolt and 5th.				✓	Immediate	Stevens Point

Portage County Countywide Bicycle & Pedestrian Plan

E	Action	Madison Elementary	Stevens Point Area Senior High	Pacelli High	St. Peter Middle	When	Who
Enf	1.3.4 - Increase the number of adult crossing guards.	✓				Immediate	SPAPSD
Enf	1.3.5 - Reduce spacing of parked buses (2' or fewer) at pick-up and drop off to prevent pedestrian pass-through.				✓	Immediate	SPAPSD, SPCS
Eng	1.4.1 - Provide dedicated pedestrian connection from 2nd Street to High School internal sidewalk/path system, at south end of both 2nd Street access points.		✓			Short-term	SPAPSD
Eng	1.4.2 - Formalize path following "desire line" between Prentice Street N (at Scholfield Ave) and south tennis courts; extension of asphalt rec path preferred.		✓			Long-term	SPAPSD
Eng	1.4.3 - Improve existing mid-block crossing on Northpoint Drive at the Green Circle Trail with ladder or continental style crosswalk and ped-activated beacon.		✓			Short-term	Stevens Point
Eng	1.4.4 - When reconstructed, enhance intersections east of St. Peter Middle School (1st/4th, 1st/Washington, 2nd/4th, 2nd/Washington) to include upgraded crosswalks (ladder or continental style), corner bumpouts, ADAAG-compliant ramps.				✓	Long-term	Stevens Point
Eng	1.4.5 - Replace "wheel-bender" bike racks with modern rack that has at least two touch points, and, where relevant, (re)locate near school entry on hard surface.	✓	✓	✓	✓	Immediate	SPAPSD, SPCS
Eng	1.4.6 - Repair roadway, curb, and sidewalk condition of First Street in front of school, include ADAAG-compliant curb ramp at current yellow painted curb.				✓	Short-term	SPCS, Stevens Point
Eng	1.4.7 - Repair sidewalks and provide ADAAG-compliant curb ramps on south side of Washington Avenue and West side of West Street.				✓	Short-term	Stevens Point
Eng	1.4.8 - Implement urban cross section (curb, gutter, terrace, sidewalk where possible) for roadways surrounding Madison Elementary; several locations display standing water after rainfall events due to poor drainage				✓	Long-term	Stevens Point
Ev	1.5.1 - Conduct a communitywide transportation survey to measure mode choice within the community. Survey should include primary concerns and popular destinations or routes.	✓	✓	✓	✓	On-going	Portage County, Municipalities
Ev	1.5.2 - Work with bicycle and pedestrian advocacy groups to increase the working knowledge of biking and walking and their impact on key community health indicators (physical activity, obesity rates, energy consumption, productivity, sick day rates, etc).	✓	✓	✓	✓	On-going	Portage County, Municipalities

Portage County Countywide Bicycle & Pedestrian Plan

	Action	Madison Elementary	Stevens Point Area Senior High	Pacelli High	St. Peter Middle	When	Who
Ev	1.5.3 - Complete and submit School Tally results to the National Center for Safe Routes to School at least annually (continue where already implemented).	✓	✓	✓	✓	On-going	Portage County, Municipalities, SPAPSD, Individual Schools

Portage County Countywide Bicycle & Pedestrian Plan

Table 53: SRTS Sub-Area 2 Action Plan

E	Action	Washington Elementary	Jefferson School for the Arts	Charles F. Fernandez Center for Alternative Learning	P J Jacobs Jr. High	St. Paul Lutheran Grade School	St. Stephens Elementary School	When	Who
Ed	2.1.1 - Include bicycle and pedestrian lessons as part of driver education programs held at the high school.							Ongoing	SPAPSD
Ed	2.1.2 - Integrate drop-off/pick-up routine education into parent/teacher conferences, orientation, or other significant event.	✓	✓	✓	✓	✓	✓	Ongoing	SPAPSD, SPACS
Ed	2.1.3 - Consider initiating a SRTS Training Program. These programs, available through organizations like the Bicycle Federation of Wisconsin, can increase user ship and enhance skills.	✓	✓	✓	✓	✓	✓	Ongoing	SPAPSD, SPACS
Ed	2.1.4 - Work with WisDOT and local police to bring a Bicycle Rodeo or Walkable Communities Workshop to the district.	✓	✓	✓	✓	✓	✓	Ongoing	SPAPSD, SPACS
Ed	2.1.5 - Display and distribute maps of preferred walking and bicycling routes to parents and students.	✓	✓	✓	✓	✓	✓	Ongoing	SPAPSD, SPACS
Enc	2.2.1 - Develop communitywide encouragement and incentive programs to encourage walking and biking. These may include media campaigns and participating in activities like Walk to School Day.	✓	✓	✓	✓	✓	✓	Immediate	SPAPSD, SPACS
Enc	2.2.2 - Continue to discourage student crossing at the intersection of College Avenue and Michigan Avenue and encourage crossing at controlled intersections.				✓			Ongoing	SPAPSD and Stevens Point
Enc	2.2.3 - Discourage parents using Ellis Street for a loading area from using the parking lot aisle east of St. Stephen Elementary to exit onto Clark Street.						✓	Ongoing	SPACS
Enc	2.2.5 - Consider driver feedback signs to inform motorists of their rate of speed within school zones.			✓	✓		✓	Ongoing	Stevens Point
Enc	2.2.6 - Develop a Walking School Bus program at each school using community and parent volunteers.	✓	✓			✓	✓	Ongoing	SPAPSD, SPACS
Enc	2.2.7 - Develop school-based incentive programs such as "Mileage Clubs" or "Golden Sneaker Awards"	✓	✓	✓	✓	✓	✓	Ongoing	SPAPSD, SPACS
Enf	2.3.1 - Enforce speed limits, traffic signage and crosswalk regulations in school zones.	✓	✓	✓	✓	✓	✓	Ongoing	Local law enforcement agencies

Portage County Countywide Bicycle & Pedestrian Plan

E	Action	Washington Elementary	Jefferson School for the Arts	Charles F. Fernandez Center for Alternative Learning	PJ Jacobs Jr. High	St. Paul Lutheran Grade School	St. Stephens Elementary School	When	Who
Enf	2.3.2 - Report instances of inappropriate motorist behavior, illegal parking and loading to police regularly.	✓	✓	✓	✓	✓	✓	Ongoing	Local law enforcement agencies
Enf	2.3.3 - Enforce sidewalk and property maintenance laws to increase safety and capabilities for walking and biking.	✓	✓	✓	✓	✓	✓	Ongoing	
Enf	2.3.4 - Enforce "Right Turn Only" during arrival and dismissal times from Sims Avenue to Michigan Avenue.				✓			Immediate	Local law enforcement agencies
Enf	2.3.5 - Enforce "Buses Only" entrance on Michigan Avenue				✓				
Enf	2.3.6 - Enforce "No Left Turn" during arrival and dismissal times from Michigan Avenue to College Avenue.				✓			Immediate	
Eng	2.4.1 - Remove crosswalk signage and striping crossing Michigan Avenue at the College Avenue and continue to encourage students to cross at controlled intersections to the north and south. Rotate "Use Crosswalk (north and south) sign to face sidewalk				✓			Immediate	Stevens Point
Eng	2.4.2 - Move striped crosswalk and signage crossing Michigan Avenue at Sims Avenue to the south side of the intersection.				✓			Immediate	Stevens Point
Eng	2.4.3 - Install accessible ramps for on-street accessible parking along Prais Street (near the intersection of Prais and St. Paul Street). Ramps should be immediately adjacent to the accessible parking stalls and located along an accessible route.	✓						Short Term	Stevens Point
Eng	2.4.4 - The existing accessible loading area on Prais Street (near the intersection of Prais and Wilshire Blvd.) does not meet current accessibility guidelines for loading areas. Provide an expanded loading area that conforms to maximum slope requirements.	✓						Short Term	Stevens Point and SPAPSD
Eng	2.4.5 - Replace "wheel-bender" bike racks with modern rack that has at least two touch points, and (re)locate near school entry on hard surface.	✓	✓	✓	✓	✓	✓	Short Term	SPAPSD
Eng	2.4.6 - Complete the sidewalk network on at least one side of the street surrounding the S. Paul's United Methodist Church property (Wilshire Blvd, St. Paul Street and Jordan Lane).	✓						Short Term	Stevens Point

Portage County Countywide Bicycle & Pedestrian Plan

E	Action	Washington Elementary	Jefferson School for the Arts	Charles F. Fernandez Center for Alternative Learning	PJ Jacobs Jr. High	St. Paul Lutheran Grade School	St. Stephens Elementary School	When	Who
Eng	2.4.7 - Narrow the width of Sims Avenue east of Michigan Avenue. Reduce lane widths, create protected parallel parking on the north side of Sims and explore opportunities for adding a sidewalk on the south side of Sims Avenue.				✓			Short Term	Stevens Point
Eng	2.4.8 - Restripe the existing city owned parking lot south of Sims Avenue. Orient parking bays east-west and explore opportunities for additional sidewalks around the perimeter of the parking lot.				✓			Short Term	Stevens Point
Eng	2.4.9 - Add bike racks at the northeast corner of the building to serve students entering the campus from the east. Consider additional fencing along the western edge of the ball fields to restrict bicycle and pedestrian access.				✓			Short Term	SPAPSD
Eng	2.4.10 - Shift fence along Main Street (adjacent to ball fields) several feet to the north and install a 10' wide multi-use path.				✓			Short Term	SPAPSD
Eng	2.4.11 - Designate the parent vehicle loading area and route with permanent pavement marking.					✓		Short Term	St. Paul Lutheran School
Eng	2.4.12 - Create striped pedestrian route from bus drop off to entrance.					✓		Short Term	St. Paul Lutheran School
Eng	2.4.13 - Remove East Avenue roadway pavement between existing curbs at Jefferson Street and Oak Street (closed portion of East Avenue).	✓						Short Term	SPAPSD
Eng	2.4.14 - In conjunction with the removal of East Avenue pavement, create a widened central path connection between Jefferson Street and Oak Street.	✓						Short Term	SPAPSD
Eng	2.4.15 - Create and mark a designated bus loading area behind the school. Locate the bus loading area so that it does not conflict with vehicular parking.		✓					Short Term	SPAPSD
Eng	2.4.16 - Create an off-street staff parking area near the intersection of Wyatt Avenue and Oak Street and relocate the play equipment in the green space created by the removal of pavement on East Avenue.	✓						Long Term	SPAPSD
Eng	2.4.17 - Explore opportunities for creating dedicated on or off-street bicycle facilities (running east-west) to the west of Michigan Avenue and east of Minnesota Avenue.				✓			Long Term	Stevens Point

Portage County Countywide Bicycle & Pedestrian Plan

E	Action	Washington Elementary	Jefferson School for the Arts	Charles F. Fernandez Center for Alternative Learning	PJ Jacobs Jr. High	St. Paul Lutheran Grade School	St. Stephens Elementary School	When	Who
Eng	2.4.18 - Create new bus loading area on the north side of Main Street between right turn lane taper and Cross Street. Create wider sidewalk for loading in this area by paving the street terrace.				✓			Long Term	Stevens Point and SPAPSD
Eng	2.4.19 - Reopen the two southern entrance doors to create direct access for the new bus loading area on Main Street.				✓			Long Term	SPAPSD
Eng	2.4.20 - Create pedestrian bump outs at the intersection of Cross Street/Main Street and Minnesota Avenue/Main Street.				✓			Long Term	Stevens Point
Eng	2.4.21 - Convert existing parent vehicle loading area on Michigan Avenue to a bus only loading area. Relocate parent vehicle loading area to the southern edge of the existing city owned parking lot. Close the "Bus Only" entrance from Michigan Avenue.				✓			Long Term	Stevens Point and SPAPSD
Eng	2.4.22 - Create event parking/loading between the proposed pedestrian bump outs at Cross Street and Minnesota Avenue.				✓			Long Term	Stevens Point
Eng	2.4.23 - When Main Street is reconstructed, install pedestrian refuge islands at the intersections of Main and Wilshire and Main and Sunset.	✓			✓			Long Term	Stevens Point
Eng	2.4.24 - Install pedestrian activated crossing signals at all major signalized intersections.	✓	✓	✓	✓	✓	✓	Short Term	Stevens Point
Eng	2.4.25 - Explore opportunities for creating on-street bicycle facilities along Minnesota Avenue, Clark Street, Main Street and Church Street. See Neighborhood Improvement Map (Sub Area 2)	✓	✓	✓	✓	✓	✓	Long Term	Stevens Point
Eng	2.4.26 - Explore opportunities for creating on-street bicycle facilities (bike lane or paved shoulder) along Green Avenue. See Neighborhood Improvement Map (Sub Area 2)	✓			✓			Long Term	Stevens Point
Eng	2.4.27 - Explore opportunities for creating an off-street multi-use path along Green Avenue, Simonis Street, Wilshire Blvd and Prais Street. See Neighborhood Improvement Map (Sub Area 2).	✓			✓			Long Term	Stevens Point
Ev	2.5.1 - Conduct a communitywide transportation survey to measure mode choice within the community. Survey should include primary concerns and popular destinations or routes.	✓	✓	✓	✓	✓	✓	Short Term	Stevens Point, SPAPSD, SPACS

Portage County Countywide Bicycle & Pedestrian Plan

E	Action	Washington Elementary	Jefferson School for the Arts	Charles F. Fernandez Center for Alternative Learning	PJ Jacobs Jr. High	St. Paul Lutheran Grade School	St. Stephens Elementary School	When	Who
Ev	2.5.2 - Work with bicycle and pedestrian advocacy groups to increase the working knowledge of biking and walking and their impact on key community health indicators (physical activity, obesity rates, energy consumption, productivity, sick day rates, etc).	✓	✓	✓	✓	✓	✓	Ongoing	SPAPSD, SPACS
Ev	2.5.3 - Complete and submit School Tally results to the National Center for Safe Routes to School at least annually.	✓	✓	✓	✓	✓	✓	Ongoing	SPAPSD, SPACS

Portage County Countywide Bicycle & Pedestrian Plan

Table 54: SRTS Sub-Area 3 Action Plan

E	Action	McDill Elementary	Ben Franklin Junior High	McKinley Elementary	Stevens Point Christian	When	Who
Ed	3.1.1 - Consider staggering start-times and release times to reduce volume of motor vehicle, bus, pedestrian, and bicycle activity at any one time.	✓	✓	✓		Short-term	SPAPSD
Ed	3.1.2 - Display and distribute maps of preferred walking and bicycling routes to parents and students.	✓	✓	✓		On-going	SPAPSD
Ed	3.1.3 - Integrate drop-off/pick-up routine education into parent/teacher conferences, orientation, or other significant school-wide event.	✓	✓	✓	✓	On-going	SPAPSD, SPCA
Enc	3.2.1 - Conduct a district-wide "Walk and Wheel Wednesday" or similar event and award prizes for school with top percentage, or miles traveled, by bikers and peds. Other initiatives may include media campaigns and participating in national activities like Walk to School Day/Bike to School Day (currently underway at Ben Franklin).	✓	✓	✓	✓	Immediate & On-going	SPAPSD, SPCA
Enc	3.2.2 - Develop school-based incentive programs such as "Mileage Clubs" or "Golden Sneaker Awards".	✓	✓	✓	✓	Immediate & On-going	SPAPSD, SPCA
Enc	3.2.3 - Use safety cones to block off east end of parking aisles to encourage orderly drop-off and pick-up in staff parking lot.	✓					
Enc	3.2.4 - Develop a Walking School Bus program at each school using community and parent volunteers.	✓		✓		Immediate	SPAPSD
Enf	3.3.1 - Consider driver feedback signs to inform motorists of their rate of speed within school zones.	✓	✓	✓	✓	Short-term	Whiting, Stevens Point, Plover
Enf	3.3.2 - Add 15 mph school zone signage on Elm Street (WB) between Willard and Airline.	✓				Immediate	Whiting
Enf	3.3.3 - Install signage and enforce "Right Turn Only 8:25 - 9:15 and 3:25 - 4:00" at EB Beech Street and School Street, EB Willow Street and School Street, EB Rose Street and School Street.	✓				Immediate	Whiting
Enf	3.3.4 - Install signage and enforce "No Right Turns 8:15 - 9:15 and 3:15 - 4:00" at WB Cleveland Avenue and Rice Street and NB Rice Street and Blaine Street.			✓		Immediate	Stevens Point
Enf	3.3.5 - Install signage and enforce "Left Turn Only Onto School Street" at parking lot exit.	✓				Immediate	SPAPSD
Enf	3.3.6 - Increase the number of adult crossing guards.	✓				Immediate	SPAPSD
Enf	3.3.7 - Reduce spacing of parked buses at pick-up and drop off to prevent pedestrian pass-through.	✓		✓		Immediate	SPAPSD
Eng	3.4.1 - Install sidewalk along east side of 1st Street/School Street from Porter Court to McDill Ave.	✓				Short-term	Whiting, Plover
Eng	3.4.2 - Install sidewalk along south side of Porter Court.	✓				Short-term	Plover

Portage County Countywide Bicycle & Pedestrian Plan

E	Action	McDill Elementary	Ben Franklin Junior High	McKinley Elementary	Stevens Point Christian	When	Who
Eng	3.4.3 - Install painted crosswalk at east leg (oriented N-S) of 1st Street/Porter Court intersection.	✓				Short-term	Whiting, Plover
Eng	3.4.4 - Install "Right Turn Yield to Pedestrians" sign at WB Porter Court.	✓				Short-term	Plover
Eng	3.4.5 - Install sidewalk along south side of Elm Street from Post Road to Hoover Avenue.	✓				Short-term	Whiting, Plover
Eng	3.4.6 - Install "Share the Road" signage, or similar bicycle awareness signage, on Airline, School/1st, and Elm.	✓				Immediate	Whiting, Plover
Eng	3.4.7 - Install 10' hard surface path system with traffic control signage on school grounds for pedestrian and bicycling encouragement and education.	✓				Long-term	SPAPSD
Eng	3.4.8 - Enhance Nebel Avenue intersections with US HWY 51 and Water Street with ladder or continental style crosswalks to increase visibility of crossing.		✓	✓		Short-term	Stevens Point
Eng	3.4.9 - Install bump-outs, ADAAG-compliant curb ramps at Heffron Avenue/USH 51 intersection to shorten crossing distance and increase pedestrian safety and visibility.		✓	✓		Long-term	Stevens Point, WIDOT
Eng	3.4.10 - Install warning beacon on southbound Airline near Elm Street intersection; utilize ped activation or motion detection activator for beacon at east (rear) school grounds access gate.	✓				Immediate	Whiting, SPAPSD
Eng	3.4.11 - Replace "wheel-bender" bike racks with modern rack that has at least two touch points, and, where relevant, (re)locate near school entry on hard surface.	✓	✓	✓	✓	Immediate	SPAPSD
Eng	3.4.12 - Replace parking lot islands to be compliant with standards of ADA accessibility.	✓				Immediate	SPAPSD
Eng	3.4.13 - "Road diet" for Water Street between (at minimum) Polk Street and Nebel Avenue/River View Avenue, to include designated bicycle facility (off road path on west side preferred).		✓			Long-term	Stevens Point
Eng	3.4.14 - Explore options for bicycle facilities on Sherman Avenue/Minnesota Avenue, to link Green Circle Trail and Minnesota Avenue on-street facilities.		✓				
Eng	3.4.15 - Develop 10' off-street shared use path along Nebel Avenue from Water Street to Minnesota Avenue (south side of road preferred).		✓	✓		Long-term	Stevens Point
Eng	3.4.16 - Eliminate southernmost driveway at School District facility on Water Street.		✓			Short-term	SPAPSD
Eng	3.4.17 - Realign Water Street sidewalk to cross railroad track at or near perpendicular, and install truncated domes (similar to recent Post Road sidewalk installation).		✓			Short-term	Whiting
Eng	3.4.18 - Repair Sherman Avenue sidewalk segments: North side between Babcock and Albert; South side between Conant and Strange.		✓			Short-term	Stevens Point, Whiting

Portage County Countywide Bicycle & Pedestrian Plan

E	Action	McDill Elementary	Ben Franklin Junior High	McKinley Elementary	Stevens Point Christian	When	Who
Ev	3.5.1 - Conduct a communitywide transportation survey to measure mode choice within the community. Survey should include primary concerns and popular destinations or routes.	✓	✓	✓	✓	On-going	Portage County, Municipalities
Ev	3.5.2 - Work with bicycle and pedestrian advocacy groups to increase the working knowledge of biking and walking and their impact on key community health indicators	✓	✓	✓	✓	On-going	Portage County, Municipalities
Ev	3.5.3 - Complete and submit School Tally results to the National Center for Safe Routes to School at least annually.	✓	✓	✓	✓	On-going	Portage County, Municipalities, SPAPSD, SPCA

Portage County Countywide Bicycle & Pedestrian Plan

Table 55: SRTS Sub-Area 4 Action Plan

E	Action	Bannach Elementary	Plover-Whiting Elementary	Roosevelt Elementary	St. Bronislava School	When	Who
Ed	4.1.1 - Stagger start-times and release times to reduce volume of motor vehicle, bus, pedestrian, and bicycle activity at any one time.		✓	✓		On-going	SPAPSD
Ed	4.1.2 - Display and distribute maps of preferred walking and bicycling routes to parents and students.	✓	✓	✓	✓	On-going	SPAPSD, SPACS
Ed	4.1.3 - Integrate drop-off/pick-up routine education into parent/teacher conferences, orientation, or other significant event.	✓	✓	✓	✓	On-going	SPAPSD, SPACS
Ed	4.1.4 - Consider initiating a SRTS Training Program. These programs, available through organizations like the Bicycle Federation of Wisconsin, can increase usership and enhance skills.	✓	✓	✓	✓	On-going	SPAPSD, SPACS
Ed	4.1.5 - Work with WisDOT and local police to bring a Bicycle Rodeo or Walkable Communities Workshop to the district.	✓	✓	✓	✓	On-going	SPAPSD, SPACS, Stevens Point, Plover, Whiting
Enc	4.2.1 - Conduct a district-wide "Walk and Wheel Wednesday" or similar event and award prizes for school with top percentage, or miles traveled, by bikers and pedestrians.	✓	✓	✓	✓	Immediate	SPAPSD, SPACS
Enc	4.2.2 - Consider adding an adult crossing guard at the Hoover Avenue mid-block crossing immediately west of the staff parking lot and west building entries.		✓			Short-term	SPAPSD
Enc	4.2.3 - Develop communitywide encouragement and incentive programs to encourage walking and biking. These may include media campaigns and participating in activities like Walk to School Day.	✓	✓	✓	✓	Immediate	SPAPSD, SPACS, Stevens Point, Plover, Whiting
Enc	4.2.4 - Consider driver feedback signs to inform motorists of their rate of speed within school zones.						
Enc	4.2.5 - Consider adding crossing guards at Roosevelt Drive/Madison Ave and at Wisconsin Ave/School Drive.			✓		Short-term	SPAPSD
Enc	4.2.6 - Consider establishing a Walking School Bus program from Royal Wood Park to the school.			✓		Short-term	SPAPSD
Enc	4.2.7 - Consider establishing a Walking School Bus program from Little Plover River Park to the school.		✓			Short-term	SPAPSD
Enf	4.3.1 - Enforce speed limits, traffic signage and crosswalk regulations in school zones.		✓	✓		On-going	Local law enforcement agencies
Enf	4.3.2 - Post Airline Road as a school zone with 15 mph limit from Hoover Ave to Brookshire Drive.		✓			Immediate	Plover

Portage County Countywide Bicycle & Pedestrian Plan

E	Action	Bannach Elementary	Plover-Whiting Elementary	Roosevelt Elementary	St. Bronislava School	When	Who
Enf	4.3.3 - Post Willow Drive as a school zone with 15 mph limit from Foremost Road to Village Lane.				✓	Immediate	Plover
Enf	4.3.4 - Enforce and post "Enter Only" signage at Hoover Avenue access to prohibit vehicles from exiting school grounds via this driveway.		✓			Short-term	Plover
Enf	4.3.5 - Restrict eastern driveway on STH 54 to bus/staff ingress and egress only; install signage (Do Not Enter, Buses Only).				✓	Short-term	SPACS
Enf	4.3.6 - Place safety cones or other barriers in N-S orientation to prevent pass-through of vehicles and "channelize" bus traffic within eastern half of parking lot.				✓	Short-term	SPACS
Enf	4.3.7 - Restrict western driveway on STH 54 to "Staff Only" during school hours.				✓	Short-term	SPACS
Enf	4.3.8 - Restrict western driveway on Willow Drive to Enter Only.				✓	Short-term	SPACS
Enf	4.3.9 - Restrict eastern driveway on Willow Drive to Exit Only.				✓	Short-term	SPACS
Eng	4.4.1 - Replace "wheel-bender" bike racks with modern rack that has at least two touch points, and (re)locate near school entry on hard surface.		✓	✓		Short-term	SPAPSD
Eng	4.4.2 - Extend Airline Road sidewalk on north side of road to Rogers Drive.		✓			Short-term	Plover
Eng	4.4.3 - Install sidewalk along south side of Airline Road from Hoover Avenue to Brookshire Drive.		✓			Short-term	Plover
Eng	4.4.4 - Improve existing pedestrian crossing ahead signage on STH 54 with flashing beacon on timer (beginning and end of school days) or ped activation.				✓	Short-term	Plover
Eng	4.4.5 - Install sidewalk connections from STH 54 sidewalk to south school entry and from Willow Drive proposed sidewalk to north school grounds.				✓	Short-term	SPACS
Eng	4.4.6 - Install sidewalk on north side of Willow Drive from Mission Lane to a point east of the eastern access drive.				✓	Short-term	Plover
Eng	4.4.7 - Install high-visibility crosswalk and signage from linking proposed Willow Drive sidewalk with school grounds.				✓	Short-term	Plover
Eng	4.4.8 - Install sidewalk on Willow Drive from eastern driveway to Post Road.				✓	Short-term	Plover
Eng	4.4.9 - Extend sidewalk on north side of Roosevelt Drive from Wisconsin Avenue to Washington Avenue.			✓		Short-term	Plover

Portage County Countywide Bicycle & Pedestrian Plan

E	Action	Bannach Elementary	Plover-Whiting Elementary	Roosevelt Elementary	St. Bronislava School	When	Who
Eng	4.4.10 - Install sidewalk on Madison Avenue from Plover Springs Drive to Roosevelt Drive and from School Drive to Cedar Drive.			✓		Short-term	Plover
Eng	4.4.11 - Install curb extensions/bump-outs at Roosevelt Drive and Wisconsin Avenue Intersection to minimize crossing distance for pedestrians.			✓		Short-term	Plover
Eng	4.4.12 - Install curb extensions/bump-outs at School Drive and Wisconsin Avenue Intersection to minimize crossing distance for pedestrians.			✓		Short-term	Plover
Eng	4.4.13 - Extend curb at southern edge of bus loading area to separate the bus loop and faculty parking drive from the parent loading area.	✓				Short-term	SPSPSD
Eng	4.4.14 - Create a raised sidewalk connection from the southern edge of the bus loading area to Walter Street.	✓				Short-term	SPAPSD
Eng	4.4.15 - Repair or replace sidewalk at bus loading area, maintain width and restripe yellow standing lines as required.	✓				Short-term	SPAPSD
Eng	4.4.16 - Create an off street multi-use path connection along Golla Road and Sandy Lane. Provide a direct connection to the school's internal path network.	✓				Short-term	Stevens Point, Town of Hull, SPAPSD
Eng	4.4.17 - As traffic volumes increase, install flashing school zone signs in the areas surrounding the school site.	✓				Long-term	Stevens Point, Town of Hull
Eng	4.4.18 - Install sidewalk along the north side of Walter Street, from Sandy Lane to Brilowski Road.	✓				Short-term	Stevens Point, Town of Hull
Eng	4.4.19 - Install sidewalk on at least one side of Wildwood Drive, from Walter Street to Highway 10.	✓				Short-term	Stevens Point, Town of Hull
Eng	4.4.20 - Explore opportunities for creating an off-street multi-use path along the east side of Brilowski Road from Highway 10 to Walter Street. Provide crossing improvements at Walter Street and Brilowski Road.	✓				Long-term	Stevens Point, Town of Hull
Eng	4.4.21 - Improve bicycle and pedestrian accommodations at the intersection of Brilowski Road and Highway 10. Add pedestrian refuge islands and pedestrian activated crossing signals.	✓				Long-term	WisDOT, Stevens Point
Eng	4.4.22 - Explore opportunities for an off-street multi-use path along the north side of Highway 10, from Brilowski Road to Maple Bluff Road.	✓				Short-term	WisDOT, Stevens Point

Portage County Countywide Bicycle & Pedestrian Plan

E	Action	Bannach Elementary	Plover-Whiting Elementary	Roosevelt Elementary	St. Bronislava School	When	Who
Ev	4.5.1 - Conduct a communitywide transportation survey to measure mode choice within the community. Survey should include primary concerns and popular destinations or routes.	✓	✓	✓	✓	On-going	Portage County, Municipalities
Ev	4.5.2 - Work with bicycle and pedestrian advocacy groups to increase the working knowledge of biking and walking and their impact on key community health indicators (physical activity, obesity rates, energy consumption, productivity, sick day rates, etc).	✓	✓	✓	✓	On-going	Portage County, Municipalities
Ev	4.5.3 - Complete and submit School Tally results to the National Center for Safe Routes to School at least annually.	✓	✓	✓	✓	On-going	Portage County, Municipalities, SPAPSD, SPCA

Portage County Countywide Bicycle & Pedestrian Plan

Table 56: SRTS Sub-Area 5 Action Plan

E	Action	Almond Schools	Amherst	Bancroft Elementary	John F. Kennedy	Rosholt	When	Who
Ed	5.1.1 - Stagger start-times and release times to reduce volume of motor vehicle, bus, pedestrian, and bicycle activity at any one time	✓	✓	✓			On-going	
Ed	5.1.2 - Display and distribute maps of preferred walking and bicycling routes to parents and students	✓	✓	✓	✓	✓	On-going	
Ed	5.1.3 - Integrate drop-off/pick-up routine education into parent/teacher conferences, orientation, or other significant event	✓	✓	✓	✓	✓	On-going	
Ed	5.1.4 - Consider initiating a SRTS Training Program. These programs, available through organizations like the Bicycle Federation of Wisconsin, can increase usership and enhance skills.	✓	✓	✓	✓	✓	On-going	
Ed	5.1.5 - Work with WisDOT and local police to bring a Bicycle Rodeo or Walkable Communities Workshop to the district.	✓	✓	✓	✓	✓	On-going	
Ed	5.1.6 - Educate bus drivers about parking at least 15' from crosswalks to increase the visibility of pedestrians crossing the street	✓				✓	On-going	
Enc	5.2.1 - Conduct a district-wide "Walk and Wheel Wednesday" or similar event and award prizes for school with top percentage, or miles traveled, by bikers and peds	✓	✓	✓	✓	✓	Immediate	
Enc	5.2.2 - Develop communitywide encouragement and incentive programs to encourage walking and biking. These may include media campaigns and participating in activities like Walk to School Day.	✓	✓	✓	✓	✓	On-going	
Enc	5.2.3 - Consider driver feedback signs to inform motorists of their rate of speed within school zones.	✓	✓	✓	✓	✓	On-going	
Enf	5.3.1 - Enforce speed limits, traffic signage and crosswalk regulations in school zones.	✓	✓	✓	✓	✓	On-going	Local law enforcement agencies
Enf	5.3.2 - Enforce and post "Enter Only" and "Exit Only" signage to make all driveways one-way loops.				✓		Short-term	
Enf	5.3.3 - Enforce no-parking areas within 15' of all crosswalks, particularly in bus and parent loading zones	✓	✓	✓	✓	✓	Short-term	
Eng	5.4.1 - Ensure that bike racks at all schools support bicycles at at least two points; replace non-compliant racks.	✓	✓	✓	✓	✓	Short-term	
Eng	5.4.2 - Add bike racks to the north side of the school	✓					Short-term	

Portage County Countywide Bicycle & Pedestrian Plan

E	Action	Almond Schools	Amherst	Bancroft Elementary	John F. Kennedy	Rosholt	When	Who
Eng	5.4.3 - Upgrade crosswalks across Elm Street, Maple Street and Church Street to continental-style markings	✓					Short-term	
Eng	5.4.4 - Add an ADA-compliant curb ramp with detectable warnings to the mid-block crossing on Elm Street	✓					Short-term	
Eng	5.4.5 - Add sidewalk on the west side of Church Street between Elm Street and the student parking area	✓					Mid-term	
Eng	5.4.6 - Add sidewalk on the south side of Maple Street between High School Street and Church Street	✓					Mid-term	
Eng	5.4.7 - When a widened shoulder is provided, it should be provided on both sides of the road so that pedestrians and bicyclists may use the legally appropriate side of the road	✓					Short-term	
Eng	5.4.8 - Add bike racks to the east side of the school		✓				Short-term	
Eng	5.4.9 - Add bollards between driveway/parking areas and pedestrian areas that are at-grade		✓				Mid-term	
Eng	5.4.10 - Extend the sidewalk along the north side of the school parking lot/drop-off area from the street to the existing sidewalk		✓				Mid-term	
Eng	5.4.11 - Extend the sidewalk on the west side of Main Street north to the entrance of the community center		✓				Mid-term	
Eng	5.4.12 - Add bike lanes to Main Street from Wilson Street north to the edge of the village when the street is next reconstructed		✓				Long-term	
Eng	5.4.13 - Add sidewalk to the east side of Main Street from the edge of the village south to the existing sidewalk near John Street		✓				Long-term	
Eng	5.4.14 - Upgrade crosswalks across County Road W to continental-style markings			✓			Short-term	
Eng	5.4.15 - Extend the sidewalk from the existing east to School Road			✓			Mid-term	
Eng	5.4.16 - Mark all drive ways as one way loops with "Enter Only" and "Exit Only" signs as needed				✓		Short-term	
Eng	5.4.17 - Add/upgrade crosswalks to continental-style markings across Second Street				✓		Short-term	
Eng	5.4.18 - Add sidewalk on north side of Second Street from CTH G to Morgan Avenue				✓		Mid-term	
Eng	5.4.19 - Add sidewalk on east side of CTH G from Second Street to Main Street				✓		Mid-term	
Eng	5.4.20 - Add sidewalk on west side of Morgan Avenue from Second Street to Main Street				✓		Long-term	

Portage County Countywide Bicycle & Pedestrian Plan

E	Action	Almond Schools	Amherst	Bancroft Elementary	John F. Kennedy	Rosholt	When	Who
Eng	5.4.21 - Upgrade crosswalks on Randolph Street West to parking lots to continental-style markings					✓	Short-term	
Eng	5.4.22 - Upgrade crosswalks on Randolph Street West at State Street to continental-style markings					✓	Long-term	
Eng	5.4.23 - Add curb ramps with DWFs to crosswalks to parking lots					✓	Long-term	
Ev	5.5.1 - Conduct a communitywide transportation survey to measure mode choice within the community. Survey should include primary concerns and popular destinations or routes.	✓	✓	✓	✓	✓	On-going	
Ev	5.5.2 - Work with bicycle and pedestrian advocacy groups to increase the working knowledge of biking and walking and their impact on key community health indicators (physical activity, obesity rates, energy consumption, productivity, sick day rates, etc.).	✓	✓	✓	✓	✓	On-going	
Ev	5.5.3 - Complete and submit School Tally results to the National Center for Safe Routes to School at least annually.	✓	✓	✓	✓	✓	On-going	

10 | Conclusion

There are already many great aspects to walking and bicycling in Portage County. However, there are also aspects that can be improved. Portage County has shown the desire to make improvements to walking and bicycling conditions in the County by undertaking this Plan. The recommendations in this Plan are designed to build on the good aspects of walking and bicycling in the County, and to address pressing needs and barriers that people who walk or bike face on many trips. Implementing these recommendations can lead to better public health, increased economic activity, and cleaner air by making Portage County an easier and more attractive place for both residents and visitors to walk and bike for both recreation and transportation.

As described in the Introduction to this document, the Countywide Bicycle & Pedestrian Plan is intended to be used not only by Portage County, but also by individual municipalities throughout the County. Like motor vehicle travel, bicycle and pedestrian trips often cross jurisdictional boundaries, and it is important for this Plan to promote connectivity across municipal boundaries and between incorporated and unincorporated areas.

Moving forward, it will take a coordinated and cooperative effort for these recommendations for Engineering, Encouragement, Education, Enforcement, and Evaluation to be as useful as they are intended to be. Communities will need to be able to communicate with each other, perhaps in ways they have not previously. In this regard, one of the goals of this document is of primary importance:

Goal E: Enhance intergovernmental cooperation and coordination of transportation facilities across Portage County.

Objective E1: Encourage local municipalities and Portage County to use one consistent set of design guidelines for bicycle and pedestrian (multi-modal) accommodations.

Objective E2: Increase knowledge on the benefits of well connected, multi-modal communities to policy and decision makers.

Objective E3: Work cooperatively in developing maintenance agreements, memorandums of understanding, applications for grants or funding, and implementation of facilities.

From its very beginning, this Plan has focused on including a broad range of stakeholders, citizens, and municipal officials in its discussions, data collection, and text and map drafting. A wide variety of public input methods were utilized to provide as complete a base for the basic planning as possible. Municipal representatives from Towns, Villages, and the City of Stevens Point were joined by residents, County Supervisors, and representatives of law enforcement and local business to oversee the initial draft of the document, and bring all of these viewpoints and information together for specific recommendations.

The County review and approval process included a public hearing and deliberation by the several County Standing Committees.

Now that the Plan has been recommended by the Portage County Planning and Zoning Committee and adopted by the Portage County Board, it will need to be embraced by both the County and the individual municipalities across the County. The Portage County Countywide Bicycle & Pedestrian Plan will be at its most effective and useful when it is incorporated, in some fashion, into the adopted Comprehensive Plans of the County's Towns, Villages, and City of Stevens Point. It will take a community-wide effort and support, both from residents and elected representatives, to make these recommendations a reality.

The Portage County Combined Bicycle/Pedestrian Planning Project represents the first coordinated attempt to identify the needs of the bicyclist and the pedestrian on a County-wide basis and integrate them into the transportation fabric of Portage County and its communities.

County and community leaders alike have come to recognize that bicycle and pedestrian travel are viable forms of transportation in Portage County. In addition, they understand there are other important benefits to be had when bicyclists and pedestrians can travel safely and conveniently within and between communities. As growth continues, enhanced access to employment, increased quality of life and wellness, and a growing variety of recreational tourist activities create a sound foundation for economic development and long term prosperity for the County and its residents. County residents are actively seeking more bike/ped options! These are the true “conclusions” of this Plan document and a great starting point for making these things happen, through implementation of this Plan, in Portage County.

Appendix A | Public Comments

A.1 | General Comments

Public comments were received throughout the planning process. The majority of the comments were submitted via email to Portage County staff, but comments were also received at the two Open Houses and on the project on-line blog. The comments received will not be reprinted here, but were each considered when developing recommendations for the plan.

A.2 | WikiMap Comments

An online, interactive “WikiMap” was used to solicit public comments about walking and bicycling in Portage County. The mapping tool is based on Google Maps, and allows users to enter lines or points on the map and add comments to those lines and points. The WikiMap was available from January 9, 2013, until May 1, 2013. During that time, 547 total comments were received from 56 different users:

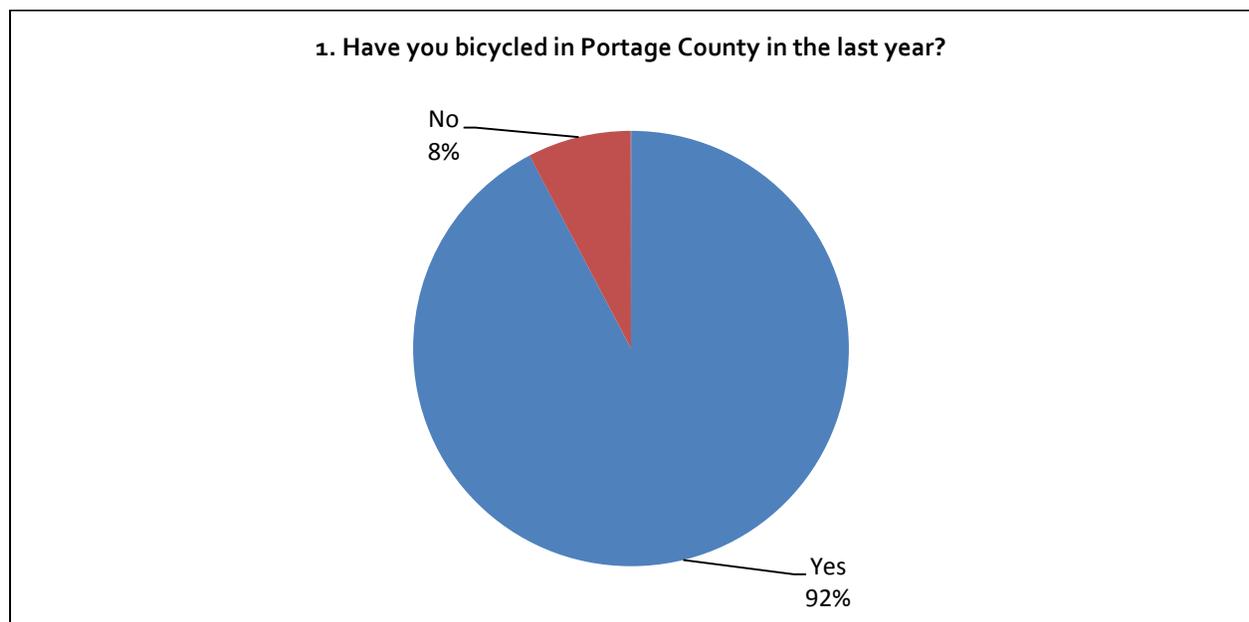
- 268 line comments
- 279 point comments

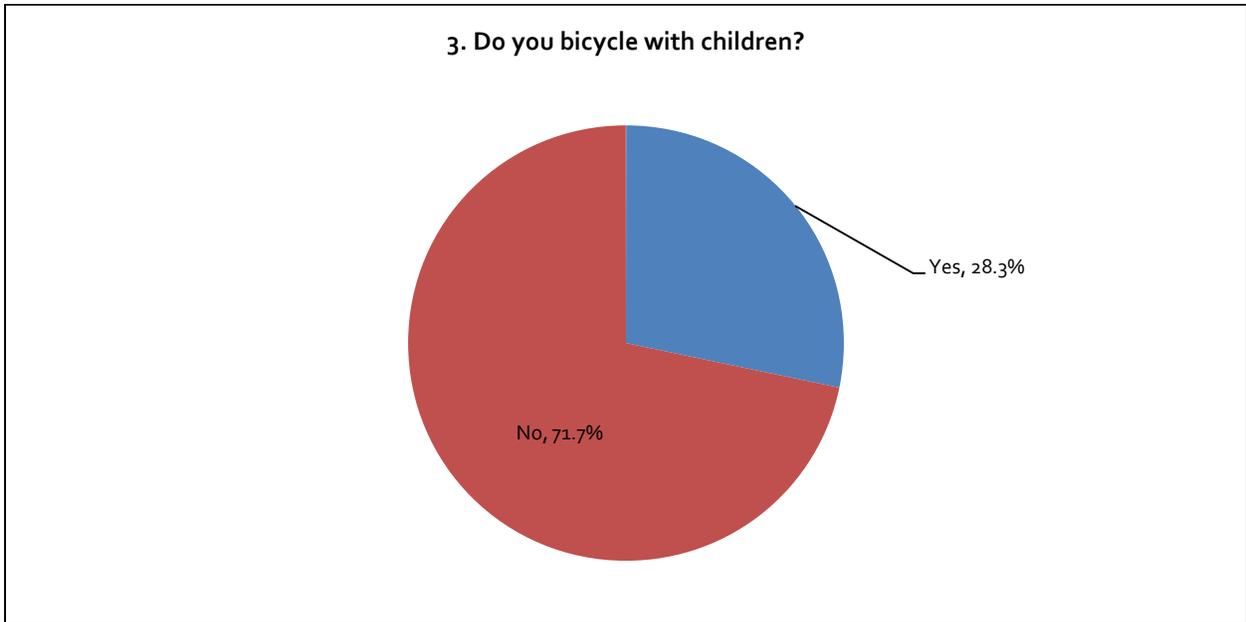
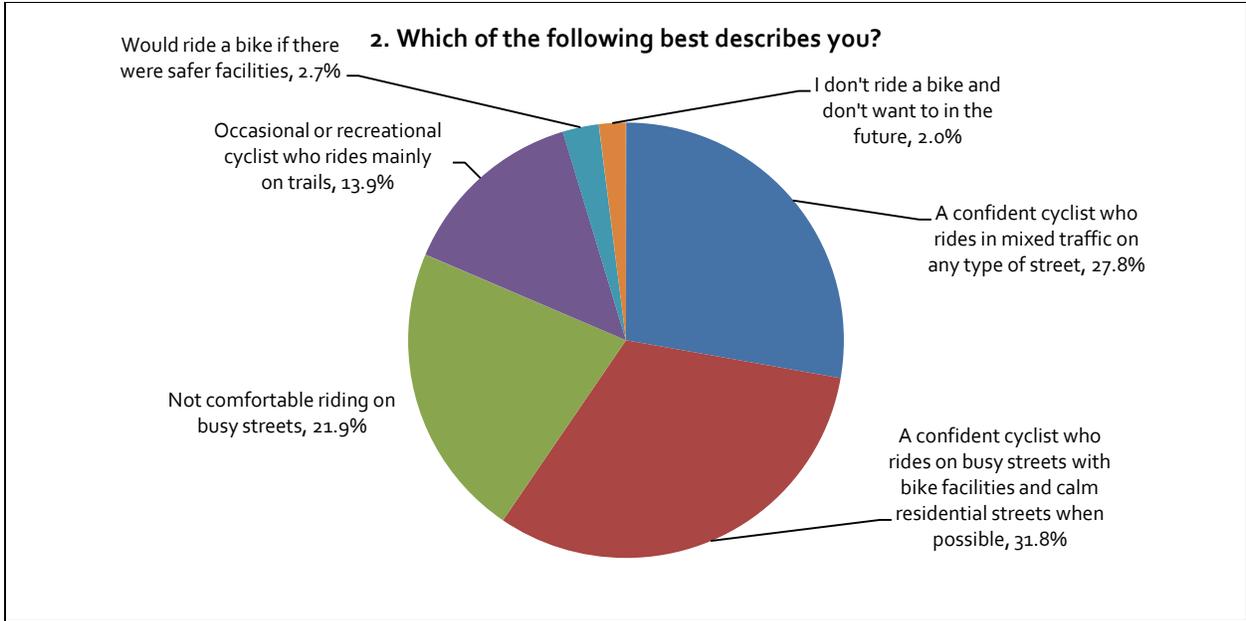
Maps 15 and 16 display the locations and types of comments received in the Urban Area, but not any narrative comments that were included with entries.

A.3 | Online Survey

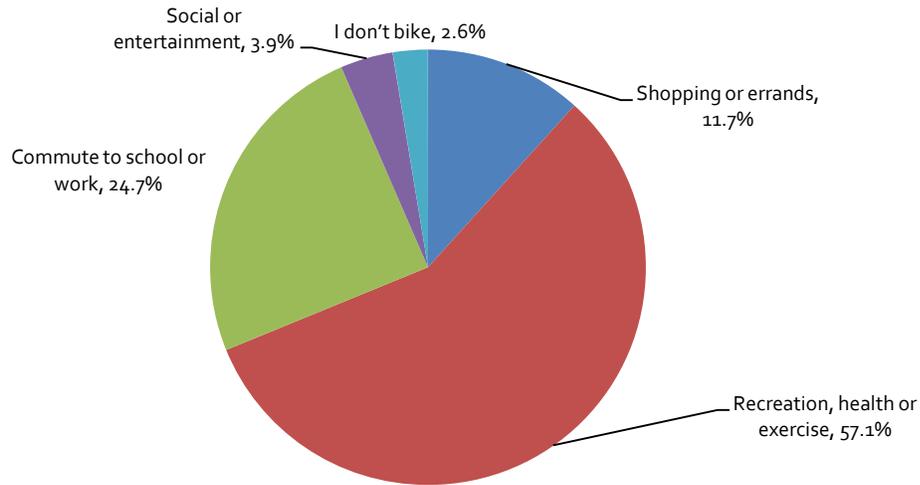
An online survey about bicycling and walking in Portage County was conducted as part of the development of the Portage Countywide Bicycle & Pedestrian Plan. The survey was available from mid-April through the end of May 2013 and was completed by 163 people; an additional 39 people completed at least part of the survey. The full survey results are presented below.

Bicycling in Portage County





4. What was the reason for the last bicycle trip you took?



5. What is the main type of bicycle facility you use for the trip? Check as many as apply.

	Busy streets with bike facilities	Busy streets, no bike facilities	Calm neighborhood or town streets	Shared-use trail	Sidewalk	Don't bike for this trip type	Responses
Commute to school or work	20.2%	34.1%	42.6%	16.3%	19.4%	36.4%	129
Shopping or errands	22.1%	43.5%	50.4%	19.8%	23.7%	29.8%	131
Recreation, health, exercise	29.3%	31.3%	71.4%	59.9%	27.9%	1.4%	147
Social or entertainment	20.7%	24.4%	63.7%	50.4%	23.0%	17.0%	135

6. How many days per week do you bike when the weather is good (May to October)?

	Days per Week								Responses
	0	1	2	3	4	5	6	7	
Commute to school or work	40%	11%	10%	6%	7%	22%	2%	2%	128
Shopping or errands	25%	38%	14%	13%	4%	2%	0%	5%	128
Recreation, health, exercise	2%	16%	21%	22%	16%	12%	3%	9%	148
Social or entertainment	21%	33%	18%	11%	6%	2%	1%	9%	131

7. How many days per week do you bike if the weather is bad (November to April)?

	Days per Week								Responses
	0	1	2	3	4	5	6	7	
Commute to school or work	71%	7%	5%	3%	2%	11%	2%	1%	132
Shopping or errands	82%	9%	5%	2%	1%	1%	0%	2%	130
Recreation, health, exercise	74%	16%	6%	1%	1%	1%	0%	2%	145
Social or entertainment	84%	11%	3%	0%	2%	0%	0%	1%	128

8. What distance do you bicycle one-way for the following trips?

Column1	0 miles	< 2 miles	2-5 miles	5-10 miles	10+ miles	Responses
Commute to school or work	35%	29%	21%	11%	4%	130
Shopping or errands	25%	36%	32%	6%	2%	132
Recreation, health, exercise	3%	5%	27%	26%	40%	148
Social or entertainment	18%	17%	27%	18%	20%	133

9. When making a bicycle trip, which of the following facilities do you most prefer to use? Please select up to three choices in order of importance to you, 1 being most important.

Item	Score	Rank
Off-street, shared-use trails	207	1
Neighborhood streets or town roads with minimal traffic and low speeds	206	2
Designated striped bicycle lanes	184	3
Wide travel lanes that allow motorists to safely pass bicycles on the left.	121	4
Any roadways where bicycles are allowed	71	5
Sidewalks	64	6
Other (please specific below in Comments)	18	7

Score is a weighted calculation. Items ranked first are valued higher than the following ranks, the score is the sum of all weighted rank counts.

Comments

- Also need ATV trails in portage county
- Green Circle Trail
- I no longer bike; however, in the day, road conditions frequently made biking dangerous.
- I do not bike, nor own a bicycle.
- I ride about 5000m/year (here & in other countries)
- Low-traffic country roads for recreational cycling (average 30 - 45 miles per day)
- More bike lanes and wider roads!
- Off street shared-use trails are dangerous for when ped and bikes mix!
- Single-track trails
- We use side streets where bike lanes would not be helpful.
- Wisconsin State parks and trails
- off roading to explore
- rural roads with minimal traffic and low speeds
- I use my road bike on country roads or low traffic in town. I love the Green Circle for my hybrid bike.
- Bicycle lanes would be great IF there were some sort of barrier between the lane and the traffic.
- I bike primarily on safe county roads; but would love to have wide travel lanes everywhere. Dream!
- I adhere to the "rule" that sideWALKS are for walking, which leaves no room for me and my bicycle on the road, because in my commute, there are no bike lanes or trails. (Stanley St/Hwy 66 East, Stevens Point, WI)
- Patch Street in Stevens Point is AWFUL when it comes to bike lanes. I fear for my life each time I bike to work. People use the bike lanes as passing lanes and could care less about the bikes that are in them. I have seen a biker get thrown from his bike since a motorist decided to use the bike lane to pass me on the right because I wasn't driving fast enough. I was going 35 in the 25 just west of Fire Station #2,
- I really wish that there was a bike lane or sidewalk on Okray for the bikers with kids so we can SAFELY get to more places without going on Post Road.
- Any direct route (to my destination), without too many turns or stops, that is clearly both legal and safe to bike.

- I put my answers based on travel without children. With Children, my answers would be different. Then it would be sidewalks as 1, then neighborhood street or town roads and then off street shared use trails. Most of my errand running is done with children along.
- Our son was hit by car on Hwy 10 East by the ramp which directs you to go toward Appleton East 10 exit. There is not a stop light there, no safety. Also one other child got hit by a car 2 months prior. Hwy 10 is dangerous and very unsafe for bikers. Need stoplights, and more protection, as many kids ride their bikes to summer school, jobs and Iverson Park in the summer. A new Quick Trip gas station is going up on the corner of Old Hwy 18 please put sidewalks in and make it safe for all the residential children and adults who will be biking in that area to get t town.
- Young kids usually make us stay on the sidewalk. I, however, prefer to ride in the street (preferably a designated bike lane)
- There needs to be bike lanes on all of the Green Circle-included roads! Also, why were most of bike racks eliminated when downtown?
- I believe having bicycles on roads (even with low traffic) is a bad idea. If a person and bicycle collide, there is major damage to the cyclist even at lower speeds. If a cyclist and pedestrian collide there is minimal damage to each. I don't bike on a road unless I absolutely must. I lived in Madison for several years where bicycles are on the streets even with designated lanes and it is horrible for drivers - cyclists are difficult to see especially around trucks and SUVs. Plus cyclists typically can't keep up with traffic speeds and cause traffic to back-up. Bicycles should stay on sidewalks and trails and NOT be on roads. If I have to ride on a street that does not have a sidewalk and a trail isn't available, I stay on the shoulder of the road, never in traffic.
- Driver education is the most important part of all of this! Everyday bikers know their rights and responsibilities. Drivers are often to blame. Drivers assume an own the road attitude which is unsafe and unfriendly to other human beings who transport themselves by foot or bike.
- It would be ideal if major roadways had designated bike lanes (e.g., Division, Main, Clarke, 4th Ave, Stanley, etc.)
- I would need to ride on Cty Hwy and Hwy 66 or Hwy 10 to get into town - way to busy and too fast vehicular traffic to be safe
- Sidewalks are important just because other bike lanes are not available now. If alternatives were available, I would use those.
- I live in the country and bike on country roads, would be nice if the pot holes were filled in as they are a danger to cyclist who need to swerve to avoid them.

Portage County Countywide Bicycle & Pedestrian Plan

10. Do any of the following factors prevent you from bicycling in Portage County? Please select up to 4 choices, in order of importance to you, 1 being most important. Note: "bicycle facilities" include bike lanes, paved shoulders and shared-use trails.

Item	Score	Rank
Bicycle facilities are too few, and are not interconnected	245	1
Continuous bicycle facilities do not exist for the trips I would like to take	209	2
Road surfaces are poor (potholes, cracks, debris, etc.)	168	3
There are too many barriers to bicycling (freeways, hills, lack of street connectivity)	122	4
There are not enough shared-use trails	84	5
Trail surfaces are poor (gravel, puddles, debris, etc.)	63	6
I don't know a safe bicycle route to my destination	57	7
Other (please specify below under Comments)	51	8
Distances are too great	50	9
I have too much to carry	0	10
Hills	0	11
I have small children	0	12
Time constraints due to schedule demands	0	13
Weather	0	14
There are too many barriers to biking (freeways, hills, lack of street connectivity)	0	15
Trail surfaces are poor (gravel, puddles, debris, etc.)	0	16
Road surfaces are poor (potholes, cracks, debris, etc.)	0	17
Distances are too great	0	18
I do not feel personally safe from crime	0	19
It would take me too long to bike to the places I need to go	0	20
There are gaps in the network of trails and bike lanes	0	21
I don't know of a bicycle route to my destination where I feel safe	0	22

Score is a weighted calculation. Items ranked first are valued higher than the following ranks, the score is the sum of all weighted rank counts.

Comments

- Also need ATV trails in portage county
- Bad drivers!
- Bad weather
- Dangerous road with no designated bike lane- my neighborhood road :(N. Reserve St
- For example, I'd bike to Target if it were less precarious and convoluted.
- Have been hit on my bike twice before.
- I do not own a bicycle
- I have not really found any of these to be deterrents to my biking.
- I typically ride whenever I have time and the weather is nice.
- Most trail surfaces are good, occasional bad places.
- Narrow shoulders and deep ditches. Very unsafe when traveling with children
- Need more mountain bike trails close to point for people that do not have cars.
- Nothing in PC prevents my cycling...
- Our community has abundant bike and ped facilities except in winter
- Poorly worded question...am not sure I understand it
- Some major traffic arteries do not have a bike option HWY 10 E & HWY 66 E
- distance to single-track trails
- Nothing prevents me from riding when I want to.
- I'm confident about riding next to cars, but adding a bike lane could decrease unnecessary anxiety.

- No trails out in the country to provide safe travels. Hwy B traffic is scary and prevents having an enjoyable trip.
- I do not feel inhibited from biking in Portage County, but I live in the country and conditions for biking are good.
- I only bike to work if I have enough time. The biggest factor affecting my bike riding is my bike. It is 20 years old. I don't have the money to buy a new one as if I am going to buy a bike with the intention of biking more, I want to get a good quality bike, not the low quality bikes sold in Shopkos, Targets, etc.
- There is not a safe way to get to Crossroads Commons from the West Side of I-39 except for the highway HH bridge over I-39 which is not very safe for bicycles and children.
- Need more bike/ped-specific overpasses and/or corridors over/through high motor vehicle traffic areas (e.g. Hwy 10/66 & I39 exchange). Things like the Heartland Trail (under Hwy I39).
- The only thing that keeps me off my bike in Stevens Point is delays in plowing snow off residential streets.
- I use the pathway adjacent to US 10 going west from Old18. The 4 off ramps onto 10 are a death wish. I should have been injured 5-6 times but was defensive when avoiding the car's driver who did not stop for me. This happened twice within 3 minutes.
- Cannot safely, legally cross tracks on Michigan or Bus 51 underpasses. Sidewalk is illegal and somewhat unsafe. Road is unsafe.
- Nothing prevents me from cycling in Portage County, but many of these conditions would cause others not to ride bicycles on a regular basis.
- "Bike facilities" should have been defined at #5 unclear on the question. does this mean prevent me from bicycling at all, or just certain routes in portage county.
- Dangerous unaware drivers are the biggest issue. Also drivers who harass or put bikers lives in danger by aggressively driving.
- given that I don't have an automobile, I ride year-round to destinations that are within reasonable reach on a bicycle
- Stevens Point has good roads and great trails. More bike lanes on busy streets and county roads would be nice.
- Many streets labeled as bike routes (and visible to the world as such, via Garmin Connect, for example) are in very poor condition (examples: Ellis St, Wyatt Ave) or frequently don't offer enough space to bike comfortably (Jefferson with two-way traffic and parking on both sides of the street)
- Drivers are very disrespectful to riders in Portage County. I have been sworn at, honked and had cans thrown at me.
- I live off Hwy 66 past the airport. I bike for exercise and pleasure in my neighborhood and on the Green Circle. If I take a long ride into town, I use the Green Circle to take out to Wilshire. I wish there was a more direct route - via a path - along Hwy 66. Right now, I do not feel save biking into town on Hwy 66 because of the fairly constant fast vehicle traffic.
- I live on North 2nd Drive just north of the I-39 overpass past Zenoff Park, and am a frequent biker. Unfortunately there are narrow roads and no room for bikers in this area (town of hull) which makes bikers like me feel disconnected from biking into town.
- Connectivity to the new Copps -- no sidewalk or bike trail to the facility. yes there are some local streets but this was a major failure in pedestrian/bike accommodations by the City
- I ride mostly in the country, need safe roads with shoulders and can connect each community (Mosinee-Point-Wausau-Rapids)
- Travel barriers are different when I have my children with - when they are, we have VERY limited continuous routes where I feel safe to have them ride along... pinch points throughout community.

Portage County Countywide Bicycle & Pedestrian Plan

- I enjoy biking the green circle trail, but there is not a good connection from our area of Plover (Cleveland Ave.)
- Traffic on streets where there are bike lanes. Motorists do not know how to share the road with bikes.
- I am not answering this as nothing is preventing me from bicycling in portage co other than weather. And you can't change that.

11. Do any of these additional factors prevent you from bicycling in Portage County? Please select up to four choices in order of importance to you, 1 being the most important.

Item	Score	Rank
Weather	285	1
Time constraints due to schedule demands	201	2
I don't feel safe riding a bicycle around cars and trucks	180	3
I have too much to carry	108	4
I'm concerned for my personal safety (e.g. riding alone on trails)	76	5
I have small children	70	6
Other (please specify below under Comments)	24	7
I don't feel like I am the kind of person who rides a bike	8	8
I am physically limited from riding a bicycle	5	9
I don't have a bicycle I can ride	4	10
I have too much to carry	0	11
Weather	0	12
Time constraints due to schedule demands	0	13
I have small children	0	14
Hills	0	15
There are too many barriers to biking (freeways, hills, lack of street connectivity)	0	16
Trail surfaces are poor (gravel, puddles, debris, etc.)	0	17
Road surfaces are poor (potholes, cracks, debris, etc.)	0	18
Distances are too great	0	19
I do not feel personally safe from crime	0	20
It would take me too long to bike to the places I need to go	0	21
There are gaps in the network of trails and bike lanes	0	22
I don't know of a bicycle route to my destination where I feel safe	0	23

Score is a weighted calculation. Items ranked first are valued higher than the following ranks, the score is the sum of all weighted rank counts.

Comments

- Due to hip replacement and smashed knee cap, i no longer bike or run.
- Also need ATV trails in portage county
- I bike very frequently, and only weather and scheduling conflicts get in my way! :)
- I don't ride when it's icy or snow-covered ice.
- I would love for more roads to have bike lanes to make it safer for travel.
- I'll ride in some traffic but 10E and 66 E are suicidal.
- Lack of areas to lock up and store bikes at popular destinations.
- Lack of bike racks to securely lock them.
- Lack of convenient places to lock bikes
- No safety concerns
- None of these factors deter my cycling...
- None of these things keep me from riding my bike EVERY day!

- Typically, I bike, but save the vehicle for transporting items to bulky or heavy for my bicycle.
- Weather is the only preventive factor
- selected choice unintentionally, could not deselect
- I've ridden on a four-lane road in oncoming traffic. There was one car in the far lane. He saw me, then merged into my lane on purpose. I gave him "the bird." Also, in similar situations, when the driver was in my lane, and the lane next to him/her was wide open, they remained in the same lane as I was, passing within feet of me. #unnecessaryanxiety
- I would ride with my small child, if my responses to previous questions were different ---see questions 3, 9 and 10
- Bike is old and not comfortable for me to ride. It is too small for me. They should have a bike swap; they have ski swaps, why not a bike swap...
- While Hwy 10 East is within reasonable biking distance of our house, it has felt very unsafe when I have used it in the past.
- I don't feel safe riding my bike, narrow streets with no bike lanes, crossing Franklin, Briggs or College and Division are a nightmare and that is where most of the bike traffic is crossing
- Personal safety means safe from cars. e.g. riding at night. There are only a few drivers of concern, but it only takes 1.
- given that I don't have an automobile, I ride year-round to destinations that are within reasonable reach on a bicycle
- I am VERY afraid of cars, and that fear (along with the high number of bicycle deaths in WI in 2012) has caused me to limit my biking somewhat - before I was biking a lot on country roads by myself. I don't do that now.
- My destinations often a lack a secure area to lock bike, or lack a covered bike rack to protect bike from rain/rust.
- Lack of bike lanes that connect Portage County. Need more shared use trails. Many intersections and busy roads do not accommodate bikes.

12. Which of the following street or trail improvements would encourage you to bike more often?

	Very Important	Somewhat Important	Not At All Important	Total
Bike lanes on busy streets	73%	25%	2%	126
Better on-street connections between trails	35%	50%	15%	114
Residential streets that are calmed for bike travel (bicycle boulevards)	38%	47%	15%	114
On-street bike facilities that are separate from traffic (e.g. cycle tracks, buffered bike lanes)	46%	43%	11%	122
Accommodations for bicyclists at intersections (signal triggers, bike lane markings, etc.)	58%	37%	5%	125
Paved shoulders on narrow roads	76%	18%	5%	131
More wide outside lanes (easier to share lane with cars)	62%	36%	3%	121
Off-street, multi-use trails	43%	43%	14%	111

Other

- *Enforced* speed limits
- Bathroom facilities on Green Circle
- Driver education

- Driver education courses should have a major component of pedestrian safety. Law enforcement needs to make drivers accountable.
- Driver participation, i.e. cut to the next lane when accessible!!
- I would like to see the County spend more time and effort at the I 39 Highway 66 interchange. When you coming from the east it is been very dangerous to enter the intersections because nobody looks before they turn right on red.
- More & better bike racks
- Safe crossings where there aren't stoplights (narrow streets, crosswalks, signage)
- Sidewalks
- bike boxes at lights
- bike lanes need to be swept more often
- fill in the pot holes on country roads

13. Which of the following programs or information would encourage you to bike more often? Select all that apply.

	Very Important	Somewhat Important	Not At All Important	Total
Education for yourself on how to ride with motor vehicle traffic	17%	36%	47%	112
Education for cyclists on following the rules of the road and using lights at night	30%	43%	27%	122
Education for motorists on how to respectfully share the road	62%	30%	8%	124
Bike Maps	50%	40%	11%	124
Information about the best routes to get to my destinations	41%	46%	14%	116
Having a "bike buddy" – someone to ride with you (show you routes and bike safety tips)	7%	35%	57%	108

Other

- Enforcement of traffic laws for cyclists and motorists.
- Good Weather
- Teach kids Bike Rules!
- Training on bike safety, how to change a flat, etc.
- fine motorists for disrespecting bikers
- stop as yield law ala Oregon state

Portage County Countywide Bicycle & Pedestrian Plan

14. What would you like to see the County or local municipalities spend money on to improve bicycling in Portage County? Please select up to 3 choices in order of importance to you, 1 being most important.

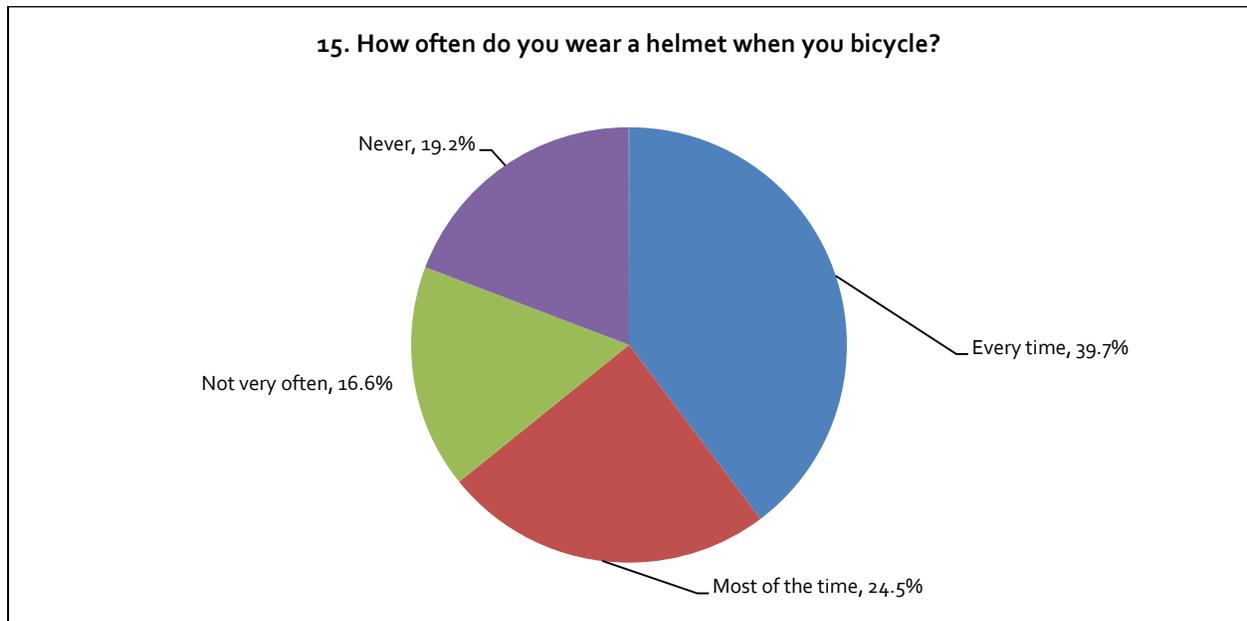
Item	Score	Rank
More bike facilities on busy streets	242	1
Road surface maintenance (filling potholes, pavement cracks)	131	2
Motorist education	92	3
Off-street shared-use trails	68	4
Filling gaps in bicycle facilities	54	5
Barrier crossings (e.g. bridges, tunnels)	53	6
Bicycle parking	47	7
Shared-use trail and roadway crossings	41	8
More bike facilities on calm streets	37	9
Signals and intersections	37	10
Street sweeping	34	11
Other (please specify below under Comments)	17	12
Trimming vegetation	12	13

Score is a weighted calculation. Items ranked first are valued higher than the following ranks, the score is the sum of all weighted rank counts.

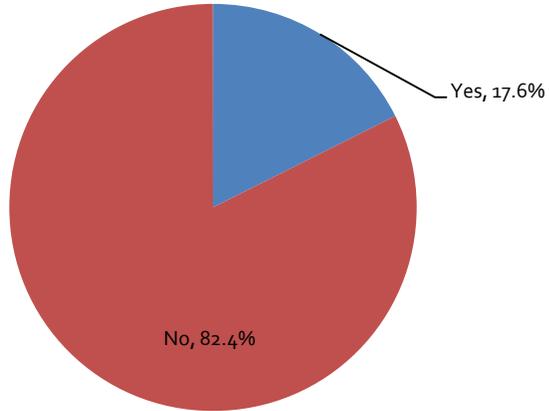
Comments

- Also need ATV trails in portage county
- Bicyclist education and more enforcement of bicyclist violations.
- Clean those streets up!
- Create more off road or single-track opportunities.
- Education for motorists on how to respectfully share the road
- Enforcing bikes stopping at stop signs.
- It is especially scary for a bicyclist to try to cross the intersections on Hwy 10 East !!!!
- Need traffic lights at ramps coming off I-39 interstate for bicyclist not just a stop sign
- TEACHING in the schools.
- bike lane continued on N. Reserve St
- Compared to other areas Portage/Stevens Point actually do a pretty good job. Would be great to see more bike lanes/shared use off roadway lanes (like Patch St) to keep bikes out of traffic altogether - but, I know that's expensive. Bike lanes would be nice also.
- Would love to see some N/S and E/W county roads such Cty Rd X with 5' shoulders for bike safety or Cty Rd P
- I would like to see the county spend more time and effort at the I 39 Highway 66 interchange. When you coming from the east it is very dangerous to enter the intersections because nobody looks before they turn right on red. Either you should make this a no turn on red or you should put up warnings that bicycle and pedestrians are coming from the east. I almost got hit dozens of times because of peoples ignorance when they were driving, then they look at you like its your fault, something needs to be done thank you
- The steel plates used on sidewalk ramps create hazards. They sometimes end up missing leaving dangerous gaps (near the Heartland Trail on Joern's drive) or can get bent up creating sharp edges. They are also slippery when wet. Money should NOT be spent on these.
- It is frustrating when individuals who are bicycling do not follow the rules of the road - one minute they are following "car" rules and then the next they are following pedestrian rules - I have seen so many bikes run stop signs and even go through red lights - this is dangerous and needs to be addressed.
- I realize motorists are hell bent to get onto streets and do not look for bike traffic on sidewalks that motorists have to cross.

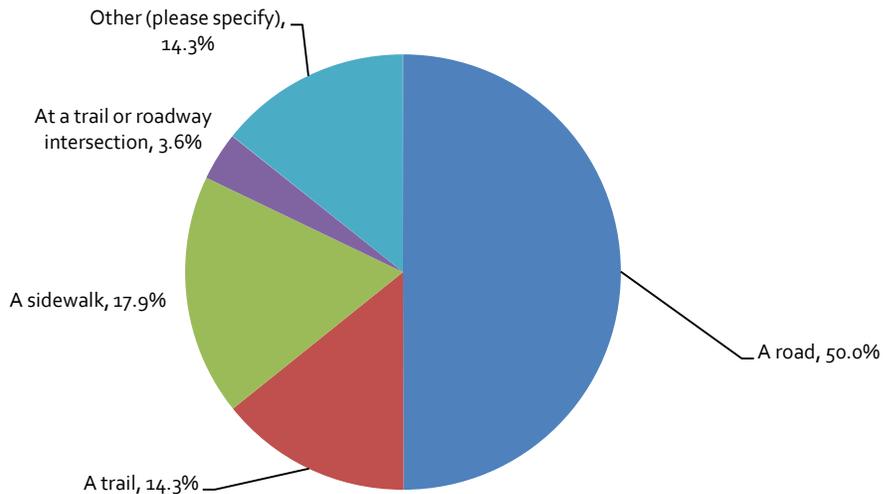
- There is a bike/walk path underneath I39 behind delta dental that I really don't think many people even know exists, and is a PERFECT path to businesses like Travel Guard, 212, Wal-mart, etc. There should be some type of advertisement so people know this great path exists. I see bikers attempting to cross the highway bridge on HH which has no designated bike lanes and is a high risk for biker/walker injury. This path is a great way to reduce the risk and support a safe route. Thank you! :)
- Any road improvement should be required to add the additional 12" or so for a bicycle to safely ride on narrow or busy roads. IT should be mandatory for any new road.
- Bicyclist need to be educated on where to ride. I see too many riding against traffic even in marked and signed bike lanes. A bike map with rules of the road available throughout the community.
- People who violate bike rules should have to write the book like the use to do. All bikes should be licensed also.



16. Have you ever been involved in a crash while bicycling in Portage County? (If no, skip to next page)

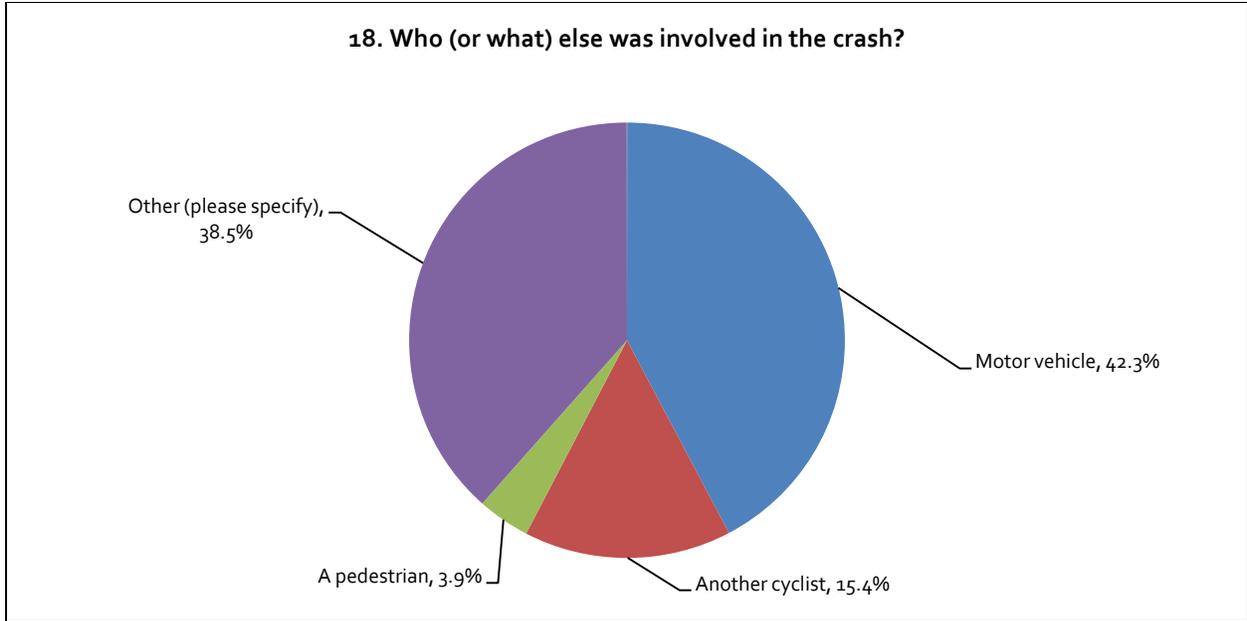


17. The crash occurred on:



Comments

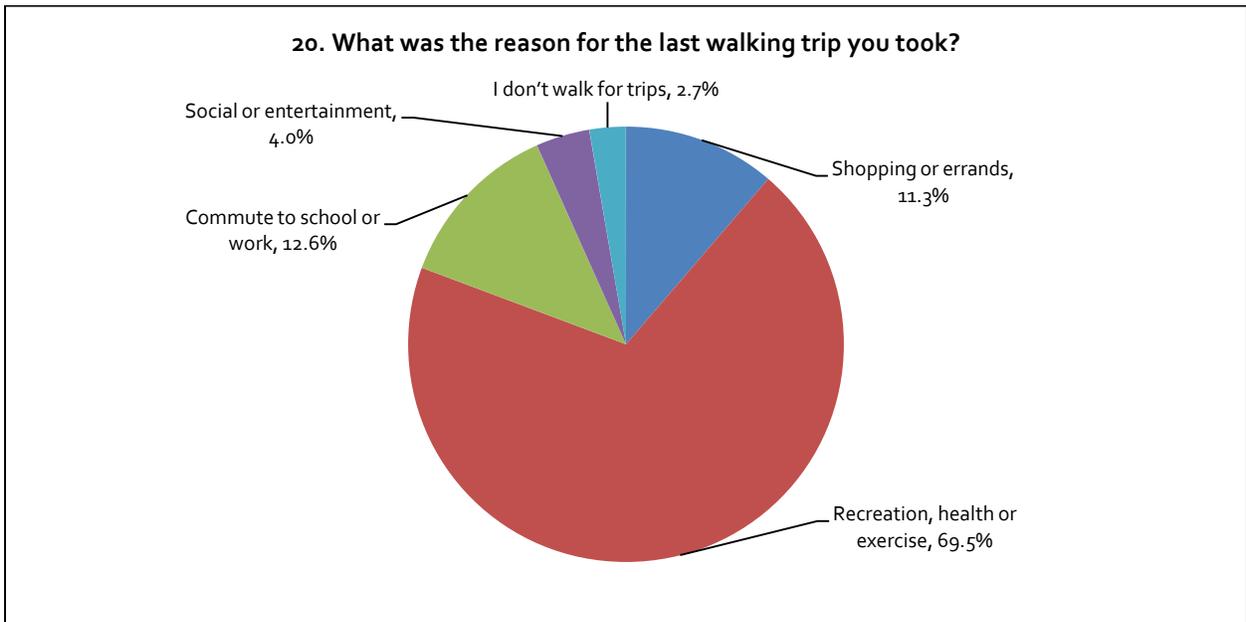
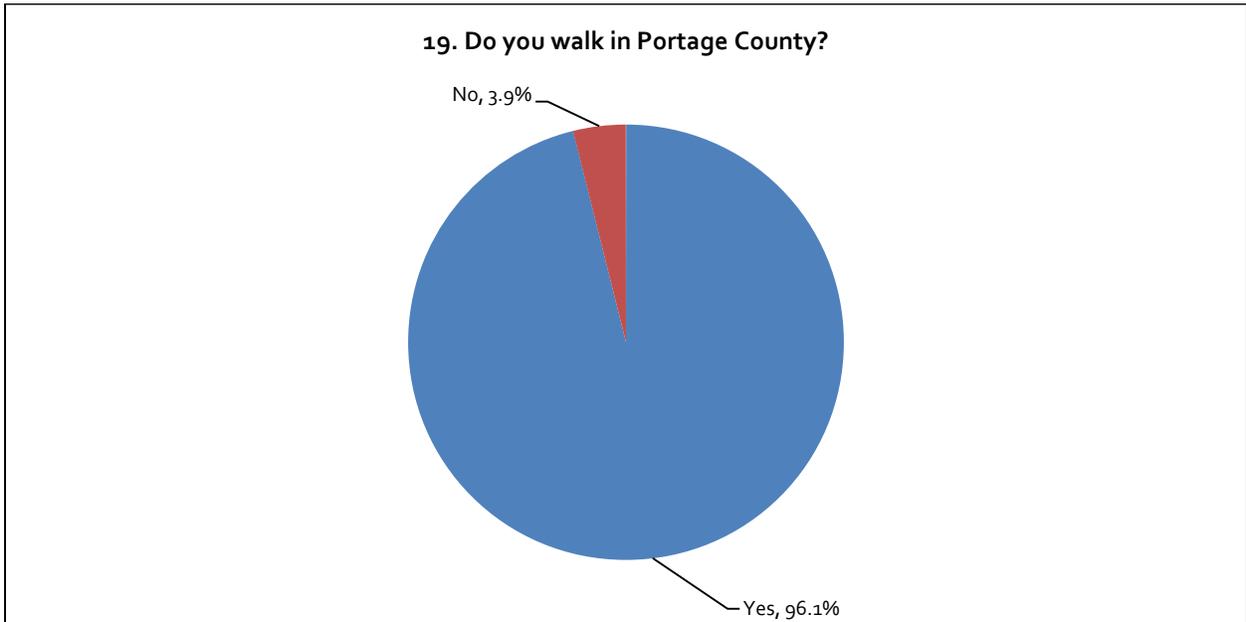
- Off road
- stupid kid stuff
- my son at ramp, driver did not see him he was in rite of way between two white lines crossing over Hwy 10 east into two by the ramp.



Comments

- It was just me & utility access cover.
- Just me flying over my handlebars when my cloth bag got tangled in my bike spokes
- Loose gravel
- Nobody
- Sand and curb
- Self, Ice on road
- loose gravel
- me only lost control on sandy corner
- sand on street
- On CTH HH a mailbox beam extended to the edge of sidewalk at same ht as my handlebars. Hit is with handlebar and turned my front wheel 90 degrees and sent me off bike. Should not allow encroachments within 1 foot of sidewalk for safety - should be city/county policy.

Section 2: Walking in Portage County



Portage County Countywide Bicycle & Pedestrian Plan

21. What is the main type of walking facility you use for the trip? Check as many as apply.

	Sidewalk	City street with no sidewalk	Rural road with a shoulder	Rural road with no shoulder	Shared-use trail	Responses
Commute to school or work	86%	29%	6%	6%	10%	63
Shopping or errands	86%	31%	4%	3%	6%	81
Recreation, health, exercise	54%	36%	21%	21%	51%	140
Social or entertainment	69%	31%	15%	12%	44%	86

22. How many days per week do you walk when the weather is good (May to October)?

	Days per Week								Responses
	0	1	2	3	4	5	6	7	
Commute to school or work	64%	9%	12%	2%	2%	7%	0%	5%	102
Shopping or errands	32%	31%	23%	8%	4%	2%	0%	1%	101
Recreation, health or exercise	5%	4%	22%	26%	13%	13%	6%	11%	144
Social or entertainment	21%	21%	24%	15%	5%	5%	3%	5%	111

23. How many days per week do you walk if the weather is bad (November to April)?

	Days per Week								Responses
	0	1	2	3	4	5	6	7	
Commute to school or work	72%	7%	3%	3%	3%	7%	0%	6%	104
Shopping or errands	63%	18%	12%	4%	1%	0%	0%	2%	105
Recreation, health, exercise	37%	14%	21%	9%	5%	5%	3%	6%	141
Social or entertainment	61%	20%	6%	6%	1%	0%	1%	5%	109

24. What distance do you walk one-way for the following trips?

	0 miles	< 2 miles	2-5 miles	5-10 miles	10+ miles	Responses
Commute to school or work	46.6%	40.8%	11.7%	1.0%	0.0%	103
Shopping or errands	26.2%	61.2%	12.6%	0.0%	0.0%	103
Recreation, health or exercise	2.8%	27.0%	62.4%	6.4%	1.4%	141
Social or entertainment	18.5%	46.3%	35.2%	0.0%	0.0%	108

Portage County Countywide Bicycle & Pedestrian Plan

25. What makes walking in Portage County difficult? Please select up to 4 choices, in order of importance to you, 1 being most important.

Item	Score	Rank
Sidewalk gaps or no sidewalks	240	1
Motorists don't yield to pedestrians crossing the street	163	2
Common destinations are too far to walk	118	3
No or poor street lighting	92	4
Crossing wide intersections without enough time to get to the other side	84	5
Crossing intersections with no traffic signals or pedestrian signals	81	6
Sidewalks are in disrepair or obstructed with grass, trees or bushes	73	7
Other (please specify in comment box)	54	8
Indirect route to get to trail or park entrance	51	9
Sidewalks are too narrow	38	10
Lack of audible pedestrian signals	13	11
Missing curb ramps on each side of the street	9	12

Score is a weighted calculation. Items ranked first are valued higher than the following ranks, the score is the sum of all weighted rank counts.

Comments

- I don't have issues
- N Reserve St too narrow - no white lane
- Also need atv trails in portage county
- Disrepair in my case often =garbage as well as broken/cracked cement.
- Don't walk. I bike!
- I don't believe there any barriers to walking in Portage County.
- I have no problems walking in Portage County. I live by part of the Green Circle Trail.
- I live in the country and walk the trails in the woods.
- I think Stevens Point is very walkable
- Ice and snow covered sidewalks
- In Stevens Point cars are too often allowed to park over the sidewalk when parked in drives
- Intersection of Franklin St. and Division St. is terrible for pedestrians or bikers.
- Motorist speeding and not moving over for pedestrians walking
- Needing to walk on rural road that is crested to degree that it was hard on one's ankles
- Nothing deters me from walking/running...
- Overall, the Green Circle is excellent place to walk.
- People don't shovel sidewalks
- Roads are too narrow in rural areas. Traffic does not always follow speed limits.
- Sidewalks aren't shoveled (ice/snow covered for multiple days!!)
- Sidewalks that are not cleaned in the winter !!!!!!!
- Too few bathroom facilities, especially on Green Circle.
- Walking isn't difficult at all in Portage County for me.
- snow not shoveled
- Sidewalk are not shoveled in winter, some are never shoveled. Trails that are plowed need to be sanded or salted to keep them safe for walking.
- Failure of City planning sidewalks missing from new Copps Grocery store -- FAILURE !! Also, lack of winter maintenance on city streets -- shameful -- it is approaching 50 percent not shoveled in the winter time within a week of event.

Portage County Countywide Bicycle & Pedestrian Plan

- No sidewalks exist yet once you head north on North 2nd Drive past Zenoff park, limiting the roads that can be safely walked on during day and night.
- For many private sidewalks, the snow is not removed promptly. Even at public railroad underpasses the snow isn't always removed promptly enough.
- I walk for recreation from my home and I live on a dirt road so winter and spring is not ideal for walking.
- Too many potholes to navigate on dark streets, especially in winter when black ice is lurking on the road. Besides, roads within St. Point are poorly maintained, causing more problems for the walker.
- Getting from the north side to downtown... How long. Until we dont have to walk around the ghost mall?
- I don't find any of these deterrents to my walking...I love walking my dog on the rural roads by my home.
- Point has crimes going on that are not in the newspaper or are not getting solved. worry about safety. Never use to be like that.

26. What would improve walking in Portage County? Please select up to 4 choices, in order of importance to you, 1 being most important.

Item	Score	Rank
Sidewalks on at least one side of most streets	225	1
Educate motorists and police officers about pedestrians' rights and the definition of a crosswalk.	152	2
Better speed enforcement for motorists	123	3
Repair broken sidewalks	113	4
More visible crosswalks	105	5
Better maintenance to keep sidewalks clear of debris, vegetation and overhanging trees.	94	6
Better lighting	91	7
Make all pathways accessible for all users	73	8
Other (please specify in comment box)	65	9
Wider sidewalks	56	10
Curb ramps on every corner where there are sidewalks	27	11
Wider curb ramps	6	12

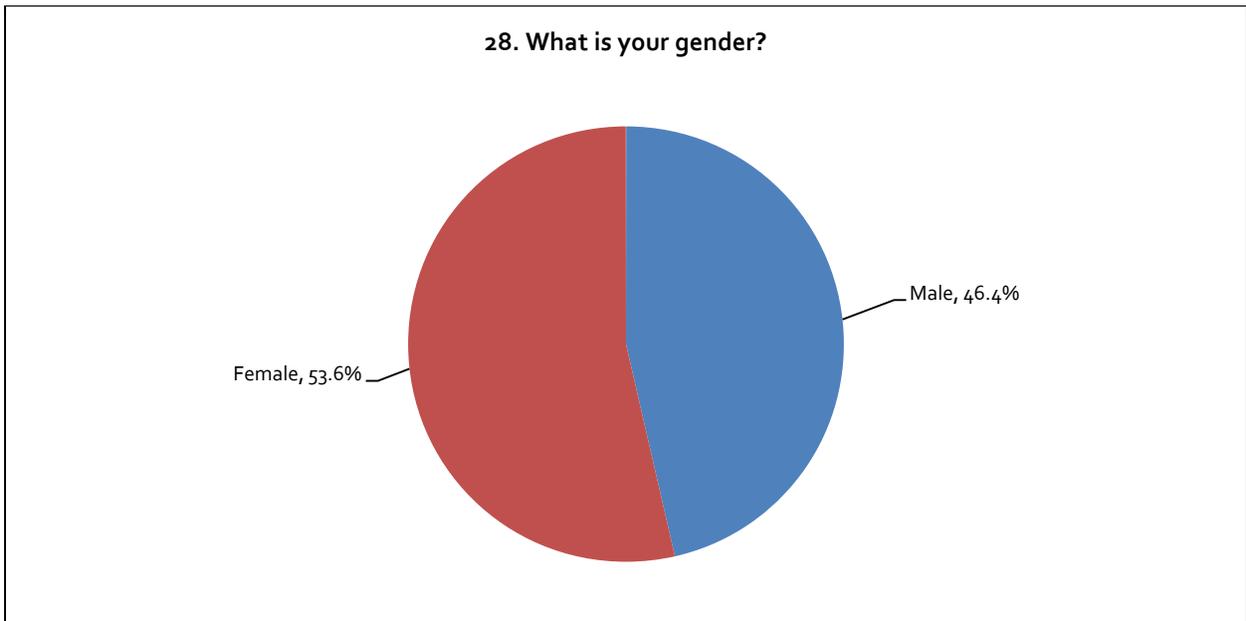
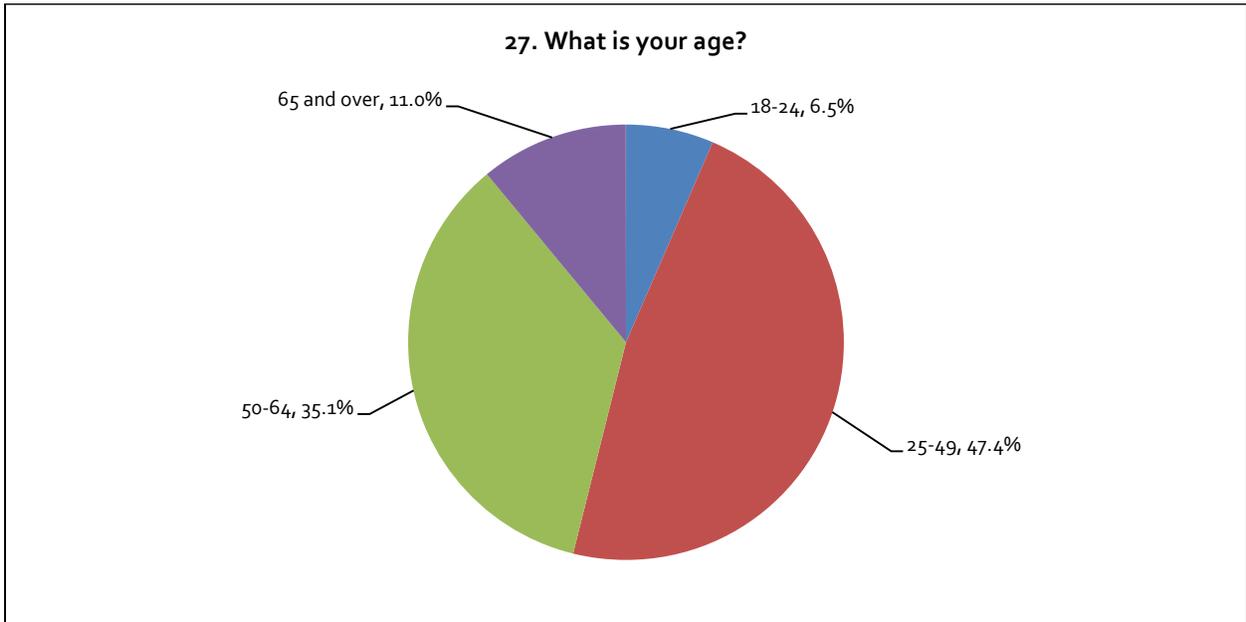
Score is a weighted calculation. Items ranked first are valued higher than the following ranks, the score is the sum of all weighted rank counts.

Comments

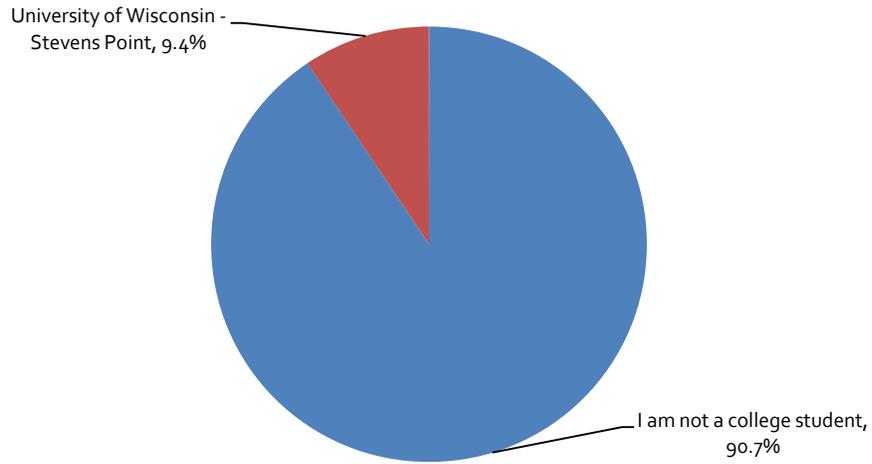
- Also need ATV trails in portage county
- Better enforcement of snow-shoveling ordinances in the winter
- Educating motorists about pedestrians on town roads with no sidewalks.
- Enforce snow removal policy that is in place.
- Ensure snow removal.
- Keep cyclists off sidewalks downtown.
- Keep sidewalks cleared of snow and ice in winter
- Make rural roads wider with dedicated walking lane, especially on low speed limits roads.
- Motorist education and law enforcement programs
- Require any new roadway have bike/ped space built in and also when existing roads are upgraded.
- Sidewalks along all arterial and collector streets.
- Complete connections...
- Enforce ordinances regarding the cleaning of sidewalks.
- pedestrian education regarding laws and crosswalks
- pedestrian-activated signal for difficult crossings

- safety
- white line on N Reserve St
- I would like to see the city of Stevens Point require sidewalks everywhere - something that would greatly improve walking. This is important enough that the Mayor ran on this issue but then never sought it out.
- Winter maintenance is getting worse and worse -- needs much improvement. Also, gaps in sidewalk in City -- Mayor promised to infill nothing done. New Copps developed with NO SIDEWALKS -- what were they thinking !!!
- Motorists don't stop for pedestrians here. Enforcement needed, especially around campus and high schools.
- Franklin and Division streets: a very busy intersection with many students crossing both, for peds and on bicycle, etc. We need warning cones in the middle of Division to warn drivers.
- Crosswalk signals at major intersections are dangerously short --especially for elderly people, children and differently-abled people.
- Need a year around walking facility that is free and safe to the public. I miss the Mall for walking in bad weather.
- Enforce winter shoveling requirements or use municipal staff to clear sidewalks on non-compliant properties and charge back to landlord
- Shopping closer by and better trails/paths to shopping. It is insane that there are no trails for biking out at Crossroads Commons. Who dropped the ball out there?
- Enforce cleaning snow/ice within 24 hours (with assistance to the elderly and those who cannot clear their own)

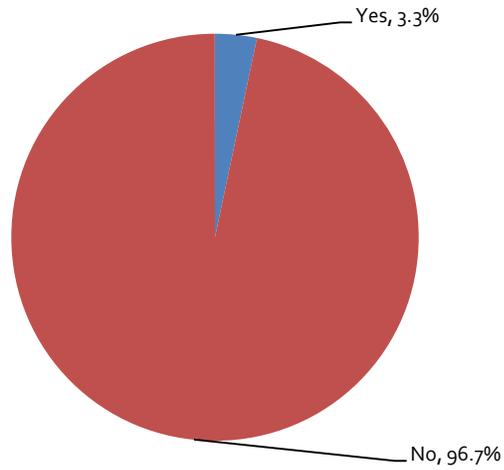
Section 3: Demographic Information

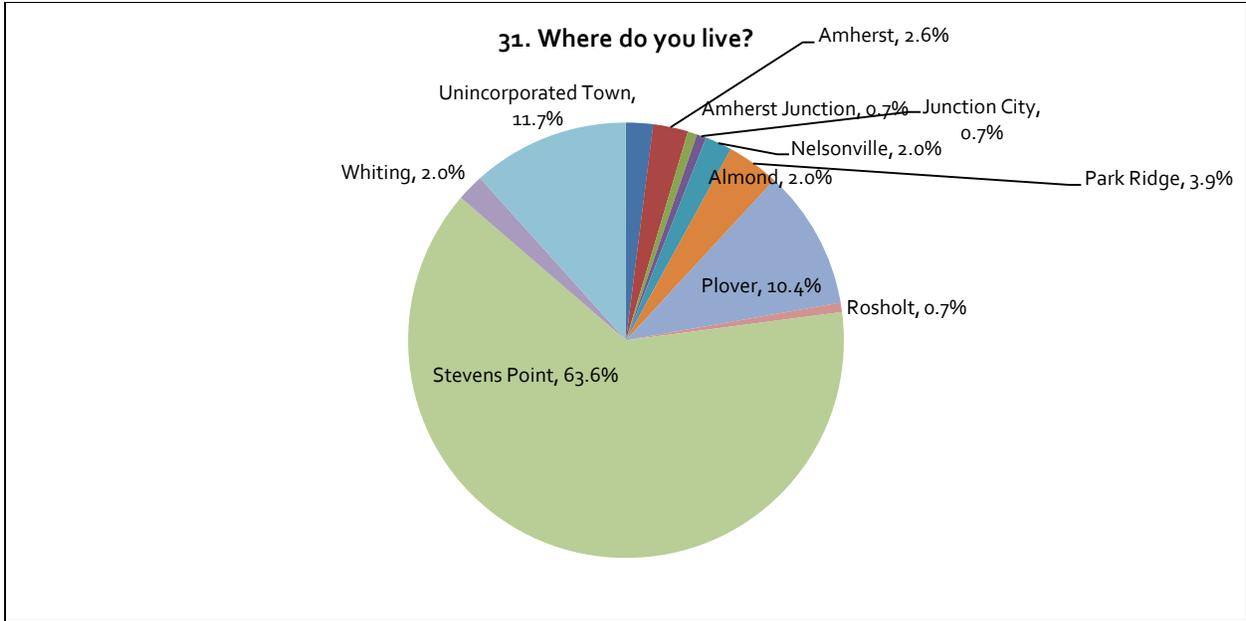


29. Are you a college student, if so where?



30. Do you have a disability that affects your ability to walk or bike or the route you take?





Appendix B | Existing Plans & Policies

This appendix summarizes the existing plans, policies and ordinances in Portage County that relate to bicycling and walking. The review is organized by municipality, with summary information provided about relevant plans, policies and ordinances. Some commentary is included in the memo, and recommendations are included at the end of each section, if appropriate.

B.1 | General Recommendations

Recommendations are provided for most of the municipalities reviewed in this document. The recommendations focus on the codes or ordinances that relate to bicycle and pedestrian facilities and operations. The following general recommendations are provided and should be standardized across the county. In some of the municipalities, codes or ordinances already address some of these recommendations, and changes may not be required of all municipalities.

Sidewalks

Installation

The following items regarding sidewalks should be included in the Code of Ordinances, Zoning Code or Subdivision Ordinance of the County and each municipality:

- Install sidewalks in compliance with the WisDOT Guidelines for Sidewalk Placement (Table 56).
- A minimum width of 60 inches should be specified for all new sidewalks.
- All new and replacement sidewalks should fully comply with the Americans with Disabilities Act (ADA).

Table 57: WisDOT Guidelines for Sidewalk Placement

Land-Use / Dwelling Unit / Functional Classification	New Urban and Suburban Streets	Existing Urban and Suburban Streets
Commercial & Industrial (All Streets)	Both Sides	Both sides. Every effort should be made to add sidewalks where they do not exist and complete missing links
Residential (Arterials)	Both Sides	Both Sides
Residential (Collectors)	Both Sides	Multifamily: Both sides Single family: Prefer both sides, require at least one side
Residential (Local Road) More than 4 units/acre	Both sides	Prefer both sides; Require at least one side
Residential (Local Road) 1 – 4 units/acre	Prefer both sides; At least one side required	One side preferred, at least 4 feet
Residential (Local Road) Fewer than 1 unit/acre	One side preferred; Shoulder on both sides	At least 4 feet shoulder on both sides required

Notes for additional consideration:

1. Any local street within two blocks of a school site that would be on a walking route to school – sidewalk required on at least one side.
2. Sidewalks may be omitted on one side of new streets where that side clearly cannot be developed and where there are not existing or anticipated uses that would generate pedestrian trips on that side.
3. Where there are service roads, the sidewalk adjacent to the main road may be eliminated and replaced by a sidewalk adjacent to the service road on the side away from the main road
4. For rural roads not likely to serve development, a shoulder at least 4 feet in width, preferably 8 feet on primary highways, should be provided. Surface material should provide a stable, mud-free walking surface.

Snow and Ice Removal

- Snow and ice should be required to be cleared from sidewalks by adjacent property owners within 24 hours after any snowfall. A penalty for non-compliance should be specified, as should the process through which the municipality will enforce the regulation.

Bicycles

State law includes numerous regulations regarding the operation and maintenance of bicycles. Local bicycle regulations must be in strict conformity with these laws (Wisconsin State Statute 349.06). A summary of Wisconsin bicycling laws and links to specific statutes is available from Wisconsin DOT:

<http://www.dot.wisconsin.gov/safety/vehicle/bicycle/rules.htm>.

In particular, the following regulations should be noted:

- It is legal for bicyclists to ride two abreast in Wisconsin as long as the operation “does not impede the normal and reasonable movement of traffic.”
- Bicycle registration may be required for bicycles belonging to people *residing in* a specific municipality, but not for bicyclists *operating in* a specific municipality.
- Municipalities are allowed to set their own regulations regarding bicycling on sidewalks.

Generally, additional regulations regarding bicycles are not needed at the local level, except to specify the legality of sidewalk operation or to establish bicycle registration procedures.

Bicycle Registration

It is recommended that the County explore combining the various bicycle registration programs existing in Portage County into a single program. Registrations issued by the program should be valid for a minimum of four years, if not longer. The registration sticker for each bicycle should include a unique registration number, be tamper resistant and relatively unobtrusive. Ideally registration would be available online (see the City of Madison’s bicycle registration page: <http://cityofmadison.com/bikeMadison/programs/registration.cfm>).

B.2 | Portage County

Code of Ordinances

The Portage County Ordinances include the following items that are relevant to bicycling and/or walking in the County.

Parks Ordinances (Chapter 6)

Section 6.1.9 states that “no person shall bike within any County Park in a matter that is reckless or at a speed greater than what is reasonable or prudent.” This section also states that special rules and regulations related to bicycling may be posted at individual parks.

Section 6.1.12 states that no person shall operate or possess any “mechanized equipment” on park property, except on trails designated for such use. “Mechanized equipment” is not defined, and it is unclear if this applies to motorized wheelchairs or other mobility devices.

Green Circle Ordinance (Chapter 6.2)

The Green Circle Trail is defined as:

A linear corridor 18’ more or less in width and about 30 miles in length running through the City of Stevens Point, the Village of Whiting, the Town of Hull, the Town of Plover, Village of Plover, and Village of Park Ridge, posted with trail head signs named River Pines trail; Riverfront trail, Stage Coach trail; the Holiday trail; University trail; Moses Creek trail; Plover River trail; Iverson Park trail; McDill trail; Hoover Road trail; Whiting Park trail; and Paper Mill trail, Mainland Meadows, and the Westside Loop.

And includes public property and private property where Portage County and/or the City of Stevens Point has been granted the right of public use for the “Green Circle Trail.”

The inclusion of “private property” in the statement above is an important precedent.

The trail is limited to pedestrian activities including walking, hiking, running, jogging, cross country skiing and bicycling. However, bicycling is not allowed where alternate bicycle routes are posted. Motorized vehicles are prohibited on the trail, except for wheelchairs and maintenance, enforcement and emergency vehicles.

Section 6.2.12 provides specific regulations for the use of bicycles on the trail:

4. Ride only on trails designated for bicyclists’ use.
5. Yield to all other trail users. Slow down and pass with care.
6. When encountering walkers on narrow trails, stop and wait for them to pass or signal you through.
7. Use your bell or horn to announce your presence to walkers well in advance, particularly when approaching from behind.
8. Never exceed the 15 m.p.h. speed limit. Slowly approach blind turns in anticipation of other trail users and obstacles that are beyond your view.
9. Yield to other bicyclists traveling uphill.
10. Racing or reckless riding is prohibited.
11. Walk bicycles on boardwalks, steep hills, and narrow bridges.

The bicycle regulations are reasonable, although it should be noted that portions of the trail are on-street, in which case the posted speed limit on the street would apply to bicyclists.

Zoning Ordinances (Chapter 7)

The Portage County Zoning Ordinances cover all unincorporated areas of the county. The only specific discussion of sidewalks in the ordinances is that "Sidewalks may be allowed within the 100 foot setback for access to buildings meeting the setback but shall not exceed sixty (60) inches in width." (§7.7.4.2.3(F))

Requirements for a minimum width of sidewalks are common and desirable, but requirements for a maximum width are unusual. The code should require that sidewalks comply with applicable ADA regulations.

Plover and Stevens Point Metropolitan Area Bicycle / Pedestrian Plan – January 10, 1997

See discussion under City of Stevens Point.

Portage County Comprehensive Outdoor Recreation Plan 2012 – 2016 – February 21, 2012

The Portage County Comprehensive Outdoor Recreation Plan was developed to provide a database and recommendations that can be utilized by community officials, staff and residents of Portage County to understand and promote comprehensive outdoor recreation planning. The plan includes a detailed inventory of existing park facilities and analysis of how local conditions affect recreational needs throughout the County.

One of the plan's three goals directly relates to bicycling and walking:

- Goal 3: Support the creation of a Countywide bike and pedestrian plan linking the Urban Areas of the City Stevens Point, the Village of Whiting, and the Village of Plover to an interconnected series of routes to the various County parks with connecting routes from park to park including connection routes to neighboring counties.

This goal is supported by a policy calling for providing information to the Portage County Planning and Zoning Department related to bicycling and walking, and specifically to provide a prioritized list of park linkages.

The plan also addresses bicycle and pedestrian uses indirectly: by providing parks, trails and open space, the County is promoting active recreation uses and some corridors that can also serve a transportation purpose. The goals and objectives described in the plan will help Portage County build upon its robust natural resources and existing park system. The park system should be easily accessible by people arriving on foot or on bike and should provide recreational opportunities for both groups as well.

Tomorrow River Trail Master Plan – 1997

In 1997, the Portage County Park Commission prepared a Master Plan to develop the segment of the Tomorrow River Trail within the county. The plan described the planned development of the trail, permitted activities, and the Memorandum of Agreement between the County and the Wisconsin Department of Natural Resources calling for the county to develop, operate and maintain the trail. At this point, the majority of the goals and objectives of the plan have been completed. A full update to the plan likely is not needed, although recommendations should be made to provide an off-street connection in Amherst Junction where there is currently a one-mile gap in the trail.

Ice Age Trail Trailway Protection Strategy, Portage and Waupaca Counties – 2005

The Ice Age National Scenic Trail (IAT) is a footpath in Wisconsin that is approximately 1,000 miles in length. The trail is one of only eleven National Scenic Trails in the country. The trail is designed for pedestrian use, although cross country skiing is allowed in some areas, and bicycle use is allowed where the trail occasionally shares a segment with a state multi-use trail. The Portage County Ice Age Trail Chapter (<http://www.portagecoiat.org/>) provides information about the trail segment in Portage County.

The Trailway Protection Strategy was prepared to address the following topics for the non-public lands along the preferred route of the Ice Age Trail in Portage and Waupaca Counties:

- Determine what means of protection are available to achieve the purposes for which the IAT was established.
- Recommend the use of protection alternatives, including the acquisition of land or interests in land and other non-acquisition alternatives.
- Inform landowners of the specific alternative(s) recommended for protection of land along the IAT.
- Identify priorities for land protection and acquisition so as to meet the protection needs of the trail and to make it possible to formulate budget requests for funds necessary for protection of acquisition.

The plan is described as a working document that will be reviewed “at least every 2 years and updated as necessary.” The plan includes a list of all property owners whose land the trail crosses with a description of the need for acquisition, rights to be acquired and other notes. The plan offers recommendations for the IAT in Portage County, but does not significantly impact bicycling and walking in the county.

Green Circle Trail Plan – 1990

Last updated in 1990, the Green Circle Trail Plan laid out the goal of “construction of a multi-purpose trail network accessible to all area residents and visitors providing new recreational opportunities consistent with local needs as defined within the *Stevens Point Outdoor Recreational Plan*.” The plan laid the groundwork for what has become the Green Circle Trail – 24 miles of pedestrian and bicycle trails encircling Stevens Point. Many of the plan’s original goals have been met and the Green Circle Trail committee is currently developing a revised and updated plan.

Portage County Land Preservation Fund

The County Board created a land preservation fund in 2003 to “protect open space and outstanding natural features.” Although not specifically targeted at bicycle or pedestrian use or features, land purchased with the funds may contribute to bicycling and walking in Portage County.

Recommendations

Code of Ordinances

Section 6.1.12 of the Parks Ordinance should clarify that motorized wheelchairs do not violate the ban on “mechanized equipment” on park property.

The Zoning ordinance should be revised to include the following:

- Specify a minimum sidewalk width of 60 inches; no maximum width should be specified.
- Sidewalks should be required to meet all aspects of ADA.
- Sidewalks should be required in unincorporated areas based on WisDOT’s Guidelines for Sidewalk Placement outlined in Table 1.

B.3 | City of Stevens Point

Numerous plans, policies and ordinances for the City of Stevens Point directly address, or indirectly refer to, bicycling and walking in the city. A brief overview of these plans, policies and ordinances is provided below.

Code of Ordinances

Section 9.12 of the Stevens Point Code of Ordinances governs bicycle and motor bicycle usage in the City. Generally, the section adopts the chapters of the Wisconsin State Statutes governing bicycle use. Section 9.12 also covers two other primary issues: bicycle registration and the establishment of Bicycle Ways.

Bicycle Registration

The City of Stevens Point requires that all bicycles owned by residents of the city be registered with the city. Registration costs \$6, and registrations do not expire as long as the bicycle is owned by the same person. The fine for not registering a bicycle is \$150.10 for residents of the city. The justification for registration is to aid in the recovery of stolen bicycles, although it is difficult to assess if the registrations actually result in many stolen bikes being returned to their owners.

Bicycle Ways

Section 9.12 of the ordinances identifies specific "Bicycle Ways" in the city. While the term "Bicycle Way" is not defined, it appears to include shared-use paths and bicycle lanes. Somewhat confusingly, the ordinance authorizes two-way bicycle traffic and pedestrian use on all Bicycle Ways "unless otherwise provided." Since two-way bicycle operation and pedestrian use of bicycle lanes is not recommended, this provision should be clarified to apply to off-street facilities and not on-street facilities. The ordinance gives the Director of Public Works the power to close any Bicycle Way between November 1 and April 1. The ordinance designates all of the on-street bicycle ways in the city, something that is relatively unique in Wisconsin ordinances; the final plan will make a recommendation on if this practice should continue.

Sidewalks

Chapter 16 of the ordinances deals with sidewalks. The ordinances assign the cost of construction and repair for sidewalks to the property owner and states that the City may perform sidewalk construction and repair and assess the property owner. The ordinances provide sidewalk construction specifications and require compulsory repair by the owner.

Specifications are provided for new and replacement sidewalks, and include the requirements of being laid 4 inches deep and 6 inches deep where vehicles pass over them. Sidewalks are expected to be "standard width," which is not defined. The current federal standard is 5 feet (60 inches).

Section 16.06 requires adjacent property owners to clear snow and ice from their sidewalks within 48 hours of snowfall. The ordinance allows the city to clear snow and ice and bill property owners if they have not cleared snow and ice themselves.

Section 19.09 designates four areas of the city as pedestrian malls and limits the use of motor vehicles in these areas.

Sidewalks are not required in the City of Stevens Point Subdivision Control Ordinance (Chapter 20) or the Zoning Code (Chapter 23). The Building Code (Chapter 30) states "No main building shall be erected without, prior to

occupancy, having a sidewalk installed along that part of any public street that fronts the lot boundaries required for the development. Such sidewalk installation requirement may be waived by the Building Inspector where there is no City plan for sidewalk installation.” Currently, there are no formal City plans for sidewalk installation.

The lack of sidewalk requirements is not unique to Stevens Point in Wisconsin. However, it is problematic for pedestrian access and mobility that sidewalks are not required with new development, at a minimum. The City is currently updating its zoning code, but it is unknown when the new code will be completed or if it will require sidewalks in any areas.

City of Stevens Point Comprehensive Plan – 2006

The Transportation Element of the Comprehensive plan notes that there are 117.5 miles of sidewalk within the City. The plan also highlights the Bicycle and Pedestrian Plan that the City developed with adjacent municipalities that recommended the creation of bike routes on existing city streets. The plan generally did not recommend bike lanes due to the potential need to widen streets, although bike lanes were recommended for portions of Green Avenue and Torun Road. The plan also recommended that sidewalks be installed along arterial routes and to serve schools and other areas where youth are likely to gather.

The Comprehensive plan includes the following specific bicycle and pedestrian goals:

- Goal E: Improve pedestrian and bicycle mobility.
 - Objective E1: Provide off-road alternative pedestrian and bicycle routes for recreation and transportation.
 - Policy E1.1: Publicly identify the most and least suitable routes for biking based on traffic volume and road cross-section.
 - Policy E1.2: Provide sidewalks along arterial streets serving concentrations of youth such as schools.
 - Policy E1.3: Provide safe alternatives for bicyclists and pedestrians to cross I-39.
 - Policy E1.4: Preserve safe corridors for pedestrians and bicyclists to travel between the urban and rural areas.
 - Policy E1.5: Draft and adopt a sidewalk plan.

The Plan also includes recommendations for increased traffic calming, shorter block lengths, limited cul-de-sacs and other treatments that generally improve conditions for bicyclists and pedestrians.

2010 – 2015 Stevens Point Comprehensive Outdoor Recreational Plan

The City’s Outdoor Recreation Plan highlights a number of things relevant to bicycling and pedestrians in the area. The Plan identifies all of the parks and open space areas within Stevens Point. While these areas may not offer specific bicycle or pedestrian activities, they should all be easily accessible by bicycle or on foot, especially for youth. The Plan has a few minor recommendations for providing bicycle and pedestrian access to parks and connections to trails, and to support any bicycle or pedestrian plans.

Stevens Point Downtown Direction Study: A Collaborative & Incremental Approach to Downtown Revitalization – 2002

This study was designed to provide guidance to the city, private developers, business owners and community groups to ensure that downtown Stevens Point remains a viable and popular destination. The plan notes that bicycle and pedestrian access downtown can be difficult. Although largely visionary in scope, the Plan specifically

calls for increasing bicycle and pedestrian access between downtown and the riverfront and narrowing Centerpoint Drive to ease pedestrian crossings. Pedestrian-scale lighting is recommended on Main Street, Clark Street, Church Avenue, Strongs Avenue and other downtown streets.

A Path to a Sustainable Stevens Point: Report from the Stevens Point Eco-Municipality Task Force – June 1, 2008

This report was developed by the Stevens Point Eco-Municipality Task Force to develop a sustainable framework for the community. The vision statement for the transportation section of the report includes the statement “Stevens Point residents will be able to ride a bicycle, walk, or take public transit throughout the community and there will be a community culture that supports and encourages these activities.” The plan includes the following goals related to bicycling and walking:

- Goal 2: Stevens Point will continually increase the use of bicycles for transportation and recreation.
- Goal 4: Stevens Point residents will continually increase walking in the community.

Each of these goals is supported by specific objectives and actions to achieve the goal. The action items presented in the report are detailed and provide a strong basis for improving bicycling and walking in the city. This document provides much stronger support for bicycling and walking than most planning documents in the state and ties bicycling and walking to other activities to promote a more sustainable future for Stevens Point.

Downtown Development Plan, City of Stevens Point – April 2008

The Downtown Development Plan serves as a Master Plan for downtown Stevens Point. The Plan makes targeted recommendations for seven sub-areas of downtown. Recommendations focus on redeveloping older buildings and surface parking lots, and improving connectivity throughout downtown. While bicycling and walking are rarely mentioned, the goals of improving connectivity and access throughout the area will serve both bicyclists and pedestrians well.

Stevens Point Riverfront Plan – 1993

The 1993 Riverfront Plan was an update to a 1983 plan for the area. The 1993 update promoted items not completed from the 1983 plan and expanded the study area. Intended to drive the development of the riverfront, the plan primarily makes recommendations related to land acquisition and creating more parks and recreation space along the riverfront. A few recommendations in the plan deal directly with walking and bicycling issues including recommendations for new trails in the riverfront area and creating pedestrian access to the riverfront from downtown.

Other recommendations indirectly impact walking and bicycling in the area as they relate to creating more open space and recreational areas and promoting connectivity between the riverfront, downtown and other neighborhoods.

Plover and Stevens Point Metropolitan Area Bicycle / Pedestrian Plan – January 10, 1997

A comprehensive bicycle and pedestrian plan for the Stevens Point and Plover metropolitan area was completed in 1997. The plan provides detailed bicycle facility recommendations, policy-level pedestrian recommendations, and recommended education, encouragement and enforcement activities. Some of the recommendations of the plan have been completed, but many remain to be accomplished. Additionally, many recommendations in the plan are outdated and need reevaluation. The primary recommendations of the plan as noted in the Executive Summary are listed below.

Bicycles (all items below are taken directly from the plan)

- To create a truly "bicycle friendly community", all streets/roads, regardless of classification, should be at least minimally acceptable for bicycling.
- Bicycle facilities (bicycle lanes, paved shoulders, wide curb lanes) should always be installed on both sides of the road.
- Because of their importance to all modes of transportation, bridges should have bicycle lanes and sidewalks on both sides.
- Wherever possible, arterial streets should minimally have wide curb lanes or bicycle lanes.
- In addition to other factors, bicycle lanes should be considered on bicycle routes when the Average Daily Traffic Count exceeds 1,500-2,000.
- Railroad crossings should be eliminated where ever possible and remaining crossings should be as close to 90 degrees as possible and maintained in good condition.
- Narrow curb lanes, lanes less than 16-foot wide (without parking), should be avoided in new construction and widened wherever possible.
- Adequate bicycle parking facilities should be installed to encourage bicycling.
- Signs may be installed to encourage and support bicycling (e.g. "Bicycle Route" or "Bicyclists May Use Roadway").
- Unsafe drain grates should be replaced with bicycle safe models.
- Sidewalks may be unsafe for bicyclists and should not be considered adequate bicycle facilities.
- The number of driveways on arterial streets should be limited to improve bicycle safety.

Following are the general recommendations, specific bicycle routes and facility type recommendations along with specific recommendations for specific locations:

- Main Street and Clark Street
 - During reconstruction create wide curb lanes on both streets to more safely accommodate bicyclists.
- Highway 10 Bridge
 - Include bicycle lanes and standard size sidewalks in new bridge construction.
- Business 51
 - During reconstruction, create wide curb lanes to more safely accommodate bicyclists.
- Roosevelt Drive
 - Create a safe way for bicyclists/pedestrians to get east across State Highway 51/Interstate 39.
- Highway 54/Plover Road
 - Create a safe way for bicyclists/pedestrians to cross the new road.

Pedestrians

Pedestrian facilities recommendations include:

- All new commercial areas should be required to provide sidewalks on both sides of the street.
- Install sidewalks on both sides of all arterial streets and maintain a 10-foot tree lawn, if possible.
- Residential streets should have sidewalks, but the final decision is left to the individual municipality.
- It is strongly recommended that all new subdivisions, within a five block radius of a school, should install sidewalks.
- Install new sidewalks according to recommended minimum widths for sidewalks and planting strips.
- All new road construction should accommodate the pedestrian by:
 - Providing curb cuts and crosswalks

- Installing the appropriate signs
- Providing access over and under major barriers (i.e. Business 51 and Interstate 39)
- Retrofit critical existing pedestrian facilities.
- Mark crosswalks at recommended locations
 - School crossings
 - Arterial crossings
 - Signalized intersections with pedestrian signals
- Design facilities (curb cuts, ramps, pedestrian signals) to incorporate the needs of all age groups and abilities.
- Proper lighting should be placed along all sidewalks and paths.
- Plan pedestrian access to transit sites-
- Park and ride facilities
- Where traffic volumes will allow as determined by the Department of Transportation (DOT), limit the use of free flow and yields on right vehicular turns.
- The Central Business Districts should be pedestrian friendly.
- Build for people, not cars.

The Plover and Stevens Point Metropolitan Area Bicycle / Pedestrian Plan provides a strong base to build upon for bicycling and walking recommendations in the Portage County Urban Area. Although many community members feel that the plan has largely “sat on the shelf” and not been implemented, it is clear that some of the recommendations have been carried out.

Recommendations

Code of Ordinances – Bicycle Ways

Consideration should be given to revising the section on “Bicycle Ways” to not list every designated bicycle way in the city. This practice is cumbersome and required revision of the Code of Ordinances every time a new bicycle way is added to the network.

Code of Ordinances – Sidewalks

The following changes should be made to the Sidewalk ordinance:

- Specify a minimum width of 60 inches for all new sidewalks and compliance with ADA regulations.
- Require the installation of sidewalks in compliance with the WisDOT Guidelines for Sidewalk Placement.
- Reduce the amount of time allowed to clear snow and ice from sidewalks by adjacent property owners to 24 hours after any snowfall (§16.06).

Plover and Stevens Point Metropolitan Area Bicycle / Pedestrian Plan – January 10, 1997

This plan will serve as a complete update to the 1997 Bicycle/Pedestrian Plan.

B.4 | Village of Plover

Village of Plover Comprehensive Plan – April 6, 2005

The Comprehensive Plan's top objective is to "Provide a transportation system that allows for safe, economical and efficient movement of motor vehicle, bicycle and pedestrian traffic within the Village of Plover and its extraterritorial area." The plan specifically points to an addendum to the 1997 Plover/Stevens Point Metropolitan Area Bicycle and Pedestrian Plan that the Village adopted in 2001 for recommendations related to bicycling and walking. Those recommendations are summarized below.

Sidewalks

The Plan notes that the Village has a very limited sidewalk inventory because there are no subdivision ordinances requiring sidewalk installation. An addendum recommended that sidewalks be placed on both sides of new and existing commercial, industrial, arterial and collector roadways.

The plan recommended that the following sidewalks related to school safety be constructed first:

- School Dr. – Post Rd. to Wisconsin Ave.
- Wisconsin Ave. – School Dr. to Roosevelt Dr.
- Washington Ave. – Cedar Dr. to Roosevelt Dr.
- Washington Ave. – Roosevelt Dr. to Plover Springs Dr.
- Airline Dr. (North side) – Holly Lane to Zblewski Dr.

The plan also identified the following arterial, collector and local roadways be constructed with sidewalks, although no priority was given:

- Plover Rd. (North side) – Wisconsin Ave. to Mall Rd.
- Post Rd. (West side) – Cedar Dr. to MacArthur Way
- River Dr. – Okray Ave to Foremost Rd.
- Foremost Rd. – River Dr. to Plover Rd.
- Plover Springs Dr. – Post Rd. to Hoover Ave.
- Elm St. – Hoover Ave. to Airline Rd.
- Jackson Ave. – Plover Rd. to Pattie Dr.
- Maple Dr. – Wilson Ave to Post Rd.
- Forest Dr. – Pattie Dr. to Wilson Ave
- Chippewa Dr. – Rainbow Dr. to Hoover Ave.
- Rainbow Dr. – Post Rd. to Chippewa Dr.
- Gilman Dr. – Okray Ave to Post Rd.
- Pattie Dr. – Okray Park to Forest Dr.
- Pattie Dr. – Jackson Ave. to Okray Park
- Forest Drive – Wilson to Lincoln
- Roosevelt Dr. – Red Oak Dr. to East Breezewood Ct.
- Wilson Ave. – Maple Dr. to Forest Dr.
- Maple Dr. – Post Rd. to Hoover Ave.

The plan recommends, but does not require, that sidewalks should be installed along arterials, collectors and other locally significant streets or land uses as the need arises. Additionally, when future sidewalks are constructed, small swales should be created between the sidewalk and street pavement to allow for minimal water storage and drainage.

Bicycles

Portions of the Green Circle Trail (see Portage County) are located within the Village of Plover. The 2001 addendum to the Pedestrian and Bicycle Plan recommends two additions to the Green Circle Trail within Plover:

- Okray Avenue – Tommy’s Turnpike to River Road
- Plover Road – Hoover Avenue to Mall Road

The Addendum also recommends that the Green Circle Trail should also be extended west along River Drive, from Okray Avenue to Grant Avenue, then south on Grant Avenue to STH 54.

The plan also proposed multipurpose trails for roads not currently within the Village limits:

- Cty Rd HH – Hoover Avenue to Eisenhower
- Eisenhower Avenue – Cty Rd HH to the Tomorrow River Trail

The Plan notes that the Tomorrow River State Trail runs for 14 miles along an abandoned railroad grade, from the Village of Plover to the Waupaca County line; it then continues into Waupaca County to Scandinavia. The trail is surfaced with crushed limestone and is open to bicyclists, hikers and joggers during the summer. A separate 9-mile horse trail is located alongside the limestone trail from the Village of Plover to the Village of Amherst Junction. The plan recommends that a trail connection should be made from Heritage Park to the Tomorrow River Trail in the Village.

Zoning Code

The Village of Plover Zoning Code contains no discussion of sidewalks.

Bicycle Licenses

Bicycles that are “customarily kept within the Village” must be registered with the Village and display an identification sticker. The registration fee is \$3.00 and is good for the life of the bicycle.

Plover and Stevens Point Metropolitan Area Bicycle / Pedestrian Plan – January 10, 1997

See discussion under Stevens Point.

Village of Plover Park and Recreation Plan 2011 – 2015 – July 6, 2011

This plan was developed as a short-term update to identify specific park and recreation improvement projects. The Village has 19 parks totaling approximately 224 acres.

Section 7.3 of the plan proposes specific bicycle and pedestrian trail development projects. The following recommendations are made:

- Reconstruct the existing Hoover Avenue Trail

- Develop a pedestrian trail on Okray Avenue, River Drive, and Coolidge Avenue that connects to the Green Circle Trail at Tommy's Turnpike
- Add an off street pedestrian trail and on street bicycle lane on CTH R, from CTH HH to Highway 54.
- Add an off street pedestrian trail and on street bicycle lane on CTH HH from Hoover Avenue to CTH R.
- Add an off street pedestrian trail and on street bicycle lane on Business Highway 51, from the CTH B/STH 54 intersection to the Minnesota Avenue intersection in Stevens Point.
- Develop a sidewalk/pedestrian trail on Foremost Road.
- Develop a sidewalk/pedestrian trail on Forest Drive, from STH 54 to Jackson Avenue.
- Develop a sidewalk/pedestrian path system within the Crossroads Commons Development Project. The sidewalk/pedestrian path should connect with the Portage County Business Park and should connect to the stormwater detention facilities (fountains).
- Develop a sidewalk on Washington Avenue, from Roosevelt Drive to Cedar Drive.
- As the Village grows east of I39 bicycle and pedestrian facilities should be added as needed.

This section notes that the County is developing a Countywide Bicycle and Pedestrian Plan that may include recommendations for the Village.

Recommendations

Zoning Code/Code or Ordinances

The following items regarding sidewalks should be included in the Code of Ordinances or Zoning Code:

- Require the installation of sidewalks in compliance with the WisDOT Guidelines for Sidewalk Placement in Table 1.
- Specify a minimum width of 60 inches for all new sidewalks and compliance with ADA regulations.
- Require that snow and ice be cleared from sidewalks by adjacent property owners within 24 hours after any snowfall.

B.5 | Village of Park Ridge

Code of Ordinances

Bicycle, Registration and Operation

Ordinance 7.11: Bicycle, Registration and Operation (R46.10) describes rules and regulations concerning bicycles for the Village of Park Ridge. The majority of the ordinance is in concurrence with state law regarding bicycle operation. There are the following notable items in the ordinance:

- Registration
 - All bicycles operated in the Village of Park Ridge must be registered with the Village. (§I-1). This provision is inconsistent with state law: registration may be required for bicycles belonging to people residing in the Village, but not of any bicycle being ridden in the Village.
 - Bicycles must be registered between January 1 and March 1 of each year, and the registration is valid through the end of that year. (§I-3)
- Operation
 - No person under the age of 12 may operate a bicycle on any street, highway, boulevard or alley between one hour after sunset and one hour before sunrise. (§II-8). This provision is problematic in that very few sidewalks exist in the Village, making this an effective ban on youth cycling during hours of darkness.
 - No person shall operate a bicycle upon any public street highway, boulevard or alley abreast of or to the left of another person operating a bicycle except while passing such vehicle. (§II-9) This provision is inconsistent with state law which allows side-by-side riding as long as the cyclists are not impeding traffic.
 - Bicyclists are permitted to ride on the sidewalk in the Village. (§II-11)

Snow and Ice Removal

Ordinance 8.05: Snow and Ice Removal (R68.12) mandates that property owners are responsible for clearing snow and ice on abutting sidewalks within 24 hours after a snow or ice event (§I), however, no enforcement mechanism is provided. Section II of the ordinance bans the deposit of snow or ice on sidewalks, streets and public places by property owners; Section III allows the Village to remove snow deposited on public ways and charge abutting property owners for the removal.

Sidewalks

Ordinance 8.08: Public Improvements and Assessments (Sidewalks) (R38.4.2) provides construction requirements for sidewalks that are installed, but does not require sidewalks in any areas of the Village. Sidewalks are required to be four feet wide (48 inches); the current federal standard is 5 feet (60 inches).

Recommendations

Zoning Code/Code or Ordinances – Bicycle, Registration and Operation

- Ordinance 7.11 should be updated to require bicycle registration only for bicycles belonging to people residing within the Village, in compliance with state law (as opposed to operated within the Village).
- Registrations should be valid for a minimum of four years, if not longer, rather than having to be renewed annually.
- The ordinance limiting the times at which children can operate a bicycle should be eliminated.

- The ordinance limiting two-abreast riding should be brought into compliance with state law, which allows such riding as long as it does not impede traffic.

Zoning Code/Code or Ordinances – Sidewalks

The following items regarding sidewalks should be made included in the Code of Ordinances or Zoning Code:

- Require the installation of sidewalks in compliance with the WisDOT Guidelines for Sidewalk Placement in Table 1.
- Specify a minimum width of 60 inches for all new sidewalks and compliance with ADA regulations.

B.6 | Village of Whiting

Village of Whiting Comprehensive Plan – 2004

Chapter 3 of the Comprehensive Plan is the Transportation Element. Section 3.1-B discusses Pedestrian and Bicycle Facilities and provides information about the Green Circle Trail. No other bicycle or pedestrian facilities are described. Section 3.2-C briefly describes the 1997 Plover and Stevens Point Bicycle / Pedestrian Plan (described under Stevens Point in this document) and notes the following recommendations for Whiting:

Bike Lanes

- Cty Rd HH
- Elm Street
- Minnesota Avenue
- Sherman Avenue
- Tommy's Turnpike

Paved Shoulders

- Airline Drive
- Whiting Avenue
- Whiting Road

Route Signs

- Birch Street
- Cedar Street West
- School Street
- Spring Street
- Strange Street

Section 3.3, Transportation Issues includes the following items related to bicycles and pedestrians:

- Long-term pedestrian and bicycle access east to Hoover Avenue, along Cty Rd HH
 - One side, maybe two sides (trail, not sidewalk)
 - Maintenance issue; would need to decide whether or not to plow in the winter.
- Space should be provided for bicycle and pedestrian traffic on Willard Street in the form of a paved shoulder or bike path.
- Sidewalk should be considered on School Street from Cedar Street East to Cty Rd HH.

Section 3.4 includes the following policy recommendations related to bicycles and pedestrians:

- C2. Consider recommendations within the 1997 Plover and Stevens Point Bicycle / Pedestrian Plan when making decisions regarding the pedestrian and bicycle network.
- C3. Pedestrian / bicycle access should be provided along Cty Rd HH to Hoover Avenue.
- C4. Space should be provided for bicycle and pedestrian traffic on Willard Street in the form of a paved shoulder or bike path.
- C5. Sidewalk should be considered on School Street from Cedar Street East to Cty Rd HH.

Zoning Ordinance

Sidewalks are only mentioned in the Zoning Ordinance in the context of ensuring that clear lines of vision are “maintained adjacent to street intersections, rights-of way, alleys, sidewalks and/or access point (public or private driveways).” There is brief discussion about hedge and other plant heights near sidewalks as they relate to maintaining clear lines of vision. There is also brief discussion that site plan submittals should show the location of any sidewalks or pedestrian walkways, although neither appears to be required by the ordinance.

Recommendations

Zoning Ordinance

The following items regarding sidewalks should be included in the Code of Ordinances or Zoning Code:

- Require the installation of sidewalks in compliance with the WisDOT Guidelines for Sidewalk Placement in Table 1.
- Specify a minimum width of 60 inches for all new sidewalks and compliance with ADA regulations.
- Require that snow and ice be cleared from sidewalks by adjacent property owners within 24 hours after any snowfall.

B.7 | Village of Almond

Comprehensive Plan

Chapter 3 of the Plan discusses transportation in the Village. The only specific mention of bicycles is to highlight the Wisconsin Bicycle Transportation Plan 2020, the State's bicycle plan, and its goal of increasing the level of bicycling in Wisconsin while reducing the number of crashes between bicycles and motor vehicles. The plan notes that heavy truck traffic can negatively impact pedestrian safety. The plan highlights that there are sidewalks on at least one side of nearly every Village street with Main and Elm having sidewalks on both sides. The Village generally evaluates the need for repair of existing sidewalks and the construction of new sidewalks every year. The sidewalks on Main Street are noted as being "handicapped accessible" and it is noted that when sidewalks within five feet of a crosswalk are installed or repaired, they should include ramps.

Section 3.4 of the plan includes an objective to "encourage and accommodate human-powered transportation." The section also includes a policy to "encourage the maintenance and development of sidewalks."

Almond-Bancroft Safe Routes to School Plan 2012 - 2017 - April 2012

The plan identifies the "best" existing roadway for biking as CTH D through the Village of Almond, while High School Street and part of Church Street as having undesirable biking/walking conditions due to having a bike/ped lane on only one side of the road. Plan Recommendations follow the 5 e's and cover the entire scope and breadth of providing students with a greater opportunity to walk and/or bike to school in the school district. Engineering recommendations include:

- Place 4 traffic cones in the mid-block crosswalk on Elm Street
- Make Elm St and Church St a four-way stop
- Create curb extensions for the pedestrian crossing on Elm Street at Church Street
- Install new bicycle racks on paved surfaces near selected school entrances
- Install sidewalk and intersection curb extensions on Division Street
- Grind off white line on Church Street, install sidewalk and lights on west side of Church Street from Elm St south to CTH D
- Grind off white line on High School Street
- "Ladder" style crosswalks @ CTH J and A @ Division St; Mid-block Elm St in front of Almond; CTHs A, J, & D

Sidewalk Ordinance

The Village of Almond sidewalk ordinance requires new sidewalks to have a width of 40 inches, or to be consistent with abutting sidewalks. The current federal standard is 5 feet (60 inches).

Sidewalk Construction and Repair

The Almond Municipal Code [§ 4-2-2 SIDEWALK CONSTRUCTION AND REPAIR.] states that whenever the Village Board determines by resolution that a sidewalk be laid, rebuilt, repaired, then the land owner is responsible to pay for the initial sidewalk and its ongoing maintenance.

Snow and Ice removal

The Almond Municipal Code [§ 4-5-1 SNOW AND ICE REMOVAL.] states that it is the property owner's responsibility to clear their sidewalks within 24 hours of a snow event. Currently, however, the Village plows all sidewalks in the Village.

Bicycle ordinances - July 3, 2010

Section 7-2-1 (A) of the village code prohibits bicycle operation on sidewalks except for small bikes (20" diameter wheels or unless learning), and on bridge sidewalks, where right-of-way is to be yielded to pedestrians. 7-2-3 requires all bicycles operating between ½ hour after sunset until ½ hour before sunrise to be equipped with a light on the front and a light or reflector on the rear.

Recommendations

Sidewalk Ordinance

The following items regarding sidewalks should be included in the Code of Ordinances or Zoning Code:

- Require the installation of sidewalks in compliance with the WisDOT Guidelines for Sidewalk Placement in Table 1.
- Specify a minimum width of 60 inches for all new sidewalks and compliance with ADA regulations.

B.8 | Village of Amherst

Village of Amherst 2005 Comprehensive Plan – February 22, 2005

The Transportation Element of the *Village of Amherst 2005 Comprehensive Plan* includes a section (Section 3.2 F) devoted to existing and planned sidewalk, and states that the Village utilizes a 5-year sidewalk development plan. The 2005 plan identified the following new sidewalk construction projects in this 5-year horizon:

- East side of Main Street across the dam to Pond Street, and from Mill St. to McKinley St.
- North side of McKinley St.
- West side of McKinley Ct.
- South side of Washington from Main St. to Dicallen St.
- North side of Wake Island Dr.
- East side of Christy St.
- Dicallen St.
- Edge Rd. along with the improvements to new CTH A and B (proposed southeast bypass road; road has been constructed with no sidewalk)

Based on field review, it appears that only the first two items in the list above have been implemented as of December 2012. Only a short portion of McKinley Street has sidewalk. The 2005 plan echoes Wisconsin State Statutes by stating that “When curbs or sidewalks within five feet of a legal crosswalk are installed or repaired, handicap ramps should be provided.

Additionally, the 2005 plan mentions (but is ambivalent about) plans for a bridge across CTH KK for the unencumbered continuation of the Tomorrow River State Trail, which crosses in Amherst Junction (not Amherst).

Finally, the plan proposes a policy stating that bicycle routes should be developed along collector and local streets and another policy proposing sidewalks in strategic locations to maximize pedestrian connectivity.

Sidewalk Ordinance – August 21, 1984

Design standards are provided for “Pedestrian Ways” on urban cross-sections at a minimum ROW width of 10’ and a minimum paved width of 5’. Pedestrian Ways is not defined in the ordinance. Section 10.5 (B)(7) requires sidewalks on at least one side of all new streets, unless waived by the Village Board or Plan Commission if so delegated by the Village Board. Section 10.6 (F) again requires sidewalks on one side of all streets within subdivisions, and gives the Village Board authority to require wider than standard sidewalks in the vicinity of schools, commercial areas, and other places of public assemblage.

Public Works Ordinance

Section 15.02 details village standards for sidewalk construction and repair. The sidewalk ordinance requires residential walks to be five feet in width (min. 4” thick), and sidewalks in front of commercial or industrial establishments to be not less than 8 feet in width (5” thick). Property owners are responsible for all physical maintenance to sidewalks adjoining their property. Section 15.07 (B) requires abutting owners to cause all sidewalks to be made and kept free from snow and ice.

B.9 | Village of Amherst Junction

2005 Comprehensive Plan – April 11, 2005

The Transportation Element of the *Village of Amherst Junction 2005 Comprehensive Plan* is almost entirely silent on recommendations for bicycle and pedestrian transportation. The 2005 plan identifies existing sidewalk on CTH Q between Main Street and USH 10, and acknowledges the existing Tomorrow River State Trail - which breaks in the village at CTH Q and starts again at the Village's eastern boundary. However, the plan provides no recommendation for filling this gap, but does "encourage the use of the Tomorrow River State Trail". Finally, the 2005 plan mentions (but is ambivalent about) plans for a bridge across CTH 10 for the uninterrupted continuation of the Tomorrow River State Trail.

Zoning Ordinance

Besides establishing a vision triangle (fences, accessory structures or planting shall rise no more than 2 feet above level of sidewalk within 20 feet of any corner) sidewalks are not mentioned in the zoning ordinance, except in the definitions section. The Village's B-2 District (§8) is purposed to serve as a "pedestrian-oriented" shopping and community center.

Recommendations

Zoning Code/Code or Ordinances

The following items regarding sidewalks should be included in the Code of Ordinances or Zoning Code:

- Require the installation of sidewalks in compliance with the WisDOT Guidelines for Sidewalk Placement in Table 1.
- Specify a minimum width of 60 inches for all new sidewalks and compliance with ADA regulations.
- Require that snow and ice be cleared from sidewalks by adjacent property owners within 24 hours after any snowfall.

B.10 | Village of Junction City

2005 Comprehensive Plan, Village of Junction City – June 13, 2005

The plan reveals that “Village residents have expressed a desire to create a walking/bicycle path throughout the Village, which includes a way to safely cross the railroad grades that divide the community into four sections” and that the only existing sidewalks are along Main Street (former USH 10). However, the plan goes on to state that “No other sidewalks are desired by Village residents, but they would consider dirt or gravel trails alongside roads for bikes and pedestrians to get around.” Additionally, village residents acknowledge that CTH G – which is fitted with shoulders to accommodate bike and ped traffic – is unsafe due to heavy large truck traffic, and that “most” of the village streets are used by bicycles and pedestrians even though residents feel that these are not safe at times.

Among the plan’s goals are to encourage/accommodate human-powered transportation and to have a safe road network for both drivers and pedestrians. An objective is to work with Portage County to create a bike/walking trail throughout the Village that safely crosses the railroad grades.

Zoning Ordinance

Besides establishing a vision triangle (fences, accessory structures or planting shall rise no more than 2 feet above level of sidewalk within 20 feet of any corner) sidewalks are not mentioned in the zoning ordinance. The Village’s B-2 District (Article 7.8) is purposed to serve as a “pedestrian-oriented” shopping and community center. Planned Development District (PDD) is intended to provide (among other things) “a safe and efficient system for pedestrian and vehicular traffic”.

Recommendations

Zoning Code/Code or Ordinances

The following items regarding sidewalks should be included in the Code of Ordinances or Zoning Code:

- Require the installation of sidewalks in compliance with the WisDOT Guidelines for Sidewalk Placement in Table 1.
- Specify a minimum width of 60 inches for all new sidewalks and compliance with ADA regulations.
- Require that snow and ice be cleared from sidewalks by adjacent property owners within 24 hours after any snowfall.

B.11 | Village of Nelsonville

2005 Comprehensive Plan, Village of Nelsonville – April 12, 2005

The plan reveals that “only a few streets in the Village have sidewalks” and repair and construction is handled by the village as needed. The plan states that “most streets in the Village have little traffic thereby not requiring sidewalks”. The plan does, however, recommend the placement of bike lanes “on major roads such as State Highway 161 and Cty Rd SS and Cty Rd Q.”

Among the plan’s objectives is to encourage bicycle and pedestrian transportation options, while an identified policy is to pursue opportunities with Portage County for construction of bike lanes on high traffic roads and connections to countywide bike trails.

Sidewalk Ordinance – May 11, 1993

Nelsonville’s sidewalk ordinance requires residential walks to be five feet in width (4” thick), and sidewalks in front of commercial or industrial establishments to be not less than 8 feet in width (5” thick). Property owners are responsible for all physical maintenance to sidewalks adjoining their property.

Subdivision Ordinance – June 12, 1979

Design standards are provided for “Pedestrian Ways” on urban cross-sections at a minimum ROW width of 10’ and a minimum paved width of 5’. Pedestrian Ways is not defined in the ordinance. Section VII (B)(6) requires sidewalks on at least one side of all new streets, unless waived by the Village Board or Plan Commission if so delegated by the VB.

Recommendations

Subdivision Ordinance

- Require the installation of sidewalks in compliance with the WisDOT Guidelines for Sidewalk Placement in Table 1.

B.12 | Village of Rosholt

Village of Rosholt Comprehensive Plan 2008 – February 11, 2008

According to the Transportation Element of the Plan, “all the streets in the Village are open for bicycles” and “about half of the streets have sidewalks.” The plan also acknowledges an existing trail system in Benn Conservancy connecting to recreational areas and other community destinations, as well as the Ice Age Bicycle Trail just east of the village. An objective of the 2008 plan is to promote the development of multi-use trails, trail linkages, wide shoulders, or sidewalks as part of new development proposals, where appropriate.

Temporary Street Closing, 1998 & April 11, 2005

By decree, the Village authorized the temporary closure of streets and highways for the Portage County Fair to the Rosholt Fair Association in 1998. Additionally, in 2005 the Village granted authority to the Rosholt Athletic Department to temporarily close portions of Forest Street for high school baseball games.

Traffic Regulations Ordinance, April 2012 (most recent amendment)

This ordinance includes a couple of provisions loosely related to bicycle and pedestrian travel within the city, highlighted below:

- When installing new traffic control devices, Village is required to erect per MUTCD
- School Zone speed limits are 15 mph; impacted roads are State Street (SW corner of Lot 3.15 to Randolph) and Randolph Street (State to Main)

Zoning Ordinance, June 8, 2009

Besides establishing a vision triangle (fences, accessory structures or planting shall rise no more than 2 feet above level of sidewalk within 20 feet of any corner) sidewalks are not mentioned in the zoning ordinance. The Village’s B-2 District (Article 7.8) is purposed to serve as a “pedestrian-oriented” shopping and community center. Planned Development District (PDD) is intended to provide (among other things) “a safe and efficient system for pedestrian and vehicular traffic”.

Recommendations

Zoning Code/Code or Ordinances

The following items regarding sidewalks should be included in the Code of Ordinances or Zoning Code:

- Require the installation of sidewalks in compliance with the WisDOT Guidelines for Sidewalk Placement in Table 1.
- Specify a minimum width of 60 inches for all new sidewalks and compliance with ADA regulations.
- Require that snow and ice be cleared from sidewalks by adjacent property owners within 24 hours after any snowfall.

Appendix C | Bicycle and Pedestrian Facility Design

C.1 | Overview

This chapter serves as a “toolkit” that provides guidance to be used by County staff, City and Village engineers, facility designers, and planners in the design and implementation of bicycle and pedestrian facilities in Portage County. The Toolkit is intended to be a primer, and in some cases to supplement state and national bicycle facility planning and design guidelines. The guidelines provided here will not cover all of the design details encountered in developing bicycle and pedestrian facilities; citations are provided for more detailed design guidance. Where details are not provided, appropriate engineering principles and judgment must be applied in providing for the safety and convenience of bicyclists, pedestrians, and motorists.

There are two major sources of bicycle design guidance in Wisconsin: the AASHTO *Guide for the Development of Bicycle Facilities* (2012) and the Wisconsin DOT *Bicycle Facilities Design Handbook* (2004 with minor updates). These guides are largely consistent with each other, but each guide has specific material that is elaborated on in more depth. In particular, the AASHTO Guide provides a high level of detail on shared use path design. Wisconsin DOT also has an important section (11-46) in their *Facilities Development Manual* (FDM) that discusses the State’s bicycle and pedestrian accommodation law that applies when state or federal funds are being used on projects. Although this section of the FDM focuses more on steps to be followed, it does include some bicycle and pedestrian accommodation standards in how the law can be met. The FDM also includes numerous street and highway cross-sections showing various means of bicycle accommodations.

Additionally, the NACTO *Urban Bikeway Design Guide* was developed in the past several years. This guide fills a void in providing guidance on more innovative type bicycle facilities. Finally, the *Manual on Uniform Traffic Control Devices* (2009) must be followed for marking and signing bikeways. It also has direct relevancy for the marking, signing, and signalization of pedestrian crossings. The manual is issued by the Federal Highway Administration (FHWA) of the United States Department of Transportation (USDOT) and is intended for use for all traffic controls, not just bicycle and pedestrian facilities. In general it specifies the standards by which traffic signs, road surface markings, and signals are designed, installed, and utilized. These specifications include the shapes, colors, fonts, sizes, etc., used in road markings and signs. The MUTCD was used in the development of this chapter and toolkit.

The main resources used for the development of pedestrian facilities are also available from AASHTO as the *Guide for the Planning, Design, and Operation of Pedestrian Facilities* and the Wisconsin DOT as the *Wisconsin Guide to Pedestrian Best Practices* – Chapter 5 (Designing Pedestrian Facilities). The Pedestrian and Bicycle Information Center (<http://www.pedbikeinfo.org>) also has short descriptions of pedestrian facilities and are especially useful for streets crossings. These were consulted in the preparation of the technical sheets.

C.2 | Purpose and Project Opportunities

The primary use of this chapter is to summarize the guidelines mentioned above and some of the key concepts behind this guidance. It provides a good opportunity to expose people to the key guidance and standards that will be used for the development of their projects.

Portage County has an extensive county highway system and can use the design guidelines as they consider the design of projects. Stevens Point and the County’s Villages can similarly use the guidelines as they design and

redesign street and path projects. This chapter can also be a resource for county staff to review bikeway proposals from other agencies or to simply offer basic design assistance.

This chapter provides information to understand some of the trade-offs and considerations associated with different facilities and treatments and the most appropriate context where these design elements are best used. The challenge in the design of any street or highway project is to try to incorporate the appropriate type of accommodation given the overall scope of a project. Project scopes run on a continuum from basic maintenance to full reconstruction or new construction. Consequentially, for lower order projects, it may be that only very basic bicycle or pedestrian features can be incorporated, such as the restriping of travel lanes to add space for bicycle lanes. On the other hand, with a reconstruction project where new curb and gutter is being added or broader shoulders are being put in place, the design guidelines as presented here have the best opportunity of being completely utilized for the ultimate design of the project.

C.3 | Plan and the Provision of Bicycle and Pedestrian Facilities

This plan supports the provision of bicycle and pedestrian accommodations as a routine practice. Bicyclists and pedestrians will be using the streets and highways in Portage County in which they are legally allowed to use regardless of the presence of specific facilities. Wisconsin state law requires bicycle and pedestrian facilities when state or federal funds are used on a project, unless there is a compelling reason not to include them. For example, on many low volume, low speed neighborhood streets and low volume town and county roads where motorists can easily navigate around bicyclists, bicycle lanes or paved shoulders may not be necessary.

Including bicycle and pedestrian facilities in street and highway projects is typically opportunity-driven – incorporating these facilities may have to wait until an appropriate improvement project can include them. The plan does not call for the immediate retrofit of bicycle and pedestrian facilities on all roadways. Many of the facilities will be incorporated on roadway improvement projects. This means that some bicycle and pedestrian facilities should generally be provided even for short sections of an overall corridor (e.g., as part of a bridge project or a five block segment of an arterial street). In these cases, it will be acceptable to delay the bike lane marking until a longer stretch of bicycle lanes can be pieced together.

To aid in the consideration of how and when these design guidelines should be used, the following factors should be considered:

- Is a specific treatment called out in this plan or in another community or state plan for a specific street, highway, intersection, sidewalk etc.? For instance, this plan identifies specific segments of urban area streets and county highways for bicycle lanes.
- Is a street or highway recommended as a bicycle route in this plan or a state or community plan? Most of the routes in this plan are recommended without any further design treatments, but conditions do change based on changes in land uses and volumes of traffic. These routes should be reviewed for consideration of paved shoulders or bicycle lanes when projects are initially scoped.
- Are bicycle and pedestrian accommodations a feasible part of a basic improvement project? Simple maintenance and resurfacing projects will provide fewer opportunities for incorporating bicycle and pedestrian facilities than reconstruction and new construction projects.

C.4 | Design Guideline Basics

There are several fundamental concepts that steer the design of bicycle and pedestrian facilities.

Basic features

There are many street and highway features that require attention – sometimes through maintenance – that are often overlooked. These include bicycle-safe drainage grates, railroad crossings, signing, striping, and maintenance. When roadways are designed, these basic safety-related features need to be included in projects.

Separation

Bicyclists and pedestrians typically gauge their level of comfort by how safe they feel on facilities. Over the past 15 years several level-of-service models have been developed that were based on direct input from bicyclists and pedestrians through surveys and “rides and walks for science.” For higher volume roadways, bicyclists and pedestrians feel more safe and comfortable as they have more space separating them from motorists. This equates to one the most important design principles: provide adequate width within the roadway for bicycle travel on moderate and high volume roadways. Most bicyclists will be most comfortable and feel safest when separation is reinforced through markings rather than wide travel lanes that are shared with motor vehicle traffic. Avoid using minimum bikeway widths unless cost and/or land constraints prevent additional width. Information about minimum and desirable widths is contained within each technical sheet.

Sharing

Although bicyclists prefer separation, there are many types of streets and highways where people – especially adults – feel adequately comfortable traveling with motorists. Neighborhood streets (not functionally classified as collectors or arterials) with low traffic volumes and speeds safely accommodate most bicyclists (except young children) without any special bicycle treatments. These shared roadways with narrow cross-sections and parking on one or both sides are generally acceptable for bicycle traffic with traffic volumes of less than 1,000 to 2,000 vehicles per day.

In the rural areas of Portage County, the suitability of a shared roadway decreases as volumes begin to exceed 500 vehicles per day based on the width of the road and other factors such as sight lines and the amount of truck traffic. According to the level-of-service model used for this plan, most rural roads (not functionally classified as collector or arterials) are considered to be in good condition for shared use, even with traffic volumes reaching the 750 to 1,000 range. As with the rest of Wisconsin, it is strongly suspected that a significant percentage of bicycling takes place on these shared roadways with no dedicated space for bicyclists. As supported by information provided by area bicyclists, these roadways are typically considered desirable facilities to ride as they are.

C.5 | Standard and Minimum Design Values

Standard design values (sometimes referred to as desirable values) should be used to design facilities. In constrained environments, minimum widths may be necessary in order to fit a bicycle accommodation. There is often a misguided tendency to always use minimum values when designing bicycle and pedestrian facilities instead of using standard design values. Standard design values included in the technical sheets should be used unless there are reasons not to use them. And there are situations where using a minimum is appropriate and reasonable such as reducing the overall width of a facility or through a curve in a tight environment – with appropriate signage – for a short distance and then returning it to the standard width or radius when past the constraint. For example, a 10 foot wide path may be narrowed to eight feet for 100 feet as it approaches an intersection or a sidewalk may be narrowed from five feet to four feet as it passes a mature tree.

A complication that can arise when using minimum values results from combining a series of minimums. This practice should be used with caution. For instance, providing a minimum width parking lane, next to a minimum width bicycle lane, next to a 10 foot travel lane is not advised, particularly on moderate and higher volume streets. Similarly, when designing paths using the minimum curve radii with a maximum grade and a minimum stopping sight distance is not recommended.

C.6 | Flexibility in Design

These guidelines are not design standards, but provide guidance to inform decisions based on engineering judgment and to create safe and comfortable accommodations for all transportation modes. Multimodal roadway designs require a flexible approach; there is no one-size-fits-all design solution, and each roadway design should reflect the character, context, and constraints of the roadway. While the focus of the technical sheets included here are on the standard types of bicycle accommodation, new types of bicycle facilities and treatments are undergoing acceptance and experimentation throughout the United States. These include facilities and treatments such as buffered bicycle lanes, cycle tracks, bicycle boxes, queue boxes, and bicycle signals. These guidelines provide a resource for Portage County and municipal staff to evaluate which design treatments are appropriate given the function, needs, and constraints of a corridor or project.

The Federal Highway Administration (FHWA) produced a memorandum titled: "Bicycle and Pedestrian Facility Design Flexibility," which supports flexibility in design for pedestrians and bicycles. FHWA indicates that the AASHTO Guide for the Development of Bicycle Facilities is the primary resource "for planning, designing, and operating bicycle facilities." FHWA also recognizes that the NACTO Urban Bikeway Design Guide as an additional resource for more recent bicycle design facilities and treatments. Further, FHWA states, "the vast majority of treatments illustrated in the NACTO Guide are either allowed or not precluded by the Manual on Uniform Traffic Control Devices (MUTCD). In addition, non-compliant traffic control devices may be piloted through the MUTCD experimentation process."

C.7 | Contents

The chapter's toolkit is broken into the following sections:

- A quick-reference matrix of facility types and design treatments; and
- Technical sheets providing planning and design guidance.

The matrix is based on existing design guidance and best practices for bicycle facility design. This will serve as a quick reference sheet for design, planning, and general educational purposes. In addition, the technical sheets have been created to provide further detail on each facility type. The following facility types are included in the matrix and technical sheets:

- Bicycle Boulevards / Neighborhood Greenways
- Shared Lane Markings
- Bicycle Lanes
- Paved Shoulders
- Bike Routing / Wayfinding
- Bikeway Intersection Pavement Marking and Signal Design
- Shared-Use Paths
- Sidewalks

- Curb Ramps
- Marked Crosswalks
- Crossing Islands
- Pedestrian Signals

Appendix D | Field Work Description

Extensive field work was conducted by the project team during the spring and summer of 2013 to verify the need for bicycle facilities in specific locations and ensure that appropriate facilities are recommended.

In the Rural Area, every collector and arterial street and the majority of neighborhood streets in the Villages and the majority of the County Roads were subject to a “windshield survey.” This survey provides a general, but fairly comprehensive, assessment of roadway factors that are important for determining the need and potential for bicycle accommodations. In addition to the windshield survey, multiple stops per street segment were made to take cross section measurements and verify other conditions.

In the Urban Area, the field work was conducted on bicycles. Using bicycles for the field work took longer than in a motor vehicle, but provided the project team with a better feel for bicycling conditions on each street. Although this “feel” is subjective, it was factored in to the final recommendations.

Following is a list of factors that were considered in the field review process:

- Street connectivity
- Topography
- Functional classification
- Types of land uses served
- Speed limit
- Observed traffic speeds and volumes
- Traffic controls at intersections
- Presence of turn lanes at intersections
- Presence of and design of highway interchanges
- Pavement quality
- Trail connectivity
- Presence of sidepaths
- Likely truck traffic volumes
- Presence of public bus routes
- Relationship to key destinations
- Connectivity to adjacent jurisdictions
- Presence of barriers and potential as a barrier avoidance route
- Potential sight distance or other safety issues (dangerous drainage grates)
- Potential for roadway hazards including vegetative overgrowth
- Observed cyclists
- Observed need for motor vehicle parking
- Roadside conditions such as drainage structures, presence of sidewalks, buffers, streams, wetlands, etc.
- Roadway measures:
 - Curbed or open section
 - Overall road and median width
 - Number and width of travel lanes
 - Shoulder width
 - Presence of parking and parking lane width

Because the primary purpose of the survey was to make a bicycle facility recommendation, a complete inventory of these features was not documented for every roadway section reviewed. However, much of the data collected was logged manually on data collection sheets. In addition to the windshield survey, a number of streets were reviewed using publicly available Google maps and online street-view applications.

Appendix E | Planning-Level Facility Cost Assumptions

Tables 57 – 76 detail how planning-level costs were derived. The costs are based on 2011 national level costs for specific materials or activities, and have been inflation adjusted to 2013 figures using a compounding inflation rate of three percent a year. Local costs may vary widely for materials and construction activities, and the costs provided should only be used as ball park level planning costs. Note that costs are provided for some facility types that are not included in this plan – these costs may be useful for future planning efforts.

Cost figures are included for maintenance of traffic, that is rerouting traffic during facility installation, and other lump sum costs where appropriate.

Table 58: Planning level costs for signed bike route (add signs)

Signed Route (Add Signs)							
Item	Unit	Quant.	2011 Unit Cost	2013 Est. Unit Cost	2011 Total Cost per Mile	2013 Total Cost per Mile	Comment
New Sign	EA	10	\$220.00	\$233.00	\$2,200	\$2,330	Assume 1 Sign every 500', each direction
Lump Sum Items							
Maintenance of Traffic (5%)	LS	1.00		\$233	\$0	\$233	
Subtotal					\$2,200	\$2,563	
25% Contingency					\$550	\$641	
Total Estimated Cost					\$2,800	\$3,300	

Table 59: Planning level costs for sharrows (no major action)

Sharrows (No Major Action/Add Markings)							
Item	Unit	Quant.	2011 Unit Cost	2013 Est. Unit Cost	2011 Total Cost per Mile	2013 Total Cost per Mile	Comment
Thermoplastic Pavement Marking Symbol	EA	20	\$300.00	\$318.00	\$6,000	\$6,360	Assume 1 Symbol every 250' per side of the road
New Sign	EA	10	\$220.00	\$233.00	\$2,200	\$2,330	Assume 1 Sign every 500'
Lump Sum Items							
Maintenance of Traffic (5%)	LS	1.00	\$410	\$435	\$410	\$435	
Subtotal					\$8,610	\$9,125	
25% Contingency					\$2,153	\$2,281	
Total Estimated Cost					\$10,800	\$11,500	

Portage County Countywide Bicycle & Pedestrian Plan

Table 60: Planning level costs for bike lanes (no major action)

Bike Lanes (No Major Action/Add Striping)							
Item	Unit	Quant.	2011 Unit Cost	2013 Est. Unit Cost	2011 Total Cost per Mile	2013 Total Cost per Mile	Comment
Thermoplastic Pavement Marking (6")	LF	20000	\$1.50	\$1.59	\$30,000	\$31,800	Assume 4 lines entire length
Thermoplastic Pavement Marking Symbol	EA	40	\$300.00	\$318.00	\$12,000	\$12,720	Assume 1 Symbol every 250' each side of road
24" Thermoplastic Pavement Marking	LF	200	\$6.00	\$6.36	\$1,200	\$1,272	Assume 1 High Vis crossing every 2500'
New Sign	EA	10	\$220.00	\$233.00	\$2,200	\$2,330	Assume 1 Sign every 500' each side of road
Lump Sum Items							
Maintenance of Traffic (5%)	LS	1.00	\$2,270	\$2,406	\$2,270	\$2,406	
Subtotal					\$47,670	\$50,528	
25% Contingency					\$11,918	\$12,632	
Total Estimated Cost					\$59,600	\$63,200	

Table 61: Planning level costs for bike lanes (lane diet)

Bike Lanes (Lane Diet)							
Item	Unit	Quant.	2011 Unit Cost	2013 Est. Unit Cost	2011 Total Cost per Mile	2013 Total Cost per Mile	Comment
Thermoplastic Pavement Marking (6")	LF	20000	\$1.50	\$1.59	\$30,000	\$31,800	Assume 4 lines entire length (2 white edge)
Thermoplastic Pavement Marking Symbol	EA	20	\$300.00	\$318.00	\$6,000	\$6,360	Assume 1 Symbol every 250' each side of road
24" Thermoplastic Pavement Marking	LF	100	\$6.00	\$6.36	\$600	\$636	Assume 1 High Vis crossing every 2500'
New Sign	EA	5	\$220.00	\$233.00	\$1,100	\$1,165	Assume 1 Sign every 500'
Eradication	LF	10000	\$2.00	\$1.50	\$20,000	\$15,000	Assume 4 lines entire length (mixed edge/center lines)
Lump Sum Items							
Maintenance of Traffic (5%)	LS	1.00	\$2,885	\$2,748	\$2,885	\$2,748	
Subtotal					\$60,585	\$57,709	
25% Contingency					\$15,146	\$14,427	
Total Estimated Cost					\$75,800	\$72,200	

Portage County Countywide Bicycle & Pedestrian Plan

Table 62: Planning level costs for bike lanes (road diet)

Bike Lanes (Road Diet)							
Item	Unit	Quant.	2011 Unit Cost	2013 Est. Unit Cost	2011 Total Cost per Mile	2013 Total Cost per Mile	Comment
Thermoplastic Pavement Marking (6")	LF	20000	\$1.50	\$1.59	\$30,000	\$31,800	Assume 4 lines entire length
Thermoplastic Pavement Marking Symbol	EA	40	\$300.00	\$318.00	\$12,000	\$12,720	Assume 1 Symbol every 250' each side of road (bike lane)
24" Thermoplastic Pavement Marking	LF	200	\$6.00	\$6.36	\$1,200	\$1,272	Assume 1 High Vis crossing every 2500'
New Sign	EA	10	\$220.00	\$233.00	\$2,200	\$2,330	Assume 1 Sign every 500'
Eradication	LF	15000	\$2.00	\$1.50	\$30,000	\$22,500	Assume 3 lines entire length (2 center yellow, 1 50% skip yellow)
Thermoplastic Pavement Marking Symbol	EA	20	\$300.00	\$318.00	\$6,000	\$6,360	Assume 1 symbol every 250' (Left-Turn arrows)
Lump Sum Items							
Maintenance of Traffic (5%)	LS	1.00	\$4,070	\$3,849	\$4,070	\$3,849	
Subtotal					\$85,470	\$80,831	
25% Contingency					\$21,368	\$20,208	
Total Estimated Cost					\$106,900	\$101,100	

Table 63: Planning level costs for bike lanes (pave existing shoulders)

Bike Lanes (Pave Existing Shoulders - 5' each side)							
Item	Unit	Quant.	2011 Unit Cost	2013 Est. Unit Cost	2011 Total Cost per Mile	2013 Total Cost per Mile	Comment
Milling	SY	5900	\$6.00	\$6.00	\$35,400	\$35,400	Assume 10' width
Asphalt Surface Course	TON	500	\$60.00	\$64.00	\$30,000	\$32,000	Assume 10' width and 0.125' depth, 13.3 CF in a TON
Eradication	LF	10000	\$2.00	\$2.12	\$20,000	\$21,200	Assume 2 lines entire length (2 white edge lines)
Thermoplastic Pavement Marking (6")	LF	10000	\$1.50	\$1.59	\$15,000	\$15,900	Assume 2 lines entire length
Thermoplastic Pavement Marking Symbol	EA	40	\$300.00	\$318.00	\$12,000	\$12,720	Assume 1 Symbol every 250' each side of road (bike lane)
24" Thermoplastic Pavement Marking	LF	200	\$6.00	\$6.36	\$1,200	\$1,272	Assume 1 High Vis crossing every 2500'
New Sign	EA	10	\$220.00	\$233.00	\$2,200	\$2,330	Assume 1 Sign every 500'
Lump Sum Items							
Landscaping (5%)	LS	1.00	\$3,250	\$3,455	\$3,250	\$3,455	
Drainage and E&S (10%)	LS	1.00	\$6,500	\$6,910	\$6,500	\$6,910	
Maintenance of Traffic (5%)	LS	1.00	\$3,250	\$3,455	\$3,250	\$3,455	
Utility Adjustments (10%)	LS	1.00	\$6,500	\$6,910	\$6,500	\$6,910	
Subtotal					\$99,900	\$141,552	
25% Contingency					\$24,975	\$35,388	
Total Estimated Cost					\$124,900	\$177,000	

Portage County Countywide Bicycle & Pedestrian Plan

Table 64: Planning level costs for bike lanes (construct shoulders)

Bike Lanes (Widen Road/Construct Shoulders - 5' each side)							
Item	Unit	Quant.	2011 Unit Cost	2013 Est. Unit Cost	2011 Total Cost per Mile	2013 Total Cost per Mile	Comment
Earthwork, Excavation, Grading	CY	3750	\$15.00	\$25.00	\$56,250	\$93,750	Assume 10' width and 2' depth
Aggregate Base Course for Pavement	CY	2000	\$50.00	\$60.00	\$100,000	\$120,000	Assume 10' width and 1' depth
Milling	SY	5900	\$6.00	\$6.00	\$35,400	\$35,400	Assume 10' width
Asphalt Surface Course	TON	500	\$60.00	\$64.00	\$30,000	\$32,000	Assume 10' width and 0.125' depth, 13.3 CF in a TON
Eradication	LF	10000	\$2.00	\$2.12	\$20,000	\$21,200	Assume 2 lines entire length (2 white edge lines)
Thermoplastic Pavement Marking (6")	LF	10000	\$1.50	\$1.59	\$15,000	\$15,900	Assume 2 lines entire length
Thermoplastic Pavement Marking Symbol	EA	40	\$300.00	\$318.00	\$12,000	\$12,720	Assume 1 Symbol every 250' each side of road (bike lane)
24" Thermoplastic Pavement Marking	LF	200	\$6.00	\$6.36	\$1,200	\$1,272	Assume 1 High Vis crossing every 2500'
New Sign	EA	10	\$220.00	\$233.00	\$2,200	\$2,330	Assume 1 Sign every 500'
Lump Sum Items							
Landscaping (5%)	LS	1.00	\$3,250	\$3,455	\$3,250	\$3,455	
Drainage and E&S (10%)	LS	1.00	\$6,500	\$6,910	\$6,500	\$6,910	
Maintenance of Traffic (5%)	LS	1.00	\$3,250	\$3,455	\$3,250	\$3,455	
Utility Adjustments (10%)	LS	1.00	\$6,500	\$6,910	\$6,500	\$6,910	
Subtotal					\$99,900	\$355,302	
25% Contingency					\$24,975	\$88,826	
Total Estimated Cost					\$124,900	\$444,200	

Table 65: Planning level costs for climbing lanes (lane diet)

Climbing Lane (Lane Diet)							
Item	Unit	Quant.	2011 Unit Cost	2013 Est. Unit Cost	2011 Total Cost per Mile	2013 Total Cost per Mile	Comment
Thermoplastic Pavement Marking (6")	LF	20000	\$1.50	\$1.59	\$30,000	\$31,800	Assume 4 lines entire length (2 white edge, 2 center yellow)
Thermoplastic Pavement Marking Symbol	EA	40	\$300.00	\$318.00	\$12,000	\$12,720	Assume 1 Symbol every 250' each side of road
24" Thermoplastic Pavement Marking	LF	200	\$6.00	\$6.36	\$1,200	\$1,272	Assume 1 High Vis crossing every 2500'
New Sign	EA	10	\$220.00	\$233.00	\$2,200	\$2,330	Assume 1 Sign every 500'
Eradication	LF	20000	\$2.00	\$1.50	\$40,000	\$30,000	Assume 4 lines entire length (mixed edge and center)
Lump Sum Items							
Maintenance of Traffic (5%)	LS	1.00	\$4,270	\$3,906	\$4,270	\$3,906	
Subtotal					\$89,670	\$82,028	
25% Contingency					\$22,418	\$20,507	
Total Estimated Cost					\$112,100	\$102,600	

Portage County Countywide Bicycle & Pedestrian Plan

Table 66: Planning level costs for buffered bike lanes (lane diet)

Buffered Bike Lane - Lane Diet							
Item	Unit	Quant.	2011 Unit Cost	2013 Est. Unit Cost	2011 Total Cost per Mile	2013 Total Cost per Mile	Comment
Thermoplastic Pavement Marking (6")	LF	30000	\$1.50	\$1.59	\$45,000	\$47,700	Assume 6 lines entire length (4 white edge, 2 center yellow)
Thermoplastic Pavement Marking Symbol	EA	60	\$300.00	\$318.00	\$18,000	\$19,080	Assume 1 Symbol every 250' each side of road
24" Thermoplastic Pavement Marking	LF	300	\$6.00	\$6.36	\$1,800	\$1,908	Assume 1 High Vis crossing every 2500'
New Sign	EA	15	\$220.00	\$233.00	\$3,300	\$3,495	Assume 1 Sign every 500'
Eradication	LF	30000	\$2.00	\$1.50	\$60,000	\$45,000	Assume 4 lines entire length (mixed edge and center)
Lump Sum Items							
Maintenance of Traffic (5%)	LS	1.00	\$6,405	\$5,859	\$6,405	\$5,859	
Subtotal					\$134,505	\$123,042	
25% Contingency					\$33,626	\$30,761	
Total Estimated Cost					\$168,200	\$153,900	

Table 67: Planning level costs for paved and striped shoulders (add striping)

Paved and Striped Shoulder (Add Striping)							
Item	Unit	Quant.	2011 Unit Cost	2013 Est. Unit Cost	2011 Total Cost per Mile	2013 Total Cost per Mile	Comment
Thermoplastic Pavement Marking (6")	LF	10000	\$1.50	\$1.59	\$15,000	\$15,900	Assume 2 lines entire length
New Sign	EA	10	\$220.00	\$233.00	\$2,200	\$2,330	Assume 1 Sign every 500' each side of road
Lump Sum Items							
Maintenance of Traffic (5%)	LS	1.00	\$860.00	\$912.00	\$860	\$912	
Subtotal					\$18,060	\$19,142	
25% Contingency					\$4,515	\$4,786	
Total Estimated Cost					\$22,600	\$24,000	

Table 68: Planning level costs for paved and striped shoulders (lane diet)

Paved and Striped Shoulder (Lane Diet)							
Item	Unit	Quant.	2011 Unit Cost	2013 Est. Unit Cost	2011 Total Cost per Mile	2013 Total Cost per Mile	Comment
Thermoplastic Pavement Marking (6")	LF	10000	\$1.50	\$1.59	\$15,000	\$15,900	Assume 2 lines entire length (2 white edge)
Eradication	LF	20000	\$2.00	\$1.50	\$40,000	\$30,000	Assume 4 lines entire length (mixed edge and center)
Lump Sum Items							
Maintenance of Traffic (5%)	LS	1.00	\$2,750	\$2,295	\$2,750	\$2,295	
Subtotal					\$57,750	\$48,195	
25% Contingency					\$14,438	\$12,049	
Total Estimated Cost					\$72,200	\$60,300	

Portage County Countywide Bicycle & Pedestrian Plan

Table 69: Planning level costs for paved and striped shoulders (road diet)

Paved and Striped Shoulders (Road Diet)							
Item	Unit	Quant.	2011 Unit Cost	2013 Est. Unit Cost	2011 Total Cost per Mile	2013 Total Cost per Mile	Comment
Thermoplastic Pavement Marking (6")	LF	20000	\$1.50	\$1.59	\$30,000	\$31,800	Assume 4 lines entire length
Thermoplastic Pavement Marking Symbol	EA	40	\$300.00	\$318.00	\$12,000	\$12,720	Assume 1 Symbol every 250' each side of road (bike lane)
24" Thermoplastic Pavement Marking	LF	200	\$6.00	\$6.36	\$1,200	\$1,272	Assume 1 High Vis crossing every 2500'
New Sign	EA	10	\$220.00	\$233.00	\$2,200	\$2,330	Assume 1 Sign every 500'
Eradication	LF	13300	\$2.00	\$1.50	\$26,600	\$19,950	Assume 2.66 lines entire length (2 center yellow, 2x 0.33 skip dash white)
Thermoplastic Pavement Marking Symbol	EA	20	\$300.00	\$318.00	\$6,000	\$6,360	Assume 1 symbol every 250' (Left-Turn arrows)
Lump Sum Items							
Maintenance of Traffic (5%)	LS	1.00	\$3,900	\$3,722	\$3,900	\$3,722	
Subtotal					\$81,900	\$78,154	
25% Contingency					\$20,475	\$19,539	
Total Estimated Cost					\$102,400	\$97,700	

Table 70: Planning level costs for paved and striped shoulders (build 2' shoulders)

Paved and Striped Shoulders (Build Shoulders - 2' each side)							
Item	Unit	Quant.	2011 Unit Cost	2013 Est. Unit Cost	2011 Total Cost per Mile	2013 Total Cost per Mile	Comment
Earthwork, Excavation, Grading	CY	1500	\$15.00	\$25.00	\$22,500	\$37,500	Assume 4' width and 2' depth
Aggregate Base Course for Pavement	CY	800	\$50.00	\$60.00	\$40,000	\$48,000	Assume 4' width and 1' depth
Asphalt Surface Course	TON	200	\$60.00	\$64.00	\$12,000	\$12,800	Assume 4' width and 0.125' depth, 13.3 CF in a TON
Asphalt Base Course	TON	800	\$60.00	\$64.00	\$48,000	\$51,200	Assume 4' width and 0.5' depth, 13.3 CF in a TON
Lump Sum Items							
Landscaping (5%)	LS	1.00	\$6,125	\$7,475	\$6,125	\$7,475	
Drainage and E&S (10%)	LS	1.00	\$12,250	\$14,950	\$12,250	\$14,950	
Maintenance of Traffic (5%)	LS	1.00	\$6,125	\$7,475	\$6,125	\$7,475	
Utility Adjustments (10%)	LS	1.00	\$12,250	\$14,950	\$12,250	\$14,950	
Subtotal					\$159,250	\$194,350	
25% Contingency					\$39,813	\$48,588	
Total Estimated Cost					\$199,100	\$243,000	

Portage County Countywide Bicycle & Pedestrian Plan

Table 71: Planning level costs for paved shoulders (build 4' shoulders)

Paved and Striped Shoulders (Build Shoulders - 4' each side)							
Item	Unit	Quant.	2011 Unit Cost	2013 Est. Unit Cost	2011 Total Cost per Mile	2013 Total Cost per Mile	Comment
Earthwork, Excavation, Grading	CY	3000	\$15.00	\$25.00	\$45,000	\$75,000	Assume 8' width and 2' depth
Aggregate Base Course for Pavement	CY	1600	\$50.00	\$60.00	\$80,000	\$96,000	Assume 8' width and 1' depth
Asphalt Surface Course	TON	400	\$60.00	\$64.00	\$24,000	\$25,600	Assume 8' width and 0.125' depth, 13.3 CF in a TON
Asphalt Base Course	TON	1600	\$60.00	\$64.00	\$96,000	\$102,400	Assume 8' width and 0.5' depth, 13.3 CF in a TON
Thermoplastic Pavement Marking (6")	LF	10000	\$1.50	\$1.59	\$15,000	\$15,900	Assume 2 lines entire length
Lump Sum Items							
Landscaping (5%)	LS	1.00	\$13,000	\$15,745	\$13,000	\$15,745	
Drainage and E&S (10%)	LS	1.00	\$26,000	\$31,490	\$26,000	\$31,490	
Maintenance of Traffic (5%)	LS	1.00	\$13,000	\$15,745	\$13,000	\$15,745	
Utility Adjustments (10%)	LS	1.00	\$26,000	\$31,490	\$26,000	\$31,490	
Subtotal					\$338,000	\$409,370	
25% Contingency					\$84,500	\$102,343	
Total Estimated Cost					\$422,500	\$511,800	

Table 72: Planning level costs for 6' sidewalks (widen existing)

Sidewalk with Bikes Permitted (Widen Existing - 2' concrete)							
Item	Unit	Quant.	2011 Unit Cost	2013 Est. Unit Cost	2011 Total Cost per Mile	2013 Total Cost per Mile	Comment
Earthwork, Excavation, Grading	CY	750	\$15.00	\$25.00	\$11,250	\$18,750	Assume 2' width and 2' depth
Aggregate Base Course for Pavement	CY	400	\$50.00	\$60.00	\$20,000	\$24,000	Assume 2' width and 1' depth
Concrete Surface Course	TON	100	\$60.00	\$64.00	\$6,000	\$6,400	Assume 2' width and 0.125' depth, 13.3 CF in a TON
Concrete Base Course	TON	400	\$60.00	\$64.00	\$24,000	\$25,600	Assume 2' width and 0.5' depth, 13.3 CF in a TON
Lump Sum Items							
Landscaping (5%)	LS	1.00	\$3,063	\$3,738	\$3,063	\$3,738	
Drainage and E&S (10%)	LS	1.00	\$6,125	\$7,475	\$6,125	\$7,475	
Maintenance of Traffic (5%)	LS	1.00	\$3,063	\$3,738	\$3,063	\$3,738	
Utility Adjustments (10%)	LS	1.00	\$6,125	\$7,475	\$6,125	\$7,475	
Subtotal					\$79,626	\$97,176	
25% Contingency					\$19,907	\$24,294	
Total Estimated Cost					\$99,600	\$121,500	

Portage County Countywide Bicycle & Pedestrian Plan

Table 73: Planning level costs for sidewalks (construct new)

Sidewalk w Bikes Permitted (Construct New- 6' concrete)							
Item	Unit	Quant.	2011 Unit Cost	2013 Est. Unit Cost	2011 Total Cost per Mile	2013 Total Cost per Mile	Comment
Earthwork, Excavation, Grading	CY	4100	\$15.00	\$25.00	\$61,500	\$102,500	Assume 6' width and 2' depth
Aggregate Base Course for Pavement	CY	1000	\$50.00	\$60.00	\$50,000	\$60,000	Assume 6' width and 1' depth
Concrete Surface Course	TON	250	\$60.00	\$64.00	\$15,000	\$16,000	Assume 6' width and 0.125' depth, 13.3 CF in a TON
Concrete Base Course	TON	1000	\$60.00	\$64.00	\$60,000	\$64,000	Assume 6' width and 0.5' depth, 13.3 CF in a TON
Lump Sum Items							
Landscaping (5%)	LS	1.00	\$9,325	\$12,125	\$9,325	\$12,125	
Drainage and E&S (10%)	LS	1.00	\$18,650	\$24,250	\$18,650	\$24,250	Does not include enhanced features such as
Maintenance of Traffic (5%)	LS	1.00	\$9,325	\$12,125	\$9,325	\$12,125	
Utility Adjustments (10%)	LS	1.00	\$18,650	\$24,250	\$18,650	\$24,250	
Subtotal					\$242,450	\$315,250	
25% Contingency					\$60,613	\$78,813	
Total Estimated Cost					\$303,100	\$394,100	

Table 74: Planning level costs for shared use path (widen existing)

Shared Use Path (Widen Existing- 4' asphalt)							
Item	Unit	Quant.	2011 Unit Cost	2013 Est. Unit Cost	2011 Total Cost per Mile	2013 Total Cost per Mile	Comment
Earthwork, Excavation, Grading	CY	2600	\$15.00	\$25.00	\$39,000	\$65,000	Assume 10' width and 2' depth
Aggregate Base Course for Pavement	CY	400	\$50.00	\$60.00	\$20,000	\$24,000	Assume 4' width and 1' depth
Asphalt Surface Course	TON	100	\$60.00	\$64.00	\$6,000	\$6,400	Assume 4' width and 0.125' depth, 13.3 CF in a TON
Asphalt Base Course	TON	400	\$60.00	\$64.00	\$24,000	\$25,600	Assume 4' width and 0.5' depth, 13.3 CF in a TON
Lump Sum Items							
Landscaping (5%)	LS	1.00	\$4,450	\$6,050	\$4,450	\$6,050	
Drainage and E&S (10%)	LS	1.00	\$8,900	\$12,100	\$8,900	\$12,100	Does not include enhanced features such as
Maintenance of Traffic (5%)	LS	1.00	\$4,450	\$6,050	\$4,450	\$6,050	
Utility Adjustments (10%)	LS	1.00	\$8,900	\$12,100	\$8,900	\$12,100	
Subtotal					\$115,700	\$157,300	
25% Contingency					\$28,925	\$39,325	
Total Estimated Cost					\$144,700	\$196,700	

Portage County Countywide Bicycle & Pedestrian Plan

Table 75: Planning level costs for shared use path (construct new)

Shared Use Path (Construct New - 10' asphalt)							
Item	Unit	Quant.	2011 Unit Cost	2013 Est. Unit Cost	2011 Total Cost per Mile	2013 Total Cost per Mile	Comment
Earthwork, Excavation, Grading	CY	6500	\$15.00	\$25.00	\$97,500	\$162,500	Assume 16' width and 2' depth
Aggregate Base Course for Pavement	CY	1000	\$50.00	\$60.00	\$50,000	\$60,000	Assume 10' width and 1' depth
Asphalt Surface Course	TON	250	\$60.00	\$64.00	\$15,000	\$16,000	Assume 10' width and 0.125' depth, 13.3 CF in a TON
Asphalt Base Course	TON	1000	\$60.00	\$64.00	\$60,000	\$64,000	Assume 10' width and 0.5' depth, 13.3 CF in a TON
Lump Sum Items							
Landscaping (5%)	LS	1.00	\$11,125	\$15,125	\$11,125	\$15,125	
Drainage and E&S (10%)	LS	1.00	\$22,250	\$30,250	\$22,250	\$30,250	Does not include enhanced features
Maintenance of Traffic (5%)	LS	1.00	\$11,125	\$15,125	\$11,125	\$15,125	
Utility Adjustments (10%)	LS	1.00	\$22,250	\$30,250	\$22,250	\$30,250	
Subtotal					\$289,250	\$393,250	
25% Contingency					\$72,313	\$98,313	
Total Estimated Cost					\$361,600	\$491,600	

Table 76: Planning level costs for one way cycletrack

One Way Cycletrack (Construct New - 7' asphalt w/ curb & gutter & median; one side of street)							
Item	Unit	Quant.	2011 Unit Cost	2013 Est. Unit Cost	2011 Total Cost per Mile	2013 Total Cost per Mile	Comment
Earthwork, Excavation, Grading	CY	5100	\$15.00	\$25.00	\$76,500	\$127,500	Assume 13' (7' lane, 3' excavation each side), 2' depth
Aggregate Base Course for Pavement & Median	CY	1000	\$50.00	\$60.00	\$50,000	\$60,000	Assume 10' width and 1' depth
Asphalt Surface Course	TON	250	\$60.00	\$64.00	\$15,000	\$16,000	Assume 10' width and 0.125' depth, 13.3 CF in a TON
Asphalt Base Course	TON	1000	\$60.00	\$64.00	\$60,000	\$64,000	Assume 10' width and 0.5' depth, 13.3 CF in a TON
Curb & Gutter / Small Median (3')	LF	10000	\$55.00	\$58.00	\$550,000	\$580,000	
Thermoplastic Pavement Marking Symbol	EA	20	\$300.00	\$318.00	\$6,000	\$6,360	Assume 1 symbol every 250' (bike lanes)
New Sign	EA	10	\$220.00	\$233.00	\$2,200	\$2,330	Assume 1 sign every 500' each side of Cycletrack
Lump Sum Items							
Landscaping (5%)	LS	1.00	\$37,875	\$42,693	\$37,875	\$42,693	
Drainage and E&S (10%)	LS	1.00	\$75,750	\$85,386	\$75,750	\$85,386	
Maintenance of Traffic (5%)	LS	1.00	\$37,875	\$42,693	\$37,875	\$42,693	
Utility Adjustments (10%)	LS	1.00	\$75,750	\$85,386	\$75,750	\$85,386	
Subtotal					\$986,950	\$1,112,348	
25% Contingency					\$246,738	\$278,087	
Total Estimated Cost					\$1,233,700	\$1,390,500	

Portage County Countywide Bicycle & Pedestrian Plan

Table 77: Planning level costs for two way cycletrack

Two Way Cycletrack (Construct New - 10' asphalt w/ curb & gutter & median)							
Item	Unit	Quant.	2011 Unit Cost	2013 Est. Unit Cost	2011 Total Cost per Mile	2013 Total Cost per Mile	Comment
Earthwork, Excavation, Grading (Item 12)	CY	6300	\$15.00	\$25.00	\$94,500	\$157,500	Assume 16' 5' lanes, 3 ft excavation each side, 2' depth
Aggregate Base Course for Pavement (Item 44)	CY	1200	\$50.00	\$60.00	\$60,000	\$72,000	Assume 10' width and 1' depth
Asphalt Surface Course	TON	300	\$60.00	\$64.00	\$18,000	\$19,200	Assume 10' width and 0.125' depth, 13.3 CF in a TON
Asphalt Base Course	TON	1200	\$60.00	\$64.00	\$72,000	\$76,800	Assume 10' width and 0.5' depth, 13.3 CF in a TON
Curb & Gutter / Small Median (3')	LF	10000	\$55.00	\$58.00	\$550,000	\$580,000	
Thermoplastic Pavement Marking (6")	LF	1300	\$1.50	\$1.59	\$1,950	\$2,067	Assume 1 dashed center line, yellow
Thermoplastic Pavement Marking (6")	LF	2500	\$1.50	\$2.00	\$3,750	\$5,000	Assume 0.5 line entire length
Thermoplastic Pavement Marking Symbol	EA	20	\$300.00	\$318.00	\$6,000	\$6,360	Assume 1 symbol every 250' (bike lanes)
New Sign	EA	10	\$220.00	\$233.00	\$2,200	\$2,330	Assume 1 sign every 500' each side of Cycletrack
Lump Sum Items							
Landscaping (5%)	LS	1.00	\$40,310	\$45,946	\$40,310	\$45,946	
Drainage and E&S (10%)	LS	1.00	\$80,620	\$91,893	\$80,620	\$91,893	
Maintenance of Traffic (5%)	LS	1.00	\$40,310	\$45,946	\$40,310	\$45,946	
Utility Adjustments (10%)	LS	1.00	\$80,620	\$91,893	\$80,620	\$91,893	
Subtotal					\$1,050,260	\$1,196,935	
25% Contingency					\$262,565	\$299,234	
Total Estimated Cost					\$1,312,900	\$1,496,200	

Appendix F | Rural Area Bicycle and Pedestrian Facility Cost Estimates

Table 78 displays the total planning-level cost estimates by facility type for the Rural Area while Tables 79 – 101 detail the recommended bikeways including a planning-level cost estimate for each recommendation and a recommended timeframe for project completion.

Table 78: Rural Area planning level bikeway cost estimates by facility type

Facility Type	Miles	Total Cost
Bike Lanes	5.97	\$377,304
Paved Shoulders ¹⁷	64.69	\$4,670,618
Shared Lane Markings	0.91	\$10,465
Bike Route	285.32	\$0
Shared Use Paths	1.67	\$3,791,476
Total	358.56	\$8,849,863

Implementation timelines are primarily based on the level of effort and potential cost to complete each project. In general, the following guidelines were used for the implementation timelines:

- **Short-Term (1 – 2 Years):** Projects that require little to no infrastructure work. All recommended bike routes and shared lane markings fall into this category.
- **Mid-Term (3 – 5 Years):** Projects that require a greater level of infrastructure work including restriping roads. Most bike lanes and some paved shoulders fall into this category.
- **Long-Term (6 – 10+ Years):** Projects that require extensive infrastructure work including reconstruction of the roadway. Some paved shoulders fall into this category.

Whenever possible, projects should be integrated into regularly planned resurfacing or reconstruction activities to minimize the cost impacts. However, projects that simply require markings (shared lane markings and some bike lanes) should not be put off until a given road is resurfaced or reconstructed.

F.1 | Village Bikeway Planning Level Cost Estimates and Timeframes

The bikeways recommended for Villages in the Portage County Rural Area are detailed in Tables 79 – 101. Projects are sorted by municipality, facility type, and street name.

Table 79: Village of Almond Bikeways

Street	Facility	From	To	Miles	Timeframe	Cost
County Road D	Bike Route	West Village Border	East Village Border	1.00	Short-Term	\$0
County Road J	Bike Route	2nd Ave	County Road D	0.80	Short-Term	\$0

¹⁷ The cost for paved shoulders is based on the cost for paving and striping existing gravel shoulders. The cost for constructing new shoulders is substantially higher than the costs used here. However, paved shoulders are typically only recommended for roadways that should include gravel shoulders regardless of bicyclist usage according to WisDOT standards. For the purposes of this plan, it is assumed that these roads will be reconstructed with shoulders at some point, and only the cost for paving these shoulders is attributed to providing accommodations for bicyclists.

Portage County Countywide Bicycle & Pedestrian Plan

Table 80: Village of Amherst Bikeways

Street	Facility	From	To	Miles	Timeframe	Cost
County Road B	Paved Shoulder	County Road KK	Mill St	0.99	Long-Term	\$71,478
Main St	Bike Route	County Road KK	Mill St	0.49	Short-Term	\$0
Main St	Shared Lane Marking	Village Border	Wilson St	0.52	Short-Term	\$5,980
Mill St	Shared Lane Marking	South St	County Road B	0.39	Short-Term	\$4,485
Mill St	Bike Lane	Main St	South St	0.12	Short-Term	\$7,584
Packer Ave	Bike Route	Town of Amherst	County Road KK	0.31	Short-Term	\$0
Wilson St	Bike Lane	County Road KK	Main St	0.52	Short-Term	\$32,864

Table 81: Village of Amherst Junction Bikeways

Street	Facility	From	To	Miles	Timeframe	Cost
County Road KK	Bike Route	County Road Q	School Rd	0.28	Short-Term	\$0
County Road Q	Bike Route	Lake Meyers Rd	Town of Amherst	1.37	Short-Term	\$0
Lake Dr	Bike Route	Town of Amherst	Lake Emily Rd	0.58	Short-Term	\$0
Lake Emily Rd	Bike Route	Lake Dr	Main St	0.60	Short-Term	\$0
Main St	Bike Route	Lake Emily Rd	County Road Q	0.28	Short-Term	\$0

Table 82: Village of Junction City Bikeways

Street	Facility	From	To	Miles	Timeframe	Cost
County Road G	Bike Route	Town of Eau Pleine	Third St W	0.45	Short-Term	\$0
County Road G	Paved Shoulder	Third St W	Main St	0.31	Mid-Term	\$22,382
County Road G	Bike Route	County Road P	Robin Rd	0.60	Short-Term	\$0
County Road P	Bike Route	County Road G	Town of Carson	1.25	Short-Term	\$0

Table 83: Village of Nelsonville Bikeways

Street	Facility	From	To	Miles	Timeframe	Cost
County Road Q	Bike Route	State Highway 161	Welton Dr	1.09	Short-Term	\$0
County Road SS	Bike Route	Pavelski Rd	County Road R	0.32	Short-Term	\$0

Table 84: Village of Rosholt Bikeways

Street	Facility	From	To	Miles	Timeframe	Cost
Forrest St W	Bike Route	Maple St	Main St N	0.07	Short-Term	\$0
Main St N	Bike Route	Forrest St W	Grand Ave	0.32	Short-Term	\$0
Maple Rd	Bike Route	Town of Alan	Forrest St W	0.19	Short-Term	\$0
State Highway 66	Bike Lane	Village West Boarder	Village East Border	1.49	Mid-Term	\$94,168

F.2 | Town Bikeway Planning Level Cost Estimates and Timeframes

The bikeways recommended for Villages in the Portage County Rural Area are noted in the tables below. Projects are sorted by municipality, facility type, and street name.

Table 85: Town of Alban Bikeways

Street	Facility	From	To	Miles	Timeframe	Cost
Birch Rd	Bike Route	Town of Sharon	County Road I	1.00	Short-Term	\$0
County Road A	Bike Route	County Road I	Flume Rd	7.50	Short-Term	\$0
County Road I	Bike Route	Marathon County	W Maple Rd	2.69	Short-Term	\$0
County Road T	Bike Route	Town of New Hope	County Road A	2.14	Short-Term	\$0
Maple Rd	Bike Route	Maple Rd W	Village of Rosholt	0.50	Short-Term	\$0
Maple Rd W	Bike Route	County Road I	Maple Rd	0.74	Short-Term	\$0
State Highway 66	Paved Shoulder, 5'	St Adalbert Rd	Village of Rosholt	0.26	Mid-Term	\$18,772
State Highway 66	Paved Shoulder, 5'	Village of Rosholt	County Road A	0.25	Mid-Term	\$18.050

Table 86: Town of Almond Bikeways

Street	Facility	From	To	Miles	Timeframe	Cost
County Road D	Bike Route	Town of Pine Grove	Village of Almond	3.54	Short-Term	\$0
County Road D	Bike Route	Village of Almond	Town of Belmont	2.51	Short-Term	\$0
County Road J	Bike Route	Patterson Lake Rd	2nd Ave	5.74	Short-Term	\$0
County Road W	Bike Route	1st St	County Road J	2.65	Short-Term	\$0

Table 87: Town of Amherst Bikeways

Street	Facility	From	To	Miles	Timeframe	Cost
Alm Rd	Bike Route	County Road Q	School Rd	1.75	Short-Term	\$0
County Road A	Paved Shoulder	Town of Lanark	U.S. Highway 10	1.52	Long-Term	\$109,744
County Road B	Paved Shoulder	Mill St	County Road T	0.71	Long-Term	\$51,262
County Road B	Paved Shoulder	U.S. Highway 10	County Road KK	0.05	Long-Term	\$3,610
County Road Q	Bike Route	Welton Dr	Lake Meyers Rd	1.05	Short-Term	\$0
County Road Q	Bike Route	V. of Amherst Jct.	Damrau Rd	3.18	Short-Term	\$0
County Road T	Bike Route	Town of New Hope	County Road B	3.33	Short-Term	\$0
County Road T	Bike Route	County Road V	County Road V	0.27	Short-Term	\$0
County Road V	Bike Route	County Road B	COunty Road T	2.09	Short-Term	\$0
County Road V	Bike Route	County Road T	Waupaca County	0.40	Short-Term	\$0
Fountain Grove Rd	Bike Route	Town Line Rd	County Road Q	3.16	Short-Term	\$0
Lake Dr	Bike Route	Pavelski Rd	Village of Amherst	0.80	Short-Term	\$0
Old Highway 18 Rd	Bike Route	Town of Stockton	Lake Dr	2.39	Short-Term	\$0
School Rd	Bike Route	County Road KK	Village of Amherst	1.36	Short-Term	\$0
Packer Ave	Bike Route	County Road Q	Village of Amherst	0.76	Short-Term	\$0
Pavelski Rd	Bike Route	Lake Dr	County Road SS	0.78	Short-Term	\$0
State Highway 161	Paved Shoulder	County Road ZZ	Waupaca County	4.52	Long-Term	\$326,344
Western Wy	Paved Shoulder	County Road Q	County Road KK	0.74	Long-Term	\$53,428

Portage County Countywide Bicycle & Pedestrian Plan

Table 88: Town of Belmont Bikeways

Street	Facility	From	To	Miles	Timeframe	Cost
County Road A	Bike Route	County Road GG	3rd Ave	2.98	Short-Term	\$0
County Road D	Bike Route	Town of Almond	County Road AA	1.54	Short-Term	\$0
County Road D	Bike Route	County Road A	County Road D	1.53	Short-Term	\$0
County Road D	Bike Route	County Road A	County Road AA	2.51	Short-Term	\$0
County Road D	Bike Route	Town of Lanark	Stratton Lake Rd	1.04	Short-Term	\$0
Emmons Creek Rd	Bike Route	Stratton Lake Rd	County Border	1.09	Short-Term	\$0
Fountain Lake Ave	Bike Route	County Road D	Stratton Lake Rd	2.24	Short-Term	\$0
Stratton Lake Rd	Bike Route	County Road D	Waupaca County	1.96	Short-Term	\$0

Table 89: Town of Buena Vista Bikeways

Street	Facility	From	To	Miles	Timeframe	Cost
Church Rd	Bike Route	County Road BB	County Road J	0.26	Short-Term	\$0
County Road BB	Bike Route	Guth Rd	Church Rd	1.84	Short-Term	\$0
County Road D	Bike Route	Oak Dr	Lake View Ln	2.04	Short-Term	\$0
County Road EE	Bike Route	County Road EE	County Road GG	0.40	Short-Term	\$0
County Road GG	Bike Route	County Road EE	County Road A	3.02	Short-Term	\$0
County Road J	Bike Route	County Road J	County Road J	0.75	Short-Term	\$0
Guth Rd	Bike Route	County Road BB	Shady Dr	0.14	Short-Term	\$0
Patterson Lake Rd	Bike Route	County Road J	County Road EE	2.32	Short-Term	\$0
Shady Dr	Bike Route	1st St	Guth Rd	4.32	Short-Term	\$0

Table 90: Town of Carson Bikeways

Street	Facility	From	To	Miles	Timeframe	Cost
3rd Ave	Bike Route	County Road M	County Line Rd	1.01	Short-Term	\$0
County Road C	Paved Shoulder	County Road O	Elm Rd.	0.99	Long-Term	\$71,478
County Road E	Bike Route	U.S. Highway 10	County Road HH	1.35	Short-Term	\$0
County Road G	Bike Route	Robin Rd	County Road M	4.08	Short-Term	\$0
County Road HH W	Bike Route	Franks Ln	Town of Linwood	7.53	Short-Term	\$0
County Road M	Bike Route	County Road G	County Road O	2.01	Short-Term	\$0
County Road O	Bike Route	County Road M	County Line Rd	1.00	Short-Term	\$0
County Road P	Bike Route	V. of Junction City	County Road HH	1.64	Short-Term	\$0

Table 91: Town of Dewey Bikeways

Street	Facility	From	To	Miles	Timeframe	Cost
County Road X	Bike Route	Marathon County	North Second Dr	6.01	Short-Term	\$0
County Road Y	Paved Shoulder	Goldenrod Ln	Town of Hull	2.78	Long-Term	\$200,716
Dewey Dr	Bike Route	County Road X	County Road Y	6.09	Short-Term	\$0

Table 92: Town of Eau Pleine Bikeways

Street	Facility	From	To	Miles	Timeframe	Cost
County Road E	Bike Route	State Highway 34	U.S. Highway 10	7.77	Short-Term	\$0
County Road G	Bike Route	County Road H	V. of Junction City	1.99	Short-Term	\$0
County Road O	Bike Route	Marathon County	County Road H	3.73	Short-Term	\$0

Portage County Countywide Bicycle & Pedestrian Plan

Table 93: Town of Grant Bikeways

Street	Facility	From	To	Miles	Timeframe	Cost
County Road D	Bike Route	County Road F	Town of Pine Grove	2.00	Short-Term	\$0
County Road F	Bike Route	County Road W	State Highway 73	6.29	Short-Term	\$0
County Road F	Paved Shoulder	Prairie Dr	County Road W	6.02	Long-Term	\$434,644
County Road FF	Paved Shoulder	80 th St S	County Road F	4.54	Long-Term	\$327,788
County Road W	Paved Shoulder	80th St S	Town Line Road	5.82	Long-Term	\$420,204
State Highway 73	Bike Route	80th St S	County Road F	3.89	Short-Term	\$0

Table 94: Town of Hull Bikeways

Street	Facility	From	To	Miles	Timeframe	Cost
Brilowski Rd	Bike Lane	Jurgella Ln	Walter St	0.55	Short-Term	\$34,760
Brilowski Rd N	Bike Lane	Rainbow Dr	Jurgella Ln	0.47	Short-Term	\$29,704
Brilowski Rd N	Bike Route	Northpoint Dr	Rainbow Dr	0.22	Short-Term	\$0
Casimir Rd	Bike Route	Old Wausau Rd	North Second Dr	0.53	Short-Term	\$0
Country Club Dr	Bike Lane	Carol's Ln	Joerns Dr	0.25	Short-Term	\$15,800
Country Club Rd	Bike Lane	Main St	Carol's Ln	0.54	Short-Term	\$34,128
County Road Y	Paved Shoulder	Town of Dewey	State Highway 66	1.82	Long-Term	\$131,404
Jordan Rd	Paved Shoulder	North Second Dr	County Road Y	4.78	Long-Term	\$345,116
North Second Dr	Bike Route	County Road X	Casimir Rd	2.26	Short-Term	\$0
North Second Dr	Paved Shoulder	Casimir Rd	Du Bay Ave	1.23	Mid-Term	\$88,806
Old Highway 18 Rd	Bike Route	City of Stevens Point	Town of Stockton	0.94	Short-Term	\$0
Old Wausau Rd	Bike Route	Casimir Rd	Rachick Rd	2.54	Short-Term	\$0
Rainbow Dr	Bike Route	Brilowski Rd N	9th St	0.76	Short-Term	\$0
Reserve Dr N	Paved Shoulder	Jordan Rd	Du Bay Ave	1.76	Mid-Term	\$127,072
Wilshire Dr	Paved Shoulder	Jordan Rd	Northpoint Dr	2.53	Mid-Term	\$182,666

Table 95: Town of Lanark Bikeways

Street	Facility	From	To	Miles	Timeframe	Cost
County Road A	Bike Route	County Road D	County Road GG	2.53	Short-Term	\$0
County Road A	Bike Route	Town of Amherst	County Road GG	3.20	Short-Term	\$0
County Road A	Paved Shoulder	Town of Amherst	County Road D	1.30	Long-Term	\$93,860
County Road D	Bike Route	Lake View Ln	County Road A	2.53	Short-Term	\$0
County Road D	Bike Route	County Road A	Town of Belmont	6.86	Short-Term	\$0
County Road Q	Bike Route	Damrau Rd	County Road A	3.21	Short-Term	\$0

Table 96: Town of Linwood Bikeways

Street	Facility	From	To	Miles	Timeframe	Cost
County Road C	Paved Shoulder	Elm Rd.	City of Stevens Point	5.91	Long-Term	\$426,702
County Road HH W	Bike Route	Town of Carson	City of Stevens Point	0.24	Short-Term	\$0
County Road II	Bike Route	County Road C	County Road PP	2.51	Short-Term	\$0
County Road II	Bike Route	County Road PP	State Highway 66	1.85	Short-Term	\$0
County Road PP	Bike Route	County Road II	Mill Creek Dr	3.26	Short-Term	\$0
Mill Creek Dr	Bike Route	County Road PP	State Highway 66	0.69	Short-Term	\$0
River View Ave	Bike Lane	State Highway 66	City of Stevens Point	0.32	Mid-Term	\$20,224
State Highway 66 W	Bike Route	Wood County	Mill Creek Dr	4.04	Short-Term	\$0
West River Dr W	Bike Route	State Highway 66	Rocky Run Rd	5.72	Short-Term	\$0

Portage County Countywide Bicycle & Pedestrian Plan

Table 97: Town of New Hope Bikeways

Street	Facility	From	To	Miles	Timeframe	Cost
County Road A	Bike Route	County Road Z	Flume Rd	1.73	Short-Term	\$0
County Road MM	Bike Route	County Road T	County Road T	1.57	Short-Term	\$0
County Road T	Bike Route	Town of Amherst	County Road MM	2.50	Short-Term	\$0
County Road T	Bike Route	County Road MM	Town of Alban	4.10	Short-Term	\$0
County Road Z	Bike Route	Town of Sharon	County Road A	2.53	Short-Term	\$0
County Road ZZ	Bike Route	County Road Z	State Highway 161	4.56	Short-Term	\$0
Rolling Hills Rd	Bike Route	Five Corners Rd	State Highway 161	1.64	Short-Term	\$0
State Highway 161	Bike Route	Rolling Hills Rd	County Road ZZ	0.32	Short-Term	\$0
Trout Creek Rd	Bike Route	County Road T	Waupaca County	2.29	Short-Term	\$0

Table 98: Town of Pine Grove Bikeways

Street	Facility	From	To	Miles	Timeframe	Cost
County Road D	Bike Route	Town of Grant	Town of Almond	6.34	Short-Term	\$0
County Road W	Paved Shoulder	Town Line Road	1st St	7.83	Long-Term	\$565,326

Table 99: Town of Plover Bikeways

Street	Facility	From	To	Miles	Timeframe	Cost
Biron Dr East	Bike Route	80th St	Johnson Ave	3.52	Short-Term	\$0
Bluebird Dr	Bike Route	Planned path	County Road R	0.60	Short-Term	\$0
Bluebird Drive Connector	Overpass/Underpass	Airline Road	Bluebird Dr	0.06	Long-Term	\$500,000 - \$3m
Club Forest Dr	Bike Route	Johnson Ave	Meehan Dr	0.95	Short-Term	\$0
Coolidge Ave	Bike Route	Village of Plover	Forest Dr	1.09	Short-Term	\$0
County Road F	Paved Shoulder	Meehan Dr	Prairie Dr	0.80	Long-Term	\$57,760
County Road R	Bike Lane	Commons Cir	Roosevelt Dr	1.84	Mid-Term	\$116,288
County Road R Sidepath	Sidepath	Village of Plover	Roosevelt Dr	1.61	Mid-Term	791,476
Forest Dr	Bike Route	Monroe Ave	Village of Plover	1.85	Short-Term	\$0
Johnson Ave	Bike Route	E Biron Dr	Club Forest Dr	0.42	Short-Term	\$0
Meehan Dr	Bike Route	Club Forest Dr	Monroe Ave	1.66	Short-Term	\$0
Meehan Dr	Bike Route	County Road F	Meehan Dr	0.51	Short-Term	\$0
Monroe Ave	Bike Route	Forest Dr	Meehan Dr	0.25	Short-Term	\$0
Park Dr	Bike Route	West end	River Dr	0.50	Short-Term	\$0
Porter Dr	Bike Route	County Road R	Kennedy Ave	0.97	Short-Term	\$0
Porter Rd	Bike Route	Village of Plover	County Road R	0.49	Short-Term	\$0
River Dr	Bike Route	Park Dr	Coolidge Ave	0.45	Short-Term	\$0
Shady Dr	Bike Route	Ben's Ln	Kennedy Ave	1.00	Short-Term	\$0

Portage County Countywide Bicycle & Pedestrian Plan

Table 100: Town of Sharon Bikeways

Street	Facility	From	To	Miles	Timeframe	Cost
Birch Rd	Bike Route	Woodland Rd	Town of Albion	0.79	Short-Term	\$0
County Road J	Bike Route	Marathon County	Merryland Dr	7.00	Short-Term	\$0
County Road K	Bike Route	County Road Z	10th St	1.25	Short-Term	\$0
County Road Y	Paved Shoulder	Goldenrod Ln	Marathon County	4.48	Long-Term	\$323,456
County Road Z	Bike Route	State Highway 66	Town of New Hope	3.83	Short-Term	\$0
Merryland Dr	Bike Route	County Road I	Polonia Rd	0.54	Short-Term	\$0
Polonia Rd	Bike Route	Merryland Dr	State Highway 66	0.95	Short-Term	\$0
State Highway 66	Paved Shoulder	County Road K	Polonia Rd	0.18	Mid-Term	\$12,996
Twin Lakes Dr	Bike Route	County Road J	Twin Lakes Rd S	1.37	Short-Term	\$0
Twin Lakes Dr	Bike Route	Twin Lakes Rd S	Woodland Rd	2.06	Short-Term	\$0
Woodland Rd	Bike Route	Birch Rd	Twin Lakes Dr	0.59	Short-Term	\$0

Table 101: Town of Stockton Bikeways

Street	Facility	From	To	Miles	Timeframe	Cost
1st St	Bike Route	Shady Dr	County Road J	1.11	Short-Term	\$0
5th St	Bike Route	Kennedy Ave	Custer Rd	3.09	Short-Term	\$0
6th St	Bike Route	Custer Rd	County Road K	3.05	Short-Term	\$0
9th St	Bike Route	Town of Hull	County Road K	3.18	Short-Term	\$0
County Road D	Bike Route	County Road J	Oak Dr	3.12	Short-Term	\$0
County Road HH	Paved Shoulder	Burbank Rd	Custer Rd	2.57	Long-Term	\$185,554
County Road K	Bike Route	10th St	U.S. Highway 10	3.12	Short-Term	\$0
Custer Rd	Bike Route	U.S. Highway 10	County Road D	6.32	Short-Term	\$0
Old Highway 18 Rd	Bike Route	Town of Hull	Custer Rd	3.17	Short-Term	\$0
Rolling Hills Rd	Bike Route	Custer Rd	Five Corners Rd	4.10	Short-Term	\$0
Shady Dr	Bike Route	Kennedy Ave	1st St	1.17	Short-Term	\$0
Standing Rocks Rd	Bike Route	Custer Rd	Town Line Rd	3.08	Short-Term	\$0

Appendix G | Urban Area Bicycle and Pedestrian Facility Cost Estimates

Table 102 displays the total planning-level cost estimates by facility type for the Urban Area while Tables 103 – 106 detail the recommended bikeways including a planning-level cost estimate for each recommendation and a recommended timeframe for project completion.

Table 102: Urban Area planning level bikeway cost estimates by facility type

Facility Type	Miles	Total Cost
Bike Lanes/Urban Shoulder	45.30	\$3,056,414
Paved Shoulders	1.61	\$648,158
Shared Lane Markings	14.95	\$171,925
Signed Bike Route	23.93	\$78,969
Shared Use Paths/Grade Separations	8.15	\$10,115,677
Future Bike Accommodation	2.99	N/A
Total	96.93	\$14,111,143

The implementation timelines are primarily based on the level of effort and potential cost to complete each project. In general, the following guidelines were used for the implementation timelines:

- **Short-Term (1 – 2 Years):** Projects that require little to no infrastructure work. All recommended signed bike routes and shared lane markings fall into this category.
- **Mid-Term (3 – 5 Years):** Projects that require a greater level of infrastructure work including restriping roads. Most bike lanes and paved shoulders and some shared use paths fall into this category.
- **Long-Term (6 – 10+ Years):** Projects that require extensive infrastructure work including reconstruction of the roadway. Some bike lanes and shared use paths fall into this category.

Whenever possible, projects should be integrated into regularly planned resurfacing or reconstruction activities to minimize the cost impacts. However, projects that simply require markings (shared lane markings and some bike lanes) should not be put off until a given road is resurfaced or reconstructed.

G.1 | City of Stevens Point Bikeway Planning-Level Cost Estimates and Timeframes

The bikeways recommended for the City of Stevens Point are detailed in Table 103. Projects are sorted by municipality, facility type, and street name.

Table 103: City of Stevens Point Bikeways

Street	Facility	From	To	Miles	Timeframe	Cost
Main St	Future Bike Accommodation	Minnesota Ave	Pinecrest Ave	0.50	Long-Term	NA
US Highway 10	Future Bike Accommodation	Green Ave	Badger Ave	2.24	Long-Term	NA
Brilowski Rd	Bike Lane	Walter St	Couth Road HH	2.04	Mid-Term	\$128,928
Brilowski Rd	Bike Lane	Carrie Frost Dr	County Road HH	0.18	Mid-Term	\$11,376
Church St	Bike Lane	Madison St	Post Rd	1.23	Mid-Term	\$77,736
Country Club Dr	Bike Lane	Carol's Ln	Joerns Dr	0.29	Mid-Term	\$18,328
Country Club Rd	Bike Lane	Main St	Town of Hull	0.12	Short-Term	\$7,584
County Road HH	Bike Lane	Village of Plover	Venture Dr	0.82	Mid-Term	\$51,824

Portage County Countywide Bicycle & Pedestrian Plan

Table 103 Continued: City of Stevens Point Bikeways

Street	Facility	From	To	Miles	Timeframe	Cost
County Road HH	Bike Lane	Village of Plover	Burbank Rd	2.02	Mid-Term	\$127,664
Division St	Bike Lane	Fourth Ave	Madison St	0.97	Mid-Term	\$61,304
Fourth Ave	Bike Lane	Union St	Illinois Ave	0.76	Mid-Term	\$48,032
Fremont St	Bike Lane	Fourth Ave	Stanley St	0.06	Mid-Term	\$3,792
Green Ave	Bike Lane	Stanley St	Main St	1.14	Mid-Term	\$72,048
Hoover Rd	Bike Lane	Joerns Dr	County Road HH	1.02	Mid-Term	\$64,464
Maria Dr	Bike Lane	Second St	Minnesota Ave	1.20	Mid-Term	\$75,840
Michigan Ave	Bike Lane	Maria Dr	Stanley St	0.32	Mid-Term	\$20,224
Michigan Ave	Bike Lane/Shoulder	Stanley St	Main St	0.41	Mid-Term	\$25,912
Michigan Ave	Bike Lane	Main St	Ellis St	0.14	Mid-Term	\$8,848
Michigan Ave	Bike Lane	Ellis St	Dixon St	0.40	Mid-Term	\$25,280
Nebel St	Bike Lane	Water St	Church St	0.06	Mid-Term	\$3,792
Nebel St	Bike Lane	Church St	Minnesota Ave	0.27	Mid-Term	\$17,064
Northpoint Dr	Bike Lane	Second St N	Prentice St N	0.38	Mid-Term	\$24,016
Northpoint Dr	Bike Lane	Prentice St N	Michigan Ave N	0.49	Mid-Term	\$30,968
North Reserve St	Bike Lane	Du Bay Ave	Merge	0.40	Mid-Term	\$25,280
Post Rd	Bike Lane	Village of Whiting	Church St	0.19	Mid-Term	\$12,008
Prentice St N	Bike Lane	Northpoint Dr	Maria Dr	0.50	Mid-Term	\$31,600
Second St	Bike Lane	Portage St	Maria Dr	0.52	Mid-Term	\$32,864
Second St	Bike Lane	Centerpoint Dr	Second St	0.07	Mid-Term	\$4,424
Second St N	Bike Lane	Northpoint Dr	Maria Dr	0.50	Mid-Term	\$31,600
Stanley St	Bike Lane	Fremont St	Michigan Ave	0.19	Mid-Term	\$12,008
Stanley St	Bike Lane	Northpoint Dr	Town of Hull	0.46	Mid-Term	\$29,072
Stanley St	Bike Lane	Michigan Ave	Town of Hull	1.48	Mid-Term	\$93,536
State Highway 66	Bike Lane/Shoulder	I-39	Torun Rd	1.02	Short-Term	\$64,464
Torun Rd	Bike Lane	Green Circle Trail	State Highway 66	0.54	Mid-Term	\$34,128
Water St	Bike Lane	Centerpoint Dr	Third St	0.32	Mid-Term	\$20,224
Water St	Bike Lane	River View Ave	Polk St	0.32	Mid-Term	\$20,224
Water St	Bike Lane	Water St	Clark St	0.05	Mid-Term	\$3,160
West Clark St	Bike Lane/Shoulder	County Road C	Water St	0.74	Mid-Term	\$46,768
Centerpoint Dr	Buffered Bike Lane	Water St	Main St	0.50	Mid-Term	\$51,300
Division St	Buffered Bike Lane	Northpoint Dr	Fourth Ave	0.85	Mid-Term	\$87,210
Michigan Ave	Buffered Bike Lane	Dixon St	Patch St	0.25	Mid-Term	\$25,650
Prentice St N	Buffered Bike Lane	Northpoint Dr	Maria Dr	0.50	Mid-Term	\$51,300
River View Ave	Buffered Bike Lane	Town of Linwood	Water St	2.17	Mid-Term	\$222,642
Second St	Buffered Bike Lane	Water St	Portage St	0.09	Mid-Term	\$9,234
Water St	Buffered Bike Lane	Whiting Ave	River View Ave	0.55	Mid-Term	\$56,430
Franklin St	Counterflow Bike Lane + SLM	Prentice St	Division St	0.14	Short-Term	\$8,848
Reserve St	Counterflow Bike Lane + SLM	Main St	Clark St	0.08	Short-Term	\$5,056
County Road C	Paved Shoulder	Town of Linwood	W Clark St	0.40	Mid-Term	\$28,880
Second Dr N	Signed Bike Route	Johnson Dr	Du Bay Ave	0.26	Short-Term	\$133,068
West Clark St	Paved Shoulder	West Gates Dr	County Road C	0.16	Mid-Term	\$81,888
Whiting Ave	Paved Shoulder	Water St	Village of Whiting	0.79	Mid-Term	\$404,322
Church St	SLM	Main St	Ellis St	0.13	Short-Term	\$1,495
Clark St	SLM	Water St	Main St	1.39	Mid-Term	\$15,985

Portage County Countywide Bicycle & Pedestrian Plan

Table 103 Continued: City of Stevens Point Bikeways

Street	Facility	From	To	Miles	Timeframe	Cost
College Ave	SLM	Prentice St	Rogers St	0.04	Short-Term	\$4,60
Ellis St	SLM	Clark St	Frontenac Ave	1.42	Short-Term	\$16,330
Fourth Ave	SLM	West end	Union St	0.78	Short-Term	\$8,970
Franklin St	SLM	Forest St	Isadore St	0.98	Short-Term	\$11,270
Jefferson St	SLM	Division St	Village of Park Ridge	1.25	Short-Term	\$14,375
Main St	SLM	Water St	Minnesota Ave	1.46	Short-Term	\$16,790
Minnesota Ave	SLM	Patch St	Rice St	0.28	Short-Term	\$3,220
Minnesota Ave	SLM	Maria Dr	Stanley St	0.20	Short-Term	\$2,300
Northpoint Dr	SLM	Wilshire Dr	Stanley St	0.26	Short-Term	\$2,990
Patch St	SLM	Church St	Michigan St	0.40	Short-Term	\$4,600
Prais St	SLM	Illinois Ave	Sunset Blvd	0.97	Short-Term	\$11,155
Prentice St	SLM	Maria Dr	Main St	0.72	Short-Term	\$8,280
Reserve St	SLM	Maria Dr	Fourth Ave	0.35	Short-Term	\$4,025
Reserve St	SLM	Stanley St	Main St	0.28	Short-Term	\$3,220
Reserve St	SLM	Clark St	Dixon St	0.46	Short-Term	\$5,290
Rogers St	SLM	College Ave	Ellis St	0.19	Short-Term	\$2,185
Water St	SLM	Third St	Whiting Ave	1.14	Short-Term	\$13,110
Wisconsin St	SLM	Wood St	Division St	0.43	Short-Term	\$4,945
Bukolt Ave	Signed Bike Route	Front St	Second St	0.46	Short-Term	\$1,518
Bukolt Park St	Signed Bike Route	Rachick Rd	Front St	0.52	Short-Term	\$1,716
County Road HH W	Signed Bike Route	Town of Linwood	W Clark St	0.62	Short-Term	\$2,046
Dixon St	Signed Bike Route	Illinois Ave	Village of Park Ridge	0.83	Short-Term	\$2,739
Frontenac Ave	Signed Bike Route	Jefferson St	Dixon St	0.25	Short-Term	\$825
Janick Cir W	Signed Bike Route	Jordan Ln	Ridge Rd	0.04	Short-Term	\$132
Jordan Ln	Signed Bike Route	Green Ave	W Janick Cir	0.20	Short-Term	\$660
Minnesota Ave	Signed Bike Route	Clark St	Wayne St	0.65	Short-Term	\$2,145
Minnesota Ave	Signed Bike Route	Stanley St	Clark St	0.58	Short-Term	\$1,914
Old Highway 18 Rd	Signed Bike Route	Brilowski Rd	Town of Hull	0.11	Short-Term	\$363
Rachick Rd	Signed Bike Route	Bukolt Park St	Old Wausau Rd	0.09	Short-Term	\$297
Ridge Rd	Signed Bike Route	Sunset Fork	Main St	0.11	Short-Term	\$363
Sunset Fork	Signed Bike Route	Green Ave	Ridge Rd	0.13	Short-Term	\$429
Bliss Path	Shared Use Path	Bliss Ave	Wisconsin St	0.58	Long-Term	\$285,128
Green Circle Connector	Shared Use Path, Tunnel & Bridge	Hoffmeister-Golla Connector	Main St Sidepath	0.35	Long-Term	\$2m
Golla Rd Connector	Shared Use Path	Golla Road	Main Street Sidepath	0.19	Mid-Term	\$95,606
Hofmeister-Golla Connector	Shared Use Path & Bridge	Hofmeister Dr	Golla Rd	0.33	Long-Term	\$500,000
Main Street Sidepath	Sidepath	Country Club Rd	Maple Bluff Rd	0.36	Mid-Term	\$175,524
Mc Dill Ave Sidepath	Sidepath	Village of Whiting	Olympia Ave	0.11	Mid-Term	\$54,076
Minnesota St RR Overpass	Overpass	Minnesota Ave	Patch Street Sidepath	0.11	Long-Term	\$4m
Minnesota Street Sidepath	Sidepath	Main St	Clark St	0.07	Mid-Term	\$34,412
N Reserve Sidepath	Sidepath	I-39	Bluebell Ln	0.16	Short-Term	\$78,656
Reserve St Connector	Shared Use Path	Fourth Ave	Stanley St	0.09	Mid-Term	\$44,244
Stanley St Path – N	Sidepath	Wilshire Blvd N	Marshfield Clinic	0.48	Mid-Term	\$235,968
Stanley St Path – S	Sidepath	South of Green Ave	Airport Entrance	0.61	Mid-Term	\$299,876

G.2 | Urban Area Village Bikeway Planning-Level Cost Estimates and Timeframes

The bikeways recommended for the Villages of Park Ridge, Plover, and Whiting are detailed in Tables 104 – 106. Projects are sorted by municipality, facility type, and street name.

Table 104: Village of Park Ridge Bikeways

Street	Facility	From	To	Miles	Timeframe	Cost
Park Ridge Dr	Bike Accommodation	Pinecrest Ave	Green Ave	0.25	Long-Term	NA
Greenbriar Ave	SLM	Park Ridge Dr	Ridgewood Dr	0.49	Short-Term	\$5,635
Hillcrest Dr	SLM	City of Stevens Point	East end	0.34	Short-Term	\$3,910
Ridgewood Dr	Signed Bike Route	City of Stevens Point	Greenbriar Ave	0.24	Short-Term	\$792
Main Street Sidepath	Sidepath	Greenbriar Ave	Existing Path	0.11	Mid-Term	\$54,076

Table 105: Village of Plover Bikeways

Street	Facility	From	To	Miles	Timeframe	Cost
County Road HH	Bike Lane	Village of Whiting	City of Stevens Point	0.74	Mid-Term	\$46,768
County Road R	Bike Lane	County Road HH	Commons Cir	0.42	Long-Term	\$26,544
County Road R	Bike Lane	Roosevelt Dr	Shady Dr	2.26	Long-Term	\$142,832
Foremost Rd	Bike Lane	River Dr	Plover Rd	0.50	Short-Term	\$31,600
Hoover Ave	Bike Lane	County Road HH	Plover Rd	3.00	Mid-Term	\$189,600
Okray Ave	Bike Lane	Tommy's Tpk	Chestnut Dr	1.68	Long-Term	\$106,176
Plover Rd	Bike Lane	Hoover Ave	County Road R	1.00	Long-Term	\$63,200
Porter Rd	Bike Lane	Post Rd	Hoover Ave	1.07	Long-Term	\$67,624
Post Rd	Bike Lane	Porter Rd	Lincoln Ave	2.68	Long-Term	\$169,376
Roosevelt Dr	Bike Lane	Post Rd	Hoover Ave	0.80	Mid-Term	\$50,560
Village Park Dr	Bike Lane	Disk Dr	Maple Dr	0.39	Mid-Term	\$24,648
Cedar Dr	Shared Lane Marking	Okray Ave	Hoover Ave	0.99	Short-Term	\$11,385
Airline Rd	Signed Bike Route	Hoover Ave	East end	0.56	Short-Term	\$1,848
Airline Rd	Signed Bike Route	Fifth St	Juniper Ln	0.06	Short-Term	\$198
Chestnut Dr	Signed Bike Route	Okray Ave	Washington Ave	0.41	Short-Term	\$1,353
Chippewa Dr	Signed Bike Route	Rainbow Dr	Hoover Ave	1.09	Short-Term	\$3,597
Coolidge Ave	Signed Bike Route	Town of Plover Border	River Dr	0.16	Short-Term	\$528
Earhart Ave	Signed Bike Route	Chestnut Dr	South Dr	0.25	Short-Term	\$825
Elm St	Signed Bike Route	Crossbow Dr	Hoover Ave	0.20	Short-Term	\$660
Fawn Ln	Signed Bike Route	First St	Fifth St	0.34	Short-Term	\$1,122
Fifth St	Signed Bike Route	Fawn Ln	Airline Rd	0.04	Short-Term	\$132
Forest Dr	Signed Bike Route	Town of Plover	Lincoln Ave	1.50	Short-Term	\$4,950
Gilman Dr	Signed Bike Route	Okray Ave	Post Rd	0.21	Short-Term	\$693
Jackson Ave	Signed Bike Route	Plover Rd	Forest Dr	0.76	Short-Term	\$2,508
Juniper Ln	Signed Bike Route	Airline Road	Ramble Ln	0.50	Short-Term	\$1,650
Lincoln Ave	Signed Bike Route	Post Rd	Forest Dr	0.12	Short-Term	\$396
Maple Dr	Signed Bike Route	Jackson Ave	Hoover Ave	2.03	Short-Term	\$6,699
Plover Springs Dr	Signed Bike Route	Okray Ave	Hoover Ave	1.03	Short-Term	\$3,399
Plover Springs Dr	Signed Bike Route	Hoover Ave	Waterview Blvd	0.43	Short-Term	\$1,419
Porter Rd	Signed Bike Route	Hoover Ave	Town of Plover	0.49	Short-Term	\$1,617
Rainbow Dr	Signed Bike Route	Post Rd	Chippewa Dr	0.10	Short-Term	\$330
Ramble Ln	Signed Bike Route	Juniper Ln	Hoover Ave	0.15	Short-Term	\$495

Portage County Countywide Bicycle & Pedestrian Plan

Table 105 Continued: Village of Plover Bikeways

Street	Facility	From	To	Miles	Timeframe	Cost
River Dr	Signed Bike Route	Coolidge Ave	Okray Ave	2.11	Short-Term	\$6,963
Roberts Rd	Signed Bike Route	Post Rd	Chippewa Dr	0.15	Short-Term	\$495
Seventh St	Signed Bike Route	Elm St	Chippewa Dr	0.87	Short-Term	\$2,871
South Dr	Signed Bike Route	Plover Rd	Earhart Ave	0.22	Short-Term	\$726
Washington Ave	Signed Bike Route	Plover Springs Dr	Plover Rd	1.10	Short-Term	\$3,630
Wilson Ave	Signed Bike Route	Plover Rd	Forest Dr	0.76	Short-Term	\$2,508
Plover Springs Drive Extension	Shared Use Path	Plover Springs Dr	Airline Rd	0.33	Long-Term	\$162,883
Village Park Drive Connector	Shared Use Path	Tomorrow River State Trail	Village Park Dr	0.09	Long-Term	\$45,138
Cedar Dr Sidepath	Sidepath	Woyak Sports Complex	Hoover Ave	0.34	Mid-Term	\$165,571
CTH R Sidepath	Sidepath	Roosevelt Dr	Tomorrow River Trail	0.54	Mid-Term	\$265,464
CTH R Sidepath	Sidepath	Commons Circle	Town of Plover	0.52	Mid-Term	\$255,632
Plover Rd Sidepath	Sidepath	Wilson Ave	Hoover Ave	0.98	Mid-Term	\$483,461
Plover Rd Sidepath - North	Sidepath	Village Park Dr	County Road R	0.75	Mid-Term	\$368,700
Plover Rd Sidepath - South	Sidepath	Village Park Dr	County Road R	0.75	Mid-Term	\$368,700

Table 106: Village of Whiting Bikeways

Street	Facility	From	To	Miles	Timeframe	Cost
County Road HH	Bike Lane	Post Rd	Village of Plover	1.05	Mid-Term	\$66,360
Minnesota Ave	Bike Lane	Water St	Post Rd	0.19	Mid-Term	\$12,008
Post Rd	Bike Lane	City of Stevens Point	Post Rd	1.26	Long-Term	\$79,632
Tommy's Tpk	Bike Lane	Whiting Rd	Post Rd	0.95	Short-Term	\$60,040
Water St	Bike Lane	Polk St	Post Rd	0.61	Short-Term	\$38,552
Birch St	Signed Bike Route	Cedar St	Wallace Pl	0.18	Short-Term	\$594
Cedar St	Signed Bike Route	West end	First St	0.46	Short-Term	\$1,518
Elm St	Signed Bike Route	Post Rd	Crossbow Dr	0.95	Short-Term	\$3,135
Sherman Ave	Signed Bike Route	Whiting Rd	Water St	0.70	Short-Term	\$2,310
Spring St	Signed Bike Route	Wallace Pl	Tommy's Tpk	0.18	Short-Term	\$594
Whiting Rd	Signed Bike Route	Sherman Ave	Tommy's Tpk	0.99	Short-Term	\$3,267
Mc Dill Ave Sidepath	Sidepath	Green Circle Trail	City of Stevens Point	0.29	Mid-Term	\$142,564

Appendix H | Funding Opportunities

Determining how to fund various bikeway and pedestrian improvements is a key strategic issue that communities face when implementing bicycle and pedestrian plans. While there are many funding options, each source may have limitations making it more or less appropriate for certain types of projects. Some funding sources are targeted to infrastructure while others target education and encouragement efforts. Some sources are not directly bicycle or pedestrian related but can be applied to bikeway and pedestrian projects that may have a nexus with another public priority such as historic preservation or public health. Some sources may support grants of hundreds of thousands or millions of dollars; others may be targeted to smaller amounts and require citizen volunteers or community involvement, as a part of the required local match.

H.1 | Federal Funding Administered by State Agencies

The primary Federal Transportation funding programs for bicycling were consolidated under the MAP-21 legislation of 2012.¹⁸ The Transportation Enhancements, Safe Routes to School and National Recreational Trails programs were combined into the Transportation Alternatives Program (TAP). Funding levels were reduced over previous years, and some changes were made in project eligibility. Greater authority was given to Metropolitan Planning Organizations regarding project selection. Table 107 provides a summary of the types of bikeway projects that would be eligible for a wide range of Federal Transportation funding programs.

Programs that remain unchanged by MAP-21 include the following. Most of these programs are under a larger Surface Transportation Program known as STP with allocations to sub-programs.

- The **Surface Transportation Urban Program** provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. These funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or non-construction projects such as maps, brochures, and public service announcements related to safe bicycle use and walking. Although seldom used for bicycle and pedestrian projects, this is still an excellent source of funding for hard to finance bicycle and pedestrian projects. Up to 80% of project costs can be covered by STP Urban funds. The Milwaukee MPO (Southeastern Wisconsin Regional Planning Commission) administers these funds using a formula to ensure equal distribution.
- The **Transportation Alternatives** program will provide the City's best opportunity for federal funding of bicycle and pedestrian projects. Projects that exceed \$400,000 are the best fit for this program since a significant amount of administrative work is involved. As indicated above, this is a new program which combines former programs. New for 2014 will be the selection of projects by the Milwaukee MPO (the Southeastern Wisconsin Regional Planning Commission) since they are a federally designated Transportation Management Agency.
 - Ten percent of each State's annual Surface Transportation Program funds is set aside for the Highway Safety Improvement Program and Railway-Highway Crossing Program, which addresses bicycle and pedestrian safety at hazardous locations.
- Funds from the **Congestion Mitigation and Air Quality Improvement Program (CMAQ)** may be used to construct bicycle facilities, pedestrian walkways, or non-construction projects such as maps, brochures,

¹⁸ Moving Ahead for Progress in the 21st Century Act (MAP-21)

and public service announcements related to safe bicycle use. Milwaukee County is one of the areas in Wisconsin that qualifies for CMAQ funds.

- Funds from the **Recreational Trails Program (RTP)** may be used for all kinds of trail projects. This is the only federal transportation funding source that can be used for maintenance activities.
- The **Highway Safety Grant Program (Section 402)** is administered by Wisconsin DOT. Federal 402 funds are used for pedestrian and bicycle public information and education programs. Funds are distributed to states annually from the National Highway Traffic Safety Administration (NHTSA) according to a formula based on population and road mileage. Government agencies or government-sponsored entities are eligible to apply for 402 funds. The City has been consistent recipients of WisDOT “mini-grants” using NHTSA 402 funds.

Table 107 provides a list of Federal funding sources that may be available for bicycle and pedestrian projects. Additionally, Advocacy Advance provides an online Bicycle and Pedestrian Federal Funding Resources List with frequently undated links to each program:

http://www.advocacyadvance.org/site_images/content/Advocacy_Advance_Federal_Funding_Resource_List.pdf

H.2 | State Funding Sources

Currently, there are no state programs that fund bicycle and pedestrian projects. For a two year period, the WisDOT Bicycle and Pedestrian Facilities Program provided state funds, along with federal funds, to provide funding of local project. The one exception to this is the Department of Natural Resources’ Stewardship Program. The set of eligible activities includes paths, but only for acquisition of property for paths. When stewardship funds have been used for paths, they have been dedicated primarily for the purchase of long segments of rail properties for trail use.

H.3 | Local Funding Sources

A discussion of funding approaches was presented earlier in this chapter. One effective approach is that bicycle and pedestrian facilities should be included as part of reconstruction projects and perhaps with resurfacing projects. However, to set the plan in motion, higher priority projects need to be funded as independent projects. In order to do that, local funds will need to be used either on their own and/or as a match for federal funding.

Generally, the majority of the bikeway recommendations that are implemented as stand-alone projects will need to be funded through the implementing municipality’s general fund. This is particularly true of any on-street markings. Projects that have a longer life than street markings (ie. paths) may be able to be financed through general obligation debt in the same manner that many street or other infrastructure projects are financed.

Portage County Countywide Bicycle & Pedestrian Plan

Table 107: Potential Federal funding sources for bicycle and pedestrian projects

Activity	FTA	ATI	CMAQ	HSIP	NHPP/NHS	STP	TAP/TE	RTP	SRTS*	PLAN	402	FLH	BYW**	TCSP**
Access enhancements to public transportation	●	●	●			●	●					●		●
Bicycle and/or pedestrian plans	●					●				●		●		●
Bicycle lanes on road	●	●	●	●	●	●	●		●			●	●	●
Bicycle parking	●	●	●			●	●		●			●	●	●
Bike racks on transit	●	●	●			●	●					●		●
Bicycle share (capital/equipment; not operations)	●	●	●		●	●	●					●		●
Bicycle storage or service centers	●	●	●			●	●							●
Bridges / overcrossings	●	●	●	●	●	●	●	●	●			●	●	●
Bus shelters	●	●				●	●					●		●
Coordinator positions (State or local)			●			●	◆		●					
Crosswalks (new or retrofit)	●	●	●	●	●	●	●	●	●			●	●	●
Curb cuts and ramps	●	●	●	●	●	●	●	●	●			●	●	●
Helmet promotion						●	◆		●		●			
Historic preservation (bike, ped, transit facilities)	●	●				●	●					●		●
Land/streetscaping (bike/ped route; transit access)	●	●				●	●					●		●
Maps (for bicyclists and/or pedestrians)	●	●	●			●	◆		●		●		●	●
Paved shoulders			●	●	●	●	●		●			●	●	●
Police patrols						◆	◆		●		●			
Recreational trails						●	●	●				●		●
Safety brochures, books						◆	◆		●		●			
Safety education positions						◆	◆		●		●			
Shared use paths / transportation trails	●	●	●	●	●	●	●	●	●			●	●	●
Sidewalks (new or retrofit)	●	●	●	●	●	●	●	●	●			●	●	●
Signs / signals / signal improvements	●	●	●	●	●	●	●		●			●		●
Signed bicycle or pedestrian routes	●	●	●		●	●	●		●			●	●	●
Spot improvement programs	●		●	●		●	●	●	●					●
Traffic calming	●			●	●	●	●		●					●
Trail bridges			●	●	●	●	●	●	●			●	●	●
Trail/highway intersections			●	●	●	●	●	●	●			●	●	●
Training			●			●	●	●	●		●			●
Tunnels / undercrossings	●	●	●	●	●	●	●	●	●			●	●	●

* Until Expended ** Until Not Available ◆ As SRTS

A key for the programs referenced in Table XX is provided on the next page.

Table 6g Key

- **FTA:** Federal Transit Administration Capital Funds
- **ATI:** Associated Transit Improvement
- **CMAQ:** Congestion Mitigation and Air Quality Improvement Program
- **HSIP:** Highway Safety Improvement Program
- **NHPP/NHS:** National Highway Performance Program (National Highway System)
- **STP:** Surface Transportation Program
- **TAP/TE:** Transportation Alternatives Program / Transportation Enhancement Activities
- **RTP:** Recreational Trails Program
- **SRTS:** Safe Routes to School Program
- **PLAN:** Statewide or Metropolitan Planning
- **402:** State and Community Traffic Safety Program
- **FLH:** Federal Lands Highway Program (Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program)
- **BYW:** National Scenic Byways Program
- **TCSP:** Transportation, Community, and System Preservation Program

Appendix I | Memorandum on Recreational Bicycle Route Mapping

MEMORANDUM

Date: 2/14/2013
To: Sarah Wallace
From: Tom Huber
Project: Portage County Bicycle and Pedestrian Plan
Re: Rural Bicycle Planning – Next Steps

Background

The plan's scope of work for rural Portage County called for making connections from point to point using communities and parks as nodes of activity. The scope also called for making connections in the eastern part of the county along the general alignment of the Ice Age Trail. The plan reflects these priorities and has recommended a series of rather direct connections. During the development of the plan, bicyclists often commented that they prefer to see different or additional bicycle routes. In many cases, the routes which were suggested by these bicyclists often meant a more circuitous course or even looped routes to bring bicyclists back to the same starting locations. These routes were commonly envisioned as more recreational in nature. Bicyclists making these suggestions knew the roads well and often recommended routes based on low traffic conditions and scenic qualities.

A recommended next step upon approval of this plan is the preparation of a series of looped or touring routes in the county. Many of the advisory committee members see this as a means of encouraging economic development among the smaller villages in the county and/or improving the health of county residents. Several counties in Wisconsin have been successful in marketing bicycling by appealing to people interested in day-long or overnight bicycle riding trips. Although this plan does not take the next step in recommending actual looped or recreational routes (except the Ice Age Trail route), it provides the tools to prepare these bicycle routes. There are a number of other conditions that will help in this process of route identification:

- Portage County has an extensive system of low to very low trafficked town and county roads. With only an occasional motorist, most adult cyclists will view these roads as being good to excellent for cycling. A bicycle suitability map has been provided along with a traffic volume map.
- The local chapter of the Ice Age Trail and Park Foundation has provided and marketed several excellent rural bicycle routes in the eastern third of the county. The north-south spine of these routes is signed as the Ice Age bicycle route. These routes can be used or enhanced.
- The plan has created strong interest among a group of knowledgeable people who would like to pursue a more recreationally-focused bicycle route system.

Next Steps and Considerations

One of the most significant assets the county possesses that will help in choosing routes is the abundance of low volume rural roadways. This "opportunity" can also present itself as a challenge since difficult decisions will need to be made about which routes are best. There will never be a perfect route for all bicyclists, but by featuring a set of routes, people can pick and choose what they are looking for. Route selection can be aided by the following:

Bicycle Suitability Rating and Mapping – Nearly every town road and the vast majority of county roads are rated in the top category for cycling base on low traffic volumes. One of the drawbacks of using the state of Wisconsin's bicycle suitability methodology is its inability to rate conditions for cycling when traffic volumes are extremely low. How much better are conditions if a cyclist is likely to encounter only two motorists in a ten mile ride as

compared to four motorists? Would that still be an ideal condition or twice as good since you have half as many potential conflicts? To augment the bicycle suitability model, a traffic volume map has been added. WisDOT provides traffic estimates for low volume roadways. These estimates are often dated, but are worth considering. Although these counts are helpful, it is possible to verify counts by doing day counts, checking with local officials about conditions, or even asking bicyclists to give you some idea of the comparative traffic volumes.

Terrain

The eastern third of the county is hilly. To many bicyclists this is desirable. To others, it might be a deterrent or has mixed value. Rating the roadways with chevrons on a map is a reasonable way of conveying this information to bicyclists so they can judge for themselves which routes look most appealing. Both the grade and size of the climb should be considered. For example, one chevron may indicate a grade of less than 5% for less than a 50' vertical climb. Two chevrons might be greater than 5%, but still less than a 50' vertical climb. The rating could continue to five chevrons for instance which would be a hill of greater than 8% on average with a climb of more than 100' vertical.

Input by Bicyclists

Area bicyclists have opinions on which roads make the make the best routes. There will not be unanimous support for route options, but these bicyclists have valuable information that can help inform the process, including everything from traffic conditions, to scenic qualities, to sight-lines, to suggested places to stop for eating and drinking.

The creation of the looped and recreational route system would be an excellent first project for an on-going or standing county bicycle and pedestrian committee and is a recommendation of this plan. Although many routes are envisioned for the rural parts of the county, recommended routes should also be featured the urban area – one for each side of the urban area extending out into the rural areas. A series of bicycle routes have already been recommended in the plan to travel in and out of the urban area. These can be paired with each other to offer the main legs of urban-rural routes.

Appendix J | Full Safe Routes to School Report

Available as a separate PDF.