

Chapter 4

Existing Policies and Plans Related to Bicycling

This chapter summarizes existing Federal, state, and local government policies, programs, plans, and regulations related to bicycle facility planning and development. This information on current bicycle transportation planning efforts serves as a context for development of this plan. These plans have been considered and incorporated into this plan to the extent applicable.

A. Federal Transportation Policy

In 1991, Congress passed the landmark transportation legislation, the Intermodal Surface Transportation Efficiency Act (ISTEA), which established a new transportation policy to create an integrated, intermodal transportation system that provides travelers with a real choice of transportation modes. ISTEA recognized the increasingly important role of bicycling and walking in creating a balanced transportation system, and the need for considering the social, land use, and environmental impacts of transportation investments. ISTEA set up a new planning, programming, and funding framework, which requires consideration of non-motorized users during the planning and development of transportation projects and programs and provides new opportunities for funding pedestrian and bicycle improvements. The 1998 Transportation Equity Act for the 21st Century (TEA-21), which superceded ISTEA, continues and improves upon this framework, including the integration of pedestrian and bicyclist considerations into the transportation planning process.

It is Federal transportation policy to promote the increased use and safety of bicycling and walking as transportation modes. The National Bicycling and Walking Study, published by the U.S. Department of Transportation in 1994, translated this policy into two specific goals: (1) to double the current percentage (from 7.9% to 15.8%) of total trips made by bicycling and walking, while (2) simultaneously reducing by ten percent the number of crashes involving bicyclists and pedestrians. The *National Bicycling and Walking Study Report* (Publication No. FHWA-PD-94-023) draws upon work completed through 24 Case Studies and presents a plan of action for activities at the Federal, state, and local levels for meeting the two goals.

Section 1202 of TEA-21 and 23 C.F.R. Part 652 (“Pedestrian and Bicycle Accommodations and Projects”)

require that the safe accommodation of non-motorized users be given due consideration in state and regional transportation plans and during the development and construction of all Federal-aid transportation projects. Consideration must be given for both safety and contiguous routes for bicyclists and pedestrians. Where a bridge deck is replaced or rehabilitated, federal rules require that bicycles be safely accommodated when it can be done at a reasonable cost.

Section 1202 of TEA-21 required the Federal Highway Administration (FHWA) to develop guidance on the various approaches to accommodating bicycles and pedestrian travel. In response, FHWA issued a Joint Statement on Integrating Bicycling and Walking into Transportation Infrastructure. The statement includes the following specific policy regarding the provision of bicycle and pedestrian facilities:

Bicycle and pedestrian ways shall be established in new construction and reconstruction projects [near] or within all urbanized areas unless one or more of three conditions is met:

- Establishment of bicycle and pedestrian facilities would be “contrary to public safety.”
- The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. “Excessively disproportionate” is defined as exceeding twenty percent of the cost of the larger transportation project.
- Where sparsity of population or other factors indicate an absence of need.

Even if the design of the project meets one or more of these conditions, the project must still go ahead in a way that allows for the future construction of bicycle and pedestrian facilities, and the design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is both safe, accessible, and convenient.

In addition, the Joint Statement encourages state and local agencies to adopt design manuals, relying on existing guides, such as the 1999 American Association of State Highway and Transportation Officials’ (AASHTO) *Guide for the*

Development of Bicycle Facilities and approaches that have already worked in other agencies. It also identifies other actions that agencies can take to achieve the goal of accommodating bicyclists and pedestrians as an integral element of the transportation system.

B. State Bicycle-Related Plans, Policies, and Programs

Translinks 21

In 1994, the Wisconsin Department of Transportation (WisDOT) prepared a bicycle and pedestrian element as part of its overall multi-modal transportation plan, *Translinks 21*. This included commitments by WisDOT to: (1) consider bicycle and pedestrian accommodations on urban state highways where they are included in metro-area or local plans or justified by their projected use; (2) increase its funding of bicycle and pedestrian projects, including a new program for stand-alone projects; (3) increase its share of costs for pedestrian improvements on state highways from 75% to 80%; and (4) prepare a State Bicycle Plan. As part of the planning effort, WisDOT published *Wisconsin Bicycle Planning Guidance* to guide metropolitan and local planning efforts.

State Bicycle Transportation Plan

WisDOT completed the *Wisconsin Bicycle Transportation Plan 2020* in 1998. The plan establishes WisDOT goals, objectives, and policies for both intercity and urban and suburban bicycling, and recommends strategies and actions for WisDOT, local governments, and others to take to implement the plan. The two primary goals mirror the Federal goals to double the number of trips made by bicycles and to reduce bicyclist-motorist crashes by at least 10% by the year 2010 (with additional increases achieved by 2020). Plan objectives address planning and engineering, education, encouragement, and enforcement. The plan calls for WisDOT to take a leadership role in efforts to achieve these goals.

The goals, objectives, and recommended actions of the plan apply directly to state highways and state-supported roadways with state and federal funding investments. In addition, WisDOT will encourage local governments to follow the objectives and recommended actions in planning and designing local roadways and bicycle facility improvements. One of the roles of the plan is to help ensure a seamless inter-connected bicycle transportation network across jurisdictional boundaries and at different functional levels of roadway systems.

The plan is primarily a policy plan, but also identifies a system of “priority corridors and key linkages” connecting larger communities and other major bicyclist destinations. In addition to these improvements, WisDOT will provide bicycle accommodations on other state highways in accordance with its established design procedures. For urban and suburban areas, the state plan incorporates and recommends implementation of metropolitan area plans, such as this one.

WisDOT Policy Regarding Provision of Bicycle Facilities on State Highways

Procedure 11-45-10 of the *WisDOT Facilities Development Manual* was developed in response to Federal transportation policies urging state departments of transportation to encourage bicycle transportation and state law requiring WisDOT to assist in the planning and development of bikeways. It calls for the provision of bicycle facilities on state highways when the roadway is on an officially designated bike plan or 25 or more bicycle trips a day are anticipated during the peak season and the current traffic volume exceeds 1,000 vehicles a day. It also provides some basic design guidelines for different types of facilities and other bicycle-safe design factors, based on the AASHTO Bicycle Facility Design Guidelines.

WisDOT Bicycle and Pedestrian Transportation Program

WisDOT employs two full-time staff in its central office who promote and facilitate the increased use and improved safety of non-motorized transportation. One staffperson, the Bicycle and Pedestrian Coordinator, focuses on the overall coordination, planning, and bikeway facilities. Federal law requires state departments of transportation to fund a Coordinator position. The Coordinator serves as an advocate within the agency for bicycle and pedestrian issues, a technical resource, and a point of contact for local agencies and user groups. WisDOT intends to prepare detailed Bicycle Facility Design Guidelines and Rural Bicycle Planning Guidance to further assist state and local bicycle planning and facility development efforts.

The other primary WisDOT bicycle/pedestrian program staffperson manages the bicycle safety program with its public information, education, and enforcement activities. (See Chapter 5 for a discussion of these activities.) WisDOT also provides bicycle and pedestrian liasons in each of its transportation district offices. The liasons serve as a point of contact on matters involving the planning and design of bicycle and pedestrian facilities.

C. Madison Area MPO Bicycle-Related Plans and Policies

Dane County Land Use & Transportation Plan

The Vision 2020 *Dane County Land Use & Transportation Plan* (1997) provides the overall framework for development and transportation decisions within the county. The transportation component of the plan is an overall transportation systems plan, providing goals, objectives, and recommended implementation measures to guide needed improvements to all modes of transportation, including bicycles. The plan has been adopted by the new Madison Area Metropolitan Planning Organization (Madison Area MPO) as the regional transportation plan.

The bicycle element of the Vision 2020 plan includes three major objectives and identifies a number of measures to achieve them. It includes a map of proposed bicycle facilities in the Madison urban area and some proposed locations for future paved shoulders in Dane County. This plan is intended to build upon and refine the bicycle element of the Vision 2020 plan.

Land use patterns and neighborhood design determine to a large degree both the viability and attractiveness of bicycling. The Vision 2020 plan includes numerous goals, objectives, and recommended implementation actions to promote land use and urban design practices that support bicycling. Bicycle-supportive land use goals include: (1) promoting functionally and visually distinct communities; (2) encouraging compact, mixed-use neighborhoods with convenient pedestrian and bicyclist access to neighborhood focal points; (3) discouraging commercial strip development; (4) protecting the scenic values of the Dane County landscape; and (5) developing a county-wide system of open space corridors to protect the environment and provide outdoor recreation opportunities.

MPO Project Ranking Process

ISTEA increased the role of metropolitan planning organizations (MPOs) in planning and programming transportation projects in urban areas with a population greater than 50,000 such as Madison. In addition to preparation of a long-range transportation plan and transportation improvement program (TIP) for the urban area, MPOs select projects for funding with Surface Transportation Program (STP)-Urban funds. The STP-Urban is one of the federal-aid highway programs and has provided around \$3.6 million annually to the Madison urban area since the passage of ISTEA. That figure is expected to increase to

\$5 million annually in 2002 with the additional funding provided by TEA-21. STP-Urban is the most flexible transportation project funding program and can be used for a wide variety of projects.

In 1993, the RPC, the former MPO for the Madison area prior to the recent RPC restructuring and MPO redesignation, developed a set of STP-Urban objectives and project selection criteria. In addition to ensuring consistency with the current plans, the criteria emphasize cost effectiveness, multi-modal use, promotion of efficient land use, and minimization of environmental impacts. The project selection process has resulted in the inclusion of bicycle and pedestrian improvements in almost all roadway projects.

The RPC also developed criteria for making recommendations to WisDOT for funding of Enhancement and STP-Discretionary projects. These two programs are incorporated into WisDOT's Statewide Multi-Modal Improvement Program, and serve as the primary source of funding for independent bicycle projects. The project criteria include: the extent to which the project improves mobility; number of people impacted; and impact on overall quality of life. The ranking process has played an important role in helping the City of Madison and other Dane County communities secure Enhancement and STP-D funding for a large number of bicycle projects.

D. County Bicycle-Related Plans and Policies

Dane County Land Use & Transportation Plan

The Vision 2020 *Dane County Land Use & Transportation Plan* has been adopted by the Dane County Regional Planning Commission as the master plan for the Dane County region. It has also been adopted by Dane County and the City of Madison, two of the units of governments responsible for implementing the plan.

Dane County Executive *Design Dane!* Report

Following a series of public meetings to gather input, Dane County Executive Kathleen Falk published the *Design Dane!* Report (May 1998), which sets forth a series of recommended actions for better managing growth in the county. The recommendations cover farmland and open space preservation, community development, environmental protection, and transportation. The report includes two spe-

cific bicycle transportation-related recommendations. The first one is to “give priority to projects that promote efficient development” in funding highway improvements, including possibly adding new criteria for county participation in joint municipal projects and adding funding for transportation options. The second recommendation is to work with towns to create a “rural scenic byways” designation on selected county and town roads, which might then be subject to special access restrictions and development standards, in order to preserve scenic vistas, bike routes, and farmland. The Wisconsin Department of Transportation is in the process of developing a state scenic byways program, which will allow the state to compete for federal discretionary funding for the program.

Dane County Highway and Transportation Department Policies and Programs

The Dane County Highway and Transportation Department has an unwritten, informal policy to provide paved shoulders three- to five-foot wide, depending upon the circumstances, on all county trunk highways with an average daily traffic of 1,000 vehicles or more when they are resurfaced or reconstructed.

For improvement projects on county highways through or adjacent to incorporated municipalities, the county has a policy to share in one-half of the costs of a widened roadway section available for bicycle use. The county will also share in one-half of the costs of any bridge widening or construction involved in the project. Off-street bicycle paths are not funded by improvement project funds.

The Dane County Highway and Transportation Department has a relatively small “Bicycle Paths” fund, which may be used by local municipalities for bicycle-related projects. A total of \$70,000 was available in 1999 and \$62,600 in 2000. A 25% local match by the municipality is required. No more than 50% of the total available funds may be requested by any one municipality. In recent years, around half of the available funding has been used to pay for a portion of the salary of the City of Madison Bicycle and Pedestrian Program Coordinator.

Bicycle projects eligible for county funding include: bicycle safety and educational programs; bike path maps and/or brochures; bike route signs; bike parking facilities; railroad

crossing improvements to aid bicyclists; shoulder paving of roadways; bike route pavement markings; and off-roadway bike trails. The Dane County Transportation Committee makes final selection of projects to be funded based on the following criteria: (1) anticipated bicycle use; (2) overcoming safety problems; (3) providing a linkage with other bikeway routes; (4) complementing area development activities; (5) clarity of project purpose; and (6) completeness of application request.

County Parks and Open Space Plan

The *Parks and Open Space Plan for Dane County, 1996-2000* identifies goals and policies for parks and recreation; natural, cultural, and historic resource protection; and urban green space, and strategies for implementing them. It also identifies and prioritizes acquisitions needs and/or development proposals for existing and proposed parks and trails and resources protection areas. Plans for existing and proposed trails that are open or envisioned to be open to bicycling have been considered and generally incorporated into this plan. The routing for a number of the proposed trails in the plan was conceptual. In many of these cases, more detailed analysis has been done and routing modifications made to take into account environmental, bicycle safety, and other issues as well as more recent detailed planning efforts. Some recommended connections to county parks have been changed to on-road vs. off-road routes.

Northern Lake Mendota Regional Plan

The *Northern Lake Mendota Regional Plan* (1999) includes a greenway trail master plan for the Pheasant Branch Conservancy and the Belfontaine Conservancy (previously known as the Frederick Farm), which together comprise over 500 acres of publicly owned open space. The plan was initiated by the City of Middleton, but was a joint effort of the city, Dane County Parks Department, Wisconsin Department of Natural Resources, and the Town of Westport. The greenway trail plan recommends a series of greenway corridors through the conservancies to connect the headwaters of Black Earth Creek with Governor Nelson State Park and Cherokee Marsh. The proposed corridors also connect the City of Middleton, Village of Waunakee, and northeast side of the City of Madison with the public open spaces of the northern Lake Mendota

region and with each other. In most cases, the trails are envisioned as bicycling and hiking trails. This bicycle plan incorporates one or more of the highest priority trail options outlined for the four different planning areas studied. In some cases, it was recommended to pursue more than one trail option simultaneously.

In addition to development of the proposed greenway trail system, the plan also makes recommendations for restoration management to improve the vegetative communities and provide better wildlife habitat. The plan provides information on previous studies, existing conditions, potential improvements, and makes recommendations for further studies. The goal of the plan was to provide access to the properties for education and passive recreation, but to do so in an ecologically safe and sustainable manner.

E. Local Community Bicycle-Related Plans, Policies, and Regulations

Central Urban Area Communities

City of Madison

The City of Madison has adopted *Objectives and Policies for the City of Madison*, which comprise a part of the Master Plan. The objectives and policies contain a section on transportation and parking. The objectives support the overall policy of providing a flexible transportation system, which provides alternative modes of travel to most destinations, minimizes conflicts among the different modes, and discourages single-occupant vehicle commuting. The bicycle is recognized as a major mode of transportation and vehicle for recreation. Specific bicycle policies include provision of all needed bicycle facilities when constructing or reconstructing city streets and including the requirements of bicycle traffic in the design of all traffic control devices.

The city's land use policies support designing new neighborhoods to minimize the need for driving to access school, shopping, and recreational facilities. The city prepares neighborhood plans prior to the development of new areas, and attempts to implement this policy in designing new neighborhood areas. Recently adopted neighborhood plans include the Sprecher Neighborhood on the East Side, Marsh Road Neighborhood on the Southeast Side, and the Westside Neighborhood and Mid-

Town Road Amendment to the High Point-Raymond Neighborhood on the West Side. The city also uses Community Development Block Grant (CDBG) funding to prepare and update neighborhood plans for existing neighborhoods. Bicycle transportation issues and needs are routinely addressed in these plans.

The recently updated *City of Madison Park & Open Space Plan* (1997) recommends that master plans for future area parks and larger parklands incorporate pedestrian/bicycle circulation to and within them. The plan identifies specific needed bicycle trail links to recreational areas and potential new paths on parklands. The Parks Division maintains most of the off-street multi-use paths in the city.

The city recently adopted a comprehensive *Pedestrian Transportation Plan for Madison, Wisconsin* (1997), which provides a framework for implementing strategies and actions to enhance the pedestrian environment. The plan includes a series of specific recommended actions addressing community and site development, design and maintenance of pedestrian facilities, education, encouragement, enforcement, and pedestrian planning. The recommendations are prioritized (high, medium, low) for implementation. The issues and recommendations regarding community and site development and street crossings are particularly relevant to bicyclists.

The City of Madison Department of Transportation (Madison DOT) employs a Pedestrian-Bicycle Coordinator. The Coordinator's responsibilities include facility planning, policy development, project review, bicycle crash analysis, public relations, education, and coordination among city agency staff and bicycle organization activities. The Madison DOT prepares an annual work program identifying priority independent bicycle projects for the next several years. Projects incidental to street reconstruction, such as new bike lanes, are included in the street improvement plan. The city does not have its own bicycle facility design guidelines, but generally follows the AASHTO Guidelines.

The City of Madison has a Pedestrian/Bicycle/Motor Vehicle Commission (PBMVC), which provides recommendations to the Common Council regarding policies on all pedestrian, bicycle, and motor vehicle matters. The PBMVC consists of three members of the Common Council and six citizen members with two alternates.

Among the duties of the PBMVC are to develop and update pedestrian and bicycle policies, programs, and facilities, including setting priorities for work programs. The PBMVC holds an annual hearing on the pedestrian and bicycle work program.

The city's subdivision ordinance includes a list of policies to which subdivisions shall conform, including favoring land use intensities and patterns that are supportive of alternative modes of transportation. The ordinance contains common design standards relating to street connectivity, but does not discourage use of cul-de-sacs. Block lengths are not limited, except in the R2S Zoning District (allowing smaller lots) where they are generally not to exceed 500 feet. Pedestrian ways (minimum 10 feet in width) are required across blocks greater than 900 feet. Subdividers are required to pay for street and intersection area improvements necessitated by the development, including bicycle lanes, turn lanes, and traffic signals.

The city has a detailed bicycle parking ordinance, passed in 1998, which requires the provision of off-street bicycle parking for new developments, expansion of existing developments, and changes in use that would require additional parking. For expansions or changes in use, bicycle parking is required based only on the extra amount needed by the addition or change in use, similar to the automobile parking requirements. The number of bicycle parking spaces required is determined by the Zoning Administrator based on guidelines in the ordinance. The ordinance also specifies location, space, and rack design criteria.

City of Middleton

The city is near completion of an update to its existing Comprehensive Master Plan, which dates back to 1982. Transportation objectives of the existing Master Plan include supporting the development of safe pedestrian and bicycle way systems connecting residential areas with neighborhood facilities and encouraging use of non-auto transportation. Sub-area plans were prepared in 1988 and 1990 for the Southwest and North/Northwest areas of the city. Greenway Center encompasses a large part of the Southwest area. One of the recommendations of the Southwest Area plan was to improve the pedestrian/bicycle connections between the Downtown and this area. The Northwest Area Plan included recommended traffic corridors for the area west of USH 12 and north of CTH M (Century Ave.).

The City of Middleton recently adopted the *City of Middleton Bicycle and Pedestrian System Plan* (1999), which provides a planning and policy framework for the development of a community-wide network of bicycle and pedestrian facilities that link area schools, parks, community facilities, and business and employment districts. The plan makes specific recommendations for the provision of on-street bicycle facilities and off-street paths and implementation of a bicycle route system. The plan incorporates trail facility improvement recommendations included in the city's *Comprehensive Park and Open Space Master Plan* (1995). The bicycle plan recommends establishment of community-wide bicycle and pedestrian safety educational programs. The plan was adopted as part of the city's Master Plan.

The city's subdivision ordinance requires that subdividers plat any bikeways included in the city's Master Plan or Official Map, and construct dedicated bikeways prior to issuance of a building permit. The requirements for dedication of parks and public sites includes a provision requiring the dedication of land for pedestrian and bikeway linkages necessary to provide access to park, recreation, and open space areas. Provision of bikeways, including lighting for those away from streets is required, where deemed necessary. The subdivision ordinance's street design standards include provisions for access control along arterial streets, and require streets to be generally designed to connect to future development areas, but use of cul-de-sacs is not limited or discouraged. Pedestrian ways (minimum ten feet in width) are required across blocks exceeding 900 feet, where deemed necessary to provide access to schools, parks, etc. The zoning ordinance does not include bicycle parking facility requirements.

City of Fitchburg

The City of Fitchburg updated its General Land Use Plan in 1995, with assistance from Dane County RPC staff. The plan is the city's long-range land use policy document. The goals and policies support compact, mixed-use development that increases the accessibility of services and provides transportation alternatives. Bicycle-specific transportation policies include considering the needs of bicyclists in all roadway improvements and providing pedestrian and bicycle routes that link parks, schools, and open space areas. The plan includes a proposed bicycle way system and recommends inclusion of bicycle lanes on arterial and collector streets when reconstructed. Restriping

for bike lanes is recommended for collector streets included in the bicycle way system, but not scheduled for reconstruction. The city is in the process of finalizing a separate bicycle and pedestrian plan.

The City of Fitchburg's *Plan for Open Spaces and Recreation* (1994) emphasizes the city's policy to provide bicycle lanes and off-street paths to provide bicycle and pedestrian access to recreational areas. The plan includes a specific recommendation to provide an underpass of CTH PD (McKee Rd) east to Chapel Valley Rd. to connect the Capital City State Trail with McKee Farms Park and the city's central neighborhoods.

The City of Fitchburg's *General Land Use Plan* recommends concentrating most future development in the Nine Springs Neighborhood east of the Fitchburg Center, north of Lacy, and west of USH 14. The neighborhood plan for the area calls for a mix of residential types, a business park, and commercial and institutional uses. Multi-use paths are proposed to connect McGaw Park with the Capital City State Trail and the residential area west of Syene Road to the business park, commercial area, and possible future transit station.

The city's subdivision ordinance includes common street design standards that address street connectivity. Proposed streets are required to extend to the boundary lines of the tract being subdivided, unless determined to be unnecessary. Cul-de-sacs are limited to generally no more than one for every 50 lots in the land division. Pedestrian ways (ten feet minimum in width) may be required across blocks greater than 900 feet in length. The ordinance also includes a requirement for dedication of public ways. The zoning ordinance does not require bicycle parking facilities.

City of Monona

The city's Master Plan, adopted in 1979, supports encouragement of bicycling and planning for future bikeways. Given the city's landlocked situation, planning efforts have focused on redevelopment of small areas and key corridors. In 1988, the city adopted the *Broadway Corridor Plan* in response to the construction of the South Beltline. Prepared by RPC staff, the plan identified development strategies, infrastructure improvements, and design criteria for the corridor. Transportation recommendations included access management and provision of bicycle and pedestrian

improvements. A streetscape plan developed a year later refined the recommended pedestrian/bicycle facility improvements, which included bicycle lanes along the entire roadway. Many plan recommendations, including the bike lanes, have been or are being implemented. The city is beginning a similar planning effort for the Monona Drive Corridor.

Monona has a signed "Scenic Bike Route" system, which provides an alternative to the Lake Loop Bike Route through the city. The route follows Winnequah Road to Healy Lane to Nichols Road, and onto Winnequah again before connecting back up with the Lake Loop Route at W. Dean Ave. The scenic route is designed to connect several parks and community facilities, including the pool, library, and community center. The *Dane County Park and Open Space Plan* included a recommendation for a route connecting the Capital City Trail to Edna Taylor Park via Raywood Rd./South Towne Dr. and W. Broadway.

Village of McFarland

The village updated its *Master Plan for the Village of McFarland* in 1994. A *Residential Growth Management Plan* was adopted in 1998 as an amendment to the Master Plan. Dane County RPC staff prepared both plans. The Master Plan includes land use policies that support bicycling and other alternative transportation modes. Transportation policies address the provision of bicycle accommodations on roadways, where needed. The plan includes a proposed bicycle way system, and a recommendation that bike lanes be provided on designated streets. The bicycle way system plan was further refined as part of development of the *Village of McFarland Outdoor Recreation Plan* (1995). Increasing pedestrian and bicycle access to recreational facilities is one of the plan goals.

The village has an ordinance chapter with provisions addressing the operation of bicycles. The provisions supplement the general "rules of the road" contained in the state statutes. The provisions are generally consistent with state law. An exception is a provision generally prohibiting use of adult-sized bicycles (with wheels 20 inches or greater) on sidewalks. The village also has a bicycle registration requirement.

The subdivision ordinance includes a requirement to install bicycle paths in accordance with village plans. The

subdivider is required to assume the cost. The ordinance also contains street design standards, which address street connectivity and pedestrian accessibility. Use of cul-de-sacs is discouraged. Pedestrian pathways (10 feet minimum in width) are required through the center of blocks more than 900 feet long where necessary to provide access to schools, parks, shopping centers, etc. The zoning ordinance does not require bicycle parking facilities.

University of Wisconsin

The *University of Wisconsin Campus Master Plan* (1996) provides a planning framework and identifies opportunities for development of new campus facilities. The plan includes the following planning principles for bicycle circulation:

- Recognize bicycles as an essential mode of transportation.
- Encourage increased ridership by creating major campus corridors and improved storage opportunities.
- Create separate bicycle and automobile routes, including in-street lanes and off-street paths whenever possible.
- Connect campus corridors with regional routes.

The plan recommends the following bicycle facility improvements:

- Add bike lanes to the Linden Drive Corridor and restrict motor vehicle access to special permit holders, buses, and persons with disabilities.
- Develop a bicycle path along the University Ave. railroad corridor with linkage points into the campus bikeway system.
- Construct a bike path on the north side of Observatory Dr. from Willow Creek to Walnut St. and extend the existing path along the westside of Willow Creek to the planned RR corridor path.
- Provide direct linkages from the Lakeshore Path to the planned Murray Mall and Langdon St.
- Provide new bicycle parking facilities in the west campus area and include weather-protected bicycle parking with new building projects.

The plan also includes several intersection and roadway modification recommendations to improve bicycle safety and circulation. These include:

- Conversion of Mills and Charter Streets to a one-way pair to reduce turning movements and conflicts at the Charter St./University Ave. intersection.
- A long-term recommendation to convert Randall Ave. (bet. Johnson and Spring Streets) and Dayton St. (bet. Randall Ave. and Charter St.) into restricted access corridors.

In 1999, UW Transportation Services hired a full-time Bicycle/Pedestrian Coordinator as part of their Transportation Demand Management (TDM) program. The Coordinator develops policies, oversees facilities maintenance, promotes transportation alternatives, develops education programs, and coordinates activities among university departments. The UW has a Bicycle/Pedestrian Subcommittee, which advises the Campus Transportation Committee, the administration and staff. The UW Bicycle/Pedestrian Subcommittee consists of six faculty/staff and one student.

One of the current projects of the coordinator and Bicycle/Pedestrian Subcommittee is the development of a campus bicycle plan. The first task will be to develop a comprehensive bicycle route plan, which will help identify priority projects. UW Transportation Services is also in the process of developing Campus Design Guidelines & Standards for new buildings and transportation facilities.

Outer Area Communities

Development of bicycle plans for communities outside the central urban area was outside the scope of this plan. However, in developing the recommended countywide inter-community bicycle way system, community land use and parks and open space plans were reviewed to ensure coordination of the recommended countywide system with existing and proposed local on-street and off-street bicycle ways identified in these plans. Major bicycle trails included in these plans, such as the planned path system in the DeForest-Windsor area, have been incorporated into this plan.